

Model AIRPLANE INTERNATIONAL



Bf 109B
A conversion in 1:32

We Bench Test
the new Neo
airbrush from Iwata



**Airco
D.H.9A**

Wingnut Wings'
1:32 Beauty

MiG-21MF

Building the new
Eduard 1:48 kit

OVER
140
New Products
Reviewed



Kwik Builds of the Aoshima 1:48
Blue Thunder, Fly 1:48 Roland D.Vla,
& Sword 1:72 Re.2001





PEARL HARBOUR 70 YEARS AFTER

A55102 1:72
Mitsubishi Zero
Starter Set



CLASSIC AND GIFT SETS



A02022 1:72
Douglas Dauntless SBD 3/5



A02021 1:72
Vought Kingfisher



A02034 1:72
Douglas Devastator TBD-1

A03031 1:72



Grumman J2F6 Duck

A02014 1:72 Aichi D3A1 Val



A50127 1:72 Dogfight Double Curtiss P-40B Warhawk and Mitsubishi Zero



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E-mail: enquiries@modelairplaneinternational.com

DISTRIBUTION:

Seymour Distribution, 2 East Poultry

Avenue, London, EC1A 9PT.

Tel: 020 7429 4000

NEWSTRADE:

Select Publisher Services, 3 East Avenue,

Bournemouth, BH3 7BW.

Tel: 01202 586848 E-mail: tim@selectps.com

SUBSCRIPTIONS/ BACK ISSUES:

ADH Publishing, Doolittle Mill, Doolittle

Lane, Totternhoe, Bedfordshire, LU6 1QX.

Tel: 01525 222573 Fax: 01525 222574

Rates: UK £41, Euro and Europe £54,

Worldwide Air £67.

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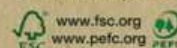
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Perfect Finish

Albion Alloys have added a whole new range of abrasives to their product range.

Sanding Blocks
5cm x 5cm foam-backed finishing pads offered in various grades from 3200 to 12000

Sanding Blocks
20cm x 5cm strips of finishing cloth offered in various grades from 3200 to 12000 and complete with a foam block (top right) to ease use

Sanding Pads & Needles

165mm x 20mm sanding files, double-sided foam-backed (top), Flex-Pad sanding file (middle) and plastic sanding needles (bottom)

Flex-i-File Sheets

100mm x 75mm available in packs containing two each of 150, 280, 320 and 600 grit

Flex-i-File Frame

Aluminium frame shown with 280 grit tape and 150 grit tape separate - tapes available in packs from 150 to 600 grit

Flexible Detail Sander
80mm x 25mm waterproof abrasive pads (bottom) that stick onto a flexible holding pad (top)

Albion Alloys now offer a wealth of abrasives including the well-known Flex-i-file series. It is easier to show you them in the above image, but on top of all those shown above Albion offer an ultra-fine scribe plus spare tips, cyanoacrylate applicator, one-drop applicators with a tube or flexible tip, the Touch-n-Flow system either as a bottle or precision applicator and numerous other abrasive tapes and pads.

For details of all these products, contact Albion Alloys Ltd, Bournemouth, Dorset, BH11 8PT, Tel: 01202 511232, Fax: 01202 539967, Email: sales@albionalloys.co.uk or visit their website at www.albionalloys.co.uk.

EDITOR'S CHOICE

Colour by numbers

Vallejo continue their series of authentic paint sets

The Vallejo Model Air acrylic series of paints is well established and liked within our hobby and they recently started to offer aircraft modellers sets of colours for specific genres. The two seen here are the RLM Colours [1] (#71165) and WWII RAF Desert Colours (#71163).

Each pack contains eight of their usual 17ml squeeze bottles offering seven specific colours for the chosen subject plus thinners. Now, as these colours come from their basic range and have not been re-labelled in any way the thing to be aware is that they are thus not necessarily marked in a way that is easily identifiable. By this we mean that in the RAF set you get colours entitled 'Tank

Green', 'Light Brown', 'Mud Brown', 'German Green', 'Dark Yellow', 'Tank Brown' and 'Camo Light Green'? All a bit confusing and even more so when a check online showed that the paint and x-ref charts on their website don't clarify it any better? That said, the RLM set does come with codes in small text alongside the main paint names on each bottle, so mark these using a DVD/CD marker with the correct authentic colour name for ease of reference. Each set retails from £14.50 and, along with the entire Vallejo range, are available in the UK from Creative Models Ltd (www.creativemodels.net).





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

Diaerama

The latest CD edition of this quarterly magazine for the aircraft diorama modeller is now available, Issue No.14 includes features on Korean War airfield diorama, walkaround images of the Bedford OXC, Scammell Tractor and Tasker 5 ton 'Queen Mary' semi-trailer, plus news, reviews and show reports.

The files are offered as jpeg and PDF format, so should be accessible from most computers. For more details contact Diaerama, 51 Long Croft, Weston Rhyn, Oswestry, Shropshire, SY10 7JP, Email: diaeramamag@aol.com or visit www.diaerama-magazine.com.



Tiffie Updates

When Valiant Wings Publishing released their latest title on the Hawker Typhoon a few months back they also launched a couple of accessories for fans of the type. The first is a detail set, produced for them by CMR. The 1/72 set contains all the detail parts seen in the various CMR Typhoon kits, as well as the propeller and wheel sets previously produced by Resin Art. The box thus contains the following: Rotol 3-blade prop and spinner; De Havilland 3-blade prop and spinner; main wheels and tailwheel/yoke; 4x gun barrels with fairings; 4x gun barrels with recoil springs exposed; 2x 90 Gal drop tanks with racks; 2x 44 Gal long range tanks; 2x 1,000lb MC bombs; 2x 500lb GP bombs; 2x 250lb GP bombs; 2x bomb racks; 8x rocket rails; 8x 3in RP with 25lb AP heads; 8x 3in RP with 60lb HE heads and all this retails for just £9.95.

At the same time, they have also released an etched fret depicting the radiator matrix and the FOD screen seen on many Typhoons in the period immediately after D-Day through to the end of WWII. This neat little set for the Academy kit is just £1.95.

To purchase any of these items visit www.valiant-wings.com, Email: valiant-wings@btconnect.com or call 01234 273434.



New Tube

Albion Alloy continue to expand their range of tubing with the release of a neat package containing interlocking aluminium tubes. The set (#SFAI) contains 0.4mm, 0.6mm, 0.8mm and 1mm diameter tubes that each slide inside the next. This type of tubing is ideal to produce hydraulic rams as well as pitots on aircraft.

For more details visit the Albion Alloys website at www.albionalloys.co.uk. For all other contact details see the news item at the top of the opposite page.



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1:72 F-14B Tomcat



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1:48 Yak-38U
Forger B



HBB87242
1:72 Mil mi-2US
Hoplite Gunship
Variant

EASY MODEL


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EM37119 1:72 F/A-18D US Marine VWFA (AW)-225 CE-01

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1:144 Eastern Airlines
Electra 188



MCR14656
1:144 KI-44 TOJO



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RVM5714 1:48 B-1B Lancer



RVM5530 1:48 Heinkel He 111H-22



RVM5715 1:32 F-15 D/E Eagle



RVM5483 1:32 Piper PA-18 Super Cub

eduard



EDK8232
1:48 MiG-21BIS
(Profipack)



EDK1164 1:48 Bf 110C/E in MTO (Ltd Ed.)



EDK7414 1:72 F6F-3 Hellcat



EDB648042
1:48 MiG-29 Seat early (Academy)



EDB648044 1:48 MiG-29 Exhaust Nozzles (Academy/Eduard)



EDP32717
1:32 Harrier GR.Mk 7 Interior SA (Trumpeter)



EDP32711
1:32 Spitfire Mk.XVIe Interior (Tamiya)

plus model

New 1:48 Items from Plus Model



PLUAL4001 1:48 Russian Training Unit UZR-27



PLUAL4003 1:48 R-27R AA-10 Alamo-A



PLUAL4006 1:48 R-27T AA-10 Alamo-B



PLUAL4007 1:48 R-27ER AA-10 Alamo-C



PLUAL4008 1:48 R-27ET AA-10 Alamo-D

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KWIK BUILD

SKILL LEVEL: INTERMEDIATE

BUILT & WRITTEN BY
ANDY IERONYMIDES FROM THE UK**PLANE FACTS**

The Roland D.VI was designed by the Luft-Fahrzeug-Gesellschaft (L.F.G.) under the trade name Roland to avoid confusion with Luftverkehrsgesellschaft m.b.H (L.V.G.) in late 1917. The type discarded the previous *Wickelrumpf* semi-monocoque fuselage design used in previous L.F.G aircraft such as the Roland C.II, D.I and D.II and adopted the equally unusual *Klinkerrumpf* (clinker-built) construction where the fuselage was built of overlapping strips of spruce over a light wooden framework. Two D.VIs were entered into the first fighter competition held by Idflieg at Adlershof in January 1918, one with a 160hp Mercedes D.III engine, the other with a 160hp Benz D.III. Although the winner of that competition was the Fokker D.VII, orders were placed for the Roland as insurance against production problems with the D.VII. In all 350 were built, 150 D.VIs with the Mercedes engine, while the remaining 200 had the Benz III and were designated D.VIb. Sadly the D.VI offered little performance increase on the types it was intended to replace.

**1:48****MODEL INFO**

SPEC: Fly 1:48 Roland D.VIa

KIT NO.: 48005 MATERIALS: IM, PE, R

AVAILABILITY: Hannants (UK Importer) and Fly stockists worldwide

PRICE GUIDE: £25.70

CLINKER-BUILT FIGHTER

Although not the most prolific, Fly do release some interesting subjects and this recent addition to their range should fill a void in many 1:48 scale WWI collections.

Having previously built Fly's Macchi flying boat I had pleasant memories of what to expect. The packaging was one of those awful open-ending boxes in which the bits somehow always fall out easily but seemingly never want to fit back in! However the contents were very impressive with a mixture of photo-etched and resin added to the well defined plastic components. The sprue attachment points were a bit on the crude side and needed careful cleaning up with

a scalpel and sanding sticks, but the moulded detail was crisp and nicely done. You get a lovely little engine unit beautifully reproduced from a single block of resin, and which, when fully assembled and painted, looks great. There was plenty of resin supplied for the intricate cockpit levers, control column head and for the instrumentation clocks that sit between the guns, indeed enough detail to produce a very impressive cockpit layout. Another big plus was the provision for creating the gun jackets from rolled photo-etch

strips and this coupled with the supply of etched seat harnesses was really totting up the 'brownie' points. The assembly of the fuselage around the internals was easy enough without the need for any filler. That was just as well because the delicate wooden slat effects in the fuselage would have been difficult to rescribe if they had been spoilt with any filling and sanding. Due to the design of the aircraft, the bottom of the fuselage sported a protruding wing-mounting fillet onto which the two lower wings were clamped. On

the model, the lower wing attachment posts are very small and weak and so were replaced with brass rod that ran through the fillet into the wing ends. Once the joints had set, with a little finger pressure there was still enough give in the rods to allow the correct lower wing dihedral to be set. At this point it was time to begin to paint. Because the upper and lower surfaces of the wings and elevators are lozenge covered, there wasn't much that had to be painted apart from the rear fuselage black and white →

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
- Elastic thread

Paints Used:

Gunze-Sangyo Mr Aqueous Hobby
Color acrylic:
H70 RLM 02
H76 Burnt Iron

Gunze-Sangyo Mr Metal Color acrylic:
219 Brass
218 Aluminium
213 Stainless

Tamiya acrylic:
XF-59 Desert Yellow
XF-68 NATO Brown
XF-1 Black

Airbrush Used:

SATAgraf 2
For worldwide distribution and
availability visit www.sata.com

**Dimensions**

Span - (Upper) 9.40m,
(Lower) 8.68m
Length - 6.40m
Height - 2.60m

Dimensions - 1:48

Span - (Upper) 195.8mm,
(Lower) 180.8mm
Length - 133.3mm
Height - 54.2mm

**BRAND NEW
TOOLING!**

04670 Handley Page "Halifax" Mk.I/II



Actual model detail



Actual model detail



Actual model detail

Unsung Hero

1:72 Handley Page Halifax Mk.I/II

04670

The Halifax is considered to be one of the most famous British bombers of the Second World War, although it was later overshadowed by the Avro Lancaster. It began active service with RAF Bomber Command in 1941 and was flown over Europe, the Near and Middle East.

In addition to its role as a bomber, the Halifax was also used by RAF Coastal Command and Transport Command in the Near and Far East theatres, where it proved popular with air crews. The maximum bomb load was 5,900 kg.

This new Revell tooling includes a very detailed interior with accurate bomb bays, separate ailerons and landing flaps.

Model-details:

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- Detailed bomb bay and payload
- Moving ailerons and landing flaps
- Authentic RAF decals

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Build Your Dream!



"One of the most important parts of most biplane builds is the strut alignment. To get this right, the central cabane struts were positioned and set before the outer struts, which were quite spindly and wobbly, could be added"

bands, which when completed were then masked off. The next stage was the most challenging part of the finish, and that was to try to reproduce the wood effect on the fuselage. The first stage was to brush on a matt acrylic sand-colour base coat over which a quite thick coat of brown oil paint was applied. When this was almost dry, the paint was progressively removed with sweeps of a dry brush along what would be the wood grain. When I was happy with the effect a coat of

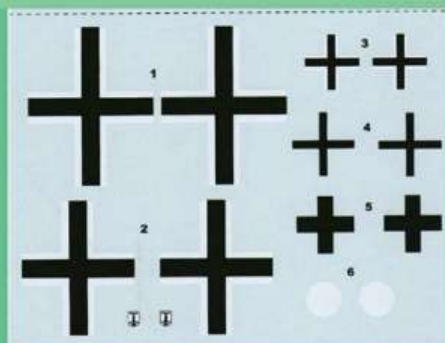
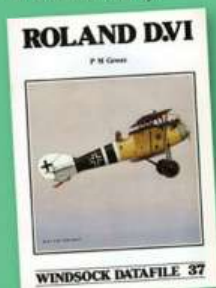
acrylic clear was applied over to seal it in before a well thinned dark brown wash could be added in to pick out the slat panel lines. The kit provides a full set of decals for the upper and lower lozenge patterns with separate wing rib strips to complement the markings for three machines. The lozenge decals were applied in pre-cut sections following a very helpful location illustration in the instructions. They were beautifully reproduced with good colour representation and settled down

well with the help of decal solutions. One of the most important parts of most biplane builds is the strut alignment. To get this right, the central cabane struts were positioned and set before the outer struts, which were quite spindly and wobbly, could be added. Test fitting of the top wing was the order of the day before everything was aligned and left aside for the glue to set. The rigging was moderately straightforward and was finished using my favourite method of using elastic thread secured and

stretched from the underside of the top wing through pre-drilled holes in the lower wing where it was secured with cyanoacrylate. Again a very helpful rigging diagram was provided to guide and steer you through this maze. The undercarriage was true to scale but this made for a very delicate and wobbly set of pins, so great care had to be taken in aligning and setting it up. With the painting and decalling ticked off, the whole model was sealed and finished off with a final acrylic clear satin coat. ■

REFERENCES

■ Roland D.VI by P.M. Grosz, Windsock Datafile 37 (Albatros Productions 1993 ISBN: 0-948414-46-4)



FINAL VERDICT

This was another great kit from Fly, not extravagant by any means, but nevertheless well produced and nicely moulded and one that, with a little care, builds into a lovely model. I am always impressed when etched metal gun jackets and harnesses are provided and the inclusion of the resin engine and full lozenge pattern decals completes a great-value package.

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

[illegible]

MIG-21 BIS

ProfiPACK edition 1/48
Cat. No. 8232



WHAT'S NEW:

- Alternate parts specific for actual version
- Antennae solution covers every particular plane from the marking selection
- New parts for the cockpit area
- Newly designed gun chase for the Croatian version
- RSBN antennae
- Aerodynamic wing fences
- Re-designed PE for interior
- Modernized Croatian version
- New antennae for Indian version

MIG-21BIS, Izdiye 75B, 3rd Air Base,
Graf Ignatievo, Bulgaria, from 2002

MiG-21 BIS, Tactics & Air Combat Development
Establishment, Jamnagar Airbase, India,

MIIG-21BIS, Izdelye 75B, 47th Combat Air Regiment,
Griff Squadron, Pápa airbase, Hungary, 1991

MiG-21bis, Izdelye 75A, 31st Fighter Squadron,
1980 - 1981, Kuopio airbase, Finland

MIŁOŚĆ, 1st Air Division of Polish Navy,
January 1995 to January 2003, Gdynia -

MiG-21BIS D, Izdelye 75A, 22nd Fighter Squadron, Pula airbase, Croatia, 2008

WWW.EDUARD.COM

**1:48****MODEL INFO**

SPEC: Aoshima 1:48 Blue Thunder

KIT NO.: 044933

MATERIALS: IM, WM

AVAILABILITY: Model Wholesale UK (UK Importer) and Aoshima stockists worldwide

PRICE GUIDE: £40.29

PARTS: • 94 blue-coloured, 25 grey-coloured, 6 chromium-plated and five clear plastic components plus a white-metal gun barrel

DECAL OPTIONS:

• S/No.25102, 'Yellow 02' as seen in the movie

80s CHILD

In 1982 a film hit the big screen and the star of the show was a helicopter named Blue Thunder. The plot revolved around the use, or misuse, of armed helicopters to stop civil disobedience. For the film a full size flying mock-up was built around a Westland/Aerospatiale Gazelle. It was equipped with all sorts of toys from directional microphones and cameras to a nose-mounted chain gun. It also made cameo appearances in Doctor Who and Firefox as a Russian Mi-24 Hind Gunship!

This is actually the second kit of this subject. The first was in 1:32 by Monogram back in 1982. This all-new kit is to 1:48 and although smaller has more fine detail than the previous kit. The majority of the kit is moulded in blue but the interior parts are grey with a small chromium-plated sprue for the engine - the thinking here being to allow a reasonable model to built without the need for painting. The large cockpit glazing is flawless. A bonus item in this kit is the inclusion of the gun barrel cast in white-metal. The kit is finished off with a large posable display stand, comprehensive decals and instruction sheets.

The build starts with the rotor head and gearbox but as usual when I build helicopters I left the rotor head removable. Moving onto the cockpit, detail painting was carried out as per the instructions with a few additional touches courtesy of the best reference source I had, the movie on DVD. With the cockpit finished the fuselage was closed up. The underside ammunition case and tail rotor drive shroud were added leaving a few seams to clean up. The canopy was temporarily fixed in place with PVA and whilst that set the engine cowlings, undercarriage struts and other airframe ancillaries were cleaned up ready for paint. The

canopy was masked with Tamiya tape and given a coat of grey to match the interior. The exterior paint began with a coat of Gunze-Sangyo H326 Blue. Certain sections of the airframe look like they are coated with a layer of insulation? These panels were masked off and sprayed H333 Extra Dark Sea Grey. With the masking removed the whole thing was given a coat of clear gloss in preparation for the decals. These are quite comprehensive and went on well with a dash of Micro Set/Sol. Once dry a coat of Vallejo Satin Rapid varnish sealed them in and evened out the finish. The canopy was unmasked and the undercarriage, etc added. A few

touches of detail paint finished the airframe leaving just the rotor head to assemble and paint. With that done the build was finished.

Conclusion

To sum up then, this is a very good kit of an unusual subject. The fit is superb with excellent detail. Although I didn't use it the display stand is very good and it is nice to see a couple of crew figures to complete the in-flight look. To complement this Aoshima have also released a kit of the Airwolf helicopter from the television series of the same era. If you fancy something a little different from the norm I can highly recommend this kit. ■

YOU WILL NEED...

Before Starting:

- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Swann-Morton #3 scalpel with IOA blade
- Tweezers
- Sprue Cutters
- Gunze-Sangyo Mr Mark Setter & Mr Mark Softener decal solution

**Dimensions:**

Main Rotor Dia - 10.50m (34ft 5 1/2in)
Overall Length, rotor turning - 11.97m (39ft 3 1/4in)
Fuselage Length - 9.53m (31ft 3in)
Height - 3.18m (10ft 5 1/2in)

• Based on Gazelle overall dimensions

Dimensions - 1:48

Main Rotor Dia - 21.9mm
Overall Length, rotor turning - 249.4mm
Fuselage Length - 198.5mm
Height - 66.3mm

Reference

- Movie 'Blue Thunder'

Paints Used:

Gunze-Sangyo Aqueous Color acrylic:
H326 Blue
H333 Extra Dark Sea Grey



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PLANE FACTS

Reggiane started work on the successor of the Re.2000 in 1940 by trying to improve the performance by mounting a more powerful inline engine. The DB601 unit acquired from Germany and eventually produced under a licence agreement by Alfa-Romeo indeed brought a substantial improvement. The new design designated Re.2001 achieved a top speed of 568km/h and had a very good rate of climb and excellent manoeuvrability. However, the success gained by the competing Macchi C.202 meant that the type was shifted to a second rate role and only approximately 250 airframes were built. The Re.2001 was mainly deployed as an escort fighter or fighter-bomber during the campaign against Malta in 1942. A small number of airframes were built as night-fighters and a few of the surviving Re.2001s served with the Co-belligerent Air Force as part of the Allied forces after the Armistice.

1:72**MODEL INFO**

SPEC: Sword 1:72 Reggiane Re.2001 Falco II
KIT NO.: 72033 **MATERIALS:** IM, R
AVAILABILITY: Hannants (UK Importer) and
 Sword stockists worldwide
PRICE GUIDE: £14.99



Italian Falcon

The Re.2001 is a subject that has been done before, by an Italian firm of course, but believe it or not that was 40 years ago! So how does this new kit from Sword build?

Sword have recently released a couple of interesting kits in 1:72 and one of them, or actually two, are Re.2001s. Although Italian types are not usually considered best sellers, choosing this type is quite logical as the only available injected Re.2001 kit was by Supermodel and it is very long in the tooth nowadays. This new kit has been released so

far in two boxings and while the first one featured the standard fighter version, the second boxing covers the night fighter variant. Additionally, the sprue layout and inclusion of the alternative parts indicates that the fighter-bomber and special bomber version are also in the pipeline. The plastic parts feature Sword's typical signature - perfectly clean surfaces polished to

a high shine. The panel lines are thin and consistent throughout, perhaps with the exception of the lower fuselage where they are slightly shallow. Separation of the control surfaces is not pronounced, while on the other hand the slightly raised cowlings look very effective as do the delicate cooling apertures on the nose. The only criticism can be aimed at the fuselage gun ports

as these are only engraved so the modeller has to improve things with a fine drill bit. The handful of resin parts are also very good: the hollowed exhausts, gunsight and the wheels (these latter items being also provided in plastic, but they are badly moulded). The cockpit is full of detail including raised panels and ribs etc. on the fuselage sides with consoles and other items. I would

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

**Paints Used:**

Gunze-Sangyo Mr Aqueous Color acrylic:
 H11 Flat White
 H12 Flat Black
 H64 RLM 71 Dark Green
 H78 US Olive Drab
 H324 Light Grey



Gunze-Sangyo Mr Color lacquer:
 Super Clear Gloss HX100
 Super Clear UV Cut Flat I87
 H364 Aircraft Grey Green

**Vallejo Model Air acrylics:**

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 - 11.00m
 Length - 8.36m
 Height - 3.15m

Dimensions - 1:72

Span - 152.8mm
 Length - 116.1mm
 Height - 43.8mm





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◀ suggest the addition of at least seat belts (e.g. Eduard's pre-painted set #73-015). If you go for the open cockpit, it may be worth adding more details as I did, including upgrading the instrument panel with dials from a generic decal sheet. The folding canopy hood panels seem to be too thick for the scale, so I eventually decided to replace them with vacformed aftermarket items (Falcon

Set No.23). The solid canopy hood is of course provided too and here the thickness poses no problem as the part is perfectly clear without any distortion. Thanks to the very good overall fit the assembly was pleasant and straightforward, only a few small imperfections around the wing-to-fuselage joint were filled with cyanoacrylate glue and then brushed over with Mr Surfacers 500 for

visual checking followed by sanding smooth. The separately moulded wheel well inserts created tiny seams around the wells despite careful trimming, so these were sorted out again using cyanoacrylate. The inlet part of the compressor intake does not correspond to the real thing so the inlet opening was reshaped using a scalpel blade. The kit parts are common for all versions and to

my delight I found on the sprue a large-calibre bomb with rack. This was for the GV version (named after Galimberti and Vaccari, authors of a thesis on a special attack method against carriers) that was designed to carry a special anti-shipping bomb weighing 630kg. This unique version actually saw combat use against HMS Victorious during Operation Pedestal in 1942. Since I already had

CONSTRUCTION



This is the sort of detail you get in the kit, the tiny gunsight



The bulk of the airframe assembled, with the lack of any real areas of filler noteworthy

About the only area needing filling and sanding is the wing root



Although not an option offered in the instructions Libor opted to build a GV, thanks to the inclusion of this bomb rack on the sprue

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



"The kit parts are common for all versions and to my delight I found on the sprue a large-calibre bomb with rack"

the Skymodel and DP Casper decal sheet featuring this option and there was no other modification of the base kit required, I eventually went for this version. This machine was camouflaged in the same manner as the other production Re.2001s wearing Verde Oliva Scuro on the upper surfaces with Grigio Azzuro Chiaro underneath.

The upper shade was mixed from Gunze-Sangyo Mr Aqueous Hobby range using 50% H78 Olive Green and 50% H64 RLM 71 Dark Green with a touch of white for scale effect. The undersides were sprayed with H324 Light Grey straight out of the bottle. As far as the kit's marking options are concerned, I would point out that the second

option with Sand upper surfaces with Dark Green 'smoke rings' seems highly speculative as it is not supported by period pictures nor the painting standards at the Reggiane factory (the 'smoke rings' scheme is typical only for the C.202 production plant). Anyway, the second option for the No.358 squadron machine is correct and

corresponds to a known photograph of this very airframe. The decal sheet is printed by Techmod and in my experience they should work fine; just more attention needs to be paid during handling of the decals as they are very thin. ■

All the nice engraved surface detail is highlighted by the careful application of a slightly darker version of the basic underside colour



The upper surface is one colour, so variations are achieved by applying very thin paint, applied in successive layers over the primer undercoat. The tail and aft fuselage markings are painted on, not decals



REFERENCES

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- *Reggiane Re.2001* by G. Apostolo, *Ali d'Italia No.3* (La Bancarella Aeronautica 1996)
- *Reggiane Re.2001, Profile No.244* (Profile Publications)
- *Regia Aeronautica: A Pictorial History of the Italian Air Force 1940-1943 Vol. 1* by C. Shores (Squadron/Signal Publications 1976 ISBN: 0-89747-060-5)



FINAL VERDICT

There are not many things to point out with this kit. The overall detail, accuracy and good engineering of the main parts ensure the kit can be recommended without hesitation to all modellers and those few issues mentioned above can be ignored by the less experienced as a very decent kit should be possible straight from the box. For the 1:72 modellers the other good thing is that Sword have considerably improved the moulding quality and release rate to what, in my opinion, ranks this producer as one of the leaders in this side of our hobby.

Bench Test

We all know the name Iwata, as they make a comprehensive series of airbrushes, compressors and accessories. Well recently they have added an entry-level airbrush called the Neo, so what is it like?

■ MEET & GREET.....

The Neo series is a new range produced by Iwata-Medea in both gravity (seen here) and siphon (BN @ £51.00) versions.

NEO FOR IWATA CN GRAVITY FEED



The Neo Series has been created for Iwata to be versatile, value-priced airbrushes that can be used with a variety of different paints and mediums while remaining easy to use and clean. The Neo Series airbrushes are designed to perform well at lower air pressures when used with any smaller-style compressor.

❶ TECH SPEC:

- 0.35mm needle and nozzle combination
- Interchangeable large 9ml (1/3oz) and medium 1.8ml (1/16oz) cups
- Airbrush will hold 0.9ml (1/32oz) without a cup attached
- Fine detail to medium spray pattern with the one size nozzle
- Dual-action
- Internal-mix
- Gravity feed

WHAT DO WE THINK?

The unit has high build quality and can literally be unpacked, a suitable airline (not included) attached and off you go.

PROS ✓

- Well built with high standards of finish
- Small and compact, sits well in the hand when in use and is not too heavy
- Worked with all paint types tested: acrylic (Gunze-Sangyo, Tamiya & Vallejo), enamel (Humbrol, White Ensign Colourcoat & Xtracolor) and cellulose (Alclad II)
- Smooth and fine operation from low (5psi) to high (40psi) pressures

CONS ✗

- No airline included, so it is not as "Start Airbrushing Now!" as the box claims. A standard Iwata airline will fit.
- Uses the usual Iwata-style needle jet, which is extremely small (spanner is included)
- Would have been nice to have a top for the 1.8ml paint cup as well - OK, I am being picky I know!



■ FINAL VERDICT

Well, with an airbrush now an essential part of any dedicated modellers tool kit and with the prices of them going up and up it is nice to have a basic, entry-level product that does everything and does it well. This is an ideal 'professional' airbrush that although not as cheap as some (e.g. PremiAir), does offer a whole lot more for the money and is backed-up with the Iwata 5 year warranty cover. It is also available in a set for modellers, with compressor etc. for £190.



THANKS TO...

The Airbrush Company for the chance to Bench Test this new airbrush. If you want to know anything more contact them as follows.

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TWENTY-ONE

I wonder if Mikoyan and Gurevitch had any idea when they designed the iconic MiG-21, that it would end up being produced in larger numbers than any other fighter since WWII?

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Called 'Fishbed' by the NATO reporting name (oh how they must of laughed when they thought that one up) it came in a whole host of varieties and versions. With update and modernisation programmes being put into place, this little fighter will soldier on for a few years yet, so it's good to see a modern company like Eduard making the effort to update the plastic versions as well. This kit from them is typical of their

modern approach to kit making which is detail, detail, and more detail. There are 466 plastic bits in the excellent box, which is a serious number of bits for such a small aircraft. In the ProfiPACK version you also get the pre-painted photo-etch and detailing parts, as well as two huge decal sheets and masks for canopy, wheels and small bits on the airframe. There is also a small separate bag with the Eduard Brassin logo on it, containing two resin UB-16 rocket pods. This is all set off with a 20-page instruction sheet drawn in the usual Eduard manner, complete with detail

painting guides as you work through the (very) complex sub-assemblies and a full colour marking and painting guide that covers 7 pages. The plastic itself is medium grey-colour and impeccably produced. It has very fine detail on the exterior with recessed panel lines and rivet detail that has to be seen to be fully appreciated, they've done a lot of work on the moulds back at Eduard, I can tell you.

CONSTRUCTION

This starts with the innards of course and choices for the main instrument

panel, with a clear item to be painted or the use of the pre-painted etched bits. These are just gorgeous of course; we've come to expect nothing less from Eduard these days, haven't we? The interior isn't just the cockpit, there's also the main undercarriage bay, nose bay and jet-pipe to consider. All of these are multi-part assemblies that take a little time and effort to get aligned properly; pay careful attention to the instructions and watch the parts orientation as some of the location points are a little vague. The long, tubular fuselage closes up neatly around the interior parts and please

YOU WILL NEED...

