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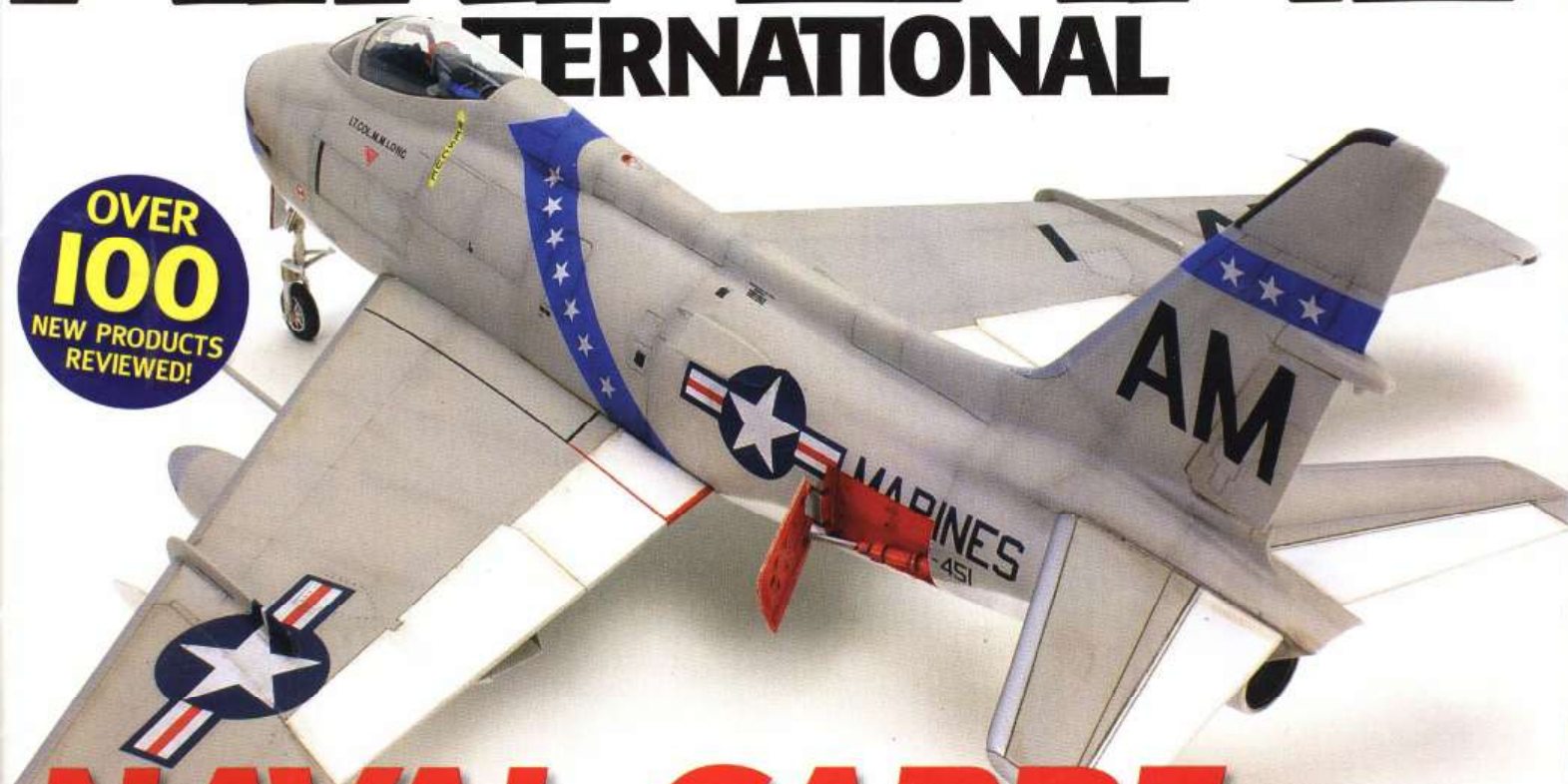
June 2008 / £3.95 / Issue 35

Model AIRPLANE INTERNATIONAL



BABY THUD
Trumpeter's 1:72
Republic F-105D

**OVER
100**
NEW PRODUCTS
REVIEWED!



NAVAL SABRE

The 1:48 FJ-4 Fury from Hobby Boss

JUNKERS' METAL DONKEY

Roden's new 1:48
Junkers D.I



**Kwik Build of the Hobby Boss 1:48 Grumman
F4F-3 Wildcat**



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Colour Profiles

Richard J. Caruana provides colour profiles for all of our main features this month

48 Dodge

1:48

This new manufacturer has started with a superb resin kit of an instantly recognisable vehicle from the 1940s and 50s

Peolini Design is a new firm from The Netherlands and its first resin kit is of the Dodge WC54 ambulance. It depicts the type of WC54 used from October 1943 through WWII and on into the Korean War. It is a stunning product made up of 49 resin, 18 white-metal, 12 clear acetate and 25 photo-etched brass parts. There is interior detail in both the cab and the ambulance body, so the separate doors can be posed open if you so wish. Peolini has cast all the Pioneer tools separately,

so that these can be posed off the vehicle if you so wish. One set of markings is included, but without too much problem other options should be easy to create. So, if you need something to go alongside your USAAF aircraft in this scale, you can obtain this superb kit directly from the manufacturer for €54.50 including shipping and handling. For more details contact Peolini Design, Viekeweg 42, 7532 RX, Enschede, The Netherlands, Tel. +31 (0)622 198 199 or email info@peolini-design.nl.



DUST BUSTER

Getting dust etc. off a model during assembly or prior to painting stages can be a problem. Preparation fluids are available, but if you just want to pick up small batches of dust in between stages a 'tack cloth' is ideal for this. Little-cars.com have just started stocking this handy tag rag, which folds out to quite a size once unpacked and thus can be cut down to suit your requirements. At just £1 it is an inexpensive addition to the workbench that we are sure everyone will

find of use. For more details or to order, contact Little-cars.com. Email info@little-cars.com or call 01234 711980.



FROM BARBAROSSA TO ODESSA

Midland Publishing has recently released two volumes that complement the Air Battle hardback title on Barbarossa that we mentioned in Issue 25. These new titles cover the period from June to October 1941, the first covering the battle for Bessarabia (22nd June to 31st July 1941), while the other looks at the battle for Odessa (August to October 1941). Each gives a day-by-day account of the Luftwaffe and Axis-allies operations above the ground forces. Both titles are very much narrative, but there are a good number of period images and a good selection of modern colour profiles. These titles should be available from all good bookshops for £16.99 (\$29.95) each or directly from Ian Allan Mail Order.

FOAM SANDERS

Model Design Construction have recently moved into the modelling tool field with the release of a series of sanding pads and sticks. This set offers three different sanding sticks, one each of 100 grit (purple), 180 (orange) and 220 (blue). Each pad is 125mm long by 20mm wide and 10mm deep, so they are a good size and quite stable when used, even quite vigorously. The set retains for £5.25, so to order visit www.modeldesignconstruction.com or call 01773 513345.





For all the very latest news on kit releases, other news and secure online ordering check out our website at www.modelairplaneinternational.com

COMPETITION WINNERS

The following lucky individuals are winners of the MAI/MPM competitions as noted.

ISSUE 17

Q: What was the nickname given to the Meteor?

A: 'Meatbox'

Winners:

R. Mekgert (The Netherlands) - Meteor FR.9
G. Peters (Australia) - C-60 Lodestar

ISSUE 25

Q: Which RAF Squadron was briefly equipped with the Airacobra in WWII?

A: No. 601 (County of London) Sqn, based at RAF Duxford

Winners:

M. Jones, Norfolk (UK) - P-39
L.E. Vaughan (Norway) - Roc

ISSUE 29

Q: The CH-37 is named after the Mojave Desert, but can you name three of the US States through which the Mojave runs?

A: The Mojave or High Desert runs through four states: these are a significant portion of southern California and smaller parts of Northern California, south-western Utah, southern Nevada, and north-western Arizona,

Winners:

T.P. West, Cambs (UK) - CH-37 Mojave
S. Sligher, LA (USA) - X-15A-2

Thank you to everyone who entered and congratulations to the above winners. Your prizes will be sent directly to you by MPM Production.

HIGH FLYING STORCH

1:48

You will all have read our build of the Tamiya Storch in Issue 33, well now they have released an update set for it. This takes the shape of a display stand and revised, extended undercarriage. There are six plastic and two metal components plus two nuts and bolts and the base. In flight the undercarriage legs of the Storch extend, so this is what this set offers, and the rod to which the kit is mounted onto the base has an articulated top to allow you to pose the model at any angle. This item does not fix to the model, it just cradles it, so does not have to be a permanent fixture. This set (#12620) should be available from all Tamiya stockists by the time you read this.



ENCYCLOPAEDIA OF MODEL AIRCRAFT

This new CD from France, entitled 'Encyclopédie des Maquettes d'Avion' lists more than 40,000 kits, in alphabetical order by aircraft manufacturer/type plus over 12,000 box tops and more than 700 kit manufacturer's logos. The narrative elements are offered as Word files, whilst all the images are jpg or bmp files. Available for £19.00 (£16.00) including P&P, you can order by contacting philippe.jouneau@libertysurf.fr.



Build Your Dream!

NEW RELEASES FOR 2008



04186 Hawker Hunter FGA.9 1:72 scale



04386 Lockheed F-22 "Raptor" 1:72 scale



04208 Piper PA-18 Super Cub 1:32 scale



04397 Fairey Gannet A.S.4 1:72 scale

These are just a selection of the brand new releases available from Revell, ask at your local model or hobby shop for more details, or check out our website www.revell.eu

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KWIK BUILD

SKILL LEVEL: BEGINNER

BUILT & WRITTEN BY JENNY
WRIGHT FROM THE UK**MODEL INFO**

SPEC: Hobby Boss 1:48 Grumman

F4F-3 Wildcat 'Early' KIT NO.: 803266

MATERIALS: IM AVAILABILITY: Creative
Models Ltd (UK Importer) and Hobby Boss
stockists worldwide PRICE GUIDE: £10.99

Having already done a F4F in the 'yellow wing' scheme, albeit 1:32, Jenny opted to go with this scheme applied during wargames prior to the outbreak of WWII

DASH-THREE CAT

Hobby Boss are a relatively new name on the scheme, but they have already made a name for themselves, so how are they going to deal with such a well known and already covered (kit-wise) subject as the Wildcat?

This kit is the first in a line of Wildcat kits to be released by Hobby Boss. Presented in a very attractive box you will find 81 parts on five sprues. Decals are provided for two versions and a full colour painting and decaling guide is included. My initial reaction on opening the box was noting the very strong resemblance to the larger Trumpeter Wildcat. It is certainly plain to see the heritage, as with a few exceptions it seems to be very much a small version of that kit. All the parts are cleanly moulded with crisp surface detail and the transparencies are nice and clear. All rivet detail is recessed and no attempt has been made to replicate the lapped panels of the original aircraft. I find the rendering of the fabric detail a bit strange, as the ailerons look more like corrugated metal to me, whereas the elevators are quite nicely done.

I got straight into the build with the cockpit parts. The parts breakdown here is almost identical to the Tamiya kit, albeit a bit less well defined. No matter though, it builds up beautifully and lacks only seat belts to make a really complete job of it. One thing Hobby Boss have reproduced that Tamiya did not is the see-through cockpit floor. I used Gunze Sangyo H302 for the Bronze Green interior colour, with details picked out in black and white. There really isn't much colour in a Wildcat cockpit. Unlike the bigger Trumpeter kit, the internals fit into the fuselage with no trouble at all, boding well for a trouble-free build. Unfortunately it doesn't quite pan out that way. I found the separate under-fuselage part to be quite problematical. It was as if it was warped since it didn't want to fit, no matter how I tried to line it up. In the end I glued it at one end

only and left it to dry. Once it was dry I then squeezed and cajoled the other end to fit and glued it in place. The resulting job was actually very good, needing little attention with filler. One major benefit of the fact that Hobby Boss chose to use recessed rivet detail rather than the more correct raised detail is that when you do need to use filler it is very much easier to make good again afterwards! With the fuselage sanded as necessary I fitted the wings. Spookily, I found that I had to cut off the mounting stubs to get a good fit – exactly the same as I had to on the Trumpeter 1:32 Wildcat! Once they were removed the fit was perfect, no filler, or even sanding required.

On to painting. Since I have only just done a yellow-winged Wildcat (See Issue 30), I chose the other scheme this time, an all-grey Marines aircraft from VMF-111 that took part

in the Louisiana wargames of 1941. I started proceedings by preshading the panel and rivet lines with dark grey. I applied the colour more heavily in the panel lines to give some variation. This was then lightly overcoated with Tamiya XF-19 Sky Grey acrylic to act as a basecoat for the final colour, for which I used Gunze Sangyo H315 grey. This is a fair bit lighter than the XF-19, so I added it slowly and carefully to build up a shaded look. When the paint was dry I added Promodeller's wash to most of the panel lines and a little pastel dust here and there for some dirtiness. The whole lot was then sealed with Johnson's Klear ready for decaling.

The decaling is not a long job here, there aren't many! All of them performed flawlessly, settling down well using Klear as a setting solution. There are a couple of mistakes, though, as

YOU WILL NEED...

Before Starting:

- Cyanoacrylate
- Tamiya Extra Thin Cement
- Tamiya Masking Tape
- Blu-Tack
- Scalpel
- Micro-mesh sanding sticks
- Johnson's Klear
- Promodeller's wash



Paints Used:

Gunze Sangyo Aqueous Color
acrylics:
H302 Dark Green FS34092
H315 Light Grey FS16440

Tamiya acrylics
X-21 Flat Base
XF-19 Sky Grey

Dimensions

Span - 38ft 0in (11.58m)
Length - 28ft 9in (8.76m)
Height - 9ft 2.5in (2.81m)

Dimensions - 1:48

Span - 241.3mm
Length - 182.5mm
Height - 58.5mm



Hobby Boss have added all the detail, plus they have got the outlines and profiles looking pretty good, all-in-all an impressive little model



The box art is striking, and better than those we have seen in the past from many a Chinese manufacturer, but it is probably the only thing they need to improve!

the rudder code reads F4F-34 when it should read '3A' and the fin codes should read Marines rather than Navy. A final flat coat using a concoction of Tamiya Flat Base and Klear finished off the painting phase nicely.

I added the undercarriage at this late stage because I had previously figured out that I could

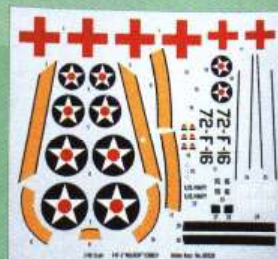
fit the bulkhead and all the struts through the wheel holes, saving a difficult masking job whilst painting. I proceeded to do all of this without issue. Be careful with these parts as they are very much to scale (read spindly) and will break without much provocation. I used some Blu-Tack to temporarily fix the undercarriage

doors in the closed position to enable the exhaust streaking to go across them properly. With that done it was an easy matter to glue the undercarriage itself into position. Finally, I added the engine and cowl, which were also left off to avoid masking. The last pieces to go on were the canopies. The windscreen fits well

but the sliding portion is a bit tricky, and cannot be displayed in the open position. I also added the wing fuel tanks and an aerial to finish off. ■

REFERENCES...

- *F4F Wildcat* [DVD] (Red Pepper Creative Inc 2004)
- *F4F Wildcat* by B. Kinzey, Detail & Scale Vol.65 (Squadron/Signal Publications 2000)
- *F4F Wildcat In Action No.84* (Squadron/Signal Publications)
- *F4F Wildcat Walk Around No.4* by R. Dann (Squadron/Signal Publications, 1995)
- *Grumman F4F Wildcat, Warpaint No.9* by Glen Philipps (Hall Park Book 1997)
- *Grumman F4F Wildcat* by S. Nohara & S.T. Hards, Aero Detail No.22 (Art Box Co., Ltd 1998)
- *Grumman F4F Wildcat* by A.R. Zbiegniewski & K. Janowicz (Kergo 2005 ISBN: 83-89088-53-3)
- *Grumman F4F-3 Wildcat* by F.L. Greene, Profile No.53 (Profile Publications 1965)
- *L'album du fanatique de l'aviation NO.12 & 13* (1969) Mini Replika 1/97
- *Pilot's Manual for Grumman Wildcat* (Aviation Publications 1978 ISBN: 0-87994-099-9)
- *US Navy Carrier Fighters of WWII* (Aerodata International)
- *Wildcat Aces of World War 2* by B. Tillman (Osprey, 1995)



FINAL VERDICT

■ I am pretty impressed with this kit. It is not as good as the Tamiya example, but it is very good for the price, and Tamiya don't do a -3 Wildcat anyway. There are a few inconsistencies, meaning that neither of the schemes included can be built accurately without some form of modification, but these are very minor. Armed with some good references and a spare weekend a very attractive model can be had. Recommended.

NAVAL SABRE

The FJ-4 Fury was the last in the family of aircraft that could trace its ancestry back to the original F-86 Sabre and just one glance is enough to confirm the pedigree good looks.

The FJ-4 was a redesign of the earlier FJ-3 to increase the range by adding a fuel tank in the fuselage, giving it the distinctive 'humped' look. The flying surfaces also got the makeover and gained a substantial amount in chord and span, while they grew thinner and far more efficient. It was powered by the same Wright J65 engine, which had proven itself to be reliable and, for its age, quite frugal with the fuel. This meant that the new aircraft had a range of just over 2,000 miles with two 200 gallon drop tanks. It could also take on the ground-attack role with iron bombs and unguided rockets as well as its internal 20mm cannon, but the Navy wanted something more, so along came the FJ-4B model. This version had the strengthened wing with six under-wing hardpoints and the ability to carry up to 6,000lb of stores, including of course the Bullpup air-to-surface guided missile, and extra speed brakes and electronics.

To be honest, it's this version that's actually in the box as Hobby Boss have taken the easy option of making only one set of moulds and jamming it into two different boxes. So even though it says FJ-4 on the lid, it's not quite; you can tell that this is the FJ-4B because it has the rear fuselage speed-brakes already moulded into place as well as the six under-wing stores locations. It's no great problem to sort out as it just needs a bit of filling and sanding, but we'll get to that a bit later; first of all, let's look at what you get.

THE KIT

There are 128 light grey parts in the box and they look pretty good at first glance; nice detail work with clean

recessed panel lines and it doesn't look as if there are any deformities. The only wrinkle is a slight amount of heat-shrinkage on the tailplanes but that's not going to be particularly noticeable. What is noticeable straight away is that the moulded detail is inconsistent; for instance the ejection seat is just gorgeous, but the main instrument panel and the rear cockpit deck are devoid of any features at all. Oh well, a bit of scratch-building never hurt anyone, did it?

THE INTERIOR

The cockpit and seat are made up of 11 parts and it all goes together perfectly, which is a good sign of things to come, as it turns out. I painted the instrument panel detail on and built up the rear decking with some spare bits and pieces after much head scratching over just what is back there. This area isn't the same as in the earlier Furies and Sabres, but there is some kind of pipework and electrical gubbins back here, but I'm afraid I just guessed as to exactly what. (If someone has a picture of this area I'd love to see it.) This is going to be the perfect start for the after-market resin suppliers. The seat, however, is a very good bit of moulding and only needs some belts to really look the part. The built-up cockpit is painted in the usual Dark Gull Grey with black panels and it all sits very neatly into the fuselage, along with the intake trunking.

But before we get to that bit there are a couple of things to sort out: the first are the gun muzzles which need drilling out. These are pretty prominent on the nose so this is a 'must-do' job. The second is sorting out the weight for the nose, without which this kit is a real tail-sitter! Hobby Boss make no mention of this at all in

the instructions but there's plenty of space up front for some modelling clay and lead shot. I reckon a good 15 to 20 grams is needed to keep the nosewheel down.

The fuselage halves close up very neatly around the cockpit tub and nose gear bay without any kind of trimming or fettling needed, and the centre-line joint is very neat without a drop of filler being needed anywhere. ➔



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Scalpel and #11 blades
- Tweezers
- Sanding sticks & files
- Microscale Micro Set & Sol decal solutions



Recommended paints:

Alclad II lacquer:
ALC101 Aluminium

Halfords (aerosol) acrylics:
Gloss Appliance White
White Plastic Primer

Humbrol enamel:
129 Gull Grey

LifeColor acrylic:
UA025 Light Gull Grey FS36440

Tamiya Acrylic:
X19 Smoke

Daler Rowney oil:
304 Ivory Black

Daler Rowney pastel:
#73 Warm Grey

Winsor & Newton pastels:
#411.3 Burnt Sienna
#704.5 Grey

Dimensions

Span - 39ft 1in (11.90m)
Length - 36ft 4in (11.10m)
Height - 13ft 11in (4.20m)

Dimensions - 1:48

Span - 247.9mm
Length - 231.3mm
Height - 87.5mm



MODEL INFO

SPEC: Hobby Boss 1:48 N.A. FJ-4 Fury
KIT NO.: 80312 **MATERIALS:** IM **AVAILABILITY:**
 Creative Models Ltd (UK Importer) and Hobby
 Boss stockists worldwide **PRICE GUIDE:** £10.99

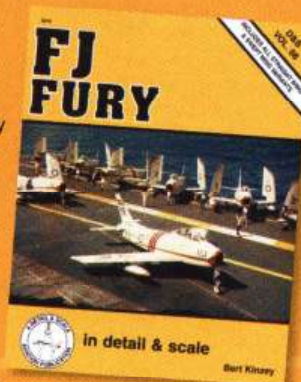
The relationship of the Fury to the Sabre is probably never better illustrated than in a view like this. Although substantially different from a Sabre, the type still looks like one!

Left: Hobby Boss have adopted the later -4B fuselage halves for this version, so the ventral airbrakes have been filled

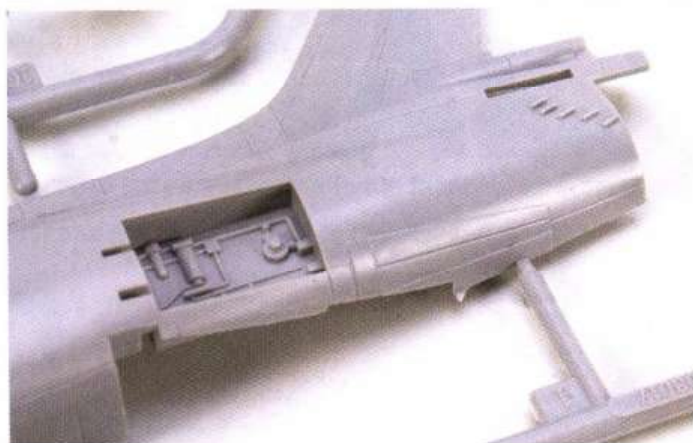
"The fit of the wing is something of a marvel as well, as with a touch of fettling to allow it to sit in the allotted space properly the joint between the wing and fuselage side is almost perfect, certainly as good as anything else I've worked on lately, and that's saying something because one of those was a Tamiya product!"

REFERENCES...

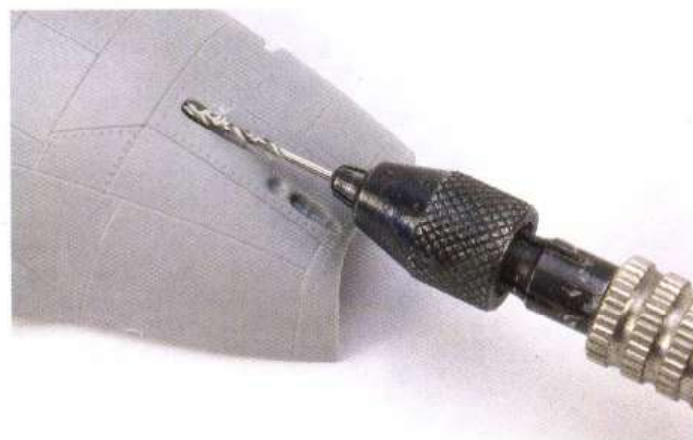
- Air International Vol.44 No.1
- FJ Fury by B. Kinsey, In Detail & Scale Vol.68 (Squadron/Signal Publications 2004)
- FJ Fury In Action No. 103 by L. Davis (Squadron/Signal Publications 1992)
- F-86 Sabre - History of the Sabre and FJ Fury by Robert F. Dorr (Motorbooks International 1993)
- North American FJ Fury by F.K. Mason, Profile No.42 (Profile Publications 1965)
- North American FJ-4/4B Fury by Steve Ginter, (Ginter Publishing 1995 ISBN: 0-942612-25-6)
- Wings Vol.22 No.5, 1992



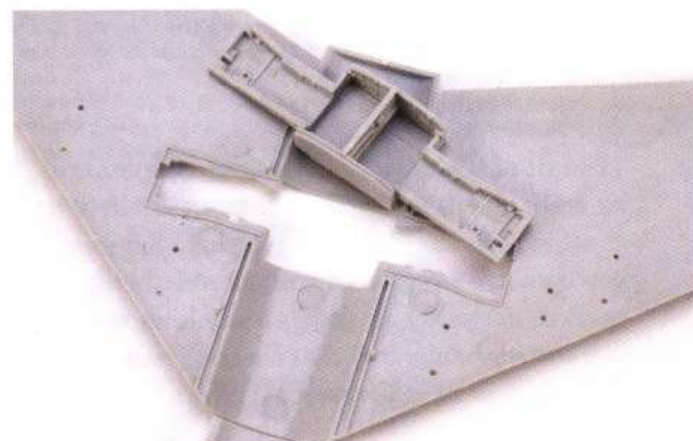
⚠ Wear the right protective clothing when advised

STEP BY STEP GUIDE - CONSTRUCTION

The lower rear airbrakes are moulded in place ready for the FJ-4B but in this case they'll have to be filed down and sanded smooth



Drilling out the gun ports (0.6mm) is one of those small details that can make or break a kit

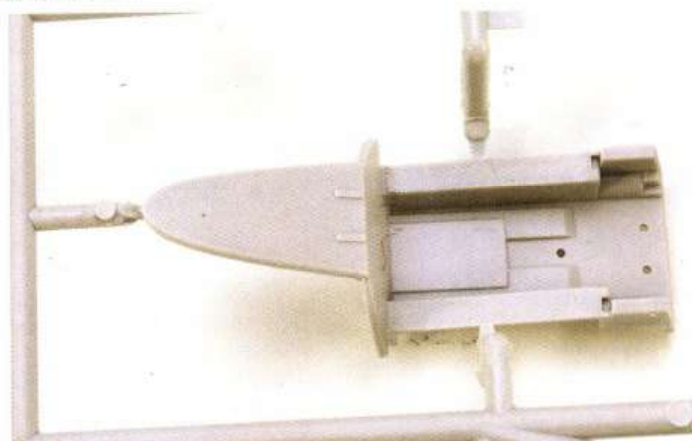


The central mainwheel bay is a neat little item that locates positively and sets the wing dihedral

THE WINGS

Hobby Boss supply the Fury's wings ready to cut if you'd like to do the wing fold option, which is nice. The trouble is that they supply only one frame for each wing to close off the resulting opening, which means that if you do decide you'd like the wing folded you'll have to scratchbuild your own framework for the outer section of the wing. Or you could wait for the aftermarket boys to get busy with a resin wing-fold set, of course. The wings also come with all six pylon positions already drilled out, which suits the FJ-4B but

not this particular version, so you'll need to fill them in. Otherwise it's all very neat with a well detailed main undercarriage bay which is moulded with the wing dihedral already set, so once it's in place the wings should be at the right angle, marvellous. The fit of the wing is something of a marvel as well, as with a touch of fettling to allow it to sit in the allotted space properly the joint between the wing and fuselage side is almost perfect, certainly as good as anything else I've worked on lately, and that's saying something because one of those was a Tamiya product!



The cockpit base is rather devoid of any detail behind the pilot's head, so we'll have to add a bit of detail here



No mention of weight in the instructions but luckily there's plenty of space up front for some much needed mass; about 20g should do



The quality of the plastic shapes is nowhere more evident than in this joint, very nearly perfect

The horizontal tail stabilisers go on just as well with near perfect joints, which bodes well for the future of Hobby Boss because if they are paying this close attention to the moulds then that's got to be good. With all of the main components in place (including the masked-off canopy by this time) it's just about ready for paint.

COLOURING IN

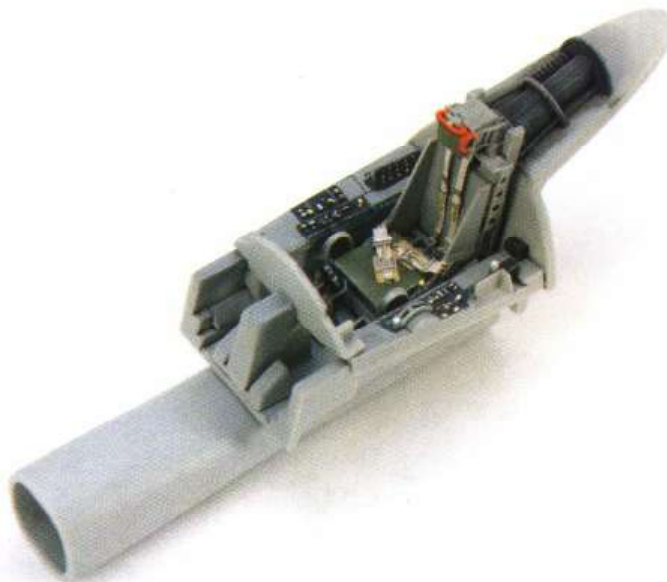
Nearly all of the service squadrons of Furies used almost identical paint jobs of Light Gull Grey (FS36440) over a white underside. There were some of

the specialist squadrons like the Fleet Utility squadrons and Missile/Ordnance Test Squadrons that had different colour schemes, but basically it's grey and white. Hobby Boss provide us with a very nice full colour painting and marking guide with four-view drawings of each of the two versions on offer. The colour quoted is a bit dubious, though, as it says H315 Light Grey for the Mr Color paint, although more accurately that should be H325 Gull Grey.

