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Model AIRPLANE INTERNATIONAL



Seventh Heaven

Roden's 1:32
SPAD VIII C.1



Thirty-two Nine

Building the Pacific Coast 1:32 Spitfire Mk IXc



70th Anniversary
of the Outbreak
of WWII

by Richard
Caruana

Kwik Builds of the CMR 1:72 L-13 Blanik, Hobbycraft 1:32 SPAD XIII,
Master-X 1:48 Siebel Si 202 and the Tamiya 1:48 F-16C Block 25/32



Contents

20



42

REGULARS

p4-5 Newsline

p89 Contact Details

p90 News - Just Released

p91 News - Coming Soon

p94 Events Diary

p98 Next Issue

What we have planned for next month...

6



REVIEWS

p6 Kwik Build

The CMR 1:72 L-13 Blanik by Frank T. Cuden, Hobbycraft 1:32 SPAD XIII & Tamiya 1:48 F-16C Block 25/32 by Nick J. Wigman and Master-X 1:48 Si 202 by Steve A. Evans

p64 New Releases Kits

A selection of the latest kit releases assessed

p74 New Releases Accessories

New products from Eduard, Italeri, Maestro Models, Model Art Decal System, Pavla & Scale Aircraft Conversions

p82 New Releases Decals

The latest sheets from Lifelike, Tally Ho! And Xtradecals

p86 Book Reviews

Some of the most recent aviation-related titles assessed

FEATURES

p20 Royal Treatment

Jamie Haggø builds the Bf 110 Royal Class while Richard A. Franks tackles the 1:4 instrument panel

p32 A Thirty-two Nine

John 'Tigger' Wilkes builds the new 1:32 PCM Spitfire Mk IXc

p42 A Monoplane for the FAA

Libor Jekl builds the Special Hobby 1:72 Skua Mk II

p50 Fall-Weiss

The 70th anniversary of the outbreak of WWII by Richard J. Caruana

p56 Seventh Heaven

Roden's 1:32 SPAD VIIc.I built by Andy Ieronymides



56

ADVERTISERS' INDEX

ADH Books..... **p88**
Aerospace Modeler..... **p31**
Aviation Hobby Shop..... **p17**
Badger Airbrushes..... **p25**
Cammett Ltd..... **p17**
Eduard M.A..... **p13**
Hannants..... **p5**

Hobbylink Japan..... **p13**
Hornby Plc..... **p9**
Just Add Imagination... **p17**
Revell GmbH & Co KG.. **IFC**
Roll Models..... **p17**
Squadron/Signal Books **85**
Tamiya Inc..... **OBC**

The Hobby Company Ltd **IBC**
Valom..... **p31**
White Ensign Models.... **p31**
MAI Subscriptions..... **p92**
MAI Back Issues..... **p93**



Colour Profiles

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

50 already!

Yes it really was 50 editions ago that Model Airplane International first hit the shelves

As you will see we have made this 50th edition something a little special, so for a change I will also add a few words as you all know I am not one to do an 'editorial' each month. Having recently been working on an index that combines all volumes thus far published it struck me just how much we have got into print in the last 50 editions. This is not just the volume of kits, accessories, decals and books, but the kits our contributors have built either as Kwik Builds or full articles, plus the excellent work of Richard J. Caruana. When I first came to work with ADH back in 2005 they already had the concept that was to become this magazine firmly set out, they knew what they did and did not want it to con-

tain and they knew what it was going to look like. In my fifteen years as a modelling magazine editor I have never come across such a well thought out product, which was probably down to the fact that all those involved were modellers, not just publishers and designers. From a personal viewpoint, being the editor of the title from day one has been extremely enjoyable, and going by the feedback I get from you all at events and via email, you enjoy what we offer each month as well.

Let me take this opportunity to thank the team at ADH for making such impressive magazines, to all of my contributors for working so hard and to Richard J. Caruana with whom I

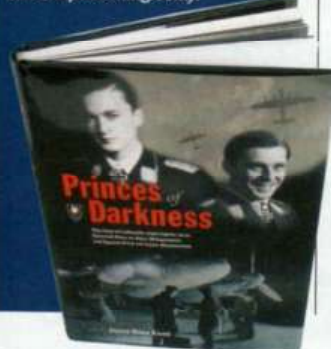
have been working now for the past 15 years. And the next 50 issues? Well there is certainly more that can be done, but that all depends on time and, at least at present, the world economy as it is having a drastic effect on all walks of life including hobbies. We can all hope that this soon starts to ease and that the massive escalation in kit prices at least slows, if not decreases. At least we have our hobby and with so many of us hoarding a 'stash' of kits in the loft or shed, there will always be projects waiting to be started. Whatever is the case, old or new, Model Airplane International will continue to cover it in our own informative and appealing manner.



The Dark Princes

New to the Classic range of titles from Ian Allan is this biography of Luftwaffe night fighter aces Heinrich Prinz zu Sayn-Wittgenstein and Egmont Prinz zur Lippe-Weissenfeld. Written by Claire Rose Knott, this 208-page hardback book is packed with information from her numerous discussions with other night fighter pilots as well as correspondence with family and friends. The title also includes many period images, nearly all of them from personal photo albums, so never before seen.

This is an excellent title and a good read for anyone interested in Luftwaffe night fighter operations. It is available for £19.99 (\$32.95) from all good book shops or directly from the publisher (www.ianallanpublishing.com).



More from H&S

Many of you find a needle stop useful to create a physical 'stop' to excessive movement of the trigger on a dual-action airbrush. Some brushes have these as standard but for those in the Harder & Steenbeck range that don't they now offer the 'Quick Fix' needle stop (#123663/£21.50). Designed for their Evolution series of airbrushes this new aft body unit simply replaces the original part, and as well as having the usual screw-thread action to gradually reduce needle movement it also comes with their excellent 'snap' button that allows you to simply pull the unit back to be fully off, then push the button on the end to return it to the last position - very clever and something we probably failed to articulate in our Bench Test of the H&S airbrushes in Issue 46.

■ This is a great product, beautifully made, so those wanting one should contact Little-cars.com, Tel: 01234 711980, Email: info@little-cars.com or visit www.little-cars.com.



Down Under Colours

Lifecolor have recently release two limited-edition boxed sets of colour specifically for RAAF aircraft. The first set contains RAAF Earth Brown, RAAF Foliage Green, RAAF Sky Blue, Dark Sea Grey, Dark Ocean Blue and Sky Blue Azure, and is suitable for the Boomerang, Wirraway, Spitfire and Vengeance, amongst others. The second set contains RAF Dark Earth, RAF Dark Green, RAF Sky Grey, Interior Green, US Olive Drab and US Neutral Grey and these are suitable for the Buffalo, Hudson, Airacobra and Havoc in RAAF service. These sets (#LC-XS01 and #LC-XS02) are available for £13.98 each and can be obtained from all Lifecolor stockists or directly from the importer, The Airbrush Company.

■ SEE PAGE 19 FOR YOUR CHANCE TO WIN THESE SPECIAL PAINT SETS, PLUS OTHER SUPERB PRIZES FROM THE AIRBRUSH COMPANY.



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

Big Book

Remember those books we saw in libraries as kids that listed aircraft with profiles and a little narrative for each, of course you do, many of these are responsible for our interest in aviation, or specific aspects of it, that we have today. Well nowadays this type of title is rare, sadly, but when they do come along they tend to be a lot bigger. The latest one is entitled 'The Great Book of Combat Aircraft' and it is produced by White Star Publishers. Saying it is 'great' relates to its size, as this is 432 pages, 270mm x 305mm and 45mm thick! The coverage inside this immense book is broken down into chronological order, so starts with the early days, then moves on to WWI, the inter-war period etc. Within these sections the coverage looks at specific nations or events and throughout there is a mass of period black and white images, many reproduced large and not that well known. Numerous colour profiles are included along with the inevitable colour images that often just depict current airworthy examples, not all genuine. ■ What a fun title, let's hope it puts many a young man on the road to aviation fascination as things like the Blandford Press titles did back in the 1970s. The title should be available from all good bookshops and is distributed in the UK by PGUK.



Correction

In our recent Workbench Guide in Issue 49 (page 48-49) a couple of errors sneaked in with regard to White Ensign Colourcoats. First of all these are enamels, not lacquers as shown in the image on page 49 and as a result they do mix with good quality white spirit as well as Xtracolor thinners. Our apologies for this, the downloadable version on our website has been amended accordingly.

Workbench Guide



EDITOR'S CHOICE



Small cup

For those of you who find the standard sized paint cups of the Harder and Steenbeck Evolution and Infinity series of airbrushes too large, this superb Micro Cup (#126333/£6.00) is ideal. Sure you can just unscrew the supplied paint cup and fill the resulting 'cup' with small quantities of paint, but you run the risk of bunging up the screw thread that is exposed in this area;



also we find that the resulting 'cup' does not hold paint that well. This new Micro Cup, however, overcomes both of these by first covering the screw thread and secondly by having a defined edge that reduces spills significantly.

■ Contact Little-cars.com for more info; Tel: 01234 711980, Email: info@little-cars.com or visit www.little-cars.com.

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1:48 Spad XIII American Aces DUAL COMBO (2 complete kits). Includes resin figures and photo etch.



EDK8047 £24.20
1:48 Pfalz D.IIIa DUAL COMBO (2 complete kits). Includes photo etch PARTS.



EDK3003 £47.99
1:48 Messerschmitt Bf 109E-4 PROFIPack.



EDK8205 £34.70
2:48 Messerschmitt Bf 110G-2 PROFIPack Includes photo etch PARTS.

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SECOND SIXTEEN

This is Tamiya's follow-on to their beautiful 1:48 F-16CJ kit from last year, a superb build article on which appeared back in Issue 24

This kit is essentially the same build as the F-16CJ kit, but with replacement parts for the Block 25/32 versions.

The kit mouldings are just what we expect from Tamiya, being crisp and sharp with finely recessed details, and nicely restrained rivets and the clear parts are equally as good. The unique parts for this version are the small-mouth NSI intake, Pratt & Whitney F-100 exhaust, smaller wheels with 'lightweight' undercarriage parts, unbulged gear doors, and an impressive spread of ordnance as follows

- 2x AIM-9M Sidewinders
- 2x AIM-9X Sidewinders
- 2x AIM-120C AMRAAM missiles
- 4x GBU-12 Paveway II laser guided bombs
- AN/ALQ-184 ECM pod
- AN/AAQ-28 Litening II pod,
- Towed Decoy pod,
- 2x 370 gallon wing tanks
- 300 gallon centreline tank

The panel in front of the cockpit is optional as either the 'bird slicer' (what a lovely name!) antenna or the plain pre-CCIP (Common Configuration Implementation Program) type. Also the flaperons can be modelled either up or down while the elevators fit using poly caps so that they can be moved (or even

removed). The vertical tail is removable but the speed brakes can only be modelled in the closed position.

The only downside with the kit is that the wing root and fuselage strengthening plates are not included, being only available on an additional etched set that includes the nose probe and AofA sensors.

Also included in this build, but not in the kit was the Aires cockpit set, which was kindly passed to me by the Editor.

THE BUILD

The very first stage was to get the Aires cockpit tub to fit, so this was trimmed and sanded to fit so it would impinge on the intake duct. A portion at the rear of the kit's cockpit opening had to be carefully removed using a scalpel and the sidewalls and the corresponding areas of the kit fuselage were thinned. The insides of the cockpit area were sprayed with Gunze-Sangyo H317 and detail painting was done using Polly S colours black, white, Light Gull Gray, yellow and red. The seat was painted and set aside for safety and the instrument panel was made up. Note that the Aires instrument panel can be installed after the cockpit is fitted, although with hindsight I would suggest fitting it beforehand, as it is fiddly.

The basic fuselage is engineered as front and back ends, which comprise

1:48

MODEL INFO

SPEC: Tamiya 1:48 Lockheed-Martin F-16C Block 25/32 'ANG' KIT NO.: 61101
MATERIALS: IM **AVAILABILITY:** The Hobby Company Ltd (UK Importer) and Tamiya stockists worldwide **PRICE GUIDE:** £48.99



the topsides, and a separate underside. The top parts fit beautifully together, and Gunze-Sangyo Mr Cement S was run along the joins from the inside to secure them. It is essential that this join is clean and well aligned as any errors will be glaringly obvious later. The Aires cockpit was 'tacked' in place with superglue, and reinforced with a generous amount of epoxy. I then realised that the cockpit tub was not quite as snugly in position as it should be but sat about 1mm too low...not that I could do much about it!

The wheel well is a nicely detailed unit, which also forms the inner part of the intake ducting (by use of an extra part) and slips into place into the lower fuselage half. Before gluing the fuselage halves fit the elevator bushes in the rear of the bottom fuselage. The cannon insert is also best added now along with the intake with cement applied from the inside. The intake is beautifully engineered, with only the joins on the inside to deal with. The nosewheel well fits onto the underside of the intake ducting, and the external airframe

parts (which encase the intake) fitted beautifully. In order to make spraying the camouflage simpler I opted to spray now those areas of the intake and lower fuselage that would be a bit awkward later. I also sprayed the intake mouth, which was added just before the intake assembly was fixed to the airframe

Once the intake assembly was in place on the lower fuselage, plus the top and bottom fuselage halves were joined. Additional panels around the nose (including the bird slicer if you choose that option) can be fitted, and the side inserts on the nose were the only parts I found awkward to instal. Make sure you open up the holes in underneath of the wing panels for the ordnance before joining them.

The tail is a multi-part assembly that is removable, however I would opt to glue the tail in situ, as a slight gap is present along the join but I have not not done this so you can see for yourself whether the gap is acceptable or not.

For the ring at the rear of the fuselage, the metal areas were first sprayed

YOU WILL NEED...

Before Starting:

- Gunze-Sangyo Mr Cement S
- Thin Cyanoacrylate
- Tweezers
- Tamiya Masking Tape
- Gunze-Sangyo Mr Putty
- Scalpel
- Sponge Sanders
- Johnson's Klear



Paints Used:

Alclad II lacquer:
Aluminium
Dark Aluminium
Pale Burnt Metal

Gunze-Sangyo Aqueous Color acrylic:
H317 FS36231 Gray

Tamiya acrylic:
X-23 Clear Blue
X-25 Clear Green
X-27 Clear Red
X-19 Smoke
X-18 Semi-Gloss Black

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



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Dimensions - 1:48

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 Length - 313.1mm
 Height - 106mm





"The only part I was unhappy with was that when fitting the mouth, I got a little 'ooze' of cement that marred the inside joint a little, but that was completely my own doing"

with Alclad II Aluminium shaded with Dark Aluminium and followed with a coat of thinned Tamiya Clear Blue. I masked this and fitted it to the rear of the airframe with the masking only being removed once the final camouflage, decalling and varnishing had taken place. The undercarriage legs, wheels and their associated parts were made up where possible, as some parts cannot be fitted until the final assembly, then painted and placed aside.

Camouflage was quite straightforward and as different sources state different colours I would prefer Tamiya to show the FS colour numbers, not just names for these colours. I find decanting paints from spray cans a bit of a pain, so I used Gunze-Sangyo colours, with Tamiya Semi-Gloss Black for the tail. I opted to add hardly any weathering as this machine looked quite clean, so I only added some fairly light post-shading with thinned Tamiya Smoke (X-19).

After a few coats of Johnson's Klear the decals all went on nicely and reacted well to Micro Set and Sol. The decals on the tail were the ones I was most apprehensive about, but they went on without any problems.

The undercarriage units were now fitted along with the gear doors, other airframe parts such as the ventral fins, flaperons (which can be posed either up or down), some antennae, chaff and flare units, and a few small intakes, thus more-or-less completing the airframe. As the main wheels are 'keyed,' adding 'flats' to the wheels was done only once

the undercarriage was in place.

The canopies proved not too difficult, and there are differences in which real F-16s have tinted canopies and which do not. A quick scout around the web showed what Tamiya had got the right combination for the right machine, so the relevant clear parts were removed from the sprues, the moulding seams scraped away and the areas polished out using Micro-mesh before finishing off with Plastic Polish. Masking was done by using thin strips (2-3mm thick) of Tamiya tape along the edges, while 6mm or 8mm tape can be used thereafter for the remaining areas. Black was sprayed on first, the masking was then removed, more added in order to obtain the thin black line along the canopy, then the camouflage colours were applied. Klear was followed by the decals, and a coat of Matt varnish, then the masking tape could finally be removed.

The spread of ordnance is very impressive, but due to time constraints I did not add each type. Of note too is that the stores come with a variety of pylons, so making up, painting and finishing the stores and pylons is a very significant step that cannot be rushed. The centreline and wing fuel tanks are removable by use of metal pins and poly caps, and although very well engineered I would have liked to have seen the stores being interchangeable as well? This is not a criticism, but seeing that the stores are so beautifully produced it would be nice to fit different combinations if you wanted.

Once the stores were complete they, the airframe and the instrument panel unit were given a coat of Vallejo matt varnish (which gives a slight sheen). I did not use the Tamiya LCD decals, so the LCD displays in the instrument panel were painted a 'nearly black' very dark grey then given a coat of Tamiya Clear Green, and once dry this unit was fitted in place (after a little trimming) and secured with PVA as I could not afford any mishaps with CA glue at this stage. The HUD assembly was added, and even though the HUD glass frames are very fine etched parts they went on without fuss, and to round this area off, the HUD glass was painted with much-thinned Tamiya Clear Green. The canopy parts were added, just leaving the exhaust nozzle to go on. The basic colour for this was Alclad II Aluminium shaded with a light application of both Dark Aluminium and Pale Burnt Metal plus a black oil wash between the 'tail feathers.' Again, this part is beautifully moulded and fits perfectly.

The final steps were to touch up the various navigation lights in Clear Red and Clear Blue.

CONCLUSION

This was quite an involved build and the kit is really a scaled-down version of their beautiful 1:32 example. The engineering and fit of parts throughout is absolutely spot-on, with the only exceptions (in my experience) being the panels on either side of the nose. The



The Aires cockpit update set is well worth investing in, as it adds a great deal to this focal point of the model

way the intake and inside ducts that sits atop the main wheel well are engineered is superb.

For the lesser experienced I would strongly recommend following the kit instructions, while the more experienced may be interested in adding even more detail to the model by investing in the stunning Aires cockpit set. It does need a lot of thinning on both the kit and the resin sidewalls, but is well worth the effort. Not to say that the kit cockpit is bad, far from it, but Aires simply provide that bit extra.

My only gripe is that in the box you get only 99% of a Block 25/32 as the other 1%, namely the wing and fuselage reinforcing plates, are only provided separately (albeit with a turned metal nose probe and nose sensors). A small etched fret (or self-adhesive film) containing just the four plates would have been nice to complete the model without the need for additional outlay. ■

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:93-60445-05-2)
- *Uncovering the Lockheed-Martin F-16A/B/C/D* (Daco Publications 2004)



FINAL VERDICT

An absolute stunner and for marks out of ten, I'll rate it as eleven!

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

BUILT & WRITTEN BY STEVE A. EVANS FROM THE UK

THE WOODEN BUMBLE BEE

This little kit was previewed back in Issue 46 and in the box it looks pretty neat, but what does it fit together like?

1:48

MODEL INFO

SPEC: Master-X 1:48 Siebel Si 202 Hummel
KIT NO.: MX4825 **MATERIALS:** R, VF, PE
AVAILABILITY: Manufacturer and Master-X stockists worldwide **PRICE GUIDE:** £TBA

Well, in the box you get a set of pale, cream-coloured castings that are nicely detailed, certainly the fabric effect on the flying surfaces is excellent. There's also a little etched fret, with seat belts and instrument panels, a large, neatly printed, decal sheet and a single vacformed canopy. The instruction sheet is just a couple of photocopied sheets and the assembly diagram is nothing more than a single, exploded view of all the kit parts. Some of these parts (mainly the undercarriage legs and struts) are cast in black resin, which seems to be tougher and more resistant to sag. There are plenty of options in the box with

three engine cowlings for the Walter, Zündapp or Hirth variants, as well as a separate tailplanes for the later Si 202B variant.

Construction begins with the interior and as soon as you start trimming away the neat casting blocks and trial fitting the parts you can tell that there is going to be some work to get it all correctly aligned. The instruction sheet is vague as to parts location and the kit follows suit, with no indication at all about exactly where any of the castings should go. Basically this means that it's a trial and error sort of affair with lots of dry runs before applying the glue. There's also no paint or colour reference for any of the internal parts, and as colour photographs of the real thing

are just about non-existent, I guessed at a doped silver interior with leather coloured seats and a black central instrument panel. The fuselage halves close up quite neatly but like any resin kit the joint lines will need careful filling and sanding down before the paint is slopped on.

The wing is a large, single-piece casting and is the star of the show in the box with only a few tiny pin-holes in the leading edge and that lovely fabric effect. You'll need to trim the wingtips back to the squarer profile of the Si 202B and not the 'C' version as moulded, but otherwise it slots into place under the



The humble communication aircraft tends not to often appear in kit form, especially the larger 1:48, so this new Si 202 is a welcome addition to any Luftwaffe collection

"The wing is a large, single-piece casting and is the star of the show in the box with only a few tiny pin-holes in the leading edge and that lovely fabric effect"

YOU WILL NEED...

Before Starting:

- Thin Cyanoacrylate
- Tweezers
- Tamiya Masking Tape
- Scalpel & #11 blades
- Sponge Sanders
- Johnson's Klear



Paints Used:

Halfords acrylic aerosol:
 Grey Plastic Primer

Tamiya acrylic:
 X-19 Smoke

White Ensign Colourcoat enamel:
 ACLW12 RLM 02 Grau

Xtracolor enamel:
 XDFF Matt Varnish

Pastels Used:

Daler Rowney:
 #73 Warm Grey

Winsor & Newton:
 #411.3 Burnt Sienna
 #704.5 Grey

Dimensions

Span - 10.5m
 Length - 6.4m
 Height - 1.85m

Dimensions 1:48

Span - 218.8mm
 Length - 133.3mm
 Height - 38.5mm



The decal sheet offers markings for one Slovakian and two Luftwaffe options and it is very well printed



A little surgery is required to clip the wing tips to the squarer profile for the St 202B, because as moulded the wing depicts the C-version



The kit comes in a stout cardboard box and all the components inside are protected in separate plastic bags

fuselage with the minimum of fuss and only the slightest of fettling. The same is true of the tail, although the fin and rudder will need careful trimming to sit correctly on the fuselage and clear the horizontal stabiliser.

Whichever engine cowl you chose, it won't be a problem either as any of the three fit very neatly onto the front of the fuselage casting, although for the markings supplied in the box I think you really need only the Walter or Zündapp ones, that's parts numbers 1 and 2 respectively in the instructions.

All of the above has so far been pretty painless; alright, it's been a bit of a trial-fit terror with constant offering up and realigning of parts, but not too difficult. However, all that is about to change because of two things, the canopy and the undercarriage.

The canopy is a vacformed item and you get only one in the box, so you have to be ultra-careful about how you cut and trim it, no second chances here. It gets even worse in that not all of the transparencies are supplied in the box; the little rear quarter-light windows will have to be made from some acetate sheet, which is not that easy because of the odd shapes.

The undercarriage is probably the worst aspect of the kit, not because of the cast items but because of the complete lack of any indicated mounting points for them. In the end, no matter how you scour the pictures and

drawings, it all comes down to a bit of inspired guesswork as to where they all go. They are definitely over-sized as well, especially the main oleo units which have too great a diameter. I replaced these bits with some plastic rod and then once again battled with parts alignment and loads of trial-fits to get them all into reasonable positions. At least the wheels and tyres are lovely examples of resin casting, so no complaints there.

There are three colour options in the box: one silver German machine with the Walter engine, one silver Slovakian version with the Zündapp engine and one Luftwaffe example in RLM 02 overall with full 8./JG 2 squadron markings, again with the Zündapp engine. For me it had to be the full Luftwaffe version as this one

had a lot to brighten up the monotone colour scheme. I used White Ensign Colourcoat RLM 02 (#ACW12) and apart from the nightmare of masking off the flimsy canopy there were no painting worries here. Even the weathering is minimal on this kit and of course, no paint chips for the plywood and fabric surfaces. The only bit of poetic licence I used on this one was the colour of the propeller; it's supposed to be RLM 71 but I decided on a wood grain look just to liven it up a bit.

The markings are supplied on a single sheet printed by Aviprint and they are pretty good with fine colours and density, the only negative being a slight misregister between the black and white portions on the sheet. They work well in practice, releasing quickly off the backing paper and because they are very thin, they settle down easily to give the minimum of silvering.

The whole lot was finished off with a couple of coats of Xtracolor XDFF flat varnish. ■



The only artistic licence with Steve's build is the propeller, which should be RLM 71 but really does look so much better as bare wood

REFERENCES

- *Air Magazine*, No.9 July/Aug/Sept 2002
- *Luftfahrt International* No.11, Sept-Oct 1975
- *Revi* No.38/2001 & No.41/2001



The vacformed canopy is clear with nicely defined framing, but only one is supplied

- *The Warplanes of the Third Reich* by William Green (Macdonald & Co Ltd, 1970)
- *Von der Fliegerschule zum Einsatzverband* (Flugzeug 1991)



Here are the main components with the load-bearing parts such as the undercarriage in tough black-coloured resin

FINAL VERDICT

Resin kits are not easy, they take more work and patience than injected ones and if you're not very experienced in working with this kind of thing, then this kit isn't for you. Yes, it's got some good detail and the etched fret is lovely, but you also have to make your own bits like the windows and even the mass balance weights for the ailerons. The completely vague instructions and parts placement mean you have a more involved build than you might think for such a small subject. It looks cute enough when it's done and it's not a very common type, so it's certainly worth the effort, but it is an effort. Recommended for those with some resin experience and for the more adventurous amongst us.

BUILT & WRITTEN BY FRANK T. CUDEN FROM THE USA

SOARING MOUNTAIN

One of the joys of modelling is breaking new ground, and not having ever built a glider model, I jumped at the chance to build this new 1:72 scale Czechmaster Resin kit.

Visiting various Internet aviation photo sites, I have noticed some interesting gliders from time to time, so this project allowed me to build something smaller than I normally build and yet, totally new to me. The kit's resin components are produced to a high standard with no pits or bubbles on the any of parts. Two vacformed canopies are provided along with a small photo-etched detail set. The Blanik canopy has two small metal frames that hold sliding vent side windows on the port side and those frames have been faithfully reproduced on the fret. I used Future (Klear) floor polish as a 'glue' for these, thus allowing the parts to be mounted securely while at the same time keeping the canopy clear. One problem that arose was the fit of the aft part of the canopy into the wing/fuselage joint. Careful cutting is required to get it to fit and I botched the first attempt, having made cuts that removed too much clear plastic back in that area. In addition, there is a small window imbedded on that narrow, aft portion of the canopy, so I was more careful the second time around and my efforts were rewarded. Achieving a good canopy fit just took some time, so be prepared to cut and fit repeatedly. I used Micro Kristal Klear to glue it in place and that was followed with a touch-up of Alclad II Duralumin to match the overall finish I applied. I sprayed the elevators, flaps, ailerons and rudder with Alclad II's Polished Aluminium as photos I saw of L-13's seemed to have dissimilar colours on

those control surfaces. The remainder of the kit was assembled with ease, using thin superglue as a bonding agent and the one-piece fuselage made the assembly shorter and easier. The mainwheel well had to be adjusted a bit so the wheel would fit in its proper place. I used a circular deburring bit, chucked in my Dremel tool to carefully widen and deepen the depression as moulded. The absence of mounting pegs for both wings and tailplanes proved to be no problem when joining them to the fuselage. Superglue followed by filler did the job well and a couple of filling and sanding sessions removed all traces of joint seams. Another problem I had was adjusting to the weight of the assembled model. Whereas I am used to having some 'heft' to either a bigger or weighted tricycle-gear model, this one was a real lightweight! With a fuselage length of just under 5 inches and a wingspan of 9 inches, this is a small, light model.

Several decal choices come in the kit and the Red Bull markings seemed to be the best way to go. I used heat-treated water to soften the decals, and not having worked with Czechmaster decals before, I found they were a bit difficult to apply. Sliding the decals off the backing paper was no problem, however, they had a tendency to follow the curve of the edge of the paper. When that initially happened, I found I would have to lay

1:72
MODEL INFO
 SPEC: CMR 1:72 LET L-13 Blanik
 KIT NO.: G33 MATERIALS: R, PE,
 VF AVAILABILITY: Hannants (UK Importer) and
 CMR stockists worldwide PRICE GUIDE: £14.99

Getting the various shades of the Blanik looking correct took quite a while and studying a lot of photos of the real thing

the wet backing paper and decal, close to the assigned positions and slide off the decal amidst a generous puddle of Micro Set solution. Interestingly, what worked best was gently using my finger to slide them off onto the model, as the small tweezers I had been using would not budge them; strange indeed? All's well that ends well, though, and with one exception, all the decals wound up in the correct place. I did have to piece in a bit of matching yellow decal stock

to the front of the fin to insure complete coverage around that area. A final application of Solvaset softened all the decals and made them grab well.

Cockpit interior is well-represented with instrument panels, seats, control sticks and instrument panel coamings. A nice touch was the 'sandwich' instrument panels. One can either paint in the various dials on the resin panel or use the etched panel faces over the printed individual instruments, and this was the method I chose. A little touch-up after application gave the cockpit a convincing look. Perhaps not entirely prototypical, I chose Lavender for the

YOU WILL NEED...

Before Starting:

- Thin Cyanoacrylate
- Micro Kristal Klear
- Tweezers
- Tamiya Masking Tape
- Scalpel
- Sponge Sanders
- Micro Set decal solution
- Solvaset decal softener



Paints Used:

Alclad II lacquer:
 Duralumin
 Polished Aluminium

Tamiya acrylic:
 X-32 Titanium Silver

Testors enamel:
 Lavender/Purple

Dimensions

Span - 16.20m (53ft 2in)
 Length - 8.40m (27ft 7in)
 Height - 2.08m (6ft 10in)

Dimensions - 1:72

Span - 225mm
 Length - 116.7mm
 Height - 28.9mm



Getting the canopy correct is the trickiest part of the kit, and it is very important as it is THE focal point of the completed model

The Red Bull colour scheme is probably the most attractive of the numerous schemes in this kit

"Having NEVER used Lavender in a cockpit before, I thought I would use it this time around as the painting instructions established a precedent for its use"

cockpit walls, with woodgrain paint for the cockpit floor. The painting instructions indicated a variety of colours for the interior with specific mention of Lavender being used on occasion for the cockpit walls. Having NEVER used Lavender in a cockpit before, I thought I would use it this time around as the painting instructions established a precedent for its use. I had a bottle of Testor's enamel Lavender/Purple on hand so the model has Purple/Lavender on the interior side cockpit sidewalls. Czechmaster includes some very nice pre-painted belts, both lap and shoulder harnesses, in etched metal, and bending them to fit around the seat and

back cushions was an easy task, then I used superglue to anchor them in place. The finished cockpit seems to be a fine representation of the Blanik 'office', complete with a Lavender touch!

To accent the petite, indented panel lines of the model, I went over each one with a soft-lead drawing pencil. Although a little time consuming, I liked the final effect, breaking up the solid Duralumin colour. I masked off the canopy frames and hand painted them in a close-matching colour: Tamiya X-32, Titanium Silver, proved to be a close match. It's nice to have both a good decal and paint stock on the shelves when the need arises. ■



As you can see the subject is not that big in this scale



FINAL VERDICT

In conclusion, I enjoyed a foray into the unknown with construction and completion of my first glider model. Should you choose the same path, just go slow and you will be rewarded with a nice model. Kudos to Czechmaster for producing a nice, petite model.

1:32**MODEL INFO**

SPEC: Hobbycraft 1:32 SPAD XIII 'SPAD Aces'
KIT NO.: HC1687 **MATERIALS:** IM **AVAILABILITY:**
 International Hobbycraft UK Ltd (UK Importer) and
 Hobbycraft stockists worldwide **PRICE GUIDE:** £15.95



BUILT & WRITTEN BY NICK J. WIGMAN FROM THE UK

The big scale lends itself to ease of assembly as well as making that rigging less of a trial

BIG SCALE SPAD

This kit has been around for a while now, being released earlier this year I believe, but it has not received much attention in the modelling press.

So what do we have here? The kit comes in an end-opening box, with full-colour painting and markings guides on the back. With the camouflage of some French and US WWI aircraft being fairly complex multi-colour schemes, having this colour guide is a very good idea. The two decal options

cover an American machine flown by E. Rickenbacker, and the other for a French machine flown by Nungesser. There are three large sprues of light grey-coloured plastic and interestingly the main wings are not present on any sprue, they are packed separately (just the wings without their sprues) and attached to a sturdy piece of thick

cardboard by elastic bands, all inside a plastic bag. This shows some thought and is a very nice touch. The mouldings are crisp with a little flash, but nothing to worry about, and surface details are recessed. A few sink marks are present, although these can easily be rectified. The fabric effect on the fuselage and wings is very well rendered, although

some may find the latter a little overdone by their tastes. Personally I like it, especially on a larger scale SPAD as otherwise it would be so easy for the wings to look like coloured but otherwise featureless slabs. A small clear sprue contains the windscreen, and although the instructions offer some colour callouts throughout

YOU WILL NEED...

Before Starting:

- Gunze-Sangyo Mr Cement S
- Thin Cyanoacrylate
- Tweezers
- Tamiya Masking Tape
- Blu-Tack
- Gunze-Sangyo Mr Putty
- Scalpel
- Sponge Sanders
- Johnson's Klear
- Elastic Rigging Thread



Paints Used:

Alclad II lacquer:
 Aluminium
 Jet Exhaust
 Pale Burnt Metal

Gunze-Sangyo Aqueous Color acrylic:
 H406 Chocolate Brown

Polly S:
 Earth Red

Tamiya acrylic:

X-19 Smoke
 X-26 Clear Orange
 XF-2 White
 XF-5 Flat Green
 XF-3 Yellow
 XF-13 IJA Green
 XF-19 Sky Grey
 XF-55 Deck Tan
 XF-59 Desert Yellow

Oil Paint:
 Burnt Umber

Dimensions

Span - 27ft 1in (8.25m)
 Length - 20ft 6in (6.30m)
 Height - 7ft 8 1/2in (2.35m)

Dimensions - 1:48

Span - 257.8mm
 Length - 196.9mm
 Height - 73.4mm

KWIK BUILD

SKILL LEVEL: BEGINNER

The multi-colour camouflage scheme makes a nice change from the usual WWI mono doped linen of the aircraft operated by the Allied forces

construction they are too basic to be of any real use. This kit represents a standard SPAD with blunt wingtips, not the rounded type.

THE BUILD

Construction begins with the interior, and the cockpit area is nicely detailed although a little basic. No problems were encountered here, and I opted to leave the instrument deck off until after the fuselage halves had been joined. The instruments are supplied as decals, by the way, which is another nice touch. The fuselage halves went together nicely, although addressing the top join was tricky as the fabric effect needed to be kept intact as much as possible. The instruments were added to the instrument decking, which was then glued into place followed by the nose decking, engine grilles and nose (radiator). The 'bulges' on either side of the nose are separate items and went on OK with a little care. Once some rigging holes had been drilled into the fuselage, and through the bottom wing, but only into the top wing (not drilling right through it), the bottom wing and tailplanes were added, and again the fit was pretty good. The vertical tail and integral rudder were left off as this simplifies the painting process, and after using a few blobs of Blu-Tack to mask off the cockpit opening and gun apertures, spraying the camouflage commenced.

C&M

The camouflage scheme is fairly complex for both options; as I was doing the Rickenbacker option the first job was to spray the nose red, and once dry mask it off. In hindsight this job would have been easier if I'd omitted the 'bulges' until a little later. First off, the undersides of the wings, tailplane, fuselage and nose (to cover the overspray from the red) were sprayed with Light Grey (XF-19 Sky Grey), and masked off. The light beige colour was next, and for this



"I opted to leave the instrument deck off until after the fuselage halves had been joined"

I used a mix of XF-55 Deck Tan, XF-59 Desert Yellow, and XF-2 White. This colour was sprayed over all the upper surfaces. Light green was next up, and for this I used a mix of XF-5 Flat Green, XF-2 White and XF-3 Yellow, and masking was done using 'sausages' of Blu-Tack. After adding more 'sausages' the brown was applied and here I opted for Gunze-Sangyo H406 Chocolate Brown. Yet more 'sausages' followed, and for the dark green I plumped for XF-13 IJA Green. That just left the black portions, and for these I used masks cut (using a scalpel) from 40mm Tamiya tape. A few coats of Johnson's Klear followed, and then the guns were added.

The decals went on fine, although I was not too sure about the blue used in the cockades. I do not think there was an exact tone, but these look more French than US (admittedly some of you may know far more than I on this!). The decals settled nicely with Micro Sol, but the number '1's on the wings do seem a little small, while they are also slightly translucent, which is a shame.

