Scale Aviation Modeller International

Russian Naval Air Power
Richard J. Caruana goes aboard the first Russian carrier in Malta in many years

Mosquito!
Richard Franks brings you the final installment of this special look at the Mossie

Emperor’s Wings Pt. 5
Peter Fearis looks at the A6M5 Zero with the help of the Hasegawa kit

IPMS (USA) National Convention 1996
Richard Franks reports

Aviation History Colour File
Ian K. Baker brings you the second part of his look at the development of RAAF camouflage and markings

Aircraft Sketchpad
Steve Benstead brings you lots of interior detail for the Consolidated PBY Catalina in colour!

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EDITORIAL

In this month's edition I have done, or should I say, not done, something that I have been doing since I became editor last year. As you will soon see I have not sent out any review kits this month - shock horror! Although you will find my review of the Bf 109TL, this kit was in fact built a white angel. The main reason for my lack of modelling was a trip over to the USA to attend three national conventions. This basically used up a two week period of the month and that is usually my 'modelling time'. Next month I hope to get at least one built although another event in early September may well put a stop to that, namely me getting married!

It is usual for me to start the editorial so easily especially considering what I said last month, so now let's get back to normal. This month you will find a few things different with the magazine, not least of which is the title. As the change. No longer are we SAM, but SAMIL. The "International" element of the title is purely to reflect that we are just that, an international modelling magazine and going by the people I talked to in the USA there are many of you out there who have only just got hooked. To you all, welcome aboard.

The other thing you will find different is the number of pages, yes at last long we have had up to 80 pages, I did warn you about the shortage of space as we were suffering a few months ago and now we have taken the plunge and added an extra 16 pages. Hopefully this will allow us to better utilise artwork and photographs as in the past we have had to cram things in on many an occasion. I have small pictures, so the extra 16 pages should make things better. We are also finding ourselves with more and more advertisers, which is great as their support is greatly appreciated, however I have a percentage of adverts to copy that I do not like to cross and that is no more than 15% advertising to contents. This basically meant about 9 pages in a 64 page mag and 12 pages in this 80 page format. We may have to go to as many as 15 pages, but hopefully the contents will never suffer for the benefits of adverts.

A change of name and format also needs a few internal changes, so we have introduced the 'Calling all Model Clubs' page and we ask all clubs who have a monthly etc, magazine to send us regular copies so we can feature them within this section. It will also include all events and meetings, plus a special help page for people in clubs seeking help from other groups etc. You will also find this month that aviation artist Steve Bishop has improved his artwork still further (is that possible I hear you cry) and from now on his sketchpad features will be in colour. Talking of Steve, he has been quite flattered lately as he was told all about the inclusion of similar interior artworks in a similar publication. They say imitation is the sincerest form of flattery you know?

Well I hope you like what is happening to us, if so let us know, if not keep it to yourself (no only kidding)

Until next month

Richard A. Hanks
Editor

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NOTICE
Please note that if you have a question or query you wish to raise with the editor or any of the contributors to this magazine, they should be sent to me either by phone or email address. The staff at DMM Publishing do not have access to the information you may and therefore cannot answer your questions on the phone. Thank you.
Hobbycraft

The latest kits to be released in the UK from this source are the range of 1/48th scale F4U Corsairs. The range so far consists of the F4U-1 'Buckaroo', FG-1D 'Post War COIN Bird' and the F4U-1A 'Brewster' Corsair. Each kit is retailing for £12.99 in the UK and they feature good overall detail with recessed panel lines and various weapons fit depending on their intended role. To follow will be the F4U-1D 'Ground Attack' Corsair and the 'British Commonwealth' Corsair. A surprise release, as it was not mentioned in the catalogue, is the F4U-2 Corsair Night Fighter and this should be available at about the same time as the above two.

Czech Master Resin

The latest news from this source is that there will be two all new 1/72nd scale kits of the Spitfire soon. The first is the F22 Kit No. 1076 and this will be followed by the F2254 (1997). Each kit will feature decals by Propaganda and the expected UK retail price is around £15.99.

All Czech Master kits are imported by H.G. Hamann Ltd, so give them a ring if you are interested in the above.

Maintrack

Released in late July are a series of 1/72nd scale injection moulded conversion sets by this well known Hastings based firm. The examples released so far include the TA-7C/EA-7L 2-seat Corsair which comes complete with four decal options and the A-7K 2-seat Corsair with decals. Each converts the Fujimi A-7D kit and each is limited to just 500 copies worldwide. The UK price is just £7.99 and having studied them recently they are well produced and therefore well worth having.

Golden Wings

This is another part of Maintrack Models range and the latest release in this series is the Grumman F6F-5P Cougar in 1/48th scale. The kit is vac-formed with metal detail parts and decals. The options given in the kit allow you to make the P318 naval fighter or P38-E photo-reconnaissance versions.

The UK retail price for this excellent kit is £22.50.

Project X

Yet another part of the Maintrack Models product range, this vac-formed series of prototypes has become very popular over the years and the latest two kits released in late July/early August are the De Havilland DH110 and the Northrop A-9A. The DH110 is depicted as the second prototype machine (W3240) and the A-9A is of course the machine which lost out to the Republic A-10 as the new generation tank buster for the USAF.

Each kit features vac-formed plastic main components with metal detail parts and decals and each kit costs £14.95.

Creations Chaubert

This is a French company who produce high quality resin kits. The most recent release from this firm is all to 1/48th scale and they are the Caudron C.450, Dewoitine D.510 and the Nieuport de Niv 622. Only the C.450 includes decals and they retail in the USA for $55.95 (£37.30), $65.95 (£43.97) and $71.92 (£47.95) respectively.

All I have source is far is Meteor Productions in the USA so contact them on 703 591 0652 for more details.

Air Craft Models

Following on from their superb 1/72nd scale kit of the De Havilland DH91 Albatros, this firm's next kit will be a 1/148th scale JUNKERS Ju 90.

The kit will be vac-formed with metal detail parts and decals. I have no idea of a release date or price as yet but will keep you informed as soon as I know.

Eduard

The latest etched brass sets from this source are for the Su-22UM (72317), P-38 (72201), Su-34 (72003) and Fw-200 (72206) in 1/72nd scale and the Hurricane Mk I (48160), Su-27UB (48171), A-6E/A-6B (48172), Su-22M4 (48173), P-39 (48176) and A6M3 Zero (48176) in 1/48th scale.

I do not have prices for these items as yet, but you may contact Four Plus UK on 01702 559308 or Hamann on 01502 571444 for more details.

AeroMaster

As a quick preview to the latest releases, this firm will give you a run down of a couple of the sets on offer. Hopefully we will give you a complete review of all the new sets in the next edition.

Two new sets for the P-40 have been released in 1/48th scale. The first, number 48-218, is entitled 'Desert Hawks Part 1' and it has options for four machines: A 79th FG P-40F; a 57th FG, 65th FS, P-40F; a 33rd FG, 12th AF P-40F and a French Air Force P-40F.

The first two kits to be released will be the E-10/Heller Mirage 2000N and F-4EG Thunderjet. Each kit has AeroMaster decals, resin and etched brass interior, wheel wells etc. by KMC adding full colour box and comprehensive instructions. The price in the USA is $33+ so they should be around £15.00 or £16.00 in the UK.

Scale Model Accessories

The latest resin figures from this firm are the second 'Lunchwaffe Ground Crew Pushing' set. This comprises three figures, one pushing on a trolley while the other two 'put their back into it' as it were.

The set costs £6.87 and can be obtained from most specialist model shops or direct from the manufacturer. Fax them on 0181 205 1751 for more details.

True Details

Latest in this range of resin and etched brass accessories are the following items:
The next two kits in the series will be the old Osage kits of the MIG-21MF/Single and MIG-17. Once again these kits will have all the features of the above examples and will be around $30.00 in the USA, so expect a UK price tag of around £25.00.

Marine Air Products

You may recall that I mentioned this firm a few months ago. They produce high quality resin, metal and etched brass upgrades for Combat and ID Models vac-formed kits. The range covers both aviation and naval subjects and it has recently been expanded to cover some of the older 1/72nd scale Revell aircraft kits.

Modelcraft

The long awaited 1/48th scale kits of the F-82 Twin Mustang should be released before much longer. First will be the F-82E version and this will be followed by the B (Betty Joe) in mid-August and the G (Midnight Sinner) in October.

Recently released in 1/72nd scale are the ex-Frog Aro Shadegun, Sea Vixen and Wellington Mk III with Merlin engines.

MSAP

This well known decal manufacturer has recently branched out a bit and produced an excellent new product in the form of a camouflage colour chart.

The first three charts to be released are for the US Navy (Squadron & carrier 1D Colours), RAF Day Fighters (WWII – Northern Europe) and the Condor Legion (Fighter Camouflage). Each chart consists of two high quality card pages in (US) A4 format. Each page is punched with three holes for filing in ring binders and the first page contains colour patches of 7m x 25m.

The other page consists of examples of typical camouflage patterns etc for the appropriate topic covered on one side and a chart listing all the possible colour combinations for certain aircraft types on the other. The set is intended to grow over the years and it will build into a most impressive colour reference guide. At present each guide is selling for about $6.00 (4.00) in the USA, so if you are interested you can contact any UK company which carries the MSAP range.

Latest decals from this firm include sheets for the Republic P-47N (4854), Spitfire Mk V (4655), NA P-51B/C Mustang (4858), B-24H-11-BO (4859), PBY-5A/CA Catalina (4860) and Korean War Mig-15N (4861).

We will bring you a full review of all these products in next month’s edition.

Hi-Tech

The superb new 1/48th scale mixed media kit of the Bell P-63C Kingcobra should be available by the time you read this. The kit comprises limited run injection moulded plastic fuselage, tail and wings, with beautifully cast resin interior, wheel wells and wheels, metal propeller blades and undercarriage legs and a vac-formed canopy. The model features decals for a French Indochina operated machine and these decals are produced by AeroMaster.

The UK price for this kit is just £24.99 and the Hi-Tech range is imported into the UK by H.G. Hannant Ltd.

Classic Airframes

The latest releases from this firm are the Heinkel He 51A and the Polikarpov I-153 in 1/48th scale. Each kit features limited run injection moulded plastic with resin and etched brass detail parts and decals. The quality of the injection parts is a far cry from their first kit, and the fineness of the gates and sprues as well as the recessed panel lines is most commendable. Each kit will be £18.95 in the UK and you should contact Four plus UK for more details.

Cutting Edge

The latest decal sheet offered by this firm is for the F-4D and RF-4C Phantom II in USAF and Foreign Operators schemes. There are four schemes offered on the sheet and they are a F-4D of the 332nd FIS/107th FG, NY, August 1989, an F-4D of the Republic of Korea Air Force, 1989, an RF-4C of the Spanish AF in 1989 and an F-4D of the Iranian Air Force.

Each sheet features full colour instructions and it is available in 1/72nd (50001), 1/48th (48018) and 1/72nd (72020) scales.

Due very soon from this firm is their first full kit. It is a 1/48th scale Mi-8 Hip helicopter and looking at the test shots on show at the IPMS USA Nationals it will be a most impressive model. The kit is a, I think, limited run injection moulded plastic with resin and metal details. All the rotor head and blades are metal and the kit will come with two big decal sheets including a very colourful German example. As yet I have no idea of price or availability, but I will let you know as soon as I do.

Kendall Model Company

Apart from their recent releases reviewed in this month’s accessories section, the latest couple of releases seen from this firm in the USA include T-33A/P 265 gallon tip tanks and T-33 intakes for the Hobbycraft kit in 1/48th scale. Also new in 1/32nd scale is a weapons loader suitable for use with any of the new F-4 Phantoms in the same scale.

We will bring you full reviews of these kits next month, but in the meantime if you are interested in these products contact KMC’s UK importer, H.G. Hannant Ltd, for more details. You should also note that the SC-250 and SC-300 ‘Minenbombe’, SD-500 ‘Splitterbombe’ and PC-1000 ‘Panzerabwehrbombe’ in 1/48th scale are all now out of production. The SC-250, SC-300 and SD-500 in 1/72nd scale are also no longer produced.

Roberts Model

The latest release from this American firm is a 1/32nd scale P-38 L, F, G or H variant conversion based on the Revell P-38 kit. The conversion consists of vac-formednicelle tops and boom intakes, resin...
Previews

You will notice this month that some of the previews have an "Origin" sub-heading. It has become increasingly noticeable that many of you are confused and concerned about the number of re-boxings of other manufacturer's kits which is occurring. In future all kits which are released under another company's label will carry this origin heading and in it will be the original manufacturer of the kit and a country of origin. We hope this helps.

**Air Craft Models**

Kit: De Havilland DH.91 Albatross
Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £23.00 + P&P
Type: Vac-Formed Plastic & White Metal
Parts: Plastic: 29, Metal: 50, Plastic Card, Clear, Metal and Plastic Rod, Contact Rod and Brass Wire
Decal Options: 1
Distributor: Air Craft Models, Stables House, High Street, Swindon, Beds. MK44 2AA
Tel: 01793 790117

**Technical Data**

Kit: Supermarine Spitfire Mk. VIII
Manufacturer: Haagegwa
Scale: 1/72nd
Price: £23.99
Type: Injection Moulded Plastic
Parts: Plastic: 42 Clear, 2 Poly Caps: 4
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**Gloster E28/39 "Whittle"**

Britain's first jet aircraft

**Technical Data**

Kit: Gloster E28/39 "Whittle"
Manufacturer: High Planes Models
Scale: 1/72nd
Price: £12.00
Type: Limited Run Injection Moulded Plastic, Vac-Form Clear & White Metal
Parts: Plastic: 17 Clear: 1 Metal: 1
Decal Options: 2
Distributor: H. J. Hammet Ltd, Truro House, 29-31 Truro Road, Lowestoft, NR32 2AJ
Tel: 01502 517444

**Kit: Mitsubishi JBM SHUSUI**

**Kit: Mitsubishi JBM SHUSUI**

Kit: Mitsubishi JBM "Shusui" Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £14.95
Type: Injection Moulded Plastic
Parts: Plastic: 20 Clear: 3
Distributor: Revell GB Ltd, Bentley & Smith Ltd, Ampthill Rd, Bedford.
Tel: 01234 360281

**Technical Data**

Kit: Supermarine Swift F.1a, XIVc
Manufacturer: Academy
Scale: 1/72nd
Price: £13.00
Type: Injection Moulded Plastic
Parts: Plastic: 84 Clear: 6
Decal Options: 1
Distributor: 5020, 1602 Trade Centre, Jubilee Road, Letchworth, Herts, SG6 1SA
Tel: 01462 672509

**De Havilland DH.90 Dragonfly**

Scale: 1/72

**Kawanishi BAIRAI**

Kit: Kawanishi "Airai" Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £12.99
Type: Injection Moulded Plastic
Parts: Plastic: 15, Clear: 1, Metal Tube
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**Technical Data**

Kit: Kawanishi "Airai" Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £13.99
Type: Injection Moulded Plastic
Parts: Plastic: 15, Clear: 1, Metal Tube
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**Northrop JB-10**

Kit: Northrop JB-10 Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £13.49
Type: Injection Moulded Plastic
Parts: Plastic: 14, Clear: 1, Metal Tube
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**Kit: 7-20**

**Technical Data**

Kit: Northrop JB-10 Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £13.49
Type: Injection Moulded Plastic
Parts: Plastic: 14, Clear: 1, Metal Tube
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**General Atomics**

**GNAT 750**

Kit: GNAT 750
Manufacturer: General Atomics
Scale: 1/72nd
Price: £12.49
Type: Injection Moulded Plastic
Parts: Plastic: 17, Clear: 1, Metal: 1
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**Technical Data**

Kit: General Atomics GNAT 750 Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £12.49
Type: Injection Moulded Plastic
Parts: Plastic: 17, Clear: 1, Metal: 1
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**12 SQUARED**

**Yokosuka OKHA-22**

Larger jet powered Kamikaze, 50 built, one flown by war's end

**Technical Data**

Kit: Yokosuka OKHA-22 Manufacturer: 12 Squared
Scale: 1/72nd
Price: £13.50
Type: Injection Moulded Plastic
Parts: Plastic: 20 Clear: 1, Metal Tube
Decal Options: N/A
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**12 SQUARED**

**Northrop JB-10**

Kit: Northrop JB-10 Manufacturer: 12 Squared
Scale: 1/72nd
Price: £14.95
Type: Injection Moulded Plastic
Parts: Plastic: 15, Clear: 1, Metal Tube
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
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Price: £13.50
Type: Injection Moulded Plastic
Parts: Plastic: 20 Clear: 1, Metal Tube
Decal Options: N/A
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**12 SQUARED**

**GNAT 750**

Kit: GNAT 750
Manufacturer: General Atomics
Scale: 1/72nd
Price: £12.49
Type: Injection Moulded Plastic
Parts: Plastic: 17, Clear: 1, Metal: 1
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596

**Technical Data**

Kit: General Atomics GNAT 750 Manufacturer: Air Craft Models
Scale: 1/72nd
Price: £12.49
Type: Injection Moulded Plastic
Parts: Plastic: 17, Clear: 1, Metal: 1
Decal Options: 2
Distributor: Amusing Ltd, Commerce Way, Lancing, West Sussex, BN15
Tel: 01903 754596
The first four engined bomber and the first aircraft to carry an internal bomb load and use a bomb sight. The Sikorsky Il'yas Muromets was the largest aircraft in the world till 1917. Designed by Igor Sikorsky, the brilliant young chief designer for the Russo-Baltic Railway factories who went on to find fame in the United States. This, the Il'ya Muromets V was the most successful of the series of large aircraft built by these factories. It first flew in 1915 and was powered by four 150hp Sunbeam engines, had a wingspan of 97 feet, a maximum speed of 75 mph, at a maximum height of 10,000 feet. It carried a crew of up to 7 and could carry 1000lb of bombs on a round trip of about 375 miles. The aircraft had a most successful career. In the space of two years it made over 400 raids in Germany, for the loss of only 2 aircraft. In fact the French and British were hoping to build the aircraft under licence in 1916 but could not persuade the Russians.

I have taken a little space to give a brief sketch of the development of the airframe. The Il'ya Muromets 5 was completed in 1917 and until I came across the kit under review, I was completely ignorant about the existence of this machine.

The Kit
The kit comes from Russia and on opening the box you are confronted by two very large sprues, one in grey and one brown...why the two colours? I have no idea as the colours are irrelevant. The mouldings were better than I expected with two large fuselage halves and very large wings. There is virtually no flash with just the usual cleaning up required on the edges of the mouldings. The plastic is easy to work with, not being too brittle.

The instructions come in the form of exploded drawings. There is a lot happening at each of the six stages. Careful study is required as one problem for inexperienced modellers will be that there are very few location lugs on the kit. Make a dry run at each stage before using any glue so that you are happy that they had to attach over more detailed ribbing on the fuselage. They just about did the job....they had to. The decals didn't silver but the excess carrier film is rather too noticeable. In retrospect I should have trimmed it right back.

Decal rating = 5/10

Accuracy
I was able to find only a few drawings and photographs of this kit. The actual aircraft had a wing span of 29.6 metres and a length of 17.1 metres. The kit measures 41mm (16 and a half inches!!) in span, short by 3mm and a length of 246mm, short by 8mm. Once completed, however it certainly looked right, capturing the feel of a large WWI biplane and not looking too dissimilar from the photographs and drawings that I was able to find.

Recommendation
I must admit that I thoroughly enjoyed making this kit. I even got a favourable comment from my wife who normally ignores my modelling efforts. I would say that it is quite a challenge as the instructions can only be used as a general guide to construction. A moderate amount of modelling experience would be of benefit added to a bit of patience as this kit cannot be thrown together over a weekend. It costs around £15 but you will add a rather unique and interesting model to your collection. My thanks to PocketBond Ltd for the review sample.

Editors Note:
As Stuart says he was unaware of this type until he made the kit. However Mr Harry Woodman has studied the Il'ya Muromets for a number of years. He concludes that this kit is extremely inaccurate and if you would like to know all the nitty gritty about it you should pick up a copy of Windsock Vol 12 No 2 (1996), as Mr Woodman has done an in-depth look at the kit on pages 8 - 10 of that edition. My thanks to Mr Woodman for passing me a copy of this and for alerting me to the kit's shortcomings.
Reviews

Messerschmitt Me 109TL

Technical Data
Manufacturer: Planet Models
Scale: 1/72nd
Price: £23.50
Type: Resin with Vac-Formed Clear Plastic Parts
Decal Options: 1

The Kit
This is yet another new resin kit from this Czech company. The Me 109TL was a proposed turborjet variant of the famous Bf 109 fighter. It was intended as a back-up for the Me 262 design and it used components from existing designs: Me 155 fuselage, Me 109 undercarriage, Me 409 wings, as well as the existing Bf 109 fuselage sections. Development of the TL (Turbo-Lader) 109 was not considered a good idea in the light of Me 262 production however and the project was abandoned in March 1943.

Construction
Building this model is very easy and as none of the main parts have moulding blocks etc to remove. Most of the cleaning up centres around the smaller parts. No space is given in the fuselage for nose weights and a little bit of thought by the manufacturer would have easily achieved this. However if you want to spend a few hours grinding away inside the nose it may well be worth your while, as the model will not sit properly without additional weight in the nose. The cockpit interior is basic and if you have any old Me 262 or Bf 109 interiors in your spares box I would advise their modification and use in this kit. The engine units are well cast and they fit well onto the wings. Filler was required at all the major joints and as the wing joint runs through the top of the wheel wells you may like to add plastic card roofs to these areas later.

Once the main assembly is completed the model is masked and primed. Any flaws are corrected and then the model was painted and decals applied. Once all that was dry the masks were removed, the undercarriage areas were painted and the oleo legs, wheels and doors were added. The canopy in this kit is the most disappointing of all the Planet models as the frames are heavy and the clear panels all a little hazy. As the Me 109TL utilized a G series Bf 109 canopy I would have thought that any of the Squadron or Falcon replacement examples could be used here.

Accuracy
Information on this particular project was obtained from 'Messerschmitt "Q-Nine" Gallery' by Thomas H.Hitchock. The TL had a span of 41' 2" and a length of 31' 2". This kit scales out at a little short in span at 40' 6" and bang on in length at 31' 2". The short span does not detract from the overall 'look' of the model and going by illustrations etc I would say that this model captures the look of this project very well.

Colour Options
The instructions with this model give you a rather odd scheme of RLM 75 & 81 over RLM 76. As the 109TL was designed in 1943 and would probably have flown by early 1944 I would think that a 'late war' scheme of RLM 82/83 over RLM 76 or 84 would have been more likely. These are the colours I went for as the Me 262 to me can only be in RLM 82/83 and the TL was its intended back-up, so it too would be in this scheme. I had already primed the model with grey primer from the Halfords range and I then applied Aeromaster RLM 82 (9026) and 83 (9021) on top and RLM 76 (9027) underneath. The fuselage sides feature the usual mottle of the upper surface colours over the lower colours and this extended over the vertical tail and rudder assembly. The undercarriage bays were RLM 02 (Atracolour X409) as were the oleo legs and undercarriage doors. The wheel hubs were gloss black (Revell 7) and the tyres were Tyre Black (X505). The intakes and exhaust areas of the engines were painted Oily steel (X503).

Decals
Once again these are produced by Propaganda and are of good quality. The images are very thin and glossy and I would recommend that you apply them straight off the backing sheet onto the model. Do not try and pick them up with tweezers as they easily break. AERO Set and Micro Sol decal solutions were used and they worked well.

Decal Rating: 9/10

Conclusion
It is good to have a 109TL at last in the collection and I am sure that any Me262 fan or Luftwaffe 46 nut will be only too pleased to have the chance to make this type. The quality of all of the Planet Models is excellent but the lack of space for nose weights is annoying.

Recommendation
Recommended to all with experience of resin kits. Look out for that nose weighting Myth!

Thanks to H.G.Hannant Ltd for supplying the review sample.

Blohm & Voss P202

Toad Resins
Blohm & Voss P202 "Swing Wing"

Technical Data
Manufacturer: Toad Resin
Scale: 1/72nd
Price: TBA
Type: Resin and white metal
Parts: Resin 6, Metal 7.
Decal Options: N/A
Supplier: Toad Resin, 152 Godstone Rd, Caterham, Surrey, CR3 6RX

The Kit
This kit makes up the other half of the latest pair of releases from Toad Resins and is a representation of a very sexy what? Luftwaffe project that really never quite made it off the drawing board/beer matting packet! I happen to think that it is one of the most attractive aircraft never to exist. This sort of kit is testament to the fact that what ever anyone was thinking up in the 1950s and 60s the Germans had already thought of it, designed it and in a lot of cases flown and crushed it! This kit is nicely presented in the standard heavy duty red and white box but also the same sort of problems that I encountered with the Focke Wulf Flitzer II are present, so a fair bit of cleaning up is needed on the resin parts before any gluing can be embarked upon. However with a quick dry run of the parts, everything appeared to fit very well so it wasn't going to be all work, work, work!

Once again, Toad Resin has provided a very interesting, informative and extremely humorous instruction sheet, it's almost worth buying the kit for that alone (Not at £20+ it's nice Ed!). I particularly enjoyed his references to playing with model aircraft in the playground at school, and I remember wrecking a Matchbox Bf 109 Trop in a wheels up landing in the school yard some 20 years ago (!) and not last week as the Editor would have it! (No last week it was a Spitfire Ed) The undercarriage and cockpit interior are white metal and are of a fair quality, but the nosewheel/oleo needs a bit more attention. The canopy is a one piece clear vac form which is a little thin, so care will be needed when cutting it out.

Construction
The main airframe consists of six resin parts. Only two of them require a brass pin to strengthen the joint and that is at the tail boom to forward fuselage and fin to tail boom joints. The wing was a bit of a tight fit onto the upper decking of the fuselage but this was remedied by first of all marking out the correct angles of the wings (I decided to have mine in the landing position) to the fuselage, then clamping the whole thing in the vice sideways and drenching the whole joint with Superglue.

The engine intakes and exhausts are separate pieces and line up very well, only needing a little filler to finish the joints.

The cockpit area is a little spartan to say the least with there being only a white metal seat and joystick to go in. So there is some scope for developing this area further by means of head armour, instruments and gun sights etc.

The kit I received for review was a first production batch kit and Toad Resin alerted me to a problem with the main undercarriage oleos. Apparently he made them 2mm too short, so if you have got a first edition of this kit you will have to lengthen the undercarriage legs otherwise it will sit like a pregnant duck on its belly and friends and neighbours will ridicule you for weeks afterwards, I know mine did!

With all the sawing, scraping, filling and sanding more or less over and done with it was time to hide away in the laboratory and invent myself a suitably 'hard to come to terms with' paint scheme.

After painting and decaling I pre-drilled location points for the undercarriage and fixed the ailerons in place with Superglue. The resin main wheels needed some filler to the airholes and I sanded some flats onto the tyres to make them look weighted. Like the Flitzer there are no undercarriage bay doors but there are patterns on the instruction sheet for you to use to make your own out of plasticard.

The canopy was no problem and was trimmed and glued in place. The canopy framing was applied with painted clear decal strips and that more or less finished the job.

520 SCALE AVIATION MOCELLER International
Painting

After the old grey matter had been churned for a few hours Satan planted a devilish what if? plot in my brain. Twenty years of the Luftwaffe celebration paint scheme dated around 1935; that’s it, puffed cell time! So, a coat of the ubiquitous Halford’s grey primer followed half an hour later by a coat of Halford’s Nissen Silver. OK what next? Mask off and spray the nose, leading edges of the wings (top and bottom) along with tail planes and the fin Gloss Black. Looking good, feeling funky, now for some decals.

