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SCALE AIRCRAFT MODELLING

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Fred at the Front

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Martin B-10

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SCALE AIRCRAFT MODELLING

March 2011
Vol.33 Issue 01

Features:

By Modellers for Modellers...: OK, as tired and overused as that statement is, it is strangely appropriate to commemorate 33 volumes of SA. You listened to the naysayers when I took over there was not another volume left in this old girl, yet here we are.

Scuttlebutt Lodge changes continue...

You will have noticed that Mike was a bit late with getting us the "Mike Meets" section last issue so that now debuts here. Bob Sanchez, of Two Bob's aviation Graphics was kind enough to be our Guinea Pig and gives us a candid and earnest look into his world.

P.38: Aviation in Profile Special:

Martin B-10

The Martin Model 123 was a pioneering design, being the first all metal monoplane bomber to go into service with the United States Army Air Force and had the distinction of having a superior performance to all of the pursuit aircraft of the USAF in 1934. With rotating turrets, retractable landing gear, a full bomb bay and fully enclosed cockpit, it set the design standard for future bombers instantly shoving everything that preceded it into obsolescence. However, rapid technical advances meant that its reign was short lived, as we find out beginning on page 37.

P.51: Wingnut Albertros

Mick Capell ticks into another Wingnut Wings kit, this month the Albatros D.V gets his attentions.

P.56: Fantastic Fred

After an eternity of waiting for a 1:32nd scale Bf 109F, Jamie Haggio wasted no time in getting the Hasegawa kit together and gives us something outstanding to look at as a result.



PHOTOGRAPHY: IAN FORTNUM
ILLUSTRATION: IAN FORTNUM
ART: IAN FORTNUM
DESIGN: IAN FORTNUM
LAYOUT: IAN FORTNUM
COVER: IAN FORTNUM

Compact Build Reviews:

P.12-36: Our dedicated expert team of modellers examine recent kit releases for your reading pleasure. Once again we make an effort to span the full spectrum of aviation in an effort to bring you something a little out of the ordinary and this month is no exception. Yoav brings us a compelling feature on the Sharaf, Neil pops in with a minuscule Colt and poor Karl tests his limits with the F-RSIN DC-7 in 144th scale. I do so love to try Karl's patience! If you have any suggestions for seriously difficult kits we can get Karl to make, please drop me a line at jay@regallitho.co.uk... Karl will be so pleased.



The Marketplace:

P.64-75: Jay Laverty, Mick Capell, Brian Wakeman, Massimo Santarossa, Karl Robinson, Yoav Efrati, Jennifer Wright and Mike Reeves bring you the latest in kits, book reviews, resin and decal releases, photographed and put on display for your perusal.

The Tailpiece:

P.77-79: Where to find the products featured in the magazine, and what you can expect in the next issue of SAM.

- What's happening close to you and across the globe in the Events Calendar
- Who to contact for information, comments and subscriptions to SAM

Do you play an instrument as well as model? In a band? Tony Bourke and I have created a facebook page for musicians who also model, imaginatively called "Modelling Musicians". I play the drums myself, so some would say I just hang around with musicians, but I am sure Buddy Rich would disagree.

facebook



The Future is Encouraging...

A few days before writing this editorial I had some terrible news. I could tell straight away from the tone of my Dad's voice that something I was not going to like was coming and when he told me that my Aunt Maureen had passed away I was devastated.

She was the ideal Aunt. I could tell all of you about how happy she was, loving and always up for a laugh, but only people who knew her could relate. What is important here in terms of the magazine, is the effect she had on my modelling.

She and my Uncle Ray always supported my hobby, buying me a couple of kits at Christmas and one for my birthday on a regular basis. Easter as well on occasion, if I remember correctly. I remember like it was yesterday getting the Tamiya motorised 1:35th scale Jagdpanther and Centurion for Christmas one year.

In many ways my Aunt Maureen played a key role in what I am doing today, just like my Parents, Grandparents and the rest of my family who supported my interest in the hobby over the years. It is easy to take for granted the role that every member of your family play in the formation of your values and habits, but the death of someone so loved caused me to reflect upon this. Despite being quite distraught, I found myself thinking about many people I loved and had not thought about in ages, so I took solace in that.

As I sit here writing this from one side of the table while my son plays with his Lego on the other, I wonder if his generation will get the same support. We all instantly blame video games for children's lack of interest in modelling but I think it goes far deeper than that. Kits are getting expensive and harder and harder* for Aunts and Uncles to pick up for Christmas and Birthday presents. Department stores are not nearly as well stocked as they used to be and in the UK when you mention model kits being bought for presents, Woolworths is generally five or six words away. Woolworths is long gone now and I personally don't feel the kit manufacturers are doing enough to get gift set kits into the major supermarkets. Not just some old re-pops of ancient and poor fitting kits with paints and glue thrown in, modern new toolings that will not only be fun to make, but be relatively easy to build as well.

Do we as parents encourage our kids as much as we could? Is the video game or television an easier option rather than actually spending time with them doing an activity like making models? I am certainly guilty of that myself, depending on my mood. After a day of modelling or writing about modelling, the last thing I want to do is make more models...

All I can hope for is that there will still be a steady flow of Aunt Maureen's encouraging more young minds in our hobby.

Until next month,

Jay Laverty Managing Editor

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Clive's Column:

Not just another SAAB story – Gripen stuff!

Hard on the heels of the seventieth anniversary of the Battle of Britain last year came another seventieth anniversary – the founding of the Swedish aircraft manufacturer Svenska Aeroplanaktiebolaget – **SAAB**.

If you want to model the history of this important and innovative manufacturer – and at the same time pretty much tell the post-war history of the Swedish Flygvapnet – a small collection of half a dozen aircraft models might begin to do it justice. The Swedes have actually been quite well-served by the kit industry over the years.

My themed collection of Flygvapnet aircraft in 1/72 was started way back in the mid-eighties but was never really completed, stalling at only five SAABs – the Heller J21A, J29C Tunnan and J35F Draken, Matchbox AJ37 Viggen (eek, that hellish splinter camouflage!) and a Marivox J22. Oh, and an Airfix Scottish Aviation Bulldog as the Swedish camo and blue / yellow

roundels suited it so well!

When I started this theme, every kit manufacturer worth their salt had already kitted the Draken and Viggen. Kits of some of the other aircraft were harder to come by. Heller then earned the undying gratitude of Swedish modellers by kitting the J21, Safir, Tunnan and Lansen in close succession. It had always been my intention to complete the set; at least all the kits are all still out there although some may be easier to find than others. Indigenous Swedish manufacturer Marivox followed Heller's lead with some of the more obscure SAAB types, the J22, B17 and 105. (See their website at www.fly.to/marivox for more details.)

It would be good if the Heller kits were to come around again and the Draken has been more recently kitted by Hasegawa. It's certainly time for a more up to date Viggen, while the only SAAB B18 I can find is the rather expensive Korat resin. For the truly esoteric, try the old vacform Broplan conversion to turn the pusher-prop. Heller J21A into the jet-engined J21R – not for the faint-hearted....

I have most of these kits in my stash, along with an 105C from Pegasus and a couple of Gripens – so now there really is no excuse for not completing a generous baker's dozen of SAAB's finest. But then how about the Flygvapnet's use of Spitfires, Vampires and Hunters? Oh, dear – no wonder I never seem to get anything finished!

Aviation News

A first look at China's 5th generation fighter, the Chengdu J-XX [J-20] Stealth Fighter Prototype.



In November 2009, General He Weirong, deputy commander of the People's

Liberation Army Air Force (PLAAF), confirmed long-standing speculations that the PLAAF was developing fifth-generation fighters, which may be in service within 8 to 10 years, and certainly by 2020.

Making an appearance on Chinese internet sites late in December 2010 were pictures of what appears to be the first prototype of this fighter. Developed by Chengdu Aircraft, the J-XX (J-20) is a potentially highly capable stealth based fighter/bomber prospect.

Very similar in size to an F-111, this first-of-type prototype employs stealth shaping that is without doubt considerably better than that seen in the Russian T-50 PAK-FA prototypes and, even more so, than that seen in the intended production configuration of the F-35 Joint Strike Fighter. The design appears to be largely built around similar stealth

shaping rules that are employed in the F-22 Raptor.

Sporting a large dihedral canard-delta wing configuration; with a pair of outward/rearward canted all moving tails; and, similarly large, outward canted ventral fins/strakes which, if all moving like the tails will make for some quite advanced capability options in the areas of controllability and manoeuvrability. There is little doubt this configuration is intended to provide good sustained supersonic cruise performance with a suitable engine type, and good manoeuvre performance in transonic and supersonic regimes. The PLAAF have not disclosed any engine types but there are rumours that the Russians have supplied supercruise capable 117S series engines, though these would likely not be sufficient to extract the full performance potential of this advanced airframe yet.



In the Pipeline

We keep our ear to the ground and bring you the news on the kits and bits due to hit the shelves near you soon..

We start this month with news that we now officially have a 'Pestering of Lynx'...yes, that's apparently the collective noun for them! With Airfix having already announced various versions of the **Westland Lynx** in 1:48th scale, **Revell** have now included a **1:32nd scale** version in their 2011 release schedule. It is listed as a **Westland Sea Lynx Mk.88/HAS Mk.2** and due for release in October 2011. Maybe a nice new tooled 1:72nd scale option will appear soon to complete the set.

Whilst on the subject of **Revell**, we can now show some pictures of the test shot of the long awaited **1:32nd scale Heinkel He 111P** kit. Things look very promising and a release date during second quarter 2011 is now set. Also available at the same time will be a **Revell** Photo Etch detailing set providing additional details for the **He 111P**.



Dragon/Cyber Hobby has announced a new **1:72nd scale** plastic kit of the **F6F-5N Hellcat**. This is the first American item in the Wing-Tech range. It can be built with wings folded up or down, and has complete engine detail that can be shown open. Panel lines are laser engraved to ensure consistency, even on curved surfaces such as the fuselage. We look forward to seeing how this kit shapes up when it is released in March! Retailing at £29.99, it had better live up to billing!



Airfix have also been in the news with a listing of their offerings for the year ahead. There are a few new tooled kits, including a warmly welcomed **Folland Gnat in 1:72 scale** (how about a 1:48 scale one as well please Mr Airfix?), as well

as some pleasant re-releases, such as the superb **English Electric Lightning F.2A/F.6** kit in **1:48** scale. There is no mention of the F.1/F.2/F.3 boxing, but we can hope that this will also re-appear soon.

New Tool 1:72

- A01003 Curtiss Tomahawk P-40B
- A01005 Mitsubishi Zero A6M2b-type 21
- A01006 Folland Gnat
- A02010 Supermarine Spitfire Mk1/MkIIa
- A04053 Fairey Swordfish Mk1

New Tool 1:48

- A50112 Westland Lynx HMA.8

Re-Release 1:72

- A01054 DH Chipmunk

- A02014 Aichi D3A1 "Val"
- A02019 Arado Ar196
- A02021 Vought Kingfisher
- A02022 Douglas Dauntless SBD 3/5
- A03031 Grumman J2F-6 Duck
- A06007 Handley Page 0/400
- Re-Release 1:48**
- A06103 Supermarine Seafire FR46/FR47
- A09178 English Electric Lightning F2A/F6



The SAM Quiz

Think you are clever? Have a bit of fun and test your aviation knowledge in our monthly quiz...

- 1:** What was the original designation of the first Lancaster prototype before it was re-named?
- 2:** When did the prototype BT308 first take to the air?
- 3:** Which was the first RAF squadron to convert to the

Lancaster, and when did this take place?

4: Out of all the operational Lancasters, how many survived to complete 100 successful operations during the war?

5: In which year did the last operational RAF Lancaster end it's career?

For the answers visit: www.scaleaircraftmodelling.com

Legendary Ancillary

A look at those vital tools and accessories that are essentials for the hobby, although many of us take them for granted. What may be standard kit for some may be new to others.

Tools: DACO Decal Setting Solutions

A fantastic set of decal setting solutions from DACO products covering any decal setting needs that you have. Available



in 3 strengths, soft, medium, and strong, these will set nearly any decal, thick or thin,

flawlessly onto your model. I've recently used them for the first time and was very impressed with the results. Available directly from DACO

products via their website listed

Stock Code: DPR01a (soft) 01b (medium) 01c (strong)

Price: €5.00 each, or €12.50 for the set

Availability: <http://ultra.glo.be/daco/>

Fairey Delta 2 Crown Copyright



This Month in Aviation History

SAM presents to you some of the historic aviation events that have taken place during the month of March throughout the years.

2nd March 1949 – A B-50A of Strategic Air Command, USAF, completes the first nonstop round-the-world flight of 94 hours 1 minute. Flying a distance of 23,452 miles the B-50A is refueled four times by KB-29 tankers before landing back at Carswell AFB, Texas.

2nd March 1969 – The first Concorde prototype 001 makes its first flight and stays airborne for 29 minutes.

3rd March 1960 – The longest nonstop flight made by an RAF aircraft is completed when a Vickers Valiant B.Mk.1 flies around the British Isles for a total distance of 8,500 miles aided by two in-flight refuelings.

10th March 1925 - One of the most outstanding flying boats of its day, the Supermarine Southampton, makes its first

flight. It remains in service for 12 years, longer than any other flying boat before Sunderland.

10th March 1956 - The first aircraft to exceed 1,000 mph is the Fairey Delta 2. Piloted by Lt. Cdr. Peter Twiss, it reaches a speed of 1,132 mph.

15th March 1938 - De Havilland D.H.88 Comet G-ACSS begins a record-breaking flight from England to New Zealand and back for what some regard as the most notable success of the Comet's achievement: a return flight time of 10 days 21 hours 22 minutes.

22nd March 1989 - The Antonov An-225 establishes 106 new Federal Aeronautique Internationale (FAI) world records in several classes, most important of which is a speed of 505.2 mph carrying a

payload in the 70-155 metric ton class around a closed circuit of 1,243 miles.

23rd March 1948 - Group Captain John Cunningham sets a new Federal Aeronautique Internationale (FAI) ratified world altitude record of 59,446 ft. during tests with the third production D.H. 100 Vampire.

25th March 1917 - One of the greatest fighter pilots of WWI, Canadian born Lt. Col. William Avery Bishop, scores his first aerial victory over an Albatros single-seat fighter while flying a Nieuport.

27th March 1968 - Yuri Gagarin, first man in space during 1961, is killed in the crash of a MiG-15UTI trainer near Moscow.

The Plastic Practitioner

The Doctor is In...
Help! There are bubbles in my airbrush...



One of the most common questions I get asked is why sometimes, when the trigger is depressed on an airbrush, bubbles rise in the paint cup. This can be a worrying thing when it first happens to you, but it is generally nothing to be alarmed about and is generally caused by a blockage or build up of paint somewhere in the airbrush.

Correct flushing of the airbrush after use will prevent any build-ups, but you should give your airbrush a thorough maintenance clean on a regular basis (every couple of weeks should suffice).

Mike Meets... Bob Sanchez

A fitting
subject for his
first column,
Mike Reeves
interviews his
good friend
and proprietor
of Twobob's
Aviation
Graphics.

USAF Archives





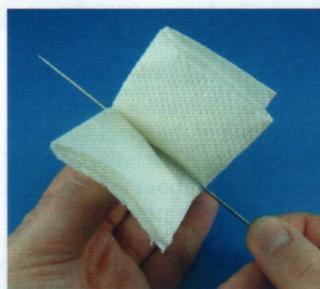
The Basic Equipment. For cleaner I use Isopropyl Alcohol which shifts 99.9% of Acrylic paint, but occasionally revert to Cellulose thinners to shift those stubborn accumulations. A pipette for applying cleaner to parts, a Superfine Microbrush, a modified Interdental Brush extended to reach further into the airbrush, A piece of fine copper wire, cotton buds, a small tub or pot, and finally some regular kitchen towel.



First strip down the airbrush. Follow the procedure as it is laid out in your manual and be sure to keep track of the parts.



Place the nozzle cap and head into some cleaner in order to shift any persistent paint build-up. An Ultrasonic bath will make short work of this as well.



Pulling the needle backwards through a folded paper towel soaked in thinner will clean it perfectly. Never push it forwards through the towel as you risk damaging the needle or impaling one of your digits on it!



An Interdental brush soaked in cleaner is ideal for cleaning the paint chamber ahead of the cup, as you will inevitably find a build up in here over time.

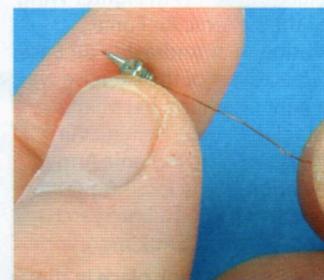


A cotton bud dipped in cleaner is ideal for cleaning the insides of the paint cup.



The most likely cause of bubbling in the cup will be some debris clogging the

nozzle tip. Always clean the nozzle from the rear, NEVER the front and never apply pressure. The nozzle is tiny, fragile and extremely important.



A length of copper wire of a smaller diameter than the nozzle aperture can be used as a reamer to remove any stubborn build-up. Always from the rear and never in a back and forth motion.



Before re-inserting the needle run a pea sized amount of lubricant (Vaseline will do) along the needle. Always insert the needle carefully from the rear

SAM: Thanks for taking the time to speak to Scale Aircraft Modelling Bob, we are grateful for your time. I suppose the best place to start would be at the beginning... What is your earliest modelling memory?

BOB: When I was 10, we were stationed at Clark AFB, PI. My mom bought me a Revell 1/32nd scale P-51B Mustang so I would "do something when it's not baseball season".

SAM: Who had the greatest influence on your modelling?

BOB: My mom for sure. She fed my sickness and was keen enough to see that I liked the history behind the subjects by enrolling me in The Military Book Club.

SAM: Is there a person whom has proved an inspirational figure in your life (even if they are not a modeller)?

BOB: SMSgt Sherlock Carter for sure. He was a great mentor to me when I was in the USAF. He did it the right way and he cared enough about me to teach me how to "do it the right way".

SAM: What inspired you to start your business?

BOB: MSgt Tom McAndrews is the reason for it all. He was my boss/best buddy in the AF and when he retired, I built a model of our jet for him. That planted the seed and got Twobobs started.

SAM: What direction do you see your business taking in the foreseeable future?

BOB: More decals with the possibility of more "limited release" products that have more bells and whistles than traditional decal sheets.

SAM: What is your favourite aircraft of all time?

BOB: A-10 Warthog, no contest. Pretty much anything that does CAS is on that list due to my keen interest in the CAS/JTAC mission set.

SAM: What is your favourite model kit you have ever made?

BOB: Has to be the 1/32 Revell P-51 Mustang since it's what got me started!

SAM: Is there an aircraft out there that desperately needs to have a kit made of it?

BOB: New tool Vigen. One of the most beautiful aircraft ever made and sorely in need of an upgrade.

SAM: Where do you see the hobby in ten years time?

BOB: That's a tough one. Just when I think I see a trend, the market shifts. One thing I did see coming a decade ago was influx of 3D/CAD in the aftermarket resin game. Talal Chouman with TAC Scale Dynamics started it years ago and Eduard has really upped the ante in the last year. Kids need to keep building; it's a tough thing to do but somehow, we need to figure out how to make that happen.

Thank you for taking the time to answer these questions for our readers and us and we wish you all the best for the future.

Israeli AH-64 "Saraf" in Greece – Exercise Morning Wind.

During October 2010, Operation Morning Wind took place at the 117th Fighter Wing of the Hellenic Air Force, stationed at Andravida Air Base, Greece. Part of the exercise was a joint operation between the Israeli Air Force, Hellenic Air Force, and the Hellenic Army Aviation Corps, focusing on the operation of Combat Search and Rescue (CSAR) operations. The Exercise took place in the Peloponnese peninsula and the Ionian Sea, at day and night. Composite Helicopter formations were used simulating many of the scenarios involved with Combat Search and Rescue, including those with and without air combat, and simulated airfield attacks. Participating forces consisted of the following:

Israel

3 Saraf Longbow Apache's (AH-64), plus one reserve, from 113 Squadron "The Hornet Squadron" based in Ramon AB. 3 Yanshuf 3's (UH-60's) plus one reserve, 2 each from 123 Squadron "The Southern Bells Squadron" based at Hatzetim AB and 124 Squadron "The Rolling Swords Squadron" based at Palmachim AB.

Greece

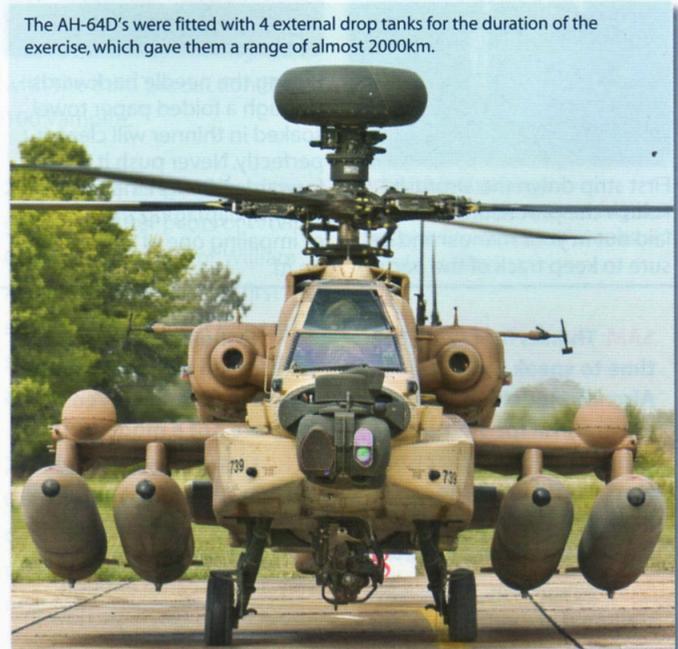
1 Super Puma from 384 Puma Squadron based at Elefsina AB. 2 AH-64A Apache's, plus one reserve, from the 1st Attack Helicopter Battalion of the Hellenic Army based at Stefanovikio AB. 6 fighter aircraft from the current SOT (Fighter Weapons School) class that uses a pool of



The Israeli AH-64D's arrived at Andravida AB after stop offs in Cyprus and Carpathos, Greece.

F-4E AUP, F-16 Block 30, F-16 Block 52+, Mirage 2000-5 and Mirage 2000EGM. 1 CROTALE Air Defence Battery. The Israeli Brigadier in command of the Israel Air and Space Force detachment spoke very warmly about the high level of cooperation and the

smooth way in which the exercise was conducted. He stressed the fact that the men and women under his command were able to train in an unknown territory for them and invited the Hellenic Air Force to train in Israel in the near future.

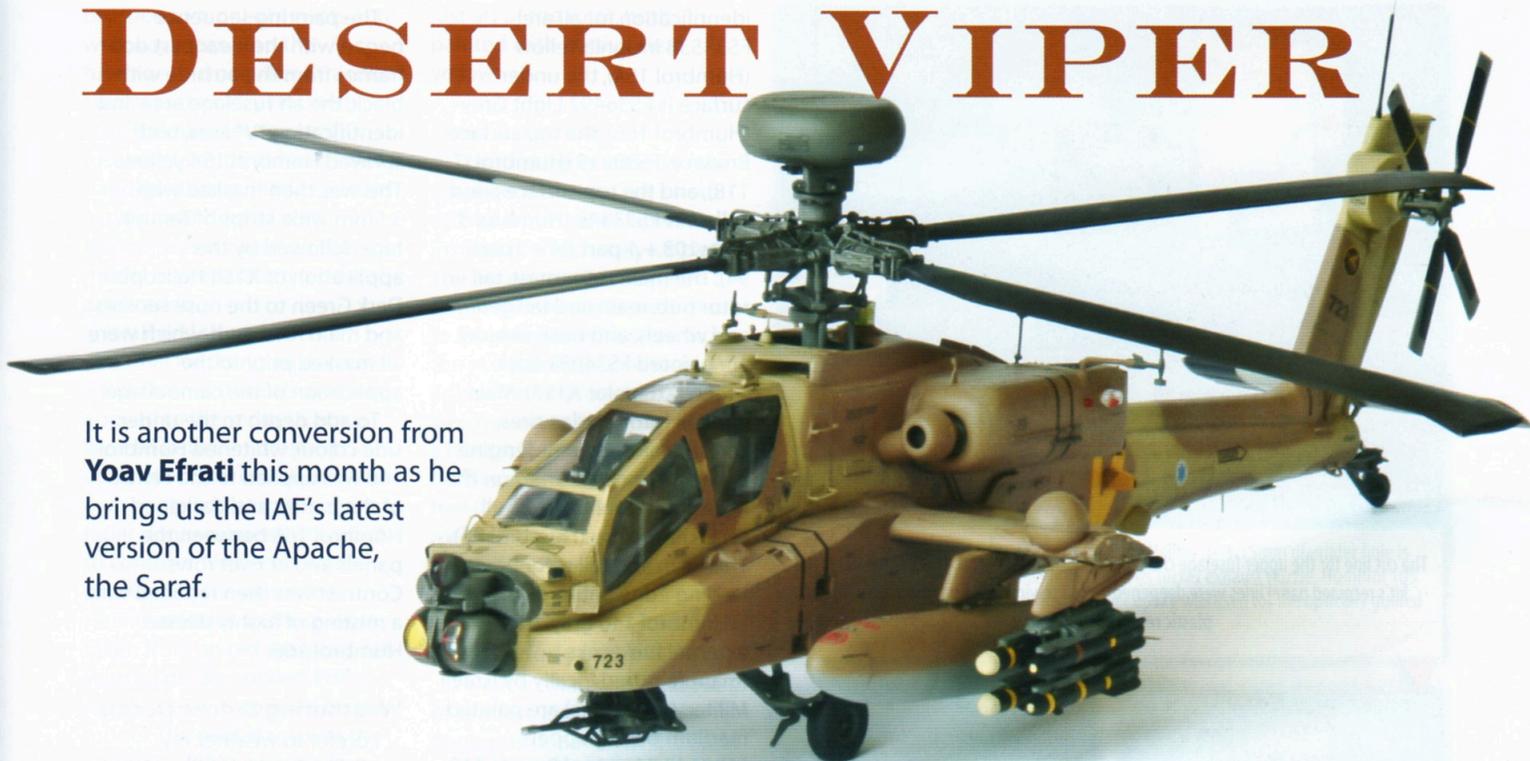


The AH-64D's were fitted with 4 external drop tanks for the duration of the exercise, which gave them a range of almost 2000km.



At home the Israelis fly their Apache's in flat desert areas and medium altitude in order to use their sensors at maximum and avoid RPGs. In this exercise they made low level flights in hard mountain terrain.

DESERT VIPER



It is another conversion from **Yoav Efrati** this month as he brings us the IAF's latest version of the Apache, the Saraf.



AH-64D Apache Long Bow

Availability: Hasegawa stockists via Amerang

Stock Code: PT42

Scale: 1:48

Price: £29.99

Recommended Minimum Skill Level: Intermediate

Author's Additional Investment: Moderate

Optional Extras Used: IsraCast Resin conversion (48031)
IsraDecal's (IAF-81 & IAF 53)

Paint used: Xtracolor, Humbrol & Tamiya

Special Tools and Accessories: Fuse wire / Plastic rod & SAM metal ruler-template



Cast Lead

The Israeli Air Force version of the AH-64D-I, called the Saraf (Hebrew

for Black Viper), entered service with the IAF in April 2005. The Saraf replaced the AH-64A Peten, operated by the Hornet squadron since 1990. Some of the AH-64A airframes operated by the squadron were transferred to the Magic Touch squadron while others were sent to Boeing's Arizona facility for conversion to AH-64D standards. Since its introduction into service, the Saraf has participated in the "Second Lebanon War" during the summer of 2006 and the winter 2008/2009 operation "Cast Lead" against Hamas in Gaza.