FINAL DETAIL

All the struts were painted before adding them to the model, and to obtain the wooden effect I used a base coat of a light creamy colour (the exact tone is up to you), followed by a few brushed-on much thinned coats of Polly S Earth Red, and finally a light sprayed coat of Tamiya X-26 Clear Orange. The interplane struts are very fine, so care

needs to be taken when removing them from the sprue and handling them.

While painting the struts I also painted the propeller, as I use a similar process, except that the second coat of Earth Red is brushed on in lines, and thinned Burnt Umber oil paint is used to accentuate the 'wooden' effect.

Hobbycraft kindly provide a nice rigging diagram, and so the cabane struts were added first (they locate positively with the use of tabs - another nice touch), and rigged while in place using elastic rigging thread (from Aeroclub). Some lengths of the same thread were glued into the holes drilled earlier into the top wing, and secured with CA glue. The inner pair of interplane struts was added and rigged, and then the top wing was set in place. Once it was aligned correctly, small drops of CA glue were applied to secure it. All the threads were then threaded into their corresponding holes (drilled earlier), secured with CA glue and trimmed. Finally the outer pair of interplane struts was added.

The undercarriage presented no problem, although I did 'drill and pin' the struts into the fuselage as they would otherwise be joined by simple butt-joints, which do not offer much strength. The vertical tail was painted and decalated at the same time as the rest of the air-

frame, and was now fitted in place.

I used various shades of Alclad for the exhausts, and although adding them was a little tricky (I should have added them earlier really...a great thing, hindsight!). I could not get them to quite meet the tiny rear mounts (which are separate items) so the little gaps were filled using PVA.

After adding a few remaining odds and ends such as the aileron linkages, tailplane struts, and wheels, a light weathering was added using much-thinned Tamiya X-19 Smoke, and Burnt Umber oil paint. The whole model was then given a coat of Vallejo matt varnish (which has a slight sheen) followed by a little Johnson's Klear to add some extra, almost random sheen, and finally the windscreens were fitted in place. ■

Fabric detail is nicely done and as you can see in 1:32 the type is quite a size



REFERENCES

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- *SPAD 13C.I* by J.M. Bruce, Windsock Datafile 32 (Albatros Productions 1996 ISBN: 0-948414-39-1)
- *Spad Fighters* by J. F. Connors, In Action No.93 (Squadron/Signal Publications 1990)
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- *The Aeroplanes of the Royal Flying Corps [Military Wing]* by J.M. Bruce (Putnam 1982)
- *Windsock International* Vol.4 No.3 & 4 1998

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

FINAL VERDICT

Overall this is a very nice kit. Everything fits very well, and although the SPAD is not the simplest WWI aircraft, this kit makes it as easy as it really can be, aided by the larger scale, of course. Some areas are a little basic, but if you want extra detail then this kit provides a great starting point for that, and I am certain that some aftermarket accessories are available.

The only additions I made were some internal bracing wires and seat belts (made from paper) and so what you see here is pretty much what you get. There are some inaccuracies, but they are minor really as the overall look and proportions of the model are spot-on, to my eye. The only real let-down I feel is in the decals, as they are slightly translucent, and possibly the colours are a bit 'off' plus there are no stars provided for the wheels on Rickenbacker's option.

A lovely kit well thought out and very well moulded. For £16 it offers excellent value, which is a rare commodity these days. Nice one, Hobbycraft.



KIT BUILD

SKILL LEVEL: INTERMEDIATE

BUILT & WRITTEN BY JAMIE
HAGGO FROM THE UK

1:48

eduard

MODEL INFO

SPEC: Eduard 1:48 Messerschmitt Bf 110
 'Royal Class' **KIT NO.:** R005 **MATERIALS:**
 IM, R, PE **AVAILABILITY:** Hannants
 & LSA Models (UK Distribution) and
 Eduard stockists worldwide **PRICE**
GUIDE: £118.99



ROYAL TR

The Eduard Royal Class series is well established, usually offering multiple kits in the box with along with a mass of photo-etched sets, a

Our esteemed Editor will be making the instrument panel (See page 26) so I won't touch on it here. With all those parts it is a miracle they all fit in the box, it is simply bursting with sprues that enable you to make the C, D or E variants.

The box contains some parts that have not previously been released by Eduard. These include the so-called 'boat tail', which was a rear fuselage extension that housed a dinghy. Also

there are parts for a tropical version comprising the separate engine nacelles with the deeper oil cooler as well as some very nice resin oil filters for the leading edge of the wing to replace the etched screen. The final new additions are FuG 202 Lichtenstein BC radar parts for the night fighter. There are multiple photo-etched sets included for absolutely everywhere. Colour frets deal with the cockpit but there are also traditional sets for the wheel wells and

undercarriage and various external areas of the airframe. There is even a set for some ladders for the diorama aficionados. The two decal sheets deal cover the twelve marking options that can be built. One of the hardest things for me to decide was, of these, which ones would I make? I wanted a Battle of Britain C model to complement the Bf 109E I have in my collection, however the Editor asked me to use the boat tail and this is where I just couldn't make up my mind

between the all-black night fighter or the very colourful Crete example. I decided I would make up my mind when it came to the painting stage.

The way I tackled the models was to build both alongside each other. For me, the construction part of model making is a means to get to the painting and finishing stage which is by far and away my favourite part of the build, so by doing both in tandem I would of course prolong the building stage, however once it was

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Tamiya Scribing Tool
- Aeroclub Rigging Thread
- Sanding Pads
- MDC Riveting Tool
- Berna Clamps
- Johnson's Klear (Future) Floor Polish



Recommended paints:

- Gunze-Sangyo Aqueous Color acrylic:**
- H11 Flat White
 - H64 RLM 70
 - H65 RLM 70
 - H67 RLM 65
 - H70 RLM 02
 - H417 RLM 76
- Tamiya acrylic:**
- X-18 Semi-gloss Black
 - XF-3 Flat Yellow
 - XF-64 Red Brown

Xtracrylix acrylic:

- Flat Varnish
- Citadel Colour acrylic:**
- 61-06 Blood Red
 - 61-10 Sunburst Yellow
 - 61-51 Chaos Black
 - 61-52 Codex Grey
 - 61-54 Skull White
 - 61-56 Chainmail

Winsor and Newton oil paint:

- Lamp Black

Dimensions

Span - 16.30m
 Length - 12.30m
 Height - 3.30m

Dimensions - 1:48

Span - 339.6mm
 Length - 256.3mm
 Height - 68.8mm

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



EATMENT

all sorts of bonus parts. This particular release sees two of their Messerschmitt Bf 110 kits replica Iron Cross and a 1:4 instrument panel.

done it was all out of the way. By reading Steve Evans' article in Issue 31, I knew there were going to be a few fit issues and I was worried that if I built one model first the second might feel like a chore and my motivation would suffer.

CONSTRUCTION

Before I get started, a word of warning. Usually I study instructions quite meticulously and this time was no exception, however this time I made a bit of

a blunder. When looking at the instruction booklet I noticed the photo-etched parts were included. Brilliant I thought, no need to go through the many etched sheets. We have a saying in my job, never assume – check. I realised only towards the end of the build that most of the etched details are NOT in the main instructions. This was disappointing, to say the least, but I must admit that I left out many of the details anyway as there were just so many.

Right, on with the build, which starts with the cockpit. I opted to use the colour etched panels of which there are many, so read the instructions with care and pick the right ones as this means you have to decide from the off which versions you are going to make. I'm not sure on the colour of these, as they are printed in RLM 66 whereas the internal colour was RLM 02? I used them anyway as the end result is fantastic, much better than I could achieve with

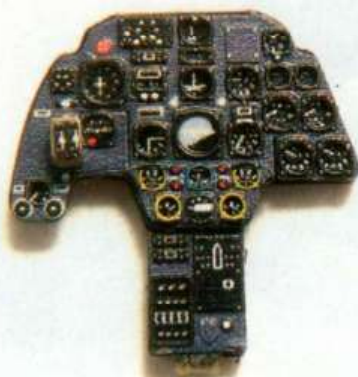
paint. I also used the radio fronts after sanding off the raised detail on the plastic parts. The modeller has a choice with engine controls; you can use the plastic parts, which to me look a little clunky and have some prominent mould seams, or photo-etch, which look a little flat. Being annoying, I used neither and fashioned mine from fuse wire and blobs of white glue for the handles as this looks much more to scale. Full colour etched seat belts are provided

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- *German Night Fighters in World War II* by M. Griehl (Schiffer 1990 0-88740-200-3)
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- *Wings of the Black Cross Nos.1, 2 & 3* by J. Crandall (Eagle Editions Ltd)
- *Zerstörer Vol 1 - Luftwaffe Fighter-Bomber & Destroyers 1936-1940* by J.J. Vasco (Classic Publications 2005, ISBN: 1-9033223-57-1)

STEP BY STEP GUIDE - INTERIOR & ASSEMBLY



Eduard's pre-painted panels are superb but I question the RLM 66 colour, some also do not like the grainy effect but once installed they look fine



The completed pilot's office. I replaced the levers with wire and blobs of white glue for a more scale appearance



The moulded detail in the rear fuselage areas was removed and replaced with colour etched pieces



The cut-out for the rear facing machine gun in the C model



I used the trusty motor tool with an engraving bit to ream out the exhausts. These were a pain to be honest, so you're better off getting the Quickboost set



Here you can see the battle damage being created on the engine nacelle. Note how thin the plastic is



There is a step on the wing join that was reduced using filler. The fuselage inserts are a good fit but are quite fiddly to get into place without getting steps or gaps



Alclad primer was applied sparingly to check seams without affecting the fine surface detail



The under fuselage belly tank is a really good fit and will hide the bad seam in the fuselage underside if required!

and I am a big fan of these, however in a moment of madness I decided to anneal the brass, cue lots of rude words when inevitably the paint burnt off. Luckily I stopped straight away but in a fit of laziness I couldn't be bothered to repaint them, hence there are no belts for the radio position. Talking of which, I glued the seat in the retracted position as these were two-seat aircraft and I reasoned that the seat would be in that position unless in use. I left off some of the smaller etched bits as I wanted to accelerate the build; you could really go to town in this area, however, thanks to all the parts included in this particular release.

As mentioned the interior colour was RLM 02. I undercoated the parts in black before spraying Gunze-Sangyo (acrylic) RLM 02 over the top leaving shadow areas with less coverage to try to shade the parts. In hindsight I wish I had pre-shaded the highlights with white as per the Fw 190 build in Issue 18, as I am not entirely happy with the end result as the RLM 02's shade was altered. After the base coats a wash of black oil paint was applied followed by drybrushing with white. This was exaggerated intentionally as the next stage was a mist coat of RLM 02 to blend everything in. The final stage was to apply paint chipping using a mix of

Citadel paints (a metallic dark grey) applied with a sponge.

With the cockpits complete it was time to join the fuselage halves. The model is split vertically as is the convention, however this is a real bonus. Messerschmitt built the 110 (and the 109) in the same fashion and so there is a panel line running along the seam line top and bottom. There are two ways of tackling this: you can join the fuselage and sand the seam and rescribe, or do as I did and chamfer the edges of the seam with a scalpel blade so when joined the panel line is present. Be careful not to overdo it, but with regular check fits you'll end up with a line that

matches the rest of the airframe and saves loads of time. When dry I added the separate gunner's insert, but this doesn't quite fit as it is slightly too narrow. I glued it so there was a slight step on both sides and then scraped back the overhang gently before restoring the rivets and panel lines. You could sand the fuselage halves like a vacuum kit in order to reduce the width to improve the fit, but I'll leave doing that to my next one.

The nose was tackled next and I was not looking forward to it, as I knew the fit was tricky. I think an open panel here spoils the lines of the aircraft and wanted mine shut. Both parts are too wide

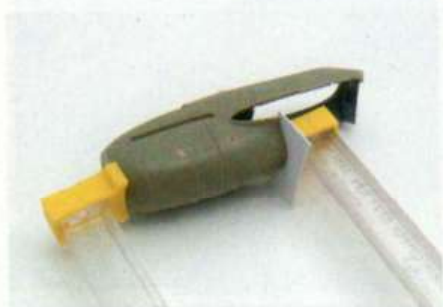


The completed rear cockpit assembly



Clamps and tape have been used to secure the fuselage halves while the glue sets, but the fit is very good indeed. Note the dinghy release cord on the boat tail fuselage

Both fuselages completed. The nose and gunner's insert don't fit too well and require a fair amount of filling, adjusting and rescribing



Plasticard was added to the rear of the nacelle to help eliminate the gap with the wing. It wasn't too successful but did help



As you can see, lots of filler was still required



Both airframes together and with the filling on the engine nacelles under way. Note the protection for the protruding gun barrels, it didn't work!



Owing to depiction of battle damage I wanted to feather one of the props. I therefore removed the blades with a new scalpel

Brass wire was inserted into pre-drilled holes to provide strength when glued back into the revised position

The finished propellers, with the feathered one on the right



The etched parts for the wheel wells are a huge improvement over the plastic parts

for the fuselage and I ended up sanding a lot of detail away to get everything to fit; I wish Eduard had included a one-piece nose for those who wish to model with everything buttoned up. However, I could have left off the nose until the end, as maybe then I wouldn't have snapped off the protruding gun barrels. Losing these was very annoying as I did the same on the Wellington and Fw 190 builds. I'll get some Quickboost barrels and replace them when I get the model back from the photo shoot. One of these days I'll get that sorted and the barrels will survive, maybe!

Turning to the wings next I had a brainwave. To provide a bit of interest

I decided to do a bit of battle damage. I didn't want to overdo it but I decided to use the Battle of Britain C model as the canvas; my theory being that a fusillade of 0.303in bullets from a British fighter would damage an engine, split an oil line or two and force the pilot to feather an engine on the return journey. The plastic was thinned from the inside of the engine nacelle using my trusty Dremel motor tool, but as mine has only two settings, fast and very fast, I have to be careful not to melt the plastic. Once suitably thin (in other words transparent) the tip of a scalpel blade was used to make the holes. I had a cutaway drawing of the Bf 110 from Aeroplane

Monthly magazine that I used to strategically place the bullet holes.

The nacelles were joined, and here we came to another choice as Eduard includes separate nacelles for the tropical version. I didn't fancy any of the schemes so these reside in my spares box along with the lovely resin oil filters. The nacelles go together well but they don't fit the wings that well. There is a gap at the back of them, on the upper surface of the wing, and also they sit too low resulting in a step. To minimise these snags I glued some plasticard at the rear of the nacelles and added some tabs to lift them up to eliminate the step. The latter solution worked well

but I still had a gap at the rear despite some judicious sanding, sigh... It is obvious that Eduard intend to release later models of the Bf 110 and that is the reason for the parts breakdown, however I much prefer the method that the ageing but still good Fujimi kit used, namely that the nacelles attach at the deep panel line further forward.

Anyway, with that done it was time to join the wings to the fuselage. One tip I picked up from Brett Green from www.hyperscale.com is that the fit is very much improved if you remove plastic from the mating surfaces on the inside of the wing and fuselage wing root. This removed the gaps but I was still left

STEP BY STEP GUIDE - PAINT & WEATHERING



With the canopies in place the painting can begin. Here the pre-shading is under way



The supplied masks fit well but you will have to release them from the backing paper with a sharp blade before application



Very dark, isn't it! You may be able to make out the shading, however



The paint chips initially look a bit stark but they will be toned down with the post-shading

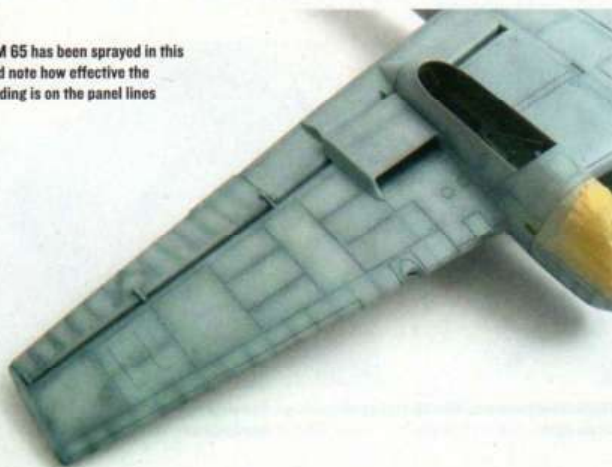


With the decals on and the weathering complete she's looking pretty worn, lovely



This close-up of the wing shows the final weathering with the fading and patchwork effects

The RLM 65 has been sprayed in this shot and note how effective the pre-shading is on the panel lines



The RLM 02 started off the upper camouflage colours. This was then weathered and shaded as I went along

with a small step on the underside that requires a small amount of filler. I gently sanded the area to reduce it but disguised the remaining step with weathering during the painting stage. The tail parts fit very well, which was a relief, but I did manage to drop the C a couple of times, snapping off the left stabiliser during the painting, and it's a bit wonky now if viewed from head on!

The last job to tackle before I could start the painting was the canopy. Again there are options here with regard to how the rear canopy is displayed. I decided to open the gunner's canopy on the night fighter but use the

closed option on the C as this would show the gun in the recessed position, a unique feature in the C model but check your references as some aircraft had the later part retrofitted. Also, don't do what I did and glue the canopy without the gun in position, as it's a nightmare to fit afterwards! The fuselage side bowed out slightly so I had to use superglue and clamp the canopy in position; I had dipped the canopies in Klear floor polish so the risk of fogging was reduced but I did have a few anxious moments. There are a number of etched detail bits and pieces to add here, and I pre-painted some of the

internal frames before attaching these bits with Klear. This is a good product to use as it dries completely clear and gives a surprisingly strong bond without the risk associated with superglue fumes fogging a canopy. One vital job that needed doing before painting was masking up the 'greenhouse' canopy. Eduard provide some of their excellent pre-cut masks but mine were not cut right through so I had to run a scalpel around each panel. I was starting to get really frustrated with these kits as it seemed there was one snag after another. Anyway, after an hour or so everything was ready for paint.

PAINTING

At last, my favourite bit. Here I decided to paint and finish both models in turn as each would require a different painting technique. First up was the all-black night fighter, traditionally a tricky scheme to weather and make look realistic. Primer was used on the seams only as I was worried about losing some of the fine rivet detail. The brief from the Editor was get contrast into the scheme and here's how I tried to achieve this. Tamiya semi-gloss black was sprayed over all the panel lines and rivet detail as a pre-shade. The gaps were then filled in using a mix of black,



This close-up of the wing probably shows the shading to better effect



The paint chips added on the leading edges and wing root as these are areas of high wear. Some of the panels have been picked out in semi-gloss black to create a patchwork effect



Also the paint chips have been toned down to a more realistic effect



The C model pre-shaded with black in the recessed detail and white in the centre of the panels. The areas for the yellow markings have also been applied



With a close-up of the wing you can see the effect of the pre-shading on the panel lines and the fading. Note also the replacement aileron in the earlier camouflage of RLM 70/71



More paint chips, and for the leading-edge chips I went back to using paint applied with a sponge



The decals were superb and using Mr Mark Softer they were sucked into the engraved detail



With decals applied and matted down the model starts to come alive

AIM HIGHER



Illustration by
Mario Chavez

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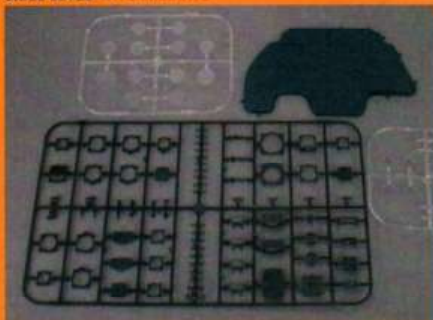
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KIT BUILD

SKILL LEVEL: INTERMEDIATE



The plastic components



The self-adhesive transfers (top) and two pre-painted photo-etched frets (bottom)



The completed instrument panel, as supplied this depicts the Bf 110C layout

INSTRUMENT PANEL by Richard A. Franks

As Jamie explained at the start of his article, the Royal Class Bf 110 includes a superb 1:4 replica of the type's instrument panel. This type of thing has been done before, by the likes of Propagteam, but this is all-new and plays to Eduard's strengths in pre-painted photo-etched. Component wise it comprises 28 clear, one grey and 104 black-coloured plastic parts plus 20 self-adhesive paper stickers and two frets of pre-painted photo-etched containing sixty-two parts. The instrument panel as supplied depicts the Bf 110C without the additional panel below it seen on the C-4b bomber versions.

No assembly can be considered until you do the painting, as finish will be everything with this item, so the first job is to spray the black sprue with a nice deep gloss black paint and for this I used Tamiya semi-gloss black. Now the only problem here is covering all the sprue attachment points on all the dial surrounds etc., plus all the tiny screws for which there are no spares supplied by Eduard (bad idea!). So to do this I set about separating each part, sanding away any sprue marks and then setting it onto double-sided tape (actually Tamiya tape wrapped back on itself) and ensuring that the plasticard near each part was marked with its part number. This is simply because you will never know what every part is and systematic assembly is the only way to build this one. Once the black had cured a liberal coat of a high gloss was applied, in this instance good old Johnson's Klear. This needs to fully cure before you can proceed, so it was all left for 24 hours. At the same time as doing the black I also sprayed the main instrument panel component with RLM 66, this time from the Gunze-Sangyo acrylic range. In this instance a satin base was what I was after, so once the RLM 66 had dried for a few hours I applied a coat of my preferred satin varnish, Polly Scale, and then left everything to dry for 24 hours.

On returning to the build the next day it was time to start assembly and for a change I forgot everything I usually do as a modeller and actually followed the instructions, to the letter! This is the only way to approach the build, as all the parts are detached from the sprues so you need to be careful and thorough in how you proceed. The first stage of the assembly involves the



In this close-up of the centre of the panel you can see the PIK/13 master compass indicator, as well as the ZVF-FF cannon round counter, artificial horizon, turn and bank indicator, vertical speed indicator and airspeed indicator

propeller pitch selectors and this is where the only real problem arises, as the pre-painted photo-etched parts (#PE1) that go on top of the plastic (#K39, 18 & 19) are too rigid to conform to the complex shape. On top of this the lever (#K39) needs to be remain movable, but there is no clip to lock it in place? My way around this was Blu-Tack, which I applied to the peg inside K18 to secure K39 to it while still allowing it movement. It took quite a while to get the photo-etched to stay in place, but in the end after a couple of aborted attempts, it did and I have to say that a strong thin superglue was the way to do it (thick superglue cured too slowly). You will have to do some repainting if you did not assemble K4 and K16 for the second assembly stage, but thankfully I had read the instructions in detail so knew which sub-assemblies I had to create in advance of the semi-gloss black's application. Next up is the landing position indicator and this has the first clear parts you will apply. I found these to be truly superb, so crystal clear, well done Eduard. I was very worried about glue marks on the clear parts so left the main lenses until the final stage, but in this instance the clear parts are very small and integral to the unit so they were stuck in place with Pacer 560



As you can see the detail is fully three-dimensional



On the left side of the panel are the propeller pitch control switches, undercarriage position indicator and control handles plus the compressed air pressure gauge

PVA, although only around the edges, as any underneath the glass will mark the superb clear plastic. The only other two things within the whole assembly stage to note are about the photo-etched placards and the 'screws'. The former need to be carefully removed from the fret and any tabs removed from the edges, but because of the fragile nature of the paint I found that the photo-etched holding and cutting tool from Little-cars.com was the only way to do this stage as you could cut, then deburr the parts while keeping them safe under the acrylic plate of the set. The 'screws' were another story, not just because they are small and there are loads of them, it was simply that Eduard included no spares. This was almost a disaster for me, as the part-eating carpet got two, but after a good rant, a calming down period and careful searching both were relocated. But next time Eduard, please include some spares? Many of the placards are held in place with the screws, and I found it best to leave the superglue off the photo-etched and just secure it in place with Gunze-Sangyo Mr Cement S very carefully applied to the hole for the screws before they were installed (don't put too much in, or it will be pushed out by the screw and will ruin the instrument



Getting the coloured etched to curve and stay down on the propeller pitch control switches was a problem



On the right side of the panel are the pairs of engine RPM indicators, pressure gauges and propeller pitch indicators along with the clock and magnetic compass

panel finish). The final things to talk about are the self-adhesive stickers; these may sound naff but they really worked and looked the part. The use of printed paper instead of photo-etched was an excellent idea, my only word of warning is to be careful how you remove them from the backing sheet. I found that a No.10A blade in a scalpel was the only way, gently putting it in under the edge of each image and separating. The problem is that if you use tweezers to do this you run the risk of actually separating the front section of the sticker from the back, as its adhesive is strong enough to hold it in place.

CONCLUSION

In all it took a couple of evenings' work to complete this and you really do need to take your time, be systematic and thorough in how you approach the assembly, otherwise you will mess it up. The end result is impressive; it just needs a suitable mounting to display it, but I have not decided on if it will be wall-mounted, or in a case to go on a desk?

Overall a superb item and one I hope Eduard will release in its own right as well as expanding the series to cover other types like the Bf 109, Fw 190, Spitfire, P-51, Hurricane etc., the list is endless!



The myriad of small screws on the panel were all separate parts, with no spares!



"By reading Steve Evans' article in Issue 31, I knew there were going to be a few fit issues"



With so much glass on the Bf 110 the addition of all the pre-painted photo-etched really does a lot for the overall look of the model



The undercarriage units are nicely to scale, but they are also very fragile as a result

red brown and grey in various ratios; all this was in order to break up the blandness of the otherwise monotone finish. After this, light grey was misted in a random fashion before a blending coat of semi-gloss black was sprayed on to bring everything together. Some panels were picked out in plain semi-gloss black to simulate replacements and to give a patchwork appearance. Paint chips were added using mid-grey paint

and scraping the black off to reveal the primer because silver would just be far too bright. This was then post-shaded with black to reduce the starkness still further.

I don't use gloss coats in preparation for decalling, instead I use a polishing pad to buff the finish to a shine. The decals are lovely and the advantage of doing one of the all-black schemes is that you can leave off most of the stencils, of which there are many. Once the

decals were applied and soaked with Mr Mark Softer the model was left to dry overnight. When dry, the decals were given a light sanding with a grey half-moon shaped polishing pad to reduce the thickness of the carrier film. The setting solution had done a good job of pulling the transfers into the detail but the edges of the film were still evident. I tried all sorts of things, more sanding, more setting solution, even overpaint-

ing but at the right angle they can still be seen, oh well. Following a matt coat the exhaust stains were applied. I used Khaki, mid-grey and red brown (all from Gunze-Sangyo) again to provide contrast.

Now I was on the home stretch. The undercarriage utilises a myriad of optional etched parts but I wanted to use the plastic bits in one of the models to see the difference. The plastic bits had been painted on the sprue at



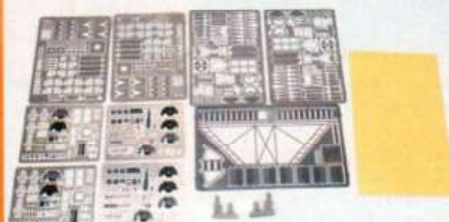
A little extra time test-fitting the nose panel will pay dividends in these kits, as this is the real tricky bit with the Eduard Bf 110s

"The undercarriage utilised a myriad of optional etched parts but I wanted to use the plastic bits in one of the models to see the difference"

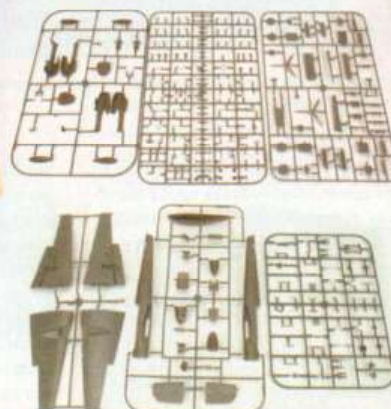
COMPONENTS



You get two complete sets of clear sprues, the above being just one of these

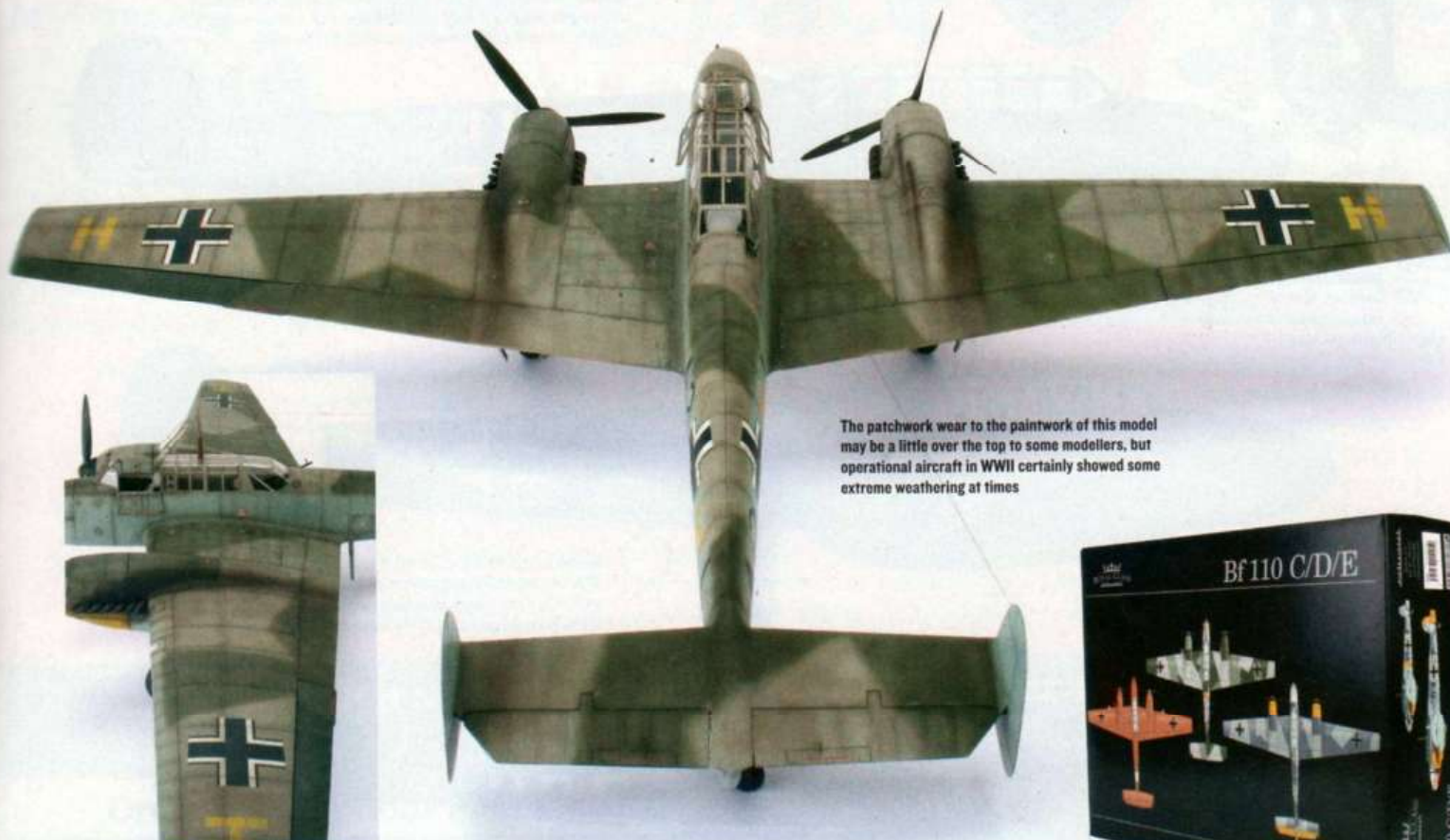


Being a Royal Class kit there is a lot of photo etched as well as some unique resin components



Here you can see the six sprues that go to make up one of the two kits in the box

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



The patchwork wear to the paintwork of this model may be a little over the top to some modellers, but operational aircraft in WWII certainly showed some extreme weathering at times



The mismatched aileron on the port wing does make for a talking point with this option



The unique style of box design for the Royal Class series really stands out, hopefully of the limited numbers produced the majority will get built and not just hoarded

the same time as the cockpit and all fitted very well. The main gear was glued in and for strength the front of the legs were attached to the front of the nacelles, even though this is not accurate. This results in too much forward rake and the door brace ends up in the wrong place. My advice is to study the instructions and find a photo that shows this area clearly (look at Steve's build). I think I did a better job on the C, although the assembly is weaker. With the model on its undercarriage all the other sticky-out bits were added (and there are many, including etched bits and pieces). The exhausts were a real pain as each

individual stack is solid and in places they didn't fit the backing piece very well, so the Quickboost set would be a good investment. The aerial wire was added from spliced Aeroclub elastic thread painted with a mix of Citadel Chainmail and Chaos Black. With that the first model was finished.

The C was painted next. I didn't fancy either of the schemes provided as I think RLM 70 and 71 would be too dark when compared with an all-black machine, so after a plea on the internet I had a photograph of a Battle of Britain fighter in RLM 02/71/65 with yellow bits. The model was pre-shaded with semi-gloss black again,

however highlights were added with flat white before the yellow 'H' markings were masked with tape and the Gunze-Sangyo RLM 65 was applied. This was faded with RLM 76 to break up the monotone look before RLM 02 was added. It appears that the 02 was not just applied over the RLM 70 and the pattern is the same or similar to the later 74/75/76 scheme. The pattern was applied freehand and both colours were faded by adding white, grey and sometimes black to the pot just to fade and weather the paintwork. Paint chips were added in the same way as the E model but more silver was in the mix as these were obviously fresh. The oil

leak was applied (after the matt coat) using thinned oil paint (very authentic) with an overspray with Gunze-Sangyo colours. The decals went on fine and seemed to react better as after sanding and the matt coat their carrier film disappeared. The final weathering job was post-shading with a thin mix of black and brown over the panel lines and rivets and this was also used for the exhaust stains. As mentioned before I used the etched parts in the wheel wells of this version, and they are a big improvement over the plastic parts. With all the sticky-out bits added, the second and final Bf 110 was finished. ■



This 1:1 scale replica of the Iron Cross comes in the kit and in a nice little storage box

Kit Decal Options

Bf 110C, A2+AL, 6./ZG 2, flown by Eberhard Heinlein, Gyancourt, France, 1940.
Bf 110C, 2N+IR, 1.(Z)/JG 77, flown by Theodor Weissenberger, Kirkenes, Norway, September, 1941.
Bf 110C-7/Trop, W/Nr.3100, S9+LP of 6./ZG 1, Russia, 1942.
Bf 110D, W/Nr.3406, 3U+LT, 9./ZG 26, Sicily, 1941.
Bf 110D-Q, W/Nr.3170, LN+HR, flown by Lt. Felix Brandis and Uffz. Guntram Weigl, 1.(Z)/JG 77, 16th September 1941.
Bf 110E 3U+CC, 7./ZG26, Mediterranean, 1941/42.
Bf 110E, 4M+KB, 1./Erg. Zerstr Gr. Deblin-Irena, Poland, December, 1942.
Bf 110E, G9+EC, Stab II./NJG 1, Deelen, Holland, spring 1942.
Bf 110E 'Dackelbauch', G9+JN, 5./NJG1, Deelen, Holland, spring 1941.
Bf 110E, W/Nr.3866, M8+IP, flown by Hans-Joachim Jabs, Staffelfkapitän 6./ZG 76, Argos, 1941.
Bf 110E-2/Trop, S9+EH, 1./ZG 1, Russia, 1942.
Bf 110E-2/Trop, 3U+DR, 7./ZG 26, Libya, 1942.

FINAL VERDICT

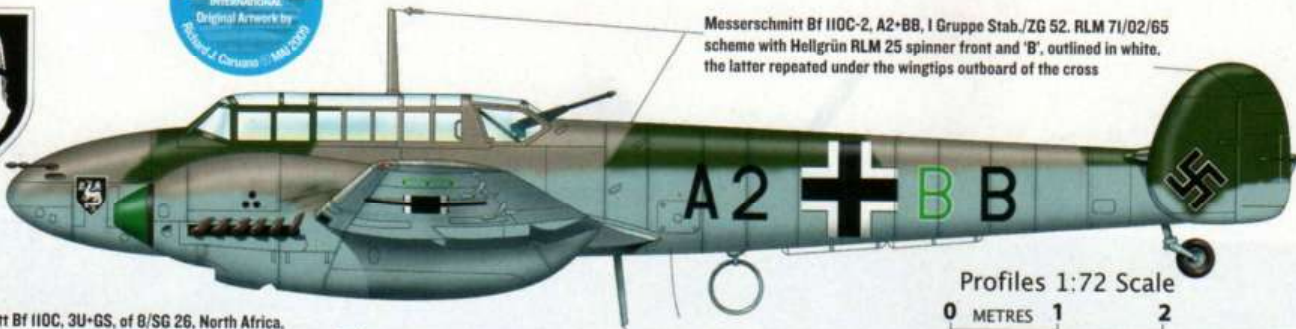
■ This is a hard one. These kits are lovely and even though the price is steep you do get a lot in the box. But, and there is always a 'but', the fit is not great in places and the mouldings are untidy with almost every part needing seams tidying up, and this ends up getting frustrating. If I was making these again I would make one, get it out of my system and have a break before tackling the next one. I do have loads of extras left though, and I'll use them up on the 'Weekend Edition' kit!