Decals

Well there aren’t any with the kit so it’s up to you really. Get the spares box out. All the Balkenkreuzes and swastikas came from various scrap of decal sheets that had long since given up their identity. However I discovered an old decal sheet from the 1/48th scale Fw 190D-9 “Dora” and this yielded a lovely red/yellow/white defence of the Reich band and a JG54 “Grumhurz” shield. The black and white “four” came from the good old Fujimi BF109 G KIT decal sheet which has provided many decals for models in the past.

Now I simply had to do something with the large disc centre section of the lower wing. How about a massive iron cross design? As I was doing a build article of the 1/48th scale Eduard Albatros D.V at the same time I had plenty of Iron Crosses kicking about, so I slapped one of those on and finished it off with a white outline swastika and belted off down the pub to wait for the decals to dry before applying a coat of satin varnish.

Conclusion

It is a bit of a dog of a kit in places, but I liked it because I’m that sort of guy! To the ‘What If’ builders this is a very valuable kit that gives you a chance to experiment and impress your friends. When it’s finished it looks very convincing and makes you think that no matter how strange it looks in flight it could have been a reality! It was for NASA about 30 years later Ed.

Recommendation

This is a kit that is really only meant for the experienced modeller and may not be a lot of people’s cup of tea. If you have got the time to clean it up then I can recommend this kit to the experienced modeller especially if you’re on medication!

As a further recommendation. buy two and make the best (Swifiling every!!!)

My thanks to Ted Resin for the review sample.

Mitch Thompson

Curtiss SC-1 Seahawk

Technical Data
Manufacturer: Aerares
Scale: 1/72nd
Price: £2.50
Type: Limited Run Injection Molded Plastic
Parts: Plastic; 39 Clear; 4
Decal Options: 2
Importer: H.G. Hannant Ltd
Trilaglar House, 29-31 Trilaglar Street, Lowestoft, Suffolk, NR32 2AV
Tel: 01502 517444 Fax: 01502 500521

The Kit
The kit consists of 3 moulded sprues (2 plastic and 1 clear), with fair mouldings and panel line detail. Presented in a simple box with an artwork print on the front cover of a Seahawk in flight and painting/decal instructions on the rear. Assembly instructions are printed on a single sheet, front and back. The instructions contain no narrative to assist the builder, only numbered diagrams, although they are comprehensive. There are two reprints black and white shots to aid interest, along with a brief aircraft history in Czech and English (worth reading for the bowing grammatical errors I)

Construction
On close examination of the parts I checked my supply of Squadron green, this kit looked like it was going to need some!

I gave the cockpit and interior fuselage a quick coat of interior green and away I went. The construction started with the cockpit, a simple affair being; bucket seat, control stick and cockpit floor plus instrument panel (fitted later).

The instructions tell you to assemble the radial engine and cowling, I left this preferring to progress with the wings and fuselage. The wing halves fit well but don’t forget to insert the undersides fuselage like before gluing. Glue the cockpit interior to one fuselage side, allow to set then marry up the other half. The fit is not good and the use of modelling clamps to get the closest of fits will minimise the amount of Squadron filler you will need. I still applied a layer to all the joins and spent a merry 20 minutes working it off with wet & dry.

Next I fitted the wings and stabilisers, again the wing roots will require filling to ensure a flush fit. At this stage I simply clipped the engine cowling onto the forward fuselage and then attempted to fit the canopy. One word describes the canopy ‘Ughhhh!’ Not only does it look awful but having fitted the reflector gun sight the canopy does not fit. The gun sight is a bit on the large size, scaled up I think the SC-1 pilot would have had something the size of a portable TV in front of him. Therefore I decided to omit this from the model, even then the canopy does not fit. One is required to remove the head plate from the pilot’s seat to obtain a fit.

At this stage in the construction there is a choice of two versions: either a land based SC-1 with tailing area fixed undercarriage (fuselage mounted), or as the aircraft was intended an out-and-out seaplane. There is also the additional option to fit an undercarriage to the floatplane version for coastal operations. I decided to go for the float version, without the wing mounted 250lb ordinance.

For the range of options available, full marks to Aerares. Although unfortunately the same can’t be said of the wing float fittings, very flimsy indeed. I opted to cut off the small plastic pins and using a fine modeller’s drill, drill a hole in the float legs sparingly but the effects are well worth it as the decals sit down nicely.

Decal rating 6/10
Once the decals were finished, I pulled off the unstuck cowling and assembled the radial engine (not bad detail) and propeller. Then finally applying a coat of clear gloss varnish the model was complete.

Conclusion
Overall it’s a reasonable attempt from this new Czech company, there are however two areas of disappointment; firstly the cockpit and canopy assembly (that canopy has to go) and secondly the wing floats. However with some extra work a reasonable finish can be achieved. The main gripe has to be however the price.

Being a frequent flyer to the Czech Republic, I have noted that in the shops this kit tends to retail for between 50 and 100 Krona (Kronor) that’s £1-2 in proper money!

Recommendation
Some experience is required and if you want to pay that price okay but there are better and cheaper models available (albeit not of this aircraft - Ed).

My thanks to H.G. Hannant Ltd for the review sample.

Steve Allen

SCALE AVIATION MODELLER International 521
Bell 47D/G

Technical Data
Manufacturer: Pavla Models
Scale: 1/72nd
Price: £13.95
Type: Injection moulded plastic, etched brass and vacuum formed clear parts
Kit No: 72005
Parts: Plastic: 39, Metal: 56, Clear: 56
Decal Options: 3
Importer: H.G. Hannant Ltd, Trilflagar House, 29-31 Trilflagar Street, Lowestoft, Suffolk
Tel: 01502 517444

The Kit
This is a new kit from a new manufacturer from the Czech Republic. It is a combination of injection moulded plastic with vacuum formed clear parts and etched brass detail.

Construction
The 16 page booklet starts with a history of the Bell-47 in Czech and English, a plan of the parts layout, and seven pages of good quality drawings of the assembly stages.

The injection parts appear crudely moulded in quite light grey plastic but they clean up to give a good finished appearance. They are well attached to the sprue and a small razor saw was the easiest way to remove them. This sprue mainly provides the cockpit, fuselage, the undercarriage (including an option for floats), the engine core and main rotor.

The vac form parts provide two canopy bubbles, two separate doors, and the bases and top covers of two M.A.S.H. type stretcher carriers. These parts are a good shape, nice and clear and can be cut out and shaped relatively easily.

The metal parts are very impressive and the quality of the etching makes up for the crudeness of the plastic mouldings. Many have excellent surface detail etched in as well. The softness of the brass means even the very small parts separate off easily with a sharp knife. The drawback is the ease with which they can be damaged by accident or rough handling.

Two wires of different thickness are provided to serve as the engine air intake hose and the exposed tail-rotor drive shaft.

Construction is very straightforward but the instructions need to be studied closely to ensure everything goes together properly. There are alternative parts to build either the ‘D’ or ‘G’ versions, the choice of standard or float undercarriage, and the options to use plastic or metal for some of the parts.

Generally, the metal parts are the better choice for their detail with the exception of the cyclic pitch control sticks, which are too thin and fragile. Some of the smaller brass parts have to be bent into shape and, although hinge lines are provided, these can be fiddly and frustrating as plastic might have been better in some places.

The only extra work I needed to do was drill and pin the join of the engine and main rotor shaft to add strength and, after cementing the canopy in place with Humbrol Clear Fix, fill the gaps in the join with Kristal Klear before painting the frame.

Colour Options
The instructions list the colours to paint most of the parts during assembly. The main colour details for the five schemes provided take up four pages of the instruction book. The options include two ‘D’s from the Korean War (one US Navy and one US Army M.A.S.H. machine) and three ‘G’s, one US Army, one RNZAF, and the Maltese Armed Forces version fitted with floats.

Decals
The decal sheet gives all the titles, insignia serials and the stencilling and warning signs visible on a model of this size.

The decals themselves are extremely thin and need careful handling to get them from the backing sheet to the kit without damage or distortion. Once there, they do stick to the paintwork very well and the carrier film is virtually invisible. The printing is very crisp and the colour strong enough to stand out against the background, even black.

Decal Rating: 8/10

Sukhoi Su-27 and Su-35

Both these kits are essentially the same so I have reviewed them together. A few parts differ and the Su-35 kit has better instructions.

The prototype Sukhoi, the T-10, first flew in 1977 but differed greatly from the shape and capability that we are so familiar with after numerous showings at Paris and Farnborough. The aircraft as we know it appeared in April 1981 and a number of kits have since appeared attempting to reproduce that seductive blend of glorious curves and awesome power.

The Su-35 is a development of the Su-27, incorporating upgraded avionics and, most obviously, the inclusion of canards incorporated into the leading edge extensions.

The Kit
The kits are injection moulded, originating from Nakrote. Encore have re-boxed them and added the choice of 3 colour schemes for the Su-27 and 1 colour scheme for the Su-35.

My initial impression on opening the boxes was of the sheer size of these beasts. I have made several Su-27s and I am still surprised at how big it is for a ‘fighter’. The leading edge extensions add even more surface area to maximise the impact of size.

Accuracy
The size is a compromise with the fuselage length matching that of the later ‘G’, but with the smaller rotor diameter of the ‘D’. That said the finished model captures the look of the aircraft very well.

The mounting of the floats was the only area which lacked accuracy, requiring a certain amount of scratch building to detail them properly.

Conclusion
The clean up of the plastic parts and tiny metal pieces mean the model requires a certain amount of effort to complete, but the excellent instructions and generally good fit of the parts make for a very nice detailed little model straight from the box, with the option to add extra detail if wanted.

Recommendation
A great deal of patience and more than a little skill is needed when making this kit, but the experienced modeller should be well rewarded by the result. The range of options provided make it a ‘must’ for the helicopter model enthusiast.

My thanks to Hannant’s for the review sample.

Fred Teckie

Technical Data
Manufacturer: Encore
Scale: 1/72nd
Price: £13.95
Origin: Nakrote (Russia)
Type: Injection moulded Plastic
Parts: Plastic: 56, Clear: 2
Decal Options: 1 (Soviet, Chinese & Ukrainian AF)
Importer: Pocketbond Ltd PO Box 80, Welwyn, Herts. AL6 9ND
Tel: 01438 798593 Fax: 01438 798616

Because of its size and weapons capability, there is a lot of plastic inside each box. The plastic is of reasonable standard with little evidence of flash and there were no imperfections in the moulded parts. The aircraft have raised panel details and some of the sprue gates are in rather awkward places (a sprue cutter will be useful).

The kits have separate leading edge flaps, trailing edge flaps and rudders (nice touch). It all looks rather good when it’s sitting attached to the sprues.

Construction
OK - let’s get down to business. The cockpit in a Su-27 is crowded with instruments and bits. You will be disappointed with the level of cockpit detail or lack of it. The cockpit floor has been built in side consoles and a small raised section at the rear of the cockpit floor recess to position the seat. There are 2 small cut-outs in each side of the cockpit floor to aid locating onto the top fuselage section. It is not obvious from the instructions but these should be slightly towards the rear of the aircraft if you have the part facing the right direction.

If you aren’t in the habit of dry fitting parts then get practising now. I tested everything TWICE - because I dry fitted the seat and it located nicely. When I considered its position to the rest of the interior I realised it was in the wrong place. You really do need to be aware -
this is not a kit you can put together whilst watching the X-Files. I would recommend dry-fitting complete sections wherever possible, rather than just individual parts.

The instrument panel fits (somewhere) up under the canopy. There are no instrument decals or engraved representations on this - just a big flat slab of panel.

You can see a lot of the cockpit inside the big Sukhoi’s so if you are splashing out on these kits you will be advised to fork out for a brass-etched fret to indulge your passions in a bit of interior scratch building.

I covered the woefully inadequate interior details with 80% Tamiya Light Sea Grey and 20% Deep Green to give that slightly greenish blue and moved on to the tasty bit - the 1/2 acre of plastic known as the fuselage and wings.

As I mentioned earlier, there are some nasty sprue gates - the first one being the two that link into that lovely leading edge extension (LEX) area. I carefully chopped them off with the sprue cutters and set to with fine sanding paper to remove the lump left behind. The fuselage halves fit together well but the wings present all sorts of problems.

Firstly the bottom section was larger than the top half - out with the scalpel and then the sanding paper. When I test fitted the wings into the fuselage I discovered two interesting things - there was a considerable amount of daylight filtering through the joint and, more concerning, the locating tab for the wings are about 10 mm long but only about 3 mm wide. Not much strength or gluing area there. I used copious amounts of gap-filling superglue and hoped for the best - it worked but there is still an ominous cracking noise from time to time! With hindsight it would probably have been better to chop off these tabs, cut a small gap into the wing and, having placed a substantial plasticard spar through the fuselage, simply slid the wings into place.

The flaps will need a bit of working on. If you place them in the extended position then you will merely need to remove a small amount of plastic from either end (cut on a slight angle to aid the fit onto the wing). If you have the flaps up then you may well have a lot of sanding and filling to do. The tabs that all the flap/surfaces locate onto are rather large in comparison with the slot at the rear of each flap/surface. Add to this the problem of the flaps being somewhat thicker than the wing and you have an excuse for a lot of sanding and sweating ahead of you.

The Su-25 canards have small locating pins which didn’t appear to be very accurate or consistent with the locating holes on the fuselage. Rather than mess about with drilling out the holes and re-shaping the locating pins, I simply chopped off the pins and used my good old Mk 1 eyeball to get the correct fit.

Each tail unit consists of 3 parts - the main tail section, the rudder and the base unit which includes the slot for the horizontal tailplane actuator mechanism. Once assembled, the poor fit of the parts makes it look a bit of a mess.

I moved on to the fuselage underside and the engine ducts. There are separate front intakes sections which include a blanking off plate with turbine fans etched onto it and a very crude version of the hinged FOD guard mechanism (a piece of not very accurate thick plastic to be precise). There are, of course, no locating points, marks to indicate where it should go etc. Using various reference sources I marked out the approximate position in pencil and then shaped the parts to fit.

The front intake sections of the engine bays are a larger diameter than the fuselage section so I sanded down where possible to ensure a better fit on the “public viewing” sides of the kits and left a couple of nice steps where they form the weapons bay “tunnel” between the engines.

The horizontal tailplane assembly is very clever. A locating pin allows you to position them in any position (within reason 1) and the base section of the tail is hollow to accept the actuator mechanism that operates the tailplanes. The only problem is that, if you were a purist, the cross-section profile is totally wrong.

The front undercarriage has no locating pins, it is simply a case of plop it in the wheel well and hope for the best.

Finally, the exhaust cones are completely the wrong size and shape. Being a bit long, I chopped 3mm off the end of each one and they looked much better.

Having put everything together I primed the kit with Halfords White Primer and reached for the airbrush.

Accuracy

Even when they were finished I still couldn’t quite fathom out what was wrong. The dielectric panels are not all in the right place, the LEX looks wrong and the humped back spine doesn’t seem to quite match with the undersurface and nose profiles. I suspect the problem is exacerbated by the inaccurate canopy shapes.

Colour Schemes

The Su-27 includes 3 colour schemes - covering aircraft in service with Russia, China and the Ukraine. This comprise the standard light blue, grey-blue and darker blue scheme now common on the big Sukhois, including the Su-55. The exception is the Chinese scheme which has medium grey top surfaces and light grey undersides.

I chose the Ukrainian Air Force scheme for the Su-27 as the yellow and blue national markings are superb and there is a very nice eagle emblem on the tail. The Su-55 has only one colour option, that of one of the initial development aircraft numbered 700 through to 706. There are a range of decals covering these aircraft numbers.

80% Tamiya flat white + 20% dark blue for the overall light blue colour. The dark blue grey colour comprised 90% field grey (which is a very bluish colour + 10% dark blue. It may not be spot-on in FS terms but it is a lovely colour!

Decals

Decal rating 9/10

Conclusion

If you approach these kits like they were vac-forms then you probably won't get quite so frustrated. There is a lot of sanding and filling to be done and many of the parts require considerable work to restore the accuracy. I had several bad moments when I felt fed up with trying to correct a poor fit having to much for the Milliput yet again. Having said that when they were primed and ready for painting, they seemed to take on a new lease of life.

Sitting on the workbench nicely primed with all the problems cleaned up, my opinion of them cheered up considerably. Once they were painted and covered in decals they looked pretty good. My opinion was slightly dented by the obvious inaccuracy of the the canopies. The Su-27 canopy was passable but the Su-35, nargh! It looked like it had been copied from a prototype Meteor - very flat top with a sharply raked front screen. I will give Encore the benefit of the doubt and assume that I received a shiny one with the review kit.

The instructions were vague and many of the parts lacked locating points or marks. The modeller is compelled to simply stick them where appropriate! I would recommend that you have several reference sources open when building these kits.

These kits have all the ingredients of a good model. Sexy choice of subject, good colour schemes, excellent decals and detail touches such as separate flaps. Yet they are badly let down by the poor fit of parts and some (unnecessary) inaccuracies.

Having pointed out all the problems I have to confess that I like the kits now they are finished, although this may be an emotional response fuelled by relief. If you really want a Su-27 then I can't see any problem with buying the Airfix kit at half the price and adding all the detail goodies you can find - the overall cost will be about the same (£15). Alternatively, if you really, really want a nice Su-27 then save a few more pennies and buy the 148th Academy one (oooh, er - lovely, as the Ed would say).

Recommendation

A range of skills will be required to complete these kits to a satisfactory level and they are therefore best suited for the more experienced, confident modeller. My thanks to Pocher Ltd for supplying the review samples.

Steve Beeston

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to AmmoMaster for the generous supply of paints from their “Warbird Color” range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.
News Update

...News Update continued from page 517

supercargos, a metal trim wheel and vacformed clear canopies.

The set is $6.00 plus $3.00 shipping. Contact Roberts Model on 717 455 4204 for more details.

Verlinden

Eight piece set is cast in resin and it costs $25.00 plus $3.00 shipping.

Contact Russell's replicas on 210 520 6246 for more details.

Reheat

A neat set of 1/32nd scale crew members for the F4 Phantom II have been released by this company. Each is beautifully cast in resin and the set (RH125) sells for $9.50.

Also new is a set of 1/32nd scale Martin Baker MKH7 ejection seats for the Phantom. There's two sets per pack (RH122) and they retail for $10.50.

Contact Reheat at a Oak Drive, North Bradley, Trowbridge, Wilt. BA14 0SW, for more details.

Seamless Suckers

Here is a great name for a firm! This US based company produce resin intake tanks for various aircraft kits and their latest releases are for the new 1/32nd scale F-4 Phantom kits by Tamiya and Revell.

Each set of intake costs $15.00 plus $3.75 shipping. Contact them at 406 N.Hover, Wichita, KS 67212-2550, for more details.

Collect-Aire Models

This month's release from this American firm is the F11-1 Phantom in 1/48th scale. As usual the kit is resin cast with engraved panel lines. The kit also features cockpit interior, gun bay detail, dropped flaps and an optional wing fold. Decals, as always with this range, are by Scalemodel and the kit is limited to just 200 worldwide.

Each kit features injection moulded plastic, metal and etched brass as well as decals and they retail for $19.95 in the USA.

Meikraft Models

The latest kits from this American firm are the Folkeker B.III (MAG) Series 04.3 and the Folkeker D.I, both in 1/72nd scale.

The price in the USA is $109.95 plus $15.00 (Air) shipping. Contact them on 508 699 7283 for more details.

Monogram

Recent releases by this firm include the 1/72nd scale F-104C Starfighter. Last month I said I suspected this "new" kit was in fact an update of the old FROG kit, but I have been proved wrong (once again). It is in fact a revised version of the excellent new F-104G kit previously released under the Revell label and priced in Korea.

In the Pro-Moldier series the B-25J has been released in 1/48th scale. This kit features the unique 'strafing' nose compartment and has new crew figures, 'weighted' tyres and an exterior, rear-facing camera. Two decal options are offered: 'Lucky Daisy Mae' of the 501st BS and 'Sag Harbor Express' of the 49th BS.

Also released in the range is the B-24D Liberator. The model features the usual figures and 'weighted' tyres and there are parts to allow two options to be built from the kit, either 'Baggie Ann' of the 376th BG or 'Sassy Q' of the 44th BS.

A new set of WWII Ground Support Equipment has also been released in the USA under the label. It comprises starting trolley and ladders etc for RCAF, Luftwaffe and USAAF operations in a boxed set. The sets sell for $14.95 in the USA, so if it becomes available in the UK it will probably be around $10.00.

To come in the future in this range is the P-51B and if many think this is an update of the existing kit, I can assure you it is not. I have seen the sprues and this kit is all new and very nice indeed. The old P-47D and B-17G are also being re-issued under the Pro-Molder label and these will feature the usual new box, decals, weighted tyres and crew figures.

The most wanted kit in the USA at present is the PBY-5A version of the Catalina. This kit is due later in the year and I can only hope it will become available over here.

The all-new 1/48th scale F111G-4 was on show on the Monogram/Revell stand at the IPMS USA Nationals. The kit itself is superb with recessed panel lines, weighted tyres, separate control surfaces, drop tanks, crew figures and the option of a closed (2 part) or open (6 part) canopy. At present the standard F4G-202s are included along with the central F4G-212 array. In the future I hope that the various other antenna types are released and maybe even the oblique cannon armament version.

The new range of decals produced in the Pro-Molder range were also on show in the USA. The range is quite extensive and it features silo-screen printing and the invincible carrier film carrier. Sheets available so far are:

B-25J, B-24D: B-7T, P-51B: B-17G, PB-4Y-1A, P-40E, P-102: Cockpit Instrument Panels: No.1 USAAF WWII Bombers; Formation Light Panels; US WWII Bomb Markings; Cockpit Instrument Panels: No.2 USAAF WWII Fighters; Formation Light Panels; Cockpit Instrument Panels: No.3 US Navy/Marine WWII Fighters; Cockpit Instrument Panels: No.4 USAAF WWII Fighters; Cockpit Instrument Panels: No.5 US WWII Bomb Markings.

The tools mentioned a while ago as well as the paints have also been released. The tools include side cutters, sander and belts, knife and blades and a thing called the 'Dead Depot'. This is basically a vac-formed plastic tray with a hinged lid that is half filled with foam. This foam holds water and once the lid is down ensures your decals will not dry out, no matter how long they are in there. Sounds quick! The new range of paints consists of 45 colours and three types of varnish. Each is acrylic and as well as the 'regular' colour the range includes authentics such as Olive Drab, green and yellow Zinc Chrome primer, RLM 76, 70, 71 and 02, Dark Sea Blue, Intermediate Blue and even Sky Blue type 5 (love that idea!).

Hopefully with the Pro-Molder range no longer going to be imported into the UK by Revell, we will at least see some of the range re-boxed under the Revell label.

Tamida

Just coming into the shops in the UK in late July was the excellent new 1/48th scale H-46 III 'Dirtail'. The kit features the give away breakdown of parts which point to various II and III versions in the future. The model costs just £18.95 in the UK and this is excellent value for a two engine machine in this scale.

One of the real surprises was that Tamiya are going to release a new kit of the RAF Mustang III complete with Malcolm Hood. The kit will probably retail for about £17.99 in the UK and it will feature all the quality of the previous P-51BC kit and a decal sheet with three RAF options. The kit is due towards the end of August.

The Dewoitine D.520 in 1/48th was most impressive. This kit is well moulded with weighted tyres and a good cockpit interior. The real D.520 is not cluttered and this kit captures its lines very well. Hopefully the model will be shipped at the same time as the Corsair and it should retail for about the same price.

The 'Betty' should be along before much longer and although Tamiya would not be drawn on the topic there are obviously a lot more 1/48th scale kits due. I can think of at
least three more Ki-46's as well as two G4M's to start with. The much talked about series of Buffaloes looks set to be a range of at least three kits and hopefully they will be due early next year.

In 1/32nd scale, the F/A-18 and Av-10A have been confirmed, although no release date or price has been given. The 1/32nd scale F/A-18 Hornet is apparently going to be released in a Naval version as well as possibly an RAAF variant.

**Adler Graphics**

Anyone who attended last year's IPMS Nationals at Dorrington will have seen this American firm and their excellent range of t-shirts. Each came with a USAF or Luftwaffe squadron logo and the range has now been extended to include tank-tops and high quality sweatshirts.

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Each print costs $15.00 or $40.00 for the set of three. Shipping is $15.00 per order and the company accept Visa/Mastercard.

Contact them on 363 678 1045 for more details.

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**EP Originals**

Due in October 1996 will be a set of three 1/32nd scale fuel drums suitable for all Italian theatres of operation in WWII. Each drum is cast in resin with all casting blocks removed.

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**Squadron Signal**

The latest books released by this source are the 'P-51 Mustang Walkaround' and '20th Fighter Group.' Due in September is 'LaGG Fighters in Action' and in October 'P-40 Warhawk Walkaround.' In November 'Mini gates are very thin, even for a limited-run kit. Details are good and the kit features decals for a WWII vintage two-tone blue machine or a pre-war chrome yellow wing example.

The American price for this kit is $36.95 and we will bring you a review of this kit in a future edition of Scale Aviation Modeller. Due in September is a 1/48th scale Arado Ar 196 and that will retail for about $79.00. Due later in the year will be a 1/48th scale piloted V-1.

At present I have no UK source for this range so you may like to contact the American source, which is Creator Models International, on 788 484 6815 (Fax 788 484 8074) for more details.

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**Sierra Scale Models**

The latest releases from this American firm are the Curtiss Wright SNC-1 Falcon and CW-21B in 1/48th scale. Each kit is vac-formed with metal detail parts and custom decals produced by Microscale. The Falcon includes markings for a US Navy trainer at NAS Corpus Christi in 1943, a Venezuelan SNC-1 trainer, and one of four Dutch CW-21B light bombers used in Java. The CW-21 includes markings for Dutch examples including one which carried a rarely seen personal marking whilst operated in Java in 1942. Each kit retails for $24.95 plus shipping. Also available in 1/48th scale is the Anatra Autogiro two-seat biplane. This kit is vac-formed with an Aeroclass metal垣ime engine and propeller and it retails for $22.95.

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**Academy**

Built up display models of the new SB-17G ASR Fortress and B-24H 'Gemini' and 'Aries' were on display at the Academy stand in the USA. The SB-17G looks quite superb with a very striking colour scheme. The B-24H will feature full colour artwork in the form of a poster and these can be purchased by anyone buying the kit for a nominal fee. The range of B-24's will consist of 'Gemini', 'Aurora', 'Aries' and 'Lox' and each kit is limited to just 5,000 units worldwide. The price should be about $269.00 and the UK importer for the range is Toyway at Letchworth. B-24 'Aries' will be released in September, with 'Lox' due in November. The SB-17G is due in between these two in October.

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**HIMP**

I mentioned this firm in the June edition (See Page 325) and stated that I was unsure if they were producing kits as injected or resin. Well I can now say that the kits are all limited-run injection moulded. The first kit to be released is the Vought Vindicator in 1/48th scale. The model itself is excellent and the sprues and
The conversion consists of resin replacement parts and it retails for $14.00 in the USA. UK source for the range is H.G. Hannant Ltd.