Specific Issues

Hasegawa's reissue of the AH-64D Longbow in Japanese Army air force colours contains parts and revised instructions

that are specific to the Japanese version of the Longbow. In order to turn Hasegawa's Longbow into a Saraf, IsraCast Resin's conversion set (IC-48012) and IsraDecal sheet IAF-81 are needed. IsraCast's conversion kit contains 27 resin parts, 32 photo etched parts and a 16 page booklet with 26 black and white detail photos of the actual aircraft. Most of the parts offered in the conversion kit were used in this build with the exception of the photo etched fuselage fairing aft cooling vents, which I found to be well moulded in the kit.

Disco Fever

Hasegawa's instruction sheet is specific to the Japanese version and actual Saraf photos were essential when choosing the applicable parts found in the kit, some of which were marked 'not for use' out in the printed parts call out. The

deviations made from the kit

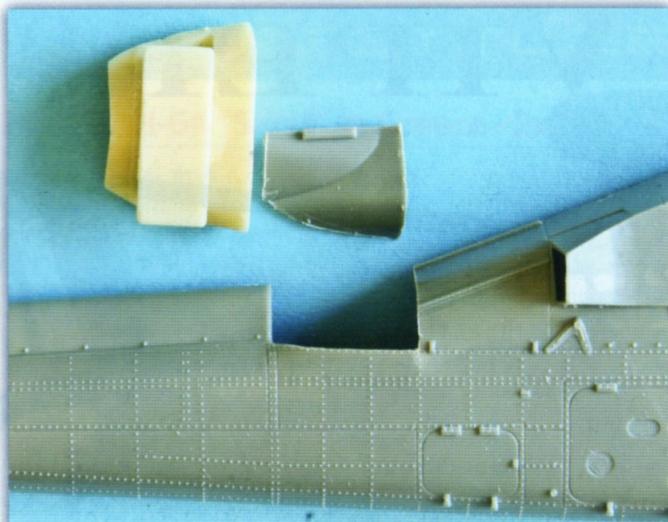
instructions include the use of IsraCast cockpit parts, chaff/flare dispensers atop the aft fuselage, wing pylons, fuel tanks, all the required resin lumps and bumps, photo etched "disco light jammer" aft of the main rotor, (not provided in the kit) and wind screen wipers. Deviations made using kit parts include the use of the early forward TADS upper turret assembly, removal of the tail boom chaff flare dispenser, and replacement of all the kit's plastic grab handles with hand made metal replacements.

One of the annoying things in this kit is the mismatch found on the lower fuselage halves. This required extensive sanding that obliterated the embossed rivet detail. This detail was restored by indenting rivet holes using the Scale Aircraft Modelling razor saw.

Local Modification

The Saraf is built by Boeing in the United States and is painted in US Federal Standard 595b colours. The





The cut line for the upper fuselage chaff/flare housings falls on the kit's panel lines. The kit's recessed panel lines were deepened with a sewing needle and the unwanted plastic removed with a saw.



IsraCast's instructions show the left fuselage fairing cut at its centre in order to nestle the stub wing in between. The same result can be obtained by removing the aft overhang of the fairing at the kit provided panel line..



By cutting off just the upper aft section of fairing and installing the stub wing and fairing at the same time, you can save yourself cutting off the fairing completely.



The raised rivet detail surrounding the kit moulded tail boom chaff/flare dispenser base was masked with thick vinyl tape and removed with blade and sanding stick.



Cockpit tub with the IsraCast resin alterations visible..



The overall cockpit colour is Humbrol 67 Dark Gray, with a Humbrol 33 wash, consoles dry brushed in Humbrol 140, and Xractor X618, Humbrol 21 and Humbrol 2 used for the screens.

identification for all are: FS33538 Insignia Yellow (Humbrol 154), the under surface is FS36492 Light Grey (Humbrol 166), the top surface Brown is FS30219 (Humbrol 118), and the top surface Sand Yellow is FS33448 (Humbrol 3 parts 103 + 1 part 84 + 1 part 94). The main rotor mast, tail rotor hub, main and tail gear and wheels, and nose sensors are painted FS34031 Dark Green (Xtracolor X153). Main and tail rotor blades, tires, cockpit canopy frame, engine exhausts, and FOD matt on the horizontal stabilizers are all semi-matt black (Humbrol 85). The main and tail rotor blade leading edge anti-erosion paint is Humbrol 140 gray. The external fuel tanks (manufactured locally by Israeli Military Industries) are painted medium brown uppers FS30145 (Humbrol 3 parts 110 + 1 part 119) with FS36280 lowers (Humbrol 140).

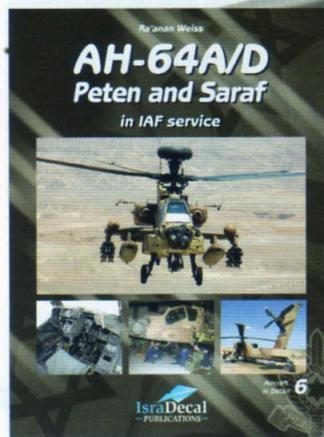
The camouflage pattern on the Saraf is difficult to depict between the engine nacelle and the wing pylons. To spray this area, the engine nacelles must be left off until after the fuselage is painted.

The painting sequence began with the clear part door frames from the outside with black, the aft fuselage area and identification "V" area, both sprayed Humbrol 154 yellow. This was then masked with 3.5mm wide strips of Tamiya tape, followed by the application of X153 Helicopter Dark Green to the nose sensors and main rotor hub, which were all masked prior to the application of the camouflage.

To add depth to the under side colour, whitened Humbrol 166 was applied to the centre of the panels and darkened Humbrol 166 between the panels and at rivet rows. Contrast was then reduced with a misting of highly diluted Humbrol 166.

Weathering Before Decals

I prefer to weather my models prior to decal application, as this allows me to spray a corrective paint layer if necessary. Thinned Tamiya X-19 smoke was applied to the recessed detail and rivets, as well as the exhaust slipstream. Excess smoke was removed with a swab dipped in Tamiya thinner. White was added to the Humbrol 118 Brown and the mixture dry



Further Reading: IsraDecal Publications: AH-64A/D Peten and Saraf in IAF service

Availability: IsraDecal.com & Good Booksellers worldwide

brushed to highlight rivets and walkway areas atop the fuselage and nacelles. Xtracolor steel was then dry brushed atop the nacelles, forward fuselage fairings, exhausts and hand hold areas. Pledge Future acrylic clear diluted with alcohol was sprayed on the model in preparation for decal application.

IsraDecal sheet IAF-53 is essential for doing an accurate Saraf. Over 220 decals are to be applied to the model. Each is layered between brushed on coats of Future. Decals applied over rivets and atop the rotor radar dome required Solva Set to conform. No decals were provided in the kit for the Hellfire missiles so these were taken from an old weapons set. With all decals applied, Polly S Acrylic Flat was sprayed on the model. The next stage was the addition of the various sensor lenses and reflectors.

Bare Metal Foil Chrome was applied to the forward right hand sensor and to the IsraCast photo

etched "disco light"

just aft of the rotor, both painted with Tamiya clear yellow.

Final Assembly

The final items added to the Saraf were the IsraCast photo etched windshield wipers instead of the chunky kit parts. The nacelle probes required a 5-minute two part epoxy glue to fair them into place, as did the pre-painted clear position lights. The kit provided brass whip antenna was installed into a hole drilled atop the vertical fin. The previously painted gun, fuel tanks, missile clusters, tail rotor and main rotor sub assemblies were the last items added.

Acknowledgements

I want to thank Ra'anán Weiss of IsraCast/IsraDecal for his generous donation of the Saraf conversion set, Decals, and reference information.



For the AGM-114L radar guided version of the Hellfire, a 1.15mm diameter hole is drilled at the aft end of each missile to depict its rocket exhaust nozzle. Humbrol 105 was used for the AGM-114L radome and clear epoxy was used for the optically guided Hellfires.



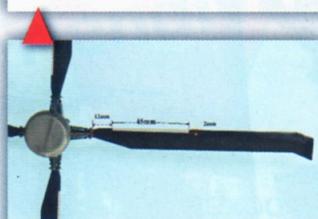
Bare Metal Foil and round plastic chrome reflective lenses tinted with Tamiya clear yellow, green and blue provide the lower nose sensors.



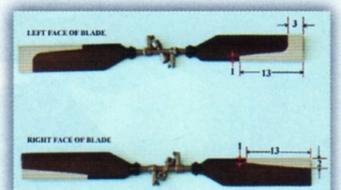
Canopy masked and ready for painting. Note the nose section upper sight used here differs from the Japanese version shown in the kit's instructions.



Under side raised rivet detail lost during the fuselage assembly was restored using the Scale Aircraft Modelling metal scale rule.



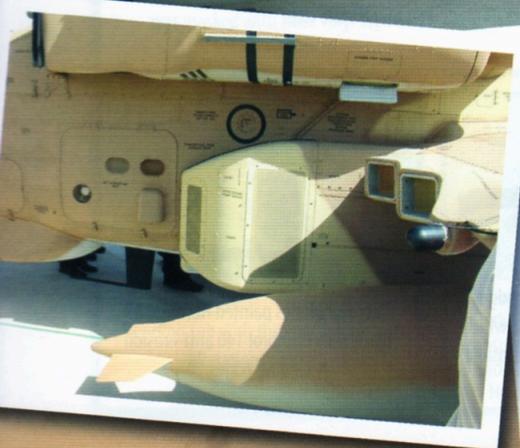
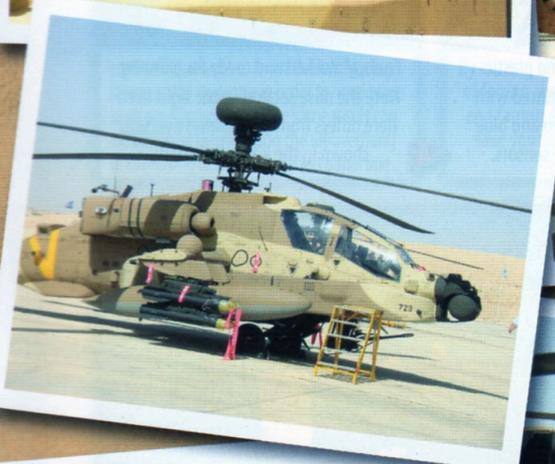
The main rotor blades leading edges were painted Humbrol 140 Gray, which was masked to create the anti-erosion, strip.

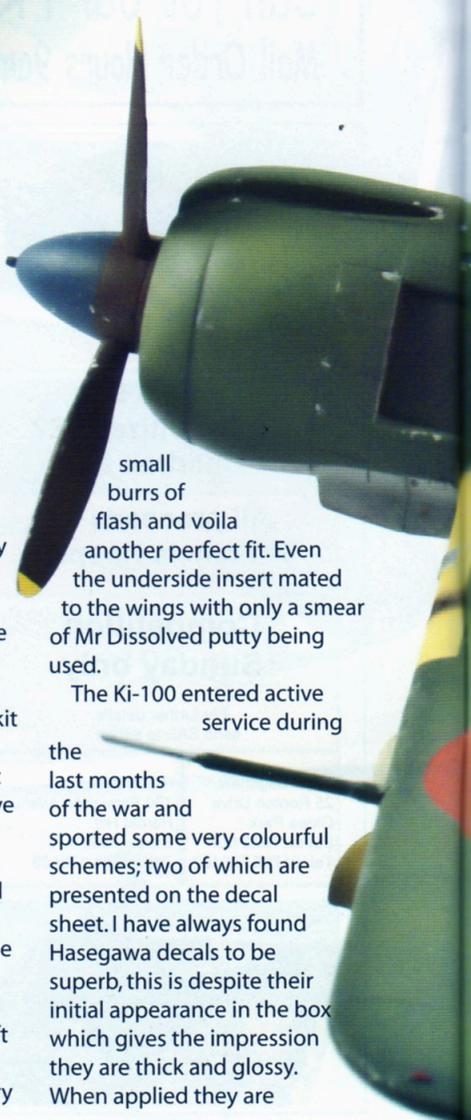


Tail rotor blades painted Humbrol 85 black with Humbrol 140 anti-erosion leading edges.

IAF Saraf in Detail

Photo's by
Yoav Efrati.





Kawasaki Ki-100-I Otsu Type 5 (Tony)

Availability: Hasegawa stockists via Amerang (UK)

Stock Code: 09908

Scale: 1:48

Price: £29.99

Recommended Minimum Skill Level: Novice

Author's Additional Investment: Minimal

Optional Extras Used: Plus Model Lead Wire

Paint used: Tamiya acrylics & Alclad 2 Lacquers

Special Tools and Accessories: MasterCasters sanding sticks/ Sponges, Micro Sol decal softener, & Gunze Mr Dissolved Putty



Radial engine aircraft have always been a favourite of mine, the Bristol Beaufighter,

F6F Hellcat and Focke-Wulf 190A, to name but a few. It is not that they are as aesthetically pleasing to the eye as their inline counterparts it is that they just seem to have a rugged raw power about them that I find appealing.

However one exception to the rule is the Ki-100-I Otsu, believe it or not this is the ultimate development of the stunningly streamlined Ki-61 Hien, (probably the best looking Japanese fighter of the war) with the HA140 (a licence built DB601) inline engine replaced with a 'stonking' great radial monster.

Love it or hate it, despite the significant addition to its waistline this development of the Tony turned out to be the

best Japanese fighter of the war and was able to hold its own against Hellcats and Mustangs alike.

From past experience of Hasegawa and Tamiya kits I knew I would be in for a treat when building this model as they tend to put their best effort into native subjects and I was not wrong! The plastic is exquisitely detailed and crisply engineered and upon opening the box and test fitting some of the parts all the usual metaphors, superlatives and clichés sprang to mind.

The problem for me with a kit like this is trying to find something to say about it that would fill a review article. I have to admit I tried hard to find a fault or problem area that had to be overcome so that I could write it up. Happily, I failed dismally and there was not one area that did not fit together perfectly; perhaps the canopy was a little too tight but a swift and gentle pass with the sanding stick removed the very

small burrs of flash and voila another perfect fit. Even the underside insert mated to the wings with only a smear of Mr Dissolved putty being used.

The Ki-100 entered active service during

the last months of the war and sported some very colourful schemes; two of which are presented on the decal sheet. I have always found Hasegawa decals to be superb, this is despite their initial appearance in the box which gives the impression they are thick and glossy. When applied they are



The wiring was made with Plus Models Lead Wire, which is easier to shape than copper wire.

commendably thin and conform brilliantly to all the detail and complex curves, which is a good job when you consider all the markings seen on this model are decals which includes the white tail flash and fuselage bands.

There has been much debate regarding the weathering of Japanese airframes, which can range from heavily worn paintwork to squeaky-clean "fresh off the production line" examples. Given that the Ki-100 only saw limited service in

the closing months of the war and came from the training division, it likely had only moderate paint damage at worst. However, as it was used as a last line in defence of the homeland it probably did see frantic action in the closing months of the conflict; I decided to go with the middle ground.

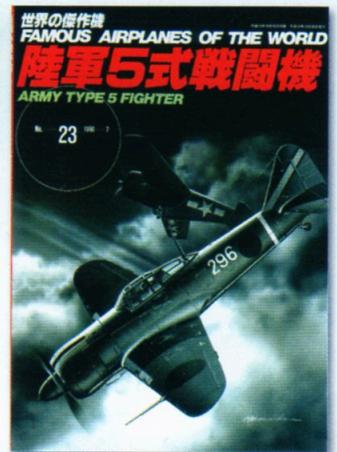
As I like the artistry of weathering, after fading and shading the paintwork to my liking I added a few chips around high wear areas.

Before I knew it I had a finished model before me, in fact this took less than a week from box to

finish, which equates to approximately fifteen build hours.

Once again Hasegawa have scored a 'home run' with this beautiful kit, the engineering is sublime and if you want a quick instantly rewarding build to break through the doldrums this is it. Anyone could put together this model and be pleased with the results. It almost felt as though I had no sooner knocked it off the shelf than it was built before it hit the floor.

I cannot say I like what the IJA did with the Tony, from a visual design perspective it is not the best evolution of an airframe I have ever seen, although as a kit it is one of the best I have had the pleasure of building. Hasegawa get top marks for this one.



Further Reading: Famous Airplanes of the World 23: Ki-100, Army Type 5 Fighter

Availability: Aviation Book Centre



'FAT TONY'

James Ashton discovers that 'Tony' has put on weight since they last met.

Turkish Thunder

We welcome another new member of the SAM fraternity in Turkish modeller **Onur Kurc**, as he brings us the F-84F in 1:48th scale.



ITALERI

Availability: Italeri stockists via the Hobby Company

Republic F-84F Thunderstreak

Stock Code: 2682

Scale: 1:48

Price: £23.99

Recommended Minimum

Skill Level: Intermediate

Author's Additional

Investment: Moderate

Optional Extras Used:

Turquoise Decals: Turkish Air Force Markings (TD002)

Paint used: Model Master Metalizer Aluminum, Gunze Sangyo H86, H12, Tamiya X-1 and Model Master Sealer.

Spoiled for Choice

The Republic F-84F is one of the sleekest aeroplanes that I have seen in my life, although that is only my humble opinion. When Kinetic had announced that they would produce this model, I immediately began to imagine the possibilities of what I might do.

The Turkish Air Force had employed a variety of schemes on a variety of versions. With the RF-84F, some were bare metal, some were camouflaged. The bare metal airframes came from French Air Force stocks and the camouflaged ones from the German Bundeswaffe. There are of course some minor differences between these versions but my project did not hinge on replicating them. I was building an ex-USAF airframe, which can be built straight out of box. My research consisted

primarily of looking at the actual aircraft as it stands in the Air

Force Museum in Istanbul. This museum is by the Istanbul Ataturk Airport and does contain some precious aircraft, such as a PZL 24 and the training version of the Curtiss Falcon, so a visit is well worth it. After comparing the kit with the museum exhibit, it was clear the build would be straightforward and simple, so the project was quickly underway.

Enhanced with Eduard

No surprise, I am certain, but the build started with the cockpit. There was not a great deal of enhancement done here, with a simple dry

brushing in order to highlight the existing detail comprising most of the work. The seat was the last element of the cockpit to be built and painted, benefitting greatly from the addition of an Eduard pre-painted harness.

The fuselage goes together without any major difficulty and in fact requires nothing more than liquid poly to create a perfect seam. In fact the wings were just as simple and these were left to cure before mating with the fuselage. This join was nearly perfect, although some remedial work was required in the form of a



small amount of filler and subsequent sanding.

Close examination of the model will betray the fact that some of the recessed panels required re-scribing after the filling and sanding, although this was a simple task, performed with a simple sewing needle. The redrawn lines may be slightly over-scale, however I am not a rivet counter and the appearance is sufficient to portray a convincing effect for me.

Serious Matters

There are some aspects of modelling that I do pay more attention to however, painting

with metallic paints being the most prominent. It is not that they are more difficult to work with than other paints, in fact they are easier in many ways, but the surface requires more preparation than normal paints. I therefore sand all of the surfaces and buff them to a glowing shine. After the sanding and buffing, I wash the model with water and leave it to stand for a few days, just to

ensure there will be no moisture left to cause any surprises later on. At this point the model is sprayed in Tamiya's Acrylic Gloss Black. Testor's Aluminium Metallizer (sic) formed the basis of the natural metal finish, which was then sealed in with Testor's Sealer.

Next up was the red, comprising the nose, wing tips and the edges of the tailplanes. The Turkish Air Force generally painted the wing tips in red to keep them very visible to ground crews. After spraying more Sealer, the surfaces were buffed with a Dremel tool with a polishing attachment. I was careful to only move gently across the surface, not applying any pressure as the one or two instances where I mistakenly applied force, the area required refinishing.

Decal Printing

The fin and nose numbers were created in Microsoft Word after finding the correct font in an internet search. Once appropriately scaled they were

printed on clear decal film, using a laser printer. Stencil data came courtesy of the kit and the national insignia came from Turquoise Decals, a Turkish producer using Microscale for printing. With the decals in place and properly set, a wash of black oil paint was applied and the model was then ready for the final assembly, comprising the undercarriage, canopy and pitot tube. All of those awkward parts with a tendency to snap off during the weathering process.

The finished model inspired great pride when it was finished, its purposeful and elegant lines endearing itself to me instantly. I thoroughly enjoyed building this kit and found it to be a swift and problem free build, therefore I would happily recommend it to anyone. I am very proud to say that some fellow modellers were as pleased with it as I was, as it took second place at the Air Force High School Plastic Model Contest held at Bursa in 2010.

SLUF Enough

Seb Videc brings us the TA-7C in 72nd scale from HobbyBoss



TA-7C Corsair II

Availability: HobbyBoss stockists via Creative Models

Stock Code: 87209

Scale: 1:72

Price: £14.99

Recommended Minimum Skill Level: Intermediate

Author's Additional Investment: Moderate

Optional Extras Used: Sheet styrene, solder wire, Xtradecal TA-7C Twosair's (X72086)

Paint used: Testors ModelMaster Enamels

Special Tools and Accessories: Gunze Sangyo Mr Masking Sol R



Come Together

The kit is made up of several sub-assemblies, all of which

require completion before the two fuselage halves are brought together.

The cockpit is devoid of extensive detail, although decals are provided to represent consoles and the instrument panel. The ESCAPAC ejection seats

comprise the basic shape although the addition of harnesses, some wiring, ejection handles and canopy breakers makes a considerable difference. Aires have produced some cockpit detail sets for the D & E versions of the A-7, I only hope they will turn their attentions to the two seat versions at some point as well.

The main landing gear wells consist of superior detail to that of the cockpit and as such, provide a superb base for any additional detailing.

It is an often-overlooked fact that US Navy TA-7C's had the space between the fuselage and exhaust pipe filled and as Hobby Boss make no provision for this, some filling is required.

The last of the subassemblies is the engine intake trunk,

incorporating the front landing gear well. The gear strut can be inserted later on for ease of painting.

HobbyBoss do not provide the turbine blades for the end of the trunk, although unless you shine a flash light down it, the omission will be imperceptible on the finished model. With four separate sub-assemblies to fit inside, it would not be unreasonable to expect some difficulties when it comes to joining the fuselage halves, however this simply is not the case. Surprisingly, they go together with ease.

There are detailed electronic bays moulded into the sides of the



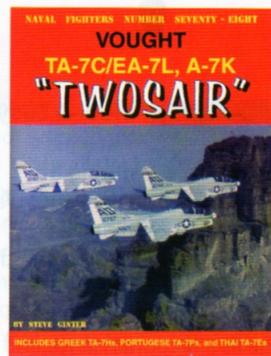


fuselage, although I elected to finish the model with them closed. As I was not putting the model on a diorama base, I felt they would look out of place opened, with the panels just lying there.

NAWCWD...

Or slightly less briefly: Naval Air Warfare Centre Weapons Division. I settled this option from a great selection

available on the Xtradecal sheet. The naval Gull Grey over White scheme and this particular one stood out, having large Insignia Red areas painted on the aeroplane and if the instructions are correct, this was one of the last operational Twosairs in Naval service. After receiving a thorough coating of clear varnish, the decals is applied and a Promodeller Dark Dirt wash used to bring out all the lovely details. Some additional pastel weathering enhances the area surrounding the gun muzzle and cockpit steps.



Further Reading: Naval Fighters 78: TA-7C/EA-7L, A-7K "Twosair", Steve Ginter
Availability: Aviation Book Centre



HobbyBoss have produced a reasonable representation of the wheel wells, but a small amount of additional wiring will always spice things up.



A view of the gap that requires filling and the incorrect triangular shape of the drag chute housing. Quickboost provide a simple solution for this (QB72216) for the princely sum of £2.75.



Milliput was the ideal solution for filling the gap, a simple matter of filling both sides and using the exhaust to make an imprint.



Finishing Off

Brake lines were added to the landing gear struts before they were fixed onto the model. Pitot tubes were made from wire and sheet styrene as

they were not supplied with the kit. It was a major disappointment to find at this late stage in assembly that the canopy and windscreen were poor fitting. Both are too narrow for the fuselage. The windscreen was successfully blended into the fuselage with putty, although there was no alternative but to fit the canopy in the open position. Scratch-built mirrors were also added at this stage. There's a number of bombs included but they look

too thin in diameter as do the fuel tanks. Only the FLIR pods and AIM-9s look right, unfortunately the latter were rarely mounted on two-seaters. The profile of the

intake looks slightly too flat and the nose a little too pointy, but the overall detail and fit are fantastic making this a great model kit in the overall score. I can easily envision myself building an EA-7L in Top Gun markings as well as a single-seater or two in the future.



Henschel Hs126A-1

Availability: ICM stockists via Creative Models

Stock Code: 48211

Scale: 1:48

Price: £27.99

Recommended Minimum Skill Level: Intermediate

Author's Additional Investment: None

Optional Extras Used: Montex Maxi Mask (MM48318)

Paint used: Testors Model Master Enamels (MM2078, MM2080, MM2081, MM1707)

Special Tools and Accessories: Scale Aircraft Modelling Sanding Sponges, Tristar Masking tape



Slow & Easy

It was during the First World War that the aircraft found its first

significant role on the world stage as a reconnaissance and artillery spotter. This is a role that has been of vital importance to military planners down to this day. By the time the Second World War arrived however, these lightly armed slow moving aircraft were highly vulnerable to fighters and ground fire.

The Hs 126 was developed in 1936 and saw a great deal of service during the opening years of the war, particularly the invasion of France. From its appearance it held true to the early

design philosophy for a stable observation platform. It was soon realised however that faster better armed aircraft were needed and it was replaced by aircraft such as the Focke Wulf Fw 189.

Slide it In

In recent years companies such as ICM have been making their mark with some superb kits, both in the quality of engineering and the subjects covered.

On the negative side I noted that ICM have not improved their decals at all, some of the stencils were out of register and the larger decals are

prone to cracking and fragmenting. Armed with previous experience of these decal problems I came equipped for this build with some of the brilliant Montex Masks for the codes and national markings.

The overall impression of the kit plastic is that of high quality, I would say on a par with the standard we are seeing from Chinese manufacturers such as Kinetic.

One particular area that caught my eye was the subtle stressed metal effect of the fuselage surface around the cockpit area. The wing spars and braces are finely moulded, however beware they are extremely fragile and will snap with only the slightest provocation. This makes for a lot of breath holding and cold sweats when attaching the large parasol wing later.

The true highlight of the kit is the very comprehensively detailed cockpit. With some additional wiring and perhaps some photo-etch



Super Spotter

James Ashton breaks into some new territory, replacing ICM's fragile decals with Montex Masks on this 1:48th scale Hs 126.



seatbelts it will provide an eye-catching focal point for the finished model. As is often the case with ICM kits, a problem arises when fitting the cockpit between the fuselage halves. This requires some judicious fettling to allow the two parts to come together without a large gap.

The multipart engine cowl contains the well-appointed engine, which has some great detailing, such as finely rendered push rods and exhausts.

Throughout the construction process my anticipation of using the Montex Masks was building as this was the first time for me. I have always been impressed with the results I have seen on other modeller's builds and I could not wait to try out this authentic method of applying markings to a model.

Is This Love...

As with any part of model construction there

are certain principles that need to be followed to get the best out of these masks,

it is tempting to think you are applying decals but none of the decaling techniques are relevant when using masks, except when positioning them with the correct orientation.

I have to say that when I first peeled the mask off the first code letter that I had applied to the underside of the wing I was highly impressed with myself. Nothing compares to the rewarding feeling you get when something works well and looks so good. After that there was no stopping me and although masks are a longer and more involved process than decaling, the time just flew by. Believe me, if you ever try

this method of applying national

markings and codes you will not want to use decals again.