Was it worth the money?

I highly recommend the Royal Class as a package as you do get an awful lot of modelling for your money.



Messerschmitt Bf 110C-2, A2-BB, I Gruppe Stab./ZG 52. RLM 71/02/65 scheme with Hellgrün RLM 25 spinner front and 'B', outlined in white, the latter repeated under the wingtips outboard of the cross



Messerschmitt Bf 110C, 3U-GS, of 8/SG 26, North Africa, late 1942. RLM 78/79 scheme with white fuselage band and red spinner and aircraft letter 'G'. This last letter is repeated below the wing



Messerschmitt Bf 110C-5, L2-NR, 7 Staffel (F)/LG 2. RLM 71/02/65 scheme with Gelb RLM 04 nose section and rudders. Spinner is RLM 71 with white front tip; 'N' in white on fuselage sides and in black under wingtips. Note unit badge partly hidden behind the spinner; the grey areas in the badge are, in actual fact, silver



Messerschmitt Bf 110C-4/B, S9-SM, II SKG 210, Russian Front. RLM 70/71/65 scheme with temporary white distemper overpaint of upper wing surfaces and complete rear fuselage and tail section; Gelb RLM 04 fuselage band and spinner, the latter having a white tip and RLM 70 rear section. Wasp marking over most of the nose area



Messerschmitt Bf 110D, G9-GA, Stab/NJGI, flown by Major Falck early in 1942. Black overall with RLM 02 codes, except for 'G' which is green, outlined in white; national markings in white only. Gelb RLM 04 band around rear fuselage



Messerschmitt Bf 110E-2, 3U-AT, 9./ZG.26, Sicily, 1941. RLM 79 Sandbraun on all upper surfaces and mottling on fuselage sides over RLM 65 undersides. 'A' of code is RLM 04 with black outline. Wide white band around rear fuselage and extreme fuselage tail also white. Engine cowlings and rudder in RLM 04. Spinner is quartered in RLM 70 and Weiss RLM 21 while the tip is RLM 04



A THIRTY-TWO

Spitfire kits are probably the most prolific in our hobby, in any scale, but for some reason no-one in the last 50 years has produced the Mk IX in 1:32, until now...

BUILT & WRITTEN BY JOHN 'TIGGER' WILKES FROM THE UK



Weathering an aircraft such as this to depict a machine used during the busy period before and immediately after D-Day does give you a lot of options to do some heavy wear

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Gunze-Sangyo Mr Putty
- Gunze-Sangyo Mr Surfacer 500
- Tweezers
- Scalpel
- Sanding sticks & files
- Microscale Micro Set & Sol decal solutions
- Johnson's Klear



Recommended paints:

Alclad II lacquer:
Aluminium

Gunze-Sangyo Aqueous Color acrylic:
H3 Red
H4 Yellow
H8 Silver
H11 White
H12 Black
H30 Clear Gloss
H37 Wood Brown
H67 Sky
H73 Dark Green

H76 Burnt Iron
H 82 Grey (for Ocean Grey)
H335 Medium Sea Grey

Tamiya acrylic:
X-19 Smoke
XF-69 NATO Black

Vallejo acrylic:
Matt Varnish

Lifecolor Tensocrome acrylic:
TSC 207 Oil

Winsor and Newton oil paint:
Payne's Grey

Dimensions

Span - 36ft 10in (11.23m)
Length - 31ft 3.5in (9.54m)
Height - 11ft 5in (3.48m)

Dimensions - 1:32

Span - 351mm
Length - 298.1mm
Height - 108.8mm

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

ON NINE



The main area of interest in a subject like the Spitfire is the cockpit and the inclusion of superb resin parts from the Czech Republic in this kit certainly offers superb detail

1:32

Pacific Coast Models, Inc.

MODEL INFO

SPEC: Pacific Coast Models 1:32 V.S. Spitfire Mk IXc **KIT NO.:** 32005 **MATERIALS:** IM, R, PE
AVAILABILITY: Cammett Ltd (UK Importer) and Pacific Coast Models stockists worldwide
PRICE GUIDE: £39.95

The title mixed-media is very apt with this model as it consists of injected plastic parts in a mid-grey colour that are clearly manufactured by Sword, resin by Aires, photo-etched brass produced and pre-printed by Eduard, decals by Cartograph and the painting instructions designed by Richard Caruana who will be familiar to all readers of this magazine. All-in-all it looks like some of the very best in the field have been employed by Pacific Coast Models to produce this first complete Mk IX kit in 1:32. The plastic comes with finely recessed panel lines, although the surface of the plastic was in places a little rough, however nothing that a light sanding didn't take

care of. Overall shapes are good and it certainly looks like a Mk IX to me. I have heard some people decrying the fact that they thought it was a remake of the Hasegawa kit, however, I am assured that it is in fact a complete new tooling with no part of any previous kits used. One other item some people have mentioned to me is that they think the tail section behind the cockpit is slightly too long but when looking at the model next to photographs I think PCM have got it pretty much spot on! Detail on the resin is superb with no air bubbles and some very fine undercut detail, especially the wires that run along the side panels. Pre-painted photo-etched makes the task of building the instrument panel very simple and a

convincing replica can be achieved in a matter of minutes. The seat belt harness is a later post-war set, which is not correct for a WWII era machine, though. This would be simple enough to replace with a Sutton Harness from one of the aftermarket sets available.

The decals are presented on a large sheet and for the record the options are as follows:

- WZ-JJ, Lt. John Fawcett, 309th FS, 31st FG, 15th AF, USAAF, Italy, 1944
- MK392/JE-J, Wg Cdr 'Johnnie' Johnson, CO Kenley Wing, 1944
- PT396/EJ-C, Wg Cdr 'Jack' Charles, CO Tangmere Wing, 1944
- EN315/ZX-6, Sqn Ldr Stanislaw Skalski, No.145 Squadron, 1943
- MM.4095/5-19, 8° Gr, 5° St,

Aeronautica Militare Italiana, 1947

• 'Red 2' of the VVS during WWII

So, all-in-all a very comprehensive package, which fills a gap in the Spitfire lineage in this scale.

COCKPIT

As is the norm with most kits the cockpit is the starting point and here most of what is required can be built and painted in short order with very little if anything being added. The best material is used where it is best suited and I was able to complete the package within a couple of days. I used Vallejo acrylics as a base colour and followed this with a little light weathering as described in previous articles. When the instrument panel was stuck together I filled

REFERENCE

- American Spitfire - Camouflage & Markings by P. Ludwig & M. Laird (Ventura Publishing 1998)
- Colour & Markings of the Israeli Air Force by Yoav Efrati (Isradecal Publications 2005 ISBN: 965-7220-03-3)
- Czechoslovak Spitfires by J. Rajlich (WWP [Wings & Wheels Publications] 2002)
- Spitfire: A Documentary History by A. Price (McDonald & Jane's 1977)
- Spitfires and Polished Metal by G. Moss & B. McKee (Airlife Publishing 1999)
- Spitfire 'Classic Aircraft No.1' (Patrick Stephens Ltd, 1971)
- Spitfire Mk IX in the Israeli Air Force 1948-1956 by A. Yofe (White Crow Publications 2006 ISBN: 0-9774627-0-6)
- Spitfire Mk IX & XVI of Polish Airmen cz.I by W. Matusiak (Mirage Hobby 2003)
- Spitfire - The History by E.B. Morgan & E. Shacklady (Key Publishing 1987)
- Supermarine Spitfire LF Mk IX, Special Museum Line No.26 (Wings & Wheels Publications 2003)
- Vickers-Supermarine Spitfire Mk VI-XVI by T.O. Yamada, H. Ohasato & S. Hards, Aero Detail 27 (Art Box Publishing Co. 2000)

ⓘ Wear the right protective clothing when advised



STEP BY STEP GUIDE - INTERIOR



All of the elements of the cockpit ready for installation having been painted. There has not been any need to add anything to this complete package, which is built straight from the box



The Bakelite seat can be painted in various shades of reddish brown. The seat belts are etched brass pre-painted which need careful handling in order to minimise any flaking of the colour. This is in fact a late-war harness and I believe should be replaced with a Sutton Harness



Instrument panels are one of the first things people look at in the cockpit and here Eduard have managed to capture the feel of the original; this part was made from several parts sandwiched together and stuck with Gator Glue

"Detail on the resin is superb with no air bubbles and some very fine undercut detail, especially the wires that run along the side panels"



FUSELAGE

With a completed cockpit it is time to close up the fuselage and before this can be done a choice must be made as to which exhaust stacks are to be used. There is a choice of the round type or the 'fishtail' design. Here is where good reference material is a must and I used the latter type as I liked the look better. These are supplied as simple resin drop-in sections and they will need to be pushed through the holes because they are a tight fit. In the end I found that they can be slightly bent along their longest dimension and slotted into the final spot to be secured with a few drops of superglue. One area just below the exhaust on the port fuselage displayed a stress mark from the injection/ejection process and this was visible as a light coloured ring on the outside of the panel. This took several swipes with a sanding pad to smooth out the area to an acceptable finish. I have two more kits and both display the same mark. As with a lot of limited-run injection moulded kits there are no alignment pins and therefore I added small tabs of scrap plasticard, which were put at approx 30mm intervals on one fuselage half. When these were dry some slight bending to match the profile of the fuselage was needed to ensure they fitted the opposite side correctly without misaligning the parts. I then started to secure the halves at the front and worked backwards from the upper nose. Judicious clamping was required to keep everything in place and to give this joint strength I used Gunze-Sangyo Mr Cement S augmented with thin superglue run along the inside of the joint and dried with accelerator. With this method a strong joint can be achieved and provided care is taken

minimal filling will be needed. One omission on the instructions is a couple of small intakes that are on the sprues but not shown on the instructions. There are marks on the nose for their location, though, so you have been warned. There is no sign of the prominent oil tank filler cap on the upper nose but this can easily be fabricated from some plastic disks; I missed it but added it later with a pencil and a template. In reality it should be set in a recess but I will make amends with the next model.

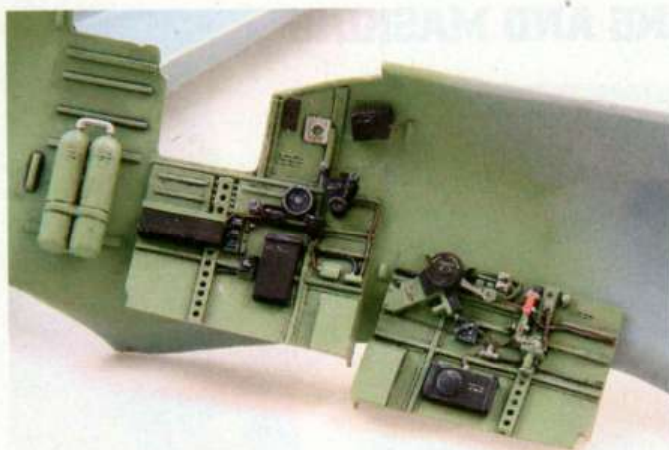
TAIL FEATHERS

At this stage the fuselage begins to take on wings and tail surfaces, starting at the tail. The fuselage section where the rudder fits was slightly warped as the side walls descended vertically axis, so to rectify this I simply cut a section of sprue and inserted it into the open end of the fuselage, and once in used a pair of tweezers to slide it down until it pushed the fuselage back to its correct cross-section, then a drop of superglue fixed that problem. The elevator surfaces are simple butt joints to the fuselage and here is one place that a locator tab would have been useful. I ended up reinforcing the joint with some brass rod that I inserted into some holes I drilled into the elevators and fuselage; this was more a case of adding strength than anything else. With the tail complete there was a slight ridge where the two met but this was easily filled with Mr Surfacer 500. Once dry I removed any excess with cotton buds soaked in alcohol. The rudder trim tab actuator was delicate and I had to replace the rod section as whilst removing it from the sprue it had split. I left the access door off at this stage and duly managed to loose it, so this meant I had to

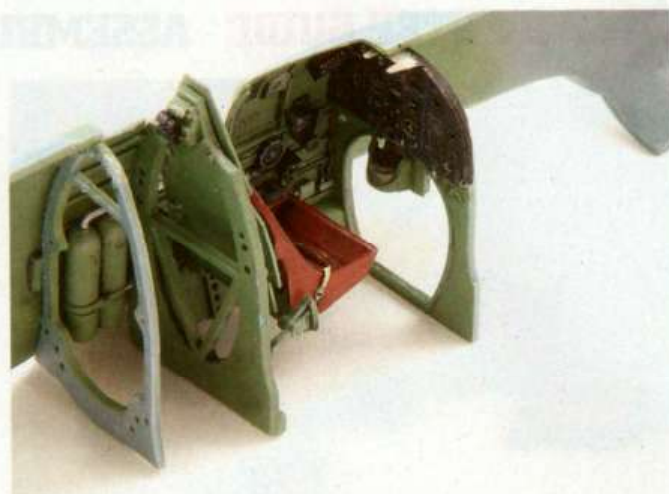
the instrument bezels with Gator Glue, which added strength to the sandwich as well as giving a nice shiny clear face that represents the glass. This glue available from A2Zee Models and Little-cars.com is great stuff for sticking instrument panels like this one as it dries clear and has a nice strong bond, and any brushes used to apply it can be cleaned with water.

As I have mentioned, the harness is the later type used very late and after the war; for the machine I chose it is probably incorrect but building from the box meant that I used the parts I had. In essence a replacement could easily be found and a Sutton Harness would be more appropriate. Careful bending of these pre-painted etched parts is required, as too much movement will crack the colour. Where the belts were pressed down I touched up any damage with suitably mixed Vallejo colour to match the seat belt colours. Unfortunately the belts stop at the top of the seat and need a length of material to simulate the missing section

running to the next bulkhead where it anchors. I made this from masking tape cut to match the width of the etched belts and painted to match their colour. With all of the bulkheads in place the sidewalls all lined up nicely and only a slight trimming was needed to get a really good fit. The resulting construction fits tightly between the fuselage halves and with careful handling the whole lot can be aligned with minimal gaps. Some thin superglue secured the cockpit to one of the fuselage halves whilst the rest was held together with tape. I made a point of leaving the gunsight off until very late in the build as I just knew it would get knocked off and disappear into the carpet monster. One aspect of the kit I thought could do with some improvement concerned the instructions, as they give only a name of the colour with no recommendations to any range of paints. There is also an anomaly with regards to part PP18, which I think is wrongly numbered. It doesn't match the instructions or my references?



The right and left panels ready for installation. They are single-part resin castings that need small additions from the pre-painted photo-etched and careful painting to get the best out of them. I have deliberately kept the colour light as once the cockpit is closed up it will be dark in there!



The main elements coming together; as can be seen the fit is good and there was only a little light sanding of the mating surfaces needed to get it all to fit snugly

scratchbuild another later. I have since found out that the crowbar shown in the instructions was a very late-war fit.

WINGS

Before the assembly of the wings I had to decide upon which overwing cannon blisters were needed; these should have been simple drop-in sections, however PCM have had them manufactured as perfectly flat panels and so they would not fit the curvature of the upper wing surfaces and needed careful work to get them to fit. I achieved this by simply turning the part over and sawing parallel cuts perpendicular to the wing leading edge, each cut made to about half the depth of the plastic and about 1mm between each. Once ready I turned the panel over then gently bent it to match the wing profile. If you look at the accompanying



Getting the stance of the Spitfire is always a challenge, working in the larger scale though does give you the option to strengthen the undercarriage, which is probably a good idea

Excessive wear to the wing leading edges and prop may be something that some modellers avoid, but this D-Day era scheme was going to fly a lot of sorties between servicing



STEP BY STEP GUIDE - ASSEMBLING AND MASKING



Judicious clamping and taping was in order to get everything lined up. Once ready a liberal application of Tamiya cement was run along the joint. To add strength superglue was also applied and fixed with accelerator.



With some limited-run injection moulded kits there are large ejector pin marks and here we can see the inner surfaces of the rudder needing them removed before fitting; after removing the lion's share of the plastic some gentle scraping with a scalpel finished off the part ready to be assembled



Overall view of the model reveals the stress mark on the lower nose just below the exhaust; this is also prevalent on my other examples of the same kit so I suspect this is a manufacturing problem. It took a couple of minutes to remove with some sanding sticks so it is not too much of an issue



Once everything is together there are several areas which need filling and here I used shims of plastic of various thicknesses and superglue. The wingtip sections needed something more and I had to crack out the Gunze-Sangyo white filler to fair the tips into the wings



With the under-nose intake attached the lines of this fighter have taken on an aggressive stance ready for painting. The clear panels have been attached and masked in preparation for primer

Prior to painting I made sure all of the panel lines lost during construction and sanding were restored; here we can see the weapons I have in my arsenal for this boring task.





A short section of sprue was inserted in the open end of the tail section in order to push the vertical-sides back to straight. This was slid up or down until I was happy then it was secured in place with some superglue



The upper wing gun bay covers have been incorrectly moulded as flat plates; they obviously won't fit, the solution was just to cut them from the inside with parallel cuts half way through, then turn the parts over and gently bend them to the final curve



Unfortunately the trailing edge of the wing inner section was damaged or not fully moulded necessitating fillets of plasticard and superglue, which were in turn sanded to the correct profile and rescribed



The only way of getting the wing saddle to come close in cross-section to the fuselage was to split the fuselage and insert a 1.5mm shim. The saddle was still fractionally too wide and some filling completed the fix. Final filling of any surface imperfection was achieved with Gunze-Sangyo white filler



As I said in the text, the rear lower gull-wing section is a novel way of tackling this area, however there were some fit issues, which meant I had to reprofile the edges with shims and superglue

"Unfortunately the belts stop at the top of the seat and need a length of material to simulate the missing section running to the next bulkhead where it anchors. I made this from masking tape cut to match the width of the etched belts and painted to match their colour"

photographs you will see that there are stress marks on the panel but with care this method will work. The blisters don't look quite right in shape and again they are designed to fit the flat panels. I shaved off the centre on the underside until the profile matched the wing and they were attached with superglue, which meant that I didn't have to do any filling. Resin inserts are provided for the undercarriage bays and these fitted nice and snugly. Once the upper and lower wing sections were ready they were mated and the join was backed up with judicious amounts of superglue run in from the inside and set with accelerator. Unfortunately there is no option

for the flaps to be extended but I don't think it would be too difficult a task to drop them if you desired. The lower wing radiators were a poor fit and some tweaking and careful sanding of the radiator faces was necessary in order to get them to fit. Etched radiator grills were too deep and some trimming with good sharp scissors was necessary. On the end of the wings are attached the tips and here was one of the biggest fit issues, both the tips being slightly thinner and different in cross-section to the mating wing surfaces. I therefore sanded them until they matched and rescribed where detail was lost, and I still needed some Gunze-Sangyo white

filler to finish off the joint to my satisfaction. The instructions would have you fit the cannon barrel sleeves at this time, however I just knew they would get broken off so I elected to wait until later. These parts were slightly misaligned in the moulding process and needed care when cleaning them up in order to preserve the round profile. In the end I think it would have been better if these were cast in resin.

BRINGING IT TOGETHER

Now it was time to bring the wings and fuselage together and I was concerned that this would pose some difficulties. My pessimism wasn't unfounded and

this is where I needed most filling and filing to get a good fit. There is a lower gull-wing section which slots in nicely, however where there is a sharp edge the mating surfaces were either damaged or too shallow. Some shims of thin plasticard and superglue fixed this, which turned out to be less of an issue than I first thought. Now bear in mind that at this point in time the fuselage had been assembled but when dry fitting to the wings there was a large discrepancy in the width of the saddle. The only way I could see this being fixed was to split the fuselage lower joint, insert a 1.5mm shim and back fill with superglue. Again the wing saddle

STEP BY STEP GUIDE - PAINT, DECALS & WEATHERING

I used paper masks cut from a copied plan that I enlarged to scale, which was cut out and held in place with sections of rolled tape so that I got a very slight feathered edge



Below: At the beginning of the weathering process I considered what was needed and assembled all of the appropriate items. Various applications of paint, pencils and abrasives achieved the effect I wanted



"Lifecolor Tensocrome Oil was used where there would naturally be leaks and these were brushed on as if they had been made by the airflow over the airframe"

still needed some judicious filing to match the fuselage and rescribing to match the rest of the kit. Underwing radiator housings were next up and the fit was not perfect with some filling needed along with some Mr Surfacer to fill the edges. Before painting the nose supercharger intake was assembled and attached.

All of the elements of the undercarriage were cleaned up and the choice of wheels was selected. I later found out

that not all Spitfires of this era had the scissor links but I had already finished the model when I found this out.

One key ingredient of a good kit is the sprue of clear parts and here I was pleased with the clarity and shapes. The windscreen fitted the fuselage with no need for filler but the rear section was a little anaemic in cross section. I was able to disguise this with the main canopy open and thus covering the rear part. A choice of rearview mirrors

is included and I stuck with the large rectangle part as I could not find conclusive evidence of which was on the machine I was building. An alternative round 'car' mirror is also included.

One final part to assemble before painting is the big four-blade propeller. I have to say that I liked the way each blade was separate as this allows the option of setting the pitch. Once assembled it fitted nicely to the fuselage and painting could at last begin.

COLOURING IN

I have to say this is the best bit of modelling for me as it allows some artistic license to creep in. To begin with a light coat of car primer was sprayed from an aerosol, this showing up several faults which once rectified got another blast of primer. Knowing this was going to have large areas of white for the invasion stripes I used a white primer, and over this, after a coat of Gunze-Sangyo H11 White, I applied the black stripes



Leading edges of the wings needed a yellow band, and after a light coat of white as a base Gunze-Sangyo H4 was applied. The curved edge was achieved with 1mm fine-line tape from Little-Cars.com



Wherever there is human movement there is inevitable damage to paintwork, but not every scuff results in bare metal being shown and here I have used a light grey pencil to simulate what I can only describe as a bruise where the paint has been rubbed; this technique needs to be subtle and not overstated



Tensocrome oil was used for the first time on this kit and it was easy to use, I simply ran light streaks of it back along the fuselage as if the airflow had pulled it along. I also made several vertical passes where there were larger leaks and these were pooled where there would be an accumulation before a drip. The end result was convincing and pleasing to the eye



Final weathering was achieved with the aid of a 2B lead pencil which helps to accentuate things like hinge lines. This final finish will need some varnish over the top in order to take out the shine of the graphite



with Tamiya NATO Black. The sky band was painted with Gunze-Sangyo H74 Sky. Now, as you may know I was lucky enough to go to Hong Kong last year thanks to Pocketbond and when I was there I bought copious amounts of Tamiya tape that was somewhat cheaper than here. However, being a bit tight I still begrudge using it for such large models so I did some research and found an alternative called KIP Fineline Masking Tape available on line from www.decoratingdirect.co.uk. This tape looks like Tamiya and behaves like it too, plus the big bonus is that it is cheaper and available in larger widths on longer reels. So with the invasion stripes masked I moved onto the underside colour and for this I used Gunze-

Sangyo H335 Medium Sea Grey. Once dry and masked off the upper surfaces received a coat of H82 grey as the closest match to Ocean Grey. Dark Green H73 followed and I used paper masks cut from an enlarged copy of the instructions that were held down with small sections of tape. Only one major colour to go, the leading edge yellow, for which I duly sprayed a layer of white followed by Gunze-Sangyo H4. A coat of my mix of Tamiya or Gunze-Sangyo Clear with Johnson's Klear sealed everything in preparation for the decals. Now anyone who has used Cartograph decals knows the quality and that they work well. I sat each of the decals in a puddle of Klear which aided them settling into

the underlying detail. The exception was the upper wing roundels and where they cover the gun blisters. Several attempts to get them to settle resulted in my cutting them and hopefully matching the colour where they exposed the underlying colours. Another coat of my Clear/Klear mix sealed everything for weathering.

WEATHERING

As with previous builds I ran a thinned wash of Payne's Grey into all of the recessed detail and the excess was then wiped away. Wing leading edges were gently sanded to wear away the colour of the invasion stripes, then some gentle drybrushing with the camouflage colours left a war-weary looking leading edge. All of the panel

lines got a light dusting with Tamiya Smoke, which really brought all of the colours together. Various pencils gave scratches and scuffs especially around where the crew need access. Lifecolor Tensocrome Oil was used where there would naturally be leaks and these were brushed on as if they had been made by the airflow over the airframe.

I had spent some time weathering the propeller with metal leading edges, however a good friend and Spitfire Guru pointed out to me that they were in fact wooden blades covered with a mesh so I repainted them black!

With all of the fiddly bits attached, a final coat of Vallejo matt varnish was sprayed and the model sent off for photography. ■



FINAL VERDICT

■ What can I say? At last, a good representation in 1:32 of the most-produced Spitfire version. I can live with the small errors that can easily be fixed with some modelling skill. Some previous experience of mixed-media kits would be advantageous when constructing this model. As far as limited-run kits go, though, this one is going to be hard to beat. The price at the time of release was a palatable £40 or so and there is no need to buy anything else for it from the aftermarket boys. I would recommend this kit as a great model and have gone and bought another two kits for myself, one of which I will be converting to the Mk XVI in a future article. Well done, PCM, can we now have the Hurricane in 1:32, please?

Was it worth the money?

Worth the money (yes, I bought two more) AND the effort, need I say more.

Supermarine Spitfire LF Mk IXc, PT396, EJ-C, flown by Wg Cdr 'Jack' Charles RCAF, CD Tangmere Wing, 1944. Ocean Grey/Dark Green/Medium Sea Grey; Sky spinner, rear fuselage band and codes. Night/white bands around wings and rear fuselage. Command pennant under windscreen. Charles scored a total of 15 victories, including Biggin Hill's 1000th



Supermarine Spitfire Mk IXc, EN315, ZX-6, No.145 Squadron RAF, flown by Sqn Ldr S. Skalski. Dark Earth/Mid-Stone/Azure Blue. Red spinner, red codes outlined white; Polish flag (reversed) and five white 'kills' below windscreen



Supermarine Spitfire Mk IXc, EN199, HT-U, flown by Flt Sgt E. Artus, No.154 Squadron, Ta' Qali (Malta), July 1943. Dark Earth/Mid-Stone/Azure Blue. Night spinner, white codes. Artus was credited with a Bf 109 and a probable on 17 July 1943



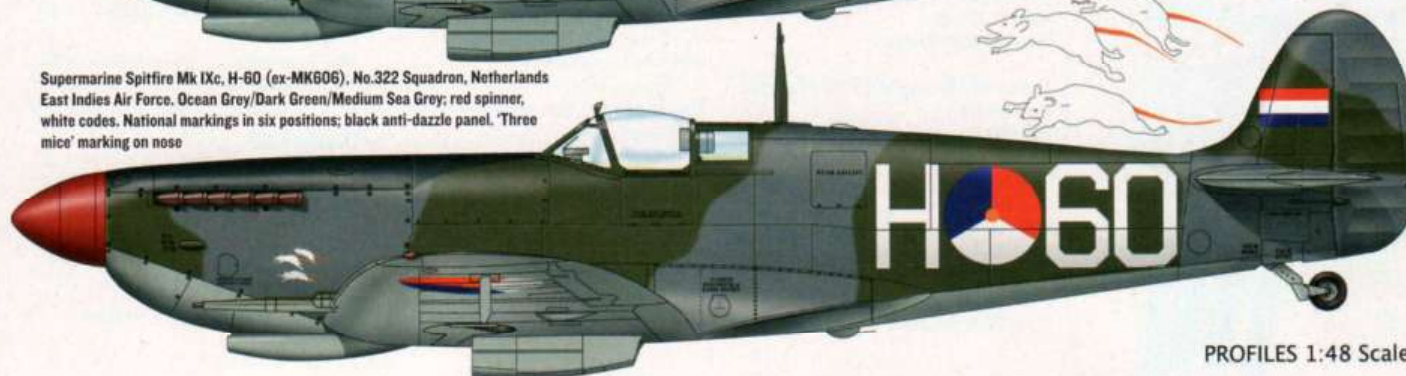
Supermarine Spitfire Mk IXc, RK855, FT-C, No.43 Squadron RAF, Austria, 1946. Dark Green/Ocean Grey/Medium Sea Grey. Bright red spinner and codes, edged in white. Sky rear fuselage band and black/white chevrons on top of fin. Upper wing roundel is Type 'C'



Supermarine Spitfire Mk IXc, MK694, RY-E, No.312 Squadron RAF. Ocean Grey/Dark Green/Medium Sea Grey; Medium Sea Grey codes, Sky spinner and rear fuselage band. Czech roundel below windscreen and unit badge on engine cowlings



Supermarine Spitfire Mk IXc, H-60 (ex-MK606), No.322 Squadron, Netherlands East Indies Air Force. Ocean Grey/Dark Green/Medium Sea Grey; red spinner, white codes. National markings in six positions; black anti-dazzle panel. 'Three mice' marking on nose



PROFILES 1:48 Scale

A MONOPLANE FOR

The Skua carrier-based dive-bomber and fighter represented the first modern monoplane design in the Fleet Air Arm's history. Although its performance as a fighter was poor by the outbreak of WWII the Skua achieved many 'firsts' in British aeronautical history

**1:72****MODEL INFO****special hobby**

SPEC: Special Hobby 1:72 Blackburn Skua Mk II **KIT NO.:** SH72140 **MATERIALS:** IM, R, PE **AVAILABILITY:** Hannants (UK Importer) and Special Hobby stockists worldwide **PRICE GUIDE:** £16.50

The Skua scored the first victory over an enemy aircraft in WWII on 26th September 1939 and as a dive-bomber it sank the German cruiser *Königsberg* in April 1940. After frantic employment during the Norwegian campaign Skuas also covered the retreat of the expedition forces at Dunkirk and later they participated in the attack on the French navy in the Mediterranean.

There have been few mainstream

injected Skua 1:72 kits in the past, the only and well known option being the old Frog kit that was also reissued in the ex-USSR under both the Novo and Novoexport labels. Several years ago Pavla Models produced the Skua in their Octopus range; however, this kit had some shape issues and as a relatively crude short-run kit wasn't easy to build. Expectations heightened when Special Hobby released their 1:48 example and just a few months ago

the rumours finally came true with the arrival of the brand new 1:72 Skua kit in the same range.

I have to say that the long wait for a state-of-the-art Skua kit in 1:72 hasn't been a waste of time. After a brief inspection of the box's content it is apparent that Special Hobby took a lot of care in the preparation of this kit. The mouldings are perfectly clean with subtle surface detail and fine engraved panel lines. Of note is the

thin wing trailing edge and correctly raised surface details like the rim of the radio hatch or the oval cover on the port fuselage side; on the other hand, the hinge lines of the control surfaces could be replaced with a thicker line. There are no defective parts and the amount of flash is minimal. The smaller parts that are often the 'Achilles heel' of any short-run kit are done to the highest standard as they are well defined, having no flash or sink marks. Overall

YOU WILL NEED...

Before starting:

- Thick & Thin Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Gunze-Sangyo Mr Putty
- Tweezers
- Scalpel
- Sanding sticks & files

**Paints Used:**

Agama acrylic:
Metal Mosaz (brass)

Gunze-Sangyo Aqueous Color acrylic:

H11 Flat White
H12 Flat Black
H24 Orange Yellow
H32 Field Gray
H76 Burnt Iron
H78 Olive Drab
H315 Blue
H318 Radome
H324 Light Gray
H331 Dark Sea Gray

Gunze-Sangyo Mr Color lacquer:

I55 Super Clear Gloss
I87 Super Clear UV Cut Flat
364 Interior Grey Green

Vallejo Model Color acrylic:

990 Light Grey
70950 Black
70953 Flat Yellow
70957 Flat Red

Abteilung 502 oil paint:

Abt.080 Wash Brown
Abt.110 Black

Alclad II lacquer:

ALC116 Semi-Matte Aluminium

MIG Pigments:

P231 Gun Metal

Dimensions

Span - 46ft 2in (14.07m)
Length - 35ft 7in (10.85m)
Height - 12ft 6in (3.81m)

Dimensions - 1:72

Span - 195.4mm
Length - 150.7mm Height - 52.9mm

FOR THE FAA



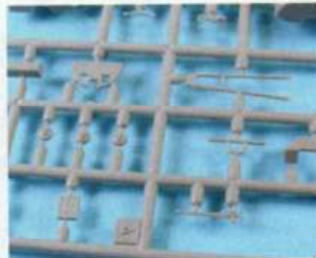
Various details need adding to this kit such as the bulges forward of the canopy and most we suspect will want to open up the canopy, so vacforming a copy will probably be the only route

it looked as if all the smaller parts were usable and I was surprised by the number of components, especially in the cockpit. The canopy is injected in one piece, something I believe many will regret as the excellent level of cockpit details just cries out for an open canopy. Anyway, the canopy is crystal clear and reasonable thin. Many other parts are included in beige-coloured resin and there is also an etched fret produced by Eduard. Unfortunately, Special Hobby does not include any armament, which is a real shame. However, I believe it should

STEP BY STEP GUIDE - COMPONENTS



The main injected parts are well moulded with fine recessed panel lines



The smaller parts are equally well moulded, with excellent detail and reasonably fine sprue gates



The clear parts are exactly that, but the single-piece canopy is a disappointment

REFERENCES

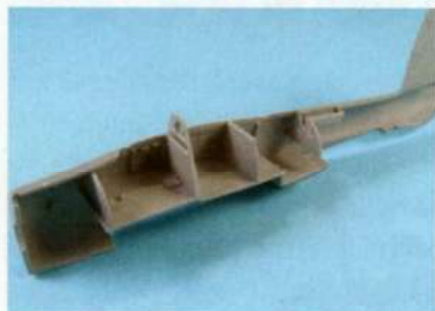
- *Aeroplane Monthly*, February 1995
- *Aircraft Illustrated*, September 1974
- *Air International*, November 1977
- *Blackburn Aircraft* (Putnam)
- *Blackburn Skua & Roc* by M. Willis (Mushroom Model Publications ISBN: 978-83-89450-44-9)
- *Model Airplane International* Vol.3 Iss.34 May 2008
- *PAM [Plastic Aircraft Models]* No.22 June/July 1978
- *Plastic Kit Constructor Vol.II No.1* (Issue 36 Winter 1993/4)
- *Warplanes of the Second World War Vol.2* by W. Green

Accessories Used;

Griffon M.A. 1:72 British Landing Lights
#GRF72003 Price Guide £5.50



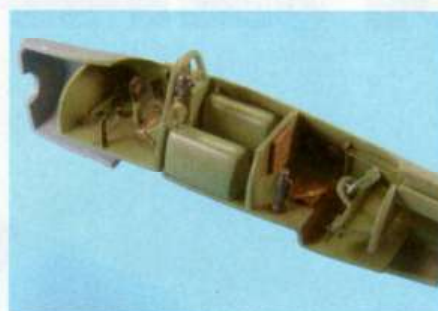
STEP BY STEP GUIDE - CONSTRUCTION



The floor and bulkheads when fitting into the fuselage half required little adjustment



In the mid and rear cockpit areas you can see the twin fuel cells with the added fuel line from lead wire, and the photo-etched details for the gunner's position



The entire cockpit area detailed and painted. It is extremely well detailed for this small scale



... then crash-formed through thick plasticard to create the two new scoops you can see in position here



The engine is a little gem, with excellent detail and even the exhaust pipes moulded to connect to the cowl collector ring



The wingtips lacked the hand-held loops, so these were fashioned from plastic rod inserted into pre-drilled holes

"For the camouflage of Skua L2963 I opted for Mixed Grey and Dark Slate Grey on the upper surfaces and Sky Grey for the aft fuselage and tailplane undersides with black and white split 50/50 on the wing undersides"

not be a big issue to find an appropriate 500lb bomb in your spares box. The Bristol Perseus radial engine is perfectly produced, even having individual exhausts connected to the cowl ring – something not often seen in 1:72! The instructions are done in typical Special Hobby format and should safely assist you at any building stage; the painting and marking guide refers to Gunze Sangyo paints.

The kit offers three camouflage options, which are also printed on the box's rear. However, take the box art as only indicative, because the camouflage patterns are incorrectly depicted. Special Hobby chose the same options in their 1:48 kit, so there are three Skuas of Nos.800 and 803 NAS employed during the Norwegian campaign. Apart from the comments on the box art, the painting guide correctly depicts the rather unique paint scheme of the Skua. According to references, the upper surfaces wore a Mixed Grey colour instead of Extra Dark Sea Gray, because the paints were hand mixed aboard the carrier just after the outbreak of WWII. One omission concerns the roundels on the wing upper side, as these should all be Type B. I

should point out that the carburettor intake was always painted black on the Skua, as this again is omitted from the instructions. The other problem is with regard to the caption for L2991, as this Skua was shot down on 26th April 1940 and therefore couldn't have participated in the Scharnhorst raid as claimed. Truthfully though, this is rather an issue of misinterpretation of the references than a manufacturer's fault. Special Hobby obviously used information in Ray Sturivant's books, while other sources include period photographs taken by a Norwegian civilian during removal of the wreckage and these confirm that L2992 was indeed shot down on 26th April.