A completely new 1/48th scale mixed media kit of the Silesky H-35 is due for release in October. I have few details other than those mentioned last month. The US price is listed as $50.49 plus $4.00 shipping. Once again check with Hannants for availability.

**MPM**

This firm had a few surprises to spring at the US Nationals. On show were the spares of their new 1/48th scale Bell P-43C Kingcobra as well as the box art for the proposed Bf 109T-1/7-2 in the same scale.

**MBT**

This is a new name to me and I recently noted it from a US source. The firm seems to produce resin details in 1/48th scale and so far there has been a Daimler Benz DB605A and JUMO 211F released. They cost $12.95 and $10.95 respectively and the US source is Meteor Productions.

**Conductor**

In 1/72nd scale there will be the Messerschmitt Bf 109V1 and Curtiss P-40F/L. Although supposedly released I have not come across the 1/72nd scale MiG-9F in the UK, so it may be due. All of these kits should be around $10.95 in the UK.

**Eduard**

The first release in the 'strip down' range of 1/72nd scale WW1 vintage kits has already been released in the UK. This is the Fokker E. III and retails for about £10.50 in the UK. The next release in the range is the Sopwith Camel and that will be most impressive. Hopefully types such as the Pup, Triplane and S.E.5A will also be covered in this series.

**KL Productions**

I may well have mentioned this firm before. They have recently released a 1/48th scale He 111 Zwillings conversion based on two Monogram He 111 kits. The set is most impressive and to a very high standard. It consists of 38 resin and 3 vac-formed clear parts and sells for £39.95.

Also available is the very odd looking F4F-3S 'Wildcatter'. This is basically an F4F Wildcat on floats and it looks very different. The conversion comprises 12 resin and 6 metal parts and sells for £32.50.

The final new product noted from this source is a Lockheed LG-1/OH conversion in 1/48th scale. Based on the Italian kit this HG on skis is most impressive in this big scale and the conversion costs £20.95.

The US source is once again Meteor Productions.

**SuperScale**

The latest eight sheets from this source are for just two aircraft types. All the sheets are in 1/48th scale and 48-574, 575, 576 and 577 offer you schemes for the Republic P-47N, whilst 48-570, 571, 572 and 573 have options for the F4U-1/C/D and FG-1D Corsairs.

UK prices will probably be around £4.25 and the UK Importer is H.G.Hannant Ltd.

The all new Spitfire Mk VIII is due out from Hasegawa about now (See Preview) and the all new 1/48th scale P-47D-25 was on display and available in a limited number in the USA. This kit is quite superb with lots of detail and although I have not had chance to match it up to scale dimensions I suspect it is quite accurate. With the Academy version delayed until 1997 many modellers will plump for this kit, and who can blame them. Prices in the US seem to vary between $22.00 and $25.00 so I suspect the UK price will be on par with the Helicat at £21.99 or more expensive at about £22.00. 

On show in America was the re-issue of the Ki-100 Kob Flashback, the Macchi C.205 in Italian F markings and the Mitsubishi A6M2a type II Zero, all in 1/48th scale.

In 1/200th scale there is a Boeing B747-400 now sporting Virgin Atlantic colours.

**Belcher Bits**

Following on from their correct tail for the Messerschmitt (See Accessories section), the latest release from this firm is a PBY-2/C4A conversion based on the same kit.
In 1/72nd there is a re-issue of the F4U Corsair, the ES-3A in 'Seashadows' markings and the TBM-1C Avenger in, yes you guessed it, George Bush's markings. A tasty little bit of a kit on display marked Hasagawa's arrival in 'what if' terrain, as they are issuing the propeller, but never built, jet powered version of the J7W Shiden (J7W2) in 1/72nd.

There have been lots of rumours of late in regard to this firm, as always about what they will or won't release. Information filtering through has included news of an update on their 1/72nd scale Betty as well as an entirely new range of Skyniders in the same scale. The F-6B Sabre will certainly be a good seller for this firm and news that is the K variant will be included. All I can hope is that the H is also considered by them.

In 1/48th scale there will be an all-new FM3 Raiden and a series of Messerschmitt Bf 109T's. These will include the G-6, G-10 and K-4, just what we needed, I hear you say, MORE Bf 109's!

Also noted in Japan is the fact that the Model USA 1/48th scale Bind Dog kit (See Preview, Vol 2 Iss 5 Page 264) has been re-boxed and issued under the Hasagawa label. The product is for 'home consumption' only however and I am unaware if the repackaging includes new decals.

### Dragon

As many will know the aircraft model production side of this firm will soon cease, as the company I believe saw a decline in aircraft model sales and an increase in armour. In future therefore they will concentrate on armour subjects and I hope to think where that will leave all their tools for the aircraft range.

However for the meantime there have been a few releases of aircraft kits from this source. The old Trimaran 1/48th scale Me 163S 2-seat trainer and Me 262A-2a/U2 probe bomber have been re-issued. The metal parts are replaced with plastic and as the original boxes only ever had a picture of the completed model on them, these new examples feature all colour artwork.

In 1/72nd scale the Sukhoi Su-24MF/MS Ferocious EF has been released and before long the new Ki-100 in 1/72nd scale should be out.

### Combat Models

The next release from this firm will be a 1/48th scale F-4F Phantom. It will be reformed and hopefully before long MAP may release a resin interior set for it.

In the future Combat have lots of kits planned and all I can mention is the Dornier Do 335 and De Havilland Mosquito in 1/24th scale.

### Fine Moulds

Seen in the USA were the first test shots of the new Me 410 in 1/72nd scale from this source. Looking at them they certainly seem very good with nicely recessed panel lines and good interior detail (including the rear sights for the barbette).

At present I have no idea of a timescale for their arrival but I suspect the price in the UK will be around £25.00, so not cheap! The Me 210 has also been mentioned but with the new kit from Balder due soon I cannot see them wasting their time, unless they know something about the Italeri kit we don't think about the Bf 109F & G kits.

Other news is that Fine Moulds are going to do the Zero in 1/48th scale - Why? Do the Rappo (AMTS) instead please.

### Aoshima

Following on from the release of the Ta 152H-4 and H-1, plus the NIKI-Ia and Jr George kits in 1/72nd scale, this firm have now issued a lovely new kit of the Willow trainer. The kit depicts the wheelless version and apart from the old LS kits, this is probably the only other model of the type in this scale ever made. The US price seems to be over £50.00, so don't expect change from £20.00 in the UK for this kit.

Aoshima is imported into the UK by Amerang.

### Airfix

It's real! I recently saw the test shots of the spoons for the new FR-49/47 Seafire kit in 1/48th scale. The good news is that the kit is worth the wait and although it is now two months overdue I am sure most modellers are willing to wait a little longer.

The UK price for each kit seems to have settled at £13.99 and looking at the test shots they seem to be worth it. The panel lines are recessed and beautifully subtle. Detail is restrained but I am sure there will be a mass of aftermarket kits for both of these kits before too long.

### Toad Resin

As mentioned in the past this firm were about to re-issue the old Restech 1/72nd scale kit of the TSR-2. The kit was advertised as having been 'simplified' to reduce cost and the kit is currently retailing for £27.50.

Having had a chance to rummage through the contents of the kit recently I can tell you that all the kit is missing is the extensive etched brass free. This is a real shame as the kit needs those parts and I can only hope some resourceful etcher comes to our aid with a replacement set before too long.

### Aardvark Aviation

This may sound like an odd name for a firm but what they are actually offering is familiar to most of you. So far on offer are a range of resin kits and conversions which first saw the light of day under the Restech banner. I have had a look at the Heston Racer kit and Ju 388 conversions in 1/48th scale and they seem to be as good as the first time around. All that is different now is that the flash has not been trimmed off before packaging, but I can live with that.

Due from this source are the Hawker P.1127 and H.S XV-8A Keestad in 1/72nd scale. Each resin kit retails for £3.95 but they do not include decals (that's going to be fun with a tri-partite Keestad!).

The only sources I have so far for the range is Maintrack Models of Hastings and Avia Imports.

### Jaguar

This company produces 1/48th scale resin cockpit detail sets. Their most recent releases are for the Hasegawa Dauntless, Ki-44 and F8F-2B Helcat. The only set I have a price for is the Helcat and that is £11.15 in the UK. The source is Avia Imports, so check with them for details about the other sets. They are well worth investing in.

### Warrior Model

Many of you will have noted the Preview of the Ibis 65080 in last month's edition (See Page 456). This kit is resin and to 1/48th scale.

Due later on this year from this source are the FZL P.11c and Breda Ba-65k14. Both are to 1/48th scale and each comprises resin and metal parts as well as decals. Prices should be around the £25.00 plus postage.

There is no UK source for the kit so if you want to contact them directly their address is:

S4-152 Wroclaw, ul.Katowicka 75/16, Poland.

### Model Design Construction

I mentioned this new firm a while ago and their first products, conversions based on the AMT Boston in 1/48th scale, have made their way to us. We will bring you a full review next month.

The first new kit from this source will be the Swordfish Mk II/III in 1/48th scale. The kit will be mixed media with the main parts in resin. Hopefully the kit will be available before much longer and we will keep you up to date about it.

### High Planes

Apart from the recent release of the BF 100/G-4 in 1/72nd scale and the Gloster E.28/39 (See previews), news is that a Wackett trainer, P-51A, P40A Mailer and an Atlas Cherub C are all due for release this year by this company. Each kit will be limited-run injection moulded plastic with metal and resin detail parts as required and each will be to 1/72nd scale.

### Platykit

This firm have just released the old FROG Martin Maryland in 1/72nd scale. The kit features new decals but apart from that it is the same as it was when originally released by FROG.

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**News Update**

Toga

There have been a spate of BF 109's in 1/72nd scale lately and this firm has joined the crowd. At present I believe the kit is injection moulded but I am unsure what variants are offered in the kit (T-0, T-1 or T-2).

Sniffer

This is a new name to me, but the product sounds familiar. Apparently a French source states that this company will produce a resin kit of the Short Sunderland MK II and MK V in 1/48th scale! The price is listed at 1,100F and going by the current exchange and 'mark-up' on French products that would probably make the kit about £200+ in the UK.

Concord Model

Now I am aware of Concord Publications, but I never knew of a similarly named model firm. However, recently noted are the PAH-2/HAGC-3 Tiger and Agusta A.129 Mangusta helicopters in 1/72nd scale. Surprisingly the Tiger is not a rebox of the Revell offering and I must therefore conclude that both tools are new.

AMT

Although it is not really news, I have the artwork for the next two issues from this source and so I thought our readers may like to see them.

**The Grumman F8F-2/2N Tigercat in 1/48th scale is due in September and the kit will allow you to make a single seat fighter (-2) or a two-seat right fighter (-2N). The UK price should be around £14.99**

The other kit, which is to 1/72nd scale, is the AC-130U 'Spectre Gunship'. This kit depicts the latest grandage version of the C130 which bristles with 20, 40 and even a 105mm cannon! The kit is due in October 1996 and the UK price is due to be around £26.99.
Latest ‘True Detail’

The firm of True Details is one which I am sure most of you will have heard of. They are well established with a range of resin accessories and wheels and some of their most recent releases made their way to the editorial office recently.

The first is a new example of their cockpit detail sets and it is for the Academy P-47N in 1/48th scale. The set consists of nine resin pieces. The main component is a front bulkhead and floor, which is moulded as one piece. To this is added a new rear bulkhead with head armour. A very thin seat is next and this includes the seat belts moulded on. As usual sidewalls are included and these are covered in a wealth of detail all of which is beautifully cast. A new resin instrument panel is included although it does not carry the detail at the rear that the Cutting Edge example did (See Vol 2 Iss 8 Page 81) and this is a unique feature of the N series P-47 it seems odd that True Details have missed it out. A very neat little reflector gun sight is included and all you have to do is add the lens from clear plastic stock. The final details in the set are a very good set of rudder pedals and frames. These have really good depth to them and once they are fixed to the bottom of the instrument panel I am sure they will be most convincing. The last thing to add to your model from this set is placement of each piece in the kit and giving colour notes for detail painting etc.

The other item that arrived is the first in this scale for True Details as it is in 1/32nd. The subject matter is no surprise when you consider the number of Phantoms being released in this scale of late. Yes, you guessed it, it is a set of Martin Baker Mk 7 ejection seats. There are two seats in the set and each is moulded as a main component onto side of the seat. My only problem and reservation is that each seat is identical in every way. The seats features each harness and these are identical on both seats. This does make the seats look odd and when you consider that the Paragon offerings did not feature identical belts (See Vol 1 Iss 8 Page 429) it surprises me that True Details did not follow suit. As with the cockpit detail set the instructions with this set do give detailed painting data.

I only have a confirmed price for the P-47N cockpit interior so far, and this retails for £7.95. The seats however are more likely to be about £9.99 for the set.

Both of these new sets are highly recommended and apart from my reservations about these identical seat belts (you can remove these anyway) I am sure that both sets will add quite a lot to any model they are used on.

My thanks to Squadron Products for the review samples. If you have any questions about these or other True Detail products you should contact their UK importers,

Packerbond UK, PO Box 80, Welwyn, Herts, AL6 0ND Tel 01438 798893 Fax 01438 798616.

Swift Updates from Airkit Enterprises

The old Testors kit of the Swift in 1/72nd scale is the only injection moulded kit of this important RAF machine available. This kit was originated by a firm called Hawk and I believe that the moulds may well be from the early 1950’s. The age of the moulds is very telling as the kit has no interior and no wheel wells. The overall outline of the model is quite good however, but you cannot make an accurate F.1/2 or FR.5 from it.

The contents of the new Swift F.1/2 update from Airkit Enterprises

To your rescue has come the firm of Airkit Enterprises as they have just released two conversions based on the old Hawk kit. The first conversion is for the F.1/2 and it comprises three resin pieces. The first two are a pair of new intake intakes and a resin tail pipe. These parts basically remove the ‘look-through’ effect of this old kit and the intake blanks rear face will also provide a solid basis for building up the interior to your own taste. All the resin parts are well cast with no air bubble or surface imperfections visible.

The next conversion set is a little more involved as it takes the basic kit out to the FR.5 variant. The set comprises nine resin and one vac-formed clear part. The first task is to clean up the back end of the kit and fit the new resin afterburner. The intakes as seen in the F.1/2 conversion are also included in this set. The entire nose is cut off the kit and replaced with a resin version complete with all its camera ports. The rear cockpit decal can also be removed and the cockpit area should be opened up (The kit has a ‘solid’ top to this area and just a pilot’s head to detail it with) and detailed to your own taste. An entirely new resin vertical tail unit is included once the kit example is sawn off. A new slipper tank is also included and its position is well illustrated in the instructions. Final major task is to remove a section of the outer panels of the leading edge of each wing and fit the new resin version which will result in a “sawtooth”. As you have cut off the nose you also get a new resin nose leg undercarriage door and the set is completed with a nice clear vac-formed canopy. I would have preferred to have two canopies in a set like this as they are not expensive and they allow you to make mistakes, albeit only once!

Overall both of these sets are excellent and I am sure many of you will be hunting through your loft for excuses to get this old kit out. If not, the model has just been re-released by Testors and is widely available at about £4.99.

The Airkit range is stocked by ED Models, Harman and Maintrick Models so check their adverts for availability. The F.1/2 conversion set (AIR057) is £2.90 and the FR.5 (AIR056) is £9.81.

My thanks to Airkit Enterprises for the review samples and we will be bringing you a look at converting the Swift using these sets in a future edition of the magazine.

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Latest Releases from Airfield Accessories

It has been a while since I reviewed any of the excellent products from Airfield Accessories (See Vol 1 Iss 7 Page 360) so it was with great pleasure that I recently received quite a broad selection of their latest releases. The items are offered in both 1/72nd and 1/48th scales and they utilise both resin and white metal parts.

Starting with 1/72nd scale as usual. The first offering is AA72.05 which is for the Albion AM465 refuelling truck. This kit consists of seven resin pieces and no less than forty-six white metal parts. The main resin parts consist of the front section including mudguards, cabin interior floor, cabin body and roof, rear bowser tank, rear pump housing and a set of rear mudguards. All are well cast although they will all need cleaning up and prepared construction will take only a short time and once complete you will have .... Oh what a lovely looking vehicle!

Next is AA72.06 and this is a towed RAF fuel bowser. The bowser consists of four resin and nineteen metal pieces. The resin parts are basically the main tank, rear 'pump' housing and the two side panniers which hold all the fuel lines etc. The metal parts include the chassis, wheels and axles, turntable and bowser support frames. This is a very neat product and one which will add a lot of realism to any diorama base.

AA72.07 is the Hanomag RL20 tractor unit which was used by the Luftwaffe. The kit is quite small in this scale and as a result it is packaged in a very neat snap-shut clear plastic box. This should allow good and easy display of the product at shows and in shops which is always a good psychological factor. The kit itself is made up of four resin and eighteen white metal parts. The resin pieces are the chassis, engine and bonnet assembly and the mudguard units for each side. The metal parts include all the details such as seat, steering wheel, wheels, fuel tank etc. All of the parts are well moulded and only the resin parts will need any real cleaning up.

Next is AA72.08 and this is the big brother to the RL20 as it is the Hanomag SS100 heavy tractor unit and what a beast it looks! The kit is made up of nine resin and twenty-eight metal parts. The resin is once again the chassis, mudguards, cabin and seats and bonnet. The metal includes all six wheels, axles, prop shaft, fuel tanks etc. My example unfortunately suffered from some severe warping of the cabin assembly, although I think a quick dunk into hot water should return the part to normal.

Set AA72.09 is another small kit and it is therefore offered in that great little clear box. The subject matter is the RAF starter trolley and it is made up of six metal parts. These consist of the main body, wheels, towing handle, front wheel and generator. Each is well cast and this little beauty will take no time at all to prepare and build.

We stay with small kits in clear boxes with the next offering. This is AA72.10 and it is an airfield starter set as used by the Luftwaffe. This model is made up of fourteen metal parts and these consist of the main body, upper section, chassis, wheels and springs. Once again each is well cast and the kit will take little time to prepare and build.

The final offering in 1/72nd scale is equipment. I love the way in which the manufacturer has moulded all the storage compartments into each side of the model, as this allows you to add new doors made of plastic card and then add some goodics to each unit. Neat touch!

Next comes the 1/48th scale version of that british Hanomag SS100 heavy tractor reviewed above in 1/72nd scale. Being coded AA48.08 it is made up of fourteen resin and forty-nine metal parts. The resin is used for the chassis, cab, bonnet, mudguards and fuel tank while the metal gives you all the wheels, axles, springs and equipment. This really is an ugly beast and I can just see it tow a Ju 188!

The next item is very welcome as it is the VW Karmsalwagen. This item code AA48.09, is not based on the old Bandai
New Seats from Hi-Tech

The French company of Hi-Tech will be familiar to you as they produce a wealth of resin accessories and conversion sets in most scales. Recently they have produced a couple of ejection seats and these have reached us via their UK importers, H.G.Hannant Ltd.

Both of the seats we have available are identical, being offered in two scales. The seat being covered is the Martin Baker Mk 4B which is suitable for the Mirage F1C and Alpha Jet. Both 1/72nd (72505) and 1/48th (48509) versions are available and each is is similar high quality. Each seat is cast well with no surface imperfections. The resin used in the familiar ‘chalky’ texture and this has allowed excellent definition of all the finer details even in the much smaller 1/72nd scale version. The 1/48th scale version is cast in grey, with the 1/72nd scale one in tan. This seems to be a trend with Hi-tech of late and it may well be that he colour codes his products by the type of resin he uses, e.g. Tan= 1/72nd, Grey = 1/48th! All of the upper and lower lumber support cushions are moulded on the rear of the seat pan, although in service these usually drop down into the seat below very low. No seat belt harness is included on the seat. Many will like being able to add their own choice of seat belts while others will wish they had been moulded on so they don’t have to do battle with brass versions (See, it just goes to show you can’t ever please everyone!). I personally don’t like moulded belts on normal seats, but prefer them on ejection seats. This is due to a simple factor - I am lazy and it is easy to add belts to a simple seat but a real hassle with the ‘lumpy’ surface of an ejection seat!

Each one of these seats is highly recommended and if you want to add something that will make the cockpit area come ‘alive’ then these seats are just the thing. So far a range of these seats have been released and they are:

- 1/72
  - 72503 MB Mk 10 for Mirage F1B/C/TCR/C 2000.
  - 72504 MB Mk 4A for Mirage III/IIIF/Entand & Super Entand.
  - 72505 MB Mk 4B for Mirage F1C & Alpha Jet
- 1/48
  - 48507 MB Mk 10 for Mirage F1B/C/TCR/C 2000.
  - 48508 MB Mk 4A for Mirage III/IIIF/Entand & Super Entand.
  - 48509 MB Mk 4B for Mirage F1C & Alpha Jet

All the 1/72nd scale seats are priced at £1.95 whilst those in 1/48th are £2.85. There is one seat per set in both scales.

If you want to know more about these or any other products in the Hi-Tech range contact their UK importers, H.G.Hannant Ltd.

My thanks to Hannant for the review samples.
New Accessories from Delta Bits

The name of Delta Bits is familiar to most, as it is all part of the Delta Aviation Publishing group which includes Delta Decals. Recently we received a selection of new accessories from this company which are all produced in white metal and are all to 1/72nd scale.

The first of the four sets we have is 5006 and this is a Hurricane FR.II conversion. The set could not be easier as it only contains one piece and this is the ventral camera pack. The oblong unit contains two camera ports in the form of small indentations in the forward portion. These can either be painted black to represent the camera lenses or you could drill them through and once all the painting and marking of your model is complete, glaze them with Crystal Klear or similar.

The next set is 5007 and this consists of two bomber seats for WWII era aircraft. Each seat has armrest moulded in an ‘up’ position and head armament extensions at the rear. The style and size of these units are very similar to those fitted in the Lancaster, so I am sure that these will come in handy when you are detailing some of the older kits on the market.

Set number 5008 is next and this is a neat little conversion for a Spanish Civil War era Hawker Fury. Based on the Matchbox kit the set comprises eight metal parts and a section of plasticard.

Exhaust stacks have to be removed and the metal undercarriage legs fitted. Your final tasks, once painting and detailing are complete, will be to add the new metal propeller and wheels.

This is a neat conversion and the only ‘involved’ element is the re-shaping of the nose area. Other than that I think most modellers could undertake this conversion and the end result will be quite unusual.

The final product is 5009 and this is another set of bomber aircraft seats. Once again they are suitable for all Allied WWII era machines and they are cast with the armrests in the ‘down’ position and no head armament extensions fitted. This type of seat is probably suitable for light bomber types such as the Blenheim etc and they will be far superior to most examples you will find in kits.

Each of these sets are well produced and I suspect have been cast by Aeroclub, so their quality is assured. The sets are not too expensive and those featured above are priced as follows:

- 5006 £1.30
- 5007 £1.30
- 5008 £3.50
- 5009 £1.30

Each is highly recommended and they can be obtained in specialist model shops or directly from the manufacturer, Contact Delta on (Tel/Fax) 0114 233 4187 for more details.

My thanks to Delta Aviation Publishing for the review samples.

New Selection from Final Touch

It has been a while since I last looked at anything from this range (See Vol 2 No 1 Page 16 - 17), so it’s nice to have recently received a selection from them. There are six sets in 1/72nd scale and four in 1/48th comprising resin, metal and etched brass components.

Starting with 1/72nd scale, the first item is FTA007 and this is a set of five white metal access doors for all marks of the Spitfire. Each is well cast with internal frame details and the customary ‘cubewor’.

Next is FTA010 and this is a set of undercarriage units for the Buccaneer. Comprising three units cast in resin, they are well produced with good detail although some of my examples did have some air bubbles evident. The tyres are not ‘weighted’ on these units which is a shame as it was an opportunity missed.

Set FTA121 is next and this is a four piece resin cockpit interior suitable for most marks of Spitfire. With so many older kits available on the Spitfire it is nice to have this little set. The set comprises a new instrument panel and bulkhead, seat, floor and rear bulkhead.

Overall this will be very useful if you have any of the old Ventura range of Spitfire kits in stock.

A useful set of metal access doors for all Spitfires in 1/72nd scale is available in set FTA007.

The Buccaneer is offered in set FTA136. Modeled as a one piece resin unit, all you have to do is sand off the casting blocks at the rear and fit to the Airfix or Matchbox kit. My example was well cast with few air bubbles noticeable, none of which were on the exterior of the part.

The next item is a conversion and it is for the RF-8G Crusader. Product number FTC025 is produced in four resin pieces. The new forward nose and cockpit area is cast in two pieces, split vertically and hallow. The other parts are the ventral camera port and the upper wing ‘hump’.

All of these parts are well cast and undercarriage units for the Buccaneer.

If you have a Spitfire in 1/72nd with no interior detail look no further than FTA121.

If you need the non-bulged bomb bay for your Buccaneer it is available in 1/72nd scale as FTA136.

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The tanks offered in the 1/48th scale Airfix Buccaneer kit are a little troublesome, so you may like to replace them with these (FTA134).

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If you need the non-bulged bomb bay for your Buccaneer it is available in 1/72nd scale as FTA136.

If you like transports then you will love this new 1/72nd scale Lancaster conversion (FTC026) from Final Touch although the interior of the fuselage halves are full of air bubbles. Thankfully none of these will be noticeable once the conversion is complete. This set basically takes over from where the Ventura injected plastic set left off. Now that the Buccaneer is offered in set FTA136, moulded as a one piece resin unit, all you have to do is sand off the casting block at the rear and fit to the Airfix or Matchbox kit. My example was well cast with few air bubbles noticeable, none of which were on the exterior of the part.

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If you have a Spitfire in 1/72nd with no interior detail look no further than FTA121.

The tanks offered in the 1/48th scale Airfix Buccaneer kit are a little troublesome, so you may like to replace them with these (FTA134).

V Ventura have dropped their kit production their conversion is no longer available and this product nicely fills the gap. The final offering in this scale is another conversion set, FTC026 is a three piece conversion for the Avro Lancaster and it could not be easier to achieve. The set comprises a new nose, tail and upper gun turret position plug. All you do is remove the nose and tail of your Lancaster kit and replace them with the resin parts. Using the upper fuselage plug as a pattern cut out the appropriate area around the turret hole and then plug this with the resin insert. All of the resin pieces are ‘plinth’ moulded and you will have to sand all this away before using them. Although this does take time it does
Part of which are plinth moulded. You get the back "afterburner" ring onto which is added the exhaust cone and finally the exhaust outlet cans. Each of the pieces is well cast and has good detail. The outer exhaust section in my example had some air bubbles evident inside and this will be complex to eradicate.

Next is an etched set, this time FTA024 and it is a set of amino bolts in 1/48th scale. There are five 45mm long amino bolts and although they do not have any detail in the form of different depth holes I am sure they will still be of use internally.

Next is FTA134 and this is a set of resin slipper tanks for the Buccaneer. Designed for the Airfix kit they are certainly better representations of the real thing and they are easier to use. I found the fit of the tanks to the pylons in the Airfix kit a bit of a trial and these new resin examples may just be the thing to overcome that. Each is well moulded with no air bubbles present and the moulding block is situated at the upper rear so that this area of the pylon is hidden once fixed to the wing.

The final product in this selection is FTA40 and this is a USAF luggage pod. Moulded as one single piece of resin the kit is suitable for many USAF types. The pod is moulded integral with its mounting pylons and my example had mould lines and a little debris on the extreme nose. It was nothing to worry about as it was easily removed with a sharp knife, but none the less it was annoying and should internally.