Once all the fun of painting and masking was done it was once again time to hold my breath and sweat it out as the most demanding phase of the construction took place. As I mentioned earlier the spars and braces are finely moulded and very brittle so great care is needed when attaching the large wing. As the two large spars are the strongest I attached these first and then fitted the more delicate braces afterwards, once they were all in place the structure was surprisingly rigid.

Here I Go Again

This model is one of (if not the) best kits I have personally built from ICM and if they continue in this vein, I for one look forward to building many more of their kits in the future. Regardless of the manufacturer or model being built I highly recommend having a look through the Montex catalogue and using them on your next project, you will not regret it!



Humbrol's Maskol being applied to the dial faces before painting the instrument panel.



The cockpit is magnificent and deserves as much attention as you can lavish on it as it is highly visible through the canopy.

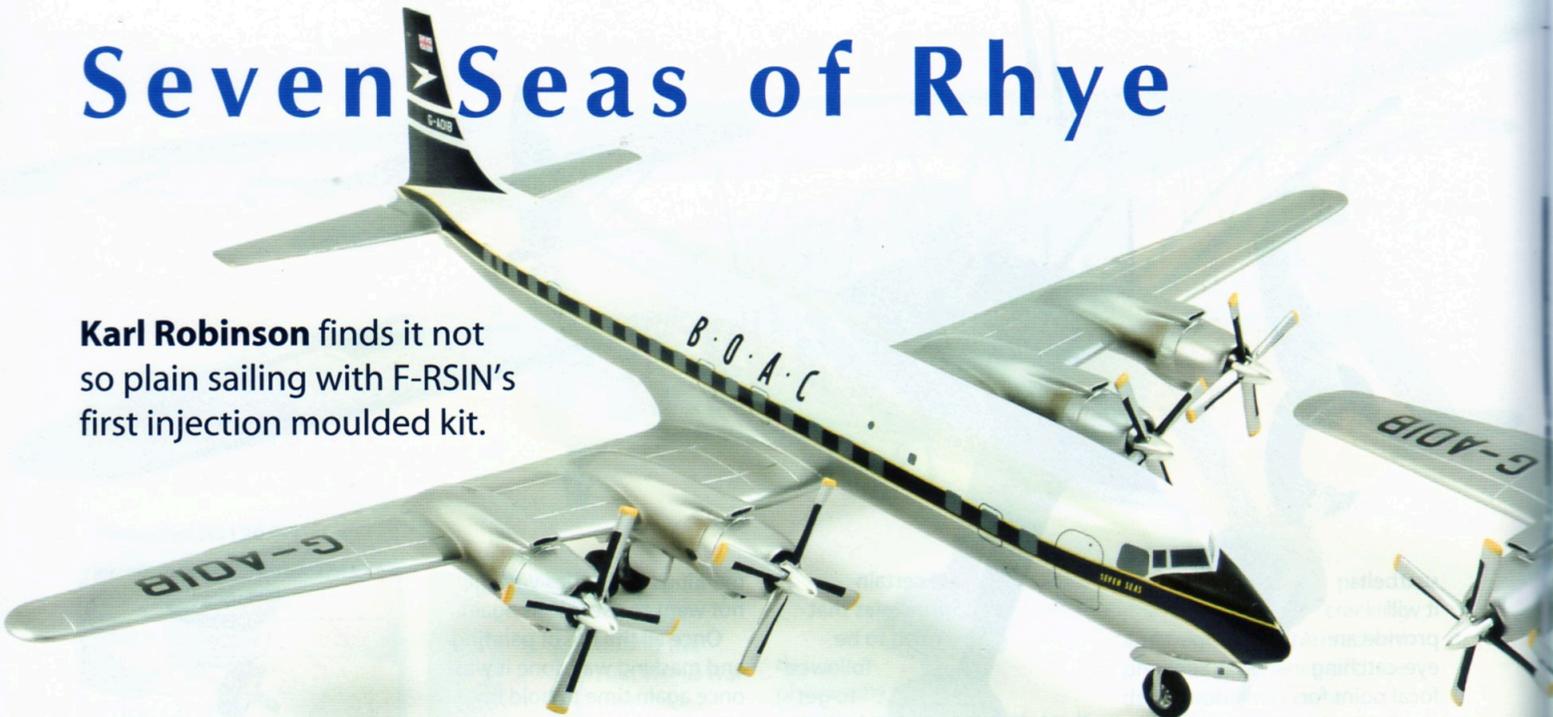


Be sure to build the paint up slowly, in thin coats in order to avoid ridges when the mask is removed.



Seven Seas of Rhye

Karl Robinson finds it not so plain sailing with F-RSIN's first injection moulded kit.



Douglas DC-7C

Availability: Hannants & Special Hobby stockists

Stock Code: FRP4001

Scale: 1:144

Price: £26.99

Media:



Recommended Minimum

Skill Level: Advanced

Author's Additional

Investment: Minimal

Paint used: Tamiya Acrylics / Alclad Metallic Lacquers

Special Tools and

Accessories: Scale Aircraft Modelling Sanding Sponges & polisher, Wet & Dry sandpapers.



Somebody to Love

The box for this kit clearly states it is 'for the enthusiastic modeller'. Now

I can be enthusiastic about things, especially with a subject matter that I like, and Classic Airliners are definitely one of those. The Douglas DC-7C would have been at the pinnacle of airliners for many years had it not been for the introduction of the jet. The 'Seven Seas', a nickname easily derived from its designation, was the first airliner that could cross the Atlantic ocean in both directions, in any weather, without stopping.

So it was with plenty of enthusiasm that I opened the

box to find a single heavily cast sprue that resided solidly at the bottom of Limited Run moulding technology. The parts are basic with little or no details provided, with an uneven and patchy texture overall.

There is not a lot to the kit and the instructions are displayed in a single exploded diagram on half an A-4 page. What does lighten the mood is a lovely looking decal sheet with the classic BOAC markings, providing early and late versions and decals for any registration of the fleet.

Under Pressure

The fuselage possesses vague recessed detail for a combination of doors and emergency escape hatches. Decisions need making straight

away as to which doors are to be kept and which need filling depending on the aircraft being modelled. Being so soft they were simple to fill, but the remaining ones would need scribing out properly to survive the sanding to come.

It is at this point you realise just how pitted, rough, and uneven the surfaces are, and that major work will be involved in getting them smooth. I constructed the fuselage and wing sub-assemblies before attacking them with the sanding sticks. Once you start sanding you can spot the areas that are sunken and uneven and may need filling. There were plenty of them and they kept me busy for many hours.





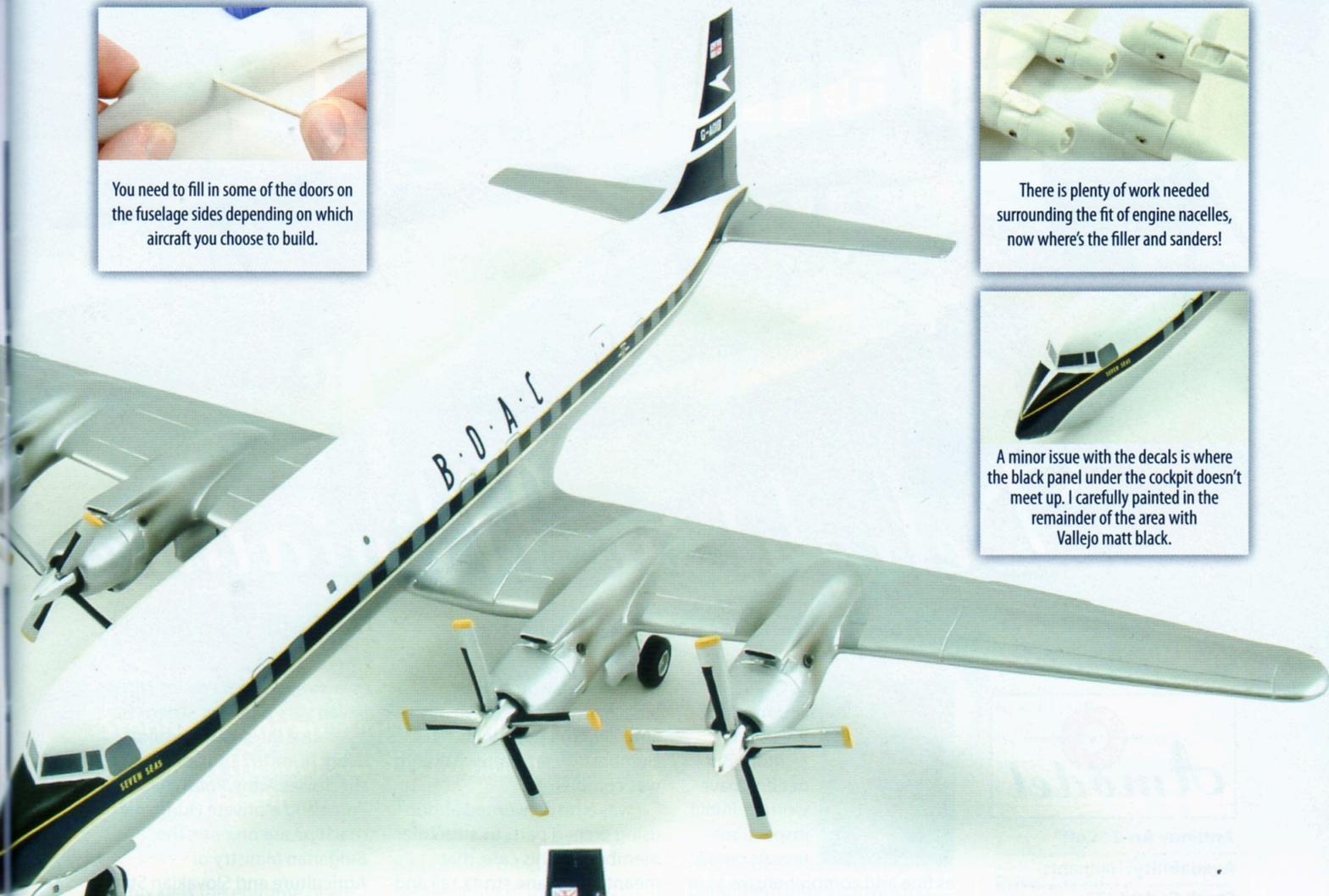
You need to fill in some of the doors on the fuselage sides depending on which aircraft you choose to build.



There is plenty of work needed surrounding the fit of engine nacelles, now where's the filler and sanders!



A minor issue with the decals is where the black panel under the cockpit doesn't meet up. I carefully painted in the remainder of the area with Vallejo matt black.



I'm Going Slightly Mad
The engine nacelles are crude and make no effort to portray the exhausts apart from a tiny dimple. I drilled them out and inserted pieces of 1mm brass tube. Slightly over scale but better than what the kit provides! Again the

surfaces of these parts needed copious amounts of sanding to sort them

point as I had so much time filling and sanding so far. At last thankfully, it was time to apply some primer and move on.

The Show Must Go On

After the application of primer I was horrified to find that there were still areas that were slightly uneven and that the panel lines on the wings

After successfully applying the paint, things were looking somewhat rosier, although there were still defects. I decided I could live with the faults, as I had no desire to see them for a long, long time...

Application of the decals proved to be completely uneventful and they were truly great. Thin and workable, they were a pleasure to apply.

Too Much Love Will Kill You

This is not a project to embark upon unless you really

looked bad as they varied in depth. Time to grab the sanders and the scribe and try again!

The props were of poor



out. Attaching the front nacelles to the wing section produces a bountiful amount of filling and almost left me thinking they were from another kit owing to the mismatch of shape. I spent many an hour trying to get these filled and smoothed out. I was truly losing patience at this

shape and the spinners had sunk into themselves looking like semi-deflated balloons. These were filled in and an attempt made to reshape them near to something acceptable. A little 'looking the other way' at some of the minor problems left me feeling as though I was getting somewhere finally.

want a DC-7C, and definitely not a quick one as there is a monumental amount of work involved in turning out a presentable model. If you are willing to put in the care, attention, patience and sanding, the reward is a smart looking airliner from a classic age of travel.



Delight in Miniature

Neil Pinchbeck looks eastward with the An-2 'Colt' in 144th from AModel.



Antonov An-2 "Colt"

Availability: Hannants

Stock Code: 1422

Scale: 1:144

Media:

IM

Price: £34.99

Recommended Minimum

Skill Level: Intermediate

Author's Additional

Investment: Minimal

Paints Used: Humbrol acrylic spray & Humbrol enamels



1:144? Hmm... not my usual territory. But I needn't have worried. Initial inspection reveals detail

as fine and comprehensive as at any scale. This is obviously a good kit, which can be built into a fine model.

The flight deck interior of floor, bulkhead, two seats and control panel start things off and I followed with the engine and its nacelle.

Here, I parted company with the instruction sequence and assembled the complete airframe, so that the whole thing could be sprayed white.

Separate clear windows are provided for each porthole and are supposed to be installed before the fuselage halves are joined. Subsequent painting of

the fuselage would be a nightmare, so I left these out and filled the ports with Humbrol Clearfix after painting was complete.

I was a bit concerned about using etched parts as structural members. In this case, that meant interplane struts, tail and undercarriage support struts. In fact, at this scale, this works well but it does mean that you are not able to build this kit without using superglue as well as poly cement.

I used strips of white decal sheet for the framing of the rather thick windscreen. My model is rigged with synthetic brush bristles trimmed to length.

Skis on one sprue and a crane winch on the etched fret indicate interesting "Colt" variants in the pipeline.

One of the best features of this kit has to be the small decal

sheet which offers no less than seven very different schemes.

I chose the smart Aeroflot livery from 1972. In addition, the Soviet Army, Polish Air Force and a private Hungarian machine are on offer. The Bulgarian Ministry of Agriculture and Slovakian State Airline are also represented. There is even a fictitious Luftwaffe scheme which appeared in a WW II movie!

Someone once wrote that the essence of modelling is a delight in the miniature. There could be no better expression of that than this little kit.



Neil parted company with the instructions to assemble the complete airframe and spray it white.



Crocodile Rock!



Stéphane Boirau joins the ranks of SAM with this outstanding build of Eduard's Brisfit.

Karma Chameleon

This kit is the epitome of all things that most modellers fear in building a biplane from WWI. Fragile details everywhere, two offset wings just begging to be misaligned, a landing gear that is so fragile, even looking risks damaging it, and, to top it all off, a finish that will put a chameleon in coma.

As is normal, this project

begins with the cockpit, a combination of plastic and photo-etched parts that make for a rather nice representation indeed. The pilot's seat is a complex assembly of 3 separate photo-etched parts, so great care is required when handling them. The harnesses come as pre-painted etched parts, although I am not a fan of these as I inevitably flake off

chunks of colour while trying to bend them into a convincing shape. The instrument panel was finished in a Mahogany colour before the instrument dials were added and I have a tip here for making their application almost foolproof.

By attaching a tiny ball of Blu-Tack to the end of a toothpick, the etched part can be held securely in place while

eduard

Bristol F.2B

Availability: Eduard stockists via Hannants & Creative Models

Stock Code: 1127

Scale: 1:48

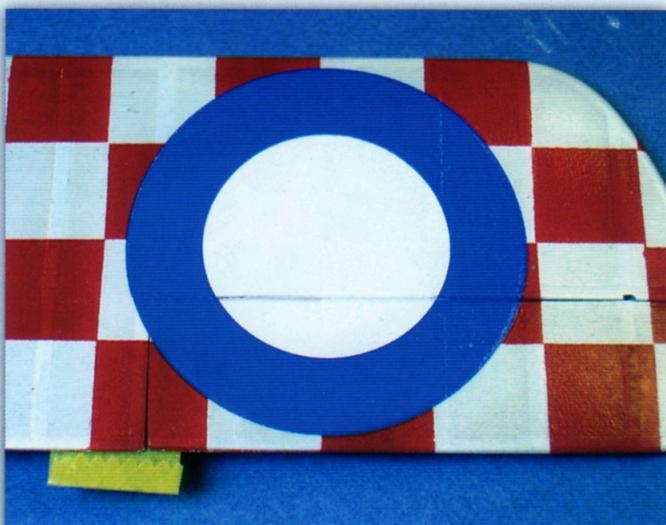
Price: £32.68

Recommended Minimum Skill Level: Intermediate

Author's Additional Investment: Moderate

Further Reading :

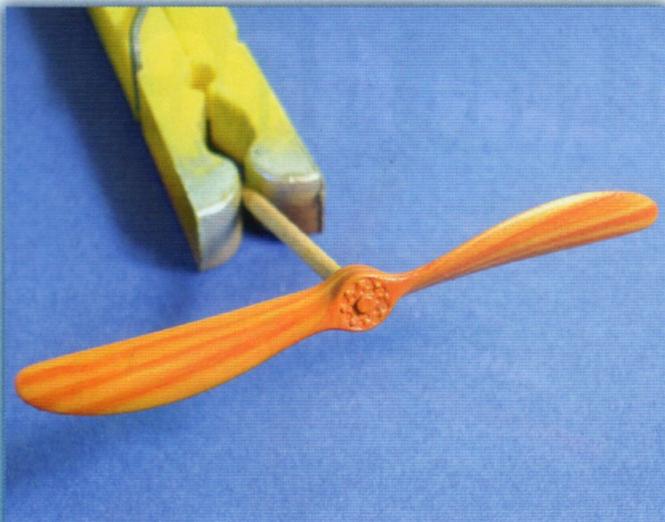
Windsock Datafile Special; Bristol Fighter Vol.1 Windsock Datafile 115; Bristol Fighter



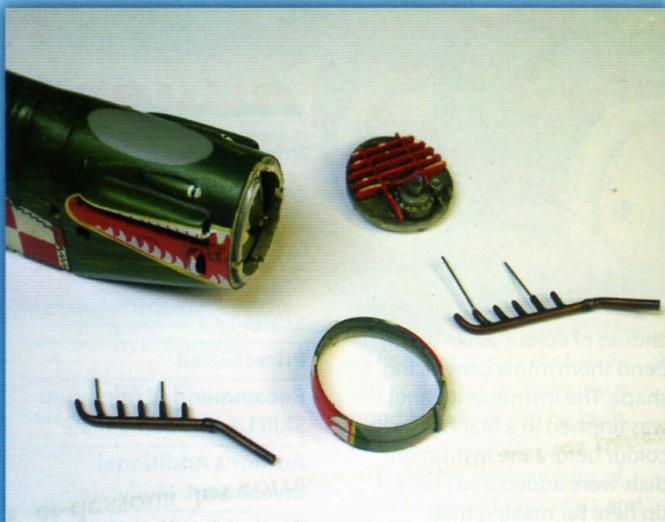
After laying a roundel cut from white decal paper down, the kit roundel was placed over top.



The seat is a complex assembly, but worth it.



Oil paints are ideal for recreating a wood grain effect on propellers..



Ensuring the engine is secured firmly before joining the fuselage halves will pay great dividends when it comes to attaching the exhausts... trust me.



The coaming around the cockpit was "padded" using Milliput.

it is properly positioned and once the CA glue has set, the Blu-Tack can be removed with ease.

Eduard have done just as good of a job representing the rest of the interior, with only a few wires being needed to sufficiently generate some additional interest.

The engine and its compartment required nothing more than painting in Alclad, a wash in oils and some weathering pigments for weathering in order to produce a result I was more than satisfied with. The fact that this was a relatively quick and painless task was greatly appreciated later on, considering the tougher jobs that lay ahead.

Truth Be Told

Before closing the fuselage halves, a coat of satin varnish is sprayed over the interior and a wash with oils applied. Each area receives a specific colour; Brown for the fabric, wood and

stiffeners and black for the metal surfaces. A coat of matte varnish seals it all in and the fuselage halves can then be brought together. This is the 'moment of truth', as you have all of these tiny (and fragile) subassemblies to cram inside the fuselage halves without damaging them. Great care and patience goes a long way at this point and for the most part I was successful. It wasn't until much later on that I discovered the fact that the engine needs reinforcing, as when I was adding the exhausts from the outside, the engine came loose. You can imagine my frustration, as I had to shore up the engine assembly from the outside.

Proper Technique

One of the most prominent features on any biplane is the propeller. As such, it is imperative to do the best job possible on it and on this model it took me two attempts before I found what I believe to be a great technique.

Firstly, Tamiya Buff (XF 57) was sprayed on the surfaces, followed with Indian Yellow Orange from the Old Holland range of artist's oil paints. After



leaving this to dry, lines were drawn onto the surface using a fine brush and Red-Brown. After a short break (about two hours) a flat brush was used to draw the latter colour from the centre of the prop to the edges. After each pass, be sure to wipe the brush clean.

A final coat of matte varnish seals the colour in.

A Chequered Past

Without question, this is the most challenging part of this build. The chequered livery requires copious amounts of patience and perseverance, although the pay-off is one of the most spectacularly marked models you are ever likely to see.

I chose to begin with the nose, a wise selection as it turned out, owing to the number of test passes and variety of techniques attempted. The majority of the time spent on painting this area was in stripping off failure.

Success was achieved after airbrushing a base coat of Tamiya XF-26, followed with Dark Green (mixed with varying shades of Black and Yellow), to be finished with a 'filter' of Green Ink (Faber-Castell) to give the colours increased depth.

The moment this had sufficiently dried several coats of gloss varnish were

applied, as I was not taking any chances in damaging the painstaking work carried out thus far. After masking the nose and the fuselage apertures, it was time to apply the check pattern.

White Out

After spraying a base coat of Tamiya White (XF 2) the monotony was broken slightly by adding drops of Grey (Gunze H315) to the mixture and spraying this lightly up and down the fuselage vertically. The same method was used on the wings, although strips of Tamiya tape were applied along the ribs, thus creating depth and contrast before spraying the red. Once dry, the White is polished in readiness for the final step, the Red.

Eduard provide an A5 set of pre-cut masks comprising 3 types. A, for the top and bottom of the fuselage, the fuselage sides are labelled B and the wings are C. Alignment is quite tricky, regardless of which surface you are painting and the best advice I can impart is to exercise as much patience as possible. 8 hours were spent aligning the chequers properly before a drop of Red was applied. Spending a similar amount of time ensuring proper alignment is imperative

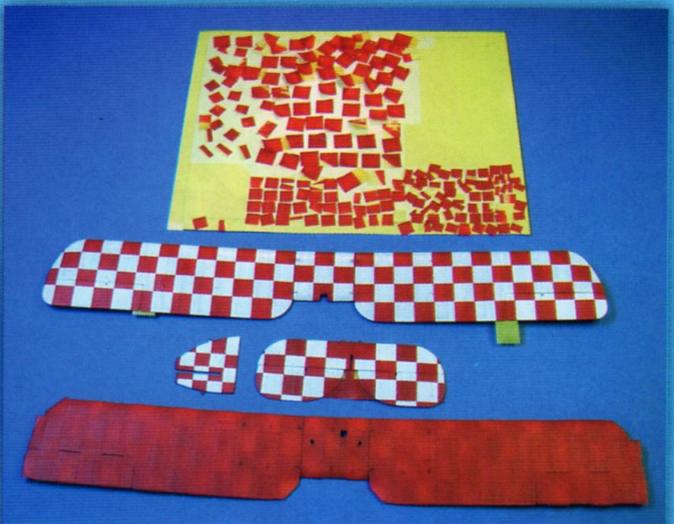
as there is no room for error once you start painting. After painting the doped linen surfaces, adding the stitching and sealing everything in with



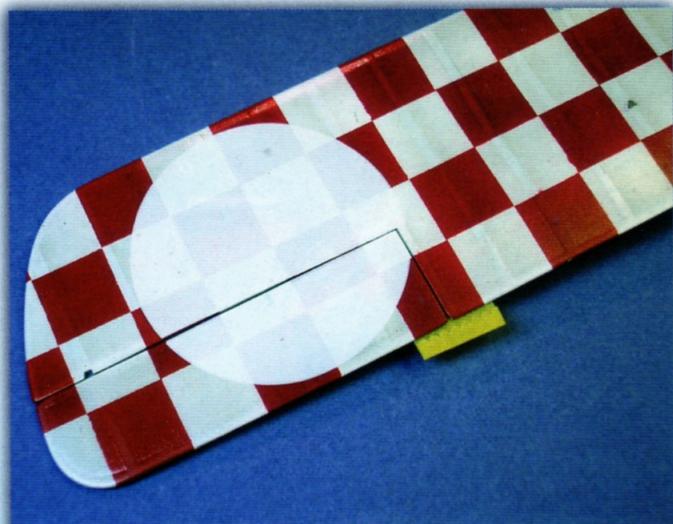
The undercarriage assembly is incredibly fragile and best left until the very late stages before adding to the model.



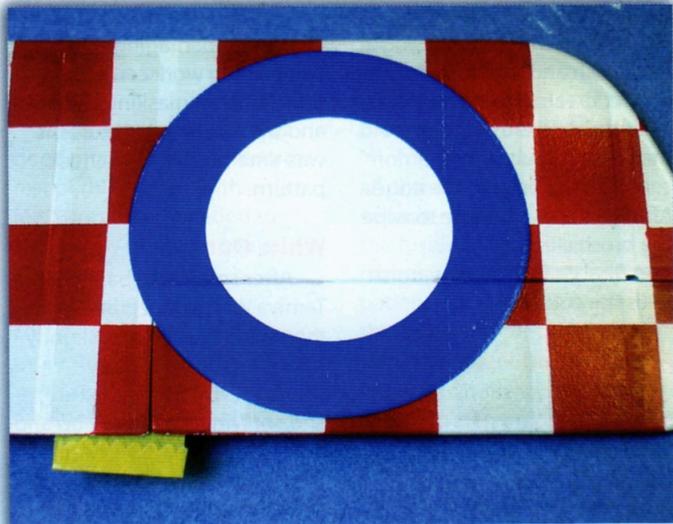
Artist's Oils over a Green Acrylic base proved ideal for painting the crocodile's head.



There is no alternative but to be patient and exercise great care when applying the check pattern.



I hadn't accounted for the red showing through the white of the roundel decals.



After laying a roundel cut from white decal paper down, the kit roundel was placed over the top.

Gloss varnish, the model was ready for decals, which turned into a bit of an adventure...

As was half expected, when the upper roundels were applied to the model the white was semi translucent and the Red faintly showed through. After cutting some temporary masks from white paper, White was carefully misted over top. In order to prevent this happening with the under-side roundels, a 'base'

roundel was cut from white decal film and applied before the actual kit roundel.

In summary and according to my experiences, I would give anyone planning on building this model the following advice:

- Paint the entire model white when reaching the painting stage.
- Cut copies of the roundels from low tack masking film (Friskit for example)
- Place the masks where the roundels will be
 - Place the

chequer masks on
• Then spray the red!

Friggin' in the Riggin'

Just what I was looking forward to after the adventure that became the painting. Unfortunately the rigging diagram provided in the Eduard instructions is far from accurate, so it was an internet search to come up with something. The more I searched, the more anchor points I found.

8/100 Fishing line is my preferred medium for rigging lines and after drilling each anchor point with a .3mm drill, the wires were

attached to the upper wing halves. After these were sufficiently dried they were passed through the fuselage openings, making handling the model much easier. The lines were then brush painted Grey.

Challenge is the Reward

This was, without question, a long and challenging build, although ironically I would regard it as a pleasure. It certainly provided me with a model that I am very proud to add to my collection. For the inexperienced biplane builder, I would not recommend this as an initial or even early project. However, for those looking for something of a challenge, here is your model.



