Tenth Anniversary Special
by Richard J. Caruana

PLUS
Curtiss P-40B/C Tomahawk
Macchi C.200
Gloster E.28/39 Pioneer
Fokker D.VII
Douglas Dauntless

DORA Competition see page 91

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**INTERNAL MIX AIRBRUSHES**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>FEATURES</th>
<th>USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZTEK A460 &quot;METAL BODY&quot;</td>
<td>Trigger control of both Air and Paint or Air only</td>
<td>General and Precise Detail Work</td>
</tr>
<tr>
<td>AZTEK A470</td>
<td>Trigger control of both Air and Paint or Air only</td>
<td>General and Precise Detail Work</td>
</tr>
<tr>
<td>AZTEK A4704</td>
<td>Trigger control of both Air and Paint or Air only</td>
<td>General and Precise Detail Work</td>
</tr>
<tr>
<td>AZTEK A430</td>
<td>Trigger control of both Air and Paint or Air only</td>
<td>General and Precise Detail Work</td>
</tr>
<tr>
<td>AZTEK A320</td>
<td>Trigger control of both Air and Paint or Air only</td>
<td>General and Precise Detail Work</td>
</tr>
</tbody>
</table>

**EXTERNAL MIX AIRBRUSHES**

<table>
<thead>
<tr>
<th>ACTION</th>
<th>FEATURES</th>
<th>USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZTEK A220</td>
<td>Single Action</td>
<td>Medium to Small Area Coverage, Detail Work</td>
</tr>
<tr>
<td>AZTEK A320</td>
<td>Single Action</td>
<td>Medium to Small Area Coverage, Detail Work</td>
</tr>
</tbody>
</table>

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Features

36

Fighting Tomahawk
Steve A. Evans builds the new 1/32nd scale P-40 Tomahawk from Trumpeter

44

Pilot's Perspective
Jan Pribyl offers some excellent interior artwork of the P-40B/C

46

10th Anniversary Special
Richard J. Caruana marks our 10th Anniversary by revisiting many of the subjects he has covered in the past 10 years and offering new profiles of each

56

Black Swan Vampires
Photographic Reference of Australian-built Vampires in service with No.25 (City of Perth) Squadron, RAAF, during 1951-60, by Mike Mirkovic

64

Dauntless Profiles
A selection of colour profiles of the SBD Dauntless by Richard J. Caruana

66

Macchi C.200
The Craftworks 1/32nd scale kit beautifully build by Girolamo Lorusso

73

Macchi C.200 Profiles
A selection of colour profiles of the C.200 by Richard J. Caruana

74

Gloster E.28/39 Quick Build
Tim Large tackles the new 1/48th scale Gloster E.28/39 Pioneer from Special Hobby

80

First of the Last
Dai Williams builds the new Fokker D.VII in 1/48th scale from Roden

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Regulars

88... Bookshelf
92... Clubs & Societies
94... Readers' Classified Ads
96... Events Diary
98... Shop Guide
99... Web Guide
102... Address List & Advert Index

Competitions

91... Win a Doral
94... Win a Hoversky & Seahawk!

Volume 11 Issue 1

News & Reviews

5... News Update

The latest news on modelling products from around the world

10... Previews

An initial look at new kits that we have received for review

12... Reviews

The Review Team builds a selection of the latest kits

22... Accessories

This month we take a look at recent products from Aires, Airwaves, A & V Models, Aeroclub & Italeri

26... Decals

Some of the latest sheets from Aerostar, Master, Eagle Strike, Model Design Construction, Gauldecal & Scale Nutz

32... Modelling Products

Masks from Montex and Cutting Edge, new products from Gunze Sangyo, weathering powders from CMK and cements via Little-cars.com

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Editorial

A Strange Perspective

In the past couple of years I have noted a rather odd perspective creeping into the hobby, I have always been aware that there are those in this hobby who have extreme views, but you get that in all walks of life and 'each to his own'. A certain perspective has now moved into the sphere of modelling magazines though and so I felt that I would like to make a few comments to dispel a few of the views held by certain people within this hobby of ours.

The views I am talking about relate to coverage, specifically what is covered, but also how it is covered. It seems that a few voice the opinion that modelling magazines deliberately do or do not cover certain ranges of products. I have come across this in the past and have always taken time to dispel this myth, as we simply do not have the luxury to do any such thing! I can only talk from my standpoint and from my experience over the last ten years, but basically if you feel that magazines are biased, or that they 'choose' what they cover, or that in some way the coverage is linked to an undisclosed association of that manufacturer with the publisher, or advertising, then you are sorely mistaken.

Here at Scale Aviation Modeller Int we have a good relationship with many of the manufacturers and distributors, so we are fortunate in being able to get samples to build. There are problems though, and I am afraid to say we all have to put up with the fact that because publications only want one of an item, and shops etc want them in mass and pay for them, we are nearly always last in the line. This is not always the case though and I am happy to say that a few distributors treat us with equal speed and efficiency as they do a paying customer. The upshot of the former though is that we often do not receive a sample until it is 'old' and already on the shelves. You often also find that manufacturers 'batch' their shipments and as a result we may not get samples for a couple of months, by which time the items released at the beginning of that cycle are now three or four months old. You cannot blame firms for this, they are in business to make money and it is difficult to show any relationship that directly links published reviews with sales. I know from my own experience that many of you depend on published reviews to determine your modelling purchases, but it is impossible to show that via buying trends and sales. As a result, many firms have to consider what 'benefit' there is in spending money in supplying samples for review, other than to promote the brand!

There are also occasions when a UK importer or distributor is reluctant to supply samples for anything other than full construction articles. This is OK in some respects, but because they only deal with 'new' items and the various accessories and decals only come along later, we often simply do not have an option to obtain the new kits, as we can only review them in the standard format which they will not accept.

The view that there is some link between advertising and coverage is something that I have dealt with before, so I will not dwell on it here. I would just say that if you believe this to be the case, just talk with an importer, distributor or manufacturer and see what they have to say on the subject! The final equation is bias, and this is one that is 'loaded' from the outset, as some obviously view magazines as being biased from the outset, so anything they say to the contrary will just be seen as evasion. I can only speak for myself when I say that we will review every aviation and modelling related item that we receive for review, regardless of who makes them. All companies exert some control on what they do and therefore a firm is quite within its rights to refuse to cover any firm that it chooses, but I suspect most confine this to those firms that have proved problematical (e.g., late or non-payments). This is reasonable, and none of you in your day-to-day work would choose to actively promote those who have dealt with you in an unacceptable manner. As far as magazines having 'friends' or actively setting out to promote one firm over another, my reply to that would be, "get a grip!" There is no way a magazine can follow such a policy, as the lifeblood of a hobby is the products, so all magazines will actively seek to promote as many different products as they can via reviews and articles. With specific relation to this title some have voiced the very naïve views that we specialise in 'esoteric resin kits' from 'unknown manufacturers'. Comments like this show that these modellers are completely missing the point, the title is 'international' and as such we review any kits that we receive, regardless of who made them or what they are made of, because somewhere there will be a modeller or modellers who are interested in it. I think that the funny other side to these comments is that recently similar views were expressed by an individual who then went on to state that the said title was based on one specific era and subject, and I am sure you can all see the contradiction here, as in one breath the complaint is 'too esoteric,' while in the next it is 'too specific,' talk about wanting your cake and eating it!

As you can probably tell, this whole subject is somewhat of an annoyance to an editor. I fully appreciate that you want to read material that is of interest, but just how many of you buy titles that are 100% of interest to you each and every month, the answer is none! There will always be items that do not interest you in and you therefore simply skip over them. To expect a magazine to fully meet your specific requirements each and every month is impossible, as what you want is not what someone else wants, and what he wants is not what the next guy wants, and so on. I know there are things that you want to see in this magazine and your seemingly adverse comments about us really underline that you like what we do, but like all humans, you always look to it being better. I am aware there are failings, and some we can overcome, others we cannot. There are very few manufacturers that we have direct communications with, so most of those we deal with are official distributors and importers. On the whole some treat us as important, others do not and see the business of making money all important and product reviewing and brand exposure as being something they only do as and when they get time. In 2004 we have seen a mass of new kits being produced and it is fair to say that we have probably seen less than 50% of them for review. Some have voiced the opinion that publishers should buy the kits they do not get as samples, but just what message does that send out to those who willingly supply samples FOC to promote their brand and this hobby. We have to make it a level playing field and as a result we are often not able to cover new items that we would like to and there is nothing we can do about that.

So, to sum up, we do not operate any 'system' or bias towards manufacturers, we can only review what we receive and if so you have a real issue with what you do not see in your favourite magazine, talk with the manufacturer or importer directly and tell him how important it is for you to see reviews in print before you will part with your hard-earned cash for an example.

Richard A. Fraenkle
Editor, Scale Aviation Modeller International
News Update

1/48th
Still due for release, and not seen on any of the French stands at the IPMS Nationals in November, was the Handley-Page Halifax (#6042/675) from this manufacturer. Hopefully it will arrive before too long though.
Also due are the Dassault Mirage IIIR/RIK (#6059) and Dassault Mirage V which are both listed at £52.

Aerotech

1/32nd
A new range of limited edition resin, white-metal and etched brass kits have been announced for 2005 by this manufacturer. The first one will be the Supermarine S6B (#AT32001) which will be released early in the year. This will be followed by the Percival Mew Gull (#AR32002), Macchi MC72 (#AT32003) and Hughes HR-1 (#AT32004). Only 100 of each will be produced and although no confirmed release date are yet available, advanced orders are being taken. Contact 01322 833717 or Email iscanam@iol.com for more details.
STOP PRESS - Little-cars.com have advised us that the retail price for the S6B will be £140.00.

1/48th
Although noted as having been reissued in the USA during September, the Messerschmitt Me 163B-1a Komet (#5504/$27.98) and Junkers Ju 188E-1 (#5518/$54.98) have not, as yet, reappeared in the UK?

1/72nd
Big news announced at the Nationals was that at long last Airfix are going to produce a kit of the BAC TSR.2 in this scale. The kit is currently being scheduled for release in the Autumn of 2005 and the suggested retail price will be around £14.99.

1/72nd
Released in the UK during late November was an all-new resin kit of the Polikarpov ITP (#72122/£31.15).

1/72nd
Released and on general sale in the UK in late November was the Yokosuka E-14Y ‘Glen’ (#AV128/£27.70).
This will be followed by a new kit of the DFS 346 ‘version D’ (#AV129) as used by the Russians in 1949.

1/144th
Being released in Japan during November is a set of twelve JASDF F-15DJ ‘Aggressor’ kits (#0156/Y4560) all of which are in one box and are pre-painted.

1/100th
Due in this scale during December in Japan is a similar box of twelve Messerschmitt Bf 109Fs (#4560).
We are not aware if either of the above two sets will ever be seen outside of Japan though!

OMEGA Models

1/72nd
The latest addition to this series was released in late November in the form of the Avro 504K (#BM206/£24.99).
This is a limited edition, injection moulded kit with pewter detail parts and decals.

1/144th
Due for release in Japan during November and December in this scale are new kits of the Nakajima Ki-84 Hayate & Ki-43 Hayabusa II (#42031/£500), Aichi D3A Type 99 Val & B7A Ryuici-Kai (#42052/£500), Mitsubishi A7 Reppu & J2M Raiden (#42053/£500) and Nakajima B6N Tenzan & Kawanishi N1K2-J Shiden-Kai (#42054/£500).
To date we are not aware of any of these coming to the UK though.

1/72nd
A new resin kit of the Vought XF8U-3 Crusader III (#7229/£45.70) was on sale in the UK during late November.

1/144th
As noted in the Autumn, it was confirmed that the Douglas F3D-2 Skyknight (#4814/349.95) and it should arrive in late November or December.

ANIBRAND

1/72nd
A new resin kit of the Vought XF8U-3 Crusader III (#7229/£45.70) was on sale in the UK during late November.

1/72nd
Arriving in the UK in late November was the McD Phantom FGR.2 RAF ‘Alcock and Brown’ (#72168/£19.99).
This is a special limited edition kit, so will only be in stock for a very short time.

1/48th
A surprise reboxing of the Hawker Sea Hawk in FB.3/FGA.6/FGA.90 guise (#490RN/£32.99) arrived in the UK in late November. As the Royal Navy version (#47645) is now deleted, this is the only way currently you can build a Royal Navy version.

Vampire FB Mk 5 (#470/£50.00) and an all-new version of the Fiat CR.42 (#474/£35.00), neither of which had been released by the time this was written in late November.

1/72nd
Reissued in Japan during November were the Messerschmitt Me 410A-1/3 (#FPP-27/¥2400) and Messerschmitt Me 410A-1/1B-1 (#FPP-28/¥2400).
These are due to be followed in December by the release of the all-new kits of the Messerschmitt Bf 109F-2 (#FPP-30/¥2200) and Messerschmitt Bf 109F-4 (#FPP-30/¥2200).

1/48th
Still due for release in this scale is the TT Mk J/III (#482) version of the B.P. Defiant. Also still due as we write is the all-new kit of the Wyvern, which failed to arrive in November and the same can be said of the de Havilland

Subscribers’ Monthly Prize Draw
December
• Mr S Hucken - Kit
• Mr W Pearson - Kit
• Mr A Amari - Kit

Entry to the monthly prize draw is FREE to all subscribers.


5
Hobby 

Arriving in the UK in early November were the Heinkel He 51 'Spanish Civil War' (#00726/£19.99), Messerschmitt Me 262A '111 (S)#00727/£19.99), Bristol Beaufighter Mk21 'Green Ghost' (#00728/£14.99), McDonnell F/A-18C Hornet 'VFA-212 Lancers' (#00729/£12.99), North American F-86F Sabre 'RAF' (#09567/£49.99), and the F-16C Fighting Falcon 'Thunderbirds' (#105/£20.20).

Arriving in the UK in early November were the Hawker Hurricane Mk I: 'North Africa' (#00733/£19.99), Lockheed P-3C Orion 'JMSDF' (#00734/£25.99), Grumman F-14A Tomcat 'VF-33 Tarriers' (#00735/£17.99), Mitsubishi G4M Type 1 (Betsy) Model '71752nd Flying Group' (#00736/£17.99), Republic P-47D Razorback 'Little Chief' (#00737/£19.99), Grumman EA-6B Prowler 'VAQ-136 Gauntlets' (#00738/£17.99) and de Haviland Mosquito FB Mk VI 'IDF' (#00739/£17.99).

Released during October in Japan were the McDonnell F/A-18E Hornet 'VFA-62 Marauders' (#00740/£18.99), Panavia Tornado F K3 'No.32 Squadron' (#00741/£21.20), and the Heinkel He 111F-6 (#22/£23.20).

These were followed in November in Japan by the McDonnell F/A-18F Super Hornet 'VFA-154 Black Knights' (#00742/£26.00), McDonnell F/A-18C Hornet 'VFA-82 Marauders' (#00743/£18.00) and Lockheed-Martin F-117A Nighthawk 'Special Markings' (#00747/£24.00).

December releases in 1/72nd will include the McDonnell F/A-18E Super Hornet 'VFA-27 Royal Maces' (#00744/£18.00), Grumman F-14B Tomcat 'VF-102 Diamondbacks' (#00745/£26.00), McDonnell A-6B Harrier II Plus 'VMX-22 Bulldogs' (#00746/£16.00) and Fuji T-1B '2 in 1 JASDF 50th Anniversary' (#00747/£26.00).

The only other big news in this scale is that following on from their new Heinkel He 111 series, Hasegawa intend to produce a similar series of all-new Junkers Ju 88s in this scale during early 2005. We will bring you more details as soon as we know them.

1/48th 

Items thus far released in Japan but not having arrived in the UK to date include the North American Sabre Mk 4 'RAF' (#09567/£49.99) and the F-16C Fighting Falcon 'Thunderbirds' (#105/£20.20).

Arriving in the UK in early November were the Hawker Hurricane Mk I: 'Trop Crois de Lorraine' (#09562/£16.99), Messerschmitt Bf 109E-7 'Balkan Theatre' (#09563/£16.99), Republic P-47D Thunderbolt 'Armee de l'Air' (#09564/£17.99), Mitsubishi A6M3 Type 32 'Taiwan Flying Group' (#09565/£16.99), McDonnell F-4E 'IDF' (#09566/£36.00), Nakajima Ki-27 Type 97 'Fighter [Nate]' '24th Flight Regiment' (#09568/£16.99) and the Messerschmitt Bf 109G-10 'IG300' (#09569/£16.99).

Items released during October included the McDonnell F/A-18C Hornet 'VFA-82 Marauders' (#00570/£18.99), V.S. Spitfire Mk VB 'USAAF' (#09571/£18.99), Republic P-47M Thunderbolt 'Zemke's Wolfpack' (#00572/£18.99), Mitsubishi A6M2 Type 21 '265th Flying Group' (#09573/£18.99), McDonnell RE-4E Phantom '501 Squadron Shark Teeth' (#09574/£20.00), McDonnell A-4N Skyhawk (#09575/£28.00) and Mitsubishi F-1 (#F35/£30.00).

November releases in this scale included the Mitsubishi XF-2B (#09576/£28.00), Grumman F-14A Tomcat 'VF-111 Sundowners' (#09577/£48.00), Lockheed F-104S Starfighter 'NATO 50th Anniversary' (#09578/£26.00), Messerschmitt Bf 109F 'Hannes Trautloft' (#09579/£24.00), LTV F-8E(FN) Crusader 'France Special' (#09580/£32.00), McDonnell F-101A Phantom II (#09581/£36.00) and Lockheed P-38L Lightning '459th Fighter Group' (#09582/£36.00).

December releases in 1/48th will include the Henschel HS 129B-3 '9th Land Attack Group' (#09583/£32.00) and Junkers Ju 88R-2 Stuka '2nd Dive Bomber Group' (#09584/£26.00). The big news is that in December Hasegawa will release new kits in this scale of the Carrius P-40F Warhawk (#105/£20.20) and the Mitsubishi F-1 (#F35/£30.00).

1/32nd 

Released during November in UK were the Messerschmitt Bf 109G-4 'Regia Aeronautica' (#00738/£25.99) and the Fi-156/Ms500 Cuirass 'Armee De L'Air' (#00814/£23.99).

Skyhawk (#09578/£28.00), and Mitsubishi F-1 (#F35/£30.00). 

NOTE: The releases dates quoted above come from Hasegawa are for the European market unless otherwise stated. However from experience we have noted that the actual arrival of the kits in the UK tends to be about 4-6 weeks after that quoted. This is due to the shipment time and delays in customs etc.

1/72nd 

Still due for release before the end of the year in this scale is the all-new kit of the MiG-21F-13 (#04346/£12.99).

1/48th 

Although listed for release by August, the ex-Hasegawa McDonnell AH-64D Longbow Apache (#04420/£13.99) had still not appeared by the time these words were written in late November and we are now wondering if it has been cancelled?

1/32nd 

Arriving just in time for the IPMS Nationals in late November was the all-new kit of the Heinkel He 162A-2 'Salamander' (#04723/£19.99).
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1/48 £18.95

TM2411 Fw 190D-9 Stab IV/JG3
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1/32 £26.95

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1/144 £19.99

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I/72nd
Released in the UK during late November in this scale were the Sikorsky HH-53C Jolly Green Giant (#1035/£.30) and the Savoia-Marchetti S.M.79 Sparviero III (#1243/£10.99). The first is a reissue, while the second is a revision to the previous tooling.

S.79 III
Noted as being due for release in November is an all-new kit of the Rafale M (#036) in this scale. Still due for reissue is the Messerschmitt BF 110G-4/R3 (#1039), although we have no confirmed UK release date or price as yet.

I/48th
Released in the UK in late November was the Dassault Mirage IIIIE (#2634/£11.99), which is an ex-Esci kit.

Now most likely to arrive in December or January 2005 will be the all-new kit of the JAS-39A Gripen (#2638) in this scale.

Warbird Productions
Please note that with immediate effect this excellent range of accessories will be available directly from Model Design Constructions (MDC). Contact them on 01773 513345 for more details.

I/72nd
Released by PJ at the IPMS Nationals in late November was a new resin and etched brass kit of the Hawker Hunter F6/F/FR.10/F.57 (#27022/£37.80).

I/72nd
Coming into the UK in late November was the new resin kit of the GAL 49 Hamilcar glider (#102/£58.80).

I/48th
Back once again in the UK in late November was the Brewster B-339 Buffalo ‘Pacific Theatre’ (#61094/£16.50). The kit features decals for RAF, Dutch and USN versions as well as canopy masks.

Continuing with their range of 1/48th scale vehicles, Tamiya intend to produce kits of the Tiger I Early Production (#32504/£18.00), M4 Sherman ‘Early Model’ (#32503/£18.00) and Kw.K28 Schirmwagen Type 166 (#32506/£18.00), all of which should be available during November or December. There is no real notification of a UK price for them as yet, although as much as £17.99 for the Tiger I has been mentioned!

These will be followed in January and February 2005 by the Stug III Ausf.B (#32507/£18.00), Accessory Set: Sandbag & Brick Wall (#32508/£8.00), Accessory Set: Barricade (#32509/£8.00), Accessory Set: Jerrycans (#32510/£8.00) and Hezer ‘Middle Production Model’ (#32511/£18.00).

I/32nd
Although already out in Japan, the IJNDF F-4EJ Phantom II (#60314/£13.000) has, as yet, not arrived in the UK.

Next up will be the all-new kit of the Lockheed-Martin F-36CJ Fighting Falcon (#60315/£24.00) which will be produced in November. We have no confirmed UK release date or price as yet, although £119.99 seems to be the price being mentioned in the trade.

I/48th
Continuing the release of Fokker D.VII variants in this scale, Roden released the Albatros-built, early version (#421) in November.

The previously listed kit of the MiG-23 (#428) shown by Roden has apparently either been permanently cancelled, or suspended for an undefined period from their proposed production schedule.

I/32nd
The amazing news here is that apparently Roden intend to move into 1/32nd scale and the first kit they will produce will be the Fokker Dr.I (#601) and they intend to make this during the first half of 2005.

I/444th
Noted as being released in Japan during early November was an all-new kit of the Sukhoi S.37 Berkut (#01324/£600) in this scale.

I/48th
Contrary to what we said last month, the next kit due in this scale will not be the Fw 200, instead it will be the N.A. RA-5C Vigilante, which is shown in Japan as due in December with a retail price of ¥6800. We presume therefore that the Vigilante will be followed by the Focke-Wulf Fw 200C-3 Condor (#2814), although we have no confirmed release date as yet.

I/32nd
Released in Japan during November were the all-new kits of the Grumman TBM-3 (#20233/¥9800) and TBF-1C (#22233/¥9800) Avenger.

I/24th
Arriving in the UK in time for the IPMS Nationals in late November was the all-new Focke-Wulf Fw 190D-9 (#02411/£69.99). Initial inspection show the kit to be well moulded but there are some problems with profiles, the ‘curved’ hinge line on the engine cowling and tyres that would not look out of place on a tractor!
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Previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed.