I started the process with a good coat of Halford's White Plastic primer and then a coat of Halford's Gloss



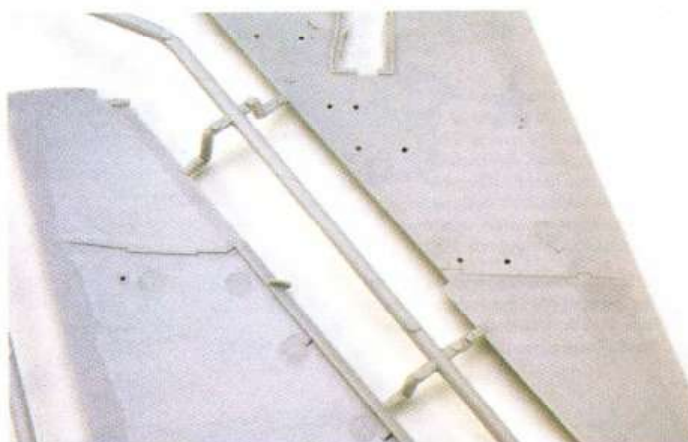
The side consoles are nicely done so why not the rear decking as well? As it turned out I should have raised this added detail up a bit further as I forgot how shallow the canopy is back there



When it's put together the kit parts do look pretty good, though



Closing the fuselage is simple and neat without a hint of fuss...just how it should be, although you can't see too much of the interior



The wing sections are moulded with the six pylon locating holes in place and you can see the cut lines for the wing-fold option

"The colour quoted is a bit dubious, though, as it says H315 Light Grey for the Mr Color paint, although more accurately that should be H325 Gull Grey"

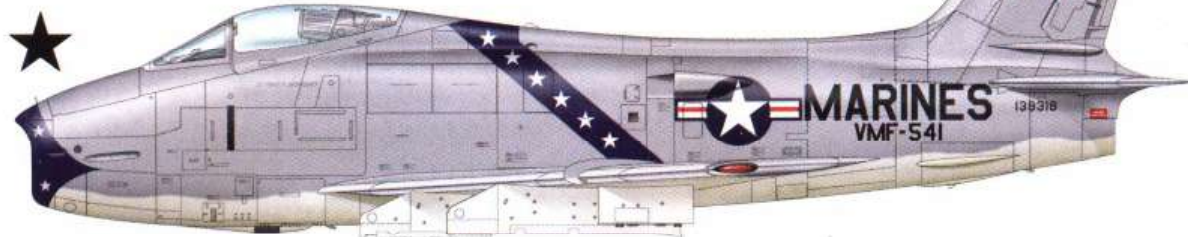


Plugging the redundant pylon holes with small off-cuts of stretched sprue is an easy job; just let them set overnight then slice away for perfectly hidden openings

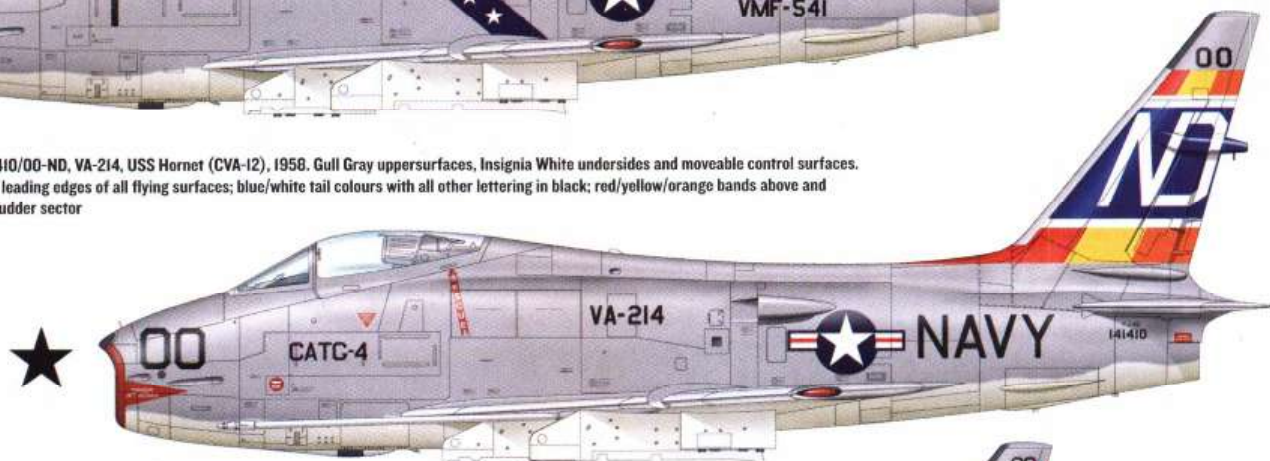




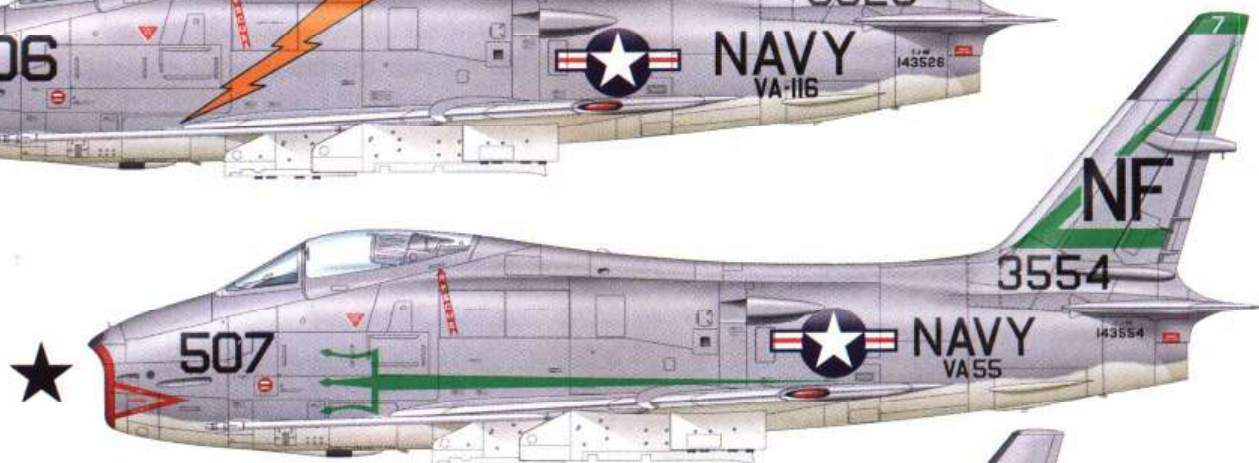
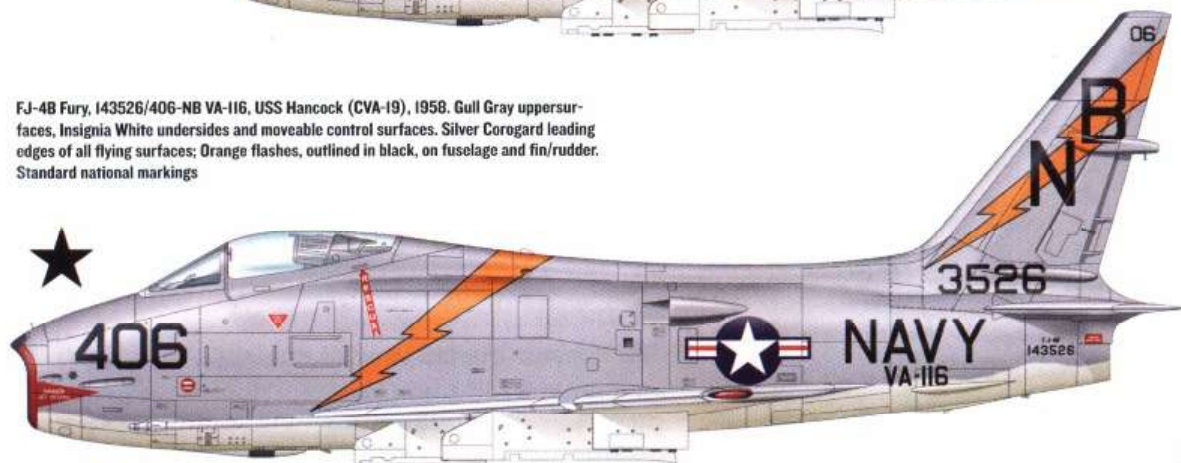
FJ-4 Fury, 139318/I-AM, VMF-541, USMC, November 1956. Gull Gray uppersurfaces. Insignia White undersides and moveable control surfaces. Silver Corogard leading edges of all flying surfaces; Insignia Blue trim with white star. All lettering in black



FJ-4B Fury, 141410/00-ND, VA-214, USS Hornet (CVA-12), 1958. Gull Gray uppersurfaces. Insignia White undersides and moveable control surfaces. Silver Corogard leading edges of all flying surfaces; blue/white tail colours with all other lettering in black; red/yellow/orange bands above and below blue fin/rudder sector

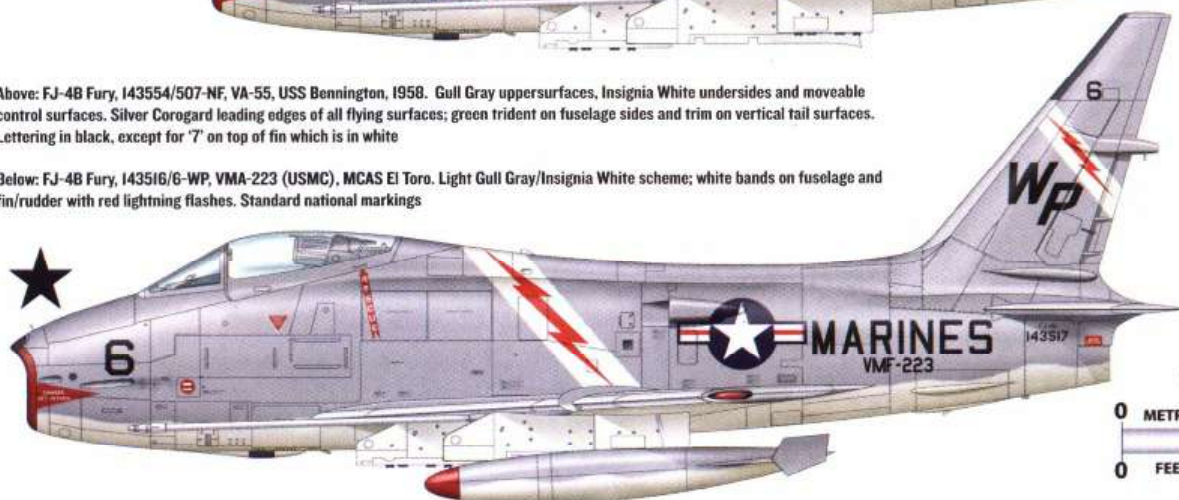


FJ-4B Fury, 143526/406-NB VA-116, USS Hancock (CVA-19), 1958. Gull Gray uppersurfaces, Insignia White undersides and moveable control surfaces. Silver Corogard leading edges of all flying surfaces; Orange flashes, outlined in black, on fuselage and fin/rudder. Standard national markings



Above: FJ-4B Fury, 143554/507-NF, VA-55, USS Bennington, 1958. Gull Gray uppersurfaces, Insignia White undersides and moveable control surfaces. Silver Corogard leading edges of all flying surfaces; green trident on fuselage sides and trim on vertical tail surfaces. Lettering in black, except for '7' on top of fin which is in white

Below: FJ-4B Fury, 143516/6-WP, VMA-223 (USMC), MCAS El Toro. Light Gull Gray/Insignia White scheme; white bands on fuselage and fin/rudder with red lightning flashes. Standard national markings

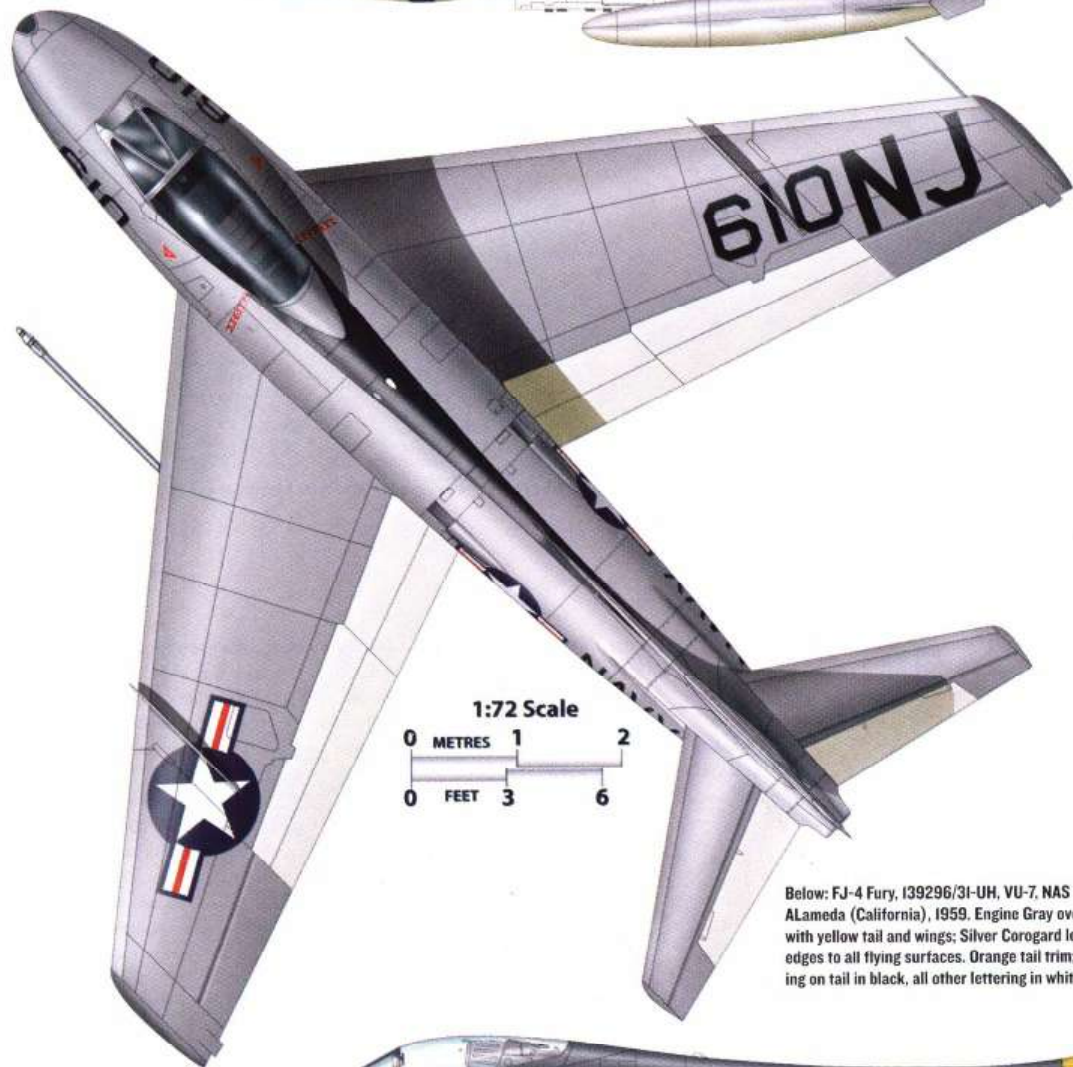


1:72 Scale
0 METRES 1 2
0 FEET 3 6

FJ-4B Fury, 141457/307-NA, VA-151, USS Bennington (CVA-20), 1958. Light Gull Gray uppersurfaces, Insignia White undersides and moving control surfaces. Medium blue fin tip and stars; all lettering in black. White comet, outlined in medium blue on nose, with medium blue 'I' superimposed surrounded by medium blue stars, outlined in white



Above & Left: FJ-4B Fury, 143607/610-NJ, VA-126, NAS Miramar, 1958. Light Gull Gray uppersurfaces, Insignia White undersides and moving control surfaces. Mid-green fin/rudder with black/white bars; black fuselage 'bird' and spine. 'NJ' in white, rest of lettering and numbers in black; standard national markings



1:72 Scale
0 METRES 1 2
0 FEET 3 6

Below: FJ-4 Fury, 139296/31-UH, VU-7, NAS Alameda (California), 1959. Engine Gray overall with yellow tail and wings; Silver Corogard leading edges to all flying surfaces. Orange tail trim; lettering on tail in black, all other lettering in white



STEP BY STEP GUIDE - PAINT & DECALS

The white, first the primer, then the gloss top coat. Easy as ...oh wait...I forgot the silver bits...darn!

The masking is off and the basic scheme is on show and isn't it just one of the all-time greats? Neatly offset by the silver and black this is beginning to get some character



The silver bits, courtesy of the amazing Alclad II metal lacquer. Aluminium shade in this case



The odd positioning of the tank pylon can be seen in the top tank, the repositioned version is underneath

← Appliance White on the underside and along the control surfaces. I was actually a bit hasty with this as I forgot the silver leading edge erosion strips along the wings and tail...oops. Anyway, the white was completely masked off and Alclad II Aluminium was used for the metal bits. Which in turn was carefully masked off before the Gull Grey was sprayed. Talking of which, I had a choice here: do I use the LifeColor FS36440 acrylic, or one of my favourite paints, Humbrol I29 Gull Grey enamel? In the end I used the enamel as the base coat and the acrylic as the counter-shade for lightening some of the separate panels. To mask off the soft(ish) wavy demarcation line between the grey and the white, I used the good old Blu-Tack worm method, filling in the white areas between worms with Gunze-Sangyo Neo masking fluid. The greys were then applied with the trusty airbrush and the masking removed to reveal the classic US Navy colour scheme in all its glory. A very clean looking glory at that and that just won't do,

so it was out with the pastels and the amazing Tamiya XI9 Smoke to darken the panel lines and generally muck it all up a bit. I also used a little Burnt Umber Oil paint along the control hinge lines to give it the rather grubby appearance that I like so much.

ALTERATIONS

As good as this particular kit has been so far there are a couple of alterations to it that just have to be done. The first involves the 200-gallon drop tanks that need a few details added, like the seam around the nose and a few joint lines as well as the fuel-filler detail (which I just painted on, actually). More seriously, the pylon is also in the wrong position, being too far forward. I only noticed this after I'd painted it so it was suitably corrected and then repainted. The second thing is the interior of the rear equipment/air brake bays. Hobby Boss have obviously taken this detail straight from the F-86 Sabre but this is incorrect as the Fury bays were closed off and had no components in them except for the actuator

for the speed-brake. It's a pity to destroy the detail that's in there but hey, that's modelling for you! The bays were boxed in with 0.20thou plasticard and painted in Humbrol I9 Gloss Red, not the Insignia White that the instructions tell you to do.

Right, the painting's done, the weathering is complete and the alterations are finished, so it's time for a couple of coats of Johnson's Klear and the decals.

MARKINGS

During the 1950s the US Navy was still in its bright and colourful phase so there are plenty of vibrant (gaudy) schemes out there. Hobby Boss has come up with two that are pretty representative of their times, one in red from VMF-232 in 1957 and the other in blue from VMF-451 in 1956. The decals themselves look rather glossy and a bit thick on the sheet, but they've got good colour density and everything is in perfect register, which is the most important bit. There are a couple of rather amusing errors though: the

pilot's name on the VMF-451 machine reads Lt. Col. M.M.LODM, which should be LONG of course, and the "Beware Of Jet Blast" stencil on the tail actually reads 'Bewarc Or Jemblast'...err OK, then, I will.

In use the decals are surprisingly good, managing to conform to all the odd shapes and curves very well indeed. I was especially impressed with the nose flashes, decals 34 & 35 that, once trimmed, managed to wrap themselves perfectly around the odd curves of the intake lips. The decals were all set in place using Mr Mark Softener and Mr Mark Setter solutions and this seemed to suit them perfectly without any real problems. They are a little bit on the 'grabby' side, as they like to stay where they're put, but apart from that there's nothing to complain about. The decals do need toning down, of course, and I did this with a combination of Tamiya Smoke and grey pastel dust, while the blue areas of the stars and stripes were touched up with some dark blue along the panel lines →



The Blu-Tack worm method for getting a slightly softened demarcation line is an easy thing to set up, not so easy to get the spraying angles right to make it work 100% of the time



The top coat is supplied by Humbrol 129 Gull Grey and lighter patches of LifeColor acrylic. The slight tonal difference between the two paints works very well



What a pity, nice detail but it's all very wrong



Neater and more correct (although not perfect by a long chalk) but it's not as much fun to look at, is it?





The main gun port, in this instance on the starboard side of the nose

1:1 REFERENCE

These images depict the FJ-4B at the Pima Air Museum in the USA. As a -4B the airframe is identical to the Hobby Boss kit as moulded, but NOT to the -4 version that it is supposed to depict in this particular boxing. However the images are useful for both versions, and when only applicable to the -4B it will be noted.

All photos © George Papadimitriou



The nosewheel door has the prominent landing light mounted into it



Further aft under the rear fuselage are these additional airbrakes; these apply ONLY to the -4B version



A useful shot under the rear fuselage, showing the ventral airbrakes (-4B only), the arrestor hook and the fuel dump pipe. You can also see into the all-moving tailplane mechanism at its root



This view of the port side of the nosewheel oleo and wheel shows the various small details in this area omitted from the kit



The air brakes on the lower fuselage on the port side, which apply to both -4 and -4B versions



The vertical fin and rudder; the ribbing on the latter is noteworthy



The exhaust outlet with the line of vortex generators forward of it



The all-moving tailplane



The wing fence, in this instance on the port wing



The pitot on the tip of the starboard wing



The inboard pylon under the starboard wing



Modelers have waited a while for a modern IAB kit of the F4U, but Hobby Boss have certainly delivered this piece here, and very reasonably priced it is too – nice job.



The classic 10mm USM version makes all aircraft look good in our opinion and the price is no exception.

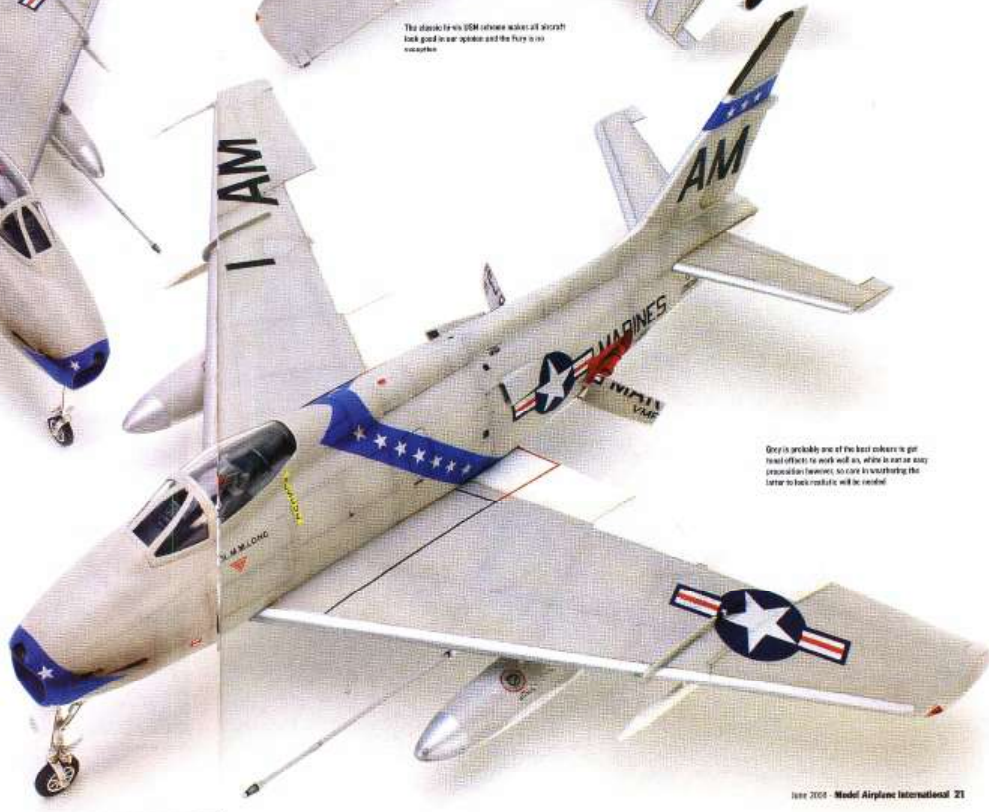
"Because this is moulded as an FJ4B it has the very late-style plain main wheels and not the spoked versions of the earlier models"

to break them up a bit further. After that it was a case of fitting of the auxiliary fins like the undercarriage and associated doors (and wiring edges), the airbrakes (red on the inside) and the stores pylons and repaired tanks (Alkaloid II Aluminium for the nose cap).

A couple of things to note here are, firstly, the plain interior to the undercarriage doors, which will have to be detailed if you want them displayed open. The doors shut automatically after the undercarriage has been cycled but on the ground they can be opened

by the ground crew for servicing, of course. The other point is just a minor one but because this is moulded as an FJ4B it has the very late-style plain main wheels and not the spoked versions of the earlier models. Another thing for the aftermarket chase to supply us with.

The final fix for this one was supplied by Humbler and their painted Sorin Gato varnish. Two layers of that left the F4U with a rather pleasing sheen to it, so that once the canopy missing was removed I could sit back and call this one done. ■



Over is probably one of the best colours to get used to for the work well on, while it is an easy ground-on colour, so care is required to get the letter to look realistic will be needed.

KIT BUILD

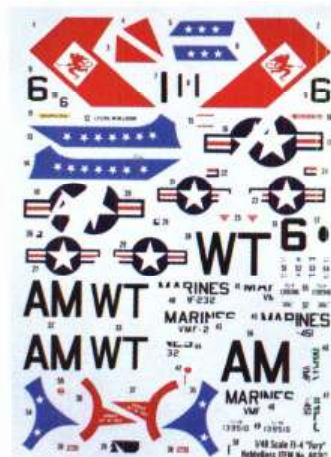
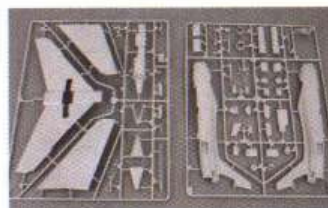
SKILL LEVEL: BEGINNER

Right: Here you can see all the grey plastic components. These are well moulded and their excellent fit makes this an ideal model for anyone, regardless of skill level

Far Right: The decals, a bit bright, but their ability to conform to complex shapes is very impressive indeed.



At least with a subject like this you not only get the option of a very attractive overall scheme with a lot of potential to weather it, you also get some very striking unique markings as well. The era of the Fury was certainly a colourful one



The box contents, I will refrain from commenting about the box art, but at least all that is inside is to a very high standard

**FINAL VERDICT**

■ At a recent model show, I picked up the FJ-4B version of this for just £10 which is real value for money in anyone's book. The kit itself is surprisingly accurate in size and shape, has lovely detail work and apart from the odd mistake or omission it's got nothing seriously wrong with it. It certainly looks like a Fury to me and the resin specialists will be hot on its trail to update this into a real show-stopper, so I say get them while you still can! If this is a measure of the quality of Hobby Boss's new releases then they can be rightly proud of their work and it can be recommended to all levels of experience as it's a simple kit to build, without any pitfalls waiting to catch you out.

Was it worth the money?

Without a doubt!

BABY THUD

Having offered it in 1:32 Trumpeter have now scaled down their F-105 to 1:72, so here is our first look at the kit with John's from-the-box build

The story of the F-105 was one born out of the need for a dedicated nuclear fighter-bomber able to deliver its weapons over long distances at high speed. What Republic achieved was an incredibly sleek design that incorporated the latest advances in aerodynamics, and indeed the cockpit fuselage was dictated by the 'area rule'. In service the aircraft performed admirably and was used extensively in the Vietnam War, but due to the high rate of loss of the aircraft, the number of losses suffered to enemy ground fire was very high. Later developments of the F-105 grew into the two-seat version that became famous as the Wild Weasel. After the war the remaining aircraft were passed to the Air National Guard and air force reserve units back in the continental USA, where some stayed in service until around the mid-80s.

THE KIT

Trumpeter have chosen to expand their range of model aircraft kits as an anniversary gift and one of their latest is this 1:72 offering of the F-105D with an F-105G listed to be released at some stage in the future. The model is presented in the familiar box with, I must say, one of the best bits of box art I have seen in a while. The contents are quite impressive and you will find the usual mix of five light grey-coloured and one clear sprue. Surface detail is all engraved and although the main look is quite over-the-top, the main look is quite over-the-top, the main look is quite over-the-top.

except the rudder, allowing the modeller some chance to have them deflected if desired. Even the offset ports are separate and allow for the modeller to choose their position. The gun bay is detailed but basic and could do with some detail painting to get the best from it; the cover is detailed on the outside with the vents but the inside is devoid of detail. Finally, the refuelling probe is available to be pinned extended or retracted, which is a nice little touch. Ordinance is impressive although lacking in some things. What you get are four Mk 82 bombs with short fuses and four with extended fuses, two AGM-12 missiles, two wing-mounted drop tanks and one large centreline tank, and finally the Multiple Ejector Rack. The Multiple Ejector Rack is the type least associated with the aircraft, as Triple Ejector Racks would be more appropriate.

The cockpit is poor in comparison to Trumpeter's 1:72 offerings. On this kit the instrument panel and side consoles are represented by flat panels that later receive decals. There is a central column and basic ejector seat with no harness. The cockpit is poor in comparison to Trumpeter's 1:72 offerings. On this kit the instrument panel and side consoles are represented by flat panels that later receive decals. There is a central column and basic ejector seat with no harness. The cockpit is poor in comparison to Trumpeter's 1:72 offerings. On this kit the instrument panel and side consoles are represented by flat panels that later receive decals. There is a central column and basic ejector seat with no harness.

are included but I found some of them to be smaller than the recesses they were into, and for some strange reason the landing lights were in grey plastic, not clear? All painting is solid to the Gunze-Sangyo range of excellent acrylic and lacquer paints but I am sure that the FS codes are not difficult to cross-reference to other brands. Decals are for three aircraft, namely an early F-105D in overall aluminium from the 334th TFS, 4th TFW, the second is 'Yokoh D' in camouflage aircraft from the 435th TFS 48th TFW and finally a camouflaged 334th TFS 4th TFW machine. I would suggest that you check your references on the aircraft you are building if using the kit decals as there is some confusion by Trumpeter as to the correct serial numbers for the markings provided.

THE BUILD

The kit is simple in design and straightforward in construction and I found that I had built the cockpit and nosewheel bay in a matter of a couple of hours. I would suggest that if possible you leave the landing gear nose leg off until later, even though

this will mean that some of the mounting points will need to be removed, but I am sure it can be done. The reason I suggest this is that I knocked the gear out of position several times and had to spend too much time hunting on the floor for a missing part that kept getting knocked off.

The fuselage all fits together well and there is no real need for filler, I found that the joint under the fuselage and bomb bay was the only area that needed sanding, so the resultant loss of so much detail was replaced with careful sanding to match the delicate panel lines. The construction sequence was a little odd but I lost no Trumpeter's name. One area that I was concerned about was the strakes, however I haven't had any problems as the design

MODEL INFO
 SPEC: Trumpeter 1:72 Resin F-105D
 Recommended KIT NO. 0367 MATERIALS:
 IN ANIMALLYTY: Polystyrene/Lat 036
 Importer/Kit Trumpeter: 0367
 worldwide PRICE CODE: S.0.91

The SEAC scheme is instantly recognisable and is subject to the F-105 just has to be built finished in it

Trumpeter's little kit has great potential and a careful build will bring it to life

YOU WILL NEED...

- Before starting:**
- Thick Oxenrythene & Acetone
 - Tamiya Extra Thin Cement
 - Tamiya masking tape
 - Spacers
 - Tweezers
 - Sanding sticks & files
 - Gunze-Sangyo Mr Mark Setter decal solution
 - Pacer Formula 550 PVA cement



Recommended paints:
 Alclac 9 lacquer
 Jet Exhaust

Andra Mixtures acrylics:
 AC 44 Matt Varnish

Gunze-Sangyo Mr Acrylics acrylics:

- H20 Black
- H50 Clear Green
- H50 Clear Red
- H50 Clear Yellow
- H50 Clear Blue
- H50 Clear Green
- H50 Smoke Blue

HS08 Green FS3402
HS09 Green FS3407
HS10 Tan FS3620
HS11 Grey FS3652

Tamiya acrylics:
 X19 Seafoam

Pre-Modeler acrylics:
 Grey weathering wash

Winstar and Newton oils:
 Lamp Black
 Payne's Grey

Dimensions:
 Span - 34ft 9in (10.59m)
 Length - 34ft 4in (10.49m)
 Height - 59ft 7in (18.20m)

Dimensions:
 Span - 14ft 7in
 Length - 27ft 2in
 Height - 32ft 9in

ALSO RECOMMENDED...

Reference books:

- F-105 by James M. (Squadron/Signal Publications)
- F-105 Thunderchief in Detail & Scale No 8 (Detail & Scale 1982)
- F-105 Thunderchief by K. N. (Squadron/Signal Publications, 2000)
- F-105 Thunderchief by J. N. Campbell & M. H. (Schiffer ISBN: 0-7643-0065-6)



STEP BY STEP GUIDE - CONSTRUCTION AND PAINT

Here you can see the basic white underside applied over the grey primer with the black shadow shading



The assembly of the airframe, when building from the box, takes very little time to complete, so painting can start with a bit of shadow shading over the base grey primer.



The two greens H303 and H309 applied to the model, and the tailplanes, which remained on the sprue for now



The airframe, now decaled, was sealed with Johnson's Klear, as were the tailplanes, and the weathering began



The tonal changes to the white underside are subtle

Gunze-Sangyo H310 Tan was applied to the upper surfaces first



Gunze-Sangyo Mr Mark Setter was used on the kit decals with very good effect



The rivet details may seem too heavy initially, but once the paint is applied they are far more subtle



The incorrect MER racks with the Mk 82 (long fuse) bombload

The kit includes Mk 82 line bombs, four with extended fuses, and four without, plus two AGM-12 missiles, two drop tanks and the centreline tank. Only the bombs and the centreline tank have been fitted here.