I opted to model Skua L2963 of No.803 NAS, which appealed to me due to its interesting history. One of its kills resulted in the first FAA ace, when Lt W. P. Lucy shot down a He III on 26th April 1940. During the Scharnhorst raid L2963, piloted by Lt Cecil Filmer and TAG A. McKee, was shot down by a Bf 110; some sources attribute this kill to Gordon Gollob of 1./ZG76. Lt Filmer managed to ditch the machine in the fjord and both airmen were captured; incidentally, Lt Filmer already had expe-

rience with forced landings, as he had ditched L2991/Q at Alesund (that time he escaped and returned to his unit). The Germans recovered the Skua from the shallow water and, fortunately for aviation fans, some parts survive today and can be seen in the Norwegian Air Museum in Bodø. Lt Filmer survived captivity and passed away at the age of 92 in 2007.

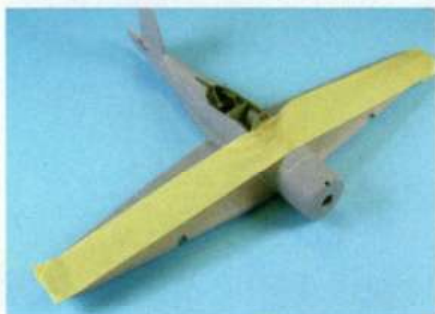
CONSTRUCTION

After some cleaning up of the main parts I glued together the floor and four bulkheads and inserted it into the starboard fuselage half. The fit was almost perfect, however, at this early stage I recommend you check the fit with the canopy. On my example the bulkhead behind the pilot was a little bit broader in the upper part and therefore prevented the canopy from matching the fuselage. Unfortunately, I noticed this after painting the interior so I had to slightly sand down the safety frame's edge and retouch the interior paint. Both cockpits are sufficiently detailed, with things like the fuselage tanks, gyrocompass and some nicely moulded machine gun mounts. Due to my decision to open the canopy I added other small details like a

map case, some cabling and connected the tanks and added filler caps. The whole interior was then sprayed with Interior Green and slightly weathered using Vallejo acrylic and oil paints. The gyrocompass face and instruction plates on the floor were sourced from Mike Grant's excellent dial decal sheet.

After closing the fuselage and completing the straightforward wing assembly I could join both sub-assemblies. The fit was quite satisfactory, and a little filler was needed only by the recess for the bomb and the insert for the tail hook well. I felt that the outer wing parts were almost flat with no dihedral, so I held them in place with a piece of tape to keep the right angle until the glue had dried. The wheel well bottoms are provided as separate items, which means they are sufficiently deep, but on the other hand the joint line remained visible despite careful dry fitting. As sanding inside the well was practically impossible, I applied Gunze-Sangyo Mr White Putty inside the wells and after a while wiped it off with a cotton swab dipped in Debonder. The strip stiffeners inside were cut from thin plastic sheet and glued in using Ketone cement.

Perhaps the only place where the



The wings lacked any dihedral, so this was done by securing the wings in the correct position with tape while the cement dried



The only areas in need of filler on the underside were around the bomb recess and near the tail hook insert



The upper front decking lacks the two prominent air scoops in this area, so a mould was carved from plastic stock...



The canopy was chopped up and the windscreen and mid-section secured in position



The landing light is in the port wing leading edge only, for all the options in the kit, and here you can see the area boxed off with plasticard



The completed model with the canopies masked ready for paint. Note the scoops added to the upper decking, the boxed-in landing light and the cowl straps reproduced with strips of plasticard to replace those removed by sanding



"The smaller parts that are often the 'Achilles heel' of any short-run kit are done to the highest standard as they are well defined, having no flash or sink marks"

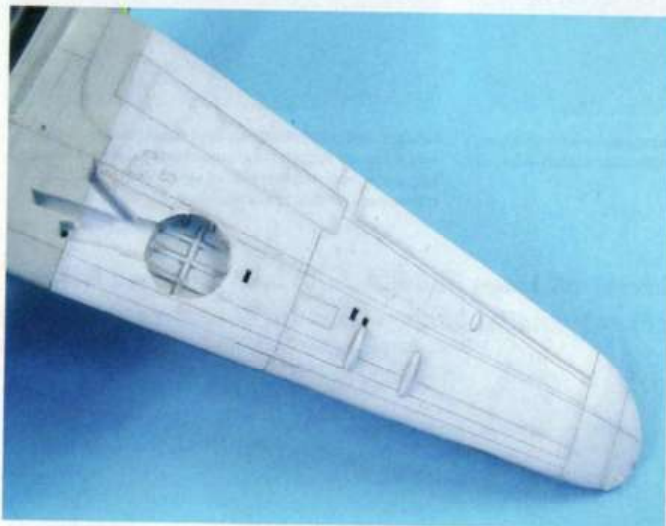
STEP BY STEP GUIDE - PAINT, WEATHERING & DECALS



The collector ring was painted with Agama Brass then weathered with black and brown



The decals bedded down beautifully on the glossy paintwork



The starboard wing undersurface was white as can be seen here, while the strengthening bars in the wheel well were added from scratch



The port wing underside was black, although pure black was not used as it would be too stark

← manufacturer did not pay sufficient attention is the depiction of the oil cooler outlet covers ahead of the cockpit, which are only engraved. The missing items were therefore scratchbuilt using plastic block sanded to shape and subsequently pushed through heated plastic sheet about 0.2mm thick. A little more attention is needed with regard to the landing light, which except for a few early production machines was in the port wing only, whereas the kit has it in both, which is certainly not right for any of the featured Skua options. I therefore blocked off the starboard one using the kit clear cover, while the port one was left off until a later assembly stage.

The nicely detailed Bristol Perseus radial was sprayed with Terstors Metalizers, then buffed and weathered with oil wash. The position of the individual exhausts that connect-

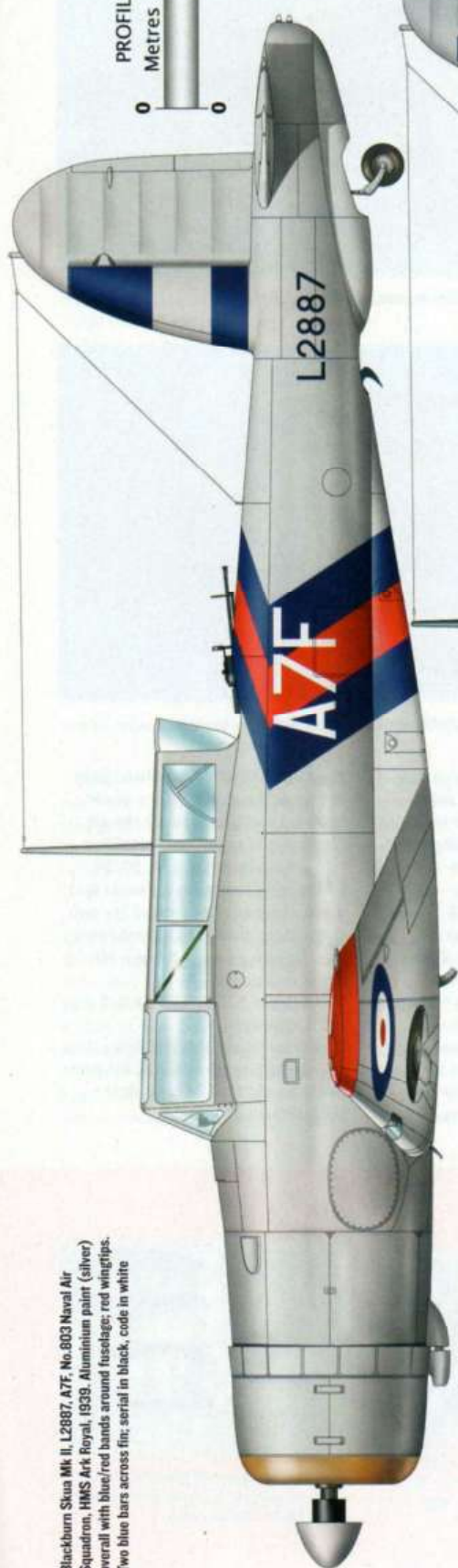
ed to the front ring was continuously checked by inserting the engine in the cowl. The trailing edge of the cowl's control flaps was a bit on the thick side and needed some substantial thinning, while thin strips of plasticard substituted the cowl locks I damaged during the sanding process. The engine was then glued to the fuselage and the cowl was put on. The supporting struts and the 'nostrils' of the oil cooler inlets were added at a later stage to avoid damage. The latter items, however, had to be shortened a bit, as they simply did not fit inside the cylinders.

Having the main assembly done I focused my attention on the extra details. The wingtip lights were glazed using pieces of clear plastic sanded to shape, with a drilled hole filled with →



The paint and decals complete; as you can see the camouflage was applied freehand to get a soft demarcation

PROFILES 1:48 Scale
Metres 0 1 2
0 3 6



Blackburn Skua Mk II, L2887, A7F, No. 803 Naval Air Squadron, HMS Ark Royal, 1939. Aluminium paint (silver) overall with blue/red bands around fuselage; red wingtips. Two blue bars across fin; serial in black, code in white

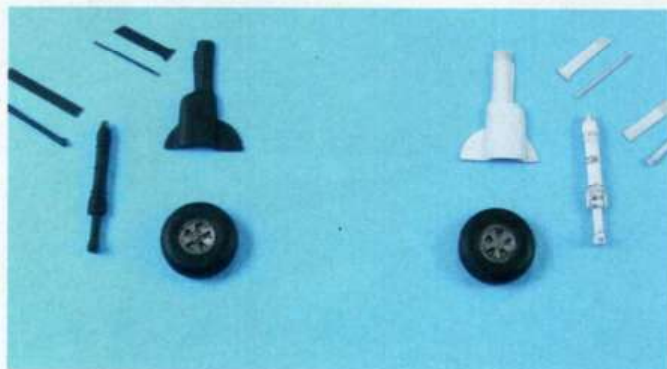


Blackburn Skua Mk II, L2912, No. 801 Naval Air Squadron, HMS Furious, autumn 1940. Extra Dark Sea Grey/Dark Slate Grey upper surfaces with Sky Grey undersides and vertical tail surfaces; Night serial, Blue/Red roundels above wings



Blackburn Skua Mk I, L3007, GM, No. 600 Naval Air Squadron, HMS Ark Royal, summer 1940. Extra Dark Sea Grey/Dark Slate Grey upper surfaces; lower fuselage sides and vertical tail surfaces in Sky Grey. Undersides repainted in Sky. Night code, outlined in white. Blue/Red roundels above wings, none below. 'GM' in black, thinly outlined in white on wing leading edges (see scrap view)

STEP BY STEP GUIDE - FINAL DETAILS



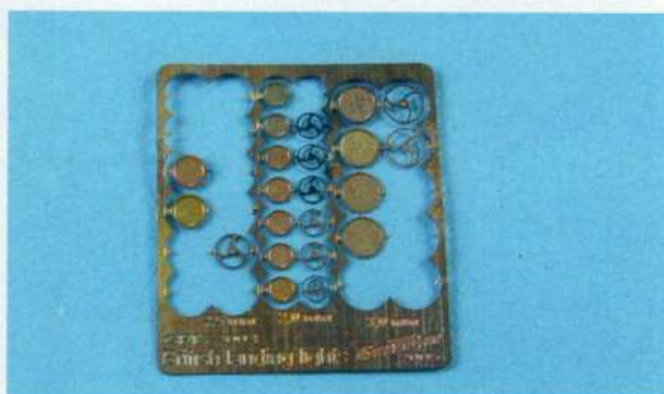
The undercarriage components were painted to match the wing underside, with white for starboard and black for port. This included both undercarriage doors and oleo legs



The undercarriage legs are not at 90° to the wing, they slope backwards slightly



The parabola for the landing light was crash-formed using a profiled stick as the mould



The excellent Griffon M.A. photo-etched landing light parts were used

green and red paint imitating the bulb. The wingtip also featured the wing fold grip that I scratchbuilt from a piece of thin plastic rod glued over the cut out slot. Some refinement was also required for the hook as its arms were too thick and short, so I replaced them with brass rods of 0.5mm diameter. The bomb ejector arm is pretty nice and I only added the spring-loaded mechanism with a piece of wound lead wire. The 500lb SAP bomb was sourced from my spares box and painted in a typical early-war cream colour mixed from Gunze-Sangyo H24 (Orange Yellow) and H318 (Radome Tan).

Since the canopy is supplied as a solid item and I wanted to open both cockpits, some surgery was unavoidable. Cutting the canopy into parts is always a delicate operation; however, this time it was pretty easy and less frustrating as I did not intend to use the cut-off portions, because they served only as moulds to make new vacformed ones. I also tried to use the Falcon aftermarket canopy that is designed for the Frog kit, but it was substantially smaller so I'm curious as to why there is such a difference between these two kits? Next I riveted the kit using the Mushroom plans as a guide, sanded

the surface with 2000 wet 'n' dry and polished it to high gloss with polishing sticks. The canopy masks were made from Tamiya tape combined with Microscale Micro Mask liquid.

PAINT, DECALS & FINAL DETAILS

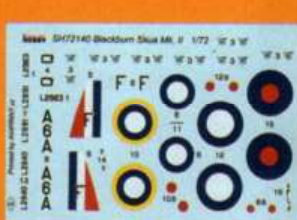
Having the kit's surface perfectly clean I omitted the usual Mr Surfacer 1000 and went directly on to the painting. At first I dealt with the front exhaust collector ring, which was brushed with Agama Brass compound, polished, sprayed with Burnt Iron and weathered using several black and brown mixtures. For the camouflage of

Skua L2963 I opted for Mixed Grey and Dark Slate Grey on the upper surfaces and Sky Grey for the aft fuselage and tailplane undersides with black and white split 50/50 on the wing undersides. Except for the last two colours I mixed my own camouflage shades in the following manner, using Gunze-Sangyo Mr Aqueous colours: Mixed Grey - 90% H331 Dark Sea Gray + 10% H11 White
 Dark Slate Grey - 40% H78 Olive Drab + 40% H32 Field Grey + 20% H11 White
 Sky Grey - 50% H324 Light Grey + 50% H315 Blue

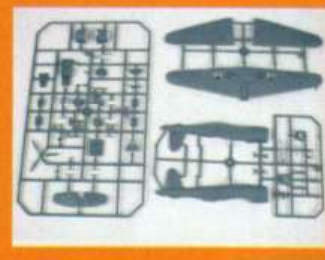
COMPONENTS



The clear parts are limited in the kit and the canopy is sadly a single piece, but their clarity and quality can't be faulted



The decal sheet is beautifully printed with perfect register and excellent colour density. Their application poses no problems either



The three main component sprues, all of which exhibit excellent surface detail and are extremely impressive for a limited-run kit

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



The bomb sling and bomb assembled and painted, the latter item being from the spares box and painted in an early-war cream colour



Here the completed light unit is seen in situ in the port wing leading edge

With the exception of the underneath the camouflage was sprayed freehand to get a softer colour transition and it was all subsequently locally post-shaded to simulate wear. After an even coat of high gloss varnish I applied the decals, which are beautifully printed and did not need any setting solutions. After they had thoroughly dried I accentuated the panel lines with a black/brown wash mixed from Abteiling 502 oil paints.

Based on period photographs of L2963 I decided to deviate from the instructions and painted the

undercarriage elements in the corresponding wing colour, meaning white for starboard and black for port, including the oleo legs. I recommend that you carefully check the correct angle of the landing gear in comparison with the wing, because despite information in some references the gear did not sit at 90° to the wing, it was really slightly bent backwards. The Lewis gun is finely moulded and quite usable, only the drum magazine is somehow crude and not 100% circular. Eventually, I had to use it, as I could not find an appropri-



The Vickers machine gun is another little gem, just the ammunition drum needs work



The landing light was glazed with clear adhesive tape carefully trimmed with a new blade in the knife

ate replacement, so I sanded it to shape and reproduced the leather strap from a piece of cigarette paper. I painted the gun in Humbrol Metalcote Gunmetal and slightly weathered it with graphite powder and MIG Productions Gunmetal pigment. The wing machine gun apertures were opened up using a fine drill bit, and for barrels I used Griffon brass tubing with an outer diameter of 0.2mm.

The landing light was scratch-built using the excellent Griffon aftermarket etched set for British WWII landing lights. I confess I

never managed to make a nice parabola from the circular item supplied with the set, so I made my own from plastic sheet pulled over a wooded plug sanded to the parabolic shape. After cutting it off the 'moulding' was sprayed silver and attached to the etched face. The complete light was installed in the leading edge and 'glazed' with self-adhesive clear tape cut to the shape with a fresh scalpel blade. Attaching the antenna mast and the aerials using black fishing line finished the build. ■



Finer details and those parts that could suffer shrinkage in the limited-run injection process are supplied as resin parts



Finer detail still is supplied as photo-etched brass and in 1:72 the two-dimensional aspect of the medium should be hardly noticeable

FINAL VERDICT

■ Overall impressions with the Special Hobby Skua are very positive throughout. The manufacturer has set the bar very high not only for the competitors but, above all, for themselves. They have managed to raise an 'ordinary' short-run kit to the level of their premium kits. Those few issues mentioned above cannot detract from a very favourable conclusion and I for one hope that Special Hobby will keep up this standard in the future.

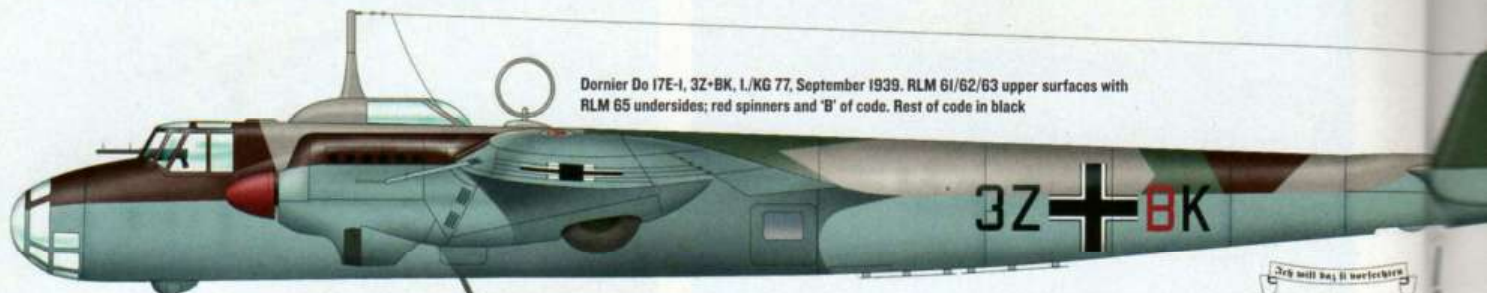
Was it worth the money?

Definitely, as with care and attention at last a good 1:72 Skua can be added to your collection.

⚠ Wear the right protective clothing when advised

FALL-WEISS

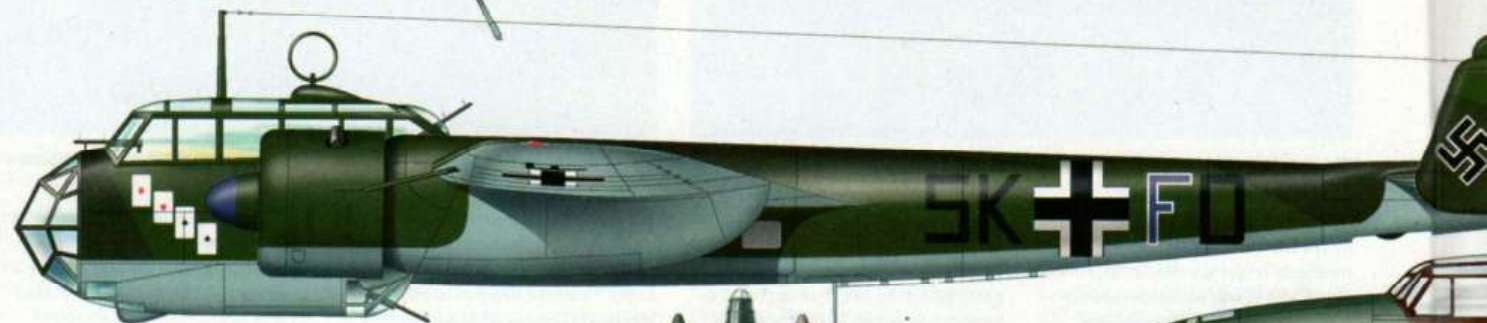
The Invasion of Poland – The Start of World War II



Dornier Do 17E-1, 3Z+BK, I./KG 77, September 1939. RLM 61/62/63 upper surfaces with RLM 65 undersides; red spinners and 'B' of code. Rest of code in black



Dornier Do 17E-1, 3Z+FR, I./KG 77, first German aircraft shot down during WWII, by Plt Off. Wladyslaw Gnyś, close to Olkusk, 1 September 1939. RLM 61/62/63 upper surfaces with RLM 65 undersides; Gelb 04 around nose. Black code with white 'F', the latter repeated in black below wings; unit badge on nose



Above: Dornier Do 17Z-2, 5K+FD, Stab III Gruppe, KG 3 'Blitz', Heiligenbell, East Prussia, September 1939. RLM 70/71/65 finish with blue spinner front; code in black with blue 'F', outlined in white. 'Four Aces' marking on forward fuselage



Above: Junkers Ju 52/3m, WL+KLQ Sanitätsflugzeug, Poland 1939. RLM 70/71/65 scheme with red crosses over white circle background in six positions; code repeated under the wings in white

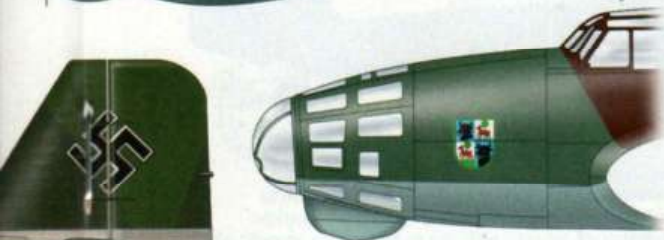
Junkers Ju 87B-1, 2./StG 1, September 1939. RLM 70/71/65 finish; codes in black, with 'A' in white outline. 'Peter' in white on wheel spat



Ju 87B-1, A5+AB, 1./StG 1, September 1939. RLM 70/71/65 finish with white band around rear fuselage; black code, with 'A' and front of spinner in bright green. 'A' repeated below wingtips in black; unit badge below windscreen



Below: Heinkel He IIIB-2, V4+AB, KG-1 'Hindenburg', September 1939. RLM 61/62/63 upper surfaces with RLM 65 undersides; red band across tail with black swastika over a white disc. Code in black; unit badge on nose (see position in scrap view below). For upper surface pattern see far left



Below: Heinkel He IIIB-1, III./LG 1, September 1939. RLM 70/71/65 finish with yellow spinners; black codes, with 'LT' repeated below wings



Profiles 1:72 Scale
0 1 2
metres
0 3 6
feet

Models

Bf 110C - [1:48] Eduard #8201, [1:72] Fujimi #7A-16

Bf 109D - [1:48] Hobbycraft #HC1568, [1:72] Heller #101

Bf 109E-1 - [1:48] Hasegawa #09369, [1:72] Academy #1668

Messerschmitt Bf 110C-1, L1-DY, 1.(Z)LG I, September 1939.
RLM 70/71/65 finish with red/white spinners; black code with 'D' in red, outlined in white. White wingtips; nose marking includes a 'kill' with '1939' above it in white

Messerschmitt Bf 110C, M8-DK, 2./ZG 76, September 1939.
RLM 70/71/65 finish with red/white spinners; black code with 'D' in red, outlined in white. 'D' repeated in black below wingtips

Messerschmitt Bf 109D-1, 'White 2', reported as being in service with I./ZG 2 (though carrying the markings of I./JG 137) during the Polish Campaign, 1939. RLM 70/65 finish with white front of spinner; black/white/black fuselage band. White '2' on fuselage; badges on cowlings and below windscreen

Messerschmitt Bf 109D-1, 'Yellow 12', flown by Oblt Josef Steinmetz-Kellner, 3./JG 102, September 1939. RLM 70/71/65 finish with two narrow white bands around rear fuselage; yellow '12' outlined in black. Yellow front of spinner

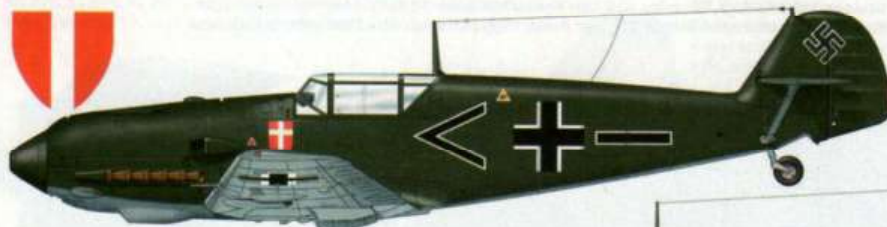
Messerschmitt Bf 109D-1, W/Nr.2621, flown by Maj. Hannes Gentzen, CO of JG 102, Lachen-Speyerdorf, October 1939. RLM 70/71/65 finish with white rank chevron markings, outlined in black; tally of six kills on fin in white. Unit badge below windscreen. Gentzen had participated in the Polish campaign flying this aircraft

Messerschmitt Bf 109D-1, 'Red 11', 2./JG 71, September 1939. RLM 70/71/65 finish with red '11', outlined in white; white spinner backplate. Unit badge below cockpit. This unit was stationed at Fürstenfeldbruck to protect Munich in case of a Polish counter-attack

Messerschmitt Bf 109E-1, W/Nr.4172, 'Red 1', 2./JG 77, flown by Staffelfkapitän Oblt Hannes Trautloff, September 1939. RLM 70/65 finish with early style crosses on fuselage and wing upper surfaces. All markings red, outlined in white, as is the bar on spinner. Personal marking is in white without the black outline as shown on the enlarged version

Messerschmitt Bf 109E-1, 'White 15', JG.27, September 1939. RLM 70/71/65 finish with white '15' on engine cowlings; standard national markings for the period. Unit emblem on both sides of the fuselage

Profiles 1:72 Scale
0 metres 1 2
0 feet 3 6



Fieseler Fi 156C-0, WL-1106, unknown unit, September 1939. RLM 70/71/65 finish with markings on fuselage, above wings and on rudder without white backing; code in black

BELOW: Avia B.534-III, '54', from one of the two Slovak Air Force units that operated alongside the Luftwaffe, September 1939. Olive Khaki upper surfaces with Light Blue undersides; marking on fin also carried above top and below bottom wings. German-style crosses on fuselage sides and above top wing, inboard of national marking. White '54' on fuselage sides



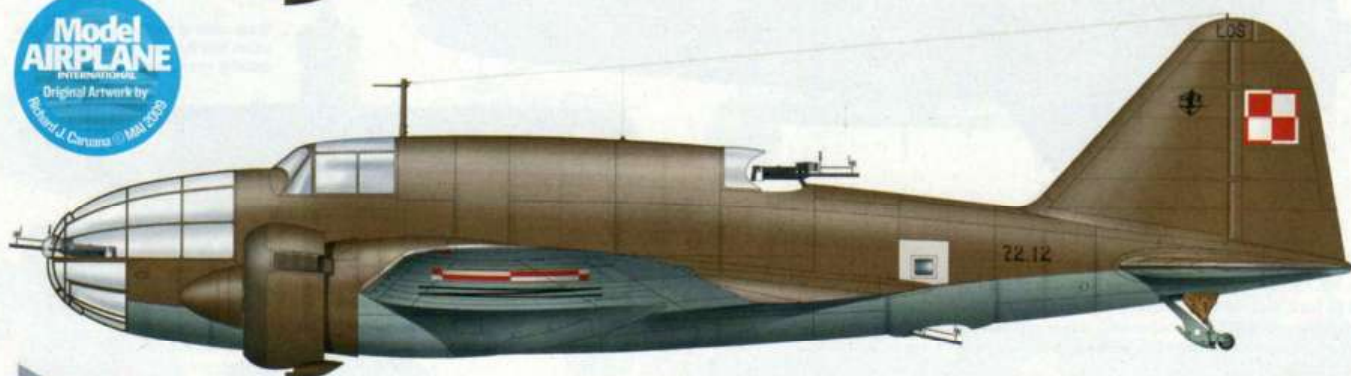
Profiles 1:72 Scale
0 metres 1 2
0 feet 3 6

Messerschmitt Bf 109E-1, flown by Oblt Erwing Bacsila, II./ZG I. Fürstenwalde, September 1939, RLM 70/65 finish with rank chevron in black/white on fuselage; personal emblem below windscreen



Below: PZL P.37A Les, 72.5/3, 212th Bomber Flight, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szarobielitny - FS.36329) undersides; code in white, serial in black. 'Great Bear' constellation marking in yellow on fuselage sides. Aircraft destroyed during bombing raid on Malaszewicze airport

Centre: PZL P.37A Les, 72.12, 12th Bomber Flight, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szarobielitny - FS.36329) undersides; black serial. Note newly modified mid-ship window still unpainted. Destroyed on 4 September 1939 at Kuciny airfield



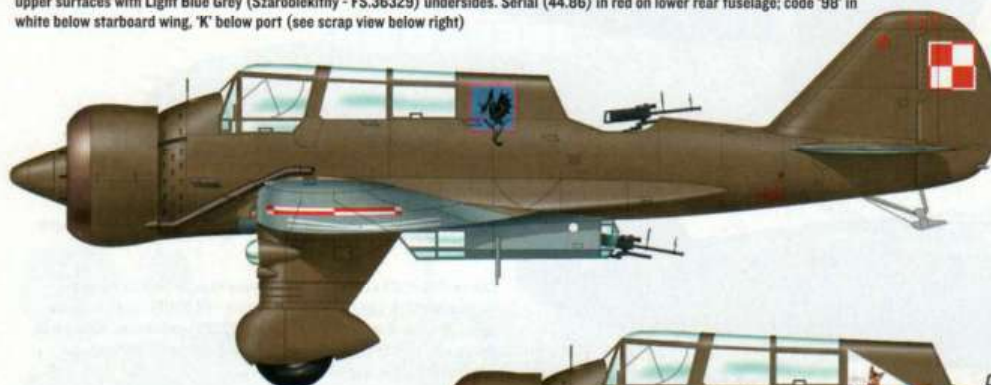
PZL P.37B-1 Les, 'White 5', XX Bomber Squadron, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szarobielitny - FS.36329) undersides; white code '5' on rear fuselage. Aircraft evacuated to Rumania and carried the marking of the 11th Light Bomber Flight that had been disbanded in March 1939



PZL P.37B-II Las, 72.225/3, XX Light Bomber Squadron, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szaroblekitny - FS.36329) undersides; white code, black serial. Badge of 12th Light Bomber Flight on fuselage sides. Destroyed at Malaszewicze airfield during a bombing raid



PZL P.23B, 44.86/98-K/DI, No.22 Squadron, 2nd Air Regiment, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szaroblekitny - FS.36329) undersides. Serial (44.86) in red on lower rear fuselage; code '98' in white below starboard wing, 'K' below port (see scrap view below right)



PZL P.23B, 44.188/112-N/9, No.12 Squadron, 1st Air Regiment, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szaroblekitny - FS.36329) undersides; red serial (44.188) on lower rear fuselage. White code '112' below starboard wing, 'N' below port wing



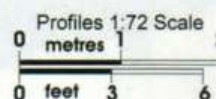
Above: PZL P.23B, 44.102/146-C/I, flown by Kpt. Obs. Jozef Ludwik Skibinski of No.55 Squadron, 4th Air Regiment, Polish Air Force, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szaroblekitny - FS.36329) undersides; white code 'I' on fin. Black underwing code, with '146' below starboard and 'C' below port. Standard national markings, except for those below wings which are in red only



Scrap views of wing underside at bottom shows how the white of the national marking was removed



PZL P.23B, 'I', No.64 Squadron, 6th Air Regiment, Polish Air Force, Lwow, September 1939. Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szaroblekitny - FS.36329) undersides; national markings below wings in red only; white code 'I' on fin. Unit badge on fuselage sides. Aircraft flown by Squadron Commander Alfred Peszke



PZL P.7a, 6.133/10, No.162 Squadron, 6th Air Regiment, Lodz, September 1939. Standard finish; white code '10', black serial. Unit badge on fuselage sides



PZL P.7a, flown by 2nd Lt Erwing Kawnik, No.123 Squadron, Warsaw-Okecie, Warsaw (north), September 1939. Standard finish; white angled bands around rear fuselage. Code '281' carried below starboard wing, and 'K' below port, both in black and reading from trailing edge



PZL P.11a, 'White 2', No.113 Squadron, VI/I Division of the 1st Air Regiment, Warsaw (north), September 1939. Standard finish. Underwing code '62' below starboard and 'N' below port, in black, reading from trailing edge.



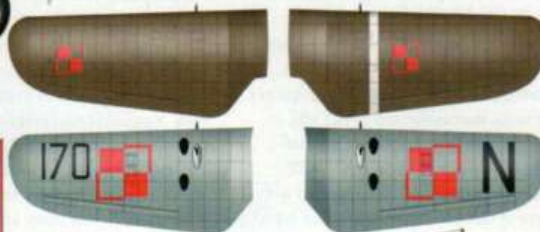
PZL P.11a, 7.47/7, No.112 Squadron, III/I Division of 1st Air Regiment, Warsaw (north-east), September 1939. Standard finish; white code '7', black serial. Underwing code '58' below starboard and 'N' below port, in black, reading from trailing edge



NOTE: 'Standard finish' means Light Khaki (Khaki Jasny - FS.30118) upper surfaces with Light Blue Grey (Szaroblekitny - FS.36329) undersides



Above: PZL P.11c, 8.79/10, flown by Hieronim Dudwal, No.113 Squadron, IV/I Division, Warsaw (north), September 1939. Standard finish; code in white, serial in red; white cordwise band above starboard wing. See scrap wing views for details. Dudwal was credited with four Luftwaffe kills (Bf 110, He III, Ju 86, He 126); eventually aircraft captured by the Germans when found abandoned at Poniatowa airfield.



PZL P.11c, White 4 (serial unknown), flown by Lt Jan Dzwonek, No.161 Squadron, 6th Air Regiment, Lwów, September 1939. Standard finish; white code '4'. Badge is carried on starboard side only; national markings below wings in red only



PZL P.11c, 8.49/8, No.111 Squadron, Polish Air Force, September 1939. Standard finish; white '8', red serial. Unit badge on fuselage sides



Above: PZL P.11c, 8.110/4, flown by L.Cpl Stanislaw Brzeski, No.152 Squadron, 5th Air Regiment, Lida, September 1939. Standard finish; white code '4', red serial. Unit badge on fuselage sides; no markings below wings



Left: PZL P.11c, 8.25/65, No.142 Squadron, Markowo, September 1939. Standard finish; white code '65', black serial. Unit badge on fuselage sides; underwing code '65' below starboard. 'T' below port, in black



Profiles 1:72 Scale
 0 metres 2
 0 feet 3 6

ART 2 DECALS
 All the unique marking artwork for all the profiles is available to download from our website (www.modelairplaneinternational.com) so that you can produce these options as decals using the numerous ink jet printer compatible decal papers now available

SEVENTH HEAVEN

The good news just keeps rolling in from the Roden team with another inspirational 1:32 WWI release, this time in the form of the French *Société Anonyme pour l'Aviation et ses Derives*, or SPAD to you and me!

BUILT & WRITTEN BY ANDY IERONYMIDES
FROM THE UK

The chosen variant in this instant is the SPAD VIIIC.1, which formed the early production run of the type to join the operational frontline units in August 1916. It soon became one of the best fighters of its time and was very popular with its pilots including many of the leading French aces, notably Guynemer himself. It stayed in this favoured position and quickly displaced the Nieuport Ni.17 as France's principle scout. Improving German fighter designs ultimately pressed the French designers into improvements to the powerplant and airframe that ultimately led to its successor, the SPAD XIII.

This new tooling follows the successful formula of their earlier 1:32 releases in that the box is packed with parts to complete a very detailed and intricate interior complete with a fabulous Hispano-Suiza engine. The rendition of the surface detail on the plastic is very well done and the provision for poseable control surfaces is very welcome. So far, things were looking good, so with the motivational levels pumped up, it was time to make hay while the sun was still shining.