Vulcanised

Karl Robinson works his way through another challenge this month, finding the end is worth the effort with Olimp's sleek little Avro 707



Avro 707A

Availability: Olimp stockists & Hannants

Stock Code: 72-028

Scale: 1:72

Media:



Price: £23.48

Recommended Minimum

Skill Level: Intermediate

Author's Additional

Investment: None

Special Tools and

Accessories: Johnsons Klear

Paints Used: Tamiya XF-7;

Flat Red

Alclad II ALC-112; Steel

Alclad II ALC-101;

Aluminium

Vallejo Model Color 70950;

Flat Black

I knew very little about the Avro 707 before the kit crossed my workbench, so a little detective work was called for to see what it was about. Essentially the Avro 707 provided information regarding the advanced design, at the time, of the Avro Vulcan wing.

Consisting of only 39 resin parts and a pair of vac-formed canopies, there is not a great deal of complexity to this kit. First impressions are of super-fine rivet detail that will disappear with the slightest sanding and at the opposite end of the spectrum, panel lines that are deep, yet not overly wide. Closer inspection did show up a few conundrums that would need tackling. Firstly, there were prominent air bubbles on the underside of the fuselage that would need rectifying. In addition, one of the fuselage halves was approximately 3 millimetres shorter than the other, which would be trickier to deal with. Lastly a problem with the tail

caused by air trapping in the mould where a bullet shaped fairing on the rear had failed to form properly and was missing.

The first port of call with any resin kit is to remove the parts from the casting blocks. A fine razor saw, sharp scalpel, plus a little care are all that is needed for the job. The only annoyance with resin is the amount of dust created when cutting, so it is a matter of necessity to wear a respirator mask. Resin dust is none too good for the lungs and if you wish to avoid respiratory problems later in life, a mask of some description is essential.

A detailed cockpit is provided, which once painted up looks highly respectable. Although in hindsight I am glad I did not spend too much time on the cockpit as it cannot be seen on the finished kit!

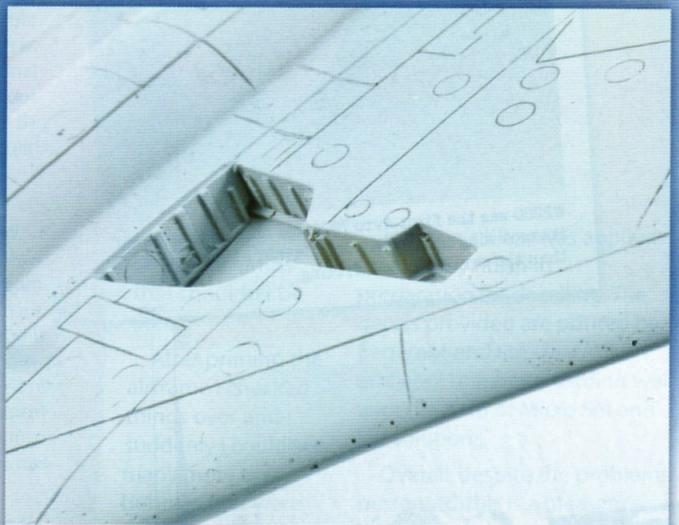
Surprisingly the internal parts of the fuselage, the cockpit tub, nose gear bay, and jet pipe easily slotted into place. No suggestion of the

amount of nose weight is mentioned in the instructions, so I filled the nose section with 15 grams of tiny lead balls glued in with epoxy. To overcome the difference in length of the fuselage halves I aligned the centre section and left a protrusion at each end, which was then sanded back and shaped to match. This did leave some panel lines toward each end that were misaligned, so these were filled and re-scribed.

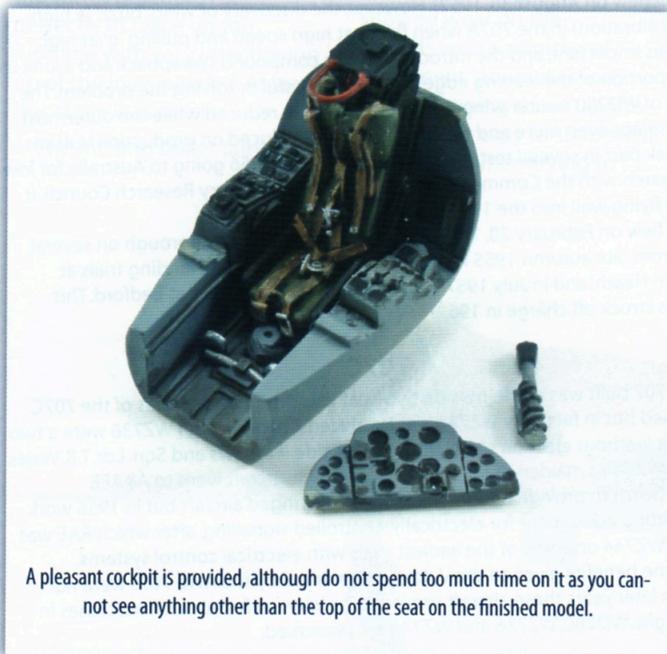
Air bubbles can be the bane of any resin kit, and this one had them in abundance. The entire lower fuselage was covered in them. The quickest and easiest way of dealing with these is to brush in Mr Surfacer 500. It fills the holes without trapping air inside, dries quickly, and sands easily too. The only issue when dealing with the bubbles is that when you sand anywhere you tend to open up more of them each time, so before you apply any filler, check any bubbles you



Register issues are avoided by having separate roundel centres, but the fin flashes did suffer slightly.



Those annoying air bubbles jump out at you when you apply the primer... so back to the drawing board and more filling required!



A pleasant cockpit is provided, although do not spend too much time on it as you cannot see anything other than the top of the seat on the finished model.



I dealt with the small air bubbles using Mr Surfacer 500, as it is quick drying and easy to sand.



K 1213 in later life, serving as a communication aircraft with the station flight of RAF Kenley.



WB280 was the first Avro 707A and here demonstrates its root wing intakes, a much cleaner arrangement than the earlier dorsal fitting.



The first 707 VX784. Note the dorsal air intake positioned ahead of the fin.



707B VX790 pictured after its intake had been modified with a 'hump' to improve the engine airflow.

AVRO 707 PROFILE

Testing the Vulcan's Wing

By
Tony Buttler MA AMRAeS

The Avro Vulcan and Handley Page Victor V-Bombers employed what were for their day extremely advanced wingshapes, respectively the delta wing and crescent wing. It was the aerodynamic uncertainty of these shapes that forced the Air Staff to order the less advanced Vickers Valiant while the new wings themselves were tested on scale model research aircraft, namely the Handley Page HP.88 for the Victor and the Type 707 for the Vulcan. In fact the 707 became an important family of research aeroplanes but are also remembered for spectacular paint schemes. VX790 was blue, WD280 was originally salmon pink and then bright red, WZ736 was orange and later yellow, and WZ744 was silver. The first three were assembled at Avro's Woodford facility but the other two were constructed at Bracebridge Heath.

The Original 707

In 1948 two one third-scale Type 707s, serials VX784 and VX790, were ordered to Specification E.15/48 to investigate any problems there might be with the Vulcan's delta wing at low speeds and altitudes and to assess the flight envelope at speeds approaching 500 mph. The two airframes were to be built in wood and employ as much existing equipment as possible (for example a Gloster Meteor-type cockpit), although in the end a metal structure was used. A vital task would be to examine flight at the high angles of incidence necessary when using a delta wing at take-off and landing. VX784 made its first flight on September 4, 1949, piloted by Flt. Lt. Esler and soon afterwards appeared at the Farnborough Air Show, but tragically on September 30 the little aircraft crashed near Blackbushe Aerodrome killing Esler. At that stage hardly any progress had been made in testing the new wing.

707B

Work continued on the second airframe but more 707s were ordered. VX790's nose was extended to improve the aerodynamics, its fin was enlarged, the undercarriage modified and the pilot now had an ejection seat (which Esler did not have in VX784); as such it was redesignated 707B. Avro's Wg. Cdr. 'Roly' Falk took VX790 on its maiden flight on September 6, 1950, and during February 1951 the 707B's back was modified with a 'hump' to improve the airflow into the engine. This work and a landing accident in September 1951 brought substantial delay, but by the end of 1952 flight testing from RAE Farnborough had confirmed that a tailless aeroplane in flight could possess completely satisfactory qualities. In 1956 VX790 joined the Empire Test Pilots' School at Farnborough but another landing accident ended its flying career that September.

707A

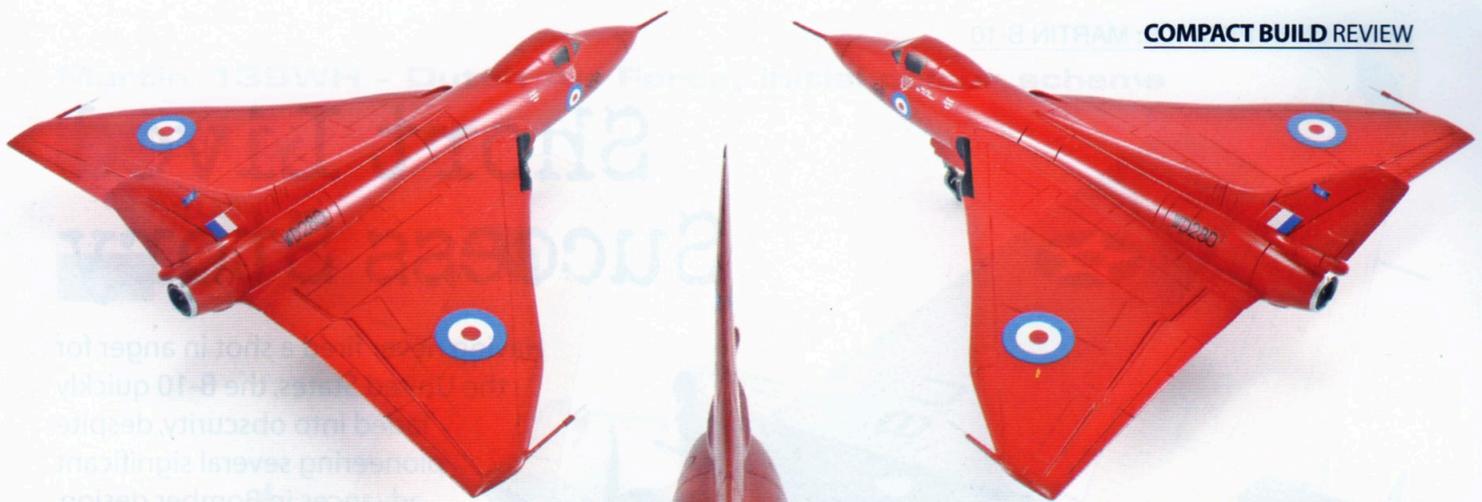
Specification E.10/49 of 1949 described a 'high-speed' 707 capable of 576 mph at 36,000 feet. This version was called the 707A and introduced a new wing fitted with root intakes rather like the full-scale bomber, although the forward fuselage was unchanged. The two examples built were WD280 and WZ736 and Falk took WD280 on its first flight on June 14, 1951, by which time the 707s were making little direct contribution to the Vulcan since much of the bomber's design was now frozen (the first Vulcan flew on August 30, 1952). However, the discovery of wing 'buzz' (a high-frequency vibration) in the 707A when flying at high speed and pulling 'g' at high altitude was important, and the introduction of a compound sweepback and a kink to the outer portion of the leading edge proved successful in solving the problem. The inner part of WD280's outer wing had its sweep angle reduced while the outermost wing was swept even more and this change was introduced on production Vulcans. WD280 took part in several test programmes before in 1956 going to Australia for low-speed research with the Commonwealth Aeronautical Advisory Research Council. It continued flying well into the 1960s.

WZ736 flew on February 20, 1953, and was used by RAE Farnborough on several projects. From late autumn 1955 it was involved with automatic landing trials at Martlesham Heath, and in July 1957 flew automatic throttle trials at Bedford. This aircraft was struck off charge in 1962.

707C

The last 707 built was a side-by-side two-seat version. Four examples of the 707C were planned but in fact only WZ744 was produced. Changes from WZ736 were a two-seat cockpit (without ejection seats) plus circular side windows and Sqd. Ldr. T.B. Wales performed WZ744's maiden flight on July 1, 1953. The aircraft went to A&AEE Boscombe Down to provide pilot training on delta-winged aircraft but in 1956 work began on fitting equipment for electrically-controlled signalling, after which RAE was able to use WZ744 on some of the earliest trials with electrical control systems.

Overall the benefits given to the Vulcan programme by the Avro 707s were not huge, but in later years these aircraft proved to be very useful research machines in their own right. WD280, WZ736 and WZ744 are preserved.



can see are already open. If not, give them a quick poke to open them up.

The intakes are provided as a separate part, which slot into a cutout on the wing. Offering these up provided a headache as both of the intakes were of a larger cross-section than the main wing, protruding at least 1mm both top and bottom. This would need considerable filling and re-profiling to make a good seam. After the issues with fit so far, I was most pleased to find the wings practically sat perfectly in place on the fuselage with very little tidying up of the joins needed. At least this stage was quick!

The missing bullet fairing on

the tail was dealt with by building up the area with filler and sanding the profile of the shape. It proved easier than expected to fix, but is still something that should have been picked up when it was removed from the mould by the manufacturer. The smaller parts such as the undercarriage showed wear on the moulds with a number of prominent 'anomalies' on them. Cleaning these up was tricky as it's easy to snap small resin parts when trying to

remove excess lumps that shouldn't be there.

After priming the airframe I checked things over and suddenly I could see many more tiny bubbles that were not properly visible before. The leading edges of the wings and the undersides of the fuselage were dotted with these little blighters! So, it was back to the Mr Surfacer and painstakingly filling them in before proceeding with painting.

Johnson's Klear was applied for a glossy finish in preparation for decalling. The decals provided are printed by Begemot and are clear, thin, and easy to handle, settling well with the help of Micro Set and Sol solutions.

Overall, despite the problems presented, this is a pleasant looking little kit once finished. It is not for anyone uncomfortable dealing with shaping issues and filling, but anyone up for the challenge should be able to polish off this kit nicely.



Short Lived Success Story

Having never fired a shot in anger for the United States, the B-10 quickly faded into obscurity, despite pioneering several significant advances in Bomber design.

By: Jay Laverty



Blechesel

Of the 170,000 odd aircraft built in World War One only a tiny fraction utilised metal frame or metal construction techniques. Fokker had developed a tubular frame constructed of metal, but they retained wooden wings and a fabric covering. In 1915, Hugo Junkers unveiled the Junkers J.1, earning itself an immediate position of prominence in the annals of aviation history as the world's first all-metal aeroplane. By the time the J.4 version appeared in 1917, several advances had been made to the already sophisticated design including a switch to the far lighter alloy Duralumin from Steel and of course the innovative steel 'Bathtub' of the J.4. Whilst being a revolution in aeronautical design, manufacturing capacity at the time meant that the J.1's

impact was extremely limited as German industry only managed to produce limited numbers of this series of aircraft by the time the war ended.

Junkers continued to develop the all-metal airframe as a passenger aircraft and it was in 1920 that an example of the F.13 was brought to America causing much excitement amongst the aviation community there, and leading to the National Advisory Committee for Aeronautics to declare in its 1920 annual report that metal was superior to wood for aeroplane construction. The report explained that:

"...metal does not splinter, is more homogeneous, and the properties of the material are much better known and can be relied upon. Metal also can be produced in large quantities,

and it is felt that in the future all large airplanes must necessarily be constructed of metal."

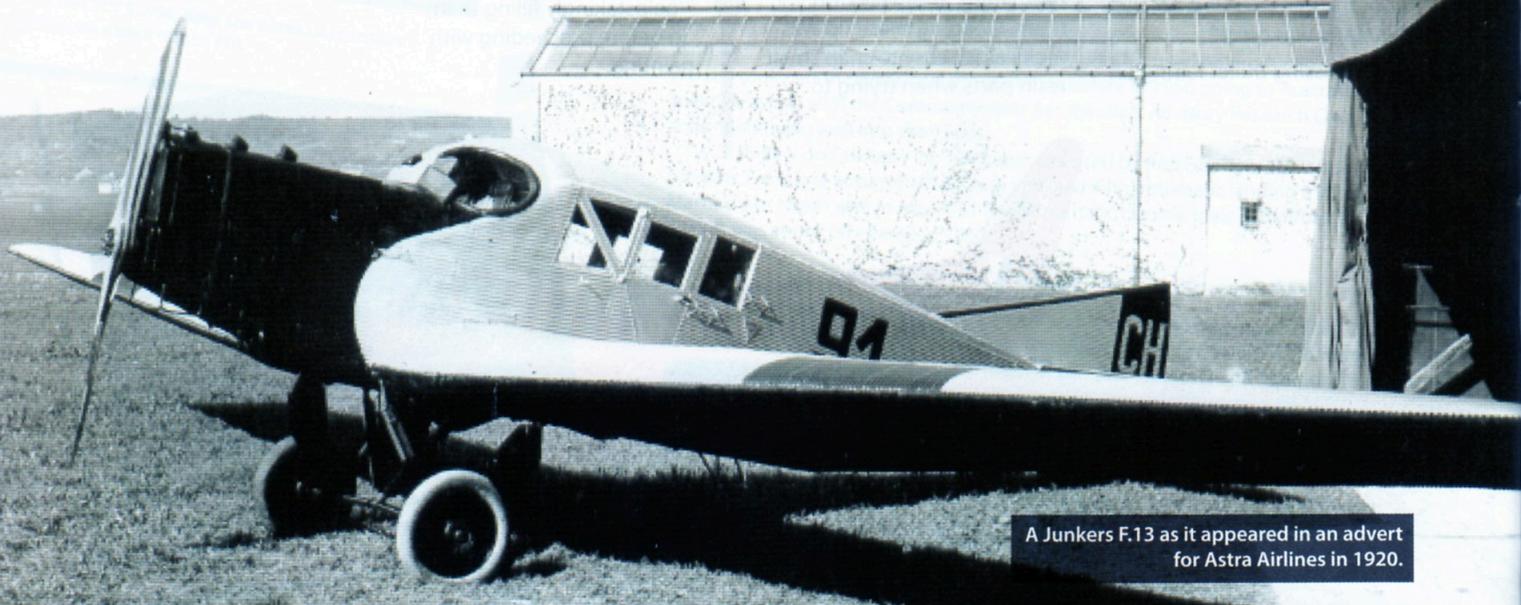
The NACA immediately began research into all-metal aircraft construction as the US Navy embarked upon a parallel programme of the fabrication of Duralumin at the Naval Aircraft Factory.

On the Pull

William Bushnell Stout had been involved with previous unsuccessful attempts at designing an all-metal passenger carrying aeroplane, but by 1924 the 2-AT 'Pullman' was the first all-metal aeroplane to be certified in North America. By 1925 it was in use with the newly formed Ford Air Transport Service along with the US Postal Service, who had ordered a single airframe. The only other aircraft to be designed by Stout

would be the 3-AT 'Trimotor', a bitter disappointment for Ford and an aeroplane that would ultimately lead to Stout's "reassignment" from engineering duties to speaking engagements. Stout left Ford in 1930 and the aircraft division would last until 1936 when Henry Ford closed it down.

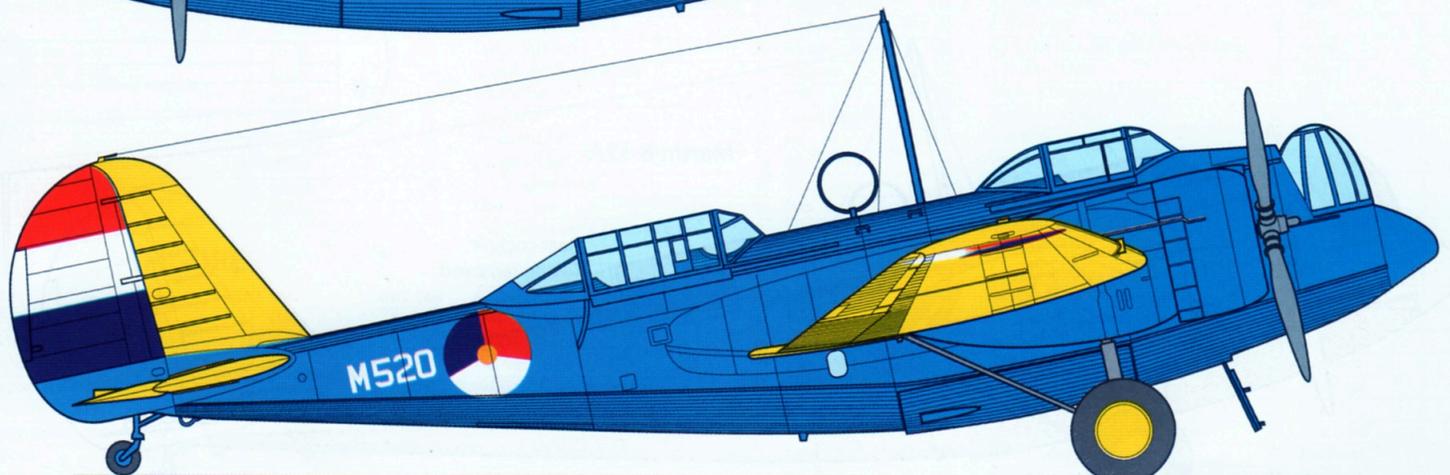
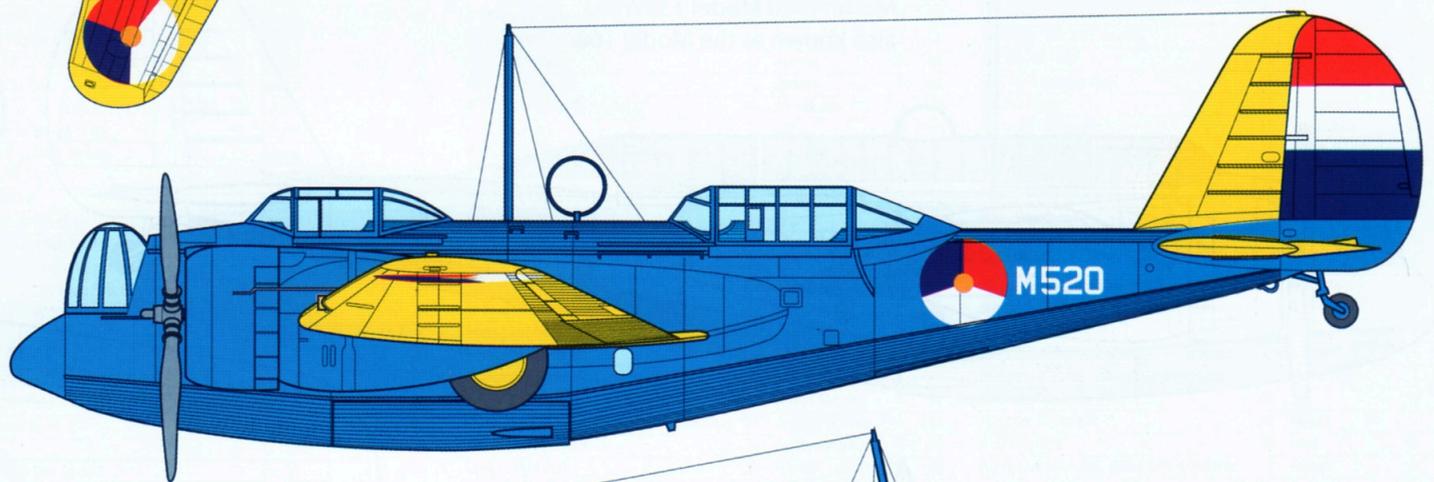
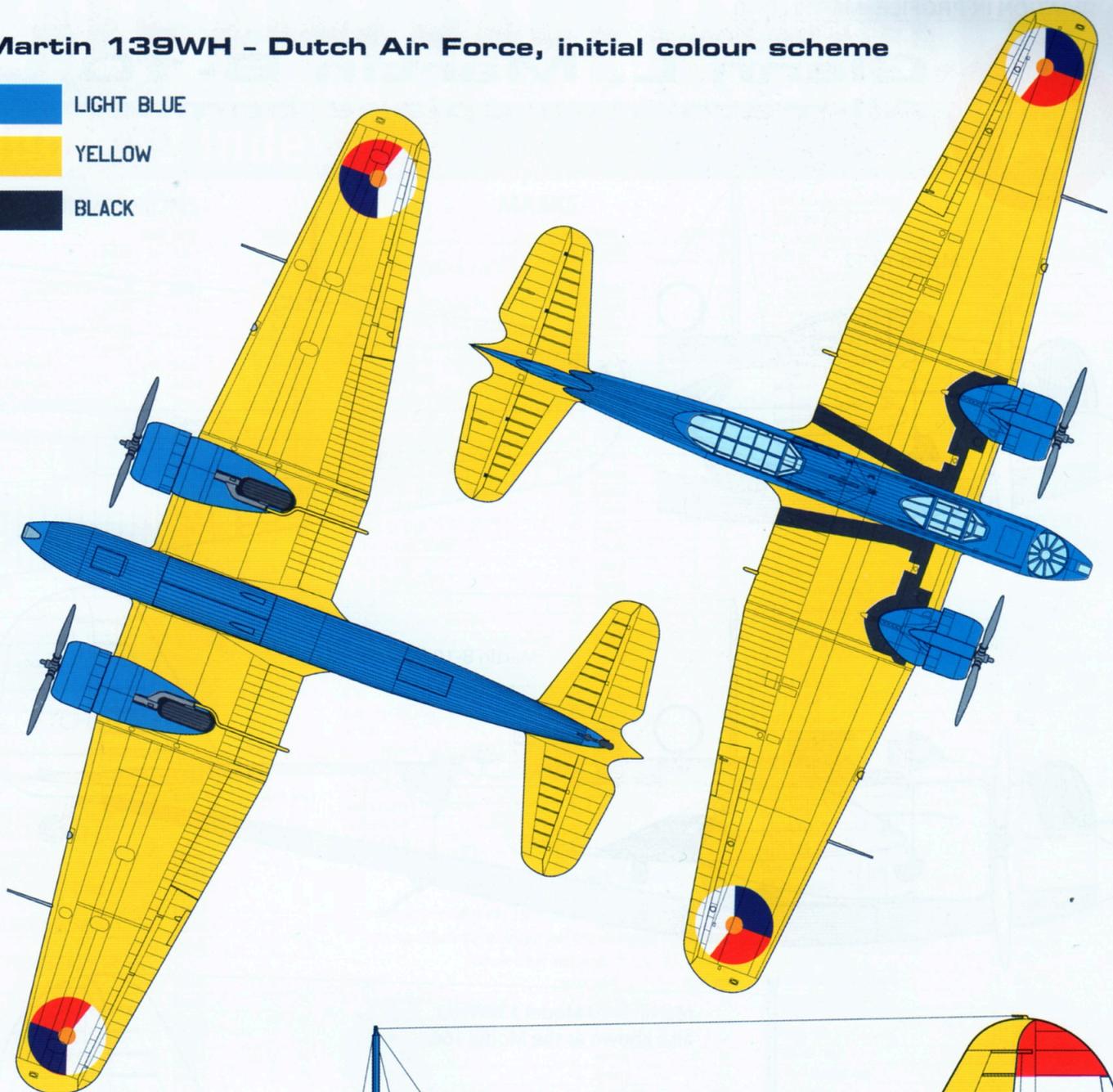
The late 1920's saw little progress in all-metal aircraft design as the materials were substandard and well established techniques when working with wood meant that aircraft engineers were finding it extremely difficult to create successful wing designs that were as light as wood. It was not until the development of "Stressed Skin Structure" in the early 1930's that the problem of how to compensate for the loss of structural integrity was



A Junkers F.13 as it appeared in an advert for Astra Airlines in 1920.