"What you get are four Mk 82 bombs with short fuses and four with extended fuses, two AGM-12 missiles, two wing mounted drop tanks and one large centreline tank and mount"

of the parts allows for some of construction with a convenient result. With the wings built and all of the flying surfaces attached the wings were glued to the fuselage. The joint here was very good, only needing a slight filling on the left upper wing-to-fuselage joint. I added the windscreen at this point but found that the instrument casing was a little too big to allow a good fit. I trimmed some of the excess plastic away but even then I had a slight fit issue with the screen. By this stage I had built the entire model in mid-assembly and everything was ready for painting. The undercarriage is very well detailed but the doors are too thick, however, as I was building from the box, that is what I stuck with. The afterburner section of the model was complex but when built looked the part. I was a little disap-

pointed to find a large ejector pin mark just inside the rear fuselage and this needed some careful filling and sanding to eradicate. Despite this, Trumpeter has managed to do the rest of the model with no visible ejector marks, so I suppose I can forgive this one.

PAINING

In keeping with the spirit of this build I chose to use the Gunze-Sangyo Mr. Aquasol Hobby Color acrylic paints throughout, as these were the colours called for by Trumpeter. The whole model received a wipe down with some paint alcohol to remove finger dirt and grime before the first primer coat of a cheap brand of car primer. This I find too pressurised straight from the can so I decanted some out into a 35mm film canister (perimeter there?) before spraying through my airbrush at a much lower pressure. Once this coat had dried I checked for flaws and

rectified any before another coat of primer. I decided to try the pre-shading technique again, not having had that much success with it before, and lightly sprayed Gunze Sangyo black H32 over most of the guard lines. Now with the model nearly together with the lightest colour to grace this model, in this case the underside grey Gunze-Sangyo H30 FS36622, I applied the first coat of low pressure light grey building up the pigment until I had the density I wanted while still allowing some of the pre-shading to show through, as a subtle tonal effect. Careful masking of the demarcation between top and bottom colour was achieved with Tamiya Masking Tape slightly lifted at the edge, while the large areas were masked with Hasegawa (decanted) masking tape that was free task. Gunze-Sangyo H30 FS36622 was applied in the same manner to all of the upper surfaces in a nice even coat. The two greens were

next and Gunze-Sangyo H303 FS34102 and H309 FS34079 were sprayed freehand to match the pattern in the Squadron Signal walk around book, as the Tamiya colour guide will leave you guessing. Finally the nose cone was masked and sprayed with Gunze Sangyo H02 black, and once dry the model received a coat of Gunze-Sangyo H30 then placed in suspension for the decals. A lot has already been said about the colour of the stars and bars and I have to agree that the blue seems a little light and the outside fence seems a little rose. The rest of the markings went on without any issues and all settled down into the underlying detail with the aid of Mr Mark Softener. I was pleasantly surprised that the markings for the fuselage on Polish Glider settled quickly and without fuss. One word of caution, though, if using Mr Mark Softener don't touch the decals for about 2 to 3 hours, because I did and they will peel





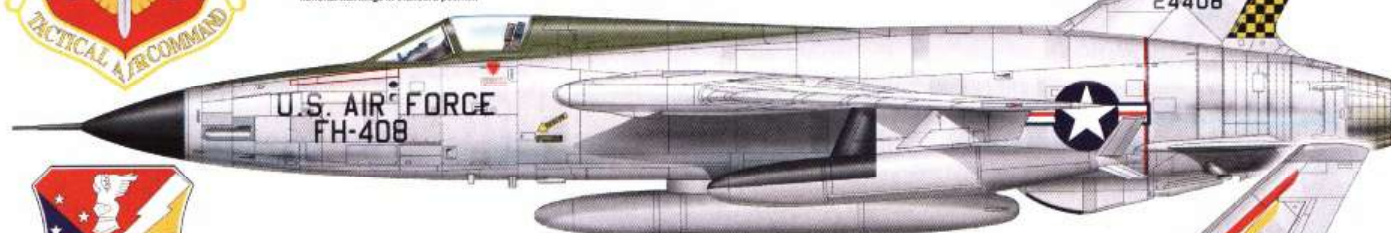
Republic F-105D Thunderchief, S/No 62-4346, FH-346, 8th TFW, Pacific Air Force, Itazuke Air Base, 1963. Acrylic aluminium overall with Olive Drab anti-dazzle panel and spine; black radome and all lettering. Yellow arrow, outlined in black, on air intakes; red/yellow/green ventral fuel tank with black bar and white lettering. Unit crest on fin.



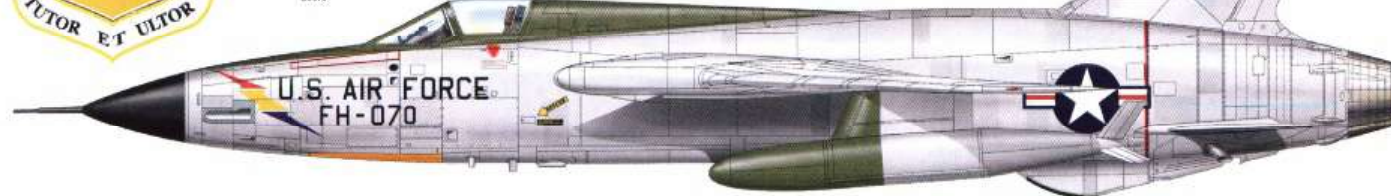
KIT BUILD
REPUBLIC F-105



Republic F-105D-21 Thunderchief, S/No 62-4408, FH-408, 561st FTS, 23rd TFW, 1964. Acrylic aluminium overall with Olive Drab anti-dazzle panel and fuselage spine; black nose cone and all lettering. Black/yellow checks across upper fin and on rudder; yellow/red lightning on fin with TAC badge superimposed. Black trim to underwing tanks with white lettering; national markings in standard position.



Republic F-105D Thunderchief, S/No 61-0070, FH-070, 8th TFS, 49th TFW. Acrylic aluminium overall with Olive Drab anti-dazzle panel, fuselage spine and front section of underwing tank and pylon; black nose cone and all lettering. Red/yellow/blue flashes on nose and fin; unit crest on fin. National markings in standard positions; note yellow nosewheel doors.

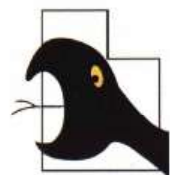




Republic F-105D-25-RE, S/No 61-0196, RU, 'Erie Gal', 357th TFS. flown by Major Art Hood, Takhli, 1968. Tan FS.30219, Medium Green FS.34012 and Dark Green FS.34064 upper surfaces with Light Grey FS.36633 underside; black nose cone. Codes on fin in black and white; national markings in standard positions. Personal marking on lower fuselage side, below cockpit



Republic F-105D Thunderchief (Stick II configuration), S/No 61-0047, MF, 553rd TFS, 23rd TFW. Tan FS.30219, Medium Green FS.34012 and Dark Green FS.34064 upper surfaces with Light Grey FS.36633 undersides; black nose cone. Lettering on fin in white; red bar across top of fin. National markings in six positions; unit badge on fuselage sides, ahead of air intakes



Republic F-105D Thunderchief, S/No 61-069, 466th TFS, 419th TFW, Hurl AFB, 1982. Tan FS.30219, Medium Green FS.34012 and Dark Green FS.34064 upper surfaces with Light Grey FS.36633 undersides; black nose cone and lettering on fin. Yellow band across top of fin, outlined in black; national markings in standard positions. MIG-17 victory of April 28, 1967 by Maj. Harry Higgins, then flying with the 333rd TFS, 355th TFW (radio call-sign 'Spitfire 01') beneath cockpit



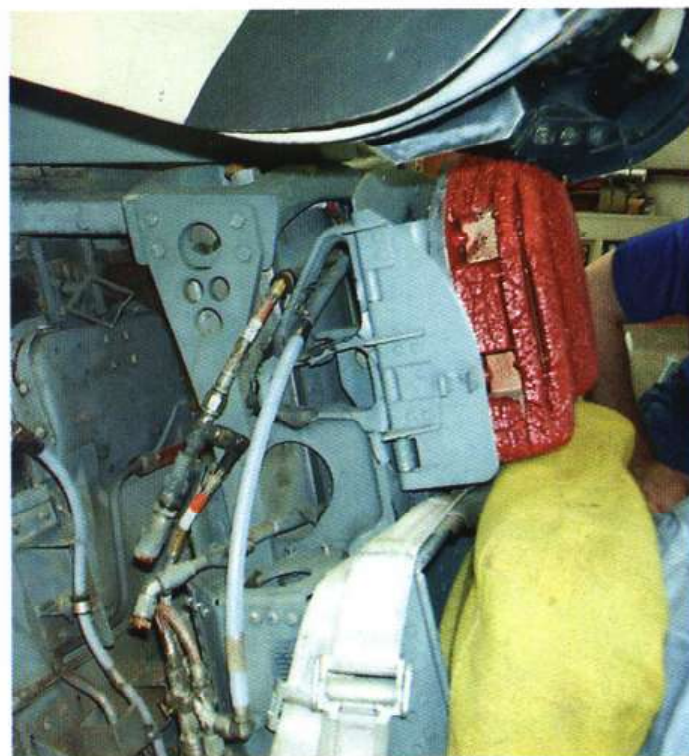
1:1 REFERENCES

The following images depict the F-105D at the Pima Air & Space Museum in the USA.

All photos © George Papadimitriou



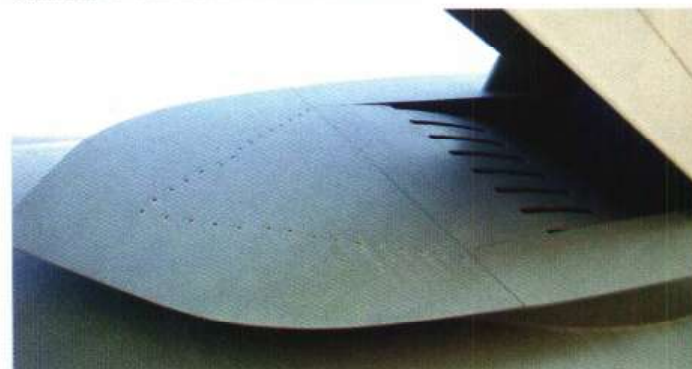
The shot of the cockpit interior shows the instrument panel and port sidewall



This is the area behind the ejection seat



This shot shows the starboard sidewall and the control column



This unusual angle shot looks up into the intake and shows the splitter plate with the bleed vents in it



A close-up of the cannon port in the port side of the nose



This view on the mid-fuselage underside shows the blade aerial, formation light and anti-collision beacon and the wiring tunnel on the port side



Further back down the fuselage, looking forward, you will find these outlets



These are the two prominent fuel dumps under the aft rear fuselage



This is the swivel joint for the tailplane, viewed from underneath



Here you can see the large ventral fin and the airfield emergency arrestor hook behind it



This shot shows the tailplane joint viewed from above



The exhaust, and in this preserved example it has been permanently closed via the plates you can see riveted across the joints, which is to stop the petals opening due to the lack of hydraulic pressure



A look into the mainwheel well, this view looking inwards towards the fuselage



This shot of the mainwheel well is taken looking outwards towards the wingtip



The inner face of the main oleo leg, with all the various hydraulic pipes



A look at the rather complex linkage at the back of the nose oleo leg. The oleo is fully deflated due to the lack of hydraulic pressure in this preserved example



The TER (Triple Ejector Rack) on the centerline position carrying cluster bombs



← if disturbed. Once the decals had settled and dried overnight another coat of clear sealed them in in preparation for the weathering process.

My normal method of weathering used is that of a grey oil wash over the model but this time I tried, with mixed success, a new product on the market from Pro Modeller, namely their grey wash. This clay-like wash is simply brushed onto the model and left to dry out, which took only twenty minutes, then when dry a slightly damp kitchen towel is used to remove the excess from the model, following the direction of the airflow. This worked okay in the deeper recesses but I found oil paint to be better for the shallow detail as you have slightly more control with this method. The model is then left another few hours to dry. I chose to deviate from the Gunze-Sangyo products as I have found that Andrea Miniatures Matt Varnish AC-044 is the best and this was duly airbrushed over the model. The engine exhaust had caused me some head scratching and I chose to replicate this with Alclad II metal paints. The first one was Jet Exhaust followed by several light shadow shades

of Gunze-Sangyo H91 Clear Yellow, H93 Clear Blue and H96 Smoke Blue, until I was satisfied. Final weathering was achieved with the use of Tamiya X-19 Smoke thinned with alcohol, which requires very light subtle shading with the airbrush where the panels are stressed to make it look like stressed skin. This was one of the longest parts of the build but the results are worth it, especially near the back end of the model. The entire undercarriage was also given the Alclad II treatment. The gun bay was masked off and airbrushed with the appropriate colours; the gun was hand painted with various shades of Gunze-Sangyo metallic namely H8 Silver, H18 Steel and H28 Metal Black.

FINALS

All the rest of the parts for the model were attached at this stage and where appropriate superglued into position. I added the lights with Formula 560 white glue as this dries clear and gives a good strong bond. The pitot head, weapons and canopy were also added and once complete she was ready to go off for photography. ■

Also Available

As John has mentioned this kit would benefit from the attentions of the aftermarket, especially in the cockpit. Well, never fear as Eduard has produced the following detail sets for this kit.

72-477 - Exterior Detail Set Price Guide: £13.50

73-300 - Interior Detail Set [self-adhesive] Price Guide: £11.75

SS300 - Interior Detail Set 'Zoom' [self-adhesive] Price Guide: £3.70

CX201 - Canopy & Wheel Painting Masks Price Guide: £2.50

FINAL VERDICT

■ I must admit to having a soft spot for the century series and I am glad to see Trumpeter doing the honours with a new kit of this important beast. The curves of the area-rule fuselage look good to me and what really matters is that she looks like the F-105D. I would like to see a return by the manufacturer to the cockpits like that in their 1:72 Vigilante instead of the simplified one we have here. Attention to detail by the design section at Trumpeter will, I am sure, get better in time. I just wish they would stop making silly errors with things like markings and Multiple Ejector Racks instead of Triple Ejector Racks as other areas of the kit were superb, which is a little annoying. Some of the engineering is over the top but the end product is one I can recommend to almost any level of modeller. Start-to-finish I managed to complete this in just four days which is testament to the ease of construction. By the time you read this I am sure there will be plenty of brass etc. to fill the cockpit and more accurate decal choices too. I am certainly looking forward to the imminent release of the F-105G.

Was it worth the money?

Every single penny, and more!

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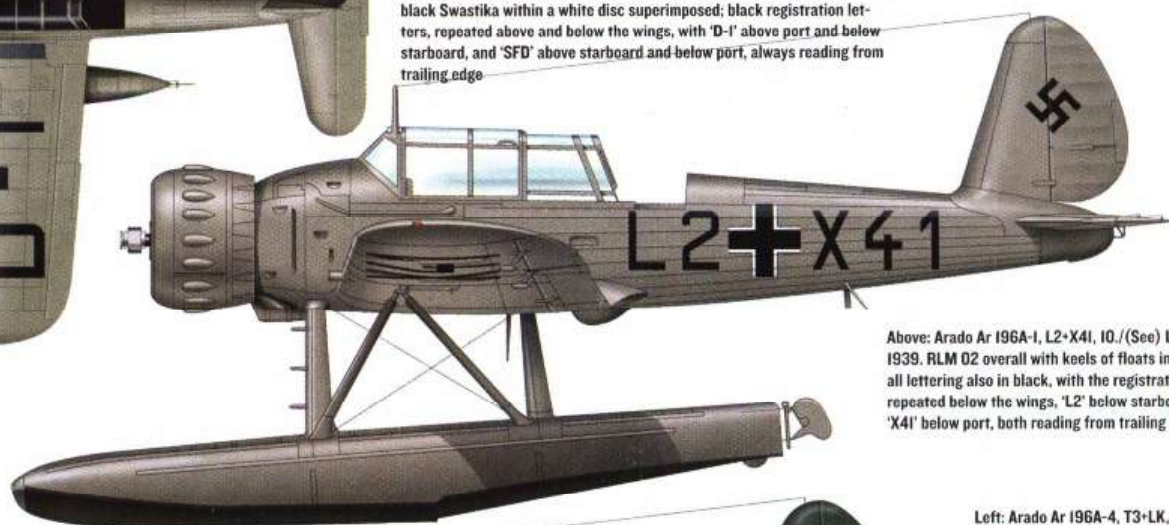
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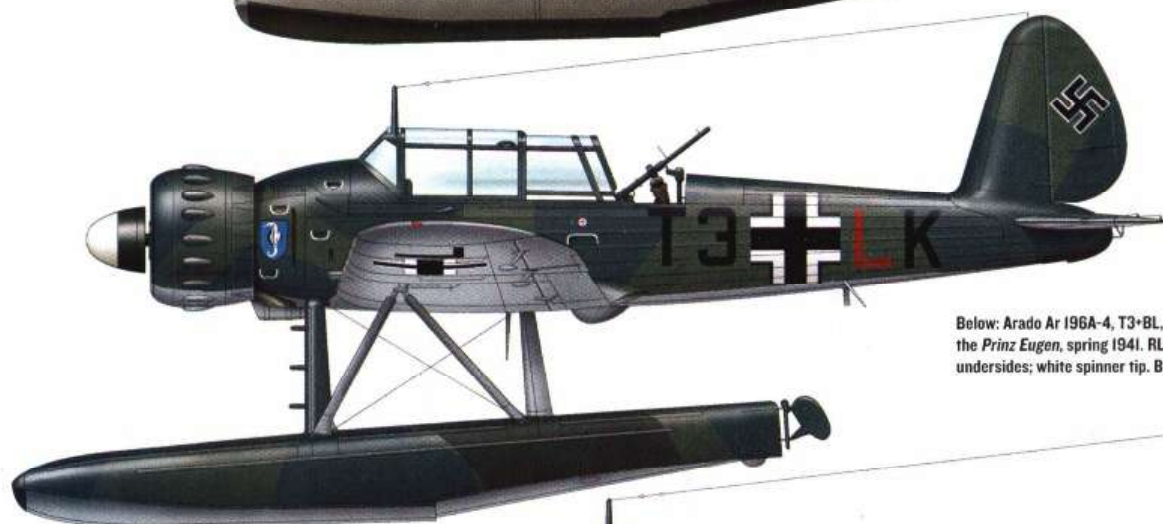
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Above & Left: Arado Ar 196A-1, D-ISFD, 10./(See) LG 2, 1939. RLM 02 Grau overall with RLM 23 Rot band across vertical tail surfaces with black Swastika within a white disc superimposed; black registration letters, repeated above and below the wings, with 'D-I' above port and below starboard, and 'SFD' above starboard and below port, always reading from trailing edge



Above: Arado Ar 196A-1, L2+X41, 10./(See) LG 2, Kiel, 1939. RLM 02 overall with keels of floats in black; all lettering also in black, with the registration repeated below the wings, 'L2' below starboard, and 'X41' below port, both reading from trailing edge

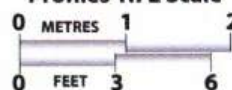


Left: Arado Ar 196A-4, T3+LK, 1./Bordfliegerstaffel 196, embarked on the *Bismark*, 1941. RLM 72/73 upper surfaces with RLM 65 undersides; white spinner tip. Black/red codes; unit badge on nose



Below: Arado Ar 196A-4, T3+BL, 1./Bordfliegerstaffel 196, embarked on the *Prinz Eugen*, spring 1941. RLM 72/73 upper surfaces with RLM 65 undersides; white spinner tip. Black/yellow codes; unit badge on nose

Profiles 1:72 Scale



A pair of Arado Ar 196A-3s from 2./SAGr 128 flying out from their base in Brest during summer of 1943 (R.J. Caruana Archives)



WATERBORNE WATCHER

Designed to meet a *Reichsluftfahrtministerium* requirement for a shipboard reconnaissance aircraft, the Arado Ar 196 was loved by those who flew it and remained in service with the *Kriegsmarine* until 1944. It saw service in Bulgaria, Finland, Norway and Romania and even managed to capture HMS Seal.

The Arado Ar 196 was destined to be the last of a long line of successful floatplanes designed and produced by the German aircraft industry during the Second World War. Its debut was an important event, in that it was utilised in 1939 as the long-range eye of the Graf Spee when the pocket battleship was preying Allied commercial routes.

In 1936 the German Technische Amt prepared a specification for a two-seat aircraft with alternative single- and twin-float arrangements. Its performance was to be achieved through a total of 800-900hp and preference would be given to a single-engined configuration. Heinkel, until then the undisputed leaders in this field, failed to place a bid due mainly to problems it was having with the He 144 sesquiplane. Arado, Dornier, Focke-Wulf and the Gothaer Waggonfabrik all made submissions but the Arado project was favoured from the outset and four prototypes were immediately ordered under the designation of Ar 196. The Arado Ar 196 V1 (D-IEHK) and V2 (D-IHQI) had the twin-float arrangement.

There were members of the Technische Amt who thought that the

design was too advanced for the time while others continued to favour the biplane configuration, with the result that a contract was simultaneously awarded to the Focke-Wulf company for two prototypes of their conventional design, the Fw 62. These prototypes, the Fw 62 V1 (D-OFWF) and V2 (D-OHGF) had twin-float and single-float arrangements respectively.

Trials for both aircraft took place at Travemünde in the summer of 1937 with each company's pair of prototypes. All aircraft were powered by the BMW 132Dc nine-cylinder air-cooled radial, which provided 880hp for take-off driving a two-pitch Schwarz propeller. The superiority of the Ar 196 was so marked from the outset that the Focke-Wulf contender was immediately eliminated from the contest.

With the contest over the next two prototypes soon joined their predecessors and consisted of the Ar 196 V3 (D-ILRE) and V4 (D-OVMB). These were known as the B-series, as they featured a single central float with two outrigger stabilising floats. There was little difference in performance between the two models and the Ar 196 was the first floatplane ever to mount armament

in the form of two wing-mounted 20mm MG FF cannon with 60 rounds per gun and a 7.9mm MG 17 machine gun with 500 rounds fitted to the starboard side of the fuselage, firing forward through the propeller arc. It could also be fitted with two underwing containers each intended to house a single 50kg SC50 bomb.

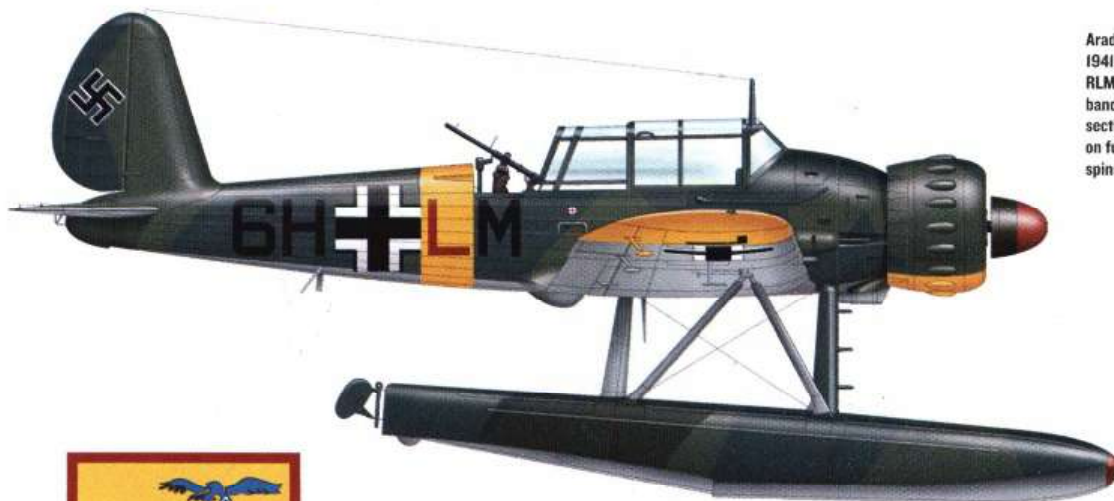
Tests were carried out to evaluate the alternative float arrangements during August 1937 but these did not result in a definitive choice between the different configurations. However it was decided to order 10 pre-series Ar 196A-0 twin-float aircraft and at the same time construct a third B-series prototype, the Ar 196 V5, fitted with



Operating in the Mediterranean, this Arado Ar 196A is clearly identified as belonging to 2./SAGr 125 from the badge carried on the nose (R.J. Caruana Archives)

HISTORICAL FEATURE

ARADO Ar 196



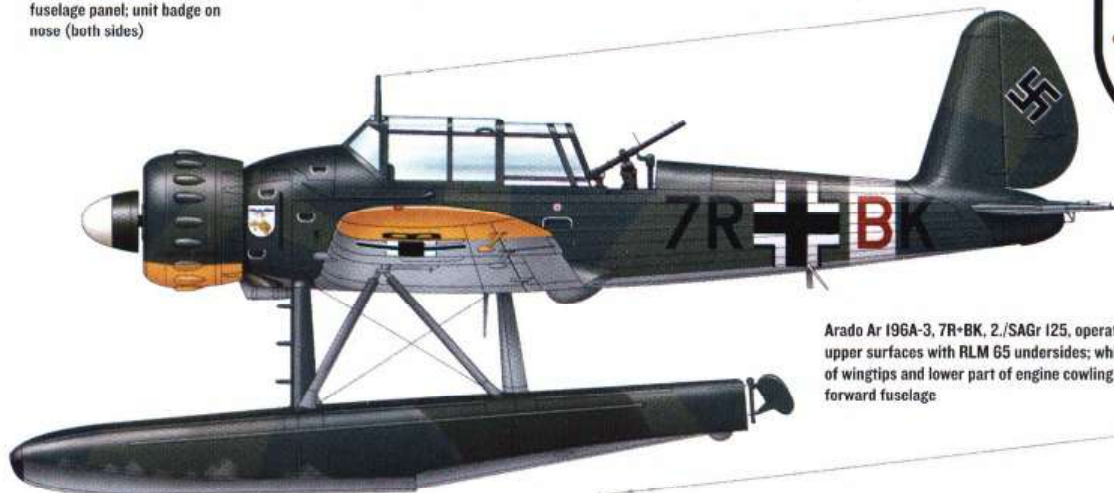
Arado Ar 196A-3, 6H+LM, Fig.Erg.Gr. (See), 1941. RLM 72/73 upper surfaces with RLM 65 undersides; RLM 04 Gelb fuselage band, underside of wingtips and lower section of engine cowling. Black/red codes on fuselage sides; Rot 23 front tips of spinner and floats



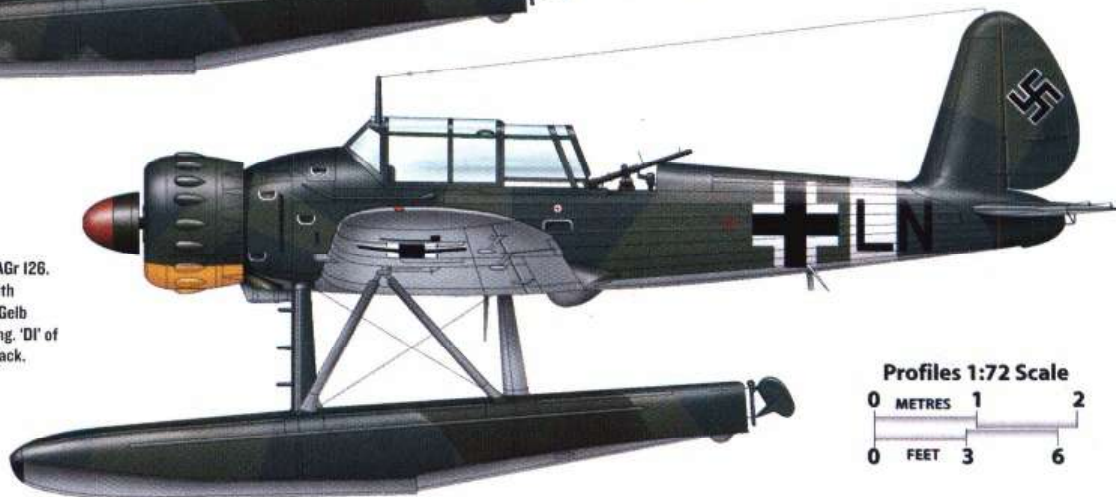
Arado Ar 196A-3, 7R+GK, 2./SAGr 125, Crete, 1941. RLM 72/73 upper surfaces with RLM 65 undersides; RLM 23 Rot front tip of spinner and floats. Codes in black and red; white rear fuselage band. RLM 04 Gelb underside of wingtips, lower section of engine cowling and dorsal fuselage panel; unit badge on nose (both sides)



Arado Ar 196A-3, 7R+BK, 2./SAGr 125, operating in the Aegean, 1942. RLM 72/73 upper surfaces with RLM 65 undersides; white fuselage band, yellow underside of wingtips and lower part of engine cowling. Black/red codes; unit badge on forward fuselage

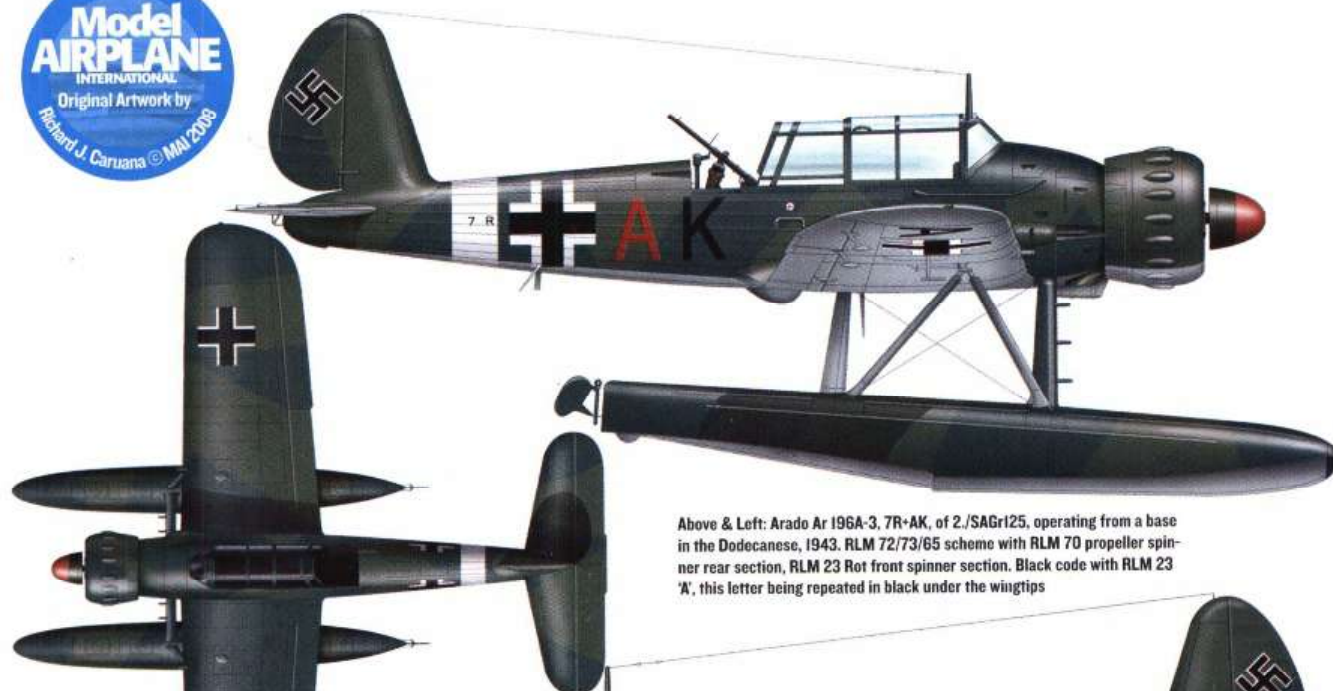


Arado Ar 196A-3, DI+LN, 5./SAGr 126. RLM 72/73 upper surfaces with RLM 65 undersides; RLM 04 Gelb lower section of engine cowling. 'DI' of code in RLM 23 Rot. 'LN' in black. RLM 23 front tip of spinner

