Scale Aviation Modeller International

Italian Air Force Display Teams
by Richard J. Caruana

Eagle’s Wings – Komet
by Nick J. Wigman

A Tale of Two Skyrays
by Frank T. Cuden

Plus
Photo Album
Aviation Colour File
IAF P-51D

LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS
Having spent two enjoyable days at the Southern Expo in mid-March, it seems only a few days ago that I was sitting down to write the last editorial before going to model shows is always one way of reinforcing your enthusiasm for the hobby and the Southern Expo is an event that truly deserves its ‘Friendly Show’ category. Throughout the two days I discussed a great number of subjects with a large number of the readerships, as well as catching up with all the gossip.

One of the most worrying recent events has been the great losses reported by some of the big toy and hobby retail groups in the world, especially in the UK with the drop in share value for the group that owns Beattie. The upshot of all this could see the demise of a chain of stores that, although not serving the hobby for all the accessory decals and specialist products out there, are the way in which many new to our hobby get involved. All of us will have bought our first kit from a high street shop and even in these days of out-of-line shopping, I can’t imagine many youngsters browsing a site which, let’s face it, will have little visually to interest them. If the days of the high street toy and hobby shop are numbered, then I think many of us are in for a real shock. I am sure that there are many of you out there who purchase via your favourite site on the net, and many of you will be buying from the Far East or America and rubbing your hands at the perceived bargains you are getting. So far in the UK the Customs and Excise are unable to manage the sheer numbers of parcels coming into the UK, and as a result many will ‘slip through’ the net and not be subject to Import Duty or VAT.
Airmodel

Hannants advise us that despite numerous attempts to contact this firm, they have had no reply and must therefore assume that the company has ceased trading. If our readership knows better, please let Hannants know.

Toko

As listed last month, this firm has now ceased at kit production. The new toolings originally due from this firm will now be produced by a new concern called Boden. All of the existing toolings have now been purchased by Express Express, so they should soon be available once more under this manufacturer's label. Do not take note of any scarce mongering about non-availability of Toko products, or a great increase in price, as all the older kits, along with all the new ones will soon be available once again, and no great price increase has been notified.

Academy

1/72nd

The latest release in this scale from Academy is the Messerschmitt Me 163K-1 Komet (#1675), which is £4.99.

ICM

1/72nd

New kits produced in this scale by ICM are the Polikarpov I-16 Type 24 (#72012), Yakovlev Yak-9/BVDT in German WWII markings (#72023) and the Fokker D.VII monoplane in two versions (#72111 & #72121). All of these kits are £5.50 each. Also available is the SB-3 Soviet heavy bomber (#72001), which is £19.99.

New items due shortly include the Polikarpov I-16 Type 24 (#72012), Su-2 (#72081) and TB-3 Zveze (#72082).

1/48th

A number of ex-Hebburncraft kits have recently been issued in this manufacturer's range. These include the Messerschmitt BF-109B (#2618), Focke-Wulf Fw-190A-8 (#2619), Supermarine Spitfire PR9 (#2620) and the Supermarine Spitfire PR9N (#2621), each of which is £19.99.

Monogram

1/48th

The most recent releases in the Monogram 'Classics' range are the Vought Kingfisher DUS-3 (#81-0113) at £11.95.

Please note that the Blenheim kit price is going to be £54.95, not £49.95 as originally quoted.

Revell

1/44th

New in this scale is the Boeing 737-800 in KLM colours (#43245) and it retails for £6.95.

1/72nd

The latest release from Revel is the Bell 412 Griffin (#4461), which is based on the failure tooling. The Revel version comes with Dutch SAR and RAF markings and is £4.99. Other releases in this scale include the German A-69 'Trompete' (#48061-99), Grumman F-14A Tomcat (#432259-99), Messerschmitt Me 262A-1a/U3 Reconnaissance (#41466399) and the ex-Dragon Drohn Do 355A-1 'Pfeil' (#43241879).

Minicraft

1/144h

The latest release in this scale from Minicraft is the Boeing 777-200 in Pan Am colours (#41450) and it is £18.99.

RVHP

1/72nd

New resin kits from this firm are the FB-19 'RAF (#7328) and the FB-19 'Russian Air Force' (#72811), both of which include decals and are £15.95 each.
HR Models

1/72nd

The latest resin kit from HR is the Guster Gunsel (7243) which comes with Finnish Air Force decals and is £13.50.

Alliance

1/72nd

Chinese aircraft types seem to be all the rage late and Alliance have just released a resin kit of the Shenyang F-117 Nanjung (72313). This is an ex-Czech Master product and is complete with decals. The UK price is £20.95.

Kendall Model Company

1/72nd

Yes, at last the long long awaited kit of the Boeing 727-200 has been released by KMC. The kit (72200) features injection moulded fuselage with resin engines, undercarriage (good idea -not!) and wheels and decals for an American Airlines machine. The UK price for this kit is £4.99.

Hasegawa

1/200th

As stated last month this firm were planning a lot of releases over the coming months and these terms released in Japan in June/July are now in the UK. In this scale these include the Boeing (727) VC-25A Air Force One (10039/1/25.99) and the DC-10-30 Northwest/KLM (12007/1/23.98).

Future releases in the UK will include the TriStar 'RAF' (10039/1/25.98), Boeing 777-200 American Airlines (10065/1/25.98), YS-11 'South West Airlines' (10029/1/25.98), Boeing 767-200 ANA (10065/1/25.98) and the Boeing 767-200 JAL (10029/1/25.98).

Other recent releases included the Arado Ar 65 (72916/1/25.80), Dornier Do 217V-1 (72916/1/25.50) and the Messerschmitt Bf 109E (72012/1/25.50). The latter two are also ex-Czech Master products.

Tamiya

1/48th

1/48th

Initial reports on the new Dornier Do 335 from Tamiya seem good. The kit features the usual level of detail but also includes areas that were omitted in the older Monogram kit (though box art). At present we believe that there will be three versions (probably A2, A3 two-seat and a Z2000 series). The confirmed UK price is £75, expect something around £45. The A-1 Skyraider (51075) should be available soon, but the UK price has increased dramatically to £33.95.

New releases in Japan during April were the R4D-6 (DC-3) (10016/1/25.98) and the Boeing 747-200 (10008/1/25.98).

The only new item to reach the UK recently in this scale is the D.H. Mosquito NF Mk II 'Nightfighter' (10006/1/25.98).

Surprisingly many of the Japanese issued releases in this scale have not shown up in the UK as yet. These include the S2F-4 Tracker 'Target Taker' (10008/1/25.98), Kawasaki Ki-43 'Killie' 5th Fighter Regiment Kaiten (10005/1/25.98), Mitsubishi F-1 10th Squadron 60th Anniversary (100012/1/25.98), EA-6B Prowler '99 atsugi VFA-136 (100035/1/25.98), Kawasaki: T-4 '1st Air Wing' (100036/1/25.98), HAMAMATSU Special

News Update

1/144th

The Boeing B-47E Stratojet USAF (12531) is now available in this scale and it is £11.50.

1/72nd

In this scale the F-86H Sabre (1329) is out and it is £8.49.

1/48th

New kits of the DHC Beaver released by Hobbycraft include the version on floats (1674) which comes with Australian, U.S. Army, Peruvian AIR and Harbour Air decals, and the version with wheels & skis (1675) which has French, Vietnamese, Laos and USAF decal options. Each of these kits are £11.95 at the UK.

V/32nd

The only new item in this scale is the Nieupport N177 'Bra' (16066) which is £5.99.

Black Box

1/48th

New resin detail sets in this scale are for the F-104D Super Sabre cockpit (48300) and the A-10 Warthog cockpit (48302), both of which are £16.00 each.
Due for reissue in April was the BAC 1-11 (903178).

1/72nd
Reissued items due in March included the Messerschmitt Bf 109E (902018), Junkers Ju 88B (903030) and the special Battle of Britain Memorial Flight set (91099).

1/48th
The old Airfix kits of the Spitfire Mk VIII (903167), 767-5 Helicat (903108) and the Kittyhawk Mk Ia (910199) are all due to be reissued by Airfix in June.

April reissues will include the Hawker E1127 (900033), Piper Cherokee Arrow (900060) and S.A. Bulldog (900061).

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- 70021 RAF Tempest ........................................... $7.00

1/87 Scale

- 32001 Battle of Britain Campaign BF 109 Pt. I ...... $6.00
- 32002 Pacific Mustang Pt. I .............................. $6.00
- 32003 Pacific Mustang Pt. II .............................. $6.00

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- 32005 Screaming Eagles Pt. I .......................... $15.00
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- 32007 Korean Aces F-86 Sabrejets .................. $15.00
- 32008 Pacific Corsairs (US) .............................. $15.00
- 32009 Hurricane Fighters ................................ $15.00
- 32010 Vietnam Warriors F-4E Pt. I ................. $15.00
- 32011 Vietnam Warriors F-4E Pt. II ................. $15.00
- 32012 FE-510 Sabre Pt. I ................................ $15.00
- 32013 Fe150 All Fighters Pt. I ......................... $15.00
- 32014 Mustangs By E (1/87s) ......................... $15.00
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News Update

A-Model

1/72nd
New kits due for release by this firm during this year will include the PZL-104 Wilga (#7232), Kaman Ka-15 (#7242), Kaman Ka-26 (#7240), MiG-AT (#7239), Yak-18UT (#7237), Mi-1-1M (#7234), MiG-21 (#7243), Shebekine & Nikitin 15-1 (#7244), Yak-130 (#7233) and Yak-4 (#7235).

Vertinder

1/48th
A new resin and etched brass detail set for the Tamiya F-4J/6J Thunderjet has just been released by this manufacturer. This set (1536) is listed at $24.95 in the USA.

Sword

1/72nd
New kits due from Sword this year will be the Beechcraft T-34C Turbo Mentor (#7237), Curtiss SBC-4 Helldiver (#2006), Beechcraft D-17 Skywagon (#2710) and Grumman G-11 Goose (#2701).

Castline 1/30-4 "Helldiver"

1/48th
The first kit in this scale from Sword will be the Northrop NF-9 (14801).

Mando Models

1/72nd
The next resin kit from Mando Models will be the "Planet Aircraft Ltd Satellite" (#7204). This kit will be around $21.00 and should be available in July or August.

Roden

1/72nd
All of the new products that were due under the "Roden" label will now be produced under this name. The firm has been set up by ex-Toko staff and the first product from them should be the H-111 series, which will be out in May.

Kiddyland

You may have seen as mention this Chinese manufacturer a few months ago, well what follows is a list of all available kits in their range.

1/144th & 1/100th
In these scales there are kits of the USAF A-7A [Set of two] (66.75), USN F-21A [Set of two] (66.75) in 1/100th and ROC AF F-3A.

Neomega

1/72nd
A new resin cockpit update set for the Ikarus Pano 5-52 kit is due from this manufacturer shortly.

1/48th
In this scale there will be new resin cockpit sets for the Airbus A3 X Sea Barrier and Academy Su-25UT and MiG-25R. The K-800M cockpit set in this scale has been completely updated, with even more detail than the old one (if possible).

[set of four] (66.75) and USN F-11 [set of four] (66.75).

1/93th
An odd scale. I know, but in this scale there is a kit of two LAF Kfir 2Cs (66.75).

1/72nd
In this scale there is the ROC AF IDP (68.45), USAF SR-71 Blackbird (68.45), USAF SR-71 & CT-21B (68.45), ROC AF F-104G FR (68.75), USAF F-22/23 (68.75), USAF T-33A (68.75), USAF F-4D (68.75), USAF F-3E (68.75) and ROC AF F-104 [set of two] (66.75), ROC AF F-16 [set of two] (66.75) and ROC AF F-104 [set of two] (66.75).

1/48th

Scott Germain

You may recall we listed this American manufacturer's decals a few months back, well we omitted his 'Email details which are AeroStar@ole.com and the fact that all cheques and MOs should be in $ and made payable to Scott Germain.

Vintage Model

1/72nd
This is a new resin kit from Italy and they are going to produce kits of the Supermarine S.4, Macchi M.52 and Macchi M.53 as well as a conversion for the Aermacchi MB.398C. The kits also feature etched brass detail parts and decals.

1/48th
In this scale there will be resin kits of the Sova Marchetti SM.79, Avia FL.3, Avia FL.3 and the Sova Marchetti SM.84. These kits will include white metal and etched brass detail parts and vac-formed clear, but only the SM.79 will come with any decals.

For more details on this range readers should contact MisterKit in Italy.
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Scale Aviation Modeller International — May 2000
Boeing 737-400

Technical Data
Scale: 1/144th
Price: £19.99
Panel Lines: Receded
Surface Finishing: Type: injection moulded plastic
Parts: Plastic 42, Clear 1
Decal Options: 1
Manufacturer: Minicraft Models
UK Distributor: Toymac

The Kit
Following on from their 737-300, Minicraft have released the 'stretched' 400 version. The kit is essentially the same as the 300 but with a longer fuselage, the wings, engines and undercarriage being the same.

Instructions
Printed on A4 with two pages/four sides comprising a short descriptive text with technical data, two pages covering the six stages of construction and finally the painting and decal placement guide. The construction pages are exactly the same as for the 300 and the wing fairing numbers are still incorrect so again they have to be switched round; 31 and 33 should read 32 and 34 and vice versa.

Construction
Parts fit together well but there were slight sink marks over locating pin points on the fuselage, these however did not require filler as they sanded out. The clear cockpit area is a good idea again (I think Minicraft got this idea from Heller). The locating pin which was missing on the 300 is fortunately not on the 400 nose undercarriage leg! Again though the main wheel wells need to be boxed in if required.

Accuracy
Well it still looks like the Boeing and scales out just about spot on, but once again, the doors don't look the right size and they certainly look misplaced slightly on the drawings; a minor problem I know but if after-market decals are used as I did for the 300, it is noticeable. The only way round is to fill the door lines and sand smooth with wet and dry.

The plastic fairings are wrong in shape but can be easily corrected; they are a little on the thin side and a little careful sanding will correct this.

Colour Options
Only one option available for US Airways. Now the kit tells you that the colour scheme is Insignia Blue over Aluminium. However, checking the latest airline colour scheme references, in fact, the blue should be over Light Grey. I used Xtracolor Insignia Blue (X122) and Light Grey (X1.99).

Decals
The decals for US Airways 737-4AV are nice and thin, but the fuselage stripes, windows and insignia and tending are all one piece and one has to be very careful when handling the decals so as not to break it. Personally I think the decals would have been better split into two, but that is personal preference only. The decals lay down well with Micro Sol and Set, the white in the fuselage stripes being nice and dense but the red being very poor, too weak, as it virtually disappears on the dark blue, the same applies for the tail tip decal.

As with the 300, a cockpit window decal should have been printed. I find it easier to paint the whole model before anything can be seen inside, and a good cockpit decal finishes the model off nicely. I had to pinch one from the ATP range.

Decal Rating = 7/10.

Conclusions and Recommendations
Again, good value for money, and with all the new civil decals coming onto the market I will have to get a few more along with the 300. I would like to see the aftermarket companies come up with an etched brass set for the undercarriage doors and various antennas as this would finish the model off.

Well done Minicraft, yet again, and I look forward to future releases. Could we have an L-1011 Tristar and a DC-8 in both short and stretched versions please?

Chris Thompson

Sacks AS 6

Technical Data
Scale: 1/48th
Price: £12.95
Kit No.: SH 400/03
Panel Lines: Receded
Status: New Tooling
Plastic Colour: Grey
Type: limited-run injection moulded Plastic
Parts: Plastic 14, Resin 2, Clear 1
Decal Options: 1
Manufacturer: Special Hobby
Obtained in UK via: Hameans

The Kit
"Life’s like a box of chocolates...you never know what you’re gonna get," as the saying goes in a popular film of the nineties. And it is with receiving kits to review such as this one by Special Hobby of the ‘Flying Bear Trax’ consisting of just one frame of injection mouldings and a small pack of resin parts for the cockpit and engine. A vac-form canopy completes the contents with a decal sheet in its own envelope all contained in the caddie opening style of box. The detailing on the plastic parts is of the recessed panel line style so familiar these days but the box illustration shows the machine as having a fabric covering therefore the mouldings are not quite right in this respect. Being a limited run kit there is a small amount of flash on the smaller parts.

Instructions
Just a single folded sheet with the type’s history, a parts layout, construction sequence and main colouring guide make up the instructions, which include detail painting quoting Humbrol reference numbers throughout with pretty clear assembly diagrams. For example the correct positioning of the undercarriage with dimensions for exact locations is shown among the drawings.

Construction
With so few parts I assumed that it wouldn’t take long to put together and that it would be painted and finished before you could say Messerschmitt! I first joined together the two halves of the canopy and while the glue was setting I set about painting the resin cockpit parts ELM 02 Grunt and highlighting all that lovely detail. This done, the engine pod, with the resin insert, and the cockpit were assembled. When it came to uniting the cockpit tub to the pod I came up against a bit of resistance, so some trimming of this was necessary. On trying to fit this unit to the wing/prop unit it just would not comply. So I trimmed the opening, gradually enlarging it until it would. Guess what? No go. So, I then disassembled the sidewalls and trimmed these parts down together with the floor and tried again and still no luck! After several sessions of trimming and re-assembling, dry fitting etc., it went together. Then I found that I cut too much away from the opening and that the gap needed closing up by adding some plastic card and a smear of filler to render the joint! I needed a rest from all this aggravation and turned to something else before I dismissed the whole thing. On returning to the model the remaining parts were prepared and fitted to their appropriate locations and then decorated in ELM 05 for the lower surfaces and ELM 07 on the upper. I used my old tin of Goy Authentics for these colours and a cost of gloss to aide the decal process. This was followed with a coat of Aero Master matt acrylic to seal in the decals. The last part to be added is the transparency which, when trimmed to fit, did so well with a small gap at the front. Caution is needed

340 Reviews Scale Aviation Modeller International — May 2000
here as you only get one stub at it and it is very thin, so be warned.