Before starting:

- Cyanoacrylate
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Tweezers
- Scalpel
- Sanding sticks & files
- X-Acto Modelling knife and #11 blades
- Fiskars straight edged scissors



Paints Used:

Humbrol enamel:
I28 Compass Grey
I47 Light Grey



Xtracolor enamel:
XDFF Flat varnish

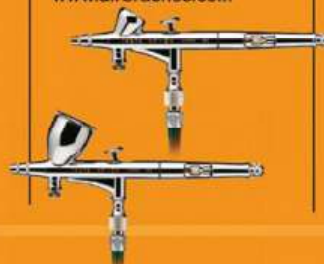


Halfords acrylic (aerosol):
Grey Plastic Primer

Daler Rowney oil paint:
304 Ivory Black

Airbrush Used:

Iwata Hi-Line HP-BH
and HP-CH
UK Importer: The
Airbrush Company
www.airbrushes.com



Dimensions

Span - 23ft 5 1/2in (7.154m)
Length - 48ft 2in (14.7m)
[inc. probe]
Height - 13ft 5 1/2in (4.10m)

Dimensions - 1:48

Span - 149mm
Length - 306.3mm
Height - 85.4mm

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

"There are 466 plastic bits in the excellent box, which is a serious number of bits for such a small aircraft"



PLANE FACTS

The MiG-21MF can be considered as a third generation of the design, as it was one of the new types to come about due to modernising the existing design during the 1968 to 1972 period. The MF designation denotes M = Modernizirovanny (Modernised) and F = Forsirovanny (Upgraded), the latter relating to the new engine. It was basically an export version of the MiG-21SM, which in turn was a modernisation of the MiG-21S with its RI3-300 engines, RP-22 radar and GSh-23L in-built cannon. The MF had a choice of weapon loads including the R-60 (NATO: AA-8 Aphid) and later the R-60M IR-seeking air-to-air missile. The type was also built under licence in India by HAL as the Type 88.

The type holds many records not least being that it is the most-produced supersonic jet aircraft type in aviation history, but it is also the most-produced combat aircraft since the Korean War and it had the longest production run of a combat aircraft - 1959 to 1985 for all variants.

1:48

eduard

MODEL INFO

SPEC: : Eduard 1:48 MiG-21MF Fishbed J 'ProfiPACK'

KIT NO.: 8231 **MATERIALS:** IM, PE, R

AVAILABILITY: Creative Models, Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide

PRICE GUIDE: £33.99

don't forget to put some weight in the nose-cone; about 5 grammes is all it needs to stop the tail-sitting. You then get to build the spine and it's here that you get the first real idea why Eduard have split up the parts on the sprues in this manner. The separate spine and tails allow them to produce a number of variants with the minimum of mould changing. In this case the parts fit well, with the joints following the fuselage curvature very accurately. With the fuselage set aside it's time for the wings and Eduard continue with the large number of plastic additions

as there are oxygen and compressed air bottles, as well as separate ribs and spars to fit. You also get the option of air-brakes open or closed. If you go for the open option you have to do some butchering of the lower wing to open out the bays. I decided to leave mine closed as it was already going to be very busy under there in the end. The upper wing also has a little bit of scribing that needs doing to add one of the panels that is specific to this variant. There's a template for that on the etched fret but if you don't fancy scribing then there is a decal for it

instead, how thoughtful. The wings, complete with mainwheel bay, slot onto the fuselage well enough although it's a bit tricky to get them aligned properly and I had a bit of a step on one side at the rear. Nothing too serious but it's definitely an area that you have pay attention to. The wing exterior get a whole host of bits added such as the hinge fairing for the flap and aileron actuators, as well as a choice of plastic or etched parts for the wing fences. The flaps and ailerons are also separate items for you to pose as you like, although the mounting

tabs are set for the 'neutral' positions. The rear of the fuselage gets the detail treatment next with a mass of little ducts and vents to add, many of which will have to be hollowed out for better effect, but they all look to have the right shapes and dimensions. The horizontal tails go on now and they are very positive in their location but once again, it's strictly a 'neutral' look to them. If you want to give them a bit of droop you'll have to completely remove the mounting tabs and fill the corresponding slot in the fuselage. To get this one ready for paint I also

REFERENCES...

- MiG-21F, PF, PFM, PFM(SPS), R, SM, SMT, MF, bis, U & UM (4+ Publications 1991 ISBN: 80-9000-708-09)
- MiG-21 In Action No.131 by D. Linn & D. Spering (Squadron/Signal Publications 1993 ISBN: 0-89747-290-X)
- MiG-21 'Fishbed' Variants, Profile No.238 (Profile Publications 1972)
- MiG-21 Fishbed Part 1 by H-H Stapfer, Walk Around No.37 (Squadron/Signal Publications 2005)
- MiG-21 Fishbed Part 2 by H-H Stapfer, Walk Around No.39 (Squadron/Signal Publications 2005)
- MiG-21MF Lock-On No.21 (Verlinden Publications)
- MiG-21MF by K. Barcz & D. Warszawski (Kagero 2005)

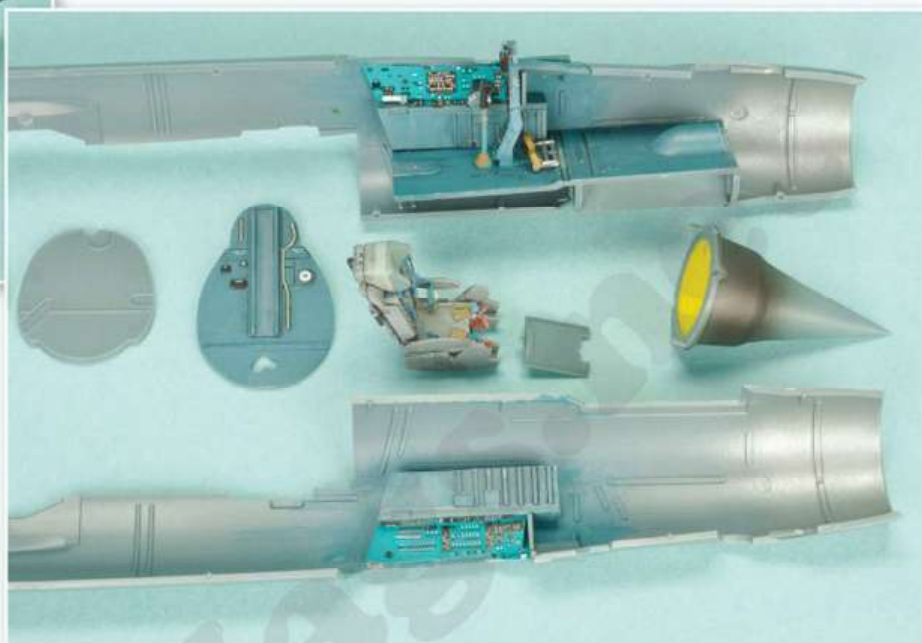
- Mikoyan MiG-21, Famous Airplanes of the World No.55 (Bunnin Do)
- Mikoyan MiG-21 by Y. Gordon, K. Dexter & D. Komissarov (Midland Publishing 2008 ISBN: 978-1-85780-257-3)
- Mikoyan Gurevich MiG-21 Fishbed by Y. Gordon & P. Davidson, Warbird Tech Series Vol.45 (Specialty Press 2007 ISBN: 978-1-58007-106-2)



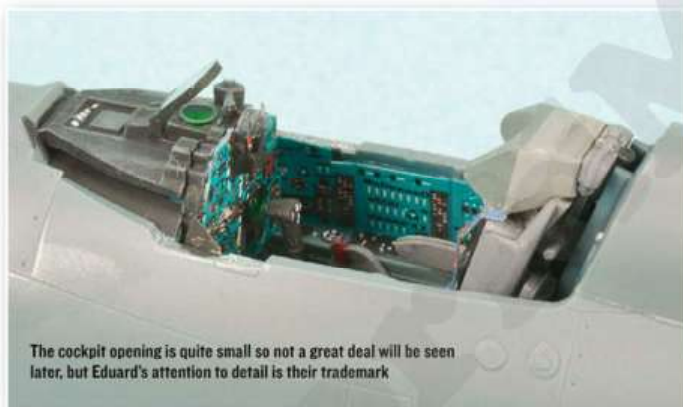
STEP BY STEP GUIDE - CONSTRUCTION



The interior is a mix of pre-painted bits and moulded plastic with the star being the beautifully reproduced main instrument panel



The cockpit parts fit well enough if you're paying attention and don't forget the nose weight



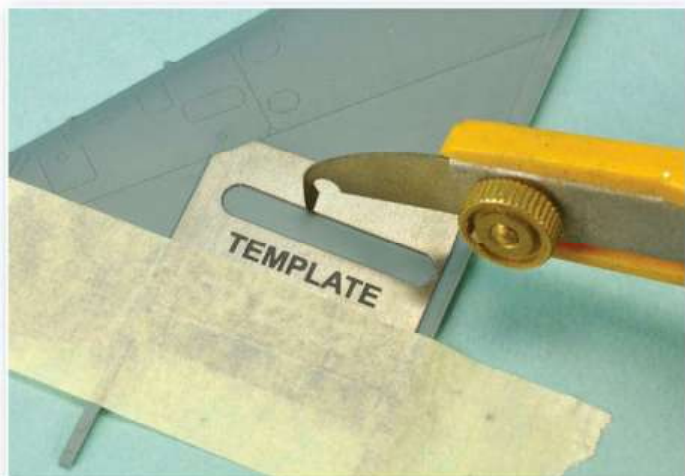
The cockpit opening is quite small so not a great deal will be seen later, but Eduard's attention to detail is their trademark



The fit of the major plastic components is pretty much faultless



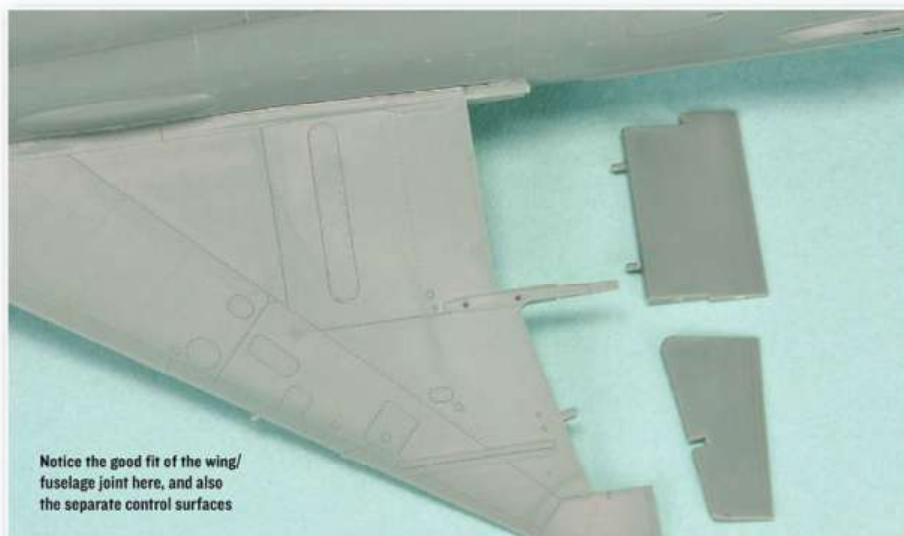
The interior of the wing is a busy little place as well; there seems to be plenty going on wherever you look in this kit



The template for the upper wing panel is supplied on one of the two photo-etched frets, but if you don't fancy doing it yourself there's a decal on the sheet for you



STEP BY STEP GUIDE - CONSTRUCTION CONT...



Notice the good fit of the wing/fuselage joint here, and also the separate control surfaces



Lots going on under the wing with flaps and actuator fairings to be added. If you drop the flaps (as I've done) then you'll have to alter the fairings accordingly

"The upper wing also has a little bit of scribing that needs doing to add one of the panels that is specific to this variant. There's a template for that on the etched fret but if you don't fancy scribing then there is a decal for it instead"

sealed up the cockpit and I'm glad I did it then because it wasn't that easy, to be honest. There was a slight mismatch in the contours for the clear canopy parts as well as them not fitting exactly as they should over the cockpit. Once again, a lot of care has to be taken in this area.

COLOURING IN

In this particular box you get a serious number of choices, each one being very different to the last, making the choice a pretty tough one to make. Let's be honest, the MiG-21 has been used by a huge number of people in a glorious array of colours and schemes so the choice is almost endless. Eduard have given us some good things to work with but I decided to go for the Polish machine in two-tone grey because it highlights the difference between the age of the machine itself being painted in very modern colours. It starts with the undercoat of Halfords Grey Plastic Primer and this is an almost exact match for the darker grey on the upper surface. It's a little bit light but some nasty

weathering will sort that out much later. The lighter colour is Humbrol I28 US Compass Grey with a tiny touch of I23 Extra Dark Sea Grey added just to tone it down a little. This is sprayed on using the Blu-Tack 'worms' method to get the demarcation lines slightly soft edged. I toyed with the idea of doing it freehand but knew that would end up being too soft. The underside colour is quoted as Light Ghost Grey in the instructions, however, I think that's just too blue for the correct shade so I opted for Humbrol I47 Light Grey instead, which seems to work very well. All of this then gets weathered with some pastel dust and a liberal spray of Tamiya Smoke, before being sealed in under some Johnson's Klear in preparation for the decal application.

The decals are on two sheets, one for the national markings and one for the stencils. The stencil sheet is a daunting looking thing with literally thousands of decals on there in a multitude of colours; it's a bit scary to be honest. Luckily you don't have use even one tenth of the decals on there as they are



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KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - PAINT & MARKINGS

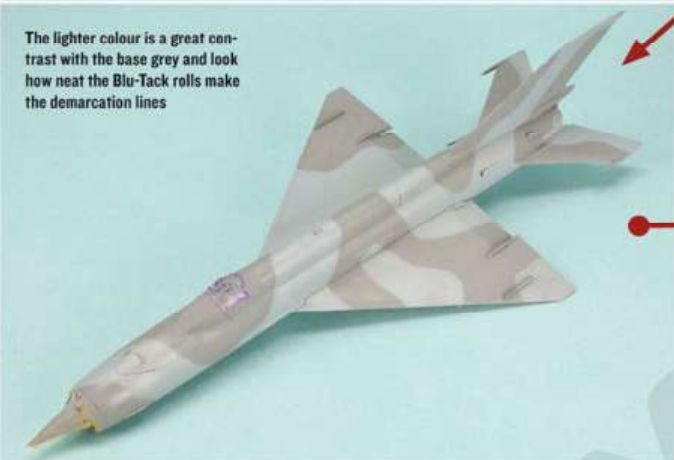
Upper surface colour begins with the Grey Plastic Primer



Then it's time for the Blu-Tack worms and Maskol fluid



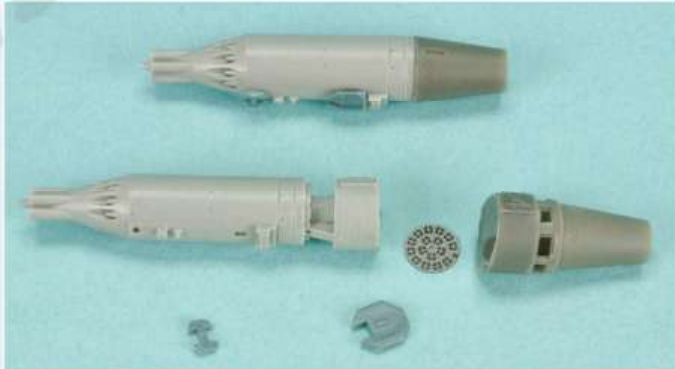
The lighter colour is a great contrast with the base grey and look how neat the Blu-Tack rolls make the demarcation lines



Basic weathering is done with a few streaks of grey pastel dust and a light spray of Tamiya X-19 Smoke, along the panel lines and access hatches



Now how about that for a mucky way of doing it? The brown wash will give the engine bay a good, 'baked-on grease' kind of appearance



The little Brass resin rocket pods are another glorious touch from Eduard; you do indeed get your money's worth of 'stuff' in the box

"The stencil sheet is a daunting looking thing with literally thousands of decals on there in a multitude of colours; it's a bit scary to be honest. Luckily you don't have use even one tenth of the decals on there"

Busy enough for ya? The addition of the RATO packs is an inspired touch





"The decal process is a long and arduous one. That's nothing to do with the way the decals work, mind you"

← duplicates in various styles, colours and languages, depending on which version you are going to do. Even so, the decal process is a long and arduous one. That's nothing to do with the way the decals work, mind you. Printed by Cartograf they are truly superb. The printing is utterly sharp with good colour density and all to the correct proportions. They work well with Microscale decal solutions to settle down without fuss; the only silvering present was where I tried to make them conform to areas without a sufficiently gloss surface underneath. Sealed in with another coat of Klear it was time for the final, and frankly brutal, weathering stage. I wanted to tone down all the colours, as well as the bright decals of course and make this one look tired, old and

frankly just a bit unloved. I used a technique that I don't normally go for and that was an overall wash of weathering pigment, in this case it was Flory Models' Dark Dirt modelling wash for the main airframe and Mud Wash for the underside of the engine compartment. You've got to wait for that to dry off properly before wiping it all away with a damp cloth, leaving smears of it behind in the little nook and crannies. It also alters the way the whole colour scheme looks by tiny particles of the wash medium staying on the paint, making a kind of filter that makes it all a bit 'greyer'. After that it's time to finish off with all the very delicate and quite drawn-out bits such as undercarriage and weaponry. The undercarriage units are again, complicated,

multi-part assemblies with lots of detail and good, positive location. Even though the tyres are not the weighted type (pity) the sit of the model looks absolutely spot on, so Eduard have got the right relationships between the oleo leg lengths and angles. Complete with all the operating jacks it really is getting quite busy underneath and when you add the Rocket Assisted Take Off packs (RATO) and a selection of the delicious weapons in the box then things begin to look very business-like indeed. That list of weapons is quite comprehensive as well. You get two types of auxiliary fuel tanks, 8xFAB100 and 2xFAB250 iron bombs, 2xunguided S24 rockets, and then two each of the air-to-air RS2US, R3S, R13 and R3R missiles,

as well as two UBI6 missile pods in resin. There are even 4x R-60 missiles in there as well, even though you can't use them on this particular variant of the MiG-21. All of the above come complete with their own full set of stencils, which also applies to the multitude of pylons and adapter rails for the rockets and bombs; comprehensive indeed. Finishing off also means getting to grips with the pitot probes, intakes and antennas, half of which are supplied on the etched fret, so all in all the end of this kit is just as fiddly as the beginning was with the interior. Once everything is in place the kit is then smothered in Xtracolor XDFF flat varnish and the masking removed to make this 'Fishbed' complete. ■

FINAL VERDICT

■ There are other MiG-21s available in this scale, most notably the Academy kits, and while those kits are very good indeed for their age, this new one from Eduard is *streets* ahead of them in detail and accuracy. Yes, it's a bit complicated and you have to be careful of just how you put it together, but the final result is a glorious little model of a truly iconic Cold-War warrior. Recommended to beginners wanting to stretch themselves a little and anyone who loves the MiG, but with other versions already available from Eduard it's going to be a tough choice which one to get.

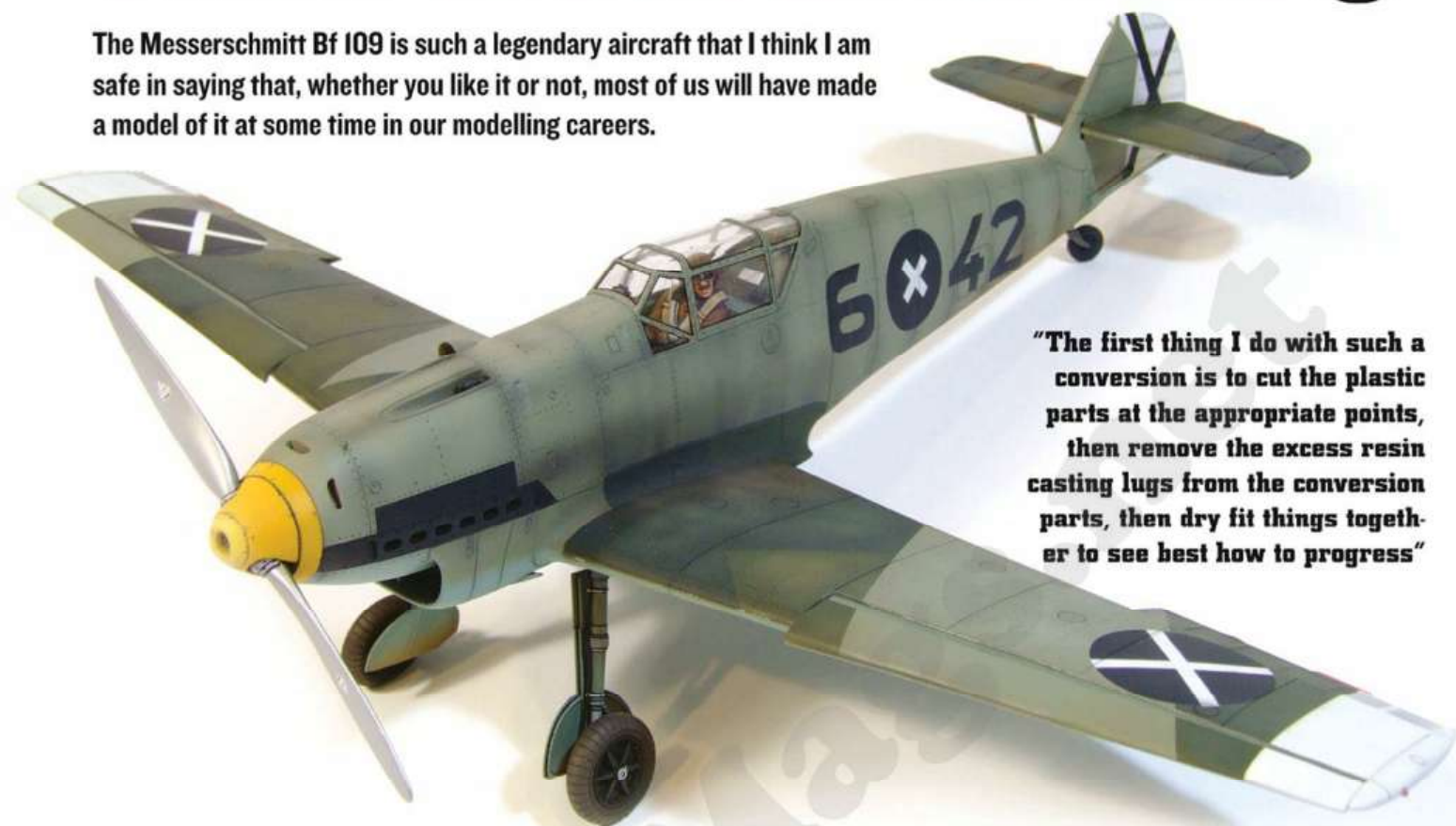
● Was it worth the effort?
Without a shadow of a doubt.



OK, so it's not a very big model but it's nonetheless mightily impressive

THE PLANE IN SPAIN

The Messerschmitt Bf 109 is such a legendary aircraft that I think I am safe in saying that, whether you like it or not, most of us will have made a model of it at some time in our modelling careers.



"The first thing I do with such a conversion is to cut the plastic parts at the appropriate points, then remove the excess resin casting lugs from the conversion parts, then dry fit things together to see best how to progress"

The point is that for many years, manufacturers have focused on the most popular models, especially those from the Second World War, e.g. Bf 109E-3 and later. But the baptism of fire of the type was during the Spanish Civil War, and it involved all previous variants up to and including the E-3. Some people think that the earlier versions are the least graceful Bf 109s aesthetically, but personally I think they are charming. When Alley Cat put on the market conversions for A, B, C and D versions using the Eduard E-1 kit, I thought it was

time for me to build one of these rarely seen versions.

CONVERSION

Before starting any model it is always advisable to have the proper documentation to give you the best references for what you want to do. Once this was sorted, and it's not hard to find documentation for the Bf 109, the conversion commenced. The first thing I do with such a conversion is to cut the plastic parts at the appropriate points, then remove the excess resin casting lugs from the conversion parts,

then dry fit things together to see best how to progress. To my delight I discovered that the fit was perfect and that Alley Cat's resin has excellent detail.

As in all my pieces, I always begin with the cockpit to which I add a pilot figure. I had to change some parts of the figure's clothing to better suit the uniform of the day, which resulted in a bit of extra work, but the uniform differs only very slightly from that used at the very beginning of WWII by the Luftwaffe. The entire cockpit interior was painted in RLM 02 Grau, then later,

with Vallejo paint brush applied, I painted all the small details like buttons and harnesses. From the beginning I intended to have the canopy closed, which dictated the inclusion of the figure, although it was still worth adding detail via careful painting to the cockpit interior. All the interior cockpit parts fitted very well and a little life was given to them in the form of scratches etc. in the paintwork. With all the interior finished, the next step was to close both halves of the fuselage and, as I said earlier, the fit is very good. At this point I also closed the cockpit canopy

YOU WILL NEED...

Before starting:

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



Paints Used:

Gunze-Sangyo Mr Aqueous Color acrylic:
H64 RLM Dark Green 71
H65 RLM Dark Green 70
H67 RLM Light Blue 65
H70 RLM Grey 02

UK Importer - Model Design Construction



Tamiya acrylic:

X-1 Black
X-2 White
XF-69 NATO Black
TS-17 Aluminium Silver

UK Importer - The Hobby Company Ltd



Airbrushes Used:

- Harder & Steenbeck Evolution
 - Harder & Steenbeck Infinity Two-in-One
- In UK all available from www.little-cars.com



Dimensions

Span - 9.87m
Length - 8.55m
Height - 2.45m

Dimensions - 1:32

Span - 308.4mm
Length - 267.2mm
Height - 76.6mm



BUILT & WRITTEN BY DANIEL ZAMARBIDE FROM THE CANARY ISLANDS

1:32

eduard

MODEL INFO**SPEC:** : Eduard 1:32 Messerschmitt Bf 109E-I**KIT NO.:** 3001 or 3401 **MATERIALS:** IM, PE**AVAILABILITY:** Creative Models, Hannants & LSA Models (UK Distributors) and Eduard stockists worldwide**PRICE GUIDE:** £42.80 or £22.80

* No PE in this 'Weekend Edition' version

PLANE FACTS

The Bf 109B was the first version to enter serial production, and it was fitted with the 661hp (493 kW) Jumo 210D engine and a two-blade fixed-pitch propeller. During B-I production a variable pitch propeller was introduced and this was also often retrofitted to older airframes which were then unofficially known as B-2s. Both versions saw combat with the Legion Condor during the Spanish Civil War and it was during this conflict that inadequacy of the armament became apparent. Several airframes were therefore built with an engine-mounted machine-gun, but it proved to be very unreliable. The Bf 109 V8 was used to test the fitment of two more machine guns in the wings but this showed that the wing needed strengthening as a result. The V9 prototype was therefore fitted with wings that had the machine-guns replaced with 20mm MG FF cannon. A total of 341 Bf 109Bs were built by Messerschmitt, as well as Fieseler and Erla.

as this protects the cockpit interior and figure from the rest of the assembly process. I have always been afraid when closing the canopy that if I leave this until the end of the build the clear parts might prove to be a poor fit, forcing me to leave it open, but in this instance I am pleased to report that the clear parts all fell into place perfectly. Now the most important part of the whole project, attaching the resin nose to the Eduard fuselage. Once again I was amazed as it was a near-perfect fit, however, just as a precaution, inside the fuselage I attached plastic rods to

strengthen the join. Once the pieces were dry, I filled the joint with a little putty and once that was dry, sanded and polished the area. With the fuselage done, I now moved my attention to the wings, as these too came in for some amendment. For starters, I'm going to make a B so it has no machine guns in the wings and the resulting holes are eliminated by the extension of the leading edge slats that are characteristic of this variant. By removing guns from the wings, we must also remove all the other associated marks for these guns and this is simply

done with a bit of sandpaper. On the underside of the E wings there are two radiators, but with the B this is not correct so Alley Cat provides the right parts to fix this detail. Once again I am pleased to repeat that the fit of these parts is very good. The rear stabilizers and elevators were positioned without problem, followed by joining the wings to the fuselage. This part of the build is one of the most complicated, because the wing must have the correct dihedral and for this I recommend first gluing one wing to the fuselage and leaving it 24 hours,

then the next day glue the other in place. If you do both at once they will not fit and it is also very possible that an ugly step will remain between the wing and fuselage. With the aircraft fully assembled it was time to review it and decide if any areas needed sanding or polishing, especially where the resin and plastic parts met.

PAINT

Whenever I start the painting phase I always begin with the lightest colour and then move on to progressively darker ones. The decor of my plane

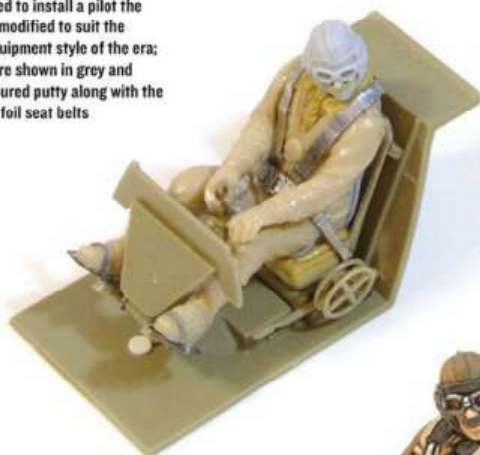
REFERENCES...