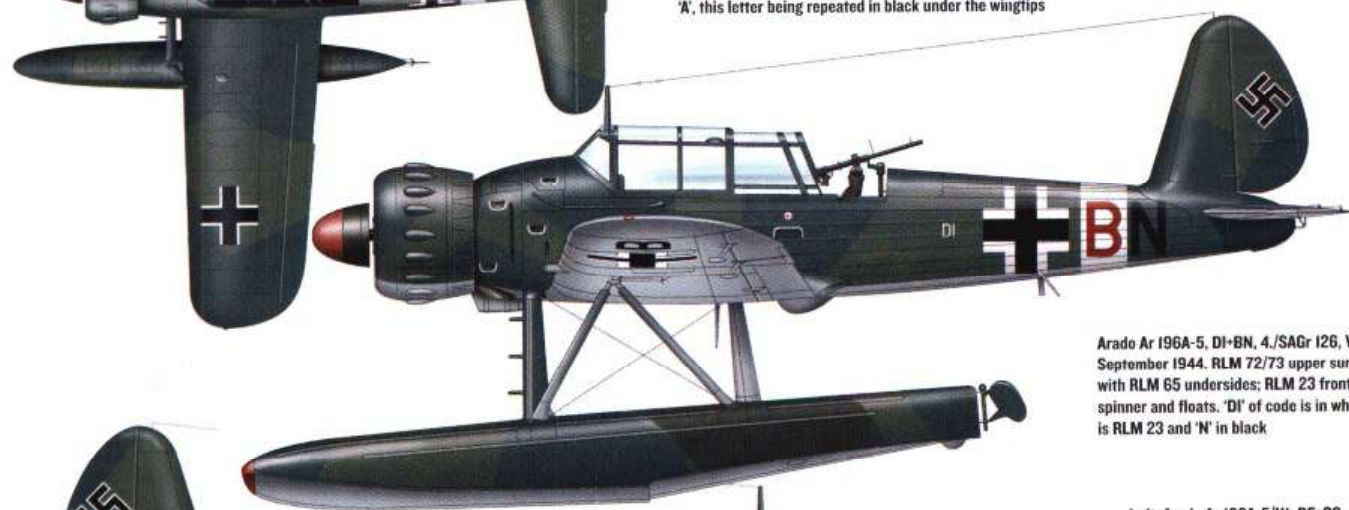


Profiles 1:72 Scale

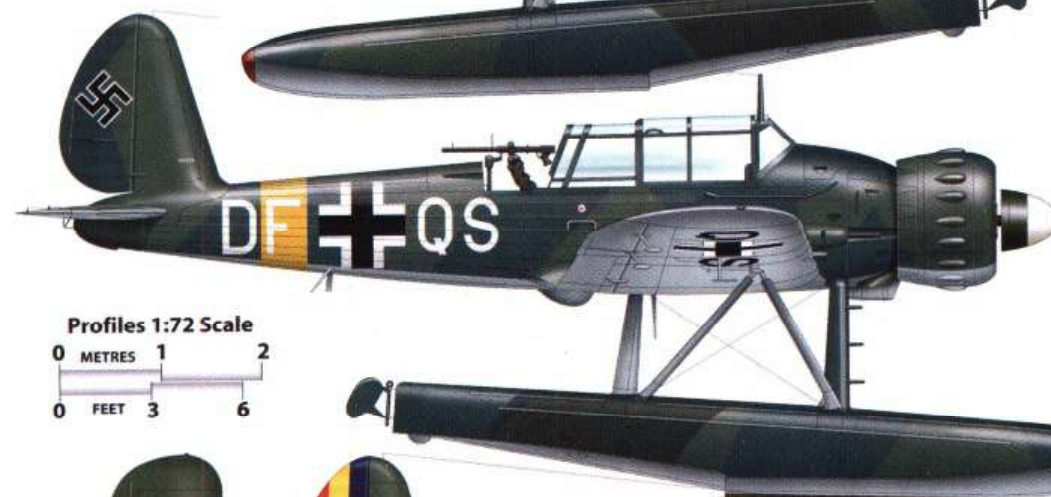




Above & Left: Arado Ar 196A-3, 7R-AK, of 2./SAGr125, operating from a base in the Dodecanese, 1943. RLM 72/73/65 scheme with RLM 70 propeller spinner rear section, RLM 23 Rot front spinner section. Black code with RLM 23 'A', this letter being repeated in black under the wingtips

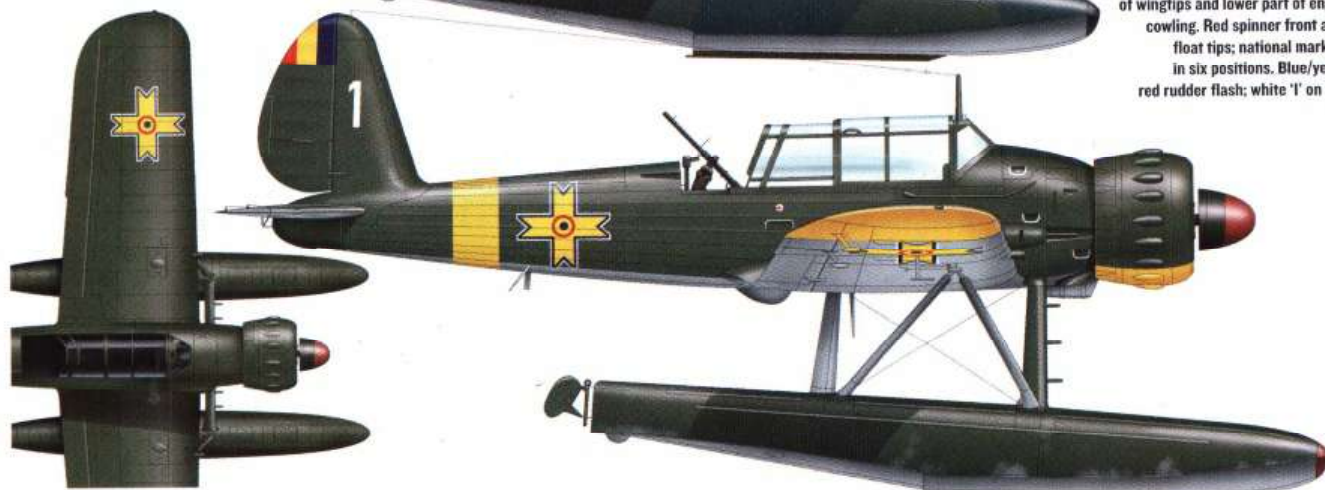
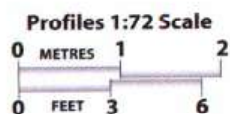


Arado Ar 196A-5, DI-BN, 4./SAGr 126, Vukovar, September 1944. RLM 72/73 upper surfaces with RLM 65 undersides; RLM 23 front tips of spinner and floats. 'DI' of code is in white, 'B' is RLM 23 and 'N' in black



Left: Arado Ar 196A-5/VI, DF-QS, W.Nr. 100359, Erprobungsstelle w Travemünde, 1944. RLM 72/73 upper surfaces with RLM 65 undersides; RLM 04 Gelb band around rear fuselage. White codes on fuselage, with 'QS' repeated in black below the wings; white front tip of spinner

Below: Arado Ar-196A-3, 'White I', Escadrila 102, Rumanian Air Force, Odessa, 1943. Dark green upper surfaces with light blue-grey undersides; yellow rear fuselage band, underside of wingtips and lower part of engine cowlings. Red spinner front and float tips; national markings in six positions. Blue/yellow/red rudder flash; white 'I' on fin



the uprated BMW 132K engine driving a three-bladed variable-pitch propeller intended for production models.

THE AR 196 DESCRIBED

By November 1938 the twin-float assembly was accepted as standard and the ten B-series aircraft left the production line soon afterwards. The floatplane's structure was conventional, the wing was a two-spar all-metal structure with metal skinning and the fuselage was built around a rectangular-section steel-tube structure, faired to an oval cross-section by formed ribs. Stressed skinning was used to cover the forward fuselage while the rear section was covered in fabric. Catapult attachment points were fitted beneath the fuselage enabling the aircraft to be launched from catapult-equipped ships.

The wings were hinged at the trailing-edge root and the inclined inverted vee-struts bracing the wings to the floats at one-third span were also hinged at their wing attachment points, the struts being detached at the floats and hinged inwards prior to wing folding. When in the folded position the wings lay alongside the aft fuselage at an angle of 45 degrees to the vertical. Dimensions were as follows: span, 12.4m, length 11m, height 4.45m, wing area 28.5m².

The single-step hydronaluminium floats were each divided into seven water-tight compartments and, in addition to a 300 litre fuel tank, each float contained a smoke canister and a stowage bin; as a matter of interest, the central-float version of the Ar 196 housed a single 600 litre fuel tank. The two-man crew sat under a continuous canopy with the aft-facing gunner manning a single 7.9mm MG 15 machine gun. Offensive armament consisted of a pair of 50kg SC 50 bombs fitted to underwing racks outboard of the float bracing.

Power was provided by a BMW 132K engine providing 950hp at 2,350rpm at take-off and 970hp at 450 metres; normal cruising power was 690hp at 2,100rpm at 1,50m. This enabled the aircraft to reach a maximum speed of 310km/h at 4,000m for a range of 1,070km; service ceiling was 7,000m.

IN SERVICE

Deliveries soon commenced and the first to put to sea with the new Ar 196A-1 was the pocket battleship Graf Spee. All 20 aircraft had left the assembly line by the end of 1939. Other battleships to carry the Ar 196 included the Admiral Scheer, Deutschland, Gneisenau, Prinz Eugen, Admiral Hipper and the Scharnhorst, mainly replacing the ageing He 60s that had been in service up to that time. The first deliveries of the Ar 196A-1 went to Bordfliegerstaffeln 1./196 and 5./196 which were under the control of the Kriegsmarine and were based at Wilhelmshaven and Kiel-Holtenau respectively.

Then followed a version intended for the Küstenfliegerstaffeln of the



7R-GK is another Arado Ar 196A-3 from 2./SAGr 125 but carries a different badge on the nose and is one of the subjects of the colour profiles (R.J. Coruena Archives)

Luftwaffe, the Ar 196A-2, which was charged with the tasks of harassment of RAF Coastal Command aircraft, anti-shipping and protection of German convoys. In fact, this example started being delivered in early 1940 and introduced the pair of 20mm cannon, one in each wing. First Luftwaffe unit to receive this version was I.Staffel of Küstenfliegergruppe 706, joining its fleet of He 115 floatplanes, and went immediately into action at Aalborg with the occupation of Denmark. A pair of Ar 196A-2s from this unit were instrumental in the capture of the Royal Navy (RN) submarine 'Seal' on 5 May 1940. It was spotted and attacked after it had suffered damage while laying mines in the Kattegat. Following a bomb and cannon fire attack the submarine crew surrendered, one of the Ar 196s landing alongside and taking the submarine's commander prisoner and flying him to Aalborg; later the submarine was towed into Frederikshaven harbour in Denmark.

By 1941 the Arado floatplane was being met increasingly both in the air and at sea by Allied forces and this early operational experience had shown up the necessity of some structural strengthening. This, together with provision of additional radio equipment in the form of FuG 16 Z, and the replacement of the propeller with a VDM type, spawned the Ar 196A-3 whose deliveries commenced in the spring of 1941. Its equivalent for use from catapults at sea was the Ar 196A-4 whose deliveries in actual fact preceded those of the A-3. Early in 1943 the Ar 196A-5 sub-type appeared and this was to be

the definitive version of this floatplane. It was similar to the A-3, yet it offered improved defensive armament and more reliable radio equipment.

A small quantity was also built by the Société nationale de Constructions Aéronautiques, the French plant at St Nazaire where tooling had been completed by 1942. The first Ar 196A-3 left this plant in July and a dozen more examples were completed by the end of that year. In March 1943, however, the French plant was closed down and production transferred to the Fokker facility at Amsterdam from where 11 examples were delivered by the end of that year. Soon afterwards Arado phased out its Ar 196 plant, production continuing exclusively at Fokker's plant.

During the Bismark episode, its Arado Ar 196A-4s provided the battleship with the best aerial protection they could possibly give, especially in attempts to drive away RAF Catalinas continually shadowing the vessel after it had entered the Atlantic. It was to be the one and only sortie from Bergenfjord of what was then considered to be the most powerful warship in the world, as it was eventually sunk on 28 May 1941.

Meanwhile the Luftwaffe's A-3s, in conjunction with He 114As operating from French Biscay coastal areas, continuously hunted RAF Coastal Command Whitleys, which in turn were trailing and hunting German U-boats. Two new units were formed to operate the type, namely 2./SAGr 125 operating within Fliegerführer Ostsee in the Baltic while 2./SAGr 131 operated the type in

conjunction with Blohm und Voss BV 138 flying boats from Norway.

During the first half of 1943 Bordfliegerstaffel 5./196 was redesignated 1./SAGr 128 while another unit, 2./SAGr 128, was formed.

EXPORTS AND FINAL SERVICE

There were two other air arms that received limited quantities of the Arado floatplane. The first was the Bulgarian Air Force, which utilised the Ar 196A-3s to form 161 Eskadra based at Varna in the spring of 1943. The other country was Rumania with its A-3s forming Escadrila 102, a coastal squadron operating from Odessa in 1943.

By early 1944, the days of the Arado were definitely numbered. Many feel that it was the most successful naval aircraft of the Second World War, yet by that time it had become easy prey to the nimble Beaufighters and its operations were severely restricted. In consequence the last Ar 196 left the Warnemünde production line in March 1944 and during the following August the Fokker line closed down as well. A total of 526 aircraft had been built.

The Ar 196 acquitted itself honourably throughout its service life. It served with distinction under some of the most arduous conditions and throughout it proved that it was sturdy and reliable. For many years it had served as the 'eye' in the sky of the German Navy, the exact role for which it had been designed, yet it proved itself to be an equally perceptive 'eye' for the Luftwaffe as well. ■

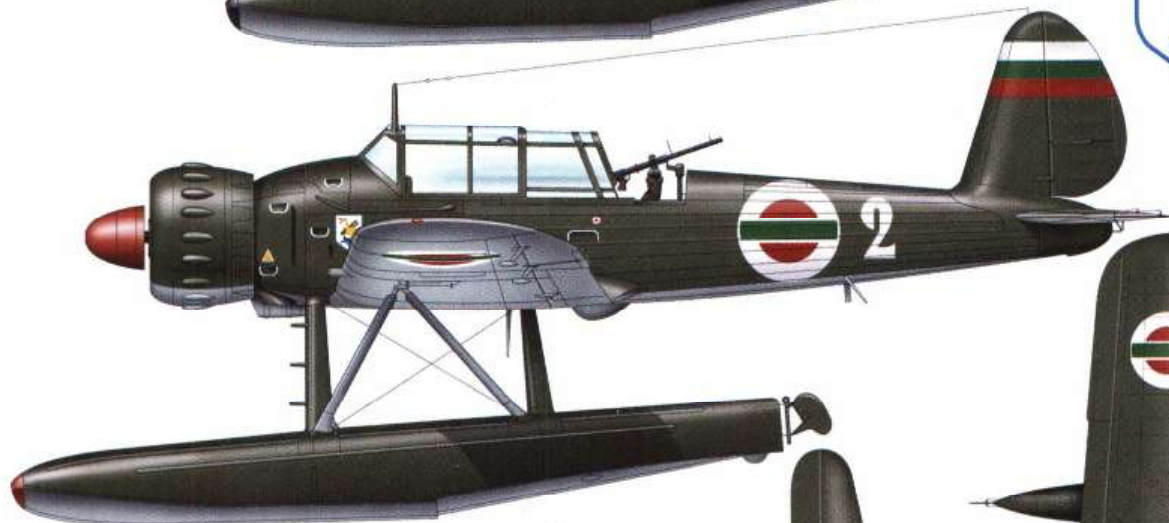
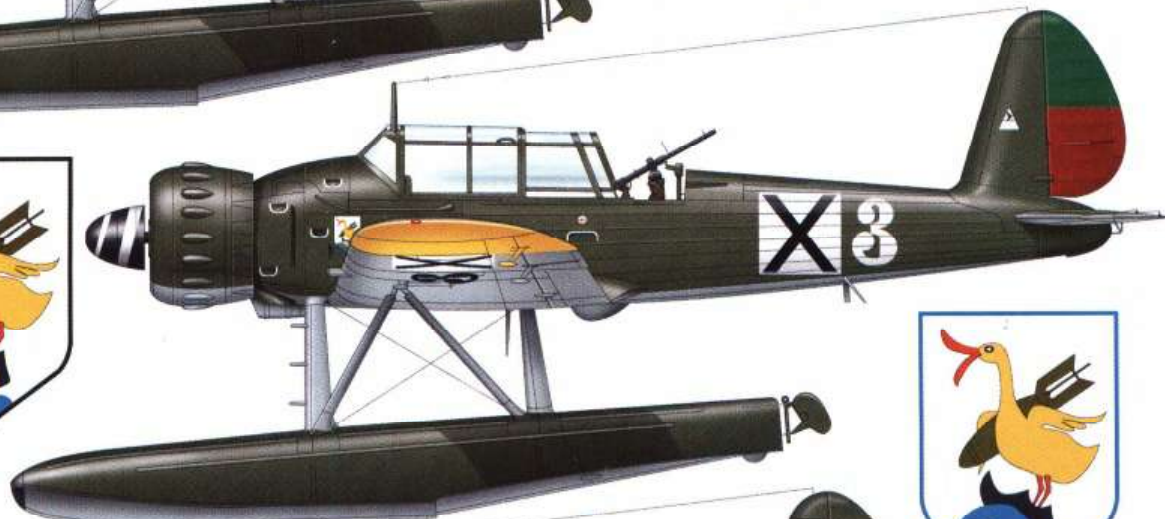


An Arado Ar 196A-3 in its element; 6W-CN belonged to 5./Bordfliegergruppe 196 operating from a Norwegian base during 1942. This unit was later renamed 1./SAGr 128 (R.J. Coruena Archives)



Arado Ar 196A-3, 'White 7' of 161 Squadron, Royal Bulgarian Air Force, Varna, April 1943. Dark Green upper surfaces with light blue-grey undersides. Black-green spinner; yellow fuselage band. Rudder is green (top) and red. '7' is in white; white square with black cross in six positions

Below: Arado Ar 196A-3, 'White 3', Seaplane Squadron, Royal Bulgarian Air Force, Varna, 1944. Dark Green upper surfaces with light blue-grey undersides. Black/white spinner; yellow underside of wingtips. Rudder is green (top) and red. '3' is in white; white square with black cross in six positions. Badge on both sides of forward fuselage



Above & Right: Arado Ar 196A-3, 'White 2', Seaplane Squadron, Royal Bulgarian Air Force, Varna, 1945. Dark green upper surfaces with light blue-grey undersides; red spinner and front tip of floats. Red/white/Green roundels (green stripe always in aligned to line of flight) in six positions; same colours applied to vertical tail surfaces. White '2' and unit badge on both sides of fuselage



Arado Ar 196A-3, SE-AOU, interned in Sweden in 1943 and acquired by Kontinentagentur in 1945. RLM 72/73 upper surfaces with RLM 65 undersides; RLM 23 propeller spinner tip. Registration in white on fuselage sides, above wings and below (the latter divided as 'SE-' on one side and 'AOU' on the other)

Profiles 1:72 Scale



JUNKER'S METAL DONKEY

Having already offered the D.I in 1:72, Roden have now produced the type in 1:48, but will those corrugations be any easier in a larger scale?

BUILT & WRITTEN BY NICK J. WIDMAN FROM THE UK

MODEL INFO
SPEC: Roden 1:48 Junkers D.I Short fuselage
Version KIT NO. 434 MATERIALS: M
AVAILABILITY: Available in UK (importers) and
Roden stockists worldwide PRICE GUIDE: £18.99

Corrugated sections around the wing
trailing and leading edges are called
for but you receive all these
corrugations.

Historically the Junkers D.I is a very significant aircraft. It was well ahead of its time due to its all-metal construction (skinning over a duralumin interior frame), construction, which was to become the standard design a decade later. It was not a huge success with pilots due to its being heavy and, due to the low-mounted thick cantilever wing, it had a poor downward visibility. Initially intended for ground attack, it was allocated to the role of 'tailgun boater', and redesignated from J.B to D.I. It served the Reich in very small numbers in October 1918, just as

the Great War was coming to an end. Apart from its technological innovation which placed it years ahead of its time, not a single D.I was downed during its service, albeit brief one.

THE KIT...

This (at the time of writing) is Roden's latest release in their 1:48 WWI range, and is a welcome one with the only other kit of this aircraft in this scale being the Blue Max one that is now quite hard to find. The mouldings in this kit are to Roden's usual high quality, with few sink marks and little flash. The first thing to strike you, though, is the beautifully rendered corrugated surface

detail with recessed panel lines. All the control surfaces are provided as separate items, and a nicely detailed interior is supplied also. Two nice detail options are provided, so is a small acetate sheet for the sidecow. First impressions are that this looks a positively simple kit, but will require great care in assembly, and then of course there is the matter of how well the details will conform to those corrugations...we shall see...

BUILDING THE JUNKERS D.I

THE COCKPIT, ENGINE AND FUSELAGE...

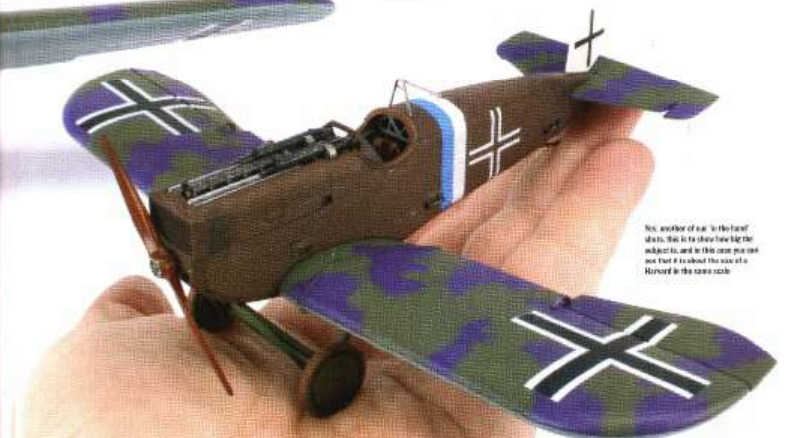
The first few stages involve making up the engine, and two are provided (160hp and 180hp Mercedes type 1

pre-war?) and these are both very well detailed and build up nicely. As for the Aluminium was the base colour, over which a thinned coat of Polly S black was laid down. Once dry, a light drybrushing with Gunze-Sangyo Silver Plate was applied to enhance the metal details and to produce a more 'metallic' appearance. The interior is well detailed and moulded, and uses the bottom piece of the fuselage as a base. A framework for the floor is added to this base, followed by four vertical frames, a bar on which the control column sits, rudder pedals and engine mounts, all of which will be added a bit later on. The control column and seat were added much later on.

"The only things lacking in the cockpit area are any instrument decals (as per usual sadly), seat belts, and a lack of any corrugated surface for the inside of the fuselage"



The kit includes a nice rendition of the engine and the guns, but only really requires careful painting to look very realistic. You could add more, replace the gun barrels with photo-etched if, but you don't have to, which is good.



No matter of scale, in the hand! shows this is no show how big the subject is, and in this case you can see that it is about the size of a Harvard in the same scale.

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Acetone
- Tamiya Extra Thin Cement
- Tamiya masking tape
- Sdscoaters
- Tweezers
- Banding sticks & files
- Gunze Sangyo Mr. Mark Setter
- Daco 'Strong' detail solution



Recommended paints:

- Aluminium
- Aluminium
- Magnesium
- Steel
- Gunze Sangyo Mr. Acquerone
- Color acrylics:
- H003 Green FS 34102
- SM07 Silver Plate
- Polly S acrylics:
- S0214 Black
- S240 Earth Red

Tamiya acrylics:

- X-19 Green
- X-16 Purple
- X-29 Clear Orange
- XF-23 Light Blue
- XF-59 Buff
- Windsor & Newton oil
- Burnt Umber

Dimensions:

- Span - 8.00m
- Length - 6.70m

Dimensions - 1:48

- Span - 187.5mm
- Length - 139.6mm

REFERENCES

- Junkers A Pictorial Record of all Aircraft 1910-1945 (Munich Verlag)
- Junkers D.I by P.M. Green, Windward Quarterly No.23 (Avalon Productions 1992 ISBN 0-9494-166-3)
- Junkers Monoplanes, Profile No.187 (Profile Publications)



Roden's excellent box art and decals, very much with an early part of the century 'look' to them. No art, no graphics, no name decorations, just superb.

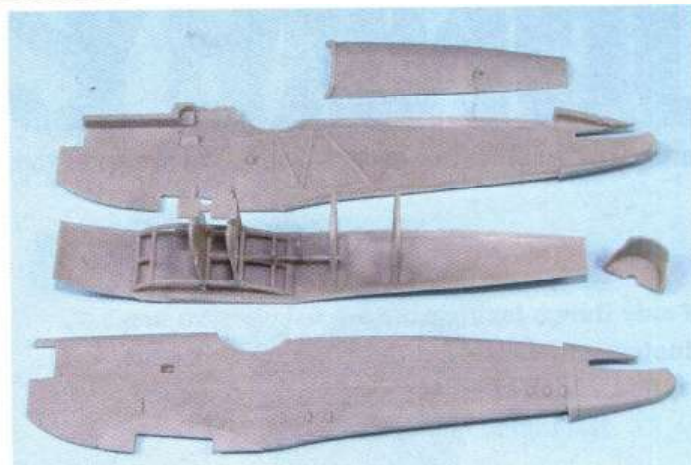
Always ensure that you work in a well-ventilated area when using solvents

Wear the right protective clothing when advised

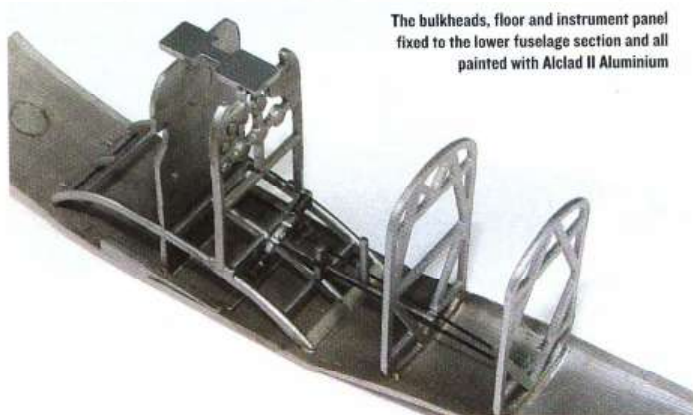
STEP BY STEP GUIDE - CONSTRUCTION



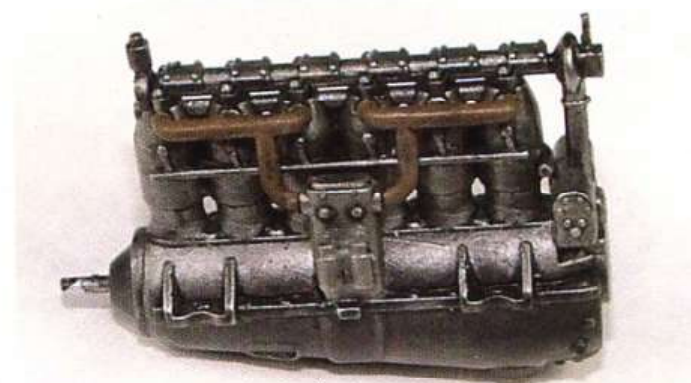
The corrugations on the main components are well done



The interior sub-assemblies built up



The bulkheads, floor and instrument panel fixed to the lower fuselage section and all painted with Alclad II Aluminium

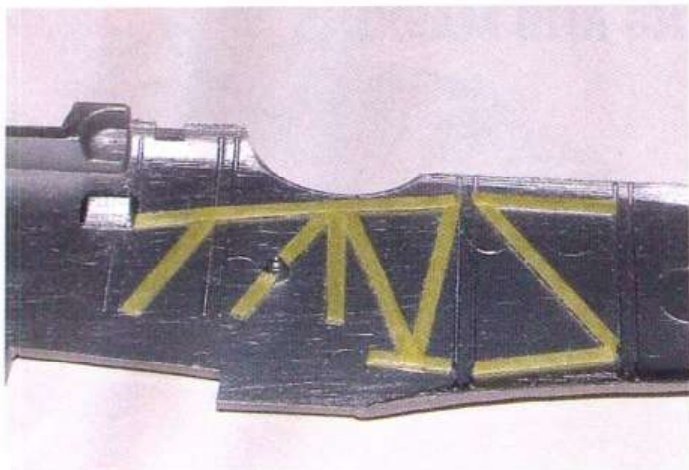


The engine built up, painted and weathered

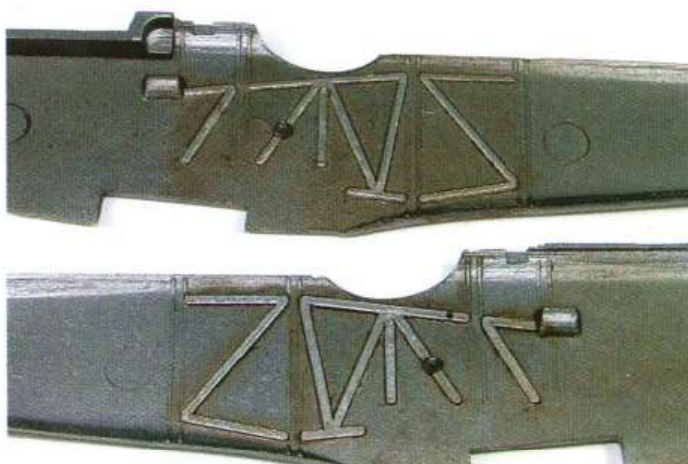
The engine and forward cowl in position



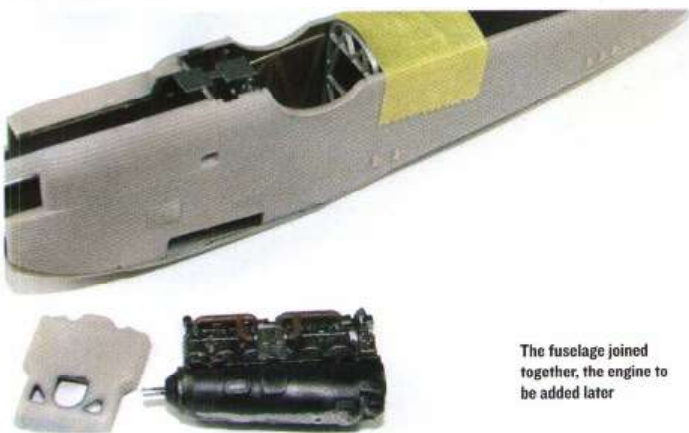
"With each wing comprising just three main parts, and a control linkage for the aileron, this task sounds deceptively simple, however, eliminating the join along the leading edge of each wing while preserving the corrugations would be a challenge"



As you can see, the interior lacks any form of corrugations, however after a coat of Aluminium the framework was masked off



A wash of oil paint was used to give some tonal difference in the cockpit area



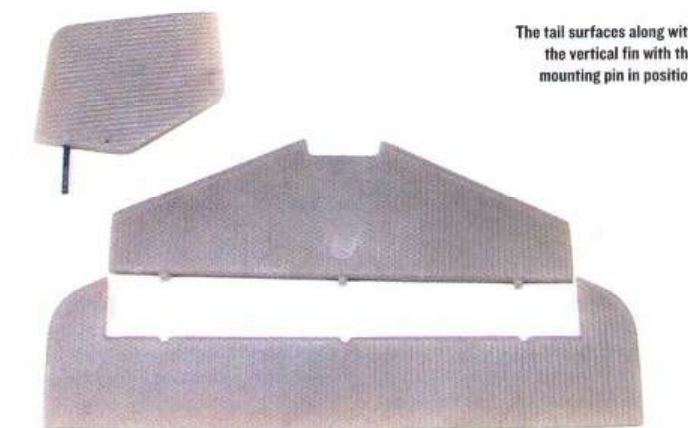
The fuselage joined together, the engine to be added later



The vertical fin would have been a simple butt joint, but to make it stronger a hole was drilled so that a metal pin could be used



The cockpit and engine bay were masked off with Blu-Tack



The tail surfaces along with the vertical fin with the mounting pin in position



Once the wings were joined they were painted brown an oval file plus wet 'n' dry was used to sand out each corrugation



The ailerons were also installed using pins secured into pre-drilled holes

STEP BY STEP GUIDE - ASSEMBLING AND MASKING



The complex nature of the corrugations meant that the decaling had to be done before everything was assembled; here the markings have been applied to the fuselage and wing



As can be seen, with perseverance the decals will fit into the corrugations



Although the propeller seems to be moulded back to front, it was painted to look like wood as described in the accompanying text. It will be replaced at a future date with a more accurate example



Everything put in place and matted down

these would be quite fragile and easily damaged during the masking process. The only things lacking in the cockpit area are any instrument decals (as per usual, sadly), seat belts, and a lack of any corrugated surface for the inside of the fuselage sides, although the cockpit framework is nicely moulded in, and given that moulding the corrugations inside and out of these parts would not be easy, this was an omission that was acceptable to me. Alclad II Aluminium was the base colour for the interior and then the frames were masked off and Alclad II Steel and Magnesium were sprayed over all the cockpit surfaces to add some tonal changes, also I wanted the 'pit' to look slightly dark to help mask the lack of corrugations. The masking was then removed and a wash of thin black and Burnt Umber oil paints were applied to add some depth. I added some wires to the rudder pedals, and I chose to leave the instrument panel as 'metal' although in hindsight

it would be better portrayed as 'wood'. I chose not to add the engine at this stage, as adding it once the fuselage was largely assembled made its alignment easier, although the engine mounts were added last in this stage of construction.

