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by R.J. Caruana

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Spitfire Mk Vb

Building the new
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Kwik Builds of the From 1:72 PZL P.24,
Italeri 1:72 C-27J and Revell 1:144 C-17A





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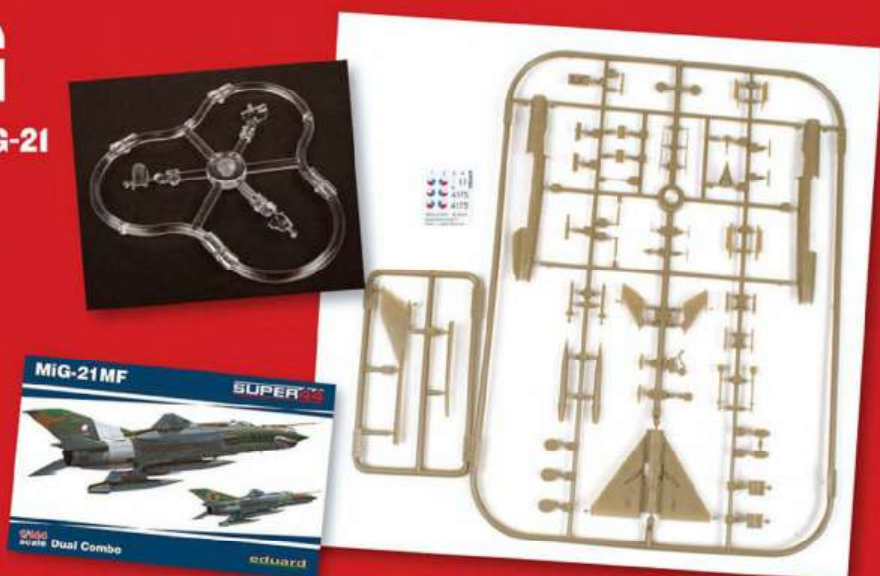
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Little MiG

Eduard offered their new 1:144 MiG-21 first at eDay 2011

During this year's eDay event in Prague, Eduard offered as part of the entrance to the show a bagged special edition of their new 1:144 MiG-21. The kit looks superb, with a nicely detailed cockpit interior, separate nose cone and exhaust and even a separate boxed main wheel well. You get the option of open or closed main canopy, with the clear parts being so impressive in this tiny scale - they are just so clear. This special edition only came with one decal option, 'Blue 4175' of the Czech AF. As we write this the official 'Dual Combo' release of this kit (#4425/£12.99) has just occurred, and in so doing has at last brought to an end the lack of a decent MiG-21 in 1:144.



Applying pigments

The Airbrush Company currently offer a set of two round, flat-ended brushes that are ideal for applying pigments and washes.

This set contains Nos.2 and 4 brushes and retails for just £3.29. For more details or to order contact The Airbrush Company, Email: sales@airbrushes.com, Tel: 01903 767800 or visit www.airbrushes.com



Better Box

Just a quick note to tell readers that once Heller products start arriving back in the shops, gone will be the awful flimsy end-opening box and in its place will be the excellent tray with top flap-style of packaging - good one Heller!



EDITOR'S CHOICE

Out of Fashion

We all get nostalgic about certain things in our hobby, so it is nice to welcome one such item back...

Just like crew figures, the inclusion of a display stand went out of fashion in the late 1980s, so no longer do we display models 'in flight', we buy display bases etc. and always complete a model 'wheels down'. This is a shame, as sometimes it is great to just build something a little different, or to rekindle a memory of your earliest involvement with the hobby. The recent release, as a separate product, of the big 'A' stand seen in the 'Superkits' of the 1970s by Airfix has to be one such item, because it was the sight of a built 1:24 Spitfire in the window of the study of a friend's house that stopped one modeller from slamming kits together as fast as possible and made him take his time and try to emulate the model he saw on that day..., forty years later he edits this magazine. Although initially shown as containing a single stand, once released the box was marked to inform potential purchasers that the box in fact contained two complete stands. Having bought a box the dilemma now is shall I do both a Spitfire and a Hurricane - I think so!



Available from all Airfix stockists worldwide the pack of two stands retails for just £4.99, but if you have problems finding a local stockist, don't forget you can order them directly from Hornby/Airfix by visiting www.airfix.com.



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

H&S Update

Any of you with an airbrush from the excellent Harder & Steenbeck range may be interested to know that they have released updated seals for the paint cup/airbrush joint. These seals are made of PTFE, not rubber, and are thus totally resistant to solvents etc. We have found that the older rubber ones could swell when exposed to Cellulose and as a result, would foul the thread of the paint cup on refitment. The new seals work without any such problem, so they are well worth investing in. All new H&S airbrushes will feature the new seals, so you only need obtain them if you



have an existing example on your workbench. Contact Little-cars.com on 01234 771980 for price and availability.

Original Heroes

I suspect many of you saw Revell listing a new range called 'Original Heroes' in their 2011 catalogue and wondered if these were kits? Well the first of the series have been released and the series is pre-painted, partially-built snap-together collectables. Initially we thought these were just the Easy Assembly kits from HobbyBoss, but on close inspection they are new toolings with much thinner plastic used when you look inside a fuselage.

Those released so far are the P-47D (#00406), Bf 109E (#00407), F4F (#00408) and P-40E (#00409) and having had a play about with them our only comment would be that because the models have so much pre-assembled (e.g. bombs, undercarriage etc), the 'snap-together' aspect of their assembly is a little difficult, and in some instances, almost impossible without damaging the model due to the proximity of a 'lug' to an external detail making it impossible to apply pressure in that area?

OK, not one for modellers, but they are fun and we suspect they will entertain and excite a whole new generation of future modellers.



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KWIK BUILD

SKILL LEVEL: BEGINNER

BUILT & WRITTEN BY MICHAEL MOORE FROM THE USA

**PLANE FACTS**

The C-27J Spartan is a refinement of the Fiat/Alenia G.222 developed to meet a NATO specification for a V/STOL transport. The United States adopted the G.222 in the early 1990s and it was built under licence by Chrysler as the C-27A. The type was later updated with new avionics and engines from the C-130J and was thus redesignated the C-27J. The type has subsequently been adopted for the JCA programme and is operated by several countries including the USA.

1:72**MODEL INFO**

SPEC: Italeri 1:72 C-27J Spartan

KIT NO.: 1284 MATERIALS: IM

AVAILABILITY: The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide

PRICE GUIDE: £35.99



LITTLE SUPER HERCULES

The Fiat G.222 is a type that always seemed a potential kit from Italeri, but it has taken the adoption of the type by many other nations including the USA for this at last to become a reality, so how does this little 'Herc' look?

Rleased this year, Italeri's 1:72 C-27J comprises 156 parts on 12 sprues and is packed in a generously sized top-opening box. The instructions are clear and easy to follow and decals by Cartograf are included for 5 schemes. A very nice bonus is a well done full colour reference book. Overall, I found it to be an easy build with only one trouble spot, the seam

where the belly fairing joins the front of the fuselage. With some care, filler and sanding this can be reduced significantly. The cargo bay, two halves and a floor, fits well within the fuselage halves. The engine nacelles mate very well to the wing, with no filler required. Another surprise is the props. With separately moulded blades, 6 per prop, I wasn't looking forward to mounting them to the spinner. However, the

spinner bases are nicely keyed to flat spots on the ends of the blades, making consistent pitch very easy to maintain. I followed the construction sequence in the instructions and would advise only that the main wheels not be mounted until painting is complete. I am reasonably sure the wheels can be mounted to the struts after painting, making masking easier. The windscreen also fits uncommonly

well, but the cabin windows are loose and wavy. I glued them in place, filled the gaps with super glue and then sanded and polished them out to a uniform appearance from the outside. Detail is nice, although there is ample room for additional scratch detailing. The cockpit is well replicated, and quite visible through the windscreen and canopy. The cargo bay has a good representation of the quilted

YOU WILL NEED...

Before Starting:

- Gunze-Sangyo Mr Cement S
- Cyanoacrylate
- Tamiya masking tape
- Tweezers (various types)
- X-Acto Modelling knife and #11 blades

Paints Used:

Alclad II lacquer:
Aluminum

Tamiya acrylic:

XF-2 Flat White
XF-19 Sky Grey
XF-69 NATO Black
XF-23 Medium Grey

Dimensions

Span - 28.7m (94ft 2in)
Length - 22.7m (74ft 6in)
Height - 9.64m (31ft 8in)

Dimensions - 1:72

Span - 398.6mm
Length - 315.3mm
Height - 133.9mm





G 222 (Panda) C 27A (Chuck), good news for the **PRM** Kit Collection

The **PRM**,
Photographic
Reference Manual:
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"Detail is nice, although there is ample room for additional scratch detailing. The cockpit is well replicated, and quite visible through the windscreen and canopy"



insulation on the walls, and good detail on the floor including cargo tie-downs. Missed opportunities are electrical boxes aft near the cargo door and troop seating. The only real detail disappointment are the actuators for the cargo door. What is provided is completely fictional

compared to references, and they are so bad that I opted to leave them off, as the lack of them is less noticeable to me than the supplied items would be if installed. Painting is simple, overall light grey, FS 36280. I used a mix of Tamiya acrylics that leaned heavily on XF-20

Medium Grey. The biggest finishing challenge is the metal leading edges of the propeller blades. I ended up painting the entire blade flat black and replicated the metal with a silver Prisma Color pencil. The decals perform very well, even the large wing walk pieces. Unfortunately, there are

a couple places on the wings where the segments of the wing walks don't match completely. I wondered if it was my fault, but after a paint mishap I needed replacement decals (huge thanks to MRC) and had the same problem. Painting the walks may be a better option. ■

REFERENCES

■ Photo Reference Manual with kit



FINAL VERDICT

All in all, this was a fun, painless build. The kit built OOB is very nice, with a good level of detail. The more detail-oriented can really go to town on parts of the cockpit and cargo bay, pictures of which are readily available on the internet and in the included reference book. If you have an interest in transport aircraft, I can highly recommend this kit.

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

**BRAND NEW
TOOLING!**

04696 1:32 Heinkel He 111 P



Model Illustration



Model Illustration



Model Illustration

Backbone of the Luftwaffe

1:32 Heinkel He 111 P

04696

With over 6,200 aircraft built, the Heinkel He111 was one of the most prolific German bombers of World War II. And, despite its inferiority to Allied bombers, continued to be manufactured until the autumn of 1944.

The He111's airframe was based around an existing Lufthansa airliner design, but the urgent need for a medium bomber meant the conversion process created an aircraft of relatively low speed and with a very limited defence capability. This and its poor manoeuvrability lead to heavy losses during the Battle of Britain and as a result it was used later in the war for night missions, transportation and towing sorties.

As part of the Revell large model series, this plastic model kit has a wingspan of over 70cm

and includes a highly detailed interior and cockpit, an open weapons bay and exceptionally detailed undercarriage.

Model-details:

- New moulding
- Detailed surface structure with engraved panel lines
- Detailed cockpit and interior
- Authentic landing gear
- Detailed undercarriage
- Opening weapons bay

For more details on this brand new 1:32 scale model kit as well as the complete range of Revell products check out our International website at www.revell.eu

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Build Your Dream!

KWIK BUILD

SKILL LEVEL: BEGINNER

BUILT & WRITTEN BY ALAN BOTTOMS FROM THE UK

1:144

Revell**MODEL INFO**

SPEC: Revell 1:144 Boeing C-17A Globemaster III
'Qatar/RAF' KIT NO.: 04674 **MATERIALS:** IM
AVAILABILITY: Revell GmbH & Co., KG [UK Branch] (UK Distribution) and Revell stockists worldwide **PRICE GUIDE:** £24.99

PLANE FACTS

The C-17 Globemaster III was developed for the USAF as a large military transport aircraft from the 1980s through into the 1990s. Initially designed and developed by McDonnell-Douglas, the type is now built by the Boeing/McDOD consortium. The type is used for rapid strategic airlift of cargo and troops but it also performs tactical airlifts, medical evacuation and air-drop missions. Although the USAF is the main operator of the C-17 it is used by the RAF, RAAF, RCAF, Qatari Emiri Air Force, United Arab Emirates AF and the Heavy Airlift Wing of NATO. India may also join the list of C-17 operators, as approved was given for the purchase of the type by the Indian Government, but the order is currently pending finalisation.



GLOBE-TROTTER

In recent years Revell have invested in a lot of newly tooled kits of modern subjects in various scales. One of these was a USAF C-17 Globemaster so with the C-17 entering service with the RAF and Qatari Emirates Air Force it was time for a reissue with appropriate decals.

The plastic itself is identical to the original release with nice clean mouldings and sharp detail work. There are ten sprues in Revell's usual grey-coloured plastic with a single sprue of clear parts. The instructions are broken down into thirty-eight steps, some of which are quite complicated. The two decal options/colour schemes are for an all-over grey RAF aircraft and a grey and white Qatar machine with striking red graphics. The decals are beautifully

printed with sharp colours and good definition.

So, let's see how it builds. After a quick wash the main parts were clipped from the sprues and taped together to check the fit. This included the interior as I wanted to see how much could actually be seen through the rear ramp and crew door. The answer there was not a lot, so after cutting the floor/ramp section and a quick spray of grey and silver as per the instructions I could get the glue out. It is a shame that most of

it disappears as the multi-part cargo bay carries a fair amount of detail. The cockpit has the seats moulded in situ and these were picked out with paint with seat belts added from Tamiya tape. Turning my attention to the gear bays the nose gear was set aside until later in the build but the main gear needs to be built up in its bays before installation in the fuselage halves. These are the most complex assemblies of the entire build but go together well enough. The problem here is that the bays

have to be positioned precisely in the fuselage otherwise all the wheels won't touch the ground, as I later found out. Anyway, the bays were sprayed white and fitted to the interior. Next came the fitting of the smaller windows into the fuselage halves. I fitted the two large cockpit side windows but as the rest are tiny round port holes these were left out as I would glaze them with Humbrol Clearfix after painting was complete. The fuselage could now be closed up around the interior

YOU WILL NEED...

Before Starting:

- Gunze-Sangyo Mr Cement S
- Cyanoacrylate
- Tamiya masking tape
- Tamiya putty
- Tweezers (various types)
- Swann-Morton #3 scalpel and blades
- Microscale Micro Set and Sol decal solutions
- Humbrol Clearfix
- Olfa P-cutter

Paints Used:

Alclad II
 Aluminium

Humbrol enamel:
 5 Dark Admiralty Grey

Tamiya acrylic:
 X-19 Smoke

Vallejo acrylic:
 Airbrush Ready Primer
 Satin Rapid Clear

Dimensions

Span - 51.76m
 Length - 53.04m
 Height - 16.79m

Dimensions - 1:144

Span - 359.4mm
 Length - 368.3mm
 Height - 116.6mm



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KWIK BUILD

SKILL LEVEL: BEGINNER

← assembly, although I did leave the ramp parts to one side along with the nose gear for installation later. While the fuselage set I built up the wings and tailplanes. Beneath the tailplanes are two small lights and once again these were left off to be given the Clearfix treatment later on. Before fitting the wings and tailplanes the fuselage seams were cleaned up, only needing a few spots of filler along the underside joint. After a good dusting the cockpit glazing was fitted in place. When that had set the cargo hold and crew door were sealed off with pieces of foam to keep any dust out of the cockpit. The sections of the cockpit glazing that need to remain clear were covered with Tamiya tape whilst the joint was sanded and polished. I now added the pre-built wings and tail feathers to the completed fuselage. At this point the size of the real aircraft now became quite obvious as even

in 1:144 the model is the same size as 1:48 Tornado! The wings did need a little Tamiya filler along the upper join line to blend them smoothly with the fuselage contours. Once sanded a few panel lines needed rescribing, so out with the Olfa P-cutter and steel ruler. The entire airframe was now given a coat of grey primer. I had recently bought a bottle of the new Vallejo airbrush ready primer and I can report that it sprays very well giving a nice, smooth, durable finish ready for the top coat of paint. While that dried I built up the engines. These were mounted on clamps and also given a coat of primer. The undercarriage can be built open or closed so you have to cut the doors apart if you want to have the undercarriage down. All the chopping done, the inner faces were sprayed white before masking/ mounting these on strips of masking tape. The overall paintwork began

with a coat of silver on the parts of the engines and airframe that were to remain bare metal. When this had dried these areas were masked up ready for the overall grey paint. A Federal Standard number is quoted on the instructions but I did not have the relevant paint in my stock, unfortunately. I did not like the other option of mixing the paint even though Revell give you the percentages. I started digging through my paint charts and cross references and these led me to the conclusion that Humbrol 5 Dark Admiralty Grey with a coat of satin clear would do the job nicely. The grey is one of their gloss shades so was all ready for the decals when it was nice and dry. These went on beautifully with a touch of Micro Set and Sol solutions. The bare metal sections had the masking removed now so that a wash of dark grey ink could be applied to the whole model.

This has the effect of breaking up the monotone paint finish without looking too overpowering as a black wash would have done in this scale. Some Tamiya Smoke (X-19) was used to bring out detail on the engine compressor fans and fuselage APU exhaust vents. After a quick wipe down with some damp kitchen towel to remove any excess decal solvent the whole model was given a coat of Vallejo Satin Rapid Clear to even everything out and seal the decals in. Once dry the rest of the masking was removed and the rest of the small detail parts added. I must warn that you will need a bucketful of patience when it comes to painting the wheels, they're tiny. The rear ramp parts were added now and to finish off the build I decided to add some cargo in the form of a Dragon 1:144 Challenger 2 tank I made many years ago, as this gives the aircraft a sense of scale. ■



"I started digging through my paint charts and cross references and these led me to the conclusion that Humbrol 5 Dark Admiralty Grey with a coat of satin clear would do the job nicely"

REFERENCE

■ *Boeing C-17 Globemaster III* by B. Norton, WarbirdTech (Specialty Press 2001 ISBN: 1-58007-061-2)

**FINAL VERDICT**

In summary then, this is a really nice kit of a bang-up-to-date subject and even in this small scale it's a good size. The relatively simple assembly means I can recommend it to modellers of all skill levels. Would I build another? Well, the Qatar Air Force scheme is quite eye-catching...

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

PHOTO-ETCHED FOR P-51D MUSTANG

1/32 Tamiya

OCTOBER 2011

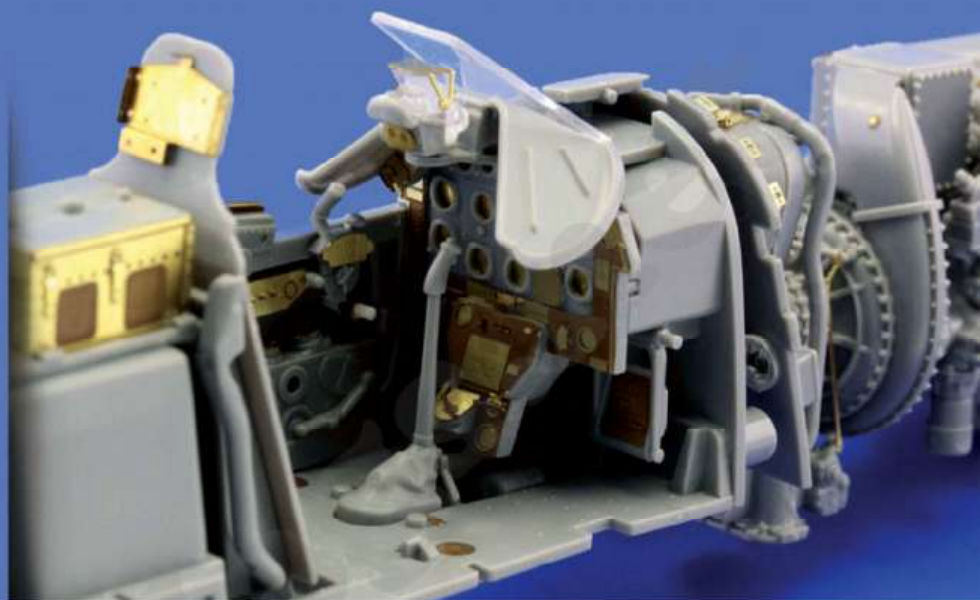
- 32307 P-51D engine
- 32731 P-51 seatbelts
- 32732 P-51D gun bay early

NOVEMBER 2011

- 32302 P-51D exterior
- 32715 P-51D interior late ser.20-35 S.A.
- 32721 P-51D gun bay late



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1:72

FROM

MODEL INFO

SPEC: From 1:72 PZL P.24B/E 'Over Danube'
KIT NO.: FRO17 **MATERIALS:** IM, R, PE, VF
AVAILABILITY: Hannants (UK Importer) and
 From stockists worldwide
PRICE GUIDE: £17.99

PLANE FACTS

The Polish PZL P.24 originated as a successor to the PZL P.7/II used by the Polish Air Force throughout the 1930s, and it was primarily designed for foreign users. The base concept of the airframe with the 'Pulawski wing' and fixed undercarriage was kept, however the new airframe received a completely closed cockpit and various radial engines based on the customer's requirements could be installed. The armament could also alternate between four 7.9mm FN/Browning machine guns or a pair of 20mm Oerlikon cannon in underwing pods plus a pair of machine guns. In total 143 machines were built (including licence production) for Bulgaria, Greece, Romania and Turkey. The Greek PZLs formed the backbone of the Royal Hellenic Air Force and after Italy declared war on Greece in October 1940 they successfully opposed the Italian forces; however, German involvement in the conflict from April 1941 resulted in the quick fall of Greece. Romanian PZL.24s were employed during the early phase of the Eastern Front campaign until autumn 1941 before being relegated to advanced training and home defence duty.



Danube Defender

There are two boxings of this new PZL P.24 kit by MPM, the first in the From range covering the Romanian and Bulgarian machines, while the second is under the Azur label and offers the Greek and Turkish versions.

The former kit is entitled 'Over Danube', which may sound a little suspicious for those not fully aware of the geography of the river, but the B/E designation of this kit clearly indicates which versions are included. The B version was built for Bulgaria while the E version was delivered to Romania, where production continued under a licence agreement, and they differ mainly in powerplant, engine cowling, carburettor intake shape and the propeller. The kit consists of two sprues done in mid-grey plastic, an injection moulded canopy with two additional vacformed versions, approximately 20 cast resin parts, an

etched fret and the decal sheet with markings for two Romanian and one Bulgarian machine. Despite it being short-run the parts are exceptionally cleanly moulded with only a small amount of flash on smaller parts. This is good news because a substantial part of the wing and tail surfaces are covered in fine corrugations, and had there been any moulding imperfection it would have been quite difficult to correct. The corrugated surfaces look very convincing in the scale and are done with fine engraved lines that correspond well to the 5mm spacing of the individual corrugations on the real plane. The smaller parts

are sharply defined and where the plastic would be beyond the limits of the injection technology, cast resin items are provided - this concerns the exhaust manifold with hollow exhaust pipes, spent cartridge apertures and interior details. The etched fret offers some tiny parts for the cockpit, but unfortunately the instrument panel is not provided here which is a pity considering how prominent it would be under the canopy. Probably because of the moulding limitations the cooling grills on the nose are only engraved, so the more experienced may try to thin down the fuselage wall from inside using a motor tool and cut out the

individual openings. The kit captures the look of the real thing; I compared the parts with detailed drawings and photographs and found only marginal deviations. It is more than obvious that the manufacturer paid sufficient attention reproducing even the smallest differences between the two versions featured in this kit. The Romanian version correctly depicts the reduced armament of a pair of machine-guns, however the racks for small bombs or grenades are omitted. I also found information that the Romanian machines had longer undercarriage struts, which would equate to about 2mm in 1:72, but the pictures do not

YOU WILL NEED...

Before Starting:

- Gunze-Sangyo Mr Cement S
- Cyanoacrylate
- Tamiya masking tape
- Tweezers (various types)
- Swann-Morton #3 scalpel with blades

Paints Used:

Gunze-Sangyo Mr Aqueous Color acrylic:
 H11 Flat White
 H12 Flat Black
 H34 Cream Yellow
 H67 Light Blue
 H72 Dark Earth
 H73 Dark Green
 H327 Red

Gunze-Sangyo Mr Color lacquer:
 Super Clear Gloss III GX100
 Super Clear UV Cut Flat I87

Vallejo Model Color acrylic:

70.521 Metal Medium
 70.990 Light Grey
 70.950 Black
 70.957 Red

Abteilung 502 oil paint:

Abt.080 Wash Brown
 Abt.110 Black

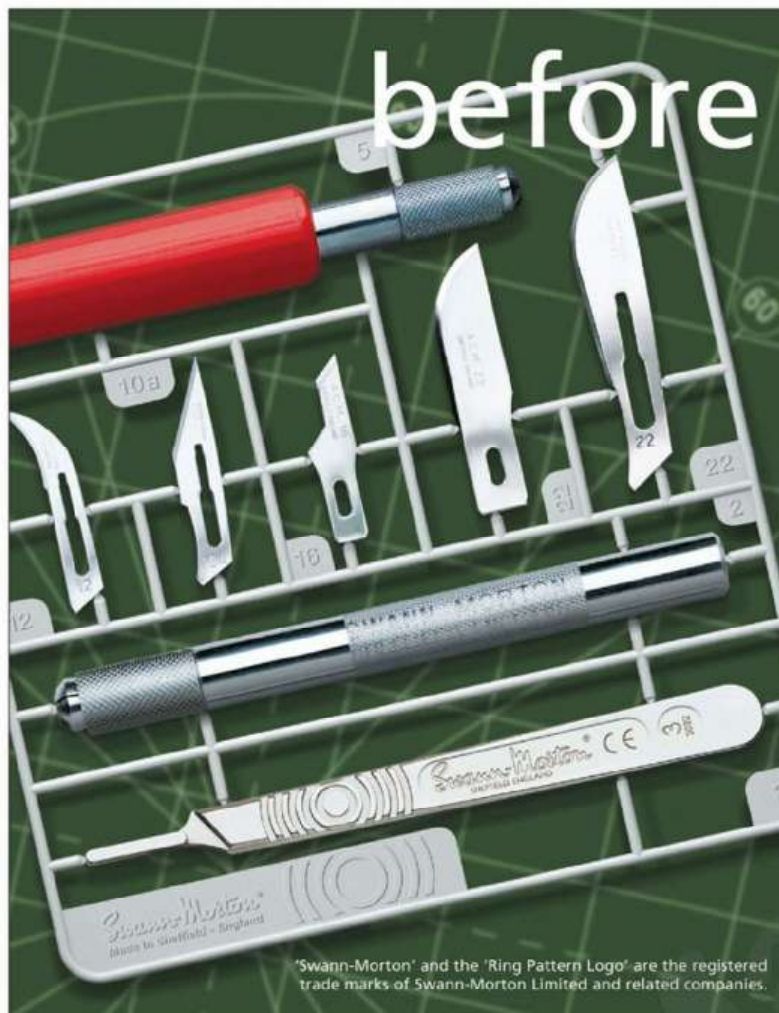
Dimensions

Span - 10.719m (35ft 2 1/2in)
 Length - 7.5m (24ft 7 1/2in)
 Height - 2.69m (8ft 10 1/4in)

Dimensions - 1:72

Span - 148.9mm
 Length - 104.2mm
 Height - 37.4mm





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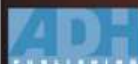
THIS MONTH IN TMMI



Tamiya Model Magazine International 194 - Dec'11

- Tamiya's 1:35 long-barrelled 'Super-Pershing'
- Tamiya's 1:32 P-51D Mustang
- Not one, but two Revell 1:24 Mercedes DTMs
- MiniArt's Valentine Mk.V in 1:35
- Revell 1:24 London Bus
- Italeri 1:48 Hurricane Mk.I
- Tamiya 1:16 Gepard RC tank

and much more...



www.tamiyamodelmagazine.com

THIS MONTH IN MMI



Model Military International 068 - Dec'11

- Kamil Feliks Sztarbala builds the new HobbyBoss 1:35 ShkH DANA
- Bronco 1:35 Hotchkiss H35 by Brett Green
- MIG Productions 1:35 Damaged Modern Pickup Hilux, Veteran Warrior by Jose Brito
- Dust Walker and Figure by Scott Taylor
- Tamiya BT-42 by Brett Green
- Graham Tetley examines MiniArt's 1:35 Valentine Mk.I
- Italeri 1:35 M3A1 by Al Bowie

and much more...



www.modelmilitary.com

"Under each decal I applied a small amount of Mr Mark Setter, which helps to settle the image down, followed by Mr Mark Softer to soften the decal so that once they were completely dry the decals perfectly followed the corrugations"



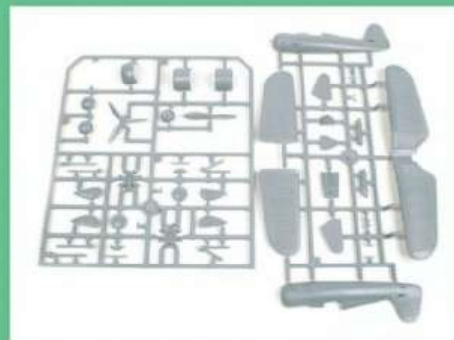
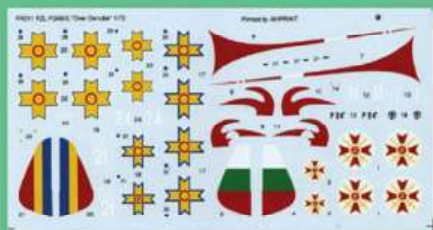
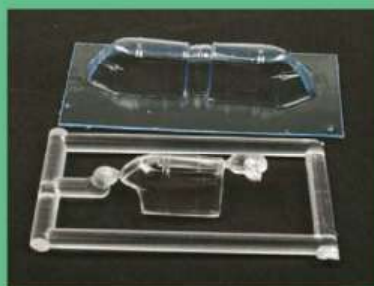
◀ show any real difference in the look and sit of the plane so I left this out as the finished kit gives the right impression of a small and nimble fighter with the distinctive 'gull' wing. Oddly enough, 'White 24' was equipped with a curiously shaped propeller that does not look like the regular Szomański 2.9m unit, with wide blades, but this was perhaps some temporary measure? The build starts with the cockpit, which

offers quite a pleasing number of parts to cope with. I just thinned the seat backrest and replaced the seat side struts with thinner ones. As already mentioned the instrument panel is provided in plastic and is obviously a compromise as it is devoid of any dials, however after adding the individual dials from a Mike Grant generic decal sheet it looked acceptable. Two vacformed canopies are provided for

those wanting to open the canopy and this is a really nice feature, although I suspect more details would have to be added inside if you went this route. I went for a closed canopy as the injected canopy is crystal clear and does not distort the view inside and it is also a perfect fit with the fuselage. The interior was sprayed aluminium and the details were picked up in various colours using Vallejo acrylics. Joining the fuselage posed no problem as the fit of all parts was completely satisfying. Preparing the wing halves took a while as I thinned the trailing edges with a sanding stick. The wing upper is crisply moulded together with the centre section that ensures the right

wing geometry, and the lower outer halves can be easily added. The fit of these parts is extremely good despite the corrugated skin and they just need to be secured with light pass of extra thin cement. A little extra care needs to be taken with the wing struts and undercarriage assembly, but these parts should not bring any difficulties either as the struts are the correct length and the instructions help with the landing gear legs too, quoting the correct wheel spacing. The IAR radial engine deserved some enhancement, as it looks a bit simplified, so I added the push rods and ignition wires. The unit was painted in silver and black with a heavy dark wash around the valves

COMPONENTS



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



"The wing upper is crisply moulded together with the centre section that ensures the right wing geometry"

before it was glued inside the cowl. At this stage I also added the exhausts, but the individual pipes seemed to be too long and caused the engine to fit badly, so I cut them down to about 2mm long which addressed the issue. The complete engine unit was glued to the fuselage after final painting. I went for 'White 24', which was flown by N. Solomon, the first pilot with a confirmed kill in a Romanian PZL P.24 and had a two-tone camouflage on the upper surfaces. The camouflage instructions are supported with colour profiles on the box back face. Period

photos show the landing gear struts in a very light, probably the underside Light Blue, colour. I'm also curious about the dark colour of the air intake, which I also painted in Light Blue. The kit's second option ('White 21') seems to be very interesting too, as it was flown by I. Olteanu, the high scoring PZL P.24 Romanian pilot (2 confirmed kills, 1 probable and 1 destroyed on the ground) with wheel discs that were painted white (in my opinion a Light Blue could be used too). The sole Bulgarian marking seems to be OK and does not need any special comments.