ENGINE

Since SPAD's chief designer Louis Béchereau designed the aircraft around the Hispano-Suiza V8 engine, it seemed appropriate to also start with the powerplant. As a measure of how good these 1:32 WWI fighter kit engines are, Roden have chosen to release these as separate kits in their own right. In fact

there are 32 parts that are supplied to knock out what in modern terms would constitute a very simple unit. Firstly, the various partially assembled components were pre-painted with various shades of Aluminium, Gunmetal and Copper. Then the unit was assembled and finished off with copper coloured plumbing and weathered with a watery wash of Tamiya Smoke. The instructions at this point prompt you to omit this plumbing and simplify the build if you choose to have the cowls closed and the engine hidden. That would be a crying shame, but the option to show off the engine was not that straightforward. You could just leave the top cowls off but on close inspection the central Cabane struts rest on these so some sort of adaptive surgery would have to be done. At this point I decided that later in the build I would cut out and remove just one forward top panel for a peep at the engine. This would still maintain the general line and shape of the nose whilst leaving the mounting points for the struts, which seemed a good compromise.

INTERIOR DESIGN

As with all their previous WWI kits, Roden supply us with all the required ingredients to create a full and comprehensive interior complete with bulkhead, framework and of course a fabulous cockpit, for all of which they are rightly becoming renowned. The fuselage sides have to have a combination of colour finishes to depict the wooden framework and the linen fabric



YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S
- Gunze-Sangyo Mr Hobby Canopy Glue
- Tamiya Masking Tape
- Tamiya Putty
- Tweezers
- Scalpel
- Sanding sticks & files
- Microscale Micro Set & Sol decal solutions
- Johnson's Klear
- 0.12mm Nylon Fishing Line

Recommended paints:

Alclad II lacquer:
Aluminium

Gunze-Sangyo Aqueous Color acrylic:
H27 Tan
H66 Sandy Brown
H85 Sail Colour

Humbrol Metalcote:
Gunmetal
Aluminium
Copper
Enamel Thinners

Tamiya acrylic:

XF-1 Black
XF-2 White
XF-69 NATO Black
XF-68 NATO Brown

MIG Abteilung oil paints:

Abt 060 Rust Brown
Abt 080 Wash Brown
Abt 110 Black

Accessories Used:

Eduard 1:32 [Pre-painted] #32-620
Seat Belts France WWI Price Guide:
£8.30

Dimensions

Span - 7.822m
Length - 6.08m
Height - 2.20m

Dimensions - 1:32

Span - 244.5mm
Length - 190mm
Height - 68.8mm

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



1:32

MODEL INFO

RODEN

SPEC: Roden 1:32 SPAD VII C1 KIT NO.: 604

MATERIALS: IM **AVAILABILITY:** Pocketbond Ltd (UK Importer) and Roden stockists worldwide **PRICE GUIDE:** £47.98

REFERENCES...

- Air Enthusiast Quarterly No.15
- Air International, May/June 1976
- Air Pictorial, March/April 1966
- Airfix Magazine, December 1972
- Balloon-Busting Aces of World War I by Jon Guttman, Osprey Aircraft of the Aces 66 (Osprey 2005 ISBN: 1-84176-877-4)
- Cross & Cockade Journal (US) Vol.15 No.1 & Vol.15 No.4, 1974
- Guynemer, les Avions d'un As (Lela Presse)
- Les Avions de Guynemer (Quest France)
- Spad Fighters by J. F. Connors, In Action No.93 (Squadron/Signal Publications 1990)
- Spad Scouts SVII-SXIII by J.M. Bruce, Aircam Series No.9 (Aero Publishing)
- Spad S.A1 - S.VII.C1 by T. J. Kowalski, Famous Aircraft No.7 (Kagero 2007 ISBN: 978-83-60445-82-2)
- Spad 7C.I by J.M. Bruce, Windsock Datafile No.7 & 32 (Albatros Productions)
- Spad VII Aces of World War I by J. Guttman, Osprey Aircraft of the Aces 39 (Osprey Publishing 2001)
- Spad VII C.I by T. Gronczewski & S.M. Fleischer, Aviatik Vintage Aircraft No.1 (Aviatik Productions 2005)
- Spad S.VII C1 by M. Velek, M. Ovcacik & K. Susa (4+ Publications 2004 ISBN: 80-86637-00-X)

4+ publication



Spad S.VII C1

worldwide 1:32 scale
1:32 scale

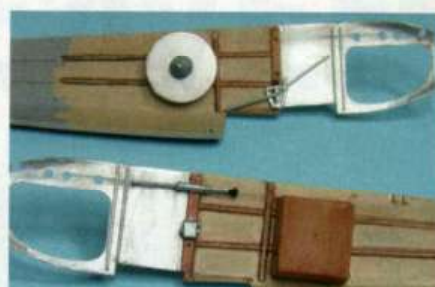
STEP BY STEP GUIDE - ENGINE & INTERIOR



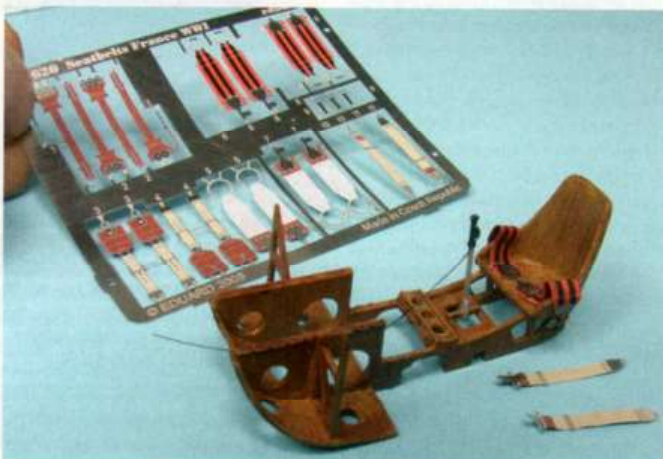
The engine components painted prior to assembly



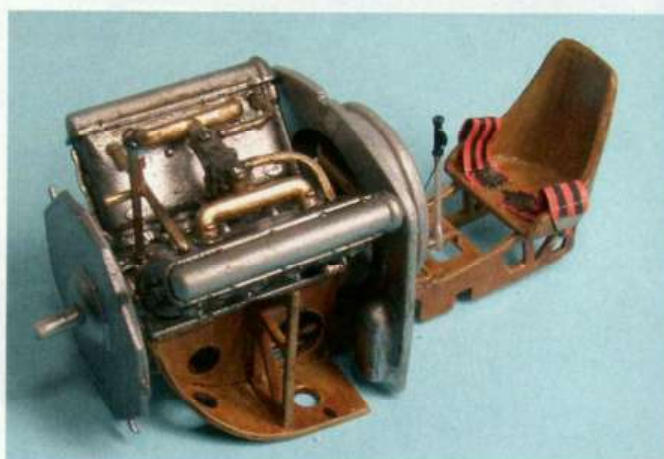
The assembled engine



The two fuselage halves showing the supplied interior detail



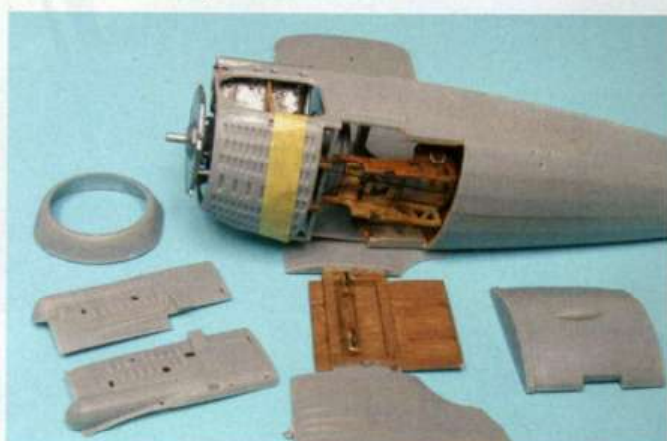
Eduard's WWI pre-painted belt set was used



The engine, bulkhead and cockpit units mated



The supplied interior detail is fabulous



Care is needed fitting the sump

"The fuselage sides have to have a combination of colour finishes to depict the wooden framework and the lines. The control levers are added to complement the overall look"

skin, with the metallic engine panels in Aluminium, onto which the priming pump and various simple control levers are added to complement the overall look. The cockpit framework that supports the seat and the engine unit had to be assembled and painted to resemble wood, quite a straightforward procedure where brown oil paint was drawn through an acrylic tan base colour to produce the wood grain effect. At this point the procedure was repeated on all parts requiring this effect. The instrument panel was enhanced with

dials supplied on the decal sheet and when bedded down these were touched in with a drop of clear varnish and looked very good. The firewall between the cockpit and engine and the forward engine plate were finished with a coat of Humbrol Aluminium as this added to the diversity of the internal finish. All these sub-assemblies were brought together to create such a fabulous interior that I was almost tempted to leave the fuselage sides off! The only thing missing from the equation was a seat lap belt, so an unusual but eye-catching

little red and black number was sourced from an Eduard WWI colour photo-etched belt set to complete the picture.

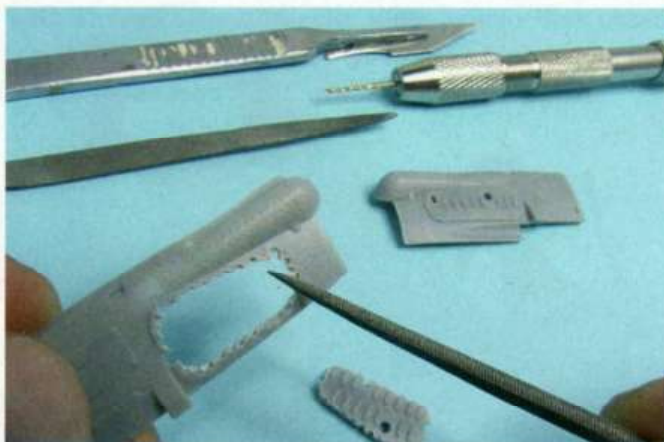
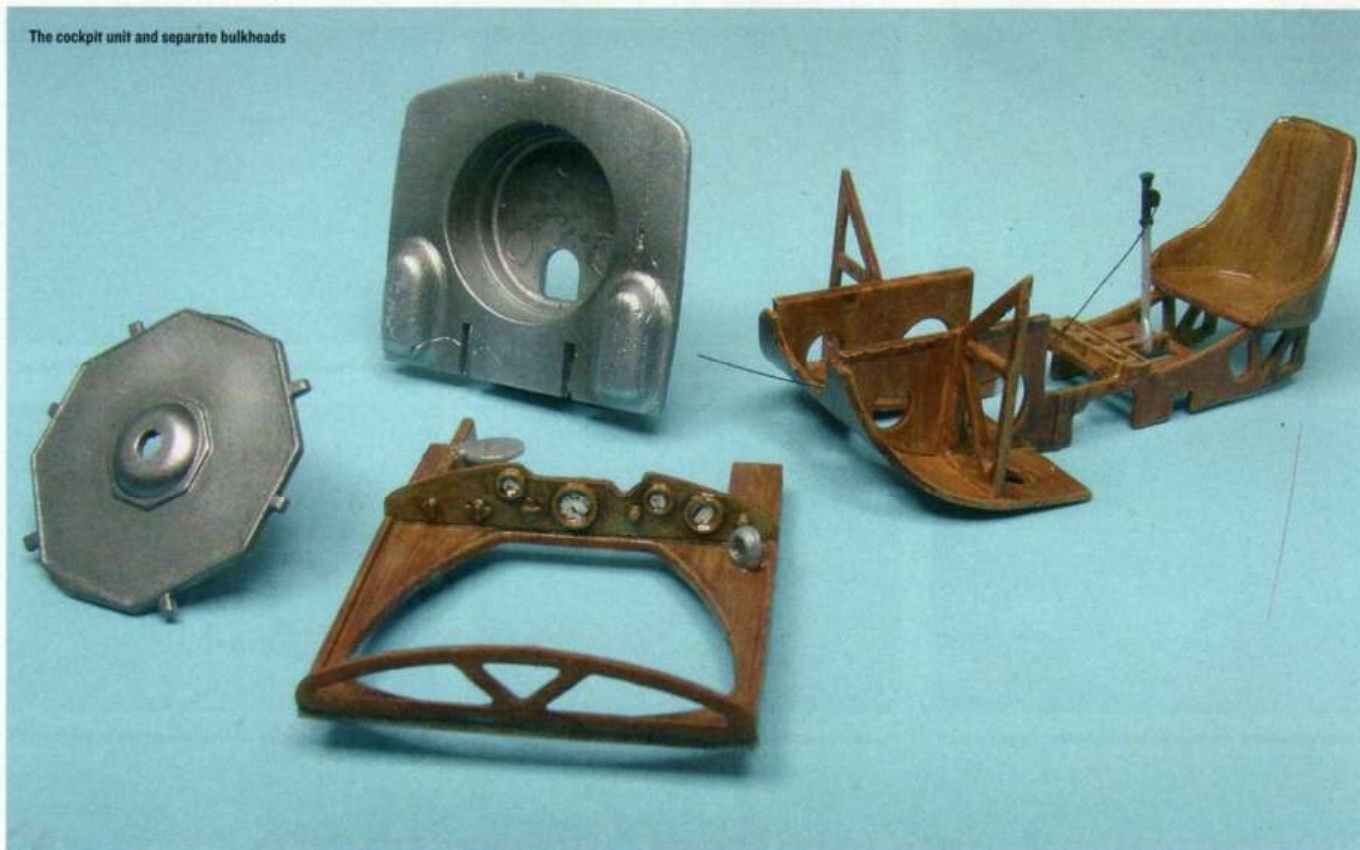
COSMETIC SURGERY

A lot of all the lovely interior detail was about to be encased within the fuselage halves, but happily Roden had thoughtfully supplied the engine side panels as separate mouldings so one of these was left off to show the lower engine half and mountings. As mentioned earlier, I also wanted to show off the top of the engine by removing one of the oval engine top

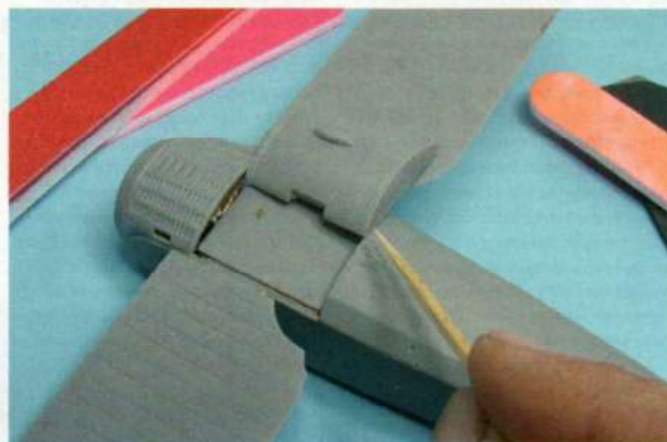
panels. This was done by carefully drilling and cutting around the outline of the panel and then finishing the edge off with a sanding stick. Combined with the visible open cockpit a lot of the earlier interior work could still be appreciated.

There were no fit issues with the fuselage halves and upper deck section, but the lower and upper engine cowlings needed careful aligning and test fitting with particular attention being given to the front cowl ring. With the body safely aligned, the lower wing could then be mated

The cockpit unit and separate bulkheads



The cowl panel in the process of removal



The poor fit of the lower wing fillet

the liner fabric skin, with the metallic engine panels in Aluminium, onto which the priming pump and various simple

to the belly of the fuselage as it also doubles as the cockpit floor. With this in place, a belly panel piece should then fit up around the bottom of the floor, but being more of a beer belly piece, it was slightly oversize in girth and so had to be trimmed to fit.

WINGS & THINGS

With the lower wing, elevators and rudder in position, it was a good time to drill out the anchor points for the turnbuckles that would hold the rigging. The struts do come with rigging buckles

already moulded into them but I thought they were too thick so decided to cut them out and use wire buckles instead. I had managed to obtain some fabulous scale buckles produced by Bob's Buckles and glued these into the drilled points later on after the wings had been painted. At this point the undercarriage was assembled and glued in position. Compared to the spindly undercarriage on the Roden Albatros D.I I had previously built, the legs on the SPAD may not have been long and slinky but they sure were safe and sound!

All the horizontal surfaces have lovely rib effects delicately moulded in the plastic and I was planning to try to highlight these as much as possible to show them off. The first step in this was to prime the model with Tamiya smooth acrylic white primer then secondly to dust a coat of NATO Black over this. By rubbing a piece of 1200 grit paper across the high points of the model, the black was rubbed away exposing the white on the ribs and thereby highlighting them. With this scary black and white makeover the shadow and light

base for the future topcoat paintwork was laid. It might seem like overkill on the preparatory work, but with the final finish consisting of just overall linen and light sand colours, I felt that any chance of keeping the plain colours interesting to the eye would have to be taken.

PAINTING & DECALLING

I liked the markings offered for Guynemer's machine but felt the other two options a bit bland. I was secretly hoping that we would have been offered the option with the giant cockerel head

STEP BY STEP GUIDE - PAINT & DECALS

The propeller after receiving the final dark brown oil paint wash and varnish



The ribs on the wings are rubbed down after the NATO Black has been applied



The shadowing and highlighting process complete



A hair-drier helps to bed down the large cockades



The ribs across the cockade are masked



Here you can probably make out the shading effect on the cockade

← motive as found on SPA48 machines, but alas not this time. Guynemer's two-tone Vieux Charles it would be, then.

With most of the work having been done with the black and white highlighting, it was now quite a simple matter of masking up and spraying over the effects with well thinned light passes of firstly the doped linen colour paint, and secondly the sandy coloured paint, allowing the earlier effects to subtly show through. In reality, this latter sandy yellow glossy paint was used to protect the metal areas of the aircraft, namely the engine panels around the nose and the tank on the top wing.

All remaining parts had to be painted now ahead of the final mating of the top to lower wing, and this included the set of struts and prominent exhaust pipes. The struts and propeller got the wood effect finish previously described and the exhausts got a metallic gunmetal base that was drybrushed with NATO Brown.

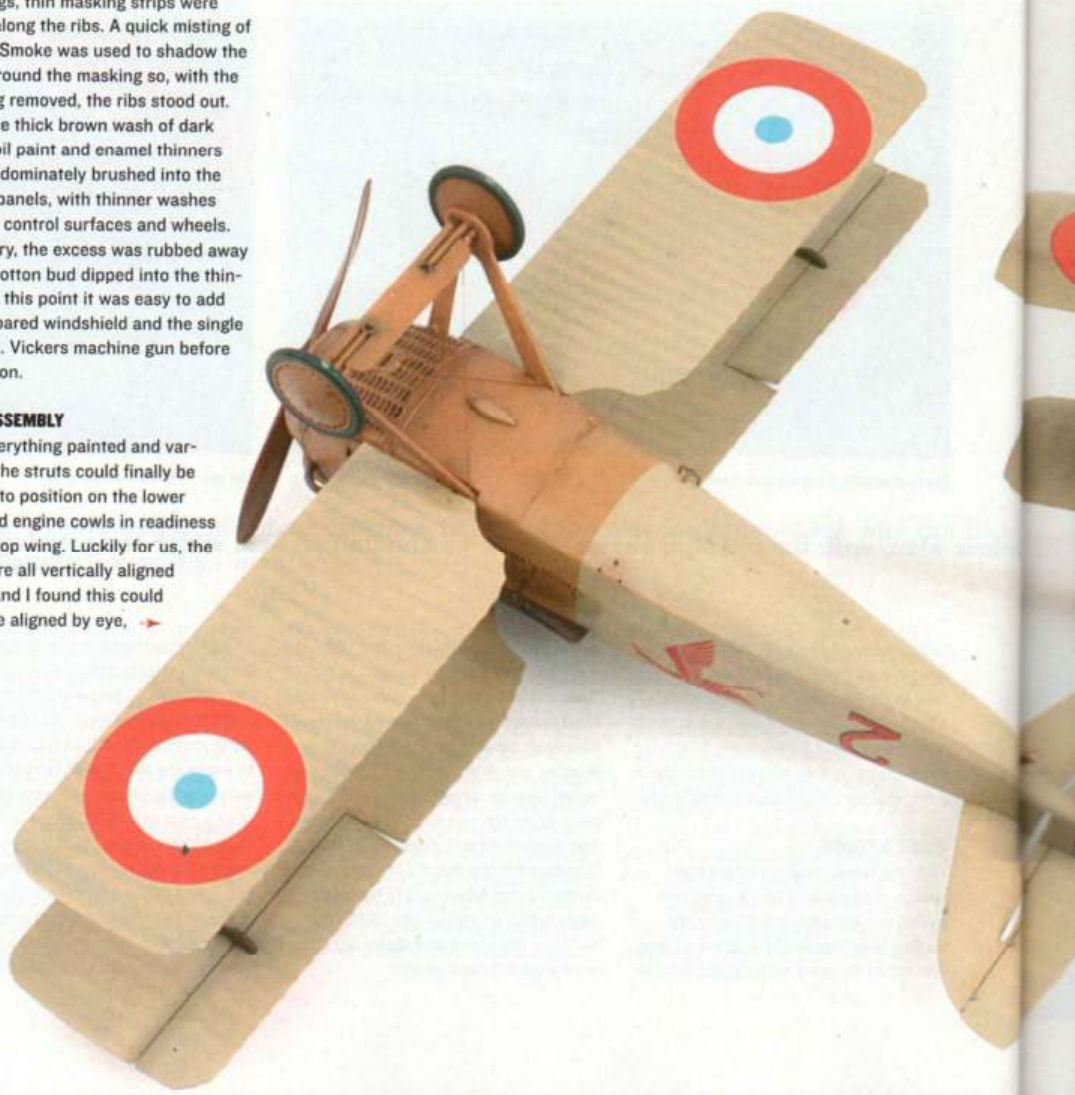
After the application of a protective acrylic clear gloss once the paintwork had dried, the decals could be added. These looked very good and bedded in reasonably well with a little help from Microscale decal solution, although a couple of small pieces showed slight silvering even though they were laid out on a high gloss surface. To make sure the large wing cockades did not suffer a similar fate, the bedding down was helped along with a little gentle heat from my 'modelling hairdryer' (I hope my wife doesn't read this, she is still looking for it!). All the decals were then sealed in with a further coat of acrylic satin clear. To continue the highlighted

rib effects through to the decals on the wings, thin masking strips were added along the ribs. A quick misting of Tamiya Smoke was used to shadow the decal around the masking so, with the masking removed, the ribs stood out.

A nice thick brown wash of dark brown oil paint and enamel thinners was predominately brushed into the engine panels, with thinner washes into the control surfaces and wheels. When dry, the excess was rubbed away with a cotton bud dipped into the thinners. At this point it was easy to add the prepared windshield and the single 0.303in. Vickers machine gun before moving on.

FINAL ASSEMBLY

With everything painted and varnished the struts could finally be glued into position on the lower wing and engine cowl in readiness for the top wing. Luckily for us, the struts are all vertically aligned at 90° and I found this could easily be aligned by eye, ➔





The next stage is to apply light passes of the thinned final colour



Here you can see the highlight effect on the ribs



All the colours applied



A thick brown oil wash was applied



Any excess was removed with a cotton bud soaked in enamel thinners



The wash completed

"All the horizontal surfaces have lovely rib effects delicately moulded in the plastic and I was planning to try to highlight these as much as possible to show them off. The first step in this was to prime the model with Tamiya smooth acrylic white primer then secondly to dust a coat of NATO Black over this. By rubbing a piece of 1200 grit paper across the high points of the model, the black was rubbed away exposing the white on the ribs and thereby highlighting them"



STEP BY STEP GUIDE - RIGGING & FINAL ASSEMBLY



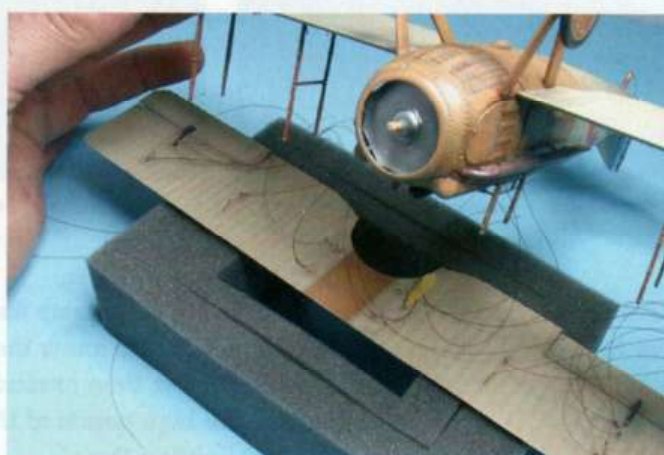
All the struts and the exhausts painted and ready for assembly



The turnbuckles glued in position



All the rigging tied in position



Finally the wings are brought together

"To continue the highlighted rib effects through to the decals on the wings, thin masking strips were added along the ribs. A quick misting of Tamiya Smoke was used to shadow the decal around the masking so, with the masking removed, the ribs stood out"

although if you are nervous with this, a small card set square could be used to check the angle. With the struts glued and set, the rigging lines of smoke-coloured 2lb breaking strain fishing line were tied onto the turnbuckles

under the top wing. With this wing on its back, the aircraft complete with struts and now upside down, was lowered down onto the top wing and the struts glued into their locating holes. To be honest, the trickiest bit was try-

ing to keep the rigging lines out of the way because at this stage it was like trying to tame a pot of spilled noodles!

A rigging diagram was supplied to help navigate some quite intricate rigging routing, but with care and a

hatful of patience, the hanging lines were stretched through the lower wing turnbuckles and superglued into position whilst under tension. Finally, these lines were trimmed with a scalpel blade to complete a very enjoyable build. ■



The six sprues of grey-coloured plastic in the kit, all of which are nicely moulded with excellent detail



The clear sprue includes three windscreen types, although some relate to later SPAD versions

The excellent and very colourful decal sheet is printed with perfect register



FINAL VERDICT

■ Another exceptional kit from Roden! It is a great looking aircraft and Roden have captured that look perfectly. Apart from a few tricky areas around the nose which needed trimming and careful alignment, the rest of the build was ultra smooth and as straightforward as could be expected for a biplane. I am sure it will be very popular with all fans of WWI aviation but I am a bit worried that the pricing of the kit, currently around £50, might put modellers off. That would be a great shame as it really is a fabulous kit.

Was it worth the money?

Biplane construction is hardly effortless but Roden make sure it is very enjoyable. More please.

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

SPAD VII, 201, of SPA-48, 1917. Light yellowish dope overall with beige front fuselage section. 'Cockrel' faces forward both sides of fuselage; note 'I' repeated on top fuselage decking



Below: Spad VII, S3198/S, of Escadrille SPA 124, Escadrille Lafayette, flown by Robert Soubrian. Vert Clair (FS.14255), Vert Foncé (FS.24098 - 34088), Beige (FS.33448); Brun (FS.20140), Noir (FS.37038) upper surfaces with blue-grey (FS.16357-16360) undersides. Roundels are carried above the top and below the bottom wings



Left: SPAD VII C.I, A-8874/G, of No 23 Squadron RFC, La Lovie, France, 1917. PC-10 upper surfaces (going down also under fuselage; metal panels and undercarriage in Light Grey; undersides and fin in clear light yellowish dope. White 'G' and triangle on fuselage



Below: Spad VII 2489, flown by Italian fighter ace Francesco Baracca, 1918. Light yellowish dope overall with beige front fuselage section including u/c legs. Lower wing undersides painted in green/clear dope/red (from starboard to port) bands; rampant horse marking on both sides of fuselage; normal roundels on top of wings



Left: SPAD VII, flown by the Commander of XXIII^e Gruppo of the Aeronautica del Regio Esercito, Centocelle, late 1923. Aluminium metal front panels, clear yellowish doped canvas areas. Roundels above top wings and below bottom wings. Green/white/red rudder bars extend to most of the horizontal tail surfaces, top and bottom. Insignia combines the emblems of the four Squadriglie of the Gruppo



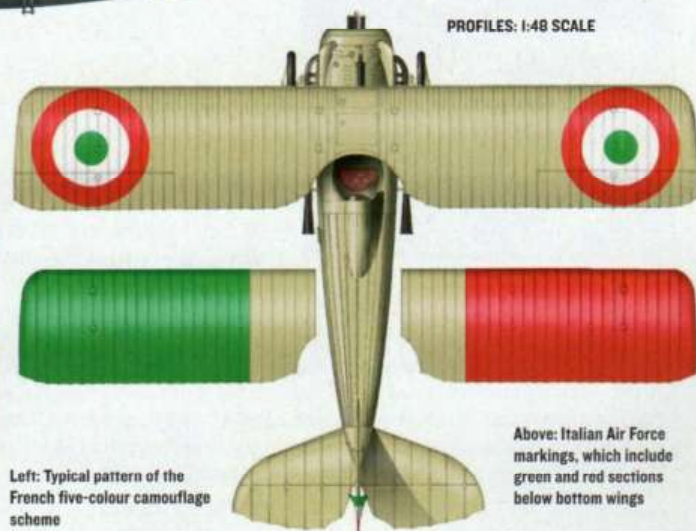
Below: SPAD VII, SP2 of the 10th Escadrille, Aviation Militaire Belge. Aluminium overall with Khaki top of fuselage and top surfaces of wings and tailplane. Red/yellow/red bands around fuselage, cockade of the same colours on wheel hub covers; unit 'comet' emblem in red outlined yellow. Standard Belgian roundels in four wing positions



PROFILES: 1:48 SCALE



Left: Typical pattern of the French five-colour camouflage scheme



Above: Italian Air Force markings, which include green and red sections below bottom wings

Model AIRPLANE INTERNATIONAL Original Artwork by Richard J. Caruana © MAI 2009

PREVIEW

North American A-36A 'Axis-busting Apache'

Hobbycraft, Canada / Materials: IM / Kit No.: HC1710 / Availability: Hobbycraft UK (UK Importer) and Hobbycraft stockists worldwide / Price Guide: £37.99

1:32

This is an all-new tooling from Hobbycraft, not a reissue of a Trumpeter kit as has been the case with other products in their catalogue. Tooled in China the kit comprises just 50 grey-coloured and ten clear plastic components. These all feature fine engraved panel and rivet detail and moulded detail in such areas as the wheel wells is very commendable. Having seen the sprues over a year ago we know that many parts are common and you will find gaps in the sprues where parts look as if they have snapped off, don't worry these are pieces for the other variants that have been deliberately removed. At least the landing light has been included on the clear sprue, unlike the Sea Fury. Both weighted and unweighted main wheels are included, which is a nice touch, but detail in the cockpit is limited and you will note comments throughout the instructions where parts have to be trimmed or drilled. The main problem with the kit seems to be the wing shape, though, as from published plans and photos of the A-36 this kit seems to have the wing fillets associated with the P-51D onwards? The large

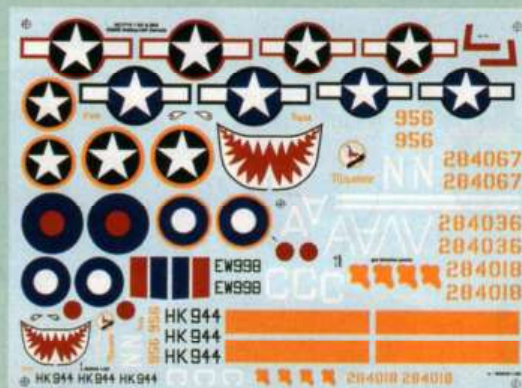
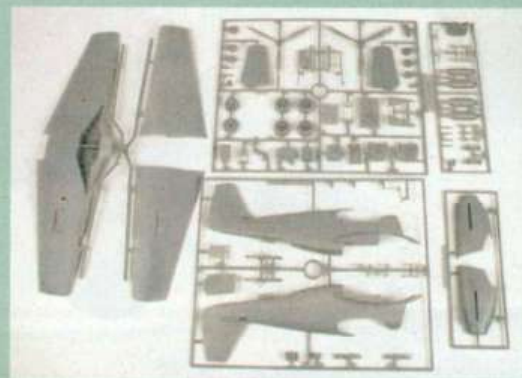
box has the colour options on the back, as no painting and decalling guide is included in the instructions. The five decal options are as follows: '956' of the 86th FBG, 526th FBG, Sicily, late 1943; HK944, *C of the No.1437 Reconnaissance Flight, RAF, Italy, November 1943; 42-84067 of the 86th FBG, 527th FBG, Sicily, late 1943; 42-84036 of the 27th FBS, 325th FBG, North Africa, June 1943; EW998 at tested at A&AEE Boscombe Down in 1944. The first four options are Olive Drab over Neutral Grey, while the final option is Dark Green and Ocean Grey over Medium Sea Grey. The decal sheet is large, well printed and with good colour density and register. It also has the added bonus that 1:48 markings for '956' and HK944 are also included, albeit only the unique markings for these options, no national insignia etc.

DIMENSIONS

Span - 37ft 5/16in (11.28m)
Length - 32ft 3 1/4in (9.82m)
Height - 13ft 8in (4.16m)

DIMENSIONS - 1:32

Span - 352.5mm
Length - 306.8mm
Height - 130mm



REFERENCES

- North American P-51 Mustang, Production Line to Frontline No.1 by M O'Leary (Osprey Publishing 1998)
- P-51 Mustang In Action No. 45 (Squadron/Signal Publications)
- P-51 Mustang Part I Detail & Scale Vol.50 by B. Kinsey (Squadron/Signal Publications 1997)
- Wings of Fame Vol.1 - P-51 by Bill Gunston (Aerospace Publishing)

Verdict

This kit is good in parts, these being a simple approach to a subject that has long been overlooked in the scale. Many, we suspect, will decry the lack of detail but the box contains all the parts you need to add as much as you want and surely that makes the kit accessible to all skill levels, which can't be a bad thing. The UK price is another matter though, as this is a basic kit at Japanese prices, and that sadly will put a lot off. Overall though we feel this a good product, certainly a step in the right direction by Hobbycraft and a quantum leap in comparison with their Sea Fury in the scale. Recommended with the above reservations, and our thanks to Hobbycraft for the review sample.

KIT PREVIEW

Junkers J.I

1:32

Wingnut Wings, New Zealand / Materials: IM / Kit No.: 32001 / Availability: Manufacturer only worldwide / Price Guide: £TBA (\$79.00)

This new manufacturer has been the talk of the town of late, with the release out of nowhere of four brand new 1:32 WWI aircraft kits. This is the first and it is tooled in China, but the quality of the plastic is such that it has a very Far Eastern feel akin to Academy and Tamiya. The eight medium-grey plastic sprues contain 164 parts with a single clear sprue offering the single-piece windscreen. A small photo-etched brass fret offers lap belts and associated buckles. The rendition of the corrugated skin is excellent, not too heavy in this large scale, and the level of detail overall is superb. The real big plus with the kit is the instructions though, as these comprise a booklet with CAD assembly stage diagrams that are actually superior to the usual line drawings and these are coupled with period images of areas such as the engine. The paint and decal guide takes up two pages towards the middle of this booklet, and the rear section is full of images of the only two examples left in the world, plus a dozen or so period black and white images - superb. The kit

has five decal options: 100/17 of Flieger-Abteilung 19, 1917; 134/17 of Flieger-Abteilung (A) 263; 138/17 of Flieger-Abteilung 17, 1918; 802/17 of an unidentified unit in 1918; 857/17 of Flieger-Abteilung (A) 263 in 1918. All colours are identified by Humbrol and Tamiya paint ranges, plus a couple from the MisterKit authentic WWI range.