Curtiss P-40B Tomahawk

Scale: 1/72nd
Kit No: 7201
Price: £TBA
Origin: Frog (UK)
Panel Lines: Raised
Type: Injection Moulded Plastic
Parts: Plastic 34 (Green), Clear 3
Decal Options: 2
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd

North American P-51 Mustang 'North Africa'

Scale: 1/72nd Kit No: 1240
Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic Blk (Grey), Clear 7
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway

North American P-51 Mustang 'North Africa'

Scale: 1/72nd Kit No: 1240
Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic Blk (Grey), Clear 7
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway

Mirage III E

Scale: 1/48th
Kit No: 2634
Price: £11.99
Origin: Espa (Italy)
Panel Lines: Raised
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 64 (Grey), Clear 1
Decal Options: 7
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd

Sukhoi Su-24M

Scale: 1/72nd Kit No: 7267
Price: £7.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 134 (Grey), Clear 1
Decal Options: 2
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd

Dassault Mirage IIIE

Scale: 1/48th
Kit No: 2634
Price: £11.99
Origin: Espa (Italy)
Panel Lines: Raised
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 64 (Grey), Clear 1
Decal Options: 7
Manufacturer: Zvezda
UK Importer: The Hobby Company Ltd

Avia LM-02 (Italy 1942)

Scale: 1/72nd Kit No: AV 126
Price: £16.30
Production: Limited
Panel Lines: Recessed
Status: New Tooling
Type: Resin, White-Metal & Vac-formed Clear Plastic
Parts: Resin 34, Metal 2, Clear 1
Decal Options: 1
Manufacturer: A & V Models
UK Importer: Hannants
AU2022 F2G Super Corsair $17.96

AU2024 Kokusai Ki-76 Stella $15.96

Czech Models 1/48 Scale CM4814

Douglas F3D-2 Skyknight $44.96

AModel 1/72 Scale IBA72085 Yak-53 $12.46

Hit Kit 1/72 Scale RM5522 Heinkel He 111 Bomber $21.46

Zvezda 1/72 Scale ZV7252 Mig-1.44 Multirole Fighter $23.96

Dragon 1/72 Scale DR5002 M-3 Armored Scout Car $119.96

Zvezda 1/35 Scale ZV3581 M-3 Armored Scout Car $19.96

Fujimi 1/100 Scale FUS5028 Himeji Castle $52.96

Heller 1/3 Scale HR9401 Lucanis Cervus $5.47

Fujimi 1/76 Scale M75084 Grant Mk.I $12.96

Mirage Hobby 1/72 Scale MT7804 Grant Mk.I $14.96

Fujimi 1/76 Scale FU76061 GHI-HA Japanese Medium Tank New Type $8.96

Armour 1/35 Scale AY0018 Flakpanzer 38(t) "Gepard" $30.96

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Too hasty, as most of it cleans up pretty well. There are resin parts included - among them a seat, cockpit details, wheels and a bomb and crutch, but no brass fret is provided. The resin parts are generally good, but this manufacturer has improved dramatically of late, and they are not as good as some of Pavla's other offerings. Canopies are vac-formed, and there are two provided, and the decal sheet features four options and is excellent. All things considered, so long as you do not expect an easy ride, the box contains everything you've been waiting for.

**Instructions**

Very good illustrations fill an A5 booklet, with instructions in Czech and English. Pavla's invitations to scratchbuild various small items seem to have become less preposterous of late and those few instances in which the modeller is invited 'to make new' are nearly all plausible. Of course, it would be nice if they simply provided the parts, but I appreciate that this is not always cost effective. Everything was clearly laid out, and I had no trouble understanding anything. The colour/markings diagrams are particularly nice, with two full pages devoted to each option.

**Construction**

Inevitably we start with the interior, which although better than average by the standards of model kit manufacturers, is still barely adequate for an aircraft with so much glass on top of it. Certainly, it is not comprehensive enough to leave the cockpit open, without some serious additions. One major problem is the shape of the bulkhead behind the pilot's seat - this should be integral with the canopy frame, and forms a roll cage with the frame behind it and the two short pieces of plastic rod that Pavla invite you to manufacture. Unfortunately, the vac-formed hood stands a couple of millimetres higher than the bulkhead, and this is very difficult to rectify. The gap at the top would be very prominent with an open canopy.

The fit of the resin cockpit parts is very poor, and the sidewalls are fairly crude. On the plus side, the two seats are very nicely cast, as the instrument panel, although the latter had to be cut down severely to fit into place. I decided that it would be best to model the aircraft with the rear canopy section open, and the front closed. This meant that some detail had to be added to the observer's position, but I realised at an early stage that there was no chance of my cutting the rear section to fit accurately.

The centre of the Skua's large cockpit aperture is filled with a pair of fuel tanks, which are nicely represented in this kit. These were added to the cockpit assembly and the whole thing painted and attached to the fuselage side. Construction then followed as per the instructions until I had the completed airframe, minus canopy and cowling, and it was there that the fun began.

The cowling comes in two halves with scribed details for the cooling gills. It is an appalling fit, both with itself and with the fuselage. The shape looked wrong when it was offered up to the rear firewall, so I opted to perform drastic feats in order to rectify the problem. Firstly I glued the cowling halves together, then I attached the assembly to the front of the fuselage, plastering it liberally with liquid poly. Once this was dry I covered the join - which was very crude, due to the poor fit of the cowling - with Milliput, subsequently sanding this smooth.

The process for replacing the cooling gills was as follows: step one, a thin strip of plastic card was glued in a ring around the base of the cowling. Step two, filler was spread in front of this and sanded to give a flared appearance to the cowling. Step three, small rectangles of masking tape were added to represent the gills. The end result is a million times better than the mess that existed before. This was the only major deviation from the instructions.

When I came to fit the canopy I fitted the centre section from one of the two provided and faired it in with filler. The other piece provided the screenprint and hood, which I fitted as one part, and the observer's hood, which I fitted after painting in the open position. The wheel wells had some gaps in them which required stuffing with Milliput, but beyond the need to sand and fill, sand and fill, and sand and fill again there were no major problems to overcome.

**Colour Options**

There are four colour options provided, although I would take issue with a couple of them. Option one is L3048 of No.803 Squadron in the Norwegian campaign. The instructions suggest that the upper surfaces should be Dark Green and Medium Sea Grey, and I presume that this is a result of the researchers studying the conclusions reached by Ian Huntley into the matter of markings on naval aircraft during this period. My understanding of the situation, based on his recent article in Model Aircraft Monthly, is that Mr Huntley has changed his mind on this issue. I would suggest that the correct colours for option one would be the same as option three - Dark Slate Grey and Extra Dark Sea Grey over Sky Grey.

Option two is for a target tug in the striking black and yellow scheme applied to some Skuas. The aircraft is L3007, but Pavla suggest the fuselage roundels be regular Type A: red white and blue with a yellow ring. Sources suggest this is not so, and that the fuselage roundel must have no white. Also, neither the kit nor the instructions make any attempt to replicate any kind of towing gear. I would love to model this aircraft, but until I find

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**Technical Data**

- **Scale:** 1/72nd
- **Kit No.:** 72030
- **Price:** £10.70
- **Panel Lines:** Receded
- **Status:** New Tooling
- **Production:** Limited
- **Type:** Limited-run Injection Moulded
- **Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
- **Decal Options:** 4
- **Manufacturers:** Pavla Models
- **Obtain in UK via: Hannants**
details of the winch gear and associated equipment, I am unable to. I hear dark rumours of an impending book on the Skua. Hopefully this will feature full details of these aircraft, as well as those used to tow flares over Dunkirk during the evacuation!

Option three is for L2993 as it appeared in action against the Vichy French in 1940, while option four depicts an all silver aircraft of No.803 Squadron in the spring of 1939. This features a very nice red and blue carrier band and a blue and white striped tail fin.

I chose to model none of these, but made my Skua as L2991 of No.803 Squadron operating from HMS Glorious over Norway in April 1940. I used Xtracolor Dark Slate Grey, which has no rivals, Humbrol 123, and Tamiya Sky Grey for the undersides. The black and white wing undersurfaces were painted using Halfords car sprays.

Decals
The decals were very good. I encountered no problem applying the ones I did use. The sheet is impressive looking, and will add a wealth of spares to the spares box. Decal Rating = 10/10.

Accuracy
11mm... basically this kit will be as accurate as you care to make it. The interior is pretty poor, although better than that provided with many kits. It is certainly more accurate in this respect than the Airwaves brass set, which I would regard with some suspicion. As with so many kits, the poor interior would not present a problem if the canopy were modelled closed.

The rear observer's position is particularly disappointing, and requires some work. It is, however, a quantum leap ahead of the previous option, which I hope can now be consigned to the collector's market for all eternity.

The airframe is pretty good. Apart from the dismal cowling, the plan form seems accurate, and the model captures the gawky long-legged sit of the real thing.

Conclusion
Having whinged about the lack of a good Skua kit for years, it would be churlish of me to give this one anything other than my highest recommendations. Basically, if you rectify that hideous cowling, and cut the canopies as I have suggested, you can end up with a good representation of this charming and much neglected aircraft. Thanks to Pavla I have, at last, a Skua in my collection. Now I need a new Holy Grail to pursue. Any chance of those Yista Gannet moulds yet?

My thanks to Pavla for the review sample.

Gary Hatcher

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**Fiat G.5**

**Technical Data**

Scale: 1:72ind

Kit No: A97

Price: £TBA

Production: Limited

Panel Lines: Recessed √

Status: New Tooling √

Type: Resin

Parts: Resin 48

Also Includes: Clear Acetate Sheet

Decal Options:

Manufacturer: Choroszy Modelsbud

UK Importer: Check Aeroclub for price and availability

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**The Kit**

The kit is supplied in the customary blue/white Choroszy Modelsbud box, with a laser printed colour profile glued onto the lid. The resin kit parts are all neatly packed in small plastic bags, with an instruction sheet and small decal sheet. The quality of the casting is just what we've come to expect from Choroszy, nice sharp trailing edges, neatly scribed panel lines and beautifully rendered fabric effect on the fuselage, wings and tail surfaces. A clear sheet of plastic is supplied from which to make the small cockpit windscreens.

**Instructions**

The instruction sheet is carried over two sheets of folded A4 and consists of a brief history (with occasional grammatical and spelling errors), some technical data, an assembly sequence of five diagrams, a three-view drawing, one colour scheme and on the last page, a long list of available Modelsbud kits. What this sheet does not tell you is that this model matches the second of four prototypes, due to slight differences in tail fin and windscreen shapes.

**Construction**

In the time honoured fashion of resin kits, some preparation of the main parts is needed before construction can start. In this instance, careful removal of the excess resin moulding & pouring blocks from the fuselage halves was necessary to get a good clean join. A clean-up of the wing leading edges was also required in this example the starboard wing contained a few air bubbles that needed filling. To make their painting and assembly just that bit easier, the rest of the smaller pieces were attached to a piece of card using double-sided tape. After a coat of primer, the cockpit area and detail parts were painted and assembled. No colours are given for the interior, so I used a pale grey base colour, with items picked out in either silver or black. Interestingly, the front cockpit, according to the instructions, does not have any flight controls. The instrument panel in the rear cockpit needed a fair amount of trimming to fit. The fuselage halves were then joined together and the rest of the kit is quickly assembled, with only a minimal amount of clean-up necessary on the wing to fuse the masses. The undercarriage was also attached, after carefully trapping each wheel between the two spats. There was a bit of trimming needed to get the support struts to fit, but the three-view drawing helped here. It also helped to show that the undercarriage is actually a bit too long, by 2mm in fact. After a coat of Halfords grey primer, the model was then sprayed with an overall coat of Alclad II.

**Conclusion**

According to a recent Aerofan article, the 8.4 length given on the instruction sheet is closer to the longer 1st prototype when it was fitted with an in-line engine. This second version was actually 8.14m, with a span of 10.48m and a height of 2.46m. Despite the discrepancy with regards to the length and the height (the height can easily be corrected by shortening the undercarriage), photos in the Aerofan article show that this model captures the clean, unfussy lines of this touring aircraft extremely well.

**Colour Options**

Just the one scheme, an overall silver complete with minimal markings, namely the rudder tricolour and fuselage faces.

**Decals**

Again, a very simple sheet. Just the rudder decal, serial number and fuselage face. I opted to paint the red area of the rudder, using just the green and white decal parts. Decal Rating = 9/10.

**Conclusion**

Until reading the Aerofan article, I had never known of the existence of this aircraft. It was the second project designed by Ing. Gabrielli for Fiat, others include the more widely known Fiat G.50, G.55 and G.91, amongst others. Any one interested in these aircraft would do well to consider adding this one to the collection. As is always the case with Choroszy Modelsbud, who seem to have captured a niche in producing such interesting and less well known aircraft, it is a superbly executed model, very easy to build and is therefore very highly recommended.

Many thanks to Choroszy Modelsbud for the review sample.

**Chris Binnsbridge**

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North American F-86E Sabre

The Kit
This is a re-release of the Escl kit. Inside the lift-off lid box you get four sprues of injection moulded plastic, three in grey and one clear plus one very large sheet of decals and one instruction sheet.

The plastic parts have nicely engraved panel lines with ample surface detail and the clear parts are nicely moulded and are very clear.

Instructions
The instructions are to Italeri's usual style; one sheet that folds out giving a brief multi-lingual description on the front with sprue layouts and instructions through to painting and decaling instructions at the end. Paint references are given throughout at each stage with the main key referring to both FS numbers and Model Master paints.

Construction
Begins with the cockpit area. The ejection seat is made up of four separate parts which when assembled and painted is actually quite nice. The cockpit tub is a one-piece moulding to which the instrument panel, control column and ejection seat are fitted.

The bulk of the cockpit is painted in Humbrol 127 Ghost Grey with the instrument panels painted satin white in preparation for the instrument decals. The forward undercarriage bay is glued to the cockpit insert then the whole assembly is fixed into one half of the fuselage.

At this point I noticed that there was a large gap between the aft of the cockpit tub and the fuselage at the top end. As there was no other part to be fitted here I filled the gap with plasticard and plastic filler to close it. Nose weight was added and the two halves of the fuselage were joined.

The wings were next. The lower half of the wings is a one-piece moulding with two separate upper halves. If you opt for either the RAF or the RAF in version you need to open out four holes in the lower wing section, which I did, then joined the wing parts together.

The next stage sees the wing to fuselage, nose cone and tailplanes fitted; it also shows the fitting of the exhaust fairing and nozzle but these were left off until the paint scheme was applied. I had decided to model the Sabre with the air brakes deployed and, whilst it may look good it gave me grief at the decaling stage having to cut the decals around the air brakes.

Of note here is an omission from the upper wing halves. On photographs I have of a Sabre at RAF Hendon it shows wing fences roughly halfway down each wing, which are shown in stage four of the instructions but are not actually on the mouldings, so they were added from 10 thou plasticard. There are also vanes on the underwing fuel tanks on the aircraft at Hendon and although there is an option in the kit with these on, the instructions tell you to fit the fins without the vanes, so I followed the photos and fitted the ones with the vanes. I may be totally wrong with all of this but I liked the look of the photographs.

The windscreen and canopy were masked off then the windscreen was fixed into position and the canopy was 'dry' fitted using Maskol.

The fuel tanks (including vanes) were assembled and fitted along with the missile rails. The two halves of each of the main undercarriage wheels were joined whilst one half was still attached to the sprue, then the whole model along with the parts that were still left on the sprues were sprayed with Humbrol Acrylic Matt White spray. All the 'sticky out' bits such as the undercarriage, air brakes and missiles would be fitted after the paint scheme had been applied.

Accuracy
Dimensions given in the World Aircraft Information Files give a span of 11.27m and a length 11.27m.

The model measures out at span 11.28m and length 11.28m. That's close enough for me!

Colour Options.
No less than six are given on a very comprehensive decal sheet, which are:

- USAF, 336th FIS, K-14 Air Base, Korea 1952, Natural metal finish.
- USAF, 336th FIS, 4th FIW, Kimpo Air Base, Korea 1952, Natural metal finish.
- Sabre Mk 6, German Air Force, FG 71, 1st Staffel, Oldenburg 1957, Natural metal finish.
- Sabre Mk 6, Royal Canadian Air Force, No 421 Squadron 'Grosequin' France 1957, Dark Green, Dark Grey and Light Grey camouflage.
- Sabre F Mk 4, Royal Air Force, No 4 Squadron, Italy 1956, Dark Green, Dark Grey and RAF Blue camouflage [My choice].

Nearly all models of the Sabre I have seen have been in the natural metal finish, I liked the look of the RAF machine with its Azure Blue undersides and grey/green camouflage pattern, so that's what was applied.

Humbrol 157 Azure Blue was applied first to all of the undersurfaces, then the demarcation line was masked off and an overall coat of Humbrol 164 Dark Sea Grey was applied to the upper surfaces. When dry the camouflage pattern was lightly pencilled on then a combination of Blu-Tack and masking tape was applied to the wings and then Humbrol 163 Dark Green was sprayed on.

The undercarriage bays and legs along with the wing brake bays and inner air brake surfaces were painted with Humbrol 56 Aluminium then 'dirtied up' using a wash of black/brown paint.

There are other areas that require masking and painting such as the matt black panel on the nose and the light grey/black tail to the tip, but apart from that this is all I need.

Decals
Very large sheet of very nicely printed decals gives you six options along with a myriad of stencils. They are printed by Cartograf in Italy and are superbly printed. They have perfect registration and colour density, go on extremely well without the need for setting solutions, have very minimal carrier film and did not silver.

They are also able to withstand being butchered when it came to cutting them around the air brakes and still settle into position as they should, top class!

Decal Rating = 10/10.

Conclusions
I really enjoyed making this kit, no major problems were encountered and those that were, were easily overcome. Very little filler was used during construction and the fit of the parts in general was very good.

At £9.50 this kit is a real bargain and I may just get another to do in the aluminium finish. Very highly recommended to all.

My appreciation and thanks go to The Hobby Company Ltd for giving me the opportunity to review this kit.

Andy McCabe
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**DUJIN**

**Doflug D.3803**

### Technical Data
- Scale: 1/72nd
- Kit No: DA72174
- Price: £15.95
- Panel Lines: Recessed 1
- Status: New Tooling
- Type: Resin & Vac-formed Clear Plastic
- Components: Resin 31, Clear 2
- Decal Options: None
- Manufacturer: Dujin
- Obtain in UK via: Hannants

### The Kit
This is exactly the same kit as Dujin’s Doflug D.3802/D.3802A except for the rear fuselage decking and the canopy. So, everything I said about that kit (see Vol.10 Iss.12, page 1113) applies to this one and what follows are just some supplementary remarks.

### Instructions
This time, there is only an A4 sheet. The colour location drawings are confined to the port profile and a scrap plan of the canopy. This means that the camouflage and markings for the wings have to be a bit hypothetical.

### Construction
Once again, the cannon barrels and pilot fell apart and were replaced by some rod stock.

### Colour Options
There was only one D.3803, a prototype coded I-405. My white serial letters came from ModelDecal sheet 048A.

Engine development problems meant that this machine didn’t get into the air until spring 1947. By that time, lots of surplus P-51DNs were available to the Swiss, so there were no more Doflugs. In the true spirit of ‘waste not, want not’ I-405 and the eleven pre-production D.3802As all served operationally with Fliegerstaffel 17, until 1956. I had a go at painting the unit’s swooping hawk badge on the nose of my model.

### Conclusion
That Dornier should have had an operation developing Morane-Saulnier designs, all through WWII, apparently completely unaffected by what was going on in the world around, is indeed an amazing aviation story. A tribute to Swiss neutrality well worth documenting with these Dujin kits.

So, if your ‘thing’ is monoplane pisto-engine fighters and you’re a bit jaded with the usual round of subjects, why not do a Doflug?

My thanks to Dujin for the review sample.

Neil Pinchbeck

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**LTV A-7D ‘Sluff’**

### Technical Data
- Scale: 1/72nd
- Kit No: 1237
- Price: £6.99
- Origin: Esci (Italy)
- Panel Lines: Recessed 1
- Status: Reissue
- Type: Injection Moulded Plastic
- Parts: Plastic 59 (Grey), Clear 2
- Decal Options: 3
- Manufacturer: Italeri S.p.A.
- UK Importer: The Hobby Company Ltd

### The Kit
You get a lot of plastic for your money inside the now customary Italeri style of box with no less than seven sprues of plastic, six grey and one clear.

The grey parts have engraved panel lines with a fair amount of flash, while the clear parts were supplied in their own little bag and were very clear indeed.

You also get one set of instructions and one decal sheet.

### Instructions
The instructions are to Italeri’s usual style, one sheet that folds out giving a brief multi-lingual description on the front with sprue layouts and instructions through to painting and decaling instructions at the end.

Paint references are given throughout at each stage with the main key referring to both FS numbers and Model Master paints. You can’t really go wrong with Italeri’s instructions, they are very clear and concise leaving you in no doubt where each part goes.

### Construction
This begins as usual with the cockpit. I seem to start this part of the review the same way every time, which is because it is hard to word it any other way because 9 times out of 10 you do start with the cockpit, anyway, by the time you have finished stage one, the model is 90% completed.

The cockpit consists of cockpit tub, ejection seat, instrument panel and rear bulkhead. The instruments are all decals so the bulk of the cockpit was painted in Humbrol 128 with the ejection seat and various other bits picked out in matt black. Not a lot more to say really on the cockpit.

The tub was fitted to one half of the fuselage, weight added and nose undercarriage bay fitted then the two fuselage halves were joined. The wings were assembled then fixed into position as were the tailplanes. Two missile rails were fitted in position on each side of the forward fuselage and that (apart from the exhaust nozzle, which would be fitted at the end) is the end of stage one.

Filler was required on the underside of the wings and the wing to fuselage joints, but that’s all.

Stages 2, 3 & 4 all deal with the undercarriage but seeing as I never fit the undercarriage until all of the paintwork has been applied, these stages were skipped.

The remainder of the construction stages are to apply the various fuselage equipment bulges and antennae and the missiles and underwing fuel tanks and bombs.

The missiles were part assembled whilst still on the sprues as were the underwing tanks, which makes it easier to spray them I feel as it is an easy task to touch the colour in after they have been separated from the sprues.

After stage 6 had been completed the only things left to do were the windscreen and canopy. They were masked off, the windscreen glued into position and the canopy temporarily fitted using Maskol.

Assembly as you can see is very quick and straightforward with no problems encountered along the way.

The whole model, and the sprues containing the undercarriage parts and the weapons, were then sprayed with Humbrol white acrylic and it was then ready for the application of the overall colour scheme.

### Accuracy
Dimensions given in the World Aircraft Information File give a span of 11.81m and a length of 14.08m for the A-7D Sluff. The model measures out at span 11.88m and length 14.06m, so it is bang on scale as far as I am concerned.