The seat involves some bending of the part for the seat back and care is needed here not to break it, as it too is corrugated. I added a cushion made from Milliput and seat belts from paper to add some detail. The fuselage sides were then glued to the base, one at a time, and with care these parts fit beautifully as they match the contours exactly so no filler was needed. Tamiya Extra Thin Cement was applied from the inside once the sides were positioned correctly, to make a 'cleaner' join. The rear decking was then added, and again the fit was high on perfect, with just a smidgen of filler being needed around the rearmost join. Any excess filler was wiped off, as sanding it would prove

to be extremely difficult due to the corrugations. Araldite was applied to the tops of the engine mounts and the engine slid into place, while I constantly checked its alignment. At this time I noticed that one fuselage side was damaged around the slot for the tailplane, so this was corrected by adding a bit of Tamiya putty 'quick type' and sanding it smooth once it had cured. The radiator was added to the front of the fuselage, and then Blu-Tack was used to mask off the openings in the fuselage in preparation for the camouflage.

CORRUGATED WINGS

With the fuselage assembled, it was time to move onto the wings. Again, these have beautifully rendered corrugated surface detail, and separate ailerons. With each wing comprising just three main parts, and a control linkage for the aileron, this task sounds deceptively simple, however, eliminating the

join along the leading edge of each wing while preserving the corrugations would be a challenge. The tools of choice here were an oval needle file and a piece of worn (fine) wet 'n' dry paper, folded so as to create a sharp edge. With time and patience and by doing one corrugation (groove) at a time this task was relatively simple. Once I thought they looked okay a coat of paint (any colour really, but I chose brown) was sprayed on to reveal how good or bad the joins looked. A few more runs later with the file and wet 'n' dry and all looked good. To add some strength I chose to 'drill and pin' the ailerons, elevator and rudder.

APPLYING THE CAMOUFLAGE...

Two nice schemes are offered; one carries the green and purple camouflage over the top surfaces and light blue on the undersides of the flying surfaces, while the other has the same colours for the wings but a brown fuselage.



All the sub-assemblies

"The fuselage was sprayed with Tamiya X-9 Brown. I used Gunze-Sangyo H303 Green FS 34102 and Tamiya X-16 Purple for the tops of the wings and tailplane/elevator, with Tamiya XF-23 Light Blue for the undersides"

I opted for the latter option, so the fuselage was sprayed with Tamiya X-9 Brown. I used Gunze-Sangyo H303 Green FS 34102 and Tamiya X-16 Purple for the tops of the wings and tailplane/elevator, with Tamiya XF-23 Light Blue for the undersides. Once dry, a few coats of Johnson's Klear were sprayed on to provide a nice glossy surface for the decals, and with this corrugated surface they would need every bit of help they could get.

THE PROBLEM WITH 'DEKKLES' (AS WE SAY IN THE UK)

The decals looked to be pretty good, with good colour density, register and were quite thin. I have heard a mixed bag of comments regarding Roden's decals but have personally found them okay, however this would be something of a test. Micro Set was applied to the surface (of one wing only first), then the decal, and once positioned correctly Micro Sol was applied...liberally.

As this was drying it looked to have little effect, unfortunately. I therefore tried Gunze-Sangyo's Mr Mark Softer to help things along but again with no definite effect. Next I moved on to the 'hard stuff', namely Daco 'strong', but again this did not produce any real improvement. Despite coaxing the decal into the grooves with a brush they would not soften enough to let them fully conform. One effect I did discover though was that the Daco 'strong' when applied in large enough quantities can soften the varnished/painted surface. I hadn't seen this effect before and normally wouldn't want to, but here I thought I could use this to my advantage. Using a cocktail stick the decal was pushed into the grooves repeatedly until they eventually became 'stuck' by the softened varnish (Klear). A few blasts with a hairdryer helped to speed things up, after all the quicker the soft varnish dried the less likelihood there would be of the decals springing up out

of the grooves! More repeated gentle rubbing of the cocktail stick later, and eventually the decal succumbed to the incessant onslaught and gave up the fight. This process was then repeated on all the other decals, and to do them all took around a day. I wasn't too happy with the fuselage stripes as they broke in a few places and the curvature of the top one does not quite match that of the fuselage. Once the decals had dried overnight, the excess decal solution was wiped off carefully with a damp cloth. Just to make sure that the troublesome little critters didn't come unseated later I applied two misted coats of Johnson's Klear to seal them in, and all in all they looked pretty good. I thought about repeating the process another time (just to deal with those niggly little areas), but reasoned that it would bring little or no benefit. The moral of the story: decals should never be 'bullied' into place, but on rare occasions it helps! I cannot

really recommend this method as it's pretty risky and some element of luck is involved, but it goes to show that it can work...sometimes!

FINISHING OFF...

The coaming was added to the front of the cockpit and the blast troughs to either side of the engine. Both wings were fixed in place with cyanoacrylate and reinforced further with Tamiya Extra Thin Cement, while the tailplane was fixed in place using the same. The alignment and fit of these parts was excellent, and the ailerons and elevator were fixed in place with cyanoacrylate. Of note is that the corrugations on the ailerons are at an angle to those of the wings, but I doubt this is correct as they should be inline? The exhaust was prepared for painting by adding some filler to fill a sink mark and the end was opened out. It was painted brown followed by a coat of thinned Polly S black. The muzzles of the two nicely →

detailed Sportivo machine guns weren't drilled out and painted black, followed by a drybrush of Gunze-Sangyo Plate Silver to accentuate the detail. The ammunition boxes needed a little silvering to get them to fit better into the fuselage, and then they were sprayed with diluted H. Aluminex, painted to their respective guns, and in turn fitted in place. The one-piece tailskid was added, but I dispensed with the kit hornless and forward (all of which go onto the sides of the fuselage), preferring to use plasticard of the right size as replacements. The undersurface is quite finny as it is resistant to sand, but unfortunately this

means it's a bit too nervous to be drilled and sanded. Instead I had to simply butt-joint them on per the kit instructions, and handle with care thereafter. The propeller is the only real let-down in the kit markings as the blades are moulded back to front, i.e. the leading edges are thin while the trailing edges are thicker and rounded. This was given a 'retrodden' treatment by painting it with a spongy colour of a light tan (a custom mix of Tamiya XF-55 Blue, white and yellow), and once dry two thinner coats of Polly S Earth Red were brushed on. Once dry the final finish of paint was

used to add some extra effect, and the luminosity in the prop were replicated at this stage. After a good few days to allow the oil paint to dry thoroughly, a few thin coats of Tamiya Clear Orange were applied on. I aim to replace the propeller with a 'correct' one at a later date. To finish off, the pilot's headrest, control column, seat, and the eleven control horns were fixed in place. ■



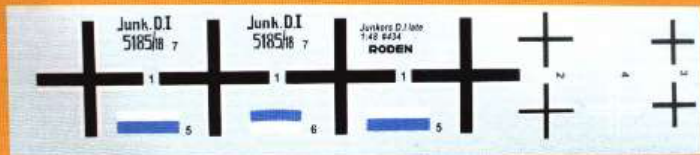
The type may have been a compromise in its day, today it looks a bit odd and so more than of comparison is resistance making a shed, it is certainly a subject that will catch the attention of the general public at an event.



This D.I. seems to be of value as a few pieces were polished down and painted in grey, but overall it makes up into a nice little kit. Consulting the literature the camouflage would have been better, it was not that bad.



The simplicity of Junkers' design is born out in the model, the lack of rigging etc. will also make the subject more accessible to the less experienced.



Always ensure that you work in a well-ventilated area when using solvents.



FINAL VERDICT

I found this kit very enjoyable to build, despite the challenges it presented. The use of detail should be very acceptable to most, and the corrugated surfaces are beautifully replicated. The nose area for construction was the lack of corrugation inside the motor and the angle of the corrugation on the ailerons. All the parts were excellent, and the model looks very accurate in both outline and proportion. Taking your time along with patience is paramount in the construction of the model, and while the details certainly presented a challenge, they did eventually conform with very little showing of damage. All in all, a very nice kit of a not-so-simple-war-it-actually looks superb! Nice one Roden (again!).

Was it worth the money?
A most definite yes.

1:1 REFERENCES

No genuine D.Is exist today, so the following selection of images are of the replica currently on show at the Berlin-Gatow aviation museum in Germany

All photos © Przemyslaw Skulski



This shot into the cockpit shows the very basic instrument panel; in this replica it is wooden



The corrugations on the fuselage sides



The ailerons, with the crosses painted over wing and aileron. Once again the corrugations on ailerons of this replica match those of the wing



The front cowling with the radiator in the upper section and the two intakes below, note the use of the corrugation edges for the demarcation



The vertical fin (no rudder) and the elevators, note the flat skinning for the tail cone section. On this replica the corrugations of the elevators match those of the tailplanes

new releases - kits

Key: **IM** (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vacformed Plastic), **WM** (White-metal), **RB** (Rubber)

PREVIEW



Lockheed-Martin F-16CG/CJ Fighting Falcon

Scale 1:72 / Academy, Korea / Materials: IM / Kit No.: I2415 / Availability: Toyway (UK Importer) and Academy stockists worldwide / Price Guide: £14.99

This is an all-new kit and in many ways probably takes a lot from the 1:32 version produced by Academy a few years back. It depicts the CG (Block 40/42) and CJ (Block 50/52) versions, the former being the LANTIRN capable all-weather strike version most know as the 'Night Falcon'. This has a lengthened and strengthened undercarriage to allow the carriage of the LANTIRN pod and from 2002 these machines also had the improved weapons capability offered by JDAM, JSOW, WCMD and Enhanced GBU-27. The Block 50/52 series can carry the AGM-88 as well as all the weapons of the 2002

updated Block 40/42, the Block 50 machines having the F110-GE-129 engine, while the Block 52 has the F100-PW-229. All the parts are nicely moulded, with fine recessed panel lines and you get a multi-part ejection seat and decals for screens in the cockpit. The larger intake and longer undercarriage of the post-Block 40 series are well depicted and as these parts are all on a separate sprue it is obvious Academy intend to backdate this kit to offer earlier versions. The only downside to the kit is the clear sprue, or should we say 'tinted' sprue, as that is all you get for both canopy and all other clear items. Really Academy should have done like all the

other manufacturers and duplicated the clear sprue (or sprues), one tinted and one not as the F-16 can have a combination of clear or tinted glass for the canopy and rear section. Underwing stores include the AN/ALQ-184 ECM pod, 370 and 300 gallon drop tanks, AIM-9L/M and AIM-9X Sidewinders, AIM-120B AMRAAMs, AGM-88 HARMs, GBU-31(V)1 JDAMs plus the AN/ASQ-213 HTS pod and AN/AAQ-14 LANTIRN pod. There are five decal options: F-16CG Block 40E, 89-2013, 8th FW, Kunsan AB, 2004; F-16CJ Block 50P, 92-3895, 5th AF, Misawa AB, 2005; F-16CG Block 40E, 89-2020, 51st FW, Osan AB, 2004; F-16CJ Block

50D, 91-0379, 79th FS, Shaw AFB, 2002; F-16CJ Block 50C, 91-0352, 52nd FW, Spangdahlem AB, 2005. All these machines are Gunship Grey over Medium Grey with a Dark Gull Grey radome and the decals are by Cartograf.

Verdict: There are a lot of F-16 kits out there, but this one from Academy will enter the charts near the very top. Hopefully the A and early C series will follow, with maybe the two-seaters at some stage, but for now this one will do nicely thank you. Highly recommended to all modern USAF and F-16 fans and our thanks to Toyway for the review sample

DIMENSIONS

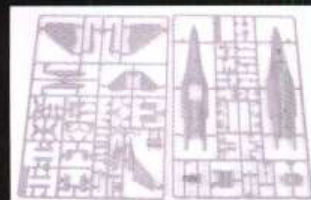
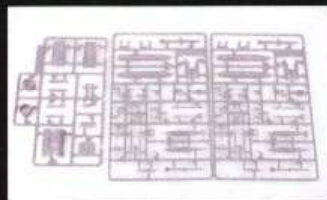
Span - [without missiles] 31ft 0in (9.45m), [with missiles] 32ft 9 3/4in (10.00m)
Length: 49ft 3in (15.01m)
Height: 16ft 8 1/2in (5.09m)

DIMENSIONS - 1:72

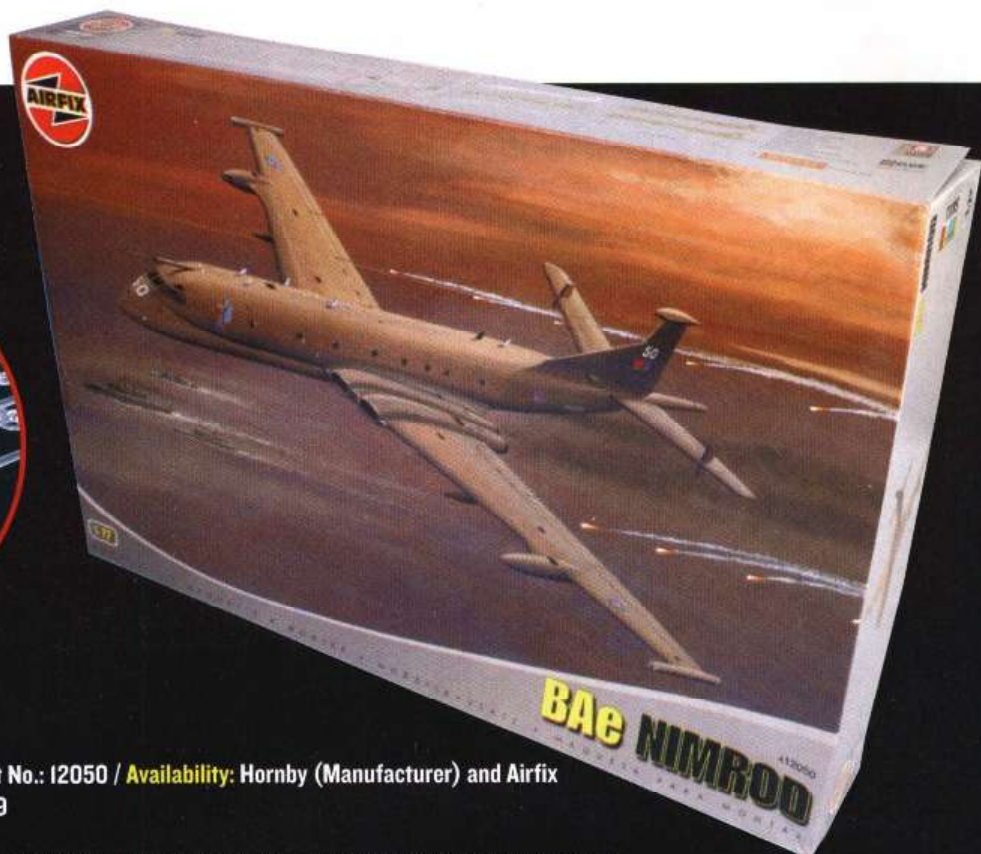
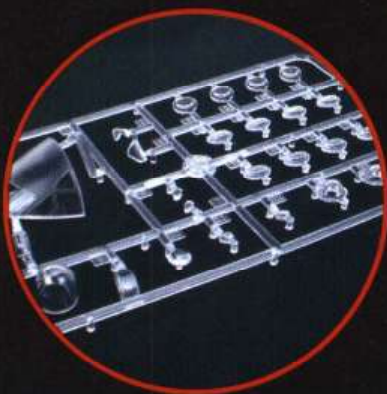
Span - [without missiles] 131.3mm, [with missiles] 138.9mm
Length - 208.5mm
Height - 70.7mm

REFERENCES

- F-16 Fighting Falcon In Action No.53 (Squadron/Signal Publications)
- F-16 Fighting Falcon In Action No.196 by L. Drendel (Squadron/Signal Publications 2005 ISBN: 0-89747-490-2)
- F-16 Lock-On No.2 (Verlinden Publications)
- F-16 Fighting Falcon Walk Around No.1 by L. Drendel (Squadron/Signal Publications 1994 ISBN: 0-89747-307-8)
- F-16 Vipers, Modern Military Aircraft (Squadron/Signal Publications)
- F-16C by J.Manek & T. Zmuda, Topshots No.27 (Kagero 2006 ISBN:83-60445-05-2)
- Uncovering the Lockheed-Martin F-16A/B/C/D (Daco Publications 2004)



PREVIEW



BAe Nimrod

Scale 1:72 / Airfix, UK / Materials: IM / Kit No.: I2050 / Availability: Hornby (Manufacturer) and Airfix stockists worldwide / Price Guide: £38.99

This is an all-new kit and one that many have been eagerly awaiting. Although done under the control of Hornby, this is still an 'old' Airfix kit, having started life with the previous management, but looking at the parts in the box they are all well formed with nicely recessed panel lines and well-formed smaller details. Moulded in China the kit features careful packaging with foam around delicate parts like the fuselage wing root trailing edge and the missile fins, which is a nice touch. Optional parts are included for the MR.1, MR.2P and R.1 with a full complement of ordnance for the weapons bay. Don't forget the little errata sheet regarding the placement of the intake on the aft

fuselage. Full stencilling is included and there are six decal options: MR.1, XV249, No.203 Sqn, Luca, 1977; MR.2P, XV250, No.42(R)Sqn, Saudi Arabia, March 2003; MR.2P, XV234, No.201 Sqn, Ascension Island, 1982; MR.2P, XV241, No.201 Sqn, RAAF Richmond, 1988; MR.2P, XV235, Nimrod Line Sqn, Kinloss, 2007; R.1P, XV238, No.51 Sqn, Waddington, 2007. These give a mix of schemes from white over Light Aircraft Grey, through Hemp over Light Aircraft Grey to the current overall Camouflage Grey, and all colours are identified in the instructions by Humbrol paint numbers and BS codes.

Verdict: At last a Nimrod in injected plastic in 1:72. Sure it is not cheap,

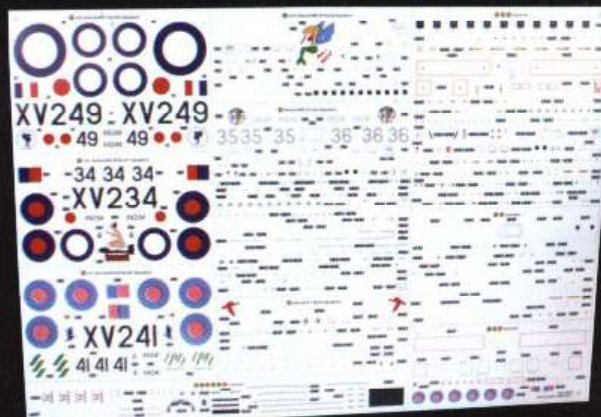
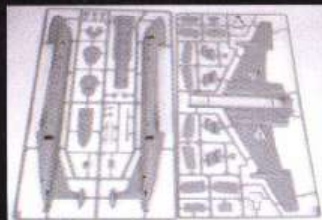
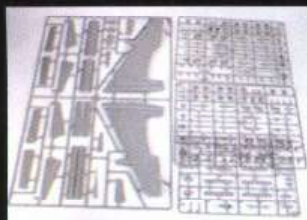
but neither is it small nor the build or colour options limited, so you should not grumble. Remember that this kit is a limited edition, so get one while they are still available, or be willing to wince at the prices these will command once they are out of production. Our thanks to Hornby Plc for supplying the review sample.

DIMENSIONS

Span [w/o wingtip ECM pods] - 114ft 10in (35.00m)
Length [inc refuelling probe] - 129ft 1in (39.34m)
Height - 29ft 9 1/2in (9.08m)

DIMENSIONS - 1:72

Span - 486.11mm
Length - 546.4mm
Height - 126.1mm



REFERENCES

- Hawker-Siddeley Nimrod, Postwar Military Aircraft (Ian Allan)
- Model Airplane International Vol.2 Iss.22 May 2007 [25th Anniversary of the Falklands War]
- Scale Aircraft Modelling Vol.5 No.3 December 1982 [Falklands War article]

new releases - kits

Key: **IM** (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vacformed Plastic), **WM** (White-metal), **RB** (Rubber)

PREVIEW



Fokker D.XXI Sarja 3 with Mercury engine

Scale 1:48 / Special Hobby, Czech Republic / Materials: IM, R, PE / Kit No.: SH48078 /

Availability: Hannants (UK Importer) and Special Hobby stockists worldwide / Price Guide: £19.99

This is an all-new kit and it has been many years since Classic Airframes released their kit back in 1995. MPM did the type in 1:72 in 2003, so the move up to larger scale is very welcome. It depicts the Mercury VI-S powered version, so we presume the P&W SB4-C/G version will be released at a future date as the cowl is on the sprues? It is made up of 91 grey-coloured and three clear plastic plus 17 resin and 31 photo-etched components. The tubular interior structure is separately depicted and the engine is supplied as resin, so it is nicely detailed. You also get both wheel and ski undercarriage options. There are

four decal options: FR-98 of I/LLv 12 based at Nurmoily airfield in 1941/42; FR-98 of 5/LLv 24, flown by S/Sgt L. Nissinen; FR-97, flown by Lt. J. Sarvanto in January 1940; FR-100, flown by Lt. M. Tainiemi of I/LeLv 14 at Tiiksjärvelle airfield in August 1942. All colours are identified in the instructions by Gunze-Sangyo paint numbers only.

Verdict: At last we have a very 'buildable' D.XXI in 1:48, so as long as you can deal with the limited-run nature of the mouldings then this is one that can be highly recommended to all experienced modellers. Our thanks to Special Hobby for supplying the review sample.

DIMENSIONS

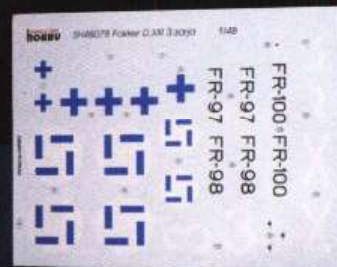
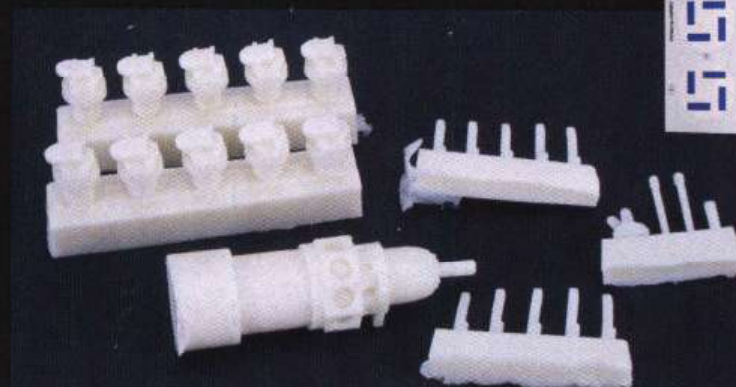
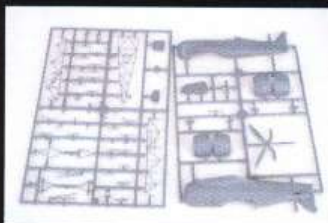
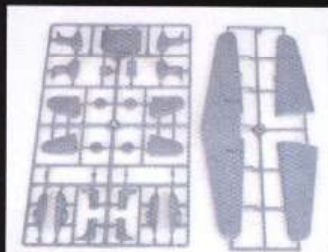
Span - 36ft 1in (11.00m)
Length - 23ft 7in (7.2m)
Height - 9ft 10in (3m)

DIMENSIONS - 1:48

Span - 229.2mm
Length - 150mm
Height - 62.5mm

REFERENCES

- *Fanatique de l'Aviation* Nos.85, 86 & 87 (1976) and 100 & 101
- *Fokker D.XXI* by G.H. Kamphuis, *Profile* No.63 (Profile Publications 1966)
- *Fokker D.XXI - Suomen Ilmavoimien Historia* No.3 (Tietoteos, 1977)
- *Fokker D.XXI - Dutch & Danish Service* by W. Eberspacher (Phalanx Monograph No.1, 1995)
- *Fokker D.XXI* by P. Skulski, *Seria Pod Lupa* No.10 (Ace Publications 1999)
- *Icare* No.79
- *Le Fokker D.21* by P. De Jong, *Profil Avions* No.9 (Lela Presse 2005, ISBN: 2-914017-26-X)
- *Replic* No. 45 (May 1995)
- *Scale Models* (October 1985)



PREVIEW



Dornier Do 215B-5

Scale 1:72 / **ICM, Ukraine** / **Materials:** IM / **Kit No.:** 72302 / **Availability:** Creative Models Ltd (UK Distributors) and ICM stockists worldwide / **Price Guide:** £9.99

This is a new tooling and it depicts the B-5 night fighter version of the Do 215, which in term was based on the B-1 or B-4 and was similar to the Do 17Z-10 but fitted with DB601A engines. This long lineage does mean ICM have got a lot of versions to do, and this also means that the breakdown of the fuselage is a bit over-complex. Made up of 112 grey-colour and five clear plastic components, the former are in two different shades that are probably an indication of the projected forthcoming versions? Detail is not bad, although not as precise as you will see from the Far East. The instructions use photos, not diagrams, to show the construction stages and these work, but the copy quality of the instructions are such that some may be hard to see. There are three decal options: G9+DC of II./NJG1 in 1942; R4+DC of Stab II./NJG2 in 1942; R4+SN flown by Oblt. P. Gildner of

II./NJG2 in 1941. Option one is RLM 75 over 76, option two is RLM 74 and 75 over 76 and the third option is overall black.

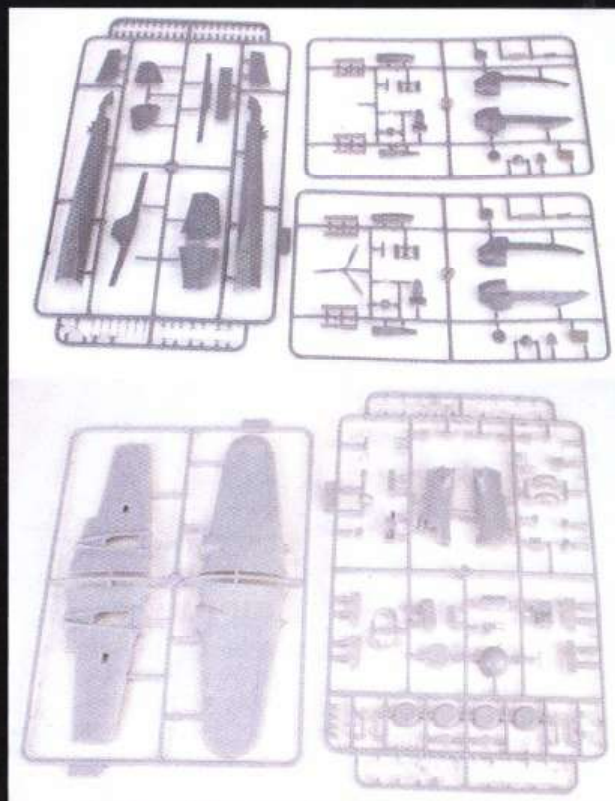
Verdict: This is a good looking kit, it may not be as 'sharp' as some but we have waited a long time for a Do 215 series in 1:72. It will demand quite a bit from the builder, but with a little care and some extra detailing, this is going to add the Do 215 to your collection at last and for that we are thankful. Our thanks to ICM for supplying the review sample.

DIMENSIONS

Span - 59ft 3/4in (18.00m)
Length - 51ft 9 2/3in (15.80m)
Height - 14ft 11 1/2in (4.60m)

DIMENSIONS - 1:72

Span - 250mm
Length - 219.4mm
Height - 63.9mm



REFERENCES

- Dornier Do 17 & 215 by J. Richard Smith, Profile No. 164 (Profile Publications 1967)
- Dornier Do 17E-Z & Do 215B by M. Griehl, WWII Combat Aircraft Photo Archive No.3 (AirDOC 2006 ISBN: 3-935687-42-7)
- The Flying Pencil: Dornier Do 17 & 215 by H.J. Nowarra (Schiffer ISBN: 0-88740-236-4)

new releases - kits

Key: **IM** (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vacformed Plastic), **WM** (White-metal), **RB** (Rubber)

PREVIEW



Douglas A-20G Havoc 'South West Pacific Warrior'

Scale 1:72 / MPM, Czech Republic / Materials: IM / Kit No.: 72539 /

Availability: Hannants (UK Importer) and MPM stockists worldwide /

Price Guide: £17.50

This is an all-new kit in MPM's series that utilise metal moulds (they are thus not 'limited-run'). It comprises 74 grey-coloured and nine clear plastic components, the former having very fine recessed panel lines. It depicts the later version (A-20G-20 onwards) with the 6x 0.50in machine guns and a Martin powered turret in the upper rear decking. Because MPM intend to release the Boston versions as well, the fuselage is split forward of the cockpit so the solid or glazed noses can be supplied. Although the superb clear components have the upper access hatch as a separate part from the main canopy, there is, yes you guessed it, no dinghy for the upper decking inside (just like the AMT/Ertl 1:48 kits), but you have to leave something for the aftermarket boys. There are three decal options: 43-021904, 'Miss Pam' of the 388th BS, 213th BG, New Guinea, 1944; 43-9407, 'Green Hornet' of the 675th BS, 417th BG, New Guinea, 1944; A28-60, DU-P, 'Hilda Shane' of No.22 Sqn, RAAF, New Guinea. All of these machines are Olive Drab over Neutral Grey.

Verdict: It has been 30 years since Matchbox did their kit, so it is good to have a more modern example in

the scale. Its assembly may be a little complex, but hopefully will not be as involved as the Hudson (See Issue 18). With care and attention it should build up into a nice model and it can therefore be recommended to all experienced modellers. Our thanks to MPM for supplying the review sample.