DIMENSIONS

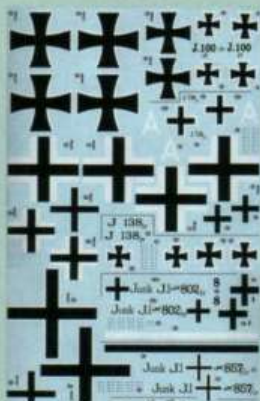
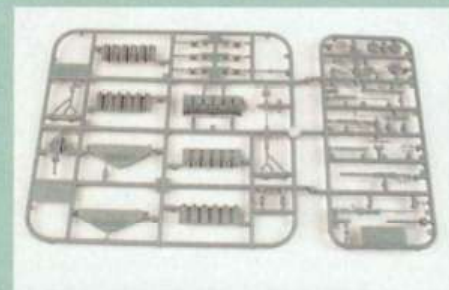
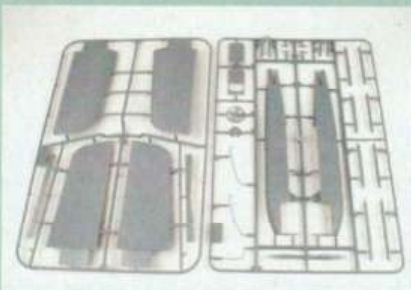
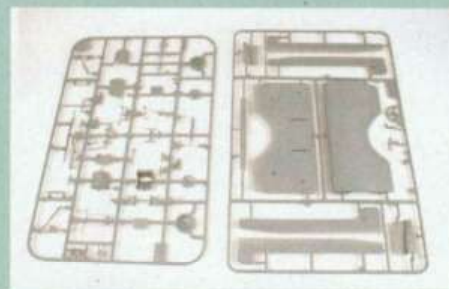
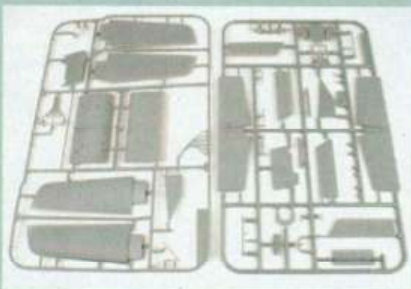
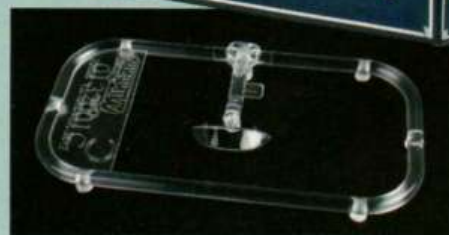
Span - 16.00m
Length - 9.06m

DIMENSIONS

Span - 500mm
Length - 283.2mm

REFERENCES

■ *Junkers A Pictorial Record of all Aircraft 1910-1945* (Motorbuch Verlag)



Verdict

Quite simply superb, Wingnut Wings have tackled the whole subject of a 'modern' kit by offering modellers everything they need in the one box, and doing it all to the highest standard. The LVG C.VI (#32002) and F.2b (#32004) are already available and will be covered in detail by our sister magazine (TMMI) in the future, while the S.E.5a with Hispano-Suiza engine (#32003) will be reviewed in a future edition. You can't fault these kits and the only restricting factor to their appeal may be that you currently can only get them directly from the manufacturer and everyone we know that has bought one thus far has been caught by Customs & Excise - ouch! Our thanks to Wingnut Wings Ltd for the review sample.

PREVIEW

Nakajima Ki-43-II Ko Hayabusa

1:72

Special Hobby, Czech Republic / Materials: IM / Kit No.: SH72710 / Availability: Hannants (UK Importer) and Special Hobby stockists worldwide / Price Guide: £TBA

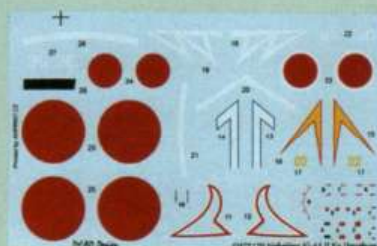
This is a brand new tooling from Special Hobby and you have to say that the quality of the injected parts is such that you can't really call this a limited-run kit any more, as it surpasses some mainstream brands! The fifty-five medium grey-coloured plastic parts feature finely engraved panel lines and the fact that there are two smaller sprues (cowling and fuselage) alongside the main sprue tells you that other versions are going to be along soon. The three clear parts include the landing light and the canopy, which most will be pleased to hear is supplied with the canopy separate from the windscreen. The kit does not call on resin or photo-etched components. There are four colour options: '02' of the 63rd Sentai, 3rd Chutai, New Guinea at the end of 1943; a machine of the 77th Hiko-Sentai, 1st Chutai, Hollandia airbase, New Guinea, 1944; 'White 5' of the 33rd Hiko-Sentai, 2nd Chutai, Hollandia airbase, New Guinea, 1944; and 'White 36' of the 1st Chutai, based at Narimasu airbase, Tokyo, 1944. All feature various field-applied interpretations of mottle over bare metal.

DIMENSIONS

Span - 10.83m
Length - 8.92m
Height - 3.273m

DIMENSIONS - 1:72

Span - 150.4mm
Length - 123.9mm
Height - 45.6mm



REFERENCES

- Japanese Cockpit Interiors Part I by R.C. Mikesh, Monogram Close-Up No. 14 (Monogram Aviation Publications 1976 ISBN: 0-914144-14-6)
- Ki-43 Oscar Aces of World War 2 by H. Ichimura, Aircraft of the Aces No.85 (Osprey Publishing 2009 ISBN: 978-1-84603-408-4)
- Nakajima Ki-43 Hayabusa, Maru Mechanic No.6 (1977)
- Nakajima Ki-43 Hayabusa 'Oscar' by P. Skulski, 'Pod Luqa' (In Detail) No.11 (Ace Publications 1999)
- Nakajima Ki-43 'Oscar' Hayabusa, Aero Detail No.29 by S. Nohara & R. Mochizuki (Art Box Ltd 2000)
- Nakajima Ki-43 'Oscar' Hayabusa, by W. Pajdosz, M.T. Włodarczyk & A. Jarski, Monografie Lotnictwa 48 (AJ-Press 1998)
- Nakajima Ki-43 Hayabusa in Japanese Army Air Force, RTAF, CAF & IPSF Service by R.M. Bueschel (Schiffer ISBN: 0-88740-804-4)

Verdict

The old Hasegawa kit is getting long in the tooth now, so this new release will make Japanese aviation fans very happy. As we said initially, the quality of the injected parts is now such that these can be considered mainstream for all those with moderate modelling experience. To them, this kit is highly recommended and our thanks to Special Hobby for the review sample.

PREVIEW

Pitts Special S.2 'Early'

1:48

AZ Model, Czech Republic / Materials: IM, R / Kit No.: 4837 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £TBA

This is a new tooling from AZ Model and it depicts the first two-seater Pitts aerobatic aircraft, which was basically a scaled-up S.1 with tandem seating (no canopies) and it was usually powered by the Lycoming AE10-360-B4A piston engine. AZ are intending to follow with the S.2A/I and more familiar S.2B versions and many will note that the instructions with this kit are entitled 'S.2A, B'. The kit comprises 36 dark grey-coloured and 1 clear plastic plus 1 resin and fourteen photo-etched components. The interior is well detailed with seats and etched belts, rudder pedals and sidewall structure, while the instrument panels combine photo-etched over an acetate film for the dials. As the engine front can be seen through the cowlings this bit of detail is supplied as a simple resin insert, while the undercarriage legs don't have separate wheels, these are moulded with the wheel spats. There are two decal options in the kit, none of them identified in any way other than the nation from which they come: they are G-BADY from the UK and 'ELI' from New Zealand.

DIMENSIONS

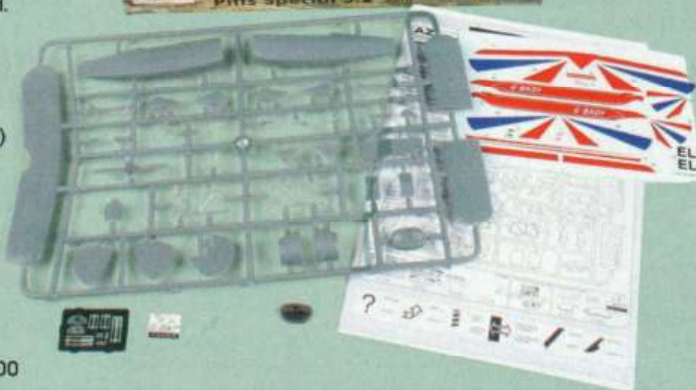
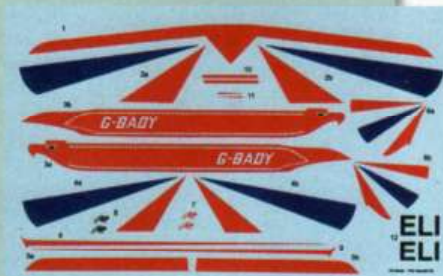
Span - 20ft (6.10m)
Length - 18ft 9in (5.71m)
Height - 6ft 7 1/3in (2.02m)

DIMENSIONS 1:48

Span - 127.1mm
Length - 119.9mm
Height - 42.1mm

REFERENCES

■ Aeroplane, October 2000



Verdict

The type has been done in the scale in the past, but only as a vacform or in metal, so this new injected kit is very welcome. The myriad colour options available for the type are bound to make this one popular, and rightly so as it is a little gem. Recommended to all racer and civil aviation fans and our thanks to AZ Model for the review sample.

new releases - kits

KIT PREVIEW

Airco D.H.2

1:32

Roden, Ukraine / Materials: IM / Kit No.: 612 / Availability: Pocketbond Ltd (UK Importer) and Roden stockists worldwide / Price Guide: £47.99

This is an all-new tooling from Roden and it comprises 93 plastic components in their usual mid-grey colour plastic, plus a small sheet of clear acetate to make the windscreen. The interior is nicely detailed, as are the sidewalls within each half of the nacelle. The engine is multi-part and both oil and fuel tanks are included. Both top and bottom wings are supplied as single pieces, so no worries about alignment. As always, Roden have thoughtfully included a useful rigging diagram in the instructions. Decals are included for four machines: 7907, B Flight, No.32 Sqn, flown by Capt L.P. Aizelwood, France, September 1916; 6015, No.32 Sqn, flown by Maj L.W.B. Rees, Treizeenes, July 1916; 7851, C Flight, NO.32 Sqn, flown by 2nd Lt E. Wagner, France, January 1917; 7925, C Flight, No.29 Sqn, 2nd Lt H.A. Hallam, France, November 1916

DIMENSIONS

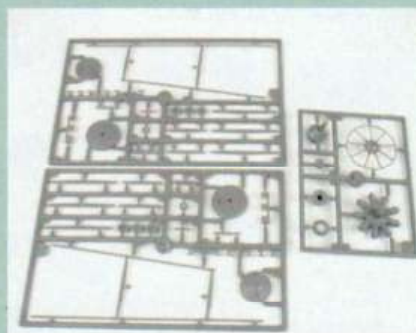
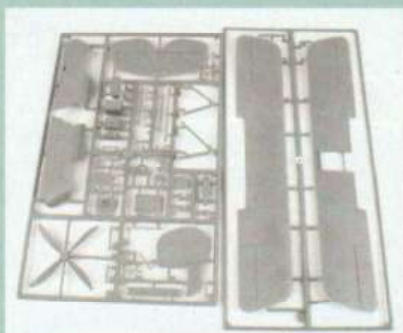
Span - 28ft 3in (8.610m)
Length - 25ft 2 1/2in (7.683m)
Height - 9ft 6 1/2in (2.921m)

DIMENSIONS - 1:32

Span - 269mm
Length - 240mm
Height - 91.3mm

REFERENCES

- Airco (Crowood Press 2001)
- Airco D.H.2 by B.J. Gray, Windsock Datafile 48 (Albatros Productions 1994)
- Airfix Magazine Vol.14 No.1 September 1972
- Cross & Cockade International Vol.20 Nos 1 & 3 (1989), Vol 21 No.3 (1990) and Vol.22 No.1 & 4 (1991)
- De Havilland D.H.2 by J.M. Bruce, Profile No.91 (Profile Publications 1966)
- De Havilland D.H.2 In Action 171 by P. Cooksley (Squadron/Signal Publications 2000)
- Hawker VC by T. Hawker (Mitre press 1965)
- The Aeroplanes of the Royal Flying Corps [Military Wing] by J.M. Bruce (Putnam 1982)
- The Air Defence of Great Britain 1914-1918 by C. Cole & E.F. Cheeseman (Putnam 1984)
- War in the Air Vols. I, II & V (Oxford University Press 1928, 1931 & 1935)
- Wings over the Somme by Wg Cdr G. H. Lewis DFC (William Kimber 1975)



Verdict

Another superb example of Roden's craft and a type that has been sorely missing from any 1:32 WWI collection for years. We are sure this kit will delight many and its limited parts count should make for a straightforward construction making it ideal for all. Our thanks to Roden for the review sample.

Avia VR-1 'Czechoslovakian Fa 223'

Scale 1:48 / Special Hobby, Czech Republic / Materials: IM, R, PE / Kit No.: SH48095 / Availability: Hannants (UK Importer) and Special Hobby stockists worldwide / Price Guide: £11.70

- Reissued, limited edition
- The kit is made up of 93 dark grey-coloured and seven plastic, plus 65 photo-etched components
- There are three decal options: OK-BZX, the first rebuilt machine as test flown on the 12th March 1948; the second prototype (unmarked) as test flown on the 5th July 1948; and the same machine coded V-25 as it appeared when tested by the VLTU. All three machines are painted silver overall

Verdict: The type may come as a surprise to many, but two machines were completed from salvaged components by the Československé Závody Letecké (formerly Avia) factory. As the type was the first helicopter operated in the country during the post-war period it deserves a place in any rotary wing collection. We certainly highly recommend it and our thanks to Special Hobby for the review sample.

DIMENSIONS

Rotor Dia - 12.00m (39ft 4in)
Fuselage Length - 12.25m (40ft 2in)
Height - 4.36m (14ft 4in)

DIMENSIONS - 1:48

Rotor Dia - 250mm
Fuselage Length - 255.2mm
Height - 90.8mm

REFERENCES

- Cockpit Profile No.5 - Deutsche Flugzeugcockpits und Instrumentenbretter by P.W. Cohausz (Flugzeug Publikations GmbH)
- German Helicopters 1928-1945 by H.J. Nowarra (Schiffer Publishing)
- Helicopters of the Third Reich by S. Coates & J.C. Carbonel (Classic Publications 2003)
- Luftfahrt International No. 8, Mar-Apr 1975 & No. 9, May-June 1975
- Rotorcraft of the Third Reich by R. Witkowski (Mushroom Model Publications 2007 ISBN: 978-83-89450-43-2)

Savoia-Marchetti SM.82 Cangaro

Scale: 1:72 / Italeri, Italy / Material: IM / Kit No.: I273 / Availability: The Hobby Company Ltd (UK Importers) and Italeri stockists worldwide / Price Guide: £31.99

- Revised tooling of standard SM.82 first released in 2008 (See build article in Issue 40)
- Depicts the version used by the Luftwaffe and fitted with cannon in a power-operated dorsal turret, aft of the cockpit.
- The kit is made up of 172 light grey-coloured and 29 clear plastic components; only six of the former are new for this version
- There are four decal options: IZ+BZ of I3./KGz zbV I based at Heraklion, Crete in 1942; 'F' of III./KGbV I based at Catania, Southern Italy in the summer of 1943; Unmarked machine of Gruppo Aerotrasporti 'Trabucchi', Orio al Serio, Northern Italy, April 1944; 'I-16' of Gruppo Trasporti Regia Aeronautica Cobelligerante, Lecce, Southern Italy, 1944.

Verdict: This is a simple and effective reuse of the tooling with just those six new parts to give you this version. It is typical of the high quality stuff Italeri are turning out nowadays and it can be highly recommended to all. Our thanks to Italeri S.p.A for the review sample.

DIMENSIONS

Span: 97ft 4 1/2in (29.68m)
Length: 75ft 1 1/2in (22.9m)
Height: 19ft 8 1/4in (6.00m)

DIMENSIONS - 1:72

Span - 412.2mm
Length - 318mm
Height - 83.3mm

REFERENCES

- Colori e Schemi Mimetici della Regia Aeronautica 1935-1943 by Umberto Postiglioni & Andrea Degl'Innocenti (G.M.T.-C.M.P.R.-G.A.V.S 1995)



McD DC-9-32 'NASA'

Scale 1:144 / Fly, Czech Republic / Materials: IM, R / Kit No.: I4402 / Availability: Hannants (UK Importer) and Fly stockists worldwide / Price Guide: £20.50

- New tooling
- The kit is made up of 40 white-coloured plastic and 24 resin components
- There is one decal option, N932NA operated by NASA and painted in an overall white scheme with light blue cheatlines

Verdict: This is a very neat kit, simple and effective and with no clear plastic to worry about (all glazing is supplied as decals), this is an ideal subject to any skill level. It is certainly one we can recommend to the airliner fraternity and our thanks to Fly for the review sample.

DIMENSIONS

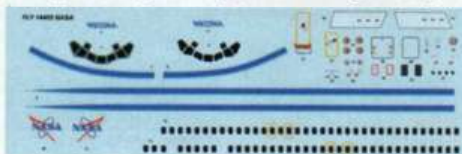
Span - 93ft 5in (28.47m)
Length - 119ft 4in (36.37m)
Height (top of tail) - 27ft 5in (8.38m)

DIMENSIONS - 1:144

Span - 197.7mm
Length - 252.6mm
Height (top of tail) - 51.2mm

REFERENCES

- Douglas DC-9 by A. Pearcey (Airlife Publishing Ltd 1994)



Bell P-39Q Airacobra

Scale: 1:48 / Eduard, Czech Republic / Material: IM / Kit No.: 8473 / Availability: Hannants & LSA Models (UK Importers) and Eduard stockists worldwide / Price Guide: £11.99

- Reissue of kit first produced in 2000 within the simplified 'Weekend Edition' range
- The metal nose weight of the original release is no longer included
- The kit is made up of 102 greenish-coloured and 6 clear plastic components
- There is one decal option: P-39Q-5-BE, S/No.42-19995, 'Snooks 2nd' of the 71st TRD, 82nd TRG, 1944

Verdict: The original kit built well and even with the nose weight omitted (and the need to add nose weight also forgotten in the instructions) for those wanting to save a few pennies, this is the ideal option. It is certainly one that can be recommended to all, and our thanks to Eduard M.A. for the review sample.

DIMENSIONS:

Span - 34ft 0in (10.36m)
Length - 30ft 2in (9.19m)
Height - 12ft 2in (3.71m)

DIMENSIONS - 1:48

Span - 215.8mm
Length - 191.5mm
Height - 77.3mm

REFERENCES

- Bell P-39/P-63 Airacobra & Kingcobra by F.A. Johnsen, 'Warbird Tech Vol.17 (Specialty Press 1998 ISBN: 1-58007-010-8)
- Cobra! Bell Aircraft Corporation 1934-1946 by Birch Matthews (Schiffer, 1996)
- P-39 Airacobra, Detail & Scale Vol.63 by B. Kinsey (Squadron/Signal Publications 2000)
- P-39 Airacobra In Action No.43 by E. McDowell (Squadron/Signal Publications)



new releases - kits

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

North American P-51A 'Air Commandos'

Scale 1:32 / Hobbycraft, Canada / Materials: **IM** / Kit No.: HC1712 / Availability: Hobbycraft UK (UK Importer) and Hobbycraft stockists worldwide / Price Guide: £37.99

- New tooling
- Depicts the P-51A of which 600 were built, 325 going to the RAF as the Mustang Mk II. Aircraft fitted with the V-1710-81 engine and had four 0.5in machine-guns in the wings with the lower chin-cowl mounted ones of the previous A-36 and P-51 being deleted
- The kit is made up of 57 grey-coloured and seven clear plastic components
- There are three decal options: 43-6189 of the 1st ACG, Fighter Section, Burma, 1944; '404' or '1704' of the Dominican Republic in the late 1940s. The former is in Olive Drab and Neutral Grey, while the latter two are bare metal. The decal sheet also includes bonus markings in 1:48 for '404' and '1704'

Verdict: This is a sound kit, which should be well within the abilities of the complete beginner while also giving the basics for more experienced modellers to add a lot of extras. Apart from the high UK retail price it is one that can be recommended to all, and our thanks to Hobbycraft for the review sample.

DIMENSIONS

Span - 37ft 5/16in (11.28m)
Length - 32ft 3 1/4in (9.82m)
Height - 13ft 8in (4.16m)

DIMENSIONS - 1:432

Span - 352.5mm
Length - 306.8mm
Height - 130mm

REFERENCES

- North American P-51 Mustang, Production Line to Frontline No.1 by M O'Leary (Osprey Publishing 1998)
- P-51 Mustang In Action No. 45 (Squadron/Signal Publications)
- P-51 Mustang Part I Detail & Scale Vol.50 by B. Kinsey (Squadron/Signal Publications 1997)



Vultee P-48 Vanguard

Scale 1:72 / AZ Model, Czech Republic / Materials: **IM, R** / Kit No.: 7262 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £14.30

- New tooling
- Depicts the Vultee 48C/P-66 of which 143 were produced between October 1941 and April 1942. Initially intended for Sweden, 100 (BW209 to BW307) were allocated to the UK, but in the end all machines (including NX28300) were accepted by the USAAF as the P-66 and allocated serials from 42-6833 to 42-6975
- The kit is made up of 26 grey-coloured and two clear plastic, plus 10 resin and four photo-etched components
- There are three decal options: BW209, the single RAF example evaluated in the UK; an all-silver Swedish version and IO*9, also of the Swedish AF but this time in a green and blue scheme.

Verdict: This is a typical limited-run kit and, in this scale, of a subject that we have been waiting for. If you can work with limited-run kits then it is recommended and our thanks to AZ Model for the review sample.

DIMENSIONS

Span - 35ft 10in (10.98m)
Length - 28ft 5in (8.66m)
Height - 9ft 5in (2.87m)

DIMENSIONS - 1:72

Span - 152.5mm
Length - 120.3mm
Height - 39.8mm

REFERENCES

- AAHS Journal, Summer 1984
- P-35A, AT-12 & P-66 in Swedish Service by M. Forslund (Mikael Forslund Produktion AB 2008 ISBN: 978-91-6331-6072-1)



Douglas D-558-2 'Jet & Rocket'

Scale 1:72 / Special Hobby, Czech Republic / Materials: **IM, PE** / Kit No.: SH72180 / Availability: Hannants (UK Importer) and MPM stockists worldwide / Price Guide: £TBA

- Revised tooling based on D-558-2 kit (#SH72163)
- Depicts the airframe in its later guise with both Westinghouse X24 jet engine and RMI XLR8-RM-5 rocket motor fitted, the latter requiring new fuselage halves and a resin plug. The Douglas-designed low-drag 150 gallon drop tanks are also now included
- The kit is made up of 37 grey-coloured and one clear plastic, plus four resin and 29 photo-etched components
- There are three decal options: BuNo.37975, '145', used for tests of the low-drag tanks from June 1954 to July 1955; BuNo.37974, used for longitudinal, lateral and stall stability tests from November 1948 to January 1950; BuNo.37975 in US Navy colours.

Verdict: For those building a research and development aircraft collection this is a must, as it adds another stage in the history of the D-558-2. The nature of the components and the inclusion of resin and photo-etched mean that this is one we can recommend to the more experienced modeller.

DIMENSIONS

Span - 7.62m
Length - 12.80m
Height - 3.70m

DIMENSIONS - 1:72

Span - 105.9mm
Length - 177.8mm
Height - 51.4mm

REFERENCES

- Skystreak, Skyrocket & Stiletto, Douglas High-Speed X-Planes by Scott Libis (Specialty Press 2005 ISBN: 978-1-58007-084-3)
- Douglas D-558-2 Skyrocket, Naval Fighters No.57 (Steve Ginter 2002)



Fokker D.XXIII

Scale 1:72 / RS Models, Czech Republic / Materials: **IM, R, PE** / Kit No.: 92053 / Availability: Hannants (UK Importer) and RS Models stockists worldwide / Price Guide: £14.99

- New tooling
- Depicts the single prototype D.XXIII built, with the wooden wings of thicker chord than were intended for production machines, which would have had metal wings
- The kit is made up of one clear and 44 light tan-coloured plastic components
- There are two decal options: The prototype marked as X-4 in June 1939 and the same machine as '998' during April 1940. Colours are quoted by FS reference numbers.

Verdict: What an odd looking beast and one that has been done in resin and limited-run plastic in the past. This version looks superior to all that have gone before it, so it is highly recommended to all those interested in Dutch or immediate pre-war aviation, and our thanks to RS Models for the review sample.

DIMENSIONS

Span - 37ft 8.75in (11.50m)
Length - 33ft 5.5in (10.20m)
Height - 12ft 5.5in (3.80m)

DIMENSIONS - 1:72

Span - 159.7mm
Length - 141.7mm
Height - 52.8mm

REFERENCES

- Aircraft Archive - Fighters of World War Two Volume 2 (Argus Books 1988 ISBN:0-85242-953-3)





Bell UH-1F Huey

Scale 1:72 / HobbyBoss, China / Materials: IM / Kit No.: 87230
Availability: Creative Models Ltd (UK Importer) and HobbyBoss stockists worldwide / Price Guide: £10.99

Status: Revised tooling

Parts: Five clear and 113 light grey-coloured plastic components

Decal options: 2 (S/No.73-1238, 37th ARRS, Ellsworth AFB, 1979; S/No.74-493, 58th Tactical Training Wing, Luke AFB, 1976)

REFERENCES

- UH-1 Huey In Action No.75 by W. Mutza (Squadron/Signal Publications 1987)
- UH-1 Huey In Color (Squadron/Signal Publications)
- UH-1 Huey, Walk Around No.36 (Squadron/Signal Publications 2004)



Sikorsky UH-60J 'JMSDF'

Scale 1:72 / Fujimi, Japan / Materials: IM / Kit No.: 35131 / Availability: Model Wholesale UK (UK Distribution) and Fujimi stockists worldwide / Price Guide: £12.95

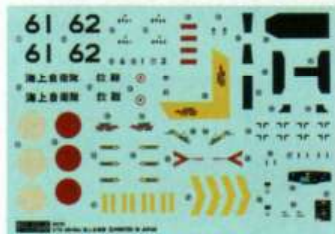
Status: Reissue of kit first released in 1993

Parts: Fifteen clear and 97 white-coloured injected plastic parts

Decal Options: 1 ('62' from an unidentified JMSDF unit)

REFERENCES

- H-60 Black Hawk In Action No.133 by P. Pickett (Squadron/Signal Publications 1994 & 2006 ISBN: 0-89747-295-0)
- UH-60 Blackhawk, Walk Around No.19 by R.S. Dunn (Squadron/Signal Publications 1999 ISBN: 0-89747-405-8)



Dornier Do 228-212LM 'Marine Patrol'

Scale 1:72 / Revell, Germany / Material: IM / Kit No.: 04287
Availability: Revell & Co., KG [UK Branch] (UK Importers) and / Revell stockists worldwide / Price Guide: £8.50

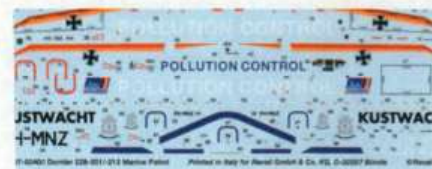
Status: Reissue of kit first released in 2001 (#04600)

Parts: 52 white-coloured and three clear plastic components

Decal options: 2 (57+01 used by MFG3 'Graf Zeppelin, Nordholz; PH-MNZ of the Dutch Coast Guards, De Kooy Airport, DenHelder, August 2007. Both are used in Pollution Control flights)

REFERENCES

- Air Forces Monthly, No.98 (May 1996)
- Air International, Vol.33 No.4 (October 1987)
- Aviation News 27th September - 10th October 1991



Dassault Mirage IIIE

Scale 1:48 / Italeri, Italy / Materials: IM / Kit No.: 2674
Availability: The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / Price Guide: £17.99

Status: Special edition, revised reissue of ex-Esc kit with addition of 1,700lt RP30 drop tank and MATRA AS37 Martel missile plus 9 decal options

Parts: Three clear and 109 grey-coloured plastic components

Decal options: 9 (2-EB, Escadron 01/002, Dijon-Longvic, 1975; 3-IF, Escadron 01/003, Nancy-Ochey, 1992; 3-XG, Escadron 03/003, Nancy-Ochey, 1991; 4-BJ, Escadron 02/004, Luxeuil-Saint-Sauveur, 1987; 13-QH, Escadron 01/013, Colmar-Meyenheim; 2-LS, Escadron 03/002, Dijon-Longvic, 1974; 3-JJ, Escadron 02/003, Nancy-Ochey, 1991; 4-AQ, Escadron 02/013, Colmar-Meyenheim, 1965)

REFERENCES

- Mirage III Vol.1 (DTU, 2000)
- Mirage III Vol. 2 (DTU 2003)



LET L-13 Blanik

Scale 1:32 / Planet Models, Czech Republic / Materials: R, VF
Kit No.: 220 / Availability: Hannants (UK Importer) and Planet Models stockists worldwide / Price Guide: £53.99

Status: New tooling

Parts: 22 resin and two vacformed clear plastic components

Decal options: 2 (N15CB and OK-1827, the latter from Bensov airfield in the Czech Republic)

REFERENCES

- None



Zlin Z-XII & XIII

Scale 1:72 / RS Models, Czech Republic / Materials: IM, R, PE
Kit No.: 92043 / Availability: Hannants (UK Importer) and RS Models stockists worldwide / Price Guide: £13.99

Status: New & revised tooling (2 kits in box)

Parts: 19 grey-coloured and two clear plastic, plus 2 resin [XII] & 25 tan-coloured and one clear plastic plus 2 resin and 25 photo-etched [XIII] components

Decal options: 3 (OK-TBZ in either single- or twin-seat configuration and OK-BTB the second prototype in 1935)

REFERENCES

- None



new releases - kits

**Focke-Wulf Fw 190A-1/2 'Jabo'**

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, R
 Kit No.: 7266 / Availability: Hannants (UK Importer) and AZ
 Model stockists worldwide / Price Guide: £15.99

Status: New tooling

Parts: 41 grey-coloured and one clear plastic, plus
 2 resin components

Decal options: 3 ('Blue 6' of 10 (Jabo), JG2 and
 'Black 5' and 'Black 6' of 14 (Jabo), JG5)

REFERENCES

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

**Grumman F9F-4/5 Panther**

Scale 1:72 / Revell, Germany / Materials: IM / Kit No.: 04286
 Availability: Revell GmbH & Co KG (UK Importer) and Revell
 stockists worldwide / Price Guide: £8.50

Status: Reissue of ex-Matchbox tooling with new
 decals

Parts: One clear and 73 blue-coloured plastic
 components

Decal options: 7 (Aircraft 1 to 6 of the US Navy
 Flight Demonstration Sqn, 'The Blue Angels', NAS
 Pensacola, 1952-3; BuNo.125929 of VMF-312,
 USMC, MCAC Cherry Point, 1954)

REFERENCES

■ Aerospace Modeler, Issue 5 Winter 2006 &
 Issue 6 Spring 2007

■ F9F Panther/Cougar In Action No.51 by J.
 Sullivan (Squadron/Signal Publications 1982 ISBN:
 0-89747-127-X)

**Fokker Friendship**

Scale 1:72 / Airfix, UK / Materials: IM / Kit No.: A05003
 Availability: Humbrol (Worldwide distribution) and Airfix
 stockists worldwide / Price Guide: £12.99

Status: Reissue of kit first released in 1960

Parts: 79 light grey-coloured and five clear plastic
 components

Decal options: 3 (VH-TFF of Trans Australian
 Airlines, Sydney Airport, Australia, May 1965;
 PH-FHF, NLM colours, Fokker Heritage Flight,
 Lelystad, The Netherlands, May 2008; TC-TEK,
 Turkish Airlines, Istanbul Airport, Turkey, 1971)

REFERENCES

■ The Encyclopedia of the World's Civil Aircraft
 (Hamlyn Aerospace Books, 1981)

**Auster AOP Mk III/K-61**

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, R
 Kit No.: 7264 / Availability: Hannants (UK Importer) and AZ
 Model stockists worldwide / Price Guide: £13.50

Status: New tooling

Parts: 1 resin, 1 clear and 37 grey-coloured plastic
 components

Decal options: 4 (IR2, Czech Army, R-18, Dutch
 Army; NH894, RAF; VQ-PAS, Israeli AF)

REFERENCES

■ Colour & Markings of the Israeli Air Force by
 Yoav Efrati (Isradecal Publications 2005 ISBN:
 965-7220-03-3)

■ The Taylorcraft Story by C. Peek (Aviation
 Heritage Books 1994 ISBN: 0-9433691-08-7)

**BAE Sea Harrier FA.2 'Hi-Tech'**

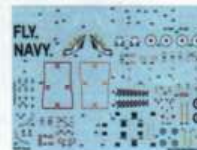
Scale 1:72 / Special Hobby, Czech Republic / Materials: IM, R, PE
 / Kit No.: SH72154 / Availability: Hannants (UK Importer) and
 Special Hobby stockists worldwide / Price Guide: £TBA

Status: Reissue (first released by Xtrakit, See Issue
 48) with new resin and photo-etched detail parts,
 plus the weapons missing from the first kit

Parts: 76 grey-coloured and two clear plastic, plus
 five resin and 73 photo-etched components
 Decal options: 3 (ZH809, 710, No.899 Squadron,
 Yeovilton in the special blue and white scheme
 marking the 25th anniversary of the type's entry
 into service in 2004; ZH798, 001, No.810 Sqn,
 HMS Invincible, 2004; ZD608, 717, No.899 Sqn,
 RNAS Yeovilton, 2004)

REFERENCES

■ Sea Harrier - The Last All-British
 Fighter by J. Hunter (Midland Pub)
 ■ World Air Power Journal Vol 6
 (Aerospace Publishing 1991)

**Northrop X/YB-35 Flying Wing**

Scale 1:72 / Italeri, Italy / Materials: IM / Kit No.: 1277
 Availability: The Hobby Company Ltd (UK Importer) and Italeri
 stockists worldwide / Price Guide: £42.99

Status: Reissue, ex-AMT/Ertl first released in 1995
 (#8615)

Parts: Six clear and 129 light grey-coloured plastic
 components

Decal options: 2 (YB-35, S/No.102366, 1950;
 XB-35, S/No.213603, 1947)

REFERENCES

■ Aeroplane Monthly, January & February 1974
 ■ Northrop Flying Wings by G.R. Pape, J.M.
 Campbell (Schiffer ISBN: 0-88740-689-0)
 ■ The Flying Wings of Jack Northrop by G.R. Pape,
 J.M. Campbell & D. Campbell (Schiffer 1994 ISBN:
 0-88740-597-5)





McD DC-9-31 'Firebird II'

Scale 1:144 / Fly, Czech Republic / Materials: IM, R
Kit No.: I4401 / Availability: Hannants (UK Importer) and Fly stockists worldwide / Price Guide: £20.50

Status: New tooling

Parts: 40 white-coloured plastic and 29 resin components

Decal options: 1 (N932ML, 'Firebird II')

REFERENCES

■ Douglas DC-9 by A. Pearcey (Airlife Publishing Ltd 1994)



V.S. Spitfire Mk IX 'Beer Barrel'

Scale 1:72 / Kopro, Czech Republic / Materials: IM / Kit No.: 73174 / Availability: Pocketbond (UK Importer) and Kopro stockists worldwide / Price Guide: £TBA

Status: Reissued of KP kit with addition of parts for two beer barrels

Parts: 31 dark grey, eight light grey-coloured and four clear plastic components

Decal options: 2 (MK329, JE•J, flown by Wg Cdr J.E. Johnson, No.144 Wing (RCAF), June 1944; MH978, M•FF of No.132 Wing, RAF, June 1944)

REFERENCES

■ Supermarine Spitfire LF Mk IX, Special Museum Line No.26 (Wings & Wheels Publications 2003)
■ Supermarine Spitfire Mk I-XVI in RAF, SAAF, RAAF, RNZAF, RCAF & Foreign Service by T. Hooton (Osprey Publishing)



North American T-2C/E Buckeye

Scale 1:72 / Revell, Germany / Materials: IM / Kit No.: 04289
Availability: Revell GmbH & Co KG (UK Importer) and Revell stockists worldwide / Price Guide: £4.99

Status: Reissue of ex-Matchbox tooling from 1987 with new decals

Parts: Two clear and 30 white plastic components

Decal options: 2 (BuNo.157034 of VT-19 at NAS Meridian, 1975; ex-BuNo.160077, I20 Pterix, 363 Mira (Sqn) Air Training Wing, Kalamatra, Hellenic Air Force, 2005)

REFERENCES

■ None



Avia Ba.33 'Czechoslovak & Imperial Japanese Army AF'

Scale 1:72 / AZ Model, Czech Republic / Materials: IM / Kit No.: CZ05 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £TBA

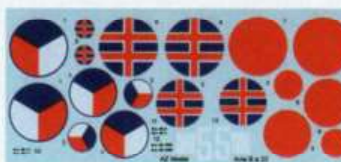
Status: New tooling in this simplified range

Parts: 27 grey-coloured plastic components

Decal options: 3 (Japanese AF, Mukden, 1932; 'White 5', Czechoslovakia, 1929; unmarked a/c of the Slovakian State, Piestany, 1940)

REFERENCES

■ None



Vickers Wellington Mk IV 'R-1830 Engines'

Scale 1:72 / MPM, Czech Republic / Materials: IM, R
Kit No.: 72555 / Availability: Hannants (UK Importer) and MPM stockists worldwide / Price Guide: £19.35

Status: Revised tooling based on previous Mk I, II, III & VIII toolings released from 2002 to 2008

Parts: 151 grey-coloured and 17 clear plastic, plus 9 resin components

Decal options: 2 (ZI382, BH•V, No.300 Sqn, RAF Martlesham Heath, 1942; ZI392, UV•G, No.460 Sqn, Brighton, 1942)

REFERENCES

■ Vickers-Armstrong Wellington - Medium Bomber Variants by M. Ovcacik & K. Susa (4+ Publications 2003 ISBN: 80-902559-7-3)
■ Wellington In Action No.76 (Squadron/Signal Publications)



Tachikawa Ki-9

Scale 1:72 / RS Models, Czech Republic / Materials: IM, PE
Kit No.: 92050 / Availability: Hannants (UK Importer) and RS Models stockists worldwide / Price Guide: £14.30

Status: New tooling

Parts: 41 tan-coloured and two clear plastic plus 36

[pre-painted] photo-etched components

Decal options: 4 (Utsunomiya Army Flying School, 1943; Chinese Air Force, 1945-6; Air Force of Nanking Government, 1941; Thai Air Force, 1946 - none of these carry any serial numbers etc.)