- Messerschmitt Bf 109, Famous aircraft and how to model them by R. Cross, G. Scarborough & H.J. Ebert (Patrick Stephens Ltd/Airfix)
- Messerschmitt Bf 109 by P. Blackah & M.V. Lowe (Haynes Publishing 2010 ISBN: 978-1-84425-642-6)
- Messerschmitt Bf 109A-E by W. Radinger & W. Schick (Schiffer Publishing 1999 ISBN: 0-7643-0951-X)
- Messerschmitt Bf 109B-I, M-Hobby Special No.8 (M-Hobby 1995)
- Messerschmitt Bf 109B/C/D/E in Luftwaffe & Foreign Service by F.K. Mason, Aircam Aviation Series No.39 Vol.1 (Osprey Publishing Ltd 1973 ISBN: 0-85045-152-3)
- Messerschmitt Bf 109B-E, Famous Airplanes of the World No.11 (Bunrin-do)
- Messerschmitt Bf 109B-E, Model Art Special No.375 (Model Art Co., Ltd 1991)



STEP BY STEP GUIDE - COCKPIT

Having opted to install a pilot the figure was modified to suit the uniform/equipment style of the era; additions are shown in grey and yellow-coloured putty along with the addition of foil seat belts



Careful painting as well as hi- and low-lights all enhance the figure



The completed cockpit elements all suitably painted and weathered - this all takes a very steady hand and a fine paintbrush



Once primed up the overall effect of the modified pilot could be seen

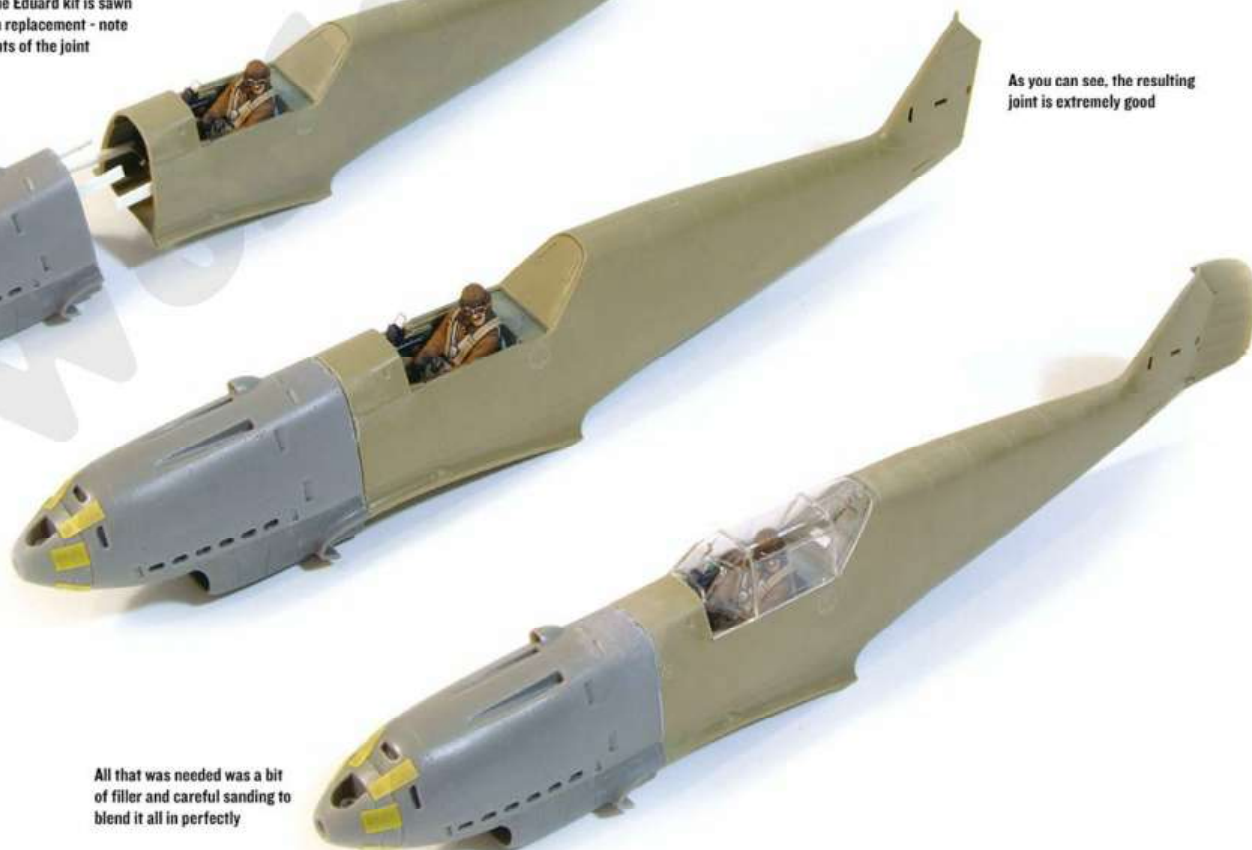


STEP BY STEP GUIDE - FUSELAGE

The nose section of the Eduard kit is sawn off to accept the resin replacement - note the card reinforcements of the joint



As you can see, the resulting joint is extremely good



All that was needed was a bit of filler and careful sanding to blend it all in perfectly



STEP BY STEP GUIDE - WINGS

The lack of wing-mounted guns means their location is filled with the extension to the leading-edge slats



The fit of the resin insert is excellent and all detail on the kit parts is simply sanded away



The new oil cooler can be seen here, along with the wing gun cartridge ejector ports that have been filled



Underneath the radiators are gone, with the resulting holes filled with resin inserts

The model completed and ready for paint



"On the underside of the E wings there are two radiators, but with the B this is not correct so Alley Cat provides the right parts to fix this detail"

← consists of one colour for the lower surfaces and three initially for the upper surfaces, which would in fact become five before the model was completed. I started with the bluish colour for the underside, using a basic colour that once dry was mixed with some white, and in the centre of each panel this lighter shade was applied to

add highlights and give a sense of depth. With a neutral grey/blue heavily diluted with alcohol all the panel lines were picked out to give the impression of shadows, whilst those areas that I thought would have dirt collecting in them received a heavier application with the airbrush. Once this process was completed, I then highlighted all

the panel lines and rivets with an HB pencil before finally applying the basic colour, heavily diluted with 95% thinners, by successive light passes with the airbrush. Now on with the upper camouflage colours and the first thing I did was mask the entire lower surface to avoid damage during the following paint

stages. The camouflage of the aircraft I chose (6+42) is, I admit, a personal interpretation of what I think was an aircraft given the wings of another and this is what gives it a very characteristic appearance. The fuselage is painted RLM 02 while the wings are RLM 70/71 with 02 areas. I started with the lightest colour, in this →

STEP BY STEP GUIDE - PAINT



Stage 1 - the canopy is masked...



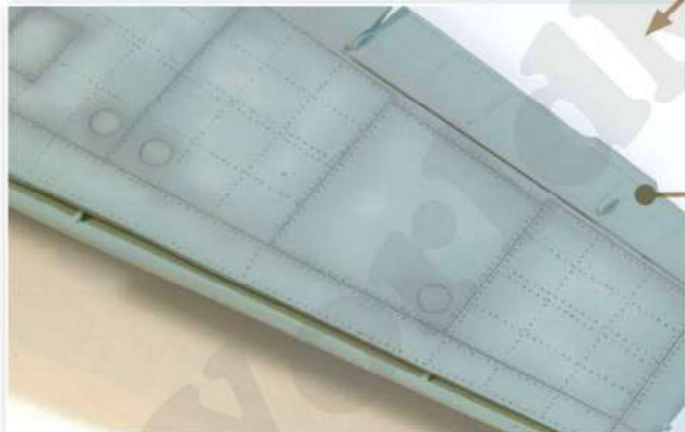
...then sprayed with RLM 02



Stage 2 - the underside gets a basic coat of blue...



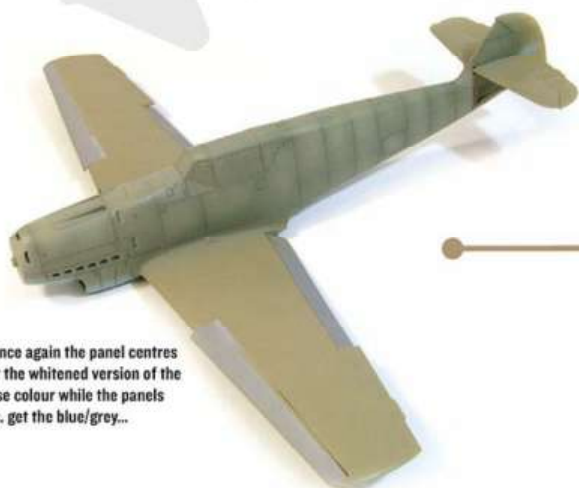
...then the centres of each panel are highlighted with a lightened version of the basic blue...



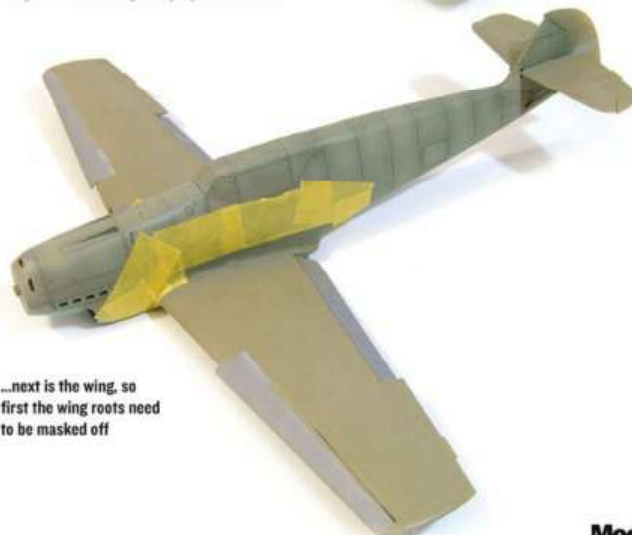
...a neutral blue-grey is then applied (by brush) to all the panel lines and rivet detail, as well as by airbrush along the panel lines and anywhere dirt accumulates



Stage 3 - the fuselage is sprayed RLM 02...



...once again the panel centres get the whitened version of the base colour while the panels etc. get the blue/grey...



...next is the wing, so first the wing roots need to be masked off



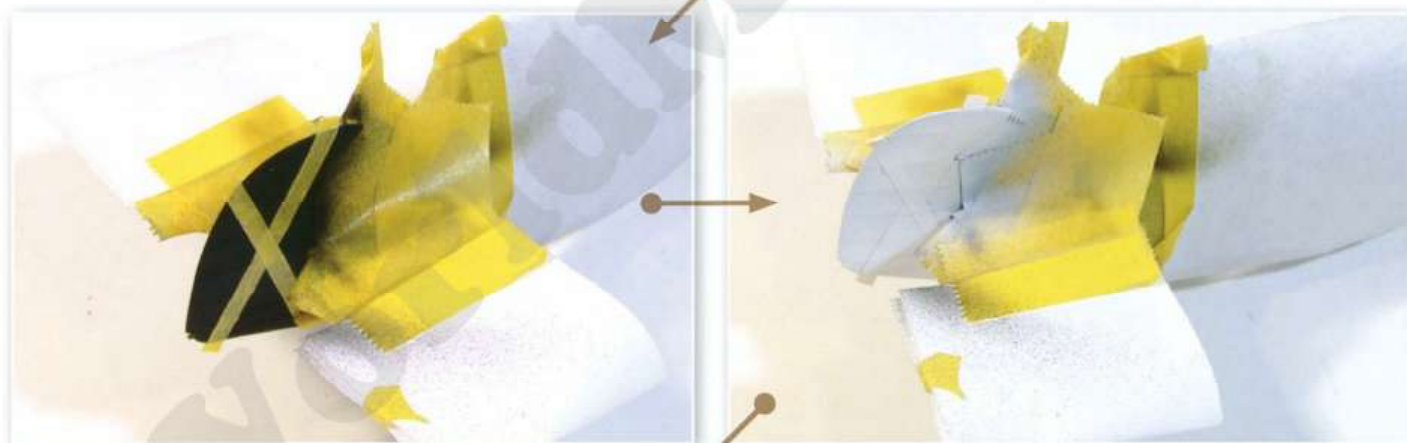
STEP BY STEP GUIDE - PAINT CONT...

Stage 4 - the wings are first painted with a basic RLM 71...

...once the RLM 71 is dry, the splinter pattern is masked and the RLM 70 applied...

...once both colours are dry and the masks removed each receives the highlight colour in the panel centres and the blue/grey for the panel and rivet detail

The deviation in this scheme is that the wings then have a third colour added to the wings, so these areas are first masked then the RLM 02 applied



Stage 5 - The rudder is sprayed black...

...the cross is then masked and the whole unit is sprayed white - the wing tips are also done in white at this stage

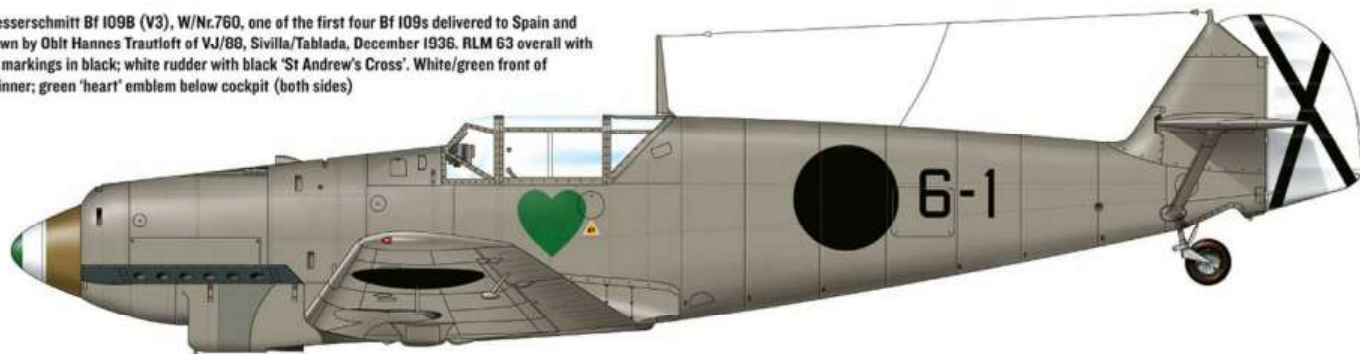
The areas around the exhaust outlets are black, so this is masked before being sprayed

Painting done

KIT BUILD

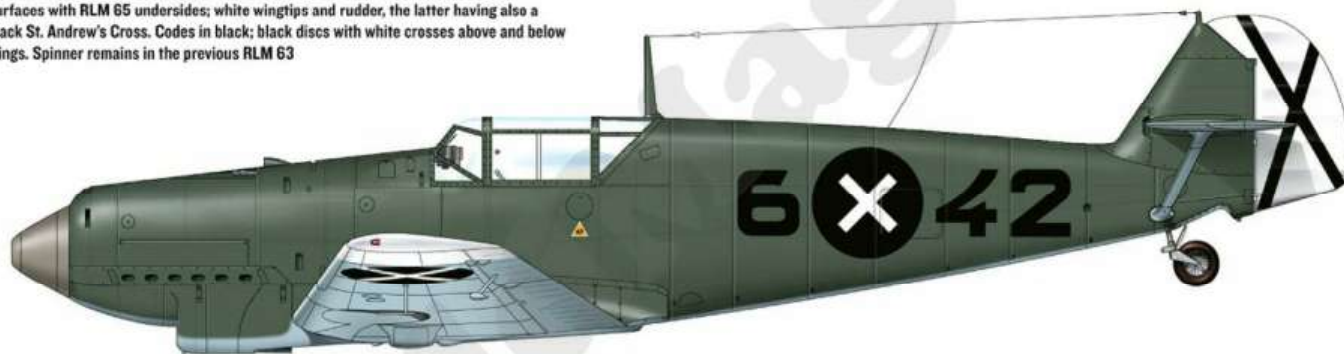
COLOUR PROFILES

Messerschmitt Bf 109B (V3), W/Nr.760, one of the first four Bf 109s delivered to Spain and flown by Oblt Hannes Trautloft of VJ/88, Sevilla/Tablada, December 1936. RLM 63 overall with all markings in black; white rudder with black 'St Andrew's Cross'. White/green front of spinner; green 'heart' emblem below cockpit (both sides)



Above: Messerschmitt Bf 109B-2, 6-30, flown by Uffz. Wilhelm Staeger, 2.J/88, Alar d'el Rey, summer 1937. RLM 62/63 upper surfaces with RLM 65 undersides; white wingtips and rudder, the latter having a black St. Andrew's cross superimposed. Black codes; 'top hat' insignia on fuselage sides

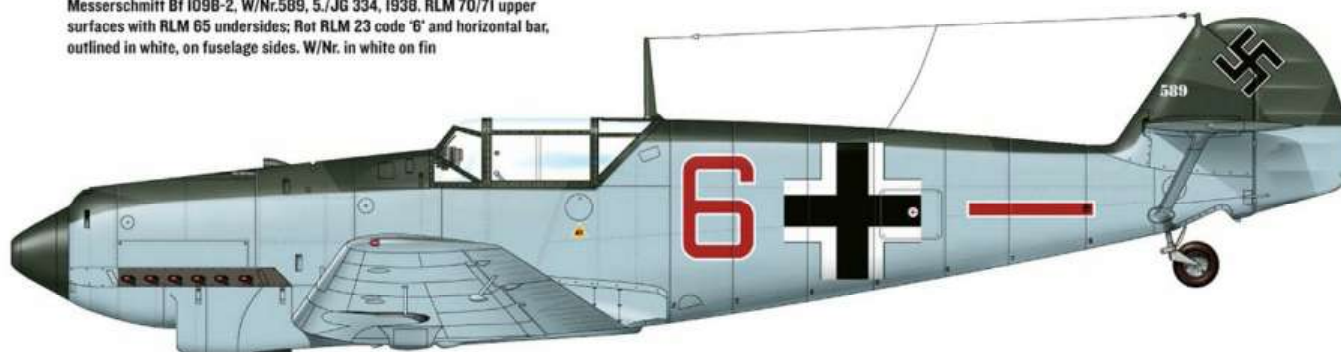
Below: Messerschmitt Bf 109B-1, 6-42, 2.J/88, Spain, March 1937. RLM 62 upper surfaces with RLM 65 undersides; white wingtips and rudder, the latter having also a black St. Andrew's Cross. Codes in black; black discs with white crosses above and below wings. Spinner remains in the previous RLM 63



Messerschmitt Bf 109B, 'Yellow 7', of 6./JG132 based at Jüterbog-Damm in October 1937. RLM 70/71 upper surfaces with RLM 65 undersides; Rot RLM 23 band across vertical tail surfaces with black Swastika within a white disc. Unit badge below cockpit; yellow '7' on rear fuselage with black bar, outlined in white



Messerschmitt Bf 109B-2, W/Nr.589, 5./JG 334, 1938. RLM 70/71 upper surfaces with RLM 65 undersides; Rot RLM 23 code '6' and horizontal bar, outlined in white, on fuselage sides. W/Nr. in white on fin



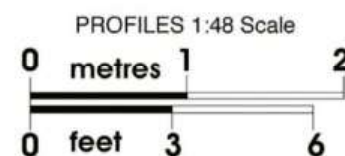


Above & Below: Messerschmitt Bf 109B-2, 6-30, flown by Uffz. Wilhelm Staegle, 2.J/88, Alar d'el Rey, summer 1937. RLM 62/63 upper surfaces with RLM 65 undersides; white wingtips and rudder, the latter having a black St. Andrew's cross superimposed. Black codes; 'top hat' insignia on fuselage sides



Left: Typical upper surface pattern of RLM 70/71 in Luftwaffe service; note position of national markings above and below wings

Below: Messerschmitt Bf 109B-2, 6-27, I.J/88, 1938. RLM 62/63 upper surfaces with RLM 65 undersides; white wingtips and rudder, the latter having also a black St. Andrew's Cross. Black codes, black discs with white crosses above and below wings

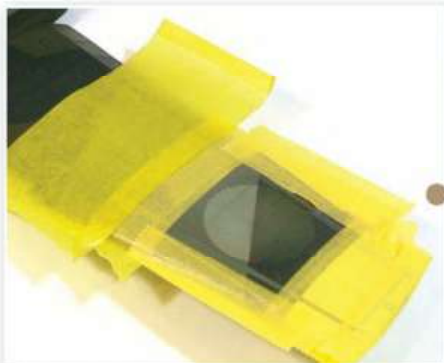


Messerschmitt Bf 109B-2, 73-79, Escuela de Caza, Morón de la Frontera, 1945. RLM 63 upper surfaces with RLM 65 undersides; white rudder with black St. Andrew's Cross. Roundels in red/yellow/red in six positions; black codes

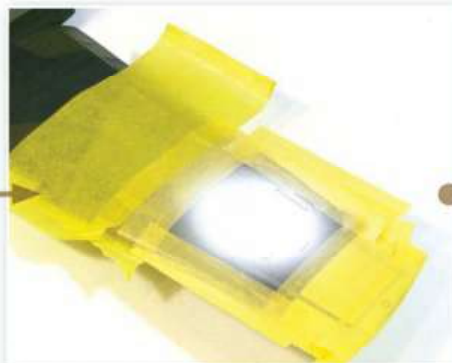


KIT BUILD

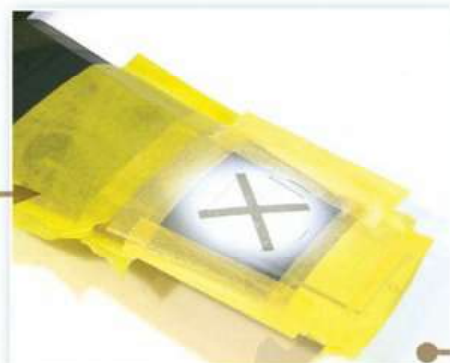
SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - PYLON

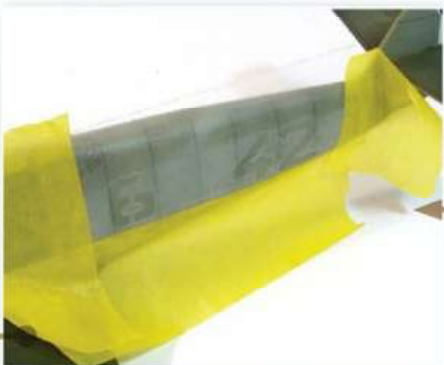
Wing markings - first use the kit-supplied masks to do the main white roundel...



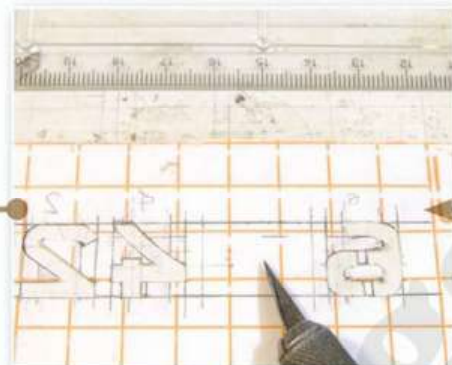
...the white is applied...



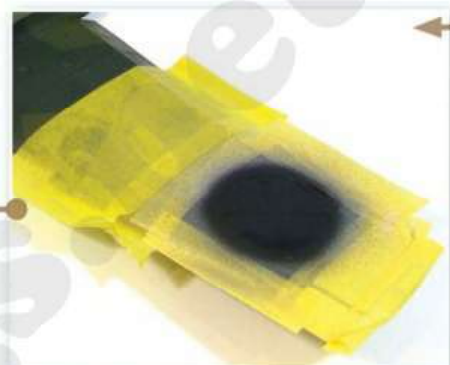
...the cross mask is then put in place...



...these were then placed on each fuselage side...



Fuselage codes - no masks in the kit for the option Dani wanted to build, so the first task was to cut out the markings from Frisk masking medium...



...and the black is applied



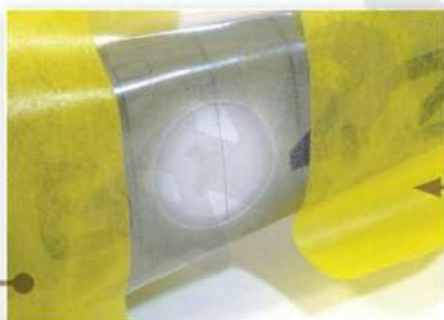
...and black was applied...



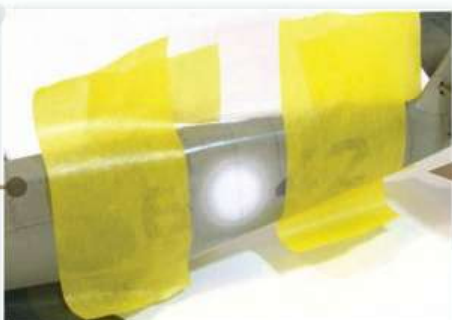
...the finished result



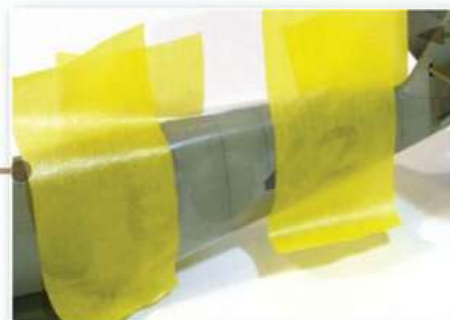
The final masking task was the fuselage roundel, so first of all suitable diameter holes were punched into Frisk masking medium...



...then the white cross was masked...



...white was applied...



...these were then secured to each fuselage side...



...and finally the black was applied

"I then highlight all the panel lines and rivets with an HB pencil before finally applying the basic colour heavily diluted with 95% thinners by successive light passes with the airbrush"



All the smaller details were painted and weathered and are waiting here for final installation



case RLM 02, then performed the same steps explained for the lower surfaces before doing the same for the RLM 71 and RLM 70. This scheme was concluded by applying the patches of RLM 02 and the white identification bands on the tips of the wings and Cross of St. Andrew on the rudder. At this point, I still had the numbers for the fuselage to apply but by this stage I had still not found any aftermarket numbers in 1:32 for Spanish Civil War Nationalist forces. I had no choice then but to make templates and although this was a lot more work, the end result is much better than any decal. The same applies to all other markings,

although if I had had them as a decal I would have used them just for simplicity.

FINAL ASSEMBLY

With all the painting dry it was now time to fit all the external parts such as the wheels, doors, propeller etc. At this point I must say that the wheels in the Eduard kit I felt were quite poor, so I chose to replace them with the Aires resin examples, which are of superb quality (Eduard's Brassin range offer a set of wheels that are far better than those in their kit) and fit perfectly. The landing gear only needs the addition of the brake lines. With all the painted

parts, the last thing left to do was to replicate the dirt and dust characteristic of sites from which these machines operated. They became very dirty, especially in the wheel wells, oleo legs, the tailwheel bay and tailwheel itself, and the wing root where the pilot accesses the cockpit. You also have to consider, as well as the dirt there are the characteristic stains of the engine exhaust, machine guns and oil/fuel spills. For all this you can use oil or in my case, oils heavily diluted with alcohol which has the advantage that it dries almost instantly so you do not have to wait long periods after each application. The final task was the

propeller, which has bare metal on its outer face only, the inner face is RLM 70 to reduce glare for the pilot. With everything now completed I applied satin varnish, because I do not like models to be very dull, and paint on metal always has a slight satin tone to it however it is used. The masks were then all carefully removed and any areas that needed retouching with paint or putty were attended to and then I put the rest of the detail parts in place and finally I had finished the plane. ■

FINAL VERDICT

■ My final impression of the whole process of making this model is one of real satisfaction and it is all down to the quality of the Eduard kit and the fit of the resin conversion. I will certainly be undertaking another of their Bf 109 conversions in the near future to expand my Bf 109 collection.

● Was it worth the effort?

For what could have been a very involved conversion this one turned out to be very straightforward.

Here you can see Dani's Bf 109B alongside his Hispano Ha 1112 conversion that was featured in Issue 60



A factory-fresh SM.84 awaiting delivery to an operational Regia Aeronautica unit. Of note in this view is the side window armed with a hand-operated 12.7mm machine gun. When not in use the gun was stored internally and the window closed with a roller blind (R.J. Caruana Archives)



ITALY'S WIDOW MAKER

THE SAVOIA-MARCHETTI SM.84

The adaptation of civilian airliners for military use was not unknown in the period between the two World Wars and the Savoia-Marchetti SM.79 proved to be one of the more successful. It was therefore logical for the parent firm to develop the design further by removing all traces of its civilian airline ancestry while retaining all those features that had made the SM.79 such a formidable military aircraft.

It was proposed to utilise the same wing of the SM.79 fitted with more powerful Piaggio P.XI RC.40 radial engines each providing 1,000hp, mated to a completely new fuselage fitted with a twin-tail configuration to improve field of fire from a dorsally mounted Scotti-Isotta Lanciani 'Delta E' turret armed with a 12.7mm machine gun. The new fuselage was 2 metres longer than that of the SM.79 and higher in cross-section housing a bomb bay for a maximum load of 1,000kg internally. This load was carried horizontally in the lower section of the fuselage instead vertically as in the SM.79, thus leaving the entire upper section of the interior free from the cockpit to the rear end allowing the crew to move around.

Unlike its predecessor, the new aircraft would be fitted with over 700kg of defensive armour plating, which with the other modifications raised the empty weight by 2,000kg. Apart from the dorsal turret two further 12.7mm hand-operated guns were fitted to fire through side windows in the rear fuselage fitted with shutter blinds when the guns were not in use, and another 12.7mm hand-operated machine gun firing from a ventral gondola aft of the wing leading edges. Another ventral gondola housing the bomb aiming equipment was fitted exactly below the pilot's cockpit

and could be extracted during the final phases of the attack and retracted into the fuselage during cruise.

Well before testing a prototype of the new design Ingenier Alessandro Marchetti chose to test the new features on a converted SM.79 designated Aereo I20, and an example from the 8th production run (MM.21493) was fitted with the new twin-fin tail and Fiat A.73 RC.38 radials. Following ground tests the modified '79' was flown for the first time on 17 June 1938 by Passaleva and Bertolotti with trials lasting well into October of that year when on the 12th of that month test pilots Protta and Maffezzoni (who had meanwhile joined the test programme) flew it to the 1° Centro Sperimentale at Guidonia.

Alessandro Passaleva performed the maiden flight of the first true SM.84 (MM.22395) at Vergiate on 5 June 1940, five days before Italy declared war on the Axis side. Initial orders for 546 examples reflected the Regia Aeronautica's (RA) conviction that the new aircraft – then still being referred to in some circles as the SM.79bis – had enormous military potential. Of these, the first order for 246 machines had been placed before the first test flights.

However the test programme running well into September 1940 began to reveal serious shortcomings and orders were cut down to 372 examples by December of that year. A 20 percent increase in wing loading negatively affected flight performance which in the SM.84's case was anything but brilliant. Compared to the aerodynamically much cleaner Cant Z.1007, similar in size, weight and engine power, the SM.84's suffered immensely from instability and lack of manoeuvrability; take-off distance compared to the SM.79 increased by some

50 percent. Moreover the SM.84 had a tendency to swing violently to the right on take-off due to the torque of three engines running in the same direction, coupled with the highly ineffective and diminutive vertical tail surfaces.

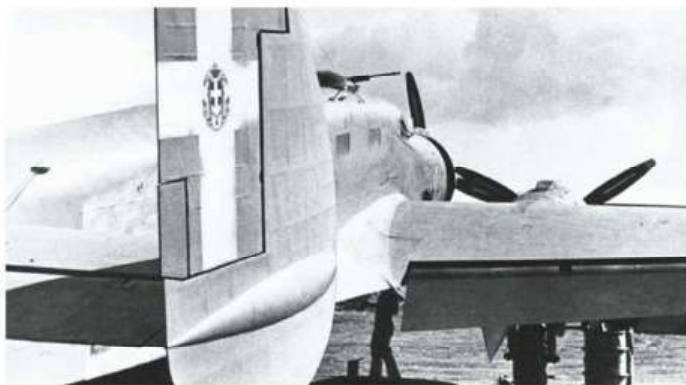
The RA had long been proposing and planning the acquisition of a purpose-built torpedo bomber and probably the biggest mistake was that of assigning the new Savoia-Marchetti aircraft for such a role. SM.84 pilots found little confidence in the aircraft's manoeuvrability and when operated as a torpedo bomber it would eventually claim a considerable cost in lives. Early in 1941 the 41° Gruppo Bombardamento Terrestre (BT) began their conversion from the Z.1007bis in Puglia onto the first examples awaiting them at Littoria (Latina) under the command of Tenente Ettore Muti accompanied by a number of seasoned crews, all highly experienced veterans of the Spanish Civil War. Working up period with the new bomber was immediately

marred by the loss on 2 February of the first SM.84 of the 204° Squadriglia whilst landing at night, with the loss of the two crew members. The unit was considered operational by early May 1941 when the 41° Gruppo began its move to the Aegean via Capua where torpedoes were fitted to the SM.84s, and then Lecce for refuelling. Twelve torpedo bombers belonging to the 204° and 205° Squadriglie reached Gdurra on 5 May with the first operational sorties being launched on the 20th of that month bombing naval and ground targets, sometimes accompanied by Cant Z.1007bis bombers, up to 9 February 1942.