**Accuracy**

I have absolutely no knowledge or information on the type so I went by the dimensions given on the instructions sheet to check its accuracy. The span or diameter was 5m and in 148th this works out at just under 4m. The model measures at 4m, so it is a tad oversize. The length is 6.4m of the full size and the model is 5.3m, and is slightly over here too but I may have fitted the fin in the wrong place. All in all not too bad. Having not heard or ever seen a picture of the AS.01 I can’t comment on the overall look of it but it is a strange corrugation if ever there was one. But it did at least fly unlike the other ‘what ifs’.

**Colour Options**

Only one scheme of the one and only and I have already mentioned the colours earlier so no need to say here.

**Decals**

These are printed by Propaganda and are of excellent quality. The only register problem lies with the clever two-part metalising which has the white outline out of line! Used with Microscale decal solvent the carrier film simply disappeared and bedded down over the surface detail really well leaving no silvery once covered with a matt coat. These are an improvement on earlier decals by this company and give you a better chance to locate them without the risk of raising them.

Decal Rating = 8/10.

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**Curtiss P-40N Warhawk**

**Technical Data**

**Manufacturer:** Eduard Profi Pack

**Scale:** 1:48th

**Status:** Repackaging with new detail parts & decals

**Origin:** Mauser (Japan)

**Panel Liner:** Engraved V

**Fillet:** Edged Raised

**Price:** £17.95

**Type:** Injection Moulded Plastic, Etched Brass & Resin

**Parts:** Plastic 57, Etched 42, Resin & Clear 1

**Decal Options:** 5

**Manufacturer:** Eduard M.A.

**Obtain in UK via:** LSA Models (Incorporating Paiget UK & Harriets)

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**The Kit**

This is the Eduard upgrade of the Maure kit of a few years ago. When this kit was released it was the first state of the art P-40. It was also expensive in the UK and produced in the most garish bright plastic I have ever seen in a kit. Now for the same price we have the same fine modelling in dark green plastic with extras supplied from three of the best after-market manufacturers, Aires, Aeronaut and Eduard themselves.

**Construction**

Construction starts with the resin cockpit floor, sidewalls and seats. These are fitted with numerous levers and switches. Some light sanding of the resin parts is needed to ensure a good fit and careful painting with either Green or shades of black followed by a wash of thinned black acrylic brought out all that lovely detail. A choice of three instrument panels with Eduard’s typical backing film for each is supplied. These are keyed so the final finishes with tiny variation in the layout of the instruments. Once the cockpit is finished you can move to the resin oil cooler under the nose to which you add four brass screens. Once that is completed you can join the fuselage halves which fitted extremely well. This was one of the most detailed interiors I have ever constructed and it looks brilliant.

Before you join the wings there are six pieces supplied to box in the wheel wells. The wing-to-fuselage join is tight with no filling needed at all. The undercarriage is added next and the replacement resin parts are fitted. These are realistically weighted with nice road detail. The hardest part of the model is the radiator flaps made up of five individual brass pieces fixed to the corners of the undercarriage. This I could not get to work (I am sure it was my inexperience in folding etched brass parts) and ended up with badly creased brass. All was not lost as the plastic radiator flaps are still supplied on the sprue so I used them instead. A choice of either a fuel tank or a resin bomb with etched brass fins which need careful folding is supplied to fit under the fuselage. The propeller is supplied with separate blades which fit into the two piece spinner. The kit has a three-piece canopy and seven clear navigation lights. These pieces are very small and were added after final painting, but even then I lost two to the carpet, so the lights on the undersides of the wing were added from Kristal Sheer and then stained with Red and Green Humbrol clear colours. I also added the twelve individual exhaust stubs painted in a mix of gunmetal and Black (Humbrol 70) after the completion of painting and markings.

**Accuracy**

According to Squadron-Signal Publications’ P-40 in Action (the N variant was 335th 5th and had a span of 37ft 3in). The kit agreed exactly to these measurements and looks every bit a P-40. (I personally did not real like big a plane (this was until it was sitting next to an Accurate Miniatures Mustang)

**Colour Options**

The P-40 was closely associated with the Sharkmouth that suited it so well and we had to have one as an option. Number 38 operating in China in 1944, was Olive Drab over Neutral Grey with a Dark Green anti-glare panel and a white Dark Green front to the wings and tailplane.

There is another American option with a large shark on the front fuselage and the name ‘Joanna’. This is again in Olive Drab over Neutral Grey but with a red spinner and disc markings to go on the wheel covers. (Note that this is illustrated on the box art and the drop tank on the wrong way round).

Finally we have two schemes for the Kittyhawk: an overall silver example with type ‘C’ rounds caked PN of the Royal Canadian Air Force based at Boundary Bay, British Columbia in 1945 and my choice, an Olive Drab and Neutral Grey aircraft of No. 18 Squadron Royal New Zealand Air Force. This has a white tail and spinner with white stripes on the wingtail and fuselage and the name ‘Gloria’ and 2 1/2 kill markings on the fuselage side.

**Decals**

All the stripes are supplied on the sheet and all the markings were all well with Micro Set and Sol solutions. My only disappointment was that the white stripe showed through the white bars of the rounds. This is my only criticism as the sheet was well printed and in perfect register.

Decal Rating = 8/10.

**Conclusion & Recommendation**

An already excellent kit improved by the addition of the resin and brass. If you add up how much this would have cost if bought separately plus an after-market decal sheet, it makes it one of the best buys of the year. An excellent introduction to multi-material modelling now has two or three.

Highly recommended.

My thanks to Eduard M.A. for the review kit.

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David Francis
North American FJ-1 Fury

The Kit
The kit arrives in a rather flimsy box, but complete with some nice artwork showing an FJ-1 climbing away from USS Boxer. Opening up, the 40 parts are moulded in a crisp white plastic with nicely recessed panel lines. The canopy is commendably wrapped separately. Also included, and again separately wrapped, are an etched fret with fifteen parts and a decal sheet with two subjects, of which more later. For what is a limited-run kit, the quality of the moulding is pretty good, although as might be expected the syngress gates are rather heavy and flush is present on some of the smaller parts; particularly badly affected are the undercarriage components. The aircraft itself is an appealingly chunky early post-war naval fighter, of which only thirty were built. First impressions are that the kit will make a good representation.

Instructions
A compact sheet, complete with a photograph of the real thing, gives a brief history of the type and a seven-stage pictorial plan for assembly (on the flip side is a detailed painting guide and instructions for decal placement). There is also a separate sheet that outlines assembly of the etched parts, although there is no mention of this in the main construction guide and at what stage these are added is pretty much left up to the modeller. A detailed painting guide for the smaller parts is included at the appropriate points in construction, which refers to paints by name only.

Construction
Construction begins in the usual fashion with the interior: the cockpit tub, joystick, seat and back are constructed first from the plastic parts before adding the fifteen or so etched parts to represent the levers, harness and sidewalls. When painted in a mixture of light grey and various shades of black, and then weathered, a very realistic and accurate interior results. Next stage is the nose gear assembly and mount, which

undercarriage legs are a mixture of this colour and silver. The wheels themselves are not anywhere near enough, and perfectionists may prefer to remove the kit wheels and detail the interior of the upper wing. However, I took the easy way out and left them as they are, as they don't look too bad after suitable painting. Again, the location points for all three legs are far from positive, and getting everything to sit at the right angle and yet still have a strong enough joint to support the load weight was rather fiddly. The undercarriage doors are reasonable, but inevitably over-scale - I chose to paint the inner surfaces of the main gear doors glossy sea blue, whilst the nose wheel doors were painted camouflage green, after reading a review of the Czech Model 1/48th scale kit of the same aircraft.

Three-piece wing tanks are supplied, but I chose not to use these as I think they make the aircraft look more unconvincingly like a model. With the kit sitting happily on its undercarriage, other details were added and undercarriage/cowl painted before the finishing coat of the cockpit canopy was added. I have deliberately left this to last as I do not have a manufacturer would go to the trouble of producing an excelsior replica cockpit and then choose to supply a canopy so thick that it could be light. Strictly a vacform canopy would be the answer! In fairness, the kit item is the correct shape and fits OK but there is really no possibility of separating the canopy hood with the windscreen convincingly, and this negates all the effort in the cockpit area. Overall, not a particularly user-friendly kit.

Accuracy
The kit dimensions are 148mm length and 160mm span, and scale up very close to the real thing's measurements of 10.51 and 11.26m respectively. More importantly, the wings and fuselage fit almost perfectly over 1/72nd scale plans; the only discrepancy I could mention would be that the fin size from the tail fin is perhaps a little too small. Overall, practically spot on. The kit certainly captures the look of the real thing very well. Dimensions and plans were from the Naval Fighters series, Number 7 - North American FJ-1 Fury, which is an excellent source of information on this type.

Colour Options
Any colour you like, as long as it's US Sea blue, for both of the aircraft that can be depicted with the decals provided. Painting is simplicity itself. I used AeroMaster US Sea Blue flat, masked off the main anti-glare panel, and sprayed the entire model with gloss varnish. The later decals option also has a gaudy orange fastback band, which contrasts rather starkly with the blue scheme.

Decals
The decals look well printed, with a gloss surface, and are certainly both accurate

and comprehensive, although since the majority are white they are rather difficult to see when on the back cover. I must confess to looking forward to pasting them on to provide some contrast to all that blue. However, despite the use of AeroMaster Clear as a setting solution and extreme care when handling, the decals almost entirely fragmented or split and had to be carefully re-assembled on the gloss surface. I last one of the smaller, still attached together and had to replace some items from the spare box, such as the red stripe which runs the length of both wings. Silvering also added its ugly head on most of the smaller items... Particularly noticeable is that I managed to snap up the five angle of attack stripes on the lower half of the nose, which are all on the same piece of backing film, and will replace them at some point in the future. One set of markings depicts the aircraft shown on the box art, from VF-51, which flew from USS Boxer in 1948, whilst the other provides sufficient decals for an aircraft based at the naval air reserve base in Kansas.


Conclusion and Recommendation
Sign Models are a new name to me, and judging by the serial number of the kit, this is their first release. The box side shows forthcoming releases to be a selection of lesser known post-war USN aircraft that will please many. However, although the general accuracy of the kit is laudable, the poor fit, appalling canopy and dodgy decals may not inspire further purchases to the neutral modeller, or indeed those new to the hobby. Since injection moulded kits of this aircraft are few and far between, it can be recommended for the USN fan who is looking for something a bit different. I look forward with some interest to Sign's next few releases.

My thanks to Sign Model Co. for the review sample.

Dr Richard Johnson
North American F-86F-30 Sabre

The complete cockpit is then cemented to the two-piece airduct which also includes the nose wheel bay. Before construction can proceed further you must decide on the final look of the model. Included in the kit is a complete 3D engine made up from 13 pieces and to display this you have to split the fuselage halves in two along a moulded cut line. This was the case I took and after painting the engine in various metal shades it was superglued back to the back of the air intake. This whole assembly was glued into one fuselage half. Two bulkheads are supplied to finish off the split fuselage; these were painted Zinc Chromate Yellow, and all the remaining fuselage parts were now joined. These fitted exceedingly well but don't forget the nose weight especially if you are not removing the tail section. The wings and tailplanes are fitted next and need no filler at all.

Before fitting the nose ring you should fit optional parts C1 and C10. These ROG guards are a feature of most parked aircraft and are difficult to fit later in construction. The air intake also provides a good place for nose weights if you did not put it in enough; this is hidden by the ROG guard.

The undercarriage is nicely detailed and both the inner and outer gun barrels were waxed with black acrylic ink to show all the details. At this point two panels are fitted to the fuselage and these were the only part I fit at all, needing some Tippeks to disguise the join lines. The inside of the main canopy has a detailed base which is added and a few brass and other details. (All right, I don't know what they are). The transparent canopy is very clear and include a separate rear view mirror.

There is a choice of two styles of drop tank or 50lb bombs but some research is necessary to find out which is appropriate for the kit markings. The last part to be made is the 7-part maintenance stand which needs careful construction to make sure it stays square and all four wheels touch the ground. This will hold the rear fuselage if you have separated it or is useful in a display.

Accuracy

No dimensions are provided with the kit and despite being such a famous aircraft, my reference library failed me. I obtained some plans from an old Aviation News and fit the scaled to these and see what looks suitable.

Colour Options

Two options are provided from the Korean war, both metal and with yellow ID bands. The first has a red, blue and yellow tail flash with a Squadron badge on the port side coded FU 356. The second option features on the box art, 'Mike's Bird' from the 33th FIS with tropical green and yellow flash from No. 35 Squadron, Norwegian AF Force. This aircraft had a Martin Baker seat fitted so.

Decals

The kit decals are nicely printed, especially the nose art. I used the stencilling which provided with Mike's Bird in and the art application of the stars and bars and yellow stripes to as old model showed good colour density and they convolved to well complex curves.

Conclusion

Another excellent kit from Academy. I cannot recommend this highly enough! Stare at the detail at close to half the price of a certain Japanese company's F-86 I still have four more to muck about on seeing the Cutting Edge sheet plus 'Mike's Bird' from the kit's sheet. Honestly, it would only need one more sheet in the living room! My thanks to Gary and Cliff for the loan of an instruction sheet after the accident to the repairs.

My thanks to Tony for the review sample.

David Francis

Hawker Tempest Mk V

The Kit

Another welcome subject from this company. Contained in their familiar box the kit is in the usual grey plastic and on three frames. All the parts are clearly moulded and the main ones have been well defined, recessed panel lines. The clear canopy and landing lights are just that, beautiful! There is a smart cockpit detailing in the form of raised instruments and fuselage structure. Though I'm sure someone will come out with resin replacements for this area, I was happy with what was provided, as not a lot can be seen through the tiny cockpit openings. The undercarriage bays are well detailed and the main gear doors are done well as are the main legs. Alternative parts include optional wing tanks known for this aircraft and a pair of bombs and their carriers.

I can't help feeling a touch of deja vu with this kit as a lot of it has a strong resemblance to the Hecker kit except for the extra level of surface detailing which is an improvement.

Instructions

All of the Academy instructions sheets follow a standard format so I won't describe it in full but the assembly sequence is clear throughout with appropriate painting guides, at each stage. No specific manufacturer is mentioned or specifications except for the main ailerons where BAe and FS references are quoted.

Construction

Following the instructions the cockpit in the first part to begin putting the kit together I painted the interior silver first with Humbrol Grey/Green followed by the floor and seat assembly. The dashboard is in Matt Black with the instrument faces touched in with a tiny drop of glass varnish and when all was dry. Light grey was dry brushed to highlight the detail and complete this area. Once assembled within the fuselage it looked quite realistic. Wings, tail and the undercarriage are to be glued in place quickly followed by the propeller, canopy and the stores options. All the parts fit with no problem and as is becoming familiar with Academy kits there is very little or no filler needed anywhere. This build time on this kit is long, and was in this case, very quick. All the better to be getting on with the painting and decalising stage.

Accuracy

Before assembling I cut the parts from the sprues in order to check outline shape against the drawings that I have. I'm doing so sound that the overall shape of the fuselage wings and tail surfaces match quite well. The places where there is a bit of discrepancy is with the forward area of the fin which needs taking back a little to reduce the forward slant. A look at photos in comparison will show what I mean, also the lower forward area of the main wheel doors are a bit too square and need rounding off. Again photos will reveal the true shape. Apart from these points the model is quite accurate and measures up well with known data. What is important though is that the limited model certainly captures the look of the real thing.

Colour Options

The two options given with this kit are fairly familiar subjects both of which have been covered in other kits of the type; the first by Probuild and later Heller and this is the Airfixer's/Geller's Heller kit. Option one deals with the 24724 of No. 3 Squadron as flown by the French ace Pierre Vendramini coded J-P-6. In fact this aircraft is one used by him post-war and not one he flew in action. A photo of his weather machine (NY994) can be found in the recent Osprey title dealing with Typhoon and Tempest ace. The other option is SK28, flown by Wg Cdr G E B Mackie leading No. 122 Wing with the personal code of EHM and the wing badge on the fin.

Both are finished in Dark Green, Ocean Grey and Medium Sea Grey with yellow wing leading edges. J-P-6 has a red spinner while
EDM has in its big ES and BS paint references are quoted for these colours. I used Xtracolor for the underside. AcroMaster acrylics for the Ocean Grey and Humbrol 50 for the Dark Green. Ilocated the model with AcroMaster gloss in preparation for the decals, followed by a final coat of semi-gloss acrylic to represent the post-war finish. Having already dealt with EDM on another kit, Pierre Gostomski's Arcaic was my choice as I'm particularly inspired by the Osprey titles and Acro's aircraft.