REFERENCES

■ Japanese Aircraft of the Pacific War by R.J. Francillon (Putnam, 1970)
■ Japanese Cockpit Interiors Part 2 by R.C. Mikesch, Monogram Close-Up No. 15 (Monogram Aviation Publications 1977 ISBN: 0-914144-15-4)



new releases - accessories

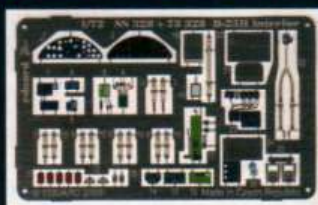
A great number of new products this month, so without further ado...

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

As many of you have said that you want to see more of each set in our reviews we have revised the manner in which we present photo-etched.

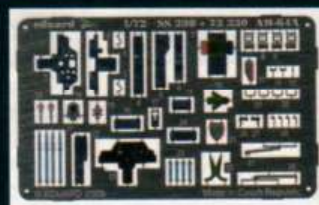
Note: We can't show you all the photo-etched in the Big ED sets, as they would take up too many pages. So for these items, please visit the Eduard website where images of the frets and instructions are available.

Photo-Etched 'Zoom' 1:72 Series



SS328

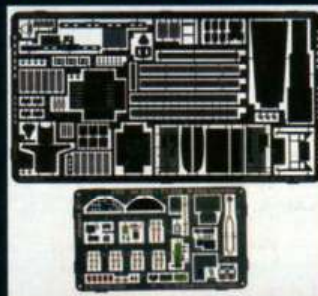
N.A. B-25H Mitchell Interior
[Pre-painted/SA] (Hasegawa)
Price Guide: £7.85



SS330

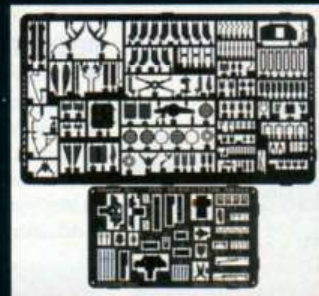
McDD AH-64A Apache Interior
[Pre-painted/SA] (Hasegawa)
Price Guide: £7.85

Photo-Etched 1:72 Series



73-328

N.A. B-25H Mitchell Detail Set
[Pre-painted/SA] (Hasegawa)
Price Guide: £17.99



73-330

McDD AH-64A Apache Detail Set
[Pre-painted/SA] (Hasegawa)
Price Guide: £14.99

Photo-Etched 1:32 'Big ED' series

BIG 3278

Junkers Ju 88A (Revell)
Price Guide: £46.25
Includes: 32-634 Placards [Pre-painted/SA]; 32-633 Interior [Pre-painted/SA]; 32-632 Seat Belts [Pre-painted]; 32-224 Exterior; JX084 Canopy & Wheel Masks



Photo-Etched 1:72 'Big ED' series

BIG 7249

CH-47D (Trumpeter)
Includes: 73-321 Interior [Pre-painted/SA]; 73-319 Cargo Bay Seat Belts [Pre-painted]; 73-008 Remove Before Flight Tags [Pre-painted]; 72-490 Exterior; CX226 Glazing & Wheel Masks
Price Guide: £43.40

Photo-Etched 1:48 'Big ED' series

BIG 4912

LaGG-3 (ICM)

Includes: 49-427 Detail Set
[Pre-painted/SA]; 48-608 Landing Flaps; EX257 Canopy & Wheel Masks

Price Guide: £21.40



BIG 4916

IL-10/Avia B-33 (Special Hobby)

Includes: 49-434 Detail Set
[Pre-painted/SA]; 48-612 Landing Flaps; EX263 Canopy & Wheel Masks

Price Guide: £24.85



Photo-Etched 'Zoom' 1:48 Series

FE438

D.H. Mosquito B Mk IV Interior

[Pre-painted/SA] (Revell)

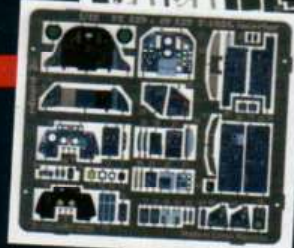
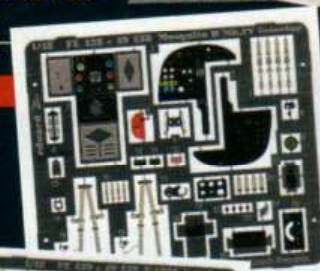
Price Guide: £8.99

FE439

Republic F-105G Interior

[Pre-painted/SA] (HobbyBoss)

Price Guide: £8.39



FE442

Boeing/Lockheed-Martin F-22A Interior

[Pre-painted/SA] (Academy)

Price Guide: £8.99

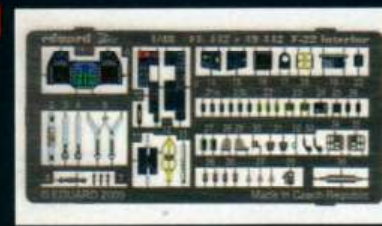


Photo-Etched 'Zoom' 1:32 Series



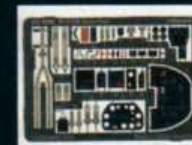
33023

Grumman F-14A Interior
[Pre-painted/SA] (Tamiya)
Price Guide: £13.99



33025

McDD F/A-18 Interior
[Pre-painted/SA] (Academy)
Price Guide: £13.99



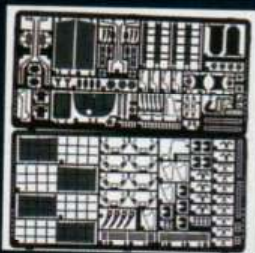
33036

N.A. P-51D Interior
[Pre-painted/SA] (Trumpeter)
Price Guide: £11.99

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Companies in the European Union should also add our VAT number, which is GB 789 7020 84

Photo-Etched 1:48 Series



48-617

**D.H. Mosquito
B Mk IV Exterior**
(Revell)

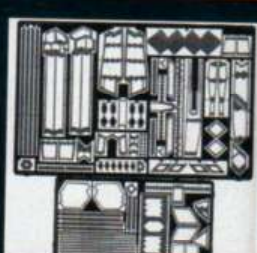
Price Guide: £14.99



48-619

**Boeing/Lockheed-
Martin F-22A Ladder**
(Academy)

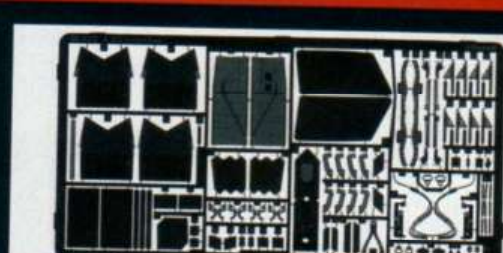
Price Guide: £7.85



48-620

**Boeing/Lockheed-
Martin F-22A Surface
Panels**
(Academy)

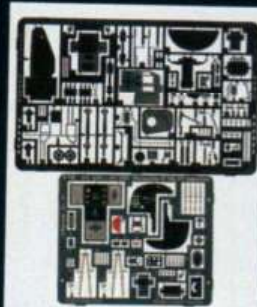
Price Guide: £21.20



48-622

Boeing/Lockheed-Martin F-22A Exterior
(Academy)

Price Guide: £17.99

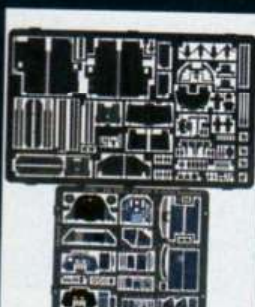


49-438

**D.H. Mosquito B Mk IV
Interior**

[Pre-painted/SA] (Revell)

Price Guide: £16.30

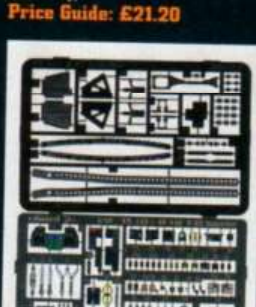


49-439

**Republic F-105G
Interior**

[Pre-painted/SA] (HobbyBoss)

Price Guide: £16.30

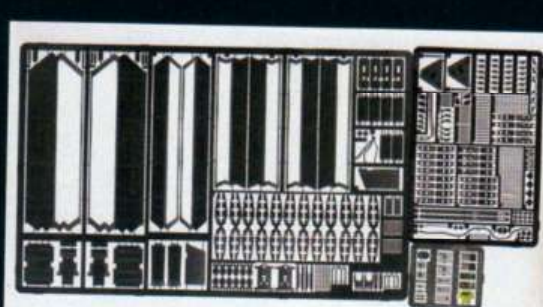


49-442

**Boeing/Lockheed-
Martin F-22A Interior**

[Pre-painted/SA] (Academy)

Price Guide: £13.99



49-443

Boeing/Lockheed-Martin F-22A Bomb Bay

[Pre-painted/SA] (Academy)

Price Guide: £21.20

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 CX239

Mil Mi-4
(HobbyBoss)

Price Guide: £4.20



1:72 CX240

MiG-15
(HobbyBoss)

Price Guide: £4.20



1:48 EX270

**Mitsubishi FIM
Pete**
(Hasegawa)

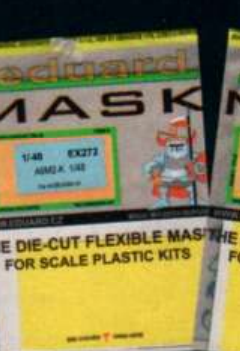
Price Guide: £4.20



1:48 EX271

MiG-17PF
(HobbyBoss)

Price Guide: £5.99



1:48 EX272

**Mitsubishi
A6M2-K**
(Hasegawa)

Price Guide: £5.99



1:32 JX087

**Focke-Wulf
Ta 152H**
(Pacific Coast Models)

Price Guide: £6.60



1:32 JX090

**Lockheed P-80
(Czech Model)**

Price Guide: £7.85

Verdict: This is another fine selection of sets, all of which are up to Eduard's usual high standard of production and presentation. The Zoom sets and masks can be highly recommended to all, while the standard and Big ED sets are ideal for those with a little more experience in using photo-etched. Our thanks to Eduard M.A. for supplying the review samples.

Available from: www.eduard.com

new releases - accessories

A lot of new sets from Pavla Models

Pavla Models, Czech Republic (www.pavlamodels.cz) / Available from Hannants (UK) and Squadron (USA)

Here are some more of the latest releases from Pavla.



1:72 C72081

Sukhoi Su-I5UM Cockpit

This replacement cockpit tub is cast in their new dark grey resin and it comprises the upper decking, two cockpit tubs, two ejection seats, instrument panels, sidewalls and control columns.

Designed for: Trumpeter kit

Material: R

Price Guide: ETBA



1:72 C72082

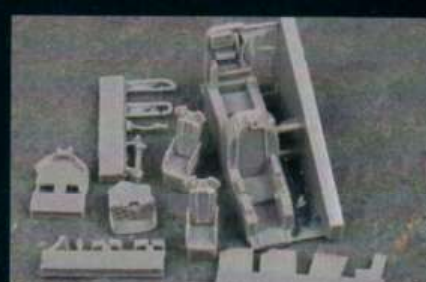
Bell AH-IS/F Cockpit & Ammo Bay

This is another replacement cockpit cast in the dark grey resin and it comprises the twin cockpit tub, two seats, instrument panels, rudder pedals and control columns, armoured panels, the forward sighting unit and new bulkheads and the ammo feed unit to go under the floor in the forward nose area. This bit will require surgery to the kit parts but new replacement access doors are supplied.

Designed for: HobbyBoss kit

Material: R

Price Guide: £10.40



1:72 C72083

Bell AH-IS/F Cockpit

This is identical to the previous set only the ammo bay sections are omitted.

Designed for: HobbyBoss kit

Material: R

Price Guide: £9.40



1:72 U72-100

MiG-15bis Nose Underside

A bit of surgery to the kit will be necessary to fit this new detailed lower nose section with integral nose wheel well. Also included are new nose wheel doors and both cannon barrels.

Designed for: HobbyBoss kit

Material: R

Price Guide: £6.99



1:72 U72-101

MiG-15bis/UTI Horizontal Tailplanes

This replacement tailplane has the control surfaces separate.

Designed for: HobbyBoss kit

Material: R

Price Guide: £3.25



1:72 U72-102

MiG-15UTI

This update sets offers a detailed replacement nose ring, UBK-E machine-gun blister and nose wheel doors.

Designed for: HobbyBoss kit

Material: R

Price Guide: £3.25



1:72 U72-103

Mi-24V

This set offers a replacement highly detailed main wheel well insert and 'weighted' main wheels.

Designed for: HobbyBoss kit

Material: R

Price Guide: £5.99



1:72 U72-104

Cessna O-IE/F Bird Dog

This update sets offers detailed replacement main wheels, along with all the control surfaces (elevators, ailerons and rudder).

Designed for: Airfix kit

Material: R

Price Guide: £5.50



1:72 U72-105

Su-I5UM Intakes

This is another set cast in the new dark grey resin and it offers corrected versions of both of the main intakes along with all the various air scoops seen on the UM airframe.

Designed for: Trumpeter kit

Material: R

Price Guide: ETBA



1:72 U72-106

Su-I5TM Intakes

This set just offers the various air scoops seen on the TM airframe.

Designed for: Trumpeter kit

Material: R

Price Guide: ETBA

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Companies in the European Union should also add our VAT number, which is GB 789 7020 84



1:72 V72-67

MiG-29

This replacement vacformed canopy is moulded in separate parts for the main canopy and the windscreen.

Designed for: ICM & Italeri kits

Material: VF

Price Guide: £1.60



1:72 V72-68

F-86E Sabre

This replacement vacformed canopy is moulded as separate parts for both canopy and windscreen.

Designed for: Academy kit

Material: VF

Price Guide: £1.60



1:72 V72-69

Piasecki HUP-1/2/3

The set offers a replacement vacformed glazing for the main canopy.

Designed for: A Model kit

Material: VF

Price Guide: £1.60



1:48 C48016

TSR.2

This replacement cockpit detail set is the first we have seen in the new dark grey resin and the detail is excellent. The set comprises the twin tub, two instrument panels, two Mk 8 seats, rudder pedals, control columns and the sidewalls and upper decking.

Designed for: Airfix kit

Material: R

Price Guide: £18.99



1:48 U48-30

TSR.2 Main Wheel Well

This is a big old lump of dark grey resin because as well as offering highly detailed main bays the unit also includes the mid section with the weapons bay and fuel cell. Smaller separate pieces include the hydraulic linkage for the weapons bay and all the links and struts for the main oleo legs.

Designed for: Airfix kit

Material: R

Price Guide: £21.99



1:48 U48-31

TSR.2 Nose Wheel Wells

This new nose wheel bay is cast in dark grey resin and comes with the main oleo leg linkage as well as the hydraulic rams for the undercarriage doors.

Designed for: Airfix kit

Material: R

Price Guide: £10.99



1:48 U48-32

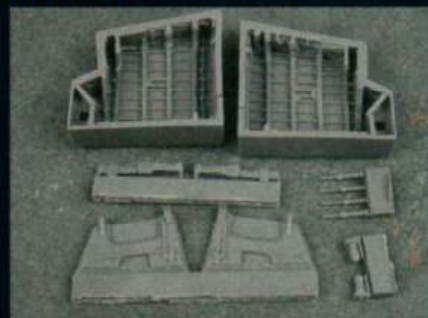
E.E. Canberra Nose Wheel Wells

This new nose wheel bay is cast in dark grey resin and comes with replacement undercarriage doors as well.

Designed for: Airfix kit

Material: R

Price Guide: £5.99



1:48 U48-33

E.E. Canberra Main Wheel Wells

These replacement main wheel bays are cast in the new dark grey resin and are highly detailed. Also included are the undercarriage leg retraction arms, compressed air bottles and the inner doors along with their linkage.

Designed for: Airfix kit

Material: R

Price Guide: £10.40



1:48 U48-34

Spitfire PR Mk III, VI & VII

This conversion set offers the deep chin cowl, unarmoured seat and underwing blisters of the PR Mk IC (Mk III), the seat, armour plate and camera port/radio hatch of the PR Mk IG (Mk VII) and the revised oil cooler of the Mk VI in resin plus two styles of vacformed canopy for the Mk III/VII and Mk VI. Also included is a decal sheet offering one scheme for each: PR Mk IC R6903, *LY flown by Plt Off Gordon Green; PR Mk IG, R7059 of No.1 PRU; PR Mk VI, BR880, *S of No.681 Sqn, SEAC.

Designed for: Tamiya kit

Material: R, VF, DEC

Price Guide: £18.20



1:48 S48031

Martin-Baker Mk 8AV

These seats are highly detailed and cast in the new dark grey resin with all the seat harness moulded in situ and they are the type specifically designed for the TSR.2.

Designed for: Airfix kit

Material: R

Price Guide: £3.99

Verdict: We have to say that the new dark grey-coloured resin is a huge step forward from Pavla, as the finesse and definition of detail is superb. All of the sets here, old and new resin, are highly recommended and our thanks to Pavla Models for the review samples.

Available from: www.pavlamodels.cz

new releases - accessories

More sets with a Swedish flavour from Maestro

Maestro Models, Sweden (www.maestromodel.com) / Available from manufacturer

Here are some more products from the excellent Maestro range.



1:72 K7205

FFV Aden Gun Pods

This set offers two 30mm Aden gun pods, as carried by the AJ 37 Viggen and Sk 60.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: £TBA



1:72 K7206

Pod KB

This chaff dispenser was carried on the inboard wing pylons of the S 35E Draken as well as the AJ, SH, SF and Sk 37E Viggen.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: £TBA



1:72 K7207

Pod KA/U22

This pod is offered as a single resin component that is intended as a simple addition to the inboard wing pylon on the Sk 37E Viggen.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: £TBA



1:72 K7208

Night Recce Pod MSK

This pod comes as a single resin component with the lenses offered as two clear resin components and again it is intended as a simple addition to the ventral pylon on the SH or SF 37 Viggen.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: £TBA



1:72 K7209

Flash Pod

This night illumination pod, which was carried on the ventral pylon of the SF 37 Viggen, also comes as a single resin component with the lenses offered as two clear resin parts.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: £TBA



1:72 K7210

SKA24 Long Range Camera

This camera pod, carried on the ventral pylon of the SH 37 Viggen, is a single resin component.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: £TBA



1:72 K7213

J 35 Draken Cockpit + Danish Panel

This little resin cockpit tub comes with a separate ejection seat and has the instrument panel that is applicable to Drakens operated by Denmark.

Designed for: Hasegawa/Revell kit

Material: R

Price Guide: £TBA



1:72 K7214

S 35 Draken Recce Nose & Extra Fuel Tank

As the title states, this set offers the recce nose of the S 35 along with the two extra fuel tanks that this PR version usually carried.

Designed for: Hasegawa/Revell kit

Material: R

Price Guide: £TBA



1:72 K7215

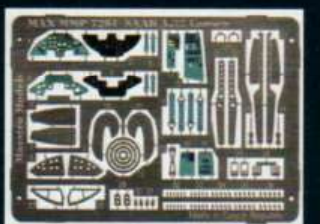
Jettisonable Tanks

This pack offers two of the disposable tanks as fitted to the J 35, S 35 and Sk 35C Draken on the inboard pylons.

Designed for: Hasegawa/Revell kit

Material: R

Price Guide: £TBA



1:72 MMP7201

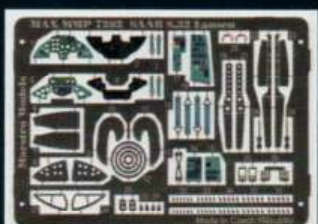
A 32 Lansens Detail Set

This Eduard-produced pre-painted photo-etched fret offers the seat belts, instrument panel, side consoles, rudder pedals, afterburner ring, wing fences, oleo compression linkage and the very impressive fold-out air brakes. Also included is the internal structure of those air brakes, supplied in resin.

Designed for: Heller kit

Material: PE, R

Price Guide: £TBA



1:72 MMP7202

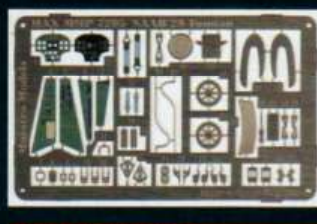
S 32 Lansens Detail Set

This set is identical to the previous one but it offers the correct instrument panel etc for the S 32 version.

Designed for: Heller kit

Material: PE, R

Price Guide: £TBA



1:72 MMP7205

J 29/S 29/A 29 Tunnan Detail Set

This pre-painted photo-etched, fret is produced by Eduard and offers the seat belts, instrument panel, side consoles, rudder pedals, canopy rail, landing light, nose wheel door linkage, oleo compression links, FOD guard for the exhaust, wing fences, main wheel hubs and linkage for the main wheel doors.

Designed for: Heller or Matchbox kits

Material: PE



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Companies in the European Union should also add our VAT number, which is GB 789 7020 84



1:72 K7204

Viggen Ejection Seat

This little rendition of the SAAB-built ejection seat for the Viggen has all the belts etc moulded in situ.

Designed for: Airfix, Hasegawa or Heller kits

Material: R

Price Guide: ETBA



1:72 MMP7203

J 35/S 35 Draken Boarding Ladder

This little ladder is photo-etched, has been produced by Eduard and is suitable for all single-seat versions of the Draken.

Designed for: Hasegawa/Revell kit

Material: PE

Price Guide: ETBA



1:48 K4815

Sk 35C Conversion

Yes, at last you can make a two-seat Draken, this set comprises the new rear cockpit tub, seat and instrument panel, revised aft fuselage/tail pipe, new intake fronts and the revised tip to the vertical fin, all in resin. Also included are two new vacformed canopies along with the shield that is fitted inside between the two cockpits. The final item is a pre-painted photo-etched fret produced by Eduard and offers the seat belts, instrument panels, the small vents aft of the canopy and the distinctive large finlets added under the outer wing panels.

Designed for: Hasegawa kit

Material: R, VF, PE **Price Guide:** ETBA



1:48 K4816

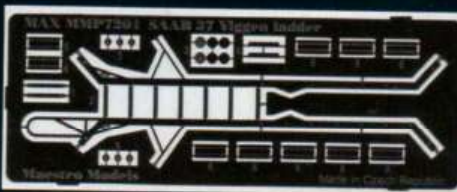
Pod KB 'Early'

This early-style chaff dispenser was carried on the inboard wing pylons of the S 35E Draken as well as the AJ, SH, SF and Sk 37E Viggen.

Designed for: Esca/Airfix and Hasegawa kits

Material: R

Price Guide: ETBA



1:72 MMP7204

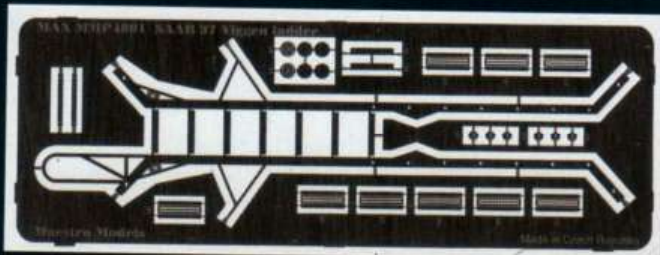
Viggen Boarding Ladder

This excellent little ladder is photo-etched and has been produced by Eduard, so you can be assured of its quality.

Designed for: Airfix, Hasegawa or Heller kits

Material: PE

Price Guide: ETBA



1:48 MMP4801

Viggen Boarding Ladder

This is a scaled-up version of P7204 and is once again produced by Eduard, so you can be assured of its quality.

Designed for: Esca/Airfix kit

Material: PE

Price Guide: ETBA



1:48 K4817

Pod KB 'Late'

This is the later style chaff dispenser that was carried on the inboard wing pylons of the AJ and Sk 37E Viggen.

Designed for: Esca/Airfix kit

Material: R

Price Guide: ETBA



1:48 K4818

Hawker Hunter Canopy

This pack offers two nice and clear vacformed replacement canopies.

Designed for: Academy kit

Material: R

Price Guide: ETBA

1:48 K4819

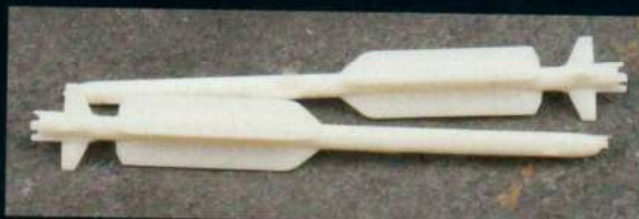
IRIS-T Missiles

This resin sets offers two of these new air-to-air missiles and these are suitable for the JAS 39 Gripen as well as various other modern fighters.

Designed for: Various

Material: R

Price Guide: ETBA



Verdict: These are all superb products, and eagerly awaited by Viggen and Draken fans I am sure. We are still not aware of a UK stockist of this range so for prices and details of stockists in Europe, USA and Japan visit their web-site at www.maestromodels.com. Our thanks to Maestro Models for supplying the review samples.

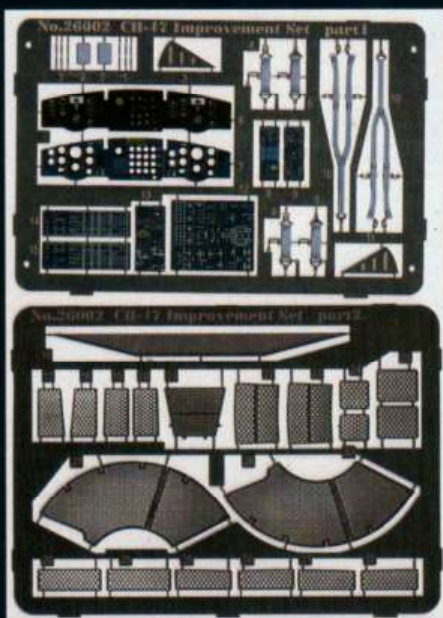
Available from: www.maestromodels.com

new releases - accessories

Some more accessories to tempt you...

Italeri, Italy [www.italeri.com] / **Distributed in UK by: The Hobby Company Ltd**

Better known for kits, Italeri have recently branched out into the accessory field, so here is their latest release.



1:48 #26002

CH-47 Chinook Detail Set

Designed for any of their CH-47 kits (#2647, 2662 and 2672), this boxed set contains resin and photo-etched parts. There are 22 resin parts that include new flight crew seats, IR unit and chaff dispensers along with details up inside the rear fuselage above the open cargo bay doors (a void in the kit otherwise). The photo-etched is by Eduard and one of the two frets is pre-painted, this offering all the main and auxiliary instrument panels in the cockpit and seat belts, while the other has all the mesh screens for the transmission housings and engines.

Designed for: Italeri kits

Material: R, PE

Price Guide: £36.99

Verdict: We can see the logic behind this type of set, as it gives the modeller a choice: buy the kit and build as is, or get this set as well and go to town detailing it. The only downside to many will be the price as £36.99 is more than the kits and seems excessive for the small parts count in the box. This is probably the result of a model kit firm producing this type of aftermarket product (they are not geared up to distribute it) and the fact that everything in the box has to be made by outside concerns, and that costs. Overall though, this is a useful set that adds things thus far not offered in other aftermarket updates for these kits and therefore is necessary if you want to superdetail your Chinook. Our thanks to Italeri SpA for the review sample.

Available from: www.italeri.com

Model Art Decal System, UK / Available from manufacturer

It has been a while since we have seen a new accessory from Model Art, so here is their latest.

1:72 M.Access 017

Gannet Underwing Mail Pods

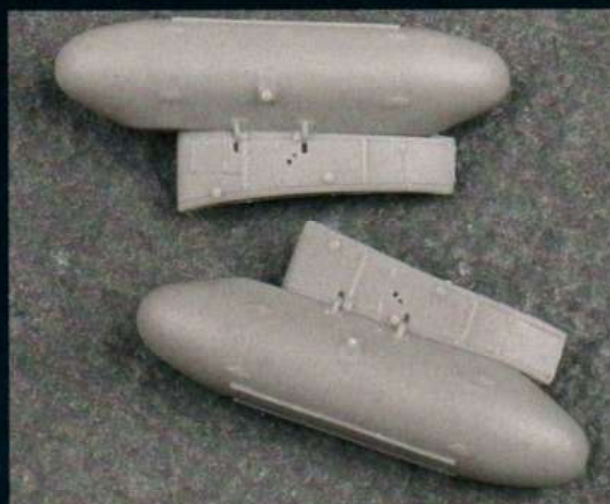
This pack contains two of these underwing pods with their associated pylons and they are simple add-on components.

Designed for: Revell or Trumpeter kits

Material: R

Price Guide: £6.00

Verdict: Neat and simple little components that would none the less be difficult to scratch-build. The quality of the components can't be faulted, so this one is highly recommended to all FAA modellers, and our thanks to Model Art Decal System for supplying the review samples.



SAMPLES FOR REVIEW

Please send all items for review to the following address:

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom.

Companies in the European Union should also add our VAT number, which is GB 789 7020 84

Scale Aircraft Conversions, USA (www.scaleaircraftconversions.com) / Available from: **A2Zee Models (UK)**

Here are the latest releases from SAC.


1:48 48036 F-105
Landing Gear

These are direct replacements for the kit parts.

Designed for: Monogram/Revell kits

Material: WM

Price Guide: \$16.95


1:32 32024 P-40
Landing Gear

These are direct replacements for the kit parts.

Designed for: Hasegawa kits

Material: WM

Price Guide: \$14.95


1:32 32027
E.E. Lightning Nose Gear

These are direct replacements for the kit parts.

Designed for: Trumpeter kits

Material: WM

Price Guide: \$11.95


1:32 32028
Bf 109 Landing Gear

These are direct replacements for the kit parts.

Designed for: Eduard kits

Material: WM

Price Guide: \$14.95


1:32 32029
F-80C Landing Gear

The set provides the nose gear with the wheel correctly mounted on the left and with the main oleos compressed, thus correcting these errors in the kit parts.

Designed for: Czech Model kit

Material: WM

Price Guide: \$16.95

Verdict: These are all excellent and simple updates to the intended kit. If you are adding any aftermarket resin to one of these, then the strength of this type of undercarriage is a great advantage. The range is available from various outlets, directly from the manufacturer or in the UK from A2Zee Models. Our thanks to Scale Aircraft Conversions for the review samples.

Available from: www.scaleaircraftconversions.com

new releases - decals

Quite a number of new sheets to show you this month

Lifelike Decals, Japan [www.www16.ocn.ne.jp/~lifelike]

Available in UK from: Hannants

1:48 48-028 FOKKER D.VII PART 2

- D.VII (OAW), S/No.6441/18, Jasta 62, flown by Lt M. Näther, Higny-Preutin airfield, October/November 1918 (B/R/5LZ)
- D.VII (Fokker), S/No.4253/18 of Jasta 4, flown by Oblt E. Udet, Montigny Ferme and Metz airfields, August-September 1918 (R/W/4LZ)
- D.VII (Alb), flown Lt J. Müller, Jasta 23b, Epinoy airfield, July/August 1918 (BL/LZ)
- D.VII (Alb), flown by Lt H. Müller, Jasta 18, Montigny airfield, Summer 1918 (R/W)

Colour Key: B - Black, R - Red, 5LZ - 5-colour Lozenge, W - White, 4LZ - 4-colour Lozenge, BL - Blue, LZ - Lozenge (4 or 5 colour?),

Designed for: Roden kits

Price Guide: £10.60

1:48 48-029 FOKKER D.VII PART 3

- D.VII (Fokker), S/No.258/18, Jasta 10, flown by Lt F. Friedrichs, either Cappuy, Etreu or Pusieux Ferme airfields, May 1918 (DO/TB/4LZ)
- D.VII (Alb) of Jasta 30, flown by an unknown pilot, Phalempin airfield, Summer 1918 (4LZ/G/LB)
- D.VII (OAW), flown Lt W. Vogt, Jasta 54a, Summer 1918 (4LZ/M/DG)
- D.VII (Alb), flown by Lt F. Volbracht, Jasta 5, Villers-sire-Nicole airfield, October 1918 (GR/R)

Colour Key: DO - Dark Olive Green (streaked), TB - Turquoise Blue, 4LZ - 4-colour Lozenge, BL - Blue, LZ - Lozenge (4 or 5 colour?), G - Grey, LB - Light Blue, M - Mauve, DG - Dark Green, GR - Green

Designed for: Roden kits

Price Guide: £10.60

1:32 32-006 P-47D BEST SELECTION PART I

- P-47D Bubbletop S/No.44-33240, 'Tarheel Hal', IA-N, 366th FS, 358th FG, flown by Lt Ike Davis, Sandhofen, Germany, May 1945 (NM/O [Tail])
- P-47D Razorback, S/No.42-8434, 'Miss Behave/Lil Lo', WR-U, 354th FS, 355th FG, flown by Maj Kucheman, Steeple Morden, early 1944 (OD/NG)

Colour Key: NM - Natural Metal, O - Orange, OD - Olive Drab, NG - Neutral Grey

Designed for: Trumpeter kits

Price Guide: £11.60

1:32 32-007 P-47D BEST SELECTION PART 2

- P-47D-30-RA, S/No.44-33250, 'Arizona/Lorraine', C2-L, flown by Lt E. Kielgass, 396th FS, 368th FG, Chievres, Belgium, November 1944 (NM/Y)

- P-47D-30, S/No.44-20514, GQ-U, 'Wee Speck', flown by Capt Lowell Brueland of the 355th FS, 354th FG based at Rosières-en-Haye, France in December 1944 (NM/OD/LB)

Colour Key: NM - Natural Metal, Y - Yellow, OD - Olive Drab, LB - Light Blue

Designed for: Trumpeter kits

Price Guide: £11.60

1:32 32-008 P-47D BEST SELECTION PART 3

- P-47D-25-RE, S/No.42-26628, VM-P, 'Kokomo' flown by Capt F. Christensen Jr., 62nd FS, 56th FG, July 1944 (NM/LG)

- P-47D-25-RE, S/No.42-26628, 'Miss Fire/Rozzie', LM-C, flown by Capt F. Christensen Jr., 62nd FS, 56th FG, Boxted, July 1944 (NM)

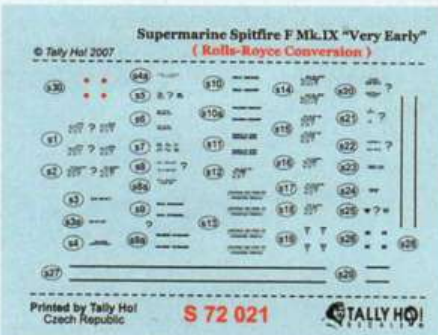
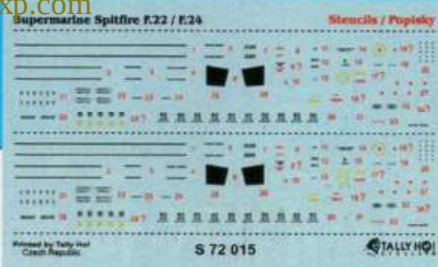
Colour Key: NM - Natural Metal, LG - Light Green

Designed for: Trumpeter kits

Price Guide: £11.60

Verdict: These are all superb sheets, the quality of both the decals and full-colour instructions are excellent. All of the sheets featured can be highly recommended and our thanks to Lifelike Decals for supplying the review samples.