Requests to dispatch some 20 SM.84s to North Africa in March 1941 were not met as these aircraft went to equip the 36° Stormo's 108° Gruppo (256° and 257° Squadriglie) at Bologna-Borgo Panigale beginning from the second week of May. Crews from these units had undergone a torpedo-bombing course and they went into action on 27 September 1941 against



Beautiful shot of a SM.84 fresh out of the production line showing to advantage the camouflage style of the period, the wing markings and the yellow engine cowlings, characteristic of this aircraft at that period. Note also the extended side and front glazing of the cockpit (R.J. Caruana Archives)



The light uniform colouring of this SM.84 indicates it has been repainted in *Grigio Mimetico* or *Grigio Azzurro Chiaro* overall for operations over the sea in the torpedo-bomber role. Taken at Gerbini in 1941, this photo also indicates the rough way the overpainting was applied without proper masking of previous markings, particularly the rudder crosses. 282-2 belonged to the 282^a Squadriglia Autonoma, having previously formed part of the 41^o Gruppo (R.J. Caruana Archives)

the British Fleet south of Sardinia. During this action HMS Nelson was torpedoed, suffering damage that kept her out of action till May of the following year. However it came at a very high cost to the SM.84 crews with the loss of six aircraft, the Stormo commander Col Riccardo Seidl, and three Squadriglie commanders and 28 crew members who pressed on with the attack notwithstanding facing heavy defensive fire.

The 36^o Stormo scored another success on 15 November 1941 when the merchantman Empire Defender was sunk close to La Galite. During December the unit dispatched to Sicily three SM.84s for operations against British naval units sailing further south in the Central Mediterranean but their closeness to Malta coupled with air cover provided by Royal Navy (RN) aircraft carriers to convoys plying that route resulted in scarce success and further losses, while some SM.84s barely managed at times to reach base due to heavy battle damage sustained. On 7 March 1942 three SM.84s from the 36^o Stormo left Decimomannu to hunt for the last remaining RN battleship still operating in the Mediterranean but ran out of fuel due to a strong headwind and were forced to land in Algiers; French authorities there were running out of patience as a dozen Italian aircraft on average were using Tunisian and Algerian airfields every month in such a manner; the SM.84s were impounded, together with a pair of SM.79s, and were only released five days later after lengthy diplomatic haggling, after they were provided with barely enough fuel to reach Sardinia. On 9 April 1942, during the height of the Battle of Malta, eight SM.84s from the 36^o Stormo attacked the RN cruiser HMS Penelope between La Galite and Cape Blanc; the cruiser has been the target of constant attacks and so severe was its damage that on reaching Malta she was unofficially renamed 'HMS Pepperpot'!

Meanwhile deliveries of SM.84s were made to the 282^a Squadriglia Aerosilurante (AS) Autonoma on 8 July 1941 at Littoria followed by units of the 7^o Stormo BT (4^o Gruppo – 14^a and 15^a Squadriglie; 25^o Gruppo – 8^a and 9^a Squadriglie) three weeks later at Cameri. The former became

operational during the last quarter of 1941 (till 2 January 1942) operating from Sicily, targeting both British merchant and naval vessels supplying Malta, until their role was taken over by units of the 7^o Stormo operating from Sciacca starting early in March 1942. Other units began to be equipped with the SM.84, including the 32^o Stormo reformed at Bologna-Borgo Panigale in September 1942 consisting of the 38^o Gruppo (49^a and 50^a Squadriglie) and the 89^o Gruppo (228^a and 229^a Squadriglie).

The 36^o Stormo continued to bear the brunt of fighting the British convoys plying between Gibraltar and Malta when a last major offensive aimed at cutting off the island and submitting it to surrender was launched in June 1942. On the 14th of that month 14 torpedo-bombers left Decimomannu to attack a strong naval force south of Sardinia. Before, during and after launching their torpedoes the SM.84s met heavy anti-aircraft fire and escorting fighters, suffering the loss of six aircraft, including that of the 109^o Gruppo commander, Ten Col Giovanni Farina; only one SM.84 crew was rescued from the sea. A similar action by the 4^o Stormo from Sciacca in the afternoon some 60km south

of Pantelleria was likewise met with heavy defensive fire and two SM.84s were shot down by fighters escorting the convoy. This major aero-naval battle continued well into August, and reached its peak when a massive convoy, Operation Pedestal, began to run the gauntlet towards Malta; among the heavy losses was that of HMS Eagle on the 11th. By 13 August four of the 14 merchantmen forming the supply element arrived in Grand Harbour; nine had been sunk and the last major prize remaining barely afloat was the tanker 'Ohio'. Ten SM.84s from the 32^o Stormo, together with 33 SM.79s attacked the convoy the following day; escorting Macchi C.202s and Reggiane Re.200Is managed to limit losses to two SM.84s. The 'Ohio' made it to Malta the following day, raising the siege and Axis units turned their attention to those vessels from the convoy turning back towards Gibraltar.

An upgraded version of the Savoia-Marchetti torpedo-bomber began to reach RA units in 1942. Major difference from its predecessor was an increase in wing dihedral in an effort to improve handling that had long been considered highly inefficient by its crews. The SM.84bis featured revised cockpit cabin framing with an ejectable top section and the introduction of two armoured glass front panels. Air scoops above engine cowlings were enlarged and the torpedo-release mechanism improved. Notwithstanding its limitations, never achieving the original design target of replacing the SM.79 in service, the SM.84 continued to be supplied to more units, including the 99^o Gruppo of the 43^o Stormo towards the end of July 1942. By that time it had become clear that the SM.84 was inadequate as a torpedo-bomber and the 'bis' version was assigned the role of high-altitude bomber; this resulted in another failure as the aircraft's performance above 4,500m fell drastically and fuel consumption increased considerably.

Towards the end of 1942 the only unit with operationally efficient SM.84s was the 32^o Stormo, which was transferred from

Gioia del Colle to Sardinia in November with 24 aircraft. The unit's first operation from there was on 1 December to counter Operation Torch, the Anglo-American landings in North Africa, with an attack against Bone (Algeria). Allied fighters shot down three of the ten SM.84s from the 89^o Gruppo and a further three were so badly damaged that they crashed on landing back at base. By April 1943 the total SM.84 force had been reduced to 64 aircraft (of which only 34 serviceable) and the 10^o Stormo became the first unit to relinquish the type, followed by the 8^o and 32^o. The 43^o Stormo became the sole unit still operating the SM.84 from Gioia del Colle at the time of Operation Husky, the invasion of Sicily on 11 July 1943, from where the 98^o Gruppo lost ten aircraft in only four missions; the other section of the Stormo, the 99^o Gruppo returned to Lonate Pozzolo with 15 aircraft, only four of which were serviceable. At the time of the Armistice of 8 September, the 98^o Gruppo had been reduced to 12 aircraft while the 99^o had 18 on strength; no less than 130 SM.84s languished unused or unusable in stores spread around Italy.

The 98^o Gruppo was integrated into the Co-Belligerent Air Force, forming the 241^a Squadriglia on seven SM.84s in Puglia where they served in the transport role. In an effort to improve the aircraft's performance a sole SM.84ter was built in 1944, having a wing of longer span and enlarged area powered by 1,500hp Piaggio P.XII engines (MM.485 – ex MM.22497). It was tested just before the end of hostilities clocking a maximum speed of 500km/h. The newly-formed Italian Air Force retrieved it on 4 February 1946 transferring it to Rome-Centocelle airport. Handling qualities were found to be much improved, as was take off performance. However the SM.84ter was lost during a fire during ground running of the engines at Rome in October 1946.

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Features that distinguish this SM.84 as a 'bis' variant include the extended flame damping exhaust pipes, larger air intakes above engine cowlings and completely revised cabin framing. A uniform Verde Oliva Scuro2 on all upper surfaces replaces the previous three-tone camouflage (R.J. Caruana Archives)

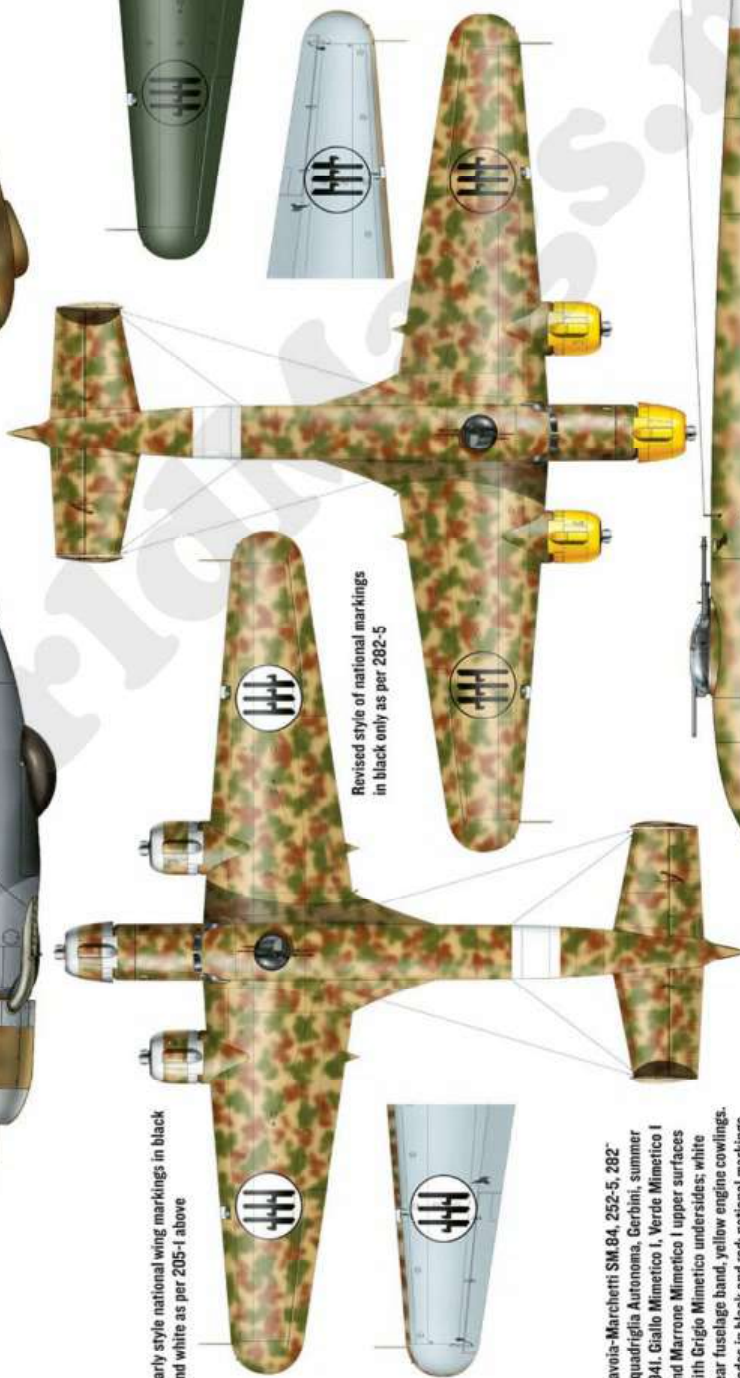
HISTORICAL FEATURE

SM.84

Savoia-Marchetti SM.84, 105-1, flown by Magg. Paolo Moci, 250th Squadriglia, 47th Gruppo, during the training phase at Littoria in 1941 before the unit's transfer to Sicily early in 1942. Giallo Mimetico 1, Verde Mimetico 1 and Marrone Mimetico 1 upper surfaces with Grigio Mimetico undersides; white rear fuselage band. Front of cowling and cooling gills in natural metal; codes in black and red. National markings black on a white background



Above: Finish and markings style for late production SM.84s in Verde Oliva Scuro 2 upper surfaces; undersides in Grigio Azzurro Chiaro 1 with markings as shown on the example in the middle



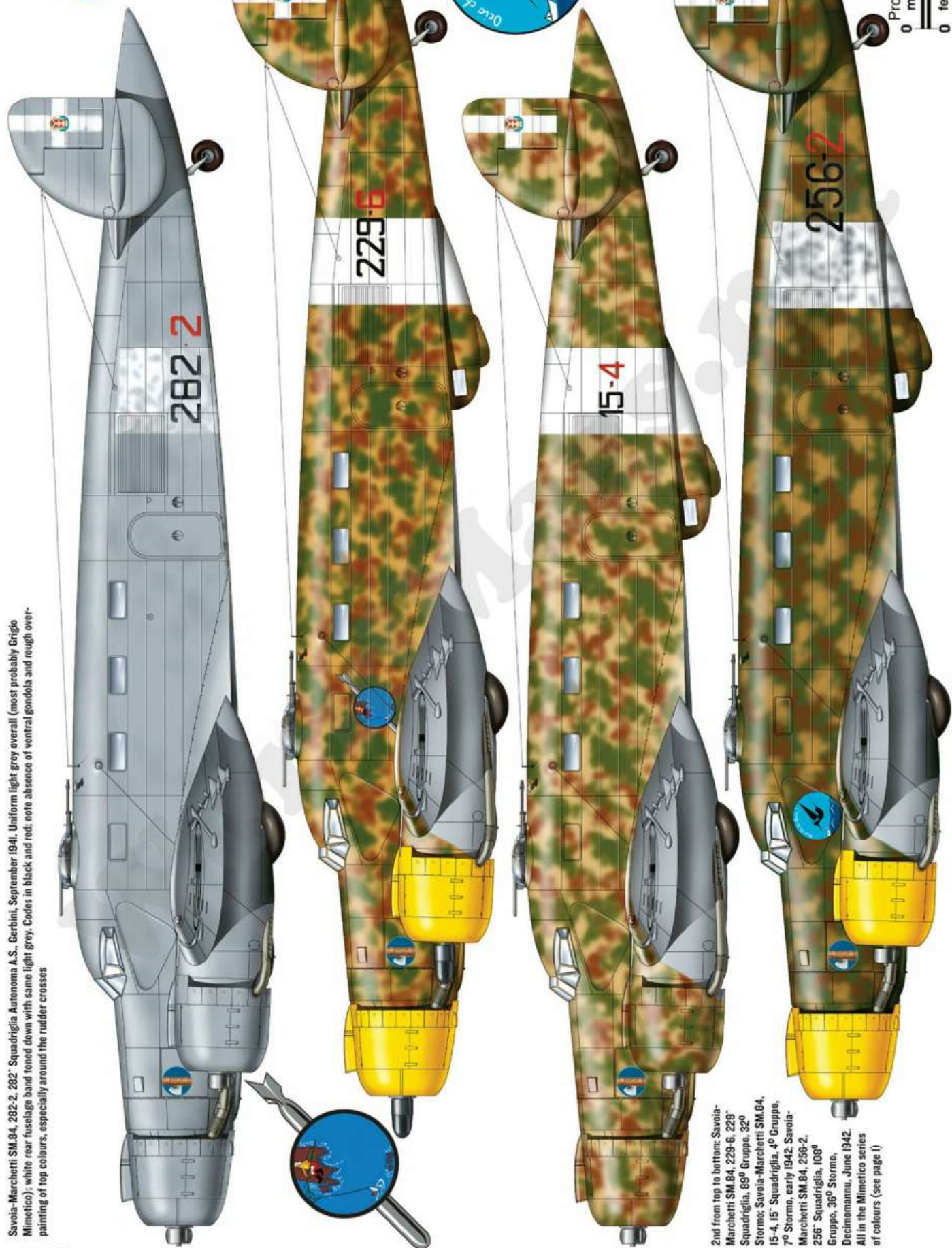
Early style national wing markings in black and white as per 205-1 above

Revised style of national markings in black only as per 282-5

Savoia-Marchetti SM.84, 252-5, 282nd Squadriglia Autonoma, Gerbini, summer 1941. Giallo Mimetico 1, Verde Mimetico 1 and Marrone Mimetico 1 upper surfaces with Grigio Mimetico undersides; white rear fuselage band, yellow engine cowlings. Codes in black and red; national markings in black only above and below wings



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



Savoia-Marchetti SM.84, 282-2, 282^o Squadriglia Autonoma A.S., Gerbini, September 1941. Uniform light grey overall (most probably Grigio Mimetico); white rear fuselage band toned down with same light grey. Codes in black and red; note absence of ventral gondola and rough over-painting of top colours, especially around the rudder crosses

2nd from top to bottom: Savoia-Marchetti SM.84, 229-6, 229^o Squadriglia, 89^o Gruppo, 32^o Stormo; Savoia-Marchetti SM.84, 15-4, 15^o Squadriglia, 4^o Gruppo, 7^o Stormo, early 1942; Savoia-Marchetti SM.84, 256-2, 256^o Squadriglia, 108^o Gruppo, 36^o Stormo, Decimomannu, June 1942. All in the Mimetico series of colours (see page I)

HISTORICAL FEATURE

SM.84

Savoia Marchetti SM.84, 258-2, 258^a Squadriglia, 108^a Gruppo, 38^a Stormo, Decimomannu, 1942. Grigio Azzurro Chiaro I overall with Azzurro II mottling on upper surfaces; white rear fuselage band and front of cowlings. Codes in black and red; national markings in black only above and below wings. 258-6 (Decimomannu, 1943) is similarly finished



Savoia-Marchetti SM.84, 14-7, 14^a Squadriglia, 4^a Gruppo, 7^a Stormo, Sciacca, summer 1942. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro I undersides; white rear fuselage band with black and red codes. Red propeller hubs; national markings in black only above and below wings. Note late-style engine cowlings, spinners and extended exhaust pipes with flame dampers



Savoia-Marchetti SM.84, 50-1, 50^a Squadriglia, 38^a Gruppo, 32^a Stormo, Maduria, Aprile 1943. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro I undersides; white band around rear fuselage. Codes in black and red; red spinners. National markings above and below wings in black only

Profiles 1:72 Scale
0 metres
0 feet

Savoia-Marchetti SM.84, 205, 205° Squadriglia, 41° Gruppo Autonomo A.S., Egean, May 1943. Giallo Mimeticco I, Verde Mimeticco I, Marrone Mimeticco I upper surfaces with Grigio Mimeticco undersides; white rear fuselage band. Code in black with 41o Gruppo badge above it (handed on other side); national markings in black only above and below wings



Savoia-Marchetti SM.84 (V Series), MM.22542, 15-6, 15° Squadriglia, 4° Gruppo, 7° Stormo, Sciacca, 1942. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro 1 undersides; white rear fuselage band with codes in black and red



Savoia-Marchetti SM.84bis, 9-2, 6° Squadriglia, 23° Gruppo, 7° Stormo, Cameri, spring 1942. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro 1 undersides; white rear fuselage band with codes in black and red. National markings in black only above and below wings



Savoia-Marchetti SM.84bis, 15-1, 15° Squadriglia, 4° Gruppo, 7° Stormo, Sciacca, 1942. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro 1 undersides; white rear fuselage band with codes in light blue. National markings above and below wings in black only



Profiles 1:72 Scale
0 metres
0 feet 3 6



HISTORICAL FEATURE

SM.84

Savoia-Marchetti SM.84bis, 241-2, 241^a Squadriglia, 98^o Gruppo, 43^o Stormo, Bresso, August 1942. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro 1 undersides; white rear fuselage band. Codes in black and red; national markings above and below wings in black only



Savoia-Marchetti SM.84bis, 241-4, 241^a Squadriglia, 132^o Gruppo Trasporto, 2^o Stormo, RA Co-Belligerente, Gioia Del Colle, 1944. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro 1; all Italian markings overpainted. Yellow rear fuselage band and underside of wing tips; national markings in six positions

Savoia-Marchetti SM.84, 98-2, 98^o Squadriglia, 98^o Gruppo, 3^o Stormo, RA Co-Belligerente, Lecce-Galatina, November 1944. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro 1 undersides; codes in white and red. National markings in six positions

Savoia-Marchetti SM.84bis, 241-4, 241^a Squadriglia, 132^o Gruppo Trasporto, 2^o Stormo, RA Co-Belligerente, Gioia Del Colle, 1944. Verde Oliva Scuro 2 upper surfaces with Grigio Azzurro Chiaro 1 undersides; codes in white. National markings in six positions; note ventral gondola has been removed

Model
AIRPLANE
INTERNATIONAL
Original Artwork by
Richard J. Caruana © MAI 2011

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

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SS1222 - P-38 LIGHTNING IN ACTION



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SS1221 - B-25 MITCHELL IN ACTION



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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NINAK



Wingnut Wings' meteoric rise to the summit of modelling heights is reinforced with every new release. The diversity of subject matter in this larger scale is highlighted with this fantastic offering of the D.H. 9A. My money was on this being another cracker.



The design of these kits is now well known to me, but for those who have not encountered their delights, I can confirm that within each box you will find everything that you could possibly require or desire, and more. What is instantly noticeable is the very high level of crispness and detail that is attained in the standard plastic offerings without the need to resort to resin additions and with only a sniff of photo-etched required as the finishing touch.

ATTENTION TO DETAIL

The intricate nature of the interior of what was basically a mixture of a wooden framework held and tensioned with interior wire rigging, is faithfully reproduced in great detail and fully complemented with countless stunning cockpit parts. Every piece seems to be a work of art in its own right with pieces such as the wickerwork pilot's seat and instrument panel just two examples of a commendably long list of beautifully moulded parts. Most of the interior has to have a wood-look finish and this had to be reproduced before any assembly

could take place. There are some great reference photos in the instruction booklet of the front and rear compartments showing off all that lovely wood with all its variations in shades to help and inspire the artist in you. In reality reproducing this effect was quite straightforward requiring just a base coat of acrylic Matt Sand over which various brown shades of oil paint were brushed in to simulate the wood grain. You can experiment until you are happy with the effect or simply wipe away the oil paint if you make a mistake, easy and great fun. With the

wood effects completed, there are some areas of the framework that need to be internally rigged and some control wires added to the throttle lever and control column on the floor. These were simply reproduced with some painted embroidery thread. The intricately detailed decals that are provided for all of the instrumentation faces are fabulous and very effective, injecting the sort of extra detail that is often ignored in other kits and when added to the painted dials, reproduce a very pleasing overall affect. The interior is jam-packed with all manner of delights,

YOU WILL NEED...

Before starting:

- Thick Cyanoacrylate & Accelerator
- Gunze-Sangyo Mr Cement S
- Tamiya Masking Tape
- Tweezers
- Swann-Morton #3 scalpel and blades
- Sanding sticks & files
- Microset Set and Sol decal solutions
- Elastic Thread



Airbrush Used:

SATAgraf 2
For worldwide distribution and availability visit www.sata.com



Paints Used:

Gunze-Sangyo Mr Metal Color lacquer:
Aluminium
Stainless
Dark Iron
Copper
Brass



Tamiya acrylic:

XF-1 Black
XF-2 White
XF-55 Deck Tan
XF-62 Olive Drab
XF-60 Dark Yellow
XF-64 Red-Brown



Dimensions

Span - 45ft 11in
Length - 30ft 3in
Height - 11ft 4in

Dimensions - 1:32

Span - 438.1mm
Length - 288.1mm
Height - 108.1mm



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



BUILT & WRITTEN BY ANDY IERONYMIDES FROM THE UK

1:32

WINGNUT
WINGS**MODEL INFO**

SPEC: Wingnut Wings 1:32 D.H.9A 'Ninak'
KIT NO.: 32007 **MATERIALS:** IM, PE
AVAILABILITY: Wingnut Wings worldwide
PRICE GUIDE: \$89.00

PLANE FACTS

Known as the 'Nine-Ack' (Ninak) the D.H.9A was produced in 1918 as a replacement for the D.H.4 and D.H.9. Designed around the 400hp Liberty engine some reached France before the Armistice in November 1918 and were used by Nos.18, 99, 110 and 205 Squadrons, RAF, and the 1st United States Marine Aviation Force. Had the war continued the type would have been built in large numbers in the USA. After WWI the type remained in RAF service in the UK, India, Egypt and Iraq and in Iraq they shared the difficult task of policing that country with the F.2b from 1st October 1922. The D.H.9A was not finally withdrawn until 1931.



"With the wood effects completed, there are some areas of the framework that need to be internally rigged and some control wires added to the throttle lever and control column on the floor"

with numerous sub-assemblies that have to be tackled and finished before they can be thrown into the happy equation. Amongst this is the camera installation tucked up on the floor behind the gunner. Again this is nicely detailed and comes complete with a clear lens for the camera with accompanying sliding viewing panels in the rear fuselage floor. The leather seat cushions and padding are delicately reproduced and, when painted and drybrushed to show off the studding and creases, can be matched with the painted etched harnesses and seats.

Having been spoon-fed to bursting point with all of the tasty interior, it was difficult to foresee further indulgence; but that was before I saw the engine!

ENGINE

The Liberty V12 400hp engine from America, which eventually replaced the underpowered 230hp Puma engine, was a big beast and required a redesigned nose job to accommodate it. This is faithfully reproduced in great detail and builds into an outstanding piece of work that can be easily admired due to the design of the kit,

which allows the top engine cowl to be removed and replaced as required. There are no fewer than twelve colour photos of a restored example in the instructions that provide as much reference as you could possibly wish for. Extra detailing was not really necessary but it was tempting to add just a bit more, in this case the spark plug wires from the magnetos at the rear of the engine and some plumbing pipes on top of the head, both reproduced with thin copper wire. The metallic areas were painted using the excellent Gunze-Sangyo Mr Metal Color

range of paints, which are easy to apply and can be buffed to a nice sheen.

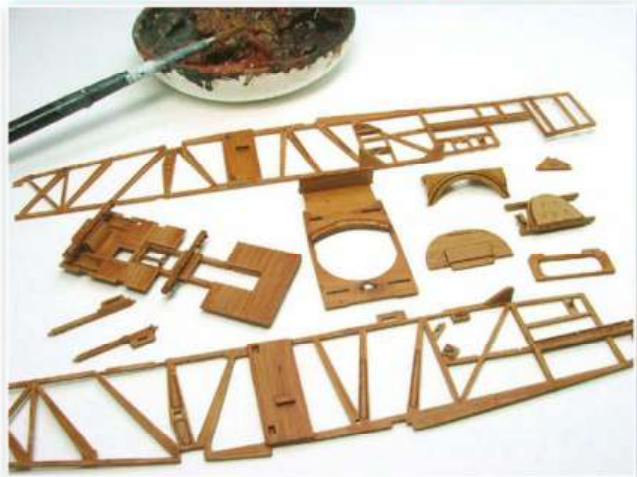
BOXED IN

With all of the internal sub-assemblies completed and lovingly admired, it was time to hesitatingly box them up within the fuselage and watch some of that pretty picture fade into the greater canvas of the developing build. It was just totally amazing to see all of the clever engineering projected into such perfect part fit. It was with pure delight that the intricate framework of cockpit and gunner's compartments with frontal

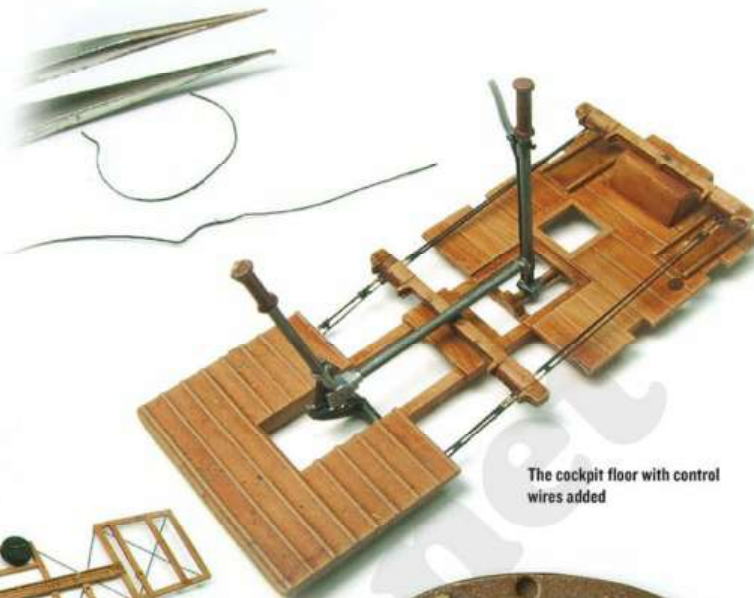
REFERENCES...

- AIRCO- The Aircraft Manufacturing Company by Mick Davis, Crowood Aviation Series (The Crowood Press, ISBN: 1-86126-393-7)
- AMC D.H.9A 'Ninak' Vol.1 by J. Alcore, Windsock Datafile No.139 (Albatros Productions Ltd 2010 ISBN: 978-1-906798-02-4)
- British Civil Aircraft 1919-1959 Vol.1 by A.J. Jackson (Putnam 1959)
- British Piston Aero-Engines and their Aircraft by Alec Lumsden (Airline 1994)
- De Havilland Aircraft of World War One by J.M. Bruce (Arms & Armour Press 1991)
- De Havilland In Action No.164 by Peter Cooksley (Squadron/Signal 1997)
- The Aeroplanes of the Royal Flying Corps, Military Wing by J.M. Bruce (Putnam 1982 & 1992)



STEP BY STEP GUIDE - INTERIOR

The interior wood effects added with brown oil washes



The cockpit floor with control wires added



Internal rigging added to framework



The instrument panel with decal dials



The interior assembled and painted



The leather pieces and harnesses all painted up

bulkhead and engine sections just came together so easily. As the build progressed further external sub-assemblies had to be added, one of these being the radiator in the nose. This had a grill mesh that, in plastic, was as detailed and fine as any etched offering could have been. To frame this we are offered the radiator shutter slats in the open or closed options and once

they had their wood finish added, they contrasted well against the metal radiator body. More options follow; as already mentioned, the tightly fitting removable engine top cowl is offered in two types, one for the AMC-built variant and one for the Westland-built type and there are three types of engine exhaust pipes to choose from. The end of the pipe was carefully drilled out and

shaped and hollowed then painted to represent a stained and rusting surface. I began by applying a base coat of Gunze-Sangyo Burnt Iron over which I added a light stippling of thick almost dry Tamiya Red Brown. This gave a subtle rusty texture and colour to the surface through which the natural iron coat could still be seen. Other details that could be added at this point were

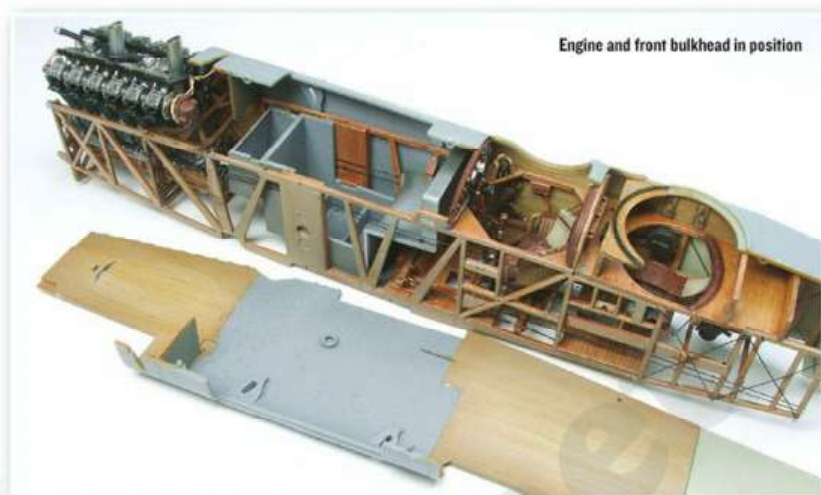
the two petrol pumps that sat high on the fuselage top fuel tank cowl and stretched up into the underside of the top wing. These were wind-driven through wooden blades on the pumps that are provided. On hindsight I should have added the completed pumps to the cowl after the painting of the fuselage and just prior to the attachment of the top wing, as they are easily prone to



STEP BY STEP GUIDE - ENGINE



The ignition wires added to the completed engine



Engine and front bulkhead in position

STEP BY STEP GUIDE - CONSTRUCTION



The fuselage halves joined up perfectly



The exhausts painted with Burnt Iron with red/brown drybrushing

accidental damage (I will leave you to guess how I found that out!).