### Colour Options
There are three in total.
- USAF 180th TFG, Ohio National Guard (my choice): Gunship Grey & Medium Grey camouflage pattern all over.
- USAF 355th TFS, TFW Myrtle Beach in 1972. Dark Tan, Green and Medium Green camouflage upper surfaces with white under surfaces.
camouflage pattern all over. My choice of the 180th TFG machine was purely due to the colourful tail markings (and the two-tone grey colour scheme of course).

The Medium Grey (Humbrol 145) was applied all over first followed by masking and spraying of the Gunship Grey (Humbrol 125 Satin US Dark Grey). The underwing tanks and bombs were sprayed Humbrol 155 Olive Drab with matt black bands applied to the missiles where shown on the instructions. The undercarriage bays, legs and wheel centres were given a wash with a black/brown mix to dirty them up a bit and weathering was applied to the fuselage.

Decals
One sheet of very nicely printed decals by Zanchetti provides the basic markings for all three versions of the A-7. There is a lack of any other stencils on the decal sheet, which is a pity but does not detract from the quality of them. They go on extremely well without the need for setting solutions, have perfect registration and colour density which shows when applied over the two tone grey colour scheme.

Decal Rating = 10/10.

Conclusion
I have always liked the look of the A-7 and have not made one for quite a few years, in fact the last one I made was an early Airfix version. The Italeri kit is an improvement on this and makes up into a nice representation of the aircraft. It is a very easy kit to assemble with no major difficulties encountered throughout the build, which makes it an ideal kit for anyone to build, regardless of skill level.

The addition of a resin cockpit set would enhance this kit and seeing as the price of this kit is very reasonable is well worth considering. Very highly recommended to all.

My appreciation and thanks go to The Hobby Company Limited for giving me the opportunity to review this kit.

Andy McCabe

(V.S.) Supermarine Seafire F.45

The Kit
A small disturbance reported in a Northern Town last month was subsequently traced to the arrival of an imported resin model aircraft kit on the doorstep of a Mr G. Hatcher – a man not known at the best of times for his self-control, and one for whom the prospect of a review sample of a Griffon-engined Seafire kit was ultimately to prove too much. British naval aircraft are a delight and an obsession at the best of times, but Seafires with bumpy great noses are something special. All the more so for their scarcity in the modelling world.

The kit came in a sealed polythene bag with a very nice A5 colour side view of the aircraft inserted. The creamy resin parts were all excellently cast and were a delight to behold. A well-printed decal sheet allowed for two options, and there were two vac-formed canopies, the presence of which was the only downside of the experience. I hate vac-formed canopies. I would probably make a better job of open-heart surgery than I do with these inconvenient nuisances.

Instructions
No instructions were included with this review copy. This wasn’t too much of a problem, as the Spitfire in all its forms is well documented, and it’s not hard to work out where everything goes. One thing that was confusing was the inclusion of parts to make either a five-bladed propeller, or a six-bladed contra-rotating job. Lacking guidance, I was obliged to model the option depicted in the artwork provided, as this seems to be a five-bladed version.

Data on the Mk 45 is not easy to come by, unless you are prepared to fork out for specialist books. Fortunately I am blessed with a copy of Ray Sturtivant’s Squadrons of the Fleet Air Arm, which was to prove useful, as was the recently published On Target Profiles 5 which is an essential aid to anyone attempting to enter the confusing world of Seafire kit-bashing. From these sources, I was able to establish that the F.45 was purely a development aircraft, and operated only from land with eight second-line training/trials squadrons. Not being destined for carrier hangars it did not have folding wings. As a non-operational type, the F.45 is probably not a ‘must have’ for many collections, and hence is unlikely to be kitted by anyone other than a limited-run manufacturer. Nevertheless, it is an attractive aircraft, and one that I am very happy to have sitting next to the Fireflies in my cabinet.

Construction
The first order of business was to prepare all the parts, and this proved fairly easy as the resin was nice to work with and cleaned up quickly. The quality of the castings went a long way towards helping this. Construction started with the cockpit, which is surprisingly sparse for a kit of this quality, and this led to my chief problem: the interior is not comprehensive enough for the canopy to be posed open without a lot of scratchbuilding, so the vac-formed piece needs to be cut to fit in the closed position, a task which I found completely impossible, as it didn’t seem to fit the aperture in one piece. Cut into three and positioned open it would have been fine. In the end, I raided my spares box and used some Italeri bits, which passed muster. This problem of the interior is a matter of taste, and a seat and an instrument panel may be enough for some people, but at the price this kit is marketed at, I would have been prepared to expect more.

That’s enough moaning about vac-formed canopies. Lots of people do them with no problem, so I must accept full responsibility for my modelling shortcomings and can only add that the rest of the kit went together with no problems, tailed up nicely for painting, and is superb.

Colour Options
Two are provided on the decal sheet, but as I lacked a set of instructions, I am unable to tell you what they are. Both are in the sublime attractive Extra Dark Sea Grey/Sky scheme from the 1950s, the only difference being that one option has a red spinner, and one has the smaller red spots in the roundels. Happily, the aircraft with the red spinner is featured in the On Target Profile, it is LA486 of No.771 NAS at Lee-on-Solent in 1950. The other option is LA438, coded 568, and bearing the tail code LP, also for Lee-on-Solent. I opted for the aircraft with the red spinner, as I prefer to make models of aircraft with a definite history.

I used Xtracolor Sky for the undersides and Humbrol 123 for the topsides. I note with interest, comparing the finished model with other aircraft in my cabinet, that Xtracolor Sky is much darker than Humbrol 90, which is supposed to be the same colour.

Decals
The two decal options provide all the markings necessary for both aircraft, along with stencilling for one. They were of excellent quality and went on with no trouble at all. Decal Rating = 10/10.

Accuracy
Given the lack of readily available information on the Seafire F.43 I am unable to comment on the accuracy of the model. I am obliged to assume that the manufacturers, having gone to the trouble of kitting a fairly obscure aircraft, would have made an effort to be accurate. This being said, the kit makes no provision for the tail bumper, which is depicted in the Profile book. Lacking the instructions I am unable to tell how much more information the manufacturers provide.

Conclusion
With the exception of the disappointing and intolerably wretched presence of vac-formed canopies, this was an easy and attractive kit to build. The package is nicely presented and the mouldings very good. It went together as easily as any injection moulded kit. Apart from the sparse interior, everything is included, and I would recommend this kit to anyone prepared to deal with the mediums used.

My thanks to CzechMaster Resin for the review sample.

Gary Hatcher

Note: It would seem that Gary’s sample was missing the instructions. Although we have not been able to check for this kit there is no reason to assume that they are not up to the usual high standard produced by CMR in their other kits.
The Kit
This kit comes in a clear poly bag inside which the parts are in other poly bags which are heat-sealed to separate them. Inside these you get 36 resin parts and two vac-formed canopies. Two sheets of instructions, one decal sheet and a colour card with a photo of the aircraft complete the package.

Instructions
The instructions are laid out on two separate A4 black and white sheets. Sheet I gives you exploded assembly instructions and colour references on one side with the remaining sides giving colour schematics for different Royal Netherlands Air Force S.14s. They are clear and easy to understand throughout and presented no problems during build.

Construction
Now you could begin with the cockpit if you wished but it would be a hit and miss affair. The reason being that the cockpit floor and rear bulkhead are two separate parts and there is no reference on the floor as to where the bulkhead should fit or at what angle, so I glued the two fuselage halves together first, after cleaning them up of course. There was a mismatch in the sizes of each of the fuselage lower halves which needed to be sanded flush before proceeding, which was performed outside because it was a messy job. The fuselage floor was then dry-fitted into the cockpit area and the bulkhead placed in position. There are four tabs moulded into the fuselage halves that the bulkhead sits on so once this was in position it was tacked into place with superglue then the bulkhead/floor assembly was removed and the joint fixed properly. Weight is required in the nose area to prevent a tail sitter so this was added with the instrument panel and control yokes were glued into position. After fitting the instrument panel it was noted that there is a gap between it and the forward edge of the cockpit opening, this was plugged with a combination of plasticard and filler then sanded over and painted matt black.

The tailplanes, tail fin and wings are all solid resin parts that simply but join to the fuselage with the aid of moulded recesses and tabs. The engine intake and splitters are again just butt joined to the fuselage then sanded flush. There are three airbrakes that can be modelled deployed if required, but I chose to model them closed.

The next stage is probably the trickiest, this being the vac-formed canopy. Those who are accustomed to these will know what I mean. The canopy has to be trimmed from the sheet it is on, very carefully, which is probably why you get two! With it trimmed from the sheet it was gradually sanded to shape, masked off and fitted using Micro Kristal Klear. Normally I would display the accuracy.

OK this one has beat me. I can find no dimensions for this plane in any of the references I have or on the net so accuracy is as follows:

It looks like a Fokker S.14 Mach Trainer to me!

Colour Options
Five different decal options are provided, although the overall colour scheme is the same albeit with a few minor variations in the position of the Dayglo Orange bands.

The bulk of the airframe is natural metal overall with Dayglo Orange nose flash and wing and fuselage bands and a matt black anti-dazzle panel on the upper nose. All the colour schemes are for the Royal Netherlands Air Force S.14 with minor dayglo position variations as mentioned.

Alclad II Polished Aluminium was sprayed over a gloss black base then Humbrol 229 Fire Orange used for the Dayglo bands. Now I should have realised that the orange would not give the right finish over the silver and required a white base first, so what orange had been sprayed had to be wiped off then white was sprayed on in its place, then the orange oversprayed onto this, so now you know.

With only the anti-dazzle panel to be done the painting was now complete.

Decals
One small sheet with the relevant roundels and unit markings along with a few stencils is supplied with the kit.

Each decal required trimming from the backing sheet as close to the decal as possible as there is no carrier film.

They went on well although they are a touch brittle and the white on the roundels shows the colour underneath as they are quite thin. Decal Rating = 10/10.

Conclusion
A change from the norm is the best way to describe this kit. Very simple to build and nicely detailed it would make a nice first time kit for anyone wishing to branch out into this side of the hobby.

No major problems were encountered during the build with any of the parts which means that I can highly recommend this kit to all those who are looking to branch out, have a go, it’s worth it.

My appreciation and thanks go to CzechMaster Resin for giving me the opportunity to review this kit.

Andy McCabe
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Note: Prices are subject to change and may vary depending on location and time of purchase.
Revell

Boeing 767-300 ER

Technical Data

Scale: 1/144th
Kit No: 04216
Price: £14.99
Panel Lines: Recessed
Status: Released
Type: Injection Moulded Plastic
Decal Options: 5 x 1/48 Gulf Traveller & 4 x SAS
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

The Kit

A typical Revell offering. Large open ended box, adorned with a fetching print of the 767. Inside two plastic bags! Don’t get excited now. The smaller bag does not contain a transparency sprue (to protect the clear part) but rather the engine for this particular version of the 767. The much larger bag contains six sprues: five white and one small cockpit transparency. The moulded parts are thin, crisp, and with engraved panel lines. There is a tiny amount of flash here and there (the kit was engineered in 1992) and apart from the undercarriage no prominent ejector pin marks. Unfortunately sink marks, around locating pins, do mar the fuselage.

Instructions

These are printed on the standard recycled paper, with the multi-symbol exploded step-by-step construction sequence, which only one trained in hieroglyphics can understand first stab. Colour callouts are in Revell paint range, with their tortuous mixing formulae. Caption all this is a wonderful decal sheet, designed by Daco.

Construction

The osmos were good; tea leaves in the shape of a 767; an early cackling chicken bones lying well; my partner not getting her hands on the kit and tearing the tailplane by pulling it off the sprue like she did with the 737. I more or less abandoned the instructions, and took off building everything as sub-assemblies.

There is not much I can say about the construction, as it all went so smoothly. You need to be careful when gluing the fuselage halves together. There are a small number of locating pins, and the thin plastic coupled with the long fuselage will easily cause the mating surfaces to misalign. Strangely, an engraved panel line running down the length of the fuselage was offset from the centre. Odd, I would have thought it would run down the fuselage centerline.

I will comment on the plastic. It had a strange consistency, which caused major grief when re-scribing panel lines. The plastic didn’t cut or score to produce a smooth line. No, it was highly granular, and the scribing tool more or less tore its way through the plastic, producing a ragged line! Most peculiar.

The nose wheel well is made up of five pieces, thus you can dry brush the excellent detailing within. Only you can’t see much when the substantial undercarriage is glued in place.

Fit of the wings to the fuselage is absolutely extraordinary. I’ve never encountered such a tight fit. The only area needing attention was the leading edge where it joins the fuselage. My only concern is the depth of the panel lines to define the leading edge flaps. We are talking heroic trenches.

Decals

The spectacular decals were designed by Daco, but printed by another company. In the manner of recent Revell offerings they are beautifully printed, of great colour opacity, thin, and with little carrier film. Stencilling abounds, as do details for doors and the like. I was expecting great things of the decals, being designed by Daco, but must admit to being a tad disappointed. The striking bird of prey (Peregrine Falcon?) on the tail fin did fit well, requiring a fair amount of trimming. There is also some discrepancy about whether or not it wraps around the leading edge of the tailfin. One photo I have seen shows the bird wrapping round the leading edge, while four others show the paint scheme stopping at the silver de-icing boots. Turning to the wings, the rear walkways were far too long, and require trimming. The walkways on the tailplanes require particular care when positioning, and will require trimming to fit. Finally, the windows have decals to cover them and provide a silver relief round their edges.

However (are you ready for this, dear reader) the ends of the individual pieces do not have enough carrier film! In fact they have virtually no carrier film. The upshot of this is that the ends cannot get a purchase on the fuselage, and so tend to sink into the window. Further, the Gulf Traveller has two windows filled in. The requisite areas are catered for by white blanks on the decals. Personally I would have preferred to have filled these windows in with filler. Oh, well, teaches one to look at the instruction sheet in future. Finally, I have not found one photo showing the two blade aerials (one on the top and one on the bottom) as having red stripes. Only in one photo is there a hint that it might have stripes.

Decal Rating = 7/10

Accuracy

Well let’s start with the old measurements as gleaned from the Boeing site. Span 47.6m and length 54.9m, yields 330.55nm scale span, and 381.25mm. Compared against 300mm and 376mm of the kit. As to accuracy I am afraid dear reader I take the view that provided there is nothing glaringly wrong with the aircraft then its accurate enough. Looking at pictures contained on the Boeing website, I can say it looks like a 767-300ER.

Conclusion

I would recommend this kit to beginner and experienced alike. Although the decals for the Gulf Traveller scheme look daunting, they are actually quite easy to apply; except if, like me, you go cutting out long thin slivers, and then put them on the wrong sides of the fuselage. Fit of parts is excellent, with no gotchas.

Mys thanks to Revell AG (UK Branch) for the review sample.

Angus McDonald
Accessories

Aires

A big bunch of new items this month from Aires, so let’s get on with reviewing them.

1/72nd Scale
Subject: Kawasaki Ki-45 Toryu Cockpit Set
Scale: 1/72nd
Product No: 7061
Type: Accessory
Parts: Resin 30, Etched 29, Acetate 2
Designed for: Hasegawa kit
Price: £TBA
Subject: LTV F-8E Crusader Cockpit Set
Scale: 1/72nd
Product No: 7110
Type: Accessory
Parts: Resin 11, Etched 18
Designed for: Academy kit
Price: £TBA
Subject: LTV F-8E Crusader Exhaust Nozzles
Scale: 1/72nd
Product No: 7111
Type: Accessory
Parts: Resin 4, Etched 1
Designed for: Academy kit
Price: £TBA
Subject: McDD F-15E Strike Eagle Exhaust Nozzles
Scale: 1/72nd
Product No: 7113
Type: Accessory
Parts: Resin 38, Etched 2
Designed for: Hasegawa kit
Price: £TBA

Subject: Lockheed F-104 Starfighter Exhaust Nozzles
Scale: 1/72nd
Product No: 7114
Type: Accessory
Parts: Resin 3, Etched 1
Designed for: Hasegawa kit
Price: £TBA
Subject: Martin-Baker Mk F7 Ejection Seat for LTV F-8 Crusader
Scale: 1/72nd
Product No: 7115
Type: Accessory
Parts: Resin 1, Etched 9
Designed for: Academy kit
Price: £TBA

1/48th Scale
Subject: Kawasaki Ki-100-la (Ko) Cockpit Set
Scale: 1/48th
Product No: 4227
Type: Accessory
Parts: Resin 26, Etched 21, Acetate 2
Designed for: Hasegawa kit
Price: £TBA
Subject: McDonnell F-3H-2 Electronics Bay
Scale: 1/48th
Product No: 4229
Type: Accessory
Parts: Resin 4
Designed for: Grand Phoenix kit
Price: £TBA
Subject: McDonnell F/A-18A Hornet Cockpit Set
Scale: 1/48th
Product No: 4330
Type: Accessory
Parts: Resin 17, Etched 60
Designed for: Hasegawa kit
Price: £TBA

Subject: McDonnell F/A-18 Hornet Radar Antenna
Scale: 1/48th
Product No: 4236
Type: Accessory
Parts: Resin 4, Etched 2
Designed for: Hasegawa kit
Price: £TBA

1/32nd Scale
Subject: Focke-Wulf Fw 190D-9 Engine Set
Scale: 1/32nd
Product No: 2025
Type: Detail Set
Parts: Resin 12
Designed for: Hasegawa kit
Price: £26.60
Subject: Focke-Wulf Fw 190D-9 Gun Bay
Scale: 1/32nd
Product No: 2026
Type: Detail Set
Parts: Resin 12
Designed for: Hasegawa kit
Price: £26.60

Comments and Conclusion
As with all products from Aires, all of the above sets are excellent, beautifully cast with superb detail levels. The ejection seats come with the belts as separate etched items. The cockpit sets include the usual 'tub', sidewalls, seat and other items in resin with things like the instrument panel facia, levers and other 'flat' items in etched brass. The 1/32nd scale Fw 190D-9 sets are excellent; the engine set being very comprehensive and with the gun bays and wheel well set (which has already been released), you can make the ultimate D-9! All of these sets are excellent and can be highly recommended to all experienced modellers.

Our thanks to Aires for the review samples. This range is stocked in the UK by Hannants and LSA Models, while all other customers should check with their preferred stockist or visit www.modelchoice.net.
All these latest releases from Revell display the superb quality and levels of detail which you have come to expect from the world’s leading modelling company.

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VINTAGE HEROES

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Fokker D.VI ‘Richthofen’
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Spitfire Mk. I/II
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Revell Model Kits are available from branches of Modelzone and ToyMaster and all good model stockists.

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Airwaves

With the acquisition of this range by Hannants earlier this year a number of new items have been produced and two of the latest have been passed to us for review.

1/72nd Scale
Subject: Concorde Weighted Wheels
Scale: 1/72nd
Product No: AES72150
Type: Accessory
Parts: Resin 28
Designed for: Heller & Airfix kits
Price: £3.99

Comments and Conclusion
Both of these sets are designed to replace the parts in each kit. The Concorde set replaces the rubber tyres in the kit, thus allowing you to paint them as per the kit's instructions. The Harrier set can be used on the GR.7 (#PT36) or AV-8B (#PT28) kits and includes both wheels and undercarriage units. The latter parts are nicely detailed with brake lines etc.

1/48th Scale
Subject: BAE/McDD AV-8/GR Mk 7 Harrier Undercarriage Set
Scale: 1/48th
Product No: AES48125
Type: Accessory
Parts: Resin
Designed for: Hasegawa kits
Price: £5.99

and are offered as direct replacements for the parts in either kit.

The quality of moulding and reasonable retail price make them well worth investing in and can be highly recommended to all.

Our thanks to Hannants for the review samples.

Aeroclub

A couple of new items were released by Aeroclub at the IPMS Nationals, and samples of each have been passed directly to us for review.

1/48th Scale
Subject: Martin-Baker Mk 2 Ejection Seat
Scale: 1/48th
Product No: EJ423
Type: Accessory

Parts: Resin.1
Suitable for: Attacker, Wyvern, Meteor, F8/FR/FR Mk.10, single-seat Venom, Swift, Sea Hawk and Hunter
Price: £2.50

Comments & Conclusions
We all know Aeroclub for their superb white-metal accessories and ejection seats, well their move to resin just goes to show what can be done in this medium, quite simply, superb!

The Seafire conversion is excellent and being plastic will be very easy to use. With all the detail parts in metal and two clear vac-formed canopies it makes for an impressive set and having seen it built up at the Nationals it is very nice indeed. On top of that, if you opt to use the C wing parts from the donor Airfix Seafire Ilk kit, you still have all the parts to make a Spitfire Mk Vb. All you need do then is reprofile the top of the nose and drop the engine thrust line by 1mm.

Our thanks to Aeroclub for the review samples.
A & V Models

Although the item reviewed below could be considered as a kit, we have chosen to review it here as an accessory.

1/72nd Scale
Subject: Fieseler Fi 103 SG5041 Towed Fuel Tank
Scale: 1/72nd
Product No: AV 127
Type: Accessory
Parts: Resin 17
Designed for: See text
Price: £13.85

Comments & Conclusions
The above set is in fact a complete modified Fi 103 flying bomb made up to be a fuel tank that could be towed and jettisoned by such aircraft as the Me 262. The main body is a single piece, with the wings, tail, parachute canister, wheels and towing arm all as separate parts. Although an exploded-view assembly diagram is included, none of the parts are numbered, so identifying the smaller ones could be a problem. You will have to shorten and reprofile the lower section of the rudder on the Me 262 kit, and some surgery and installation will be required to get the resin tow eyelet in place, but overall the product should look quite good. Hasegawa of course already did a similar item with their Me 262 a few years back, but that was a very limited edition which has been long out of production.

Our thanks to A & V Models for the review sample. UK modellers can obtain this range from Harmanns.

Italeri

A new set of figures from this manufacturer has been sent to us for review by their UK importer.

1/72nd Scale
Subject: NATO Pilots & Ground Crew
Scale: 1/72nd
Product No: 1246
Type: Figures
Parts: Polyethylene 45
Designed for: N/A
Price: £2.99

Comments and Conclusion
I suspect that these figures are in fact from the Esci moulds, as Italeri seem to be issuing many of the old Esci products of late. This set offers forty-five figures in a variety of poses. There are both ground and flight crews. The moulding is good, but there is some flash and shrinkage on most of them. Overall detail and facial expressions are very good, so careful cleaning up and painting will make them very passable.

Figures purely for aviation related subjects are few and far between so it is good to see this set back once again. It can be recommended to all.

Our thanks to The Hobby Company Ltd for the review sample.
AeroMaster

Following on from the previous selection we covered a few months back, here are some more new sheets from AeroMaster.

1/72nd Scale
72-208 - Yellow Nose Mustangs of the 361st FG Part II
- P-51D, S/No. 44-15752, 'Gay Crusader', flown by Lt Homer G. Power.
- P-51D, S/No. 44-14951, 'Pegasus', flown by Capt. Walter J. Kozicki.