DIMENSIONS

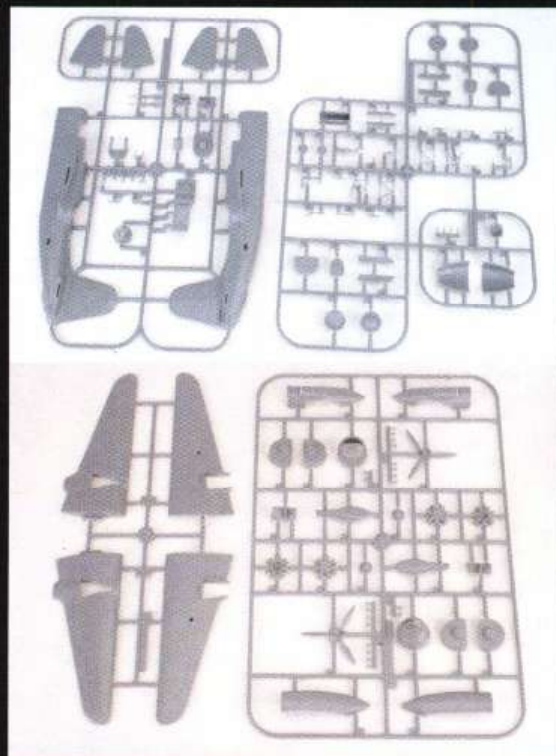
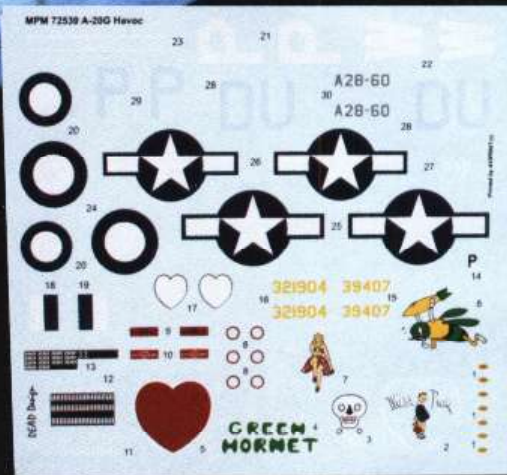
Span - 61ft 4in (18.69m)
Length - 49ft 0in (14.63m)
Height - 17ft 7in (5.36m)

DIMENSIONS - 1:72

Span - 259.6mm
Length - 203.2mm
Height - 74.4mm

REFERENCES

- A-20 Havoc In Action No.56 (Squadron/Signal Publications)
- A-20 Havoc In Action No.144 by J. Mesko (Squadron/Signal Publications 1994 ISBN: 0-89747-317-5)
- Douglas A-20 Havoc/Boston by S. Fleischer & M. Rys, Monografie Lotnicze 41 (AJ-Press 1998 ISBN: 83-86208-83-X)
- Douglas Havoc & Boston (The Crowood Press 2004)



Lockheed-Martin F-16C Block 25/32 'ANG'

Scale 1:48 / Tamiya, Japan / Materials: IM / Kit No.: 61101 / Availability: The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide / Price Guide: £29.99

- Revised tooling
 - Kit contains one new main sprue with the smaller intake and different exhaust of the earlier Block 25 and 32 machines. The sprue also contains the earlier main undercarriage with smaller wheels and non-bulged undercarriage doors. There are two additional new sprues, all for armament and these offer all the pylons (inc TERs), AN/AAQ-28 pod and GBU-12 Paveway II LGBs
 - The kit comprises 201 light grey-coloured and 41 medium grey-coloured plus 22 clear and 2 smoke-tinted clear plastic components
 - Decals are included for three machines: S/No.87-301 of the 144th FW, California ANG, Fresno, 207; S/No.83-144, 144th FW, California ANG, Fresno, 2006; S/No.85-279, 188th FW, Arkansas ANG, Ebbing, 2006
- Verdict:** Their later CJ version was superb (See Issue 24), so there is no reason to doubt this earlier version will be any different. The quality of engineering combined with the finesse of production and superb packaging, decals and instructions make this a kit anyone can make, and make well. It is highly recommended to all and our thanks to Tamiya Inc. for supplying the review sample.



DIMENSIONS

Span: 31ft 0in (9.45m) (without missiles), 32ft 9 3/4in (10.00m) (with missiles)
Length: 49ft 4in (15.03m)
Height: 16ft 8 1/2in (5.09m)

DIMENSIONS - 1:48

Span: 196.9mm (without missiles), 208.3mm (with missiles)
Length - 313.1mm
Height - 106mm

REFERENCES

- See Academy F-16 review on page 52



V.L. Pyry 'At War'

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, R, PE, VF / Kit No.: AZ7227 / Availability: Hannants (UK) and AZ Model stockists worldwide / Price Guide: £14.65

- New tooling
- Built by the State Aircraft Factory (Valtion Lentokonetehtas) the Pyry first appeared in 1936 and 40 were built (PY-1 to PY-41). These remained in service until 1962 when the last flight by PY-1 and PY-27 was undertaken
- Comprises 14 tan-coloured plastic, 12 resin, 13 photo-etched and two vacformed clear plastic components

- Decal options: 2 (PY-20 and PY-22 both from the Air Force School, Kauhawa, 1941. All colours are identified by Humbrol and Agama paint numbers)

Verdict: The subject matter may not appeal to everyone, but for any Finnish AF collection the Pyry has been missing as a plastic kit for far too long. The nature of the kit makes it one for those experienced with the mediums, but if you can cope with them it is highly recommended. Our thanks to AZ Model for the review sample.



DIMENSIONS

Span - 9.80m (32ft 2in)
Length - 7.70m (25ft 3in)

DIMENSIONS - 1:72

Span - 136.1mm
Length - 106.9mm



Hawker Fury Mk I

Scale 1:32 / Montex, Poland / Materials: R / Kit No.: RMA3203 / Availability: Cammelt Ltd (UK Importer) and Montex stockists worldwide / Price Guide: £79.99

- New tooling
- Depicts the Mk I of which 160 were built. It was the RAF's first fighter to exceed 200mph. Originally named the Hornet, the type entered service as the Fury with No.43 squadron, followed by Nos.25 & 1
- Comprises III resin and I5 white-metal components plus an acetate film for the instrument panel
- No decals are included in the kit, instead die-cut self-adhesive masks are included for two options: K2065, No.1 Sqn, RAF Tangmere, 1932 & K3736, No.5 FTS 'RAF Sealand, 1938

Verdict: Their Gamecock (See Issue 33) was nice, so a 1:32 kit of the Fury is going to make a lot of modellers happy, as it is such a beautiful subject. This will be a complex build and the use of masks for the markings, with no decals as back-up, may make it more so. The high price makes this one for the expert, but you will not be disappointed should you decide to buy one. Our thanks to Montex for supplying the review sample

DIMENSIONS

Span - 30ft 0in (9.14m)
Length - 26ft 9in (8.15m)
Height - 10ft 2in (3.10m)

DIMENSIONS - 1:32

Span - 285.6mm
Length - 254.7mm
Height - 96.9mm

REFERENCES

- Hawker Fury by F.K. Mason, Profile No.18 (Profile Publications 1965)
- Hawker Fury & Nimrod by A. Crawford (Mushroom Model Publications 2007 ISBN: 978-83-89450-41-8)
- Wings of Silver by M. Starmar & P. Freeman (The Aviation Workshop Publications Ltd 2007 ISBN: 1-904643-34-5)



BAe Harrier GR.7+ & GR.9 'Joint Harrier Force'

Scale 1:44 / Dragon, Hong Kong / Materials: IM / Kit No.: 4603 / Availability: The Hobby Company Ltd (UK Importers) and Dragon stockists worldwide / Price Guide: £TBA

- Revised tooling. Two complete kits included
- The kit features the revised nose of the type, along with new Brimstone missiles and pylons/carriers
- Comprises two clear and 94 grey-coloured plastic components
- Decal options are included for one option for each type: GR.7+, ZD406, No.4 Sqn; GR.9, ZG478, No.41 Sqn, RAF. The colours are quoted by FS number and Gunze-Sangyo paint colours, while they should be Dark Sea Grey on top and Dark Camouflage Grey elsewhere.

Verdict: The 1:44 kits from Dragon set the standard for the scale when the series first started in the 1990s and with the addition of new parts they have kept pace, albeit that the cockpit could do with a bit of work in this case. It is highly recommended to all.

DIMENSIONS

Span - 30ft 4in (9.25m)
Length - 46ft 4in (14.12m)
Height - 11ft 7 3/4in (3.55m)

DIMENSIONS - 1:44

Span - 64.2mm
Length - 98mm
Height - 24.7mm

REFERENCES

- BAe/McDD Harrier (Wilson Media 2001)
- BAe/McDD Harrier (Crowood 1998)
- [BAe] Harrier - Inside and Out (Crowood Press 2003)
- BAe/McDD Harrier II, Aeroguide 16
- Modelling the Harrier I & II, Osprey Modelling Guide No.1 by G. Ashley (Osprey Publishing 2004)



new releases - kits

Key: **IM** (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vacformed Plastic), **WM** (White-metal), **RB** (Rubber)

**Focke-Wulf Fw 190A-5**

Scale 1:48 / Eduard, Czech Republic / Materials: IM / Kit No.: 8430 / Availability: Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide / Price Guide: £11.75

Status: Reissue in simplified 'Weekend' form of kit first released in 2007.

Parts: Five clear and 156 tan-coloured plastic components.

Decal Options: 1 ('Black 7', flown by Lt Emil Lang, 5./JG54, Eastern Front, Summer, 1943)

REFERENCES

■ Focke-Wulf Fw 190A, Aero Detail No. 2, (Art Box Co., Ltd)

■ Focke-Wulf Fw 190A: An Illustrated History of the Luftwaffe's Legendary Fighter Aircraft by D. Hermann, U. Leverenz & E. Weber (Schiffer ISBN: 0-7643-1940-X)

■ Focke-Wulf Fw 190A/F, Walk Around No.22 by M. Laing & E. Brown (Squadron/Signal Publications 2000 ISBN: 0-89747-414-7)

**Fiat CR.42 LW**

Scale 1:72 / Italeri, Italy / Materials: IM / Kit No.: 1276 / Availability: The Hobby Company Ltd (UK Importers) and Italeri stockists worldwide / Price Guide: £7.99

Status: Revised tooling based on the CR.42 (#1260) released in 2005.

Parts: One clear and 57 medium grey-coloured plastic components.

Decal Options: 3 (E8+JK of 2./Nachtschlachtgruppe 9, Turin, April 1944; E8+FK of 2./Nachtschlachtgruppe 9, Turin, April 1944; E8+AH pf 1./Nachtschlachtgruppe 9, Fabrica di Rima, March 1944)

REFERENCES

■ Fiat CR.32/CR.42 In Action No.172, by G. Punka (Squadron/Signal Publications 2000 ISBN: 0-89747-411-2)

■ Fiat CR.42, Ali d'Italia No.1 (La Bancarella Aeronautica, 1995)

■ Fiat CR.42 Falco by P. Skulski (Mushroom Model Publications ISBN: 978-83-89450-34-8)

**Dassault Mirage 2000C**

Scale 1:48 / Eduard, Czech Republic / Materials: IM, PE, R / Kit No.: 1129 / Availability: Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide / Price Guide: £29.99

Status: Reissue, Heller kit with upgrade parts.

Parts: 82 grey-coloured and five clear plastic, two resin and 67 pre-painted photo-etched components.

Die-cut adhesive masks are also included.

Decal Options: 6 (C/No.99, EC 01.012 'Cambresis'; C/No.95, EC.1/12 'Cambresis'; C/No.74, EC.02.005 'Ile de France', Desert Storm 1991; C/No.103, EC.01/012 'Cambresis'; C/No.17, EC.02.005 'Ile de France', 2005; C/No.124, No.1 Squadron, Indian AF)

REFERENCES

■ Mirage 2000, Check List No.2 (DTU Sarl)

■ Mirage 2000-5 Mk 2, Wydawnictwo Magnum 7 (2004)

■ World Air Power Vol.10 (Autumn, 1992)

**BAe Harrier GR Mk 7/9**

Scale 1:48 / Revell, Germany / Materials: IM / Kit No.: 04581 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £16.99

Status: Reissue, ex-Hasegawa first released in 2004. Parts: Ten clear and 147 medium grey-coloured plastic components.

Decal Options: 3 (ZG478, No.41 Sqn, Fast Jet & Weapons Operational Evaluation Unit, RAF Coningsby, October 2006; ZD409, No.4 Sqn, Joint Harrier Force, RAF Cottesmore; ZG478, No.41 Sqn, Air Warfare Centre, RAF Coltishall, September 2005)

REFERENCES

■ [BAe] Harrier - Inside and Out (Crowood Press 2003)

■ Marine Muscle: Hornet & Harrier by H. Halberstadt - Wings No.5 (Windrow & Green 1994 ISBN: 1-872004-47-4)

■ US Navy & Marine Corps - Air Power Directory (Aerospace Publishing)

**Dornier Do 335B-4 'Recon'**

Scale 1:72 / Dragon, Hong Kong / Materials: IM, PE / Kit No.: 5033 / Availability: The Hobby Company Ltd (UK Importers) and Dragon stockists worldwide / Price Guide: £16.50

Status: Revised reissue of the Do 335A now with the long-span of the Heinkel-built B-4 series. The kit wings need to be cut for the new tips to be installed.

Parts: Five clear & 112 grey-coloured plastic plus 13 photo-etched components.

Decal Options: 1 (Spurious machine coded G9+WH in RLM 76 overall with RLM 75 mottle on the upper surfaces. All colours are identified by Gunze-Sangyo paint numbers only)

REFERENCES

■ Dornier Do 335, Monogram Close-up No.21 (Monogram Aviation Publications)

■ Dornier Do 335 - An Illustrated History by K-H Regnat (Schiffer 2003 ISBN: 0-7643-1872-1)

■ Dornier Do 335 Arrow

by J. Richard Smith, Eddie Smith & T.H. Hitchcock, Monogram Monarch No.1 (Monogram Aviation Publications 1998 ISBN:

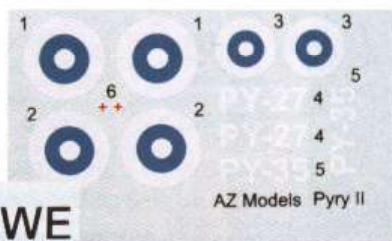
**V.L. Pyry 'Post War'**

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, R, PE, VF / Kit No.: AZ7228 / Availability: Hannants (UK) and AZ Model stockists worldwide / Price Guide: £14.65

Status: Revised tooling, based on AZ7227 but with unspatted main undercarriage legs (resin).

Parts: 14 tan-coloured plastic, 12 resin, 13 photo-etched and two vacformed clear plastic components.

• Decal options 2 (PY-27 flown by Senior Lt. Keijo Elio on the last flight of the Pyry, 7th September 1962; PY-35 Finnish Air Force, 1960. All colours are identified by Humbrol and Agama paint numbers)



new releases - kits

Key: **IM** (Injection-moulded Plastic), **R** (Resin), **PE** (Photo-etched Brass), **VF** (Vacformed Plastic), **WM** (White-metal), **RB** (Rubber)



Lockheed F-104G Starfighter

Scale 1:144 / Revell, Germany / Materials: IM / Kit No.: 04060 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £3.50

Status: Revised reissue, based on the TF-104G first released in 2002.

Parts: One clear and 34 dark green-coloured plastic components.

Decal Options: 2 (20+36, JaboG 34, Memmingen AB, 1984; 26+53, WTB 61, Manching AB, 1991)

REFERENCES

- German Starfighters, Bildband Pictorial by W. Zetsche (AirDOC Publications 2006 ISBN: 3-935687-56-7)
- Lockheed F-104, WarbirdTech Vol. 38 (Specialty Press ISBN: 1-58007-069-8)
- Lockheed F-104G/J Starfighter, Lock-On No.1 (Verlinden Publications 1983)



Lockheed C-130H USCG SAR

Scale 1:144 / Minicraft, USA / Materials: IM / Kit No.: 014524 / Availability: Hannants (UK) and Minicraft stockists worldwide / Price Guide: £21.99

Status: New tooling (See also AC-130H in Issue 27)

Parts: 94 light grey-coloured and 5 clear plastic components.

Decal Option: 1 (S/No.1703, of the USCG. The decals also include Canadian markings, but no mention of these nor any details of the identified option are included in the instructions?)

REFERENCES

- C-130 Hercules Lock-On No.3 (Verlinden Publications)
- C-130 Hercules, Walk Around No.31 (Squadron/Signal Publications 2003)
- Lockheed C-130 Hercules and its Variants by C. Reed (Schiffer ISBN: 0-7643-0722-3)



Northrop F-5B Freedom Fighter

Scale 1:72 / Italeri, Italy / Materials: IM / Kit No.: 1275 / Availability: The Hobby Company Ltd (UK Importers) and Italeri stockists worldwide / Price Guide: £7.99

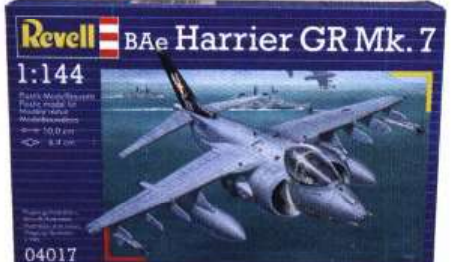
Status: Reissue [now featuring a sturdy box and all sprues bagged inside]

Parts: Five clear and 70 medium grey-coloured plastic components.

Decal Options: 4 (CF-5B, 419 Sqn, RCAF, Cold Lake, 1995; F-5B, 425th TFTS, 58th TFTW, Williams AFB, USA, 1986; NF-5B, No.313 Sqn Klu, Twente AB, The Netherlands, 1990; SF-5B, Ala 23, Ejercito del Aire, Talavera AB, Spain, 1989)

REFERENCES

- F-5A In Action by L. Drendel (Squadron/Signal Publications 1980)
- Northrop F-5/F-20 by J. Scutts, Modern Combat Aircraft No.25 (Osprey Publishing 1986)
- Northrop F-5/F-20/T-38 by F.A. Johnsen, Warbird Tech Vol.44 (Specialty Press 2007 ISBN: 1-58007-094-2)



BAe Harrier GR Mk 7

Scale 1:144 / Revell, Germany / Materials: IM / Kit No.: 04017 / Availability: Revell AG [UK Branch] (UK Importers) and Revell stockists worldwide / Price Guide: £3.50

Status: Reissue, first released in 2005.

Parts: One clear and 51 light grey-coloured plastic components.

Decal Options: 2 (ZD407, No.20 (Reserve) Sqn, RAF Wittering, 205; ZD404, Harrier Detachment, Operation Herrick, Kandahar, Afghanistan, November 2006)

REFERENCES

- BAe/McDD Harrier (Crowood 1998)
- [BAe] Harrier - Inside and Out (Crowood Press 2003)
- Modelling the Harrier I & II, Osprey Modelling Guide No.1 by G. Ashley (Osprey Publishing 2004)



Northrop Gamma 2J/5D

Scale 1:72 / Planet Models, Czech Republic / Materials: IM, R / Kit No.: 210 / Availability: Hannants (UK Importer) and Planet Models stockists worldwide / Price Guide: £27.45

Status: Based on the MPM A-17 kit with a new resin fuselage, it depicts the one-off 2J (C/No.186) that lost out to the N.A. BC-1 and the 5D (C/No.291) that was built for the Japanese Navy and inspired the Nakajima B5N Kate.

Parts: Two clear & 32 grey-coloured plastic plus four vacformed clear plastic and six resin components.

Decal Options: 3 (Two schemes for the 2J and one for the 5D, only the first being identified as dating from Wright Field in 1936. None of the colours are identified by paint numbers or official names etc.)

REFERENCES

- Air Magazine No.6 Jan/Feb 2002
- The Northrop Story 1929-1939 by R.S. Allen (Schiffer ISBN: 0-88740-585-1)



Breguet Bre.14 'In Finnish Service'

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, R, PE / Kit No.: AZ7233 / Availability: Hannants (UK) and AZ Model stockists worldwide / Price Guide: £18.40

Status: Revised tooling, based on previous Bre.14 kits (#7204, 5, 6 & 7) but with skis and the revised cowl front and top in resin.

Parts: 42 grey-coloured plastic, 9 resin and 32 photo-etched components.

Decal Options: 2 (No.3A5, Reconnaissance Sqn, Finnish AF, 1923; No.2149/2C.467, Assin Jukka, Finnish AF, 1923. All colours are identified by Gunze-Sangyo and Agama paint numbers)

REFERENCES

- Breguet 14 by A. D. Toelle, Windsock Datafile Special (Albatros Productions 2003 ISBN: 0-902207-61-0)
- Breguet 14 by J.M. Bruce & J. Noel, Profile No.157 (Profile Publications)
- Scale Models, August 1970



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new releases - accessories

Quite a number of new products this month, so without further ado...

Eduard, Czech Republic [www.eduard.com] / Available from Hannants & LSA Models (UK) and Squadron (USA)

Eduard continue their regular schedule of releases, so what's on offer...

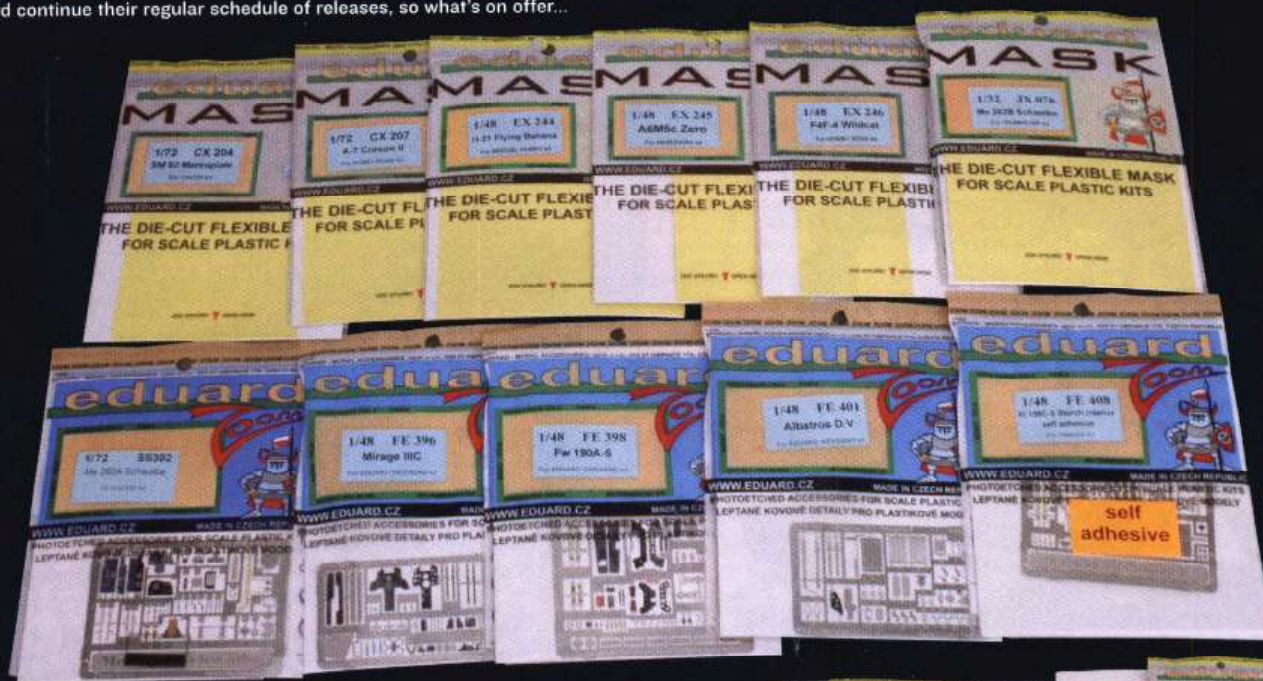


Photo-Etched 'Zoom' 1:72 Series

SS302 Me 262A Schwalbe Detail Set [Pre-painted] (Academy) Price Guide: £3.70

Photo-Etched 1:72 Series

73-302 Me 262A Schwalbe Detail Set [Pre-painted] (Academy) Price Guide: £10.50

Photo-Etched 'Zoom' 1:48 Series

FE396 Dassault Mirage IIC Interior [Pre-painted] (Eduard 'Weekend') Price Guide: £4.99

FE398 Focke-Wulf Fw 190A-5 Interior [Pre-painted] (Eduard 'Weekend') Price Guide: £4.99

FE401 Albatros D.V [Pre-painted] (Eduard 'Weekend') Price Guide: £4.99

FE408 Fieseler Fi 156C-3/C-5 Storch Interior [Pre-painted/SA] (Tamiya) Price Guide: £4.99

Photo-Etched 1:48 Series

48-573 A-10A Exterior (Hobby Boss) Price Guide: £13.50

48-581 Fieseler Fi 156C-3/C-5 Storch Exterior (Tamiya) Price Guide: £10.50

48-582 Fieseler Fi 156C Skis (Tamiya) Price Guide: £7.50

49-408 Fieseler Fi 156C-3/C-5 Storch Interior [Pre-painted/SA] (Tamiya) Price Guide: £11.75

Photo-Etched 1:32 Series

32-192 Douglas SBD-5 Engine (Trumpeter) Price Guide: £10.50

32-199 Douglas SBD-5 Exterior (Trumpeter) Price Guide: £10.50

32-614 Douglas SBD-5 Rear Interior [Pre-painted/SA] (Trumpeter) Price Guide: £15.50

32-615 Douglas SBD-5 Front Interior [Pre-painted/SA] (Trumpeter) Price Guide: £13.50

Photo-Etched 1:32 'Big ED' series

BIG 32-61 Spitfire Mk Vb (Hasegawa) Price Guide: £31.99

Includes: 32-602 Interior Detail Set [Pre-painted/SA], 32-173 Landing Flaps, 32-172 Exterior Detail Set, JX072 Canopy & Wheel Masks

BIG 32-62 P-39D Airacobra (Special Hobby) Price Guide: £38.75

Includes: 32-595 Interior Detail Set [Pre-painted/SA], 32-180 Landing Flaps, 32-178 Undercarriage Detail Set, 32-171 Exterior Detail Set, JX073 Canopy & Wheel Masks

Express Masks

Each set of masks includes those for the canopy as well as any other glazed sections and all the wheels (main, tail and/or nose). They are die-cut Kabuki tape.

1:72 CX204 SM.82 Marsupiale (Italeri) Price Guide: £3.70

1:72 CX207 LTV A-7 Corsair II (Hobby Boss) Price Guide: £3.15

1:48 EX244 H-21 Flying Banana (Special Hobby) Price Guide: £5.60

1:48 EX245 A6M5c Zero (Hasegawa) Price Guide: £3.15

1:48 EX246 F4F-4 Wildcat (Hobby Boss) Price Guide: £5.60

1:32 JX076 Me 262B (Trumpeter) Price Guide: £5.60



Verdict: Once again this month we see another superb selection of new products from Eduard. As usual, all skill levels are catered for and so they are all highly recommended. Our thanks to Eduard M.A. for supplying the review samples.

Available from: www.eduard.cz

Quickboost, Czech Republic (www.quickboost.net) / Available from Hannants (UK) and Squadron (USA)

We have quite a varied selection of new items from this range this month

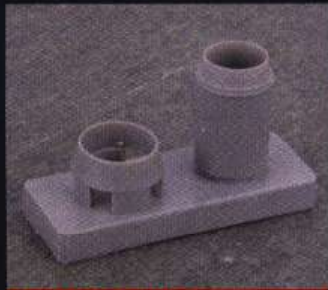

1:72 QB72 129
Hawker Hunter Reconnaissance Nose

This clear resin component allows you to convert the base kit into the PR and FR versions with very little surgery.

Designed for: Revell kit

Material: R

Price Guide: £2.75


1:72 QB72 130
A-4 Skyhawk Exhaust Nozzle 'Early'

This exhaust is a direct replacement for the kit parts and represents the early style of end-pipe.

Designed for: Fujimi kit

Material: R

Price Guide: £2.75


1:72 QB72 131
Ju 88G Correct Tail Fin

This replacement vertical fin and rudder is a direct replacement to correct this area in the kit.

Designed for: Zvezda kit

Material: R

Price Guide: £2.75


1:72 QB72 132
Hurricane Mk II Propeller with tool

This replacement propeller and spinner comes complete with a tool to ease the correct alignment and assembly of each blade.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.75


1:72 QB72 133
Grumman F7F Tigercat Engines & Cowlings

These new cowls and engines are highly detailed direct replacements for the kit parts. Italeri don't make the F7F in this scale, so ignore the packaging, this is for the Revell kit.

Designed for: Revell kit

Material: R

Price Guide: £5.25


1:72 QB72 134
Nieuport 17 Cowling

This direct replacement part allows you to back-date the new Eduard Ni.23 to the Ni.17 when used in conjunction with the tailplane (#QB72 135 - right) available separately.

Designed for: Eduard kit

Material: R

Price Guide: £2.90


1:72 QB72 135
Nieuport 17 Tailplane

This direct replacement part allows you to back-date the new Eduard Ni.23 to the Ni.17 when used in conjunction with the cowling (#QB72 134 - left) available separately.

Designed for: Eduard kit

Material: R

Price Guide: £2.90


1:72 QB72 136
Lancaster Air Scoops

These direct replacement carburettor intakes are nicely detailed and have the outlets cast hollow.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.90

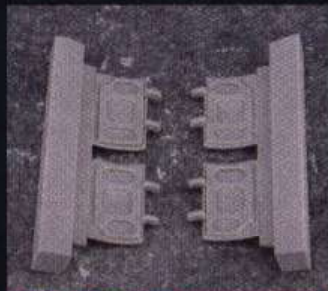

1:72 QB72 137
SBD-3/5 Dauntless Exhaust

These exhaust pipes are direct replacements for the kit parts and each has the outlet cast hollow.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.20


1:72 QB72 138
Ju 88 Undercarriage Doors

These new doors are highly detailed and are offered as direct replacements for these parts in the kit.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.90


1:72 QB72 139
Wellington Mk Ic Late Exhausts

These direct replacement part allows you to fit the later style exhaust system to the Trumpeter kit.

Designed for: Trumpeter kit

Material: R

Price Guide: £2.90


1:72 QB72 140
B-24D Engines

These highly detailed engines are direct replacements for the kit parts.

Designed for: Hasegawa kit

Material: R

Price Guide: £5.25

new releases - accessories

Quickboost, Czech Republic (www.quickboost.net) / Available from Hannants (UK) and Squadron (USA). Continued...**1:72 QB72 141****B-24D Gun Barrels**

These direct replacement gun barrels are perforated and have the ends hollow.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.50

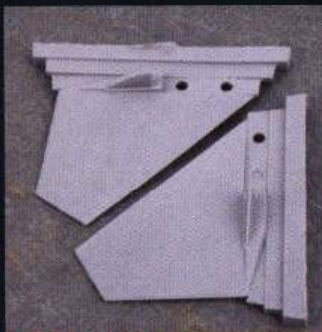
**1:72 QB72 142****F-15E Ejection Seat**

This replacement seat is highly detailed and has all the harnesses moulded in situ. The firing handle and canopy breakers are separate parts.

Designed for: Any F-15E kit

Material: R

Price Guide: £3.99

**1:72 QB72 143****Su-27 Horizontal Stabilizers**

These new tailplanes are direct replacement for the kit parts and can also be used on the Revell reissue of the Hasegawa kit.

Designed for: Hasegawa kit

Material: R

Price Guide: £3.99

**1:72 QB72 144****Wellington Mk I Exhaust**

These replacement exhaust pipes are highly detailed with nicely rendered asbestos lagging and each has the outlet hollow.

Designed for: Trumpeter kit

Material: R

Price Guide: £2.99

**1:72 QB72 145****P-400 Airacobra Exhausts**

These exhaust stacks are direct replacements for the kit parts and each pipe outlet is hollow.

Designed for: Academy kit

Material: R

Price Guide: £2.20

**1:72 QB72 146****F-16 Undercarriage Covers**

This set offers replacement and highly detailed undercarriage doors for the nose and main wheel wells.

Designed for: Hasegawa kit

Material: R

Price Guide: £2.99

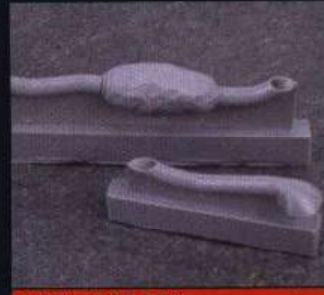
**1:48 QB48 151****Avia S-199 Exhausts**

This set has replacement exhaust stacks with hollow outlets.