Tally Ho!, Czech Republic [www.tallyho.cz]

Available in UK from: Hannants

I:72 S72015 SPITFIRE F Mk 22 & 24 STENCILS

This sheet offers two complete sets of stencils
Designed for: Aeroteam/Eduard kit
Price Guide: £2.88

I:72 S72016 SPITFIRE Mk IX, VIII & XVI STENCILS

This sheet offers two complete sets of stencils for any version of the Mk VIII, IX or XIV
Designed for: Academy & Hasegawa kits
Price Guide: £2.88

I:72 S72021 SPITFIRE Mk IX STENCIL

This sheet offers two complete sets of stencils for the very early versions of the Mk IX
Designed for: Hasegawa kit
Price Guide: £2.39

I:72 72043 LUFTWAFFE CODE LETTERS

This pack contains six A5-sized sheets that offer code letters in black in 4, 5, 6, 7, 8, 9, 10, 11, 12 & 14mm increments
Designed for: Various kits
Price Guide: £12.40

I:72 72050 SPITFIRE Mk XIV

- Mk XIVc, RBI88, DL-K, 'Brunhilde', No.91 Sqn, flown by Flt Lt Johnnie Johnson, RAF West Malling, 1944 (DG/OG/MSG)
- Mk XIVe, RNI33, FF-B, 'Jean VII', No.132 Sqn, flown by Sqn Ldr K.Charmey, Kai Tak, 1946 (DG/OG/MSG)
- Mk XIVc, RBI59, DW-D, No.610 Sqn, flown by Sqn Ldr R. Newbury, RAF West Malling, 1944 (DG/OG/MSG)
- Mk XIVe, RNI35, YB-A, No.17 Sqn, flown by Sqn Ldr Ginger Lacey, Burma, 1944 (DG/DE/MSG)

Colour Key: DG - Dark Green, OG - Ocean Grey, MSG - Medium Sea Grey, DE - Dark Earth
Designed for: Academy kit
Price Guide: £6.36

I:72 72051 SPITFIRE Mk IX CZECH & POLISH POST-WAR

- LF Mk IXe, TE515, EV-I3, ex-DU-W, 2nd Air Division, Czech AF, 1947-8 (BM)
- LF Mk IXe, OK-BXD, National Security Corps Air Force, 1947 (DG/OG/MSG)

- LF Mk IXe, OK-BXA, National Security Corps Air Force, 1948 (DG/OG/MSG)
- LF Mk IXe, OK-BXP, National Security Corps Air Force, 1947/8 (DG/OG/MSG)
- LF Mk IXe, OK-BXF, National Security Corps Air Force, 1947/8 (DG/OG/MSG)
- LF Mk IXe, OK-BXB, National Security Corps Air Force (DG/OG/MSG)
- LF Mk IXe, OK-BXL, National Security Corps Air Force, 1948 (DG/OG/MSG)

Colour Key: BM - Bare Metal, DG - Dark Green, OG - Ocean Grey, MSG - Medium Sea Grey
Designed for: Hasegawa kit
Price Guide: £6.36

I:72 72053 A-20 HAVOC/BOSTON PART 1

- A-20G-25, S/No.43-9436, 'Big Nig', 89th BS, 3rd BG, 5th AF, New Guinea, Nadzab airfield, May 1944 (OD/NG)
- A-20G-40, S/No.43-21475, 'Little Joe', 389th BS, 312th BG, 5th AF, Luzon, Florida Blanca air-strip, early 1945 (OD/NG)
- A-20G-25, S/No.43-9041, 'Little Brat', 386th BS, 312th BG, 5th AF, New Guinea, Gusap airfield, April 1944 (OD/NG)
- A-20G-25, S/No.43-9224, 'La France Libre', 66th BS, 416th BG, 9th AF, France, 1944-45 (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey
Designed for: MPM kit
Price Guide: £6.36

I:72 72054 A-20 HAVOC/BOSTON PART 2

- A-20G-15, S/No.42-54258, 'White 3', 27th GAP NOB, Lvov area, late 1944 (OD/NG)
- A-20G-45, S/No.43-21891, 'Yellow 2', 51st MTAP, VVS, Baltic Fleet Air Force, summer 1944 (OD/NG)
- A-20G-35, S/No.43-10067, 'Red 1', 51st MTAP, VVS, Baltic Fleet Air Force, Germany, 1945 (OD/NG)
- A-20G-25, S/No.43-9168, 'White 40', 51st MTAP, VVS, Baltic Fleet Air Force, summer 1944 (OD/NG)

Colour Key: OD - Olive Drab, NG - Neutral Grey
Designed for: MPM kit
Price Guide: £6.36



Verdict: This is an excellent selection of sheets, all of which are well printed with perfect register. They all come with concise instructions in full colour while the stencil sets are superb. Everything reviewed can be highly recommended to all and our thanks to Tally Ho! for the review samples.

new releases - decals

More colourful sheets



Xtradecal, UK [www.hannants.co.uk]

Available in UK from: Manufacturer

I:72 X72097 E.E. LIGHTNING F Mk 3

- XP701/M, No.29 Sqn, RAF Wattisham, 1974 (A)
- XP701/W, No.56 Sqn, RAF Wattisham, April 1976 (A)
- XP701/BN, No.11 Sqn, RAF Binbrook, 1981 (DSG/DG/A)
- XP706/L, No.74 Sqn, RAF Leuchars, 1964 (A/B fin)
- XP706/L, No.74 Sqn, RAF Leuchars, 1966 (A)
- XP737/L, No.23 Sqn, RAF Leuchars, 1965 (A/W fin)
- XP737/L, No.23 Sqn, RAF Leuchars, 1966 (A)
- XP737/P, No.11 Sqn, RAF Binbrook, July 1976 (A)
- XP737/737, No.2(T) Sqn, 226 OCU, RAF Binbrook, 1973 (A)
- XP741/DA, LTF, RAF Binbrook, April 1987 (DG/DSG/A)
- XP738/G, No.74 Sqn, RAF Leuchars, December 1964 (A/B fin)
- XP738/E, No.74 Sqn, RAF Leuchars, 1966/67 (A)
- XR716/D, LTF, RAF Binbrook, May 1977 (A)
- XR718/C, No.29 Sqn, RAF Leuchars, 1967 (A)
- XR718/S, No.5 Sqn, RAF Binbrook, May 1969 (A)
- XR718/AS, No.5 Sqn, RAF Binbrook, August 1978 (DG/DSG/A)
- XR718/BK, No.11 Sqn, RAF Binbrook, August 1984 (DG/DSG/A)
- XR749/Q, No.56 Sqn, RAF Akrotiri, Cyprus, December 1966 (A)
- XR749/BM, No.11 Sqn, RAF Binbrook, July 1982 (MSG/CG)
- XR749/DA, LTF, RAF Binbrook, 11th November 1985 (MSG/CG/BL fin)

Colour Key: A - Aluminium, DSG - Dark Sea Grey, DG - Dark Green, B - Black, W - White, MSG - Medium Sea Grey, CG - Camouflage Grey, BL - Blue

Designed for: Trumpeter kit

Price Guide: £7.99

I:72 X72098 TON-UP LANCASTERS

- PA4474, 'Phantom of the Ruhr', HW•R/BQ•B, Nos.100 & 550 Squadrons, Battle of Britain Memorial Flight, RAF Coningsby, 2008 (DE/DG/N)
- B Mk III, 'Phantom of the Ruhr', EEI39, HW•R, No.100 Sqn, RAF Waltham, 24th November 1943 (DG/DE/N)
- B Mk III, 'Phantom of the Ruhr', BQ•B, No.550 Sqn, RAF North Killingholme (DE/DG/N)
- B Mk III, 'Spirit of Russia', EEI36, WS•R, No.9 Sqn, RAF Bardney (DE/DG/N)
- B Mk III, 'Spirit of Russia', EEI36, CA•R, No.189 Sqn, RAF Fulbeck (DE/DG/N)
- B Mk III, PBI50, CF•V, No.625 Sqn, RAF Kelstern (DE/DG/N)
- B Mk III, 'Devils of the Air', R5868, OL•Q,

No.83 Sqn, RAF Wyton, May 1943 (DE/DG/N)

• B Mk I, R5868, PO•S, No.467 Sqn, RAF Waddington, late 1944 (DE/DG/N)

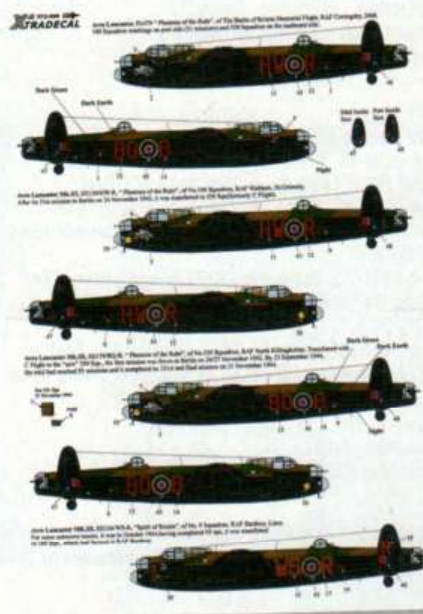
• B Mk I, R5868, PO•S, No.467 Sqn, RAF Waddington, March 1945 (DE/DG/N)

Colour Key: DG - Dark Green, DE - Dark Earth, N - Night

Designed for: Airfix, Hasegawa or Revell kits

Price Guide: £7.99

Verdict: These are all excellent sheets, offering a mass of very appealing options. Their quality cannot be faulted and the full-colour instructions are excellent. They are highly recommended to all, and our thanks to Hannants for supplying the review samples.



books

Heinkel He 162

by R. Forsyth & E.J. Creek / Classic Publications / ISBN: 978-1-906537-00-5 / Price Guide: £40.00 (\$64.95) / 200-page, A4, hardback / English

+ This is the latest addition to this series of titles from Classic, and the narrative starts by looking at the various Volksjäger projects of the period. It then moves on to look at the production and deployment. The third section looks at the type in technical detail with lots of flight manual diagrams and period images. The fourth chapter deals with operational deployment with JGI and this is followed by a look at such exotica as the As OI4 and O44 pulse jets. The next chapter deals with the end of the Third Reich and the subsequent capture of machines by the Allies. This section is full of image of captured machines, with excellent shots inside the cockpits and other detail images, most of which have never been seen before. The appendices list technical specifications and performance data as well as a full list of Werknummers.

Verdict: This is a superb title in this series, packed with information and images and is thus highly recommended to all Luftwaffe modellers.

■ Thanks to/Worldwide Distribution:
Ian Allan Publishing
www.ianallanpublishing.com

Wekusta

by J.A. Kington & F. Selinger / Flight Recorder Publications / ISBN: 978-0-9545695-8-4 / Price Guide: £34.99 / 256-page, A4, hardback / English

+ This title deals with the history of the Luftwaffe Meteorological Service, which from 1937 developed a system of long-range Met flights knowing that this would be a requirement in time of war. Initially this was undertaken by a small group of civilian pilots, but on the eve of WWII the Luftwaffe set up the various Wetterkundungs-Staffeln (Wekusta). The operational history of these squadrons is covered in this new title, with initial historical background to the whole process of meteorological flights being followed by data on each of the twelve Wekusta units, plus the Frontline WeFlugSt and details of Met flights undertaken by operational Luftwaffe units. There is a section dealing with the specifics of Met flights and this includes useful detail images of the various pieces of equipment carried by the various aircraft types operated by the Wekusta. Throughout the title there is a mix of period images with colour profiles and various maps and diagrams showing the operational areas of these units. The final section looks at post-war Met operations in Germany, just to complete the picture.

Verdict: An interesting title that can be recommended to all Luftwaffe modellers.

■ Thanks to/Worldwide Distribution:
Crecy Publications www.crecy.co.uk



F-111 Aardvark Walk Around

by K. Neubeck / Squadron/Signal Publications / ISBN: 978-0-89747-581-5 / Price Guide: £16.99 / Walk Around Colour Series No.57 / 80-page, American A4 landscape, laminated card cover / English

+ Everyone knows the Walk Around series from Squadron, well this is the latest addition to the series, which is now offered in full colour throughout instead of the previous 50/50 split of colour and B&W images. Inside you get the usual format, a brief narrative introduction followed by a series of colour images of the prototypes and early airframes plus three-view scale plans. There are a couple of pages of black and white images, but this is inevitable due to their age. The rest of the title is a series of detailed walk around colour images of just about every area of the airframe, with the A, B, C, D, E and F variants and including the RF Raven series. The final four pages are of colour profiles, with three per page.

Verdict: Ideal for the modeller, as it includes all the type of detail we need, the Walk Around series is well established and this new addition can be highly recommended to all post-war USAAF fans. Available from all good bookshops, the series is now exclusively distributed in the UK by ADH Books Ltd.

■ Thanks to/UK distribution:
ADH Books Ltd
www.adhbooks.com



SAMPLES FOR REVIEW

Please send all items for review to the following address:

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom.
Companies in the European Union should also add our VAT number, which is GB 789 7020 84

Hunter One

by M. Phipp & E. Hayward / Amberley Publishing / ISBN: 978-1-84868-244-3 / Price Guide: £19.99 (\$34.95) / 158-page, A5, laminated card cover / English

+ This is the fascinating story of fast jet restoration and operation in the UK. It deals with the first man to restore and fly a fast jet, Spenser Flack with G-HUNT, and then goes on to how Mike Charlton purchased this jet from its owner and created the Hunter One company with the intention of restoring and operating other British jets. Sadly Mike was killed in an air crash, not in a fast jet but while on holiday with his wife, but this resulted in the closure of the Hunter One organisation and the potential loss of the airworthy aircraft. Thankfully they were saved and from the ashes rose what became Jet Heritage, although that too ceased operations in 1999. The title is written with the input of Eric Hayward, the Chief Engineer for Hunter One and Jet Heritage, so the story is very much hands-on and charts the various ups and downs of the two organisations. The involvement of Jet Heritage in the Jordanian Historic Flight is also recounted and the final section of the book gives the history of each and every aircraft owned, restored or operated by Hunter One and Jet Heritage. Throughout the narrative there are a mass of images, most of them not seen before and many coming from the private collections of the authors plus others who worked for each organisation.

Verdict: The work of these pioneering enthusiasts needed to be recorded and this book is fitting tribute to them, as well as being a very enjoyable read. If you have any liking for aircraft restoration to airworthiness, or just like the Hunter, then this title is for you.

■ Thanks to/UK distribution: Amberley Publishing www.amberley-books.com

Gloster Gladiator

by A. Crawford / Mushroom Model Publications / ISBN: 978-83-89450-59-3 / Price Guide: £24.99 / White Series No.9106 / 272-page, A4, laminated card cover / English

+ This new title looks at both the development and operational history of the Gladiator. The narrative is in chronological order, so starts by looking at the birth of the type, then moves on to its entry into RAF service, the Munich Crisis, the Middle East and then looks in detail at each stage of WWII service before moving on to look at the Sea Gladiator. The second section takes a look at all foreign service, starting with Belgium and ending with Sweden. The appendices follow and list production, squadrons, claims and aces. The final sixteen pages offer colour profiles, with two side views and two top views (smaller) per page. Throughout the entire book there are a mass of period black and white images, plus a number of scale plans.

Verdict: This is a good title, the nature of the information within it is repetitive so the narrative tends to be as well. There is no way around this, but it does make reading it a little tedious at times. Overall though the title is well worth considering and is one we can recommend to anyone interested in the Gladiator, or inter-war and early WWII aviation.

■ Thanks to/Worldwide distribution: Mushroom Model Publications www.mmpbooks.biz



MiG-23 Flogger Detail Scale Drawings

by R. Vavrina / R.V. Resin / ISBN: N/A / Price Guide: £TBA / Variant by Variant 1:48 Drawings No.1019 / 94-page, A4, laminated card cover / English

+ R.V. Resin have made a name for themselves producing this excellent series of scale drawings. In this instance it deals with the MiG-23 Flogger in 1:48 and every variant is covered one by one from the MiG-23B to the UB. As the subject is too long in 1:48 to fit across an A4 page, the drawings are split into two, but this is cleverly done so that each image overlaps. Inset drawings on the pages include areas like the undercarriage bays and oleo legs, add-on armour plates, canopy open and closed. All the plans show the wings in fully swept back or fully open positions and cross-sections are also included. Also included in this instance is a DVD that offers a mass of colour photographs of various airframes. These are in the main those on display at Kbel, but there is also a nice series of shots of airframes being dismantled, which are very useful.

Verdict: A real must for all Russian aviation fans, the plans are very useful to correct the older kits of the type, or to details the new ones when they arrive! The DVD of images is an excellent idea, as it allows the inclusion of such information without the costs involved with putting this material into print. The series should be available from specialist outlets worldwide, but for more details visit the R.V. Resin website.

■ Thanks to: R.V. Resin www.rvresin.com



books

Please send all items for review to the following address:

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom. Companies in the European Union should also add our VAT number, which is GB 789 7020 84

Advanced Aircraft Modelling

Periscopio Publications / ISBN: 978-960-6740-68-8 / Price Guide: €39.90 / 178-page, A4, laminated card cover / English

+ This is a new title from this Greek publisher and despite the title it is not a 'how to' guide as such, it is a compilation of detailed build articles. The subjects are all in 1:48 and comprise the Ju 88A-4, Spitfire Mk Vb and Mk IXc, Tempest Mk V, P-47D Razorback and Bubbletop, Dewoitine D.520, SBD-3 Dauntless, He 162, Fw 190D-9 and Bf 109G-10. Also included are camouflage and marking articles by Richard J. Caruana, which include Operation Husky, Fokker D.XXI and Ki-61 Hien, plus there is also a photo feature on the once airworthy Bf 109G-2/Trop 'Black 6'. The build articles are not stage-by-stage, but there are detail sections covering certain aspects of the build and/or detailing carried out. The models are all well built and weathered, very much in the 'Spanish Style' and all the images are clear and well lit.

Verdict: This is a useful title, with lots of high quality work and the quality of the production is first class. It is certainly one to recommend to all and it should be available in the UK from outlets such as The Aviation Bookshop.

■ Thanks to: Periscopio Publications



La Saga Etendard Vol.1

by J-M Gall / Lela Presse / ISBN: 2-914017-52-7 / Price Guide: €62.00 / Collection Histoire de l'Aviation No.23 / 328-page, A4, hardback / French

+ This is the first in what we assume will be a two-volume set on the Etendard IV and it deals with the Marine (IVM) version. The title is in French throughout, but it is still packed with images of the various early pre-production Mystère XXIV (Etendard IV OI) and Mystère XXVI (Etendard IV) airframes as well as the production Etendard IVM. The development of the Etendard, with all the various trials of the various pre-production machines, is well charted with lots of photos of these machines. The bulk of the title deals with the development of the type for the Aéronavale and its service use, taking up about 2/3rd of the book. There is a massive technical section on the type, with masses of diagrams and photographs of every aspect of the airframe, many of the former coming from the maintenance manuals. Towards the end of the title is a section dedicated to the camouflage and markings applied to the type in service. This is followed by a look at each squadron that operated the type, comprising Flottille 11F and 15F with year-by-year details of its use. Also included is a similar history of the use by the CEPa and ERC research establishments of the Etendard.

Verdict: The potential for this title is limited really to those who can read French, but with that said this title still packs a mass of images and diagrams so is still worth considering. R+

■ Thanks to: Lela Presse
www.avions-bateaux.com



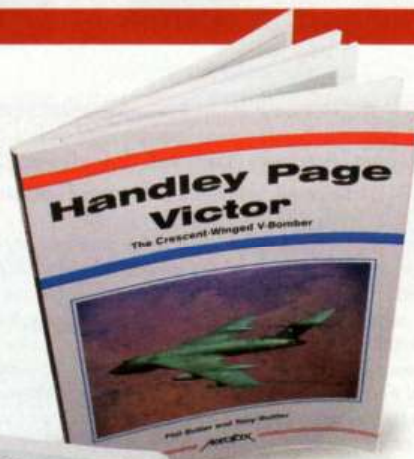
Handley-Page Victor

by P. Butler & T. Buttler / Aerofax / ISBN: 978-1-85780-311-2 / Price Guide: £19.99 (\$31.95) / 144-page, A4, laminated card cover / English

+ This is the latest addition to the popular Aerofax series, now an imprint of Ian Allan Publishing Ltd. It follows the usual format for this series, with the narrative charting the development and operational life of the chosen subject combined with a large number of period black and white images. There is also a colour section comprising the final 24 pages of the title mainly consisting of colour photos of various airframes, with three per page. The early chapter contain a mass of period images and diagrams of the various projected designs that preceded the Victor. This is followed by chapters dealing with the test beds, prototypes and Mk 1s, the production Mk 2s, the type's service history, trials aircraft, and a detailed description of the type. The seventh chapter takes a personal look at what the aircraft was like to fly. The appendices list details of all the aircraft contracts and airframe histories, all the units that operated the type and, finally, the K Mk 2 conversion programme.

Verdict: The Aerofax series is well established and the format is useful to both aviation enthusiast and modeller. It can be highly recommend to all Victor fans.

■ Thanks to/Worldwide distribution:
Ian Allan Publishing
www.ianallanpublishing.com.



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	1:48	I2212	IM	F-22 Raptor	£39.99	NT
Academy	1:48	I2213	IM	F-15K Slam Eagle 'Korean Air Force'	£25.98	NT
Airfix	1:72	02005	IM	BAE Systems Hawk T.1 'Red Arrows'	£5.69	NT
Airfix	1:72	02017	IM	Supermarine Spitfire PR Mk XIX	£5.69	NT
Airfix	1:72	02029	IM	Messerschmitt Bf 109G-6	£5.69	NT
Airfix	1:72	03073	IM	BAE Systems Hawk 128/132	£7.99	NT
Airfix	1:72	50083	IM	A.W. Seahawk with paint and glue	£6.99	RE
Airfix	1:72	50087	IM	Dassault Mirage IIIC with paint and glue	£8.99	RE
Airfix	1:72	50096	IM	Westland Whirlwind	£8.99	RE
A Model	1:144	I426	IM	E.E. Canberra B Mk 2	£12.30	NT
Anigrand Craftwork	1:144	4037	R	Nakajima G5N2 Shinzan	£66.99	NT
Anigrand Craftworks	1:144	4404	R	Handley-Page Victor K.2 tanker	£70.70	NT
AZ Model	1:72	7266	IM/R/PE	Focke-Wulf Fw 190A-1/A-2	£15.99	RT
AZ Model	1:72	7279	IM	Pfalz A.I	£11.25	NT
AZ Model	1:72	7280	IM	Pfalz A.II/Pfalz E.III	£11.25	NT
AZ Model	1:72	7281	IM	Morane-Saulnier Type L	£11.25	NT
AZ Model	1:72	CZ05	IM	Avia Ba-33 'Czech & IJAAF'	£10.40	NT
AZ Model	1:72	CZ06	IM	Avia Ba-33 'Czech & Slovak'	£10.40	NT
AZ Model	1:72	CZ21	IM	DFS Olympia	£10.40	NT
AZ Model	1:72	CZ23	IM	DFS Olympia 'Special Markings'	£10.40	NT
AZ Model	1:48	4837	IM	Pitts Special S.2 'Early version'	£16.80	NT
Azur/Fr.Rom	1:72	004	IM/R/PE	Savoia-Marchetti SM.79 JIS/JRS B	£38.50	NT
Azur/Fr.Rom	1:72	005	IM/R/PE	Savoia-Marchetti SM.79 JRS BI	£38.50	NT
Eduard	1:48	8205	IM/PE/R	Messerschmitt Bf 110G-2 'ProfiPack'	£34.70	RT
Eduard	1:48	8434	IM	Grumman F6F-5 Hellcat 'Weekend Edition'	£14.50	RE
Eduard	1:48	8480	IM	Fokker E.V 'Weekend Edition'	£8.65	RE
Fujimi	1:72	27010	IM	Vought F7U-3 Cutlass	£12.99	RE
Fujimi	1:72	27011	IM	Vought F7U-3P Cutlass	£12.99	RE
Fujimi	1:72	27012	IM	Vought F7U-3M Cutlass	£12.99	RE
Fujimi	1:72	27013	IM	Grumman A-6E TRAM Intruder	£12.99	RE
Fujimi	1:72	27014	IM	Grumman EA-6A Intruder 'Black Bunny'	£12.99	RE
Fujimi	1:72	27015	IM	Grumman KA-6D Intruder Tanker	£12.99	RE
HobbyBoss	1:72	80210	IM	F-22 Raptor	£8.99	NT
HobbyBoss	1:72	80211	IM	Sukhoi Su-47 (S-37) Berkut	£7.99	NT
HobbyBoss	1:72	87231	IM	Sikorsky SH-60B Seahawk	£10.99	RT
HobbyBoss	1:72	87232	IM	Sikorsky SH-60F Oceanhawk	£10.99	RT
HobbyBoss	1:72	87234	IM	Sikorsky HH-60H Rescue Hawk (Early Version)	£10.99	RT
HobbyBoss	1:72	87236	IM	Westland Lynx HAS.2 Royal Navy	£10.99	RT
HobbyBoss	1:72	87238	IM	Westland Super Lynx	£10.99	RT
HobbyBoss	1:72	87240	IM	Westland Lynx Mk 30	£10.99	RT
Italeri	1:48	2682	IM	Republic F-84F Thunderstreak [ex-Kinetic]	£21.99	RE
MPM	1:72	72082	IM	Arado Ar 95A/W floatplane	£16.70	RE
MPM	1:72	72502	IM	Arado Ar 95B [Land]	£16.70	RE
Omega Models	1:72	72414	R	Fairey Fox Mk IIM 'Belgium'	£45.50	NT
Omega Models	1:72	72415	R	Fairey Fox Mk IV 'Peru, China Kuomintang'	£45.50	NT
Omega Models	1:72	72413	R	Fairey Fox Mk VIC/R 'Belgium'	£45.50	NT
Omega Models	1:72	72422	R	Fairey Fox Mk VII Kangourou Monofox 'Belgium'	£45.50	NT
Pro-Resin	1:72	R72-23	R	Curtiss P-2	£19.99	NT
RS Models	1:72	92051	IM	Messerschmitt Bf 109X	£13.99	NT
RS Models	1:72	92055	IM	De Schelde S-21	£13.99	NT
RS Models	1:72	92061	IM	Praga E-39 (2x kits)	£8.99	RE
RVHP	1:48	48048	R	Grumman HU-16B/ASW (Greece, Norway, Spain)	£206.99	NT
RVHP	1:48	48047	R	Grumman HU-16B/ASW Albatross (USAF & USN)	£206.99	NT
Special Hobby	1:72	72154	IM/R/PE	BAe Sea Harrier FA Mk 2 'Hi Tech'	£17.50	RT
Special Hobby	1:72	72179	IM/R/PE	Brewster SB2A-3 Buccaneer	£16.50	NT
Special Hobby	1:48	48093	IM/R	Heinkel He 178 V2	£11.70	NT
Special Hobby	1:48	48095	IM/R/PE	Avia VR-3 'Czechoslovakian Fa 223 Drache'	£11.70	RE
Special Hobby	1:32	32029	IM/R	N.A. X-15-I with eight XLR-II engines	£43.20	RT
Silver Wings	1:32	32002	R	Heinkel He 51B Floatplane with beaching trolley	£136.80	RT
Trumpeter	1:32	02273	IM	Vought F-8J Crusader	£72.98	RT
Zvezda	1:72	7280	IM	Petlyakov Pe-80N 'Stalin's Plane'	£22.50	RT



Academy #12212 F-22 Raptor



Airfix #02017 Spitfire PR Mk XIX



AZ Model #4837 Pitts Special S.2 'Early version'



HobbyBoss #87236 Lynx HAS.2



RS Models #92055 De Schelde S-21



Special Hobby #SH48093 Heinkel He 178 V2

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News - Coming Soon

■ For up-to-date details visit our website www.modelairplaneinternational.com

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	NOTE
Art Model	1:72	7201	IM	Grumman F8F-2 Bearcat	NT
Art Model	1:72	7202	IM	Blohm & Voss Bv 155	NT
Art Model	1:72	7203	IM	Yakovlev Yak-36 Freehand	NT
AZ Model	1:72	7282	IM	Supermarine Attacker F Mk I	NT
AZ Model	1:72	7283	IM	Supermarine Attacker FB Mk 2	NT
AZ Model	1:72	7284	IM	Hawker Hurricane Mk I early version 'Aces'	RT
AZ Model	1:72	7285	IM	Grumman JRF-5 Goose 'USA'	NT
AZ Model	1:72	7286	IM	Grumman JRF-5 Goose 'RAF, Japan, Cuba & Sweden'	NT
AZ Model	1:48	4838	IM	Pitts Special S.2A	NT
AZ Model	1:48	4839	IM	Pitts Special S.2A/I	NT
Fr.Rom	1:72	006	IM/R	Nakajima Ko-4	NT
Fr.Rom	1:72	007	IM/R	Nieuport NiD.29 'Export'	NT
Fr.Rom	1:72	008	IM/R	Nieuport NiD.29	NT
Hasegawa	1:72	00965	IM	MiG-29 Fulcrum 'Russian MiGs'	RE
Hasegawa	1:72	00967	IM	F-20 Tigershark Combo (2x kits) 'Demonstrator scheme'	RE
Hasegawa	1:72	00968	IM	F2A-1/2 Buffalo 'US Navy Combo' (2x kits)	RE
Hasegawa	1:72	00969	IM	A6M2-N & NIKI 'Sasebo Flying Group Combo' (3x kits)	RE
Hasegawa	1:72	00970	IM	Jaguar E/T.4 'Last Flight'	RE
Hasegawa	1:72	00971	IM	B-17F Flying Fortress 'Memphis Belle'	RE
Hasegawa	1:72	00972	IM	F-100D Super Sabre Combo (2x kits)	RE
Hasegawa	1:72	00973	IM	Su-27 Flanker 'World Flanker'	RE
Hasegawa	1:72	00974	IM	Mitsubishi G4M2A Model 24 '762nd Flying Group'	RE
Hasegawa	1:72	00975	IM	E-2C Hawkeye 'USS George Washington'	RE
Hasegawa	1:72	00976	IM	B-24J Liberator 'Assembly Ship'	RE
Hasegawa	1:72	00977	IM	F-4S Phantom II 'CVW-5 Midway Combo' (2x kits)	RE
Hasegawa	1:72	00978	IM	Nakajima Ki-27 '1st Flight Regiment Combo' (2x kits)	RE
Hasegawa	1:48	09877	IM	F/A-18E Super Hornet 'VFA-27 Royal Maces'	RE
Hasegawa	1:48	09878	IM	McDD F-4N Phantom II 'Ark Royal'	RE
Hasegawa	1:48	09879	IM	Messerschmitt Bf-109E 'Galland' with figure	RE
Hasegawa	1:48	09880	IM	Mitsubishi XT-2	RE
Hasegawa	1:48	09881	IM	Focke-Wulf Fw 190A-5Y 'Losigkeit'	RE
Hasegawa	1:48	09882	IM	Mitsubishi A6M5 Zero Type 52 '302nd Night Fighter Group'	RE
Hasegawa	1:48	09883	IM	RF-4E Phantom II 'Hellenic Air Force Special'	RE
Hasegawa	1:48	09884	IM	F-14A Tomcat 'VF-154 Black Knights History'	RE
Hasegawa	1:48	09885	IM	F/A-18C Hornet '30th Anniversary'	RE
Hasegawa	1:48	09886	IM	P-51D Mustang '4th Fighter Group'	RE
Hasegawa	1:48	09887	IM	TA-4J Skyhawk 'Diamond Jubilee'	RE
Hasegawa	1:48	09888	IM	J 350 Draken 'Austrian Black Special'	RE
Hasegawa	1:48	09857	IM	F-16I Fighting Falcon 'Israeli Air Force'	RE
Hasegawa	1:48	PT44	IM	F-16F (Block 60) Fighting Falcon	RT
Hasegawa	1:32	08193	IM	F-16C Fighting Falcon 'Indiana ANG 122nd FW Special Marking'	RE
Hasegawa	1:32	08195	IM	P-40N Warhawk '15,000th Anniversary'	RE
Hasegawa	1:32	08196	IM	Focke-Wulf Fw 190A-8 'JGr.10'	RE
Hasegawa	1:32	08197	IM	F-104G Starfighter 'Marineflieger'	RE
Hasegawa	1:32	08198	IM	Messerschmitt Bf 109G-14/AS 'JG300'	RE
Hornet/Miniwings	1:144	010	R	Westland Wyvern S.4	NT
Hornet/Miniwings	1:144	011	R	Blohm & Voss Bv 138C-1	NT
Hornet/Miniwings	1:144	015	R	Gotha Go 242A-1	NT
Hornet/Miniwings	1:144	016	R	Curtiss C-46 Commando	NT
Planet Models	1:48	229	R	Heinkel He 100 V8 World Speed Record	NT
Revell	1:144	04063	IM	Tornado GR Mk I 'RAF'	RE
Revell	1:144	04064	IM	MMcDD F/A-18D Wild Weasel	RT
Revell	1:144	04268	IM	Boeing 737 'HARIBO GoldAIR'	RE
Revell	1:72	04285	IM	Junkers Ju 290A-7 Attacker	RT
Revell	1:48	04646	IM	Bell AH-1S Attack Cobra	NT
Revell	1:32	00018	IM	Hawker Hurricane Mk I 'Ltd Ed'	RE
Special Hobby	1:72	72188	IM	Bell P-59 Airacomet 'twin-seater'	RT
Special Hobby	1:72	72192	IM	Heinkel He 178 V2	NT
Special Hobby	1:48	48098	IM	Brewster F2A-3 Buffalo 'US Navy Trainer'	RE
Twobobs	1:48	48002	IM/R	N.A.T-2C Buckeye	NT
Trumpeter	1:72	01634	IM	EE/BAC Lightning F.1A/F.2	RT
Trumpeter	1:48	02815	IM	FC-1/JF-17 Thunder	NT



AZ Model #7285 Grumman JRF-5 Goose 'USA'



Fr.Rom #007 Nieuport NiD.29 'Export'



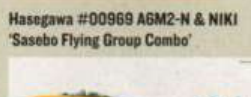
Hasegawa #00965 MiG-29 Fulcrum



Hasegawa #00967 F-20 Tigershark Combo



Hasegawa #00968 F2A-1/2 Buffalo 'US Navy Combo'



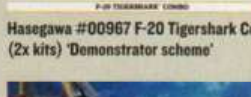
Hasegawa #00969 A6M2-N & NIKI 'Sasebo Flying Group Combo'



Hasegawa #00965 MiG-29 Fulcrum



Hasegawa #00967 F-20 Tigershark Combo



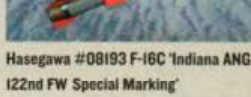
Hasegawa #00967 F-20 Tigershark Combo



Hasegawa #00975 Messerschmitt Bf 109E 'Galland with figure'



Hasegawa #08193 F-16C 'Indiana ANG 122nd FW Special Marking'



Hasegawa #08193 F-16C 'Indiana ANG 122nd FW Special Marking'

next issue

What's due next month? On sale 24th September 2009



◀ **Thunderbolt!**
Nick J. Wigman builds the VFS 1:24 P-47D
and adds Cammatt accessories

Fairey Barracuda
by Richard J. Caruana



Lucky Friday ▶
Ian D. Whittleston back-dates
the Airfix 1:48 Canberra into
the prototype

Cobra! ▶
Steve A. Events builds and
updates the 1:32 P-39 from
Special Hobby



Richard J. Caruana colour profiles
with our main features

Plus all the latest news and kit, accessory, decal and book reviews.

All of the above listed features are listed on a provisional basis only. We endeavour to bring you the above articles but the contents of an edition may be subject to change without further notification.

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 24th SEPTEMBER 2009

FIESELER Fi156C STORCH

Milestone 100th Release

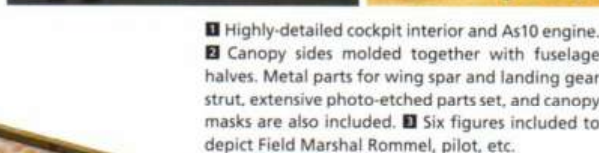
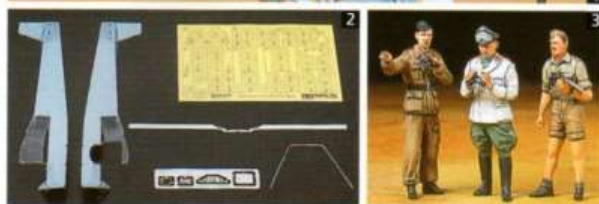


GERMANY'S EYE IN THE SKY

1/48 FIESELER Fi156C STORCH

Item 61100

With its amazing ability to take off and land in extremely short distances, the Fieseler Fi156C Storch served as a reconnaissance and liaison aircraft and is one of the most well-known German aircraft of WWII. Tamiya proudly presents this famous STOL aircraft as the milestone 100th model of the 1/48 Scale Aircraft Series. From its slotted flaps and leading edge fixed slats to its wide cockpit canopy, every effort has been made to fully reproduce the Storch's unique features and mechanisms. Furthermore, this kit comes with a total of six figures, including ones that depict Field Marshal Erwin Rommel in both standing and sitting poses, which can be posed in and around the finished model together with the included accessory set of fuel drums and jerry cans to create a small diorama straight from the box. A fantastic standalone display piece, this Storch can also be incorporated with other 1/48 scale vehicles and aircraft for even more dynamic cross-genre dioramas.



- 1 Highly-detailed cockpit interior and As10 engine.
- 2 Canopy sides molded together with fuselage halves. Metal parts for wing spar and landing gear strut, extensive photo-etched parts set, and canopy masks are also included.
- 3 Six figures included to depict Field Marshal Rommel, pilot, etc.

3 types of upper canopy enable creation of several Storch variants.

Fuselage features realistic fabric texture and flaps can be modeled in both up and down positions.



Length: 202mm

Fuel drums and jerry cans included for diorama creation.



5 types of markings include aircraft that carried Rommel and Mussolini. Drop tank and skis also included.



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