This sheet includes all 361st FG Mustang sets of stripes.

72-209 - Yellow Nose Mustangs of the 361st FG Part III
- P-51D, S/No. 44-72940, 'Death's Angel', flown by Lt Harry Chapman.
- P-51D, S/No. 44-14164, 'Detroit Miss', flown by 1st Lt. Urban Drew.

This sheet includes all the unique and national insignia for each option plus three sets of stencils and one set of stripes.

1/48th Scale
48-686 - Rämmjager Part I
- Fw 190A-8/R8, 'Yellow 12' flown by Uffz Paul Lixfeld of 6/II/JG300 in November 1944.
- Fw 190A-7, 'Blue 13' flown by Oblt. Walter Dahl of Stab/JG300 from Jutshott, Germany in June 1944.
- Fw 190A-7, W/Nr. 642527, 'White 9', flown by Oblt. Adolf Ganz at Cambrai-Epinoy, France in late 1944.

The sheets contain enough national insignia for all three options plus two sets of stencils.

48-687 - Rämmjager Part 2
- Fw 190A-8, 'Black 13' flown by Oblt Josef Priller of Stab/JG26 based in France on D-Day, 6th June 1944.
- Fw 190A-7, 'Red 13' flown by Major Heinz Bär of Stab 11/JG 1 based in Germany in April/May 1944.
- Fw 190A-8, 'Yellow 1', flown by Hptm Rudolf Klemm of 15./JG54.

The sheet contains enough national insignia for all three options plus two sets of stencils.

48-688 - Thunderbolts Pt.II
- P-47D-30-RA, 44-33813, 'Balls Out', flown by Lt Milt Thompson of the 509th FS, 405th FG.
- P-47D-30-RA, 42-28445, 'Chowhound', flown by Capt. Robert Blackburn of the 509th FS, 405th FG.
- P-47D-30-RA, 42-30069, 'Duck-Butt', flown by Lt Arthur C. Witters of the 392nd FS, 367th FG.

The sheet offers nine national insignia and one set of stencils in addition to all the unique markings for each option.

48-690 - Best Sellers, Marauding Mitchells Pt.III
- B-25D-1, 41-20089, 'The Gay Mare' of the 501st BS.

48-691 - Best Sellers, Marauding Mitchells Pt.IV
• B-25D, 41-30058, 'Lucky Bat' of the 499th BS.
• B-25D-15, 41-30517 that was the personal aircraft of Col. IV. Crabbe the CO of the 345th BS.

This sheet includes enough national insignia to do all three options, but there are no stencils other than those for the propeller.

**48-691 - Best Sellers, Marauding Mitchells Pt.IV**

- B-25D-1, 41-20051, 'Boom Boom' of the 500th BS.
- B-25D-1, 41-30669, 'Tondelayo' of the 500th BS, 345th BG based at Nadzab in June 1944.

This sheet includes enough national insignia to do both options, but there are no stencils other than those for the propellers. Please note that this sheet includes blue overlays for the national insignia that will fade’ them if applied over the top of the initial markings.

**48-692 - Yellow Nose Mustangs of the 361st F.G. Part IV**

- P-51D, 44-13626, ‘Sweet Thing II’, flown by an unknown pilot of the 374th FS.
- P-51D, 44-13926 flown by Urban Drew in July 1944.

This sheet includes all the unique and national insignia for each option plus two sets of stencils and one set of stripes.

**48-695 - Räumjäger Part 3**

- Fw 190A-8 ‘Black’, flown by Major Kurt Bähr of Stab/JG2 based in France in June 1944.

The sheets contain enough national insignia for all three options plus two sets of stencils.

**1/32nd Scale**

**32-019 - After the Battle, Post-Battle of Britain Mk II and V Spitfires Pt.2**

- Mk V, EE602, DV-V, ‘Central Railways of Uruguay Staff’ of No.129 (Province of Mysore).

Squadron, May 1943.
- Mk Vc, AR491, NN-D, No.310 (Czech) Squadron, based at Exeter, August 1943.
- Mk Vb, BM344, KH-4, ‘Phyl’, flown by Sqn Ldr Syd Ford of No.403 (Canadian) Squadron, RAF Manston, August 1942.

This sheet offers all the unique markings for each option plus one set of national insignia and no stencils.

**Conclusion**

This is another fine selection of new sheets, all of which are up to Aeromaster’s usual high standard and they can be highly recommended to all.

Our thanks to Aeromaster (Eagle Strike) for the review samples. UK modellers should check with Hannants for price and availability.
Model Design Construction

This month sees a new decal sheet from this firm, a sample of which has been passed directly to us for review.

1/32nd Scale
D32008 - Messerschmitt Bf 109G-2 Ilmavoimat Post-war Service (1944-54)
- MT-508 of HLeLv 31 based at Utii AFB on the 23rd June 1950.
- MT-452 of HLeLv 31 based at Utii AFB in June 1948.

Both options are in standard Luftwaffe camouflage of RLM 74 & 75 over 76. Option 1 is from the 'Mid-Summer Races' in June 1950 and features some superb blue and white checks on the port fuselage side. The outsize large 'B' is carried on the port fuselage side as well as on the upper port wing. The second option features the famous 'bat & moon' night fighter squadron motif.

The decal sheet includes enough national insignia for one option. All the unique markings for each machine are included and there is one set of stencils.

Conclusion
MDC always manufacture to the highest quality and the above product retains this high standard. Highly recommended to all.

Our thanks to MDC for the review sample. You may order these products directly from MDC, email orders@modeldesignconstruction.com or visit www.modeldesignconstruction.com.

Eagle Strike

This month sees a couple of new sheets from Eagle Strike, samples of which have been sent directly to us for review.

1/48th Scale
48-164 - Best Sellers, Thunderbolt
- P-47D-42-27910, 'Hun Hunter XIV', 65th FS, 57th FG.
- P-47D-7-RE, 42-26960, 'The Ox Cat' of the 85th FS, 57th FG.
- P-47D-26-RE, 'Grumpy' of the 527th FS, 86th FG, 15th AF.

This sheet includes nine national insignia but there are no stencils other than those for the propellers.

48-165 - Tomcats Part VIII
- F-14A, BuNo.159434, '100' of VFA-143 'Pakir Dogs' onboard USS America, MCAS Yuma in January 1977.

The sheet offers enough national insignia and a selection of stencils for one option.

Conclusion
Each of these sheets is well printed with perfect register and colour density. The instructions are in full-colour and cite various published reference sources etc as well as colour information.

Our thanks to Eagle Strike for the review samples. Their products are distributed in the UK by Hannants. Contact Eagle Strike direct for details of your own country's distributor if outside the UK.

Galdecal

This month sees a couple of new sheets from this manufacturer and samples of each have been sent directly to us by the manufacturer.

1/72nd Scale
72-003 Finnish Air Force Part 3
This sheet offers the national insignia in the following diameters: 65, 85, 72, 79, 85.5, 94, 115, 122, 151, 166 and 290cm. The insignia is a blue swastika and the above sizes are suitable for the Anson, Bulldog, Buzzard, Fokker C.V, and, among others, the Fokker D.XI, the Luftwaffe D.XI, the Pfalz D.XII, and the Siemens D.XII.

72-004 Finnish Air Force Part 4
This sheet offers the national insignia in the following diameters: 10, 50.5, 54, 61, 100, 110, 125.5, 137 and 180cm. The insignia is a blue swastika and the above sizes are suitable for the Breguet 14, DB-3, Blenheim, Caudron C.59, C.60, Fokker D.VII, DH Moth, LaGG-3, Anson, D.XII, D.XV, Fokker D.X, Hanniit H.222, Hurricane, J-15, J-16, Tupolev SB, VIl. Myrsly, Bf 109, Lysander, M.S.406, Curtis Hawk, Bulldog, Gauvilet, Gladiator, Pe-2, Fw 44, Storm, B-4, VIl. Vintza & Säisäki, Brewster B.239, Fokker D.XXI, Lavot S.218 and Martinsyde Buzzard. Price: £14.00

Conclusion
Both of these sheets are reissues which have been totally revised and updated. The sheets have been well printed with perfect register and colour density and they can both be highly recommended to all.

Our thanks to Galdecal for the review sample. Contact them at 22

Gowanhill Gardens, Stirling, FK8 1SG.
Tel: 01786 465009 or Email: george@galdecal.netlineuk.net.
Following on from previous reviews of their first productions in the October 2004 edition, here are the latest couple of the sheets from this Singapore-based manufacturer.

I/72nd Scale
A7203 - TUDM MIG-29N & Sukhoi Su-30MKM
- Mig-29UBM, M43-01, No.7 Squadron, `Taufan Ganas` display team, TUDM Kuantan, May 2004.
- Mig-29N, M43-03, No.7 Squadron, `Taufan Ganas` display team, Langkawi, LIMA 2003.
- Su-30MKM, proposed scheme for No.11 `Golden Cobra` Squadron, TUDM Subang.
- Su-30MKM, proposed scheme for No.17 Typhoon Squadron, TUDM Kuantan.

Note that as the Su-30MKM will not go into service until mid-2006, so the above two schemes are subjective at present. The series will be given numbers in the M5301 to 018 range.

The sheet only gives you `set` serials for two options (M43-03 & M55-02) but there are also a selection of numbers on the sheet which would allow you to make up other serials in the complete Mig-29N or Su-30MKM ranges. There are enough national insignia and squadron markings for two complete aircraft.

I/32nd Scale
A32005 - TUDM MIG-29N
This is a sheet of a scaled-down version of the Mig-29N versions on the 1/72nd scale sheet (A72023) reviewed earlier. Some of the Su-30MKM options are included on this bigger scale sheet. It offers the main Mig-29N options plus the same selection of numbers to allow you to make up other serials. In this larger scale there are just enough national insignia for one complete aircraft.

Conclusion
All of these sheets are well printed with perfect register and good colour density. They are all screen printed, so feature the standard individual carrier film with each image. They can be highly recommended to all fans of the Fulcrum or Flasker.

Our thanks to Scale Nutz Productions for the review samples. We are still unaware of a UK stockist of this range as we go to press, so all enquiries should be made directly with the manufacturer at Rochor Post Office, PO Box 947, Singapore 919937 or you can visit www.scalenutz.com.
Please note the SAMI review of these decals in the December 2004 issue omitted all of the nose art decals in each set—the nose art IS INCLUDED! Each decal set contains complete markings!

Hear what reviewers & customers have been saying about PYN-up Decals:

"The best decals I've ever seen!"
"Wow! Thanks!"
"Until I actually saw them, I couldn't believe how nice they are"
"I've been waiting for decals like these for years"
NOTE: PYN-up Decals are strictly limited to 300 of each sheet!
Modelling Products

Plastic Model Club Montex

The latest batch of die-cut self-adhesive painting masks from this Polish manufacturer have been sent directly to us for review this month.

I/48th Scale ‘Maxi Mask’ Series

K480040 - PZL P24F/G (Mirage)

The above set offers masks for all the national insignia plus all the serials and codes for the decal options in the kit. The only decals you will therefore have to use are for stencils and nose art.

I/48th Scale ‘Super Mask’ series

K480002 - VS. Spitfire Mk Vs Trop (Tamiya)

- Mk Vb, F-MD flown by Lt Col. E.M. Dean of the 31st FG based at Gozo in June 1943.
- Mk Vb, EN784, HI-U of the 308th FS, 31st FG based at Gozo in the Summer of 1943.

K48003 - MiG-3 (ICM)

- MiG-3 of an unknown unit that was captured by the advancing German troops in the Autumn of 1941.
- MiG-3, White 49's from an unknown unit in partial winter camouflage.
- MiG-3, Yellow 21 of the 7th IAP (Black Sea Fleet) based at Kuban in 1943.

K48004 - Fw 190D-9 (Tamiya)


K48005 - Fw 190D-9 (Tamiya)


K48002 - Fw 190D-9 (Tamiya)

- D-9, ‘White 1’ of 13/JG 51 flown by Lt Kurt Tanzer from Eggersdorf, Germany in April 1945.

Each of these sets features masks for the unique and national insignia of each option plus two sets of masks for the canopy so they can be sprayed both inside and out.

I/32nd Scale ‘Maxi Mask’ Series

K483201 - F4F-4 Wildcat (Trumpeter)

Each of the above sets offers masks for all the national insignia plus all the serials and codes for the decal options in the kit. The only decals you will therefore have to use are for stencils and nose art.

K483204 - F4F-4 Wildcat (Trumpeter)

- P-24F/G)

K483203 - F4F-4 Wildcat (Hasegawa)

- P-24F/G

K483202 - F4F-4 Wildcat (Tamiya)

- P-40B, ‘300’ of the 78th PS, 18th FG based at Bellsows Field in December 1941.
- P-40C, S/No. 41-13468 of the 31st FS, 6th AF based in central America in December 1942.

K483206 - Grumman F4F-4 Wildcat (Tamiya)

- F4F-4, ‘28’ of VMF-223, USMC.
- F4F-4, ‘49-14’ of VGF-29 on USS SanTEE.
- F4F-4, ‘22-F-1’ of VF-22 on USS Independence.

K483207 - Fw 190A-8 (Hasegawa)

- Fw 190A-8, ‘Blue 13’ of JG300, flown by Maj Walther Dahl from Jüterbow, Germany in December 1944.
- Fw 190A-8, ‘Black 7 of JG300, based at Altenberg, Germany in 1945.

K483208 - Fw 190A-8 (Hasegawa)

- Pw 190A-8, ‘Red 11’ of 14/JG 54
New Glues from Little-cars.com

This month sees a new batch of modelling glues, samples of which have been passed to us for review by this outlet.

Zap Cyanacrylate
Little-cars.com offer the following Zap superglue products:
- Sheet Zap - This is specially formulated for large area adhesion. It has a thick formula that cures slowly and therefore allows you to reposition the pieces.
- Plasti-Zap - This is specially formulated for plastic and it is non-flammable. The viscosity of the type shown here is medium.
- Zap-Kicker - This superglue accelerator has previously been in bottles, but Little-cars.com have now brought it in an aerosol can. This form is far better for application over large areas and this type of accelerator is safe on plastic.

The prices from Little-cars.com for the above items are as follows:
- Sheet Zap £5.00
- Plasti-Zap £2.50 and Zap-Kicker £4.50

Conclusion
All of these cements are excellent, very useful and ones that you should give serious consideration to adding to your work bench.

Our thanks to Little-cars.com for the review samples.
Conclusion

Each of these sets is quite comprehensive, but there are no specific instructions. Those included are just generic ones dealing with the application of die-cut self-adhesive masks in general, not those in each set. This is fine with regard to wheel hubs, but when you have complicated canopy glazings to deal with, some form of clear application instructions would be useful. The camouflage masks have no such problems, as comprehensive instructions are included in this type of set.

Our thanks to Cutting Edge Modelworks for the review samples.

Star Dust Weathering Powders

Many of you will have come across weathering powders in the past. The most recent ones prior to the arrival of Star Dust, were from MIG Productions. They worked well but did not adhere all that well, and I found they rubbed off far more easily. This new range from CMK has been around a while now, but we have received three of them for review. The tones supplied were as follows:

MD 33 - Gold
MD 54 - Aluminium
MD 52 - Copper

Having used these powders on some existing military subjects I can confirm that they adhere very well, and brush on with ease. You can ‘dust’ them on, or ‘scrub’ them into detail. You can also mix them with acrylic thinners and spray or brush apply them, although I have not tried either as yet. The pigments are very good, with good coverage. Stabilising the powders once applied is necessary, as they will rub off if the model is handled. I have used Johnson’s Klear as well as Poly Scale and Xtracrylix varnish and although they do darken the pigment, once dried they are still close to what they looked like ‘dry’.

Conclusion

Overall I think that the Star Dust range is the best set of weathering powders around at present. Setting them is a problem, but you can get around that by mounting your model on a base so you do not have to touch it!

My thanks to CMK for the review samples. This range is distributed in the UK by Hannants, as well as being available from a number of modelling outlets and mail order establishments.

Spray Varnish from Gunze Colours

A couple of new aerosol cans of varnish have been produced by Gunze Sangyo and samples of them have been passed to us for review by Model Design Construction, who are importing them into the UK.

Many will also already be used to Gunze’s various varnishes, well now they have produced a special UV filtered version in an aerosol can. They are as follows:

Mr Super Clear [UV Cut]
BS20 - Gloss
BS21 - Flat
Both of these are in 170ml size cans and each retails for £7.50.

Conclusion

If you have not tried any of the Gunze range as yet, then you will probably want to try these varnishes. They are easy to use, cover well and the finish is very fine. The varnish has been out before in bottle form, but these aerosol versions are easier to use and I have to say I prefer them.

Our thanks to Model Design Construction for the review samples.
The best value for your money.
Anywhere, anytime.

New!! New!! New!!
Grand Phoenix
1/32 scale resin cockpit interior
GPR 32005 F-4F Wildcat Cockpit Interior
GPR 32006 F4U-4 Corsair Cockpit Interior

Aires resin includes intake, full cockpit, wheel wells, 5 bull pup missiles with tracking pod, a terrific decal set with 3 beautiful color schemes.

Aires resin includes the cockpit, exhaust nozzles and wheel wells. Terrific AMD decals, with 3 choices and stencils; canopy paint mask, photoetch and more.

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Aires resin includes the cockpit, exhaust nozzles and wheel wells, a terrific set of AMD decals, with 2 choices, canopy paint mask, photoetch and more.

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The Curtiss P-40 is one of history’s ignored heroes, like the British Hawker Hurricane for the RAF; the P-40 was the real workhorse of the USAAC during the early war years, that was later overshadowed by its more glamorous and photogenic stablemates. Without the steadfast performance of both the Warhawk and the Hurricane, history might have been very different indeed.

The P-40 was a direct descendant of the P-36, or Hawk 75, replacing the Pratt and Whitney R1830 radial engine with the newly available Allison liquid cooled V-1710-19 of 1,160hp. The new XP-40 was virtually identical to the earlier Hawks apart from the new engine installation and its associated cooling system. First flight was on October 14th 1938 but performance was much poorer than expected, a problem simply solved, by moving the radiator from under the rear fuselage to a position under the engine.

In a fly-off with the XP-38 and XP-39, the XP-40 was declared the winner and an immediate production order was placed for 524 machines, deliveries of which began in May 1940.

As with all combat aircraft, the P-40 went through a whole series of detail changes to improve performance and survivability and an order for 230 Hawk 81 aircraft was placed for the French. The first 140 of these were eventually delivered, not to France, but to Britain where they were put into service with non-front line units as the Tomahawk Mk Ia and Ib.

The next model, the P-40B, incorporated a number of modifications, including armour, self-sealing fuel tanks and additional wing guns. Curtiss bought back 100 of these uprated aircraft (Hawk 81-A-2 to the company) to be supplied to the Chinese Nationalist Government, for use by the newly formed American Volunteer Group. They formed three squadrons, the 1st Pursuit (Adam and Eve) the 2nd (Panda Bears) and the 3rd (Hells Angels). Copying the RAF No.112 Sqn. Tomahawks, the AVG aircraft soon appeared with their distinctive sharksmouth.

Dubbed as the ‘Flying Tigers’ by the American Press Corps, Walt Disney was asked, by the China Defence Supplies in Washington, to design the now
famous winged tiger (originally shown flying through a large 'V' for victory). This was applied to many of the AVG aircraft as a one-piece decal in the last few months of their existence, before being disbanded in July 1942.

The P-40 of course continued in service for the rest of the war, undergoing a series of upgrades and improvements and even though it never attained the glamour of some of the other aircraft that served with it, it was always one of the most dependable and respected.

The Kit

This kit comes in Trumpeter's standard, sturdy cardboard box with some half decent artwork on the lid and a couple of colour profiles on one side and a short descriptive piece. The lid artwork is of the British Tomahawk IIa (See Photo 1).

The kit itself comes on 4 large sprues and one small sprue of light grey plastic, one sprue of transparencies and a small, etched fret (See Photo 2). The grey plastic is hard and well formed, a little on the brittle side but with no visible sink holes or deformities. There is a fair amount of flash around most of the smaller kit parts but nothing too serious and all the detail work is well moulded, the panel lines being nicely engraved, crisp and even in their application. A couple of things do spring out at you though, the first is the rather heavy rivet detail on all the external surfaces (hopefully to be half hidden under the paint) and the second is that the fabric covered control surfaces do seem to be a bit overdone.

The transparencies are also well moulded in thick but none the less very clear plastic, although again it does seem a little brittle, one of the side windows already being cracked on the sprue. They are at least separately bagged, keeping them from being scrapped or damaged by the other parts.

The kit etched fret contains parts for the seat belts, ring and post sights, and engine radiator grilles. There is also a little metal rod for use as the rudder hinge.

I also had an Eduard etched fret, (See Photo 3) but although not strictly for this mark of P-40 (it's actually for the E variant) there were enough pieces on there to make it worth using. Once again the Eduard parts are exceptionally well-produced, little marvels of engineering each and every piece. I, like many others, have used plenty of Eduard etched frets in the past and have never ceased to be amazed at their quality and this one is no exception.

The remainder of the box space is taken up with the single decal sheet and the instruction booklet.

Instructions

The Trumpeter instructions come in an A4, landscape format, booklet of 12 pages. They are well drawn and well printed, with clear diagrams and directions, including detail paint instructions.

Page 1 has a black and white profile of a British Tomahawk and a read before assembly bit, as well as the customary notes on decal application and the instruction symbols used in the diagrams.

Page 2 shows a complete sprue layout as well as detailing the etched parts and the additional metal bar and acetate instrument panel.

Pages 3 to 11 cover the actual construction whilst page 12 is the marking and painting guide, all in black and white.

Even though the instructions are perfectly adequate, I thought that some of the smaller parts' location was a bit vague and the painting guide is a sombre monochrome affair, looking to me at least, a bit drab and lifeless.

Construction

I pretty much followed the instructions to begin with and started the build process with the engine.

This is a complex, multi-stage assembly, consisting of 74 parts which pretty much goes together as shown although it is a curious half-way-house, not really detailed enough in this scale, with a whole host of tubes, wires and fittings that should be there but aren't. The parts nearly all have flash on them to some degree or another and all require careful trimming and trial fitting to get a good fit. One set of parts that is a particular nightmare are the exhaust stubs, each of which is made up of two parts that just don't fit together that well and are a poor match. To be honest I think Trumpeter would have done better moulding these as single items and leaving it up to the modeller to hollow them out as they saw fit. That would have been a damned sight more preferable than having to go through the nauseous process of trimming and fitting each part, filling each tiny assembly's poor joints and then shaping to fit the main engine block.