I commenced the painting session with an overall coat of Mr Surfacer followed by white sprayed as a base coat in the area where the yellow theatre markings go. The paint references are given in Gunze-Sangyo Mr Color and Mr Aqueous Color equivalents; I only modified the quoted brown colour adding a drop of red to respond to my imagination of this shade. The gloss varnish prepared the surface for decalling; I knew that this would not be the easiest part of the build due to the corrugated surface. Anyway, the decals printed by Aviprint worked absolutely

fantastically. Under each decal I applied a small amount of Mr Mark Setter, which helps to settle the image down, followed by Mr Mark Softer to soften the decal so that once they were completely dry the decals perfectly followed the corrugations, so much so that I was even able to apply a wash over the top! At the end I added the tiny bits like the gunsight, antennae holder and other delicate items. The antennae wires are black fishing lines, while the undercarriage thicker wires were made from stretched sprue. ■

REFERENCES

- Air Magazine No.34, October/November 2006
- PZL P.24, Profile No.170 by J.B. Cynk (Profile Publications 1967 & 1970)
- PZL P.24 by P. Skulski, Seria Pod Lupa No.15 (Ace Publications 2002 ISBN: 83-86153-24-5)
- PZL P.24 A-G, Andrzej Glass, Kagero Monographs No.7 (Kagero 2004, ISBN: 978-83-61220-30-5)
- Rumanian Air Force: The Prime Decade, 1938-1947 by D. Bernárd (Squadron/Signal Publications 1999 ISBN: 1-89747-402-3)
- Romanian Fighter Colours 1941-1945 by Teodor Liviu Morosanu & Dan Alexandru Melinte (Mushroom Model Publications 2010 ISBN: 978-833-89450-90-6)



FINAL VERDICT

This was one of my most enjoyable builds of late as I was able to achieve a very satisfying result in less than one week without struggling with ill-fitting parts or losing time with unnecessary corrections. The kit is carefully designed and well researched and I believe despite the 'Balkan Air Force' theme which is probably not the most favourite amongst modellers, it will find its customers. The PZL unique design, attractive camouflage schemes and part of the lesser known history hidden inside makes this kit very appealing. Recommended!

WIND IN THE WIRES



Roden's release of the D.H.2 in 1:32 came as a surprise to me and I couldn't resist the opportunity to stretch myself with a challenging build.



"The rest of the kit cockpit is well done with nice mouldings and decals for instrument faces"

Inside the box are 95 parts of Roden's characteristic soft, grey-brown plastic on five sprues and an acetate sheet with the windscreen for the Lewis gun. The decal sheet is well printed with schemes for four aircraft. It didn't take long for me to decide on No.7851 from C Flight, No.32 Sqn as a recycled upper wing in a lower position with its otherwise out of place roundel made it more interesting than the other options.

THE NACELLE

Roden's instructions would have you jump around between the cockpit,

engine, gun and landing gear, and that's just the first page! I chose to start, and stay on track with the cockpit. The first thing I noticed is the heavily moulded bracing wires and huge ejector pin towers on the insides of the nacelle. I was able to carefully carve the pin marks away, undercut the oversize bracing wires, and scratch a crosshatch pattern into the plastic to represent the weave of the fabric. Although it's quite overscale, with a wash the effect isn't bad in the completed cockpit. The feature I focused on was the seat. Roden supplies a very basic seat with a

nicely moulded separate cushion. The D.H.2 was fitted with a wicker seat, and since the seat is the most prominent feature of a very prominent cockpit, I decided to try scratchbuilding my own. Using plastcard for the seat bottom, brass wire for the frame, fishing line for the caning, and epoxy putty for the leather seat cushion and padding around the edge, I was able to weave a seat. Painting began with an all-over base coat of Tamiya XF-64 Red Brown, followed by spraying XF-60 Dark Yellow at a downward angle to preserve shadows of the base coat. Various

lighter yellows and tans were then drybrushed onto the wicker portions. The leather portions of the seat were painted with Winsor & Newton oils, primarily Burnt Sienna, Burnt Umber and Yellow Ochre. The finishing touch is a harness fashioned from lead foil. The rest of the kit cockpit is well done with nice mouldings and decals for instrument faces. With careful painting, it looks convincing, although I did add cables with tin wire, and control lines with monofilament. I painted the wood portions of the cockpit using my standard wood technique of a light tan

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate (thick & medium) & Accelerator
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Tweezers
- Scalpel
- Sanding sticks & files
- Hemostats
- 0.004 and 0.008 monofilament line



Paints Used:

Tamiya acrylic:
 XF-1 Flat Black
 XF-2 Flat White White
 XF-7 Flat Red
 XF-8 Flat Blue
 XF-19 Sky Grey
 XF-55 Deck Tan
 XF-57 Buff
 XF-59 Desert Yellow
 XF-60 Dark Yellow
 XF-62 Olive Drab
 XF-64 Red Brown

Vallejo Model Color acrylic:
 989 Sky Grey

Winsor & Newton oil paint:
 2 Burnt Sienna
 3 Burnt Umber
 35 Raw Umber
 44 Yellow Ochre

Dimensions

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

Dimensions - 1:32

Span - 269.1mm
 Length - 240.1mm
 Height - 91.3mm



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

BUILT & WRITTEN BY MICHAEL MOORE FROM THE USA



PLANE FACTS

The Fokker Scourge of late 1915 and early 1916 was due in large part to the synchronizing gear of the Fokker E.I. The ability to have a stable gun lined up with the aircraft's axis and fire through the propeller arc was a devastating advantage. Lacking a practical synchronizing gear, Geoffrey de Havilland turned to the pusher arrangement and the RFC's first single-seat fighter, the Airco D.H.2 was born. Although lacking speed and range, and despite sensitive handling characteristics, alongside the RAF F.E. 2b it effectively put an end to the Scourge in the early spring of 1916 and continued to fly in operational use despite the rapid advances in aviation until June 1917.

1:32

RODEN

MODEL INFO

SPEC: Roden 1:32 Airco (De Havilland) D.H.2

KIT NO.: 612 MATERIALS: IM

AVAILABILITY: Pocketbond Ltd (UK Importer) and Roden stockists worldwide

PRICE GUIDE: £47.99



or yellowish acrylic base coat followed by artist's oils. I vary from some who use oils in that I apply a full coat without thinners, and after a short while start removing the excess with a brush dampened with Naphtha as thinner. The colours of the base coat and the oils can vary depending on what colour wood is desired. The real advantage of using oils is that if I'm not pleased with how the 'wood' looks, the oils can be wiped right off before they dry, with no damage to the acrylic undercoat, and I can start over. With the cockpit done, and the nacelle

closed up, my attention turned to the exterior details of the nacelle. Unfortunately, they are soft and inconsistent. I found generic Eduard etch for the stitching, the cowl straps were redone with lead foil and steel wire for buckles, the padding around the back edge of the cockpit opening was redone with epoxy putty, and the strip of aluminium around the front of the nacelle and the plug over the gun trough were replaced with sheet plastic. The last change was to the exterior ammo drum pockets. Photos of No.7851 show it had shorter, single drum

pockets, which were replicated with a little surgery to the kit parts. Sharp-eyed readers will notice that the in-progress pictures of the nacelle feature different stitching details than the completed model. To further my belief that Murphy was a blood relative, Eduard announced an etch set for this kit...after I had the nacelle 99% complete, including paint. I was going to pass on the set until I noticed other useful details. So I very carefully peeled the previously applied stitching off and applied the new etched stitching and the cowl hinge.

PAINTING AND FINISHING

The large expanses of Clear Doped Linen and PC-10 prompted me to try something new to add interest to the finish and I ordered two sheets of linen texture decals from Microsculpt. Advertised as 1:48, they worked well for 1:32. I also opted to paint the rounds using masks cut from Tamiya tape, as I knew I would have a lot of masking to come.

The painting of the wings, nacelle and tail was all done in similar fashion. Masking was applied and the ribs sprayed with Tamiya XF-64 Red Brown. ➔

REFERENCES...

■ *AIRCO- The Aircraft Manufacturing Company* by Mick Davis (The Crowood Press, ISBN: 1-86126-393-7)

■ *Airco D.H.2* by B.J. Gray, *Windsock Datafile 48* (Albatros Productions 1994 ISBN: 0-948414-63-4)

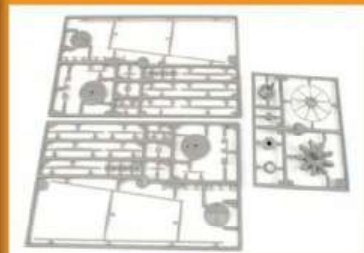
■ *De Havilland DH 2 In Action No.171* by Peter Cooksley (Squadron/Signal Publications 2000, ISBN: 0-89747-408-2)

■ *De Havilland Aircraft of World War I, Vol. I: D.H.1 - D.H.4, Great War Aircraft in Profile 5* by Colin Owers (Flying Machines Press, ISBN: 1-891268-17-1)

■ *Hawker VC* by T. Hawker (Mitre Press 1965)

■ *The Anatomy of an Aeroplane; The De Havilland DH 2 Pusher Scout* by B. J. Gray and members of the Cross & Cockade DH2 Research Group, *Parts 1-4* (Cross & Cockade International Journal)

■ *Wings over the Somme* by Wg Cdr G. H. Lewis DFC (William Kimber 1975)



STEP BY STEP GUIDE - CONSTRUCTION



The ejector pins were particularly brutish in the interior



Careful work with a knife removed the marks



The areas visible from outside were thinned and a basic floor element added to hide the seam inside the cockpit



My oils for wood graining. By varying the mix of oils and the colour of the base coat it's possible to replicate nearly any wood look



The forward deck of nacelle, left half coated with oils, right half wood grained

"The D.H.2 was fitted with a wicker seat, and since the seat is the most prominent feature of a very prominent cockpit, I decided to try scratchbuilding my own"

STEP BY STEP GUIDE - SEAT



Seat frame fabricated from brass wire and plasticard



The seat 'caned' with 0.004 monofilament



The seat with edge padding added with epoxy putty



The seat based coated with Tamiya Red Brown and drybrushed with dark yellow

The seat painted, cushion added from epoxy putty



The kits seat (right) is not bad, but it was well worth the effort to scratchbuild my own (left)

STEP BY STEP GUIDE - CONSTRUCTION CONT...



Left side of completed nacelle interior



Right side of completed nacelle interior



Finished fabric surfaces on the nacelle and padding at back of nacelle opening replaced with epoxy putty

Closed nacelle with stitching and forward sheet metal details replaced with sheet stock

The base colour was then misted on until the ribs were just evident. For the linen I mixed Tamiya XF-60 Dark Yellow, XF-57 Buff and XF-2 Flat White at a ratio of 2:1:4 respectively; and for the PC-10, for which I prefer a more olive tone, I used XF-62 Olive Drab mixed with XF-60 to lighten it. I then masked the ribs and sprayed a very thin mixture of Red Brown and XF-1 Flat Black to highlight the rib locations and followed that by lightening the base colour, using white to lighten the linen and XF-57 Buff with the PC-10, to post-shade between the ribs where more light might be passing through the fabric. After a heavy gloss coat, the linen texture decals were applied. My final step was to mist the base colour over the linen decals to tone them down and blend everything together.

A couple of variations included painting the blue and red portions of the upper wing roundels on the underside prior to the ribs. The result is a roundel that is just visible through the wing. I also used Vallejo Model Colors to hand-paint #989 Sky Grey on the metal portions of the nacelle, mostly because it was easier than anything I could think of to mask the huge cockpit opening! A rub with graphite powder and various MIG Pigments followed by a pin wash of Burnt Umber oils completed the nacelle for the time being. A distinctive feature of No.7851 was the heavily weathered fin due to hot castor oil, thrown off the engine, burning the PC-10 dope and staining the underlying linen. To replicate this I used a variation of the 'hairspray' method practised by armour



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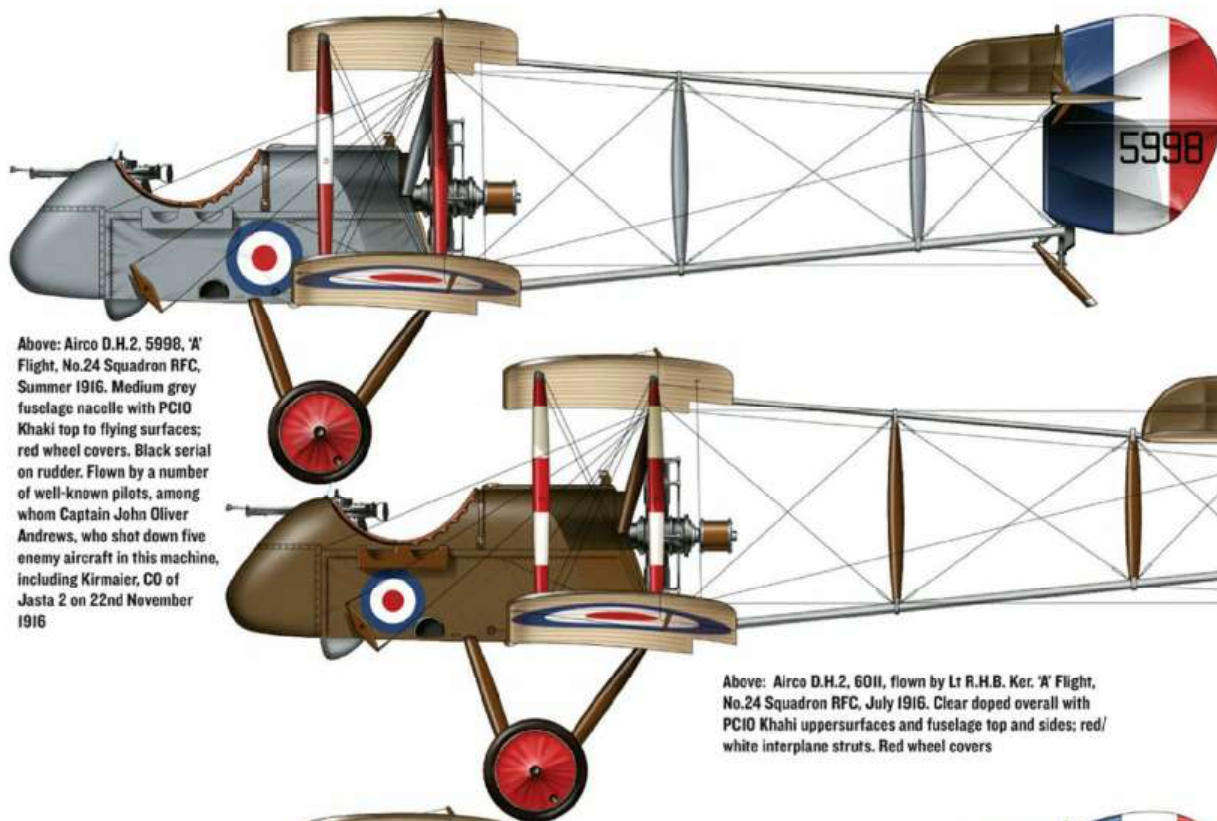
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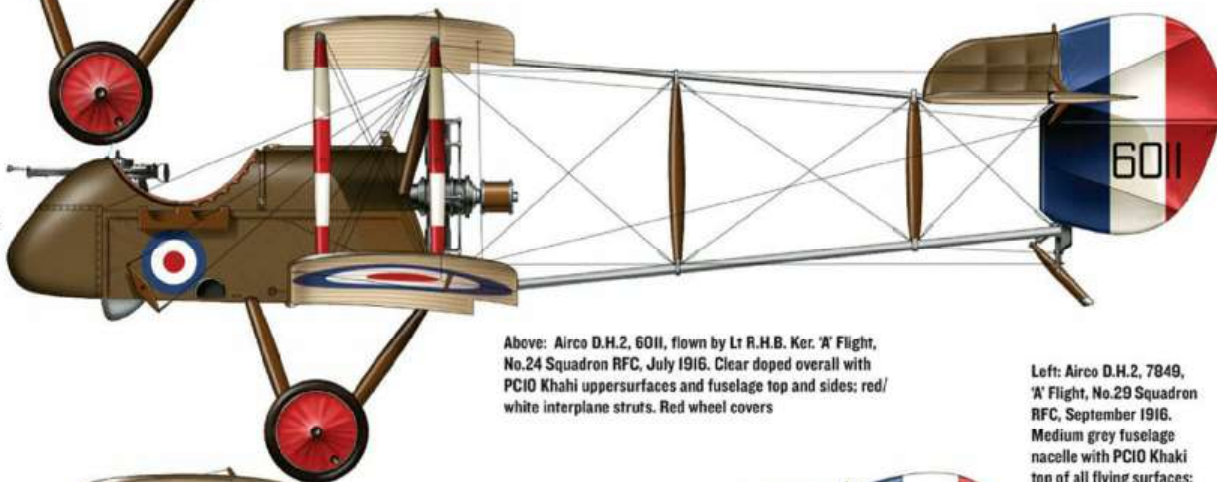
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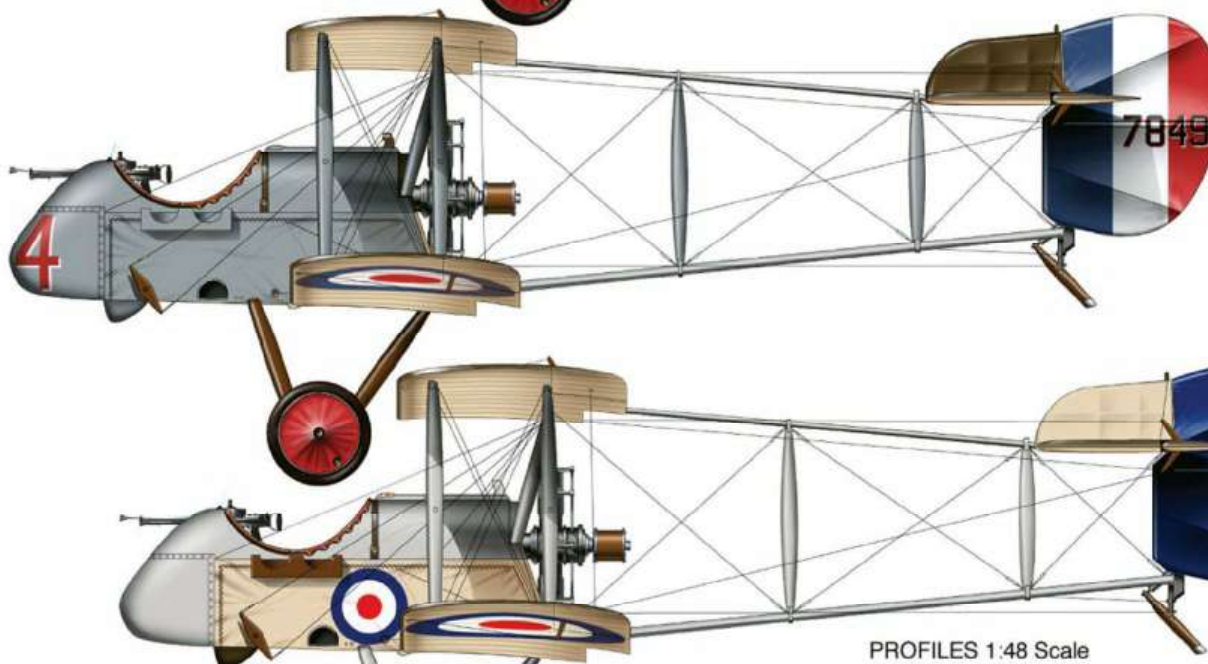
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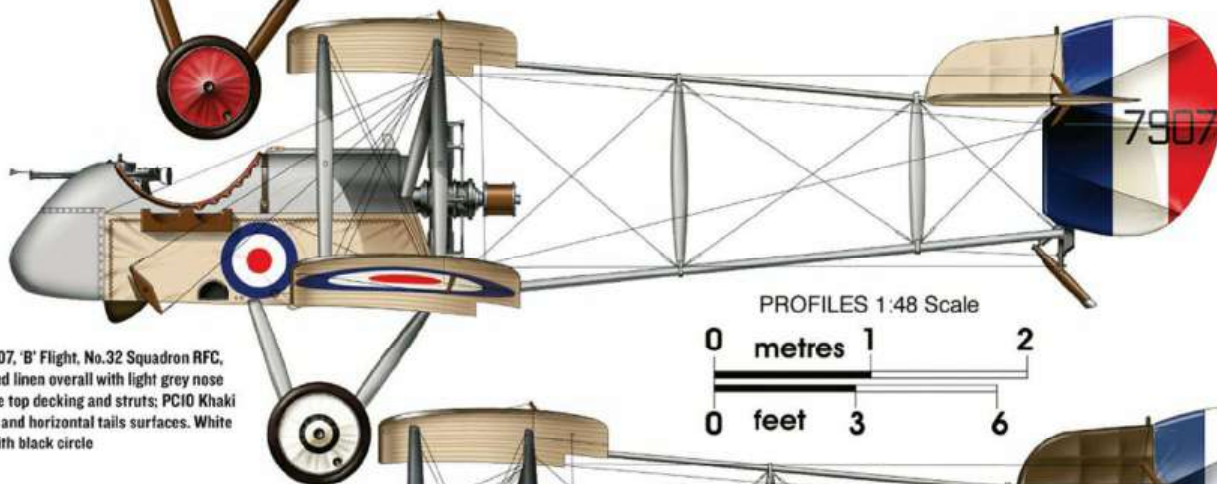
Above: Airco D.H.2, 5998, 'A' Flight, No.24 Squadron RFC, Summer 1916. Medium grey fuselage nacelle with PC10 Khaki top to flying surfaces; red wheel covers. Black serial on rudder. Flown by a number of well-known pilots, among whom Captain John Oliver Andrews, who shot down five enemy aircraft in this machine, including Kirmaier, CO of Jasta 2 on 22nd November 1916



Above: Airco D.H.2, 6011, flown by Lt R.H.B. Ker. 'A' Flight, No.24 Squadron RFC, July 1916. Clear doped overall with PC10 Khaki uppersurfaces and fuselage top and sides; red/white interplane struts. Red wheel covers

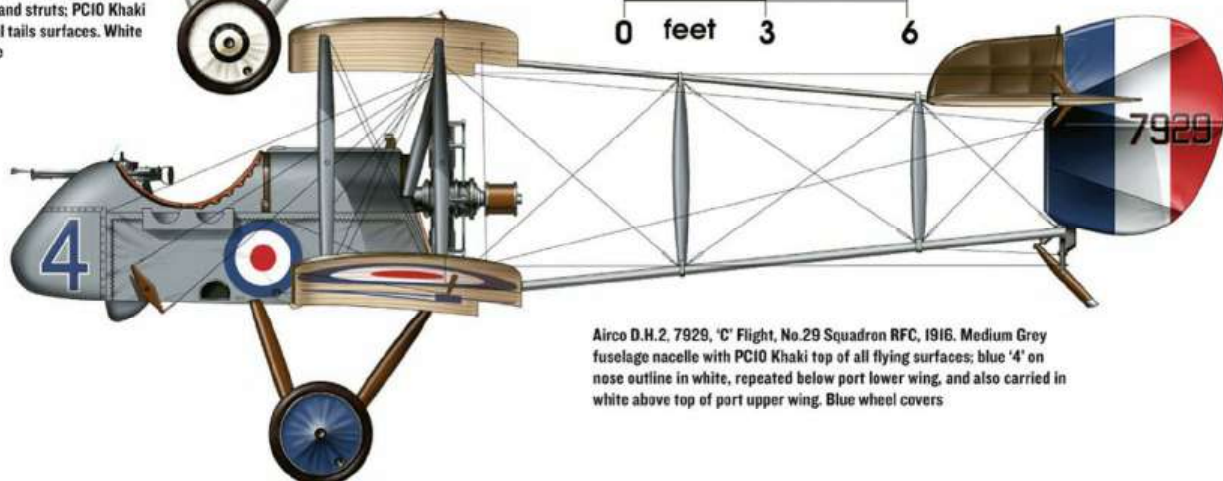
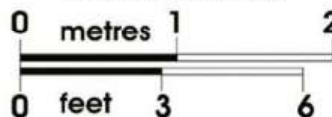


Left: Airco D.H.2, 7849, 'A' Flight, No.29 Squadron RFC, September 1916. Medium grey fuselage nacelle with PC10 Khaki top of all flying surfaces; red '4' on nose with white drop shadow. Red wheel covers; serial on rudder in black, with red drop shadow on white area of fin flash and black shadow on red area



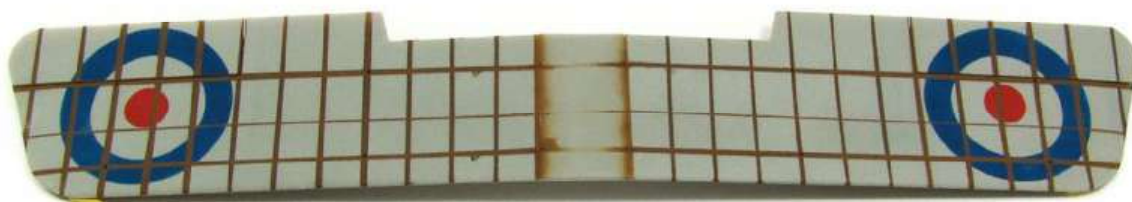
Airco D.H.2, 7907, 'B' Flight, No.32 Squadron RFC, 1917. Clear doped linen overall with light grey nose panels, fuselage top decking and struts; PC10 Khaki on top of wings and horizontal tails surfaces. White wheel covers with black circle

PROFILES 1:48 Scale



Airco D.H.2, 7929, 'C' Flight, No.29 Squadron RFC, 1916. Medium Grey fuselage nacelle with PC10 Khaki top of all flying surfaces; blue '4' on nose outline in white, repeated below port lower wing, and also carried in white above top of port upper wing. Blue wheel covers

STEP BY STEP GUIDE - PAINT



Wings painting begins with pre-shading the ribs and spars



The underside of the top wing. Most painting is complete and the linen decals have been added to half the wing. Note the topside roundel just showing through



The underside of the top wing, finished painting. The linen decals have been toned down by misting the base linen colour



The upper side of the top wing. The PC 10 base coat has been applied and the roundels painted. The ribs have been masked for post-shading



The upper side of the top wing. The effects of the rib shading can be seen, and note how much more toned down the linen decals appear on the darker colour

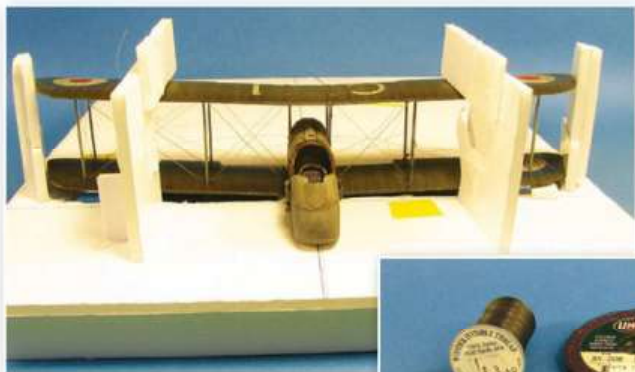


The upper side of the top wing, painting finished. Linen decals have again been toned down by misting the PC 10 mix

"The large expanses of Clear Doped Linen and PC-10 prompted me to try something new to add interest to the finish and I ordered two sheets of linen texture decals from Microsculpt"

KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - RIGGING

My high-tech foam board assembly jig custom built for the model. The supports for the upper wing have been moved to on top of the wing to facilitate the whole assembly being flipped upside down to access rigging pulling through the lower wing



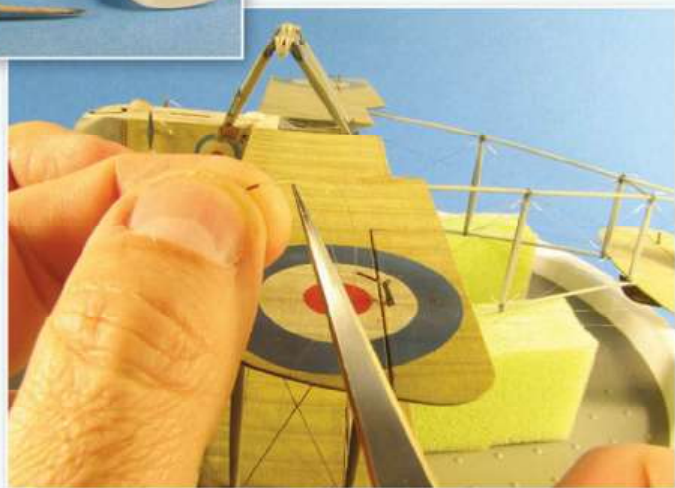
Rigging tools and materials



The tail after the forward portion has been weathered to reveal the linen color under the PC10 finish



As much as possible, control lines were pre-assembled before they were added to the model



My LHS being out of rigging spiders, I was left to do the work with my extremely large fingers. Tweezers, plenty of light and good magnifying lenses are also required

modellers. I first applied a base coat onto the fin of my linen mix, and clear coated it with Model Master Metalizer Sealer. I then over coated it with my PC-10 mix thinned with Isopropyl Alcohol. When the PC-10 was dry, I distressed it with a stiff paint brush wet with Isopropyl Alcohol. The alcohol weakened the top layer of acrylic paint, but not the solvent based clear coat, and lifted the Tamiya acrylic as it was scrubbed, leaving the effect I was looking for. The final oil staining is a combination of Burnt Umber and Raw Sienna oils.

ASSEMBLY & RIGGING

With the painting mostly done, assembly started with the easiest part, mating the lower wing to the nacelle. Remember to fill the gaps at the wing spar, as it isn't there on the real

aircraft. The bottom of the nacelle was then masked and an off-white mix of Tamiya paints sprayed, followed by the 'CI' decals.

Rigging started before painting by drilling a multitude of holes with a #80 bit. I prefer to rig with monofilament and pull it through holes drilled all the way through one wing as I find that when done this way the rigging serves much the same purpose as that on the I:1 version, namely it strengthens the whole assembly. The down side is the need for small touch-ups to the paint after rigging. The rigging diagram in the instructions is not nearly enough to do the job, the best rigging guide for the D.H.2 is done by computer artist Tim West, found at www.zoysgig.com/dh2rig1.html. Tim's guide will make a challenging task as easy as it can be. I used 0.008 line for the flying, landing

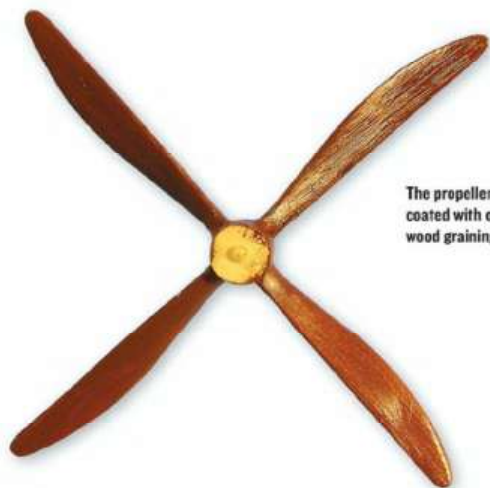
and other bracing wires as I hoped that while it is oversize, it would better represent the RAF wires used on the aircraft. All other rigging is 0.004.