Martin 139WH - Dutch Air Force, initial colour scheme

-  LIGHT BLUE
-  YELLOW
-  BLACK



Martin 139WT - Turkish Air Force, 55th Aircraft Squadron



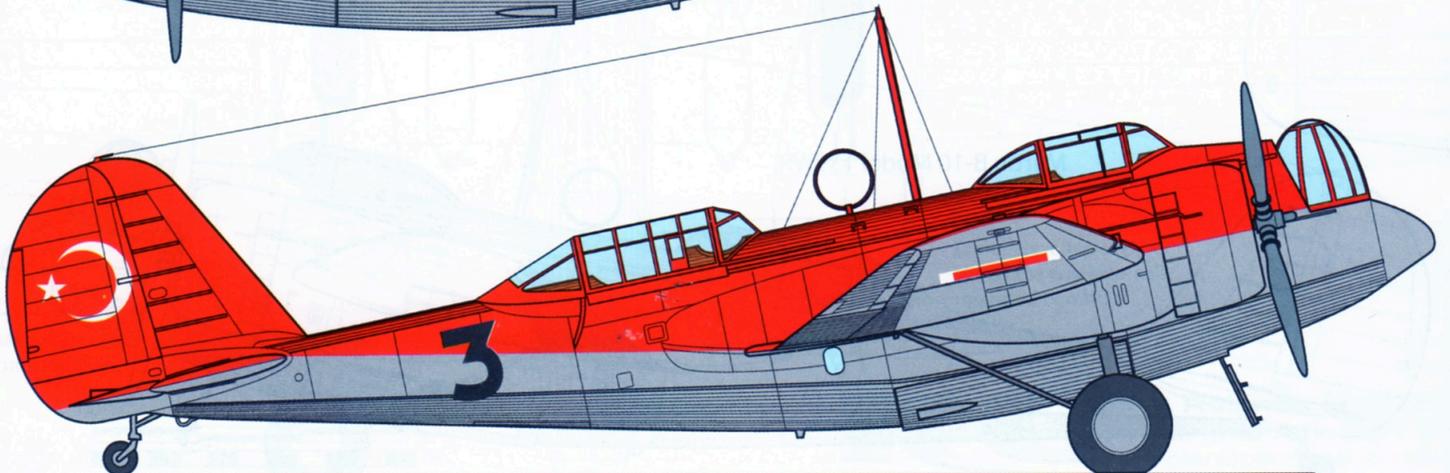
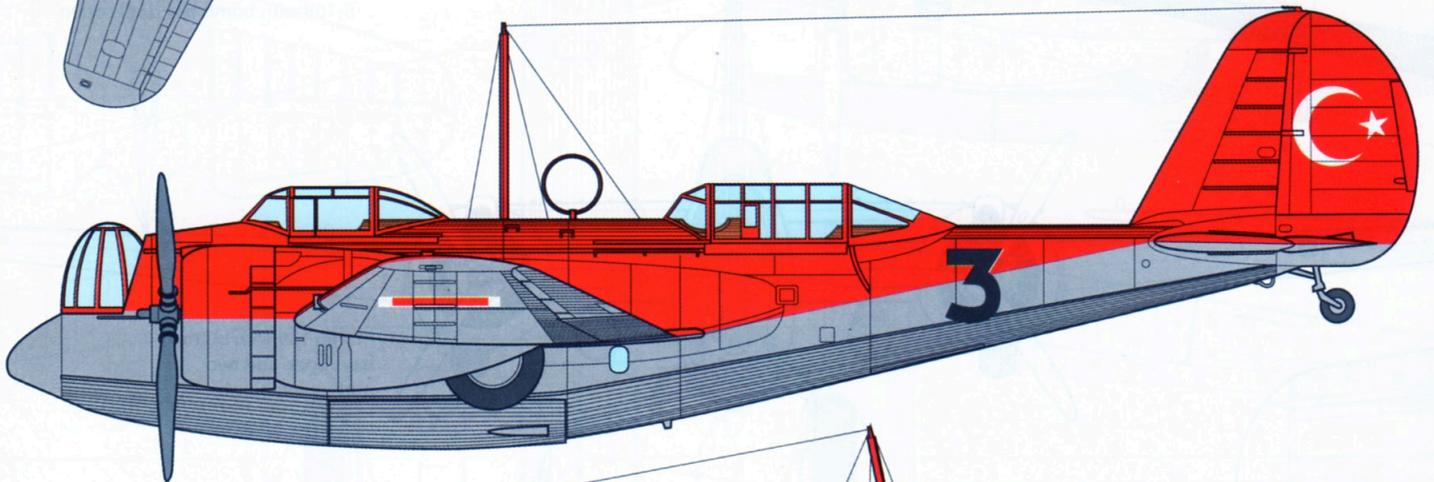
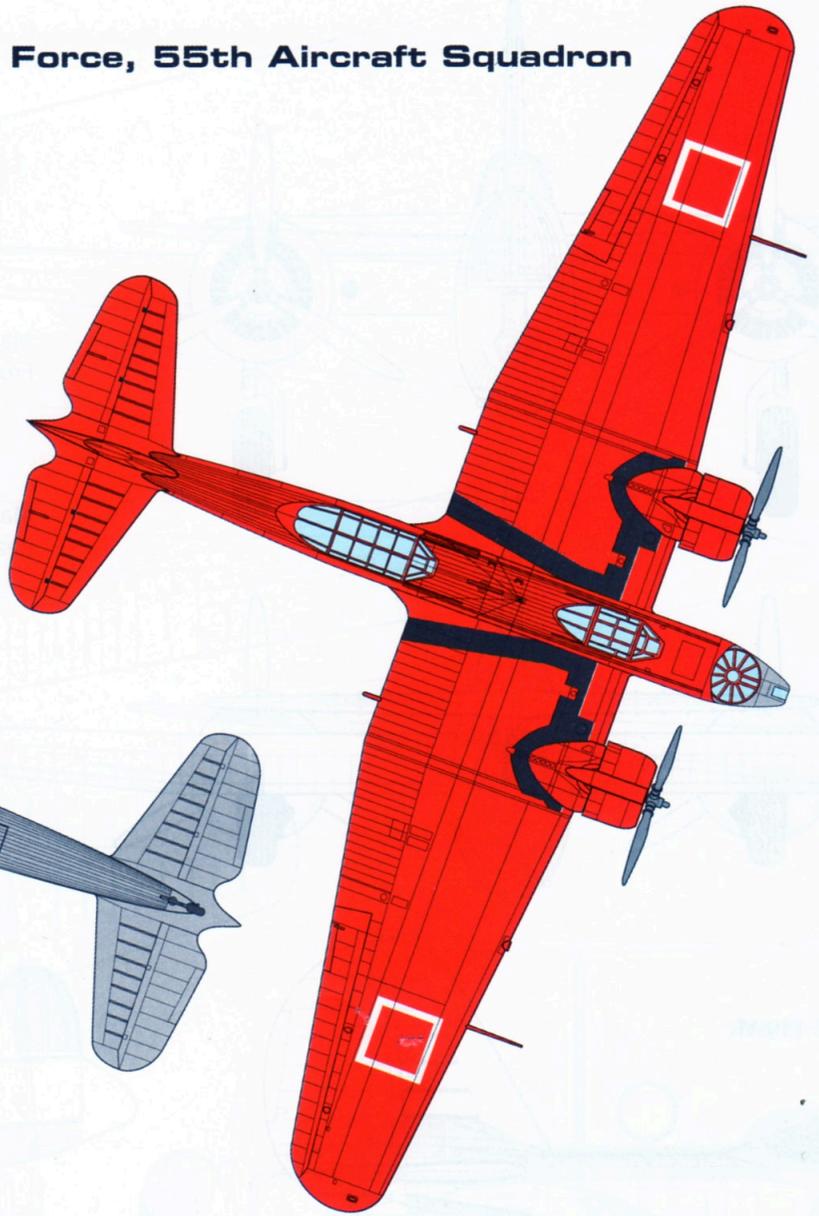
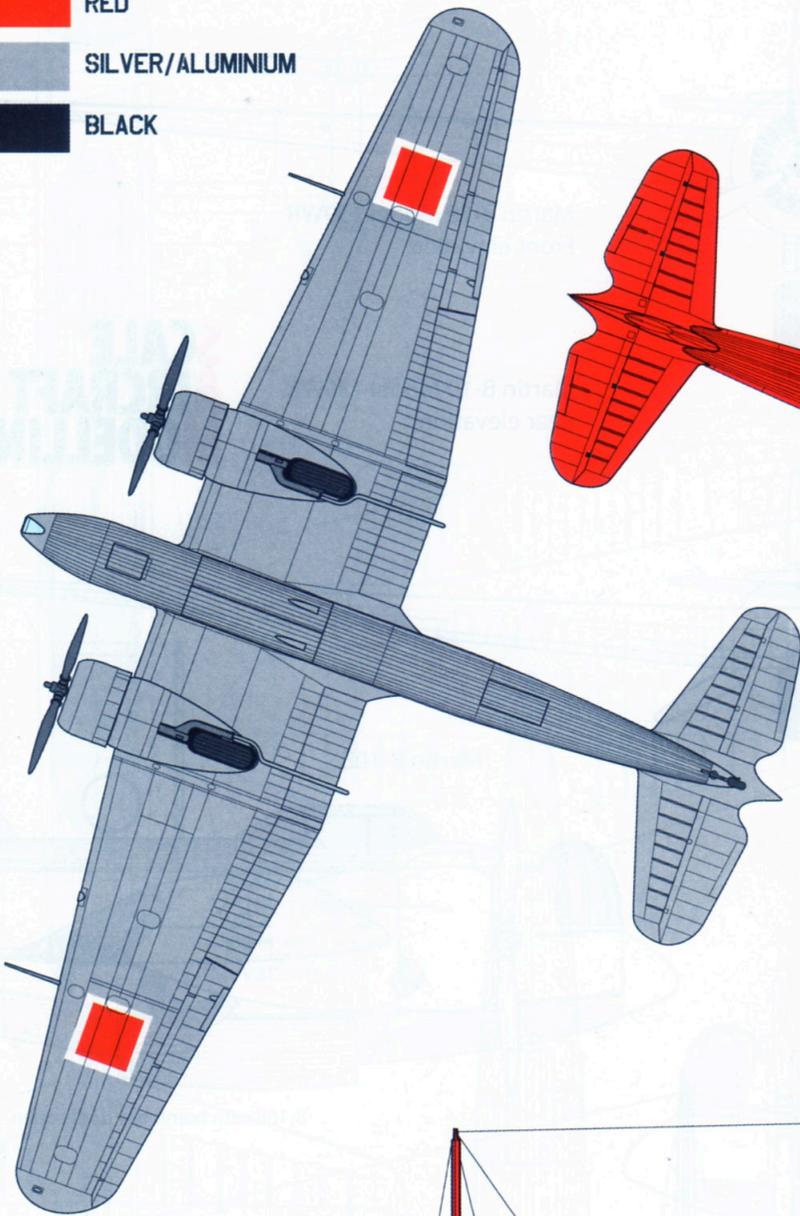
RED



SILVER/ALUMINIUM

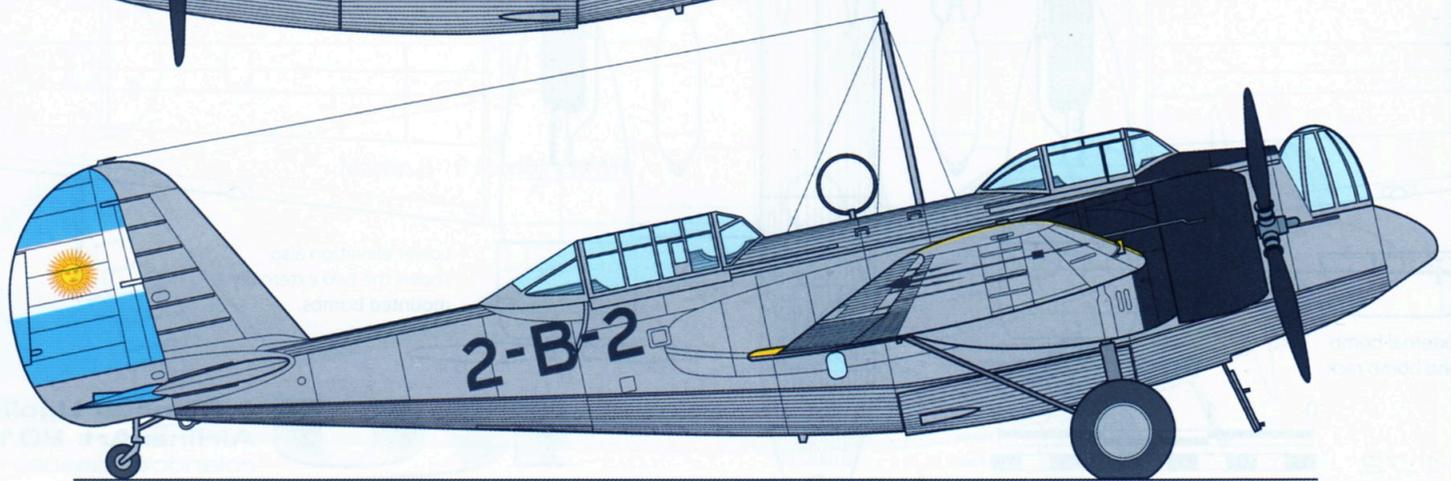
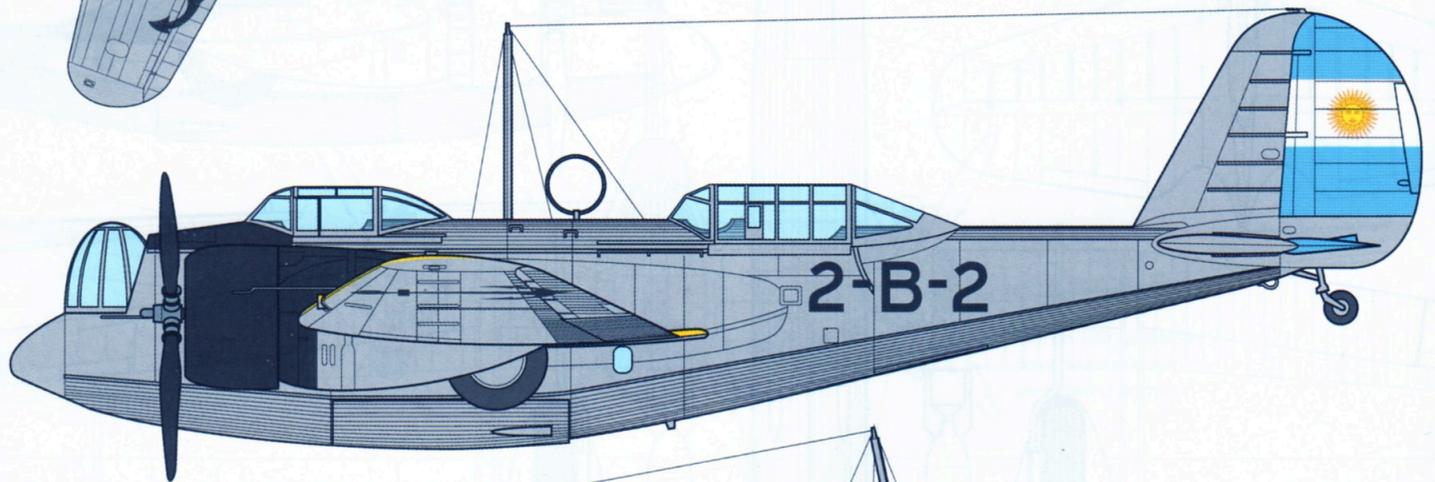
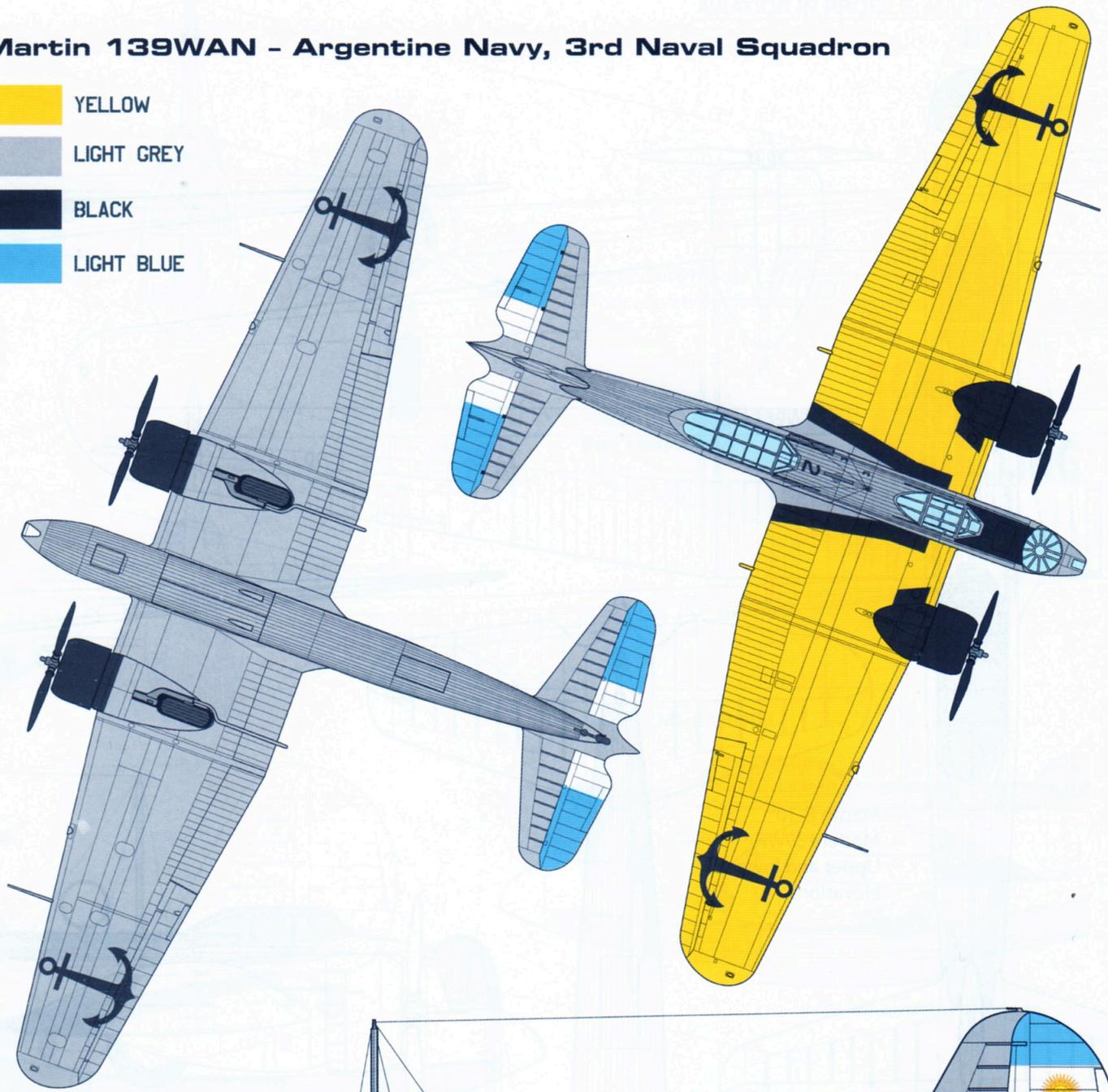


BLACK



Martin 139WAN - Argentine Navy, 3rd Naval Squadron

-  YELLOW
-  LIGHT GREY
-  BLACK
-  LIGHT BLUE

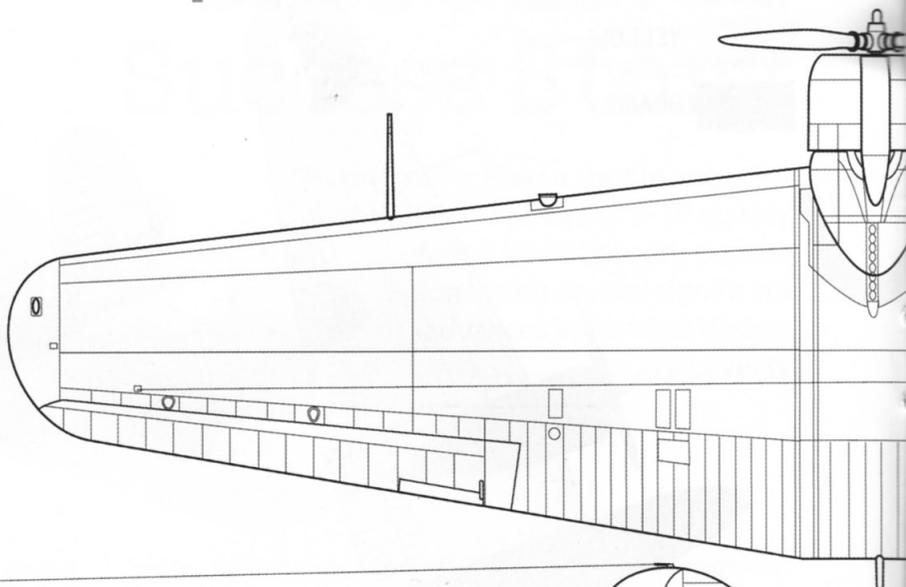
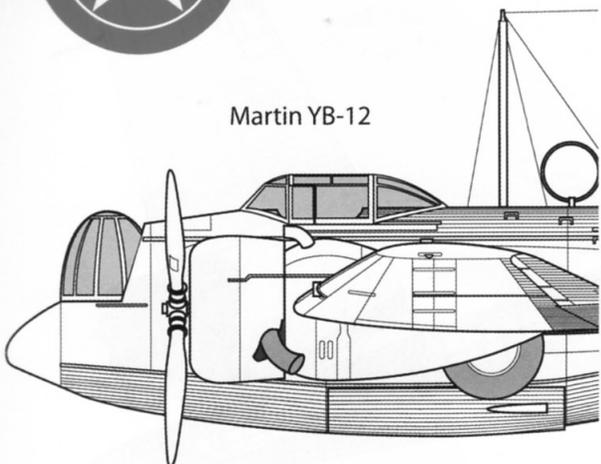




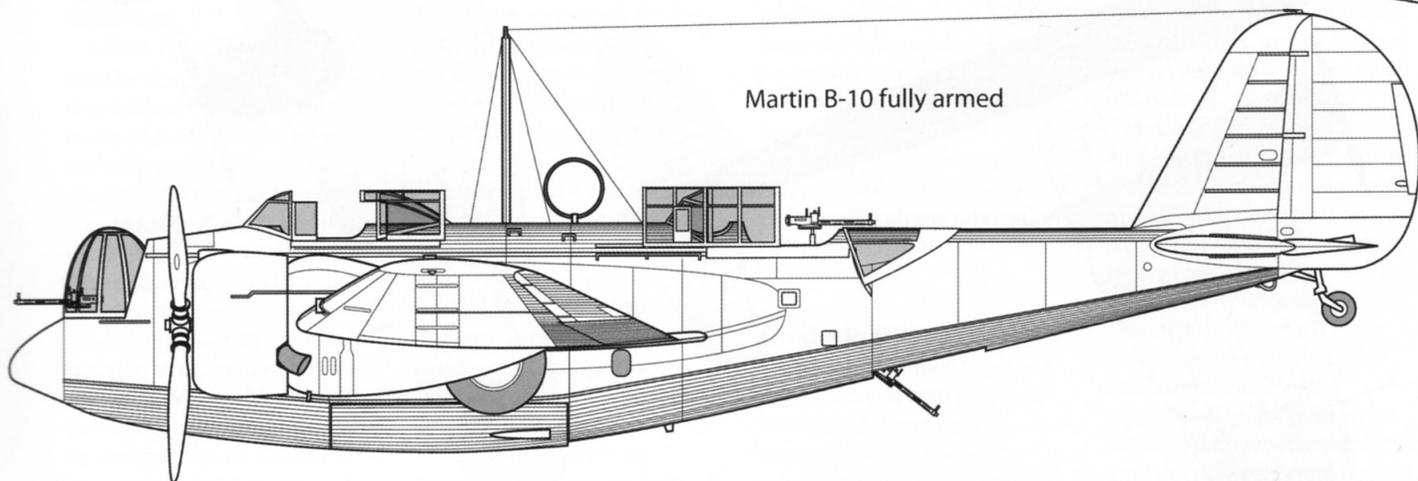
Glenn L. Martin B-10

All-metal monoplane bomber

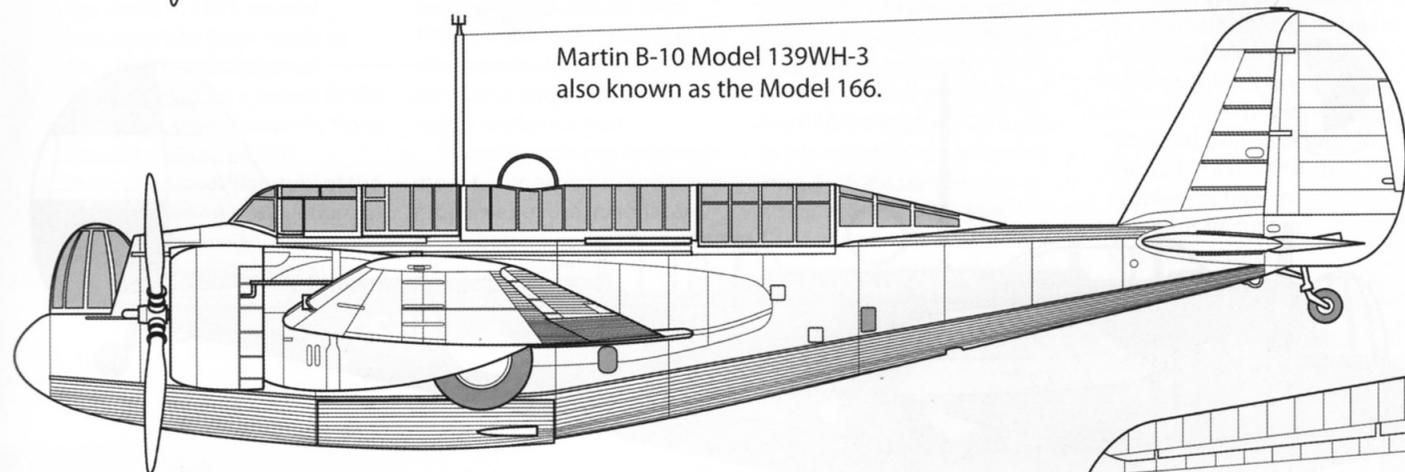
Martin YB-12



Martin B-10 fully armed

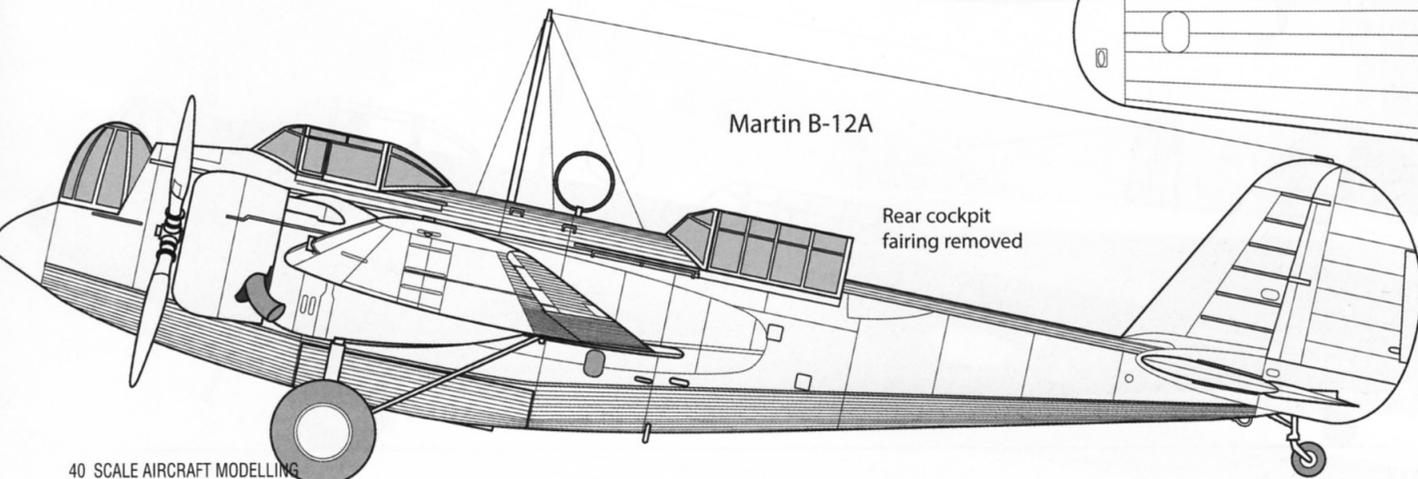


Martin B-10 Model 139WH-3
also known as the Model 166.