A neat little USAF luggage pod is offered in 1/48th scale (FTA40) not to have happened. Overall I feel that all of these products are well produced and are in keeping with Final Touch's policy of no nonsense, inexpensive products for the modeller to use. Each of the products reviewed above are offered as follows:

- FTA007 £1.50
- FTA022 £2.50
- FTA024 £1.05
- FTA101 £1.50
- FTA136 £1.95
- FTA134 £3.50
- FTA140 £1.05
- FTO25 £5.00
- FTC026 £6.50

All of the range is available in the UK via their distributor, 21st Century Hobbies. See their advertisement elsewhere for details.

My thanks to Final Touch for the review samples.

KMC Update

Over the past few months there have been various changes concerning this American firm, not least of which is their termination of the exclusive worldwide distribution agreement with AeroMaster. During these few months we have missed out on samples of the latest releases and I am therefore very pleased to have received all releases for April and June (there were none in May) from this manufacturer.

Most of the sets are in 1/48th scale, although there are two in 1/72nd scale and these are where I will start.

The first offering is 72-7007 and this is an update set for the TBF-1C Avenger produced by Hasegawa. The set contains seventeen etched brass and twenty-three resin parts. Detailing starts with the removal of the radar and tailplanes from the kit, as these are replaced with separate resin versions. Locating lugs, headrest detail and the instrument cabling are all removed from each fuselage half and once this is done the new interior can be added. This new interior comprises right and left sidewalls, the radio rack (brass) and radio units (resin) and all the side console details (resin). The detail on all of these pieces is excellent. A new resin instrument panel complete with the upper coaming is included and to this is added etched brass rudder pedals. The bombardier's compartment in the rear fuselage is detailed with the addition of an etched brass fuselage framework panel, his seat in the stowed position (brass) and all the electrical equipment (resin). The pilot's seat is replaced with a new version in resin, complete with etched brass seat belt harness. A new cockpit floor is also included and this is cast in resin. To this is added the complex wing spar and formers (all in brass). The last areas to be covered in this set are the rear turret which gets a new (resin) base, seat (brass) and supports each is well cast and although the rudder and tailplanes are included in the update set mentioned above, you may well also like to have this set as it allows you to drop the flaps.

It is not surprising that most of KMC's releases are to 1/48th scale, as this has always been considered an "American scale". The growth in the popularity of this scale however does mean that far more modellers are turning to this larger scale (yes, my eye sight isn't improving either!).

I will start with the new update sets offered in this scale. The first is 48-405 and it is for the Sukhoi Su-27 Flanker B which is produced by Academy. This set comprises thirty-four etched brass and eighteen resin parts. Detailing can start once the portions of the instrument panel removed from the instrument panel coaming at the beginning are new replaced with etched brass examples and the upper canopy decking is detailed with a brass overlay. The HUD is assembled from a resin base and an etched brass frame, all you have to add are the lenses from clear plastic card. New canopy frames are included along with rear view mirrors, canopy latch frames and sill details, all of which are in etched brass. A new rear deck insert for the canopy is included in resin and this includes interior detail, something which the kit part does not. A brand new nose wheel undercarriage door is included along with the separate reservoir bottle, all being cast in resin. The Angle of Attack vanes are included in brass and an entirely new FOD guard for the nose wheel is made of...
The Cat’s Tail by Belcher

The new replacement tail end for the Monogram/Revell Catalina from Belcher Bits of a preserved example has shown it to actually be 20.25°. This makes the kit a massive 18° out and this is 3/8” on the model. To correct this Belcher have made an entirely new tail and separate rudder assembly from resin. This unit is a simple ‘plug-in’ piece and once you have sown off the existing tail on a point 3.2mm from the panel line at the base of the tail it should just glue into position. A little rescribing will be required on the kit, but this is pointed out in the instructions. The inclusion of a separate rudder is neat and this will allow easy deflection of this unit, so your model looks more realistic.

Overall this is an easy and very well produced conversion set which easily corrects a very large error in the kit. The only problem I can see is the weight of this new unit. Think of a PBY Catalina, its undercarriage position and contour of that tail. Now add a large lump of resin at the extreme tail and what do you have...... the answer is a great need of extra nose weight! In the future we will be doing a ‘Quick Build’ on the Catalina and we will include this new tail unit to see just how much it affects the finished product.

All Belcher products are now imported into the UK by H.G.Hannant Ltd and the price for this correction set from this source is £9.95. If you have a Catalina in stock and you now cannot live with the knowledge of that inaccurate tail, this set is your only salvation. My thanks to Hannants for the review sample.

The Fokker Dr.1 Triplane flown by German aces such as Werner Voss and Manfred von Richthofen. If you are interested in any aspect of World War One Aviation, join this Society. The annual subscription of £17 ($30 US) includes a high quality Journal.
Decals

AeroMaster Update

When I last looked, well not quite 'last', at the latest from AeroMaster I pointed out that I only had part one of the Hungarian Air Force sheet 48-220 and Operation Bodenplatte (48-222). Well as always AeroMaster read the review (Hello Gaston!) and they have since sent me the 'missing' sheets plus a few new ones.

Although I missed out on it last time, I now have the chance to have a look at the second part of the Hungarian Air Force sheet 48-221.

As I have already mentioned them and therefore printed you for them, I will look at those 'missing' sheets first, starting with the 'Hungarian Air Force Pt. II' sheet, number 48-221. This sheet features four machines, two Messerschmitt Bf 109's and two Fw 190's. The options are:

1. Fw 190A-8 assigned to 102/22 Fighter-Bomber squadron flown by Ltn. Joseph Esser in 1945. This machine is thought to be captured at a Norwegian airfield in 1945. The machine is painted in a German RLM 74/75 overall black with grey under the port wing.

2. Fw 190A-2 operated by 102/22 Fighter-Bomber Squadron in 1945. This machine is in the scale scheme as option 1 but it features the entire tail in yellow (RLM 04) as well as the fuselage band and wing.

3. Bf 109F-4 flown by Győrgy Debrec on the Eastern Front. This aircraft is painted in a RLM 74/75 overall black scheme which is in a splinter scheme. The lower cowling, lower wing tips and fuselage band are yellow (RLM 04).

4. Bf 109G-6 of 1013 Fighter Squadron, Puma Fighter Group in 1944. This machine is RLM 74/75 over RLM 76. The upper surfaces are mottled over the RLM 76 fuselage sides.

This set contains one main (full-size) decal sheet and two 1/4 scale size examples. These contain Fw 190 and Bf 109 stencils respectively, the Bf 109G-6 sheet in fact being 148-077.

I will now move on to part 2 of the 'Operation Bodenplatte' sheet, number 48-223. This contains markings for five machines, two Bf 109's, a Fw 190A-4 190D-9 and an Me 262A-2a. Their colours schemes are as follows:

1. Bf 109K-4, 'White 17', WNr 300250 of 9/JG 77, Tильburg, Belgium and flown by Uffz. Heinrich Münning, who was shot down by AA fire. This machine is RLM 81/82 over RLM 84 sides and RLM 76 underneat. There are patches of RLM 82 and wisps of RLM 81 on the fuselage sides.

2. Bf 109K-4, 'White 1', WNr 300204 of 9/JG 77, Rosendahl, Holland. This machine was flown by Lt. Herbert Abendroth and he was unfortunate enough to be shot down by friendly fire! This machine features the same colour scheme as option 1.

3. Fw 190A-8 'Black 15', WNr 732088 of 15/JG 54, Brussels, Belgium. This machine was flown by Uffz. Gerhard Hohlschlag and he was forced down by Allied fire. This machine is RLM81/82 over 76 with splashes of RLM 82 on the fuselage sides.

4. Fw 190A-9, 'Yellow 2', WNr 210045 of 11/JG 54. This aircraft was flown by Hptm. Willi Rottlander and it features an RLM 81/82 over RLM 76 scheme. As usual with Luftwaffe types the upper (RLM 82) colour is mottled over the fuselage sides and tail.

Lots of colourful Tons are offered on sheet 48-223

A郭 based at Okinawa in January 1945. This machine is Dark USA Green over natural metal and it features the usual orange-yellow leading edge panels.

2. Ki-64-1 OTSU which is believed to have belonged to the 59th ACR, 3rd Company. It is also believed to be the Commander's aircraft and that the company may well have been a Kamikaze Special Attack Unit. It is natural metal overall with white bands around each wing under the Hinomaru. The tail, rudder and sections of each tailplane are red.

3. Ki-64-1 Tei of the 59th ACR based at Itami AFB in August 1945. This machine is Dark USA Green on top with natural metal underneath.

4. Ki-64-1 Ko of the 68th ACR, 2nd Company based in New Guinea/Hollandia in April 1944. This machine was flown by Lt. Yoshimitsu Tamada and it is painted Kawasaki Dark USA Green in splinter scheme over natural metal. All the control surfaces are IJA Grey.

The sheet features sufficient stencils and national insignia for only one option, although the basic kit will be able to offer most of these markings anyway.

The next sheet is number 48-250 and it is entitled 'Thunderbolts Gallore V' and it contains markings for five machines. These options are:

1. P-47D-22-RE, 'Turtle No.9', 42-26250 of the 509th FS, 405th FG, 9th AF based at St. Dizier, France in the winter of 1944. This machine is natural metal overall with an Olive Drab anti-dazzle panel and a red cowling ring. This machine features a Malcolm Hood.

2. P-47D-30-RA, 44-28566 of the 356th FS, 354th FG, 9th AF based at Rosieres-en-Haye, France in November 1944. This machine is natural metal overall with the anti-dazzle panel. Invasion stripes are carried around the bottom of the rear fuselage and the cowling is white with a blue band. This band carries white stars.

3. P-47D-22-RE 'Dougan', 42-26041 of the 22nd FS, 36th FG, 9th AF based at LeClerc, Belgium in December 1944. This machine is in the same basic scheme as the previous options although it has a red forward cowling and a yellow rudder, plus invasion stripes as per option two.

4. P-47D-30-RA 'Jenner Jamie', 44-33183 flown by Lt. John A. Rusborn of the 81st FS, 50th FG, 9th AF based at Giebelstadt, Germany in April 1945. This machine is natural metal overall with an OD anti-dazzle panel and it features a red cowling front and band around the vertical tail.

They're all blue to me yax! Another selection of glossy Sea Blue carrier based Corsairs is offered on 48-254

The one and half sheets in this set contain enough markings, stencilling and national insignia for three options.

The final sheet is one of those odd 'all-white' examples as it deals with a USN type. Numbered 48-254 the sheet is entitled 'Carrier Based Corsairs Pt.2' and there are seven options on the sheet, all of which feature the overall Glossy Sea Blue colour scheme. The options are:

1. F4U-4 of VF-89 on USS Antietam (CV-36) in July 1945.

2. F4U-1C of VBF-99 on USS Shangri-La (CV-38) in July 1945.

3. F4U-1D of VBF-88 on USS Yorktown (CV-10) in July 1945.

4. F4U-4 on USS Lake Champlain (CV-9) in June 1945.

5. F4U-1D on USS Bennington (CV-20) in July 1945.


7. F4U-1D on USS Yorktown (CV-10) in the summer of 1945.
All of these machines are the same overall scheme but feature individual numbers and squadron/carrer identification marks and letters in white.

The set consists of one full size and two small sheets and there are sufficient national insignia to make two options up from it. Overall, although you have seen one glossy blue Corsair you have seen them all, these sheets are to be highly recommended. Each sheet is well up to all the high standards we have all become accustomed to from AeroMaster and I am quite sure that each sheet will be of interest if the topic is in your field of expertise.

My thanks to AeroMaster for the review samples. The price of each sheet is as follows:

- 48-133 £4.95
- 48-221 £7.75
- 48-223 £7.75
- 48-250 £4.95
- 48-254 £4.95

The UK importer for the entire AeroMaster range is H.G. Hannant Ltd.

Classic Connie from Cloudmaster

The last time I reviewed some decals from Cloud Master was the ‘BOAC at war’ sheet (See Vol 2 Iss 3 Page 151) and so it was nice to receive their latest offering.

Offered in 1/72nd scale this sheet, number 7255, is for the ever beautiful Constellation and the colour scheme it offers is for an Air Ceylon machine. Using the Heller kit as a basis this new sheet will allow you to create a very colourful and impressive model. The aircraft, H-LDP, is Light Grey (FS16440) on top and bare metal underneath. The lower wings feature black panels behind each engine nacelle and the entire upper decking of the fuselage is gloss white. Onto this go the decals, a yellow taping (front and back) and the complete life cycle which is edged in white and red. The tailplates are red (front) and yellow (nuders). If that does not sound good enough the lower section of white on the fuselage is bordered with a red chevrons and the aircraft registration numbers are carried in black (underneath) and red (on top). The instruction sheet does point out that the position of the windows and doors on the Heller kit are incorrect and so new decals and windows are included.

New Intech Book/Decal Combination

Having already had a look at the first two decals and book combinations from Intech (See Vol 2 Iss 6 Pages 347-8) I am glad to say that the latest edition has reached us from The Turntable hobby shop.

The excellent booklets that accompanies the new decals sheet from Intech

This new set, which is simply numbered ‘3’, is for the aircraft which are preserved in the Polish Aviation Museum at Krakow. There are nine options on the decals sheet and they are:

1. Lim-25B, ‘Red 2004’ from the 1st Sqn of the 7th Special Duty Air regiment, Polish Navy based at Stare Wielickie in 1990. This machine is in a camouflag scheme of three shades of green over Light Blue. 
2. Lim-25B, ‘Red 018’ of the 2nd flight, 1st Sqn, 7th Special Duty Air regiment, Polish Navy in 1990. This whole aircraft is painted in white and emulsion and that why it is known as the ‘White Lady’. 
3. TS-11 Iskra from the 2nd flight, 1st Sqn of the 7th Special Duty Air regiment, Polish Navy in 1993. This machine was finished in an experimental scheme of blue (close to FS 15382) over Light Grey (FS 36028).
4. Su-22M4 ‘Red 7411’ of the 6th Fighter-Bomber Air regiment based at Pils in 1995. This machine is Light Green (FS 34138), Dark Olive Green (FS 33070), Nudr (FS 20219) and Purple Brown (FS 30160) over Light Blue (FS 24151).
5. MiG-21bis, ‘Red 9005’ from the 1st Fighter Squadron of the Polish Navy based at Babie Doły in July 1995. This machine is in a camouflage scheme of three shades of green over Light Blue (FS 36028).
6. MiG-21bis, ‘Red 525’ of the 251st Air Cavalry Regiment based at Leczyca in 1995. This helicopter is Grey (FS 32277), Grey-Blue (FS 34258) and Sand-Grey (FS 36360) over Grey-Blue (FS 25488/35526).
7. MiG-17 ‘White 602’ from the 37th Transport Helicopter Regiment based at Leczyca in 1992. This machine is camouflaged in the same way as the MiG-8.
8. TS-11 Iskra’s ‘Red 7411’ of the 62nd Fighter Air regiment based at Poznań-Krzesiny in 1992. This machine is natural aluminium overall.
9. TS-11 Iskra’s ‘Red 111’ from the disbanded 3rd Training-Fighter Air Regiment at Bydgoszcz in 1990. This aircraft is natural aluminium over with grey anti-dazzle panels and a dark red fin tip.
10. MiG-21bis, ‘Red 9005’ from the 1st Fighter Squadron of the Polish Navy based at Babie Doły in July 1995. This machine is depicted in a special airshow colour scheme to celebrate the 75th anniversary of the Polish Navy. It is natural aluminium overall but the extreme nose cone is green with a red nose onto which has been painted a large eagle’s head. This artwork was specially created already out of print (Polish Army No’s 1 & 2). So if you want a copy it is better to buy now, than regret it later. All Intech products are available from The Turntable hobby shop.

By Jaroslaw Wrobel (think of the signature on all the Polish monograph books!) and is most impressive.

Overall this is another great book and decal combination set. The booklet adds a greater depth of information than you usually find with decal sheets and there are a couple of photographs of each of the types offered contained within the pages of the booklet.

At £4.50 incl P&P the set is well worth considering. I should point out that all Intech decal/book sets are limited to just 5,000 worldwide and that some are currently out of print (Polish Army No’s 1 & 2). So if you want a copy it is better to buy now, than regret it later. All Intech products are available from The Turntable hobby shop.

My thanks to The Turntable for the review sample.
New 'Special' from AeroMaster

It has not been that long since the last special booklet and decal set was released by AeroMaster (Aces of the Rising Sun) so it is amazing to see another title of a similar level of research to be available so soon.

This new book and decal set is entitled 'Battle of Britain Special' and it is currently only available in 1/48th scale. The set comprises a fourteen page booklet, nine of which are in full colour. There are also three full-size sheets of individual markings, one of British roundels and two 1/4 sized stencil sheets for the Bf 109E and Spitfire. There are no fewer than twenty options in this set, eight being British and the rest being Luftwaffe types. The options therefore are:

1. Spitfire Mk I 'LK-A', L1027 of 602 Sqn based at Westhampton in August 1940. This machine was painted Dark Green and Dark Earth in the Type A pattern scheme over Sky.

2. Spitfire Mk I 'FY-N', X5253 of 611 Sqn based at Digby in November 1940. This machine was painted in the Type B pattern scheme and it was flown by P/O. W. Duncan Smith DSO & bar, DFC & bar.

3. Spitfire Mk I 'QJ-W', N3093 of 616 Sqn in June 1940. This machine was flown by F/L. Gilliam and was finished in the Type B pattern scheme.

4. Spitfire Mk II 'EB-Z', P7666 of 41 Sqn in November 1940. This machine was finished in the Type B pattern scheme.

5. Hurricane Mk I 'DT-A', V6555 flown by Sqn Ldr. R.S. Tuck DSO, DFC & bar. This machine is finished in the Type B pattern scheme. Note that this is not Tuck's more widely known machine (V8680), but an earlier machine.

6. Hurricane Mk I 'UP-M', V6879 of 605 Sqn based at Croydon in October 1940. This machine was flown by Sqn Ldr. A. McKellar DSO, DFC & bar. This finished in the Type B pattern scheme.

7. Hurricane Mk I, 'LE-A', P2691 of 242 Sqn based at Dunkirk in December 1940. This machine was flown by P/O W. McKnight DFC & bar. This aircraft is finished in the Type B pattern scheme.

8. Hurricane Mk I, 'DX-L', W9145 of 245 Sqn based at Aldergrove in November 1940. This machine was flown by Sqn Ldr. I. Simpson DFC. The aircraft is finished in the Type B pattern scheme.

9. Bf 109E of 1/1 JG 3, France, September 1940. This aircraft was flown by Oblt. Friedrich-Karl Müller and it was painted in the same scheme as option 9.

10. Bf 109E 'White 1' of 4/JG 54, France, October 1940. This machine was flown by Oblt. Hans Philipp and it is painted in the same scheme as option 9.


12. Bf 109E of III/JG 53, France, December 1940. This machine was flown by Oblt. Friedrich-Karl Müller and it was painted in the same scheme as option 9.

13. Bf 109E, W/Nr. 1190 of II/JG 26, France, October 1940. This aircraft was flown by Hptm. Karl Eichhagen and it was finished in a similar scheme to option 9 although this aircraft has no mottle on the fuselage sides.

14. Bf 109E, W/Nr. 6313 of 4/JG 2 in November 1940. This machine was flown by Uffz. Paul Wacker and it is painted RLM 76 overall with a splinter pattern of RLM 75 on the upper wings and fuselage spine. The upper nose cowl and rudder are yellow.

15. Bf 109E, W/Nr. 3726 of 6/JG 2 in October 1940. This machine is RLM 71/02 over RLM 65 with a mottle of RLM 71 and 02 on the fuselage sides and a yellow (RLM 04) nose and rudder.

16. Bf 109E, W/Nr. 5375 of Stab JG 53 in September 1940. This aircraft was flown by Hptm. Wilhelm Meyerweissflg. This machine is in the same scheme as option 14 although there is a light mottle of RLM 75 on the fuselage sides.

17. Bf 109E, W/Nr. 5037 of Stab 6/JG 51 based at Merck, Belgium in October 1940. This aircraft was flown by Oblt. Josef 'Pips' Piller and it was painted RLM 71/02 over RLM 65 with a mottle...
of 02 and 71 on the fuselage sides and tail. The engine cowling and rudder are yellow and the spinner is white.

- 18. Bf 109E, W/Nr. 5057 operated by II/JG 3, France, September 1940. This machine was flown by Hptm. Franz von Werra and was painted RLM 71/02 to resemble RLM 65. The cowl and rudder are white with a 3/4 white and 1/4 RLM 70 spinner.

- 19. Bf 109C-6 "89+RH" operated by Staffel/Erprobungsgruppe 210 based at Denaun, France in July 1940. This aircraft was RLM 70/71 in a splinter pattern over RLM 76. The engine nacelle and rudder end plate.

- 20. Bf 110D-3, "S9+DH" operated by Staffel/Erprobungsgruppe 210 based at Denaun, France in July 1940. This machine was flown by Hptm. Martin Lutz and it was painted RLM 74/75 in a splinter pattern over RLM 76. The spinner is RLM 70 and there is a dense mottling of this colour on the fuselage and in colour.

Overall this is a superb product and although I would have preferred a booklet for each side, so we could have more RAF options, I feel most people with a liking for the Battle of Britain will be only too pleased to add this to their collection.

The entire package costs just £15.50 and that is not bad for four full-sized decal sheets, two sets of stencilling and a large...
Three Guy's Selection

This month there are four new decal sheets from this American firm, three in 1/48th and a single offering in 1/72nd.

I will start with the 1/72nd scale sheet first. This is number 72011, it is entitled 'Tuskegee Airman in Italy' and there are six options on it. The options are:

1. P-40L-1-CC Warhawk, 42-10888 'Ace of Pealch' flown by 1st Lt. Herman 'Ace' Lawson of the 99th Fighter Squadron (FS) attached to the 78th Fighter Group (FG), 12th Air Force based at Madrua, Italy in December 1943. This machine is Sand and Dark Earth over Azure Blue with a red spinner and 15" wide yellow bands above and below the wings.

2. P-39Q-26-NE, 44-3628 'Quanto Ciao' flown by 1st Lt. Samuel Curtis of the 100th FS, 332nd FG, 12th AF based at Capodichino, Italy in May 1944. This machine is Olive Drab over Neutral Grey with a red spinner.

Having offered it in 1/72nd scale, the Tuskegee Airman sheet also comes in 1/48th scale (48017).

'n' P-51D 'Creeper's Dream' flown by 1st Lt. Charles White of the 302nd FS, 332nd FG, 15th AF, based at Ramitelli, Italy in 1945. This machine is in the same scheme as option three although a section of the rear fuselage by the tail and the forward cowling just aft of the spinner are also red.

5. P-51D-15-NA, 44-15648 'Duchess Arlene', flown by 1st Lt. Robert W. Williams of the 100th FS, 332nd FG, 15th AF, based at Ramitelli, Italy in March 1945. This machine is in the same scheme as option five, although there is an additional section of red on either side of the nose leading off from the area behind the spinner.

The sheet does not include stencilling but there are enough national insignia for five of the six options and the sheet also contains wing and tail 15" yellow bands.

The first offering in 1/48th scale is for the Tigris in its F7F-3 version. Numbered 48016 the sheet offers markings for two machines. These are:

1. F7F-3, BuNo 80405 assigned to the Marine Fighter Squadron, VMF-312, based at MCAS El Toro, California during 1946. This machine is Glossy Sea Blue overall with Willow Green instrument trainer bands around each wing, engine nacelle and the fuselage. These bands are edged in white and are supplied as decals with the exception of the engines which will have to be pre-painted before the green decals are applied. All codes on this machine are yellow.

2. F7F-3, BuNo 80324 of an unidentified Marine unit which was photographed at MCAS Miramar in 1946. This aircraft is Glossy Sea Blue overall with yellow markings and codes. This set includes no stencilling other than a set of manufacturer's log Os for the propellers.

Sheet 48017 is just a scaled up version of the 1/72nd scale example of the Tuskegee Airman in Italy (72011) and it offers all six options on that smaller sheet, although the number of national insignia is reduced to sufficient for only three machines.

Having only just made the excellent A-20J kit from AMT (See Vol 2 Iss 8 Pages 461 & 462), I was impressed to see this new sheet for the type. The sheet, number TGR-48018 is entitled 'A-20J Havoc - Boston Mk.IV' and there are two options offered on this. These options are:

1. A-20J S/N 43-3913 'Maxine' which was operated by the 49th Bomb Group, 410th Bomb Group in mid-July 1944 and it was flown by the Squadron's commander. It is painted engineowl.

2. Boston Mk.IV which was operated by No 343 (Lorraine) Squadron, Free French Air Force based at Vichy-en-Artois, France in 1945. This machine is in the same overall colours as the first option but it does not seem to have had the Dark Green patches on the wings and vertical tail. Being a Free French operated machine it does feature French rounding and a red, white, blue tail stripe which covers the entire rudder. COR

Overall this is an excellent sheet and its instruction sheet does include a very interesting piece of information in regard to the use of a lighter shade of Olive Drab 41 on A-20G's and JN's after 1943. As the first option is also the one featured in the AMT kit I assume they are more accurate as well as being easier to work with. You will have to use the walkway markings from the AMT kit and they are not included on the sheet. The inclusion of the French example is inspired and now I have the sheet, so am I... Off to get an A-20J married!

All of the sheets are well produced and you should have little trouble applying them. They will react well to MICRO Sol and Set solutions and now AeroMaster have reduced the potency of their decal solvent I am sure AERO Set and Sol would be alright too. Each of the sheets featured cost £4.95, which is very reasonable. These and all other Three Guys decals are imported by H.G. Hannant Ltd.

My thanks to Hannants for the review sample.
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NEWS UPDATE

Airfix Spitfire F22/24 07105 / Seafire F46/47 07106

The launch of these two kits is a major milestone in the proud history of Airfix.
Demand by enthusiasts is growing. It is quite clear that no other kit ever released by the company has attracted so much enthusiasm and expectation as these two.

Frank Martin, Humbrol’s Chief Executive, remarked.
“Can’t wait to get them out into the trade. Trevor Snowden, our Research and Development Engineer has just returned from Korea with the first test shots and first impressions are fantastic. The quality and fit of the kit is excellent. I believe these kits will be the subject of a lot of modellers projects this winter”.

The Spitfire will consist of 90 parts with 3 decal options. The Mk 22 features 73 Sqn. Ta Kali Malta Grey/Green upper and Medium Sea Grey lower, and also 603 Sqn. City of Edinburgh an all Silver machine.
The Seafire is Extra Dark Sea Grey/Sky scheme with identification stripes on the Mk. 47. Consisting of 113 parts and folding wings. Availability is expected around Mid/Late September with a retail price of £13.99.

Airfix Autogyro Kit No. 04401

Airfix are pleased to announce the imminent release of another of their all time classic kits.
The “James Bond Autogyro”, affectionately known as “Little Nellie”, will be available in October as a Limited Edition. It is most famous for its exploits in the Bond movie, “You Only Live Twice” in battle against Spectre helicopters. The box art on the front depicts a scene from the film. Decals are also included to build a British Army version.

Frank Martin, Humbrol’s Chief Executive commented.
“The kit is one of the most sought after within the Airfix range, judging by the number of enquiries we have received. Its collectability will appeal to a wide range of customers worldwide, not just to those who make models.”