**Decals**

Academy include nice decals in their kits and they always look well with Micro Sol and Set, so no problem here. But now and again they are spoilt by accuracy in colour/or shape. These decals are well thought out, as they include the known variations of roundels/styres applied to Tempest (and other aircraft) of this period. Type C and D upper wing roundels of 14in and 36in. Card C. 36in styles for the upper wing and normal CA1 for the fuselage. For the wings the instructions clearly show the options actually provided to each of the two schemes leaving the modeller to do further research to see which is the more appropriate. Now for the tails. The roundels are printed with separate centres which are red and really a bit too bright. On both sets of codes there are white shadows which necessitated replacement on my model by using some old Alclad letters of the right style and colour, and finally the yellow of the roundels was also a bit out of register, but not too bad.

**Decal Rating**

8/10

**Conclusion & Recommendation**

I found this kit really quick and enjoyable to build with the end result quite pleasing. Apart from the rather minor errors of the model and the decals (which may be only in a few cases) this kit can be highly recommended to everyone. I have said this before about these kits, but they are really good, I always enjoy building them and I will probably do another Tempest soon. Go on, get one, they’re worth it.

*Paul Janicki*

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**Loire-Nieuport LN.411**

**Technical Data**

Manufacturer: Revell

Scale: 1:72

Price: 15.99

Kit No.: 047

Panel Lines: recessed

Status: New Tooling

Type: Resin/Resin Injection Moulded Plastic and photo-etched. "All Processed"

Parts: 45 Plastic (Grey), 6 Etch, 1 Clear

Decal Options: 2

Manufacturer: Aeromaster

Distributor: PNP Inc.

Obtain in UK: Airfix

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**The Kit**

Airfix's LN.411 comes in an attractive box with a colour depiction on the front. The contents comprise a main fuselage, electric-grey plastic parts on two sprues, nine etched brass pieces on one fret, one acetate instrument panel backing and a beautifully clear vac-formed canopy. A decal sheet by Cartograph promises a colourful finish and two A4 sheets of instructions complete the package.

The LN.411 was the Arcaic of the Loire's 411, which was designed for anti-submarine warfare. The Arcaic's armament, consisting of four 0.303in Vickers machine guns, was designed to give the LN.411 a powerful but small weapon. The LN.411 was widely used during the First World War and was used as a fighter and reconnaissance aircraft.

**Constructions**

Beginning with the interior of the fuselage, a dry fit will indicate that some doubt about its accuracy is justified. The rear bulkhead and seat are fitted as indicated; theuddled pedals are well beyond reach of a 1:72 scale pilot and must be replaced. Attention now turned to the wings, which are bare except for the decals. Once the instrument panel is fitted, a few fittings are added, and the instructions include instructions for the installation of the canopy. The canopy is a clear plastic piece that is held in place with a few small screws.

**Instructions**

The instructions are printed clearly and are easy to follow. The instructions include assembly and painting, although the instructions are a little vague with the undercarriage. Two half-page shows the two finishing options included and are indispensable, given the complex camouflage patterns used. The decal positions are clearly indicated and the colours required shown by name only (I used the appropriate Aeromaster acrylics as part of the WM2 French range). The instructions give a brief description of the aircraft's history and provide some useful information for the modeller.

**Decals**

The decals are in excellent condition and apply well to the model. The decals are accurate and provide a good level of detail, making the LN.411 a model that is easy to build and enjoyable to paint.

As previously mentioned, Aeromaster acrylics were used, namely French Interior Dark Blue/Grey, Khaki, Maroon and Light Grey (for the underside).

**Conclusion**

This is an unusual and welcome subject, which with a little amount of effort can lead to a nice model. The work necessary on the wing interior makes this kit suitable for the complete novice, otherwise I would recommend this kit to any enthusiast of the subject. With the etched brass being a nice touch, the lack of detail is disappointing as the canopy is very clear and the bare space is obvious. Despite the minor criticisms this was a very pleasant project, representing a high standard for a limited production line. Recommended.

*Thanks to Airfix (via PNP) for the review sample.*
**Fiat CR.42 ‘Falco’**

**Technical Data**

- **Scale:** 1:72nd
- **Price:** £15.60
- **Kit No.:** PKM 72-02
- **Panel Lines:** Rounded V
- **Status:** New Tooling
- **Type:** Limited-run Injection moulded Plastic, Resin, Etched Brass & Vac-formed Clear
- **Parts:** Plastic 27, Resin 26, Etched 17, Clear 2, Aarette 4
- **Decal Options:** 2
- **Manufacturer:** MisterKits
- **Obtain in UK via:** Aeronet

**The Kit**

The high quality box carries a dramatic illustration of a Luftwaffe night ground attack CR.42 flying in impressive formation with a Regia Aeronautica night fighter. Parts are supplied for both these versions of the CR.42. As a bonus, the undercarriage may be built without spats, fully spatted or part spatted, as a ground attack aircraft with bombs or a searchlight equipped nightfighter. Inside the eagerly awaited flask lies the resin, etched parts, decals and vac-formed transparencies packed in separate polythene bags with the limited run injection parts and instructions.

The soft plastic limited run parts required cleaning up before use, but were of good quality as are the etched brass pieces. However, the quality of the resin parts supplied with the limited run version, which comprise the engine, optional cowplings, optional landing gear and several ancillaries varied significantly. One of the cowplings was excellent, the other slightly distorted but usable. Many of the push rods on the front or the Praggio engine were missing and one of the full spatted undercarriage legs was deformed, but subsequently found to be reusable with effort.

**Instructions**

Nine black and white pages of A5 size offer the traditional potted history in Italian and English, an exclusively Italian Bibliography, parts identification diagram, eight exploded construction drawings, ten GA (General Arrangement) drawings, two pages of painting and decal notes and a final page of MisterkIt products.

**Construction**

It pays to study the instructions carefully. Construction starts with the cockpit area with etched brass and a few resin parts forming limited run plastic main assemblies. The first (A) drawing suggests that the instrument panel location to the fuselage provides the datum for cockpit placement. It isn't clear till the third exploded view that the cockpit assembly should be fixed to the lower wing centre section with a distance piece made from scrap bridging the gap otherwise left between the cockpit floor and the bottom of the instrument panel.

Construction is relatively straightforward given the need to spend time cleaning up the parts and scratch building a small number of major parts, until one comes to the Warmin struts and the upper wing attachment. Here I opted to use the kit struts from the limited run plastic sprue.

There are no strut locating pins, sockets or locating guides on the upper wing lower surface or lower wing upper surface. Instead the constructional diagrams give the distances from the wing tips for the chord line along which the struts are located, but they don't give the distances from the leading or trailing edges, so that the location can be positively identified. The drawings supplied are not to scale and it is essential, therefore, that the modeler has access to good scale plans to work from. (My reference plans were in Angus Books’ Aircraft Archive Fighters of World War Two, volume two, and I believe that the wing strut centers should be located 23mm and 11.5mm from near legs of the inner cabane struts were too short and 0.01 plastic card used to extend them. Thus completed I was dissatisfied with the struts and given the task of building again I would have discarded the kit struts in favour of brass replacements and cut locating sockets into the wings and fuselage. This would have taken a lot longer and given me the added job of making the prominent rudder at the ends of each strut, but the end result would probably have been much more satisfactory.

The next problem concerned the undercarriage. The unassembled undercarriage bolts proved to be moulded in very brittle plastic which I easily destroyed trying to clean up. I then tried to paint the plastic leg of the fully spatted set, which I also snapped in two, once repaired the legs were fitted to the lower wing when it was apparent that the moulded angle between the leg and the spat was too small requiring a new leg and stance, unless the wheels are to lean outwards alarmingly. I hope, dear reader, that you can see this is the review photo, because the cunningly chosen camera angle! Again in retrospect it would have been relatively easy to scratch build another set of undercarriage parts, but it seemed simpler at the time to go for the accuracy.

**Decals**

Greatly improved and trouble free the decals could be faulted. They adhered well and as a bonus were tolerant of Micro Sol.

**Conclusion and Recommendation**

My appetite for this kit was whetted after completing the excellent resin Museum CR.32 from the same stable. Whilst the end result was satisfactory the pleasure was dulled by problems with the resin (which may be confined to the review sample) and the wing strut provision. Perhaps it is expecting too much. MisterkIt CR.42 is basically sound, but a better, more friendly strut system, or at least scale drawings with all the information necessary to achieve a sound results would have taken priority over parts for additional variants. There seems no reason why strut mounting sockets could not have been moulded into the wings and fuselage, but perhaps true aficionados will accept these problems as a reasonable price to pay for two cowling, three undercarriage and three exhaust options.

So on the plus side, this is an accurate and generally complete kit giving two exotic versions of an under represented type. It will rightly attract considerable interest amongst specialists and those in search of the unusual, who are prepared to pay a premium and go a little more than the extra mile to create a stunning Falco. Many thanks to MisterkIt for the review sample.

**Simon Snape**
F-16A ‘Tiger Meet’

Technical Data

Scale: 1:48th
Price: £14.95

Origin: Laser (Ray) Panel Lines: Raised Effect: Raised Status: Released Type: Gunship/Modular Plastic Parts: Plastic 141; Clear 5 Decal Options: 1 Manufacturer: Revell European Distributor: Revell-Binnny & Smith (Europe) Ltd

The Kit

The kit comes in the familiar Revell box with a striking picture of the standing Belgian Air Force F-16-40 sporting full tiger markings which first appeared at the annual NATO Tiger Meet held at Lechfeld, Germany in June 1998. The aircraft retained its colour scheme for most of the summer, thrilling air show audiences throughout Europe and the United Kingdom. Unfortunately, all of the components are packed in one bag, which leads to the risk of scratches on the canopy parts. An eleven-page instruction sheet and a large sheet with a single set of decals for the tiger-striped No. 31 Squadron, Belgian Air Force complete the package. As with all Revell kits, the colour guide in the instruction booklet is extremely vague and limits reference to those colours found in their own range.

Construction

In preparing the kit for construction, it soon becomes apparent that there are a large number of surplus parts, in the main connected with the various weapon configurations. A total of 49 parts were consigned to the spares box including the underwing drop tanks, ALQ pods, AIM-120 AMRAAM missiles, wing stores pylons and part No.29 which does not feature as a surplus to requirements item on the accompanying spare parts list. The paint guide on page two of the instruction booklet begins with the five page ACS instruction sheet which is printed on quality paper and painted on page four of the instruction booklet. Assembly begins with the five-page ACS and continues with the painting and printed on page four of the instruction booklet. The painting and printed layout. The problem lies in the way in which the actual sheet has been manufactured. The process used has involved the placement of a black layer of color over the yellow of the ‘tiger stripes’ which has resulted in a tendency for the lighter colour to ‘bleed’ into the black. The black is, therefore, more akin to a very dark chocolate colour and would prove extremely difficult to match with the overall black colour scheme applied to the main airframe. The only solution was to cut each tiger stripe off the decal sheet and apply it individually to the airframe. This extended the decal application sequence to two full evenings but the end result was well worth the extra effort. The two large fin markings, which sport the tiger’s head, are provided as decals designed to cover the entire fin. Once again, I found it more advantageous to trim most of the top and bottom black decal away from the tiger’s head motif and to ‘blend’ in the markings with dashes of black, orange and dark grey paint which was almost drybrushed onto the fin surfaces. On the positive side, the decals are commendably thin and adhered extremely well to a glass surface. You may find one or two of the tiger stripe markings are wrinkled by their separation from the larger decal. If they become damaged and you have to touch up the stripes, say I did, Tamiya acrylic XF-3 (Flat Yellow) is an almost perfect match for the yellow of the decal sheet.

Decal Rating: 7/10

Conclusion and Recommendation

I covered nocking this kit, given my personal connections with the NATO Tiger Association and preference for any modern aircraft that had had tiger stripes applied to it. It is the first Revell/Italeri kit I have made for some time and whilst the sheet of decals my not match those of other kits, overall it presents few challenges, even to the most inexperienced modeller. The decal sheet provides the biggest headache and could use many off using. As always, with patience and perseverance, I very acceptable replica can be created. At £14.95, the kit represents very good value for money and I therefore have no hesitation in recommending it.

Mark P. Atteill
Blackburn Beverley C1

Technical Data

Manufacturer: Majoret Models

Scale: 1/72nd

Price: £2.10 inc P&P

Kit No.: 6579

Panel Lines: Very fine

Status: New Tooling

Type: Resin, White Metal & Vac-formed Clear Parts: D7 Resin, 14 Metal, 6 Clear

Decal Options: 3

Obtain in UK via Majoret Models

The Kit

It's BEE! It's Very Big! A suitably substantial, plain white cardboard box with simple green labels featuring black line drawings and lettering, the box opens to reveal the eight main resin major components, three bags for the white metal, minor resin parts and two canopy sets respectively an excellently detailed sheet and comprehensive instructions.

An impression of quality quickly supplants the initial impression of size and weight of the major resin casting for the two mainplanes and fuselage halves. It is all very reminiscent of the best of the old Littles in K's heyday, but cast in resins. Regrettably the pastel service's gentle instructions ensured that the propellers had badly distored blades, however, they subsequently proved remarkably accurate to gentle straightening and subsequent refinement with needle files and emery.

Instructions

Comprehensive front, plan and profile elevations in scale cover both sides of an A3 sheet, three sides of A4 are devoted to eight profiles of colour finishes with relevant upper and lower plans and scale views. A final A4 sheet gives aotted history construction notes, part identification diagrams, service history, acknowledgements and references. Unfortunately I was unable to acquire Bill Overton's 'Blackburn Beverley' from Midland Counties, the publishers, who say the book is out of print.

Construction

The kit is an entirely conventional modern multi-media offering and the main challenge relates to its sheet size. Significant quantities of superglue bonding was used throughout save only for the transparents. Carefulness can, therefore, lead to being stuck to the model or perhaps the kitchen floor. It proved better to use the insurmountable panel once located in one half of the fuselage as the viewing for the detailed flight deck, rather than the substantial covering that covered the cockpit sides and the cockpit bulkhead and panels as the main bonding guide. Initially despite repeated testing and building up the flight deck panels to fill the undersides of the cockpit roof behind the canopy. I succeeded in fitting it 1/16th inch too high.

An opportunity was taken to box off the tail boom and the fuselage below the flight deck is in front of the cargo bay windows with plastic card to prevent the infamous tearing up through the wood before the fuselage was closed up.

The written instructions refer to a massive 680 grams of lead required in the nose to prevent tail sitting. So I bought a 500 gram bar of lead solder to complement my store of certain weights and constructed two heavy Tina moulds and cast shaped weights to fit below the flight deck and ahead of the front row of cargo deck windows. They almost filled the space well "it was only obeying orders!"

With the fuselage halves bonded together with the weights in place, accuracy of the diagrams to plan the next step revealed that these refer to only 280 grams of nose ballast. Dear reader my Beverley will never win a competition unless there is a class for the heaviest model entered.

The resin is soft and very easily worked with knife, saw and abrasive. It was, therefore, too easy to be over enthusiastic sanding the bottom of the fuselage to a flat rather than a V section clearly shown in the drawings supplied. It's a comparatively easy fault to cure with filler, but unless the correct section is achieved it is impossible to achieve the correct fit and ground clearance.

Removal of the duct which runs most of the length of the fuselage to the tail facilitates smooth finishing of the fuselage and is easily replaced by appropriately sized flat, black strip.

Alignment of the various assemblies was achieved by offering up the parts over a large sheet of newspaper and using a napper to cure the super glue instantly. The drawback to this method is that the only way to reposition a mis-aligned part is to saw it off and start again. More prudent modellers may prefer to build jig.

Significant quantities of filler were used to fill the resultant joints and to ensure that the contours of ducts, air intakes and nacelles blend and conform appropriately. Halfords Grey Plastic Primer was used to identify the model before painting and facilitate the re-covering of lost panel lines. Undercarriage assemblies consists wheels and'.

Decals

These were easy to apply; glossy, sharp, well printed, adhered well, in register and had minimal carrier film. The density of the white is such that when the beam roundels were applied over the chest line the blue showed through. I successfully destroyed all of the upper wing roundels and applied slightly larger and poorer quality decals from the spare box for the sake of a timely review.


Conclusion and Recommendation

This is an expensive kit and as I have shown, one which demands constant care and attention in its construction.

It may be that the Beverley's production by Magna in resin is a heroic act of faith. It is certain that the same dedication and commitment is required of any modeller who wishes to do this kit justice. I rushed to complete the model for review and failed to achieve its considerable potential.

Comprehensive though the plans are, additional photographic reference material is essential to secretory construction and completion and this model is, which is faithful to the chosen prototype.

I cannot believe that a modeller, appropriately experienced in resin construction, and prepared to give the model the commitment it requires, could fail to achieve a satisfactory outcome.

Many thanks to Majoret Models for a colossal (in every sense of the word) effort.

Simon Snape

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Thank You

Scale Aviation Modeller International would like to thank Revell for providing the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

Thank You

Scale Aviation Modeller International would like to thank Aeromaster for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

Thank You

Scale Aviation Modeller International would like to thank Lifecolor for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.
Cutting Edge

1/32nd Scale

GEO32017 Mig-15bis Fagots

GEO32016 MiG-15bis Fagots

Both of these sheets retail for $1.95 and UK modelers can obtain examples from Hannants.

Our thanks to Cutting Edge (Meteor Productions) for the review samples.