Engine painting is pretty straightforward, the main cast aluminium engine block being a medium blue-grey with black or aluminium, pipes and fittings. Some of the pipes, those leading to and from the radiators, have sections of flexible tubing on the real aircraft, which I simulated by painting the appropriate area matt black, then wrapping a thin strip of self-adhesive aluminium 'speed tape' at either end to represent the 'P' clip attachments (See Photo 4). These main coolant pipes run from the chin radiator to the front of the cylinder heads and back to the pump assembly at the rear of the engine block. The remainder of the engine support members and fittings are all Interior Green.

Once built up it does look quite good especially with some of the details picked out in silver and the deeper recesses given a dusting of black pastels, but it could still do with some serious detailing...

Mr.Eduard are you listening? (See Photo 5).

Moving on to the cockpit, this structure is made up of 40 parts, including sidewall detailing and instrument panel, whose instrument dials and faces are represented by an acetate film that you have to trap between the panel fascia and the backing panel. This actually works quite well but you have to be very precise indeed with the positioning of the acetate or the dials don't show up too well. The backing panel has to be painted white to show the dials off.

Painting is straightforward Interior Green, but if there is a difficult way to do things then you can be sure that I do it that way. I always start with a much darker green Humbrol 86 Light Olive in this case, followed by a heavy dry brushing (or a light wet brushing however you want to look at it) of Humbrol 78 Cockpit Green, followed by a drybrushing of Humbrol 120 mixed with 20% Yellow and 10% white. I also use this mixture to pick out the rib and former details before working in some dark grey pastels into the recesses. This gives a lovely depth to the paintwork, even though it is a bit drawn out. Once dry it is time to do all the details, which are picked out in black for most of the boxes and fittings, although a few are aluminium, with red, yellow and white being used for the handles and switches and a heavy dry brush of aluminium on the seat and its support rail, with a set of Eduard seat belts from the E detail set to finish off (See Photos 6, 7 & 8).

Here again though there are noticeable deficiencies. The little fuel gauge that sits on the top of the under floor fuel tank, the electrical wiring on the starboard cockpit wall and the back of the instrument panel are completely flat and featureless. Considering the fact that the upper forward fuselage cowling is designed in this kit to be removable, this last point is disappointing as this is something that could be seen. So I made a fuel gauge out of some cut-down sprue and the electrical wire is black painted stretched sprue, but the back of the
instrument panel I ignored knowing I would probably have the cowling panel fixed.

One thing that occurred to me as I was building both the engine and the cockpit interior is how well laid out the sprues are. The numbering system is logical and well presented, if part No.1 is at the top left then part No.51 is at bottom right reading just like a page out of a book from left to right and top to bottom making the individual parts easy to find.

Once both the cockpit and the power plant are built (See Photo 9) they are located into the right hand fuselage half (See Photo 10 & 11) and the two sides are closed up around them (as well as the tail wheel assembly). The assembly location is perfect and the fit of the two large injection mouldings is excellent: The rudder, built as a separate assembly, is made to locate at this time as well (See Photo 12). With these parts taped up the whole thing is set aside to dry and attention turns to the wings.

The wings proved to be entirely straightforward with no pitfalls or difficulties, the instructions of how to construct the wheel bays are easily followed and the whole lot goes together without any fit or form problems at all. The only areas that are worthy of any other mention are the small central fuselage fillets that fit into the lower fuselage (parts F1 & P1 in the kit). This bit fits fine but leaves a gap under the central wing section so that with the flaps down you can see straight through from either side. A quick addition of a couple of small buildups made from offcuts cured that problem (See Photo 13). Other bits that did disappoint me are the wing guns, which have nice biree detailing but no vented jackets around the barrels. I know that technologically this kit is a actually a Tomahawk Mk IIA and not a Hawk 81-A-2 as used by the AVG as I was going to build it, but I'm pretty certain that the wing guns were the same and should have had vented gun barrels.

The wings, once set and trimmed of a slight mismatch along the leading edge, were set into place and taped up to get the correct dihedral! (See Photo 14).

Whilst this bit was put away to dry overnight, I turned my attention to doing a few detail bits to make it more of the Flying Tiger it was supposed to represent, the Hawk 81-A-2 of R. T. Smith.

The wheel hubs of this aircraft are painted with the three colours of the different squadrons within the AVG, red, blue and white, in a kind of swirling, yin-yang type pattern so I masked them off, drew on the pattern and hey presto! (See Photo 15) My first obvious mistake. Not only did I manage to use the wrong colour blue, (it should be more blue-grey) but also entirely forgot that the pattern runs in different directions, the right hand wheel hub having a clockwise pattern, while the left hand runs anti-clockwise. Oh well, nothing that a touch of repainting can't cure.

Anyway, other details; a small data plate in the rear of the starboard cockpit made from a tiny rectangle, from once again, offcuts from an Eduard set and a slice of clear acetate sheet, it is then attached to the armoured glass section that fits into the windscreen (See Photo 20, 21 & 22).

Also on R. T. Smith's aircraft is a small repair patch on the right hand side of the vertical fin. Cut and shaped from 10 thou plasticard this was carefully positioned according to photographs and then some rivet detail applied (I know it's a little uneven but I hoped the paint would disguise that) (See Photo 23). The horizontal tailplane, fitted during the detailing, was a perfect fit needing no filler although the fuselage and wing joints did, nothing serious mind you, more cosmetic than anything else. All the flying control surfaces were attached, at odd angles to give it a bit of movement, all the various holes and compartments were bumped up and the canopy masked off and fitted in preparation for paint.

A Quick Note About AVG Colours

The first aircraft received by the AVG were originally going to be purchased by the British, because of which, they were painted in the British colours of Dark Earth, Dark Green and Sky. However the Curtiss factory had no stocks of the British paints so it used the Du Pont paints that were roughly the same shaded. The Dark Earth was Du Pont 71-005 (Dark Brown) and the Dark Green was Du-Pont 71-013 (Dark Green). The Sky colour was something of a problem, however, being an odd greenish blue/grey, and Du Pont had nothing even close. It is probable that Curtiss used FS 16473 Aircraft Grey, which has a blue-grey hue to it, however this is where the controversy starts, because some colour pictures show a much blue tint. Whether this is from the film type itself or the way in which the film had deteriorated over time or the reproduction process adding its own tinge, is open to debate. My own take of this is somewhere around Humbrol Light Aircraft Grey or Tamiya XF19 Sky Grey, but there really is no definite answer.

Colour Options

The two colour options in the box are actually a good pairing, one being in standard Dark Green/Dark Earth/Sky camouflage (with an interesting 3/4 black port wing on the underside) and an American Olive Drab/Neutral Grey scheme. However as I was going to use the Cutting Edge AVG decals I consigned the standard sheet to the spares box.

The AVG aircraft, as I said earlier, is a nearly British application of the Dark Green and Dark Earth but with the added interest of the Chinese markings and of course those wonderful shark mouths.

First job is a couple of coats of Halfords grey acrylic primer (See Photo 24), then a quick rub down and it's on with the real colours. Starting with the underside I used Humbrol 166, two coats of which give a good even surface (See Photo 25), remembering to take the colour up the sides of the chin radiator to cater for the shark's mouth background. A few dabs with the pastels along the panel lines and some darker greys and browns around the cartridge ejector chutes and radiator.
exhausts, saw the lower surface pretty much complete (See Photo 26). You might notice some lighter grey patches under the port wing and elsewhere on the finished kit. These are following the photographs of Hawk #77, which show areas of lighter colour, probably repainted areas of minor damage (Humbrol 147 is an excellent contrast). The undersides were then masked off in preparation for the camouflage (See Photo 27), excluding the area for the shark's mouth as the decal is completely clear at this area, instead of having the grey background already printed on it (See Photo 28).

Two coats of Humbrol 29 Dark Earth were then applied to the upper surface (See Photo 29), and allowed to dry before the pattern was masked off. This pattern is a very complex version of the American version of British camouflage; I used plenty of reference photos and drawings to get it as close to the real thing for this aircraft as I could (See Photo 30).

A swift coat of Humbrol 30 Dark Green and I was ready for my favourite bit, peeling off the masking tape. I love that feeling of delight that comes from watching the colours and shapes appearing as if by magic as the tape is removed. Then it's out with the pastels again and it's time to dirty up the panel lines and exhaust stains (See Photo 31). From the available photographs it looks like the paintwork of the AVG aircraft stood pretty well to the harsh climate, no doubt helped by the attentive ground crews, so this aircraft has very little chipping or damage (see those lighter patches on the undersides). Then it was out with the Humbrol Clear Cote in readiness for those AVG decals.

Decals
In the box, as mentioned, are two aircraft, British and U.S.; the decals for these look quite good, being in perfect register and nice colours (an unusual point here is the different roundels that appear on the underside of the British aircraft, being two different types), and even though I didn't use them, they at least look pretty good.

The Cutting Edge decals are, however, in a different class, as they should be of course. With two aircraft on offer in set #CED32054 P-40 B/C Part 4, both are 'Hell's Angels' aircraft from the 3rd Pursuit Squadron; #94 (T. Haywood) and #77 (R. T. Smith). These decals are quite frankly, gorgeous (See Photo 32). The colours are vibrant and the printing and register is spot on, just look at that tiger! (See Photo 33) (It's such a pity I wasn't going to use them). They go on very nicely being thin but not too delicate and, as usual for Cutting Edge, react well with Micro Set and Sol solutions, setting down nicely without a trace of silvering. They are not perfect, however, as there are a couple of glaring omissions from the sheet. The first is the manufacturer's blade angle information on the propeller blades (in white or yellow for the AVG) and the second is the prominent 'Prestone' sticker on the upper engine cowling. Both were easily painted on but I would have preferred to have the decals.

The sheet did include enough national insignia for the two aircraft so even though the sheet might cost £8.00 it's still pretty good value for money.

Final Assembly
OK, spot the mistake? No? Me neither till about now. The aircraft of the AVG 3rd Pursuit Squadron, all had a red stripe around the rear fuselage. I had assumed that this would be a decal on the sheet but how wrong was I. It wasn't until I actually sat back to look at the decals that I suddenly realised my rather foolish omission. With a sigh I got out the masking tape and readied the airbrush. Easily remedied but still annoying!

Now with the markings and weathering complete it was time for some more detailed bits. These centred entirely around the undercarriage units. I made flexible brake hoses out of stretched poly sprue (a bit more temperamental to get right than the normal plastic sprues) (See Photo 34) cut to length and attached to the undercarriage strut with very thin strips of aluminium 'speed tape' (See Photo 35). Then the doors were attached and actuating struts put into place (once more courtesy of an Eduard spare set) (See Photo 36). After a couple of costs of Humbrol Matt Cote the cockpit transparencies were unmasked and the aerial wires attached.
I have a particular technique for this that is a little time consuming but provides a very strong joint for the 1.5lb fishing line I use. A tiny hole is drilled at the aerial attachment point and a stretched sprue plug is used to push the wire into the hole (See Photo 37). The plug is then glued and cut and the wire is securely trapped by the plug (See Photo 38). Smith’s #77 also had a slight peculiarity where the wires are concerned. Instead of the standard wire running from the fin to the rear fuselage #77 had another insulator fitted to the fuselage and the aerial wire ran out to the right hand aerial running out to the wing tip (Photo 38 shows this feature reasonably well).

After drawing on the markings to make it look as if the machine gun barrels are vented (See Photo 39) and a swift dusting of yellow ochre pastels to give it a ‘dusty’ look, the AVG Hawk was complete.

**Accuracy**

The kit measures 305mm length or 9.76m scaled up and 357mm span or 11.42m. The real thing is 9.67m length or 302.2mm scaled down and 11.37m span or 355mm. This makes the kit 3mm too long and 2mm too great a span, which is nothing in this scale so that’s pretty good. The whole thing does look pretty good too, the ‘sit’ of the model being pretty good.

The only negative comment I do have is one that seems to plague P-40 kits in general: the wing tip lower surface angle. I’m not entirely sure if the earlier marks of P-40 had that strange upwardly angled lower surface but if they did it’s not showing on this kit. I wish I'd noticed it sooner as I probably would have done something about setting it right.

**Editor's Note - Steve has opted to make this kit from the box and has not dealt with the problems relating to the cockpit interior and the tailplanes. The former is far too small, being more akin to 1/48th scale than 1/32nd and as such is about 2/3rd the depth it should be. This can now be overcome by using the new resin cockpit interiors from Cutting Edge (See Vol.10 Iss.10 pp26 [CEC32137 & CEC32145]). The other problem relates to the tailplanes which seem underscale.**

Elsewhere in this article there should be a set of 1/32nd scale drawings from Richard J. Caruana that show their correct profile, which should help you identify what modifications are needed to the kit parts – Ed

**Conclusions**

I'm going to start by saying that this is an excellent representation of an early P-40. Even though it is quite expensive, you do get a lot of plastic for your money and the sheer size of the finished article is very impressive indeed. But, this kit is crying out for detailing work. The engine in standard kit form is like a half-way-house, all the basic forms are there but there is so much more that NEEDS to be added if this part of the kit is to be shown.

The lack of any serious details, the engine drain pipes, the ejector chute and the vented machine gun barrels all count against this big-scale kit and really do drag down what is basically a very good piece of moulding. It seems to me that Trumpeter just didn't do quite enough research when doing the original moulds for this kit and that is a real pity when you consider that this is such an important and charismatic aircraft.

This kit should sell by the bucket load, and rightly so, just be prepared to do the extra bits to get the best out of it.

Steve A. Evans

Thanks to Chris Ellis for asking me to make this one for him!

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Pilot's Perspective

Curtiss P-40B/C Tomahawk

The main instrument panel

The seat without the seat belts fitted

A view down into the cockpit area

The mainwheel

This shows the geared linkage that rotates the main oleo through 90° while it is retracted

The starboard sidewall

The port sidewall

The tailwheel unit showing linkage for the doors
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A Look Back

10th Anniversary Special

On such special occasions, such as the 100th issue of this publication, one simply has to sit back; take a look at what has been achieved and take stock of the situation. I have to thank our editor, Richard Franks, for two reasons this month: first of all for allowing me to present my own personal choice of 'the best' from past issues and secondly for having guided us all to such an important milestone. That this also coincides with my 35th year of activity as an aviation illustrator makes it all the more exciting.

Yes, 35 years is a long time. But I have been blessed with an early introduction into this fascinating world. It all began when Giorgio Pini of IPMS Italy fame recognised my potential even before I had realised it myself, and invited me to produce a set of colour plates for a book on World War I fighters edited and published by Ermanno Albertelli of Parma, Italy. This was followed by other works for Italian publishers, especially for STEM Mucchi of Modena and a fifteen-volume history of the Italian Air Force for Bizzarri of Rome. During that period I passed from pure watercolour hand-Brushing to the airbrush – or aerograph as we called it at that time. It was a time of experimentation with a new tool that helped elevate the standard of colour art to new heights. Several illustrations were also prepared for Delta Editrice of Parma and Giorgio Apostolo Editore of Milan.

My first work in England was published in Air International and Air Enthusiast, edited by William Green and Gordon Swanborough. Then came Alan Hall’s Aviation News, and (Germany). Other publishers include Osprey Publications (UK), Warpaint Publications (UK), Israedacals Publications (Israel), Deyseg (Argentina), Malta Flypast (Malta) and Fine Scale Modeller (USA).

An invitation to join Scale Aviation Modeller International (SAMi) in 1995 reopened my career after a lull due to ill health. At a time when I was even considering complete retirement came this breath of fresh air that blew new life into me. Maybe it was the challenge that I needed, and am I glad today when I look back at what has been achieved. Within less than a year we were already experimenting with computer graphics, something I had been dabbling with for some time. When the Meteor feature of June 1996 appeared, it was one of the first (if not the first) ‘airbrushed’ colour art to appear in print, in contrast to the flat colour artwork published elsewhere. It was a gamble and I took together, and it worked!

Even in this sphere we have come a long way in a relatively short period. Originally the colour artwork was mailed over to the studio on ten or twelve ‘floppy’ disks, then on zip-drives, CDs and now it’s all done through the marvellous world of electronic mail. I believe that the quality of the work has improved as well, thanks to frequent developments in the world of graphic applications for computers. This alone is no guarantee when it comes to produce colour art, however, and I still firmly believe that one can only do on a computer what one can do by hand.

These have been wonderful years which have kept me fully occupied on the work that I love most. It’s a fortune for someone to be doing just that on a full-time basis. For this I’m extremely grateful to Richard Franks, Steve Elliot and their hard-working staff, especially in the art department who have to cope with my work every month. Special thanks go to you, our readers, with your continued support and especially with your feedback.

And now let’s get back to work...

Richard J. Carvano
Vol.1/8
Hawker Hurricane Mk I, V7101, No. 69 Squadron, Luqa, Malta, late 1941

Vol.1/9
Supermarine Spitfire Mk IX, EN199/HT-U, flown by Sgt Edward Artus, No. 154 Squadron, Ta' Qali (Malta), 12 July 1943 when he was credited with a Bf 109 kill and another probable. This aircraft is preserved in the Malta Aviation Museum at Ta' Qali.

Vol.1/10
Macchi C.205 Veltro, MM.9150/1-3, 3a Squadriglia, 1° Gruppo Caccia, Aviazione Nazionale Repubblicana, Campoformido, 1944

Vol.2/2
Fokker D.XXI, FR-98/0, flown by W.O. Ritavouri, I/LLv 12 Finnish Air Force, 1942

Vol.2/4
I.A.R. 80A, Serial No.109, Grupul 1, Romanian Air Force

Vol.2/9
Sukhoi Su-25UTG, '11', embarked on the Russian aircraft-carrier 'Admiral Kuznetsov', during a visit to Malta, 14 February 1996

Vol.2/10
de Havilland Venom FB Mk 4, WR399/T, No. 8 Squadron, Operation Mustekeen, Akrotiri (Cyprus), 1956
Curtiss Hawk 75A-5, Nationalist Chinese Air Force, Kumming, 1942

Avia S.199 Mezec, IF-01, serial 165, rebuilt from BF-605-engined S.99 OK-B7H, 1951

Curtiss Hawk 75A-S, Nationalist Chinese Air Force, Kumming, 1942

Messerschmitt Bf 109E, J-313, Flieger-Kompanie 21, Swiss Air Force, 1940

Whirlwind P699T, HE-R of No. 221 Squadron RAF, 15 August, 1941

Polikarpov I-16 Type 5, of 4a Escuadrilla of the Spanish Republican Air Force during the Civil War, 1938

Republic F-84G Thunderjet, 51-10785, FN-D, No. 331 Squadron, Royal Norwegian Air Force

Whirlwind P699T, HE-R of No. 221 Squadron RAF, 15 August, 1941

Reggiane Re.2000 Heja I, Y421 of 11Fighter Squadron, Hungarian Air Force during operations from Széplak, Russia, in the summer of 1942

Hawker Fury of the Persian Air Force, powered by a Bristol-Mercury engine, serialled No. 203

Republic F-84G Thunderjet, 51-10785, FN-D, No. 331 Squadron, Royal Norwegian Air Force

Morane-Saulnier MS-406, MS-311, of 1/LaLv 14, Finnish Air Force based at Tikkakoski in September, 1943

Vought SB2U-2 Vindicator, 07472-B-2, Bombing Two, USS Lexington, July 1939
Vol.4/4
Supermarine Swift FR.5, XD910/B, No. 79 Squadron, delivered to the unit on April 24, 1956; lost in an accident in August of the following year.

Vol.4/5

Vol.4/6
Caproni Ca.314, 40-A, 40a Squadriglia, 76° Gruppo Osservazione Aerea, Regia Aeronautica.

Vol.4/7
Dewoitine D.520, of the 6th Air Regiment (Orlik), Royal Bulgarian Air Force based at Karlovo during the winter of 1943-44.

Vol.5/1
Bristol F.2B, J-6743, No. 2 Squadron RAF.

Vol.5/3
Grumman F9F-2 Panther, 0444/J-103, of the 1st Escuadrilla Aeronaval de Ataque, Argentine Naval Aviation.

Vol.5/7
Vol.5/9
McDonnell Douglas A-4C Skyhawk (cn.12749, ex-BuAer 148556), C-31B of the 1 Escuadron, showing a strike mark on the nose denoting the attack on HMS Invincible, 30.05.82.

Vol.5/10

Vol.5/11

Vol.6/3

Vol.6/6
Bristol Blenheim Mk.IR N3331/QY-F of N° 235 (Fighter) Squadron, flown by Flt Lt FW Flood, August 1940.

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Spatialis VII, S245, SPA-3, flown by Capitaine Georges Guyemer.

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Photographic Reference of Australian-built Vampires in service with No.25 (City of Perth) Squadron, RAAF, during 1951-60

by Mike Mirkovic

No.25 (City of Perth) Squadron, RAAF, received its first de Havilland (Australia-built) Vampire F.30 on 9th September, 1951 and gradually received more until it was fully equipped with the FB.31 during 1956. It also received a number of the trainer versions of the Vampire, which are detailed in the included list with their service dates. The squadron ceased flying operations in April, 1960 and commenced ground support duties at RAAF Pearce here in Western Australia as part of the RAAF Reserve. As this is a photographic reference article of Vampires flown by No.25 Squadron, it does not go into detail on the differences between the various marks of Vampires used by the RAAF (I'm currently gathering references and photos for another article on this subject but if readers are interested please refer to reference 1 and reference 2 for the No.25 Squadron history at the end of this article).

General Notes on Colour Schemes

All Vampires used by the Squadron are detailed below, any variations will be noted in the relevant photos.

All aircraft were painted in Aluminium lacquer overall, except for the starboard nose ammunition loading panel which was natural metal. All serial numbers were black and the last three were usually painted on the nose wheel doors in black.

RAAF Insignia, pre-1956: Red, white & blue roundels on the fuselage booms and both surfaces of the wing, similar to the RAF's 'D' type roundel. Red, white & blue fin flashes were on both sides of the tail fin.

All stencils were black and all warning markings were red. The radio housing on the nose of FB.31s varied in colour but usually was painted black.
No.25 Squadron Vampire FB.3 A79-36 being worked on by the squadron's fitters outside a hangar at RAAF Pearce, circa 1959. Note the last two of its serial number on the forward nose wheel door (© Authors Collection)

Vampire T.35 A79-647 having its engine worked on by the squadron's engine fitters outside a hangar at RAAF Pearce, circa early 1960. Note the squadron badge (type 2) and last three of its serial number on the nose wheel door (© Authors Collection)

No.25 Squadron Vampire FB.3 A79-552 having its guns worked by a squadron armourer at RAAF Station Darwin during an exercise there in May 1953 (©No.25 Squadron Archives via the Author)

Close-up of a line up of No.25 Squadron Vampires with two T.35s of No.1 Advanced Flight Training School and a CAC Winjeel. Note the squadron type 2 nose badges on the FB.3s and the closest T.35 carries the nose marking of the little known and short lived 'Pearce Arrows' Aerobatic Team of 1 AFTS, RAAF Pearce, September 1959 (©Aviation Heritage Museum of Western Australia #P014128)

The fuselage roundel was changed during 1956 to the current red Kangaroo style.