Available from all good Airfix stockists from the beginning of October, retail price £8.29.
While the Russian Navy celebrates its three-hundredth birthday, its Naval Air Arm, the ‘Aviatsiya Voenno-Morskovo Flota’ (AV-MF) looks back to a long and proud history. For it was formed in 1913 providing a considerable contribution to the Russian effort during World War One and played a key role during the October 1917 revolution.

Russian Naval Air Power

In the ensuing years of peace the naval air arm was limited to coastal patrol and defence, and continued to be regarded as the Cinderella of Soviet air power even after World War Two. While Stalin dreamt of upgrading the AV-MF to the status enjoyed by US Naval Aviation, Khrushchev retained the status quo and actually cut down on the fighter element, concentrating its efforts on long-range patrol aircraft.

It was probably the Cuban missile crisis, more than anything else, which brought out the deficiency of Soviet naval air power, when it was found that it could not weld any muscle in face of the powerful show of strength put up by the United States and its aircraft-carriers. The first concrete move forward was the introduction of the Kamov Ka-25 anti-submarine helicopter (NATO code-named ‘Hormone’) on the ‘Kresta’ class cruisers until the arrival of the first ‘cruiser-carriers’ in the form of the ‘Moskva’ and ‘Leningrad’ in 1967.

A true carrier, operating fixed-wing state-of-the-art aircraft was still a dream which had to wait well into the early ‘70s, when the first of the ‘Kiev’-class aircraft-carriers was laid down. However, work on the aircraft that were to be deployed on this new class of vessels had started way back in the mid ‘60s. In fact, Soviet thinking in this sphere was concentrated at producing a ship-borne aircraft with vertical take-off and landing (VTOL) capabilities. In this way compact aircraft-carriers could be built which would be easy to maintain and economical to operate.

The first move in this direction was publicly demonstrated at the 1967 Soviet Aviation Day display at Domodedovo where a pair of unusual aircraft were on show. Code-named ‘Freebird’, these were the first pair from a short-run series of development aircraft, eventually officially announced as the Yak-36. During that display, one of the aircraft carrying code ‘37’ was put through its paces by V.G. Mukhin, a pilot who had previously been closely connected with other Yak types such as the Yak-32 and Yak-40. The aircraft showed its ability to take-off and land vertically and to hover under complete control, and the flight testing of a single engine, the one which was eventually to power the Yak-38 — but not quite that about later. Puffer-type stabilisation nacelles to extend an extended nose boom, at the tail and at each wingtip, Undercarriage arrangement of the Yak-36 followed very closely that of the much more advanced Kestrel (eventually Harrier), then also under development. At the time of its debut at Domodedovo, the ‘Kiev’ passed through the Bosporus into the Mediterranean in July, 1976. It was evident that the ‘Forger’ was a specially designed aircraft for carrier operations. Both the ‘Kiev’ and the ‘Forger’ took the West by surprise and placed Soviet Naval Aviation on a new footing, one which was far cry from the previous concept of offshore patrol and home defence. Suffice it to say that the ‘Forger’ enjoyed a four-year lead over its colleague, the Sea Harrier, in naval operations.

To begin with, the ‘Forger’ had practically nothing in common with the previous Yak-36, except possibly powerplant development. As an aircraft, the Yak-38 embodied some shipboard concepts which the Yak-36 lacked, first of which was a radical change in undercarriage design permitting the wings to be folded, thus enabling it to be operated from small deck cruisers which had been previously equipped with helicopter lifts. Another departure concerned the lifting device; in the case of the Yak-38 the main vectored-nozzle engine was augmented by two small lift-only engines fitted just aft of the cockpit.

The main powerplant is today thought to have been a modified version of the RD-27W-300. A mid-fuselage position for the wing can be judged as somewhat unusual as it must have meant necessarily heavy frames around the engine to take the weight of the wings. However, the conventional undercarriage has permitted the wings to remain free from any ballast at the wingtips and permitted a folding outer wing panel.

The immediate fault which was identified in the ‘Forger’ was its inability to perform STOL operations. It was strictly limited to its VTOL role, although it was claimed that it could carry a higher payload than the Sea Harrier in this mode. On the credit side, speeds of Mach 1.05 have been recorded by radar but it seems to compare poorly to the Sea Harrier in manoeuvrability. With knowledge gained from its introduction in service, the ‘Forger’ would appear to have created limited problems to NATO aircraft in case of a conflict as it suffered poorly in range and certain other limitations, one of the most serious being the lack of all-weather operational capability.

Biggest ship in the Navy

In the early ‘80s flight testing of navalised versions of MiG-29K. So 277 Yak-36K and Sa-25s being observed. This meant that a new series of Soviet aircraft-carriers must be in an advanced stage, carriers which would now rely on fixed-wing
conventional state-of-the-art aircraft for their operations as opposed to the 'Kiev'-class which exclusively operated VTOL aircraft. By 1984 satellite pictures began to reveal a large carrier being built at Nikolaiiv. At that stage the tonnage of the ship was overestimated by some 26%, but it still turned out to be a massive vessel when it was completed on time in November 1989. Originally projected with the name 'Brezhnev', its name was changed to 'Kremlin' during construction and finally to 'Tbilisi' at the time of its launch. It was commissioned in 1991.

With a displacement of 58,500 tonnes, the 'Tbilisi' was (and still is) the biggest ship in the Soviet Navy. At 70 metres wide and 300 metres long its is only about 30 metres short of the USS 'America', which was the first of the American 'super-carriers'. Its deck is of the traditional type, far different from anything which Russian ships had produced up to then. In fact, it follows the conventional style of an angled deck (offset 5.5° to port) which is some 25 metres long with a width of 25 metres. This can be used for both take-off and landing, and for the latter operation it is fitted with four arrestor wires, some 1.5 metres apart. The superstructure island is flanked by a deck-edge elevator on either side. A large deck park further aft can take at least nine aircraft in addition to those carried internally. The bow of the carrier is characterised by a 12° ski-ramp which is used for take-offs. It is claimed that this aircraft-carrier can take up to 60 aircraft.

Unlike most traditional carriers which
Above: The Soviet Navy pennant which remained in use until the change from the Soviet Union to the Russian Republic.

Above: Yak-36, "38", NATO code-name "Freelander", as seen at the Air Display at Duxford in 1967. At first believed to be a fully operational fighter type for the Soviet Navy, it later transpired that it was one of about ten test-beds for VTOL engine design.

Above: Yak-38, "21", NATO code-name "Forger", in its fired form as operated on Soviet carriers including the "Kirov", "Marin", "Kola" and "Krazov". It is believed that these aircraft carried codes ranging between "04" and "32".

Above: MiG-29K, "311", a navalised "Fulcrum", which had folding wings, modified undercarriage and arrester gear. This aircraft began its trials in 1984 followed by sea trials on the aircraft carrier "Tbilisi" in November of 1989. Nose blanked-off overwing air lowering just off of cannon and lack of chaff dispensers in the tailplane fairing.

Above: Standard navalised Sukhoi Su-27K, "37", NATO code-name "Flanker", in full Soviet Navy markings as operated on the carrier "Tbilisi". Though fully navalised, these aircraft lacked certain items during their initial service days, including the air-to-air refuelling boom on the port side of the nose.
Aircraft of the "Kyuzhelov"

Above: Sukhoi Su-25UTG, "II" code-named "Frogfoot", in the two-tone upper scheme. Note the number of markings, in particular a special white logo (below left) and a 3rd centenary celebration badge (below) on the intake. Also visible is the Bear motif (carried on the port side only) and the Romanov Eagle of Tsarist inspiration on the fin.

Above: The Romanov double-headed Eagle which appears on both sides of the fin on Su-25UTG.

Above: Typical plan view of Su-25UTG showing the two-tone upper surface pattern.

Colour Art: © Richard J. Caruana

Below: Sukhoi Su-25UTG, "08", Frogfoot starboard view. This aircraft carries the bear emblem on the port side but not the other two special markings on the nacelle shown on example "II".

Above: Grizzly-bear emblem, symbol of the Ulan Ude factory in Siberia where the Su-25 is built. Carried on port side only.

Sheet 2 of 3
Aircraft of the "КУЗНЕЦОВ"

Above: Sukhoi Su-27K, "64" 'Flanker'. Note the new navy emblem under the cockpit.

Sukhoi Su-27K, "60" 'Flanker'. Note natural metal panel on starboard fin (inner and outer faces) and Eagle motif which faces forward both sides.

Right: Eagle motif detail, seen on 'Flankers' "60" and "63" only.

Typical upper plan view of a Su-27K three-tone camouflage pattern. Note the wing and elevator fold lines.

Below: Sukhoi Su-27K, "109" 'Flanker' in the new markings which the Navy of the Russian Republic will be adopting. This was the sole example in this scheme noticed on the carrier at the time of our visit.

Sukhoi logo carried on the fin of a number of Su-27Ks on the Kuznetsov.

Sheet 2 of 3
operate conventional aircraft, the "Btlsi" was not fitted with catapults, and you’ll soon see why!

**MIG vs Sukhoi**

It was a Su-27 which made the first touch-down on "Btlsi" piloted by Victor Pugachev, carrying code number 99 on its nose. It immediately became apparent that this version of the "Flanker" was different from its land-based cousin. The most obvious external difference was the presence of canards or foreplanes just ahead of the wing leading edge to foreplane cowl joint. These canards enable the "Flanker" to approach the carrier at a slower speed during landing, somewhere in the region of 230 Knots. But the most impressive performance of the navalised test "Flankers" was the ability to take-off from the ski-ramp within 100 metres — 180 metres when fully loaded. Official Soviet Navy photos showed a second "Flanker" inside the "Btlsi" hangar deck. This example lacked the canard but displayed folding wings. It is now believed that the second example was, in fact, a static machine to train naval crews in handling the type on board the ship.

The second type to be tested on the new aircraft carrier was MIG-29 Fulcrum, carrying code number 311 flown by Tikhoo Aviatsiya training bureau claimed that this was the trial of some ten years into research into producing a navalised "Fulcrum". A second "Fulcrum" (coded 18) joined the trials later on. Both aircraft were fully navalised and featured folding wings, strengthened undercarriage and arrestor hooks but lacked the air intake doors — obviously, a feature which the navalised Mig-29 did not require. Also noticeable was the modified JRST haj just ahead of the cockpit. It retained all the armament-carrying capabilities of the normal "Fulcrum" including the port wingroot 30mm cannon.

The compact design of the Mig (some 30% smaller than the Su-27) coupled with its excellent performance should have been a winning combination for the "Fulcrum" as a shipboard fighter. It is, therefore, with some surprise that one has to judge Russia's decision to use this fighter in favor of the bigger, slower, and heavier Mig-29.

The most probable scenario here would probably be that of pressing defence budget cuts. As things were progressing, it appeared as if the "Flanker" and "Fulcrum" should have operated together.

A third type of aircraft which appears on the Russian carrier is the Su-25ST TG-1. The two-seater version of the Su-25 'Frogsfoot'. The first example of its type to land on "Btlsi" was flown by Igor Botiniev and Alexander Krutov without exciting results. So much so, that Sakhal's seem to have put forward the idea of developing a side-by-side two-seater version as the basic layout of this aircraft did not lend itself to carrier operations. It seems, however, that financial problems have put a quick end to this idea and the standard two-seater version continues to be operated today.

From 'Btlsi' to 'Kuznetsov' When the Soviet Union ceased to exist, "Btlsi" — which was the capital of Georgia (now no longer part of the Russian Republic) — was changed to "Admiral of the

**K-36 carrying ride-number ‘38’ seen at the hover during a display of Donetsk.**

**Note the underslung armament and the long pipe on the nose.**

_Foto: IG,f: Kamer: A.F. Morozenko_

Fleet Nikolai Kuznetzov". Heading a five-ship squadron, the "Kuznetzov" arrived at Malta just after noon of February 14, 1996 under the command of Chief of Staff, Admiral Vitaliy Y. Sevlinov. The other major ship of its squadron, the destroyer "Besyasty" entered Grand Harbour and berthed a few miles away from HMS "Illustrious", which was also on an official visit. Due to the high wind, and the narrow channel between Grand Harbour's breakwater arms, it was decided to leave the Russian aircraft carrier anchored about five kilometres offshore. Two small groups of journalists were organised, one on the Saturday afternoon, the other on Sunday morning — I was on the latter.

The first thing which struck me on landing on deck, after a ten-minute flight in history of the ship (in Russian), and here, in bold ink, it is also referred to as such (Cy-

_27K, to be exact). So this is the designation which I prefer to use, hoping that others will do the same in future.

It is believed that the first Su-27 operational unit began working up on the "Kuznetzov" around the middle of last year. As already mentioned, the Su-27 has been fully navalised with folding wings and tailplane (a feature missed by many so far), arrestor hook, strengthened undercarriage, twin nose-wheel arrangement (without mudguards) and a retractable fight-refuelling probe. A normal feature on the Su-27 which is missing on the "K" is the bulged fairing just aft of the intake doors. The aircraft is powered by a pair of 178KN (dry) Saturn Lyulka AL-31FP re-rated two which carried the "Eagle" motif, on the outer side of each fin. Blue-109 carried the new national colours on the rudder and I was informed that, as they go for major overhaul, all other Su-27s will be painted in these markings.

The other fixed-wing type which is operational on the "Kuznetzov" is the Su-25UTG 'Frogfoot'. During my visit there were two examples on board, Red-08 and Red-11. Both were identical in finish and general markings (see colour art) carrying the Bear motif on the port side of the nose only, and the double-headed Romanoff Eagle each on both sides of the fin. Finish is similar to that of the Su-27 but without the upper surfaces, colour Dark Gull Grey (FS 26021).

The Su-25UTG is powered by a pair of 44KN (dry) Soyuz Turanovy R-195 turbojets, un-reheated versions of the R-13 which powered the Mig-21. It weighs out at 9500kg (empty) which goes up to 17,600kg for take-off, although it seems that this lead is restricted for carrier operations. Mig-21 major underwing pylons were missing on both aircraft. Whether this is a standard feature or not for the Su-25UTG I do not know and I opted to do the colour-art with all four major underwing pylons in place. With a maximum speed of Mach 0.8, the Su-25UTG can operate at a ceiling of 23,000m. It would also seem that these aircraft do not have folding wings, and it is possible that these aircraft are small enough to be handled on the existing lifts without such a feature.

The Su-27s on board the "Kuznetzov" were the well-proven Kaman helicopters, which I have deliberately left out as, I feel, they deserve a separate feature, both due to the different versions seen on board (no less than three!) and the different style of schemes. Moreover I managed to study them in enough detail to be able to proceed with a set of scale plates which, I'm sure, will be welcomed by readers.

I cannot help concluding this feature without saying a few words about the crew of the "Kuznetzov". Not only did they prove to be cordial and helpful, but they took it with a grain of salt and gave me full liberty to roam about and take photographs above deck. We were politely, but firmly, refused access to the hangar deck, and this seems reasonable as, I believe, the silos (and possibly stores) for the SS-N-19 'Sharkrock' vertically-launched ASMs are situated there. Apart from that restriction, we were treated like super-VIPS and I thank the Maltese Russian Embassy attaché for his help in allowing me on board, and thus, bringing you this feature.

The 'Kuznetsov' enjoys a very important position in the Russian Navy which this year celebrates 300 years of existence. This importance comes out to the fore when one considers that all other smaller carriers — Kiev, Minsk', Novorossysk' and 'Gorkhov' are believed to have been retired from service — one of which has also been sold to India. All the other carriers were cafes, and they either come to an end thus leaving the Su-

-7K 'Flanker' to fly the flag for Russian Naval Aviation.

_An early navalised Sukhoi Su-27, the type later to become the standard interceptors on Russian aircraft carriers, during handling trials on board the "Btlsi". Though fully navalised these early Su-27Ks lacked certain refinements, such as the air-to-air refuelling probe._

_Foto: IG,f: Kamer: A.F. Morozenko_
Photo 1
A Curtiss SBC-4 Scout Bomber (serial
1295) about to take off. The aircraft is the
personal mount of the Air Group
Commander of USS Enterprise (CV-6).
This US Navy photo was taken in 1940
and the wing chevron, fuselage sash and
tail are all in light blue. Powered by a
950hp Wright R1820-34 radial, the SBC-
4 was capable of a maximum speed of
237mph.

Photo 2
A Fokker D.XVII of the Dutch Army Air
service. A Rolls-Royce Kestrel IIS of
580hp powered this particular aeroplane
but other engines were also fitted. It was
hoped that the Dutch East Indies Army
Air Service would order this elegant
fighter but only eleven were delivered to
the Home Air Service. This is No. 201 of
the short series 201-210 which first
appeared in 1931, some were still used as
trainers in 1940.

Photo 3
The pristine Armstrong Whitworth 35
"Scimitar" seen here at the 14th Paris
Salon in November 1934. The AW
company shared the stand with Avro,
hence the Avro 671 (Cirrus C.304) autogyro in the background. The Scimitar
was produced as a competitor to the
Hawker High-Speed Fury and Gloster Gladiator. Apparently equal in performance to the latter it was let down by its engine, the Armstrong-Siddeley Panther VIII. Immaculately finished in gleaming white and polished metal, this aeroplane was probably the most elegant of all British biplanes.

**Photo 4**
Gloster S.S.19, the “multi-gun” interceptor project of 1930. Armed with two fuselage mounted Vickers and four Lewis guns in the wings, this was an ancestor of the Gauntlet. Powered with a Bristol Jupiter VIII engine, J-9125 is seen here at the company field at Hucclecote.

**Photo 5**
Displaying strong German influence is this Kawasaki (KDA-S) Army Type 92 fighter which saw service from 1932 to 1935. The chief designer was Richard Vogt and the fighter was powered by a Kawasaki (BMW) 12. It was not too popular however, being rather tricky to handle on take-off and landings.

**Photo 6**
The Polikarpov designed Soviet I.5, a standard fighter from 1933 until WWII when some were still in service as trainers. Powered by an M.22 radial (license Bristol Jupiter VI) it could attain a maximum speed of 156mph.

**Photo 7**
The Avia BH-33 was a standard Czech fighter in the 1930s. Powered by a 500hp Skoda “L” engine it could manage 185mph. The machine seen here is factory fresh.

*Note: All photographs from H. Woodman collection unless otherwise indicated*
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The Consolidated PBY Catalina

Aircraft Sketchpad
by Steve Benstead

With the release of the PBY-5 from Monogram and the planned PBY-5A in the 'Pro-Modeler' range, aviation artist Steve Benstead brings you some of his excellent illustrations of the PBY.

This is the port side gunner's position. In this view the gun itself has been omitted for clarity. The cupola is closed and as you can see it pivots from the inside and when opened the unit 'twists' around within this area. This makes an excellent wind break behind the gunner, so everyone else does not have to get blown about! The seat on the bulhead is collapsible and is probably only used during takeoff and landing or when required. The fire extinguisher is depicted here as a relatively modern (1950's) unit. In wartime this would have been a lovely brass coloured unit without a hose, just a simple 'nozzle' outlet. The item in the bag directly above the extinguisher is an oxygen mask. Once again this may well be a relatively new addition to the machine viewed. In WWII this would possibly have just been an oxygen line pick-up point or there may have been an economiser fitted.

Up in the support struts for the wing is the flight engineer's station. He sits in a cradle seat and all you can see of him when he is up there are his feet dangling down into the main cabin area. Looking at the instrument panel, the top line of gauges are fuel contents and below these are the fuel flow meters. The small levers in between the flow meters are for mixture. Below these can be seen a pair of overlapping handles and these are the manual fuel pumps. The grey panel to the left of the main console is a fuel flow diagram. The main panel itself consists of a black box with switches and light which is the pilot to flight engineers signalling box. Below these are two rows of oil temperature, pressure and manifold pressure gauges. The grey unit with the levers to the left is the flaps operating control. The levers marked 'coal flaps' are of course for controlling the coal flaps (or gills) the black box with the brown lever to the left is the engine fire extinguisher control box and the black unit directly below the flaps control levers is the emergency, manual, float operating crank sockets.
This shows the main instrument panel and co-pilot's control column of the PBY/SA.

The red handle to the far left is to open the air scoop for cabin ventilation. The box and button on the control yoke are the bomb release and firing button. The large grey coloured box with switches in the middle of the panel is the pilot's flight engineer signalling panel.

Control locking mechanism. The black box with the three handles are the servo units for the oil valves. Note that the control unit (far right) is connected via an exposed cable to the control surface. This cable is very prominent in the 'Cats' cockpit, as it is well clear of the sidewall.

Colour Notes

The interior of the Catalina is basically Green Zinc Chromate primer and black. The instrument panels and various radio and electrical equipment are usually matt black. The instruments themselves are black with slightly off-white numerals and pointers. The seats seem to always be in green primer and during wartime service I suspect that 'biscuit' style cushions were placed in each. These were originally a light tan colour, but with wear and age they soon became a deep tan colour. All the seat belts were tan and these darkened with use. In later life the PBY was modified and upgraded and late types operated in the 1930's and 60's would have had those light blue nylon harness fitted. All emergency controls or those requiring caution before use were usually painted red. The placards seen inside the PBY seem to either be black with aluminium lettering or grey with aluminium lettering. The main instrument panel as I have said is usually matt black and most of the other fixtures around the panel have a satin finish to the black paint. The entire sidewall area in the cockpit seems to always be black. This may of course not be the rule, but it makes sense as it causes less of a distraction than all that green!

The entire walkway area down the middle of the Cat is very heavily worn after a short time and the passage of the crew member to the nose area is so cramped that I suspect after a few months service the floor area was polished to a brilliant shine.

NEXT IN THE SERIES

Grammar Avenue
Following on from the last two parts of this article we will conclude this month with a look at the available kits of the Mosquito, plus the inclusion of updates and information sent in by you, our readership.

The Kits
I have already listed all the kits I know of that have been produced, in all scales, of this magnificent machine in the first part of this article (See Vol 2 Iss 7 Page 430). Many of the kits listed there are no longer available and therefore they command high prices on the ‘collectors’ market. Most, if not all, of those kits are reasonably old and inaccurate and on the whole what I will look at here are those kits that you should be able to buy through a hobby shop or secondhand at model shows.

MOSQUITO!

Part 3

by Richard Franks

1/72nd Scale

AIRFIX: FB.VI
Let’s begin with this Airfix Series 2 kit. This was first issued way back in 1957, and it shows! The kit is very crude and the entire model looks undersized. The undercarriage units are simplified and look nothing like the real thing. The distinctive mudguard assemblies are missing, there are no trailing links and the wheels are like shirt buttons! The nose is all wrong, being far too pointed and the machine guns are far too big. The propellers and spinner are moulded as one unit and the engine nacelles are too short, with the exhaust shrouds moulded in position. The kit does include rocketeers, the rack is the wrong style and the rockets themselves look nothing like the 25lb or 60lb versions. The ‘No Step’ marking above the radiators on the wing leading edge, which are usually supplied as decals in most kits, are done on this example in raised lines! As the kit comes from the late 1950’s you will not be surprised to hear that this kit features no cockpit interior and the figures are simply located on pegs within the cockpit area. Finally the canopy is way too small.

Verdict: Overall this is a kit for the collector only and although a good example could possibly be made from it, why bother with the far better series 3 example readily available.

Note: This is the kit included in the ‘Dogfight Doubles’ kit along with the Me 262.

AIRFIX: Mk II/VI/XVIII
This is the ‘new’ Series 3 kit and it dates

The contents of the Matchbox NF.30/04/9 kit. The three colour sprues were a trademark of Matchbox kits and it was supposed to allow novices to build the kit without painting.

The really old (1950’s) Series 2 kit from Airfix. This is shown in one of the later style boxes, although it was originally released in the longheader card packaging (with line drawings). It was also included in the ‘Dogfight Doubles’ packaging with the equally awful Me 262 kit.

The superb Airfix Series 3 kit. This kit has loads of options for the Mk II, VI and XVIII (Molins arming) versions. The quality of the kit is very good and all it really needs is a better cockpit interior. This is the basis for the new L.B.1 Hunter/MK/XIX kit from Airfix. The moulds have not been altered in any way to make these two new versions, but a new sprue with the required parts has been included. Thankfully these ‘new’ parts include four-bladed propellers, making Seo Mosquito’s and foreign service examples a dazzle to make.

SCALE AVIATION MODELLER International
back to 1972. The decals options given in the kit are:
- Mk II (NF11) YP+R, DD712 of No 25 Sqn
- FBVI NA+B, A52-520 of No 1 Sqn RAAF
- Mk XVIII QM+D, P2468 of 248/254 Sqn

Overall this is an excellent kit, with good basic outlining. The Moltins armament Mk XVII does require a bit of surgery to the kit parts, but nothing major. The kit includes both narrow and 'paddle' blade propellers and the 'Bow & Arrow' antennas of the NF11 are included. The canopy is a bit thick and is probably best replaced with a Squadron or Falcon example. Both shrouded and exposed exhaust stacks are included, although the uncovered examples are the five stack type. The cockpit interior is basic, with only two seats, bulkhead and floor, control column, instrument panel and radio equipment. Truthfully, it is about time a little cockpit insert was made in resin for this area of the kit, like the one in

The port side panel detail of the B.25. The throttle and propeller control box are prominent, as is the tail trim indicator. The concave tube fixed to the sidewall is the pilot's oxygen pipe in its stowed position. In flight this would be connected in the pilot's oxygen mask.

The bomb sight in the nose of a B.25. This unit is electrically (24 volt) powered. If you look at the optically flat glazed panel in the nose you will see that a wire runs down to it from the top of the glazing. This is because the panel was hooded, to reduce the likelihood of it freezing or fogging up. Note also that another oxygen exchanger is just visible in the bottom left corner, as is the oxygen tube.

A look at the port side of the rear cockpit area. Once again the radio equipment is not fitted.

The engine control panel is on the starboard sidewall. As you can see it consists of three dual-reading fuel tank gauges, dummy switches, starter buttons and emergency fire extinguisher switches (under the flip covers). The two switches in the top left are dummy switches for cockpit lighting and the unit to the right of them is the morse key.

A low level view of the starboard side of the bombers nose. The oxygen exchanger is again visible and the black unit to its right is a morse key case. Above the exchanger is a fine wire and originally electric cables would have passed from this to the instrument and bomb bay. These have been cropped off in this aircraft. Below the morse key is a leather covered and the ladies have held the morse key case. The cables hanging off the forward edge of the nose is the instruments connector.

The port side detail of the rear cockpit area. Once again the radio equipment is not fitted.

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MATCHBOX: NF30 & MK IX

This kit was first issued in 1975. This kit is produced in the 'love it or loath it' three colour plastic which was such a trademark of Matchbox kits in the 1970's and 80's. The colour options are:
- NF30 YY+Y, NT252 of No 85 Sqn
- Mk IX GB+BE, ML913 of No 105 Sqn

The kit itself is not bad, but you do get two-stage engine nacelles which are not included in the Airfix kits. Fitting the engines is not easy as each has been designed in a different manner. The kit does have drop tanks and 500lb bombs, although the latter don't 'look' right.

Accuracy wise the kit is a little too long, but only by about 0.75mm, so it is hardly worth correcting in this scale. The radio equipment access hatch on the starboard side of the fuselage is included, but there are no panel lines for the access hatch under the nose or the dinghy stowage bay behind the cockpit. The strengthening fillet on the rear fuselage needs to be shortened by almost the full length of the fuselage and the kit parts at this area.

In the kit parts at this area.

A look at the port side of the rear cockpit area. Once again the radio equipment is not fitted.