AND THEN IT GOT INTERESTING - WINGS, STRUTS, AND BOOMS

The locating holes for the struts on the wings are clear enough, but as there is no way the struts will stay in place without glue, a jig is required. My high-tech, custom jig was fabricated with 5mm foam core board and hot glue, with cut-outs under the wings to allow rigging access. Using the upper wing as a guide, I set blocks of foam core board under the wings to ensure proper dihedral; and stops were glued on to the base to prevent the wings moving forward or side-to-side. Measurements from the Windsock Datafile and some trial and error

resulted in supports to hold the upper wing at the correct height while struts were glued into place with thin cyanoacrylate. I wasn't surprised to find the upper wing had settled back a touch, so the rigging process started with the incidence wires (fore and aft cross wires between the struts), starting with the wire that runs from top back to bottom forward. That pulled the top wing back into contact with the stop on the jig and lined it up with the lower wing. I then moved the supports holding the top wing up, on top of the wing so they would hold the model in the jig and I could turn it upside down to facilitate the rest of the rigging. The flying and landing wires were then pulled through and secured. Before pulling the lines through the bottom wing I slipped sections of a flexible fly fishing tubing called midge

STEP BY STEP GUIDE - FINAL DETAILS



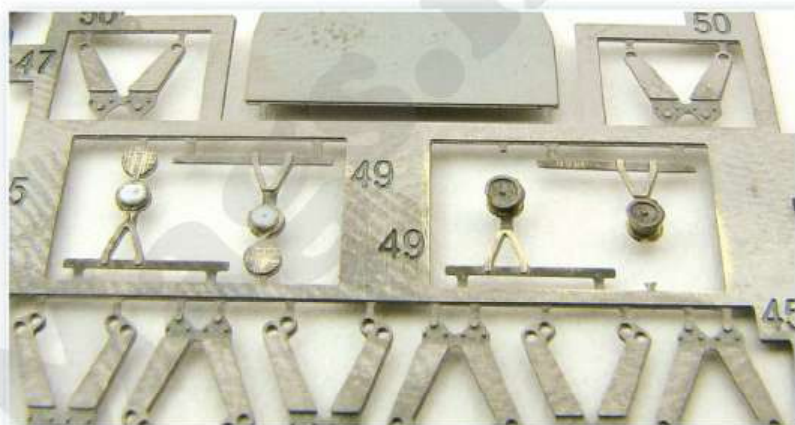
The propeller has been coated with oils for wood graining effect



The completed propeller with the Eduard boss and the tips painted yellow/tan to replicate doped canvas in lieu of brass tips



The kit engine looks pretty good painted up



Control horns and control line fairleads are a very handy inclusion from the Eduard etch set

"The rigging diagram in the instructions is not nearly enough to do the job, the best rigging guide for the D.H.2 is done by computer artist Tim West"

or micro tubing over them to simulate the rigging terminals. Amazingly, I only pulled 2 or 3 lines through the wrong holes, and even more amazingly, I caught those mistakes before committing them to superglue! I decided to add the undercarriage at this point before I had a flimsy tail section to worry about. While the placement points on the underside of the nacelle aren't very positive, they are reasonable and locating the struts was easier than many models I've built. The rest of the landing gear went together well and I was able to rig the undercarriage in short order. I'd now procrastinated all I could; it was time to attach the tail booms. The first challenge was the butt-join engineering. I didn't feel butt-joints would be suitable for a long-term assembly, so I drilled the mating points and used steel wire for

pins. The holes were a little oversize to give some wiggle room with the fit. The second challenge was the flexible tail booms. Keeping them straight was a challenge (one I ultimately failed). With the wings and nacelle in the construction jig, and a centreline marked to help line the tail up, I glued the pinned tail booms into place with medium cyanoacrylate. The assembled tail was offered up to the booms and the soft plastic booms helped, as fitting the last boom section to the tail required it to bend quite a bit. Fortunately I didn't glue the tail on straight away, because something was very wrong. The booms were bowed and twisted. Looking at the geometry I decided the left boom was too long, so off came the tail and out came the files. Somewhere between 4 and 8 test fits later, everything looked good so I went

ahead and glued the tail and settled in for another long stretch of rigging. Starting with the bracing wires, I used one line starting from the wing and zig-zagged it from strut to strut with sections of the midge tubing slipped on between the struts for turn buckles. Then it was on to the drag wires and finally the control wires. Which brings up a significant omission from the kit. The D.H.2 had blocks mounted to the inboard aft interplane struts as fairleads for the control wires that led aft, but they are missing from the kit. Fortunately, the Eduard etch set includes them. I sandwiched small discs punched from styrene sheet between the cheeks of the blocks to add some bulk, particularly for the double elevator controls. Another very nice feature included in the Eduard set is the control horns. The kit horns will do, but the

etch examples are very nice. Unfortunately, somewhere along the line, the right tail boom ended up bowed again. It wasn't that way before I started rigging, but afterwards, it was bowed. Gently pressing one by one on all the likely lines that might be responsible for the bow, I couldn't find the culprit. Someday, if I get motivated, I may cut the rigging away line by line, but for now, I'll live with the bow.

FINAL BITS

The engine in the kit is reasonable given that it is a plastic moulding, and finishes well. But Vector's resin Monosoupapé, painted with Floquil Old Silver followed by oil washes, is superb. The propeller, however, is disappointing. The propeller boss detail and the brass sheathing at the tips are very heavy and overscale. After pondering for nearly



"The final touch was replacing the moulded bump for a magazine handle with the Eduard etch strap"

the entire build what to do about the tips, I finally opted for the easy way out and sanded the detail off. The boss was replaced with the etch item from the Eduard set, while the tips were masked off after the wood grain painting and painted a light tan colour to replicate the canvas

occasionally used to protect the tips in lieu of brass. The Lewis gun on the other hand looks very nice, and really shines with the addition of the Eduard etch for the sights and windscreen. I painted the gun flat black and then drybrushed a mix of Floquil Gun Metal and Old Silver

onto the barrel and buffed that. The breech was drybrushed with Old Silver and then washed with Lamp Black oils. I again used the tan acrylic and artist oils to replicate the wood on the handles. The final touch was replacing the moulded bump for a magazine handle with the Eduard etch strap.

A last bit of weathering was done by loading a paint brush with thinned oil paints and using my airbrush to blow the mixture over the tail to represent the castor oil cast off by the engine. I also used MIG Pigments to dirty up the undersides of the nacelle, wings and tail. ■



FINAL VERDICT

■ I have mixed feelings about this kit. It certainly looks like a D.H.2, and much of the construction is as straightforward as it probably can be, given the subject. I'm puzzled by the bowed tail boom although I think the original problem was of my own making when installing the booms. However, I was sure I'd solved that prior to rigging. Either way, the soft plastic doesn't help and should probably be replaced with carbon fibre rod. Also disappointing is the very poor detail on the outside of the nacelle and the propeller; and some of the missing details like the control line fairleads. I've built other Roden kits and based on those experiences, had expected better details. I tend to build slowly when I have challenges to overcome, and with some of what I had to sort out on this build, I was about a year building this one, with breaks to work on other projects while solutions worked their way through my head.

● Was it worth the effort?

Ultimately, with Wingnut Wings due to release a D.H.2 in 1:32 I'd have to recommend waiting to see what they come up with before diving into this kit.

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FORTRESS OF THE

Of all the heavy bombers used during the Second World War, none capture the spirit of the campaign more than the B-17 Flying Fortress. So let's see what two separate authors think on building Revell's new 1:72 kit of this iconic aircraft.

BUILT & WRITTEN BY STEVE A. EVANS AND
ALAN PRICE FROM THE UK



Build 1 by Steve A. Evans

We've been blessed with a few kits of the B-17 in all the major scales over the years, so this means that any new version is going to have to be something good. Revell have taken the plunge by giving us the definitive 'G' version, which puts it in direct conflict with Hasegawa's release of this aircraft from a few years ago. The newer Revell item comes in their usual end-opening box that has some great artwork on the top, hiding several sprues of silver plastic, a 16-page instruction book and a single,

very compact looking decal sheet. The plastic itself is well moulded with recessed panel lines and good interior details. The panel lines are not as fine as we might have hoped but they're still pretty good. The fuselage has deeper lines than the wings (probably to cope with the curved moulds) as well as interior webs, formers and stringers. There's almost no flash to speak of on any of the parts and no mismoulded bits and only a couple of very small sink holes on the fuselage upper decking. The fabric effect on the control surfaces is particularly

well done with good shapes and not overdone. One note to make is that the random numbering of items on the sprues means that a fair bit of time is spent hunting for them, so that's not so good really.

Construction begins with the interior of course and the separate fighting compartments are very well done indeed; certainly much better than the plain Hasegawa interior. The instructions give you the choice of Interior Green or silver for the insides, as well as a few bits and pieces that are alternative items. The instructions

aren't entirely clear about which bits go with which version so you have to check your references. Talking about the instructions, they are well printed and drawn but they are really complicated to look at with some spectacularly 'busy' pages making them a bit difficult to read at times. You have to pay close attention to each separate diagram before it all becomes clear. The fit and finish of the parts is excellent though, with all of the interior bits slotting together in sub-assembly style, before being brought together in the fuselage halves. There are no

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S or Humbrol Liquid Poly
- Tamiya Masking Tape
- Tweezers
- X-Acto Modelling knife and #11 blades
- Fiskars straight edged scissors
- Gunze-Sangyo Mr Surfacer 500
- Microscale Micro Set and Sol decal solutions
- Microscale Micro Kristal Klear



Paints Used:

Gunze-Sangyo Mr Aqueous Color acrylic:
H53 Neutral Grey
H73 Dark Green
H58 Interior Green
H011 Flat White
H012 Flat Black
H335 Barley Grey BS4800

Halfords acrylic (aerosol):
Grey Plastic Primer
Audi Laser Red

Humbrol Super Enamel:

11 Silver
33 Matt Black
34 Matt White
56 Aluminium
86 Light Olive
158 Interior Green

Tamiya Color acrylic:

X-27 Clear Red
X-25 Clear Green
X-23 Clear Blue
X-11 Chrome silver
XF-1 Flat Black

XF-2 Flat White
XF-64 Red Brown

White Ensign Colourcoat enamel:
WEMCC ACUS12 Olive Drab
ANA613

Xtracolor enamel:
XDFF Flat varnish

Daler Rowney oils:
304 Ivory Black

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

E SKIES



1:72

Revell
MODEL INFO

SPEC: Revell 1:72 Boeing B-17G Flying Fortress
KIT NO.: 04283 **MATERIALS:** IM
AVAILABILITY: Revell GmbH & Co., KG (UK Branch)
 (UK Distribution) and Revell stockists worldwide
PRICE GUIDE: £19.99

The box has some lovely, atmospheric art on it and the internal bits look every bit as good



PLANE FACTS

The B-17G is considered the definitive variant as it incorporated all the changes made to the B-17F during its production run. These included the Bendix remote-control chin turret and a revised tail gun position referred to as the 'Cheyenne' configuration after the modification centre where it was introduced, where the guns were mounted in a remotely operated unit. In all 8,680 were built and they were modified for various tasks. Eighty-five were transferred to the RAF, where they were designated Fortress Mk III. Three were used by Coastal Command in the Azores, while the rest were used by two squadrons of Bomber Command No.100 Group at RAF Sculthorpe. These machines were redesignated Fortress Mk III (SD) and carried a vast array of ECM equipment. They were also used as decoys during night bombing raids until both units were disbanded in July 1945.

fit problems with most, with positive locations for all the turrets, guns, seats and the complicated bomb bay. The only problem area was with the tail guns that don't fit as indicated and the parts need some trimming. My advice would be to leave out part #162, which is the bit that's in the way. It can't be seen on the finished item and has no structural use, so get rid of the problem, I say. It takes only a moment or two of jiggling about to get the fuselage halves to close around the sub-assemblies with a very satisfying 'click' that signifies everything has

found its correct place. The wings are well moulded with good detail but once again Revell add to that with multiple bits and pieces to create a very life-like wing structure. The engines are well done with lots of detail and you get the options of having the main flaps up or down. The down option means some minor surgery to the kit and the addition of blanking plates but it's all a good fit and well worth doing. Getting the wings into place on the fuselage is a doddle with a close match to the curves, especially the upper section. This is matched

by the tailplanes, complete with separate elevators for posing for a bit of character. This means that after a bit of masking we're already looking at some paint.

COLOURING IN

The two options in the box are both fine versions of this aircraft, one 'Little Miss Mischief' is a silver and green scheme while the second, 'Nine O' Nine' is in the classic Olive Drab and Neutral Grey. There are a million and one different versions of the B-17G to choose from so if you don't fancy either of these

two then there is plenty of choice from aftermarket decals. I love the 'two-planes-in-one' look of the first one but in the end I opted for the classier looking all-green machine. I started with the usual primer but in this case I made sure it went on in a couple of fairly thick coats to help diminish the panel lines. The Halfords Grey Plastic Primer is also a pretty close match for the Neutral Grey underside so it's already half done in one shot; how easy is that! Obviously the underside isn't quite as simple as that with weathering to come but also a few of the panels were filled

REFERENCES...

Dimensions

Span - 103ft 9in (31.63m)
 Length - 74ft 10in (22.80m)
 Height - 19ft 2in (5.85m)

Dimensions - 1:72

Span - 439mm
 Length - 316mm
 Height - 81mm

■ B-17 Details in Scale No. 2 Parts I & II (Detail & Scale)

■ B-17 Flying Fortress, More Derivatives Part 3 by Alwyn T. Lloyd, D&S Vol. 20 (Detail and Scale Inc., 1986)

■ B-17 Flying Fortress: Their history and how to model them by J. Scutts, Classic Aircraft (Patrick Stephens Ltd 1982 ISBN: 0-85059-464-2)

■ B-17 Flying Fortress, In Action No.219 by D. Doyle (Squadron/Signal Publications 2010 ISBN: 978-0-89747-622-5)

■ B-17 Flying Fortress, Walk Around No.16 by L. Drendel (Squadron/Signal Publications 1999 ISBN: 0-89747-397-3)

■ Boeing B-17 Flying Fortress, Aero Detail No.19 (Art Box Co. 1997)

■ Boeing B-17 Flying Fortress by M.W. Bowman (The Crowood Press 1998 ISBN: 1-86126-170-5)

■ Boeing B-17 Flying Fortress by F.A. Johnsen, Warbird Tech Series Vol.7 (Specialty Press 1997 ISBN: 0-933424-70-1)

■ Pilot's Manual for Boeing B-17 Flying Fortress (Aviation Publications 1989 ISBN: 0-87994-037-9)

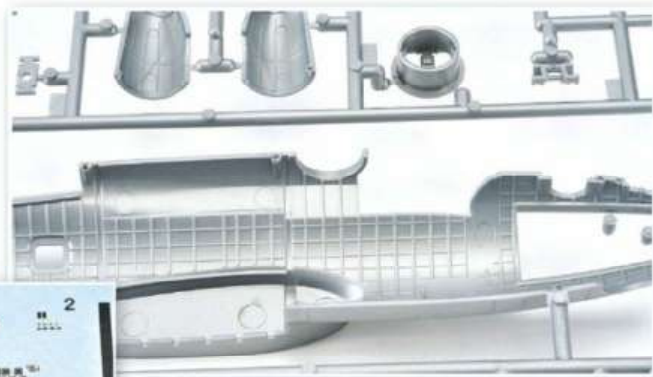


KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - COMPONENTS

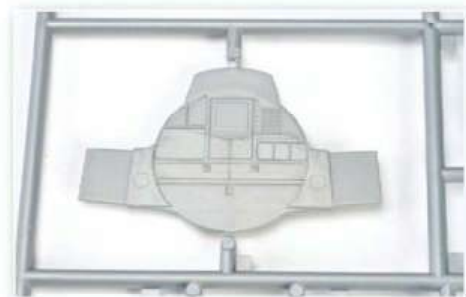
The panel lines are a little overdone, nowhere near as fine as on Revell's recent release of the Lancaster.



Interior detailing is pretty good though, with a full complement of ribs and formers on show

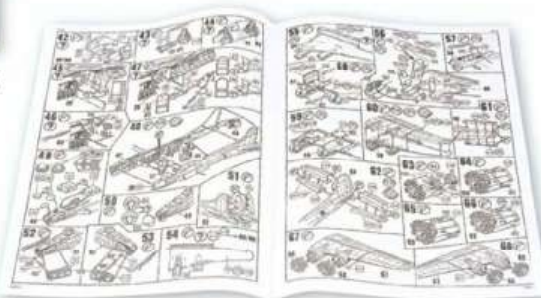


The instrument panel decal is superb, again though, it's a pity that it won't be on show at the end

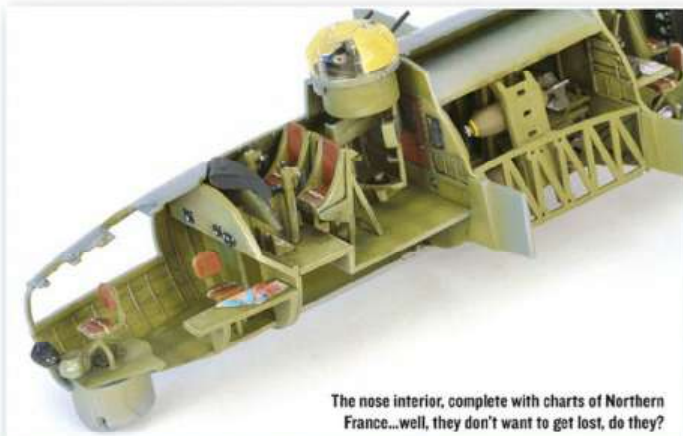


The interior bulkheads are also well moulded, even though a lot of this is going to be totally hidden on the final thing

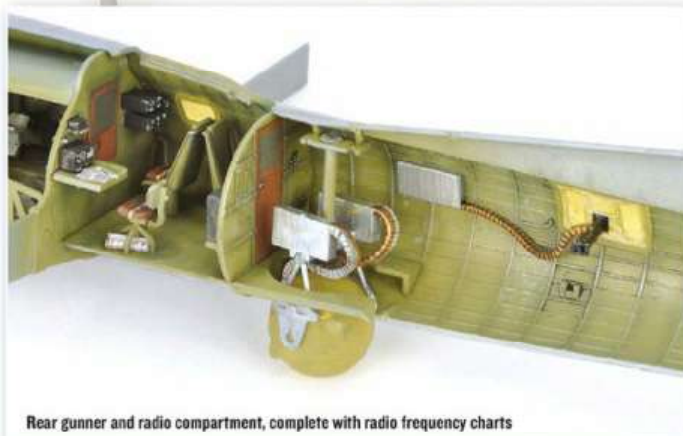
The instructions are a bit manic and you need to study each build sequence very carefully. There are multiple choices for you, some of which don't relate to either option in the kit!

**STEP BY STEP GUIDE - CONSTRUCTION**

Interior components may look a bit daft laid out like this but it all fits very well indeed



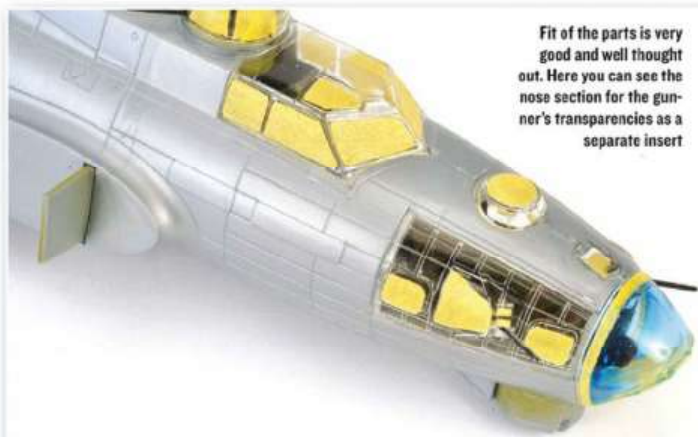
The nose interior, complete with charts of Northern France...well, they don't want to get lost, do they?



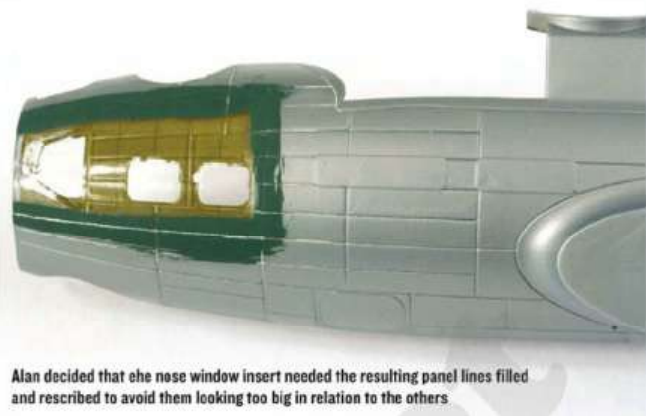
Rear gunner and radio compartment, complete with radio frequency charts

"There's almost no flash to speak of on any of the parts and no mismoulded bits, and only a couple of very small sink holes on the fuselage upper decking"

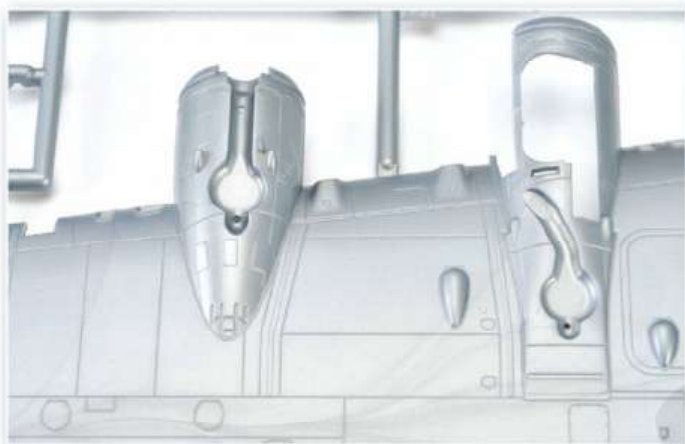
STEP BY STEP GUIDE - CONSTRUCTION CONT...



Fit of the parts is very good and well thought out. Here you can see the nose section for the gunner's transparencies as a separate insert



Alan decided that the nose window insert needed the resulting panel lines filled and rescribed to avoid them looking too big in relation to the others



Detail on the wings is a little finer than the fuselage and looks excellent



You even get internal details here with oil cooler intakes, tanks and engine bulkheads



The flaps can be modelled in the lowered position and it's an easy job to slice the sections out; just follow the panel lines



Revell do an excellent job of closing up the gap at the trailing edge with an insert, again the fit of the parts is close to faultless



Each of the Wright Cyclone radials is a complex little build that ends up looking suitably busy wrapped in the cowling

KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - CONSTRUCTION CONT...



The wing-to-fuselage joint could have been messy but in reality is perfect



Horizontal tail pieces also fit with barely a seam to show

STEP BY STEP GUIDE - CAMOUFLAGE & MARKINGS

Primer (Halfords finest) sprayed on in two thick coats mutes the over-done panel lines on the fuselage quite well

The Primer is also a near perfect match for the Neutral Grey underside. A couple of panels filled in with LifeColor Neutral Grey give a pleasing variation in shades



The upper surface is a whole collection of Olive Drabs, mainly Humbrol and White Ensign



"The upper surface is a real mixture of Olive Drab paints; the main one being Humbrol 86 Light Olive, which looks a little faded while the outer wing panels are painted with White Ensign Olive Drab, which is darker and certainly a drabber looking paint"



1:72 is the perfect scale for a model of the B17, any bigger and it'll be difficult to display, any smaller and the detail would be lost

in with LifeColor Neutral Grey for a little bit of shade variance. The upper surface is a real mixture of Olive Drab paints, the main one being Humbrol 86 Light Olive, which looks a little faded, while the outer wing panels are painted with White Ensign Olive Drab, which is darker and certainly a drabber looking paint. Various panels were also filled in with varying shades of the two paints, as well as some LifeColor acrylic, again adding life to the basic colours. The rest of the painting is simple enough, just needing careful masking for the red sections on the tail and the matt black anti-icing strips on the leading edges of the wings and tail. Accentuating all this is pretty easy with plentiful application of Tamiya Smoke along the panel lines and especially

around the dirty engines. Pastel dust gets scrubbed into all the nooks and crannies and some dark brown acrylic is sprayed along the exhaust pipes and the slotted vents on the upper surface of the wings. Everything then gets sealed in with a couple of coats of Johnson's Klear and it's ready for the decals.

The decals on the sheet are packed in there so it's time for careful trimming but they look great with good colour and density and perfectly printed with razor-sharp edges and not a hint of misregister. In practice they work pretty well being reasonably tough and they move around OK. They respond well to Microscale setting solutions and might need a bit of help with some of the deeper panel lines, but

otherwise they conform very well. The only negative is that if there is even a hint of roughness to the surface they are prone to silvering. This means that the gloss surface has to be very glossy and not just a sheen; you have been warned. They are also very bright and will need to be suitably toned down. I did this with a combination of Tamiya Smoke, some pastel dust and even a bit of oil wash over some of them to get a scruffier look. While I had the wash mixed up I also liberally applied this around the engines and across the wings where the oil and muck came out of the radial cooling vents. Some of the wartime shots of these machines show them to be stinking dirty but I didn't go quite that far; in fact I showed remarkable restraint for me.

When that had all dried and been suitably scrubbed away it was time for all the finishing bits and pieces. This mainly concerns the undercarriage of course and this is another set of well-moulded parts that fit very neatly into their intended positions. In fact the main undercarriage units are particularly sturdy but the tailwheel is a bit flimsy so I recommend replacing the axle with a bit of wire to add some strength to this area. With all the props, gun barrels and other sticky-out bits in place it's time for a final spray of Xtracolor XDFF varnish to get a really matt finish and then to sort out the two aerial wires from tail to fuselage, and that's the Fortress ready to go.

STEP BY STEP GUIDE - C&M CONT...



The fabric control surfaces need a little accentuation. This technique is time consuming but very effective. Each tiny strip of tape covers the raised rib portions leaving the inner sections clear for a light over-spray

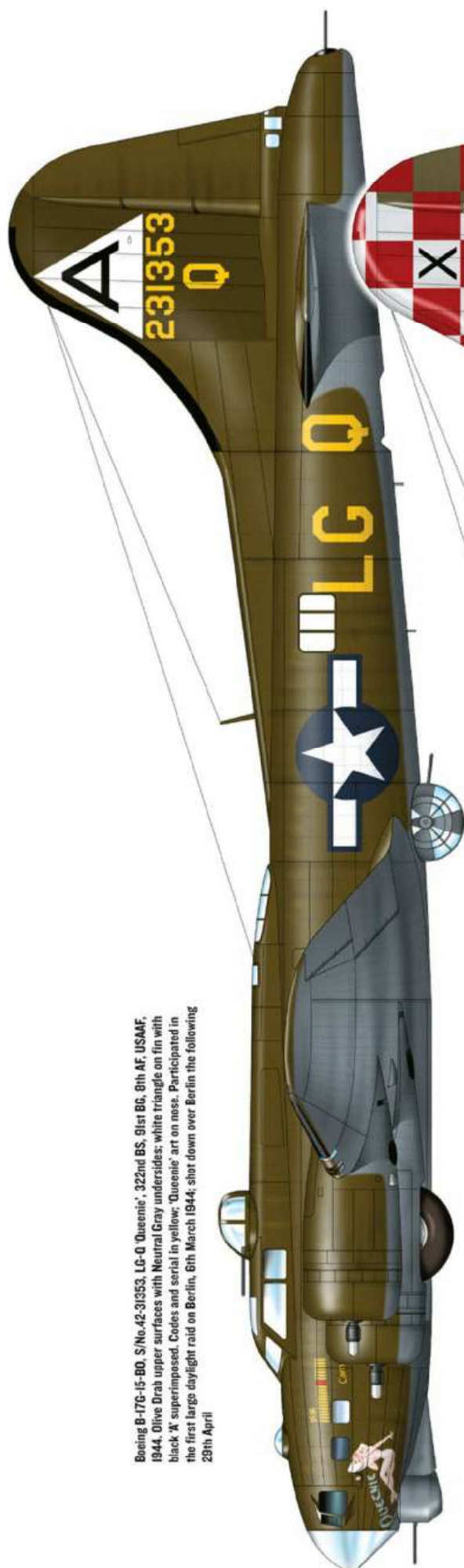


A dark grey spray is used to deepen the shadow in each bit between the ribs, adding to the illusion of structure showing through the doped fabric covering

FINAL VERDICT - Part 1

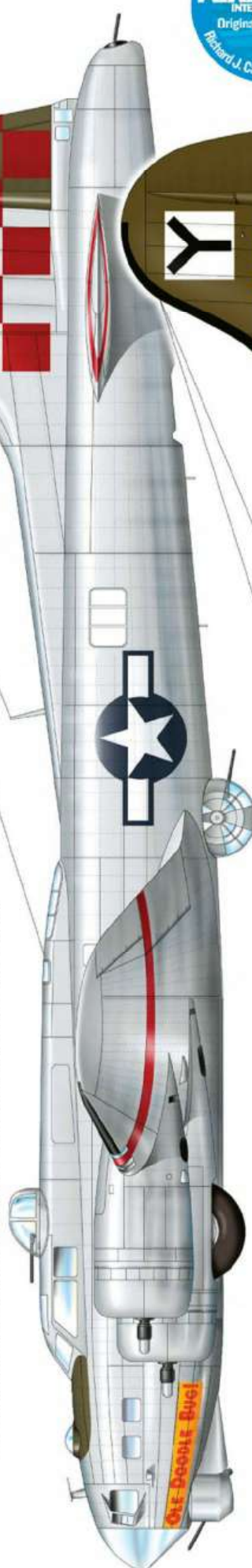
■ Excellent kit. Excellent packaging. Excellent price. There are no real problems with the fit or finish of the parts and the moulding is good, apart from the slight heaviness of some of the external panel lines. It looks like it has all the right shapes and is certainly accurate enough in this scale with very good detailing. It's easy to build and the choices in the box are both great examples of this iconic aircraft with beautifully printed decals, all of which goes to make this one really good value for money and highly recommended to everyone who loves the old 'Fort.

● Was it worth the effort?
Oh yes!