Designed for: Hobbycraft kit

Material: R

Price Guide: £2.75

**1:48 QB48 152****Wellington Mk I Exhaust**

These replacement exhausts for the Wellington are highly detailed with nicely rendered asbestos lagging and hollow outlets.

Designed for: Trumpeter kit

Material: R

Price Guide: £3.75

**1:48 QB48 153****Ta 183 Air Intake & Front Wheel Well**

This new resin component is a direct replacement for this area in the kit and removes the worries of seams in the intake as well as offering more detail in the nose wheel well.

Designed for: AMtech/Tamiya kit

Material: R

Price Guide: £2.75

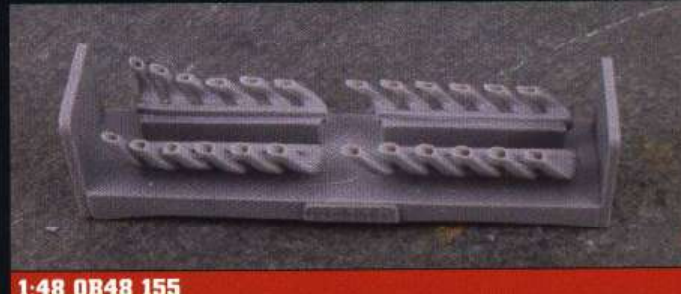
**1:48 QB48 154****MiG-3 Exhaust**

These replacement exhaust stacks are cast with the outlets hollow.

Designed for: Trumpeter kit

Material: R

Price Guide: £2.75

**1:48 QB48 155****Bf 110E Exhaust**

These replacement exhaust stacks are highly detailed and have the outlets cast hollow.

Designed for: Eduard kit

Material: R

Price Guide: £2.75

***Verdict:** This range has become an essential part of many modellers' toolbox, as they are simple, effective, well made and inexpensive. Everything featured above is highly recommended to all, and our thanks to Quickboost for the review samples.*

Available from: www.quickboost.net

Montex, Poland (www.montex-mask.com) / Available from **SBX and Cammett (UK)**

It has been quite a while since we have seen anything from Montex, so let's have a look at their latest product.

1:32 K32122

MiG-3 'Early'

This conversion allows you to change the entire front end of the kit and replace it with a set of revised cowls to depict the early production version. The set also contains some of their excellent die-cut masks to create one of three colour schemes: 'White 04', 7th IAP, flown by Capt. S.N. Polyakov, Leningrad, Summer 1941; 'White 40' of an unknown unit in the Summer of 1941; CT+SV as captured and tested by the Luftwaffe.

Designed for: Trumpeter

Material: R, VM

Price Guide: £TBA

Verdict: This is another excellent conversion from Montex that allows those working in 1:32 to build the version that strangely Trumpeter have only offered in their 1:48 kit? The inclusion of the masks does allow the modellers to easily access a suitable paint scheme and that is most welcome with any conversion. It is highly recommended to all, and our thanks to Montex for the review sample.

Available from: www.montex-masks.com



Model Design Construction, UK (www.modeldesignconstruction.com) / Available from manufacturer

MDC have recently released a couple of new products, as well as reissuing an existing one, so let's have a look at them.

1:48 DS006

British Rocket Set

Many will remember this set in the superb MDC Swordfish kit, and then later as part of their RAF/FAA weapons set, well now MDC have released it on its own. The set offers eight rails and sixteen 3in rockets, eight with 25lb SAP heads and eight with 60lb GP heads. The fins for the rockets are supplied as photo-etched brass.

Designed for: Various

Material: WM, PE

Price Guide: £7.50



1:32 RB-C32001

Me 262A-2a/U2

This resin conversion, offered as part of the RB Production/MDC co-operation, allows you to convert the A-2a into the bomber version with the glazed nose for the prone bombardier. Surgery will be required of the kit, but this set offers a new nose, interior structure with integral nose bay, Lofte bombsight and the three known fairings for it, plus the framework for the glazings. These latter items are also included, as clear resin, not vacformed plastic. The set is completed with photo-etched seat belts, instrument face decals and individual decals for V484 and both early and late versions of V555.

Designed for: Trumpeter kit (#02236)

Material: R, PE, Dec

Price Guide: £24.95



Verdict: All of the above are excellent quality and it is good to see the rocket set back once again. The figure will look good alongside the Tamiya A6M2, and the A-2a/U2 conversion is very welcome as it is a well known version that we were nonetheless unlikely to see as a kit. All of these products are most highly recommended and our thanks to MDC for the review samples.

Available from: www.modeldesignconstruction.com



1:32 MDCF32001

Japanese Naval Pilot 'Early War'

This stunning figure is cast as a single piece and is available in either white-metal or resin (ask when you order). The equipment and dress make it suitable for subjects in the early part of WWII. The colour instructions include a nice series of six images giving a panoramic view of a painted example, thus assisting modellers in painting their own example.

Designed for: Various

Material: WM or R

Price Guide: £7.95

Key: BR - Brass DEC - Decals PE - Photo-etched metal (with or w/o acetate film) R - Resin RB - Rubber SA - Self-adhesive VF - Vacformed Plastic
VM - Die-cut Vinyl Paint Masks WM - White-Metal (inc Pewter)

new releases - decals

This month sees a diverse selection of subjects so read on...

Fantasy Printshop, United Kingdom [www.fantasyprintshop-decals.com]

Available in the UK from: Manufacturer

1:72 FP869 RAF ROUNDELS TYPE I

This sheet offers this roundel type in 15, 25, 36, 49 and 54 inch diameters (29 in total)

Price Guide: £3.95

1:72 FP870 RAF ROUNDELS TYPE IA

This sheet offers this roundel type in 36, 40, 48, 54 and 56 inch diameters (21 in total)

Price Guide: £3.95

1:72 FP871 RAF ROUNDELS TYPE II

This sheet offers this roundel type in 16, 32 and 48 inch diameters (18 in total)

Price Guide: £3.95

1:72 FP872 RAF ROUNDELS TYPE III

This sheet offers this roundel type in 18, 35 and 36 inch diameters (23 in total)

Price Guide: £3.95

1:72 FP873 RAF ROUNDELS TYPE A

This sheet offers this roundel type in 25, 35 and 45 inch diameters (18 in total)

Price Guide: £3.95

1:72 FP874 RAF ROUNDELS TYPE AI

This sheet offers this roundel type in 35 and 49 inch diameters (12 in total)

Price Guide: £3.95

1:72 FP876 RAF ROUNDELS POST 1947

This sheet offers this roundel type in 18, 36 and 54 inch diameters (20 in total)

Price Guide: £3.45

1:72 FP878 RAF FIN FLASHES 18IN & 24IN

This sheet offers 32 fin flashes in three different styles

Price Guide: £3.45

1:48 FP863 RAF ROUNDELS TYPE I

This sheet offers this roundel type in 15, 25, 36, 49 and 54 inch diameters (32 in total)

Price Guide: £5.95

1:48 FP864 RAF ROUNDELS TYPE IA

This sheet offers this roundel type in 36, 40, 48, 54 and 56 inch diameters (20 in total)

Price Guide: £5.95

1:48 FP865 RAF ROUNDELS TYPE II

This sheet offers this roundel type in 16, 32 and 48 inch diameters (18 in total)

Price Guide: £3.95

1:48 FP866 RAF ROUNDELS TYPE III

This sheet offers this roundel type in 18, 35 and 36 inch diameters (23 in total)

Price Guide: £3.95

1:48 FP867 RAF ROUNDELS TYPE A

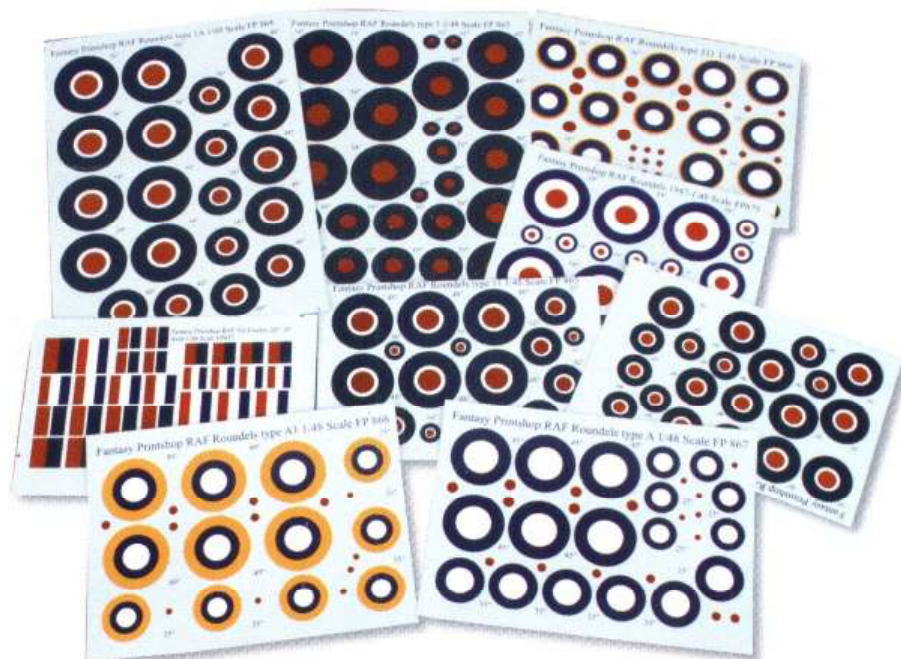
This sheet offers this roundel type in 25, 35 and 45 inch diameters (12 in total)

Price Guide: £3.95

1:48 FP868 RAF ROUNDELS TYPE AI

This sheet offers this roundel type in 35 and 49 inch diameters (12 in total)

Price Guide: £3.95



1:48 FP875 RAF ROUNDELS POST 1947

This sheet offers this roundel type in 18, 36 and 54 inch diameters (20 in total)

Price Guide: £3.95

1:48 FP877 RAF FIN FLASHES 18IN & 24IN

This sheet offers 32 fin flashes in three different styles

Price Guide: £3.95

Verdict: The above sheets are all well printed, with good colour density and perfect register. They can be recommended to all, as they will be very useful in the decal bank, and our thanks to Fantasy Printshop for the review samples.

AZ Model, Czech Republic [www.legatokits.cz]

Available in the UK from: Hannants

1:48 MORANE-SAULNIER MS.406C1 DECAL SET I

- C/No.289, 'White 2', 3 Escadrille CG II/2, flown by Sgt. Chef. K. Seda and J. Hybler, France 1940 (K/C/DG/DBG)
- C/No.827, AX675, No.2 French Fighter Flight, Halifa, Malta, October 1940 (K/C/DG/DBG/B/W)
- MS-317, I/LeLv 26, flown by P. Myllylä, Lunkula, 1941 (BR/B/LB)
- D-3800, J-59, Swiss Air Force, 1941 (DGN/RLM 65)
- Unmarked example operated by the Regia Aeronautica in 1942 (BR/RLM 02/OD/LG)
- N.1078, Lithuanian Air Force, 1939 (BR/RLM 02/LG)

Colour Key: K - Khaki, C - Chocolate, DG - Dark Grey, DBG - Dark Blue/Grey, B - Black, W - White, BR - Brown, LB - Light Blue, DGN - Dark Green, RLM 65 - Hellblau, RLM 02 - Grau, OD - Olive Drab, LG - Light Grey (IJN)

Designed for: AZ Model kits

Price Guide: £TBA

Verdict: It is good to have this unusual selection of schemes available separately as many may wish to use them on the older Hobbycraft or Classic Airframes kits. The instructions can be a bit confusing, as no details of the colours are given other than Gunze-Sangyo and Agama paint range numbers. Overall though it is an excellent sheet that can be highly recommended to all and our thanks go to AZ Model for the review sample.



Leading Edge Models, Canada www.lemdecal.com

Available in UK from: Hannants

1:72 72.56 CAF CF-18 425 SQUADRON 2006 DEMO

This sheet offers the very colourful scheme applied to the No.425 Squadron demonstration aircraft from the 2006 air show season. The aircraft is in the standard Light Grey FS36375 and Medium Grey FS35237 scheme but has the outer faces of the vertical fins in blue with large Maple leaf motifs on them. The inner faces of the fins carry the same motif, but in shades of the standard greys. The decals also include the standard markings for this machine, should you want them.

Designed for: Hasegawa kit

Price Guide: £6.25

1:48 48.56 CAF CF-18 425 SQUADRON 2006 DEMO

This sheet offers the same scheme as seen on 72.56, but in the bigger scale.

Designed for: Hasegawa kit

Price Guide: £6.95

1:72 72.58 CAF CF-18 410 SQUADRON 2007 DEMO

This sheet offers the special scheme applied by No.410 Squadron for their demonstration aircraft during the 2007 air show season. The aircraft is in the standard Light Grey FS36375 and Medium Grey FS35237 scheme but has the outer faces of the vertical fins in blue (starboard) and red (port) with large Maple leaf motifs that have a stylised diving hornet superimposed on them. The inner faces of the fins carry the same diving hornet motifs, but in shades of the standard greys.

Designed for: Hasegawa kit

Price Guide: £7.25

1:48 48.58 CAF CF-18 410 SQUADRON 2007 DEMO

This sheet offers the same scheme as seen on 72.58, but in this bigger scale.

Designed for: Hasegawa or Hobby Boss kits

Price Guide: £9.50



Verdict: All of these sheets offer very striking options and you can also get the CF-18 option on 72.56/48.56 in 1:32 (#32.15) should you want to update your Academy kit. The quality of the decals is superb and the instructions are very comprehensive, so they can all be highly recommended to all. Our thanks to Leading Edge Models for the review samples.

Dutch Profile, The Netherlands www.dutchprofile.com

Available in the UK from: Hannants

1:72 DDPS7072 TBM AVENGER

This sheet accompanies the booklet of the same name (see book reviews elsewhere) and offers the following options.

- TBM-3W2 I6-II, No.2 Sqn, RNethNavy (GSB)
- TBM-3E2 21-32, No.1 Sqn, RNethNavy (GSB)
- TBM-3S2 I-12, 'Goofy', No.2 Sqn, RNethNavy (GEDSG/GS)
- TBM-3S2 I-14, 'HoelaHoep', No.2 Sqn, RNethNavy (GEDSG/GS)
- TBM-3W2 I6-II, No.2 Sqn, RNethNavy (GEDSG/GS)
- TBM-3E2 070/V, No.1 Sqn, RNethNavy (GSB)
- TBM-3S2 038/D, No.2 Sqn, RNethNavy (GEDSG/GS)
- TBM-3W2 057/D, No.2 Sqn, RNethNavy (GEDSG/GS)
- TBM-3W2 056/D, No.2 Sqn, RNethNavy (GEDSG/GS)

Colour Key: GSB - Glossy Sea Blue, GEDSG - Gloss Extra Dark Sea Grey, GS - Gloss Sky

Designed for: Hasegawa & Academy

Price Guide: £TBA

1:48 DDPS7048 TBM AVENGER

This sheet offers the same nine options seen on the 1:72 example (DDPS7072) reviewed elsewhere.

Designed for: Accurate Miniatures/Italeri

Price Guide: £TBA

1:32 DDS0032 ROYAL NETH. EAST INDIES AF

- Brewster B-339, B-395, Ie VI.Gr, RNEIAF, Semplak Buitenzorg, 1941/42 (DE/DG/NM)
- Curtiss Hawk 75A-6, C-329, Ie VI.Gr, RNEIAF, Andir AB, 1940 (DE/DG/NM)
- Curtiss P-40N, S/No.42-104943, Royal Neth. Military Flying School, Jackson AB, USA, 1942-44 (OD/NG)
- Curtiss P-40N, J-320, PhotoVerkenneersAfd, RNEIAF, Medan AB, 1947 (NM)
- Curtiss Hawk 75A-6, C-328, Ie VI.Gr, RNEIAF, Andir AB, 1938 (NM)
- Brewster B-339, B-3132, Ie VI.Gr, RNEIAF, Semplak Buitenzorg, 1941/42 (DE/DG/NM)

Colour Key: DE - Dark Earth 'Oudblad', DG - Dark Green 'Jongblad', NM - Natural Metal, OD - Olive Drab, NG - Neutral Grey

Designed for: Special Hobby (Hawk 75 & Brewster B-339), Hasegawa or Trumpeter (P-40N) kits

Price Guide: £TBA



Verdict: These are all excellent sheets of the highest quality with perfect register and colour density. They can be highly recommended to all and our thanks to Dutch Profile Publications for the review samples.

books

Calling all Publishers and Authors!

If you would like to have your aviation or modelling titles reviewed here, send copies to the editorial address and we will be delighted to review them

TBM Avenger

by N. Geldhof & L. Boerman

Dutch Profile Publications

ISBN: N/A

Price Guide: £12.99 (€12.95)

• Dutch Profile No.7

• 30-page, A4, card cover

• English & Dutch



+ This booklet supports the two decal sheets available separately from Dutch Profile Publications (See page 67) and it deals with the use of the Avenger by the Royal Netherlands Naval Air Service. The narrative is very information and all the images and profiles are designed to act as detailed instructions for the two decal sheets. A number of other aircraft, not covered in the decals, are also illustrated and the separate insert page includes very useful plans in 1:32, 1:48 & 1:72, of the ventral target-towing winch used by the type.

Verdict: Designed as expanded instructions this book will be a must for anyone buying the decals, but on its own it is still an extremely useful addition to the story of the Avenger. It is thus recommended to all naval aviation fans, as well as to those with an Avenger kit to



RATING 10/10

SUPPLIED BY: THANKS TO DUTCH PROFILE PUBLICATIONS

German Aircraft in the Soviet Union & Russia

by Y. Gordon & S. Komissarov

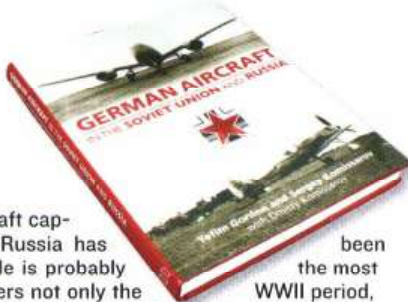
Midland Publishing

ISBN: 978-1-85780-292-4

Price Guide: £35.00 (\$59.95)

• 320-page, A4, hardback

• English



+ The subject of German aircraft captured and/or evaluated in Russia has been covered before, but this new title is probably the most comprehensive to date as it covers not only the WWII period, but all captured German aircraft from 1900 through to the mid-1950s. The coverage is split into six sections and the first deals with the 1909 to 1917 period, followed by a look at 1918 through to 1936. The third section covers the Spanish Civil War and WWII in the 1936 to 1945 period. The fourth section looks at the testing of German jet and turbojet engines from 1945 through to 1947 and this is followed by a section looking at the Russian-controlled German design bureau in Eastern Germany and Russia from 1945 to 1954. The book is completed with a look at the last few German aircraft types that remained in Russia after the mid-1950s. The title is heavily illustrated throughout with period black and white images plus a large number of colour profiles, and there are a lot of cockpit and detail images that are of great interest to the modeller.

Verdict: This is a fascinating title, which combines a good detailed narrative with a mass of images and profiles. It is ideal for the modeller and is a must for anyone with an interest in the Luftwaffe or captured and evaluated aircraft in general.



RATING 10/10

SUPPLIED BY: THANKS TO IAN ALLAN PUBLISHING

Messerschmitt Bf 109G Over Germany Part 1

by M.J. Murawski & A. Wróbel

Oficina Wydawnicza Kagero

ISBN: 978-83-60445-98-3

Price Guide: £11.99

• Topcolors No.2

• 34-page, A4 landscape, laminated card cover

• English & Polish



+ This is the latest in the Top Colors series and once again it basically consists of modern colour profiles. Most of these profiles take the form of a side, top and underside view, although a few are just side profiles. Narrative is restricted to the introduction (with 10 black and white photos) and detailed captions for each profile subject, and these are in both English and Polish. Most of these profiles depict the G-6 series with various field and factory mod sets, but there is also a single set of profiles for a G-10, G-12 and G-14/AS. The book also contains die-cut vinyl masks for various specific markings on a number of the depicted subjects in both 1:32 and 1:48. As if that is not enough, there is an A6-sized decal sheet offering the unique markings for eight of the subjects in the title in 1:72, 1:48 & 1:32.

Verdict: This is a stunning book because you get not only all the profiles but also masks and decals, amazing! This title is highly recommended to all with an interest in the G-series Bf 109.



RATING 10/10

SUPPLIED BY: THANKS TO KAGERO

Hans-Joachim Marseille

by J.H. Kitchens III & J.R. Beaman Jr

AirPower Editions

ISBN: 978-0-9555977-0-1

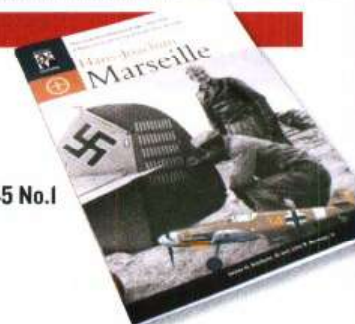
Price Guide: £16.99

• The Luftwaffe Ritterkreuzträger 1939-45 No.1

• 64-page, A4, laminated card cover

• English

• www.airpowereditions.com



+ This is one of the first titles from this new publisher and as you can see it is the first in a series devoted to what are commonly termed as the Luftwaffe 'super aces'. The format combines a very detailed narrative about the aircraft flown by the specific ace, in this case Marseille, and this is supported by a mass of period black and white images and modern colour profiles. The depth of coverage is very detailed indeed, with discussions on all known images and the profiles that back this up are done in a way that shows only those areas of the airframe known via photographic references. This does mean that the authors and artist have not assumed anything, nor guessed, so that they can remain as accurate as known photographs allow.

Verdict: There is no shortage of titles on the Bf 109 or Marseille, but this new one certainly is exhaustive and AirPower Editions have to be congratulated in having produced information that is the most accurate, without making any assumptions.



RATING 9/10

SUPPLIED BY: THANKS TO AIRPOWER EDITIONS

books

Sepecat Jaguar

by F. Lert

Historie & Collections

ISBN: 2-9152-39-88-6

Price Guide: £10.95 (€14.95)

- 68-page, 200mmx240mm, laminated card cover
- Les Matériels de l'Armée de l'Air No.1
- French



+ This is the second in this new series dealing with the equipment of the French Air Force. It follows the same format as the first, so combines a detailed historical narrative of the development of the subject aircraft, and a squadron-by-squadron account of its use. Because the story of the Jaguar is so huge, here the title takes a concise look at the development, but there are lots of useful detail images included in it. There are also details of the Maritime (M) version and then the coverage goes to accounts of the type's use. These are broken down into areas of operation and specific roles, so there is good coverage of recent operations in the Middle East etc. Once again this section includes a mass of photos, 99% in colour, and there are five pages of colour profiles as well as a section of special paint schemes. The final section of the title looks at export versions, including the RAF GR.1, plus its use by Ecuador, Oman, India and Nigeria.

Verdict: This is another excellent title that is an ideal companion to the recent bout of Jaguar related titles we have seen since the type retired from RAF service. Although the French text may limit the appeal to some, the photos and profiles make it ideal for modellers. It is highly recommended to all post-war French aviation fans.



RATING 9/10

SUPPLIED BY: THANKS TO CHRIS LLOYD MARKETING

Junkers Ju 87 Stuka

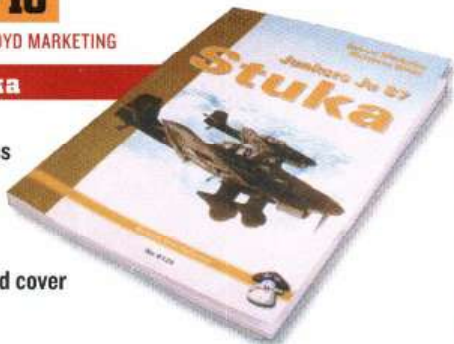
by R. Michulec & M. Willis

Mushroom Model Publications

ISBN: 978-83-89450-49-4

Price Guide: £12.99

- Orange Series No.6125
- 152-page, A5, laminated card cover
- English



+ This is the latest release from Mushroom and it follows their usual style and format with a concise narrative history of the type and a list of variants followed by extracts and diagrams from the flight manual mixed with walk-around images of the preserved examples in the USA (R-2) and UK (G-2). The whole thing is topped off with a series of colour profiles. The list of variants is quite extensive with a type like the Ju 87, so these run from the prototype (no plans) through to the Ju 287, and most of these comprise a narrative coupled with images and, with most, scale plans or side views. The detail section combines diagrams and images from the flight manuals with period manufacture and service images, and these are followed by the walk-around shots, these being in colour. From pages 123 to 157 the title offers modern colour profiles, with two per page.

Verdict: This is an extremely useful title that includes a wealth of information via the photographs and diagrams. It is a must for anyone interested in Stuka, or those with a Ju 87 kit in their 'to do' pile.

RATING 10/10

SUPPLIED BY: THANKS TO MMP



Messerschmitt Bf 109F Vol.II

by M.J. Murawski

Oficina Wydawnicza Kagero

ISBN: 978-83-60445-99-0

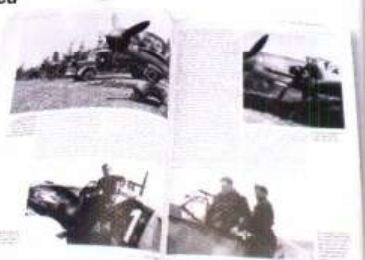
Price Guide: £12.95

- Monograph No.35
- 96-page, A4, laminated card cover
- English
- www.kagero.pl



+ This latest edition, the 35th in the series, is the second part of their coverage of the Bf 109F. The bulk of the first 64 pages is a narrative account of the development and operational use of the type in North Africa and over Malta, and Russia. This is all well illustrated with a mass of overall and detail period image. The remaining 24 pages are scale plans of the various F-series versions. Most of these are 1:48 with a combination of two- and three-view sets. The last page, though, gives six side views that show the changes from F-1, F-2, F-3, F-4, F-5 & F-6, all to 1:72. The final six pages offer colour profiles with either two side views or a set of three-views per page, including the back covers. To complement these profiles five of them (unique markings only) are supplied in 1:72, 1:48 & 1:32 on the decal sheet that is also included.

Verdict: The Bf 109 has been well covered in the past, but you can always use more info, especially those extremely useful scale plans and variant change profiles. It is certainly a title that we can recommend to all '109 fans, as well as Luftwaffe modellers in general.



RATING 9/10

SUPPLIED BY: THANKS TO KAGERO

Kursk - The Air Battle: July 1943

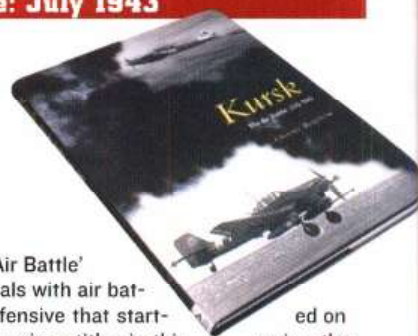
by C. Bergström

Classic Publications

ISBN: 978-1-9032-2388-8

Price Guide: £27.99 (\$49.95)

- 144-page, A4, hardback
- English



+ This is the third title in the 'Air Battle' series from Classic and it deals with air battles during the German Kursk offensive that started on the 4th July 1943. As with the previous titles in this series, the narrative looks at all aspects of the operation, from both sides and both on the ground and in the air. This is all illustrated with a mass of period images, many previously unpublished, and the 'biography boxes', data tables, assessments and appendices that are the style of this series.

Verdict: This is a fascinating title, which combines all sides of the story to give a very comprehensive account. It is good to see all these aspects being covered and it is a title that will appeal to anyone interested in Kursk in general, or in operations on the Eastern Front during WWII. It is recommended to all with an interest in this topic.



RATING 8/10

SUPPLIED BY: THANKS TO IAN ALLEN PUBLISHING

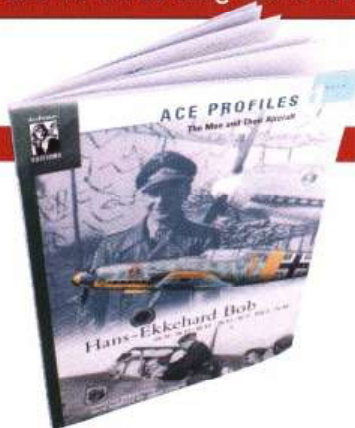
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If you would like to have your aviation or modelling titles reviewed here, send copies to the editorial address and we will be delighted to review them

books

Hans-Ekkehard Bob

by C. Bergström
AirPower Editions
ISBN: 978-0-9555977-1-8
Price Guide: £18.99
• Ace Profiles No.1
• 72-page, A4, laminated card cover
• English
• www.airpowereditions.com



+ This is the first in the other series of books being produced by this publisher, and in this instance these will deal with other Luftwaffe aces. The format is slightly different from their other series, so is very much a historical account of the life and service record of the specific pilot, and this is combined with period images and a number of modern colour profiles of the aircraft flown by that pilot. Hans-Ekkehard Bob is one of a few Luftwaffe pilots that can claim to have learned to fly in the pre-war biplane units and to have concluded his flying on the Me 262 jet. The narrative is set in chronological order and although most of the profiles depict the aircraft he flew, there are a couple of other pilots' from his squadrons.

Verdict: For the Luftwaffe fans, specific titles on a pilot are always welcome. This new series is shaping up well and can be recommended to all Luftwaffe modellers.



RATING 9/10

SUPPLIED BY: THANKS TO AIRPOWER EDITIONS

Bomber Units of the Luftwaffe 1933-45 Vol.2

by H.L. De Zeng IV & D.G. Stankey
Midland Publishing
ISBN: 978-1-903223-87-1
Price Guide: £35.00 (\$59.95)
• 208-page, A4, hardback
• English



+ Following on from Volume 1 that we covered in Issue 34, this second part continues the detailed look at the Luftwaffe bombing units during WWII. The narrative is organised by unit, so in this second part it runs from KG66 through to KG753, then goes on to cover all the KG, KG(J), LG, LGr and Erg units. Each entry charts the formation and operations of each, with details of reorganisation, locations, bases and transfers. The photos illustrating all this include a good selection of period shots along with modern artwork depicting the squadron badge of the 57 Geschwader covered in this second part.

Verdict: This is a very useful title and truly deserves its 'reference source' claim as it contains a lot of information. It is an extremely useful title for the modeller, because of both the narrative data and the images, and it is thus highly recommended to all Luftwaffe fans.

RATING 9/10

SUPPLIED BY: THANKS TO IAN ALLEN PUBLISHING



Messerschmitt Bf 109T

by M.J. Murawski
Oficina Wydawnicza Kagero
ISBN: 978-83-60445-83-9
Price Guide: £12.99
• Air Battles No.4
• 64-page, American A4, laminated card cover
• English
• www.kagero.pl



+ Following on from their coverage of the P-40 (See Issue 29) and Me 262 (See Issue 32), this is the latest addition to the 'Air Battles' series from Kagero. This time the coverage combines a technical account of the development of the carrier-based Bf 109T series along with a historical account of its original operational requirements and what it ended up being used for. This means that the operational section deals with service in Norway and then with Jagdstaffel Helgoland over the North Sea. The final sections of this title include a series of 1:72 scale plans depicting the V17, E-O and V15 plus the T-1 and T-2. There are a set of foldout colour profiles in the centre pages, plus four more pages towards the end of the title and two more on the back cover. Also included inside the book is a set of die-cut vinyl canopy and wheel masks for the ICM and Tamiya 1:72 Bf 109E-4/7 kits.

Verdict: This is another useful reference book for any modeller contemplating the type. It offers a good amount of information and the scale plans and colour profiles are very useful for anyone contemplating making any Bf 109T kit.