Halo Decals

1/72nd Scale

HD-0720001S RAN Fairy Firefly
- 1. Fairy Firefly AS Mk I, VX388, 'O' on HMAS Sydney.

Both of these machines are Extra Dark Sea Grey over Sky and option one has a yellow spinner, while the other two have red spinners.

HD-0720002S Fairy Gannet
- 1. Fairy Gannet, AS Mk I, XD898, 'M' on HMAS Sydney.

Both of these machines are Extra Dark Sea Grey over sky.

HD-0720003S RAN A-4 Skyhawk

Each machine is Gloss Salt Grey over Gloss white. Option one offers either a blue tail with insignia yellow flash or a yellow and blue check. Option two has a white tail with red checks, or it can be finished in a wrap-around camouflage of Aircraft Grey and Light Grey Admirey Grey over White. The final option has the same two tail configurations as option one.

HD-0720004S AerMacchi MB. 324H 'Roulettes' This sheet allows you to make any of the six MB.324Hs flown by the 'Roulettes' display team. Each machine is in a striking Light Grey and Insignia White over Aluminium and Insignia White scheme and the decals sheet has enough

final little treat is the inclusion of a special collectors card of the subset aircraft type.

Our thanks to Halo Decals for the review samples. To date we are unaware of any UK importer of this range.

Note: All of the items listed have recently been released and are here for our readers’ information. Full reviews of each may appear in a future edition.

Fighter Decals

1/48th

46-001F-15E Stuka Eagle
This sheet includes markings for the 103rd FSG, 104th JG, 1st Staffel, 102nd FG, 2nd Staffel, 3rd Staffel, 4th Staffel of the 102nd FG, and for the 101st FG, 3rd Staffel of the 101st FG. It includes a total of 19 decals and is stocked by Meteor Productions.

1/32nd

Already available from Fighter Decals is a sheet for the Stuka! Surfis F-15E is this scale (#32-001). This sheet is still available from Meteor Productions.

SP-Decal

This is a new line to us and, as they started production in 1998, so far they have released sheets for the following subjects:

1/72nd Scale

72601 - MiG-29 and MiG-29UB
72632 - Canadair CS101
72637 - V-22 and HH-60A
72656 - Supermarine SE5a.

1/48th Scale

48601 - MiG-29 and MiG-29UB
48620 - MiG-29S and MiG-29UB
48626 - MiG-29UB.

AeroMaster

New sheet from AeroMaster this month include five new standard sheets, plus two new book/decal sets, all of which are in 1/48th scale.

48-383 Mitchell Collection P.V.
48-412 E-38 P-38L Lightning
48-412 E-38 Lightning
48-412 Insignia White
48-412 Insignia White

The two special book/decal combination sets are 48-010, which is Part 13 of the 403rd Fighter Group in France, and 48-014, which is USN AV-8B, Carrier Air Wing Eight, 1977/8.

Blue Rider

A new book/decal sheet, plus a new book/decal set have just been released by this firm.

The new book/decal sheet is 48-016 Chennal Air Force 1919-1982 and this offers schemes for six Avro 504Ks, a Blenheim X and a PAF SF-86. It retains for £3.00.

The book/decal set is entitled Libyan Air Force 1918-1940, which offers a 5 page booklet and decals for a South African 504K, a SVA-16, a Spitfire, a Boeing B-17, a Fairy Seal, 30-38 and a Yak-11S. This costs £3.50.

Tasty Hat

This month, Tasty Hat have released a new sheet in both 1/72nd and 1/48th scales, although they each deal with the same subject matter.

1/72 Scale

72609 - Kamil M. Kutleskasew
- 1. Hurricane Mk II, B551, X-X of No. 143rd Sqn. RAF, in early camouflage or late (black) scheme.

1/48 Scale

48266 - Kamil M. Kutleskasew
- 1. Hurricane Mk II, B551, X-X of No. 143rd Sqn. RAF, in early camouflage or late (black) scheme.
**Copper State Models**

1/28th Scale

CSM#153 Fokker D.VII

This sheet offers markings for Lt. E. Udets machine and is designed to fit the Revell kit, an example that has been corrected by the decals. Both early and late styles of data panel and lift arrows are included, along with a wide selection of propeller manufacturer logos. Note that this machine is in loincloth fabric, so modellers will need the appropriate sheets that are available from Copper State.

CSM#154 Fokker D.VII

CSM#155 Sopwith Camel

On this sheet you get the markings for Lt R. R. Spark's aircraft and once again the sheet contains the early and late styles of data panel and lift arrows, along with a wide selection of propeller manufacturer logos.

CSM#156 Sopwith Camel

This sheet offers markings for the aircraft flown by Lt. R. Williams on the night of him shooting down a Fokker D.VII on the 20th July 1918.

CSM#154 Fokker D.VII

with the Fokker D.VII sheets I would advise additional reference material in the form of the Walschoel Anthology series on the type.

Our thanks to Copper State Models for the review samples. Each sheet featured above is $4.99 and UK modellers can obtain examples from Aerodr."
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  - Warbird Tech Vol. 25: Lockheed Martin F-117 .... £9.95
  - Warbird Tech Vol. 26: A-4 Sky Hawk .... £9.95

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  - Frontline Colour 1: F-51 Units Over Korea £13.90
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Delta Bits

**1/72nd Scale**

**Subject:** Douglas A-20 'weighted' wheels

**Scale:** 1/72nd

**Product No.: CB5999**

**Type:** Accessory

**Designed for:** Any A-20 kit

**Parts:** Resin 3

**Price:** £3.75

**Includes:** Replacement ‘weighted’ main and tail wheels that are suitable for any A-20 kit in this scale.

News

Note: All of the items listed have recently been released and are here for our readers’ information. Full reviews of each will appear next month.

**Educated**

1/72nd Scale

72-321 - K-31 Hyrb (Hasegawa) [ETBA] [ob]
72-325 - Df Mosquito Pk Mk VI (Hasegawa) [ETBA] [ob]
72-332 - P-38 Lightning (Hasegawa) [ETBA] [ob]
72-337 - Df Mosquito FB Mk V/NF Mk II (Hasegawa) [ETBA] [ob]

1/48th Scale

46-318 - 101st Reconissance Bttn (Hasegawa) [ETBA] [ob]
46-319 - F-17 Nighthawk (Revell-Monogram) [ETBA] [ob]
72-310 - F-16 Adverse Combat Maneuvers (Hasegawa) [ETBA] [ob]

**Dangerous Doodles**

1/48 Scale

RF-22/G Helicopter (Hasegawa) [ETBA] [ob]

**Bolcher Bits**

1/48 Scale

AE-33 - Munk 28 Nuclear Bombs: Mk 28RE, RE, IN, RT & TF (C&W) [ob]

**Airwaves**

1/72nd Scale

AG-224/25 - Douglas C-47 (Modellbau) [ETBA] [ob]

1/48 Scale

AG-224/26 - Douglas C-47 (Modellbau) [ETBA] [ob]

Copper State Models

**1/28th Scale**

**Subject:** Early Fokker D.VII Engine Panel

**Scale:** 1/28th

**Product No.: CSM #156**

**Type:** Conversion

**Designed for:** Revell® kit

**Parts:** Resin 3, White Metal 2

**Price:** $10.99

**Includes:** Early style right and left upper engine cowls in resin plus white metal exhaust manifolds.

**Subject:** D.VII Built D.VII Engine Panel Set

**Scale:** 1/28th

**Product No.: CSM #157**

**Type:** Conversion

**Designed for:** Revell® kit

**Parts:** Resin 3, White Metal 2

**Price:** $10.99

**Includes:** Early style right and left upper engine cowls in resin plus white metal exhaust manifolds.

**Conclusion**

For those interested of early cowlings, this latest model is a must have for all Fokker D.VII fans. The kit is well made and provides a good alternative to the Revell® kit.

**Copper State Models**

**Type:** Accessory

**Designed for:** Revell® kit

**Parts:** Resin 1

**Price:** $2.99

**Includes:** The rounded style of the engine cowlings seen on some D.VIIs.

**Conclusion**

Each of these items is well cast and nicely detailed. If you have dealt with the other inaccuracies of the Revell® kit, then these sets should allow you to add a few more variants to your collection. For modellers in the UK, this kit is an excellent alternative to the Revell® kit.
Lone Star Models

1/48th Scale
Subject: WWII British Wicker Seats
Scale: 1/48th
Product No.: V192
Type: Accessory
Designed for: N/A
Parts: Resin 2
Price: $5.00
Includes: Two beautifully detailed wicker seats, complete with leg straps but are suitable for most WWII RAF aircraft types.

Subject: WWII German Seats
Scale: 1/48th
Product No.: V193
Type: Accessory
Designed for: N/A
Parts: Resin 2
Price: $5.00
Includes: Two beautifully detailed seats, complete with leg straps and cushion that are suitable for most WWII German aircraft types.

Subject: Grumman F6F-3 Tyre & Wheel Set
Scale: 1/48th
Product No.: V194
Type: Accessory
Designed for: Hobbycraft kits
Parts: Resin 2
Price: $10.00
Includes: One of the biggest dimensional errors in the Hobbycraft Beaufort kit is the forward fuselage and cowling area. These are therefore replaced with the two resin sections in this set.

Conclusion
Each of these kits is well cast and nicely detailed. The F6F-3 seats suffered from a few bobbles in our samples, but the overall finish of the detail is such that the seats are well worth considering.

Our thanks to Lone Star Models for the review samples. UK modellers can obtain this range from Aeroclub.

Aeroclub

1/48th Scale
Subject: Fairy Battle Propeller
Scale: 1/48th
Product No.: PD07
Type: Accessory
Designed for: Classic Airframes kits
Parts: White Metal 4
Price: £1.93
Includes: A hub and three separate blades to make up a highly detailed Fairy propeller for the new Classic Airframes kit.

Subject: Rolls-Royce Merlin Three-Stack Exhauster
Scale: 1/48th
Product No.: V195
Type: Accessory
Designed for: See Below
Parts: White Metal 2
Price: £2.03
Includes: One complete exhausts that are suitable for any of the new Classic Airframes kits.

Subject: Fairy Battle Undercarriage Jacks
Scale: 1/48th
Product No.: V196
Price: $5.00
Includes: Two ‘weighted’ main wheels to replace those in the Hobbycraft kits.

Subject: Grumman F6F-3 Cowling Correction
Scale: 1/48th
Product No.: V197
Type: Correction Set
Designed for: Hobbycraft kits
Parts: Resin 2
Price: $10.00
Includes: One of the biggest dimensional errors in the Hobbycraft Beaufort kit is the forward fuselage and cowling area. These are therefore replaced with the two resin sections in this set.

Conclusion
Each of these kits is well cast and nicely detailed. The Cowling Correction suffered from a few bobbles in our samples, but the overall finish of the detail is such that the kits are well worth considering.

Our thanks to Aeroclub for the review samples. UK modellers can obtain this range from Aeroclub.

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Eduard

1/72nd Scale
Subject: F-106 Super Hornet
Scale: 1/72nd
Product No.: 72-320
Type: Detail Set
Designed for: Heller kit
Parts: Etched Brass 92, Acetate 3
Price: £12

Includes: Seat harness, side consoles, HUD frame, undercarriage door linkage, aileronbrakes, control column handles, lock anticollision, rearview mirror, wheel wells, pilot and an armament.

Zoom Series
Subject: Grumman F6F Hellcat
Scale: 1/72nd
Product No.: SS125
Type: Detail Set
Designed for: Academy kit
Parts: Etched Brass 24, Acetate 2
Price: £8

Includes: Instrument panel, seat harness, rubber pedals, rearview mirror, wheel well inserts, pitot and a nameplate.

Subject: Grumman F4F Wildcat
Scale: 1/72nd
Product No.: SS131
Type: Detail Set
Designed for: Hasegawa kit
Parts: Etched Brass 26, Acetate 2
Price: £12

Includes: Instrument panel, rear bulkhead, seat harness, side consoles, undercarriage linkage, control column and nameplate.

Zoom Series
Subject: Messerschmitt Me 163
Scale: 1/72nd
Product No.: SS136
Type: Detail Set
Designed for: Academy kit
Parts: Etched Brass 31, Acetate 3
Price: £12

Includes: Instrument panel, seat harness, control column, pilot's seat, armament, and a nameplate.

1/48th Scale
Subject: Douglas F4D-1 Skyray
Scale: 1/48th
Product No.: FE115
Type: Detail Set
Designed for: Trumpeter kit
Parts: Etched Brass 35, Acetate 1
Price: £12

Includes: Instrument panel, seat harness, control column, wheel wells, landing gear, armament, and a nameplate.

Conclusion
As with all Eduard products, these new sets are to the highest standard and can be highly recommended.

The Zoom series sets are extremely good and offer those of us without experience with etched brass the chance to introduce ourselves to it without all the hassle of the 100+ parts offered in the standard range.

Our thanks to Eduard M.A. for the review samples. UK modellers can obtain this range from Hannants or LSA Models.
Mister Kit

Released by Mister Kit recently is the second series of acrylic paints covering German WWI subjects.

MKGC-007 Albaticus Red Brown
MKGC-008 Albaticus Marv
MKGC-009 Albaticus Pale Blu
MKGC-010 Albaticus Pale Green
MKGC-011 Albaticus Green
MKGC-012 Feldgrau Olive Green
MKGC-013 Feldgrau Turquoise
MKGC-014 German Light Grey
MKGC-015 German Sky Blu
MKGC-016 Clear Doped Linen

The five Albaticus colours were used for camouflage areas of fighters before the arrival of four and five-colour camouflage fabric and the Turquoise was applied to the undercarriage and struts. The Light Grey was used for the wings, landing gear and metal areas on some camouflaged planes and the Sky Blue was applied overall to some types like the Albaticus C.III, Roland C.II and Hanover CL.IIIa.

Our thanks to MisterKit for the review samples. UK Modellers can obtain these colours from Aeroclub

Instant Rust

Produced by Modern Options Inc in the USA, Instant Rust™ is usually used to give things like picture surrounds a rust effect, but for us modelers, it allows you to create realistic rust on plastic.

The system consists of two parts, the first is applied with a brush to two coats with one hour between each. After a further 12 hours you apply the second solution and this will react with the first, creating real rust. The whole effect can later be sealed with a suitable acrylic varnish. The effect is amazing and the only precaution we would advise is a primer coat of Halfords Grey Primer on any surface you are going to apply it to.

Because of the nature of this system, contact with your skin and eyes should be avoided and goggles should be worn at all times when using it. A set of two bottles retails for £10.99 from ED Models and there is enough in them to keep you going for quite a while.

Our thanks to ED Models for the review sample.

Airwaves

A new set of ultra fine saws that fit an X Acts handle have just been produced by ED Models in their Airwaves accessory range. This set (AM-942) retails for £4.99 and offers 31, 48 and 68 TPI (Teeth Per Inch), but note that the curved blade marked as 68 TPI is most likely about 28 TPI.

Our thanks to ED Models for the review sample.
Eduard — Express Mask Series

The latest additions to the Express Mask series of die-cut masks include:

1/72nd Scale
XS 604 F-16D Tomcat (Revell)
XS 601 F-111 (Heller)
XS 604 F-104 Starfighter (Hasegawa)
XS 601 Tempest V (Academy)
XS 607 Beaufighter (Hasegawa)
XS 605 F-3 AWACS (Heller)
XS 512 Albatros D.III/D.V National Insignia
XS 514 Seiran/Nantan National Insignia & Markings
XS 513 F6F National Insignia (1942-3)
XS 519 F6F National Insignia (Red Outline)
XS 518 F6F National Insignia (Post-War)

1/48th Scale
XF 041 F-117 Nighthawk
(Bedell-Monogram)
XF 514 F-109FG "Tiger" Camouflage Scheme
XF 517 Albatros D.III/D.V National Insignia
XF 521 F6F National Insignia
XF 522 F6F National Insignia (Red Outline)
XF 523 F6F National Insignia (Star & Bar)
XF 526 F6F National Insignia (Post-War)

Our thanks to Eduard M.A. for the review samples. UK modellers can obtain examples from USA Models or Humano.
The Italian Aerobatic Teams

- **5a Aerobrigata**
  - Guizzo
  - Aircraft: Republic F-84E, 51-61
  - Scheme: "Tigri Bianchi" (white tigers), later modified to include "Cali e Mice" emblems

- **51a Aerobrigata**
  - Tigri Bianche
  - Aircraft: Republic F-84E, 51-29
  - Scheme: "Tigri Bianchi" (white tigers), and second scheme (right)

Left: Spitfire Mk IX D, NX1541, MM4088, of the 31
51, Sforsag, based at Trapani. 1947, Team of three
Spitfires which included PX65 (MM.4086) while
the third aircraft is believed to have been
F451 (MM.4126)

Above: de Havilland
Vampire FB Mk 42.
4-15, of the 62
Aerobrigata, "Cavallo
Aerospada" (1953-1952)
For left: Various views of
Port Upper and
Underside views
showing black wing
bande

Above: Republic F-84E, 1987-57-27 of the 5a Aerobrigata, "Guizzo" aerobatic team of 1953

Above: Republic F-84E, 1987-5-57 of the 5a Aerobrigata, flown by the Aerobrigata Commander
(right pennant), and the "5th Dragoon" (left pennant) during their visit to Spain in May 1954

Republic F-84E, 51-61 of the 51a Aerobrigata "Tigri Bianchi" (above) in their original colour
scheme, later modified to that shown below of F-84E 198746/21-29. Cat and Mice emblems on
fins (also carried by the Spitfire at top of page)

Port-wings upper and lower views for the first scheme, "Tigri Bianchi" (above)
and second scheme (right)

1 of 4 © Richard J. Caruana – 2006

Profiles 1:72 Scale
Spectator's Benefit

For aerial feats teams in the world can boast a heritage comparable to that of the Freccia Tricolori of the Italian Air Force. On 1 September 1915, Tenente Colonnello Elio Romani took over command of the X° Stormo (Caccia) of the Regia Aeronautica (RA) based at Campanari, his arrival marked the birth of aerobatic display flying in that country. Under the command of Generale Italo Balbo, the Italian Air Force was going through a vast expansion programme during that period, seeking to tame the same time to obtain prestigious international records to add to its laurels. Balbo and marine aircraft units were created and broke a number of long-distance and altitude records. Fosger believed that proficiency in formation aerobatics was fast-traceable for fighter pilots, in complete contrast to the preachings of his predecessor, Colonnello Luigi Gioli, who had disappointed of formation flying as experimented by Sargento Maggiore Pozzi, Maggiore Lanza and Sargento Maggiore Panetta on the CR 11s.