PAINT AS YOU BUILD

With the core of the build under the proverbial belt, it was now time to switch to the wings and elevators. Again, evidence, if any more was needed, of the thought that had gone into the design of the kit was shown by the clever angled stub attachment points of the lower wings. This allowed the wings to be slipped into the fuselage at a set angle to give the correct dihedral without the need for further alignment. This was similarly repeated with an angled horizontal tailplane and also with a positive locating fin to give perfect alignment to the rear. All of the control surfaces are separate pieces allowing them to be posed at your chosen angles. At this point I decided to start the painting sequence on the wings with

the first colour, the much discussed PCIO which was the commonly used upper surface colour that seemed to vary between a faded olive green or olive drab through to a chocolate brown depending on the mix or effects of weathering. I used the kit's suggested Tamiya XF-62 Olive Drab as my darkest shade, a white-lightened version of the XF-62 for the base coat and a version of XF-62 mixed with grey/green for the rib effects. The grey/green version was first applied over the rib lines that were then protected with pin-line masking tape. Now the overall application of the base coat went on followed by a blast of the darkest shade along the control surface edges and on the edges of the masking tape. With this completed, the pin masks were removed. The highlighting and shading effects looked quite stark but all of the effects were blended and toned down with a final

misting of a heavily thinned base coat. This shading and highlighting technique for the ribs was repeated for the undersides of the wings with the following colours substituted; predominately Tamiya XF-55 Deck Tan for the clear linen base, a lightened shade for the ribs and XF-78 Wooden Deck Tan used as the dark shade over the pin mask. With the lower wings masked up, it was time to paint the grey areas of the nose and forward fuselage. The light shade of the grey was just begging for some colour variations and shading to be misted over it as they would show up well and create some interesting visual effects over what could otherwise be a bland grey.

WHO'S A CLEVER BOY THEN?

With the fuselage done and with the lower wings painted and in place it was time to think about alignment

procedures for the top wing. The whole set of various struts were previously given the wood effect treatment and were now ready to be thrown into action. This entailed positioning of the central cabane and outer wing struts. Normally what would happen during the preparation of the struts is that they would get mixed up and I would spend hours trying to find out their correct positions again. Not so with this kit; ingeniously every strut has its own matching locating hole shape in the wing surface so that each strut can only fit in its own slot, thereby eliminating any mix-ups. It is so clever and yet so simple. Before the top wing could be fitted, the rigging points were drilled into the upper and lower wings (and fuselage) before wire turnbuckles could be glued in to accept the rigging thread that would follow later in the build. With the

KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - PAINT



Three shades of topcoat green used for the PCIO



The lightest shade used for the ribs, which are then masked



The basecoat added, then the rib masking removed. The left side shows the rib effects after the addition of a blending coat

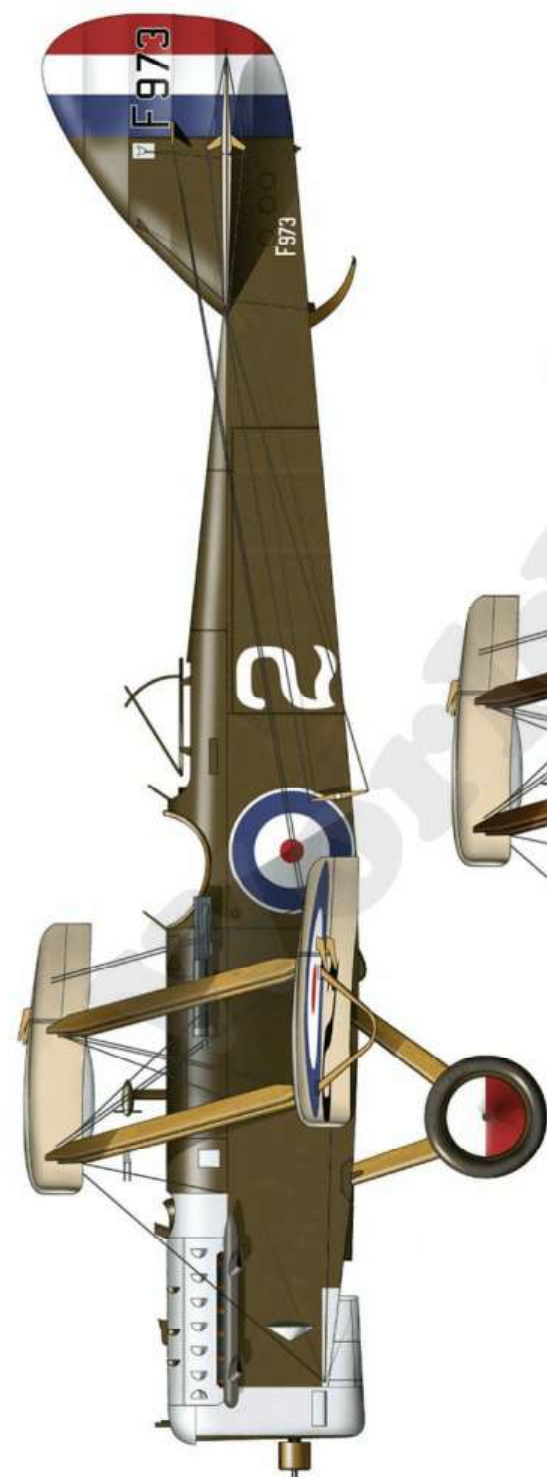


The underside rib effects similarly applied



The grey painted with pre- and post-shading effects

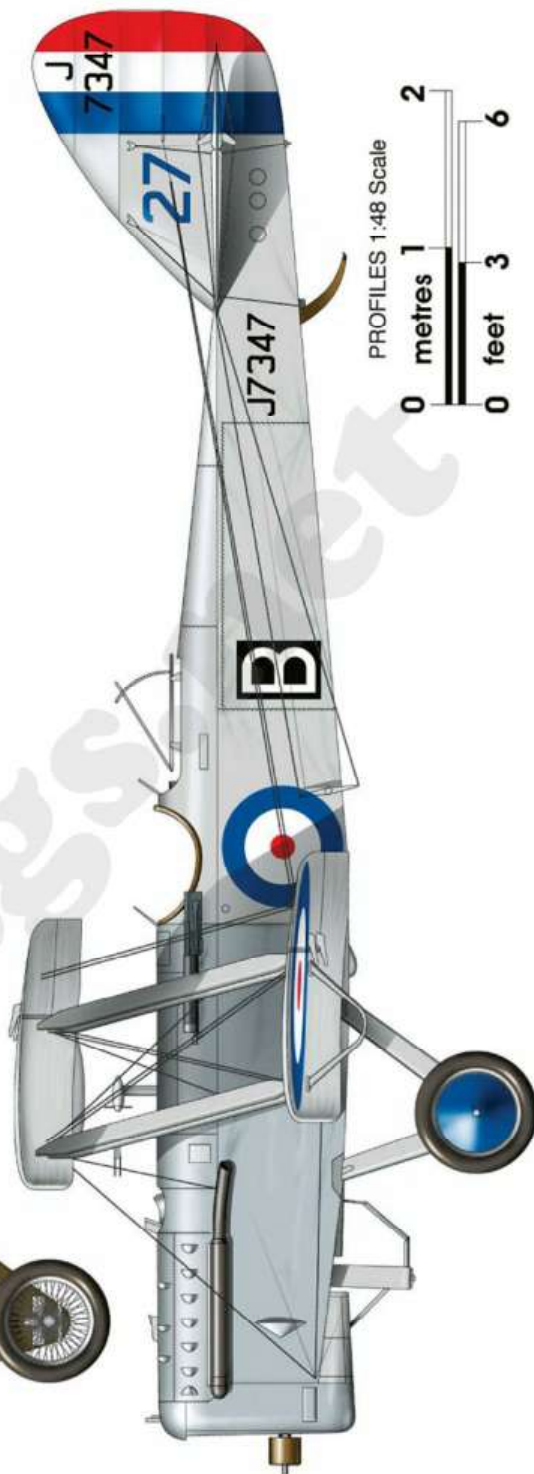
"I used the kit's suggested Tamiya XF-62 Olive Drab as my darkest shade, a white-lightened version of XF-62 for the base coat and a version of XF-62 mixed with grey/green for the rib effects"



Airco D.H.9A, P973, '2', No.1 School of Navigation and Bomb Dropping RAF, 1918. PC10 overall with clear-doped lower surfaces of wings and tailplane; engine cowlings are natural metal. Red/white wheel covers; white '2' on fuselage sides, repeated in black below lower wings

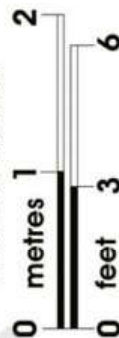


Airco D.H.9A, H3627, 'CII', 'C' Flight, No.55 Squadron RAF, 1922. PC10 upper surfaces with clear doped undersides of wings and tailplane; natural metal engine cowlings. Fuselage band, fin and radiator shutters in blue and white checks



Airco D.H.9A, J7347, '27', No.27 Squadron, No.2 India Wing, 1925. Silver doped overall with grey engine cowlings and front fuselage panels; blue wheel covers and '27' on fin, the latter outlined in black. Serial in black; white 'B' on blue rectangle on fuselage sides

PROFILES 1:48 Scale



KIT BUILD

SKILL LEVEL: BEGINNER

STEP BY STEP GUIDE - DECALS

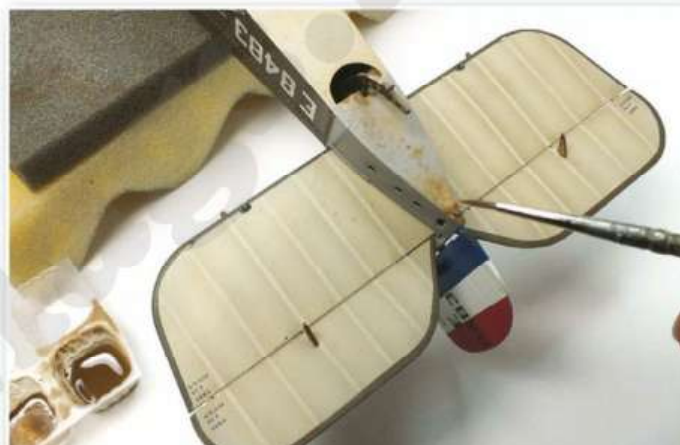
The decals bedded in with decal solutions



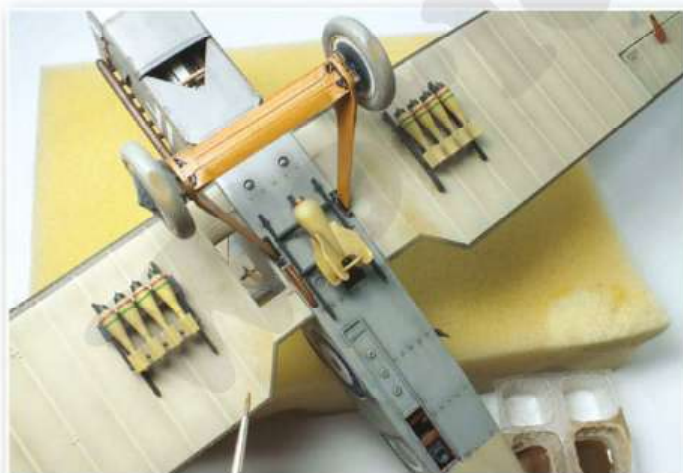
A dark grey wash was added

STEP BY STEP GUIDE - FINAL ASSEMBLY

The struts glued in position in readiness for the addition of the top wing



Mud effects are flicked on to some underside areas



The bombs added. Note weathered underside and cables in the wing cut-out



Silver grey and dark grey coloured elastic threads were used for the rigging

← struts in place on the lower wings, the model was inverted and lowered down onto the top-wing locating slots. Then, as suggested and illustrated in the instructions, the model was then placed in the kit's empty box lid at such an angle to ensure perfect alignment of the wings while the glue was drying. It was pure genius! Oh

joy: it seemed that we poor biplane bashers were finally being given a sympathetic helping nudge in the right direction. It was now the right time to stabilise the model by adding the pre-assembled undercarriage on which it could rest. This was an important step as handling the model would now become progressively

more difficult with the rigging and decalling stages looming.

WASH AND PASTE

Decals are provided for five marking options. The nature of these, as with most biplanes are quite simple, consisting of roundels and code numbers, but these are beautifully

reproduced and although a little thick, settle down over the clear glossed model surface without any drama with the help of decal solutions and a blast of warm air from a hair-drier to speed up the decal drying and shrinking process. Care has to be exercised with the large wing roundels, which have to be fitted in two sections around the



"Beautifully engineered, easy to build, thoughtfully designed and great value for money, need I say more?"



aileron, but the robust nature of the decals allows them to be easily shunted about without tearing. Whilst glossy, it was a good time to give the model a dark grey oil paint and enamel thinners wash, which was mostly concentrated around the grey nose areas. With the oil wash almost dry it was quite easy to wipe away any excess with the aid of a

dry cotton bud whilst leaving a few streaky traces of wash here and there as weathering stains. Finally the whole effect was sealed in with a coat or two of a satin clear acrylic.

FINISHING OFF

All of the delicate bits could now be added including the rear gunner's

Scarff ring, which had delicate etched toothed mounts through which a movable bar on pulleys held the Lewis Mk II. Bungee cords for the bar were replicated with some elastic thread. There are some fabulous ordnance options available with 20lb Cooper bombs, two types of 112lb HERL bomb and one 100lb option leaving the

model potentially heaving with explosives! To finish off the rigging wires had to be carefully added; the rigging was tied onto the turnbuckles using flat elastic thread which was coloured silver grey with a marker pen whilst the control wires were replicated with round elastic thread coloured dark grey. ■

FINAL VERDICT

■ If there was ever a time when a concluding verdict was not necessary this would be it as by now there could be no doubt as to how highly I have consistently rated this model. Throughout the build praise has been easily won and I can honestly say that I cannot think of one negative thing to say about this kit. Beautifully engineered, easy to build, thoughtfully designed and great value for money, need I say more? Don't take my word for it, build any Wingnut Wings kit once and you will be hooked forever.

● Was it worth the effort?
Oh yes.



new releases - **kits****PREVIEW****Curtiss Hawk 81-A-2****1:72****Airfix, UK / Materials: IM / Kit No.: A01003 / Availability: Hornby Hobbies Ltd (Manufacturer) and Airfix stockists worldwide / Price Guide: £5.99**

This is another example of Hornby's new tooling technology and it differs in quality from their previous 'new' kits such as the Spitfire. In the end-opening box you will find two sprues of grey-coloured and one of clear plastic. Surface detail is the debate, as it is engraved, but we have seen everything from love it to loathe it statements thus far! Overall we feel it is an improvement, as the lines are straight and crisp, and in our estimation, they are not too heavy. This kit will of course be compared with the old Academy and newer Trumpeter examples. The former is old and basic and although still accurate in outline it lacks the finesse of detail seen in the other two - but at £3.99 it is cheap. The Trumpeter kit had various problems, the most noticeable being the shallow cockpit interior and poor fitting canopy. This example from Airfix has a good interior, with moulded sidewall detail and a separate seat, floor, instrument panel and control column. The instrument panel is devoid of any detail, you

just get a decal. You do have the option of the lower cowl flaps open or closed and the lower cowl chin intake is moulded separate, although it is a shame Hornby never thought to make the rear parts separate to add detail and ease spraying into these deep tunnels. The rudder is separate, but no other control surfaces are and you get the option of wheels up (with stand sold separately) or down. The main wheels feature flats and are keyed to the oleo for correct alignment. The clear sprue only offers the main windscreen and sliding section as one, which is a shame, as it would have been nice to have the option to show the interior and it makes adding the gunsight glass panel inside the windscreen very tricky. The kit offers one scheme: 'White 68', flown by Flt Lt Charles H. Older, 3rd Sqn, American Volunteer Group, Kuming, China, 1942. The decals are well printed with a slight sheen, although the carrier film inside areas like the '68' codes are very prominent and cloudy.

**DIMENSIONS**

Span - 37ft 4in (11.38m)
Length - 31ft 8 3/4in (9.7m)
Height - 10ft 7in (3.22m)

DIMENSIONS - 1:72

Span - 158mm
Length - 134.7mm
Height - 44.7mm

REFERENCES

- *Curtiss P-40 From 1939 to 1945* by A. Elbied & D. Laurent, *Planes & Pilots* No.3 (Historie & Collections 2002 ISBN: 2-913903-47-9)
- *Curtiss P-40 cz.3* by K. Janowicz, *Monografie Lotnicze* No.66 (AJ Press 2001 ISBN: 83-7237-041-9)
- *Curtiss P-40 Vol.1* by K. Janowicz & L.A. Wieliczko (Kagero 2008 ISBN: 978-83-60445-35-8)
- *P-40 Warhawk Part I [P-36 to P-40C]* by B. Kinsey, *Detail & Scale* Vol.61 (Squadron/Signal Publications 1999 ISBN: 1-888974-14-1)

Verdict

Overall this is another nice new kit from Hornby, it is better than both the other examples out there and priced right between them, so it is one we can recommend to all. Our thanks to Hornby Hobbies Ltd 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

1:72

J-20 Mighty Dragon

Trumpeter, China / **Materials:** IM / **Kit No.:** 01633 / **Availability:** Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide / **Price Guide:** £21.99

Trumper have been quick off the mark here, as the J-20 only flew for the first time on the 11th January 2011. Inside the large box initially most will think "oh no, it's moulded all in black", but Trumpeter have been very clever in how this kit is engineered. Whilst it is true to say that all the main airframe parts are moulded in black (31 of them), there is also the option of doing the cockpit interior from black or grey-coloured plastic part (32 of each) and these sprues also actually include some undercarriage parts. Now talking of the undercarriage, you will find the final sprue deals with this area and to make it a lot easier for the modeller these are all moulded in white plastic, as the bays are white. You even get the undercarriage doors in white

with black decals supplied for the exterior should you now want to paint them! Detail is excellent and whilst it may be pure speculation for security's sake, Trumpeter have not sold the modeller short with a lack of detail in the cockpit or wheel wells and some of the finer parts in the latter area have to be seen to be believed. As is so often the case with kits from this manufacturer, the fine components are wrapped in foam bubblewrap, as is the clear sprue, which is then bagged separately from the rest of the box contents with its own little interior 'box'. There is also a small fret of photo-etched brass containing nine parts that mainly relate to the ejection seat and AofA probes. You only get one colour scheme, 'Grey 2001', the first prototype, as flown on the 11th



DIMENSIONS

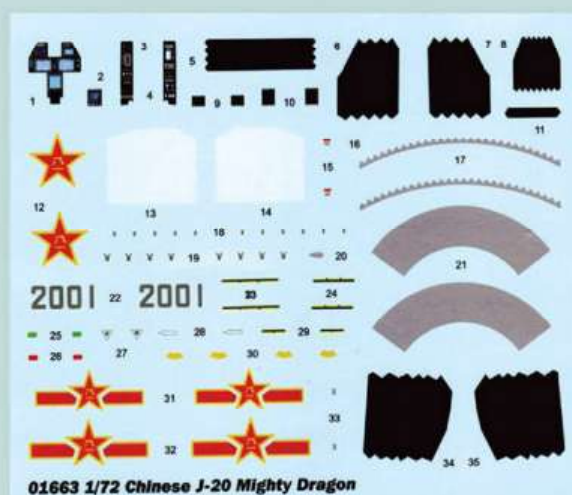
Span - 12.88m
Length - 21.26m
Height - 4.45m

DIMENSIONS - 1:72

Span - 178.9mm
Length - 295.3mm
Height - 61.8mm

REFERENCES

■ Internet



Verdict

This is an amazingly good kit considering how new the subject is and Trumpeter are to be congratulated in their approach to the tooling of this kit. Looking at what is in the box we do not feel this will be beyond anyone, regardless of experience so it is highly recommended to all. Our thanks to Pocketbond for the review sample.

new releases - **kits****PREVIEW****Hawker Tempest Mk V****1:48**

Eduard, Czech Republic / **Materials:** IM, R, PE / **Kit No.:** 1169 / **Availability:** Creative Models Ltd, Hannants & LSA Models (UK Distribution) and Eduard stockists worldwide / **Price Guide:** £28.99

Now Eduard's Tempest dates back to 1998 and so when this kit was initially announced most probably hoped it was a retool, but no. This is the same kit we saw back in 1998, now injected in tan-coloured plastic, but all the plastic parts remain unchanged. As a result the fuselage still remains short, but thankfully A2Zee Models offer a resin correction set (#AC48001) in their Alley Cat series. Anyway the plastic count remains unchanged at 67 tan and five clear, although a number of these parts are no longer used thanks to the inclusion of new resin and photo-etched. The new resin offers 13 parts, which basically make up the complete cockpit interior, with excellent detail that even extends below the tubular 'floor' area. The cockpit also uses a lot of photo-etched, much of it pre-painted. Strangely with all this new resin Eduard omitted to include the exhaust stacks in this medium, which would have been much better, or main wheels (again better in resin and actually in resin in

the original Profipack kit)? Etched details are added to the undercarriage door interiors, wheel hubs and drop tanks, plus the inner undercarriage and tailwheel doors are completely replaced with etched brass. A new gunsight in resin sits atop an etched support bar and the canopy rails can be replaced with photo-etched. Die-cut, self-adhesive paint masks are included for the downward ident lights, wheel hubs and canopy. The kit offers seven decal options: SN222, JF•E, No.3 Sqn, Fassberg, May 1945; NV724, JF•E, Fassberg and Copenhagen, July-Aug 1945 (both flown by Pierre Clostermann); SNI29, SA•M, flown by Sqn Ldr C.J. Sheddin, No.486 Sqn, Fassberg, May 1945; EJ558, SD•R, flown by Fg Off. B.F. Miller, No.501 Sqn, Bradwell Bay, October 1944; SN228, •EDM, flown by Wg Cdr E.D. Mackie, No.122 Wing, Fassberg, May 1945; JN751, R•B, flown by Wg Cdr R. P. Beaumont, No.150 Wing, Castle Camps, early 1944 or June 1944. The decal sheet includes full stencils.

DIMENSIONS

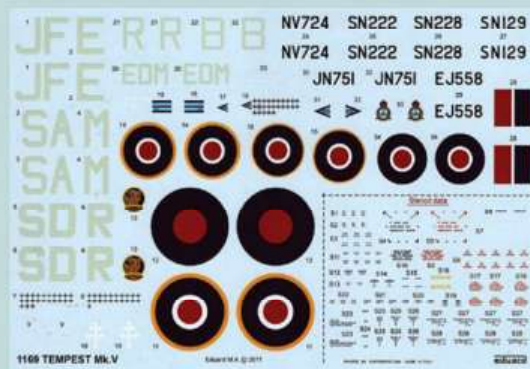
Span - 41ft 0in (12.50m)
Length - 33ft 8in (10.26m)
Height - 16ft 1in (4.90m)

DIMENSIONS - 1:48

Span - 260.4mm
Length - 213.8mm
Height - 102.1mm

REFERENCES

- *Hawker Tempest - Mk I, II, V, VI & TT Mk 5 & 6* by M. Ovcacik & K. Susa (4+ Publications 2000 ISBN: 80-902559-2-2)
- *Hawker Tempest Mk II to VI* by R.J. Caruana, Warpaint Series No.55 (Hall Park Books Ltd 2005)
- *Hawker Typhoon & Tempest* by F.K. Mason (Aston Publications 1988)
- *Hawker Typhoon/Tempest, Famous Airplanes of the World No.63* (Bunrin-do Co., Ltd 3/1997 ISBN: 4-89319-060-1)

*Verdict*

Now although most of us would have preferred a retool to correct this kit, correction sets are readily available. The additional resin and photo-etched coupled with the mass of new markings makes this a kit that can be recommended to all RAF fans with experience in all the mediums. Our thanks to Eduard M.A. for the review sample.

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

PREVIEW

Hawker Hurricane Mk I

1:48

Italeri, Italy / **Materials:** IM / **Kit No.:** 2705 / **Availability:** The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / **Price Guide:** £29.99

The first thing to clarify about this kit is that it is indeed a 100% new tooling. The box contains a single sprue of clear plastic and four of a light grey-coloured plastic offering 91 grey and 12 clear parts. There is also a fret of etched brass, offering the seat harness and instrument panel fascia. Construction of the cockpit is a little like the Hasegawa kit, although the floor is solid in this instance and you get the alternative of combining decal and photo-etched or just the decal for the instrument panel. As with their Ju 87 kit (See Issue 72) this one also comes with a complete engine, nicely moulded and complete with the aft bulkhead and separate engine bearers. This Mk I comes with the metal wings and these are made up in the usual manner with a box insert for the wheel well mid-section while the outer sections are moulded with the single lower wing half. Separate control surfaces are included and the gun ports are also via an insert, just like Hasegawa. The landing lights in the wing leading edge are separate, and although you will have to paint in the light framework, this is far better than anyone else's

attempts at this area. The carburettor intake is two-part and the radiator unit correctly depicts the shallower one of the early mark. Thankfully the tailwheel is separate from the yoke, which will ease painting, and the main wheels have separate hubs and are 'weighted'. The rudder is separate, as are both ailerons and you get the option to have the engine cowl on or off, the access panel open or closed (note that it is not hinged as depicted in stage I4) and you can also have the canopy open or closed. The D.H (pointed) or Rotol (blunt) propeller and spinners are also included. There are six decal options: P296I, LE•A, flown by Fg Off. W.L. McKnight, No.242 Sqn, Coltishall, Dec. 1940; V7434, DZ•R, flown by Pt Off. J. Havilland, No.141 Sqn, Oct.1940; V5979, UP•M, flown by Sqn Ldr A. McCellar, Croydon, Nov. 1940; P390I, RF•E, flown by Fg Off. Urbanovicz, No.303 Sqn, Northolt, Sept. 1940; V710I, No.69 Sqn, Luqa, 1941; 'Black 93', 1st Fighter Sqn, Irish Air Corps, Shannon, Ireland, 1943. The decals you will be delighted to hear, are by Cartograf.



DIMENSIONS

Span - 40ft 0in (12.19m)
Length - 31ft 4in (9.83m)
Height - 13ft 1in (3.99m)

REFERENCES

- *Hawker Hurricane: Their history and how to model them* by B. Robertson, G. Scarborough & R. Cross, *Classic Aircraft No.4* (Patrick Stephens Ltd 1974 ISBN: 0-85059-124-4)
- *Hawker Hurricane, Modellers' Datafile No.2* by R.A. Franks

DIMENSIONS - 1:48

Span - 253.9mm
Length - 204.8mm
Height - 83.1mm

- *Hawker Hurricane* by A. Juszczak & D. Karnas, *Modelmania No.4* (AJ-Press 1999 ISBN: 83-7237-18-4)
- *Hawker Hurricane, Aero Detail No.12* (Dia Nippon Kaiga Co., Ltd, 1994 ISBN: 4-499-22636-8)
- *Hawker Hurricane* by Marek Rys, (Mushroom Model Publications 2007 ISBN: 978-83-89450-32-1)

Verdict

Overall this is a superb kit, highly detailed and, from initial inspection, accurate. Not cheap, but with the Hasegawa one probably in excess of £30 nowadays if reissued, it is certainly the best option thus far. Our thanks to Italeri 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)

Sukhoi Su-30MKK

Scale 1:48 / Academy, Korea / Materials: **IM** / Kit No.: I2223 / Availability: Pocketbond Ltd (UK Importer) and Academy stockists worldwide / Price Guide: £34.99

This is not a wholly new tooling, as it is based on the two-seat Su-27UB from 1995, but there are quite a few revisions to it. Initial inspection will delight you, as gone are the bagged and loose main fuselage/wing components, as these are now nice and securely mounted on a card tray in the top of the box (like their 1:32 F-16 kit) and all the sprues are now in a light grey colour instead of the dark blue/grey of the original. First inspection of the parts would have you assuming that only the new sprues have been added, but a close study of old (Su-27UB) sprues alongside the Su-30MKK parts prove that a lot of parts have been completely revised or replaced. Gone are the rubber tyres (hooray), the ejection seats are completely new and much more accurate and the cockpit tub is now highly detailed in comparison with the older kit. The big question most will ask is, has the nose cone been revised, well the simple answer is yes, as its place on the sprue is now taken with new ejection seat parts and the cone itself is separate, so we suspect this is made from a new mould. The etched fret is still included, but is completely revised from the original release with a number of new parts included. By this stage in the old kit you were at the end of the grey-coloured sprues, but not now, there are two new sprues of weapons, pylons and nose and main wheels, plus a third smaller sprue containing the new upper nose section, instrument panels (with or without raised detail) and the revised nose wheel oleo and mudguards. The old clear sprue is still there, as is the mould line down the middle of both canopy sections, but now there is a smaller new one with a revised windscreen unit that now allows for a separate IRT ball, along with the landing light lenses and HUD frame. I mentioned the revised upper nose section, well this is required to allow the in-flight refuelling probe to be added, along with the revised IRT ball. You will also have to cut off the vertical fin tops, as the MKK has taller, squarer units and these are included as separate parts. The decals, by Cartograf, allow you to make one of three options: 'Blue 501' the first prototype during its demonstration tour in 2006; 'White 502' the second prototype during the same tour and offered with Paris Air Show flight number 'Black 372'; 'Black 24' of the PLAAF in 2006. You can also actually make 'Black 22' of the PLAAF as well, the decals are on the sheet but no mention is made on the instructions. The decals are beautiful, the metallic panels on the starboard nose are included although regardless of their superb quality we suspect most will paint these areas.