RATING 9/10

SUPPLIED BY: THANKS TO KAGERO

Max-Hellmuth Ostermann

by C. Bergström
AirPower Editions
ISBN: 978-0-9555977-2-5
Price Guide: £16.99
• Ace Profiles No.2
• 64-page, A4, laminated card cover
• English
• www.airpowereditions.com

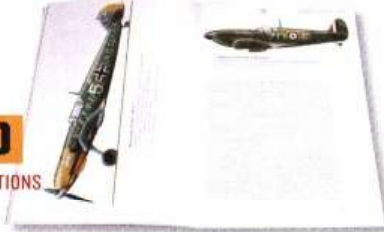


+ This second title in the series ties in nicely with the first, as Ostermann was at one time a member of the squadron commanded by Hans-Ekkehard Bob (the first title's subject). Once again the narrative is a historical account of the life and service record of the specific pilot, combined with period images and a number of modern colour profiles of the aircraft flown by that pilot and, in a couple of instances, aircraft he shot down. Ostermann's story only runs from 1940 through to August 1942, but he attained 102 victories in this period and all of these are listed as an appendix at the end of the main text.

Verdict: This is another useful title, dealing with a pilot probably little known to modellers nowadays. This is another fine title from AirPower Editions and one that can be recommended to all Luftwaffe modellers.

RATING 9/10

SUPPLIED BY: THANKS TO AIRPOWER EDITIONS



air-mail

Letter of the Month

SPONSORED BY ACADEMY.

The selected letter each month will receive an aircraft kit from the Academy range courtesy of Academy and their UK importer, Toyway. The chosen kit will be solely at the discretion of the sponsor; no communication will be entered into.

ONLINE ART

Congratulations, What a fantastic idea. Both the MAI team and Richard J. Caruana are to be congratulated on providing modellers with decals which would otherwise be unobtainable and save us hours of scrabbling around in the spares box for that elusive ancient Modeldecals serial number in the right scale or even more difficult-to-find squadron badge or crest!

I am really looking forward to future issues of MAI now and cannot wait to start downloading the information. My mouth is watering at the possibilities - brightly painted Fireflies, Dayglo Meteors, Coastal Command Lancs! Wow! Will you provide a list of the back issue subjects you will cover so we can all start getting stock in or raiding the attic in anticipation? Finally may I make a suggestion based on the Buccaneer sheet on your excellent website. The current sheet has the markings which require white backgrounds mixed with those that do not.

In future would it be possible to group white decals together. It will make it so much easier to print off on the correctly backed decal sheet.

You have really stolen a march on the other publications with this idea and have made many a crusty old, or shiny new, modeller very very happy.

Yours aye - Tom Docherty (Scotland)

Editor Says: Tom's email is one of many we have received in a matter of days from launching the artwork on the website and all of you seem delighted with it. Both myself and Richard Caruana are pleased that the idea has been well received as well as being useful. I put the question of the artwork grouping to Richard and he will see what he can do.

It would be great to do all of the previous 32 edition's worth of subjects as artwork, and Richard Caruana has not ruled it out. Time is the problem here, but as the opportunity arises Richard has assured me that he will try and put previous subjects into this format, and we will highlight this on the website as they are available, so keep checking our site.

ACADEMY

HOBBY MODEL KITS

last word



ART TO KIT

Have you ever wanted to make a model in one of the schemes depicted each month in Richard Caruana's artwork? Well now you can...

Today the modeller can not only undertake all the production aspects of modelling, but you can produce decals in the various types of decal paper now available for use with your inkjet printer. To that end Richard J. Caruana and



MAI are now offering you the chance each month to obtain the specific artwork for all the schemes depicted in Richard's main historical section, at a special price for you. The series links off with the month's subject, the Blackhawk Buccaneer in FAA service and the artwork for this can be downloaded from our website (www.modelairplaneinternational.com) or Richard's (<http://richardcaruana.com>). The artwork is supplied on a 10cm x 10cm image and is available for private (non-commercial) use. The artwork will be 1440, so if you need 172 you will have to reduce it to 87 percent. Also as most inkjet printers do not print white, you will need to either print the areas under these areas of the decal or use a decal paper that turns white on application. Also remember you will also have to cut up the individual images before use, as the carrier film will be continuous with this type of decal production, but at least you will all be able to use Richard's superb art into a model in your collection.

We will continue to update the website each month with the new subjects and will ensure the other material so that it will be accessible. The rest is up to you, so we look forward to seeing some of these subjects coming from here to those dimensions.

Richard J. Caruana

Editor - Model Airplane International

With a sample of the type of artwork that you will use for all the artwork in your kit!

THINGS TO DO

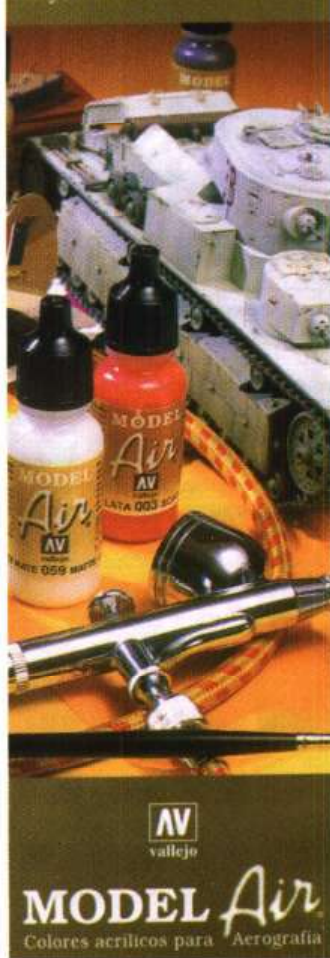
The above subject is coming up, so there are a number of things to do before the end of the month. The first is to get the artwork for the month's subject, the Blackhawk Buccaneer in FAA service, from the website (www.modelairplaneinternational.com) or Richard's (<http://richardcaruana.com>). The artwork is supplied on a 10cm x 10cm image and is available for private (non-commercial) use. The artwork will be 1440, so if you need 172 you will have to reduce it to 87 percent. Also as most inkjet printers do not print white, you will need to either print the areas under these areas of the decal or use a decal paper that turns white on application. Also remember you will also have to cut up the individual images before use, as the carrier film will be continuous with this type of decal production, but at least you will all be able to use Richard's superb art into a model in your collection.

EDITOR'S CHOICE

Be Prepared

The modeller who is not prepared for the challenges of modelling, particularly when it comes to the production of decals, is at a disadvantage. The modeller who is not prepared for the challenges of modelling, particularly when it comes to the production of decals, is at a disadvantage. The modeller who is not prepared for the challenges of modelling, particularly when it comes to the production of decals, is at a disadvantage.

Acrylic colours for Airbrush



RLM PAINTS FOR GERMAN AIRCRAFT WWII

I am enquiring if you could assist me as I am in the middle of building a Focke-Wulf Fw 190D-9 and wish to use the Vallejo Model Air paints. Do you know what the RLM colours are in this range as I want to make sure that I paint the aircraft with the correct colours? Any help would be much appreciated. Thank you
Gary Langston (UK)

Editor Says: The only RLM shades in the Vallejo Model Air range are as follows:

- RLM 02 - 044
- RLM 65 - 008
- RLM 66 - 055
- RLM 70 - 021
- RLM 71 - 015
- RLM 73 - 016
- RLM 74 - 054
- RLM 75 - 052
- RLM 76 - 046
- RLM 79 - 034
- RLM 80 - 017
- RLM 81 - 043
- RLM 82 - 022
- RLM 83 - 013



Write to:

Air-Mail, ADH Publishing, Doolittle Mill, Doolittle Lane,
Totternhoe, Bedfordshire, LU6 1QX.
Email: editorial@modelairplaneinternational.com

Please note that Vallejo do not offer a series of named RLM shades in the Model Air range, but the list opposite is taken from their colour chart so the colours, although not called 'RLM 02' etc., are in their eyes equivalents.

BELT UP

Having just come lately to the world of model aircraft I have only now seen Mike Grant's article in last May's issue ('Desert Hunter').

He was "amazed that a pilot could even figure out how to strap himself into the labyrinth of belts and buckles". The pilot did not need too! It was the groundcrewman's duty to lay the straps out beforehand and subsequently, when 'seeing the pilot off', to follow him up the ladder and hand over each strap in turn.

The ejection seat safety pin was then removed, displayed to the pilot, and stowed in the sidepocket.

That was fifty years ago, but much the same probably happens today.

Fine magazine!

Archie Davidson (UK)

Editor Says: Thanks Archie, the role of the groundcrew is so often overlooked.

**REPLY - NEW TO THE HOBBY**

Dennis Lunn wrote about being new to aircraft modelling and wanted a chart of aircraft to identify parts and features. You replied that you are concerned about repetition and annoying people who already know about aircraft. Why not put a chart or photo of an aircraft with the key features labelled on your website? Someone like me could refer to it as needed, someone else could refer to it all the time, and novices could maybe download and print it as a reference to keep with the magazine. Space in the magazine is finite and precious, but space on a website is not. Perhaps if a unique plane is featured in the magazine, like a jump-jet, a special diagram could be put on the website for just that type.

Harris Leavitt - USA

Editor Says: Thanks Harris, I have been mulling over the original enquiry and I suspect that your idea would work with what I had in mind. I will discuss it further with Richard J. Caruana, and see what we can come up with for the website, as I suspect that will be the most accessible option, and having a downloadable example would at least allow people to have a hard copy to hand if they so wished.

NOT THE CASE

Dear Richard - I wanted to raise an issue with you concerning the review of 'Fighters over Japan' by Kagero, in your April 2008 issue. The review states that an A4 decal sheet/masks are included to enable you to model every aircraft in the book. This is NOT the case. Having bought the book several weeks ago, I must say it is a great product and will prove very inspiring and useful, but you cannot model every aircraft profiled. If one looks carefully at the book, the only profiles that can be modelled are those which have either a red or blue star on the page (or both), as these denote whether decals or masks are provided for that particular airframe. Profiles on pages 6, 7, 9, 11, 14/15, 16, 18, 20, 23, 24, 25, 26/27, 31 and 33 do not have the relevant decals provided. Anyone that orders the book may be disappointed because they cannot model all the options shown in the book - only 11 aircraft from a total of 23 can be modelled with the decals/masks provided. It's disappointing, because the best and most attractive of the schemes (in my opinion) are not provided for in terms of decals/masks. Some artwork is separately enlarged, so one might scan it and try to

produce decals at home...but not everyone has the means or will to do this.

On the subject of decals, may I say what a superb idea it is to offer downloadable artwork for producing decals. Many a time I have looked lovingly at Richard Caruana's profiles and been instantly inspired - only to find that decals weren't available. Top marks to MAI.

Best regards, and keep up the good work

Chris Clifford- UK

Editor Says: Thanks Chris, you are quite correct, I have thumbed through the edition here in the editorial office and only 50% of the artwork profiles are offered on the decal sheet. Our apologies for this oversight, I hope it does not spoil the enjoyment of this otherwise excellent book for any more of our readership.

I am glad you like the downloadable artwork from Richard J. Caruana, the concept is certainly proving very, very popular so I am looking forward to seeing some of Richard's chosen subjects gracing tables at model shows throughout the coming months and years!



newsl ine

6/2008 - Latest news & information for Scale Aircraft Modellers

■ **KEY NT** - New Tooling, **RE** - Reissue, with or without new decals, **RT** - Revised Tooling, **IM** - Injection Moulded Plastic including Limited Run, **PE** - Photo-Etched Brass, **R** - Resin, **RB** - Rubber, **VF** - Vac-formed Plastic, **WM** - White-metal or Pewter

News - Just Released

■ The below lists UK kit releases since our last edition. For all the latest news check out our website at www.modelairplaneinternational.com

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Academy	1:72	12415	IM	Lockheed-Martin F-16CG/CJ	£14.99	NT
Accurate Miniatures	1:72	1020	IM	P-51B & P-40 [ex-Monogram]	£14.99	RE
Accurate Miniatures	1:72	1021	IM	Boeing F4B-4 & Boeing P-6E [ex-Monogram]	£14.99	RE
Accurate Miniatures	1:48	48123	IM	TBM-1C Avenger 'Flight 19, Bermuda Triangle'	£24.99	RE
Accurate Miniatures	1:48	48251	IM	65th Anniversary Pearl Harbor [SBD-I & SB2U]	£35.99	RE
Airfix	1:72	02094	IM	Hawker Tempest Mk V [ex-Heller]	£4.99	RE
Airfix	1:24	50004	IM	Falklands Sea Harrier FRS.1 set	£79.99	RE
AML	1:72	72017	IM/R	Curtiss P-40B Tomahawk IIA plus detail set	£13.15	RT
AML	1:72	72038	IM/R	Lavochkin La-5	£13.15	NT
AML	1:72	72039	IM/R	Lavochkin La-5FN	£13.50	NT
AML	1:72	72044	IM/R	Avia S-199 'Czechoslovak Air Force'	£13.85	RE
Anigrand	1:144	4013	R	Northrop XB-35 flying wing	£55.55	NT
AZ Models	1:72	72027	IM/R/PE	V.L. Pyry I 'At war'	£14.65	NT
AZ Models	1:72	72028	IM/R/PE	V.L. Pyry 'Post war'	£14.65	NT
AZ Models	1:72	72033	IM/R/PE	Breguet Br.14A2 'Over Finland'	£18.40	RE
AZ Models	1:72	72043	IM/R/PE	Breda 27M 'In China'	£12.99	NT
AZ Models	1:72	72047	IM/R/PE	Kawasaki Ki-28 Bob 'Prototype'	£14.30	NT
AZ Models	1:72	72048	IM/R/PE	Kawasaki Ki-28 Bob 'over China'	£14.30	NT
AZ Models	1:72	72050	IM/R/PE	Avro 626 'In University Air Squadron service'	£14.30	RE
Bronco Models	1:35	35018	IM/PE	Piper Cub L4H 'Rosie the Rocketeer'	£24.50	RE
Classic Airframe	1:48	4139	IM/R	Martin 187 Baltimore 'British'	£39.99	NT
Classic Airframes	1:48	4140	IM/R	Martin 187 Baltimore 'Foreign'	£39.99	NT
CMR	1:72	177	R/PE	Spitfire Mk IXe/Mk XVIe 'Foreign users'	£32.30	RE
CMR	1:72	182	R/PE	Boeing Model 40B-4	£35.50	NT
Condor	1:72	72012	IM	MIG-25P Foxbat	£8.99	RE
Condor	1:72	72014	IM	MIG-25U	£8.99	RE
Condor	1:72	72016	IM	MiG-25PD	£9.15	RE
Eduard	1:48	1121	IM/PE	Spitfire Mk 22/Mk 24 (ex-Airfix)	£28.99	RE
Eduard	1:48	7503	IM	RFC crew 1917	£7.70	NT
Eduard	1:48	8466	IM	Polikarpov I-16 Type 10 'Weekend edition'	£10.25	RE
Fonderie Miniatures	1:48	6036	IM/R/WM	Dassault Mirage IIIR/RD	£29.95	RE
Fonderie Miniatures	1:48	6057	IM/R/WM	Levasseur PL.101	£44.99	NT
Fonderie Miniatures	1:48	6058	IM/R/WM	Handley-Page Halifax C Mk VIII/Halton	£68.99	RT
Hobby Boss	1:72	80266	IM	A-10A Thunderbolt II	£11.99	NT
Hobby Boss	1:72	80267	IM	N/AW A-10 Thunderbolt II	£11.99	NT
Hobby Boss	1:72	80268	IM	F/A-18A Hornet	£9.99	NT
Hobby Boss	1:72	80269	IM	F/A-18D	£9.99	NT
Hobby Boss	1:72	80270	IM	F-15C Eagle	£9.99	NT
Hobby Boss	1:72	80271	IM	F-15E Strike Eagle	£9.99	NT
Hobby Boss	1:48	80330	IM	GM FM-2 Wildcat	£10.99	RT
Italeri	1:72	1278	IM	BAe Harrier GR Mk 3 'Falklands' (ex-Esci)	£8.50	RE
Italeri	1:48	2668	IM	Panavia Tornado IDS	£14.75	RE
Pro-Resin	1:72	7239	R/VF	Folland Gnat FO-141	£21.99	NT
Pro-Resin	1:72	7240	R/VF	Folland Gnat F/FR Mk I 'Yugoslavia & Finland'	£21.99	NT
Pro-Resin	1:72	7241	R/VF	HAL Gnat or Ajeet F.1/F.2 'Indian Air Force'	£21.99	NT
Revell	1:72	04189	IM	Nieuport 28	£2.49	RE
Revell	1:72	04303	IM	F/A-18C Hornet 'Anniversary'	£7.99	RE
Revell	1:48	04640	IM	Sikorsky SH-60B Seahawk (ex-Italeri)	£14.99	NT
RS Models	1:72	92036	IM/R	Ambrosini SAI 207 'Italy and Luftwaffe'	£14.50	NT
RS Models	1:72	92040	IM/R	Arado Ar 65 'Luftpolizei'	£14.50	RE
SMER	1:72	838	IM	Morane-Saulnier MS.225 (ex-Heller)	£4.30	RE
Trumpeter	1:72	01621	IM	Boeing-Vertol CH-47A Chinook	£14.99	NT
Trumpeter	1:72	01623	IM	Sukhoi Su-15TM Flagon P	£13.99	NT
Trumpeter	1:72	01636	IM	K-8 Karakorum trainer	£7.99	NT
Trumpeter	1:32	02247	IM	Grumman F8F-I Bearcat	£32.99	NT
Trumpeter	1:32	02256	IM	Grumman F6F-3 Hellcat	£45.00	NT
Valom	1:72	72020	IM/R	Martin B-26A Marauder	£29.99	NT
Valom	1:72	72028	IM/R	Martin Marauder Mk IA	£29.99	NT
X-Kit	1:48	409	IM/R/WM	Republic RF-84F Thunderflash	£31.99	RE
X-Kit	1:48	410	IM/R/WM	SE 5003 Baroudeur	£42.99	NT



Academy #12415 Lockheed-Martin F-16CG/CJ



AZ Models #72048 Kawasaki Ki-28 Bob 'over China'



CMR #182 Boeing Model 40B-4



Condor #72016 MiG-25PD



Eduard #8466 Polikarpov I-16 Type 10



Fonderie Miniatures #6057 Levasseur PL.101



Hobby Boss #80266 A-10A Thunderbolt II



Valom #72028 Martin Marauder Mk IA

KEY **NT** - New Tooling, **RE** - Reissue, with or without new decals, **RT** - Revised Tooling, **IM** - Injection Moulded Plastic including Limited Run, **PE** - Photo-Etched Brass, **R** - Resin, **RB** - Rubber, **VF** - Vac-formed Plastic, **WM** - White-metal or Pewter

News - Coming Soon

Listed below are some of the new releases and reissues due in the next couple of months both in the UK and elsewhere in the world. For up-to-date news on all the latest releases regularly visit our website at www.modelairplaneinternational.com.

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
AB Models	1:72	72045	R	Farman F 62 Goliath 'Military Versions'	£87.25	RT
Academy	1:72	12417	IM	Ilyushin Il-2	£TBA	NT
Accurate Miniatures	1:72	0122	IM	RQ-1 'Predator' UAV	¥1800	NT
AZ Model	1:72	72034	IM/R/PE	Breda 65 A-80	£TBA	NT 1st Qtr
AZ Model	1:72	72040	IM/R/PE	Hawker Audax	£TBA	NT 1st Qtr
AZ Models	1:48	48021	IM/R/PE	Morane Saulnier M.S.405C.I	£27.00	RT
AZ Models	1:48	48028	IM/R/PE	Fokker G.I	£TBA	NT
Classic Airframes	1:48	4147	IM/R	Douglas TA-4J 'Aggressor'	£TBA	NT 2nd Qtr
Eduard	1:48	R005	IM/PE	Messerschmitt Bf 110 'Royal Class'	£TBA	RE June 2008
Eduard	1:48	1136	IM/PE	Fokker Dr.I/Albatros D.V 'Richthofen brothers'	£TBA	RE May 2008
Eduard	1:48	8223	IM	Hellcat Mk I/II 'Dual Combo'	£TBA	RT July 2008
Eduard	1:48	8471	IM	Bell P-400 Airacobra 'Weekend edition'	£TBA	RE June 2008
Eduard	1:48	8474	IM	Avia B.534 Serie III 'Weekend edition'	£TBA	RE May 2008
Eduard	1:48	8482	IM	D.VII 'Herman Göring'	£TBA	RE July 2008
Hasegawa	1:72	00894	IM	F/A-18A 'NATC'	£TBA	RE April 2008
Hasegawa	1:72	00895	IM	F-4E 'Indiana ANG Special'	£TBA	RE May 2008
Hasegawa	1:72	00896	IM	Mil Mi-24 'Hungarian Air Force Special'	£TBA	RE April 2008
Hasegawa	1:72	00899	IM	F-16C 'Texas ANG 11th FS 90th Anniv' [2 kits]	£TBA	RE April 2008
Hasegawa	1:72	00901	IM	UP-33C with Airboss 'JMSDF'	£TBA	RE April 2008
Hasegawa	1:72	00902	IM	Bf 109F-4/Trop 'JG27 Africa'	£TBA	RT May 2008
Hasegawa	1:72	00903	IM	A-10A 'OSAN'	£TBA	RE May 2008
Hasegawa	1:72	00904	IM	MiG-21F-13 & MiG-17PF Combo	£TBA	RE May 2008
Hasegawa	1:72	00905	IM	Su-27 'New Russian Knights'	£TBA	RE May 2008
Hasegawa	1:48	09796	IM	Mitsubishi F-1 '8 Sqn Special Painting'	£TBA	RE April 2008
Hasegawa	1:48	09798	IM	Focke-Wulf Fw 190A-5	£TBA	RE April 2008
Hasegawa	1:48	09799	IM	F/A-18C 'VFA-192 Golden Dragons 2007'	£TBA	RE April 2008
Hasegawa	1:48	09800	IM	AGM2b 'The Battle of the South Pacific'	£TBA	RE May 2008
Hasegawa	1:48	09801	IM	Douglas A-4E/F 'VC-1'	£TBA	RE May 2008
Hasegawa	1:48	09802	IM	F/A-18F 'VFA-102 Diamondback CAG'	£TBA	RE May 2008
Hasegawa	1:48	09803	IM	F-16D Block 52 Plus 'Hellenic Air Force'	£TBA	RT May 2008
Hasegawa	1:48	PT41	IM	SAAB J 35F/J Draken	£TBA	NT April 2008
Hasegawa	1:32	08183	IM	Focke-Wulf Fw 190F-8 'Anti-tank'	£TBA	RT April 2008
Hasegawa	1:32	ST29	IM	Curtiss P-40E Warhawk	£TBA	NT May 2008
Kora	1:48	4818	R	Focke-Wulf Fw 44F Stieglitz 'Swiss AF'	£55.75	NT
Kora	1:48	4819	R	Focke-Wulf Fw 44J Stieglitz 'In Latin America'	£55.75	NT
KP	1:72	3185	IM/R/PE	Lavochkin La-5FN 'twin kit' (Ltd edition)	£26.50	RE
Mach 2	1:72	7246	IM	Vickers Viscount 700	£41.99	NT
MPM	1:72	72535	IM/R	Vickers Wellington Mk II 'Merlin-powered'	£TBA	RT May
MPM	1:72	72550	IM	Focke-Wulf Fw 189A-2 'Rama'	£TBA	RT May
MPM	1:72	72545	IM	De Havilland Sea Vixen F(AW) Mk I	£TBA	NT May
Planet Models	1:32	203	R/VF	Heinkel He 176	£TBA	NT
Revell	1:72	04397	IM	Fairey Gannet AS.4	£8.99	NT May 2008
Roden	1:32	614	IM	Albatros D.I	£34.99	NT
Special Hobby	1:72	72173	IM/PE	Hawker Sea Hawk FGA Mk 101	£TBA	RT May
Special Hobby	1:72	72155	IM/PE	Curtiss P-40F Warhawk 'Merlin-powered'	£TBA	NT May
Special Hobby	1:72	72176	IM/PE	Douglas C-33/C-39	£TBA	RT May
Special Hobby	1:48	48074	IM/PE	CAC CA-12 Boomerang	£TBA	NT April
Special Hobby	1:48	48047	IM/PE	Avia B-33 'Czech version Il-10 Sturmovik'	£TBA	NT May
Special Hobby	1:48	48080	IM/PE	Douglas D-558-I Skystreak	£TBA	NT May
Special Hobby	1:32	32013	IM/PE	Brewster Model 339C/D Buffalo	£TBA	RT May
Special Hobby	1:32	32023	IM/PE	Curtiss P-36 'Sussu over Finland'	£TBA	RE May
Trumpeter	1:72	01618	IM	F-105G Thunderchief	¥2800	RT May 2008
Trumpeter	1:72	01619	IM	Wyvern S.4 'Late'	¥2000	RT April 2008
Trumpeter	1:48	02831	IM	MiG-3 'Late version'	¥2800	RT May 2008
Trumpeter	1:48	02844	IM	Hawker Sea Fury FB.II	¥5500	NT April 2008
Trumpeter	1:32	02258	IM	F6F-3N Hellcat Night Fighter	¥7800	RT April 2008
Trumpeter	1:32	02261	IM	Me 262 A-1a 'Clear Edition'	¥8500	RE May 2008
Trumpeter	1:32	02265	IM	P-47N Thunderbolt	¥12000	NT May 2008
Xtrakit	1:72	72003	IM	De Havilland Sea Vixen F(AW) Mk 2	£TBA	NT
Zvezda	1:72	729?	IM	Petlyakov Pe-8	£TBA	NT



Classic Airframes #4147 Douglas TA-4J 'Aggressor'



Hasegawa #00904 MiG-21F-13 & MiG-17PF Combo



Hasegawa #PT41 SAAB J 35F/J Draken



Kora #4819 Fw 44J 'In Latin America'



Special Hobby #32023 Curtiss P-36 'Sussu over Finland'



Special Hobby #72176 Douglas C-33/C-39



Trumpeter #02844 Hawker Sea Fury FB.II



Xtrakit #72003 De Havilland Sea Vixen F(AW) Mk 2

last word



STILL WANTED

Two decades later and we are still looking for certain kits?

I was flicking through some old modelling magazines from the late 1980s the other day and in one I found an article that listed subjects 'needed' as kits in certain scales. In the intervening 20+ years it was interesting to note that of the 46 listed (five of which were wanted in 1:72 and 1:48) we do have kits in the specified scales for 23 of them. 50% in 20+ years, that is not that many really and although there were types I can't see being done in mainstream injected plastic, e.g. Comet 4, Viscount, SAAB 105 and J.21R in 1:72, there were types that surprisingly we are still waiting for. We still don't have a Swift, Macchi C.200 or Ouragan in 1:48, nor have we modern state-of-the-art kits for types such as the F-94 in 1:72 and 1:48, a new F-102 in 1:48, nor the Tu-28 Fiddler in 1:72. Having recently bemoaned the lack of twin- and four-engine RAF bombers from WWII in 1:48 from the mainstream manufacturers, it would seem that gaps in the 'wanted' category really are nothing new. Regardless of the huge number of new kits that have been produced in the last couple of years, and those that we all know about

which have been announced by the mainstream manufacturers, there are still some subjects that just don't seem to appeal to the big names in this hobby? It may be hopeful to look for something like the Swift in 1:48, but we have the Sea Hawk, so maybe not, but why no C.200? I wonder if we will still be looking for certain subjects in 20 years time, will the Hampden and Halifax still be sought in 1:72 or 1:48? Probably, even with so few new types being produced nowadays, it is unlikely there will be much else to kit, probably just 20+ different boxings of the F-35, with decals for all the nations that will operate it. Hey, how about the Mosquito in 1:32 along with the Hurricane, as it is amazing to think that these two supremely famous types have not been done of late. We have enough to build, I am sure, but there are subjects that really could do with being kitted by the mainstream manufacturers, and I for one hope that in the very near future we will have the option to build some of them for this magazine - well, here's hoping.

Richard A. Franks
Editor - Model Airplane International

THINGS TO DO...

Not a huge number of events between now and our next edition on the 28th June. The May 24th sees the IPMS Torbay and South Devon annual show (www.torbay-ipms.org.uk or email: wellzy_2002@yahoo.com), while the IPMS Salisbury Annual Show at Wyvern College will be on the 31st May (email: Peter@toggie.freemove.co.uk or Tel: 01980 862403). June kicks off with the Northern Model Show at South Shields on the 1st (Tel: 07876 441701) and the 3rd East Anglian Model Competition will be on the 6th (visit www.ipms-ipswich.org.uk). For those of you visiting Australia, Scale ACT '08 at The Harmonie German Club, Canberra (visit www.actms.asn.au) will be held on the 24th & 25th May, while the 2008 ModelFest at the Thuringowa Council Soundshell Meeting Room, (visit <http://www.townsvillescalemodellingclubinc.org.au>) will be on the 7th & 8th June. For details of these and other events throughout 2008, see page 77.

SPONGE BOB

We have seen a number of excellent sanding products being made available to modellers over the past couple of years, well now Model Design Construction have added a set of sponge-backed sanding blocks to their product range. Each comes as a 100mm x 25mm x 35mm sponge block and this sponge is quite dense so it does not distort too much when used. Three of the four seen here have the sanding material on three of the four sides, while one of them has it all round. The 3-way sanding blocks are colour-coded so that the purple example is 60/100 (60 one side, 100 the other two), orange (100/180) and yellow (240/340). The 4-way example is again colour-coded (blue) but offers 300 grit on all sides. Each retails for £0.99, so they are excellent value for money and are ideal for any project, big or small.

■ For more details, or to order, call 01773 513345, email models@modeldesignconstruction.com or visit www.modeldesignconstruction.com.



LOCKHEED MARTIN **F16C**

[BLOCK 25/32] FIGHTING FALCON ANG



Images show completed model kit with separately available detail up parts set installed.

Always Ready

1/48 Lockheed Martin® F-16C [Block 25/32] Fighting Falcon® ANG Item 61101

The U.S. Air National Guard is tasked with the important role of defending America's skies and it also acts as a reserve component of the U.S. Air Force. Its mainstay fighter, the F-16C Block 25/32, has now been added as a high precision scale model in Tamiya's renowned 1/48 Scale Aircraft Series. This model enables modelers to recreate all the details that are unique to the Block 25 and Block 32 variants, including small engine intake, Pratt & Whitney engine nozzle, and landing gear with small diameter tires. The kit also includes parts for the Joint Helmet Mounted Cueing System (JHMCS) and IFF (Identification Friend or Foe) antenna in front of the cockpit. Modelers can also choose to equip their model with a full arsenal of accurately reproduced ordnance, including AIM-9X Sidewinder missiles, GBU-12 laser-guided bombs, and LITENING II targeting pod.

3 types of distinctive Air National Guard markings included.

Length: 197mm

Pilot figure can be depicted with standard or JHMCS helmet.

GBU-12 laser-guided bombs enable ground-attack load out.

Small air intake for Pratt & Whitney engine.

Early-type landing gear with small diameter tires.

TOWED DECOY SYSTEM LITENING II TARGETING POD

GBU-12 PAVEWAY II LASER-GUIDED BOMB

AIM-9X SIDEWINDER MISSILE

AIM-9M SIDEWINDER MISSILE

AIM-120C AMRAAM

AN/ALQ-184 ECM POD

370 GALLON WING TANK

300 GALLON CENTERLINE TANK

Commander's Aircraft
144th FW, California ANG, Fresno ANGB, 2006

Commander's Aircraft
188th FW, Arkansas ANG, Ebbing ANGB, 2006

LOCKHEED MARTIN, F-16 Fighting Falcon, associated emblems and logos, and body designs of vehicles are either registered trademarks or trademarks of Lockheed Martin Corporation in the USA and/or other jurisdictions, used under license by Tamiya.

Optional Parts for Even Greater Realism

For those who crave the ultimate finish, Tamiya is releasing this high-quality parts set, which features metal pitot tube and AOA (Angle of Attack) sensors as well as photo-etched parts for seatbelts, reinforcing plates, and radar absorbing plate.

1/48 Lockheed Martin® F-16 Fighting Falcon® Detail Up Parts Set (Item 12621)
Pitot tube, AOA sensors, seatbelts, and radar absorbing plate can also be installed on the 1/48 F-16CJ [Block 50] (Item 61098).



TAMIYA, INC. 3-7 ONDAWARA, SURUGA-KU, SHIZUOKA 422-8610 JAPAN