The Italian aerobatic display was organized by the 1° Stormo on July 12, 1928, at Rome's Elicottero airport. To celebrate the arrival of the Belgian Pathfinder of translunar aviators Roger Williams and Lewis Janeway, two three ship formations and a reserve aircraft put up a spirited display using brand new Fiat CR 20s fighters on loan from the 79° Stormo. The 1° Stormo performed again at Milan in June, 1936. Then, on 14 September, Italy took its first Fiat CR 20s fighters on an epic tour of the Balkans, with superlative performances at Bucharest, Belgrade, Sofia, Istanbul, Athens and Tirana, Albania. This initiated a golden age in Italian aerobatics which was to last up to the beginning of the Second World War. On 20 June 1937, the 4° and 6° stormi performed at Budapest and then, on July 24-25, took part in the Air Meeting at Zurich, where the Italian team placed second (by half a point) amid 13 competing national teams. On August 21, the units embarked CR 32s on the merchant ship Giovannella and sailed for Peru, the first leg of a tour of South America. Captain Molinari led the Misfori group (formed from pilots of 33° and 3° Stormi), while Kapitanica Vida led the Carapinarz bear group (formed from the 1° Stormo). On October 3, they performed at Los Cerrillos Airport in Santiago, Chile. Ten aircraft then made a formation crossing of the Andes into Argentina, where its unit performed at Buenos Aires on November 4. Two days later the CR 32s went to Montevideo and then by ship to Rio de Janeiro. On January 10, 1938, they performed their final South American display at Campo de Marte, San Paolo of Brazil.

The Early Post War Period

The war brought a complete halt to aerobatic display flying in Italy. Reconstruction of the Aeronautica Militare (AM) in the immediate post-war period depended largely on the supply of British and American aircraft, swiftly followed by a revival in display flying. The natural urge of fighter pilots could hardly be restrained, and by 1947 Spitfires and Mustangs were being flown all over the sky at local displays. Probably the first record of formation display flying in Italy after the war was a performance given by a trio of Spitfires Mk IX from the 1° Stormo based at Taviano at the Padova Aero Club, on September 7, 1947. The following month other Spitfires from the 5° Stormo and from the 1° Stormo of Linate gave formation aerobatic displays in Milan. The first official post-war team appeared when the Cavalcanti Rampante (Francois) Horse's was born on June 2, 1952. The team's commander, Tenente Ciclitira, and pilots Bombastini, Gaioni and Guarneri (among others) flew displays using four de Havilland Vampire jets from the 4° Stormo based at Rome's Fiumicino airport. The Vampire was but a step-gap measure, as Republic F-84Fs were already being delivered to the AMI. Thus the following year the re-equipped 10° Stormo (5° Stormo) team, nicknamed Gatti (Flap), was formed on four of these new machines. After a debut at Villafranche in April, the team participated in the Soesterberg Air Show (Holland) in July. Their presence in Italy during 1955 earned them a starring role in the film Quattro di Gatti Tenanti (The Four of the Thunder [jet]). Ciclitira's name was a hit and they performed throughout 1956 as the Gatti Tenanti. Meanwhile, one of the major Italian World War II aces, Mario Bellagio (14 victories, 11 of which attained while serving in the Aeronavnale Italiana Republicana) was asked to form another team on F-84Fs within the 5° Stormo. This four-ship team, the Tiger Serenissime (White Tigers) was born as a "reserve" continuing to perform memorable displays up to 1958.

An important development was the arrival in 1957 of the Sabre within the AMI. The 4° Stormo soon took to the air as official team on four General Dynamics F-86A Sabre aircraft (F-86-AF, 11s (Sabre F-86AFMD)) under the command of Captain Nicolaichick (Kruspinski) revising the Cavalcanti Rampante name. For the first time, the Italian team adopted a highly visible colour scheme: yellow fuselage and upper wings, with dark blue under wings and tail and a red trim. They saw their public debut on May 19 at Tortiù Castle, and soon afterwards left for Le Bourget for the Paris Airshow. Smoke generating equipment was improved, allowing the pilots to switch on and off at will, at any time during the display. The team had a hard time competing with the likes of the Skyhawks, the Black Arrows and the Patrouille de France. However they managed to steal the show by ending their display with a perfect formation landing. A fifth aircraft joined the team on August 31 at Rimini.
The Italian Aerobatic Teams — 2

Diavoli Rossi
6a Aerobrigata

Below: Republic F-84F-71 RE, S.3-6911, flown by Sottotenente Cunico of "Diavoli Rossi" first scheme, Ghedi 1957

Left: Republic F-84F-71 RE, S.3-6918 flown by Capitano Gobbi, "Diavoli Rossi" second scheme, 1958. Similar to these aircraft carried on nosewheel door city

Below: First scheme upper and underside views

Below: Second scheme upper and underside views

Right: Secondary scheme for 1958 tour

Below: "Cavallino Rampante" upper and underside schemes

Below: "Lancieri Neri" underside scheme, fuselage is natural metal

Below: Canadair CL-13 Sabre 101/094-12 of the "Cavallino Rampante" (1966-67). Other aircraft of this type were 4-26, 4-31, 4-11 and 4-19

Cavallino RAMPANTE
4a Aerobrigata

Lancieri Neri
2a Aerobrigata

Below: Canadair CL-13 Sabre "Lancieri Neri" (1969-59). All external serials appear to have been unpainted

Scale 1:72

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Illustrations on this page show the highly original scheme of the “Getti Tonanti” (1959–60). Each aircraft carried a similar scheme in different colours. Aircraft with this team are Republic F-84F-51 REs as follows: Orange: S-36391; Black: S-648; Yellow: S-735; Red: S-615; Lime: S-619 (white plane aircraft known as July); S-721.
Some aircraft appear to have been replaced at some time with S-938, S-615 and S-735.
Typical starboard scheme is shown below.

Getti Tonanti
5a Aerobrigata

Scale 1:72

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5a Aerobrigata badge carried on starboard side only.
The Italian Aerobatic Teams — 4

Frecce Tricolori

313; Gruppo Addestramento, based at Rivolta, Italy

Right: First mount of the Frecce Tricolori was the Canadair C-13 Sabre Mk 4 P-8E (with the 8-3 wing) in 1961 with this scheme.

Serial Numbers

Aermacchi MB.339AD (PAN) Production:

MM.54408
MM.54413
MM.54426

Converted to PAN from standard MB.339A:

MM.54445 (Dec. 69)
MM.54500 (Oct. 95)
MM.54617 (Dec. 05)

Below: The Fiat G.91 PAN (pre-production models modified with instalation of smoke generating equipment) was introduced in 1962. Note the small underwing tanks containing fuel for generating smoke, were standard fit, and retained during displays. A small number of G.91Ps, with the recce nose, replaced some of the war-out G.91/PAN during later years of the type's use by the team.

Below: Aermacchi MB.339AD (PAN), flown by the CO of the Frecce Tricolori, Ten. Col. Gianluigi Zanelli, during the 1994 season, carrying a commend trophy in front of the pilot's name. Fuel for generating coloured and white smoke is contained in the small underwing tanks. Note no wingtip tanks, and additional pair of wing fences close to the wing tip (for details see plans in SFIN, July 1996 issue).

Above: Unit badge of the 313th Gruppo Addestramento, Frecce Tricolori.

Right: Underwing view of Frecce Tricolori Sabre 61-12; nose legs are polished metal. Scrap view shows position of upper wing roundels.

Plans — 1:144 SCALE

Left: Underside view of Fiat G.91 PAN; noseleg is polished natural metal. Scrap view shows position of upper wing roundels.

Right: Underside colours of MB.339AD: grey areas are painted aluminium. Scrap view shows upper wing colours. Note that white line to underside red flash and the silver line to upper wing white flash.

Profiles 1:72 Scale

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Reserve team that year was the Dieroli East (Red Devils) of the 6th Aerobrigata equipped with F-84s. By that time it had been established that the reserve team would take over as Allied team the following year. Thus in 1958 the ‘devils’ took part (and won) the International Meeting at Liege on June 27, against such tough competition as the RAF Black Arrows, Portuguese Dragons, Greek Aristeus, Turkish White Scans, Skyblazers of the USAF and Belgian Baltique Rouges. The pilots who carried away the cup and medals as best NATO Military Aerobatic Display Team were: Captains M. Scuarcina, Capp. A. G. Coletta, Tenente V. Canese, Tenente G. Cangani, Tenente D. Albertazzu, Captains Lucchini Guida, Tenente A. Ciussi and Sergeant Maggiore F. Antielli. Reserve team for that year was the Lancieri Novi (Black Lancers) with six all-black Sabre under the command of a 4° Stormo veteran. Tenente Colonnello Prino. The Lancieri took over in 1959 while two other reserve teams were formed, that of the 5° Aerobrigata (reverting the Gatti Toscani name for their F-84s). During that same year, the Dieroli Rossii were reconstructed to undertake a US tour on an invitation by the United States Air Force (USAF) and the organizing committee of the 1st World Flying Congress. The team performed in Las Vegas on 19 April 1959 flying F-84s from the USAF, together with their American colleagues from the Thunderbirds (on F-100) the Dutch Whisky Foar (F-84F), the Chinese Thunder Tigers (F-4F) and the United States Navy (USN) Blue Angels (TF-11 Tigers). Tenente Colonnello Prino was hailed as best solo performer and the team was asked to perform a second tour in the US for which the famed Thunderbirds were painted in a similar ‘Devil’s’ scheme. Their displays in the states of Washington and New York earned them the name of ‘those crazy Italians’.

Officiel team for 1960 was the Gatti Toscani with a more important task, that of flying the Italian flag while Rome hosted the Olympic Games. The games inspired their highly original colour scheme, carrying Olympic circles on the fins and individual colour names. An innovation was the introduction of a soloist (sixth member), who left the main group soon after the first few formation manoeuvres. Overseas tours included spinghalem and Ramstein (Germany) in May, England on June 6.

Birth of the Freccce
On January 16, 1961 the 31° Gruppo Addestramento Aerobatico (Aerobatic Training Squadron) was formed on a permanent footing, independent of the operational squadrons which had, up to that time, provided the official AMI team each year. Based exclusively at Avio military airport (near Camafezzano, birthplace of Italian aerobic display flying), it fell under the command of Maggiore Scuarcina. The team members, drawn from the 4° Stormo which that year would have been the official team, were: Captains Scala (leader), Sottotenente Vianello, Sottotenente Pizzonia, Tenente Sartini, Sottotenente Guarino, Tenente Ferri. Their original mounts were Canadian CL-13 Sabres, specially painted blue overall with silver undercarriage, and green/white/red stripes under the wings and tail - a scheme which has changed very little since then. The official designation was Patrulla Aéronautica Italiana delle Frecce Tricolori (National Aerobatic Team of the Tri-Colour Arrows).

In 1942, aircraft with the team were increased to nine ex-Dieroli Rossii and Caravelle Rampante volunteers vied for the prestige of joining the Freccce. A very important worldwide innovation that year was the introduction of equipment which enabled the pilot to select white or coloured smoke at will. But the most important innovation was to appear in 1963, when the Freccce converted onto the Fiat G.91-11, the first indigenous aircraft of Italy’s national display team since 1939. A tenth member, a soloist, was added soon after.

The G.91-11 (Portoуглі Aeronautica Nazionale – National Aerobatic Team) were a series of pre-production machines of Fiat’s highly successful light fighter with a specially-stressed airframe to take the extra strain of display aerobatics. The normal pointed nosecone, later replaced by the familiar camera nose of the ‘G’, was retained. For display flying, underwing ferry tanks were replaced by smaller tanks which housed smoke-producing diesel and dye. These small tanks also acted as ballast to improve the G.91’s balance on all axes. Canopy equipment on either side of the cockpit was removed and replaced by mock barrels. Apart from varying weight the vacated area provided valuable kit space during trips far away from base. The first G.91-11 was consigned to the team on 28 December 1963, when the Freccce were under the command of Tenente Roberto di Lillo, ex-leader of the Tigri Bianchi. The rear of the team, which debated in public with the new aircraft in 1964 were: Captains G. Saroni, Sergeant Linguag, Marcello Garabini, Tenente Bambini, Sergeant Meacci, Marcello Liverani, Marcello Tarant, Tenente Ferrazzutti and Captaino Schiavoni.

In this form they performed for the first time at Malp during the inauguration of 14-32 runway extension at Lago on October 1, 1977. By that time G-91s (with the rear noses) had also been converted to PAN standard to replace some of the ageing pre-production machines.

1968 was the last season with the G.91. The Little Sabre (as the Fiat G.91 was sometimes known) was exchanged for brand-new Aermacchi MB-339. Another highly successful aircraft of Italian design and construction, the ‘Macchi’ is a twinjet trainer (flown from the front seat only during displays), an aircraft which was examined in detail in SAM Vol.5 Issue 7 (July 1999). With a maximum speed of 445 l/s, the aircraft might seem tame compared to the G.91 but in fact its manoeuvrability provides a tighter display circuit than that of its predecessor. The choice of a trainer was similar to that of other air forces, such as the AlphaJet for the Panair de France and the Hawk for the Red Arrows.

The aircraft is identical to the trainer version except for some structural strengthening, the elimination of the wingtip tanks, additional mini-wing tips and the addition of smoke-generating equipment. Small tanks under the wing fairings contain diesel and dye which are then plumbed to the jet engine’s exhaust, where they turn white into coloured smoke. For the debut of the new machine the team was formed of Maggiore Pecora (1st Leader), Maggiore Nardini (2nd), Captains Antonio Cosini (3rd), Captains Grego (4th), Captain Dave Padozzi (5th), Captain Breval (6th), Captain Nucelli (7th), Captain Moretti (8th) and Captain Gregorio (9th) and Captain Molinari (10th – Soloist). The unit at the time was under the command of Tenente Colonnello Savini.

One must also remember that the 31° Gruppo is an operational unit, just like any other within the AMI. A significant portion of its activities is devoted to operational training in the Close Air Support and Anti-Helicopter roles. In particular, all personnel are trained to obtain and maintain full combat readiness and the Freccce aircraft can be converted to full operational standard, to include wing-tip tanks, underwing cannon pods and rocket launchers.

With a speed of 1000 km/h, the Frecce Tricolori managed to survive even grim moments, such as the disaster at Ramstein on August 28, 1988. Talk of disbandment at the time was rife, especially since it provided some politicians with an excuse to axe defence spending. However, the team returned to the limelight stronger than ever, and their performances are eagerly awaited by all whenever their shining blue marks rumble across the skies. Since 1929, Italian Air Force display teams have come a long way: the thrill remains as exhilarating as ever... Italian display pilots have never looked back since the time of Forges’s humble beginnings over 70 years ago.

Richard J. Canavan

Line-up 2000

FRECCE TRICOLORI LINE-UP – 2000

Ten. Do. Mi. Mario de RINALDIS (Pony 1 – Formation Leader)
Cpt. Pd. Paolo TARANTIN (Pony 2)
Cpt. Pd. Salvatore VIOTTI (Pony 3)
Cpt. Pd. Alessandro RASCHI (Pony 4)
Ten. Cpt. Giovanni ADAMINI (Pony 5)
Cpt. Pd. EttoRE PAPA (Pony 6)
Cpt. Pd. Marco FERRANTE (Pony 7)
Cpt. Pd. Pietro BARASSI (Pony 8)
Cpt. Pd. Mauro TAMBARON (Pony 9)
Cpt. Pd. Domenico MARZARO (Pony 10 – Soloist)
Cpt. Pd. Andrea RUSI (Pony 11 – Trainer Pilot)
Cpt. Pd. Andrea SAIL (PdR – and Speaker)

Frecce’s Web Page: www.aeronautica.defensainpiani
History

With swept wings a speed above that of sound, rocket propulsion; a jet engine take-off; dolly and a landing skid intended to absorb the shock of a 257km (160mph) landing - the Me 163 was a revolutionary, exotic and advanced aircraft in a number of ways. Its origins began in 1926; this was the year when Do. Dr Alexander Lippisch designed his first untamed glider. During the next ten years or so, Lippisch built many aircraft of this type and became involved in rocket propulsion. In 1937, he was asked by the RLM (German Air Ministry) to design a manned aircraft to test the Walter 1-203 rocket motor. Rated at 400 kg thrust this motor operated on a mixture of two liquids which reacts violently when brought into contact with each other. The first test was T-stoff, which was mainly concentrated hydrogen peroxide, and the second was Z-stoff, which was a solution of calcium permanganate in water.