**Squadron Markings**

Type 1 Badge - 1955 to early 1957: This comprised a flying black swan with orange beak and eye, red '25' above the swan and red 'City of Perth Fighter Squadron' script underneath, worn on both sides of the nose. On the underwing fuel tanks, only the flying black swan was carried.

Type 2 Badge - Late 1957 to 1960: This comprised a flying black swan with orange beak & eye over a red '25' surrounded by 'City of Perth Fighter Squadron' stencilled in black.

**A79-215 Special Scheme - 1960 for the squadron's stand down from flying duties**

Post Office Red overall with serial numbers in Sky Blue and standard RAAF insignia of the period. Black swan with white details and highlights on both sides of the nose and the starboard ammunitions loading door in natural metal and radio housing on the top of the nose Bakede brown.

Mike Mrkovic

Mike Mrkovic
A No. 11 (G.R.) Squadron Avro/GAF Lincoln B.30 doing a low flypast over a line of No. 25 Squadron Mustangs and its newly arrived first Vampire E30 A79-872 taxying up the runway at an Air Pageant at RAAF Pearce on 9th September, 1951 (© Authors Collection)

No.25 Squadron's first Vampire A79-872 doing a low flypast over a No.11 Squadron Lincoln B.30 at a Air Pageant at RAAF Pearce on 9th September, 1951. Note the No. II Squadron was based at Pearce during the early 1950s and A79-872 only arrive at Pearce on the same day as the Air Pageant was going to take place (© Authors Collection)

A line-up of the squadron's Vampires at RAAF Pearce prior to taking off for an exercise at RAAF Richmond in NSW on 25th July, 1957. A79-76 is closest to the camera. Note there are no squadron markings on the nose but the wing tanks still carry the flying Black Swan (© No.25 Squadron Archives via the Author)

A free-up of the squadron's Vampires at RAAF Pearce prior to taking off for an exercise at RAAF Richmond in NSW on 25th July, 1957. A79-76 is closest to the camera. Note there are no squadron markings on the nose but the wing tanks still carry the flying Black Swan (© No.25 Squadron Archives via the Author)

No.25 Squadron ground crew refuelling a Vampire at RAAF Station Darwin, 25th May, 1953. Note stencilling in black and the warning markings in red (© No.25 Squadron Archives via the Author)

No.25 Squadron ground crew refuelling a Vampire at RAAF Station Darwin, 25th May, 1953. Note stencilling in black and the warning markings in red (© No.25 Squadron Archives via the Author)

Plut Officer R.E. Offord in the cockpit of A79-474 on 25th July, 1957. Note the stencilled last three of the serial number on the front nose wheel door. This was the longest serving Vampire in the squadron, having arrived in May 1952 and it was still with the squadron when it stood down from flying duties in April 1960 (© Authors Collection)

A port side view of A79-215 at RAAF Pearce, circa early 1957 (© Authors Collection)
Vampire FB.3: A79-215 outside a hanger at RAAF Pearce with one of the squadron’s T.33s next to it, circa early 1957. Note the squadron badge (type 1) on the nose (© Aviation Heritage Museum of Western Australia #P991380).

Front view of an early-built Vampire FB.31 at RAAF Laverton, Victoria, circa 1952. Unidentified as yet but could be A79-282 (© Aviation Heritage Museum of Western Australia #P913559).

Rear view of Vampire F.30 A79-872 taken at RAAF Pearce sometime after its arrival there in 1951. Note that the flaps are dropped (© Aviation Heritage Museum of Western Australia #P991246).

No.25 Squadron Vampires A79-920, -36 and -474 starting off for their journey to RAAF Richmond on 25th July, 1957 (© No.25 Squadron Archives via the Author).

A No.86 Transport Wing Dakota (A63-93) in front of two of the squadron’s Vampire FB.31s (A79-762 & 763) at Forrest Airstrip on the Nullarbor Plain near the WA/SA border, circa 1955. Note the Swan badge (type 1) on the nose and wing tanks of the Vampires. The Dakota is overall aluminium with red sides, blue cheat line and No.86 Wing badge under the cockpit. Serials are black (© Aviation Heritage Museum of Western Australia #P981200).

No.25 Squadron armourers working on the guns of a squadron’s Vampire at RAAF Station Darwin, 25th May, 1953 (© No.25 Squadron Archives via the Author).
The squadron’s Vampires at RAAF Williamtown during Operation ‘High Gun’. Aircraft left to right are A79-308, -179, -36 and unidentified. Note the red front nose wheel door with last three of its serial stencilled in aluminium lacquer (©No.25 Squadron Archives via the Author)

Another view of A79-474 armed with practice RPs under its wing and with A79-215 in the background, RAAF Pearce in late 1957 (©Aviation Heritage Museum of Western Australia #P89 568)

Line-up of the squadron’s ground crew helping to settle in a squadron pilot at RAAF Williamtown in NSW during Operation ‘High Gun’ on 25th October, 1959. Note the close-up of the squadron badge (type 2) on the nose (©No.25 Squadron Archives via the Author)

Port side view of A79-215 in its overall red scheme. RAAF Pearce, circa 1960 with Flt Lt R. Green in the cockpit surrounded by groundcrew. Note the last three of the serial in Sky Blue on the nose wheel door (© Authors Collection)

One of the squadron’s ground crew helping to settle in a squadron pilot at RAAF Williamtown in NSW during Operation ‘High Gun’ on 25th October, 1959. Note the close-up of the squadron badge (type 2) on the nose (©No.25 Squadron Archives via the Author)

Line-up of the squadron’s Vampire F.30 and FB.31s at RAAF Pearce, 26th June, 1953, after arriving back from Darwin. Pilots left to right are: Squadron Leader M.O. Carr, Pilot Officer J.K. Horwood, Flight Lieutenants G.B. Russell, J.D. Dadds, I.E. Crossed and Pilot Officer R.B. Williams (© No.25 Squadron Archives via the Author)
**Aeroclub** FB.5 & T.11

**Airfix** FB.5

**Heller** FB.5

**Revell** FB.5

**Frog** FB.5

**Eastern Express (ex-Frog)** FB.5

All of these will have to be modified with the 'Elephant Ears' air intakes on or under the rear fuselage pod, as seen on all Australian F30/FB.3Is. Ron's Resin in Australia did a resin conversion kit with these, but I don't know if it is still available.

**1/72nd Scale Models**

- Aeroclub FB.5 & T.11
- Airfix FB.5
- Heller FB.5
- Revell FB.5
- Frog FB.5
- Eastern Express (ex-Frog) FB.5

All of these will have to be modified with the 'Elephant Ears' air intakes on or under the rear fuselage pod, as seen on all Australian F30/FB.3Is. Ron's Resin in Australia did a resin conversion kit with these, but I don't know if it is still available.

**1/48th Scale Models**

- Aeroclub

The above kit is really the only one in town at present, as the hobbyist kit is badly inaccurate. Classic Airframes have announced a series of 1/48th scale Vampire kits to be released sometime during 2004-5 and hopefully these will include the Australian versions. (The author supplied photographs and information to this manufacturer via their Australian distributor, J.B. Wholesalers in Perth.)

**Vampires flown by No.25 Squadron, RAAF**

<table>
<thead>
<tr>
<th>Serial Number</th>
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Notes on Serial Numbering used for RAAF Vampires:

F30/FB.3Is were numbered randomly for security reasons from 1 to 99, any single seater numbered in the 600 to 800 range were re-numbered. T.36s were numbered 600 to 667 and the T.33/T.35s from 801 to 842.
Line up of the squadron’s Vampires at RAAF Williamtown during Operation ‘High Gun’. A79-520 is the only one identified (©No.25 Squadron Archives via the Author)

Line up of the squadron’s Vampires on a wet September day in 1959 at RAAF Pearce. A79-215 and 474 are identified (©Aviation Heritage Museum of Western Australia #P891557)

No.25 Squadron’s Vampires escorting Royal Dutch Navy Destroyer HNMS Amsterdam on its way to visit Fremantle on 17th November, 1959 (©No.25 Squadron Archives via the Author)

A79-215 in its red scheme taking off from RAAF Pearce in January 1960 (© Authors Collection)

Squadron fitters working on A79-215 in its overall red scheme at RAAF Pearce, circa 1960. Note a good view of the natural metal ammunition loading door and Black Swan nose markings (© Authors Collection)

Vampire FB.3A A79-308 flying over the Narrows Bridge, Perth Waters, with South Perth to its left, Crawley Bay to its right and Kings Park under its nose, circa 1960 (©Aviation Heritage Museum of Western Australia #P951406)

References
- Vampire, P-13H & Iroquois in Australian Service by Stewart Wilson, Aerospace Publications
- Flying Squadrons of the Australian Defence Force by Steve Eather, Aerospace Publications
- No.25 Squadron’s Commanding Officer Monthly Reports 1951-1960, held at the Aviation Heritage Museum of WA, Reference Library, Bulleen, Perth, WA
- RAAF Aircraft Record Cards Microfiche Records, also held at the Aviation Heritage Museum of WA, Reference Library

Thanks
I would also like to acknowledge the help and encouragement of No. 25 Squadron’s History Officer, Squadron Leader Jim Ellis, RAAF Reserve.
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Douglas SBD-1 Dauntless

Douglas SBD-1 Dauntless, VMSB-232, US Marine Corps, based at Ewa Oahu (Hawaii), December 1941. Light Gray overall with standard national markings in six positions. Code 2-MB-4 in white; spinner is dark blue with a white stripe.


Douglas A-24 Dauntless. 712, Chilean Air Force. Dark Olive Green upper surfaces and Light Grey undersides; shield marking above starboard and underneath port wings. '712' in black, outlined in white, on fuselage sides. Repeated in similar style above port and below starboard wings; blue rudder with white star superimposed. Black walkways above wings at wingroots, both sides.

Douglas A-24 'Banshee', 80-2528, Mexican Air Force, Merida, Yucatan, late 1949. Natural metal overall with a mid-blue stripe along the fuselage sides; national markings in six positions. Green/white/red rudder and Olive Drab anti-dazzle panel; serial on fin in yellow.
Macchi C.200

by Girolamo Lorusso

In all the years I have been model making I have never actually built a propeller-driven subject, however during a visit to a model show here in Italy I came across the Craftworks 1/32nd scale kit of the Macchi C.200. My interest was raised and I therefore purchased it.

It took me about four months to build this model. Much of this time was spent correcting the undercarriage bays, which are not correctly depicted in this kit (all the Macchi C.200, 202 and 205 airframes had an identical undercarriage bay, so my comments apply to those subjects as well). All of the details relating to the undercarriage area are clearly shown in Aero Detail No.15, thanks to many photos and extracts from the flight manuals. I also used Ali d'Italia No.8 as a reference during this project.

The Kit
This is a multi-media kit, with resin, photo-etched and white-metal parts, four decal sheets, and a resin of WWII-era Italian Air Force pilot figure.

Construction
I started with the assembly and painting of the pilot figure, which was a very relaxing task for me as I enjoyed it. I used acrylic and oil paint for the task. As a reference I used Military Modelling, Vol.32, No.2 which contains an article on an Italian pilot and his equipment and uniform.

- The Cockpit
The next task was the cockpit. This is moulded as a solid unit, with the sidewall detail cast into the fuselage sides. I added some detail in this area like cables and pipework etc. The whole area was very difficult to detail due to the way in which it was cast. The main colour is Italian primer, Verde Anti Corrosione, and for my model I made this colour up from a mix of colours from the Tamiya range. For weathering of the cockpit interior I use dark oil paint and the usual drybrushing technique.

I then made another instrument panel from Evergreen plasticard to sandwich the acetate and etched versions offered in the kit. The instruments are all printed on acetate film, which is secured to the back of the etched instrument panel. For more realism I used my punch and die set to create clear plastic disks and glued these in position, I added some detail on the gunsight and scratchbuilt a compass from some clear sprue turned on a motor tool and sanded smooth.
I scratchbuilt the seat harness from aluminium foil, and the buckles were made with copper wire. I also used copper wire to create the chains on the belts as well.

• **Engine**
  The C.200 was powered by a Fiat A.74 R.C.38 fourteen-cylinder radial engine. The engine in the kit is cast in three resin pieces. I assembled it and added detail with copper wire and plasticard. I also scratchbuilt an exhaust ring and the propeller pitch governor. With plastic rod I made cylinder rods, two for each cylinder, and finally I added an aluminum plate to replicate the engine data plate.

  The engine was painted a light blue-grey, with black and metal shades for detailing. Once dry the whole unit was weathering with oil paint.

  In the cowling I glued fourteen photo-etched components to make up the engine bearer. The interior colour used for the engine cowl etc was once again 'Verde Anti Corrosion'. I also decided to remove one of the four engine panels so that the engine was visible from one side of the completed model.

  On the bottom of the cowling I made some detail changes to the carburettor intake and sand filter, as well as adding the oil cooler. All of this was added using the Aero Detail title mentioned previously as a reference.

• **Main Undercarriage**
  In the kit this area is solid, but all of the Macchi fighter series have a great deal of frame and pipework in this area. Therefore with a motor tool I drilled out this area. I scratchbuilt the wheel bays, the engine bearer frames, all the pipes, wiring, fuel and oil system parts, and much more, using plastic rod and strips, copper tube, and some wire etc. This was a very long detailing task, but the end results were well worth it. I used the photographs in the Aero Detail to determine the correct colours seen on all the components in the gear bays.

  For the tailwheel I drilled a hole, scratch built a new torque arm and used a copper tube for the main strut.

  I also detailed the main leading gear legs in a similar manner. The tyres were 'weighted' and Milliput was used to reprofile the bulged area of each tyre. The main wheel doors were detailed with aluminum foil and copper wire.

• **Control Surfaces**
  I choose to move the control surfaces on my model to give it a more 'real' feel. I therefore separated the horizontal stabiliser with a saw and then sanded the hinge line to get the correct profile before fitting the control surfaces back in place at a deflected angle.

**Main Assembly**
When I had finished all of the above tasks I glued all of the main components together using epoxy or cyanoacrylate glue.

  The solid nature of the wings and fuselage did not help with this stage and the fit was not good. I had to use filler on all the main joints, then sand it all back once dry, trying not to damage the surrounding surface detail. I also had a similar problem with the tailplane.

**Painting**
I removed all traces of release agent etc from the models surface with thinners and when this was dry I sprayed on a coat of Tamiya grey as a primer. At this point I checked all the joints and if necessary, filled and sanded areas that needed it before priming once again.
The aircraft I had opted to depict was the one flown by Brig. General Ferdinando Raffaelli during the Autumn of 1941 from Cyrenaica/Libya while he was with 373° Squadriglia, 153 Gruppo Autonomo Caccia Terrestre. The upper surface was in Giallo Mimetico 4 (Camouflage Yellow 4) while the forward fuselage was Giallo Mimetico 3 (Camouflage Yellow 3). The mottle effect was Verde Mimetico 2 (Camouflage Green 2) for the fuselage and Verde Oliva Scuro 2 (Dark Olive Green 2) for the cowling. The under surfaces were Grigio Mimetico (Camouflage Grey).

For this I choose the following Gunze Sangyo acrylic colours:

- Giallo Mimetico 4 H-71
- Giallo Mimetico 3 90% H-34 + 10% H-37
- Verde Mimetico 2 H-302
- Verde Oliva Scuro 2 H-65
- Grigio Mimetico 90% H-317 + 10% H-316

I used the pre-shading technique overall. For the extreme upper surfaces I used white for this, while I used yellow and tan for the sides of the fuselage and wings. Dark grey was used for the undersurfaces.

The white cross on the rudder and the white stripe on mid-fuselage were also applied. Later these were masked off using Tamiya masking tape.

The first overall colour to be applied was Giallo Mimetico 4, followed by Giallo Mimetico 3 on the forward fuselage. When this was all dry I airbrushed the mottle greens with very thin paint (20% paint + 80% thinner). This is a very long airbrushing job as the mottle is very soft, so patience is the key. When all the painting was completed, I gave the model two coats of clear varnish (Gunze Sangyo H-30).
Decals
Craftworks supply four great decal sheets, all printed by AeroMaster, in this kit. They are beautiful and you can make just about all C.200 from WWII with them, but in the end I used just eighteen decals! They were applied using Micro Set & Sol solutions to settle them down and there was no adverse reaction to either.

Once dry the model was washed with water to get rid of any decal glue that remained. Once this stage had dried I resprayed the entire model in gloss varnish and then set about weathering it.

Weathering
First of all I washed all the panel lines with diluted oil paint. I used Raw Umber for the upper surface and a mix of black and Raw Umber for the lower surfaces. For machine gun smoke and exhaust stains I sprayed a black/rust brown mix, while for general ‘dirtying’ I use black, grey and sepia oil paint.

I waited for the oil paint to be completely dry then I resprayed another coat of gloss varnish overall before finally matting the model down with an overall coat of semi-gloss varnish. This latter varnish was made by adding a few drops of gloss to flat varnish.

Final Assembly
Now I could attach all the delicate parts, like the main landing gear, pitot tube, machine guns, propeller, engine cowling, venturi tube, canopy etc. I followed the assembly sequences shown on the Craftwork instructions, as they are clear enough and quite logical in their approach.

Diorama
This is a very simply base. I used a 2cm sheet of polyethylene (used by the building industry), a circular mirror and some sand. I glued the mirror and sand to the base with PVA cement and painted it with suitable oil paint shades.

Girolamo Lorenzio
NOTE: See also Vol 7 Iss.1 (Pages 52 - 63) for Paul Lawson’s from-the-box build of this kit - Ed

Macchi C.200 Saetta Profiles
(Page 73 – top to bottom)

1. Macchi C.200 Saetta, 369-6, 369a Squadriglia (152° Gruppo, 54° Stormo CT), 'Treviso 3, Angelo late 1939. Verde Mimetico uppersurfaces with mottles in Giallo and Marrone Mimetico. Grigio Mimetico undersides. Codes in black and red; markings above wing in black over a white background, reversed for the underside.

2. Macchi C.200 Saetta, 79-10, 79a Squadriglia (6° Gruppo, 1° Stormo CT), Fontanarossa (Catania, Sicily), August 1940. Verde Mimetico uppersurfaces with mottles in Giallo and Marrone Mimetico. Grigio Mimetico undersides. Codes in black and red; markings above wing in black over a white background, reversed for the underside.


4. Macchi C.200 Saetta, 168-4, 168a Squadriglia (166° Gruppo, 54° Stormo CT), Gela (Sicily), June 1941. Uppersurfaces in Verde Mimetico with Giallo and Bruno Mimetico mottling; Grigio Mimetico undersides. Yellow cowling; code is black (except hyphen which is black/red), outlined in white. Black wing markings without white background in all positions.

5. Macchi C.200 Saetta, 363-2, 363a Squadriglia (150° Gruppo Autonomo), Matbua (North Africa), April 1942. Nocciola Chiaro uppersurfaces with large mottles of Verde Oliva Scuro; Grigio Azzurro Chiaro undersides. Codes in black and red; note no House of Savoy crest on tail cross. Markings in black only in four wing positions.

6. Macchi C.200 Saetta, 85-5, 85a Squadriglia (118° Gruppo, 3° Stormo), Greece, early 1942. Verde Oliva Scuro uppersurfaces with Grigio Azzurro Chiaro undersides; codes in black and red with white drop shadow. Note that the emblem on the white band is hand; that is the axehead points forwards both sides.
Special Hobby

Gloster E.28/39 Pioneer

by Tim Large

The Gloster G.40 was a milestone in British aviation history. It was designed by George Carter with the close collaboration of Frank Whittle. Work on the G.40 started in 1939 to test the viability of the revolutionary Whittle jet engine. (Whittle's first real step forward was to design a practical gas turbine engine for use in an aircraft without the use of another engine to drive the compressor) and after a number of different layouts were toyed with, they settled on a conventional design, with two different wings, one of which was intended for high-speed flight. In early 1940 formal specifications were issued by the Air Ministry for two aircraft W4041/G and W4046/G at a cost of £18,500 each plus £7,000 for the second set of wings. The first aircraft (W4041/G) unofficially took to the air on 8th April 1941 and officially on 15th May 1941.

The second aircraft was started at the same time as the first, but did not fly until March 1943; it then made 134 test flights until crashing on the 20th July 1943. W4041/G can still be seen today at the Science Museum in London, UK.

The Kit
OK here we go... once you get the box open you will find two sprues of light grey plastic with 54 parts, one clear piece with the canopy (See Photo 1a), a very small piece of etched brass of three parts (See Photo 1c) and a set of well produced decals (See Photo 1d). There is flash on all the plastic parts which will need some cleaning up (See Photo 1). But on first inspection all parts would seem very nicely moulded with good definition and recessed panel lines.

However once one starts to have a good look one notices the absence of real detail on any internal parts. This is very apparent in the cockpit, here bare would be an apt description. I'm afraid to say the wheel wells are no better (See Photo 2) and as for the intake (See Photo 3) I let you make your own judgement!

At this stage it was apparent that I needed some help. Rescue came in the shape of Sutton Publishing's excellent book Jet Pioneers by Tim Kershaw. It covers just about every aspect of the G.40's construction and flights, if you're going to build this kit (or any other G.40) then it's a must.

The disadvantage with this level of information is that it soon becomes apparent just how much Special Hobby have managed to make a bit of a hash of their Gloster Whittle.

Construction
The first thing to do is to clean up all the parts from the flash already mentioned, after that it's time for me to stop whining and remedy the failings of the kit.

The cockpit, first task is to sort out the cockpit sides. As you can see they come (See Photo 4) with very little in the way of detail, so with the aid of stretched sprue and the Eduard 'Zoom' fret for the Gloster Meteor Mk 1 (See Photo 1b), the various levers and tubing were added to represent the aircraft as it first flew in 1941 (See Photo 5). At the same time I got to work on the cockpit itself.

Special Hobby don't give you a lot to start with here, especially the back plate, it's very busy in real life. The visible framing was built up using stretched sprue (See Photo 6), then shaped using body filler, the air brake pressure gauge (top right hand side of the rear wall) was made using some hollow tubing cut to size and filled, now we come to a contentious issue! There is NO headrest fitted to the Whittle, it is in fact a undercarriage warning buzzer (a speaker cone to you and me) and so this was represented by part 32 off the 'Zoom' fret. The seat belt fitted to the G.40 was of the standard Sutton type (again from the Meteor 'Zoom' fret), however it was fitted to the back of the rear cockpit wall through a cut-out just above the seat; this was achieved by cutting out the hole and then filing it to shape. For the two levers (left for the seat height and right for the hydraulic hand pump) two holes were made in the rear cockpit wall, ether side of the seat just above floor level. The levers themselves were made up out of stretched sprue (See Photo 7).