Verdict: The 'cut & shut' nature of the new nose section could be complex and lead to unsightly join lines, but overall the Academy kit built well in the original Su-27UB form, so there is no reason to think this version would be any different. The basic mouldings are good, the revised packaging, especially the card-mounted main fuselage/wing parts, is very welcome and the deletion of the rubber tyres and the correction of many areas is something you have to congratulate Academy on doing. All this, combined with the limited nature of this release and superb Cartograf decals make it one we highly recommend to anyone interested in modern Chinese or Russian aviation. Our thanks to Pocketbond Ltd for the review sample.

DIMENSIONS

Span - 48ft 2 3/4in (14.70m)
Length - 71ft 1 1/2in (21.94m)
Height - 20ft 10 1/4in (6.36m)

DIMENSIONS 1:48

Span - 306.3mm
Length - 457.1mm
Height - 132.5mm

REFERENCES

- Su-27 by K. Barcz, Topshots No.43 (Kagero 2006 ISBN: 83-60445-67-9)
- Su-27 Flanker Story by A. Famin (Air Fleet)
- Sukhoi Su-27 by Y. Gordon (Midland Publishing 2007 ISBN: 1-85780-247-4)
- Sukhoi Su-27 Flanker by Y. Gordon & P. Davison, Warbird Tech Vol.42 (Specialty Press 2007 ISBN: 1-58007-091-4)
- Sukhoi Su-27 Flanker: Air Superiority Fighter by Y. Gordon (Airline Publishing Ltd 1999 ISBN: 1-84037-029-7)



Kawanishi NIK2-J Shiden-Kai 'Early', 'Late' and '343rd Naval Flying Group, Matsuyama'

Scale 1:144 / Platz, Japan / Materials: **IM** / Kit Nos.: PD-II, PD-4 & PD-10 / Availability: Manufacturer and Platz stockists worldwide / Price Guide: £TBA (¥1200 each)

We will cover all three kits in one here, as they are all based on a common tooling. Each kit offers two complete models made up of 29 parts each in a dark grey-coloured plastic plus the two canopies in clear plastic. The 'early' or 'late' version is achieved by the addition to the latter of revised aft fuselage and vertical fin halves, which mean you have to cut the corresponding area off the main fuselage halves. Detail is impressive for this scale with a seat, control column and instrument panel in the cockpit, the undercarriage is moulded with separate oleo legs, wheels and doors and the drop tank comes in two halves with separate shackles. Surface detail throughout is via very fine engraved lines and the canopies are clear with nicely defined canopy framework. PD-4 offers five schemes, PD-II has six and PD-10 four. The beautiful decal sheets include all unique markings, national insignia and yes, in this scale, full stencilling!

Verdict: You have got to hand it to Platz, they certainly know how to make superb kits in this small scale. Even at 1:144 these kits would put some manufacturers to shame as far as the recessed detail is concerned and the finesse of moulding for things like oleo legs and engines is truly amazing. With two kits per box and a good selection of schemes in each, they are all highly recommended to all modellers interested in Japanese aviation. Our thanks to Platz for the review samples.

DIMENSIONS

Span - 39ft 4 7/16in (12m)
Length - 30ft 7 29/32in (9.345m)
Height - 12ft 11 29/32in (3.96m)

DIMENSIONS 1:144

Span - 83.3mm
Length - 64.91mm
Height - 27.5mm

REFERENCES

- Kawanishi NIKI/NIK2-J, Model Art Special No.304 (Model Art Co., Ltd 1991)
- Kawanishi NIKI/NIK2-J - Mechanics of the World, Aircraft No.1 (Maru Mechanics 1992)
- Kawanishi NIKI/NIK2-J George, Profile No.213 (Profile Publications)
- Kawanishi NIKI/NIK2-J Shiden/Kai by K. Koseski, Pierwszy Eaz Poza Jaonia (Wydawnictwo Susei 1991 ISBN: 83-900216-0-9)
- Kawanishi NIK2-J Shiden-Kai 'George' by S. Nohara & R. Mochizuki, Aero Detail No.26 (Art Box Ltd 2000)



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

Supermarine Scimitar F.1

Scale 1:72 / CMR, Czech Republic / Materials: R, PE, VF / Kit No.: 221 / Availability: Hannants (UK Importer) and CMR stockists worldwide / Price Guide: £79.99

Now CMR (Czech Master Resin) have done the Scimitar before, they released a kit in 2003 (#126), but this one is all new and what a kit! Inside the big, sturdy cardboard box with separate lid and tray base are all the resin parts in separate compartmentalised plastic bags. There are 178 parts, all cast in a dark green-coloured resin, to which are added the vacformed canopy (with spare) and two frets of etched by Eduard. One fret is pre-painted and offers 28 parts, the other is unpainted and contains 57 components; I should note that each is sealed within a bag but further protected by card between each other. CMR really know how to pack models as well. As with all modern CMR kits, this one has a mass of A4 sheets offering instructions diagrams, overall and walkaround photos, colour option profiles and even diagrams and charts to show the correct weapons load for each decal option. There is a lot of detail in this kit, so the 17 build stages will be no surprise. The kit does not come with the wing fold option, but you can buy a separate wing fold (which is in fact a new set of wings plus the fold mechanism) from them as #DS-06 (£22.30). Having spoken of ordnance we should mention that in this kit you get the 'Red Beard' Thermo-nuclear bomb, 2000lb inert practice version, AIM-9B Sidewinders, 1,000lb HE or MC bombs and 3in rocket projectiles with either 12lb or 25lb Shot heads. The kit offers seven colour schemes as follows: XD324, 1587/R, No.803 Sqn, HMS Ark Royal, June 1965; XD324, 033/R, No.803 Sqn, HMS Ark Royal, August 1966; XD215, 150/V, No.803 Sqn, HMS Victorious, June 1961; XD215, 150/H, No.803 Sqn, HMS Hermes, July 1962; XD220, 618, No.736 Sqn, RNAS Lossiemouth, 1963; XD234, 147/V, No.803 Sqn, HMS Victorious, May 1959; XD243, 190/R, No.807 Sqn, RNAS Lossiemouth, November 1958; XD248, 190/C, No.807 Sqn, HMS Centaur, February 1962. The decal sheet include all the unique markings and codes, national insignia and a comprehensive set of stencils - the latter for airframe, pylons and weapons.

Verdict: What can you say except that this is **THE** ultimate Scimitar kit in 1:72, no-one else stands a chance due to the finesse and detail coupled with the superb casting and inclusion of the pre-painted etch etc. This is by no means a cheap proposition, especially if you add the wing fold, but what a model you will have if you take your time to build it. One for the experienced amongst you only, but highly recommended to you if you fit the bill and love RN subjects. Our thanks to CMR for the review sample.

DIMENSIONS

Span - (Open) 37ft 2in (11.33m), (Folded) 20ft 6 1/2in (6.16m)
Length - 55ft 3in (16.85m)
Height - 17ft 4in (5.28m)

DIMENSIONS 1:72

Span - (Open) 157.4mm, (Folded) 85.5mm
Length - 234mm
Height - 73.3mm

REFERENCES

- International Air Power Review Volume 2 (Airtime Publishing Inc. 2001 ISBN: 1-880588-35-8/1-880588-34-X)
- Scimitar, From the Cockpit No.2 by M.J. Doust (Ad Hoc Publications 2007)
- Scimitar - Supermarine's Last Fighter by Richard A. Franks (Dalrymple & Verdun Publishing 2009 ISBN: 978-1-905414-10-9)
- Supermarine Attacker, Swift and Scimitar by P. Birtles, Postwar Military Aircraft No.7 (Ian Allan Ltd 1992 ISBN: 0-7110-2034-5)
- The Cold War Years: Flight Testing at Boscombe Down 1945-1975 by T. Mason (Hikoki Publications 2001 ISBN: 1-902109-II-2)
- The Scimitar File by E. Morgan & J. Stevens (Air-Britain 2000 ISBN: 0-85130-271-8)

Gloster Meteor F.1

Scale 1:72 / Cyber-Hobby, Hong Kong / Materials: IM, PE / Kit No.: 5084 / Availability: Amerang Ltd (UK Importer) and Cyber-Hobby stockists worldwide / Price Guide: £27.99

The Cyber-Hobby brand is one used by Dragon for many of its releases and amongst these are a whole series of aircraft kits. Recently in the range they released this new tooling of the Gloster Meteor F Mk I, marked as a 'Golden Wings Series' item, just as the kits used to be in the Dragon range (e.g. P-61, Ki-61 etc.). Inside the familiar-sized box are six sprues in the usual medium grey-coloured plastic, plus one in clear. All are separately bagged and the clear sprue is also mounted on a card that contains the decals and the small fret of etched brass (two parts). Detail is good, with the cockpit made up of the floor, sidewalls, rear bulkhead, seat, control column and instrument panel with gunsight. The main and nose wheel oleos are split vertically, so you get separate wheels to ease painting, but still have to deal with the resulting seam on the mudguards. The rudder is separate as are the ailerons and elevators. The wings have nice deep detail in the wheel wells and both engines are there with separate access panels. The wings correctly depict this version, so are devoid of air brakes and have the refined bulges over the wheel wells, plus the inboard flaps are separate. You can pose the canopy open or closed, but the disappointment with the clear sprue is that no separate lights are included for the wing tips, which is a real shame considering the inclusion of such things as the engines? The kit comes with two C&M options; EE222, YQ-G of No.616 Sqn, RAF Manston, 1944; EE210/G whilst under evaluation in the USA at Muroc AB in February 1944. The decals are well printed and include some stencils, but the Sky of the band and codes seems very bright, even taking into consideration their application over dark colours and the red of the roundels is also too light/bright. However there is no, and never has been, any shortage of aftermarket decal sheets for the Meteor.

Verdict: A nice kit, packed with detail and well executed, but at a price that may have some resisting. Having been making Dragon kits from the very beginning, the quality and price are nothing new, as in 1994 everyone winced at the P-61 at £22.50, so 17 years later an increase of less than 1/3rd seems small beer. At last you have, without recourse to limited-run kits or after-market correction/detail sets, a high quality F.1 Meteor in 1:72 and for that alone Dragon have to be congratulated.

DIMENSIONS

Span - 43ft (13.11m)
Length - 41ft 3in (12.57m)
Height (over rudder) - 13ft (3.96m)

DIMENSIONS 1:72

Span - 182.1mm
Length - 175.6mm
Height - 55mm

REFERENCES

- Gloster Meteor by Barry Jones (The Crowood Press 1998, ISBN: 1-86126-162-4)
- Gloster Meteor: Britain's Celebrated First-Generation Jet by P. Butler & T. Buttler (Aerofax/Midland Publishing 2006 ISBN: 1-85780-230-6)
- Gloster Meteor by C. Bowyers, Postwar Military Aircraft No.2 (Ian Allan Ltd 1985 ISBN: 0-7110-1477-9)
- Meteor - Gloster's First Jet Fighter by S. J. Bond (Midland Counties Publications 1985 ISBN: 0-904597-55-5)
- The Gloster & AW Meteor, Modellers' Datafile No. 8 by R.J. Caruana & R.A. Franks (2004 ISBN: 0-9533465-8-7)

new releases - kits

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

Junkers Ju 88A-4

Scale 1:72 / Zvezda, Russia / Materials: **IM** / Kit No.: 7282 / Availability: The Hobby Company Ltd (UK Importer) and Zvezda stockists worldwide / Price Guide: £16.99

- Revised tooling based on G-6 version from 2007
- 124 light grey-coloured and 14 clear plastic components
- Four decal options: 6+HH flown by Oblt W. Baumbach of KG30; IT+AS of KG26; B3+EK of I./KG54 in the Mediterranean region in 1943; B3+AM of 4./KG54 in Sicily in the Spring of 1943

Verdict: Having many of the problems that the G-6 did, and considering the arrival of the superb new kit of this version from Revell for exactly the same price....? Our thanks to The Hobby Company Ltd for the review sample.

REFERENCES

- Junkers Ju 88 Vol.I by W. Trojca (Model Hobby I Trojca 2001 ISBN: 83-83-915347-0-7)



Tupolev Tu-95 Bear D

Scale 1:144 / Revell, Germany / Materials: **IM** / Kit No.: 04669 / Availability: Revell GmbH [UK Branch] (UK Distribution) and Revell stockists worldwide / Price Guide: £14.99

- Reissue with new decals (kit first released in 1992)
- 70 aluminium-coloured and five clear plastic components
- Two decal options: 'Black 17', Soviet Naval Air Force, 1972; 'Red 38', Soviet Naval Air Force, Pacific Fleet, Khorol AB, 1968

Verdict: This is a simple and, we suspect, therefore easy kit to construct of the Bear, so its return is very welcome. Our thanks to Revell GmbH (UK Branch) for the review sample.

REFERENCES

- Tupolev Tu-95 Bear by Y. Gordon & P. Davidson, Warbird Tech Vol.43 (Specialty Press 2007 ISBN: 1-58007-102-3)



Douglas AD-4 Skyraider

Scale 1:48 / Italeri, Italy / Materials: **IM** / Kit No.: 2667 / Availability: The Hobby Company Ltd (UK Importer) and Italeri stockists worldwide / Price Guide: £24.99

- Reissue of Eschi kit from 1981
- 56 light grey-coloured and eight clear plastic components
- Six decal Options: 22-DB, EAA 1/22 Ain, Armée de l'Air, Chad, 1970; 21-LE, Escadron d'Appui Aérien 1/21, Armée de l'Air, 1967; 21-ZC, Escadron d'Appui Aérien 2/21, Armée de l'Air, Madagascar, 1966; 20-Q5, EC 2/20, Armée de l'Air, Algeria, 1960; 'MP', Armée de l'Air, Gabonaise, 1980; 409/S, VF-54, USS Essex, Korea, 1952

Verdict: Although an older kit with raised panel lines, this is certainly worth adding to the collection, even only if for some of the superb colour schemes. Our thanks to The Hobby Company Ltd for the review sample.

REFERENCES

- A-1 Skyraider, Walk Around No.27 by E. Barthelmes & R.S.Dann (Squadron/Signal Publications 2001 ISBN: 0-89747-429-6)



Hawker Hurricane Mk I

Scale 1:48 / Ark Models, Russia / Materials: **IM** / Kit No.: 48026 / Availability: Creative Models Ltd (UK Importer) and Ark Models stockists worldwide / Price Guide: £12.99

- New tooling
- 76 grey-coloured and six clear plastic components
- Two decal options: V6555, DT+A, No.257 Sqn, flown by Sqn Ldr Robert Stanford Tuck and V7467, LE+D, No.242 Sqn, flown by Sqn Ldr Douglas Bader

Verdict: Regardless of the speculation as to the origins of this kit, initial construction has shown that fit is a big issue, so this is probably not best suited to the complete novice. Our thanks to Creative Models Ltd for the review sample.

REFERENCES

- Hawker Hurricane, Aero Detail No.12 (Dia Nippon Kaiga Co., Ltd, 1994 ISBN: 4-499-22636-8)



MiG-17PF

Scale 1:72 / AZ Model, Czech Republic / Materials: **IM, PE** / Kit No.: AZ7340 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £19.40

- Revised tooling based on MiG-17F from 2010
- One resin plus 59 grey-coloured and two clear plastic components
- Four decal options: '1015', Czechoslovakian AF; 'Rd 091', East German AF; 'White 435', Polish AF; 'Red 405', Hungarian AF

Verdict: The nature of this kit means it is not one for the novice, but for everyone else it is highly recommended. Our thanks to AZ Model for the review sample.

REFERENCES

- MiG-17 Fresco Walk Around No.46 by H-H Stapfer (Squadron/Signal Publications 2007 0-89747-512-7)



Hunter T Mk 7

Scale 1:72 / Xtrakit, UK / Materials: **IM, R, PE** / Kit No.: XK72013 / Availability: Hannants Ltd (Manufacturer) and Xtrakit stockists worldwide / Price Guide: £18.50

- New tooling (made by MPM)
- 56 grey-coloured and two clear plastic plus five resin and 19 photo-etched brass components
- Three decal options: XL573 of No.237 OCU, RAF Chivenor, 1986/7; T.8, XL580, FRADU, RNAS Yeovilton; T.7, WV372, No.2 Sqn, RAF Wildenrath, Germany, July 1970

Verdict: Modellers have waited a long time for a good two-seat so this new one can be recommended to all bar the complete novice. Our thanks to Hannants for the review sample.

REFERENCES

- Hawker Hunter by Barry Jones (The Crowood Press 1998, ISBN: 1-86126-083-0)



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

Boeing/McD D F/A-18E Super Hornet

Scale 1:144 / Revell, Germany / Materials: IM / Kit No.: 03997 / Availability: Revell GmbH (UK Branch) (UK Distribution) and Revell stockists worldwide / Price Guide: £5.99

- New tooling
- 63 grey-coloured and two clear plastic components
- One decal option: F/A-18E of VFA-31 Tomcatters in its 75th Anniversary scheme, NAS Oceana, 2010.

Verdict: Revell are certainly pulling out the stops with their new 1:144 kits and the dorsal spine cut-out proves the two-seat version will not be long in coming either. Highly recommended to all and our thanks to Revell GmbH (UK Branch) for the review sample.

REFERENCES

■ F/A-18E & F/A-18F Super Hornet. In Detail & Scale Vol.69 by B. Kinzey (Squadron/Signal Publications 2007 ISBN: 0-89747-470-8)



Messerschmitt Bf 109G-6 'Early'

Scale 1:32 / Trumpeter, China / Materials: IM, PE / Kit No.: 02296 / Availability: Pocketbond Ltd (UK Importer) and Trumpeter stockists worldwide / Price Guide: £34.99

- Revised tooling
- 234 grey-coloured and nine clear plastic, plus three rubber and 28 photo-etched brass components
- Three decal options: W/Nr.20499, 'Yellow I', 9./JG52, Russia, October 1943; 'White II', 1./JG27, France, 1944; 'Red 29', 1./JG302, Finland, 1944

Verdict: Now a lot cheaper than a Hasegawa example, plus with a lot more detail, we suspect this will be the kit of choice in this larger scale. It is certainly one we recommend to all Luftwaffe modellers and our thanks to Pocketbond Ltd for the review sample.

REFERENCES

■ Messerschmitt Bf 109G-6, Modeler's Eye No.3 by K. Abe, K. Yokohama & S. Kato (Dai Nippon Kaga Ltd 2002 ISBN: 4-499-22782-8)



MiG-17PF

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, PE / Kit No.: AZ7339 / Availability: Hannants Ltd (UK Importer) and AZ Model stockists worldwide / Price Guide: £19.40

- Revised tooling based on MiG-17F from 2010
- One resin plus 59 grey-coloured and two clear plastic components
- Four decal options: Unidentified unit, Egyptian AF; '1181', Indonesian Air Force; 'Red 04', 146th Guard Air Regiment, USSR Air Defence, Vasilkov, 1957; 'Red 4721', flown by Lan Vich Lich, 921st 'Sao Do' Fighter Regiment, 3rd February 1966, Vietnam

Verdict: This is an excellent kit, suitable for the more experienced. Our thanks to AZ Model for the review sample.

REFERENCES

■ MiG-17 Fresco Walk Around No.46 by H-H Stapfer (Squadron/Signal Publications 2007 0-89747-512-7)



L-M F-16C 'Air National Guard'

Scale 1:48 / Academy, Korea / Materials: IM / Kit No.: 12425 / Availability: Pocketbond Ltd (UK Importer) and Academy stockists worldwide / Price Guide: £19.99

- Revised tooling based on G/CJ released in 2008
- 175 grey-coloured and nine clear plastic components
- Two decal options: Block 40F, S/No.89-2098, 112th FS, 180th FW, Ohio ANG; Block 52Q, S/No.93-0549, 157th FS, 169th FW, South Carolina ANG

Verdict: The Academy F-16 is a neat kit and this slight revision to the later C-series is a smart move by them. As a limited edition with Cartograf decals it is one we highly recommend to all modern USAF modellers and our thanks to Pocketbond Ltd for the review sample.

REFERENCES

■ Uncovering the Lockheed-Martin F-16A/B/C/D by D. Coremans & N. Beboeck (Daco Publications 2004 ISBN: 90-806747-1-0)



Supermarine Spitfire LF Mk Vb

Scale 1:72 / AZ Model, Czech Republic / Materials: IM, PE / Kit No.: AZ7336 / Availability: Hannants (UK Importer) and AZ Model stockists worldwide / Price Guide: £15.99

- Revised tooling based on the Mk Vb 'Early' version released in 2011
- One clear and 49 grey-coloured plastic plus three photo-etched brass components
- Three decal options: BL415, AZ-B, flown by Flt Lt Walt 'Johnny' Johnson, No.234 Sqn, Deanland, June 1944; BL479, SZ-X, No.316 (Polish) Sqn, Acklington, 1943; BL680, 7th Photo-Recce Group, 14th Photographic Squadron, USAAF, November 1943

Verdict: For those with knowledge of this type of limited-run product wanting an accurate Mk V this is a kit we can recommend. Our thanks to AZ Model for the review sample.

REFERENCES

■ Vickers-Supermarine Spitfire Mk I-V, Aero Detail 8 (Dai Nippon Kaiga Co., Ltd 1993 ISBN: 4-499022617-1)



new releases - accessories

New products from SAC and Pavla Models

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



1:72 72030

Heinkel He 177

Designed for: Revell kits

Material: WM / Price Guide: \$16.95

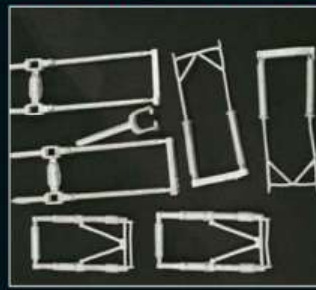


1:72 72031

Tu-160 Blackjack Nose Gear

Designed for: Trumpeter kit

Material: WM / Price Guide: \$14.95

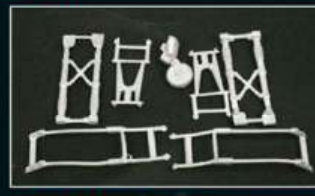


1:72 72032

Avro Lancaster

Designed for: Revell kit

Material: WM / Price Guide: \$16.95



1:72 72033

Heinkel He III

Designed for: Hasegawa/Revell kits

Material: WM / Price Guide: \$16.95



1:48 48126

Me 262A-1a/U3

Designed for: HobbyBoss kits

Material: WM / Price Guide: \$16.95



1:48 48127

Lockheed U-2

Designed for: Italeri/Testors kit

Material: WM / Price Guide: \$14.95



1:48 48128

A-37 Dragonfly

Designed for: Monogram/Encore kit

Material: WM / Price Guide: \$16.95



1:48 48129

F-105 Thunderchief

Designed for: HobbyBoss kit

Material: WM / Price Guide: \$17.95



1:48 48130

S2F Tracker

Designed for: Kinetic kit

Material: WM / Price Guide: \$18.95



1:48 48131

F-14A Tomcat

Designed for: HobbyBoss kit

Material: WM / Price Guide: \$19.95



1:48 48132

Mirage 2000

Designed for: Kinetic kit

Material: WM / Price Guide: \$17.95



1:48 48133

Beechcraft Staggerwing

Designed for: Roden kit

Material: WM / Price Guide: \$16.95



1:48 48134

MiG-21

Designed for: Eduard kit

Material: WM / Price Guide: \$16.95



1:48 48135

TBF/TBM Avenger

Designed for: HobbyBoss kit

Material: WM / Price Guide: \$14.95



1:48 48136

Focke-Wulf Ta 152

Designed for: HobbyBoss kit

Material: WM / Price Guide: \$14.95



1:32 32022A

Panavia Tornado Plus Parts

Designed for: Revell kit

Material: WM / Price Guide: \$14.95

SAMPLES FOR REVIEW

Please send all items for review to the following address:

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

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

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



1:32 32050

BAE Hawk

Designed for: Revell kit

Material: WM / Price Guide: \$18.95



1:32 32051

Spitfire Mk V

Designed for: HobbyBoss kit

Material: WM / Price Guide: \$14.95



1:32 32052

A-4 Skyhawk

Designed for: Trumpeter kit

Material: WM / Price Guide: \$14.95

Verdict: All of the above sets are direct replacements for the kit undercarriage, but with more detail and, where appropriate, correcting any errors (the Tornado set being produced to meet requests for these parts by modellers). Please note that the whole range is now available in the UK from LSA Models and our thanks to Scale Aircraft Conversions for the review samples.

Available from: www.scaleaircraftconversions.com

Pavla Models, Czech Republic (www.pavlamodels.cz) / Available in the UK from **Hannants**



1:72 C72099

N.A. F-86F Sabre

Inc: Replacement cockpit tub, ejection seat, instrument panel, control column, rudder pedals and sidewalls

Designed for: Airfix kit

Material: R / Price Guide: £11.99



1:72 C72100

Vampire Mk I

Inc: Replacement cockpit tub, seat with harness, instrument panel, control columns, rudder pedals and sidewalls in resin plus replacement vacformed canopies (open or closed)

Designed for: A-Model kit

Material: R, VF / Price Guide: £11.99



1:72 C72101

Vampire Mk 6

Inc: Replacement cockpit tub, ejection seat with harness, instrument panel, control columns, rudder pedals and sidewalls in resin plus a replacement vacformed canopy

Designed for: A-Model kit

Material: R, VF / Price Guide: £11.99



1:72 S72066

T-14EA Ejection Seat

Inc: With moulded seat belts suitable for the F-86F(E) Sabre

Designed for: Airfix kit

Material: R / Price Guide: £2.25



1:72 S72067

Vampire Mk I Seat

Inc: Replacement seat with moulded seat belts

Designed for: A-Model kit

Material: R / Price Guide: £2.25



1:72 S72068

MB Mk 2FV Ejection Seat

Inc: Replacement seat with moulded seat belt suitable for the D.H. Vampire Mk 6

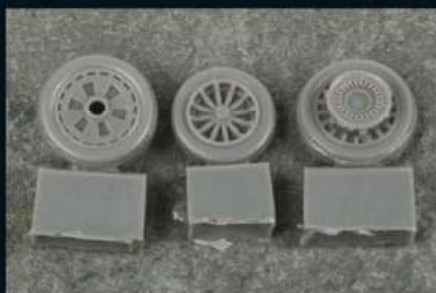
Designed for: A-Model kit

Material: R / Price Guide: £2.25

new releases - accessories

More from Pavla Models, plus new sets from AeroBonus and Hasegawa

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



1:72 U72-126

Wheels for F-86F Sabre

Inc: Replacement 'weighted' main and nose wheels

Designed for: Airfix kit

Material: R / Price Guide: £2.25



1:72 U72-127

Vampire Mk I Wheels & Jet Pipe

Inc: Replacement 'weighted' main and nose wheels and jet pipe

Designed for: A-Model kit

Material: R / Price Guide: £2.99



1:72 U72-128

Vampire Mk 6 Wheels & Jet Pipe

Inc: Replacement 'weighted' main and nose wheels and jet pipe

Designed for: A-Model kit

Material: R / Price Guide: £2.99



1:72 V72-82

F-86F Sabre Canopy

Designed for: Airfix kit

Material: VF / Price Guide: £1.65



1:72 V72-83

Vampire Mk I Canopies (open & closed)

Designed for: A-Model kit

Material: VF / Price Guide: £2.99



1:72 V72-84

Vampire Mk 6 Canopy (open)

Designed for: A-Model kit

Material: VF / Price Guide: £1.65



1:48 S48035

MB Mk 4 DSA Ejection Seat

Inc: With moulded seat belts suitable for the Sea Vixen F(AW).2

Designed for: Airfix kit

Material: R / Price Guide: £2.25



1:48 V48-11

Sea Vixen F(AW).2 Canopy

Inc: Two-part replacement canopy with the rain guide and rearview mirror blister separate in resin

Designed for: Airfix kit

Material: VF, R / Price Guide: £2.99



1:48 C48021

Sea Vixen F(AW).2 Cockpit Set

Inc: Replacement cockpit tub with separate ejection seats with harness, instrument/radar panels, sidewalls, rudder pedals, control column and navigator's hatch surround in resin plus a vac-formed plastic replacement main canopy with separate (resin) rain guide and rearview mirror blister

Designed for: Airfix kit

Material: R, VF

Price Guide: £21.50

Verdict: All now moulded in the new dark grey-coloured resin that gives crisper detail these sets are most highly recommended. We like the way Pavla is doing smaller sets and also continuing to cover the lesser types, so well done Pavla. Our thanks to them for supplying the review samples.

Available from: www.pavlamodels.cz

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

AeroBonus, Czech Republic [www.aiores.cz] / Available in UK from Hannants (Importer)



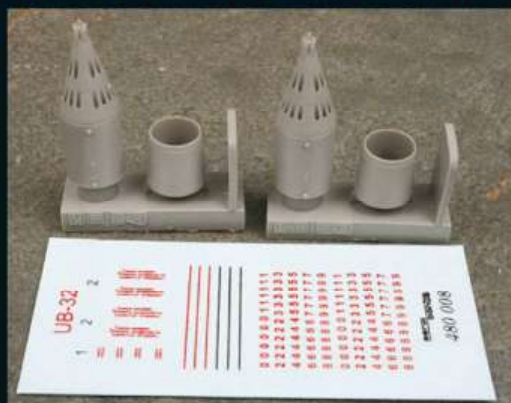
1:48 480 007

UB-16-57 Soviet Rocket Launchers

Used by: Su-7, MiG-21 & Mi-8

Designed for: Various kits

Material: R, DEC / Price Guide: £5.50



1:48 480 008

UB-32 Soviet Rocket Launchers

Used by: MiG-21, MiG-23BM, MiG-27, Su-22, Su-25, Mi-8, Mi-17 & Mi-24

Designed for: Various kits

Material: R, DEC / Price Guide: £6.55



1:48 480 009

UB-16 Soviet Rocket Launchers

Used by: MiG-17, MiG-19 & MiG-21

Designed for: Various kits

Material: R, DEC / Price Guide: £5.50



1:48 480 014

IAB-500 Imitation Aerial Bomb with BD2-23N Pylon

Used by: MiG-21, Su-7, Su-22 & Su-24

Designed for: Various kits

Material: R, DEC / Price Guide: £6.55

Verdict: All of these products are beautifully produced, with each even including stencil decals. They will certainly be better than any version in a kit, so they are highly recommended. Our thanks to Aires for supplying the review samples.

Available from: www.aiores.cz

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



1:72 X72-13

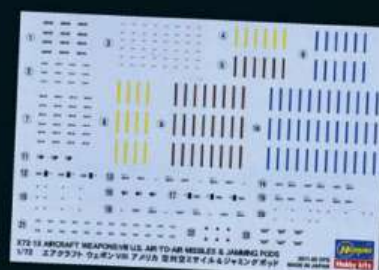
Aircraft Weapons: VII - US Air-to-Air Missiles & Jamming Pods

Inc: AIM-9X missiles, AN/ALO-184 and AN/ALO-188(V) 3 EAT pods and LAU-115B/A, LAU-115C/A and LAU-127 launchers

Designed for: Various kits

Material: IM, DEC

Price Guide: £10.99



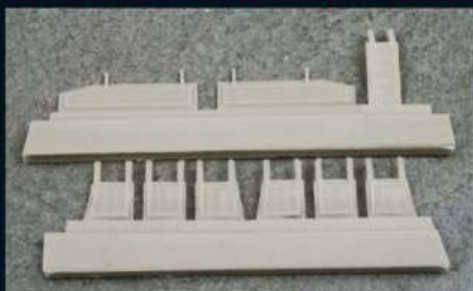
Verdict: This is an excellent and very useful new set from Hasegawa. The quality of the product cannot be faulted and it is highly recommended to all. Our thanks to Hasegawa Corp. for the review sample.