The first powered flight took place at Eisleben in August 1941, where a speed of 800km (497mph) was reached. Soon after this flight a speed of 1000km (624 mph) was recorded which was 250km (155 mph) above the official speed record. Compressibility problems were encountered but these were rectified by the wing leading edges by adding slots. One feature that could not be rectified was the undercarriage. Taking off was done in the conventional manner, but the wheeled dolly was jettisoned once a safe height (15-30 ft) had been reached (in order to prevent the dolly bouncing up and striking the aircraft). Landing was achieved by the deployment of a sprung skid. Heavy landings or uneven ground could result in the suspension assembly failing and the pilot sustaining spinal injuries, or the aircraft exploding due to the volatile fuels being shaken excessive. The 'Komet' was undoubtedly the most demanding aircraft in the history of air warfare. Z-stoff was eventually replaced by C-stoff (hydrazine hydrate solution in methyl alcohol) in a later development of the rocket motor, the Walter II-203b. Lippisch was instructed at this time to design an interceptor with a fast rate of climb and this motor was eventually replaced by the Walter IVK-509A in production versions of the aircraft. It produced a thrust of approximately 1500kg (330 lbf) at sea level and weighed only a little over 100kg. Production Kometes entered Luftwaffe service in May 1944.

Early Kometes were armed with two high velocity 20mm MG-151 cannons but this was changed to two 30mm Ehrmann M-104 cannons with 60 rounds each. The flight endurance of the production Me 163B-1a was about seven and a half minutes with a rate of climb of 4900m (16,080 ft) per minute. At altitude, its maximum speed was 960km (597 mph) which meant that although extremely difficult to hit, it was far more difficult for the Komet pilot to aim the canons due to the closing speed, and this meant that the pilots had to be above average in their skills. The range of the Komet was about 130km (80 miles) not allowing for combat time, this meant that the enemy had to fly close to the Komet's base in order for it to be of any use.

The Me 163's first major combat occurred on 16 August 1944, when five Kometes intercepted 109F USAF bombers which were not instructed to avoid a Komet base (Brandis). A few hits were scored on 847 of the 305th FG (Bomber Group); but the effectiveness of this attack was negligible, and two Kometes were lost.

The 25th August was to be the Me 163's glory day, when Feldwebel Siegfried Schulte destroyed two He-177 and other Kometes destroyed two others, but this success was not to be repeated before the fall of the Reich.

Developments of the Komet were planned but none came to fruition. Statistics of the Komet show that about 80% of losses occurred during taking off or landing, 15% were due to compressibility or fire whilst airborne, and the final 5% were combat losses. By 1945 some 300 Kometes were in front line service but only 484 were able to intercept the perpetual flow of allied bombers. This unit claimed nine bombers, but in the process of doing so lost 14.

The Dragon kit

The kit consists of four sprues of parts moulded in light grey plastic, two etched frets, a transparency and decals. The detail throughout is of a very high standard and the panel lines are crisply reproduced. The baggage halves are split horizontally and the tail assembly is split vertically as they are separate. I am not sure of the reason for this as I would have expected only the tailfin to be a separate item. That said, a high quality manufacturer such as Dragon could have a very good reason for this! No engine parts are present as in the Me 262 and He 162 kits from the same range. As the rocket motor has a relatively simple shape I'd expect it to be quite easy to reproduce. The etched frets are very well made and the river detail of these components is very nicely done. Despite the complexity of the shape of the canopy it is excellently recreated with no optical aberrations, blisters or moulding lines and looks to be the scale thickness. Two decals options are present and the decals look to be of a high standard despite being a little thick. Finally, a pilot figure is included in the kit, and I chose to construct this kit with the addition of the Eduard etching set.

The Eduard set

This is quite a neat little set which despite having relatively few parts would enhance the model in a subtle way by adding extra detail. The fret contains such items as seat belts, two sets of rudder pedals, a new cockpit floor, framing for the armoured glass, landing flaps, and cockpit carpet (not to be confused with seat belts). The most addition this fret gives the Komet is the instrument panel which is made up of two sections. This is very well manufactured and accurate when compared to ray references. As an acetate sheet for the instruments is also included which I think is the most effective method of reproducing the dials and gauges. This fret is made from brass, which I personally find to be the best material for the purpose as it is softer than the stainless steel frets included in the kit, which are harder, more brittle, and more difficult to clean up.

Stage 1 - The Cockpit

The cockpit tub was nicely moulded with a nice but slightly simplified level of detail. The first stage of modifying this one-piece moulding to accommodate the various Eduard etchings was to scrape away the floor detail and also the four straps. These straps were arranged two on either side across the top and down each of the fuel tanks. The etched floor was then bent into shape and supereeded to the tub. The actual colour of the cockpit would be X8066 Schwarzgrau, I personally prefer to paint a lighter shade of grey followed by a wash of thinned out black to accentuate the details. With this in mind the assembly was far was given a coat of ocean grey followed by
couple of wipers of black to achieve the required darkness. A light dry brushing of aluminum was given to the cockpit floor and other areas where wear or polishing would appear.

While this was drying the aforementioned strips and (Edward) seatbelts were painted tan and also given a wash of black. The seat looked accurate according to my references but needed some cleaning up to remove the muddling lines. With this done, it was painted ocean grey and treated in the same manner as the rest of the cockpit assembly (above).

The seat was also given a dry brushing of aluminum in order to display wear. The headrest was painted French brown, given a black wash and a very light drybrushing of cream in order to reproduce a soft appearance. The buckles on each of the strips and seatbelts were painted steel while still on their respective feet. Once this had dried the four strips were attached to the cockpit sides using superglue but it was necessary to make a short (1 1/5 mm) horizontal cut in the box on the right hand cockpit console to accommodate the strip. The seatbelts were then glued to the seat and the seat added to the rest of the tub. The rudder pedals were painted aluminum with cream strips and glued to the cockpit floor. According to my references a pipe and a length of wires were situated at the top rear of the right hand cockpit console. Two holes were drilled into the tub bulkhead and one hole was drilled into the right hand console just behind the prominent box with a 1/4 inch diameter drill. A short length of brass wire was bent into shape and inserted into its two respective holes, secured with superglue, painted ocean grey and treated as the rest of the cockpit. Small lengths of thin brass wire were glued together to form a bundal and secured together with small loops made from the same. These were painted light grey and ran from the rear of the right hand console box to the remaining hole in the tub bulkhead. The throttle quadrant, trim handwheel with its small console, cockpit sides and instrument panel (which was a number of etched parts) with its respective handles were painted ocean grey and treated as the rest of the cockpit. A light dry brushing of white was used to accentuate the detail a little further as some of these parts would hardly be visible due to the small size of the cockpit. The throttle quadrant was glued into position on the left-hand cockpit console and the end of the handle was painted white. The left-hand cockpit side console complete with such as engine monitoring instruments, undercarriage gauges and handles, and oxygen level meters. As is standard with WWll Lafayette aircraft the colour codings of the primary aircraft systems were painted in, for example emergency handwheels were painted red and some of the fuel gauges were rimmed in yellow. The instrument panel was cut into its sections and carefully glued to the backs of the etched instrument panels whilst they were still on the etched frets. These etched panels were then moved from the fret and superglued to the already prepared kit panel. The small areas of handles were attached to the instrument panel and its top centre ‘flap’ was bent out so to be horizontal. This finished panel was then attached to the rest of the cockpit and as a final touch prior to the installation to the fuselage, a control rod was added which ran from the rear of the throttle quadrant to the handwheel console.

The cockpit assembly was then installed into the upper fuselage with no trouble at all as its fit was excellent and left no gaps along either side. The upper fuselage decal just aft of the cockpit was a simple affair to assemble and it was painted RLM 66 and installed with no difficulty at all.

Stage 2 - The Undercarriage Bay

This consisted of a plastic floor, actuator assembly and two beautifully etched sides. All these parts were painted RLM 62 and the etched sides were painted white in situ on the floor. The details of each part were then picked out by the use of a black wash and Rub n’ Buff and the sides were then removed from their feet by careful cutting. As the kit parts are made from stainless steel they are somewhat harder to cut with brass etching because of this I chose to carefully hold the required parts and bent the rest of the part until the part then became free. Once this was done the legs on the sides were applied through the holes in the floor and bent over, thus ensuring correct placement and secured with superglue. Finally the actuator assembly was glued to the floor. Where the undercarriage bay assembly was attached securely to the lower fuselage half with Araldite and left to dry. The reason I chose this glue was that it is more resilient than superglue and having made Ketos before I have seen how important it is to secure the fuselage parts firmly.

The excellent kit assembly and wheels prior to their installation

Stage 3 - The Fuselage Construction

This stage began by painting the inside of the rear fuselage section, which the kit parts would be, RLM 02 and leaving it to dry. Once dry the two tail halves were joined together using plastic weld and the resultant parts sanded smooth. I then chose to trial fit the upper and lower fuselage halves with the nose cone and tail assembly. It was apparent that the nose cone would not sit concentric in relation to the rest of the fuselage. This was cured simply by removing the lugs and the nose cone thus allowing a greater freedom of movement in order to achieve the right fit. It was also clear that the fuselage/nose fit could be problematic as the tail was slightly wider and shallower than the forward fuselage section. This was remedied by gently compressing the rear of the fuselage halves together from top and bottom thus pushing the sides out while reducing the overall depth. Now that I’d ascertained any problems inherent with the fit of the various fuselage parts, I started constructing by gluing the upper and lower fuselage halves together and securing with tape. The fit here was very good so I was able to attach the nose cone as well. This assembly was then left aside to dry thoroughly. Once dry I removed the tape and placed the tail assembly on the required position. This was fastened with Plastic Weld enabling a small degree of movement which was helpful in making minor corrections. A G-clamp was then placed over the rear of the fuselage just before the join and tightened until it was clear that the overall fit was as flush as could be achieved. The lower part of the tail was a little narrower than the fuselage so a strip of thin plasticard was glued into this join to open the two halves out to achieve a better fit. The fuselage assembly thus far was left aside to dry and then the resultant joints were cleaned up with only a minimal amount of filler required. As the rear fuselage joins would be under some stress due to the plastic parts of the plastic, I chose to apply a couple applications of plastic weld and re-sanded the joins.

The transparent insert just behind the cockpit was trial fitted and was found to be marginally too tight, but this was remedied by the use of a fine file needle file. I was pleased to see that the fit of this part was very good because if not the required sanding would remove the windows. However, because the fit was good I masked off the windows with masking tape and sanded each join in turn until flush.

Stage 4 - The Wings

The wings were simple affairs, each comprising an upper and lower half. I was impressed with the intricacy of the moulding as the wings exhibit a distinct twist from the root to the tip, and this was looked spot on when compared to my references. The upper and lower wing halves of each wing were glued together and when dry the (wax) paper packs were removed. I was pleased to see that the trailing edges were connectively thin. In order to resolve the aforementioned compatibility problems of the Me 163 Ketos the wings were modified to include leading edge fixed slots. These looked well reproduced in the kit but upon installation their simplicity belied problems. I found that due to the thinness of the slot fairings (or upper sections) it was very difficult to achieve a good fit, so the cross section available for gluing was too small, and the use of too much glue would result in the slots becoming filled. However, a number of light applications of plastic weld in addition to small dots of superglue on the tops of the slot splitters resulted in an adequate join, provided the required sanding was done very lightly. A small amount of sanding was required in the join, but sanding with very light pressure resulted in very smooth joins. The wings were then trial fitted to the fuselage and they were very well fitting both in terms of gaps and correct alignment. Whilst holding the wings in place, each fuselage join was flooded with plastic weld, any small
corrections being made and the assembly left to dry thoroughly whilst the model was standing on its nose.

This helped to eliminate the effect of gravity and prevent the wing tips from drooping. Once dry only a minimal amount of sanding was required and any faded or rough panel lines anywhere on the model thus far were rescribed. The landing flaps are included in the Eduard decals set, but as I felt they would be a little thick I chose not to use them.

Stage 5 - Colour Scheme

Two colour schemes are included in the kit, but I was disappointed by the descriptions of the colours used for each of them. Colours such as Light Blue, Olive Drab and Dark Green were mentioned, and these would be replaced by RLM 76 Lichthell, RLM 81 Blau metall, and RLM 82 Dunkelgrau respectively. Apart from this, the discrepancies between the schemes looked good and the decals although lacking a little thickness, were of good register and opacity. So swastikas were included but as I had some already in my decal bank this did not present a problem. The option I chose to finish the model with belonged to 1/17400 and had a solid upper scheme of RLM 81 and 82 with the tail in a light tone. The rest of the aircraft was RLM 76 and the front of the nose cone was yellow bordered in black.

After marking off the air intakes, cockpit and undercarriage (as you can call it), the complete model was given a light coat of Halfords Grey Primer. As the surface detail was finely engraved it was important to use only light coats throughout the finishing process so as to preserve it. The primer would show any blemishes or joins and as none were present it was time to move on to the spraying. I always use paints from the Aeromaster acrylic range, and the nose cone was given two coats of RLM 04 Gelb. The required yellow area of the nose cone was then masked off using Tamiya masking tape. The fuselage (up to the level of the wings) and tail were given a coat of RLM 76 Lichthell and left to dry. Once dry, the area of RLM 81 Bleauvert was applied and a light gloss was sprayed onto the tail using a fine spray. Next the RLM 82 Dunkelgrau areas were applied in the same manner with all demarcations and matt, again using a fine spray. The kit instructions show a sharp demarcation between the colours on the fuselage, but I chose to feather the union of the colours.

This was quite an easy scheme to apply and would be an ideal beginning to modelers starting to make Luftwaffe aircraft as some of the schemes used can be quite complex and difficult (for instance the ‘ironworke’). The important thing here is to keep the ambushed spray quite fine so as to achieve a definition to the demarcations. This effect is exaggerated due to the size of the Me 163 in 1/48th scale.

The masking was removed (except that just behind the cockpit) and saw the model being begin to look the part. The whole model was then given a light coat of Halfords clear lacquer which serves two purposes. Firstly it preserves the paint finish and protects it from the elements, and secondly it gives a nice glossy finish that is required for the application of the decals with setting solutions.

The decals were then applied, and this proved to be a simple procedure. I used Micro Sol and Micro Set to set the decals and they reacted well, conforming nicely to the curves of the aircraft I did find, however, that the narrow black band around the nose cone did not quite fit properly as the ends did not meet.

This was easily cured by cutting the decal into three smaller sections and aligning them. As mentioned earlier, no swastikas were included in the kit, so it was necessary to obtain them from other sources. Once the decals had dried out the whole model was given a light wash of water with a little wetting agent. This serves to remove the excess setting solutions. Again the model was allowed to dry and another light coat of Halfords lacquer was applied which seals the decals and forms a water resistant layer. I elected to highlight some of the panel lines with watercolour paints, a childrens set of watercolour paints works well; I obtained my set from a local newsagent. The application was quite a simple process and started with mixing the paint (black or brown) with water until a fairly thin consistency was attained. This was then patience proved to be the key. Firstly the four legs on the raked plate were bent until just short of perpendicular to the plate. This plate was secured to the kit skid and there are three colour options for the skid, RLM 76 burnt iron, and black. On consulting my references I chose to use black. While this was drying I removed the three skid mount from the sprue and gave them a little cleaning up. I chose to paint protrusions on the mount. Once a secure fit was achieved the same procedure was carried out on the rear mount. The middle mount has no firm attachment at it merely rests in a cut out in the raked plate. Once the whole skid was aligned correctly from the side, front and longitudinally, each join was secured with an application of superglue. This assembly actually seemed quite firm which I was relieved about as it looks quite fragile. Each wheel was a one piece affair and some cleaning up of the moulding seams was necessary. I also chose to slightly flatten them to simulate the weight of the aircraft. The wheels were painted black and the tyres in tyre black. Once dry, they were each held on a mandrel made from stretched spunge and given a coat of Halfords lacquer and their respective decals were applied. These were sealed by another coat of lacquer.

The whole assembly was cleaned up, painted black, and glued to the skid, ensuring that the wing tips were the same height above the ground, as it would be easy to get the aircraft leaning to one side. The wheel hubs were given a light application of Rub 'n Buff to accentuate the nice detail.
The camouflage scheme was quite easy to apply and pleasing to the eye.

Stage 7 - Odds and Ends

The tailpipe was painted black mixed with a little red (which gave it a burnt look) and finished off with Rub 'n Buff. This was then installed into its aperture in the fuselage. Two styles of tailwheel are included in the kit: one has a tail wheel and the other does not. Nearly all the photographs in my references depicted Focke-Wulf Fw 190s with the unfaired type, so I chose to use this option. A small etched ring was added to the wheel and the wheel and the tyre was painted black with the rest being RLM 92 (Grau). This was then installed into the fuselage. Two types of FG 3027 radio receiving aerials were included in the kit. In addition to those in the Eduard set, I chose to use the taller one, which was more common in my references, from the kit as it was made from stainless steel as opposed to brass and therefore would be stronger. This was painted in the camouflage colour with the end in black, and glued into position just behind the cockpit. The small generator drive propeller was easily assembled, painted black and installed in the nose.