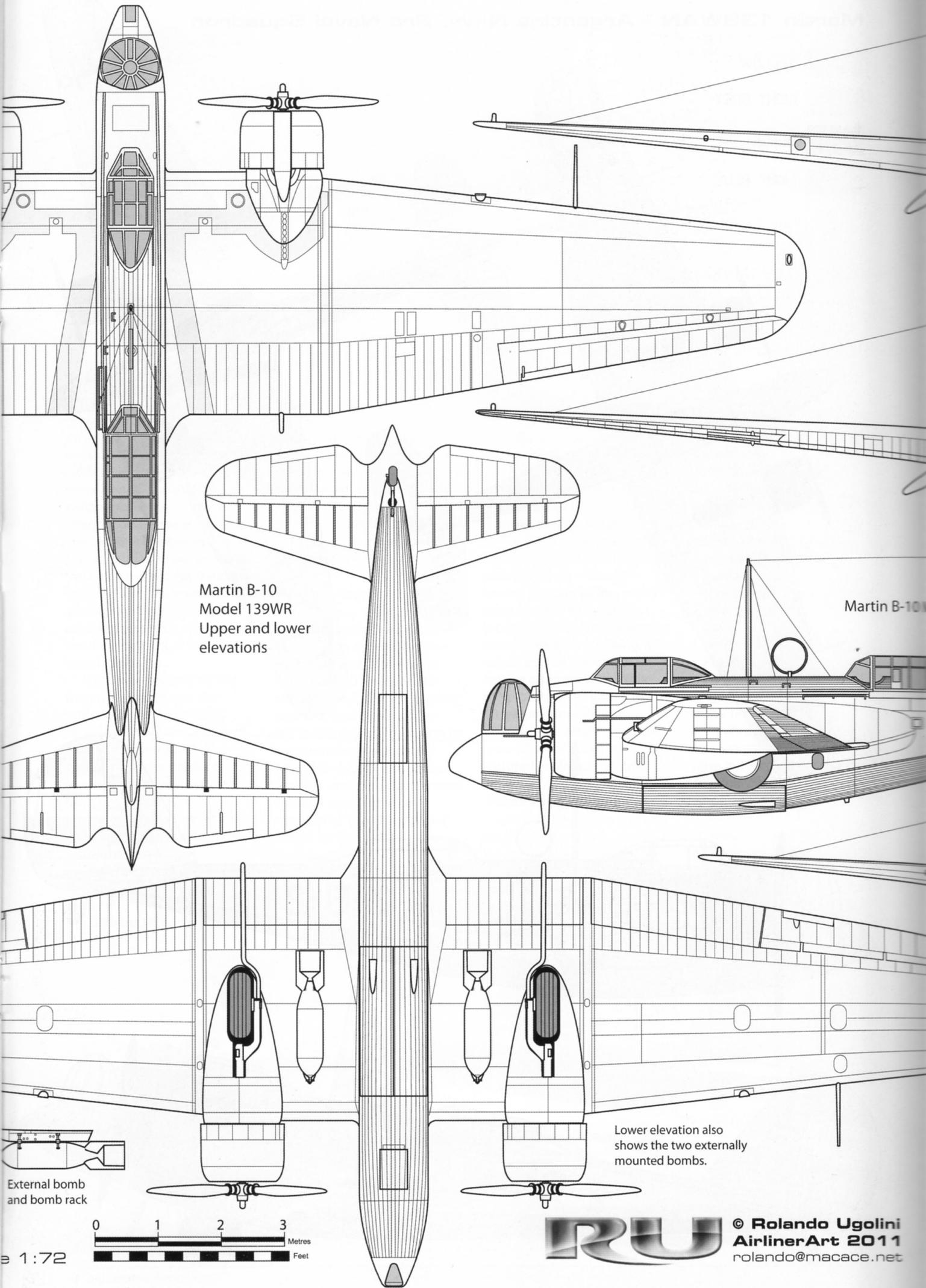


Martin B-12A

Rear cockpit
fairing removed



Scale



Martin B-10
Model 139WR
Upper and lower
elevations

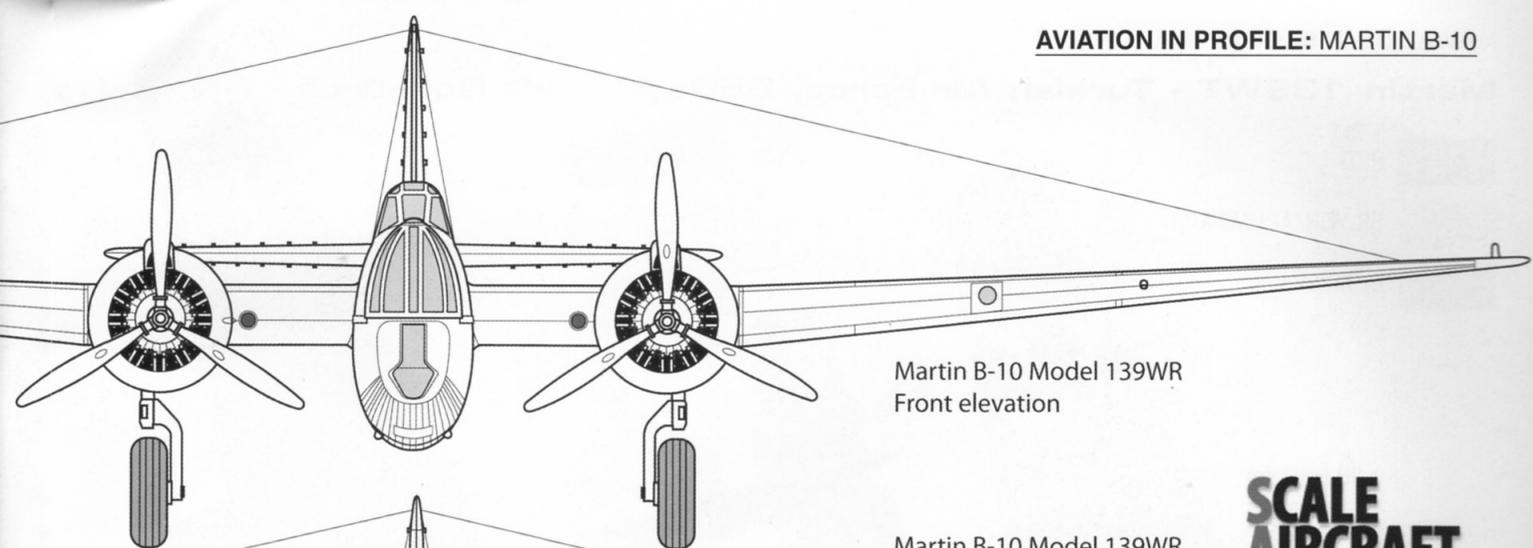
Martin B-10WR

Lower elevation also
shows the two externally
mounted bombs.

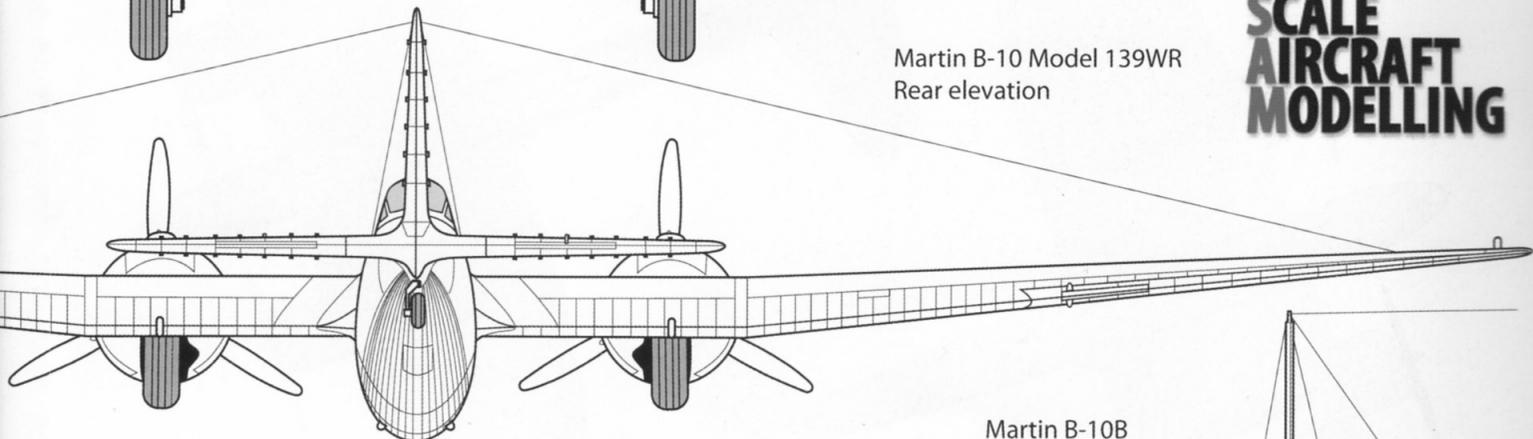
External bomb
and bomb rack



1:72

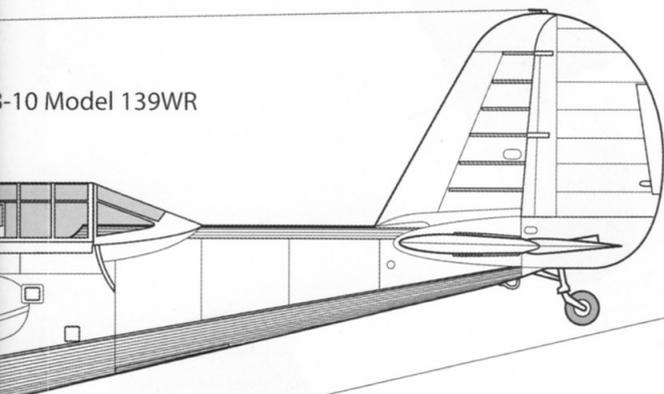


Martin B-10 Model 139WR
Front elevation

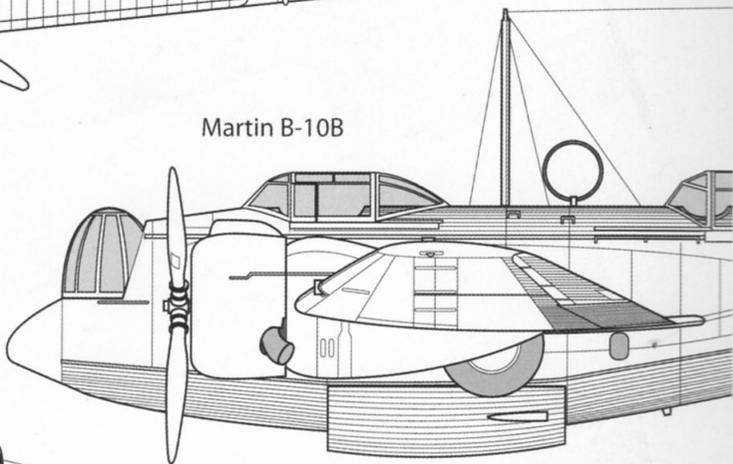


Martin B-10 Model 139WR
Rear elevation

SCALE AIRCRAFT MODELLING

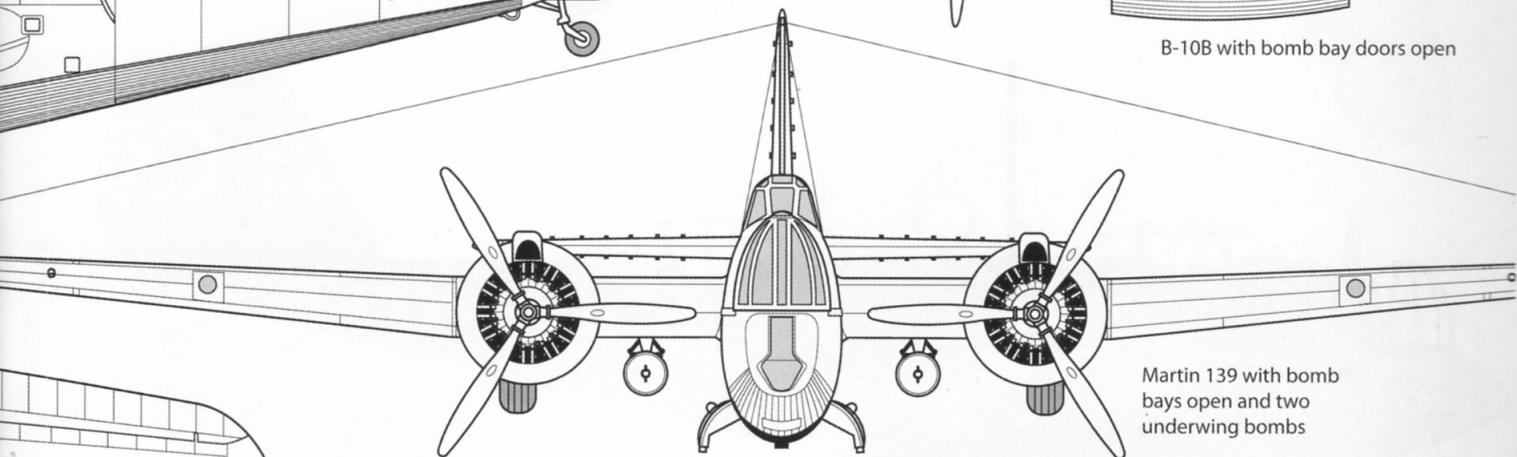


B-10 Model 139WR

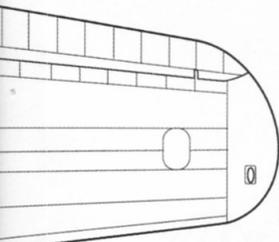


Martin B-10B

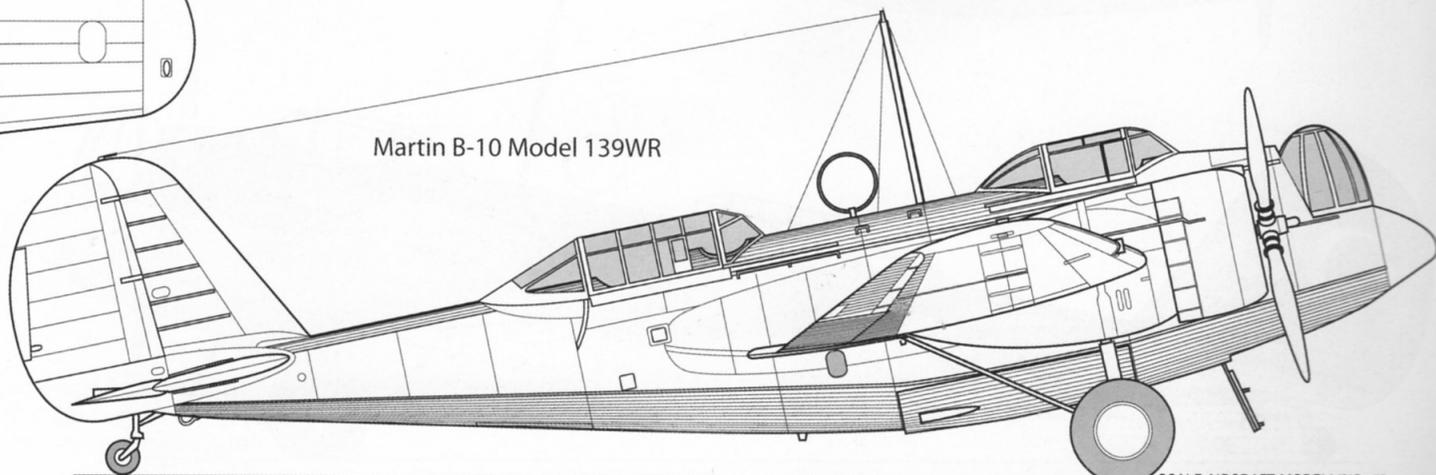
B-10B with bomb bay doors open



Martin 139 with bomb
bays open and two
underwing bombs



Martin B-10 Model 139WR



SCALE AIRCRAFT MODELLING

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CONVERSIONS

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Check magazine for model requirements and subject contents.
Also more than one set may have been reviewed.

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A-7D, EA-6B, F-16I, HH-60H, MC.200, TBF-1.	48	Eduard	12	69
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Ar 196, EF2000, F-111, F6F-5, HH-60H, RBF tags.				
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Bf 110D Canopy in & out.	48	Montex	7	53
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F-16I, F-100F, He 111Z.	72	Eduard	12	69
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Check magazine for model requirements and subject contents.
Also more than one set may have been reviewed, may also include other materials.

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Bf 109E Engine set	32	CMK	2	56
Bf 109E-3 Cockpit	48	Aires	12	73
Bf 109E-4 Canopy	24	Squadron	2	54
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Boeing 767 Metal U/C	144	SAC	10	70
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F-4B/J/N/S Ejection seat.	48	Eduard Brassin	9	63
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IDF Weapon set	72	Skunk Modelworks	8	62
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Beriev Be-12 Chaka	72	RVHP	8	20
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Focke-Wulf Fw 189A-2	48	Great Wall	12	64
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Focke-Wulf Fw 190D-11/13 'Dual Combo'	48	Eduard	5	54
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Vickers VC-10 AEW, Pofflers & other unbuilt variants.		4	63
Windssock Worldwide Vol. 26 issue 4		9	67

DECALS

SUBJECT	SCALE	MAKE	ISSUE	PAGE	
19 Squadron RAF 1935-91.	71	Xtradecal	11	73	
737-800	Norwegian Airlines	144	Lima-November	1	60
787-800	ANA	144	TwoSix	2	58
A340-300	TAP	144	TwoSix	1	59
A-1E Skyraider	Pirates in the Mist	72	Wolfpak	9	64
A-7D Corsair II	Pirates in the Mist	72	Wolfpak	9	64
A-7K Corsair II	US & Foreign users	48	Xtradecal	5	60
A-10A Thunderbolt II	Birds of Prey	72	Wolfpak	9	64
AH-64A & D Apache	Birds of Prey	72	Wolfpak	9	64
AIM-7E-2 & 7M	US AAM markings	32	Twobobs	4	61
Albatros D.III/IV	Imp. Germas A 5	48	Blackbird	9	64
B.340 Bermuda	RNEIAF 'What if'	72	Dutch Decal	6	62
B-10	RNEIAF	72	Dutch Decal	6	62
B-17	Memphis Belle Film	72/48	Kitsworld	10	71
B-17G 2 x sets	USAAF	72	Kits World	8	65
B-24H	Phil Brinkman's Zodiacs Pts 1 to 5	48	Kitsworld	9	65
B-26B/C	USAAF	72	Eagle Editions	6	60
B-26B/C/G Marauder	France	72	Dutch Decals	4	57
Baltimore Mk IV RAF Malta		48	Dutch Decal	1	59
Battle of Britain 70th Anniversary collection 2 x 48 1 x 72	Xtradecal			6	50
BF 109	Switzerland	32	Victory	3	57
BF 109E	Instrument panels	24	Airscale	9	62
British National Insignia		72	Xtradecal	3	58
Buccaneer S.Mk 2RAF in Germany Pts 2/3	72/48	Model Alliance		4	60
C-47A Dakota 'The Voice' France		72/48	Dutch Decals	4	57
C-60A-5-LO Lodestar	France	2	Dutch Decals	4	57
CH-46E	Cripes A' Mighty Marines	72	Wolfpak	9	64
CH-47	Libya	48	Blackbird	9	65
CH-130H	Libya	48	Blackbird	9	65
Chipmunk	RAF in Germany Pt 2	72/48	Model Alliance	4	60
D.520	France	48	PT Decals	6	62
DB-7B	RNeth Navy	72	Dutch Decal	6	62
DH.85	RNeth Navy	72	Dutch Decal	6	62
DHC2	Finnish Border guard	72	Arctic	1	58
Do 215B	ML 'What if'	72	Dutch Decal	6	62
E-2C Hawkeye	USN 2 x sets	48	Fightertown	4	58
E-2C Hawkeye	Worldwide	72	Isradecal	4	61
E-2C Hawkeye	USN	48	Bingo	2	58
F/A-18D Hornet	Cripes A' Mighty Marines	72	Wolfpak	9	64
F/A-18C/D Hornet	MCAS Miramar 2008	48	Twobobs	4	61
F-22A Raptor	Cripes A' Mighty Marines	72	Wolfpak	9	64
F/A-18E Super Hornet	USN 2 x sets	32	Fightertown	4	58
F8F Bearcat	USN	72	Printscale	5	53
F-4C Phantom II	Birds of Prey	72	Wolfpak	9	64
F-5 Tiger II	Middle East	48	Isradecal	4	61
F-5E Tiger II	Nellis 'Gomers' Pts 1/2/3/4	48	Twobobs	6	56
F-5E Tiger II	PACAF 'Gomers' Pts 1/2	48	Twobobs	6	56
F-16AM RNethAF					
2009 display also Metallic Orange Pearl paint.	72/48	Skyart		1	58
F-16C-30	Pirates in the Mist	72	Wolfpak	9	64
F-16I Sufa	IAF	32	Isradecal	7	60
F-22A Raptor	Cripes A' Mighty Marines	72	Wolfpak	9	64
F-51D Mustang	Agiri rebellion.	72	Blackbird	2	57
F-100C	USAF. ANG	72	Xtradecals	4	61
F-100C	USAF	48	Xtradecal	1	60
F-100D	USAF	48	Xtradecal	5	60
F-100D/F	USAF. RDAF. RoCAF. 2 x sets	72	Xtradecal	8	66
F-100F	Pirates in the Mist	72	Wolfpak	9	64
F-104A/C/G/CF-104G	Selection	48	Eagle Editions	6	60
Fokker D.VII	Imp. Germas A 5	48	Blackbird	9	64
Fouga Magister	IDF/AF	72	Isradecal	4	61
Fw 190A	Instrument panels	24	Airscale	9	62
Fw 190A-1/2/3	Luftwaffe	32/48	Eagle Editions	6	60
Fw 190A-2/3	Luftwaffe	32/48	Eagle Editions	6	60
Fw 190D-91945 Luftwaffe/					
Russian captured 3 x sets	72/48/32	Eagle Editions		4	58
Gladiator	Assorted	48	Print Scale	5	59
Hanover CL-IIIa	Imp. Germas A 5	48	Blackbird	9	64
Harrier	RAF in Germany Pts 1/2/3	72/48	Model Alliance	4	60
Hawk T.Mk 1A	RAF 2010 display	48	Model Alliance	5	50
Hawk T.Mk 1	RAF	32	Xtradecal	12	70
HH-3A Sea King	Gone Fishin'	72	Wolfpak	9	64
He 111P-2	Luftwaffe	32	AIMS	5	58
Hornchurch V Luftwaffe assortment.	72/48	Southern Expo		2	58
Hunter F.Mk 58	Miss Demeanour	32	Cammatt	9	62
Hunter T.Mk 2	RAF in Germany Pt 3	72/48	Model Alliance	4	60
Hunter T.Mk 6 RAF & export		72	Xtradecal	11	73
Hurricane Mk 1	Instrument panels	24	Airscale	9	62
Hurricane Mk IIc	RAF	72	Xtradecal	5	60
II-2/II-2M3	Soviet	72	Authentic	4	57
Instrument dials	RAF	24/32	Airscale	9	62
Instrument dials	Luftwaffe	24/32	Airscale	9	62
Ju 87B	Instrument panels	24	Airscale	9	62

Ju 88A-4	France	72/32	Dutch Decals	4	57
L-12	Part 1 1942-1945 RNEIAF				
LaGG-3	Soviet	32/48/72	Dutch Decal	6	62
Lancaster B.Mk 1 'Aries' EANS		48	Dutch Decal	1	59
Latin American Wars Pt-2 'Bay of Pigs'	72Blackbird			2	57
Letov S-16	Dom. Rep. Uprising.	72	Blackbird	2	57
Lightning	RAF in Germany Pt 1	72/48	Model Alliance	4	60
Luftwaffe Bomb markings		48	Print Scale	5	59
Me 262A-1a	Luftwaffe				
	72/48/32	Eagle Editions		4	58
Meteor F.Mk 8	RAF	72	Xtradecal	5	60
Meteor Mk IV	RAF High Speed Flight	48	Dutch Decal	1	59
Mi-8	Libya	48	Blackbird	9	65
Mi-24V/P	Ossetia War.	72	Authentic	4	57
Mi-35	Libya	48	Blackbird	9	65
MI6-23ML	Libya	48	Blackbird	9	65
MI6-25P	Libya	48	Blackbird	9	65
MI6-29	Various Russia & Foreign	72/48	Begemot	8	65
Mirage 5D/F.1	Libya	48	Blackbird	9	65
Mosquito	RCAF	24	Aviaology	3	57
Mosquito FB.Mk VI	RAF	24	Xtradecals	3	58
Mosquito FB.Mk VI	Instrument panels	24	Airscale	9	62
MS.500 Criqueet	France	48	PT Decals	6	62
NC.500 (Fw 190)	France	48	PT Decals	6	62
PBY-5A	RNeth Navy	72	Dutch Decal	6	62
OH-6A Loach	Birds of Prey	72	Wolfpak	9	64
P-39Q	l'Armee de l'Air/Aeronavale	32	PT Decals	12	72
P-40E/N Part 1 1942-1945	ML/KMIL/RNEIAF				
	32/48/72	Dutch Decal		6	62
P-40N Part 2 1945-1950	ML/KMIL/RNEIAF				
	32/48/72	Dutch Decal		12	72
P-51D	USAAF Nose Art	72/48	Kits World	8	65
P-51D	Instrument panels	24	Airscale	9	62
P-61	USAAF	72/48	Kits World	8	65
Phantom FGR.2	RAF in Germany Pts 1/2/3	72/48	Model Alliance	4	60
RCAF Silver Maple Leaf	RCAF	72/48	Aviaology	8	66
KC-130J Hercules	Pirates in the Mist	72	Wolfpak	9	64
Ryan STM	RNEIAF	72	Dutch Decal	6	62
S-2G Tracker	Gone Fishin'	72	Wolfpak	9	64
S-3B Viking	Gone Fishin'	72	Wolfpak	9	64
SAAB 340A	Nörving	72	Lima-November	1	60
Sea Vixen FAW.Mk 2	RN	48	Xtradecal	10	71
SH-2F Seasprite	Gone Fishin'	72	Wolfpak	9	64
SH-3D Sea King	Gone Fishin'	72	Wolfpak	9	64
Spitfire Mk Vb	Instrument panels	24	Airscale	9	62
Spitfire LF.Mk V/IX	France	32	Dutch Decals	4	57
Spitfire Mk IX	Various + book				
	72/48/32	Kagero		8	66
Spitfire Mk IXc	RAF	72	Xtradecal	3	58
Spitfire Mk IXe & XVIe	RAF	72	Xtradecal	3	58
Su-22M-2	Libya	48	Blackbird	9	65
Su-24M	Russia/Ukraine	48	Authentic	3	57
Su-27/SU-33	Flanker Pt-1	72	Authentic	5	59
T-2C Buckeye	USN	48	Twobobs	5	58
T-2C/D/E Buckeye	Colorful Buckeyes	N/A	Twobobs	4	61
T-33A Silver Star	RCAF & CAF 1951-2005				
	72/48/32	Belcher Bits		9	62
T-33A Thunderbird	Foreign				
	72/48/32	Mark 1		9	62
T-33A Pts 1 to 3	US & Foreign	72	Xtradecal	9	65
Tiger Moth	France	48	PT Decals	6	62
Tornado GR. IDS 'Desert Storm' RAF. RSAF. Italy	72/48	Model Alliance		4	60
TSR.2	Fantasy	48	Xtradecal	1	60
Tu-95MS	Russia	72	Authentic	3	57
Turkish War of Independence.		72	Blackbird	2	57
Typhoon Mk 1b	RAF Sharkmouth				
	72/48/32	Aviaology		2	58
UH-1N	Cripes A' Mighty Marines	72	Wolfpak	9	64
US National Insignia		72	Xtradecal	3	58
US National Insignia	1942 – Post-war. Large	72	Xtradecal	11	73
Wessex	RAF in Germany Pts 1/2/3	72/48	Model Alliance	4	60
Wings of Stars Pts 1 & 2	USAAC	72/48	Model Alliance	5	58
YCH-54A Tarhe	Birds of Prey	72	Wolfpak	9	64