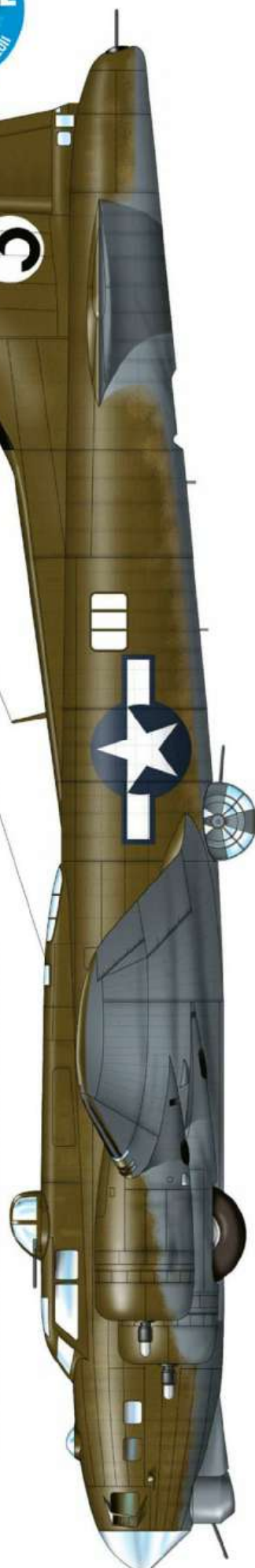


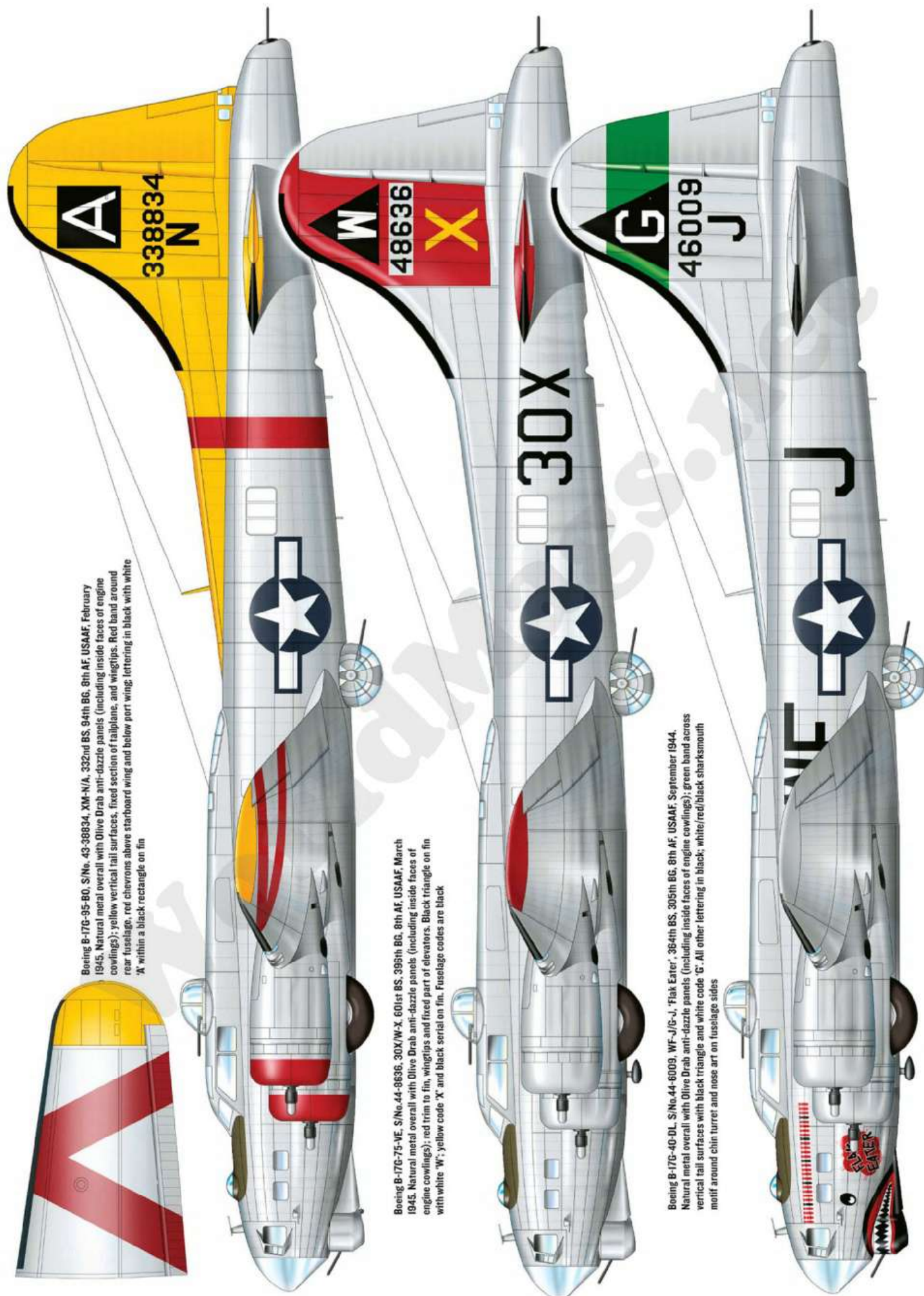
Boeing B-17G-15-B0, S/No. 42-31353, LG-Q 'Queenie', 322nd BS, 91st BG, 8th AF, USAAF, 1944. Olive Drab upper surfaces with Neutral Gray undersides; white triangle on fin with black 'X' superimposed. Codes and serial in yellow; 'Queenie' art on nose. Participated in the first large daylight raid on Berlin, 6th March 1944; shot down over Berlin the following 29th April

Boeing B-17G-90-B0, S/No. 43-38625, 'Ole Doodle Bug', 385th BG, 8th Air Force. Natural metal overall with red checks on vertical tail surfaces; red bands around wings and tailplane. Olive Drab anti-dazzle panels (including inside faces of engine cowlings); rudder from an old camouflaged machine. Name on nose in red over a yellow band



Boeing B-17G-20-B0, S/No. 42-31473, Y-3, 353rd BS, 15th AF, USAAF, Italy 1944. Olive Drab upper surfaces with Neutral Gray undersides; yellow serial on fin. Black codes 'Y' and '3' on white backgrounds on fin





Boeing B-17G-95-BQ, S/No. 43-38834, XM-N/A, 332nd BS, 94th BG, 8th AF, USAAF, February 1945. Natural metal overall with Olive Drab anti-dazzle panels (including inside faces of engine cowls); yellow vertical tail surfaces, fixed section of tailplane, and wingtips. Red band around rear fuselage, red chevrons above starboard wing and below port wing; lettering in black with white 'A' within a black rectangle on fin

Boeing B-17G-75-VE, S/No. 44-8636, 30X/W-X, 601st BS, 395th BG, 8th AF, USAAF, March 1945. Natural metal overall with Olive Drab anti-dazzle panels (including inside faces of engine cowls); red trim to fin, wingtips and fixed part of elevators. Black triangle on fin with white 'W'; yellow code 'X' and black serial on fin. Fuselage codes are black

Boeing B-17G-40-DL, S/No. 44-6009, WF-J/G-J, 'Flak Eater', 364th BS, 305th BG, 8th AF, USAAF, September 1944. Natural metal overall with Olive Drab anti-dazzle panels (including inside faces of engine cowls); green band across vertical tail surfaces with black triangle and white code 'G'. All other lettering in black; white/red/black sharkmouth motif around chin turret and nose art on fuselage sides



Build 2 by Alan Price

I was really looking forward to building this kit as the B-17 is one of my all time favourite aircraft. I had previously built Monogram's famous 1:48 version, a fantastic kit in its day and still not that bad these days. Initial impressions of this kit are good with nice engraved surface detail and an awful lot of parts crammed into what is a pretty big box for such a kit. The decals looked very good as is to be expected from Revell products these days, although I'd already decided to build a version from the Kits-World decal series and had obtained the decals in advance. I would be still using a lot of the Revell decals as Kits-World only provides the nose art and specific details for their versions. I'd also picked up the Eduard Zoom photo-etched set for the cockpit but decided to leave things at that with extra details, it's not that easy to see into a B-17, I know that from all the effort that went into my 1:48 Monogram build! On with the build and the first thing to hit you is that this is a big kit, even a 1:72 B-17 is quite big, roughly the same

as a 1:32 single-engine fighter. However, there is a ton of interior detail to deal with first before you can think of joining the fuselage halves. Revell have provided plenty of bits to build into a very busy interior. The build starts with the bomb bay which provided the wing spars too. I was not having the bomb bay open so simply glued up the parts I needed and left it at that. I ignored Revell's colour guide for the interior and went off the photos I had available of a number of preserved aircraft. All were different and interiors could be green or silver so it is a bit of a lottery as to how a particular aircraft was finished. Before painting the interior with Gunze-Sangyo H58 Interior Green I glued in the transparent nose pieces. These look like a good idea but leave tell-tale odd panel lines round the nose. The solution is to fill them and rescribe the correct panel lines. I added all the windows before painting, which of course meant I had to mask them off. The interior green was then treated to a Pro-modeller black wash and a drybrush with a very pale green. The

Eduard 'Zoom' set provided some superb details for the cockpit and really makes a difference. Patience is needed here, particularly for the centre console where a plethora of tiny levers are enough to try anyone's patience! For the centre section and the rear compartment I simply built things out of the box as the tiny windows make it pretty much impossible to see anything. Up in the nose it was a different matter. Revell has missed a number of important items from the bomb aimer's position, all of which are easily visible. To the right of the bomb aimer's seat I made a controller for the nose guns from brass wire and plastic scraps and added the oxygen point, to the left the bomb door controls again from scrap. Behind on the starboard side went the ammunition boxes for the guns in the sides of the nose. Ammunition belts were added from strips of lead sheet. With so many parts to build, detail, paint & weather it took 3 weeks of evenings before I was ready to close up the fuselage halves. It seemed a shame to finally glue the fuselage as the

interior looked great. It has to be said that the fit of all these parts was simply superb, not a single adjustment was necessary anywhere. The same can't be said for the fuselage seams which needed some Mr Surfacer to deal with low spots and shrink marks near the locating pins. The worst area is around the tail gunner's compartment. When I glued this in it was obvious that it was too narrow round the fuselage join and the panel lines did not match up. Mr Surfacer to the rescue again, this time quite a lot of it. On to the wings next and again there is a wealth of detail. The wings have a lot of interior detail for the many wing inlets and the undercarriage bays. Before starting on this I had to deal with some shrinkage areas, most notably along the flaps. Some Mr Surfacer dealt with this problem. The engines are just superb and take quite a lot of painting because of all the detail provided. They are so good that it's hard to see how anyone would feel the need to replace these with resin alternatives. Once assembled, these



"Revel has missed a number of important items from the bomb aimer's position, all of which are easily visible"



were fitted to the wings and the cowlings placed over them. These were a little tricky to fit as the locating points moulded in are rather vague. The wings then go onto the fuselage as complete assemblies. Fit here is just about perfect, a bit of fettling with a file is all that is needed to ensure a neat, tight fit. The tail surfaces were swiftly dealt with and the remaining glazing added. I noticed that the nose glazing is unbelievably thick where it joins the fuselage, it's about 2mm and distorts terribly - not a lot can be done, though.

COLOURING IN 2

With construction complete the build was ready for paint. The first stage was to give the airframe a rub down with a coarse Micro-mesh cloth to smooth off the surface, as it was a little grainy in places, and to provide a key for the paint to follow. Eduard masks were then applied which threw up a couple of puzzles. The nose masks seemed wrong with only one set provided for the two different noses. Another, stranger error was the wheel masks which were

provided only for the central fixed part of the hub. This can be painted easily as a separate part but no mask is provided for the rotating rim which is moulded (correctly) with the tyre and really would benefit from a mask. With the wheel wells and engines masked it was time to break out the paint and first up was an undercoat with Gunze-Sangyo Barley Grey. Another Micro-mesh session followed and also a quick fix of the underside where I was not happy with the seam between the ball turret and the tailwheel. Over the base coat went the pre-shading with some Gunze-Sangyo black. This took quite a long time as there are a lot of panels on something this big! The first proper colour followed with the underside painted in Gunze-Sangyo Neutral Grey. After leaving this overnight the paint was cured enough to allow the extensive masking to begin for the top colour. This was then sprayed on with Gunze-Sangyo Olive Drab. Olive Drab was quite an unstable paint and faded rapidly so the paint was sprayed thinly to allow more of the

pre-shading to show through than on the underside. Then some panels were sprayed with the Olive Drab mixed with a little Desert Yellow, some sprayed in the centre and others masked and lightened all over. Next some Olive Drab was mixed with a bit of RAF Dark Earth and the same process followed. There was now quite a nice variation in colours appearing. All the masking was now removed and new masking applied for the red wingtips and tail surface markings. This also included the white triangle on the starboard wing as I didn't trust the opacity of the Revell decal over the green paintwork. The triangle mask was cut from some 40mm Tamiya tape after tracing the size from the decals. When spraying red, a white undercoat should be used to get the brightest red and so the areas were sprayed with Gunze-Sangyo white. The triangles for the identification letters on the tail were then masked off as again I didn't want to trust the decal to block out the red. Some Tamiya red followed and after removing all the masking I was

rewarded with a great looking paint job. There was a tiny bit of bleed under one of the triangle masks on the fin but other than that all the masked lines were perfect. An evening of touch-ups followed until I was happy with everything then it was time for the final masking job, the de-icing boots on the leading edges. These were painted a dark grey mixed from Gunze-Sangyo black with a few drops of white added. With painting complete the time came to seal everything with some Klear and it was then on to the decals. Revell's decals are usually first class these days and I'm happy to report they went down superbly. With the Kits-World specific decals finishing things off, the build was left overnight to dry. Excess decal glue was then washed off and the build sealed with Klear. The wash could then go on and this was done using my usual Promodeller black wash. Next a coat of Microscale Flat was sprayed on ready for the final effects. First the undercarriage and exhausts were added. Some exhaust and oil grime was sprayed around the engine areas using →

KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - CAMOUFLAGE & MARKINGS



All masked up, primed and ready to go, it's time to paint - first job, pre-shade with black



Now some panels are picked out in different shades and tints to break up the surface



The backing for the wing triangle is air-brushed white to ensure the finished markings don't show the green through them



The red areas are masked off and air-brushed white as is the wing triangle



The finished effect, very effective it is too



With the wing do-icer boots done, a coat of Klear prepares the build for decals



Decals done, ready for weathering now



It's easy to see the different shades used on the green here



As can be seen here, the colour and contrast of Olive Drab differs depending on the light - Steve's machine (left) looking a lot 'greener' than Alan's (below)

"Olive Drab was quite an unstable paint and faded rapidly so the paint on the upper sides was sprayed thinly to allow more of the pre-shading to show through than on the underside"



some dark browns and greys mixed from various bottles of paint in the airbrush cup. These were used very thin, 75% Xtracrylix thinner to paint. Some panel lines were also highlighted using a thin black & red-brown mix airbrushed lightly along the panel

lines. A second light coat of Microscale Flat followed and the masking could come off finally. It was at this point I realised that an ominous rattling from inside was in fact the bombsight which had come adrift and was lost in the innards of the kit.

There was no option but to remove the nose glazing, which fortunately came off easily, and make a new bombsight. The Norden bombsights were always covered up on the ground as they were highly classified so I made a cover from lead foil to place over the

replacement bombsight. The last bits now went on, guns, props and aerial leads. Navigation lights were also added with blobs of Kristal Klear over a silver base. When dry the blobs were then painted with an appropriate clear Tamiya colour. ■



FINAL VERDICT - Part 2

■ This is a great kit. What is there to fault? Well, I do have to complain about the nose glazing - does it really need to be that thick! There were some shrinkage problems on my kit which needed filling. Take care with the nose windows and look out for the fit round the tail gunner's compartment but otherwise, is it possible to get better value for money these days? Lots of fun, easy to build, looks great, what more could you ask!

● Was it worth the effort?
Undoubtedly.

HISTORICAL FEATURE

HAWKER HUNTER Pt.1

HAWKER



Hunter

Part One

**Hawker Hunter Production Mk 1-5**

Prototypes: WB188, WB195, WB202

F Mk 1: WT555-596, WT611-600, WT679-700, WW599-610, WW632-645

F Mk 2: WN888-921, WN943-953

F Mk 3: WB188 (converted from prototype)

F Mk 4: WT701-723, WT734-780, WT795-811, WV253-281, WV314-334, WV363-412,
WW589-591, WW646-665, XE657-689, XE702-718, XF289-324, XF357-370,
XF932-953, XF967-999, XG341-342

F Mk 5: WN954-992, WP101-150, WP179-194

Note: The Hunter logo in the heading was traced from a contemporary Hawker Aircraft Ltd advert

Hawker Hunter Prototype, WB188, July 1951. Duck Egg-Green overall with black serials; roundels in six positions; note 'raked' fin flash



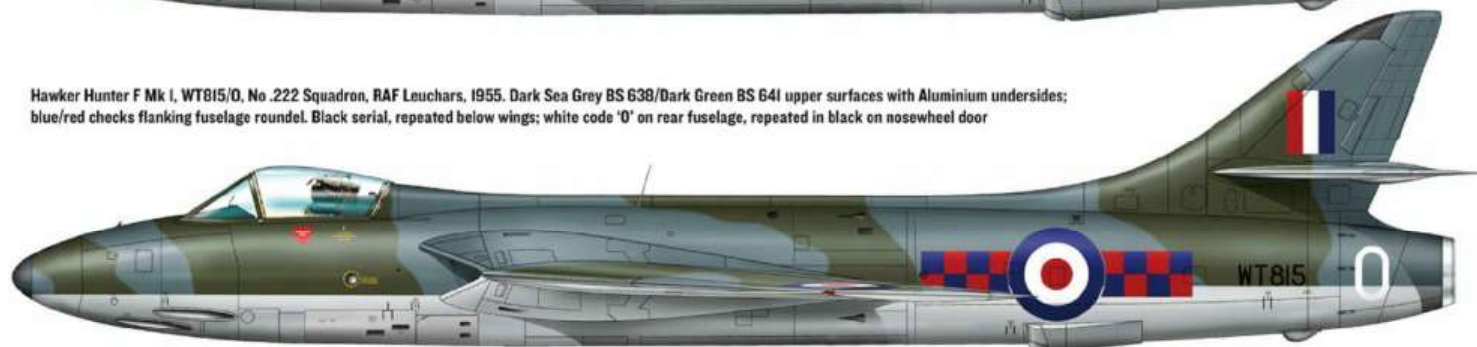
Hawker Hunter F Mk I, WT641/T, No.43 Squadron, RAF Leuchars, July 1954. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black/white checks flanking fuselage roundels. Serial in black, white code 'T' on rear fuselage repeated on nosewheel door



Hawker Hunter F Mk I, WW645/S, No.43 Squadron 'Fighting Cocks', RAF Leuchars, 1955. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium; black/white checks flanking fuselage roundel. Black serial, repeated below wings; yellow code 'S' on rear fuselage, repeated on nosewheel door. Unit badge on nose; last production F.I

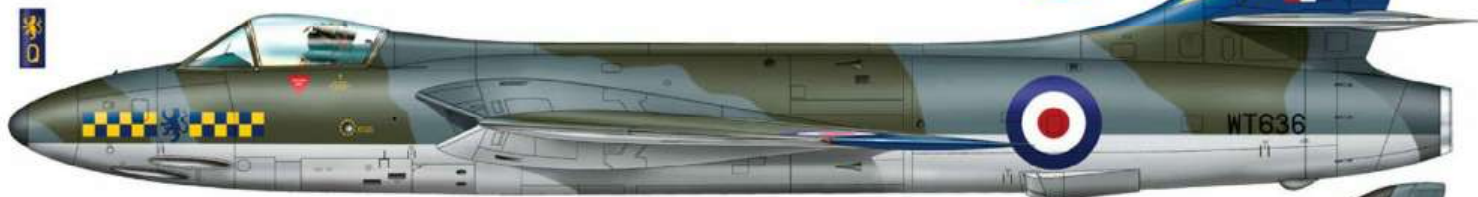


Hawker Hunter F Mk I, WT815/O, No. 222 Squadron, RAF Leuchars, 1955. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; blue/red checks flanking fuselage roundel. Black serial, repeated below wings; white code 'O' on rear fuselage, repeated in black on nosewheel door



SCALE: 1/72

Hawker Hunter F Mk I, WW636/Q, flown by 'B' Flight Commander, No.54 Squadron, RAF Odiham, 1955. Dark Sea Grey BS 638/ Dark Green BS 641 upper surfaces with Aluminium undersides; blue/yellow checks flanking unit marking on nose, Black serial repeated below wings; yellow 'Q' on fin, repeated on blue nosewheel door together with the squadron marking also in yellow. Blue fin with yellow flash; blue wingtips



Hawker Hunter F Mk I, WT617/D, Day Fighter Leader School, Central Fighter Establishment RAF, West Raynham, 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; yellow trim to dorsal spine and fin leading edge. Black serial, repeated below wings; white code 'D' on rear fuselage



Hawker Hunter F Mk I, WW604/F, No.233 Operational Conversion Unit, RAF Pembry, 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; yellow wingtips and code 'F' on rear fuselage. Black serial repeated below wings



Hawker Hunter F Mk 2, WN949/R, No.257 Squadron, RAF Wattisham, 1955. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; yellow/mid-green checks flanking fuselage roundels. Black serial, repeated below wings; yellow code 'R' on fin, outlined in mid-green, repeated in green on yellow nosewheel door



Hawker Hunter F Mk 2, WN907/H, No.257 Squadron, RAF Wattisham, 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; yellow/mid-green checks flanking unit marking on nose. Black serial, repeated below wings; yellow code 'H' on fin, outlined in mid-green, repeated in mid-green on yellow nosewheel door



Hawker Hunter F Mk 2, WN900/D, No.263 Squadron, Wattisham, 1955. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; red bars with blue crosses flanking unit marking on nose. Black serials, repeated below wings; red code 'D', outlined in yellow, repeated on nosewheel door



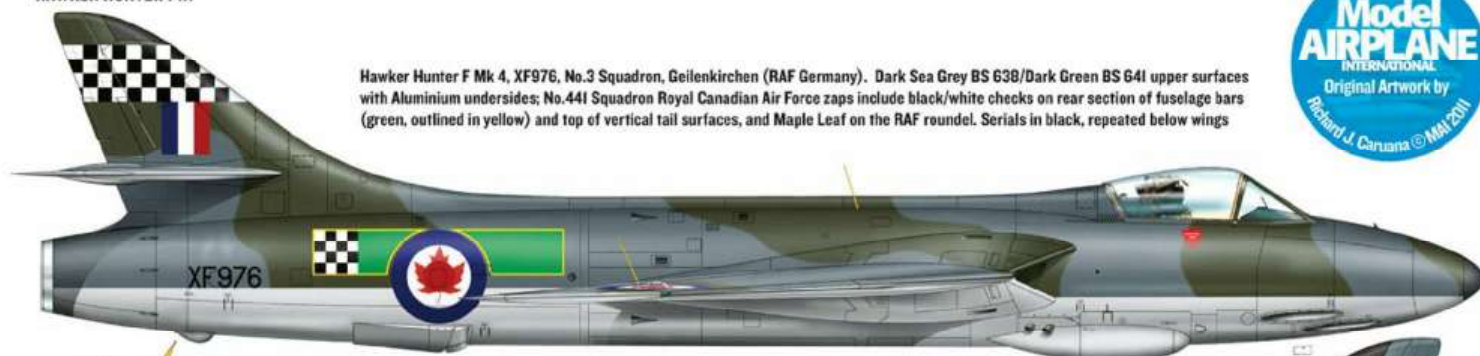
SCALE: 1/72

HISTORICAL FEATURE

HAWKER HUNTER Pt.1



Hawker Hunter F Mk 4, XF976, No.3 Squadron, Geilenkirchen (RAF Germany). Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; No.441 Squadron Royal Canadian Air Force zaps include black/white checks on rear section of fuselage bars (green, outlined in yellow) and top of vertical tail surfaces, and Maple Leaf on the RAF roundel. Serials in black, repeated below wings



Hawker Hunter F Mk 4, WV275/D, No.4 Squadron, Jever (RAF Germany), early 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wing. Yellow code 'D' on fin, repeated in black on nosewheel door; unit badge on nose. Black/red bars, outlined in yellow with yellow flashes superimposed flanking fuselage roundels



Hawker Hunter F Mk 4, XF990/K, flown by Wing Commander Flying, No.3 Squadron, RAF Geilenkirchen (Germany), May 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. Green bars, outlined in yellow, flanking fuselage roundel; Green code 'K' outlined in yellow on fin, repeated in black on nosewheel door. Rank pennant on nose with Nos.2, 3 and 234 Squadrons bars



Hawker Hunter F Mk 4, WV409/N, No.66 Squadron, RAF Linton-on-Ouse, March 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. White code 'N' on fin, repeated in black on nosewheel door; blue/white bars flanking squadron crest on nose



Hawker Hunter F Mk 4, XF317/U, No.67 Squadron, Bruggen (RAF Germany), early 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Light Blue code 'U' on fin, repeated on nosewheel door; red/blue/yellow bars flanking fuselage roundels



Hawker Hunter F Mk 4, XF313/G, No.71 Squadron, Bruggen (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; serials in black, repeated below wings. Yellow code on fin, repeated in black on nosewheel door; white/yellow bars with black diamonds, flanking fuselage roundels



SCALE: 1/72



Hawker Hunter F Mk 4, XF938/D, No 71 Squadron, Bruggen (RAF Germany), 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. White code 'D' on fin, repeated in black on nosewheel door; yellow/white bands with black diamonds flanking unit markings on nose



Hawker Hunter F Mk 4, WV334/E, No 74 Squadron, RAF Herisham St Faith, May 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Yellow code 'E' on fin repeated in black on nosewheel door; white vertical tail surfaces (Exercise Vigilant, 25-27 May 1957). Yellow/black bars flanking unit badge on nose



Hawker Hunter F Mk 4, WV314/B, No 92 Squadron, RAF Linton-on-Ouse, early 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Light Grey code 'B' on fin, repeated in black on nosewheel door; yellow/red checks flanking unit marking on nose



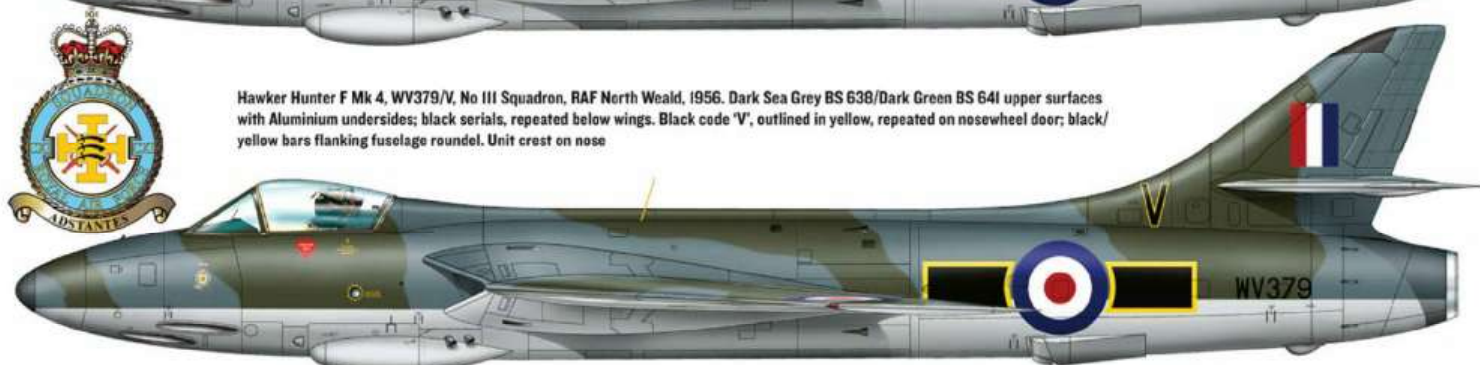
Hawker Hunter F Mk 4, XE718/A, flown by the Squadron Commander, No 93 Squadron, Jever (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials repeated below wings. Yellow code 'A' on fin, repeated in black on nosewheel door. Blue/yellow bars flanking fuselage roundels; unit badge on nose with rank pennant further aft



Hawker Hunter F Mk 4, WT802/P, No 98 Squadron, Jever (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial repeated below wings. White code letter, repeated on red nosewheel door; red/white bars flanking fuselage roundels, repeated on nose flanking unit crest



Hawker Hunter F Mk 4, WV379/V, No III Squadron, RAF North Weald, 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Black code 'V', outlined in yellow, repeated on nosewheel door; black/yellow bars flanking fuselage roundel. Unit crest on nose

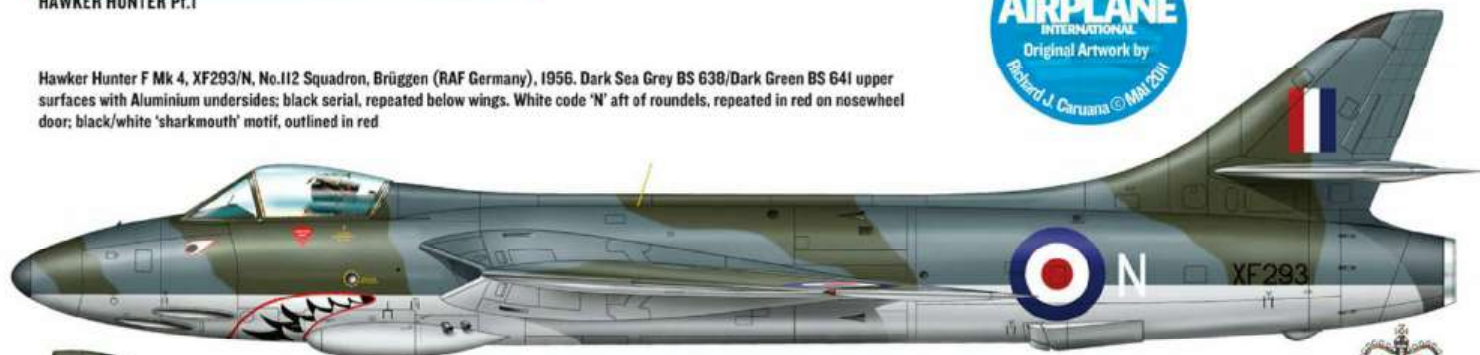


SCALE: 1/72

HISTORICAL FEATURE

HAWKER HUNTER Pt.1

Hawker Hunter F Mk 4, XF293/N, No.112 Squadron, Brüggen (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. White code 'N' aft of roundels, repeated in red on nosewheel door; black/white 'sharkmouth' motif, outlined in red



Hawker Hunter F Mk 4, WT743/R, No.118 Squadron, Jever (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. Yellow code 'R' on fin, repeated in black on nosewheel door; black/white 'waves' flanking fuselage roundels, repeated on nose flanking unit crest



Hawker Hunter F Mk 4, XF294/B, No.130 Squadron, Bruggen (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. White code 'B' on fin, within a black disk, outlined in white and repeated in black on nosewheel door; red/blue/white bars flanking unit badge on nose (note that the elephant head is not handed on the starboard side)



Hawker Hunter F Mk 4, WV363/K, No.234 Squadron, Geilenkirchen (RAF Germany), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. White code 'K' on fin, repeated in black on nosewheel door; black bars with red diamonds flanking unit badge on nose



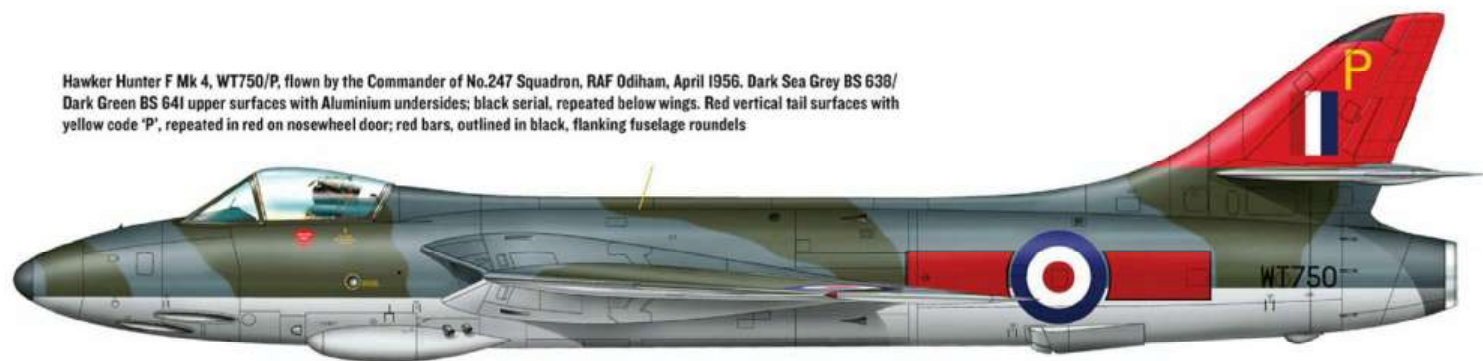
Hawker Hunter F Mk 4, XF972/5, No.229 Operational Conversion Unit (145 Squadron), RAF Chivenor, 1961. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. White code '5' on fin, repeated on nosewheel door; white bars with red crosses flanking fuselage roundels. White wingtips; note gun deflectors fitted