Surface detail is all via raised panel lines and I am sure that many modellers will want to remove and rescribe this. Whilst you are at it you can remove all the rivets at the back of the engine nacelles and on the upper wing surface, as these are far too prominent.

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In the kit parts at this area.
The rear bulhead in the bomb-bay. Once again, much of the auxiliary equipment and pipes have been removed.

The small ancillary panel to the side of the main instrument panel includes a directional indicator and an air temperature gauge.

The internal detail of the access hatch on a B.35. The bar across the middle of the door allows the crew member to close the door from inside. The handle on the bottom edge is the lock on the lever which is usually used. The press button lever in the top of the door is an emergency release control. It detaches the hinges at the top of the door for emergency ejection. In an emergency this unit would be operated by the navigator's feet.

On the starboard side of the nose fuselage, just below the strengthening strip to the radio equipment access panel. The hatch hinges upwards (as shown here) and is situated by a simple rod on the forward edge (the hole for the rod is just visible on the front flange of this shot).

This is the view inside the hatch, looking forward. As you can see, the radio rack is present, although no radio units are fitted. Depending on role HF or VHF equipment would be present here. The bulhead just forward of the racks is the back of the bomb-bay and the other flange just visible in front is the wing's rear spar. Note the general profusion of wires and cables in this area.

The rear bulhead in the undercarriage bay. As you can see, the doors are "spring" and as the skid retracts this pulls the doors shut. Note also that the interior of the wheel well is predominantly metal, unlike the bomb-bay which remains in wood.

On the starboard side of the rear fuselage, just below the strengthening strip is the radio equipment access panel. The hatch hinges upwards (as shown here) and is situated by a simple rod on the forward edge (the hole for the rod is just visible on the front flange of this shot).

Close up of the intake and FOD guard fitted to the engine nacelle of the B.35.

Stowed on a rack just above the access hatch on the bomber are these two racks of fuse points, carburettors.

The front bulhead of the bomb-bay in the B.35. Although a lot of the auxiliary equipment and pipework has been removed, it does allow you to see how the doors are operated.

When the bulhead 2 of the B.35's bomb-bay are these two self-sealing fuel tanks. Originally this machine was converted to a TE.2, so modifications have been made in the bomb-bay for this role. The conversion back to a B.35 post-war has done little to convert this area of the machine.

This kit was first released in 1968 and it remained under the FROG label until 1977. It was planned for release by VONO in 1978, but this never happened.

The colour options in the kit were:
- ML IV flown by Wg Cdr J Woolbridge, CO of No. 105 Sqn.
- FB VI of No 1 Sqn, RAF

The kit needs a bit of work and the first thing you should do is scrape/saw the interior, once you have decided on which variant you are building. There is very little inside this kit so nearly everything will have to come from the spares box or be scratchbuilt. Remove the fuselage stiffener from the starboard rear fuselage side as it is too long and too far up the fuselage side. Replace this with a length of plastic rod 35mm long. Positioning this rod is relatively easy as 8mm of it should go under the wing and be about 1.5 mm below the trailing edge of the wing.

Verdict This never was a high price competitor for the Airfix kit, although nowadays it is as expensive as the Airfix model. Secondhand versions are reasonably priced and the kit can be used with any of the Paragon conversion sets in this scale. All of the points raised above remain after the kit and the suitability to various conversion projects makes it well worth considering.

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- FB VI of No. 1 Sqn, RA F

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A view of the navigator's seat (or lack of it). The navigator basically sat on the top of the bomb-bay and the bulkhead behind him is the wing spar. The furry seat cushion is not original as it is a Peco Personal Survival Pack from a modern ejection seat. The indicator below where the navigator sat is the vacuum control.

The seat of the pilot is the B.35. Now the armrest on the left is folded up and how the seat harness is connected at the top of the seat. The blower in the top canopy panel above the pilot can just be seen and the thickness of all the fitted panels in the B.35 does mean that there is quite a lot of visual distortion. The oxygen pipe in its stowed position is visible on the right of the picture and the electrical feed and socket to the left of the pipe is the pilot's intercom connector.

Looking straight up through the access hatch. Here you can see better the relative position of the vacuum control on the bulkhead. The toggle and wire on the side of the pilot's seat is the harness release switch.

1/48th SCALE
MONOGRAM: Mk II, NF.II, B Mk IV & FB.VI

This kit was released in 1965 and has been available off and on for the last 31 years. The kit itself is not too bad, although the problems with the tail's outline are well known now. The colour options in the kit are:
- Mk.II YP*A, DZ230 of No 23 Sqn.
- NF.II DE69 of an unidentified unit.
- B Mk IV GB*K, DZ278 of No 105 Sqn.
- FB.VI E8*T, MM417 of 487 Sqn RNZAF.

The main problem with this kit is that it is overshadowed by the Airfix example now and it does have some serious problems in regard to accuracy. The fin of this model is nearly one scale foot too tall. To rectify this you have to remove the tail, cut 5mm off the base and then glue it back on. This however does mean the lower hinge line is lost and has to be rescribed on and the rudder actuator and fairing are now too low down. Remove these and build replacement ones from scrap in the middle of the rudder.

Having done all this to the tail you must then deal with the fuselage, which is too thin in plan view. Correcting this is a very major task and it will be well outside the skills of all but the best modellers. To be honest a completely new fuselage would be better here, but then again you have the overall far superior Airfix kit in any case. Basically the fuselage is too flat on the sides and needs to be built up with milliput. This will however result in the wings now being too long (they were correct when you started). Shorten these by 5mm and re-profile the wing tips. The aileron lines now have to be filled and rescribed 3mm inbound. If you do all this...
Errata

The following passages are extracts from letters we have received in regard to Part 1 of this Mosquito feature. Considering the time scale it will probably be necessary to run a similar section in about two months' time, to allow readers to raise points and make corrections in regard to Part 2 & 3 of this feature.

Banff
All Squadrons of the Banff Wing were equipped with 100 gallon tanks and the tiered rocket installation from March 1945, not just 134 Sqnr.

Two-Tier Rocket
PZ202 see on page 24 of Volume 2 of the Squadron/Signal 'In Action' title was used by AA&EE for rocket projecte and drop tank trials during 1945. The rockets shown in the photograph have three things worth noting. Firstly, they are mounted vertically in line with each other and only have two fins apiece. Secondly, they are fitted with practice warheads as the word 'DRILL' is clearly visible on the lower starboard rocket. In the book 'Mosquito' by Sharp & Bowyer they give an account of the adoption of the R/P by Mosquitos. They say De Haviland began flight tests of the standard four rocket warhead flight in mid October 1944. Thus it would appear that PZ202 was used as a trial aircraft, first by the manufacturer to prove that rockets could be fitted from the type, and then by AA&EE to clear the different rails and two-tier system with tanks for squadron service.

Close examination of the photos on pages 22, 23 & 24 of the above reference reveal that the operational installation had staggered rockets with the normal 4 fins on each. The photos also reveal the guard rails between the rockets and tanks, and the AYP radio altimeter aerials etc.

Aeromaster Decals
Aeromaster sheet (48-043) appears to have its instruction sheet wrong with regard to RS6245. The spinners should be yellow with Medium Sea Grey tips and bands. There are other detail errors as well and I would suggest that all modellers wishing to make this option take time to carefully study the pictures on pages 22, 23 & 29 of the above mentioned 'In Action' title.

The above comments were raised by Mr PLUCAS of HALESOWEN

AIR
Notes from Air publication No219B "Pilot's Notes for the Mk II with Merlin 21":
1. FI sometimes had 4 machine guns removed due to cockpit frames.
2. Access door on starboard (Fighter) side or underneath on bombers. A telescopic ladder was stowed on the RH cockpit side. (Note - Most bomber types had the ladder stowed under the floor of the nose. Access was via a hinged flap in the forward edge of the floor - Ed)
3. Normally had spectacle type control column. The stick type had MG trigger (thumb), cannon (forefinger) and camera-gun buttons.
4. Panel above the pilot's head was for emergency escape. It was used for bail out only when the aircraft was inverted or it was opened during a crash landing for quick and easy escape.
5. A hand held fire extinguisher was mounted on the starboard side of the cockpit.
6. A fireman's axe was located behind the pilot's seat.
7. The pilot's seat had two levers, one was for height adjustment (LH) and the other was for harness release (RH).

The above comments were raised by Mr R N KING of FITZWICK

Aerial Wire (From mast to fin)
This subject still causes a lot of confusion. Firstly, on your model, you have the wire entwined at the fin at the blow head! Your poor pilot would be saying "What, no airspeed?" If the wire was fitted, it usually run to a point on the leading edge of the fin, three feet (19mm in 1/48th - Ed) up from the base of the fin. However, in early Mk IV bombers (in the DK and early DZ batch) the point was 18in (just over 12mm in 1/48th - Ed) from the base of the fin.

An aerial wire was always required when the aircraft carried HF radio. This was used by Bomber and Coastal Command units based in the UK, besides some Meteorological aircraft, plus aircraft operating out of Malta in 1942-43 and the Far East in 1944-45. BOAC Mosquitos all carried HF radio. However, when VHF radio was carried, no wire was needed. This can probably be taken as a Coastal Command, most Photo-Reconnaissance types and from the summer of 1943 all 2 Group - later 2nd Tactical Air Force.

The doubling-up of the wire from fin to tailplane was only seen on aircraft needing very long-range transmission/reception of the HF radio. Therefore you will normally only see it on early Mk IV bombers and Mk V Malta, carried HF radio for a time. Some PR-4 aircraft in the Far East after the war had the aerial running up to a point just below the pilot's head, but that was rare.

Some Coastal Command Mosquito FB VI aircraft carried HF radio. A few had the normal mast and wire, but most (e.g. the much photographed NE303) had no mast. The wire ran into the fuselage via a small 'port' where the mast was usually located. This installation can also be seen on some late-war Bomber Command Mk IX's and XVI's.

NIGHT FIGHTER MOSSIES: Only the mast was installed, but no wire. The only exception to this rule were the Mk II's of 23 Sqn which, when operating from Malta, carried HF radio for a time.

MOSQUITO FB VI: Except for one or two early production models, some Coastal Command versions, aircraft ferried to the Far East, or produced in Australia (which normally carried HF radio and needed at least a wire), this mark usually had no mast.

Radar Antenna (Night-Fighters)
You omitted to mention for the NFII the two slanting antennas above and below the starboard wing - at about half-span. Without these, the radar navigator would not have been able to tell the relative height of the blip on his radar. For the NF XII and all subsequent NF's, it was not a 'ship' antenna under the fuselage but a 'rod' type. This was the transmitting aerial for SCR729 and the wingtip dipole were the reception aerials for SCR729, not to be confused with SCR720 (better known as ALX) which was quite different. During the war, some NF's operating over Germany carried "Gee" navigational radar. After the war, all night fighters (a few NE303's and all NE36's) carried "Gee". Externally it can be recognised from the long whip aerial of 41in (22mm in 1/48th - Ed) in length which emerges from the rear of the canopy. In regard to some NE38's having a transparent upper section to the radome: this is not unique to the NE38 as all 'bullnose' radomes were perspex and sometimes the paint was left off some parts.

Interior Drawings
The drawing of the "Night Fighter main instrument panel with radar sighting unit to the right" (See Vol 2 Iss 7 Page 427) is built in this is the ALX IV installation of a Mosquito FB VI modified to carry it. This was only used in a few Bomber Support aircraft of 100 Group in 1944-45 and a few end-of-war naval FB VI's. ALX IV was better known as ASH or its US designation APS-4, and its rotating dish aerial was carried in a little 'thimble nose' (Paragon set 4844).
The other NF radars, ALV, ALVIII and ALXI all had quite different radar screens and control boxes in the cockpit.

Scale Plans
NF36 (See Vol 2 Iss 7 Page 427) There should only be a leading light in the leading edge of the starboard wing. The "Gee" aerial is also missing (See above).

Exhaust Shrouds
NF30: The early NF30 had plain shrouds. These gave trouble in 1944 and, from about December 1944 onwards, were replaced by the louvred shrouds.

Drop-Tanks
The NF36 rarely carried tanks, certainly not in the UK. When some were ferried between the UK and Egypt (39 Sqn) they carried drop tanks for the journey only.

Navigator's Seat (or lack of it!) The navigator, sitting to the starboard-right of the pilot and just behind him, never had a 'proper' seat. He sat (uncomfortably!) on the top of the front roof of the bomb-bay, with his back leaning up against the main spar! Only in the TLI trainer was there a proper seat for the second crew member. For ingress and egress through the side hatch, the seat had to slide aft. Once you were strapped in, you moved forward. This seat was normally occupied by the instructor, the student pilot (or pilot under test) sat in the left-hand (port) seat.

NE 3B
Despite persistent reports to the contrary, no RAF Night-Fighter squadron ever used the NF3B. Its ALX radar was a failure, and the aircraft was only used in small numbers by the Yugoslav Air force.

Note: The differences between individual Mosquitos is a complex subject. I suggest that readers study photographs very carefully of the aircraft they intend to build. Keep your eyes wide open, and never have preconceived ideas about anything!

The above comments were raised by Mr T WOOTON of AYLESBURY

Amendment

The following is an amendment to the accessories list included in Part 1 in the July issue (See Page 430).

Aeromaster
A limited number of the Hi-Tech 1/72nd scale upgrades are available. The set does not include the donor Airfix kit and the number available is very small.

SCALE AVIATION MODELLER International
test shot of the 1/24th scale kit and Roy Cross did the artwork for the box, who knows maybe the big version really did exist? If you are building a Mosquito in this scale this is the only kit you need and all of the new Paragon conversion sets in this scale are based on this kit. There are two colour options in this kit and they are:

- TH4M, N5850 of No 418 (City of

**THE MOSQUITO**

The Mosquito Mk VI etched brass fret from True details. This set is designed for the Monogram kit, although some parts may be usable in the Airfix example.

work you will probably be not too happy to find that the engine nacelles forward of the front of the undercarriage bay are too tapered and have to be padded with filler and reshaped. If that was not enough the propellers are too short, due to the closeness of the engines in the original layout of the kit, and these will be real fun building up in length.

**Verdict**

With the excellent Airfix kit available and all those lovely conversion sets from Paragon, there is no real need for you to build this kit. It is true that it is still a good seller and many younger modellers will still enjoy making it but it is not a kit that should really be considered for an accurate quarter scale Mosquito.

**AFIX: FB.VI**

Originally this kit was announced by Airfix in 1977, however as many will remember it did not appear until 1980. Many people say this kit was scaled down from a proposed 1/24th scale version and as I know of a man who says he has a clear

<table>
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<th>EDMONTON), RCAF</th>
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<td>NE4A, NR405 of No 143 Sqn, Banff Strike Wing, RAF, 1945.</td>
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Overall this kit is superb and its accuracy has never been in doubt. The cockpit is well detailed and all you can add is pipework and seat harness. The sidewalls are completely bare so here you may wish to add all the electrical boxes etc which are so prominent in this aircraft.

The crew access door has all the detail moulded inside but unfortunately it will be very difficult to remove in one piece without damaging the fuselage half. The support stays for the midship's (32,33,35,36) should be drilled out and the kit only offers the facial tread pattern and plain hubs for each mainwheel. Only paddle blade propellers are included in this kit, although Paragon have recently released a set of narrow blade propellers in this scale. Both shrouded and unshrouded exhaust stacks are included although as the two-stage engines are not

**FR. XVIII**

**GB*E, DZ353 of No 105 Sqn.**

Overall this it is very good. The fuselage is a little incorrect in cross section and a little sanding on the upper fuselage joint will ensure the correct elliptical profile is achieved. The floor of the cockpit area needs to have a section cut out otherwise as it stands the crew would never be able to get into the aircraft! The major fault with the kit is the rear of each engine nacelle. Here the kit is completely incorrect as the nacelle sides are parallel. A complex bi-concave shape is required in this area (look at the Airfix kit) and the best way to achieve this is to pad the area with filler and slowly sand it to the correct shape. Shorten the undercarriage legs by 3mm otherwise your model will sit too high and remember that the kit's canopies, although very well moulded and clear, is too high. A vac-formed replacement would be nice here, although you can just put up with it or build up the bottom edge of the canopy and blend it into the fuselage decking once the canopy is securely in position.

Well that has looked at most of the readily available kits on the market at present and although I would have liked to include the Aerocraft B.25 in 1/44th scale I have never seen it so I cannot pass comment on its quality etc.

I hope that you have all enjoyed this three part special on the "Wooden Wonder" and even though I thought I would be sick of the sight of 1/48th scale Mossies after building six of them in one go, I must admit that the urge to build a few more is once again returning. If I do I will of course feature them in a future edition. In the meantime I would like to thank all of you who took the time to write in and correct and update me about various points so far and I would still love to hear from anyone else who may have points they wish to make.

My final word is one of thanks to

Steve Benstead for his excellent interior drawings, Peter Green for his scale plans and scrap views, to Trevor Yorke for his excellent photographs of my completed models and to Trevor Snowdon (Airfix) and Neil Burkitt (Paragon) for supplying the basic kits and conversion which made the whole thing possible. I think this special look at a type works very well and going by the feedback we have had so far it is going to be a feature we will be doing on a regular basis, so keep a look out for the next in what will be our 'Scale Focus' features.
Great Britain had the Spitfire, America the Mustang and Germany the Me 109! What I hear you ask is the Mitsubishi Zero in common with these? The answer is quite simple; ask anyone to name an aircraft from WWII and one of those four names is bound to crop up. Designed prior to WWII the Zero soldiered on throughout the Pacific War as the work horse of the IJN (Imperial Japanese Navy). First entering service in 1940 as the A6M2 the Zero with steady and quite regular modifications held its own with all but the very latest allied aircraft. This edition of Emperor's Wings deals with the aspects of modelling the last mass produced version of the Zero, the A6M5. I will not be covering the two seat versions in this article as I wish to save these for the future. The versions covered here are the A6M5a (early), A6M5a (late), A6M5b and the A6M5c. The kit I have chosen is Hasegawa's very fine 1/72nd A6M5 as this is a good sound basis for all the versions covered. With a pile of reference books beside me I set about the task of discovering the changes between the types. The main references used in this article are: In Action No. 59, Famous Airplanes of the World Nos 9 and 56 and the excellent Aero Detail No.7. Any of the aforementioned books would be of great help when studying the Zero. To assist you in your project I have included some drawings showing the differences between each sub type, these together with the text and photographs should make your task a little easier, so lets get stuck in!

**Stage 1: All Versions**
The first thing to do as usual is to attack the cockpit area! If like me you like the challenge of scratch building the interior then the books mentioned earlier will be of great help. The first items to go into the cockpit are the formers and the longerons. These are fashioned from the usual 10 thou plastic card, once in place the sidewall details can be added using pieces of plastic card ranging from 10 to 30 thou. A new cockpit floor is made using the kit item (Part C12) as a guide, the rear bulkhead (C7) can also be used as a template to help furnish the interior. Rudder pedals can then be added along with the control stick. A great advantage to us builders here is that the interior of the Zero right from the A6M2 up to the M5 remained the same! The next item to be constructed was a new seat for the pilot, again this was made simply with some 10 thou card and a bit of care (Photos 1 and 2 show the card seat before and after painting). Before the seat is added to the interior the cockpit area is given a coat of paint. The colour used in the A6M5 was a yellow/green type, a reasonable match to a colour chip I have in my possession is Xtracolour X117 Field Green, but for those purists out there here is the mix that you will require, Humbrol paints, No. 3 Brunswick Green 50%, No. 69 Yellow 40% and No.10 Service Brown 10%. When all the main areas have dried details can be picked out by dry brushing with various shades, photos 3 and 4 show the cockpit area at the various stages of painting (note that I have put the seat in! Big Mistake! This made painting the sidewall behind it very difficult!), Once all the interior has been painted and allowed to dry then add the seat. Anyone who has not had a go at scratch building an interior should give it a go it's not really that hard, and with most sheets of plastic card costing well under a pound it's cheap!

**Stage 2: Instrument Panel**
I know it seems daft having a separate stage just for the instrument panel but...
believe me it does justify one! The panel in the kit is quite accurate in shape and comes with an add on decal, which looks fine, but I always think this looks a little one dimensional. To give this a more contoured appearance I make representations of the dials using various diameter pieces of plastic rod cut into very fine slithers and attached with liquid glue, when all the relative items are in place the panel is then given a coat of the base colour. After being given time to dry the dials are then picked out with gloss white, again give adequate time to dry then cover the gloss white with gloss black. Why? I can hear you ask, carefully using a fine sewing needle, scratch fine lines on the dials which should then look like the calibrations on the originals. After this has been done the whole panel is then dry brushed to give highlights, photo 5 shows these various stages. Now the reason why I decided to give the panel a separate stage, all the above is used for all the versions in this article but if you plan to build the A6M5c version one important job needs to be done to the kit item before you start, the moulded representation on the top left of the gun breech needs to be removed as this variant had the port gun deleted. When the work on the panel has been done the panel can then be attached to the upper decking (part 53) and the fuselage then joined together.

**Stage 3: Fuselage Alterations**

A6M5 and A6M5a. Hasegawa kit will need no alterations.

A6M5b. The main difference to the 5b over the earlier models was the replacement of the 7.7mm starboard cowl gun with a 13mm machine gun. This affected the ammo feed access cover and the gun gas exhaust port on the starboard side.

The first thing to do is to gently remove the kit's starboard representation of the gun barrel, this is best done using a sharp knife and a needle file. Next fill the gas exhaust port with filler and allow to dry, then hand drill a new exhaust using diagram 1 and 1a as a guide. Below this is a scribed panel, this is the access to the ammo bay, on the 5b and 5c this was enlarged to allow easier access. I found the easiest way to deal with this was to cut a small rectangular piece of 0 thou card, 3mm x 2mm and glue this over the top of the original panel, when dry this can then be sanded down. All that now remains in this area is for the replacement gun barrel to be added, for this I used a cut down item from the Aerocraft range (G 007).

A6M5c. All the alterations for the 5b need to be made for the 5c with two additions. The area that represents the port gun barrel along with the port gas exhaust needs to be filled. If you intend to show your Zero with the canopy open the headrest will need to be made taller by adding a piece of 30 thou card sanded to shape, one way to avoid this job is to leave the canopy closed. The accompanying photos 6 and 7 show the needed alterations.
Stage 4
This stage is quite straightforward and involves constructing the rest of the fuselage. Following the plans attach the exhaust rings to the two halves of the fuselage, parts S2, S4 and S5, attach the cooling gills part S1 and assemble the engine. Before going any further the cowl will need some work if either the 5b or 5c versions are being built. To allow for the larger calibre of the starboard gun the exit trough on the starboard side of the cowl was enlarged, this again can be achieved using a fine needle file and a sharp knife, see diagram 2 and 2a. When the desired cowl has been attained, this can then be added to the rest of the fuselage along with the tailplanes C15 and C18.

Stage 5: The Wings
This is both the easiest stage and the most difficult one depending on the version you are building. Two small omissions need to be corrected. Both of these corrections involve the lower wing section part R3. The oil cooler intake needs to have a splitter plate added, this can be made from a small piece of plasticard glued into position see diagram 3. The other is the inclusion of the cockpit ventilation duct, a small rectangular piece of the lower wing will need to be removed, the first cut should be at the half way point of the wheel well on the leading edge. The second cut should be made 2mm further outboard, the depth of this rectangle into the wing should be 1mm. Now join the upper wing panels R1 and R2 to R3 the lower wing section. Well that’s the easy bit! Now the alterations for each version.

A6M5a/A6M5b (early: build the wings straight from the box.)
A6M5a (late)/A6M5b: for this version some work will be required. Late 5a’s had the ammunition feed system to the wing cannons altered from drum fed to belt fed, to alter this on the kit several things need to be done. First the large bulge on the lower surface mid span will have to be removed, and a smaller one added in line with the cannon barrel just behind the wheel well. Second, panel lines on the upper and lower surfaces of the wings will need to be altered. Thirdly the cartridge ejection exits need to be altered. Last but not least the base of the cannons need to be faired in.
A6M5c: With the emergence of the 5c there was yet another change to the wing armament resulting in yet more changes to the panel lines. The 5c introduced a 13mm machine gun to each wing, which means larger ammo boxes. These 13mm guns can be made by using cut down barrels from the Aeroclub gun set G057. Also added to the undersides of the 5c’s wings were a set of small bomb/rocket racks. To try to illustrate all these changes in words alone would take up pages so I have supplied a set of drawings diagrams 4 to 8a showing the relevant details, these along with photos 8 and 9 should assist you with all the necessary changes for whichever version you intend to build. Once all work on the wings is complete they can be offered up to the fuselage, if like me you build more than one version at the same time check
that you join the correct wing to the correct fuselage! Photo 10 shows the A6M5b once the wings have been added, but minus the cowling.

**Stage 6**

All that remains now to complete your Zero is to assemble the undercarriage, propeller assembly, fuel tank and canopy area. First the undercarriage, for all versions assemble as per kit instructions. One item, although not strictly part of the undercarriage; the arrestor hook (part C4) should be left off, all A6M5s were land based so this was deleted to save weight. The next item to tackle is the propeller. The kit item is fine for the A6M5, M5a (both) and M5b, but for the M5c the spinner will need to be enlarged slightly. To achieve this I assembled parts Q5 and Q6 leaving out the blades, covered the spinner in Milliput, allowed this to dry and then carefully sanded to the correct profile. The spinner needs to look the same in outline but should be 1mm wider across the backplate. When this is done the blades can then be added using Super glue. Next on the agenda is the centre line auxiliary fuel tank, this differs between the versions. If you model the A6M5a, early or late the kit item can be used without any alterations, to use this item on both the A6M5b and 5c the tank need to be altered. The first thing to be done once the two halves have been joined together (parts C13 and C16) is to remove the existing mounting point. For the 5b the rear end of the tank will need to be built up with filler to reduce the taper, when this is completed two small fins are added. The tank on the 5b was mounted to the fuselage by only 1 support, photo 11 shows the tank mounted on the finished model. The tank for the 5c has the same overall shape but has four mounting points. (photo 12) Drawings 9 and 10 of the tanks are included to help. All that should now remain to finish your model is to attach various items to the cockpit area. Common to all versions is the gun sight, this is simply made from small scraps of plasticard, this can just be seen in photo 5. The kit item C23 and Q3 are then added. If you are building the 5a attach the canopy and your Zero is ready to go to the paint shop! If however you are building the 5b you will need to add a piece of 20 thou clear plastic to the inside of the windscreen to represent the bullet proof glass. The canopy for the 5b can now be attached. For the 5c carry out the work described for the 5b but also add a clear piece of card to the headrest to simulate the rear armour protection, see diagram 11 for reference. Now whichever version of the Zero you have chosen to model should be ready to have its warpaint put on.

**Stage 7: Colour Schemes**

As followers of the series will already know this is my favourite part of any model that I build! The colour schemes for the 5 series Zero are basically all similar, but what makes the 5s stand out are the extra odd on pieces of colour. Just prior to starting this project the editor (nice man) sent me a selection of Aeronaut Japanese colours to try, so that's what I did. Before starting all the models were given a coat of Aeromaster primer as a base and also to show up any imperfections. Once an appropriate scheme had been chosen for each aircraft the task of applying the main colours started.

A6M5a: The aircraft I chose to build for this version was the number 2 option on the instruction sheet, a two tone version of the 261st Group. The paints used on this aircraft were all Aeromaster; 9090 Navy Green, 9090 mixed 20/30 with 9094 Earth Brown, 9091 Navy Grey and 9097 A/N/D Yellow.