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

new releases - accessories

Lots of new goodies from Quickboost

Quickboost, Czech Republic (www.quickboost.net) / Available in UK from Hannants (UK)



1:72 QB7305

Focke-Wulf Ta 154A-1/RI Undercarriage Covers

Designed for: Hasegawa

Material: R / Price Guide: £4.50



1:72 QB72306

P-40M/N Exhaust & Radiator Flaps

Designed for: Academy

Material: R / Price Guide: £3.30



1:72 QB72310

Hurricane Mk IIc/Sea Hurricane

Fishtail Exhausts

Designed for: Airfix

Material: R / Price Guide: £2.50



1:72 QB72307

B-24 Turbo-superchargers

Designed for: Hasegawa

Material: R / Price Guide: £4.50



1:72 QB72308

P-38 Turbo-supercharger

Covers

Designed for: Academy

Material: R / Price Guide: £3.30



1:72 QB72309

Fw 190A-3 Stabilisers

Designed for: Tamiya

Material: R / Price Guide: £3.30



1:72 QB72311

Fw 190A-3 Rudder

Designed for: Tamiya

Material: R / Price Guide: £3.30



1:72 QB7312

Spitfire Mk Vb

Position Lights

Designed for: Tamiya

Material: R

Price Guide: £3.30



1:72 QB72313

Bf 110C/E Exhausts

Designed for: Airfix

Material: R

Price Guide: £3.30



1:72 QB72314

B-17 Engines

Designed for: Revell

Material: R / Price Guide: £6.00



1:72 QB72315

Hurricane Mk IIc/Sea Hurricane

Exhausts

Designed for: Airfix

Material: R / Price Guide: £2.50



1:72 QB723116

Mi-24 Guns

Designed for: Zvezda

Material: R / Price Guide: £2.50



1:72 QB72319

B-24 Oxygen Bottles

Designed for: Any B-24 kit

Material: R / Price Guide: £4.50

SAMPLES FOR REVIEW

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

Quickboost, Czech Republic [www.quickboost.net] / Available in UK from Hannants (UK)



1:72 QB72317

F4U Corsair Stabilisers

Designed for: Tamiya

Material: R / Price Guide: £3.30

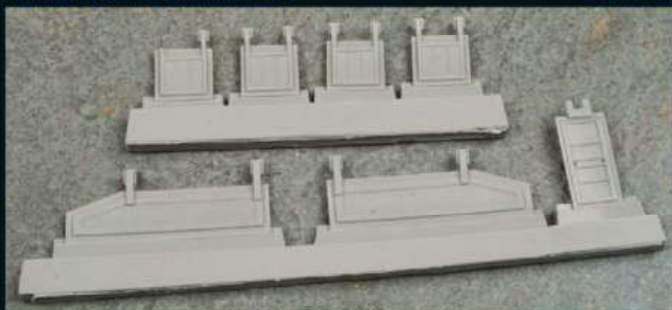


1:72 QB72318

F4F Wildcat Stabilisers

Designed for: Hasegawa

Material: R / Price Guide: £3.30

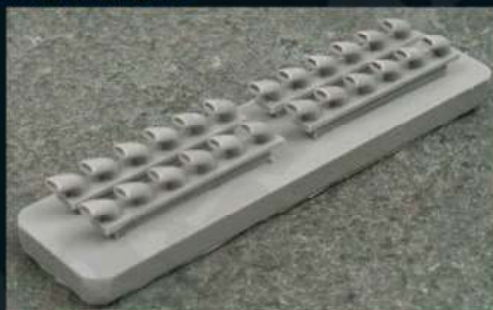


1:48 QB48365

Focke-Wulf Ta 154 Undercarriage Covers

Designed for: Dragon/Revell

Material: R / Price Guide: £4.50



1:48 QB48366

Focke-Wulf Ta 154 Exhausts

Designed for: Dragon/Revell

Material: R / Price Guide: £3.30



1:48 QB48383

J2M3 Raiden Exhausts

Designed for: Hasegawa

Material: R / Price Guide: £3.30



1:48 QB48369

P-38 Turbo-supercharger Covers

Designed for:

Hasegawa

Material: R

Price Guide: £3.30

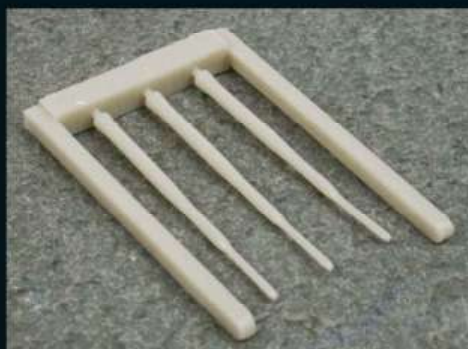


1:48 QB48370

NIKI Gun Barrels

Designed for: Hasegawa

Material: R / Price Guide: £2.50



1:48 QB48371

F-101 Pitot Tubes

Designed for: Monogram

Material: R / Price Guide: £3.30



1:48 QB48372

Il-2 Gun Barrels

Designed for: Accurate

Miniatures/Italeri

Material: R / Price Guide: £2.50

new releases - accessories

More from Quickboosts plus new conversions from 3D-Kits

Quickboost, Czech Republic (www.quickboost.net) / Available in UK from Hannants (UK)



1:48 QB48373

Ju 87 MG Drum Magazines

Designed for: Hasegawa

Material: R / Price Guide: £2.50



1:48 QB48375

Bf 109E Exhausts

Designed for: Airfix

Material: R / Price Guide: £3.30



1:48 QB48374

Ki-61/Ki-100 Stabilisers

Designed for: Hasegawa

Material: R / Price Guide: £4.50



1:48 QB48376

Junkers Ju 87 Gun Barrels

Designed for: Italeri

Material: R / Price Guide: £3.30



1:48 QB48377

Su-24M Air Scoop

Designed for: Trumpeter

Material: R / Price Guide: £3.30



1:48 QB48378

A-7 Position Lights

Designed for: HobbyBoss

Material: R / Price Guide: £4.50



1:48 QB48379

A6M5 Zero Exhausts

Designed for: Hasegawa

Material: R / Price Guide: £3.30

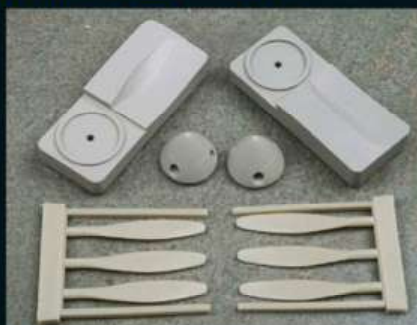


1:48 QB48380

P-47D/M/N Seat with Safety Belts

Designed for: Any P-47 kit

Material: R / Price Guide: £3.30



1:48 QB48381

P-38 Propeller w/tool

Designed for: Hasegawa

Material: R / Price Guide: £6.00

SAMPLES FOR REVIEW

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

Quickboost, Czech Republic [www.quickboost.net] / Available in UK from Hannants (UK)

**1:32 QB32101**

Spitfire Mk IXc Gun Barrels

Designed for: Tamiya

Material: R / Price Guide: £3.30

**1:32 QB32102**

Su-25K Packed Brake Chute

Designed for: Trumpeter

Material: R / Price Guide: £3.30

**1:32 QB32103**

Su-25K Corrected Fans

Designed for: Trumpeter

Material: R / Price Guide: £4.50

**1:32 QB32105**

MiG-23 Brake Chute

Designed for: Trumpeter

Material: R / Price Guide: £3.30

**1:32 QB32106**

Bf 109F Stabilisers

Designed for: Hasegawa

Material: R / Price Guide: £4.50

Verdict: Wow, what a superb selection from Quickboost, they are all simply, effective and reasonably priced, what more could you ask. All of the products reviewed above are highly recommended to all. Our thanks to Quickboost for the review samples.

Available from: www.quickboost.net

3D-Kits, UK [www.3d-kits.co.uk] / Available from Manufacturer Worldwide

**1:72 72-C002**

Spitfire LR Mk II Conversion

Inc: Two-part (injected) long-range tank plus decals for: P8448, UM-D, 'Counter Attack', No.152 Sqn, August 1941; LZ-C, No.66 Sqn, July 1941.

Designed for: Airfix

or Tamiya kits

Material: IM, DEC

Price Guide: £4.75

**1:72 72-C003**

Hurricane Mk II Conversion

Inc: Two-part (injected) gondolas with separate 40mm cannon plus decals for: HV663, -U, No.6 Sqn, Gabes, Tunisia, April 1943; BN795, 'Our John', No.6 Sqn, North Africa, August 1943; HW719, No.1 Specialised Low Attack Instructors School, Milfield, Northumberland, 1943.

Designed for: Any Mk IIc kit

Material: IM, DEC

Price Guide: £5.95

Verdict: What excellent products, certainly a lot more 'user friendly' than any other medium and ones that we can thus highly recommend to all regardless of experience. Our thanks to 3D-Kits for the review samples, and let's hope they scale up these to 1:48 one day?

Available from: www.3D-Kits.co.uk

new releases - accessories

A nice selection from G-Factor, Wheeliant, AlleyCat and HGW

G-Factor, USA [email: gfactormodels@aol.com] / Available from: Manufacturer worldwide



1:32 32022

P-51 Mustang Undercarriage

Designed for: Tamiya kit

Material: White Bronze / Price Guide: £TBA

Verdict: This replacement set offers superb detail, with the brake lines moulded in situ, and excellent strength due to their bronze construction. It is highly recommended and our thanks to G-Factor for the review samples.

Available from: gfactormodels@aol.com

Wheeliant, Czech Republic [www.aire.cz] / Available in UK from: Hannants



1:48 148 002

Universal Navy Wheel Chocks (Early)

Designed for: Various kit

Material: R / Price Guide: £2.50



1:48 148 003

Navy Wheel Chocks NWC-4/5

Designed for: Various kit

Material: R / Price Guide: £3.30



1:48 148 006

Universal Navy Wheel Chocks (Late)

Designed for: Various kit

Material: R / Price Guide: £7.10



1:48 132 007

Universal Navy Wheel Chocks (Early)

Designed for: Various kit

Material: R / Price Guide: £2.25



1:32 132 008

Navy Wheel Chocks NWC-4/5 (Early)

Designed for: Various kit

Material: R / Price Guide: £3.30



1:32 132 011

Navy Wheel Chocks NWC-4/5 (Late)

Designed for: Various kit

Material: R / Price Guide: £3.30



1:32 132 012

Universal Navy Wheel Chocks (Late)

Designed for: Various kit

Material: R / Price Guide: £3.30

1:48 148 005

F-14B/D Weighted Wheels

Designed for: Hasegawa

Material: R / Price Guide: £3.30



Verdict: You can certainly see how far our hobby has developed when you see the level of detail in these wheels and chocks - amazing. They are highly recommended to all and our thanks to Aires for the review samples.

Available from: www.aire.cz

SAMPLES FOR REVIEW

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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

AlleyCat, UK [www.a2zeemodels.co.uk] / Available in UK from A2Zee Models (Manufacturer)



1:48 AC48023C

D.H. Sea Vixen F(AW).1 Conversion

Inc: Tail booms, entire front fuselage to depict early style cockpit etc., including clear parts. Decals for XN696, No.899 Sqn, Yeovilton, 1964; XJ611, No.766 Sqn, Yeovilton, 1966; XJ584, No.800 Sqn, HMS Ark Royal, 1964-65.

Designed for: Airfix kit

Material: RES, DEC, Ma

Price Guide: £25.00



1:48 AC48028C

D.H. Sea Vixen F(AW).2 early Cockpit Set

Inc: Entire front fuselage to depict early style cockpit etc., including clear parts & stencils.

Designed for: Airfix kit

Material: RES, DEC, Ma

Price Guide: £11.50

Verdict: These are both excellent little sets, the F(AW).1 conversion is surely one that all FAA fans will be delighted to have, while the early cockpit will be useful for certain colour schemes. Our thanks to A2Zee Models for the review samples.

Available from: www.a2zeemodels.co.uk

HGW, Czech Republic [www.hgwmodels.cz] / Available from CMK worldwide

Here is the latest update set from this new range.

1:32 32011

Sopwith Pup Seat Belts

Inc: These belts are made up of photo-etched parts for the buckles and other furniture, plus printed paper for the belts themselves.

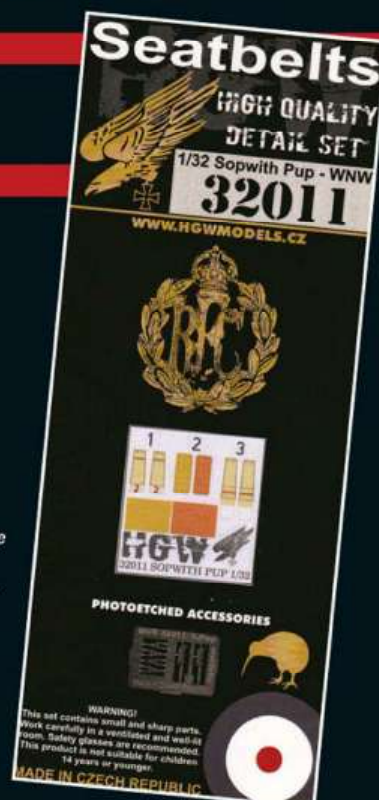
Designed for: Wingnut Wings

Material: R, Pa

Price Guide: £TBA

Verdict: This is an excellent new set, a lot more effective in this large scale and certainly easier to form into complex curves than photo-etched. It is recommended to all and our thanks to HGW Models for the review sample.

Available from: www.hgwmodels.cz



new releases - decals

New sheets from Owl Decals, Aviaeology & Xtradecals

Owl Decals, Czech Republic [www.owl.cz]

Available in UK from: Hannants

I:72 72014 NIGHT FIGHTER EXPERTS

- Bell P-39Q, S/No.42-19547, 'Texas Ed', flown by Capt. Felix O. Scott, 46th FS, 7th AAF, Makin atoll, Pacific, January 1944 (OD/NG)
- Northrop P-61B-I-NO, S/No.42-38403, 'Anonymous/The Spook', flown by Lt Melvin W. Bode, 548th NFS, Iwo Jima, April 1945 (GB)
- Messerschmitt Bf 109D-I, W/Nr.603 N+7, flown by Oblt Johannes Steinhoff, II.(N)/JG2, Aalborg, April 1940 (RLM 02/71/65)
- Junkers Ju 88G-6, W/Nr.621796, D5+AH, flown by Oblt Herbert Koch, I. Staffel NJG3, Grove, Denmark, April 1945 (RLM 76/75/22)
- Hawker Hurricane NF Mk IIc, BD983, JX+Q, flown by Sqn Ldr James A.F. MacLachlan, No.1 Sqn, Tangmere, 1942 (N)
- D.H. Mosquito FB Mk VI, HRI47, TH+Z, flown by Sqn Ldr Russel 'Russ' Bannock, No.418 Sqn, Middle Wallop and Hunsdon (MSG/DG)

Colour Key: OD - Olive Drab, NG - Neutral Grey, GB - Gloss Black, RLM 02 - Grau, RLM 71 - Dunkelgrün, RLM 65 - Hellblau, RLM 76 - Lichtblau, RLM 75 - Grauviolett, RLM 22 - Schwartz, N - Night, DG - Dark Green, MSG - Medium Sea Grey

Designed for: Various kits

Price Guide: £10.73

I:48 48014 NIGHT FIGHTER EXPERTS

This sheet offers the same six schemes seen in #72014 above

Designed for: Eduard (P-39), Monogram & Great Wall Hobby (P-61), Hobbycraft (Bf 109D), Dragon (Ju 88G), Hasegawa (Hurricane) and Tamiya (Mosquito) kits

Price Guide: £16.33

Verdict: This is another good set of sheets from Owl, offering some interesting schemes for a variety of aircraft types. The sheets only include the unique and national insignia for each option, there are no stencils, but the quality of the decals cannot be faulted. Our thanks to Owl Decals for the review samples.



Aviaeology, Canada [www.aviaeology.com]

Available in UK from: Hannants

I:72 AD72007.2 VITAL STORM Pt.2

- Hurricane Mk I Trop, P3729, flown by Fg Off. Woodward, No.33 Sqn, Fuka, Egypt, October 1940 (DE/MD/AB)
- Hurricane Mk I Trop, V7474, •A, flown by Flt Lt MacLachlan & Sgt F.N. Robertson, No.261 Sqn, Luqa & Ta Qali, Malta GC, Nov 1940-Feb 1941 (DE/MS/AB)
- Hurricane Mk I, P3143, NN+D, flown by Plt Off. Bergman, No.310 Sqn, Duxford, Sept/Oct 1940 (DE/DG/S)
- Hurricane Mk I, P2923, VY+R, flown by Plt Off. Lewis, No.85 Sqn, Croydon, June/July 1940 (DG/DE/S)
- Hurricane, P3576, GN+•A, flown by Flt Lt Nicholson VC, No.249 Sqn, 16th August 1940 (DE/DG/S)
- Hurricane LK+•A, flown by Flt Lt Glead, No.87 Sqn, Exeter, June/July 1940 (DG/DE/S)
- Hurricane LK+•A, flown by Flt Lt Glead, No.87 Sqn, Exeter, August-Oct 1940 (DG/DE/S)
- Hurricane, LK+•A, flown by Flt Lt Glead, No.87 Sqn, Colerne, Feb-April 1941 (N)

Colour Key: DE - Dark Earth, MS - Middle Stone, AB - Azure Blue, DG - Dark Green, S - Sky, N - Night

Designed for: Any Hurricane kit

Price Guide: £8.88

I:72 A0D72C50 RCAF 'SILVER MAPLE LEAF' ROUNDELS

This sheet offers 68 individual roundels in nine different diameters

Designed for: N/A

Price Guide: £7.51

I:72 A0D72C51 RCAF RED ENSIGNS 1954-1965

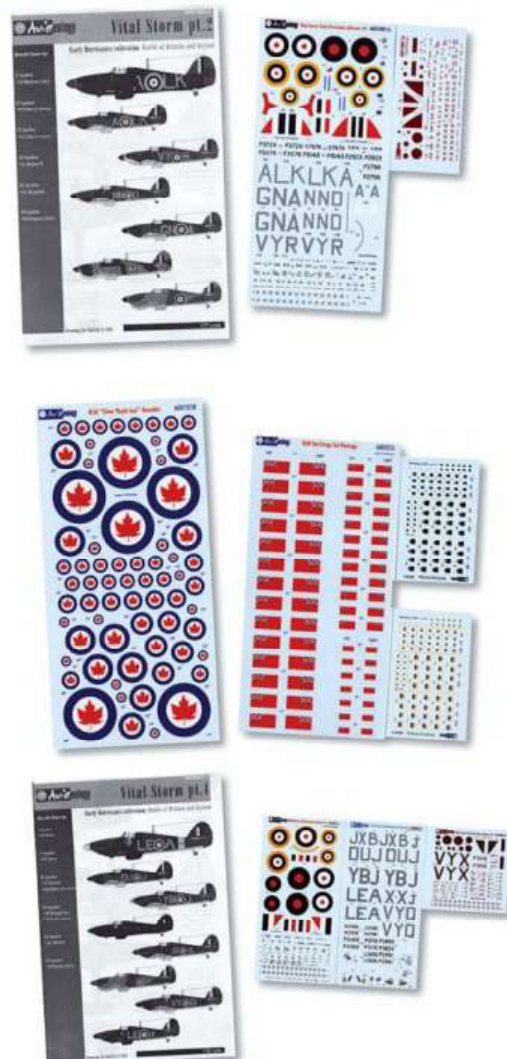
This sheet offers 33 left and right hand sets in 47in, 29in and 20in sizes

Designed for: N/A

Price Guide: £8.99

I:48 AD48007.1 VITAL STORM Pt.1

- Hurricane, P2961, LE+•A, flown by Fg Off. 'Willie' McKnight, No.242 Sqn, Coltishall, December 1940/January 1941 (DE/DG/S/N)
- Hurricane, N2381, LE+X, No.242 Sqn, Nantes, France, June 1940 (DE/DG/S/N)
- Hurricane, P3854, VY+Q, flown by Sqn Ldr P. Townsend, No.85 Sqn, Church Fenton, September 1940 (DE/DG/S)
- Hurricane, P3119, VY+X, No.85 Sqn, Gravesend, late 1940 (N)
- Hurricane Mk I Trop, P3731, •J, flown by Sgt F.N. Robertson, No.261 Sqn, Luqa & Ta Qali, Malta GC, December 1940 (DE/MS/SB)
- Hurricane, P3395, JX+•B, flown by Flt Ldr A.V. Clowes, No.1 Sqn, Collyweston, August 1940 (DE/DG/S)
- Hurricane, N2359, YB+•J, flown by Plt Off. L.W. Stevens, No.17 Sqn, Debden, July-August 1940 (DE/DG/S)
- Hurricane, L1926, DU+•J, flown by Plt Off. A. Vasatko, No.312 Sqn, Speke, October 1940 (DE/DG/S)



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

Aviaecology, Canada [www.aviaecology.com]

Colour Key: DE - Dark Earth, MS - Middle Stone, DG - Dark Green, S - Sky, N - Night, SB - Sky Blue

Designed for: Airfix, Ark or Hasegawa kits

Price Guide: £9.40

I:48 AD48011 MORE RCAF MOSQUITOES

- FB Mk VI, RF838, EO•A, No.404 Sqn, Coastal Command, Banff, April-May 1945 (MSG/DG)
- FB Mk VI, RF851, EO•H, No.404 Sqn, Coastal Command, Banff, April-May 1945 (MSG/DG)
- FB Mk VI, RF882, EO•Z, No.404 Sqn, Coastal Command, Banff, April-May 1945 (MSG/DG)
- FB Mk VI, RF880, EO•X, No.404 Sqn, Coastal Command, Banff, April-May 1945 (MSG/DG)

Colour Key: MSG - Medium Sea Grey, DG - Dark Green

Designed for: Tamiya kit

Price Guide: £9.40

I:48 AOD48C50 RCAF 'SILVER MAPLE LEAF' ROUNDLS

This sheet offers 38 individual roundels in seven different diameters

Designed for: N/A

Price Guide: £7.51

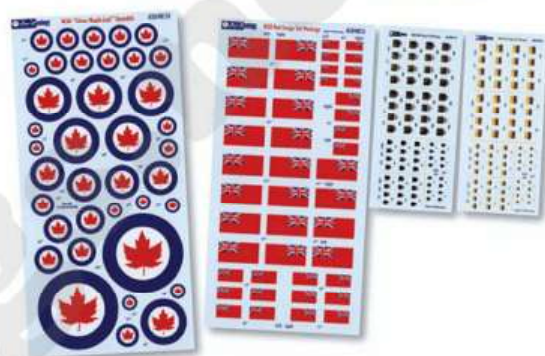
I:48 AOD48C51 RCAF RED ENSIGNS 1954-1965

This sheet offers 22 left and right hand sets in 47in, 29in and 20in sizes

Designed for: N/A

Price Guide: £8.99

Verdict: This is the first time we have reviewed Aviaecology products and they are excellent. Most of the individual aircraft type sheets have a set of stencils and the instructions in all cases are extensive with alternative markings included to deal with the various interpretation of the subjects in published sources. The Mosquito sheet also has details and scale plans of the two-tier rocket system used by the Banff machines. Downloadable full-colour PDF instructions are available on request from Aviaecology as well, making the products even better. Our thanks to Aviaecology for the review samples.



Xtradecals, UK [www.hannants.co.uk]

Available in UK from: Hannants

I:72 X72-129 RAF POST-WAR SERIAL LETTERS & NUMBERS, WHITE

The sheet offers a selection of letters and numbers in 16in, 18in, 20in, 30in and 48in white characters. There are three sheets included, only one of which is shown opposite

Designed for: Various kits

Price Guide: £7.99

I:72 X72-130 SUPERMARINE SPITFIRE Mk VB

- W3380, RN•J, No.72 Sqn, RAF Acklington, 1941 (DG/DE/S)
- AA926, YO•E, No.401 Sqn, RAF Biggin Hill, October 1940 (DG/OG/MSG)
- BL351, BP•H, No.457 Sqn, RAF Juby, December 1941 (DG/OG/MSG)
- AB262, GN•B, No.249 Sqn, RAF Takali, Malta GC, March 1942 (DE/MS/AB)
- BM124, LO•W, No.602 Sqn, RAF Kenley & Biggin Hill, March-September 1942 (DG/OG/MSG)
- EPI66, JU•N, No.III Sqn, RAF Kenley, 24th August 1942 (DG/OG/MSG)
- AB502, IR•C, No.244 Wing, Goubrine South, Tunisia, April 1943 (DE/MS/AB)
- EP829, T•N, No.249 Sqn, Krendi, Malta GC, April 1943 (DE/EDSG/AB)
- W3834, YO•Q, No.410 Sqn, RAF Redhill, July 1943 (DG/OG/MSG)
- EPI20, AE•A, No.402 Sqn, RAF Merston, November 1943 (DG/OG/MSG)
- BL370, SH•J, No.64 Sqn, RAF Harrowbeer, 6th June 1944 (DG/OG/MSG)

Colour Key: DG - Dark Green, DE - Dark Earth, S - Sky, OG - Ocean Grey, MSG - Medium Sea Grey, MS - Mid-stone, AB - Azure Blue, EDSG - Extra Dark Sea Grey (may be RN vehicle Dark Blue?)

Designed for: Any Mk Vb kit

Price Guide: £7.99

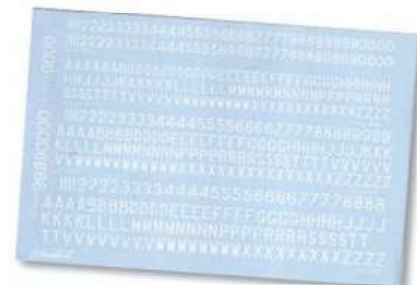
I:72 X72-131 P-51D MUSTANG Mk IV IN RAF, RCAF & RAAF SERVICE

- KH655, QV•P, No.19 Sqn, RAF Peterhead, early 1945 (OD/SG/LG)
- KM680, •Y2, No.442 Sqn, RAF Hunsdon, May 1945 (OD/SG/LG)
- KH755, CV•W, No.3 Sqn RAAF, Cervia, Italy, circa May 1945 (OD/SG/LG)
- KH765, HG•R, No.154 Sqn, RAF Hunsdon, March 1945 (A)
- KMI38, AK•Y, No.213 Sqn, Biferno, Italy, May 1945 (A)
- KM232, •JAS, RAF Hunsdon, May 1945 (A)

Colour Key: OD - Olive Drab, SG - Sea Grey, LG - Light Grey, A - Aluminium

Designed for: Any P-51D kit

Price Guide: £7.99



Verdict: Another useful selection of sheets and subjects. The decals are superbly printed and each comes with instructions in full colour that quote all colours by the official names and BS/FS reference numbers. They are all highly recommended and our thanks to Hannants for the review samples.

books

Polish Air Force 1939 through German eyes Vol.2

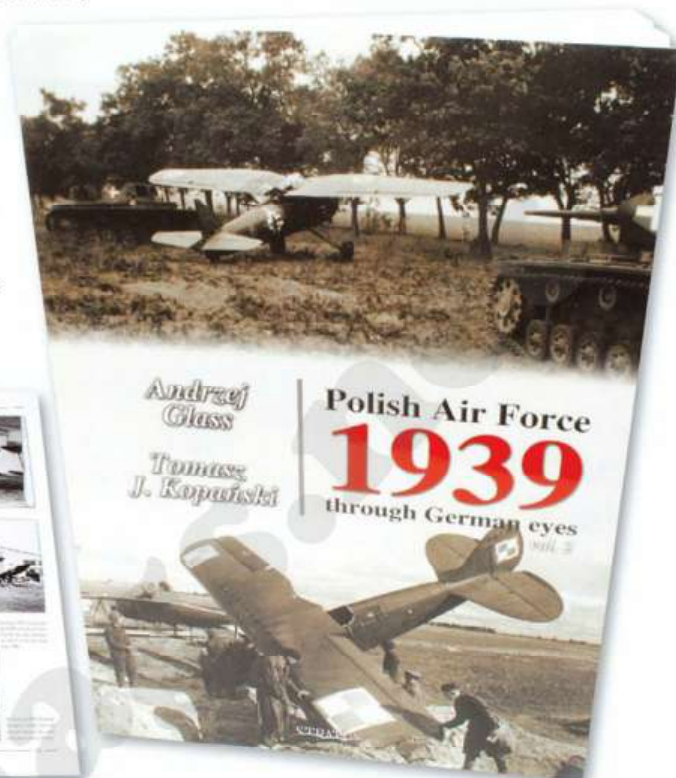
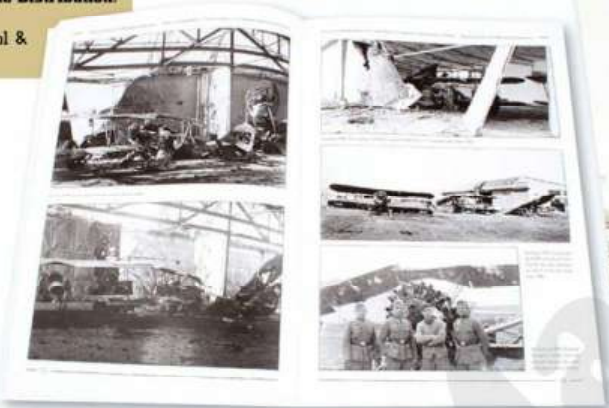
by A. Glass & T.J. Kopanski / Stratus / ISBN: 978-83-61421-33-7 / Price Guide: £24.99 / 264-page, A4, laminated card cover / English

+ Now we covered Vol.1 back in Issue 63 and this second volume is in the same style and format. It continues where the first volume ended with coverage of the various Polish AF units and bases involved in the 1939 campaign. The title is basically photographic, all taken by the occupying German forces as few Polish images remain of this period. There are inevitably a lot of wrecked and burnt out aircraft, airfields and buildings, but this offers a wealth of information about C&M of Polish aircraft at this time.

Verdict: A must for anyone interested in Polish aviation just prior to and during the initial stages of WWII.

■ Thanks to/Worldwide Distribution:

Stratus & MMP Books
www.stratusbooks.com.pl &
www.mmpbooks.biz



BAe P.1216

by M. Pryce / Blue Envoy Press / ISBN: 978-0-9561951-1-1 / Price Guide: £9.95 / 48-page, A4, card cover / English

+ This is the latest addition to the ProjectTech Profiles series and it follows the same format as the first title in the series, which we reviewed in Issue 51. This new title deals with the supersonic ASTOVL P.1216 project from both the technical and political aspects. All elements of the development of the 'supersonic Harrier' are covered right from the P.1154 through to the P.1205 in 1978 and on through all the projected versions of the P.1216 including RAF and RN versions. As no airframes were ever built the illustrations in this title consist of diagrams and artist's impressions plus images of the various wind tunnel models.