Hawker Hunter F Mk 4, WV330/D, No.245 Squadron, RAF Stradishall, July 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Yellow code 'D' on fin, repeated in black on nosewheel door; mid-blue/yellow checks on nose

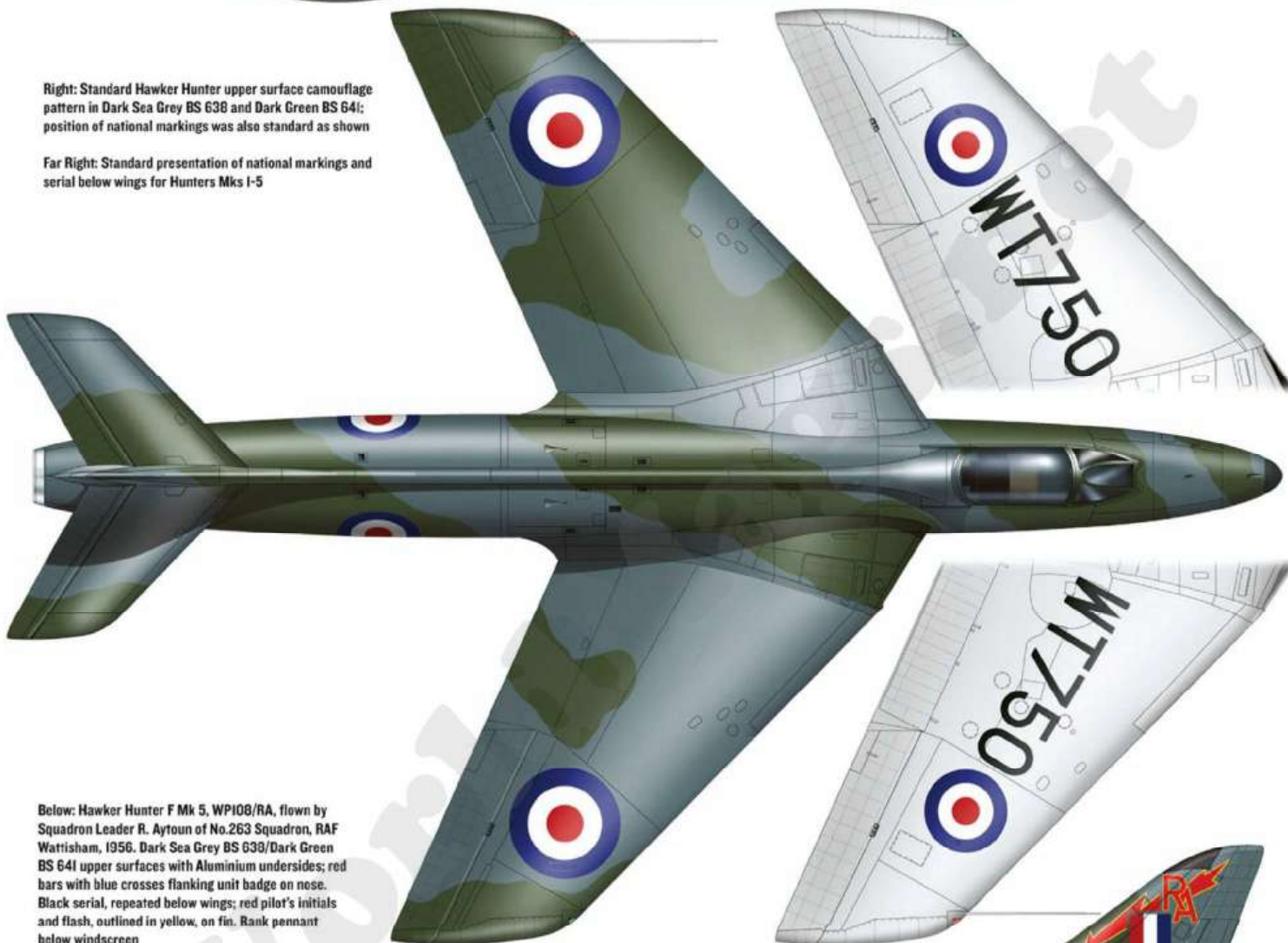


Hawker Hunter F Mk 4, WT750/P, flown by the Commander of No.247 Squadron, RAF Odiham, April 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. Red vertical tail surfaces with yellow code 'P', repeated in red on nosewheel door; red bars, outlined in black, flanking fuselage roundels



Right: Standard Hawker Hunter upper surface camouflage pattern in Dark Sea Grey BS 638 and Dark Green BS 641; position of national markings was also standard as shown

Far Right: Standard presentation of national markings and serial below wings for Hunters Mk 4-5



Below: Hawker Hunter F Mk 5, WPI08/RA, flown by Squadron Leader R. Aytoun of No.263 Squadron, RAF Wattisham, 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; red bars with blue crosses flanking unit badge on nose. Black serial, repeated below wings; red pilot's initials and flash, outlined in yellow, on fin. Rank pennant below windscreen



Hawker Hunter F Mk 5, WPI33/L, No.34 Squadron, RAF Tangmere, September 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial, repeated below wings. Black/yellow checks within an arrowhead, outlined in purple, on nose with unit badge superimposed; yellow code 'L', outlined in red on fin, repeated in yellow on black nosewheel door



HISTORICAL FEATURE

HAWKER HUNTER Pt.1



Hawker Hunter F Mk 5, WN966/M, No.41 Squadron, RAF Biggin Hill, 1955. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Red/white bars flanking unit badge on nose; red code 'M' on fin, repeated on nosewheel door



Left & Below: Hawker Hunter F Mk 5, WPI80/F, No.43 Squadron, RAF Akrotiri (Cyprus), 1956. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serial repeated below wings. Yellow/black 'Operation Muskateer' bands around fuselage and wings; red/white markings on nose with unit badge superimposed. Red code on fin, outlined in white, repeated in red only on nosewheel door



Hawker Hunter F Mk 5, WPI23/B, No.56 Squadron, RA Wattisham, 1957. Dark Sea Grey BS 638/Dark Green BS 641 upper surfaces with Aluminium undersides; black serials, repeated below wings. Red/white checks on a blue bar on nose with the unit badge superimposed; white code 'B', repeated in red on nosewheel door. Red/white checks on wingtips



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SS1223 - F-22 RAPTOR IN ACTION

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While the Raptor was designed for air superiority, it also embodies ground attack, electronic warfare, and signals intelligence features. After years in planning and development, the US Air Force announced plans to purchase over 600 F-22 Raptors in 1991. Cutbacks in 1993 reduced the number to 442. With the onset of the Obama Administration, Raptor production was capped at 187 units. As challenges to US global leadership mount, however, the Raptor's capabilities will face increasing demand. Illustrated with 169 photographs plus color profiles and detailed line drawings; 56 pages.



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The North American B-25 Mitchell was one of the premier US warplanes of WWII. Through period photographs and detailed information, the career of the Mitchell is covered from the experimental NA-40 prototype to the final production B-25J model. US Marine Corps PBJ versions are also chronicled. Illustrated with nearly 200 photographs, more than 80 of them rare period photos in original colour, plus colour profiles and detailed line drawings; 72 pages.

SS6701 - Combat Chronicles of the Black Widow (Soft cover) SS7701 - Combat Chronicles of the Black Widow (Hard cover)



Dramatic first-hand accounts by the pilots, radar observers, and gunners who saw combat aboard the first dedicated U.S. night fighter in World War II fill this unique volume, the first in Squadron/Signal's new Combat Chronicles series. Combat Chronicles books bring you action-packed, eye-witness war stories, interviews, and first-hand reminiscences from the front lines. In this premier volume we hear from the crews who rode the Black Widow into battle all over the world. The outbreak of war in Europe in September 1939 and the Battle of Britain in 1940 left no room for doubt that the United States needed quickly to come up with a specialized night fighter to

confront the totally new face of air combat. Northrop was able to come up with designs for a new, specially designated night fighter and a contract for what was to become the P-61 Black Widow was signed on 11 January 1941. After the first production aircraft rolled off the assembly line in October 1943, the P-61 went on to operate in the European, Pacific, China-Burma-India, and Mediterranean Theaters of the war. Experience World War II as it was seen by the men in the cockpit of this history-making radar-equipped night interceptor. Illustrated with 152 photographs, 112 pages.

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SS5567 - B-17G Flying Fortress Walk Around



The B-17 Flying Fortress is arguably the most famous U.S. bomber of World War II, and perhaps all time. The vast majority of these aircraft were the G-model, accounting for 8,680 of the 12,730 Flying Fortresses built. Not surprisingly, with more than eight thousand examples being produced by three manufacturers, a number of changes were introduced in the course of the production run. This new addition to Squadron's Walk Around series takes the reader over, under, and through the B-17G, illustrating the subtle - and not so subtle - changes in gun mounts, turrets, crew positions, and other details. Ten aircraft were photographed in order to create this comprehensive look at the famed Flying Fortress - through more than 300 photos with detailed captions. 88 pages.

Shown here is a selection of some of the most popular titles, many more available

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FIVE STAR



Well, even before this kit was released the Internet 'experts' had slated this kit but I held judgement until I actually built the thing, and I am pleased to say that with a tiny amount of work above and beyond the norm a great replica of this classic aircraft can be yours for a great price!

"There are a couple of issues, which are very easy to fix, and I will deal with those as we build"



This is the first of what I expect will be a series of Spitfires from China, indeed at the time of writing HobbyBoss has announced a tropical version already. So what do you get for the very reasonable price then? Seven very typical mid-grey plastic sprues with fine recessed detail that is much more restrained than their 1:2 (See Iss.75), two beautifully clear sprues containing some novel parts, one etched-brass fret containing a seat belt harness and some grills, rubber tyres (yuk!), and two sheets of decals. All of this is presented in a top-opening box with mediocre artwork and a set of painting instructions printed on glossy paper.

The final item is the fold-out, easy to follow, instructions which I am glad to say are now showing colour call-outs throughout the build. Reference is made to several brands of paint and these are Gunze-Sangyo Mr Color and Mr Aqueous Color ranges, along with Vallejo, Tamiya and Humbrol. The markings offered are as follows: W4358, YQ-X, No.616 Sqn, October 1943 flown by Flt Lt Les 'Buck' Casson, although my research has found that this aircraft was shot down on 9 August 1941, a fact that confirms the depicted colour scheme of Dark Green and Dark Earth over Sky; EN951, RF-D, No.303 Sqn, September 1942 flown by Sqn Ldr Jan Zumbach, which thankfully seems

to be a bit more accurate with regard to the quoted date, as this aircraft has the later fighter scheme of Dark Green and Ocean Grey over Sky. There are a couple of issues, which are very easy to fix, and I will deal with those as we build.

COCKPIT

Logic dictates that this is the place to start and this kit is no different, and what you get is a reasonable replica with a very good starting point for those who wish to superdetail. I kept it true to what was in the box as everything is well represented and fits. A full Sutton harness is provided in brass and I would recommend that you anneal the

metal to make bending it to fit easier (this is simply a matter of heating the brass over a flame until it is hot [starts to 'bloom' - change colour] then plunging it into cold water). One item open to debate is the colour of the seat as HobbyBoss have you going with the interior colour. I would suspect that there is a possibility that it could be red brown to depict the plastic used or even black! I think I am right in saying that there were several different materials used to make the seat during the production of the Spitfire, these including Bakelite and metal, each dictating the colour. Next up is the floor and instrument panel, HobbyBoss has altered the method of construction and

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Gunze-Sangyo Mr Surfacer 500
- Tweezers
- Swann-Morton #3 scalpel & blades
- Sanding sticks & files
- Invisible Thread (.005 monofilament)
- Johnson's Klear
- Rai-Ro wax filler set
- Micro Chisel
- White-tac

Paints Used:

Gunze-Sangyo
Mr Aqueous
Color acrylic:
H30 Clear
H72 Dark Earth
H73 Dark Green
H74 Sky

Humbrol
enamel:
Matt Cote

Tamiya acrylic:
XF-2 Flat White
XF-3 Flat Yellow
X-19 Smoke

Vallejo acrylic:
Satin Varnish

Dimensions

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

Dimensions - 1:32

Span - 350.9mm
Length - 298.1mm
Height - 108.8mm



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



PLANE FACTS

The Spitfire Type 349 (Mk V) was powered by the 1,440hp Merlin 45 and featured various detail changes from the previous Mk I and II. It operated as the main fighter type with the RAF in the 1941-42 period. The type had a centreline rack capable of carrying a 500lb (227kg) bomb or fuel tank. The Mk Vb series starting with converted Mk Ibs and featured the new 'Type B' wing as standard allowing it to be armed with two 20mm Hispano cannon and four 0.303in Browning machine-guns. Other changes included the 'fishtail' exhausts, which marginally increased exhaust thrust. A bigger oil cooler was fitted under the port wing featuring a deeper housing with a circular intake. Many Mk Vs had a removable disc type main wheel hub fitted in an attempt to reinforce the wheel against the additional weight of drop tanks or bombs. Two styles of 'blown' cockpit canopies were introduced from the Mk V. The Mk Vb was also the first to carry the specially designed 'slipper' tanks underneath the wing centresection. A Rotol constant speed 10ft 10in (3.29m) diameter propeller could be used, superseding the de Havilland unit, although both were seen on the type throughout its service life. The Mk V was also the first production version to have 'clipped' wings as an option, reducing the wingspan to 32ft 2in (9.8m). The Merlin 45M was used in these machines, designed the LF Mk Vb, as it increased the maximum rate of climb to 4,270ft/min at 3,850ft. In all 3,923 Mk Vbs and LF Mk Vbs were built.

1:32
HOBBY BOSS

MODEL INFO

SPEC: HobbyBoss 1:32 Spitfire Mk Vb

KIT NO.: 83205 **MATERIALS:** IM, PE, RB

AVAILABILITY: Creative Models Ltd (UK Importer)

and HobbyBoss stockists worldwide

PRICE GUIDE: £39.99

I have to say I preferred the decal behind clear rather than, as in this kit, the decal over the grey plastic. I was not totally happy with the decals and so I painted the instruments with a pin and some white oil paint. Talking of the decals, there is no decal supplied for the compass, however it is at the bottom of the main panel so will need careful painting. I set the control column in a neutral position, however later in the build I chose to make the elevators deflected so had to alter it.

POWER

A pretty full Rolls-Royce Merlin 45 engine is provided and there are removable panels that would allow you

to display it. As with most of the kits from this factory it is a basic shape that can be detailed with a little effort. All of the engine bearers, oil tanks, supercharger and reduction gear are there. A rear engine bay bulkhead supports the whole thing but care will need to be exercised as out of the box it seems flimsy, however it does stiffen up once in place - the reason for this flimsiness is that the engine bearers have been moulded to scale.

LEGS

HobbyBoss, like their sister company, provide the modeller with vinyl tyres and these fit easily to the wheels which feature split rims. This allows nice deep

detail, while the oleo legs themselves are simple straight struts although good representation of the actuation strut and hinge is provided. I chose to use the wheels from a previous build when I converted a Mk IX to a XVI (See Iss.56), as these left-over parts were resin. The tailwheel, which is not used until later, comprises separate yoke and wheel and all worked well although it is awkward to get the tailwheel going through the middle of the vertical rib into which it fits.

WINGS

Now this is an area of confusion and it raises more questions than answers for me. So here is a simple rundown. This

kit provides the Type B wing, this was the Type A modified to carry the 20mm Hispano cannon. The retractable underwing landing lamps were repositioned and the inner machine guns were replaced with the cannon. Both the upper and lower surfaces have blisters to clear the ammunition drums. Armament normally fitted to this wing would be two 20mm Hispano Mk II cannon, each with 60 rounds plus four 0.303in. Browning machine guns with 350 rounds per gun. All of these options can be displayed either with the covers removed or with them in place as they are clear parts that would allow display; incidentally these are not the best fitting parts but with some sanding →

REFERENCES...

- *Spitfires and Polished Metal: Restoring the Classic Fighter* by G. Moss & B. McKee (Airlife Publishing 1999 ISBN: 1-85310-720-4)
- *Spitfire: Their History and how to model them* by R. Cross & G. Scarborough, *Classic Aircraft No.1* (Patrick Stephens Ltd 1971 ISBN: 0-85059-082-5)
- *Supermarine Spitfire: 1936 onwards (all marks) - Owners' Workshop Manual* by Dr A. Price & P. Blackah (Haynes Publishing 2007 ISBN: 978-1-84425-462-0)
- *Supermarine Spitfire Mk V* by W. Matusiak, *Yellow Series No.6111* (Mushroom Model Publications 2004 ISBN: 83-917178-3-6)
- *Supermarine Spitfire Mk V, Aeroguide Classics No.1* (Linewrights Ltd 1985)
- *Supermarine Spitfire Mk V* by V. Kolesa & M. Vraj, *Zlinek No.1 Vol.1V* (Zlinek 1994 ISSN: 1210-7433)
- *The SpitfireStory* by Dr A. Price (Haynes Publishing 2010)
- *Vickers-Supermarine Spitfire Mk I-V, Aero Detail B* (Dai Nippon Kaiga Co., Ltd 1993 ISBN: 4-499022617-1)



STEP BY STEP GUIDE - CONSTRUCTION

HobbyBoss have given the modeller a reasonable representation of the cockpit although no decals are provided for the compass that is at the bottom of the instrument panel

A full Sutton harness is provided as an etched brass item and once painted the seat and straps look quite good, even straight from the box!



A full engine with suitably thin bearers is provided and with some attention and wires it could be made to look really good



The access panels for the weapons bays are clear and could be displayed as such; I found that their fit was not perfect and needed some fettling, though



The much talked about fixed tailplane sections are a simple fix with appropriate tools - here some sanding then riveting with a Trumpeter riveting tool and the whole job was done in 10 minutes



Checking the references I had to hand revealed that the wing is close to the plans and has quite a bit of the internal structure and the guns included

they worked. A nice little item which is included is the flap actuator which when deployed opens a small panel in the upper wing; this was a good visual device to aid pilots in knowing if their flaps were down! As with all of the kits from this manufacturer there is a choice of position for any of the control surfaces and this includes the flaps;

unfortunately they are devoid of ribs inside but I am sure there will be an enterprising manufacturer making a set for this kit before too long. Now the most talked about parts of this kit are the tailplanes. I think I can explain what has happened and how to fix the error. Firstly I think that the superb Aero Detail book has been the main source of info for this kit. Looking at

it reveals some great drawings of the tailplanes without skins, to the untrained eye this might easily be mistaken for a surface which could be fabric covered, also in the same book the photographs of the same area do not help as they are at a low angle and add to the confusion. So what can be done, then? Well, simple really, as from the kit they appear to

be fabric covered, so I spent all of about 10 minutes with successive grades of sanding pads to remove the offending raised detail. When completed all that remains is to do a little rescribing and then match the lower surfaces with the upper and add rivets, which was achieved with the Trumpeter Rivet tool which works just fine. Problem solved!

STEP BY STEP GUIDE - CONSTRUCTION CONT...



Removing clear parts is best achieved with a very thin razor saw, any rough edges are sanded smooth and polished before the item is installed



As I was reviewing the Rai-Ro system of fillers I tried it out on this model to fill the small joint along the wing root. It worked to a degree but I still covered the wax with Mr Surfacer 500 to give a final finish before paint



This angle shows off the revised shape in front of the windscreen and also the windscreen with the large separate inner armoured glass



One area unfortunately lacking was the interior of the flaps, however with some plasticard and a bit of effort this can be overcome although I would expect this to be in the kit from the get-go. At the inner section in the lower fuselage I had to add a shim of plastic to hide the gap where you could see up into the fuselage



At the junction of the wing centre section to the lower nose there was a slight step but with a few minutes sanding it all fitted nice and tightly

KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - PAINT, MARKINGS & WEATHERING

In preparation for paint the model gets wiped down with pure alcohol and a Tac-rag, which removes any static and dust before the cheap car primer is applied

Gunze-Sangyo H74 Sky is applied to the lower fuselage, band and spinner; the paint is thinned with cellulose thinners



Once masked, H72 Dark Earth is applied to the upper surfaces of the model, again thinned with cellulose thinners as this aids the paint flow through the airbrush

In a matter of about 30 minutes the whole airframe is camouflaged, the White-tac is then removed and can be used for the next section until the whole scheme is completed



With most of the masking removed the model is clear coated in readiness for the markings. I did notice that the Sky band was not 100% perfect, so I remasked it and tidied it up

In order to get a good yellow I always apply white first, in this case Tamiya XF-2 Flat White. This covers the underlying camouflage and, as most yellow paint is translucent, allows a solid covering with the yellow

At about this stage all of the fuselage, engine, cockpit, oil tank and tailwheel come together and I am delighted to say that I had no fit issues. All went together without a hitch, with no need for any filler.

TO COVER UP OR NOT!

In section 8 of the instructions you are faced with yet another choice and this

is whether to install the engine covers or not. I did my usual and covered up one side of the aircraft keeping the sleek lines of the nose intact whereas I opened up the other side; the choice was simple as on the port side there is an open radio compartment as well as the cockpit door. As with the Il-2 I was worried about the fit of the panels but in the end needn't have as they all

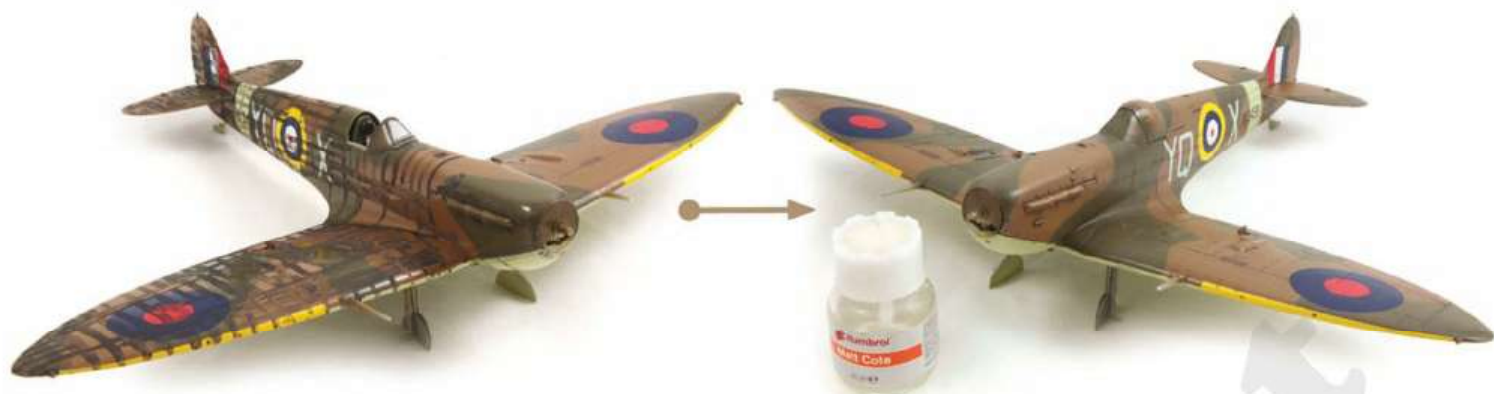
fitted well. A set of 'fishtail' exhausts is provided and these will need installation before the panels are finally attached.

CANOPY

This is another area that has been debated over and over on the web with some conclusive evidence being provided by one person that

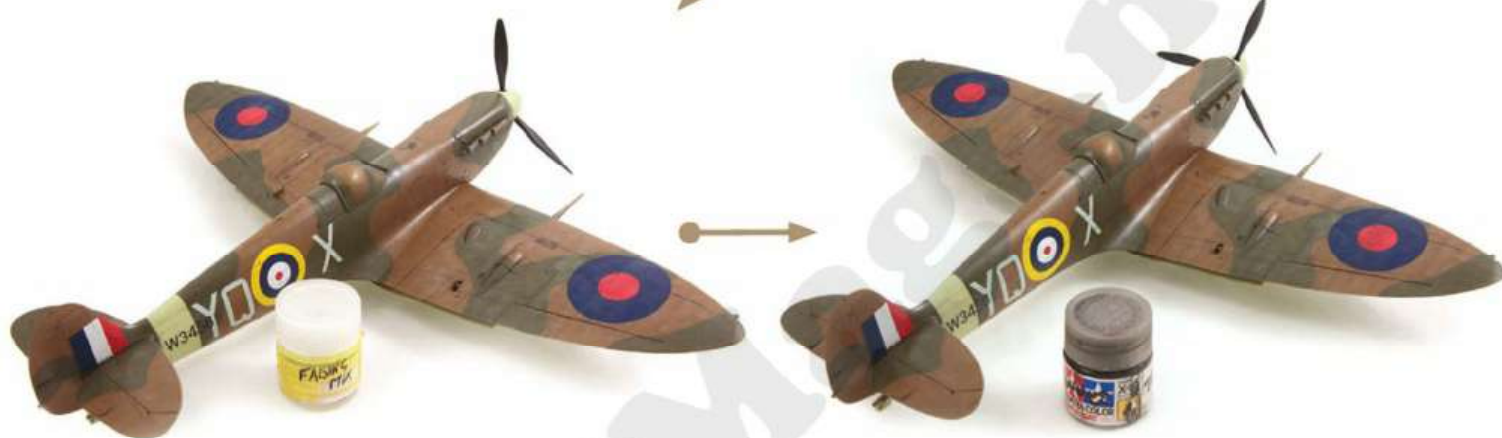
HobbyBoss have got it pretty much spot on. They provide you with a steeply-raked windscreen to which you have to attach the armoured plate. This was achieved with Johnson's Klear as this dries clear and provides a strong bond, just be careful with lining it up. A choice of mirrors is also available, one round and one square. I believe the story is that pilots would take them

STEP BY STEP GUIDE - PAINT, MARKINGS & WEATHERING CONT...



Decals on and another coat of clear is followed by my mix of oil paint brushed in to all of the panel lines. This is left for about 30 minutes to dry out a little then a piece of kitchen towel is gently rubbed in the direction of the airflow to remove the excess

A blast with Humbrol Matt Cote thinned with cellulose thinners then gives a nice flat surface ready for the next stage and it also seals the previous weathering stage



Tamiya XF-1 White and clear is applied in a random squiggle pattern all over the model, this imparts a faded bleached-out look, be careful not to overdo this effect, though

Tamiya X-19 Smoke, heavily thinned, is then dusted over all of the panel lines to soften the last effect down a bit and to add greater depth to the weathering process

"HobbyBoss have listed the underside colour of the chosen colour scheme to be Sky Blue, while most of my references list this as just Sky"

from various cars and have them attached, so the style of mirror was a matter of personal choice.

MATING IT ALL TOGETHER

Well here goes with the most important joint, the wing-to-fuselage, and I have to say that this was a bit of a drag! Sorry HobbyBoss, but I found this to be the only place I needed filler. I was testing the Rai-Ro wax filler set at the time and chose to use this method. It is simply a matter of using the hot knife device to get some wax on the end then quickly run it into the gap. The gap is quite big for a modern kit as even with some judicious clamping and gluing I had everything in place but the gap was still there. With the wax applied it was allowed to harden then any excess trimmed away with a Micro Chisel. I then wiped over the wax with some alcohol and this took away any remaining

residue. The end result works but I still gave the whole thing a coat of Mr Surfacers 500 to be sure I had it covered with something that would take paint! All that remained was to add the underwing radiators and air intakes and these all fitted without fuss. The only other place that I needed to work on was the lower nose cowl where it met the leading edge of the wing as there was a slight step, but it was sanded out in a matter of a few minutes. With the bulk of the construction completed there were just a few small parts to add and these included the underwing landing lights, which were a slightly loose fit so I chose to remove the bottom part to have them in the closed position. Incidentally if you look at the instructions they show the pitot head under the port wing installed the wrong way round! One other area hotly debated on the net was the shape of

the cross-section in front of the windscreen which took a couple of minutes with some sanding pads to make the top curve a bit smoother and less angular.

COLOURING IN

Checking the colour chart showed that HobbyBoss have listed the underside colour of the chosen colour scheme to be Sky Blue, while most of my references list this as just Sky. I therefore went with Gunze-Sangyo H74 Sky, which is possibly a bit too green but this will get toned down in the weathering. This paint was thinned with cellulose and airbrushed on over a cheap car primer. Twenty-four hours drying elapsed and the top base colour was applied using Gunze-Sangyo H72 Dark Earth after all the masking had been carefully applied, included the aft fuselage band, which although provided as a decal, is easier to

mask and spray on.

Now normally I would go down the route of a paper mask but chose to try the White-tac sausage method for speed. The one I used was a cheap brand that is very sticky but leaves no residue, although the biggest problem I had was making it stick to the model instead of my fingers! Gunze-Sangyo H73 Dark Green is the second camouflage colour and again I applied it with my airbrush at low pressure for those areas against a mask, but slightly higher pressure when filling in large areas. The end result is, I think, quite reasonable and all done in about 30 minutes. I had a couple of touch-ups to do but this didn't really slow me down and in a matter of a few minutes I was on to the clear coat. This was a mix of Johnson's Klear and Gunze-Sangyo H30 clear airbrushed in a heavy application.



"Next was a 'fading mix' comprising Tamiya White (5%) and Tamiya Clear (25%) with the rest being thinners"

MARKING HER UP

HobbyBoss decals are no problem to apply as they are strong and the colours are fine. To be honest the decalling process didn't take very long, so the model was left to dry overnight, then I went over them all with a light coat of White Spirit, which wrinkled the top varnish layer, which can then be carefully rubbed away leaving the decals with no visible carrier film. A second coat of my Clear/Klear mix was then applied. At this stage I spotted that the wing leading edges have the yellow band which I had missed so after some careful masking a short blast with Tamiya Flat White XF-2 was followed by XF-3 Flat Yellow. Another coat of gloss was applied in readiness for the weathering process, which if you haven't guessed is the best bit for

me? Yes you've guessed it, Payne's Grey oil wash. Left to dry for about 30 minutes then wiped off in the direction of the airflow. This is followed by an overall coat of Humbrol Matt Cote thinned with cellulose thinners to speed up the drying process. Next was a 'fading mix' comprising Tamiya White (5%) and Tamiya Clear (25%) with the rest being thinners. This mix has to be applied carefully and in essence the mastery of this technique is not any mythical method of airbrushing, it is just a matter of keeping the paint flowing and the airbrush head moving in an erratic pattern with no symmetry or plan. With it dry the next coat is almost the opposite, this is Tamiya X-19 Smoke (10%) with 90% thinners. This is then sprayed onto all of the panel lines to impart a slight darkening

around the panel lines that traditional washes don't give you.

Various spots of oil were applied then streaked down with a very moist brush. The model was then airbrushed with a coat of Vallejo Satin Varnish, and this has to be applied slowly as too much will just dry glossy, also don't apply too much or you are left with a milky-white surface! It will eventually dry but it takes quite a while and in the interim you run the risk of collecting dust and other particles in the varnish.

In order to get some staining from the engine bay and anywhere there would likely be a small leak I used Tensocrom weathering paints. These are essentially very thin washes and can be built up over a long session to a desired effect. The most used one of

the set is the Oil and this can be thinned with tap water then lightly brushed on following the direction of the airflow to good effect. Final weathering was achieved with MIG Pigments splashed over the underside where mud and grass would possibly get thrown up. One final coat of Vallejo Satin sealed it all and all that remained was to attach the canopy, aerial mast and propeller. Once in place the aerial wire was made from a length of elastic thread painted dark grey.