A6M5b: This Zero caught my eye when I was looking through my FAOTW book! It is basically the same as the 5a (9090, 9091 and 9097) but has very striking white tips to the wings and a lightening flash on the fin. This particular Zero is from the 721st Group.

A6M5c: A recent purchase of mine was the very good Aeromaster decal sheet on the Zero 72-006 (when is part 2 coming please Glaston?). There are two Type 5cs on this sheet, both very colourful, and as I had quite a few photos of option E I decided to opt for that one. This aircraft is from the 203rd Group based at Onagawa Air Base, Japan, 1945. All the photos of this aircraft show it to be in rather a sorry state, therefore I decided that all the colours would need to be toned down. Again for this aircraft I used the Aeromaster paints. Initially I was a bit wary of them as I had become used to the Xtracolour products, but I can confidently report to all that they are superb! and on top of that they will mix with Xtracolour and Humbrol paints to give an infinite range of shades. Photos 13 to 17 show the final results of my little escapade into the world of the A6M5. What I had thought would be a short easy jaunt into the differences between the 5 series turned into a major undertaking! It just goes to show that not all is what it first seems, I hope that this article will inspire some of you to have a go at the late Zeros they look great. Also hopefully it should save you a lot of research time! The next Emperor's Wags will be another conversion job, the Ki-48 Lilly carrying the 1-Go guided bomb. Until then, happy modelling.

*Peter Frain*
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BUSES 200, UK, 277 passes the top of Horton Road. Only 2 minutes walk from West Drayton (DLR) Stations. Two minutes drive from Heathrow Airport.
Revell 1/144th
Junkers G-38

When this kit was announced at the Toy Fair there were many, myself included, who made oh! and uh! noises. The idea of a series of classic inter-war airliners in 1/144th is not new but the choice of the G-38 by Revell is inspired.

Last year we had the excellent Junkers F-13 from them in 1/72nd scale and it featured excellent corrugated skinning. This kit, which is half the size, features corrugated skinning every bit as good as the F-13. The kit consists of fifty-six pieces injected in silver coloured plastic and twenty-three clear. Decal options are limited just to D-AIPIS “Von Hindenburg” and this is silver overall with black bands around each wing encompassing each engine unit. The quality of this kit is excellent and for £14.95 you get quite a lot of model. The detail is excellent with even the seats in the wing leading edges and some beautifully moulded four blade propellers. Having raved

about the kit I then thought: corrugated skinning + Revell decals = Oh! + 0! However looking at the decal sheet I was amazed, the images are GLOSSY! I will wait with interest to hear how reviewer Paul Gold finds this kit and if he likes it I will have one myself.

Overall Revell is to be given a big pat on the back for this kit, and inspired choice beautifully moulded and, by the looks of them, usable decals. This equation adds up to a Torvill and Dean score of 6.0 I think.

Italeri 1/72nd
Dornier Do 217K-2 c/w Fritz X

When this kit was listed at the Toy & Hobby Fair earlier in the year I for one was wondering if the kit would include the Fritz X’s made by the Czech firm Condor. Well when it finally arrived in the shops I picked one up without hesitation (that’s how I collect all models actually!) and on inspecting the contents of the box I discovered that both the Fritz X and Hs 293 offered in the kit are all new.

Now the box is entitled “Dornier Do 217K2 with Gliding Bombs Fritz-X and Henschel HS 293” however when you look closely and think a bit you will recall that the type which carried these weapons was the long span variant - is this in the kit? I am glad to say “YES” as Italeri have very cleverly supplied wing extensions for the existing kit parts, all you have to do is cut the wings at a set point and add on panel of the port wing and a drop tank under the starboard.

Two colour options are offered in the kit, both of which were operated by KG 100, the first is coded “Green T” with a “6” on the tail endplate and the other is “Yellow B”. Each of the first option, and low down on the second.

Overall this is a kit well worth adding to any Luftwaffe collection in this scale. At just £8.10 the kit is excellent value, so why not have a couple
Minicraft 1/144th
PBY-5A Catalina & DC3

The long awaited 1/144th scale PBY Catalina and DC-3 have made their way into the UK in very limited numbers from the USA, where they are officially released. Each kit is due before long in the UK and they should retail for about £6.49. The 'Cat' features two decal options, neither of which are identified in the instructions, one is a USAF Air Sea Rescue version whilst the other is a Naval version. The first option is basically Blue/grey over white but there are red bands on each wing as well as yellow bands outboard of them and an entirely red tail. The naval version is far more subdued, being Blue Grey over Light Grey. The kit features sixty-two grey and eleven clear parts. Three turret options are included and the airframe can have the undercarriage up or down. Surface detail is engraved and the level of detail and the fineness of moulding in this scale has to be seen to be appreciated.

The DC-3 kit features just thirty grey and one clear part. The kit features the recessed panel lines and some nicely detailed engines. The only problem we spotted on our initial (quick) scan of the kit is the tail profile, it does not 'look' right. Three decal options are included, an overall silver Pan-American Airways machine, a silver and red Swiss Air example and an overall orange KLM machine. The neat touch here is that the windows come as decals and they are included with the fuselage titles or stripes. This does mean you don't have to fiddle fusing it all up and at the end of the day you get two spare sets!

Blue Max 1/48th
Pfalz D.XII

Many of you I am sure are aware of this, the quarter scale side of the Pegasus operation. The range utilises the standard Pegasus injection moulded plastic and metal and the most recent release is the Pfalz D.XII. As this kit is limited in production and as it will therefore sell out very fast I thought I would mention it here so no one misses out. The model is made up of twenty-five injected plastic components and twenty in metal. The plastic parts consist of the wings, fuselage halves, tail and rudder, wheels, propeller, separate airscrews, engine sump, cowling, seats, exhaust stacks and cockpit floor. The metal parts are all the struts including the undercarriage, front and rear cockpit bulkheads, engine cylinder block and rockers, radiator front, machine guns, tail skid and control column. The quality of all the parts is excellent and the kit also comes with decals for two options: 2454/18 flown by Lt. Max Kammer of Jasta 35 and 2486/18 flown by Lt. Paul Vogel of Jasta 23b. Each machine features either four or five colour lozenge fabric on one or both of the wings. This is the only drawback with the it as these decals are not included. You will either have to obtain them from Pegasaus at £7.49 a sheet, or from another source. This does of course raise the overall cost of this kit from the 'basic' £19.99 price tag to £27.48 and that is expensive, limited or not.
Midland Expo 1996

Held on the 19th May 1996, the Midland Expo was staged in the Leasowe Leisure Centre at Quinton near Birmingham. The venue was good with adequate parking (if you arrived early!) and a canteen on site. The main hall of the centre held the bulk of the trade and club stands with an upper gallery containing more traders.

The organisers had certainly done their homework as this was the first time I had gone to the event and good clear sign posting ensured that I found the event with little fuss. Other organisers take note! The event is staged as the largest one-day scale model show in England and the venue was over half the size of the Southern Expo. Traders such as Ed Models, Midland Counties Publications and Airfix Enterprises were in attendance with the Airfix company stand also there.

I enjoyed the show, as there was plenty to see and do and there were lots of people on the stands who are always only too pleased to take the time and have a chat. A good mix of traders and club stands did mean there was also lots to spend your money on and the event was only marred by the collapse of a well known figure from this hobby’s display unit. The unit was at least two tiers high and the shelves were not fixed to the uprights, this was asking for disaster and in the afternoon it happened. In an instant and with a sickening crash, the top shelf pivoted over the support arms and flipped its contents onto the shelf below. Not content with this it then promptly fell onto the lower level starting an avalanche effect with all the models. The end effect was a mass of spare parts and a heartbroken owner (I felt quite unwell myself!). The usual ‘was he pushed or did he fall’ questions were rife and as there were very few people anywhere near the stand and no blame was levelled at anyone at the time, my interpretation is that it was an unfortunate accident. Other modellers take note however, always secure the shelves of your stand or your prized collections could become your prized spares box!

Maybe in this politically correct land of ours we should start a ‘safe stands’ campaign for modellers - I don’t think so, or before long we would have to use a condom on tubes of glue and refer to inaccurate kits as ‘dimensionally under privileged’!

Back to the show, the event overall is well worth going to and if you have never attended in the past it is worth adding to your list of shows for next year.

Peter Westbrook’s superb Consolidated PBY-5 in 1/72nd scale was a deserved winner at the show.

Another winner in the large-scale aircraft class was this scratchbuilt RAF SE.5a. As you can see the model was highly detailed right down to the Hispano-Suiza engine.

Winner in the large-scale aircraft class was this 1/32nd scale MiG-29. It is based on the Revell kit (I think) and is depicted in the ill-fated scheme of the 277th pilot’s school machine which collided at Fairford.

You know who you are! Picked on by fellow contributor Mitch Thompson, this Preston modeller moved over from his usual care to aircraft. This F-104 is one of his first and very good it is too.
Can you believe that the wood effect on the wing of this scratchbuilt Fokker F.XII is hand painted? Well it is and I take my hat off to Peter Westbrook for it, you’re a far better man than I!

This nicely modelled RN Sea King Mk.4 was based on the Airfix kit can you believe. Show the rotors gives the model such a different look and really must ease finding a display case for it

Wow! This 1/32nd scale Puma was super detailed and weathered to perfection. Based on the old Matchbox kit the model was updated to a Gulf War version

I do like inter war ‘golden wing’ biplanes, even if I can’t build them. This lovely Aeroclub Gloster Gannet certainly caught my eye on the competition table

On show for the first time was the new Bristol M1C and Hansa Brandenburg W.29 in 1/48th scale from Wulfran products. Each kit is resin and the W.29 has since been revised a little

A very stunning conversion based on the old Ariplast SM.79 kit was seen on one of the club stands. The artwork etc is based on a period cigarette card of the time and it certainly makes for a very different looking model

This Wallis WA-116 Autogiro was totally scratch built to 1/72nd scale. It is depicted as seen in the Bond movie “You only live twice”
Lordwood Model Club Show

The annual Lordwood Model Club show was held at the Corn Exchange in Rochester High Street on the weekend of the 29th & 30th June 1996. The event was supported by the Arts & Libraries department of the Kent County Council and the superb venue was given by them free-of-charge.

The venue itself was quite suited to a model show. You entered through a wide hall, which was also the competition area, and then once you

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This 1/32nd scale F9C-2, although not placed in the competition, was very attractive.

All the entries in Class 3 (Military Aviation 1919 - 1972). The winner, Peter Westbrook's Consolidated PBY-2 can be seen at the middle back, with his highly commended A.W Siskin RA to its left, Claude Smits A-36 (commended) in front and Peter's other entry, the Cant Z.501, to the right.

This nicely finished P-47N in 1/48th scale was built by Christophe Cazibé and was commended in Class 4.

An overall view of some of the entries in Class 5. Jean-Marie Demenge's commended Nieuport 23 is at top right and Peter Westbrook's winning Seversky P-35 is bottom left.

The level of skill and ability in the junior classes never ceases to amaze me. Here you can see some of the entries in Class 30. Giles Boleyn's YAK-24 helicopter (Highly Commended) is just out of sight at the far left, with Martin Skayne's Fw-190D (Commemended) to its right. The A-4 Skyhawk in the bottom right is by Daniel Parker and this was commended.
had made your may up a small staircase you found yourself in the most ornately decorated main hall. This was the club and trader's area and it proved to be a most attractive area in which to spend the weekend. Entitled 'It's a Small World '96' the organising club is, as you will tell, for youngsters. Dominique Jadoul is the driving force behind the club and the success of the show is entirely his doing. Supported in all their activities by Revell (GB), the club meets on a regular basis at the Lordwood Public Library (each Saturday) to encourage modelling as a hobby.

The enthusiasm of these children, who range from 4 to 16, is quite contagious and clubs such as this deserve to succeed or our hobby will die. The enthusiasm of the members of the club and the areas in which younger modellers find interest is a good pointer to how this hobby has evolved of late. When I was young (shouldn't I say that with a trembling old voice?) I built aircraft models, most of our readership will remember Airfix kits at Woolworths, Blister packs and 'Dogfight Doubles'. The whole industry seemed geared only for aircraft, with the occasional car etc coming over from American sources such as Monogram. Today the hobby for children is dominated by sci-fi and armour. They seem to have more interest in these topics and they want to build them. Aircraft probably feature well down the list and may well be bottom! Look out aviation modellers, here comes 'alternative' modelling.

Due to Dominique's connections with Belgian (his home country) modelling groups, a few of them were present at the show and most of the senior awards seemed to be heading back to that country. The event overall was a great success and the traders seemed to be having a good time.

The event is certainly one which I hope other model clubs and societies will attend next year, as it makes a change from the heavy 'anorak' sessions that so many 'serious' shows now seem to be. As yet a confirmed date is not known for the 1997 event, due to the refurbishment of the current venue, but we will keep you posted in our events columns once the dates etc are released.

My thanks to Dominique and the club for inviting us along and it was great to talk to all of you who came by the stand during the two days. I love a good matter and the fact that there were models to look at as well just made it the more enjoyable.

The competition was very well attended at the show, with over 200 entries. I had a good time helping out with judging and hopefully I didn't play the 'devils advocate' too much. The models entered in the competition were not all aircraft and we have therefore only include those with an aviation content in the listing to the right.

### Senior Classes

1a. Civil Aviation 1/100 and smaller
   - C = Peter Westbrook (UK): Martin M130

1b. Civil Aviation larger than 1/100
   - C = Jean-Marie Doncenc (B): Pitts Autogyro
   - C = Peter Westbrook (UK): Colburn Super Ace
   - HC = Peter Westbrook (UK): Weddel-Williams Racer
   - VHC = Claude Simons (B): Cessna Citation

2. Military Aviation 1/100 and smaller
   - C = Peter Westbrook (UK): Tupolev Tu-95D

3. Military Aviation 1/99 to 1/72
   - C = Peter Westbrook (UK): C-47T Skytrain
   - C = Claude Simons (B): A10 Thunderbolt II
   - HC = Peter Westbrook (UK): A-10 Thunderbolt II
   - VHC = Peter Westbrook (UK): Consolidated P2Y-5

4. Military Aviation 1/71 to 1/48
   - C = Christophe Cambier (B): P-47 Thunderbolt
   - C = Peter Westbrook (UK): P-51 Mustang
   - C = Peter Westbrook (UK): P-51D Mustang
   - VHC = A Renier (B): Alouette II

5. Military Aviation larger than 1/48
   - C = Jean-Marie Doncenc (B): Mirage 2000A
   - HC = Peter Westbrook (UK): Seversky P-35

6. Aviation Scratch-built
   - VHC = Peter Westbrook (UK): Fokker F111

### Overall Aviation Winner
A. Renier (B): Alouette II

### Junior Classes

29. Dioramas
   - C = Jose de Silva (B): Mosquito FB VI
   - VHC = S. Spooner (UK): Vietnam

### Special Awards

Public Choice: S. Spooner (UK): Vietnam

IPMS Brussels Award: Sarah Parker (UK): P-51B Mustang

### Key
UK = United Kingdom
B = Belgium
F = France
C = Commended
HC = Highly Commended
VHC = Very Highly Commended
Squadron Markings

In the UK, the classic mid-wars 'Silver wings' period was one of distinctive coloured designs, bands and markings carried on many RAF and Fleet Air Arm aircraft. Not so the RAAF.

Documents remain which show that during 1936 the COs of RAAF Richmond and RAAF Laverton, two principal Air Force bases, did indeed put forward a proposal that air to air recognition of their units' aircraft when flying joint exercises (each base then accommodated two squadrons of Demons) would be greatly assisted by the use of some kind of distinctive marking.

This writer does not presume to know what those officers might have had in mind. Something similar to the RAF's fighter markings of the time is more than likely. But if that was the case, they were bound to be disappointed with the four response they received in 1937. Each was (rather grudgingly it seems) permitted to have some 'special markings' on the aircraft of just one squadron at their air base, thus achieving some kind of visual distinction by having one squadron of 'haves' and one squadron of 'have nots'. These special markings would consist of one 5 inch (125mm) round blue band aligned with the roundel centre and encircling the fuselages of No. 21 Sqn. aircraft, and two similar bands aligned with the roundel circumference encircling the fuselages of No. 22 Sqn. aircraft.

No other special unit markings were ever worn by RAAF aircraft in the 1920s and 1930s. Apart, that is, from some intriguing and short lived chequered pennants on the sides of several of the first Wapitis, glimpsed in an old newspaper photo of November 1929, but about which this writer knows absolutely nothing.

Changes to National Insignia

As a generalisation it would be true to say that RAAF national insignia marking practice followed the lead set by the RAF. The RAF specified a reversal of the order of its rudder stripe colours in August 1930, and the RAAF announced the same change in late October that year, to be effected by the start of 1931.

It would appear that the next changes came with new equipment marked up in new ways. From August 1934, the RAF required that wing roundels should not overlap on to ailerons, and the rudder stripes were no longer to be worn. It appears probable that an RAAF changeover to conform with this new markings style commenced with the receipt of its first Demons in May 1935. Thereafter, various other new types were required to be marked in similar manner. Visual evidence suggests older aircraft continued wearing their older style markings, including rudder stripes, with no thought of changing them "into line", at least not until complete refurbishing came due.

In Britain at the time of the Munich Crisis in 1938, the RAF's upper and side roundels were altered in accordance with a pre-arranged plan to the low visibility red and blue style inherent carried on night bombers. The 'dull' night bombing shades of red and blue were to be used. In Australia at that time imminent aerial attack was not a consideration, however during 1939 it was decided the RAAF should adopt current RAF colours and markings practices. So from late September 1939, green and brown camouflage with similar red and blue low visibility roundels were required for such 'front line' aircraft as the Australian Air Force had (see below). However, it must be noted that there were no 'dull' insignia paints available at that time and the earlier gloss 'bright' roundel colours continued to be used. In RAAF use, this new roundel (it was quite new to the RAAF's was later termed "IMI" type.

Serials Changes

The first prefix of A prefix serials ended with A12. In 1935 a new series was started with the arrival of the first of the RAAF's next generation of aircraft, the Demon, which became "A1".

Another new type to fly with the Air Force was the Anson: the first RAAF operational monoplane, the first to have retractable undercarriage, and the first to have a modern enclosed gun turret. Seagull V and Anson deliveries from the UK through 1936, '37 and '38 brought aircraft marked up with Australian serials repeated on rudders and on wing undersides. RAF style. The RAAF appears to have accommodated this new markings development in its turn, marking underwing serials a new markings requirement. Serials repeated on rudders clearly became officially acceptable, and continued to be worn on those aircraft marked in this way.
Underwing serials were applied large, and in the same manner as RAF
underwing serials. An easy way to remember which way round the serials
go is to remind oneself that the A of the prefix was always closest to the
underwing rounded.

**Squadron Letters**

It was Aircraft General Instruction No. C.11 of September 22, 1939 which
introduced the visibility red and blue roundels and camouflage to Australian
Air Force aircraft. It also allocated single

code letters to all squadrons and units.

These code letters were presumably
intended to be an aid during combined
exercises, for they could not possibly
have been introduced for any security
reason as letters were assigned

The specified colour alternatives for these code letters, and for serials too, was henceforth “(a) grey on camouflage finished surfaces” and “(b) black on dull or bright aluminium surfaces”.

**Doping Scheme Changes**

RAAF doping schemes changed twice
during the midwar years. At first, clear
acetate dope was used, in conformity
with RAF practice. Then in 1926, a
partial changeover to pigmented nitro
cellulose dope was made. This was
because the nitro dope was found to be
equally satisfactory for most purposes at
little more than half the cost of acetate
dope, which continued to be used in the
sticking down of tapes due to its slightly

greater adhesive property. Worries about
non-conformity with RAF practice
apparently led to the RAAF reverting in
1928 to the use of acetate dope, but this
time in pigmented form. However, when
in January 1934 the Munitions Supply
Board indicated that its acetate dope
plant would now require comprehensive
(i.e., expensive) overhaul if it was to
continue production the decision was
taken, during the first half of 1934, to
cease all use of acetate dope and to once
again adopt the use of nitro cellulose
dope.(From a Minute Paper of May 1934.)

**Camouflage Introduced**

It was that same September 1939

Technical Order referred to previously
that listed the following aircraft as those
to be camouflage: Desert, Anson,
Douglas (s/c), Seagull, Sunderland,

The Supermarine Seagull V was designed to fill on Australian
requirements. It was to become known as the Walrus in British service.
A2-5 shows the Supermarine "house style" of white outlined fuselage
roundels and serials. Supermarine also marked upper and lower wing
span sole w prines with white "footprints". Please suggest that
with repainting in RAAF service neither the white outlining nor the
"footprints" were continued.

Short S.21 (sic). "Short S.21" must refer
to the two Short S.23 C-class Empire
flying boats impressed from QANTAS and
allocated to No. 11 Sqn. "Douglas"
refers to the four DC-3s requisitioned on
Camouflage requirements for fighter/general purpose single-engined types such as the Wirraway and Demon clearly applied only to the upper and side surfaces. The undersides of these aircraft remained unaltered: Aluminium with red-white-blue roundels and black serials. No doubt as a direct result of studying RAF camouflage diagrams, that service's 1938-39 black undersides for all bomber and bomber transport types came to be applied to RAAF Ansons, and the chartered DC-3s although, in the event, their duties turned out to consist of more coastal patrol than transport.

Also probably as a result of waiting upon the RAFA's lead in these matters, the RAAF camouflage instructions issued in September 1939 could not refer the reader to specific camouflage Diagram Drawings applicable to its flying boats, the Seagull Vs and Short S-23s. So all Qantas markings were removed from the Empires, serials and the new roundels applied, but otherwise the big boats remained unpainted at that time. The Seagull Vs were already in service and even to start altering their roundels would appear to have been a considered premature as we find no photos of any of those aircraft carrying red and blue roundels on their 'silver' tops and sides.

Particular thanks to Colin Owen, David Vincent and Bob Willis for generously sharing their files with me.

We value your comments, corrections and suggestions for possible inclusion in future editions.
First Impressions
Not put off by the travelling I arrived at Virginia Beach on the 23rd July 1996. The event's venue was to be open to traders from 12.00 to 5.00pm on the 24th and this would be the only opportunity for me to set up shop and have a look around before the public arrived. The first thing that strikes you about the event is the size. The event only used a portion of the Pavilion Centre and that was still as big as, if not bigger, than the entire floor space at our Nationals. This should be taken in context as this area was only taken up with traders! The modelling competition area was in another section of the centre, about the same size again. There was no cramming in of tables etc and there was lots of aisle room so people could wander around without getting under everyone's feet. Once accustomed to the sheer size of the venue, I was aware of one missing element of the event, there are no clubs/SIG (Special Interest Group) stands in the event. In fact there are no displays other than those of traders and the competition. In the UK you have as many club stands etc. as traders and you can spend many hours talking to the people who man them. Not so in the USA.

Talking to the people there, they conclude that American modellers are highly competitive and therefore the only effort they make is to enter the competition. It may well be true that the winning of prizes is an incentive, but when you have journeys in excess of 15 hours just to get to the venue, I for one would need a whole lot of incentive! With the UK venue basically bang in the middle of the country, a journey of 8-10 hours is the most anyone from the UK will travel and that's on good (well, basically good) roads and over one or possibly two days. Travelling to the east coast for the event from the west coast in the USA would take 16 hours, non-stop! I think that this logistical point might stop people just bringing models to show, although I am sure the competitive element plays a part in the exclusion of club (sorry, chapter) stands at this event.

Open All Hours!
The whole trader area was opened to the public at 5.00pm on the Wednesday evening, something I cannot ever see the UK event copying (thankfully!). The event then stayed open until 9.00pm and by this time I was in the mood for food!
The next morning the area opened once again for traders at 8.00am and for the public at 9.00pm. The event then went non-stop until 9.00pm at night. The same happened on the next day (Friday) and thankfully the last day (Saturday) was only open from 9.00am to 5.00pm. I love model shows but after 36 hours of it I was a little tired.

What's New
The main manufacturers at the event included Aeromaster, Monogram/Revell, Tamiya (USA), Fujimi, Squadron (True Details) Accurate Miniatures, Academy, RMC, Eduard (FPM etc) and Modelcraft. Other distributors like Marco Polo were also present with all that was new from Dragon, Hasegawa and Jaguar. Smaller companies such as Wingnut International, Combat Models, Koster Aero Enterprises, Peracca, Cooper Detail, Hawkeye Designs, Merlin Models and Classic Airframes were also present along with a mass of traders like APC Hobbies, MAL Hobbies and Meteor Productions. Taking a walk (or three!) around the venue I came across a lot of new products.

Koster
Bill Koster of Koster Aero Enterprises had his new 1/48th scale Lockheed PV-2 on display in both built-up and kit component form. The kit is up to the standard we have come to expect from this firm (See Mitch's build of their Do 217 in the May edition) and hopefully this kit will be available before much longer. UK sources for the range include Aeroclub and Four Plus UK.

Tamiya
A quick look over the items on the Tamiya (USA) stand found the new 1/48th scale Corsair and Dewoitine D.520 sprues in 1/48th scale all laid out for inspection. The Corsair is superb, with wing fold, dropped flaps, weighted tyres and the correct 'frame' floor in the cockpit. The kit is due for shipment within the next few weeks and the UK price will either be £15.99 or £17.99. Either way get a few in, they are superb.
This display of a Bf 109E in field maintenance was very eye-catching. I would not like to be the tree with the propeller resting up against it, or the guy who put it there though.

Although it looked too clean, this Contrail 1/48th scale H.P. Haliflex was nonetheless very impressive.

To follow will be at least one more fighter and two night-fighters, well at least for this year! The Desouteflot was most impressive and the kit captures the delicate form of the real aircraft very well. The model features separate flaps, neat cockpit interior, two-part canopy and positionable radiator flap. The kit will be released as separate kits with either French or Vichy AF markings.

Wingnut International

This is a pretty new firm who produce resin conversions and kits in 1/72nd scale. So far they have produced the extra-long Ju 88G-10 as a conversion set based on the AMT G-6 kit and their most recent Messerschmitt Me509 project in the same scale. This complete kit retails for around $30.00.

Hasegawa

A trip over to the Marco Polo stand revealed the all new P-47D-25 Thunderbolt kit in 1/48th scale. This kit was eagerly awaited in the USA and when it arrived at the event on the Saturday there was a huge line in a few minutes of people wanting them! The model itself is superb with good detail and nice colour options. The retail price in the USA is around $22.00, so I would hope the kit will be £18.99 over here. Many I am sure will want to wait to see what the new Academy kit is like, but you will have to wait quite a while, as it has been postponed until 1997. The new Spitfire Mk VIII was also on show and we will be bringing you a review of this in very soon. The Mk IX is due to follow and rumour has it that this mark will be up-scaled to 1/48th by the same company. Another boxing of the Ki-100 in its Rob variant has been released and this is titled ‘fast back’, very odd! The F4F-5 Hellcat was also on show and although this has already reached the UK it was one of the first examples I had seen built up. It is very nice and very big for a fighter and at £18.99 it represents a reasonable price for an all-new tooling. Noted, but quickly removed, was a 1/48th scale Mustang. Neither Hasegawa or Dragon have announced anything to do with a P-51 and going by the kit I would say it was a B or C. Unless the kit was to show off a new interior by Jaguar (I do not know of such a set from them) it may well be that a Mustang is on the way from the Far East! A few years back Hasegawa used to produce some of the best decal sheets in the business. These were soon discontinued however, but noted on display were new sheets of combined 1/72nd and 1/48th scaleヒノマス and swastikas. The retail price for these big A4 sized, sheets is $12.00 in the USA so if they are imported they will be about £8.00 over here.