Next was the instrument panel and there are some real problems here (See Photo 8) First as you can see the instruments do not fit, they look over-scale to me, also the instrument layout bears little resemblance to the real thing! Last but not least the whole panel is the wrong shape. By rights I should have replaced the whole thing (the 'Zoom' Meteor panel is a much better shape and scale [See Photo 9], but it would require a lot of reworking to the instrument layout to justify its use) so I stuck with what was provided, building the lower panel and shelf from plastisclad, and adding the compass from my spares box (See Photo 10).

The control
column is not too bad, just needing a clean-up and painting (See Photo 11).

On to the intake, all I did here was to add three pieces of thin sprue each side of the splitter to represent the airflow dividers in the intake ducts and thus giving the intake some depth (See Photo 12). Now that was out of the way I could look to the undercarriage and wheel wells.

**Main Wheel Wells & Undercarriage**

Just like the cockpit you don't get a lot here, the main wheel wells are much too shallow, they really need a complete rebuild, but with some scrap plasticard and reference to 'Jet Pioneers' I manage to get them looking a bit more lifelike (See Photo 13).

The front well is somewhat better, but the bulge for the wheel (where it enters the cockpit) is too wide (See Photo 15). The main undercarriage itself is made up of three parts each and fitted with no major problems. The same can be said for the front as well, I just added the brake tubing out of wire. However as we are in this part of the world, I do wonder where Special Hobby got references from, because if you study the G-40 photos, you can't but notice that both the front and main undercarriage assemblies look a lot smaller than the kit's. This was confirmed when dry-fitting the undercarriage (See Photo 14) but there is not a lot you can do about this (until or if someone brings out a replacement set), unless you feel like scratchbuilding whole new assemblies. This leaves one to deal with it, however unpleasant it is and as you can see it's very unpleasant indeed and if being over-scale was not enough, all the legs are at full extension! In the end I opted for the simple method of cutting down the legs to a more sensible size and shortening the extension on the main legs to try to show the aircraft's unique gait! As well as that Special Hobby have given the main undercarriage a retraction rod (A10) to the rear where there never was one, as all the mechanism was at the front of the wheel bay and therefore hidden away.

Once the undercarriage is fixed, all that remained to do was to fit the wheel well doors after the painting stage. All the doors are devoid of any detail whatsoever and a tad on the thick side (See Photo 15). They got a clean-up and some hinges fitted, however I could not find any images or drawing of the doors, so the internal detail and retraction gear remains a mystery to me!

**The Fuselage**

Once the sub-assemblies are finished they can be fitted into the fuselage; the sequence I used was intake, cockpit and then the front wheel well. The cockpit was fitted to the right fuselage half (A34), it's a nice fit, but fit it first, then the front wheel bay (A7) or you'll end up with all manner of problems. You will also need to remove as much of the front of the bay bulge as possible, and some of the front cockpit floor to get the bay to fit where it should.

Don't forget to add some ballast here, Special Hobby suggest 30g...right...that's over 1oz of lead, who are they kidding, 12g is more than enough for the job in hand (See Photo 16).

Now with everything in place the two fuselage halves can be glued together. There are only two minor problems here: (1) the rear cockpit headrest would appear to be a tad narrow, a little filler is needed where it butts up against the opposite fuselage half (A11) and (2) the left fuselage half (A34) is about 1mm short at the rear compared to (A11) (See Photo 17). The fuselage halves themselves fit very well and once sanded the fuselage joint is non-existent, just a bit of rescribing being all that is needed.

The wings can now be offered up to the fuselage, no problems here just a bit of filler (See Photo 18) and then rubbing down, Next is the tail assembly and this fits very nicely thank you and covers up most of the problem regarding the problem with A34. There is a bit of a gap at the rear, but a tad of filler sorts that out (See Photo 19).

The cockpit canopy (CP1) is, I'm glad to say, an injected item (See Photo 20) which is very clear, however there are three gripes I have with it, [1] it's supplied as a one-piece affair, which is a pain, as for both versions the canopy was always left open, [2] the centre internal supporting strut is moulded as an external frame member and [3] it is just a tad too short as the canopy itself should overlap the rear canopy fairing. Anyway, you can work with what you have so after painting the frames Humbrol Cockpit Green (79) and fitting it to the fuselage, the front of the canopy was blended in with a bit of filler and carefully sanded to a smooth finish (See Photo 21).

Last but far from least is to remedy the final problem. For reasons best known to Special Hobby they have chosen not to give the aircraft the venturi cover just behind the front wheel bay! This was made from a spare engine air intake from an Airfix 1/72nd Stirling (See Photo 22), kit. All that was left to do before painting was to fit the pitot tube.

To all intents and purposes the kit is now done. After all the work on the cockpit, you can now admire the look of the thing as it does look right (without the undercarriage fitted!). Special Hobby could have got away with it if they had added a stand with the kit, so you could avoided fitting the undercarriage, but as is the trend these days, they did not.

**Painting & Decals**

Get you options with the kit, the first being the overall bare metal & primer finish of the aircraft as it was in April 1941 for its taxiing trials and the first flight on 8th April 1941 at Brockworth airfield. The second option is for the camouflage finish as it was in May 1941 and the first official flight on 15th May 1941.
at RAF Cranwell, I went for the camouflage finish of a Dark Green and Dark Earth upper surface and a yellow underside. The paints used were from Hannants’ XTrapcolor range: X1 RAF Dark Green, X2 RAF Dark Earth and X11 RAF Trainer Yellow. All the paint was applied by brush. A note of warning here: the colour plan is very misleading as the camouflage pattern appears to be wrong (See Photo 23), so check your references until you are happy.

The decals provided by Special Hobby on first impression are very good, but there was a problem with the alignment of the white under layer, which leaves a slight overlap on one side of B type roundels and the fin flash. This is not apparent until they are placed (See Photo 24). Another discrepancy is that the A1 fuselage roundels are too small; they are shown as being the right size on the colour plan and the box art work, (they were used to show you the problem). I also feel that the underlying roundels are suspect, but I haven’t found any photographic evidence one way or the other, so again they were used. On the plus side the decals do settle down very nicely without the need for any help such as Micro Sol and Set.

The final matt finish was meant to be an overspray of the new Hannants’ XTracrylix flat varnish XA:1F however it dried out in a silk finish! Not what was intended at all. After a quick phone call to Hannants to find out if the paint was meant to be like that, I found out that apparently you must use a flat-sided implement to stir it properly first! Hannants very kindly offered to put a replacement bottle in the post, nice to see some good customer service. On the bright side the XTracrylix covered very well and dried in the fifteen minutes stated on the bottle! In the meantime I ended up using the good and reliable Polly Scale Flat finish.

Conclusions & Recommendations

What can I say? I was so looking forward to this kit and if you just take the outside, then this is an excellent model as it fully captures the look of the Gloster (without the undercarriage fitted) G.40. It’s the right size, being just 1mm too long and 1.5mm too short on the span and that’s not bad in anyone’s book. It fitted together very well and despite all the difficulties, I did enjoy making it. However if you take into account the inside from the bare cockpit and wheel wells, lack of any real intake, the disgrace of an undercarriage and the problems with the decals, I have to say I can’t help thinking you may well like to take a look at the Arba resin kit reviewed in Vol.6 Iss.8, or the High Planes 1/72nd kit. There is also the new 1/72nd Pola kit which looks very good.

Of course you may well put your hopes on resin replacement parts becoming available, but as we are still waiting for Derwent engines for the 1/48th scale Meteors, I for one would not hold my breathe. This is a shame, because at least Special Hobby have had a go at a Whittle, but how it got to the shops with all the problems it has I shudder to think, someone has really messed up here. If it was a product from one of the mainstream manufacturers then I can’t help thinking that it would have been recalled and the problems sorted out. An attitude Special Hobby could do well to emulate as this could have been my kit of the year!

Many thanks to Special Hobby for the review sample.

Tim Large

References

- Scale Aviation Modeller International Volume 6, Issue 8, August 2000

Web Sites

- A Tribute to a Cambridge Engineering Student - www.g.eng.cam.ac.uk/125achivementswhistlewhellwhiten
In 1917 the German and Austro-Hungarian air forces began to feel the impact of the introduction of newer allied types such as the British Sopwith Camel and the French Spad 13. The aerial superiority previously afforded by the Albatros fighters had been lost. In order to redress the balance, a series of fighter competitions were held so that the prototype aircraft from a number of manufacturers could be evaluated by front line pilots with a view to introducing more advanced machines into service as quickly as possible.

One of the many aircraft participating in the fighter competition held at Aldershof in January 1918 was the Fokker D.VII Designed by Reinhold Platz. Despite some early problems, the aircraft was an immediate favourite with the pilots invited to test the machines on offer. The machine was ordered into large scale production and contracts were awarded to Fokker, Albatros and a number of other manufacturers to build the aircraft, which appeared in its production form as the Fokker D.VII.

The construction of the Fokker D.VII was in many ways similar to the earlier Fokker Triplane. The wings were wooden although the D.VII had twin spars instead of the single spar of the triplane. The fuselage was constructed of welded steel tube braced by wires. Like the triplane the ailerons and the horizontal tail surfaces were also of steel tube and the lifting surface covering the axle was also retained.

The D.VII was however powered by an inline engine rather than the rotary engine of the triplane. Early examples of the aircraft were powered by the 160hp Mercedes engine but later machines had the more powerful 185hp B.M.W. engine which gave improved performance. The Fokker D.VII was very successful operationally and equipped a large number of front line units. Its success was such that it was specifically mentioned in the Armistice agreement which stipulated that all front line D.VIIs were to be handed over to the allies. A number of aircraft were...
There was a little flash present around the cockpit opening - but the general quality of the parts is excellent.

There are a couple of ejector pin marks that need filling. Note the good moulded interior structure and at the rear of the cockpit, the ‘location point’ for the canvas screen behind the pilot.

The horizontal tail and the elevator do not fit together well.

The engine - of which little can be seen in the finished model.

The unattractive slab of card serves as a new location point for the canvas screen, the original mouldings having been scraped away.

The four colour options in the kit.

The wings with plastic rod stacking points. Just visible are the control horns which really do not help with the application of lozenge transfers.

destroyed rather than have them fall into allied hands and a number were flown back to Germany against the terms of the Armistice agreement. Some were taken by Anthony Fokker back to his native Holland where production continued after the war. The Fokker D.VII was to see post-war service with the Dutch and Polish air forces and it continued to be used into the 1930s.

The Kit

The Fokker D.VII has appeared many times in static kit form in a number of scales from the venerable 1/72nd scale offering from Revell from the 1960s to their disappointing 1/28th scale offering released a few years ago. In 1/48th scale the D.VII has been produced by Jager Miniatures as a limited issue resin kit, by Revell as a re-boxing of the old Aurora kit, and by Dragon. The Jager Miniatures kit retailing at nearly £50 may be too expensive for many, and few of these kits were produced so they are not now readily available. The Revell kit is now showing its age somewhat even though the tools have been upgraded and while advertised as being 1/48th scale I believe that it is actually closer to 1/46th scale. At the time of writing the Dragon kit is out of production and it is probably also difficult to obtain. Roden have produced a variety of D.VII kits in 1/72nd scale and their production of a reasonably priced 1/48th scale version with more to follow is very welcome indeed (See ‘Roden and the D.VII’ elsewhere).

The main kit parts are in light grey plastic. There are 102 parts in all but not all of these are used in the construction, leaving some very useful items for the spares box. The parts breakdown is unusual in that the entire forward fuselage is to be built as a separate assembly. Most of the changes between different versions of the Fokker D.VII are in this area and Roden will be releasing further versions of the kit with different cowling panels in the future. An early barrels of the Spandau guns are a standard addition in kits these days, and the modeller is left to provide their own seat belts.

The kit allows the model to be made with the engine fully covered, fully exposed or any of the stops in between, by leaving off various cowling panels as desired. A full set of engine mounts is supplied. The 160hp Mercedes engine itself is very well done though if modelled exposed a little extra detailing in the form of wiring may be appropriate.

The instructions are fairly clear with well printed diagrams used throughout. The construction sequence does not seem to have any particular logic to it. For example the horizontal tail surfaces are assembled at stage four while the vertical tail surfaces are not assembled until stage eleven. This did not bother me as I frequently deviate from printed instructions and make up my own assembly sequence (for example to tackle obvious problem areas or large assemblies requiring filling and sanding first, or to produce sub-assemblies that can be painted easily). However those inclined to follow instructions more rigidly may find jumping from one area of the model to another and then back again a little confusing. As it turned out, following the instructions may not be a good idea for this kit for reasons that I hope will become clear later on.

There are no paint reference numbers quoted (neither model paint manufacturers or Methuen or Federal Standard numbers) however the colouring information provided is pretty self explanatory.

There are markings for four aircraft provided. All are very colourful and a number of different styles of national markings are provided (some useful additions to the spare transfers box here). A set of lozenge transfers is provided for the upper and lower surfaces of the wings - though unfortunately none for the fuselage sides and tail surfaces should the modeller wish to depart from one of the schemes

D.VII
parts were primed with Halfords plastic primer before painting started.

Replicating the streaked paint finish on the inside of the fuselage begins with dark yellow acrylic paint being applied to the primed interior.

Pre-shading has been applied.

The whole area is given a light coat of acrylic.

Streaks of oil have been applied and then smeared with a brush dampened with thinners.

The fuselage structure has been picked out by drybrushing with light grey matt enamel.

Assembly

Assembling the model is straightforward. I had not bought a Roden kit before, though I had heard that the fit of some of their kits was a little bit to be desired. I therefore embarked on a dry fitting exercise to see if there were going to be any problems. This highlighted a few things which needed obvious attention. However, the big problem area of the kit for me was the assembly of the engine compartment / forward fuselage. Unfortunately, due to the fact that there are no less than six separate parts to the forward fuselage as well as the engine, dry fitting the parts and temporarily holding them together with tape was not easy. Despite these precautions, I did not appreciate the problems that were to emerge later on in the construction sequence.

I started the assembly process with the wings, which are odd in that they have separate tips. The Fokker D.VII has quite a complex wing profile and this has been captured well here. A little filler was needed to blend the tips in with the main wing surfaces. In order to make the scalloping along the trailing edge more distinct, I shaped the trailing edge of the wing with a piece of wet & dry paper wrapped around a piece of brass tube. There are two stacking points on the leading edge of the top wing (present as little moulded bumps). I found it easiest to remove these to allow cleaning up of the wing leading edge. I then replaced them with pieces of rod placed into pre-drilled holes. The stacking points for the bottom wing have not been represented at all in the kit and were made in the same way. The lower surfaces of the wings have recessed rib locations. These look a little odd and are not apparent on wartime photos. Given the attention paid to the detail on the top wing, I assumed that Roden had done their homework here and that these were here for a good reason. As I had chosen a subject that was to be covered with lozenge transfers, these recesses were not visible on the finished model. If I build another of these kits in the future, these recesses will be filled and sanded.

The elevator control horns are designed to be sandwiched between the aileron and the main flying surface. This made them easy to assemble and line up but made the application of the transfers more difficult. I would advise leaving these off until after the lozenge and national markings are applied.

The horizontal tail surface has locating holes for its supporting struts. However, these have been moulded into both surfaces and so the redundant set needed to be filled. Dry fitting the main parts had showed that the elevator does not fit onto the horizontal tail surface. I therefore cut the elevator in half and reshaped the recesses for the locating tabs to get a good fit. This may seem drastic but I think it was a neater and easier solution than trying to shave the sides off the elevator and/or horizontal tail surface.

Construction continued with the interior of the fuselage. The fuselage interior has a moulded location ridge for the canvas screen behind the pilot (part 6a). This actually hindered fitting this part more than anything so I removed it by scrapping with a No. 10 scalpel blade and added some plastic scrap against which the screen would rest. There are no painting notes for this screen in the instructions. On the early Fokker D.VII, I would assume that this needs to be painted with a bleached linen colour, while those with fuselages covered with lozenge fabric would have had the screen in lozenge fabric too. Incidentally Roden have represented a semicircular top to this screen. I am not sure that this is correct. I removed mine as several cutaway drawings that I have seen do not represent it. Check your references here.

I elected to represent a machine from Jasta 27 flown by Herman Goering. The fuselage of this aircraft had the streaked camouflage scheme applied to many early Fokker-built machines. The interior of the fuselage was finished to represent this streaky exterior finish showing through to the inner side of...
the fabric. The undercoated interior was sprayed with Tamiya acrylic (dark yellow mixed with white) to represent the linen. Olive green oil paint was then streaked over this with a small flat ended brush. The structural parts were preshaded lightly in black and then a light overspray of linen was applied over the lot. The effect is perhaps not well demonstrated in the photos but it does work quite well. The fuselage framework was lightly drybrushed with light grey (this colour is often quoted as being like RLM 02). Rolled steel wire was then applied to represent the internal bracing wires.

The cockpit floor was plywood and this was replicated by spraying with Tamiya dark yellow and then lightly streaking raw umber oil paint over it with a broad flat brush. The control bar (part 15B) should go through the base of the control column as opposed to lying next to it as suggested by the locating points on the floor. A small hole needed to be drilled into the base of the column to accept it. Photographs of restored D.VIIs appearing in various editions of Windsock over the years suggest that the pilot's foot controls and the compass to the right of the seat should emerge from rectangular recesses in the floor rather than just sitting on top of it, but these features are not really visible through the cockpit opening so I left the floor as it was.

The pilot's seat on the D.VII was aluminium with a plywood base. This frequently had a black (leather?) cover. I exercised a little poetic license here and represented the seat uncovered allowing the brown and aluminium to add extra colour to the cockpit interior.

The seat belts came from an Eduard set, I found that an easy way to deal with these new seat belts was to heat the whole brass fret in a gas flame and then place it immediately in cold water to anneal and soften the brass. All the belts were then painted in one go by airbrushing them with light brown enamel.

When this was dry I applied a very thin wash of burnt umber oil paint into any recesses. This provides a little depth around buckles etc. Once this was properly dry I lightly drybrushed the whole fret with linen colour enamel. This highlights the edges of the belts and brings out any raised detail. The metal details were then picked out with a fine brush. The annealed brass conforms easily to the shape of the seat, and drybrushing the whole fret in one go makes it easy to apply quite subtle highlighting of the detail. This is all much easier than dealing with the seat belts one at a time once separated from the fret and applied to the model.

I installed a throttle from an etched set on the left hand side of the fuselage along with a cable from fine wire. Once the floor and canvas screen were installed the fuselage halves could be closed. Check the placement of the cockpit upper decking with its control panel in place before adding any extra interior detail as it is easy to foul these parts with the control panel when this is inserted. I managed to remove the primer pump when attaching the top deck. The locating points for the seat were not long enough and a small plastic tube support bar needed to be added through the cockpit opening later on. I added some control wires from the foot pedals and the base of the control column, disappearing through the holes in the screen behind the pilot's seat.

I had some problems fitting the lower wing but discovered that this was because I had fitted the cockpit floor too low down in the fuselage. It needs to sit on top of the two small triangular supports rather than under them. This was ineptitude on my part rather than any problem with the kit.

I assembled the engine compartment as per the kit instructions except that all the internal struts were left out. These would not be visible in the finished model with all the panels in place and I feared that including them would just complicate things. Unfortunately this part of the construction was where I encountered some problems. There are three main issues here:

- 1. The cowling side plates (parts 1d and 2d) sit on a raised strip on the base of the engine compartment (part 28b). When located like this it is not possible to insert the engine compartment into the gap between the two front wings. The side plates sit proud of the edges of the base making the whole assembly too wide.
- 2. I could not get the engine to fit correctly either as it fouled the firewall at the front of the main fuselage assembly.
- 3. The top plates (parts 3d and 4d) are quite thick and I could not get these to fit over the top of the engine.

Due to the overall complexity of this area of the kit, I had not picked up these problems during the dry fitting stage. It had not been possible to temporarily secure all of these parts in a sufficiently
sturdy fashion to spot the forthcoming difficulties. I had no choice at this point other than to pull the assembly apart and clean up the parts as best I could and then rectify things. I believe that the process I followed will hold good for others starting this assembly from scratch, even though it does deviate from the kit instructions.

I first removed the locating lip from the base plate and all the moulded detail from the inside of the cowling side plates, except the supports for the engine. The side plates were then fitted directly to, and flush with, the main fuselage sides working on the assumption that it was pretty obvious where they should go and they would then serve as a basis for the lining up rest of the assembly. The base plate was then added, the side plates now sitting flush with the side edges of this part.

I hacked away the lower rear corner of the engine and removed the two exhaust pipes at the point at which they exited the fuselage side. This allowed the engine to sit inside its compartment and the radiator was then added. There then followed much dry fitting with the engine loose in the compartment and the two top covers held in place with tape. I could not get the covers over the rear of the engine without removing the sides of the circular fairing at the top of part 7. You may have more success in fitting these parts if they are considerably thinned but mine were in a rather sorry state after the engine compartment was pulled apart so I did not want to risk any more rough treatment.

All in all this left me with an assembly that was less tidy than I would have liked. The early production Fokker D.VII experienced problems with engine cooling leading to combustion of the ammunition (which was rather disturbingly stored next to the fuel tank). This led to the introduction of more cooling vents in later aircraft, but as a temporary solution, some early examples were flown with the top panels of the cowling left off. Representing your model in this may be a way of getting around the problem of fitting the over-thick top covers, but this is probably not an appropriate thing to do when modelling the forthcoming later versions of the aircraft.

Now that the fuselage was complete, it was left aside for a few days to set (and to allow me to calm down a bit). I turned my attention to the lozenge fabric on the top wing. I undercoated the wing with Halford’s Grey plastic primer and then polished it with a rag wheel in a motor tool to provide as smooth a surface as possible. I gave the whole wing a coat of Johnsons Klear thinned a little with Tamiya thinner to provide a gloss base for the transfers. I did not like the idea of using the large transfer images provided so I cut them along the joints in the fabric strips to apply these separately.

The lozenge transfers detached themselves from the backing paper almost as soon as they touched water. They are very thin indeed and are translucent. I suspect that any colour variation on the wing surface to which they are applied will show through. They are also very brittle and care needs to be taken when moving them about. At this point it was apparent that cutting the large images up is essential rather than advisory. I found it difficult to get the transfers to conform to the curve of the wing leading edge and almost impossible to fit over the wing tips. I first tried applying a flannel soaked in very hot water (my preferred method of softening transfers) with no effect. Microsol seemed to have absolutely no impact either. You may have more success with one of the more vigorous transfer softeners like Solvaset. I had to stick them down with Johnsons Klear in some areas. The transfers broke up while the edging trims were being trimmed despite using a new scalpel blade. The finish was not as neat as I would have liked and there were patches were the transfers had flaked away as they dried. I sealed the whole wing with a couple of thin coats of Halfords clear lacquer applied directly from the can. I would advise undercoating the wing with one of the lozenge colours before the transfers are applied. Perhaps this will make the inevitable breaks in the transfers a little less obvious than they were on my light grey primed wing. The darker of the two greens on the top surface is a close(ish) match for the green of the lower surface and this may be a good bet for both surfaces of the wings. I had no option but to touch up the broken areas with paint.