After building this model and showing it to a friend he noted that the elevators should be slightly lowered when the aircraft is at rest so I re-attached the parts after carefully removing them with a score along the joint. I can now add this one to my growing collection of 1:32 Spitfires! ■



Both sets of Tensocrom weathering paints were used on this model to get the finished appearance of a well worn machine

FINAL VERDICT

■ A state-of-the-art Mk V at last, with all of the furore over the later marks from the likes of Tamiya and PCM this kit could easily go unnoticed. I am most pleased to say that we have a very buildable and, to my eye, good looking Spitfire Mk V in 1:32. Sure, it has a couple of minor mistakes made in research but that should not in any way detract from your enjoyment of the build and indeed with a few minutes work those problems can easily be rectified. The big selling point for me is the price and I have to say that this in today's market is excellent value for money. Look beyond that box top painting and you will not be disappointed with the contents.

● Was it worth the effort?

If this is what we can expect from China, then all I can say is, bring it on!

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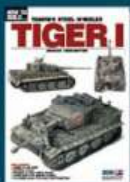
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new releases - **kits****PREVIEW****Pfalz D.XII****1:32****Wingnut Wings, NZ / Materials: IM, PE / Kit No.: 32019 / Availability: Wingnut Wings worldwide / Price Guide: \$65.00**

Wingnut Wings continue their production of superb 1:32 injected WWI subjects with this D.XII. Their usual box style, with high quality box art contains the grey-coloured sprues offering 150 components and this is supplemented by a clear sprue containing four parts and a fret of photo-etched containing seven parts. On top of this are two decal sheets, printed by Cartograf, that offer five-colour lozenge fabric and all the markings for the five options offered: S/No.1394/18, Jasta 77b, July 1918; S/No.1445/18, Jasta 49, 1918; S/No.2454/18, 'KI', Jasta 32b, 1918 (two schemes); S/No.2486/18, flown by Paul

Vogel, Jasta 23b, September 1918; S/No.2600/18, late 1918 [this machine is preserved at the Australian War Memorial]. You also get one of their superb sets of instructions, this booklet in this instance is 28-page and contains clear assembly diagrams as well as notes and technical data, walkaround photos and close-up period images as well as a good selection of photos of a preserved Mercedes D.IIIa engine. All of the colour options are based on period photographs, a number of which are also included in the instructions and there is a clear rigging diagram generated in 3D.

**DIMENSIONS**

Span - (Upper) 9.00m,
(Lower) 7.90m
Length - 6.35m
Height - 2.70m

DIMENSIONS - 1:32

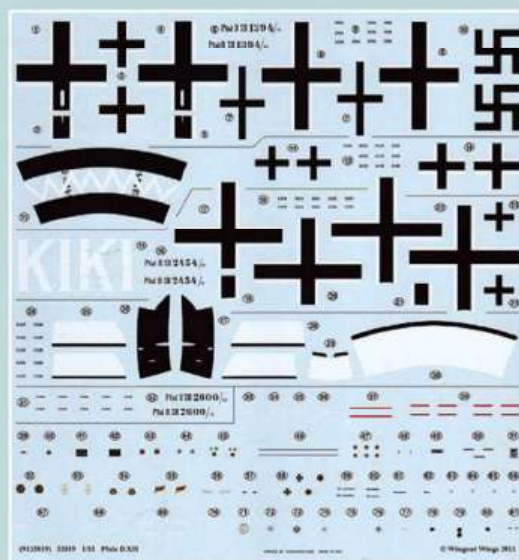
Span - (Upper) 281.3mm,
(Lower) 246.9mm
Length - 198.4mm
Height - 84.4mm

REFERENCES

- *Cockpit Profile No.1 - Deutsche Flugzeugcockpits und Instrumentenbretter* by P.W. Cohausz (Flugzeug Publikations GmbH)
- *German Aircraft of the First World War* (Putnam)
- *Pfalz D.XII* by Peter M. Grosz, *Profile No.199* (Profile Publications)
- *Pfalz Fighters, Windsock Datafile No.21* (Albatros Productions)

Verdict

You cannot fault Wingnut in both the manner in which they research a subject or the way in which they produce and present it. This latest addition to the series is every bit as good as their previous kits and for WWI modellers working in 1:32 you really have "never had it so good". Highly recommended, without reservations to all and our thanks to Wingnut Wings for the review sample.



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

KIT PREVIEW

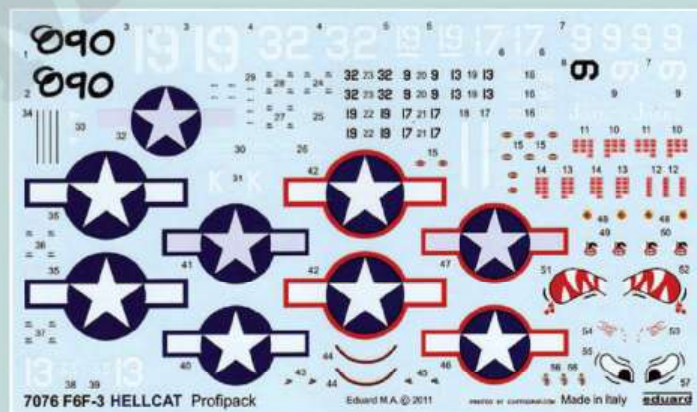
Grumman F6F-3 Hellcat

1:72

Eduard, CZ / Materials: IM, PE / Kit No.: 7076 / Availability: Creative Models, Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide / Price Guide: £13.99

Eduard first announced a new 1:72 Hellcat last year and this ProfiPACK version of the -3 is the first to be released. In the end-opening box there are three sprues of olive-coloured plastic in one bag and one of clear, the decals, photo-etched and instructions in another. Surface detail is finely engraved as are all other surfaces details. Fifty-eight of the coloured plastic parts go to make up this version, although other parts left on the 'D' sprue confirm the future release of the -5 and -5N versions. The clear sprue contains five parts that are used in this version, with three unused ones for later releases. The two etched frets offer 42 pre-painted and 33 unpainted components, the former mostly for the cockpit interior and the latter for the exterior and engine ignition harness. Overall construction is quite straightforward, with all the etched used to enhance what is already there or to replace 'overthick' plastic

parts; future plans for reissue in its basic form are obviously in the minds of kit planners at Eduard nowadays. There are three different styles of main cowl elements and Eduard seem to have captured the characteristic 'grin' of the Hellcat's intake nicely. Ordnance wise you get the centreline tank and the option of 250lb or 100lb bombs with racks for the inboard pylon location. The canopy comes with alternatives for the open or closed position and die-cut self-adhesive masks for all the 'glass' are included. The decal options are BuNo.66016, 'White 23', VF-16, USS Lexington, Hawaii, Sept. 1943; BuNo.25813, flown by Lt. C/K. Hilderbrandt, VF-33, Ondonga, Dec. 1943; BuNo.40090, flown by Lt W. C. Moseley, VF-1, USS Yorktown, June 1944; BuNo.40467, flown by Lt A. Vraciu, VF-6, USS Intrepid, Feb. 1944; BuNo. unknown, flown by Lt R.E. Stambook, VF-27, USS Princeton, Oct. 1944.



DIMENSIONS

Span - 42ft 10in (13.06m)
Length - 33ft 6 1/2in (10.24m)
Height - 13ft 6in (4.11m)

DIMENSIONS - 1:72

Span - 181.4mm
Length - 142.2mm
Height - 57.1mm

REFERENCES

- F6F Hellcat by B. Kinsey, *Detail & Scale Vol.49* (Squadron/Signal Publications, 1996 ISBN: 1-888974-00-1)
- F6F Hellcat In Action No.36 by J. Sullivan (Squadron/Signal Publications 1979 ISBN: 0-89747-088-5)
- F6F Hellcat, *Monografie Lotnicze No.15* by A. Jarski & W. Paqdsz (AJ-Press, 1994)
- F6F Hellcat, *Walk Around No.9* by Richard S. Dann (Squadron/Signal Publications 1997 ISBN: 0-89747-079-6)
- Grumman F6F Hellcat by S. Nohara & N. Okazaki, *Aero Detail No.17* (Dia Nippon Kaiga Ltd, 1996 ISBN: 4-499-22663-5)



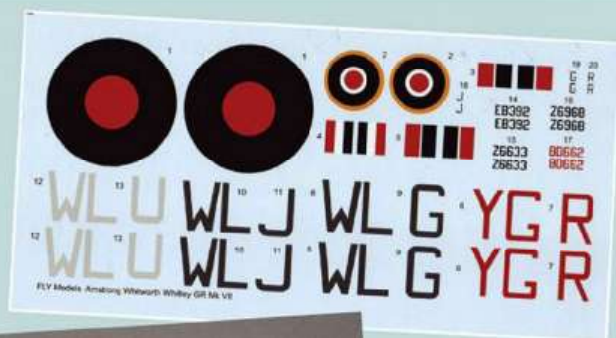
Verdict

This is a very good product from Eduard and although there is no wing fold option, that is no great loss. The overall package in this ProfiPACK version is very comprehensive and if you don't want the etched we are pretty sure a basic 'Weekend Edition' will not be long in coming. Highly recommended to all and our thanks to Eduard M.A. for the review sample.

new releases - **kits****PREVIEW****A.W. Whitley GR Mk VII****1:72**Fly, Czech Republic / **Materials:** IM, R, PE / **Kit No.:** 72007 / **Availability:** Hannants (UK Importer) and Fly stockists worldwide / **Price Guide:** £44.30

It's been 41 years since Frog released their Whitley kit, who would have thought we would have to wait so long for the type to interest an injected kit manufacturer again! This new kit is typical of the limited-run injected kits being produced by Fly nowadays and the box contains three sprues of medium grey-coloured plastic, one of clear, a fret of photo-etched and a bag of resin parts. In all there are 65 grey, 35 clear, 42 resin and 32 photo-etched parts. The former all feature engraved panel lines and the surface is polished with no irregularities. The clear sprue is probably the only disappointment, as limited-run kit manufacturers like MPM produce clear sprues that put the big boys to shame, but those in this kit although clear for the most part do in our example include slightly cloudy examples for each turret cupola - shame. The resin and photo-etched are all of high quality and allow Fly to add details to areas that the limited nature of the injection will simply not achieve. The

cockpit interior has plastic floor and bulkhead with everything else either in resin or etched. The gun turrets mount onto plastic bulkheads to stop any 'see-through' problems, but all the main body and gun barrels are resin. There is some interior moulded detail by the rear access door, but this is limited. The undercarriage bays are resin and the wings feature spars as they are made up of a complete upper half but inner and outer lower sections. The main wheels are plastic and the propellers and spinners are resin, while all the Yagi antenna are in etched-brass. The kit offers four colour schemes: E8392, YG•R of No.502 Sqn, RAF Aldergrove, 1942; Z6633, WL•G of No.612 Sqn, Coastal Command, 1942; Z6968, WL•J, No.612 Sqn, Coastal Command, 1942; BD622, WL•U, No.612 Sqn, 1942 in interim colours after transfer from Bomber Command. The decal sheet is well printed and glossy, but does not include stencils of any kind.

**DIMENSIONS**

Span - 84ft (25.60m)
Length - 70ft 6in (21.49m)
Height - 15ft 0in (4.57m)

DIMENSIONS - 1:72

Span - 355.6mm
Length - 298.5mm
Height - 63.5mm

REFERENCES

- *Armstrong-Whitworth Whitley* by P.J.R. Moyes, Profile No.153 (Profile Publications 1967)
- *Armstrong-Whitworth Whitley* by K. Wixey, Warpaint Series No.21 (Hall Park Books Ltd 1999)
- *Coastal Command 1939-1945* by Ian Carter (Ian Allan 2004 ISBN: 0-7110-3018-9)

Verdict

We have waited a long time for a new injected Whitley and although this one is complex due to the nature of the various materials, it should be within the scope of any modellers who could build the old Frog kit! Highly recommended to all Coastal Command fans and our thanks to Fly for the review sample.

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

PREVIEW

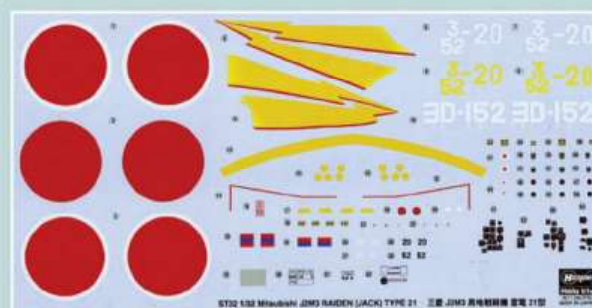
Mitsubishi J2M3 Raiden Type 21

1:32

Hasegawa, Japan / **Materials:** IM / **Kit No.:** ST32 / **Availability:** Amerang Ltd (UK Importer) and Hasegawa stockists worldwide / **Price Guide:** £54.99

This is another fine example of Hasegawa's current style moulding, with the large box containing one clear and nine medium grey-coloured sprues. The kit is obviously tooled to allow other versions (the Type 31 is due already), with inserts in the wing upper and lower surfaces, plus wing leading edge inserts and a separate upper fuselage section immediately forward of the cockpit. Surface detail on all parts is via their usual fine engraved lines and the cockpit interior builds up in the same fashion as that seen in the Ki-84 and Ki-44. A seated pilot figure is included, with alternate heads depicting him with or without the oxygen mask on. A new twist is the addition of four bulkheads within the fuselage, so that at no point when looking into the cockpit is the interior see-through, which is a good idea. The wings feature spars and a box section to make the mid-section rigid. None of the control surfaces are supplied as separate parts and the wheels feature poly caps for fitment, but the oleo legs themselves do not. The centreline tank is included along with standard

or 'high performance' styles of propellers. The engine cowl is one-piece and impressive, with the deep-set fan and inner duct as separate parts. The engine is multi-part with separate exhaust stacks and apart from the fitment of the canopy, is one of the last things installed on this model. The upper decking already mentioned is separate with two types of gunsight and the prominent armoured glass above the instrument panel mounted to it. The aerial mast and roll-over frame are combined with the middle/upper canopy frame as one piece, so that the side (clear) panels are separate. There are also two styles of main canopy, one for it closed and the other when open. There are two decal options with the kit: 352-20 of the 352nd Naval Flying Group, flown by Lt J.G. Yoshihiro Aoki, Omura AB, March 1945; 3D-152 of the 302nd Naval Flying Group, flown by Lt Susumu Ito, Atsugi AB, March 1945. The first option has the distinctive lightning bolts seen on the box top. First edition kits also come with a 32-page comic drawn by Seiho Takizawa.



DIMENSIONS

Span - 10.82m
Length - 9.95m
Height - 3.95m

DIMENSIONS - 1:32

Span - 338.1mm
Length - 310.9mm
Height - 123.4mm

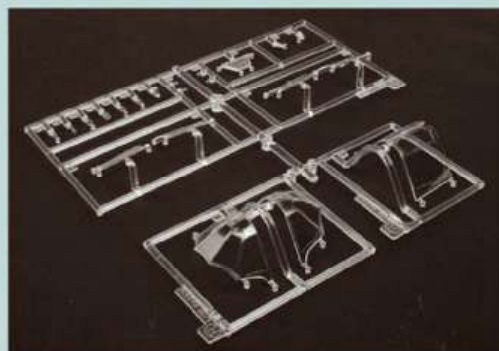
REFERENCES

■ *Japanese Cockpit Interiors Part 2* by R.C. Mikesch, Monogram Close-Up No. 15 (Monogram Aviation Publications 1977 ISBN: 0-914144-15-4)

■ *Mitsubishi Interceptor Raiden*, Famous Airplanes of the World No.7

■ *Mitsubishi J2M Imperial Japanese Navy Interceptor Fighter*, Model Art Special No.470 by S. Nohara (Model Art Co. Ltd, 1996)

■ *Mitsubishi J2M Raiden* by R. Peczkowski (Mushroom Model Publications 2004)



Verdict

This is typical of the high-quality kits in the larger scale coming from Hasegawa today. The old problems with fit of inserts have been overcome, so this new Raiden is one that we highly recommend to all Japanese aviation fans. Our thanks to the Hasegawa Corporation for the review sample.

new releases - kits

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

Morane-Saulnier MS.406

Scale 1:72 / AZ Model, Czech Republic / Materials: IM / Kit No.: 7359 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £32.20

- Revised tooling based on kit first released in 2007
- The kit is made up of one clear and 61 grey-coloured plastic plus two resin and 33 photo-etched components
- There are three decal options: No.1031, L621, GC III./1, flown by K.J. Burszyn, May 1940; No.988, L578, GC II./3, flown by R. Clausse, April 1940; No.546, GC III./3, flown by Sgt J. Keprt and J. Hubáček, May 1940

Verdict: It is good to see AZ improving their products in this manner, as this new version has an injected canopy as well as the resin wheels. For those who missed this the first time, as it sold out quite quickly, this is an ideal opportunity to get one now. Recommended to all with a bit of experience in this type of kit and our thanks to AZ Model for the review sample.

DIMENSIONS

Span - 34ft 9 3/4in (10.61m)
Length - 26ft 9 1/4in (8.17m)
Height - 10ft 8 1/2in (3.25m)

DIMENSIONS 1:48

Span - 221mm
Length - 170.2mm
Height - 67.7mm

REFERENCES

- Morane-Saulnier M.S.406 by K. Stenman & K. Keskinen, Suomen Ilmavoimien Historia No.4 (Kari Stenman 2004 ISBN: 951-98751-8-2)
- Morane-Saulnier MS.406C1 Vol.1 by M. Snajdr (Jakab 2007 ISBN: 80-903637-5-X)
- M.S.406 by G. Botquin, Monografie Lotnicze No.28 (AJ-Press 1997 ISBN: 83-86208-46-5)
- M.S.406, Ailes de Gloire series (Editions d'Along)



Kawasaki Ki-61-II Kai (Production type)

Scale 1:72 / RS Models, Czech Republic / Materials: IM / Kit No.: 92104 / Availability: Hannants (UK Importer) and RS Models stockists worldwide / Price Guide: £15.80

- New tooling
- The kit is made up of one clear and 52 dark grey-coloured plastic components
- There are three decal options: 56th Sentai, Itami AB, 1945; 244th Sentai, Chovu AB, 1945; 55th Sentai, Sano AB, 1945 - all 'what if?' schemes as the type never entered IJAAF service

Verdict: The -II version is one that should fit in well within any Japanese aircraft collection. The fact it is all-plastic with no resin or photo-etched should make it within the bounds of all bar the complete novice. Our thanks to RS Models for the review sample.

DIMENSIONS

Span - 39ft 4 7/16in (12.00m)
Length - 30ft 5/8in (9.16m)
Height - 12ft 1 11/16in (3.70m)

DIMENSIONS 1:72

Span - 166.7mm
Length - 127.2mm
Height - 51.4mm

REFERENCES

- I.J. Army Kawasaki Type 3 & 5 Fighter - Model Art No.428 (Model Art Ltd, 1994 ISSN: 08734-5)
- Kawasaki Ki-61/Ki-100 by M. Bily, Modelpres No.4 (Modelpres 1992 ISBN: 80-901328-0-4)
- Kawasaki Type 3 Hien & Type 5 Army Fighter (Ki-61 & Ki-100), Maru Mechanic No. 37 (11/1982 ISSN: 68363-38)



Yakovlev Yak-40 'In Military Service'

Scale 1:44 / AZ Model, Czech Republic / Materials: IM / Kit No.: 14414 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £17.40

- Status: New tooling
Parts: 31 white plastic components
Decal Options: 3 (1257, Czech Air Force; 044, Polish Air Force; D2-MAS, Angolan Air Force)

REFERENCES

- Yakovlev Aircraft since 1924 by B. Gunston & Y. Gordon (Putnam 1997 ISBN: 0-85177-872-0)



L-M F-16C 'Tiger Meet 2003'

Scale 1:72 / Revell, Germany / Materials: IM / Kit No.: 04669 / Availability: Revell GmbH (UK Branch) (UK Distribution) and Revell stockists worldwide / Price Guide: £12.99

- Status: Reissue with new decals of kit first released in 2002
Parts: 118 light grey-coloured and eight clear plastic components
Decal Option: 1 (S/No.87-0287, 140th FS, Colorado ANG, Tiger Meet of the Americans 2003, Cold Lake AFB - Decals designed by Syhart)

REFERENCES

- F-16 Fighting Falcon In Action No.196 by L. Drendel (Squadron/Signal Publications 2005 ISBN: 0-89747-490-2)
- Uncovering the Lockheed-Martin F-16A/B/C/D by D. Coremans & N. Beboeck (Daco Publications 2004 ISBN: 90-806747-1-0)



SAAB J 21A

Scale 1:72 / Special Hobby, Czech Republic / Materials: IM, R, PE / Kit No.: SH72215 / Availability: Hannants (UK Importer) and Special Hobby stockists worldwide / Price Guide: £16.85

- Status: Revised tooling based on J 21R released in 2011
Parts: 49 grey-coloured and seven clear plastic plus 16 resin and 58 photo-etched brass components
Decal Options: 4 (C/No.21102, 2nd prototype with F8 wing for tests in 1945; 'Yellow C', F12 Wing, Kalmar, 1947-1950; C/No.21120, 'Blue F', 2nd Div., F9 Wing, Säve, 1947; 'Red P', 1st Div., F9 Wing, Säve, 1947)

REFERENCES

- SAAB J21/J21R by Mikael Forslund (Mushroom Model Publications 2010 ISBN: 978-83-61421-08-5)
- Wings of Fame Vol.6 (Aerospace Publishing Ltd 1997)



SAMPLES FOR REVIEW

Please send all items for review to the following address:

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

Bristol Buckmaster T Mk 1

Scale 1:72 / Valom, Czech Republic / Materials: IM, RES, PE / Kit No.: 72065 / Availability: Hannants (UK Importer) and Valom stockists worldwide / Price Guide: £35.99

Status: Revised tooling based on standard tooling released in early-2011
Parts: 74 grey-coloured and three clear plastic plus two resin and 22 photo-etched brass components
Decal Options: 2 (RP237, unit unidentified; RPI98, OB-Z, No.45 Squadron)

REFERENCES

■ Bristol: An Aircraft Album by J.D. Oughton (Ian Allan 1973 ISBN: 0-7110-0387-4)
■ 21st Profile Vol.1 No.10 & Vol.2 No.13 (21st Profile Ltd ISSN: 0961-8120)



Chengdu FC-1 Prototype 01 & 03

Scale 1:72 / Trumpeter, China / Materials: IM / Kit No.: 01658 / Availability: Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide / Price Guide: £15.99

Status: Revised tooling based on production FC-1 kit first released in early 2011
Parts: 130 light grey-coloured and nine clear plastic and twenty photo-etched brass components
Decal Options: 2 (01 and 03 prototypes of the FC-1/JF-17)

REFERENCES

■ None



Antonov An-2 Colt

Scale 1:72 / Revell, Germany / Materials: IM / Kit No.: 04667 / Availability: Revell GmbH (UK Branch) (UK Distribution) and Revell stockists worldwide / Price Guide: £12.99

Status: Reissue of Trumpeter kit first released in 2001
Parts: 83 grey-coloured and ten clear plastic components
Decal Options: 3 (D-FONE, 'Rot Baron', Air Albatros, Essen-Mühlheim Airport, 2010; '469', Verbindungsfliegerkeete I, Luftverteidigungs-Division, LSK/LV, NVA, Cottbus, 1986; 'Red 03', Soviet Air Force in GDR, Grossenhain, 1992)

REFERENCES

■ Antonov An-2, Skrzydła w miniaturze 14 (Avia Press 1997 ISBN: 83-902964-1-1)



Curtiss FB2C-1 Hawk 'US Navy Fighter-bomber'

Scale 1:72 / Special Hobby, Czech Republic / Materials: IM, R, PE / Kit No.: SH72222 / Availability: Hannants (UK Importer) and Special Hobby stockists worldwide / Price Guide: £14.20

- New tooling
- The kit is made up of 47 grey-coloured and three clear plastic plus five resin and 33 photo-etched components
- There are four decal options: BuNo.9604, 3rd Section of VB-5B, USS Ranger, 1934/5; BuNo.9587, 1st Section of VB-5B, flown by Commander J.D. Barner, USS Ranger, 1935; BuNo.9597, 4th Section of VB-5B, USS Ranger, 1934/35; BuNo.9601, 5th Section of VB-5B, USS Ranger, 1934/5



Verdict: The Hawk III has been done before, but this is the first time in injected plastic in this scale, so we are sure it will be very welcome. The nature of the mediums means this is one for those with experience with resin, photo-etched etc. Our thanks to Special Hobby for the review sample.

DIMENSIONS

Span - (Upper) 31ft 6in (9.60m),
(Lower) 26ft 6in (8.07m)
Length - 23ft (7.01m)

DIMENSIONS 1:72

Span - [Upper] 133.3mm, [Lower] 112.1mm
Length - 97.4mm



REFERENCES

- Curtiss Navy Hawks In Action No.156 by P. Bowes (Squadron/Signal Publications 1995 ISBN: 0-89747-342-6)
- First & Foremost: An Illustrated History of Carrier Wings One, Part I 1934-1957 by D. Olson & A. Romano (Model Publishing 2006 ISBN: 88-89392-01-0)

B-17 Fortress Mk I

Scale 1:72 / Italeri, Italy / Materials: IM / Kit No.: 1304 / Availability: The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / Price Guide: £34.99

- Reissue with new decals of B-17C/D kit (#2150) first released by Academy in 1995
- The kit is made up of 99 grey-coloured and 28 clear plastic components [engraved panel lines]
- There are seven decal options: AN530, WP-F, No.90 Sqn, Polebrooke, 1941; AN521, WP-K, 90 Sqn, Polebrooke, 1941; AN527, NR-L, Coastal Command, Nuts Corner, Ireland, 1942; MD105, Material Division, Wright Field, January 1941; 38th Reconnaissance Sqn, Bellows Field, Hawaii, December 7th 1941; 'Mary Ann Star' as seen in the 3 movie 'Air Force' in 1943

Verdict: OK, so many had hoped this would be a new tooling, but that was a big ask and there is nothing wrong with the Academy tooling. The addition of the Coastal Command options will please many, the asking price probably won't! Our thanks to The Hobby Co., Ltd for the review sample.

DIMENSIONS

Span - 103ft 9 1/2in (31.64m)
Length - 74ft 8.9in (22.78m)
Height - 19ft 1in (5.82m)

DIMENSIONS 1:72

Span - 439.4mm
Length - 316.4mm
Height - 80.8mm

REFERENCES

- B-17 Flying Fortress: Their history and how to model them by J. Scutts, Classic Aircraft (Patrick Stephens Ltd 1982 ISBN: 0-85059-464-2)
- B-17 Flying Fortress, Walk Around No.16 by L. Drendel (Squadron/Signal Publications 1999 ISBN: 0-89747-397-3)



new releases - kits

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

Sukhoi Superjet 100

Scale 1:144 / Zvezda, Russia / Materials: **IM** / Kit No.: 7009 / Availability: The Hobby Company Ltd (UK Importer) and Zvezda stockists worldwide / Price Guide: £14.99

- New tooling
- The kit is made up of 44 grey-coloured and 3 clear plastic components
- There is one decal option: RA-38001 in Aeroflot markings

Verdict: Zvezda are quick off the mark getting the **SSJ 100** in kit form. Being small scale the kit lacks any cockpit detail, but you do get the options of wheels up or down and for the former a clear display stand is also included. The offered paint scheme will be complex to achieve, so let's hope some aftermarket decals for the less complex Armavia machines soon arrive. Our thanks to Zvezda for the review sample.

DIMENSIONS

Span - 27.80m (91ft 2in)
Length - 29.94m (98ft 3in)
Height - 10.28m (33ft 9in)

DIMENSIONS 1:144

Span - 193mm
Length - 207.9mm
Height - 71.4mm



REFERENCES

- Internet (Sukhoi Superjet website - www.superjetinternational.com)

Ilyushin Il-2M Stormovik

Scale 1:32 / HobbyBoss, China / Materials: **IM**, **PE**, **RB** / Kit No.: 83203 / Availability: Creative Models Ltd (UK Importer) and Trumpeter stockists worldwide / Price Guide: £59.99

- Revised tooling based on Il-2 released in May 2010
- The kit is made up of 374 grey-coloured and thirteen clear plastic plus 16 photo-etched brass, three die-cast metal and two rubber components
- There are two decal options, 'White 24' and 'Yellow 3f', both from the VVS but not identified in any other way

Verdict: The first kit released of the Il-2 probably was the least popular variant, which seems to be a trend with kit manufacturers nowadays, but the Il-2M version is far more appealing. The quality of the kit components coupled with the ease of assembly make this a must for all Russian aviation fans as well as anyone working in 1:32. Our thanks to Creative Models Ltd for the review sample.