The new range of decals from Hasegawa. The sheets are combined for 1/72nd and 1/48th scale kits.

Dragon

Another selection of new Hasegawa products. The 1/48th scale P-47D-25 is on top with the Boeing 747-400 in 1/200th scale below that. The Ki-100 Kol “fast back”, A6M2 Type 11 Zero, Mc.205 “Italian A.F” and P11F “Blue Angels” can also be seen.

The only new items here were re-issues of the old Trimaster kits of the Me 163S.
two-seater and the prone position Me 262A-2a/U2 in 1/48th scale. The news with this firm is well known as they intend to stop all aircraft in production before long. Where or if the tools will end up with another firm is the subject of much speculation at present. I hope they end up in Italy, but I suspect they will end up in mainland Japan.

**Aeromaster**

As always Gaston and the team excellently themselves and they had a mass of new decal sheets ready for release at the show. Mainly in 1/48th scale the sheets included markings for the new Tamiya Ki-46, the P-47D, Lysander and B-29. All of the products went down very well and sold in huge numbers. We will bring you full reviews on these sheets in the next edition.

**Puget Sound Scale Models**

This sounds like an odd name but this firm are producing a corrected set of wings, tailplanes and rudder for the Hasagawa P-51D kits in 1/72nd scale. The set is all resin and will retail for $15.00 in the USA.

**Monogram**

Many of the new "Pro-Modeler" range of kits, including the B-24D and "Stirrup nose" B-25J were on show. The "new" F-104G kit in 1/72nd scale was also there and this proved to be the Korean tooling F-104G kit released by Revell this year, back-dated to the C version.

The new range of decals in the Monogram "Pro-Modeler" range

The new range of decals were also on display and these looked to be of good quality. All the topics so far covered by these sheets are listed in the News Update this month.

The biggest surprise was the all-new P-51B in 1/48th scale and the Bf 110G-4. The P-51B was a surprise as it is not an upgrade on an existing tool, but all new. It features a neat cockpit interior with separate sidewalls, drop tanks, weighted tyres and a single piece standard canopy with a separate Malcolm Hood insert. The Bf 110G-4 was quite stunning and the news that the kit was due to be shipped in early September had a few people going "I want one". The way in which the kit has been tooled gives away a few things. The engines are complete with the unique upper oil tank bulges and this will allow earlier D, E and F variants to be made. The larger ex-Heller Thunderjet in 1/72nd and Mirage 2000 in 1/48th along with the OEZ MiG-17 and MiG-21 are all due. The Heller Tempest Mk.V
am pleased to say that Monogram confirmed they were doing it and it may be out this year! Questions about a He 219, Ju 52, Fw 200 and Ju 88A-4 in 1/48th scale were all met with a 'not at the moment' comment from Monogram staff! I still think we should watch out for them next year though!

**MPM**

On the Eduard stand were a few surprises from this firm. Not least was the first in a new range of 1/48th scale kits. Called the 'Expert Series', the first two kits are to be the Bell P-63C Kingcobra and the Messerschmitt Bf 109T-1/1T-2. Each kit is basically limited-run injection moulded with the addition of some resin internal parts. Decals included in the P-63C are for one French and one Russian operated machine. The contents of the Bf 109T were not on show so I cannot comment on what the options in it will be.

One real surprise range from this source is a series of big kits utilising reinforced plastic laminates for the main parts. The first two kits will be the Me262A-1a and the P-51D. Each kit is basically the reinforced plastic with all the detail in resin and canopies in vac-formed clear. Oh, the scale..... well they are 1/18th and they will retail for between £250 and £350 each in the USA. I can't see much of a rush for those kits in the UK, although I may be wrong.

**Kendall Model Company**

All of the Kendall range was on display at the show along with the new MU-1 weapons loader in 1/32nd scale. This kit had only just been released and the decals (by AeroMaster) only arrived on the morning of the show! The kit will be an excellent companion to any 1/32nd scale Phantom kit and we will bring you a review of the product in the near future.

Eagerly awaited and on show in its initial stages was the wing-fold for the new Hasegawa 1/72nd scale Avenger. Coupled with the already released interior upgrade and separate control surface sets from the same source this will make up into an excellent super detailed model.

**Academy**

Here the big news was the postponement of the Hunter, MiG-21, Sabre and P-47D until 1997. Many people will be disappointed by this news but the company does point out that the problems causing it are all outside their control.

The new 1/144th scale PBV and DC-3 are selling very well and stocks will be in the UK, with Academy's importer Toyway, very soon. The US price is set at £7.99 each.

The 1/200th scale Hughes HK-1 'Spruce Goose' which is due from Academy very soon.

The ex-Geldan 1/200th scale Hughes HK-1 'Spruce Goose' was on display and hopefully this beast will soon be on sale nationally.

First of the Academy 1/72nd scale 'Zodias' B-24H's is 'Arles', which is due in September...

...this will be followed by 'Leo' in November.

The first two Zodiac B-24H's in 1/72nd were also on show and these are due in September (Arles) and November (Leo) respectively. Each kit will be limited to 5,000 worldwide and buyers will be able to purchase fine quality
artwork of the particular machine in a bonus offer.

The S8-17G was also on show and this will be released in October.

**Fine Moulds**

The test shots of the new 1/72nd scale Messerschmitt Me 410 were available at the show. The moulding was only in its second stage and the kit looked very good indeed. Hopefully the kit will be released in a few months time, but I doubt if you will have any change from £25.00 for one in the UK.

**Eduard**

The new ‘Strip Down’ range of etched brass and metal kits of WWI types in 1/72 scale have just been released. The first is the Fokker E.III, which was released in late June and this will soon be followed by the Sopwith Camel. Assembly of the kits looks daunting, but they just fold up and I am assured they are easy to build. We will soon find out because the E.III has arrived for review!

The test shots of the new Me 410 from Fine Moulds. This is the exterior of the kit...and this is a look inside them.

The ‘strip-down’ series from Eduard started with this kit of the E.III in 1/72nd scale.

This is a made up model of the ‘strip-down’ E.III from Eduard.

**Edwards**

The 1/48th scale PKZ-2 WWI helicopter was also on show and this is a very unusual subject in any scale. The model is mainly injected plastic with a small fret of nickel plated etched brass. Stocks of the kit should be with Four Plus UK by the time you read this.

**Special Hobby**

Two of the very advanced V2 projects are to be released by this firm and the box-art was on display. The EMW A3 and A4B are both injected plastic to 1/72nd scale. I am unsure of a UK price as yet.

**Accurate Miniatures**

Chatting to Bill Bosworth it was apparent that things had been a little hectic of late. However the Avengers are ‘in the plastic’ as it were, as are the P-51B and C and hopefully these will be available in the next few months. We will be getting samples of each as soon as they are available and we will keep you posted.

The long-awaited 112s are also reaching the final detail stage of their test shots and the level of detail and fit is most impressive. So is their overall size in this scale. The kits will probably arrive late in the year and once again we will keep you up to date as they do.

A lot of rumours have been flying about of late and all I can say is don’t believe a word of it as Accurate Miniatures is alive and kicking!

**Condor**

New full-blow injected kits of the P-51B/Mustang Mk IA and the A-36A Apache are due from this source in 1/72nd scale. The UK price should be around £6.00 each.

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Richard Franks

SCALE AVIATION MODELLER International
Nakajima J1N1 Gekko (Moonlight) "Irving"

The Nakajima J1N1 Gekko (Moonlight) (Allied code name "Irving") carried many camouflage schemes during the war, however reports of all black or grey night fighting "Irving" are discounted in the light of recent research which points to J1N1 night fighters being finished in black-green. It is well to remember that with the effects of weathering and use the colour could deteriorate to present a grey tone to the observer. Likewise, field painting could mean that another colour was used other than the factory-specified finish.

Nakajima J1N1-C-KAI night fighter in black-green over grey scheme. Black engine cowl, white outline to fuselage and wing Himomuras. Red brown prop blades, spinners a light grey) colour. Yellow wing leading edges. Unit markings on fin and rudder in white.

Nakajima J1N1-C-KAI night fighter in black-green overall. 302 NAG markings in white on fin and rudder. Yellow wing leading edges. Red brown prop and spinners. Note lack of white surround to Himomuras. Orange victory markings in rear fuselage. Note digit "96" repeated on nose in white.

Nakajima J1N1-S night fighter of Yokosuka NAG, in overall dark colour reported as grey but shown as black-green. Black engine cowl and spinners. Red brown prop blades. Tail codes and bands in red.

Nakajima J1N1-C-KAI night fighter in black-green over grey scheme. Black engine cowl, white outline to fuselage and upper wing Himomuras. Red brown prop blades, spinners a light (white colour). Yellow wing leading edges. Unit markings (231 NAG) on fin and rudder in white.
Nakajima J1N1
1/96th Scale Plans

J1N1-C KAI Gekko

Drop tank

Bomb racks

J1N1-C KAI Gekko

Nakajima J1N1-C-KAI

Obliquely mounted cannon

Landing light

20mm Cannon

Nakajima J1N1-C-KAI

Colin O'Hea
Nakajima J1N1
1/96th Scale Plans

J1N1-S Late

Radar antenna

Obliquely mounted cannons

Twin cannon
Nakajima J1N1-S (late production).

Optical flat windows

J1N1-S Gekko

Cannon access

Radar antenna

Cannon access hatch

Landing light

J1N1-S Gekko
Nakajima J1N1

1/96th Scale Plans

J1N1-C KAI Gekko

J1N1-F

J1N1-C Gekko Moonlight

Flame damping exhaust

20mm Cannon

7.7mm MG

J1N1-C Night

Nakajima J1N1-C Nightfighter conversion.

SCALE AVIATION MODELLER International.
Most of you I am sure will be well aware of the excellent series of colour and marking guides which have been produced by Monogram Aviation Publications over the years. Recently they have produced a series of guides which have dealt with American aviation history. These have covered such topics as naval markings in three volumes and the most recent edition deals with the US Army Air Service & Air Corps. This rather involved topic is being dealt with in a couple of volumes to fully cover it and the first volume covers the 1908 to 1941 period.

This first volume is hardback and contains 241 pages, 430 photographs, 47 colour photographs, 96 unit insignia and 44 lacquer colour chips. The title is written by well known aviation author Robert D. Archer, so you know that the title will have been thoroughly researched. The title begins with a section looking at the treatment and final coating on the surfaces of aircraft. This looks at the development of specifications for the painting of aircraft during this period and it includes extracts from the official specification documentation. Chapter two looks at the introduction of camouflage and the US military's investigations into other forces use of disruptive camouflage pattern in WWI, such as Luftwaffe fabric by Germany and the distinctive painted patterns of French SPAAD's. There were some pretty outlandish colour schemes in this period and those applied to the P-36 will look most impressive in model form! Chapter three looks at the development of the size, shape, position and style of the national insignia applied to USAS and USAAC aircraft. The fourth chapter looks at the application of specific identifying serial numbers etc to identify aircraft types and their use within each service. There are some very useful illustrations in this section showing size and position of many of these markings, all of which are of great use to the modeller. Chapter five deals with unit insignia. This is a very colourful area of research in this particular topic and various markings, badges and personal motifs are backed up with six pages of full colour illustrations of no fewer than 96 unit insignia. The final chapter looks at standardisation of colours used by these two forces and the specifications which brought about their universal use. These specs run from October 1917 to September 1940.

The appendix of the title looks at the markings of balloons and airships and this is followed by one dealing with Air Service racing aircraft and finally maintenance and safety markings. The last page of the title is a fold-out A3 sized sheet containing 44 lacquer paint chips for all the colours identified in the volume.

Overall a superb title which is a real 'must' for all modellers with an interest in this area of aviation history. This is a really good title, with nearly everything you will ever need in one cover. It will be an invaluable reference title and it is well worth its $49.95 price (plus P&P) which only equates to about £34.00, not bad for a title of this quality.

Monogram Aviation titles can be obtained in specialist book shops such as Midland Counties Publications in the UK or they can be ordered directly from the publisher at: Monogram Aviation Publications PO Box 223, Sturbridge MA 01560 USA Tel (011) 508 347 5574 Fax (001) 508 347 5772 All major credit cards are accepted.

My thanks to Monogram Aviation Publications for the review sample.

New Airline Markings Title from Airlife

The latest edition to join the Airline Markings range of titles is all about the Airbus A320.

The title comes in the usual hardback, 22cm x 22cm format and it is compiled by Robbie Shaw. This is the fourteenth title in the series and its 68 pages are all produced in full colour. Of these pages only the first two are laid aside to a narrative text, the remainder looks at a particular operator of the type, with a colour picture of one of their machines and a brief written text about the airline and the airframe it owns.

The title is a wealth of information for all civil aircraft buffs and model makers alike and I am sure that a title such as this will be a very useful reference source for modellers wanting to produce 'a different A320'.

The book costs just £9.95 and is available from most leading bookshops.

My thanks to Airlife Publishing Ltd for the review sample.

Airline Memory Lane by Airlife

Over the last eighty odd years there have been hundreds of airline operators which have disappeared. As a follow on to his highly successful 'Lost Airlines - Airline Colour Schemes of the Past', John K. Morton has created this new softback title with a wealth of colour pictures of various airlines which have either disappeared altogether or have merged and become new companies. Firms such as Cal Air, Capital Airlines, UTA, Pan Am., Presidential Express, Gulf Air, Air Euope, LTA, Midway Express, Pacific Western Airlines, Brasil International, Eastern, Canadian Pacific Air Lines, Flying Tigers, British Air Ferries and Airlift International to name but a few. Each is dealt with in a small narrative history of the airline and its demise or merger and a description of the accompanying photos.

Overall this is another superb title for the airline enthusiast and one which I am sure will stir the memories of many people. For modelers the title offers a wealth of high quality colour pictures of airline liveries which no longer exist. In other words this title is an excellent reference source for future airline model projects.

The title is available through most good book shops and it retails for £16.95.

My thanks to Airlife Publishing for the review sample.

NASM Model Collection

The collection of the National Air & Space Museum (NASM) in Washington DC is a collection that many of us would love to visit. However as with all museums there cannot be enough space to display all their collection and so there must be a large proportion which will never meet the public's gaze. This new title by Airlife offers all of us a chance to see a selection of the excellent models which are either on display in Washington DC or in store at the Paul E. Graber Facility.

Entitled 'On Minature Wings' the book has been compiled and narrated by Thomas J.Dietz with the help of the various departments within NASM. The title is softback in a large, 28cm x 28cm format and all of the illustrations are in colour. Each page looks at a specific model with a large colour photograph and a small narrative text telling the reader a little about it and its builder. Most of the models are scratch built to about 1/16th scale. The first section of the title deals with machines of the early days with types such as the Fokker Southern Cross, B.E-2C, Blériot XI, Fokker E.III, Halberstadt CL.IV, Fokker D.VII, Curtis races and Ford Trimotor. This is followed by planes from the 1930's to the present. This includes the MIG-15 and SAAB J-29, Supermarine S.6B, Northrup Gomm, Howard 'Mr Mulligan', Gee-Bee R-1, DH.88, North American O-47, TBF-1C Avenger, Nakajima Nikka, Bell 47G, RF-101 Voodoo and SR-71. This section also includes a complete
two types fought against increasingly high odds. There are good pictures of the “Bleistift”, a Gladiator fitted with a Brennhofer engine, cowl and prop. The chapter moves on to the use of the Hurricane over Malta and the development of a defence strategy. This chapter is a wealth of photographs and there are numerous variants of the Hurricane depicted. The arrival of the Spitfire in Malta started to even out the odds a bit and this period in the island’s history is dealt with in the next chapter. Most of the pictures in this section are of MK V’s although the later MK IX is also covered. Bomber operations with the Wellington come next. There are lots of photographs of the type including some nice shots of No. 48 Sqn MK VIII’s with antenna all around the fuselage. This bombing section also looks at American types which visited the island including the B-26, B-24 and A-20.

The use of such types as the Sunderland and Maryland’s for reconnaissance missions are covered next and there are excellent pictures of both types as well as a couple of the F-5A Lightning and PR Mk XI Spitfires. After the Gladiator most people would have thought of the Beaufort or Beaufighter in relation to Malta and these are the types dealt with in the next section. Again there is a wealth of pictures of both types and I can’t say I have seen many of them before. A short chapter on the Blenheim comes next and this is followed with a look at the operational use of the Mosquito over Malta. The final chapter in this section looks at FAA operations over Malta and this chapter starts with one of the most superb pictures I have ever seen. A Swordfish Mk I of No. 830 Sqn is shown launching a dummy torpedo during a training mission at Kalafrana and if his wheels are more than 18in off the water I will be amazed!

The next section of the book looks at Axis operations against Malta and the first chapter looks at the use of the SM.79 by the Regia Aeronautica. This section is full of good quality pictures of the SM.79 and its replacement, the SM.82. The arrival of the Cant Z.1007 and the Fiat BR.20 is covered in the next chapter and this is followed by a chapter dedicated to the arrival of the Ju 87 in Italian hands. Classic Italian fighters such as the Macchi C.200 and Fiat CR.42 are dealt with in the next chapter which looks at early fighter operations over Malta. This is followed by the new generation of Italian fighters, the Macchi C.202, 205 and Reggiane Re 2000 and 201. The Luftwaffe’s operational history over Malta is covered next and there are pictures of the Ju 87, Ju 88, Bf 109, Bf 110, BF 109, Do 217 and even the Fw 190.

The final section of this book carries a selection of appendices. The first is a map of Malta with an overall map of Malta’s placement within the Mediterranean. Next comes a background to Malta’s General Defence Structure, namely its airfields. The use or radar and electronic warfare comes next, as used by both the Allies and Axis forces. Next is a look at memorials within Malta and this is followed by extracts from PO Arthur Jolings of No.800 Sqn, FAA during his tour on Fulmars. The last few appendices are about air raid shelters on Malta, presentation Spifires, Allied units in Malta, list of aircraft delivered to Malta and the orders of battle for Italian forces in 1940 and 1942.

Overall this is a superb book and the amount of work which has gone into it is obvious. The text alone must have taken many years of research and the 400+ photographs reproduced within the pages must have all been retouched to bring them up to ‘as new’ quality. If you enjoy Richard’s work within the pages of our magazine, then you will enjoy this book. It is full of information and insight for the researcher and a wealth of rare pictures for the modeler. If you build models of machines from this operational zone then I don’t think you can do without this title.

The book is available direct from Modelaid International Publications, 17 Windmill Street, Valletta, Malta.
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CALLING ALL MODEL CLUBS

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who hold structured, open to the public, shows. Write to the editorial address. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- IPMS MERSYSIDE & DISTRICTS second Annual Model Show and Competition will be held at Ravenhead Community Centre, Formby, Mersyside, between 10.00am and 5.30pm on Saturday 7th September 1996. The competition is for IPMS members only and has separate classes for Novice and senior members with special awards for junior members. There is also a 'Bring & Buy' area and a number of trade stands will be present. Further details and route map are available from Ian Jackson at 15, Thornfield Road, Thornton, Mersyside. Tel: 0151 931 3130.

- THAMES SPACE & VEHICLE Club is holding its annual Model Show and competition at the Community Centre, Church Road, Wombourne, Wolverhampton on the 8th September 1996. The event is open from 10.30am to 4.30pm. For more information, please contact Mr John Van Leerom 163, Bells Lane, Stourbridge, West Midlands. Tel 01384 278000 or Mr Norman Robinson, 10, Otterburn Close, Heath Hayes, Cannock, Staffs. WS12 5TW Tel 01543 276025. Please enclose a SAE with all enquiries.

- SUNTTON COLDFIELD MODEL Makers' Society present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact: Mr R Day (Hon Sec) "Ashgrove", Diligley Lane, F실ingley, Coventry. CV7 8DQ.

- WALLINGFORD IPMS SECOND Model show at the Regal centre, Wallingford, on Sunday 22nd September 1996 10.30 till 4.30. Admission £2.00 for adults and £1.50 for children. O.A.P.s. All proceeds to the Handicapped Children Toy Library. For further information contact George Clark, 7, Station Road, Wallingford. Oxon or phone 01491 837124 (daytime only).

- SUNDERLAND SCALE MODEL Club annual show is to be held at Fulwell C.A Centre, Chapman Street, Fulwell, Sunderland, Tyne-Wear on Sunday 29th September 1996 from 10.00am to 4.00pm. Open competition, trade stands, bome and boy, etc., refreshments and RNLI stand. Enquiries to Dennis Walton, 45 Ferryboat Lane, Sunderland, Tyne-Wear. SR5 3RD Tel 0191 5480744.

- MILLENDHALL PLASTIC MODEL Club annual model show will be held at 228 HO Depe Recreation Centre, Millendhall on Sunday 6th October 1996. Entrance is free, club and trade stands plus refreshments. For more details contact Jeff Hitchcock on 01223 503551.

- THE CHILTERN SCALE MODEL Show, The Chiltern Scale Model Club (Inc IPMS Chiltern) is holding an annual model show at the Shuttleworth Collection, Old Warden, Beds from 9.00am to 5.00pm on Sunday 13th October 1996. Competitions with classes for all models will be held. Contact Roger Wallsgrove, 43 Bettlespool Meadows, Redbourn, Herts AL3 7EN, for more details. Tel: 01582 792216. e-mail: roger.wallsgrove@bhsb.ac.uk.

- IMAGINATION: SCI-FI/FANTASY model show and competition sponsored by Revell (GB), at the Southcliffe Hotel, Folkestone, Kent, on the 23rd and 24th November 1996. Details from Mr M Judd, 12 Charter Street, Southborough, Kent. ME4 5JU. Tel: 01622 697447/01634 814504; Fax: 01622 694465.

- THE IPMS NATIONALS will be held at Donington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

- YORK PLASTIC MODEL SOCIETY meets the third Friday of each month at Osbildwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information.

- TAYSIDE MODELLING SOCIETY: Meet Friday evenings monthly. Oakbank Community Centre, Perth 19th 20th 21st. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry not under 16's).

- LORDSWOOD (JUNIOR) MODEL Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kentish Road, Lordswood, Chatham, Kent. ME5 9TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Judah on 01634 845504.

- MODELEXE - EAST DEVON Model Club now meets the last Wednesday of each month at 7.30pm at The St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K Sweerting 10 Old Barn Close, Exeter, Devon. EX5 4AD

- THE CLACTON-ON-SEA BRANCH of the IPMS meets on the second Monday of each month at the Brotherhood Hall, St Ogyh Road, Clacton from 7.30pm onwards. For further information contact Peter Terry 42, Valley Road, Clacton-on-Sea, Essex or Tel 01255 428653.

- "FAMAS" (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please contact: FAMAS, 35 Rosebery Road, Safffield Park, Cronek, Norfolk, NR27 0BY.

- THE CHILTERN SCALE MODEL Club (incorporating Chiltem IPMS) meets on the first Wednesday of each month from 6pm to 9pm at the Clubhouse, Memorial Hall, Shefford, Beds. Why not come along, everyone is welcome. For more information contact the club secretary, Dave Burlison at 26 Leaves Spring, Stevington, Herts. SG2 9JR.

- NORTH STAFFS MODEL CLUB meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 681818 or Phil on 01782 544612 for more details.

- NORTH ESSEX MODELLERS, a new club for all modelers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855060 or Mark Harris on 01206 824679 for further details. All ages and interests welcome.

- CHELMSFORD MODEL CLUB meets the first Monday of each month at The Cricketers Public House, Moulsbourn Street, Chelmsford, from 7.30pm. We hold a monthly competition so why don't you come along. For more information contact Stuart Shakespeare on 01245 609098 or Maurice Meider on 01245 250617.

- ROBERTSBRIDGE AVIATION Society Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex TN6 2LR or Tel 01892 674507.

- BRADFORD IPMS MEETS AT the Mallochy Inn, Huddersfield Rd, Oads, Bradford on the 4th Thursday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 767127.

- IPMS SALISBURY AS FROM 3RD September the club will be meeting at the Dench Marsh Hall, Cockharbour Lane, Salisbury, also known as the Scout Hall. Times will be 7.00pm until 10.00pm, and will be held on the first and third Tuesday of the month. Enquiries to Alce Revell 01908 610800. All types of modelling and ages are welcome.

- THE CELLAN MODEL AIRCRAFT MODEL. A collection of over 500 1/72nd scale model aircraft, each of a different type or mark to have served with the RAF and FAA since about 1920. Display seeks to demonstrate the history of these two services via their aircraft. Also several large size dioramas depicting important WWII battles. Open Wednesdays from the 3rd July to 25th September inclusive. Alternative viewing by appointment. Telephone 01570 422 604. The museum is at Brooklands, Celian, Llanberis, Cardiganshire. 2.5 miles from Lampeter on the B4343 and 360 yards north of the Celian War Memorial.

- NEWARK AIR MUSEUM FROM 1st July 1996 until the 15th September 1996, the Newark Air Museum is to open its archive facilities. For a small fee researchers will be permitted accompanied access to the Museum's extensive archive of aviation titles, Air Publications (AP's) and assorted aviation magazines. The fee for a full days research is £25.00 with a half day costing £15.00. Individuals would have to reserve time in the archive should contact Mike Smith on 01636 707170 with details of the subjects, aircraft types or AP's they are looking for. Mike can advise whether these are available.

Model Club Newstand

- AVON IPMS, THIS CLUB'S magazine is called 'The Model Maker' and it is very professionally produced. The A4 format magazine is thirty pages thick in its 'Summer 1996' edition and the whole package is skilfully produced using DTP (Desk-Top Publishing) equipment. The cover is full colour and there are spot colour inserts within the magazine itself. Edited by Pete Vill and produced by Tony Wilson the magazine is of course intended to cover all elements of modelling, not just aviation. Having said that the current edition does have a build article of the PP (Now Flightpath - Ed) 1/48th scale Firefly and update of the old Linbird 1/48th scale Gladiator, a 'how to' about detailing rotary engines plus an exchange article with IPMS (USA) Houston all about the Curtiss P-40.

- THE MODEL MAKER

H E L P !

This is to be a new element of the model club page. It is a help facility for individual club members, society members, or from the group as a whole. If you require help with organisation, you want to meet other groups, swap ideas or you require help with technical information, then this is the place to ask.

Send your requests to the editorial director and clearly mark them CAMIC, we will do the rest.

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• UNMADE PLASTIC AIRCRAFT KITS. Mainly 1/48th scale, many deleted. Also many aircraft and armament modelling magazines. Send stampedSAE for details to: Mr G.Parker, 27 Stratfield Road, Basingstoke, Hants. RG21 1RZ.


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• COULD YOU BE PERSUADED TO PART with your 'War built destroyers. O-Z Classes' Ensign & Man O' War series. All Allan Raven & John Roberts? please contact: Ian Parkinson, Sukkersonpress, 46 N-6006 Aslungen, Norway. Tel. 4770 13 10 23.

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• KOKABURA LUFTWAFFE CAMOUFLAGE, all volumes. Contact the Editor on 01234 212610.

Pen Friends

• A CZECH MODELLER LOOKS FOR A PEN-FRIEND from the UK or from other countries. My interests are 1/48th scale aircraft. Contact Petr Dospil, Vronenexka 10, Brno 61000, Czech Republic.

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