DRAWINGS & SAM PLANS

SUBJECT	SCALE	MAKE	ISSUE	PAGE	
A-10A/C Thunderbolt II	72			11	40
B-58 Hustler	100			9	36
BR.20M Cicogna	72			6	34
Bristol T.188	72			10	36
CF-5D Freedom Fighter.	48			5	34
F-8E(FN) Crusader	72			4	34
P6M-2 Seamaster	144			3	34
Sea Harrier FRS.1	72			1	34
Sunderland	144			2	34
Yak-15	48			8	36

FEATURE BUILDS

SUBJECT	SCALE	MAKE	ISSUE	PAGE	
A-7E Corsair II	Front end & cockpit	16ish	Scratchbuilt	10	21
A-10A Thunderbolt II		48	HobbyBoss	11	50
B-58A Hustler		48	Monogram	9	47
Bf 109E-3	'Obit Walter Rupp'	32	Eduard	6	40
Bf 110G-2		48	Eduard	9	53

BR.20 Cicogna	48	Special Hobby	7	46
CF-5D Freedom Fighter	72	Italeri	5	46
E-2C Hawkeye	48	Kinetic	1	14
F4U-1D Corsair	48	Tamiya	7	32
F-5E Tiger II	48	AFV Club	6	46
F-8E(FN) Crusader	32	Trumpeter	4	40
F-14D Tomcat	32	Trumpeter	3	20
F-16I Sufa	32	Academy	11	56
F-100C Super Sabre	48	Trumpeter	2	14
F-102A Delta Dagger	48	Encore	12	46
F-105D Thunderchief	48	HobbyBoss	12	54
Ju 188A/E	72	Revell	7	40
Ki-44-II Hei Shoki	72	Hasegawa	2	46
Lightning F.Mk 6	48	Grand Phoenix	4	46
P6M-2 Seamaster	144	Mach 2/Anigrand	3	42
Sabre 6	32	Kinetic	5	40
S.E.5a 'Hispano' Pt-1	32	Wingnut	2	42
S.E.5a 'Hispano' Pt-2	32	Wingnut	3	46
Sea Harrier FA.2	72	Airfix	1	42
Sea Harrier FRS.1	72	Airfix	1	26
Sea Vixen FAW.Mk 2	48	Airfix	12	34
Spitfire Mk IXc 'Peter John III'	32	Tamiya	1	47
Su-24M	48	Trumpeter	8	52
Sunderland Mk III	48	Alpha Flight	2	26
Super Etendard '100Years of the Aeronavale'	72	Academy	10	56
Swift FR.Mk 5	72	Xtrakit	3	26
Tornado GR.Mk 4	48	HobbyBoss	10	50
Yak-15	48	Czech Model	8	46

MISCELLANEOUS ARTICLES

I have pruned & indexed 'The Briefing' and 'Scuttlebutt Lodge' under the appropriate sections.

SUBJECT	ISSUE	PAGE	
100Years of the Aeronavale aircraft listing.		10	61
A-20-25-DO Havoc 433-9436 at RAF Museum.		4	8
Demise of the Harrier in the UK.		12	8
Ian Huntley – Obituary.		5	9
IPMS USA Phoenix Nationals 2010.		8	10
Nimrod MRA.4 'Ready to train'		3	64
Peter Wright – Obituary		3	64
Scale Modelworld 2010.		11	9
Scottish Traders Fayre Dec.2009		1	61
Wingnut Models 2010 release.		1	20

TECH GUIDES & THE PLASTIC PRACTITIONER

SUBJECT	ISSUE	PAGE	
Canopy sanding.		4	9
Canopies & scale thickness with replies from Airfix & Revell.		12	11
Cleaning excess putty.		3	65
Masking without knife on plastic.		9	17
Panel opening.		12	58
Working with Oil paints.		2	65

TOOLS & OTHER MODELLING PRODUCTS

SUBJECT	MAKE	ISSUE	PAGE	
Airbrush Air-port Hanger.	IWA-KJ-100	Iwata	6	61
Brushes: Nylon & Sable.			12	11
Clamps 2 x Versions TU09914 & Tu09915.		Trumpeter	11	75
Compressor – Iwata Maxx Jet portable Studio.		Iwata	11	75
Copper beams.		Lion Roar	4	54
Decal setting solutions. Microset & Sol. Mr Mark. DACO. Humbrol & Revell			3	65
Decal tray.		Trumpeter	12	73
Digital calipers.	MRPGA1001Modelsforale.com			

The Boeing B-9 was the first twin-engined U.S. Army bomber to incorporate a low-wing cantilever design.



"The greatest single thing I accomplished for aviation was to get Mr. Ford interested in it."

William Bushnell Stout

overcome. In a wooden design, the integrity comes from the wooden framework under the cloth skin, whereas the stressed metal skin over the frame enhanced the structural integrity of the metal frame. The fact that the external panels needed to be riveted to the frame meant that the costs involved with the production of aircraft significantly increased, another factor that retarded the development of the all-metal design.

Metal was not only lighter than wood, but it was also presumably more durable. Wood may have warped, been eaten by termites and splintered under pressure, however Duralumin suffered from severe corrosion problems. Unlike steel or iron, Duralumin corroded from the inside out, resulting in unexpected structural failures in flight with obviously disastrous consequences. It was not until the US Federal

Government and The Aluminium Company of America (Alcoa) cooperated in the development of an alloy called Alclad (sounds familiar...) that molecularly bonded to aluminium that the corrosion problems of Duralumin were overcome.

Peashooting

By the early 1930's wood was no longer being used in the construction of multi-engine passenger and US Air Force fighter aircraft and wooden aircraft were quickly becoming obsolete. Boeing aircraft led this technological revolution by incorporating welded steel tubing for fuselage structures and this would quickly become industry standard until replaced by the 'Monocoque' design by the middle of the decade.

The P-26 was the first all-metal pursuit aircraft purchased by the US Army Air Corps, affectionately known as

the 'Peashooter' to those who flew her. It was also the last open cockpit, externally braced and fixed undercarriage design accepted. It was only a matter of time before the first all-metal bomber was introduced.

The B-9 bomber may have been the first US bomber to incorporate an internally braced (cantilever) low placed wing, but due to the ever-increasing speeds multi-engine aeroplanes were attaining, it would also be the last to feature open cockpits. While the prototype version of the B-10 featured impractical unenclosed cockpits for the crew, all subsequent versions featured enclosed stations.

Pioneering Design

Just as the Junkers F.13 had set the standard for aeronautical achievement in the 1920's, the B-10 set the standard for the '30's. It revolutionised the concept of bomber design and in the

process outperformed a significant number of contemporary fighter designs, let alone existing bombers. The list of technological achievements was impressive.

- First to incorporate a streamlined monocoque fuselage
 - It was the first bomber to incorporate an internal bomb bay
 - Retractable undercarriage,
 - Rotating gun turrets
 - Fully enclosed cockpits
- Indeed, the B-10 was a truly revolutionary design and made a significant impact on the aviation community at the time. In 1934, the Army placed an initial order for 48 aeroplanes worth \$2.5 million. Ironically though, the first serious work undertaken by the B-10 was not military in nature.

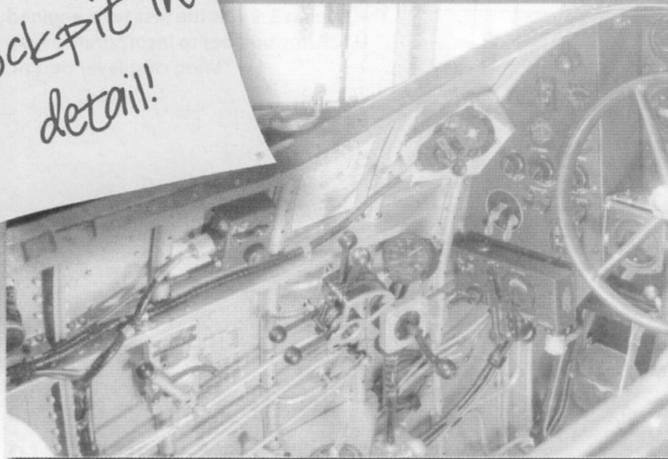
Post Mortem

The Hoover administration, under Post-Master Walter

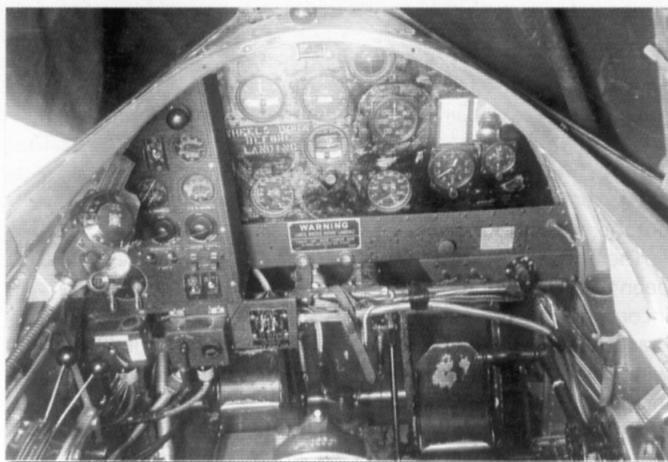


The initial prototype of the XB-10 did not originally incorporate enclosed cockpits, although this quickly proved impractical.

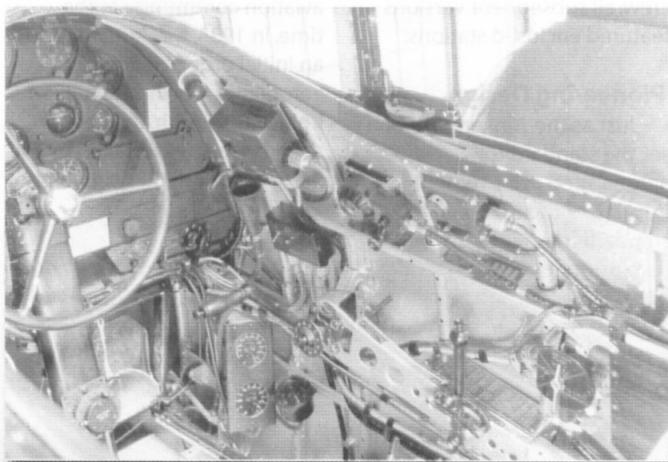
Cockpit in detail!



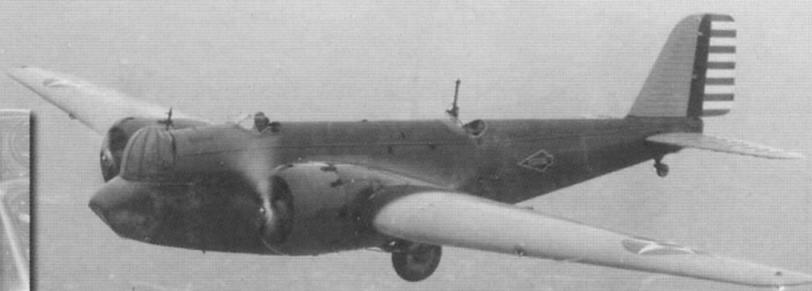
While not yet displaying the enclosed cockpits, the XB-10 does feature the full engine cowlings.



Although this is a view of the cockpit of the YB-13, the only change from the B-10 was a switch to Pratt & Whitney R-1860-17 radial engines of 700 hp each.



A view of the starboard side of the cockpit interior.



While not yet displaying the enclosed cockpits, the XB-10 does feature the full engine cowlings.

Folger Brown, had handed out all of the mail routes to three major US commercial carriers at what was later regarded as a 'Spoils Conference' in 1932, effectively freezing out any smaller airlines from gaining tenders. Many felt this system was corrupt and designed to solely benefit supporters of Hoover, so with the election of Roosevelt in 1933 Alabama Democrat Senator Hugo Black established a committee to investigate airmail. The hearings raised serious questions regarding the legality of the contracts and newly appointed Post-Master General Jim Farley cancelled all existing Air Mail contracts on the 19th of February 1934. As a result he controversially turned the job over to the Army as a temporary measure, with disastrous consequences.

The Army Air Corps were ill equipped for flying the routes in civilian aircraft and three pilots were killed in the training alone. A storm in the first week of operations resulted in two more deaths, six injuries and the destruction of eight aeroplanes. After halting mail operations for a week the Army enlisted several new aircraft, including the new B-10, however more crashes ensued and by the 8th of March twelve pilots had perished in 66 crashes or forced landings. Coming under intense criticism

after a quadrupling in the costs of maintaining the airmail routes, the Roosevelt administration returned to private Air Mail contract on the 8th of May 1935.

Better Days

1935 President Franklyn Roosevelt presented Glenn L. Martin with the coveted Collier Trophy. Martin was gracious in his speech, accepting the award on behalf of "everyone who worked on the design and who helped rivet it together" although this was not gracious enough for some in the Air Corps Materiel Division, whose engineers insisted that Martin should have said he "owed it all" to them.

By the end of 1935 the Air Corps' order totalled 121 aircraft, for a total of \$7.5 million, making it the largest single bomber order placed by the US military up until that time. So pleased and confident in their new bomber was the Air Corps that they decided to stage a very public and ambitious round trip flight to Alaska from Washington in order to test the capabilities of their new aeroplane.

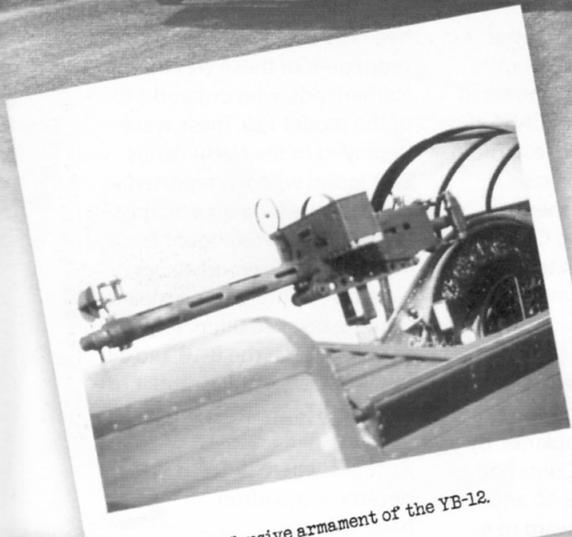
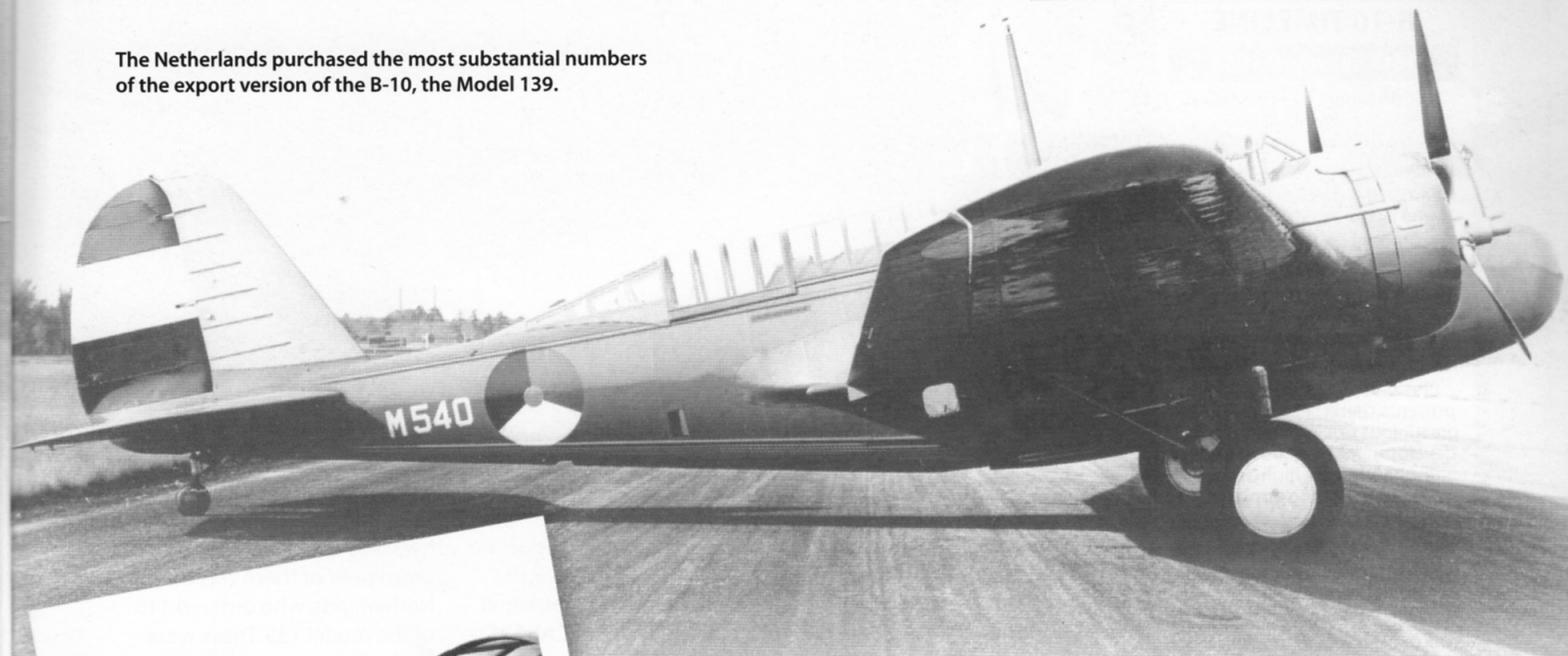
Road Trip

Stand Alone: "...the Air Power wonder of its day..."
Henry 'Hap' Arnold
Lieutenant Colonel Henry

The NACA Cowling Rings are clearly evident in this image of the initial XB-10.



The Netherlands purchased the most substantial numbers of the export version of the B-10, the Model 139.



Defensive armament of the YB-12.



An obviously retouched and completely fabricated image of B-10's overflying an active volcano...

'Hap' Arnold was well prepared to lead the mission to fly ten B-10's from Bolling Field (Air Force District of Washington D.C.) to Fairbanks, Alaska and back. It was intended to be a public

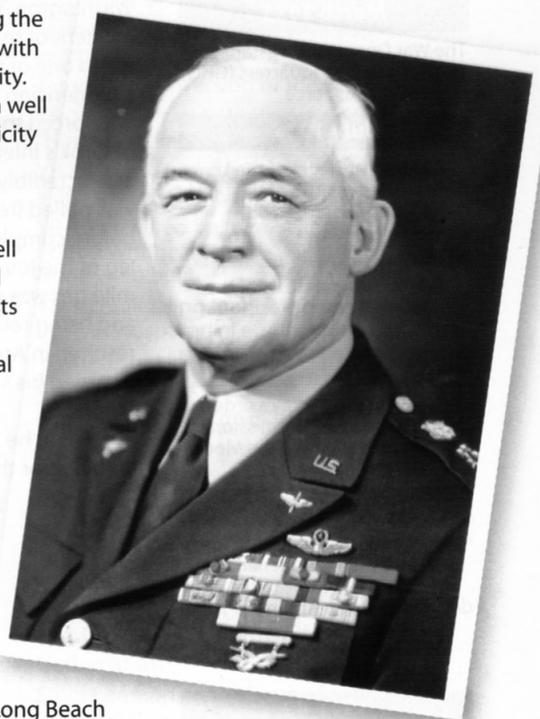
relations exercise designed to restore faith in the Air Corps' capabilities after the airmail disaster, while also testing the ability of the Army Air Corps to respond to an 'incident' in Alaska. Forward thinking military minds had correctly envisioned the potential for a global conflict and hoped to demonstrate to the increasingly isolationist American populace that the geographical security of the United States was no

longer assured.

Since his appointment as commander of March Field, California, Arnold's duties included transforming the Air Base into a "Showcase Installation", which included rectifying the strained relations with the local community. Embarking upon a well orchestrated publicity campaign, he organised several aerial reviews featuring many well known Hollywood celebrities as guests and ordered officers to join local community service organisations. Relations dramatically improved. The base also participated in relief efforts during the blizzards of 1932/33 and the Long Beach Earthquake on the 10th of March 1933.

"...the Air Power wonder of its day..."

Henry 'Hap' Arnold



'Hap' Arnold won the 1934 Mackay Trophy for leading the round trip flight from Washington D.C to Fairbanks Alaska.

YB-10.



B-10 TIMELINE

16th February 1932

Martin Model 123 first takes flight.

20th March 1932

The YB-10 is delivered to the US Army as the XB-907 for testing.

17th January 1933

The US Army places an order for 48 XB-10's

March 1933

President Franklin Roosevelt presents Glen L. Martin with the prestigious Collier Trophy for "... development of an outstanding multi-engined, high-speed, weight-carrying airplane"

November 1933

The first production variants (YB-10) are delivered to Wright Field.

Early 1934

The B-10 enters service with the Army Air Force

Summer 1934

Colonel Henry "Hap" Arnold assembles a fleet of 10 B-10's and flies from Washington D.C. to Alaska and back

March 1935

The War Department establishes the General Headquarters (GHQ) Air Force

July 1935

Shipments begin of the US Army's order for 103 of the newly designated B-10B

1935

B-10's carry out tests of the Navy's Norden precision bombsight.

1936

After filling the Army's orders, Martin is granted permission to sell export version of the Model 139

1937

Export versions are sold to Siam (6), Turkey (20), Netherlands (a total of 116 of various designation), the Argentine Army and Navy (38) as well as a demonstrator for the Soviet Union.

1941-42

The B-10 participates in the battles for the Netherlands East Indies and performs well...for a time.

1942

The single surviving RNEIAF Model 139 is flown back to the US and presumably scrapped.

1970

After an extensive search by the National Museum of the USAF, a sole remaining Model 139 is discovered in Argentina where it had served as a ground crew trainer until the mid 1960's. It was subsequently given to the United States as a gift and restored as an example of one of the aircraft that participated in the Alaskan Flight and is currently on display in Wright Patterson in Ohio.

Arnold also commanded a zone of the Army Air Corps Mail Operation in 1934, where his unit performed admirably well, leaving him unscathed by the debacle.

Hailing the B-10 as the "... the Air Power wonder of its day..." Arnold carefully planned the round trip and in July 1934 set out from Washington. The only notable incident of the flight occurred when one of the B-10's, experiencing engine trouble, was forced to land in the waters of Cook's Inlet off Anchorage, but incredibly, the aeroplane was pulled free and 'dried out' before completing the return leg of the journey. The 7,360-mile trip was well documented and being relatively uneventful, resulted in Arnold being awarded his second Mackay Trophy.

Feeling he was overly credited for the flight's success,

Arnold lobbied his superiors for increased recognition for the other crews of the flight, albeit unsuccessfully as the Chief of Staff ignored his request. The fact that in 1937 he was belatedly awarded the Distinguished Flying Cross for the Alaskan trip created even more resentment amongst some of his peers.

Overseas and Demise

Time waits for no man, nor does it wait on aeroplanes. By 1936 the Army Air Corps had lost interest in the B-10 and was already looking forward to 4-engined designs such as the Boeing Model 299 (later to become the legendary B-17), and considering the B-10 to no longer hold any tactical superiority potential, granted Martin permission to sell the aeroplane to

In 1935 the B-10 was used in test of the Navy's Norden Precision Bombsight.

overseas customers. The most prominent of these was the Netherlands, who ordered 116 of the model 139. These were deployed to the Netherlands East Indies where it reportedly held its own for a time against the Japanese onslaught of 1942/42. However, advances in Japanese fighter design meant that the balance ultimately shifted against the B-10 and all but one were lost in combat or captured. The sole survivor made it to Australia where it became a squadron hack. This was eventually pressed into service and flown from Australia to the United States.

The B-10 had been completely phased out of front line operations by the time the war started for the US on the 7th of December 1941, and as such it never saw combat



wearing the Stars and Bars. Not a single airframe had



YB-12 undergoing routine maintenance.

been preserved in the US and it was in Argentina in 1970 that the National Museum of the Air Force found an example to restore. It had soldiered on with the Argentinean Air Force as a ground crew trainer until the mid 1960's. After it was given to the US Government by Argentina in an

official ceremony it was restored between 1973 and 1976 and currently resides at the National Museum of the United States Air Force near Dayton, Ohio.



YB-12.

B-10 VARIANTS

Martin Model 123:	Direct predecessor of the XB-10 (designated XB-907 during Army trials).
XB-907A:	New designation for the XB-907 after it was returned to the Army for further testing.
XB-10:	Designation for the XB-907A after it was purchased by the United States Army Air Corps.
YB-10:	Production variant of the XB-10.
B-10:	Two aircraft ordered in 1936.
RB-10MA:	The sole surviving NEIAF Model 139WH-3A flown from Australia to the United States in July 1942.
YB-10A:	This differed from the YB-10 only in its engines. Its Wright R-1820-31 turbo-supercharged radials allowed it to reach speeds of 236 mph (380 km/h), making it the fastest of the B-10 series.
B-10B:	Main production version with 103 examples produced.
B-10M:	Target Tug conversion of the B-10B.
YB-12:	YB-10 with Pratt & Whitney R-1690-11 "Hornet" radial engines.
B-12A:	YB-12 production variant with provision for a 365 gal (1,381 l) bomb bay tank.
YB-13:	YB-10 powered by two 700 hp (522 kW) * Pratt & Whitney R-1860-17 radial engines. None were built.
XB-14:	YB-10 built using Pratt & Whitney YR-1830-9 "Twin Wasp" radial engines.
YO-45:	YB-10 tested in the high-speed observation role.
Model 139WSM:	Export version of the B-10 for Siam, 6 built
Model 139WAA:	Export version for the Argentine Army, 26 built.
Model 139WAN:	Export version for the Argentine Navy, 12 built.
Model 139WC:	Export version built for China, 6 produced.
Model 139WH:	Export version for the Netherlands. Produced in block series: H-1, H-2, H-3 and 139WH-3. A total of 116 were built for the Netherlands.
Model 139WS:	Single demonstrator for the Soviet Union.
Model 139WT:	Export version for Turkey, 20 produced.





Edelweiss

Wingnut Wings continue true to form with this amazing rendition of one of the most popular aircraft of WWI as **Mick Capell** finds out.