The pilot tube was attached to the port wing, painted in the camouflage colour with the narrow part in black. Two small loop aerials were suggested in the Eduard set but as neither could be found in any of the photographs available, I chose not to use them. The FG 25 aerial was made from fine stretched sprue, glued in place on the underside of the port wing and painted RLM 76. The canopy latch and canopy release (which was prominent on the left side of the cockpit) were offered in Eduard's set.

The kegger of the two, the release, was painted red while the other was RLM 66 with a red knob. These were attached to the cockpit canopy with superglue. The kit canopy was beautifully reproduced as it was very clear and free from moulding flaws. A little flash was evident but this was simply cleaned up. The canopy was masked with Parafilm M and painted RLM 66 first as this would be visible from the inside. It was then painted in the camouflage colour and all masking was removed.

Stage 8 - Finishing Touches

A small etched disc from the Eduard etchings was glued in place just forward of the armoured glass which the armoured glass was to be and painted RLM 66 with a little Rub 'n Buff to bring it out. The undersides of the model were given a coat of matt varnish and when dry the upper surfaces were given the same. Each of the instruments was treated with a careful application of gloss varnish to simulate glass. Also included in the Eduard set was a fret for the 90mm armoured glass, complete with braces. The rim was carefully attached to the kit transparency using Clearfix and left to dry. It was then painted RLM 66 and carefully glued into position ensuring that it was vertical to the cockpit canopy. The etched support plate and braces were painted RLM 66. The support plate was alloyed using Clearfix, and the two braces attached with superglue. That beautiful canopy, complete with handle, was attached to the cockpit side with a careful application of Plastic Weld, and the support rod (which was RLM 66) was added.

Finally the weathering consisted of a limited use of Rub 'n Buff where light wear would be evident, as too much would not be technically correct for an aircraft with such a short service lift. The undersides of the kegger show wear as well as the wingtip bumpers, as when the aircraft slowed down after landing one of the tips would scrape on the ground. A lightly worn and chipped paint surface would be evident near the wing roots and fuselage caps.

Conclusion

I have to admit that I thoroughly enjoyed making this replica of a remarkable aircraft. The project was not too involved and although the kit itself is of a very high standard, the Eduard etchings add that little bit of extra detail. The fit of parts was generally very good though a little work was needed here and there, but no major problems were encountered. Only a minimal amount of modification to the kit was needed to facilitate the inclusion of the Eduard etchings. Retaining for around £20 to £25, it may seem a little expensive (although it is currently available for £19.95 under the Revell label - Ed) but the end result is thoroughly pleasing and accurate. This project would be an ideal starting point for someone who is just beginning to make model aircraft as it is relatively easy to make.

For the slightly more advanced modeller, the inclusion of the etched set provides a nice project to work on with more than one media and the camouflage schemes are fairly easy. For the more advanced modeller, modifications to the kit to show removed access panels and doradoes could be interesting possibilities. In essence, this is a kit that I recommend to modellers of all levels, and a definite must have for any Luftwaffe enthusiast.

Nicholas J. Wigman

References

2. German Aircraft of World War II. Blitz Editions, 1990
A Tail of Two Skyrays

by Frank T. Cudin

The Kits
Both kits are moulded in light grey plastic and there is not a blush of flash to be found on either. Instructions for both are quite similar and are easy to follow with no tricks or rogue areas. After researching the availability of aftermarket decals, I found that Cutting Edge produced sheets for the Skyrays. CED8609 provided national insignia and maintenance instruction decals and CED9809 provided markings for the plane my friend wanted, namely the spectacular blue spine with yellow stars aircraft from VTF-3 which was based at Miramar in 1961. Oddly, the aircraft was ground bound, serving with Miramar instead of from a carrier. Now, what to do with the 1/72nd model? The Cutting Edge sheets also gave stock numbers for 1/72nd scale versions and after a call to the supplier, I came up empty as they had not produced the 1/72nd decals yet. What to do now? I started looking through SuperScale International’s listing and came up with #22.569 which was for the F4D-1. I sent for them and began the basic work on both kits while I awaited the return post. Upon arrival, I noticed that the decals offered three options and I chose to use VF-115’s markings.

This Skyray served on the USS Shangri-La in 1960. As the decals were made to fit the old Airfix kit, preliminary indications showed that they could be combined onto the Tamiya offering. More of that later. Well armed with decals for both aircraft, and an anticipation of finally having a good Skyray in my collection, I began work.

Construction
Both kits are remarkably similar to construct, however, minor differences are present. The 1/72nd kits wings do not fold whereas the 1/48th kits do. My friend wanted the wings folded, so that dictated that they would be. The basic first step was to weight the noses of both kits. The nose and forward fuselage is mated to the whole wing section, so it was easy to use some black glue and superglue to provide the weight. In retrospect, I could have eliminated that step as both aircraft have tail wheel bumpers, and they could have rested evenly without the weight. However, I like to feel a little weight when picking up my models so the black glue was glued in Photo 2 shows preliminary construction and modification underway. Re-seat shoulder straps and buckles were added to the kit seat. Also note that I’ve begun work to thin out the ejection seat pull rings which were moulded quite thickly on the kit. One can also see the cockpit turtleback well assembly at left in the photo. It

Technical Data
Kit: Douglas F4D-1 Skyray
Manufacturer: Tamiya
Scale: 1/48th
Kit No.: 60741
Status: New Tooling
Panel Lines: Engraved
Price: £4.99
Type: Injection Moulded Plastic
Parts: Plastic 63 Grey, Clear 2
Decal Options: 3 (Japanese Air Forces, 361 & 365)
Manufacturer: Tamiya Inc.
UK Importer: Richard Kohnstam Ltd.
may be difficult for the reader to keep the kits separate during construction, however, I will endeavour to keep things straight for you. In Photo 3, I'm performing basically the same operation in the 1/72nd scale seat. The belts are easy to work with and, when painted, give a realistic representation. The first bit of trouble occurred when I lost the ejector seat pull rings from the 1/72nd seat. You know, they launch themselves to heaven knows where! As always months later my elephant like memory knows exactly what that part is and what it fits when I find it in some remote corner of my modelling room! Even been there! All the time, but my modelling room is the habitat of George, the part-eating carpet Ed. Anyway, having lost Flap Aeropots pull rings in each brass saved the day at that point. However, I would later fabricate my own from thin wire because they needed to be square and not circular. (Photo 4) Once again enter Rehae's 1/72nd scale instruments which were added to the 1/48th scale kit's instrument panel. They fit just fine! I used my trusty Valspar Punch and Die set to remove the instrument decals, backing and all from the sheet and white-gloed them onto the instrument panel. (Photo 5) Photos 6 and 7 give views of the completed 1/48th cockpit and rear deck assembly after painting and minor weathering. I try to use various shades of black when called for, as it adds a bit of interest to an otherwise drab monochromatic cockpit. The only addition made was the throttle to the left console as per photos and drawings I had in my reference. I have yet to add the tiny black scratch to the ejection pull rings for the prominent scope on the instrument panel. I used Tamiya Green from their acrylic paint range. The tiny red stencilling was accomplished with a steady hand and Poly Scale water-based paint. I painted the control stick grip and throttle with Semi-gloss Black. Photo 8 shows two completed cockpits mounted in the fuselage halves. As I started earlier both kits are quite similar to construct. Tamiya have done their homework with these two kits and Photo 9 gives an overall view of the inside wing area to which I've just attached the wall for the wheel well. Both kit's wheel wells are constructed identically with walls provided to create a boxed-in wheel well. Tamiya provided shell ejector chutes on the 1/72nd scale kit, but left them off on the 1/48th version! In Photo 10, I've sprayed the inside trim of the wing halves with Tamiya White as the turbine blade assembly is provided and would be visible should one care to look into the intakes. On the right is the completed job. While on the left, I'm just about to glue the upper wing to the finished assembly. Please don't get too excited about Photo 11! Just couldn't resist including this one with, obviously the nose section removed. Shades of old Schnauza, Jimmy Durante! But one can see that the wings have been jointed with the forward fuselage sections next in line for assembly. Photo 12 reveals that both aircraft have been assembled, glued and are in the process of being filled. The vertical tails are separate units and care must be taken when adding them to ensure proper alignment at exactly 90° to the wing. Photo 13 shows the process continuing with the first putty application having been wet-sanded and primered with another coat of putty drying. Inevitably, the first putty coat always shrinks so repeated applications are necessary. Also, I used the kit canopy as a mask while spraying the models. I simply tack-glue them in with ordinary white glue and remove them after all spraying has been completed. Masking a cockpit involves potential trouble spots such as over-spray leaking into the cockpit or the masking tape incorrectly butted on to a few small items then it is removed from the cockpit! Now also that the 1/48th scale Skyraven has dropped leading edge slats, while the 1/72nd scale kit does not. I sprayed Tamiya White on both wing folds and the slat track areas. A good head on view is offered in Photo 13 with the folding wing tip sections neatly set aside. Notice the white intakes which will receive more attention later. Ah yes, the wing tips. As you can see in Photo 14, the 1/48th kit's tips have been sprayed white and have received a treatment of pencil in their panel lines. At this stage, I was unaware of the need to remove the refueling probe from the tanks for the V/STOL-3 acting up to the point where all I could get was a spinner not a fine mist to which I had been accustomed. Try as I might, I couldn't make it work right. Clearing, sanding, etc. did not do it, so more time was taken from the project while I ordered a new compressor and airbrush. It was getting to be a personally expensive project! My only comfort was that my first aircraft and compressor had lasted me a whole bunch of years. Now I'm using the same brand, only the newer versions. In Photo 26, I'm adding white decal to the vertical wall of the left intakes. As I wanted a perfectly straight line, hand brushing was out of the question to create a white painted intake intakes, the decal was trimmed and cut to fit. Also note that after spraying the grey topcups I oversprayed everything with Flat Crystal Clear which produces a nice glass finish. By doing that, handling the model was not produce smudges etc. Also you should remember to frequently wash your hands in...
warm scapy water while modelling. GIs build up as time passes, and those hand oils are easily transferred to the finish of your model. Frequent washing (maybe every 15 minutes when modelling) will eliminate that possibility (yes, but give your dermatics in the process! - Ed). In Photo 26, I applied the etching waxing decal from Cutting Edge and one can readily see the fit is no too keen. There just isn't enough red decal to cover what needs to be covered. I've added additional insignia, rescue arrow and serial number as well as the black anti-glare panel in front of the windscreen. After touch-up with Testors Red enamel, the intakes look quite good (Photo 27). Again while decal was added on the inside of the intake lips after I had painted and touched up with red, thereby giving a very straight demarcation line on the intakes. One can also notice the silver leading edges which I painted using Testors Silver. This is the 1/72nd model. Changing over to the 1/48th model, Photo 28 shows the tail lettering, yellow lightning bolt and plane numbers as well as the individually-placed stars. I began by wetting about five of the large stars at a time and applying them individually as per both the reference and decal instructions to ensure proper placement. The 1/48th wing tanks have been painted and decal in Photo 31. As stated earlier, the refueling probe has to be removed from the tank for this particular aircraft. I have pencilled in the panel lines with my trusty artist's drawing instrument. The thinnest pencil lead allows one to get into some pretty tight places plus the lead is quite hard and will not smudge as it is dragged along the panel trim. Back to 1/72nd scale in that the Super Scale sheets, (Photo 32) show white over the radiator markings when in reality, should be grey as shown in the photo. At least all my references show it to be that way. Also note the black diagonal line should be centered as shown on the tail rather than the tail tip, dotted line is shown on sheet. In the sheet, I added the red tail stripe from decal stock. I had the colourful arrow markings added and had to be supplemented with good old testors Red enamel as they were designed for the old A-18 Airfix kit and wouldn't fit properly. Photo 33 provides an overview of the overall model at that point. Photo 34 gives underside views of both models during the decal process. Note the absence of the injector chutes on the lower 1/48th scale model. These would be added later from black decal stripe. The under-wing guns come as separate pieces on the larger kit while in 1/72nd scale, they're moulded along with the wings. At this point, I realized that the tail unit area was natural darkened metal again showing my lack of depth in prior research. I only had paid more attention to the painting instructions! Photo 35 shows the tale of my adding decals after the face to show this. I had to piece it together in order to take it around the depression for the tailhook. Photo 36 shows how well that came out with the help of Micro Set and Micro Sol. I hand painted the black stripes on the hooks as shown, although I have used black decal stripping in past projects, but it takes a longer time to do it that way and I had spent enough time already doing things and was anxious to get the project done! Photo 37 is quite good view of the completed tail area. I chose to dip the tail bumper wheel on both kits. They were on the aircraft to prevent the possibility of over-rotation on landings and take-offs. The 1/72nd model was a different story. I decided to mask off the tail area and spray darkened metal and Photo 38 shows a different colour and effect. Unfortunately, when I pulled off my low tack masking tape, some of my decaling went with it! That, after spraying everything with sand! Murphy's law again! Luckily, there were extra numbers and lettering on the decal sheet so I simply re-decals these areas. Wow! This photo shows the finished product, none the worse for wear. With the use of Photos 39, 40, 41 and 42, I will share my technique for creating panel lines and weathering with paints. Photo 39 shows the 1/72nd scale model along with the two brushes used and the pastel I recommend use on all my models. Scaping an X-Acto knife along the pastel creates a fine dust which is the first step. Photo 40 shows what the model's surface looked like after I loaded the small brush with dust and gently dragged it along the panel lines I wished to accentuate. Now it looks messy but it really won't. In Photo 41, I've simply blown off the residue shown in the previous photo. In Photo 42, the finished result can be seen. Granted, it's not very definitive, however, the actual model shows the subtle weathering quite well. Photo 43 provides a view of the port wing fold on the 1/48th Skyraider. I've applied the stencilling, added the dropped leading edge slats and weathered the undersides panels as well as the wing fold mechanisms. A little dark grey pastel was a long way. Keep in mind that these aircraft flew in the late 50's to early 60's and were kept in clean condition. Also seen in the photo I worked for the navigation light. The two vac-formed canopies are shown in Photo 44. I hand made windtails from plastic using two very small plastic pieces for the mounts and a rectangular piece of 0.00 plastic card for the windtails themselves. I used Testors Model Master Chrome Silver for the reflective surfaces of the windtails with flat black for the other surfaces. The inside canopy braces were made from fine brass wire as per the prototype. I also painted the canopy frame interior black. A good shot of the nose gear on the larger model is shown in Photo 45. I didn't have to add the hinges to the gear housing since the nose gear itself on both kits as they were not provided again, the brass wire filled the hole. When everything was glued in place and painted, I gave both models a coating of flat finish. Note that this should be done prior to applying patch to give them in place as most references show them closed. Also note the tail catapult hooks on the forward underside. They are separate pieces on both kits so care must be taken when gluing them in lest they hang themselves from your tweezers! I painted them steel as I assumed they would not hold any sort of coloured paint for very long, given their purpose! The machine gun for the "hook" part of the tail hook. Photos 46 to 53 show views of the completed 1/72nd scale kit. Photo 53 shows the 1/48th scale kit. Obviously differences are the lack of wing folies and the different decals. The underside view is shown in Photo 53. I added the small kit provided pod to the centurion mast, Bonnot Tan from Testors Model Master was sprayed on the nose portion. Finally, Photo 54 gives the reader an overall view of both models upon completion. Yes, a tail of Two Skyraiders! If you're going to have a go at either or both of them, I hope you will learn from my errors and your project should be much easier one. Time spent and plenty of patience will yield excellent results. Just do your homework first! Happy Modelling!

Frank T. Caden

Bibliography:
Farmers Airpark and "Wars of the World #12: Douglas A-1 Skyraider" by Nick Williams and Steve Stater.
Camouflage and Markings, Imperial Japanese Air Forces, 1937-1945

Part 6
Colour Notes: 1942-1945

Read This First
Concerning wartime Japanese aircraft camouflage colours, there still exists a situation in which various authoritative sources might still indicate things which, when not sexually conflicting, may at least differ considerably on many points.

Some long-standing colour problems and debates are certainly the result of the passage of time and the destruction long ago of primary sources. But then we also have to allow for the over-enthusiasm effect. This is what occurs when, accustomed to fixed colour standards and a name for every shade, we bring a two-birds-castrore to bear upon aviation colour archaeology and its interpretation. The result is we are likely to see significance in small colour variations where, in fact, there was none. So we conjure new shades out of what were actually no more than variants of the same shade.

Could that pale-greenish-grey and this light-greyish green be two distinct colours after all, or was the same one remembered or observed and described differently? Might the light earth colour reported by one source actually be a paler, or faded example of the median brown given by another? Even the most recent published colour indications from Japan go only some of the way to resolving such questions. Too much is lost and gone forever.

This is not to say the modeller may adopt in anything goes’ attitude. Not at all. A careful reading of the information contained in this series of articles should at least make it clear there is just as much potential for a model to look historically wrong as with any other subject.