Verdict: Projects and prototypes are always popular with modelers and the continuation of the advanced short take-off and vertical landing story make this one we can recommend to all modern aviation fans.

■ Thanks to/Worldwide Distribution:

Blue Envoy Press
blueenvoy.services@googlegmail.com



Fiat CR.32

La Bancarella Aeronautica / ISBN: None / Price Guide: £TBA (Euro 15.00) / 32-page, A4, laminated card cover / Italian & English

+ The Ali e Colori range is a series of booklets that offer a large number of colour profiles of the chosen subject with detailed captions in both Italian and English. In this case it is the CR.32 and the profiles are offered two to a page with occasionally a top or underside scrap view to highlight specific aspects of the subject's markings. The centre pages offer a set of 1:48 plans and on the back two pages there are tabulated lists of the units that operated the CR.32 as well as model kits, conversions and decals in all major scales.

Verdict: A very useful title in a series that is ideal for the modeller so this new addition is recommended to all Italian aircraft fans.

■ Thanks to/Worldwide Distribution:

La Bancarella Aeronautica
www.bancaero.it



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

Sukhoi Su-7/Su-17

by Y. Gordon & D. Komissarov / Midland Publishing / ISBN: 978-1-85780-345-1 / Price Guide: £50.00 / 544-page, hardback with separate dust jacket / English

+ This is another massive volume in the Famous Russian Aircraft series from Midland and it is offered in the same style and format as precious titles we have covered in this series, such as the MiG-15, Su-27 and Il-2/Il-10. The massive page count tells you that this is no 'potted history', it is a very detailed account of the development and history of both the Su-7 and Su-17/20/22 series, combined with a detailed description of the physical nature and equipment of each type, the differences in subvariants and their operation service in the USSR as well as with Warsaw Pact nations. All of this is illustrated with literally thousands of photographs, both overall and in detail, plus diagrams, scale plans and colour profiles.

Verdict: Phew, this is a superb title, packed with everything you could ever need to know about the Su-7/17/20/22 series. It is one we therefore recommend without any reservations to all Soviet aviation fans.

■ Thanks to/Worldwide Distribution:
Ian Allan Publishing
www.ianallanpublishing.co.uk



Guide du Maquettisme Aéronautique

by J.M. Villalba / Historie & Collections / ISBN: 978-2-35250-206-7 / Price Guide: £35.00 / 200-page, hardback / French

+ This is a new title dealing with the complex aspects of painting, weathering and detailing model aircraft and, once again, uses the skills of a Spanish modeller with their specific style of such work. The title is mainly photographic, with captions that are sadly in French in this instance, but the images are all high-quality colour and the stage-by-stage nature makes it all very easy to follow. The kits covered are the Tamiya 1:48 Me 262A-1a and 1:72 F4D Skyray, Roden 1:48 Fokker D.VII, Eduard 1:48 Nieuport II and Yak-3, Hasegawa 1:48 MD-500 converted to MH-6 and Ki-43. Each goes further and further, starting with paint effects and moving on through scratchbuilding, modifying and finally, with the Ki-43, adding a mass of details and effects (including a stressed-metal structure). The final 40+ pages are a series of image galleries of a number of high quality builds - just check out the 1:72 F/A-18 with every panel open and one engine removed..., amazing!

Verdict: As you may already guess this is a superb title, packed with everything you could ever need to know about building at this level. It is only limited by the French text, but with translation programmes on the Internet nowadays, even that is not such a problem.

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

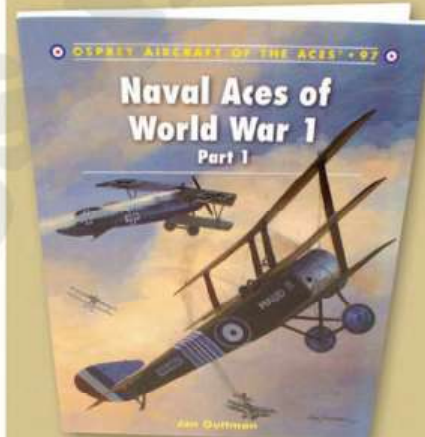


In Brief

Naval Aces of World War I - Part I
by J. Guttman / Osprey Publishing / ISBN: 978-0-84908-345-4 / Price Guide: £13.99/\$22.95 / 96-page, A5, laminated card cover / English

- 97th title in the Aircraft of the Aces series
- Concise historical account of the various RNAS pilots that achieved 'ace' status during WWI
- Nicely illustrated with period photographs plus a good selection of modern colour side profiles of the aircraft flown by a number of these aces.

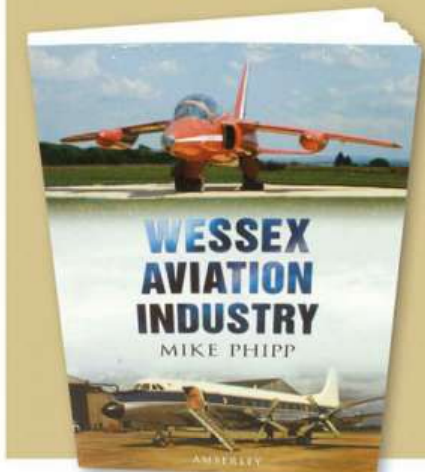
Verdict: A very useful guide to any modeller interested in British WWI aviation. Our thanks to Osprey Publishing for the review sample.



Wessex Aviation Industry
by M. Phipp / Amberley Publishing / ISBN: 978-1-4456-0046-8 / Price Guide: £19.95 / 320-page 248mm x 172mm, laminated card cover / English

- A detailed account of the aviation industry that used to exist within Dorset and Wiltshire, as well as the western parts of Hampshire and Berkshire.

Verdict: It may not be modelling, but this is a very interesting title, especially if you live, or have lived, in any of the regions mentioned. Our thanks to Amberley Publishing for the review sample.



newsl ine

01/ 2012 - 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
Airfix	1:144	10170	IM	Space Shuttle	£29.99	RE
Airfix	1:72	05008	IM	Junkers Ju 52/3m	£15.99	RE
A Model	1:144	1416	IM	Ilyushin Il-14P	£16.70	RT
A Model	1:144	1456	IM	Antonov An-14	£13.99	NT
A Model	1:1444	1457	IM	Antonov An-28	£13.99	NT
A Model	1:72	72160-01	IM	Antonov An-24T 'Phoenix Aviation'	£49.99	RE
A Model	1:72	72172	IM	Mil Mi-10	£55.40	NT
Azur	1:72	A055	IM/R/PE	SO.4050 Vautour IIN 'IDF All Weather Fighter'	£24.30	NT
Dragon	1:144	4627	IM	PLA J-15 'Flying Shark' Naval Fighter	£9.75	NT
Eduard	1:144	4425	IM	Mikoyan MiG-21MF 'Dual Combo'	£12.99	NT
Eduard	1:48	84156	IM	Fokker D.VII (MAG) 'Weekend Edition'	£12.99	RE
Encore Models	1:48	48002	IM/R	Cessna A-37B/OA-37B Dragonfly (ex-Monogram)	£39.99	RE
ICM	1:144	14401	IM	Tupolev Tu-144	£22.99	NT
Italeri	1:72	1310	IM	Lockheed AC-130H Hercules Spectre	£39.99	RE
Italeri	1:72	1311	IM	Aeritalia G.222 'Panda' / Alenia C-27A 'Chuck'	£42.50	RT
Italeri	1:72	1312	IM	Focke-Wulf Fw 190D-9	£9.99	RE
Italeri	1:72	1315	IM	H-21 Flying Banana	£24.99	RE
IBEX	1:48	4801	IM/R/VF	T-6A Texan II	£25.99	NT
Kinetic	1:48	K48025	IM	Grumman C-2A Greyhound	£44.95	NT
Magna Models	1:48	0648	R/WM/VF	Hunting Percival Sea Prince T Mk I	£45.00	NT
MPM	1:72	72571	IM	Fokker D.XXI 'Dutch Patrol'	£18.20	RE
Profiline	1:72	7010	IM	Hughes MD500D	£12.40	NT
Profiline	1:72	7011	IM	Hughes MD500 with skis	£12.40	NT
Profiline	1:72	7012	IM	Hughes MD500N NOTAR	£12.40	NT
Profiline	1:72	7013	IM	Hughes MD500D with floats	£12.40	NT
Sharkit	1:72	7264	R	ALR Piranar 6	£45.99	NT
Sharkit	1:72	7265	R	Chenjang JJI	£47.99	NT
Special Hobby	1:48	48104	IM/R/PE	Airspeed Oxford Mk I/II 'Commonwealth Service'	£34.99	NT
Special Hobby	1:48	48122	IM/R/PE	Airspeed Oxford Mk I/II 'RAF Service'	£34.99	NT
Sword	1:72	72050	IM	Supermarine Spitfire LF Mk IXe	£14.99	NT
Sword	1:72	72051	IM	Supermarine Spitfire LF Mk XVIe [hi-back]	£14.99	NT
Sword	1:72	72052	IM	Supermarine Spitfire LF Mk XVIe [low-back]	£14.99	NT



Airfix #05008 Ju 52/3m



Azur #A055 Vautour IIN



Dragon #4627 J-15



Eduard #4425 MiG-21MF



Eduard #84156 Fokker D.VII (MAG)



Encore #48002 A-37B/OA-37B Dragonfly



Italeri #1311 G.222/C-27A

Special Hobby #48104 Oxford Mk I/II
'Commonwealth Service'

MPM #72571 Fokker D.XXI



Italeri #1315 H-21 Flying Banana



Profiline #7010 Hughes MD500D



IBEX #BX4801 T-6A Texan II



Sharkit #7264 ALP Piranar 6



Kinetic #K48025 C-2A Greyhound



Sword #72050 Spitfire LF Mk IXe



Sword #72052 Spitfire LF Mk XVIe

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News - Coming Soon

■ For details of all future kit releases check out the New Kit Listing 2011 on our website www.modelairplaneinternational.com

MANUFACTURER	SCALE	ITEM #	TYPE	DESCRIPTION	NOTE
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	1:48	4850	IM/R	Heinkel He 70 'Luftwaffe'	NT
AZ Model	1:48	4851	IM/R	Heinkel He 70 'Spanish Civil War'	NT
Azur	1:72	AIR004	IM	Farman (SNCAC) NC.223 'Chef Pilote Laurent Guerrero'	RE
Azur	1:72	AIR005	IM	Farman (SNCAC) NC.223.3BN.5	RE
Azur	1:72	AIR006	IM	Farman (SNCAC) NC.223.4 'Jules Verne'	RE
Azur	1:32	A094	IM/R/PE	Bloch MB.152C.1 'Red & Yellow Stripes'	RE
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
Hasegawa	1:48	09964	IM	EA-18G Growler 'Low Viz'	RE 12/2011
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
HobbyBoss	1:72	80207	IM	Northrop F-5E Tiger II	NT
HobbyBoss	1:72	87250	IM	Grumman F9F-3 Panther	RT
HobbyBoss	1:32	83208	IM	Republic F-84G Thunderjet	RT
Koppro	1:72	74149	IM	Kawanishi NIKI-Ja Shiden Type II (ex-Aoshima)	RE
Koppro	1:72	74150	IM	Kawanishi NIKI-Jb Shiden Type II (ex-Aoshima)	RE
Koppro	1:72	74157	IM	Kawanishi NIK2-J Shiden-Kai Type 21 (ex-Aoshima)	RE
Koppro	1:72	74158	IM	Kawanishi NIK2-Ja Shiden-Kai Type 21 (ex-Aoshima)	RE
Koppro	1:72	74161	IM	Kawanishi NIK2-J Type 21 'Prototype & US' (ex-Aoshima)	RE
Koppro	1:72	74162	IM	Kawanishi NIK2-Ja Shiden-Kai Type 21 Bomber (ex-Aoshima)	RE
MAC Distribution	1:72	72127	IM	Pfalz D.IIIa	NT
MAC Distribution	1:72	72128	IM	Pfalz D.IIIa 'Aces'	NT
Roden	1:144	302	IM	DC-7C Royal 'Dutch Airlines (KLM)'	RE
Roden	1:72	061	IM	Nieuport 27	RT
R.V.Aircraft	1:72	72011	IM	Focke-Wulf Fw 190D-II	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	72225	IM	N.A. Mustang Mk I 'Red Stars'	RE
Special Hobby	1:72	72226	IM	J-20/Reggiane Re.200 'Swedish Service'	RE
Special Hobby	1:72	72240	IM	Fairey Fulmar Mk I 'Captured Markings'	RE
Special Hobby	1:72	72234	IM	Boulton-Paul Balliol T Mk 2	NT
Special Hobby	1:72	72236	IM	Sea Balliol T Mk 21	NT
Special Hobby	1:72	72232	IM	FF-1 'US Navy Two-Seater Fighter'	NT
Special Hobby	1:72	72235	IM	J-9/EP-106	NT
Special Hobby	1:72	72237	IM	Seversky P-35A 'Philippines Defender'	NT
Special Hobby	1:72	72238	IM	CC&F Goblin Mk I 'Canadian Last Biplane Fighter'	NT
Special Hobby	1:48	48121	IM	Vought V-173 Flying Pancake	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	



Academy #I2434 F-8E 'VF-III'



Academy #I2231 T-50 Advanced Trainer



AZ Model #4850 He 70 'Luftwaffe'



Hasegawa #09961 F-104G 'CCV'



HobbyBoss #83208 F-84G Thunderjet



Koppro #74150 NIKI-Jb Shiden Type II



Roden #061 Nieuport 27



Special Hobby #SH72236 Sea Balliol T.21

events diary

Worldwide model shows for the first half of 2012

2012

January 15th

Bolton IPMS Annual Model Show at St. Josephs RC High School, Chorley New Road, Norwich, Nr Bolton, BL6 6HW. For more details contact Dave Swift, Tel: 01254 695375 or Steve Summerfield, Tel: 01257 260199 or visit www.boltonipms.com.

January 15th

Tucson Chapter 3rd Annual Swap Meet/Show at the Fraternal Order of Police Lodge, 3445 N. Dodge, Tucson, AZ, USA. Contact Derek Campbell, Tel: 520-425-0209, Email: 4nagatol@gmail.com

January 21st

IPMS/Chattanooga Scale Modelers Region 3 show at the East Brainerd Church of Christ, 7745 E. Brainerd Rd, Chattanooga, TN, USA. For more details contact Michael Moore, Tel: 423-596-5130

January 28th

IPMS/SWAMP Region 6 show at the Managan Center, 1000 McKinney, Westlake, LA, USA. For more details contact Robert Leishman, Tel: 337-244-9938, Email: wingman99@netzero.net

February 4th

IPMS/First Coast Region II Jaxcon 2012 at University of N. FLA University Center, 12000 Alumni Dr, Jacksonville, FL, USA. For more details contact Gil Hodges, Tel: 904-215-8108, Email: slowhandshodges@bellsouth.net

February 4th

IPMS Mid-Michigan: Mid Michigan Model Makers Region 4 28th Annual Contest and Show at the Knights of Columbus Hall, 360 S. River Road, Bay City, Michigan, USA. For more details contact Jim Church, Tel: 989-799-1705, Email: jecdiamond3@aol.com.

February 5th

Model Kraft 2012, Statonbury Leisure Centre, Milton Keynes, MK14 6BN. For more details contact Nicholas Bavington, Email: nicholas.bavington@o2.co.uk or visit www.mksmc.co.uk

February 11th

Fleet Air Arm Museum Model Show, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT. For more details contact, Tel: 01935 840565 or visit www.fleetairarm.com.

February 11th

IPMS/Santa Rosa and IPMS/Mt. Diablo Region 9 Hobby Expo 2012 at the Petaluma Community Center, 320 North McDowell Blvd, Petaluma, CA, USA. For more details contact John Admire, Tel: 707-838-2318, Email: admire@pacbell.net

February 18th

IPMS / CoMMIES Region 10 CoMMIESFest 2012 at Jefferson County Fairgrounds, 15200 W. 6th Ave., Golden, CO, USA. For more details contact Brad Guy, Tel: 303-467-2009, Email: Mr.Badwrench64@gmail.com

February 18th

IPMS Alamo Squadron Region 6 ModelFiesta 31 at the Live Oak Civic Center, 8101 Pat Booker Road, Live Oak, TX, USA. For more details contact Richard Compton, Tel: 210-913-3325, Email: alamosqnl@yahoo.com

February 20th

Huddersfield 2012 at Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW. For more details contact Alan Paul, Tel: 07811 358355 or Geoff Milnes, Tel: 07879 466554 or Email: huddersfield-show@ukonline.co.uk.

February 25th

IPMS Richmond Region 2 Old Dominion Open at Richmond International Raceway, 602 East Laburnum Ave, Richmond, VA, USA. For more details contact Mark Elder, Tel: 804-380-9990, Email: mark701@comcast.net

March 3rd

The East of England Annual Model Show 2012 at the Town Hall, Peterborough. Doors open from 10.00am to 16.00pm. For further information please contact the club secretary Ken Almen, Tel: 01733 321617.

March 3rd

North Somerset Model Show at The Campas, Highlands Lane, Locking Castle, Weston-super-Mare, BS23 7DX. For more details contact Fred Tooke, Tel: 01934 416798.

March 3rd

IPMS/Red River Modelers Region 6 RiverCon I at the Trends & Trains Hobby Shop, 7143 Mansfield Rd, Shreveport, LA, USA. For more details contact JackK Crumbliss, Tel: 318-828-4597, Email: maraderdriver@live.com

March 10th

IPMS/Flight 19 Region II Flight 19 Modelfest II at the First Church of the Nazarene, 914 NE 4th St, Pompano Beach, FL, USA. For more details contact Peter Frearson, Tel: 954-349-9219, Email: raaf460@earthlink.net

March 17th

IPMS/Catawba Valley Scale Modelers Region 12 1st Annual Catawba Valley Scale Modelers Contest and Swap Meet at VFW Post 2031, 139 Jordan Lane, Statesville, NC, USA. For more details contact Jim Malcolm, Tel: 828-499-0069, Email: jmalcolm4850@gmail.com

March 17th

IPMS/Three Rivers Region 4 TRICON 2012 at A.W.Beattie Career Center, 9600 Babcock Blvd, Allison Park, PA, USA. For more details contact Scott Scariot, Tel: 412-492-8378, Email: trekmanstott@hotmail.com

March 24th

IPMS Knoxville Region 3 Smoky Mountain Mini-Con at the University of Tennessee, Ellington Plant Sciences Building, 2431 Center Drive, Knoxville, TN, USA. For more details contact Mike Driskill, Tel: 865-789-2368, Email: mwdriskill@gmail.com

March 24th

IPMS Warren Region 4 SEMMEX 2012 at the Michigan Military Technical Museum, 16640 Stephens, Eastpointe, MI, USA. For more details contact Jim Ashford, Tel: 248-399-2386, Email: jimandkatie@wowway.com

March 24th

IPMS/South Central Modelers of Minnesota Region 5 8th Annual Scale Model Show and Contest at the Five Lakes Centre, 308 South State Street, Fairmont, MN, USA. For more details contact Gregory Pausewang, Tel: 507-526-3531, Email: 57chevy1957@bevcmm.net

March 24th

IPMS/Flying Tigers Scale Model Builders - New Orleans Region 6 Great South Tigerfest XIX at St. Jerome K.C. Hall, 3310 Florida Ave., Kenner, LA, USA. For more details contact Richard Marriott, Tel: 504-737-9514, Email: rmpaintingmusic14@gmail.com

March 24th

IPMS/Wings, Wheels & Keels Model Club Region II Wings, Wheels & Keels Model Show & Contest at Woodmere Park Auditorium, 3951 Woodmere Park Blvd, Venice, FL, USA. For more details contact Fred Holtweiss, Tel: 941-475-9697, Email: flh32@comcast.net

March 25th

IPMS/Wings & Wheels Modelers Region I Valleycon 22 at the Knights of Columbus, 460 Granby Rd, Chicopee, MA, USA. For more details contact Al LaFleche, Tel: 413-306-1270, Email: ajlafleche@comcast.net

March 31st

South Devon Model Extravaganza at Ashmoor Recreation Centre, Ballard Lane, Ashburton, Devon, TQ13 7EW. For more details contact ipmsdartmoor@gmail.com or visit www.ipmsdartmoor.blogspot.com.

May 27th

IPMS Gloucester Model Show 2012 at Churchdown Community Centre, Parton Road, Churchdown,

Gloucestershire, GL3 2JH. For more details contact Alan Firbank, Email: afirbank@aol.com or Jeff Brown, Email: gundylunch@sky.com

June 2nd

Torbay Military Modelling Society Model Show 2012 at Torquay Town Hall. For more details contact, Email: paulfarrer@live.co.uk or visit www.torbaymilitarymodellingsociety.org.uk or www.torbay-ipms.org.uk.



Organisers

If you want details of your event posted here, then please send it via email to editorial@modelairplaneinternational.com or via fax to 44 (0) 1525 222574. We will endeavour to run the notice until the event occurs, but no responsibility will be taken by the publisher for errors or inaccuracies that may occur, or any losses etc that may arise as a result of such errors or inaccuracies.

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- Converting the Italeri 1:48 Mirage III
- Italeri 1:72 Savoia-Marchetti SM.81
- Roden 1:32 WWI Siemens-Schuckert D.III

» and more...



Issue 56 March '10

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- Dragon 1:32 Bf 109
- Revell 1:48 Mosquito
- PGM 1:32 Spitfire Mk IX conversion
- Special Hobby 1:48 CAC Wirraway
- Italeri 1:72 Reggiane Re.2000

» and more...



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- Airfix 1:48 B-57B

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- Czech Model 1:32 P-80
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- Tamiya 1:72 Spitfire Mk I

» and more...



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- Hasegawa 1:32 Bf 109G conversion

» and more...



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- Trumpeter 1:24 Bf 109G-10
- Xtrakit 1:72 Swift FR.5
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- AZ Model 1:72 Spitfire Mk I 'Early'

» and more...



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- Trumpeter 1:48 Sukhoi Su-24M
- Special Hobby 1:72 Westland Whirlwind F Mk I
- Detailing the Airfix 1:48 Buccaneer
- CMR 1:72 Vampire F3 and FB.5
- ICM 1:72 He 70
- HobbyBoss 1:72 Lytx Mk 88

» and more...



Issue 63 October '10

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- Badger 105 Patriot airbrush
- Trumpeter new 1:32 F/A-18E Super Hornet
- Airfix 1:48 Bf 109E
- AZ Model's 1:48 Ki-48-I
- F-101 Voodoo by Richard J. Caruana

» and more...



Issue 64 November '10

- The CMR 1:72 Jet Provost
- From 1:72 Fw 58B
- HobbyBoss 1:72 F-16A and F-16B
- 1:48 F-111A from HobbyBoss
- Trumpeter 1:48 Wellington Mk III update
- Pacific Coast Models 1:32 Hurricane Mk I

» and more...



Issue 65 December '10

- Revell 1:32 Piper Cub floatplane
- Anti-Camouflage No.2 RCAF Ansons by Richard J. Caruana
- Trumpeter 1:32 MG-23ML
- Zvezda 1:48 Bf 109F-2
- Fairy Flycatcher by Richard J. Caruana

» and more...



Issue 66 January '11

- AZ Model 1:72 Spitfire Mk IX 'Aces'
- Tamiya 1:48 A6M3/3a Zero
- Italeri 1:48 Macchi C.200
- Airfix 1:72 Nimrod AEW.3 conversion
- De Havilland Sea Venom by Richard J. Caruana
- Trumpeter 1:32 Bf-SN Big ED update

» and more...



Issue 67 February '11

- Eduard 1:48 SPAD XIII 'Late'
- Special Hobby 1:48 Seafire
- ICM 1:48 Henschel Hs 126B-1
- Airfix 1:24 Mosquito in BOAC colours
- Wingnut Wings 1:32 Albatros D.V
- AZ Model 1:72 Gloster Gauntlet Mk II

» and more...



Issue 68 March '11

- Airfix 1:72 Hurricane/Sea Hurricane Mk II
- Airfix airbrush bench test
- Airfix 1:24 Mosquito p2
- Trumpeter 1:32 Sukhoi Su-25 Frogfoot
- HobbyBoss 1:72 Lynx HAS.3
- Fairy Fulmar by Richard J. Caruana

» and more...



Issue 69 April '11

- The Airbrush Company desktop extractor system
- Great Wall Hobby 1:48 Fw 189
- 1:32 Wingnut Wings Sopwith Pup
- 1:32 Hasegawa & Trumpeter Bf 109F-4s
- Kawasaki Ki-45 Toriyu by Richard J. Caruana

» and more...



Issue 70 May '11

- HobbyBoss 1:48 Panavia Tornado F3
- Focke-Wulf Ta 152C-0
- Zoukei-Mura 1:32 Ta 152H-1
- Airfix 1:72 Spitfire Mk I
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» and more...



Issue 71 June '11

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- Revell 1:32 Arado Ar 196
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- Gloster Meteor F Mk 8 by Richard J. Caruana
- Hasegawa 1:32 Ki-61 into Ki-100 conversion
- Airfix 1:72 F-86 Sabre

» and more...



Issue 72 July '11

- Italeri 1:48 Ju 87B
- 1:32 Hunter T Mk 7 - Fisher conversion
- Hasegawa 1:72 Heinkel He 111Z
- CMR 1:72 Sea Venom F Mk 20
- Eduard 1:48 Focke-Well Fw 190D-9
- Seversky P-35 by Richard J. Caruana

» and more...



Issue 73 August '11

- Airfix 1:48 Spitfire Mk XII
- Swann-Morton modelling knives
- Hasegawa 1:48 P-40E w/ Big ED set
- Hasegawa 1:72 Ju 188
- D.H. Hornet & Sea Hornet by Richard J. Caruana
- Roden 1:32 Sopwith Triplane

» and more...



Issue 74 September '11

- From 1:72 Vildebeest
- Harder & Stenbeck Evolution CRplus airbrush
- Focke-Wulf Ta 152C-0
- HobbyBoss 1:48 F-14A Tomcat
- Revell/Hasegawa 1:32 Ju 87D w/Big ED set
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- Fokker D.XXI by Richard J. Caruana

» and more...



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- Tamiya 1:32 P-51D Mustang
- Azur 1:72 Breguet 693
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- Trumpeter 1:32 F-100D
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- Hippo Model 1:48 Gotha G.V

» and more...



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- 1:32 Revell Hawk T.1A
- 1:48 Mirage Hobby Halberstadt CL.II
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- 1:144 Miniature RC-121
- N.A. F-86K by Richard J. Caruana
- 1:32 Revell He 111P

» and more...



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- Roden 1:32 Alca D.H.2
- A double build of the Revell 1:72 B-17G
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next issue

So what's due next month? On sale 26th January 2012



Hurricane 
Italeri's new 1:48 kit
built by Jamie Haggo



CA-12 Boomerang 
Libor Jekl builds the
new 1:72 kit from
Special Hobby

J2M3 Raiden 
Steve A. Evans builds
Hasegawa's new 1:32 kit



A-6 Intruder & EA-6 Prowler
by Richard J. Caruana



All of the above listed features are listed on a provisional basis only. We endeavour to bring you the above articles but the contents of an edition may be subject to change without further notification.

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LU6 1QX, England

VOL 7 ISS 78 JANUARY 2012

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Tel: 01525 222573 Fax: 01525 222574 E-mail: enquiries@modelairplaneinternational.com

DISTRIBUTION: Seymour Distribution, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: 020 7429 4000

NEWSTRADE: Select Publisher Services, 3 East Avenue, Bournemouth, BH3 7BW.
Tel: 01202 586848 E-mail: tim@selectps.com

SUBSCRIPTIONS/ BACK ISSUES: ADH Publishing, Doolittle Mill,
Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX. Tel: 01525 222573 Fax: 01525 222574
Rates: UK £41, Euro and Europe £54, Worldwide Air £67.
Website: www.modelairplaneinternational.com



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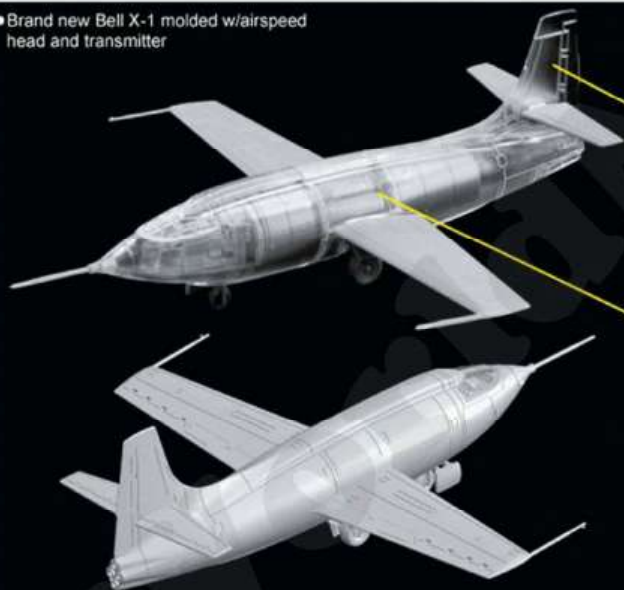
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82 Model Airplane International - January 2012

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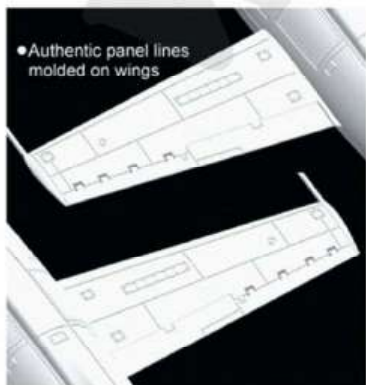


- Slide-molded fuselage produced w/crystal clear parts



- Display stand included

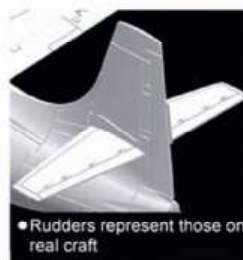
- Authentic panel lines molded on wings



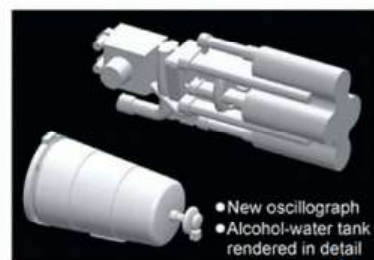
- Landing gear can be assembled in either flying or taxiing modes



- Pressurized cockpit recreated w/crystal-clear parts
- Instrument panel authentically detailed



- Rudders represent those on real craft



- New oscillograph
- Alcohol-water tank rendered in detail

D4630



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(G.C.II/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 Boutons and Le Gloan. ○The curved body lines of the staff car are also accurately reproduced.



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

(G.C.III/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.



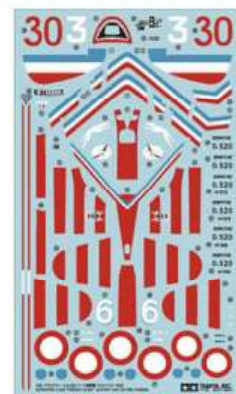
Panel Line Accent Color (Black) Item 87131
Black can be used for a wide variety of models, making this a great item for general detailing.



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.