DIMENSIONS

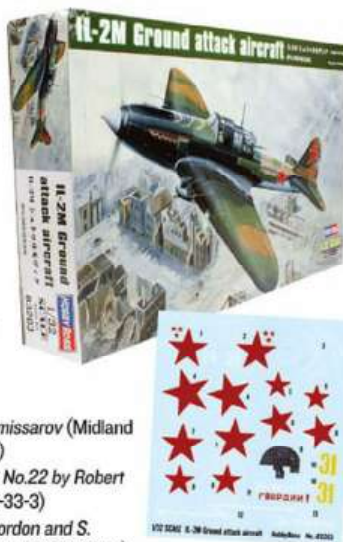
Span - 47ft 10in (14.20m)
Length - 38ft 0in (11.60m)
Height - 13ft 9in (4.20m)

DIMENSIONS 1:32

Span - 443.7mm
Length - 500.00mm
Height - 131.3mm

REFERENCES

- Ilyushin Il-2 Sturmovik - Il-2 Type 3, Il-2 Type 3M, Il-2KR & UTI-2 by M. Ovcacik & K. Sosa (4+ Publications 2007 ISBN: 80-87045-00-9)
- Ilyushin Il-2/Il-10 by Y. Gordon, S & D. Komissarov (Midland Publishing 2010 ISBN: 978-1-85780-322-8)
- Ilyushin Il-2 & Il-10, Monografie Lotnicze No.22 by Robert Michulec (AJ Press, 1996 ISBN: 83-86208-33-3)
- Ilyushin Il-2 and Il-10 Sturmovik by Y. Gordon and S. Komissarov (The Crowood Press 2004 ISBN: 1-86126-625-1)



Dewoitine D.520 'Luftwaffe/Vichy'

Scale 1:72 / RS Models, Czech Republic / Materials: **IM** / Kit No.: 92097 / Availability: Hannants (UK Importer) and RS Models stockists worldwide / Price Guide: £15.80

Status: New tooling
Parts: Three clear and 39 grey-coloured plastic components
Decal Options: 3 (Luftwaffe machine, St. Martin-du-Touch, France, 1941; 'White I' of 3 Esc., GC II/5, flown by Lt Pierre Villacèque, Casablanca, November 1942; D5+60 at the Dewoitine factory in Luftwaffe markings, Toulouse-Francalaz, 1943/44)

REFERENCES

- Dewoitine D.520 by W. Baczowski (Books International 1999 ISBN: 83-906942-3-9)
- Dewoitine D.520 by B. Belcarz, Yellow Series (Mushroom Model Publications 2005 ISBN: 83-89450-09-7)



Focke-Wulf Fw 190D-11

Scale 1:48 / Eduard, Czech Republic / Materials: **IM** / Kit No.: 84103 / Availability: Creative Models, Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide / Price Guide: £12.99

Status: Reissue in the simplified 'Weekend Edition' range of the kit first released in 2010
Parts: 120 olive-coloured and four clear plastic components
Decal Option: 1 ('White 58', VFS des G.d.J., Bad Wörishofen, March-April 1945)

REFERENCES

- Focke-Wulf Fw 190 Dora: Volume Two Fw 190 D-9, D-11, D-13 by J. Crandall (Eagle Editions Ltd 2009 ISBN: 978-0-9794035-1-4)
- Focke-Wulf Fw 190D, Modelers' Eye Series No.4 by K. Abe, K. Yokohama & S. Kato (Dai Nippon Kaga Ltd 2004 ISBN: 4-499-22821-2)



McDonnell F-15E Strike Eagle

Scale 1:144 / Revell, Germany / Materials: **IM** / Kit No.: 03996 / Availability: Revell GmbH [UK Branch] (UK Distribution) and Revell stockists worldwide / Price Guide: £5.99

Status: New tooling
Parts: 60 light grey-coloured and two clear plastic components
Decal Option: 1 (S/No.90-0250, 'Tiger Meet of the Americans', 2005)

REFERENCES

- F-15 Eagle by L. Drendel, Walk Around No.28 (Squadron/Signal Publications 2002)
- F-15 Strike Eagle by H. Halberstadt: Wings No.1 (Windrow & Greene)
- F-15A/B/C/D/E, Aerofax Datagraph No.6



SAMPLES FOR REVIEW

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Douglas A-4E Skyhawk 'VMA-211 Wake Island Avengers'

Scale 1:44 / Platz, Japan / Materials: IM / Kit No.: PD-20 / Availability: Manufacturer and Platz stockists worldwide / Price Guide: £TBA (¥1500)

Status: Reissue, new decals (2x kits in the box)

Parts: Two clear and 64 grey-coloured plastic components

Decal Options: 4 (BuNo.151988, BuNo.150076 both from VMA-211; BuNo.159651, VMA-153/VMA-311 'Tomcats'; BuNo.15050, VMAT-102 'Skyhawks')

REFERENCES

■ Douglas A-4E/F Skyhawk in Navy Service by S. Ginter, Naval Fighters No.51 (Steve Ginter 2001 ISBN: 0-942612-51-5)

■ McDonnell-Douglas A-4 Skyhawk by B. Elward (The Crowood Press 2000)



MiG-21MF

Scale 1:48 / Eduard, Czech Republic / Materials: IM / Kit No.: 84125 / Availability: Creative Models, Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide / Price Guide: £22.80

Status: Reissue in the simplified 'Weekend Edition' range of kit first released in 2011

Parts: 129 dark grey-coloured and 14 clear plastic components
Decal Option: 1 ('Red 687', Jagdfliegergeschwader 3, German Democratic Republic AF, Preschen AB, 1990)

REFERENCES

■ MiG-21F, PF, PFM, PFM(SPS), R, SM, SMT, MF, bis, U & UM (4+ Publications 1991 ISBN: 80-9000-708-09)

■ MiG-21 Fishbed Parts 1 & 2 by H-H Stapher, Walk Around No.37 & 39 (Squadron/Signal Publications 2005)



Beechcraft GB-2 (Traveller Mk II)

Scale 1:48 / Roden, Ukraine / Materials: IM / Kit No.: 447 / Availability: Pocketbond Ltd (UK Importer) and Roden stockists worldwide / Price Guide: £37.99

Status: Reissue of the kit first released in early 2011

Parts: 56 light grey-coloured and 7 clear plastic components
Decal Options: 5 (Traveller Mk II, FT461, RN, A&AEE Boscombe Down, March 1944; GB-2, C/No.23694, NAS Atlantic City, August 1945; GB-2, NAS Vero Beach, Florida, 1944-45; GB-2, 'Black 711', USN, unknown location, 1943; GB-2, C/No.12334, 'Black 334', VRF-3, Naval Air Transport Service, 1944)

REFERENCES

■ Beech Aircraft and their Predecessors (Putnams 1995)

■ The Secret Years: Flight Testing at Boscombe Down 1939-1945 by T. Mason (Hikoki Publications 1998 ISBN: 1-951899-9-5)



BAE Harrier GR.7A/GR.9A

Scale 1:72 / Airfix, UK / Materials: IM / Kit No.: A04050 / Availability: Hornby Hobbies Ltd (Manufacturer) and Airfix stockists worldwide / Price Guide: £12.99

• New tooling

• The kit is made up of 72 light grey-coloured and 2 clear plastic components.

• There are three decal options: ZD433, Harrier Detachment, Operation Herrick, Kandahar, Afghanistan, 2009; ZG506, RAF Cottesmore, 15th December 2010; ZD404, 'Lucy', Harrier Detachment, Operation Herrick, Kandahar, Afghanistan, 2006

Verdict: There are existing kits of later mark Harriers already, but this new one from Airfix looks to be solid and well moulded. There is scope to add detail, but even from the box it should build into a good replica. It is one we highly recommend to all modern RAF modellers and our thanks to Hornby Hobbies Ltd for the review sample.

DIMENSIONS

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

DIMENSIONS 1:72

Span - 128.5mm
Length - 196.1mm
Height - 49.3mm

REFERENCES

■ BAE/McDD Harrier by A. Evans (The Crowood Press 1998)

■ Harrier - Inside and Out by M. Attrill (The Crowood Press 2003 ISBN: 1-86126-500-X)



Sukhoi T-50

Scale 1:72 / Zvezda, Russia / Materials: IM / Kit No.: 7275 / Availability: The Hobby Company Ltd (UK Importer) and Zvezda stockists worldwide / Price Guide: £16.99

• New tooling

• The kit is made up of 69 medium grey-coloured and 5 clear plastic components

• There is one decal option: 'Blue 51', the prototype in full tactical camouflage

Verdict: It is always good to get the latest designs in kit form and Zvezda have created a neat little package here with excellent levels of detail. The kit should pose no problems to any modeller, regardless of skill, and is thus recommended to all modern Soviet aviation fans. Our thanks to Zvezda for the review sample.

DIMENSIONS

Span - 14m
Length - 19.8m
Height - 6.05m

DIMENSIONS 1:72

Span - 194.4mm
Length - 275mm
Height - 84mm

REFERENCES

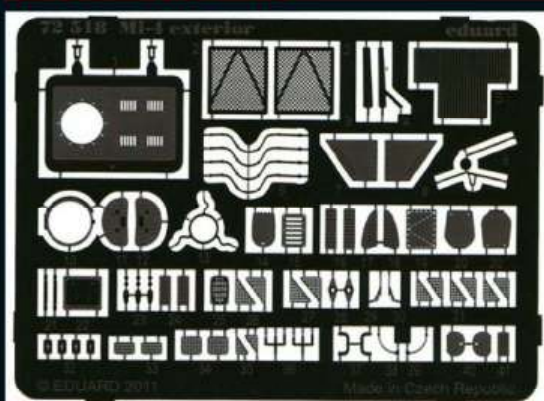
■ Internet



new releases - accessories

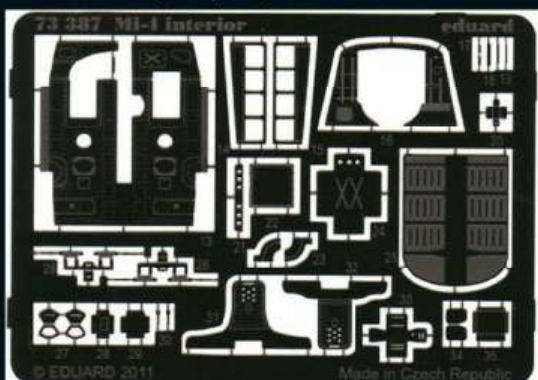
The latest from Eduard M.A

Photo-Etched 1:72 Series



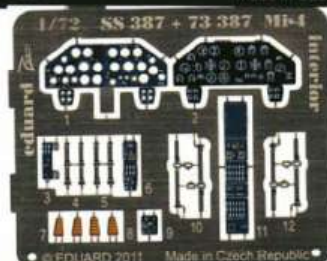
72-518

Mi-4 Exterior / HobbyBoss / **Price Guide: £11.30**



73-387

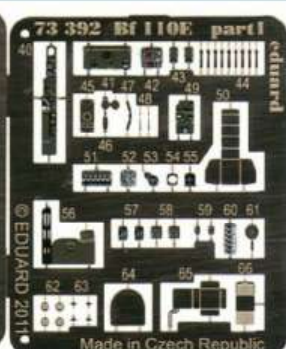
Mi-4 Interior
[Pre-painted/
SA] / HobbyBoss /
Price Guide: £11.30



72-394

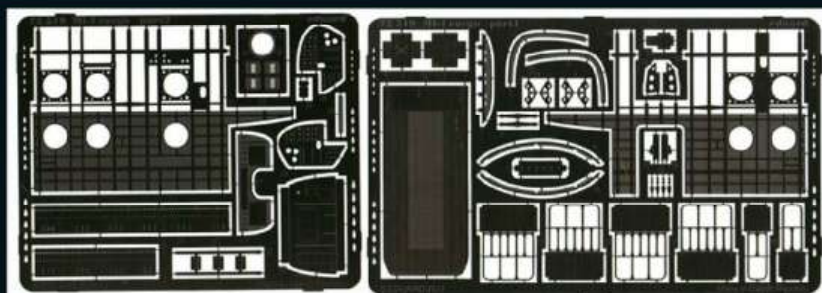
C-27J

[Pre-painted/SA]
/ Italeri / **Price Guide: £16.99**



55390

G4M Betty [Pre-painted] / Hasegawa /
Price Guide: £8.50



72-519

Mi-4 Cargo / HobbyBoss / **Price Guide: £15.25**

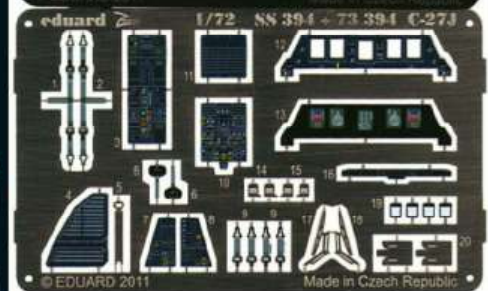
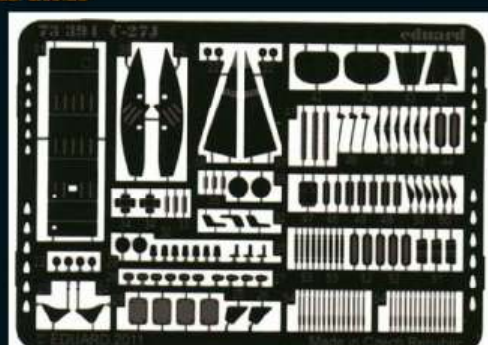


Photo-Etched 'Zoom' Series



55381

Buccaneer S.2B Interior [Pre-painted/SA]
/ Airfix / **Price Guide: £8.50**

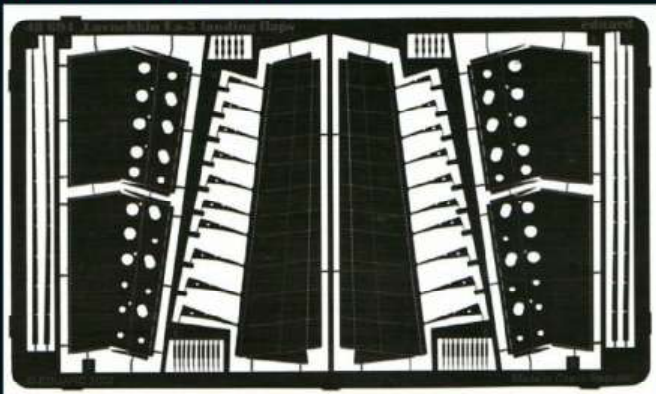


SAMPLES FOR REVIEW

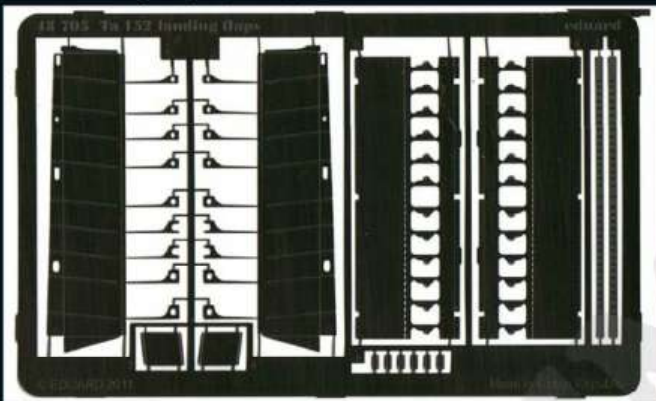
Please send all items for review to the following address:

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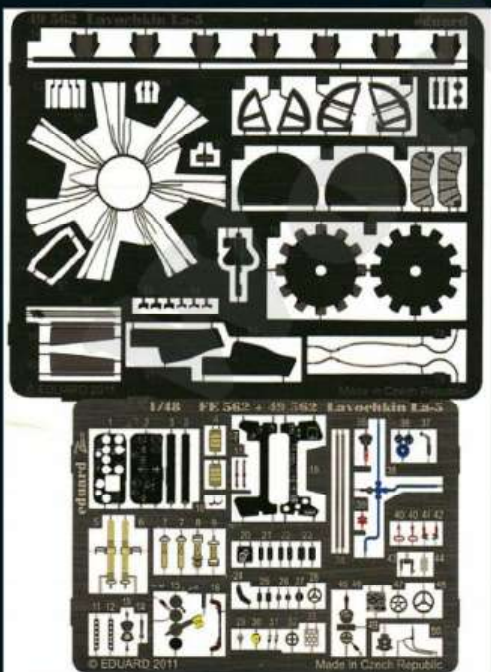
Companies in the European Union should also add our VAT number, which is GB 789 7020 84

Photo-Etched 1:48 Series**48-694**

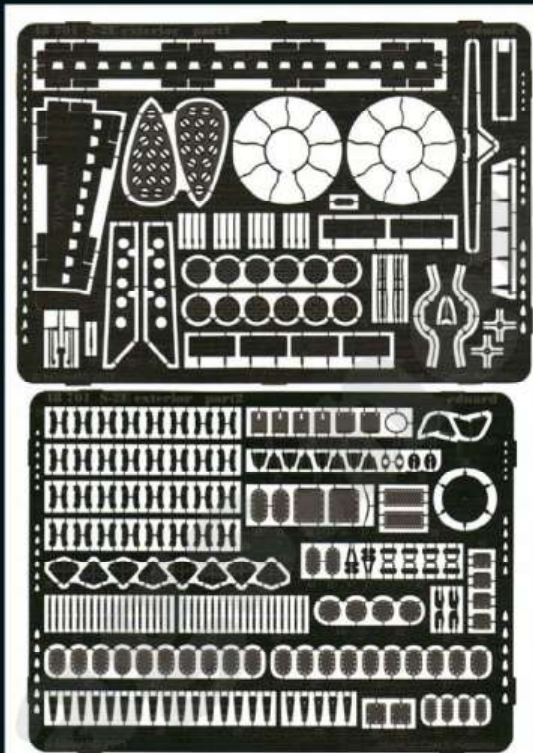
La-5 Landing Flaps / Zvezda / **Price Guide: £9.60**

**48-705**

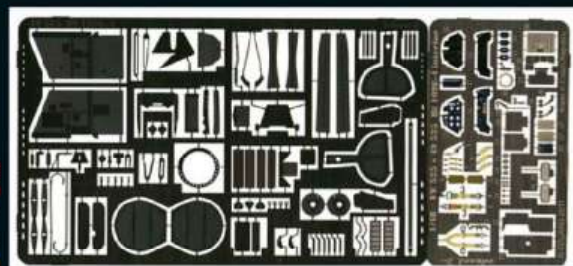
Ta 152 Landing Flaps / HobbyBoss / **Price Guide: £9.60**

**49-562**

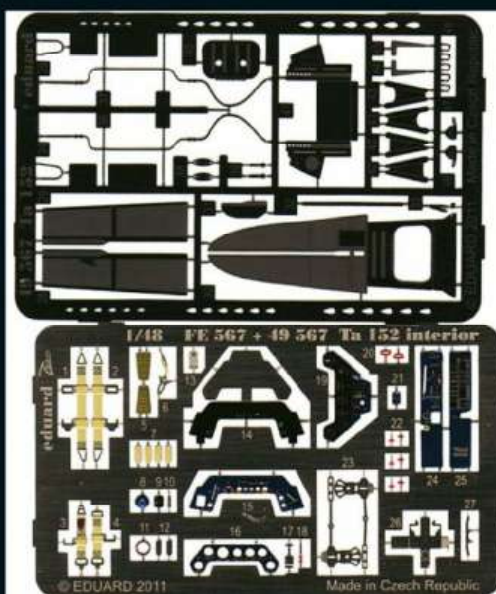
La-5 [Pre-painted/SA] / Zvezda / **Price Guide: £12.99**

**48-701**

S-2E Exterior / Kinetic/Italeri / **Price Guide: £18.70**

**49-525**

Bf 109E-4 [Pre-painted/SA] / Airfix / **Price Guide: £18.70**

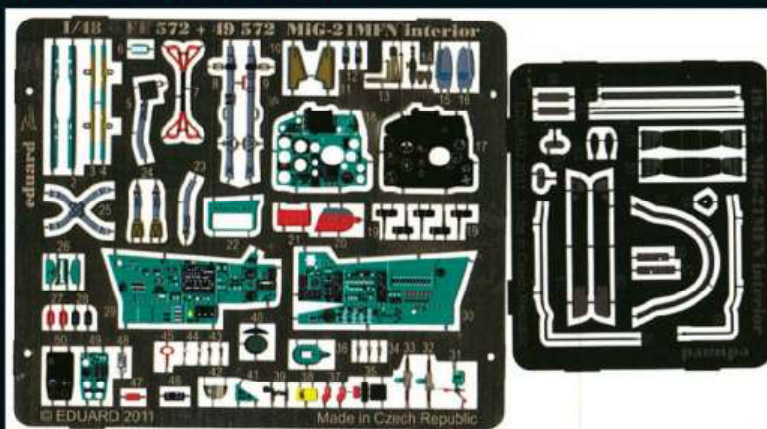
**49-567**

Ta 152 [Pre-painted/SA] / HobbyBoss / **Price Guide: £12.99**

new releases - accessories

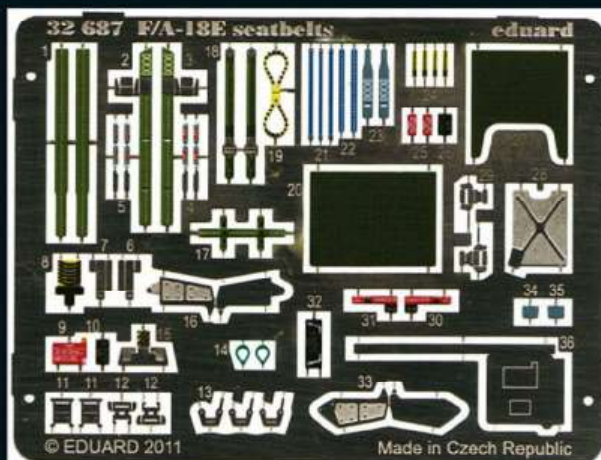
More from Eduard including masks, Big ED and Brassin

Photo-Etched 1:48 & 1:32 Series



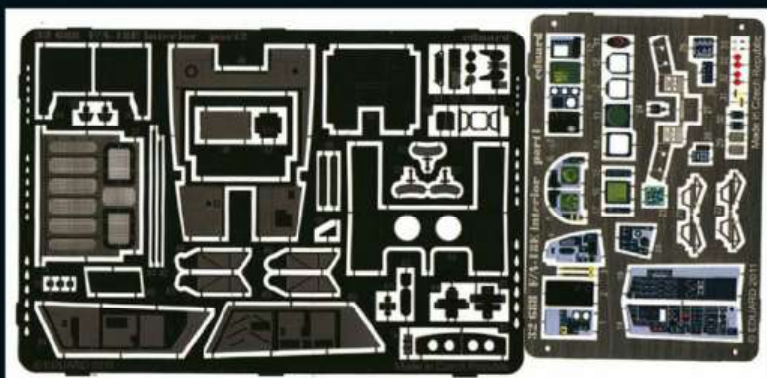
49 572

MiG-21MFN Interior [Pre-painted/SA] / Eduard / **Price Guide: £12.99**



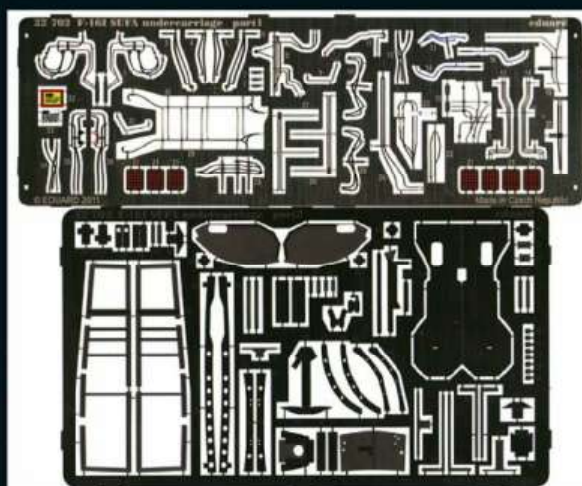
32 687

F/A-18E Seat Belts [Pre-painted] / Trumpeter / **Price Guide: £12.99**



32 688

F/A-18E Interior [Pre-painted/SA] / Trumpeter / **Price Guide: £16.99**



32 702

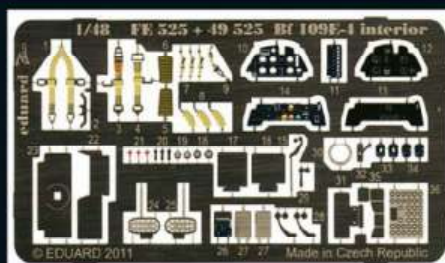
F-16I Undercarriage [Pre-painted] / Academy / **Price Guide: £19.80**

Photo-Etched 'Zoom' Series



FE517

Bf 109E-3 Interior [Pre-painted/SA] / Airfix / **Price Guide: £8.50**



FE525

Bf 109E-4 Interior [Pre-painted/SA] / Airfix / **Price Guide: £8.50**



FE567

Ta 152 Interior [Pre-painted/SA] / HobbyBoss / **Price Guide: £11.30**

SAMPLES FOR REVIEW

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Big ED' series

We can't show you all the photo-etched in these sets, as they would take up pages on their own. Visit the Eduard website where images of the frets and instructions are available

**BIG 7265****F/A-18D**

Academy

Price Guide: £28.30

Includes: 73-008 RBF Tags [Pre-painted]; 73-364 Detail Set [Pre-painted/SA]; 73-369 Seat Belts [Pre-painted]; CX262 Canopy & Wheel Masks

**BIG 7266****Rafale B**

HobbyBoss

Price Guide: £19.25

Includes: 73-008 RBF Tags [Pre-painted]; 73-385 Detail Set [Pre-painted/SA]; CX267 Canopy & Wheel Masks

**BIG 4946****A6M3 Model 32**

Tamiya

Price Guide: £25.50

Includes: 48-683 Landing Flaps; 49-530 Detail Set [Pre-painted/SA]; EX318 Canopy & Wheel Masks

**BIG 4947****EA-6B**

Kinetic

Price Guide: £79.40

Includes: 48-671 Exterior; 48-680 Wing Fold; 48-681 Undercarriage; 48-684 Electronic Equipment; 49-009 RBF Tags [Pre-painted]; 49-519 Interior [Pre-painted/SA]; 49-520 Seat Belts [Pre-painted]; EX311 Canopy & Wheel Masks

**BIG 4948****Sea King AEW.2**

Hasegawa

Price Guide: £33.99

Includes: 48-665 Exterior; 49-009 RBF Tags [Pre-painted]; 49-510 Detail Set [Pre-painted/SA]; EX308 Canopy & Wheel Masks

**BIG 4949****Bf 110D**

Cyber Hobby/Dragon

Price Guide: £37.99

Includes: 48-567 Workshop Ladder; 48-655 Exterior; 49-494 Interior [Pre-painted/SA]; EX302 Canopy & Wheel Masks

**BIG 4952****EF-2000 Typhoon Single-seat**

Revell

Price Guide: £21.50

Includes: 48-567 EF-2000 Ladder; 49-009 RBF Tags [Pre-painted]; 49-367 Detail Set [Pre-painted/SA]; EX191 Canopy & Wheel Masks

**BIG 4953****Tornado IDS**

HobbyBoss

Price Guide: £59.50

Includes: 48-676 Exterior; 48-690 Air Brakes & Flaps; 48-691 Ladder; 49-009 RBF Tags [Pre-painted]; 49-522 Interior [Pre-painted/SA]; 49-527 Seat Belts [Pre-painted]; EX299 Canopy & Wheel Masks

new releases - accessories

More from Eduard including Big ED, Masks and Brassin

Big ED' series cont..



BIG 4954

F-IIIC

HobbyBoss

Price Guide: £56.60

Includes: 48-668 Engine; 48-674 Exterior; 49-009 RBF Tags [Pre-painted]; 49-498 Seat Belts 'Early' [Pre-painted]; 49-501 Avionics [Pre-painted]; 49-518 Interior Detail Set [Pre-painted/SA]; EX292 Canopy & Wheel Masks



BIG 3300

P-40N Late

Hasegawa

Price Guide: £59.50

Includes: 32-259 Exterior; 32-260 Landing Flaps; 32-261 Gun Bays; 32-675 Interior [Pre-painted/SA]; JX109 Canopy & Wheel Masks



BIG 3301

Su-27UB

Trumpeter

Price Guide: £59.50

Includes: 32-253 Air Intakes; 32-255 Exterior; 32-537 x2 Seat [Pre-painted]; 32-662 Interior [pre-painted SA]; JX100 Canopy & Wheel Masks



BIG 3303

Bf 109F-4

Hasegawa

Price Guide: £32.30

Includes: 32-266 Exterior; 32-682 Interior [pre-painted SA]; JX116 Canopy & Wheel Masks

Express Masks

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

1:72 CX282

Pe-2

UM

Price Guide: £7.35

1:72 CX285

Bv 141

Airfix

Price Guide: £6.20

1:72 CX288

Bf 110E

Airfix

Price Guide: £3.99

1:72 CX289

MB.200

KP

Price Guide: £7.35

1:48 EX326

S-2E/F

Kinetic/Italeri

Price Guide: £6.20

1:72 CX292

F9F-2

HobbyBoss

Price Guide: £3.99

1:48 EX332

S-3 Viking

Italeri

Price Guide: £TBA

1:48 EX333

F-14A

HobbyBoss

Price Guide: £6.20

1:48 EX334

Ta 152C

HobbyBoss

Price Guide: £5.65

1:32 JX124

Bf 109E-4

Cyber Hobby/Dragon

Price Guide: £7.35

1:48 EX335

Sea Vixen F(AW).2

Airfix

Price Guide: £6.20

1:48 EX336

UC-43/C-17

Roden

Price Guide: £4.50

1:32 JX125

A-4E

Trumpeter

Price Guide: £7.35

1:32 JX126

Spitfire Mk Vb

HobbyBoss

Price Guide: £7.35

1:32 JX127

He IIIIP

Revell

Price Guide: £4.50

1:32 JX129

Spitfire Mk XVIe

Tamiya

Price Guide: £3.99

1:32 JX130

Harrier GR.7

Trumpeter

Price Guide: £4.50

1:32 JX131

Ilyushin Il-2 two-seat

HobbyBoss

Price Guide: £6.20

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

Brassin 1:48 Series

648 027
**MiG-2IMF/
SMT**
Exhaust
**Nozzle [R/
PE] / Eduard**
Price Guide:
£11.30



648 028
AIM-9B
Sidewinder
[R/PE] /
Various
Price Guide:
£5.65



648 029
AIM-9M/L
Sidewinder
[R/PE] /
Various
Price Guide:
£5.65



648 032
F-16 Radar
**'Early' [R/
PE] / Tamiya**
Price Guide:
£11.30



648 035
MiG-2IMF Interior 'Early' [R/PE] / Eduard
Price Guide: £19.80



632 011
F-4 Exhaust Nozzles USN 'Late' [R/PE] / Tamiya
Price Guide: £30.99

Verdict: Phew, that is a superb selection of accessories this month. They are all made to their usual high standards and offer a wealth of additional detail to the intended kit. All are highly recommended to the more adventurous modellers and out thanks to Eduard M.A. for the review samples.

Available from: www.eduard.com

new releases - accessories

New products from IsraCast, SAC and Quickboost

IsraCast, Israel (www.isradecal.com) / Available in UK from Hannants

Here is the some new update sets from IsraDecal.



1:48 32019

Israel AF F-15I Conversion Kit

Inc: Exhausts, display units in the cockpit, lamp on the nose leg, various antenna, large air scoops, centreline pylon and rails and adaptors for the wing pylons all in resin

Designed for: Tamiya kit

Material:

Price Guide: £23.60



1:32 IC-32020

RAFAEL Python 3 Missiles

Inc: Two complete missiles with the main body, winglets and pylon adaptors and forewings in resin and a complete set of stencil decals.

Designed for: Various kits

Material: R, DEC

Price Guide: £14.99



1:32 IC-32021

RAFAEL Python 3 Missiles for F-15 'Baz'

Inc: Two complete missiles with the main body, winglets and pylon adaptors and forewings in resin and a complete set of stencil decals.

Designed for: Various kits

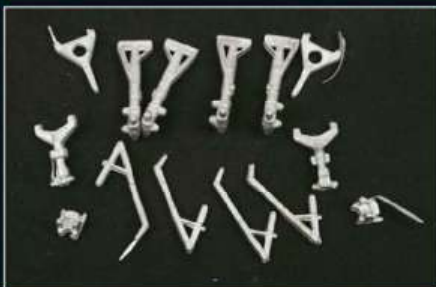
Material: R, DEC

Price Guide: £15.70

***Verdict:** These are all high quality sets that will add a lot to the intended kit and are highly accurate. Our thanks to IsraDecals for the review samples.*

Available from: www.isradecal.com

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



1:144 14403

Boeing 737-800 (2x sets)

Designed for: Zvezda/Revell kits

Material: WM

Price Guide: \$14.95



1:72 72024

Tu-22 Backfire

Designed for: Trumpeter kit

Material: WM

Price Guide: \$18.95



1:72 72025

P-61 Black Widow

Designed for: Dragon kit

Material: WM

Price Guide: \$14.95

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1:48 48116

F-4D-I Skyray

Designed for: Tamiya kit

Material: WM

Price Guide: \$16.95



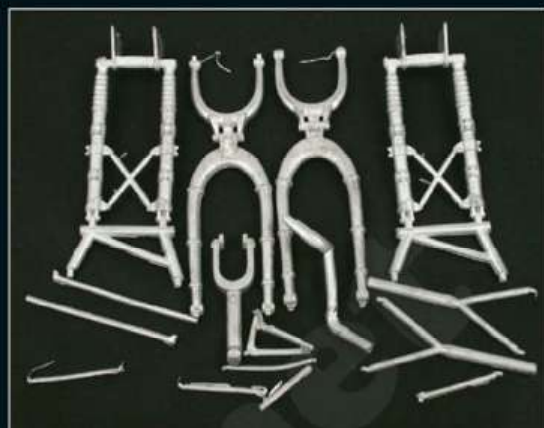
1:48 48119

F-89 Scorpion

Designed for: Revell kit

Material: WM

Price Guide: \$16.95



1:32 32046

Ilyushin Il-2

Designed for: HobbyBoss kit

Material: WM

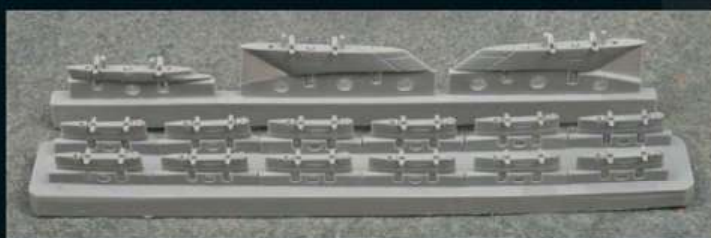
Price Guide: \$18.95

Verdict: All of the above sets are direct replacements for the kit undercarriage, but with more detail and, where appropriate, correcting any errors. The whole range is available in the UK from A2Zee Models and our thanks to Scale Aircraft Conversions for the review samples.