The instructions on the transfer sheet indicate that the block of lozenge provided for the rib tapes should be cut into .7mm strips. There is only just enough transfer provided for this. Roden could have done with providing a little spare here. Even when using a brand new scalpel I could not cut the sheet to anywhere near the size required without the brittle images tearing. My strips had to be thicker than required. Luckily the Editor had kindly provided me...
with a second kit and I used some of the lozenge from that to make up the shortfall. I found it difficult to get the sliced-up tapes to adhere to the surface and they also had very visible prominent edges. The strips began to flake off the surface when dry and I had to resort to sticking them down with Johnson's Klear. All in all I did not achieve a particularly neat end product here. I left the transfers for a few days to set and again to allow me to calm down a bit, reapplied the rib tapes that had flaked away and resealed with clear lacquer. The colour scheme that I had chosen called for particularly large crosses on the wings with large white borders. These are thin but unfortunately it is possible to see the lozenge fabric through white areas. Perhaps this would not be so noticeable if a scheme calling for crosses with smaller white borders is chosen.

I then returned to the fuselage. One feature that could not be represented in the kit was the lacing running along the centre line of the lower fuselage where the fabric covering is joined. I cleaned up the joint and applied a piece of Eduard's etched lacing. Having applied undercoat over this I felt it looked a little overscale for my taste so it was removed and the underside was resanded. I then replaced the lacing with a strip cut from a piece of Verlinden mesh attached with thin superglue.

The streaky finish on the exterior of the fuselage was represented by spraying the fuselage with Tamiya dark yellow acrylic lightened with white. This was then sealed with a coat of clear lacquer. I then applied olive green oil paint sparingly over the whole area with a flat brush. The streaks were represented by cleaning the brush, dampening it very slightly with thinner and dragging it lightly across the paint. I'm sure that there were variations in the way that this was done from machine to machine. However the photos of machines finished in this way tend to show the fuselage top being streaked diagonally from top right to bottom left (matching the wings if similarly finished), while the streaks on the fuselage sides run straight up and down at 90° to the line of flight.

Critical observers will see that I have managed to get this wrong, with the streaks on the top of the fuselage going from side to side and those on the sides sloping backwards. This was nobody's fault but my own. I sealed the oil paint with another coat of clear lacquer. It looks as if Goering's machine had a large fuselage cross at some stage in its career and an attempt had been made to reduce this in size or at least make the white surround less obvious. A green transfer is provided for this but I chose to mask the area and use the same oil paint as was used for the camouflage streaks for a more 'applied in the field' appearance.

When the oil paint had dried for a few days and had been sealed with more clear lacquer, the fuselage was masked. The areas of the fuselage to be painted white were undercoated with light grey. I then applied some black preshading followed by a light overspray of white. The metal panels on the underside of the fuselage were painted in medium grey and the undercarriage lifting surface was painted in aluminium. It may seem more appropriate to most modellers to paint and mask these small areas first and then apply the streaked effect. However experience has shown that the oil paint/ thinner combination tends to run along ridges including those created by masking tape. This leads to unnatural looking lines along the edges of the masks.

Having resealed everything with even more clear lacquer, the fuselage and tail transfers were applied. Despite going onto a very glossy surface they did not adhere well and again some images needed to be stuck down with Johnson's Clear.

**Final Assembly & Detailing**

The guns were put in place and were painted with Humbrol Gunmetal. Despite the solid cooling jackets they looked good when washed with black oil and then drybrushed with aluminium. I drilled out the location holes for the interplane struts to provide a strong attachment point. The interplane struts were then fixed in place on the bottom wings and the top wing was put into place. When I came to fit the struts joining the wing to the fuselage, I hit another rather unexpected problem in that they appeared to be too long. This was probably because the top wing sat too low, being far too close to the top of the fuselage. The interplane struts seemed to be in place correctly so I don't really know what caused this problem. Perhaps it was my fault and drilling out the location holes was not a good idea, allowing the interplane struts to sink too far into the wing. Alternatively they may just be undersized. Whatever the cause, I had to do a lot of
trimming to get the wing to fuselage struts to fit and when compared with photos, the position of the top wing looks decidedly odd.

There is very little rigging to do on the model, this being restricted to a few bracing wires on the undercarriage and tail. Control wires needed to be added around various control surfaces. All of these were made from fine steel wire rolled straight under a ruler and applied with white glue.

The finish on aircraft of this period was frequently very glossy, indeed many period photos, particularly those of new or little used machines, show highly reflective surfaces. Despite this I do not find this very appropriate or pleasant on this type of model in this scale but this is just my personal taste. I applied a light coat of satin varnish to tone down the finish.

**Conclusion**

This kit is a very welcome addition to the range of 1/48th scale WWI models available. Roden have produced a very complete package here and have gone to a great deal of effort to provide an excellent level of detail on each of the parts. I have seen unfavourable comments made about this kit in a number of reviews and articles and I think it’s fair to say that a number of modellers seem to have been disappointed when they tried to assemble the kit. With some kits, particularly with those of the limited run variety, it is pretty obvious when you open the box that the contents need to be treated with care and a few problems may be encountered when building the model. Most modellers will then approach the kit with the correct frame of mind and will be perfectly happy to correct things and improvise where necessary. Perhaps the problem with this kit is that when you open the box, it doesn’t look like that at all. It looks as if it ought to just fall together effortlessly. The fact that it doesn’t then comes as a rather nasty unexpected surprise. There were a number of areas where the construction was difficult and I encountered problems. I managed to overcome these with the exception of the undersized interplane struts. Hopefully those reading the above text will be able to avoid them altogether. My advice when building this kit would be to treat it as you would a limited run model, constantly refer to scale drawings, dry fit as many of the parts as possible before assembly, be prepared to thin down or alter the parts during construction and possibly consider replacing the transfers (particularly the lozenge fabric) with aftermarket items. This kit should be within the scope of most modellers armed with the correct references and should make an enjoyable project for those who are forewarned of the potential problems and do not take the kit at face value.

I’d like to offer my thanks to Roden for the opportunity to build this kit. I look forward to their future releases in this scale with great interest.

**Dai Williams**

**References**

- Air Enthusiast No.28
- Fokker D.VII Anthology 2 by Ray Rimmel, Albatros Productions
- Fokker D.VII In Action, Squadron/Signal
- Fokker Dr.I & D.VII in WWI, Schiffer Books
- Fokker Fighters of World War One - Vintage Warbirds No.6
- German Aircraft of the First World War, Putnam
- Profile No.22, Profile Publications
- Windsock International Vol.4 No.4

**Web Sites**

- www.wingstrut.com/fokker_dv7.htm - Nice colour side views
- www.fokkerDVII.htm - Interesting history and some excellent shots of an example under restoration
- www.wingstrut.com/48albatros.html - A link to all sorts of things related to the Albatros
- www.webbeauty.com/warbirds/fokker/ - More useful photos of a restored Dutch aircraft
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ISBN: 0-7643-2097-1
Publisher: Schiffer Publishing Ltd
Format: 235mm x 310mm, 200 Pages
Cover: Hardback with Separate Dust Jacket

The name of Robert Mikesh is well known, as his interest in Japanese aircraft of WWII and his role at the National Air & Space Museum in the USA have allowed him to write a number of superb books on the subject. This new one from Schiffer takes a very detailed look at the equipment and systems installed in Japanese aircraft during WWII.

The narrative is well illustrated with both period black and white and modern colour images. The first chapter looks at historical data compiled by the USA intelligence services in WWII about Japanese aircraft and their equipment. The second chapter takes a very detailed look at all the instruments fitted to Japanese aircraft, with a narrative description and photograph of each type. This is a very comprehensive section that runs up to page 71. The third section looks at radio equipment in a similar manner, although this time many of the images are wartime ones, that show equipment that was captured and evaluated. The fourth chapter looks at aerial cameras used by the JIAAF and JNAAF, although this time all of the images are modern colour ones of cameras held in various private and national collections. The fifth chapter looks at machine guns and cannon and once again nearly all the images in this chapter are period ones taken by the technical departments during WWII. The sixth chapter looks at gunsights and bombsights and this section used both period black and white and modern colour images of the various items. The section also includes a number of diagrams of gunsights as well as data on the usage of the various bombsights. The final chapter (7) deals with the complex and much debated subject of interior colours of Japanese aircraft. This section includes a chart based on original Japanese colours that gives cross-reference to Munsell, Pantone and FS 595 numbers.

This is a truly superb book and one that is written and produced to the highest standards. It is an ideal companion to the Japanese Cockpit Interior book produced by Monogram Aviation Publications (See Vol 7 Iss 10 p91). It is most highly recommended to all Japanese aircraft fans.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders are dealt with by Bushwood Books (UK P&P is free, while all European orders are subject to a £5.50 postage charge), while all remaining orders can be sent directly to the publisher.

The 479th Fighter Group in WWII

by Terry A. Fairfield

Price: £55.00 ($89.95)
ISBN: 0-7643-2096-6
Publisher: Schiffer Publishing Ltd
Format: 235mm x 310mm, 502 Pages
Cover: Hardback with Separate Dust Jacket

This is another one of Schiffer's superb 'history' titles. This time it deals with WWII service of the 479th Fighter Group and thus covers operations over Europe whilst operating the P.38 Lightning and P.51 Mustang. The narrative is extensive and although photographs are also in great number, this is very much a purely historical product and the photos just act to illustrate the bulk of the written text. The narrative has been broken down into sixteen chapters. The first chapters deal with the initial stages of the 479th Fighter Group and their initial set-up during the August 1943 to May 1944 period. Most of the remaining chapters deal with a month in the May 1944 to May 1945 period. Each of these chapters then breaks down the month to a day-by-day account of the operations of the squadrons (434th, 435th and 436th) within the 479th Fighter Group. The exception to this is chapter three, which gives a photographic account of the USAAF Station P-377 at Wattisham. The book is completed with the appendices, of which there are eight. These include a list of commanding officers, Group and Squadron aircraft identifications, Group and Squadron insignia, full lists of pilots and dates of service, a list of aircraft and their pilots, a full list of aerial victories, pilot losses and a complete list of Crew Chiefs. The final section consists of sixteen pages of colour side profiles, with one profile per page.

This is an excellent title from Schiffer and a really substantial book that is ideal for anyone with an interest in USAAF operations during WWII. It is therefore highly recommended to all.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders are dealt with by Bushwood Books (UK P&P is free, while all European orders are subject to a £5.50 postage charge), while all remaining orders can be sent directly to the publisher.
This is a reprint of the title in the Finnish Air Force History series that was originally published in 1977. This title covers the procurement, service record, individual histories and air victory tally of the Fiat G.50 operated by the Finnish Air Force. The greater part of the book is taken up with nice large black and white photographs, all of which have both Finnish and English captions. An English summary for the main text is included at the end of the title. The service history etc. of the six C.R.714s operated by the Finnish Air Force is also included at the end of the text. Over 170 photos, two pages of scale plans and three pages of colour profiles make up the entire package and if you like the G.50, C.R.714 or Finnish

Books in Brief

United - The Age of Flight
by W. Gonser & D. Fisher
Price: £27.00
ISBN: 0-9667061-1-0
Publisher: Pen & Sword Books
Format: Hardcover, 256 pages
Cover: Hardback with Separate Dust Jacket

This is a very much a "coffee table" title in that it is more about PI from United Airlines than anything else. The title is superbly produced and full of masses of images from the United Airlines archive, so it is very important. A narrative is written and charts the development of Air Mail services in the USA and the combinations of various small airlines that became United Airlines.

This is an interesting book, very visual with masses of large photos and other images. It is very much a US promotion and as such may well appeal to a few of you with an interest in advertising.

U.S. Naval Aviation
by Goodspeed & R. Burgess
Price: £12.50
ISBN: 0-96333-536-7
Publisher: Hugh Lauter Levin
UK Distributor: Gazzelle Book Services
Format: 240mm x 190mm, 252 Pages
Cover: Hardback with Separate Dust Jacket

This is a serious title, it is huge in format and no expense has been spared in its production. The cloth cover and large badge mounted on the cover all make for a quality product. The format that this title takes combines both period and modern photographs in black and white and colour, as well as other visual items like paintings, advertising posters etc. The narrative has been broken down into large chapters that deal with a specific element, event such as pioneer naval flight, pilots and carriers, carrier deck operations, pilot equipment, USMC operations, US Coast Guard operations, the Blue Angels, an account of a day in a US Navy carrier and finally a look to the US Navy operations in the 21st century. It is an impressive book, very visual with masses of large photos and other images. It is very much about promotion and as such may well appeal to a few of you with an interest in US Naval operations.

Lightning from the Cockpit
by Peter Cargill
Price: £19.95
Publisher: Pen & Sword Books
Format: 160mm x 240mm, 182 Pages
Cover: Hardback with Separate Dust Jacket

This new account from Pen and Sword has been written using a mass of recently declassified documents about the testing of the Lightning. Much of the material comes from BAABE Boscombe Down and Central Fighter Establishment reports of the era and this has been combined with personal accounts of those who flew the type. The text is very technical and looks at all aspects of the development and service use of the Lightning from the PIa through to the F.6. It is a very good title that takes a refreshing new look at the Lightning and it highlights many of the pitfalls in this type. It was certainly not an easy airframe to work on and the numerous development and service modifications that were made to the type throughout its development are well charted. This is ideal for all book war aviation enthusiasts and anyone interested in the Lightning.

Gulf War II
by Jarmen Quirini
Price: £19.75
ISBN: 0-954121-1-2
Publisher: TomCat Publishing Ltd
Format: 210mm x 305mm, 162 Pages
Cover: Hardback with Separate Dust Jacket

This is a new title on Operation Iraqi Freedom that it consists of a mass of colour photographs coupled with concise but informative text. The chapters deal with the build-up to war then move on to give a day-by-day account of operations in the first week of the war. The coverage then moves to deals with each of the American forces involved, e.g. USN, USMC, US Army. The coverage then looks at the British forces and Operation Telic, then the Australian forces and Operation Falconer. There is an excellent colour section dealing with all the artwork carried by all of the forces during the war and the title is completed with a roll at the return of the American and British forces return home.

This is an excellent title, packed full of colour images and lots of information that is ideal for modellers. If you are all interested in modern aviation or specifically in the Gulf War, then this book is for you.

The Rotary Aero Engine
by Andrew Hulme
Price: £19.95
Publisher: Science Museum
UK Distributor: Gazzelle Book Services
Format: 180mm x 245mm, 64 Pages
Cover: Laminated Card

This is actually a reprint of a title previously produced by HMPG in 1967. Basically this title is a historical study of the development and use of the rotary engine. It is extensively illustrated with period and black and white photographs. The text charts the development of rotary engines for the aero industry, then moves to look at them as automobile engines. This book is a look at each of the major rotary engine manufacturers, i.e. Nakajima, Daimler Benz, Daimler and Obermaier as well as other rotary engine manufacturers after WW2. The next chapter looks at the use of the rotary engine in WW2, as well as its ultimate demise. The fundamental operation of a rotary engine as well as diesel oil are also covered to give the reader an understanding of how the type worked. The useful book that is informative and well illustrated with photos, so it can be recommended to any of you with an interest in early aero engines.

Warrington's War
by Tony Spooner
Price: £19.95
ISBN: 0-907579-43-4
Publisher: Cricton Publishing
Format: 280mm x 210mm, 208 Pages
Cover: Laminated Card

Many of you, I am sure have seen the excellent Timewarp programmes on the recovery of the aircraft in which Adrian Warrington (DSO, DFC) USAF had duty. This new paperback from Cricton is a complete narrative of the life and times of Warrington, as well as the events that led to the locating of the crash site. Of his F5-S Lightning and its subsequent recovery in 1956. It is a different and interesting way of seeing that we can recommend to anyone interested in WW2 aviation as well as this unorthodox and rare title.

Cross & Cockade 2005 Calendar

I know this is not a book, but I thought that many of you would like to know about this calendar. It features a single page per month with full-colour artwork, is spiral bound and is of the highest quality.

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**The Bleriot XI at War**

by Gregory Alegi

Price: £12.00 (inc. P&P)


Publisher: Albatros Productions

Format: 210mm x 297mm, 38 Pages

Cover: Laminated Card

This is the latest and 10th edition in the Windsock Datafile series. As usual the narrative offers both technical and historical coverage of the chosen type, which in this case is the Bleriot XI. Although much has been written about the historical significance of the type, little has been done on its military use, so this title puts that right. The narrative is supported with a large number of period black and white images of these machines, all of which have extensive captions. The centre pages offer both 1/72nd & 1/48th scale plans of the XI and XI.2 versions. The title is concluded with a detailed look at the camouflage and markings applied to the type during its service career.

This is another excellent title from Albatros and it is good to see this type’s military history being covered. If you have any interest in early aviation then you will probably want to add this one to your library and it can therefore be highly recommended to all.

Our thanks to Albatros Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

Don’t forget that the latest edition of Windsock International (Vol. 20 No.5 Nov/Dec 2004) is also now available from Albatros Productions. It features a excellent articles on the building and detailing of the Arcoch 1/48th R.E.8, how to build scale wooden propellers, the history of the Bleriot XI in Australia as well as reviews of all the latest early aviation and WWI related kits, decals and books. It retails for £5.50 in the UK, so for more details contact Albatros directly.

**Supermarine Walrus & Stranraer**

by J. Knights & R. Wallgrove

Price: £9.99


Publisher: Mushroom Model Publications

Format: 165mm x 240mm, 128 Pages

Cover: Laminated Card

This is the latest ‘special’ from Mushroom Monthly in their ‘yellow series’. It is in the same size as previous titles, but after the previous 144 page release, this edition has reduced back to their usual 128 pages format. All the text and captions are in English and the text takes both a historical and technical view of the Walrus and Stranraer. The first thirty-two pages cover the Walrus, with a historical introduction, details of their operational use, details of those that have survived to this day and finally, details of each version produced. From page 33 to 40 similar, but more limited, coverage of the Stranraer is offered, then the book turns to cover both types from a purely technical viewpoint. This section includes scale plans, masses of photos of preserved examples and diagrams from the flight manual etc and runs from pages 41 to 105. The final twenty-three pages are all colour profiles, with either one or two side profiles per page.

It is good to see these types being covered and this is an extremely useful reference that can be highly recommended to all.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can get copies from MMD, and Australian modellers can purchase a copy from Platypus Publications.

**Salmon Aircraft of World War I**

by C.A. Owers, J.S. Guttman & J.J. Davila

Price: £19.99

ISBN: 1-891368-16-4

Publisher: Flying Machine Press

Format: 230mm x 300mm, 116 Pages

Cover: Laminated Card

Most WWI fans will be familiar with the excellent titles produced by Flying Machine Press from the USA, well this is the third titles in their Great War Aircraft in Profile series. It covers all aspects of the development and service use of the Salmons-Moineau S.M.1, Salmon 2, 3, 4, 5, 6 & 7 aircraft. The narrative has a chapter set aside for each version and the text although limited is very informative. The main bulk of each chapter though is photographic, with large period black and white images in abundance. Of course the more famous versions get more written about them, and details of service history and famous pilots, etc that flew them are also covered. Towards the middle of the title there are four sets of gatefold plans covering the SM.1 and two versions of the Salmons 4. These are followed by more pages of plans, although not gatefold, of all the remaining types in both 1/72nd and 1/48th scales. The last written section from pages 105 to 108 covers camouflage and markings of the series. This is followed by eleven pages of colour side profiles.

This is an excellent title, well written and produced and certainly one that can be recommended to all of you with an interest in aircraft of WWI.

My thanks to Flying Machine Press for the review sample. If you have difficulty tracking down a copy in the UK, contact their UK distributor, Gazelle Book Services, Tel: 01524 68785 or Email: sales@gazellebooks.co.uk.
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If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.
Events Diary

2005

- January 2nd: Croydon Aeronautical and Model Collectors' Fair at Croydon Airport Terminal, A23 Purley Way, Croydon, Surrey. For more information contact Tel/Fax 01737 822200.

- January 30th: Militaria 2005 at the Exhibition Centre, Stoneleigh Park, Coventry, Warwick. For more information contact 01283 820050.

- February 6th: Modelkraft 2005 hosted by Milton Keynes Scale Model Club at the Bletchley Leisure Centre, Milton Keynes. More details about Milton Keynes Scale Model Club and Modelkraft can be found at www.mksmc.co.uk.

- February 6th: Yorkshire Model Show 2005 hosted by the International Plastic Modelers Society at the Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW. For further details contact Francis Chapman on 01759 368 238 or 07932 965 202.

- February 12th: Fleet Air Arm Museum Show Contact Jon Jeffries or Tracy Ufford for details. Fleet Air Arm Museum, Box D6, RNAS Yeovilton, Ilchester, Somerset. Tel: 01823 846314. Email: marketing@fleetairarm.com or visit www.fleetairarm.com

- April 9th: Plymouth's Premier Model Show at Plymouth Guildhall. For further details phone Alan Edhouse 01752 262340 or Email: Alan@oldboyz.co.uk

- April 22nd & 23rd: IPMS Region 3 Convention held by the IPMS Surat/Shaw AFB Gamecocks Chapter at the Surat County Exhibition Centre; 701 West Liberty Street, Surat, TX 79540. For more information contact Tony Abbot, Tel: 803-481-5736. Email: acabbott@aol.com, write to 784; Arburn Road, Surat, TX 79543. Or visit www.surat-shawipms.ipms.org/convention

- April 23rd & 24th: Scottish National Scale Model Show at The Devsres Centre, Glover Street, Perth. Contact Willie Wood on 01259 722428 for further details or at trade stand space etc. Email secretary@scotnats.org.uk or visit www.scotnats.org.uk

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Can provide good home for an unmade 1/48th scale Classic Airframes Blenheim Mk VI. Must be intact with undamaged box. Call Mark on 01234 217487 (evenings)

Cooper Details 1/48th Westland Whirlwind and Conrail 1/72nd A.W. Albemarle. Good price paid. Contact Neil on 07708 755088 at 7pm GMT or Email: neil_castley@yahoo.co.uk

Kit catalogues from 1960s through to present (any quantity), especially Airfix, Matchbox, Tamiya etc. Also looking for unwanted kit instructions/handout cards and box top/colour option instructions etc to help me build up my reference library of same. Contact R.A. Franks at PO Box 436, Bedford. MK43 0WF or email me at SAMed@compuserve.com

Seeking E.M.C.S. postcards Nos: 6, 13, 17, 32, 34, 43 & 45 (sold at airshows in 80s & 90s). Any offers please to Chris on 0191 3627843 or grahamdunham@ffnet.co.uk. Fair price paid

PEN PALS

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Kit Krazy
USA Models
Plugh Models
Master Model
Meteor Models
Calendar Models
Model Design Construction
ModelKraft 2005
MPM
MPM Competition
North London Aviation
Panther Productions
Pare Parades
Pegasus Models
Podettbond
PocketBond Competition
Revell A.G.
RG Models
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