The high celluloid content of many of the manual's used earlier led to a degree of dulling and dusting of colours. Greens are notorious faders. And then effects of declining pigment and formulation quality in later desperate times must also be taken into account. Therefore when a colour is described here, readers are advised to consider themselves with peering what we might term the personality of that colour... and to consider likely variations due to ageing, application, wear and tear, rather than trying to pinpoint a single, fixed place for it in a list of colours or a range of hobby paints. What suits best might happen to be a


For Colour Notes on kiminura red, amio-ka-grey, acetate blue-green and these external and internal colours most closely linked with the 1937-1942 period, readers are encouraged to refer back to Part 3 in this series of articles: Colour Notes 1937-1942.

Readers making use of the colour-matching notes provided here are asked to note the following points.

(a) The first numbers of the FS natures, those indicating the degree of glossiness, have been omitted (e.g. "241485" becomes "4-4145") as they may not always correspond to the glossiness, or lack of it, of the old colour being described.

(b) If at all possible, you should set out side-by-side, two or more of the colour systems used here. A more accurate idea of the colour being described will always be gained.

(c) When choosing paints, do not rely on open colour names on hobby paint labels. Look only at the colour in the bottle. Choose the colour that suits irrespective of what the label says.

Red-brown primer ("tea colour"): The brown or red-brown paint widely used by the wartime Japanese zero industry for application to propellers.

Propeller-tip: yellow
Published Japanese sources indicate the yellow of propeller blade tip warning bands was typically a paler yellow, like FS *5785 Meitheur 3 A 8 Panacol Yellow U 2 B 09 Canary yellow

Red-orange for trainers and prototypes: Distinctions between Navy red/orange and Army red/orange have been handled about, but such distinctions, for what they are worth, are more likely to relate to the different manufacturers involved. Typically, this colour was around... FS *2215-2246 Meitheur 8 A 8 Pantone 1655-1720

Camouflage green, navy aircraft: Locally applied camouflage was spread and brushed over the smears-grey factory finish of many navy aircraft through 1942 and into 1943 would probably have often been the green (brown was no longer authorised) discussed and described in the Colour Notes of Part 3.

Dark Green or Deep Green: In considering the factory-applied dark green introduced on the aircraft for the navy during 1943, we should bear in mind that the paint used was a low gloss when new. Exposure, weather and tear soon rendered this increasingly matt, with some degree of fading and brown undercoat, particularly the upper surfaces of wings and tailplanes. Fighter aircraft, particularly the personal mounts of senior officers, were often kept more clean and shiny.

Many sources have long indicated the following colour for factory-fresh navy camouflage green...

FS something like a cross between *4079 and *4092

Meitheur something like a cross between 25
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Revell-Monogram
B-25 Mitchell
F-19C Scorpion
F-101D Thunderchief
F-15 Tiger II
B24 Liberator
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B17G Flying Fortress
J2 3/22m 4e

Tamiya 1/48 scale
Tamiya 1/48 scale

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Scale Aviation Modeller International — May 2009
I.A.F. P-51D Mustang

by Angelo Lodetti

Introduction
Large numbers of P-51D Mustangs served in the Mediterranean theatre, but the Chel Ha'Avir examples were purchased in 1948 from various sources. In 1951, when the Swedish Air Force put its P-51Ds on the market, the Chel Ha'Avir commander, Chaim Laskow, sanctioned the purchase of 25. Several were also purchased from Italy in 1955 and a year later all Mustangs were transferred to an OTU squadron.

The Kit
Haegensan's model is moulded in medium grey plastic with crisply recessed panel lines. Alternate parts include propeller blades and exhaust pipes, and there is a choice of two cockpit canopies. The cockpit detail is adequate for this scale, but I opted to add the P-51D Mustang super detail set (No. 5470) from Verlinden Productions. The instructions are clear, and the decals include markings for three USAF fighter squadrons. My model however, was going to depict 'No. 54' of the Israeli Air Force.
4 1. Cockpit and Seat

I referred to some photos and drawings of the interior of the P-51D Mustang, so that I could update the kit in this area. The instrument panel is very good, but I opted to use the photo-etched example from the Eduard set (E6015), as well as the previously mentioned update set from Verlinden. I also added cables made from wire of different thicknesses, and sidewall detail and control levers from plasticard. I used the replacement floor from the Mustang update set, as well as the etched brass rudder pedals from the Eduard set.

All of the interior was painted light green; I prefer using acrylics, and therefore used Gunze Sangyo H119 for the task. After painting the inside, I glued the reflector gun sight in position, having first added the glass element from thin acetate sheet. The kit supplied pilot's seat was used, with the addition of etched seat belts from the Eduard set.
**2. Fuselage**

The fuselage is accurate, with recessed panel lines and the plastic is easy to work. After assembling and painting the inner parts, you have to insert the exhaust pipes and glue them in place.

The fit of the two fuselage halves is good, but you will have to rework some panel lines that are removed during sanding etc. For this operation I used a scribing template from Verlinden.

**3. Wing and Tailplane**

The wings look good, so I just secured them to the fuselage. This operation proved straightforward, as the joint was extremely good. The gun barrels and housings were replaced with hypodermic tubing and plastic tubing, respectively. To do this, an appropriate size needle was inserted into the tubing and then the tubing was slid into the gun opening in the leading edge of the wing. Each gun is staggered differently from the next, so check your references. Once the guns were in place the leading edge was sanded smooth and polished using abrasive paste.
4. Canopy
After assembling the model I installed the canopy. This was masked with paper, then painted. This painting included the frame of the internal armoured windscreen. When the canopy is finished it can be positioned and secured with cement.

5. Painting
Here I will detail a couple of the techniques I employed. The first task is to smooth the surface of the kit using wet abrasive paper of different grades until you get to 800. After having prepared the surface the model is primed. I painted my model using Tamiya acrylic Yellow-Green (XF-4) thinned with alcohol.

After I pencilled the camouflage patterns onto the model, I started by spraying the underside with Light Aircraft Grey, followed by the camouflage scheme used on IAF P-51Ds. This consisted of Brown (FS 30219) and Royal Blue on the upper surface.

At this point there is a decision to be made regarding the decals; you can use the decals from Superscale, which are very good, or you can apply the markings by making up some semi-adhesive paper masks.
**5. Painting Cont'd**

**6. Landing Gears and Wheels**

The undercarriage looks good, but still needs some detailing work like adding some wire to simulate the brake cables on each wheel. The wheels are good too, but they would look better if they were weighted. To achieve this, I held each wheel near to a heat source, then pressed them gently on a flat surface. Just ensure that you set the 'flats' on these wheels in accordance with the incline of the rake legs of the type.

**7. Spinner and Propeller**

The shape of the propeller is beautiful. The spinner needs to be repainted though, and I did this by filing the tip of the unit with cyanoacrylate. Then, when dry, sanding the unit to the correct shape. The prop blades had their tips painted yellow, which, when dry, were masked prior to spraying the blades Tamina Black.

After this you can paint the model and stick the propeller into the propeller-hub.

**8. Decals**

The only ones I used were the stencils on the propeller blades. I would recommend that you use some form of plastic polish (avoiding the silicon ones) to actually polish the model after painting. This will obviate the need to apply gloss paint prior to decaling, but still remove the risks of silvering with the decals.
**Weathering**

The weathering of the model is very important and the entire task was undertaken carefully. In order to give prominence to the panel lines, I added a little acrylics, in this case brown, white, grey and black, along each. I painted the mixture into each line using a No. 04 brush, but also darkened and highlighted the lines with similar applications of the colour with an airbrush. The darker colours were added to the lower areas of the panel lines, as well as the lighter shades along the edges.

This latter operation will give a certain depth to the model and will eliminate the flat appearance of a standard paint scheme. Paint chips were simulated very simply; all you need is a brush and a little aluminum paint. Finally the model was given an overall coat of Tamiya X-21, then X-22 to make the upper surfaces dull.

---

**References**

Model Art - No. 401
Squadron Signal - No. 45
Squadron Aircraft Modelling Vol. 17 No. 9 August 1955
Israel's Air Force - Bill Gunston
Israel's Air Force - The Power Series - Samuel N. Kaz - Motorbooks International

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**Paints**

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**Colours**

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41. Fuel tank breather pipes found on the upper forward fuselage.

42. The rear prominent cockpit access door that dominates the port side of the fuselage. In this case on W556.

43. Close-up of the distinctive zip which is located on the port side mid-upper fuselage section just aft of the TAOs position. On the floatplane version of the Swordfish the fuselage side was unclipped to deploy the sea anchor stowed just behind the TAO's cockpit.

44. Close-up of the upper fuselage sides on LS320 showing the style of paneling. The brute is one of the panels hides the mounting for the large Observer's compass which, in this instance, has been removed for servicing.

45. Close-up of the rather crude tubular steel cockpit access step mounted on the lower fuselage.

46. General view of the fuselage under-surface. The ribbed nature of the paneling is noteworthy.

47-48. The main wing fold mechanism showing the position and shape of the main locating apertures.

49. Wing stub plane under-surface - note oil striking.

50-52. These three photographs illustrate the main fuselage stub plane mounting strut and the nose-mounted wing release mechanisms located on the leading edge of one of the main wing struts.

53. Upper view of one of the principal wing struts.

54. Wing fold hinge at the rear of the lower mainplane.

55. View looking up at the prominent leading edge slots which deployed automatically when the airspeed dropped below a certain level.

56-57. Two useful views of the large upper mainplane ailerons.

58. Underneath the upper mainplanes of W556 showing the style of Squadron code lettering found on most early FAA Swordfish.

59-61. Three photographs of the mainplanes, which provide some valuable references to the style and layout of the struts and bracing on the Swordfish. Note the location of the landing light in the leading edge of the lower wing in Photo 51.

62-63. Two close-up shots of the prominent Swordfish landing lights. Modelers should note that the landing light illustrated in Photo 62 has had its transparent cover removed for servicing.

64. Pilot tube mounting. This shot also provides some useful detail on the mainplane strut mountings.

65. Close-up view of the formation lights mounted in the under-surface of the lower Port mainplane.

66. Close-up of one of the hand holes located on the top of the lower mainplane and used to adjust with deck handling or wing folding.
67-68. The distinctive shaped tailplane of the Swordfish is well illustrated in these two views.

69-70. Two photographs of the fin and rudder on W5856 which provide some useful photographic references regarding the location and layout of the bracing wires. The RNHF Swordfish Mk.1 carries the pre-war markings of 310 Naval Air Squadron.

71. Communications aerial fairing located on the top leading edge of the fin.

72. Close-up view of the aileron controls.

73-74. Two useful views of the flying control cables that run under the tailplane. Note the absence of panels that provides some useful detail on the internal tubular structure of the fuselage.

76. Tailplane mounting strut detail.

76. The formation/navigation light cluster located at the base of the rudder.

77. Close up view of the 'V' strut which folds away under the tailplane and is fitted with a bolted pin. It is shown here in the 'deployed' position ready to be connected to the outer edge of the lower mainplane to retain them in the folded position during flight or ground handling.

78-79. Two photographs showing the 'V' struts connected to the eye located on the outer edge of the lower mainplane adjacent to the handholds.

80. Main undercarriage leg fairing. Note the prominent brass plate which carries servicing information.

81. Close-up of one of the foot rests on the main undercarriage leg.

82-83. Two views of the main undercarriage structure and struts. Note the patches of black coloured footrests.

84. Close-up shot of the mainwheel which provides good reference data of the hub pattern.

85. Overhead photograph of the mainwheel assembly. Note the layout of the footrest at the rear of the fairing which is semi-matt black in colour.

86. Close-up of the simple tailwheel assembly.

87-88. These two photographs provide some useful photographic references for the replica TB.3b Torpedo which is normally carried under the fuselage. Modellers should note, and take care, that this is a replica and its shape is not truly representative of the real weapon. The inset useful piece of reference data is the layout of the torque box braces.

Acknowledgements
Thanks are due to Commander RNWXM, RNWXM RN, Flight Commander of the Royal Navy Historic Flight, Commander Bryan Wood RN (Retd), General Manager, and the staff of the RNHF for their excellent support and assistance during the preparation of this photo feature.
Windsock Datafile (No.79) - Rumpler C.I

This title is in the standard format for the Windsock Datafile series. The narrative text starts with a look at the Rumpler company and then goes on to chart the development and service use of the C.I.

Conclusion
This is an excellent title, and a ‘must’ for any WWI aircraft fan. If you have already collected the Windsock Datafile series, then I am sure you will want to add this one to your collection.

Our thanks to Albatros Productions for the review samples.

Finnish Air Force Squadrons Vol. 1 - BS 42

This title deals with the 42nd Bomber Squadrons of the Finnish Air Force from 1939 to 1945. The text is in Finnish and English, as are all photo captions. The narrative text starts with the Winter War period of 1939-1940 when the squadron operated the Bristol Blenheim, as well as the Anson in the training role. The ‘peace’ period in 1940-41 is covered next and this chapter contains a wealth of interior shots of the Blenheim. The Continuation War of 1941-44 is covered in the next chapter and the final chapter deals with the Lapland War of 1944-45. Each of these chapters is packed full of clear B&W photographs of the Blenheim in action, which include lots of detail like cameras, equipment and bomb leads. There are even a couple of pages of colour photos. The remainder of the title includes appendices that list Blenheims and their fates, other aircraft operated by the squadron and a chart giving Finnish ranks with English equivalents.

Conclusion
This is a really stunning book, and one I can highly recommend to all Finnish Air Force fans. With the release of the Blenheim by Gausta Airframes in the not too distant future, this title will be extremely useful to any of you making the kit, as the interior photos are extremely clear and have really been seen.

Our thanks to Aviation Shop, Helsinki for the review sample. All interested parties can obtain copies of this book directly from them.
Sturmstaffel I - Reich Defence 1943-1944

by Eric Nisbet with Robert Forsyth and Eddie Cock and Tom Tullis

Price £39.99
ISBN 0-85733-214-1
Publisher: Classic Publications
Format: 21cm x 26cm, 96 pages, laminated card cover

This new title from Classic is part of their 'Air War Classics' series and it takes a very personal and detailed look at the operations of Sturmstaffel I from 1943 right through to the end of the war. Much has been written about this unit, although the whole story may never be known due to the lack of records relating to this short-lived group. Much of what has been said is pure fiction, so here Classic have tried to piece together the history of the unit using official documents as well as the recollections of the small number of surviving Sturmstaffel members. The reason behind the group's formation was the dire situation that Germany found itself in during the last 18 months of WWII. All of Sturmstaffel I's pilots were volunteers, and although it has often been stated that they were suicide squadrons, their mode of operation was not to ram the target first of all. They operated in the usual fashion until they were out of ammo, then they would consider ramming their opponent. The term 'Rammbomber' has been used to describe the Fw 190 operated by this unit, and this book details the evolution of this specially armoured 190s. The book also contains colour drawings of the Fw 190 by Arthur Bentley, and beautiful colour artwork by Eddie Cock and Tom Tullis.

Conclusion
For any Luftwaffe fan this title is a real must as the wealth of photographs, diagrams and colour artwork will be of great use. The narrative tells of a rather desperate attempt to save the life of Allied bombing and shows how far some will go to defend their homeland.

Our thanks to Classic Publications for the review sample.
Luftwaffe Colours Vol 1 - 3

by E. Momber with J. R. Smith & E. J. Creek.

Price: $80.00 plus P&P
Publisher: Atlantic Productions Ltd
Format: 156mm x 235mm, 128 pages, 128b/w and 25 colour plates, laminated card cover

This third release in the Luftwaffe Colours series by Classic covers the Blitzkrieg and Stalingrad period from 1939 to 1941, with the fall of Poland and prior to the Battle of France. Throughout this title there are narrative accounts of operations as well as personal recollections from some of those involved. This is backed up with lots of period B&W photographs and colour profiles that have been created from the photos. Most of this coverage centres around the Bf 109 (mainly Ds and Es), as it was the main fighter type of the Luftwaffe during the initial stages of WWII. The title also includes some coverage of the Bf 109, as well as the first flight of the Fw 190. Unit badges are reproduced as colour artwork alongside existing period photographs and there is a section listing national insignia placement in the latter stages of 1939.

Conclusion
A 'must' for Luftwaffe fans, as it forms part of what will be the most comprehensive Luftwaffe colour guide ever published. Don't forget to get the first two parts as well!

Our thanks to Classic Publications for the review sample.

Fokker D.VII - Anthology Pt.II

by B. Rinehart

Price: £19.50 plus P&P
Publisher: Atlantic Productions Ltd
Format: 123mm x 156mm, 250 pages, laminated card cover

This is the second part of the special Anthology on the Fokker D.VII and it deals with the complex variations and colour schemes applied to A.A. built D.VIIs. The title is backed up with a large number of period B&W photographs, along with 127b/w and 148b/w scale plans. A selection of scale drawings for all the various engine cowling combinations that can apply to these machines is also included. The text itself takes a detailed look at the various variants and includes a French evaluation report on a captured D.VII, plus a detailed look at each area as the wings and a detailed look at all the Jastas that operated the type. The final section deals with the post-war use of the type by Hollywood film and various aeroclubs. All of this is backed up with a wealth of photographs (both period and modern) and a host of colour profiles.

Conclusion
This is an excellent title, and a 'must' for any WWI aircraft fan. If you have already collected the Windsock Datatfile series, then I am sure you will want to add this one to your collection, and if you have part one of the Fokker D.VII anthology, then you will certainly want this new one as well. Be prepared though, as part three will be on the way soon!

Our thanks to Atlantic Productions for the review samples.
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