Available from: www.scaleaircraftconversions.com

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

A couple of releases we did not fit in last month.



1:72 0B72291

A-1 Skyraider Pylons

Designed for: Hasegawa

Material: R

Price Guide: £4.50



1:72 0B72293

Ju 88A-4 Exhausts

Designed for: Hasegawa

Material: R

Price Guide: £3.30



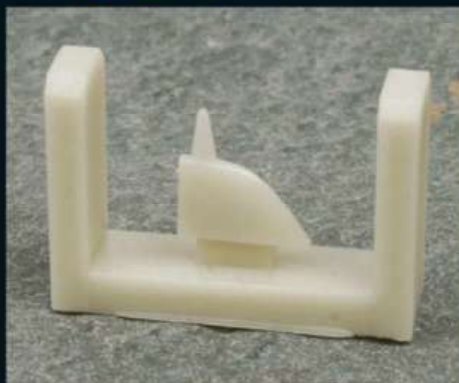
1:72 0B72292

P-51B/C/D Propeller with tool

Designed for: Hasegawa

Material: R

Price Guide: £4.50



1:72 0B72294

Fw 190A-4 Top Antenna

Designed for: Tamiya

Material: R

Price Guide: £2.50

Verdict: As always, superbly cast and well thought out, all these sets can be highly recommended. Our thanks to Quickboost for the review samples.

Available from: www.quickboost.net

new releases - accessories

New barrels etc. from Master and a new weapons set from Hasegawa

Master Model, Poland [www.master-model.pl] / Available from Hannants (UK)



1:72 AM-72-018

NATO Standard Refueling Probe

Inc: Suitable for all current NATO aircraft fitted with In-Flight Refuelling probe.

Designed for: Various kits

Material: A

Price Guide: £1.99



1:72 AM-72-019

Tornado Pitot and AofA Probes

Designed for: Various kits

Material: BR

Price Guide: £2.99



1:72 AM-72-020

BAE Hawk T Mk I Pitot

Designed for: Various kit

Material: BR

Price Guide: £2.05



1:48 AM-48-015

Bordkanone 5cm

Inc: Aluminium barrel and base with brass tip and muzzle brake.

Designed for: Me 262 & Me 410 kits

Material: BR, A

Price Guide: £8.50



1:48 AM-48-035

Spandau LMG 08/15

Inc: Two complete barrels with perforated jackets and separate sights.

Designed for: Various kits

Material: BR, PE

Price Guide: £8.50



1:32 AM-32-027

German MG FF Barrels

Inc: Two 20mm cannon barrels with separate sights etc.

Designed for: Various kits

Material: BR, PE

Price Guide: £5.20



1:32 AM-32-028

Ar 196 Armament

Inc: MG15 & MG17 barrels and etched sights.

Designed for: Revell kit

Material: BR, PE

Price Guide: £8.50



1:32 AM-32-030

NATO Standard Refueling Probe

Designed for: Various kits

Material: A

Price Guide: £2.80



1:32 AM-32-031

F-14 Alpha and AofA Probes

Designed for: Various kits

Material: BR

Price Guide: £4.60

SAMPLES FOR REVIEW

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**1:32 AM-32-032****F-16 Pitot Tube & AofA Probe**

Designed for: Various kits

Material: BR

Price Guide: £4.60

**1:32 AM-32-033****Tornado Pitot and AofA Probes**

Designed for: Various kits

Material: BR

Price Guide: £4.99

**1:32 AM-32-034****BAE Hawk T.I Pitot Tube**

Designed for: Revell kit

Material: BR

Price Guide: £3.30

**1:32 AM-32-029****M61A1 Vulcan****Cannon**

Inc: Turned barrels with etched barrel clamps

Designed for: Various kits

Material: BR, PE

Price Guide: £8.99

Verdict: These are all absolutely stunning products, the finesse and level of detail on these tiny components defines belief. They are highly recommended to all and our thanks to Master Model for the review samples.

Available from: www.master-model.pl

Hasegawa, Japan (www.hasegawa-model.co.uk) / Available in UK from Amerang Ltd (Importer)

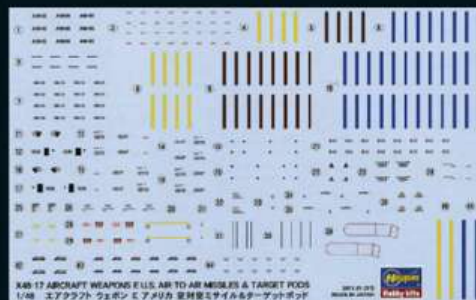
**1:48 X48-17****Aircraft Weapons: E - US Air-to-Air Missiles & Target Pods**

Inc: AIM-9X, AIM-120C missiles, GBU-31(V)3, GBU-38 munitions and AN/AAQ-28, AN/AAQ-33, AN/ALQ-184, AN/ALQ-188 pods and LAU-115C/A launchers

Designed for: Various kits

Material: IM, DEC

Price Guide: £23.99



Verdict: This is an excellent and very useful new set from Hasegawa. The quality of the product cannot be faulted and it is highly recommended to all. Our thanks to Hasegawa Corp. for the review sample.

Available from: www.hasegawa-model.co.jp

books

SAMPLES FOR REVIEW

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F-84E/G Thunderjet in service of the (R) Neth. AF

by T. van Kampen, C. van den Heuvel & L. Boerman / Dutch Profile / ISBN: 978-90-817207-1-7 / Price Guide: £15.99 / 44-page, card cover / Dutch & English

+ This is the latest addition to the Dutch Profile series, charting the history and camouflage of markings of a specific type in service with the Royal Netherlands AF. In this instance it is the F-84E/G Thunderjet and the coverage is split so that the first half of the book is the Dutch language version, whilst the other half is in English. Throughout these sections there are a large number of period images, all with captions in both languages and a good number of pages of colour side profiles. At the end of the title there is a list of all R(Neth) AF Thunderjets by serial number, code and ultimate fate, plus extracts from official documents about the painting and marking of the type.

Verdict: This is a good series that has the added benefit of also being supported by a separately available decal sheet in 1:72, 1:48 and 1:32 that depicts many of the options shown in this title.

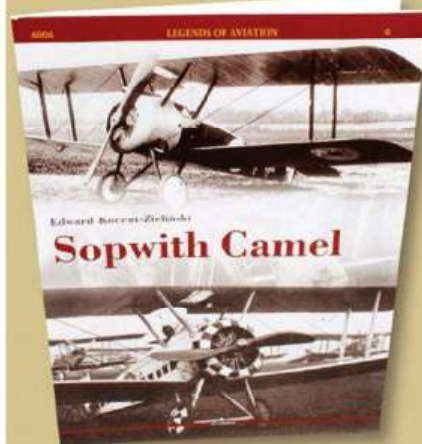
■ Thanks to/worldwide Distribution:
Dutch Profile Publications
www.dutchprofile.nl



In Brief

Sopwith Camel

by E. Kocent-Zielinski / Kagero / ISBN: 978-83-61220-94-7 / Price Guide: £16.99 / 72-page, A4, laminated card cover / English
• Sixth title in the Legends of Aviation series
• An historical and technical account of the type combined with 1:48 plans, 1:24 scrap views and walkaround images of the example in Poland.
Verdict: This is a very useful title, ideal for the modeller and thus highly recommended. Our thanks to Casemate UK for the review sample.



The Story of Matchbox Kits

by J-C Carbonel / Historie & Collections / ISBN: 978-2-35250-188-6 / Price Guide: £14.99 / 82-page, laminated card cover / English

+ Having had books on the history of other kit manufacturers such as Airfix, Heller, Monogram, Revell and Tamiya it seems only fitting that the story of Matchbox be told. This new title is well written and clearly set out, with all events given in chronological order. The book is illustrated throughout with various photos of the kits and box tops as well as PR information and period adverts. There is good detail on presentation, with clear details on how the packaging etc. changed and each section charts all those kits that were released in that period. There are also sections on artwork and finally the Revell era when they used the Matchbox brand in the 1991 to 1998 period. As well as listing Matchbox toolings the coverage also deals with those kits from elsewhere sold in the Matchbox kit range and even deals with those subjects that Matchbox were going to make, but never did (e.g. 1:32 Hunter).

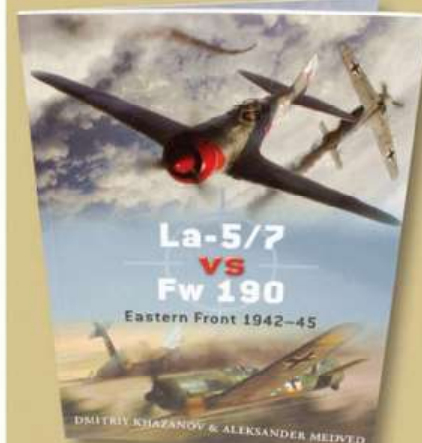
Verdict: A superb book that should be on the shelf of any modeller who grew up with Matchbox kits from their local newsagents etc! I for one spent many happy hours going through the title so buy a copy, and have a trip down memory lane as well as we will never see the Matchbox kit range again.

■ Thanks to/UK Distribution:
Casemate UK Ltd
www.casematepublishing.co.uk
www.historieetcollections.fr



La-5/7 vs Fw 190

by D. Khazanov & A. Medved / Osprey Publishing / ISBN: 978-1-84908-473-4 / Price Guide: £12.99/\$17.95 / 80-page, soft-back with laminated card cover / English
• Latest title in the Osprey Duel series
• An historical and technical account of all three types against one another during WWII.
Verdict: Although the series is not targeted just at modellers, it is still worth investing in if you want to learn more about either types use and equipment. Our thanks to Osprey Publishing for the review sample.



contacts

Contact details for companies featured in MAI this month...

Aires Hobby Models

Cepirohy II5,
434 Ol Most I,
Czech Republic.

Airfix

Hornby Hobbies Ltd
Westwood Industrial Estate,
Margate,
Kent.
CT9 4JX
Tel: +44 (0)1843 233500
Fax: +44 (0)1843 233513
www.airfix.com

Amerang Ltd

Commerce Way,
Lancing,
West Sussex.
BN15 8TE
Tel: 01903 765496
Fax: 01903 753643 or 765178

AZ Model

Mendelova 542,
149 00 Praha 4 - Háje
Czech Republic.
Tel/Fax: +420 272 940 948
Email: legato@legatokits.cz
www.legatokits.cz

Casemate UK Ltd

17 Cheap Street
Newbury,
Berks
RG14 5DD
Tel: 01635 231091
Fax: 01635 41619
www.casematepublishing.com

Creative Models Ltd

Unit 10/11, Honeysome Road
Industrial Estate
Honeysome Road,
Chatteris,
Cambridgeshire.
PE16 6TG
Tel: +44 (0)1354 760022
Fax: +44 (0)1354 760037
Email: info@creativemodels.co.uk
www.creativemodels.co.uk

Eduard M.A.

170 Obrnice,
Obrnice, 435 21,
Czech Republic.
Tel: 420 35 6 11 81 86
Fax: 420 35 6 11 81 71
Email: info@eduard.cz

Fly

Dabłowa kolonie 814
73553 Dolni Lutyne
Czech Republic
www.fly814.com

Hannants

Harbour Road, Oulton Broad,
Lowestoft, Suffolk. NR32 3LZ
Tel: 01502 517444
www.hannants.co.uk

Hasegawa Corporation

3-1-2 Yagusu Yaizu,
Shizuoka 425-8711,
Japan.
Tel: 81 54 6 28 82 41
Fax: 81 54 6 27 80 46

Historie & Collections

5 avenue de la République
F-75541, Paris Cédex 11
France
Tel: 01 40 21 18 20
Fax: 01 47 00 51 11
www.historieetcollections.fr

HobbyBoss

www.hobbyboss.com

The Hobby Company Limited

Garforth Place,
Knowlhill,
Milton Keynes.
MK5 8PH
Tel: 01908 605 686
Fax: 01908 605 666
Email: enquiries@hobbyco.net
www.hobbyco.net

IsraCast

P.O. Box 764
Kefar-Tavor 15421,
Israel
Email: weiss@shani.net
www.isradecal.com

Italeri S.p.A.

Via Pradazzo 6/B,
I-40012 Calderara di Reno,
(Bologna),
Italy
Tel: +39 051 72 60 37
Fax: +39 051 72 64 59
Email: italeri@italeri.com

Kagero

ul. Melgiewska 7-9
20-952 Lublin,
Poland.
Mobile: +48 601 401 157
Tel/Fax: +48 81 749 11 81
Email: marketing@kagero.pl
www.kagero.pl

LSA Models

151 Sackville Road,
Hove,
East Sussex.
BN3 3HD
Tel/Fax: 01273 705420
Email: lsamodels@mcmail.com

Master Model

71-126 Szczecin,
ul. 26 Kwietnia 49/44,
Poland
Tel: +48 0 503 072 624
Email: info@master-model.pl
www.master-model.pl

MPM Production s.r.o.

Mezilesi 718,
193 00 Horni Pocernice,
Praha 9,
Czech Republic
Tel: +420 2 8192 3907
Fax: +420 2 8192 3892
www.cmkkits.com
mail:export@mpm.cz

Osprey Direct

P.O. Box 140,
Wellingborough,
Northants.
NN8 4ZA
Tel: 01933 443863
Fax: 01933 443849
Email: info@OspreyDirect.co.uk

Platz Co., Ltd

3-1-1 Kusanagi Simizuku,
Shizuoka City 424-0886
Japan
Tel: 054 345 2047
Fax: 0454 345 2285
www.platz-hobby.com
www.hobby-shop.jp/

Pocketbond Ltd

PO Box 80,
Welwyn,
Herts.
AL6 0ND
Tel 01707 391509
Fax: 01707 327466

Revell GmbH & Co., KG

Orchard Mews,
18C High Street,
Tring,
Hertfordshire
HP23 5AH
Tel: 01442 890285
Fax: 01442 827919
Email: ukbranch@revell.de
www.revell.eu

Revell GmbH & Co., KG

Abteilung X,
Henschelstr 20-30,
D-32257 Bünde,
Germany.

Roden Ltd

7a Nevskaya Str., Of. 35
Kiev 03062,
Ukraine.
Tel/Fax: +380 (44) 4565404
Email: roden@rodenplant.com
http://www.rodenplant.com

RS Models

U Iomu 7
795 01 Rymarov,
Czech Republic.
Tel/Fax: +420 (0) 647 211 636
Email: rsmodels@rsmodels.cz

Scale Aircraft Conversions

3795 Shady Hill Drive
Dallas, TX 75229
USA.
Tel: (214) 477 7163
Email: sacmactexas@aol.com
www.scaleaircraftconversions.com

Special Hobby Ltd

Mezilesi 718,
Prague 9 193 00
Czech Republic.
www.cmkkits.com

Trumpeter

Wa San Development (Macau) Ltd
Rampa Dos Cavaleiros No.9
Block 5, Floor 16, Flat AS EDF,
Jardim Sun Yick Garden,
Macau,
China.

Valom

Kloknerova 9,
148 00 Praha 4,
Czech Republic

Wingnut Wings Ltd

PO Box 15-319,
Miramar,
Wellington 6022,
New Zealand
www.wingnutwings.com

Zvezda Co.

Promyshlennaya str., 2,
Lobnya,
Moscow Region, 141730,
Russia.

newsl ine

12/ 2011 - Latest news & information for Scale Aircraft Modellers

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

News - Just Released

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

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	PRICE	NOTE
Admiral	1:72	ADM7211	IM	Vought F6U Pirate 'Early version'	£18.40	NT
Admiral	1:72	ADM7212	IM	Vought F6U Pirate 'Late version'	£18.40	NT
Airfix	1:72	01003	IM	Curtiss 81-A-2 Hawk	£5.99	NT
Airfix	1:72	01005	IM	Mitsubishi A6M2b Zero	£5.99	NT
A Model	1:72	72212	IM	Yak-25RV-II	£23.20	RT
A Model	1:72	72228	IM	Antonov An-8	£48.60	NT
A Model	1:72	72229	IM	Tsybin NM-1	£21.50	NT
AZ Model	1:144	14414	IM	Yak-40	£17.50	NT
AZ Model	1:144	14415	IM	Yak-40 'In Military Service'	£17.50	NT
AZ Model	1:72	7359	IM	Mitsubishi Ki-30 'Ann'	£19.40	NT
AZ Model	1:72	7360	IM	Mitsubishi Ki-30 'Ann' [Thailand, French AF]	£19.40	NT
AZ Model	1:72	7367	IM	Mitsubishi Ki-30 'Ann over China'	£19.40	NT
AZ Model	1:48	4856	IM	Saab J.29F Tunnan 'Austrian Air Force'	£39.99	NT
Dragon	1:144	4628	IM	Stealth Helicopter 'Operation Geronimo'	£15.99	NT
Fly	1:72	72006	IM/R/PE	Armstrong Whitworth Whitley Mk V	£44.30	NT
Fly	1:72	72007	IM/R/PE	Armstrong Whitworth Whitley GR Mk VII	£44.30	NT
Hasegawa	1:200	10682	IM	Boeing 767 'Fly! Panda' (ANA)	£27.99	RE
Hasegawa	1:200	10684	IM	Boeing 767-300 'ANA'	£24.99	RE
Hasegawa	1:200	10713	IM	Boeing 767-300ER 'Japan Airlines'	£22.49	RE
Hasegawa	1:200	10729	IM	Space Shuttle Orbiter with Boosters	£24.99	RE
Hasegawa	1:72	01946	IM	F4U-I Birdcage 'Pacific Aces Combo'	£29.99	RE
Hasegawa	1:72	01947	IM	F/A-18E Super Hornet VFA-31 75th Special'	£35.99	RE
Hasegawa	1:72	01948	IM	F-111C Aardvark 'RAAF Farewell'	£44.99	RE
Hasegawa	1:72	01950	IM	F-15I Strike Eagle 'Israeli Air Force Ra'am'	£49.99	RE
Hasegawa	1:72	01951	IM	F-15DJ 'Aggressor 2011'	£34.99	RE
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Hasegawa	1:48	09952	IM	Messerschmitt Bf 109G-2 Trop 'Marseille'	£38.99	RE
Hasegawa	1:48	09953	IM	SBD-1 Dauntless 'VMSB-132'	£47.49	RE
Hasegawa	1:48	09954	IM	F-16B 'Top Gun US Naval Aviation Centennial'	£28.99	RE
Hasegawa	1:48	09955	IM	CF-104D Starfighter 'Canadian Air Force'	£39.99	RE
Hasegawa	1:48	JT67	IM	Nakajima Ki-84-I Hayate (Frank)	£32.49	RE
Hasegawa	1:48	PT6	IM	F-4J Phantom 'Show Time 100'	£42.99	RE
Hasegawa	1:48	PT8	IM	F-4E Phantom '30th Anniversary'	£35.99	RE
Hasegawa	1:32	08215	IM	Messerschmitt Me 262A 'KG 51'	£49.99	RE
Hasegawa	1:32	08216	IM	P-47D Thunderbolt 'Tarheel Hal'	£64.99	RE
Hasegawa	1:32	S4X	IM	Messerschmitt Me 163B Komet	£21.99	RE
Hasegawa	1:32	ST25	IM	Junkers Ju 87G Stuka 'Kanonenvogel'	£69.99	RE
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HobbyBoss	1:48	80374	IM	Messerschmitt Me 262A-1a/U2 V056	£16.99	RT
HobbyBoss	1:48	81702	IM	Focke Wulf Ta 152C-1	£14.99	RT
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HobbyBoss	1:32	83206	IM	Supermarine Spitfire Mk Vb/Vb Trop	£39.99	RT
MPM	1:72	72554	IM	Gloster Meteor Mk 4 'Fuerza Aérea Argentina'	£19.99	RE
Revell	1:72	04672	IM	Junkers Ju 88A-4	£16.99	NT
Revell	1:48	04657	IM	SPAD XIII (Late)	£11.99	RE
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HobbyBoss #83206 Spitfire Vb/Trop



Revell #04672 Ju 88A-4

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Academy	1:72	I2434	IM	LTV F-8E Crusader 'VF-III Sundowners'	RE
Academy	1:48	I2230	IM	F-14A Tomcat 'VF-III Sundowners'	RE
Academy	1:48	I2231	IM	T-50 Advanced Trainer	NT
Admiral	1:72	ADM7210	IM	Douglas TBD-1 Devastator	NT
AZ Model	1:144	I412	IM	Ilyushin IL-18 'Czechoslovak Airlines and Interflug'	NT
AZ Model	1:144	I413	IM	Ilyushin IL-18 'LOT and Malev'	NT
AZ Model	1:72	7354	IM	Bell Airacobra Mk I 'RAF'	NT
AZ Model	1:72	7357	IM	Cessna C-180	NT
AZ Model	1:72	7358	IM	Cessna C-185	NT
AZ Model	1:72	7361	IM	Cessna U-17	NT
AZ Model	1:72	7362	IM	Airspeed Oxford Mk I	NT
AZ Model	1:72	7363	IM	Airspeed Oxford Mk II	NT
AZ Model	1:72	7364	IM	Kawasaki Ki-102a 'Randy'	NT
AZ Model	1:72	7365	IM	Kawasaki Ki-102b 'Randy'	NT
AZ Model	1:72	7368	IM	D.H. 82A Tiger Moth	NT
AZ Model	1:48	4850	IM/R	Heinkel He 70 'Luftwaffe'	NT
AZ Model	1:48	4851	IM/R	Heinkel He 70 'Spanish Civil War'	NT
Eduard	1:72	7414	IM	Grumman F6F-3 Hellcat 'Weekend Edition'	RE
Eduard	1:48	I164	IM	Messerschmitt Bf 110C/E in MTO	RE
Hasegawa	1:72	00946	IM	G4M, Zero Type 22 & P-38G 'Bougainville Combo'	RE 12/2011
Hasegawa	1:72	01924	IM	G3M2/G3M3 Type 86 Model 22/23 'Sea Battle off Malaya'	RE 12/2011
Hasegawa	1:72	01964	IM	F4F & F6F 'Pacific Ace Combo'	RE 11/2011
Hasegawa	1:72	01966	IM	McDD F-4B/N 'VF-84'	RE 12/2011
Hasegawa	1:72	01967	IM	Fw 190D-9 'Jabo'	RE 12/2011
Hasegawa	1:72	E38	IM	EA-18G Growler	RE 11/2011
Hasegawa	1:48	09960	IM	F/A-18E 'Chippy Ho!'	RE 11/2011
Hasegawa	1:48	09961	IM	F-104G 'CCV'	RE 11/2011
Hasegawa	1:48	09962	IM	F-16A 'Israeli Air Force'	RE 11/2011
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Hasegawa	1:48	09965	IM	Fw 190A-6 'Sturmstaffel I'	RE 12/2011
Hasegawa	1:48	09966	IM	Curtiss P-40E/K 'Flying Tigers'	RE 12/2011
Hasegawa	1:48	09967	IM	Hawker Hurricane Mk IIc 'Kings Cup Race'	RE 12/2011
Hasegawa	1:32	08219	IM	Bf 109G-2 Trop 'Marseille'	RE 11/2011
Hasegawa	1:32	08220	IM	Ki-44-II Hei '246th Flight Regiment'	RE 12/2011
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HobbyBoss	1:72	87250	IM	Grumman F9F-3 Panther	RT
HobbyBoss	1:48	80367	IM	Grumman F-14B Tomcat	RT
HobbyBoss	1:32	83208	IM	Republic F-84G Thunderjet	RT
Ibex	1:48	BX4801	R/VF	Beechcraft T-6 Texan II	NT
MAC Distribution	1:72	72127	IM	Pfalz D.IIIa	NT
MAC Distribution	1:72	72128	IM	Pfalz D.IIIa 'Aces'	NT
MPM	1:72	72571	IM	Fokker D.XXI 'Dutch Patrol'	RE
Roden	1:144	302	IM	DC-7C Royal 'Dutch Airlines (KLM)'	RE
Roden	1:48	061	IM	Nieuport 27	RT
R.V.Aircraft	1:72	72011	IM	Focke-Wulf Fw 190D-11	NT
R.V.Aircraft	1:72	72012	IM	Focke-Wulf Fw 190D-12	NT
R.V.Aircraft	1:72	72013	IM	Focke-Wulf Fw 190D-13	NT
Special Hobby	1:72	72096	IM	SNCASE Vantour IIA 'IDF'	NT
Special Hobby	1:72	SH72225	IM	N.A. Mustang Mk I 'Red Stars'	NT
Special Hobby	1:48	SH48104	IM	Airspeed Oxford Mk I/II 'Commonwealth Service'	NT
Special Hobby	1:48	SH48122	IM	Airspeed Oxford Mk I/II 'RAF Service'	NT
Valom	1:72	72055	IM/R/PE	Bristol Type 130 Bombay - 4th Qtr 2011	NT
Valom	1:72	72056	IM/R/PE	Bristol Bombay Mk I - 4th Qtr 2011	NT
Valom	1:72	72061	IM/R/PE	SARO A.19 Cloud - 3rd Qtr 2011	NT
Valom	1:72	72067	IM/R/PE	SARO A.29 Cloud (RAF) - 3rd Dtr 2011	NT
Valom	1:72	72070	IM/R/PE	IMAM Ro.10 - 3rd Qtr 2011	RT
Valom	1:48	48003	IM/R/PE	Antonov An-2 - 4th Qtr 2011	RE



Admiral #ADM7210 TBD-1 Devastator



Hasegawa #E38 EA-18G Growler



Hasegawa #08219 Bf 109G-2 Trop 'Marseille'



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Savoia-Marchetti SM.84
by Richard J. Caruana



Bf 109B

Dani Zamarbide
changes the Eduard
1:32 Bf 109E into a B
with the help of the
Alley Cat conversion

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.

**Model
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HOW TO CONTACT US:
Tel: 01525 222573
Fax: 01525 222574

E-mail: editorial@modelairplaneinternational.com

Model Airplane International, Doolittle Mill,
Doolittle Lane, Totternhoe, Bedfordshire,
LU6 1QX, England

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EDITORIAL: Publisher: Alan Harman Group Editor: Marcus Nicholls
Editor: Richard A. Franks Artist: Richard J. Caruana Administration Manager: Hannah McLaurie
Office Manager: Paula Gray Advertisement Manager: Colin Spinner Advertising Sales:
Mark Peacock Advertisement Assistant: Joe Brown

ART: Editorial Design: James Upright Advertising Design & Website: Alex Hall

CONTRIBUTORS: Alan Bottoms, Steve A. Evans, Libor Jekl, Michael Moore,
Alan Price & John 'Tigger' Wilkes

EDITORIAL, ADVERTISEMENT AND CIRCULATION:
ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX.
Tel: 01525 222573 Fax: 01525 222574 E-mail: enquiries@modelairplaneinternational.com

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THE NEXT ISSUE OF MODEL AIRPLANE INTERNATIONAL IS ON SALE 29th DECEMBER 2011

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ITALERI'S ALL NEW, DEFINITIVE 1:48 HURRICANE



1:48 Hurricane (Item #2705)

Italeri have raised the bar with this release of Hawker's best known fighter. This all-new tooling Hurricane features professionally executed detail.

The metal-type wings sport restrained panel-lines and access panel boundaries, bordered by recessed fasteners.

A very respectable Merlin engine is included and this can be viewed in the complete model thanks to removable engine cowlings.

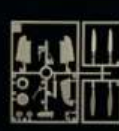
A Photographic Reference Manual and markings for 6 different aircraft are included.

The Hawker Hurricane was the most widely used fighter by the British Royal Air Force at the beginning of World War II. The Hurricane was powered by a Rolls-Royce Merlin engine with 12-cylinders and liquid-cooled. With more than 1,000 HP it could achieve speeds above 500 km/h. The eight 7.7mm Browning machine guns guaranteed a good firepower. Although it was slower and more antiquated than its famous "Spitfire colleague" with whom it shared operational engagement during the Battle of Britain. It was however, more robust, cheaper and easier to maintain and repair. The Hurricane contributed significantly to the victory of the RAF during the Battle of Britain, but during the war, it was gradually given the role of front-line fighter to the more modern Spitfire.



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Italeri models are available from all good model shops



www.hobbyco.net



(G.C.IV/3 2nd Esc.)
Adjutant-Chef Bouton,
June 1940

**1/48
SCALE**

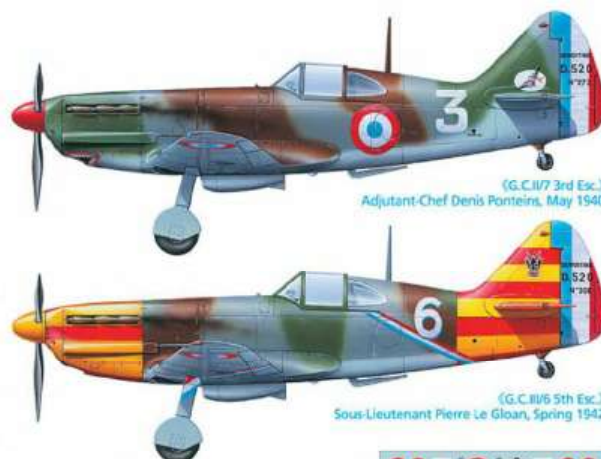
Aircraft Model Length: 183mm
Staff Car Model Length: 92mm

A Set of French Protagonists

1/48 Scale Dewoitine D.520 "French Aces" w/Staff Car Item 61109

When Germany invaded France in 1940, one of the few Allied aircraft which could offer resistance against the might of the Luftwaffe, including the vaunted Messerschmitt Bf 109, was the French Air Force's Dewoitine D.520 fighter. French pilots utilized the D.520's maneuverability and managed to shoot down a sizable number of German aircraft. Following the armistice, Vichy French forces also flew the D.520 as their mainstay fighter. This set includes Tamiya's 1/48 scale D.520 model kit, together with two additional standing pilot figures and three types of markings. Furthermore, a 1/48 scale staff car is also included to enable the creation of a simple diorama straight from the box.

○Sleek, compact form of the D.520 is realistically reproduced. ○Canopy, flaps, and radiator flap may be assembled in either open or closed positions. ○1 seated and 2 standing pilot figures included. The standing pilot figures may be depicted wearing different caps. ○Comes with 3 marking options, including the aircraft of French aces Bouton and Le Gloan. ○The curved body lines of the staff car are also accurately reproduced.



(G.C.IV/7 3rd Esc.)
Adjutant-Chef Denis Pontiers, May 1940

(G.C.IV/6 5th Esc.)
Sous-Lieutenant Pierre Le Gloan, Spring 1942

DEWOITINE D.520 "FRENCH ACES" w/STAFF CAR

Easy Accents

A model's realism can be heightened by applying a wash of thinned dark color paint into the panel lines and crevasses to add greater depth. These paints have been pre-thinned to an optimum viscosity so a modeler has to simply give the bottle a shake before applying the paint with the bottle cap's brush. Any excess paint on the model can be removed with enamel thinner once dried. Highlighting details has never been easier.



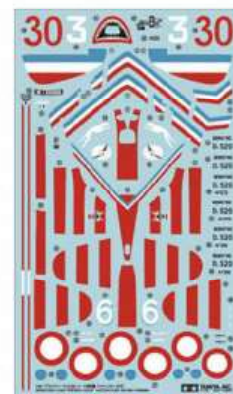
Panel Line Accent Color (Black) Item 87131
Black can be used for a wide variety of models, making this a great item for general detailing.



Panel Line Accent Color (Brown) Item 87132
This color is ideal for bringing out surface details on military models, car models with orange or yellow bodies, and for replicating the appearance of rust streaks.



Panel Line Accent Color (Gray) Item 87133
On white or light gray surfaces where black would appear to be too overpowering, this gray color would be the perfect answer.



Decals are included to depict each aircraft's distinctive markings.