**WINGNUT
WINGS**

Albatros D.V

Availability:

www.wingnutwings.com

Stock Code: 32009

Scale: 1:32

Price: \$59.00

Recommended Minimum

Skill Level: Intermediate

Optional Extras Used:

Eduard Wire Stretchers
(48406)

Author's Additional

Investment: Nominal

Paints Used: Xtracrylix &

Alclad

If I had to choose my favourite aircraft of the First World War it would have to be the Albatros D.V. For me it has a certain character and design that makes it stand out from the crowd. So you can hopefully imagine my excitement when I was given this kit to build for SAM. With four different colour schemes included and more on the way courtesy of a batch of Wingnut Wings decal sheets, this model kit is a 'must buy' for the discerning modeller.

Among the usual high quality mouldings and Cartograph decals is a small photo etch fret containing the seat belts and

exquisite cooling jackets for the twin Spandaus.

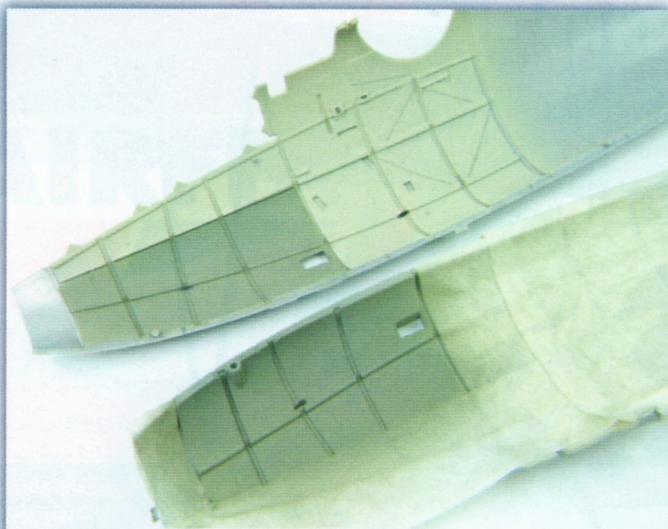
Chocks Away

The instructions give the impression of a rather crowded interior but it is actually incredibly easy to build. I found that I had to use nearly every different type of paint available to complete it though! Oil paint for the wood effect, Alclad on the metal parts, Acrylics on the remainder and finally a dark enamel wash over the seat belts.

There are no short cuts as the majority of the interior is clearly visible on the finished model, especially the engine assembly as I intended to leave the starboard engine cowling off to display the engine properly on its wooden engine bearers.

The engine bearers can be quite fiddly to get right. To overcome this, the uprights are positioned into the corresponding grooves, then the two horizontal parts positioned inside and finally glued to the uprights making sure everything is still aligned. When dry, the engine is then fitted and the





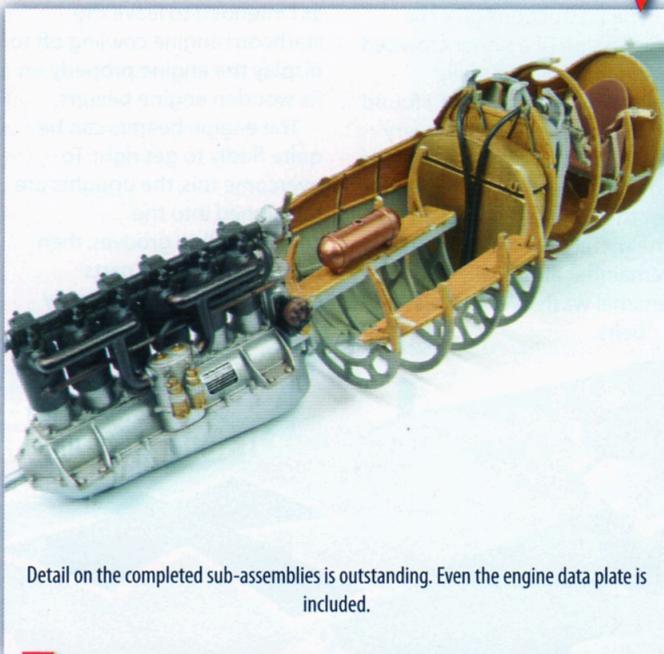
There are some minor sink marks on the interior although since they cannot be seen on the finished model, even with the engine compartment exposed, I left them as they were.



Careful masking is required before applying the oil paint wood grain.



Even without using any special painting effects and just following the instructions paint guide I ended up with a presentable cockpit.



Detail on the completed sub-assemblies is outstanding. Even the engine data plate is included.



The engine cradle is a tight fit, in hindsight these parts could be thinned down slightly using a sanding stick prior to painting.



For ease of assembly the engine can be airbrushed in its constituent parts. Everything was finished in Aldiad Lacquers. Where would we be without them?

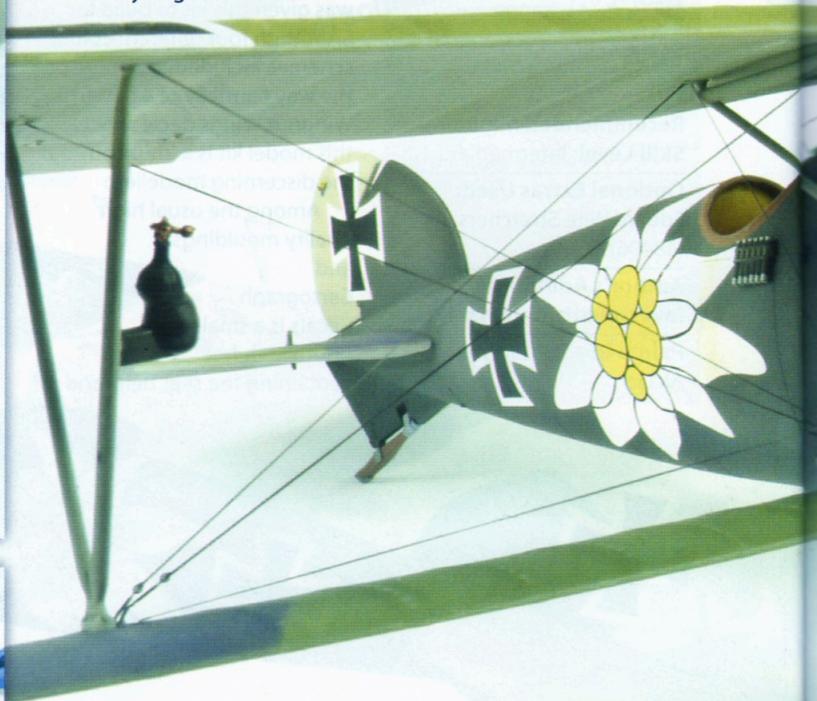


up looking boring and bland. To liven it up a bit a black pre-shade is first airbrushed over the panel lines. Then a dark grey can now slowly misted over the fuselage to start the 'colouring in' process. Now we need to weather it some more by airbrushing a light grey in a random patch pattern trying to avoid the panel lines. Finally, to tone it down and blend everything together, a highly thinned coat of black is applied. This final stage needs to be carried out gradually as it can easily be over done. My recommendation is to do a couple of passes in one session, then leave it to one side to dry. Once you return to it you will have a fresh perspective on the

Back To Black

Wingnut have included a variety of colour scheme choices to satisfy all tastes. The most striking of these has to be Otto Kissenberth's Edelweiss adorned Albatross with its black contrasting fuselage creating a striking backdrop for the beautiful Alpine flower.

Painting a single colour over a relatively large area can end





Wingnut's colour profiles provide an accurate visual reference guide.

Since Xtracrylix does not stock this colour I tried a few test mixes. I found a 50/50 mix of XA1217 red and XA1218 dark blue gave me a very close match. I imagine that similar colour combinations from other brands will achieve the same result.

Using a combination of White Tac putty rolled into thin strips and liquid

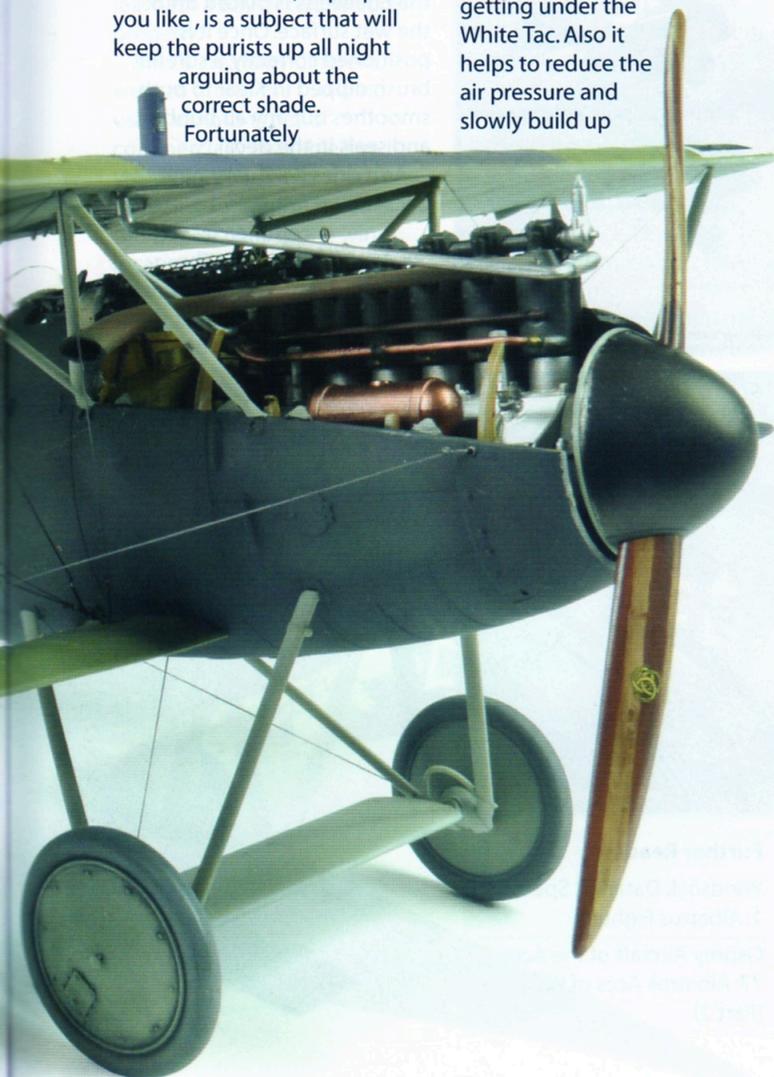
colour and then it is best to decide whether or not it needs any subsequent coats.

The effect I was after was a subtly weathered finish without going overboard. After all, these machines had a dedicated ground crew with a professional pride in keeping them in peak condition.

Let's Mauve It

German Mauve, or purple if you like, is a subject that will keep the purists up all night arguing about the correct shade. Fortunately

masking fluid to frame the areas I wanted to paint the table was set. Remember to take your time and angle your airbrush to prevent any excess overspray getting under the White Tac. Also it helps to reduce the air pressure and slowly build up



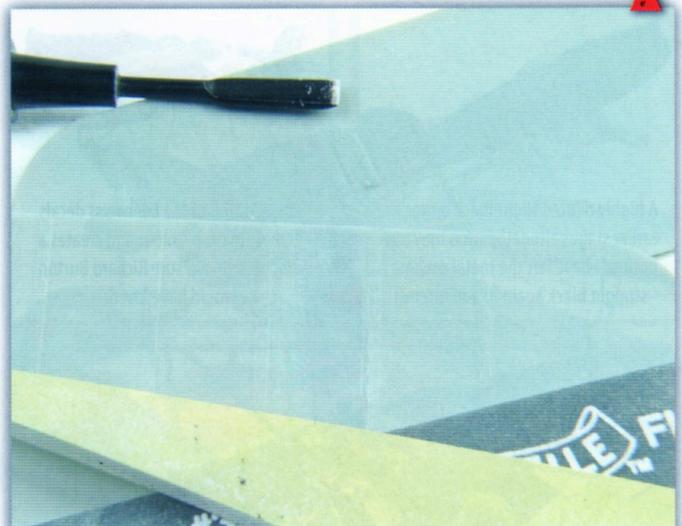
For the Green I used XA1220 Grün lightened slightly with White. Liquid masking fluid is ideal for sealing the gap between the masking tape and the White Tac border and it leaves no residue.



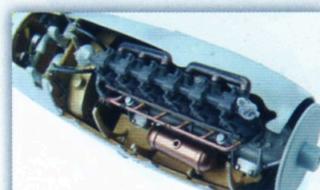
The undersides of the wings were airbrushed using Xtracrylix XA1208 light blue. This was followed with a light oil wash using Winsor & Newton's Burnt Umber.



Dry fitting is the name of the game for any model. As you can see the wing to fuselage join is perfect.



There are common sprues for both the D.V. And the D.Va. Therefore some minor surgery is required to remove the D.Va pulley inspection covers



I am glad I choose to leave off part of the cowlings to show not just the detail but also the different colours used. .



We have a choice between a run of the mill plastic gun or spending a little effort on the supplied photo etched parts. No contest there.



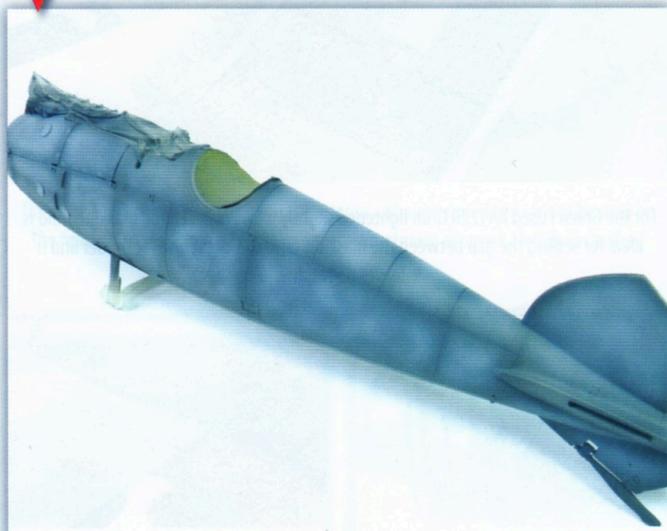
This is followed with XA1800 Panzer Grey to add some depth to an otherwise boring colour scheme.



The panel lines are first pre shaded with a highly thinned XA1012 Night Black.



For the Mauve colour I used a mix of Xtracrylix XA1217 red and XA1218 dark blue.



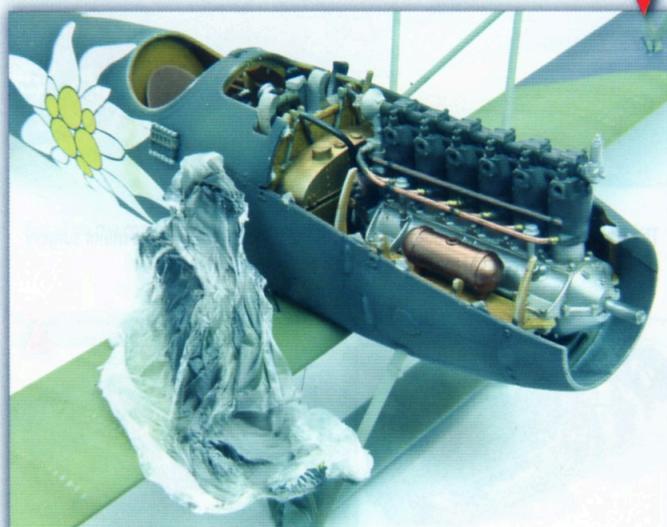
Using a 'patchy' spray pattern, a Light Grey is used to break up the Dark Grey and generate some interest.



A highly diluted Night Black brings the earlier stages altogether. You may have noticed I have left the metal cowling a straight black again to add interest.



The addition of the Edelweiss decals adds a splash of colour and creates a model that I am sure Richard Burton would have loved.



Kitchen cling film is an excellent tool with which to mask fragile parts.

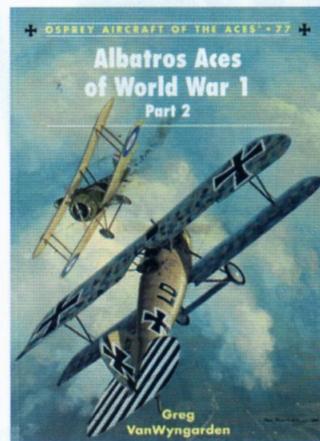
the paint density.

Decals the Klear Way

Considering the size of the Edelweiss decals I was nervous

about not having the have time to position them properly. I remembered a tip I was given by Brian Riggs, a fellow modeller. Johnson's Klear is first painted over the entire fuselage for a good gloss base and allowed to dry. Next, Klear is brush-painted over the area the decal is to be applied and the Edelweiss is placed onto the wet surface. Once it is positioned correctly, a soft flat brush dipped in Klear to both smoothes out any air bubbles and seals in the decal.

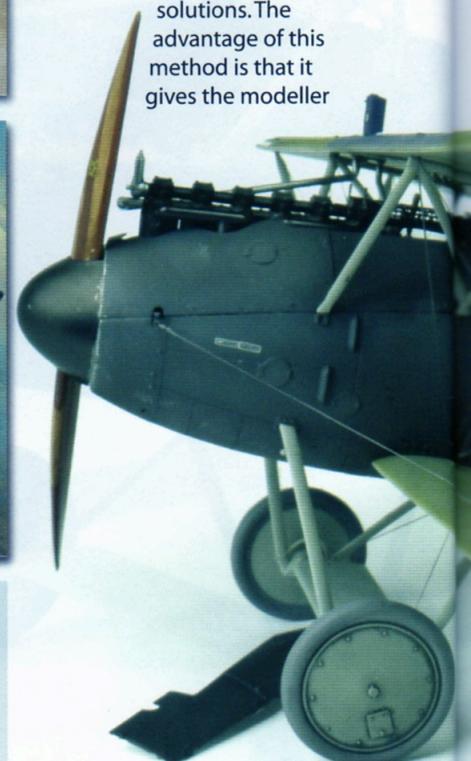
As it dries it actually pulls the decal down rather like commercial setting solutions. The advantage of this method is that it gives the modeller

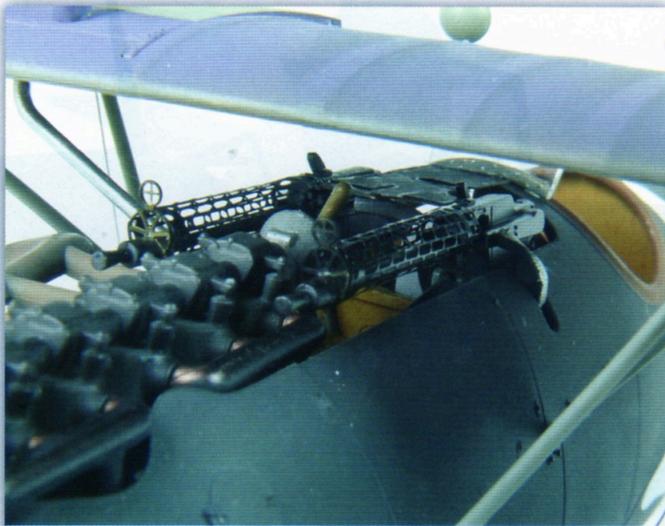


Further Reading:

Windsock Datafiles Special 1: Albatros Fighters

Osprey Aircraft of the Aces 77: Albatros Aces of WWI (Part 2)





The etched cooling jackets certainly add realism to the finished model, far better than the alternative plastic ones.



The radiator pipes have been finished with Alclad Dark Aluminium. They are best fixed into place once the upper wing is secure.

more than enough time to position the decal and reduces the chance of any silvering..

Final Approach

Prior to final assembly, all of the main parts are sprayed with matt varnish. After a couple of hours the varnish appears to be dry although it is best to leave for a day or two to cure properly.

There are many different ways to fitting the top wing using various types of commercially available jigs. I still prefer to use the 'mark one eyeball' to align the cabane (fuselage) struts to the wings locating holes, followed with a small drop of liquid glue. The wing struts are then fixed in place

the same way.

For the rigging I still like to use a combination of E-Z line and Eduard 1/48 photo etch turn buckles super glued into place. Using a pair of tweezers to thread the line through the eye of the turn buckle it is surprising how swift this process can be once you get the hang of it. I can normally finish a biplane in one evening using this method.

Shut Down

Great War modellers will love this kit. It is a superb all round model at a very reasonable price. Personally I feel that Wingnut Wings have managed to promote WWI modelling to a new group of modellers and are responsible for a surge of interest in an often overlooked era.



The decision to leave one side of the cowling off meant that the colourful engine was on full display.



The struts are a perfect fit.



All of the sub-assemblies ready for the final stages.



Using post-it notes to mask the wing tapes, I airbrushed shadows either side of them with a heavily diluted Dark Grey.



One end of the E-Z line is dipped in thick super glue and inserted into pre-drilled location holes.



Availability: Hasegawa stockists via Amerang

Messerschmitt Bf 109F-4

Stock Code: ST031

Scale: 1:32

Price: £54.99

Recommended Minimum Skill Level: Novice

Author's Additional Investment: Nominal

Optional Extras Used: RB productions Luftwaffe harness

Paint used: Gunze Sangyo acrylics, Tamiya acrylics, Vallejo, Warpigs pigments, Promodeller's dark dirt wash

Further Reading: Kagero Bf 109F Monograph Vol I and Vol II. Messerschmitt Bf 109F, G, K; Prien & Rodike



History

I cannot remember how long ago it was when Hasegawa released

their 32nd scale Bf 109G kits, but it was a long time ago. On the sprues were tabs which had "Bf 109F" embossed on them and many hoped it would not be long before that version would appear. However, dreams did not become reality and for several years the only way to build the F version was using the excellent Aires conversion. For those not wanting to work with resin, it was a great shame. Not only was the F widely regarded as the best by many of the pilots due to the balance between power and handling but it served in all theatres at a time when units quite often took camouflage matters into their own hands thus there is a bewildering array of schemes to choose from.

Getting started

First off I want to mention the pilot, not the lovely resin figure of Marseille but the plastic bloke on the sprues. He is much more detailed than the G/K kits and there are 3 different heads to choose from, although there is a fair amount of flash. As I cannot paint figures I left him out.

The cockpit is far more detailed than the older G kit, with a lot of the wiring replicated. Of course there is scope to add a lot more but this kit will be built straight from the box as it is mightily impressive as is. Even the flare pistol, canopy handles and windscreen details are included. There are 2 seats included, the later type seen on later F's and G's and the earlier bucket type. This comes in 2 parts and the join will be rather difficult to deal with although there will be doubtless be a resin replacement along soon, so I used the later seat. The only addition in the cockpit was the RB productions harness, this

comes with PE belts and buckles and pre cut paper for the belts, all very nicely detailed and a Haggo essential these days. The instrument panel is well detailed and there is a decal supplied, however I painted mine with Gunze RLM 66, picked out the bezels in black, red and yellow then used MDC dials instead. The only other modification was I used a bit of clear stretched sprue for the appropriate section in the prominent yellow fuel pipe.

Airframe

The fuselage has been moulded in 2 complete halves as opposed to separate tails in the G kit. The obvious advantage in this is that there is no seam to deal with; they could have gone down the separate tail route as the early F airframes had external strengtheners and these are supplied as self-adhesive parts. I did not use them here but they look very neat. There are a few sink marks outside the cockpit area although these



Fresh new Fred

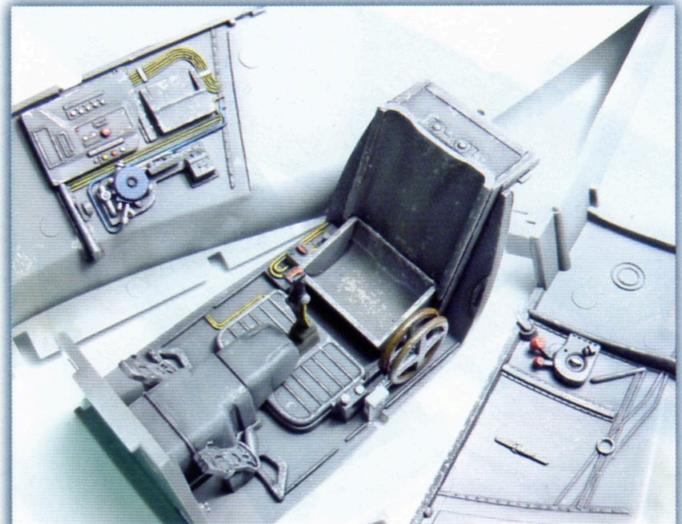
After years of silence, Hasegawa finally decide to release the Bf 109F in 1:32nd scale and SAM's **Jamie Haggio** takes a close look.



were easily dealt with using Tamiya dissolved putty.

The cowling has also been tackled differently. The entire top part, going all the way back to the windscreen, is one piece. The advantage with this is that there is no seam forward of the windscreen to clean up; I

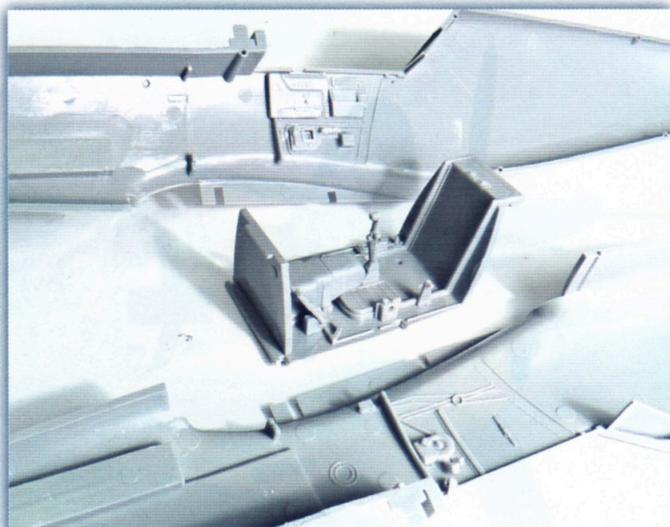
always manage to obliterate the engraved detail here. What it does leave though, is a seam along the cowling, which is not there on the real thing. This was dealt with using Tamiya dissolved putty. The reason for the separate port cowling is to allow for the early smaller



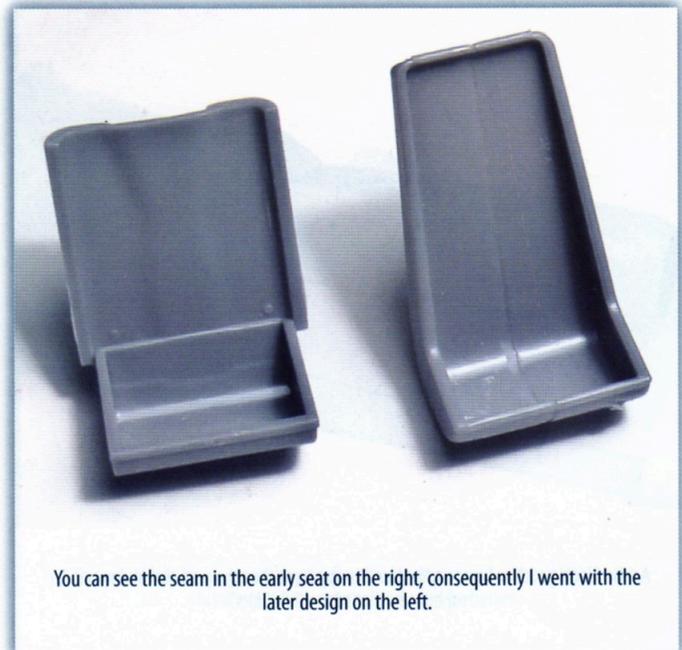
The cockpit painted and weathered, the splash of colour really lifts the detail.



The instrument panel has a decal supplied, however I hand painted mine and used MDC decals for the dials.



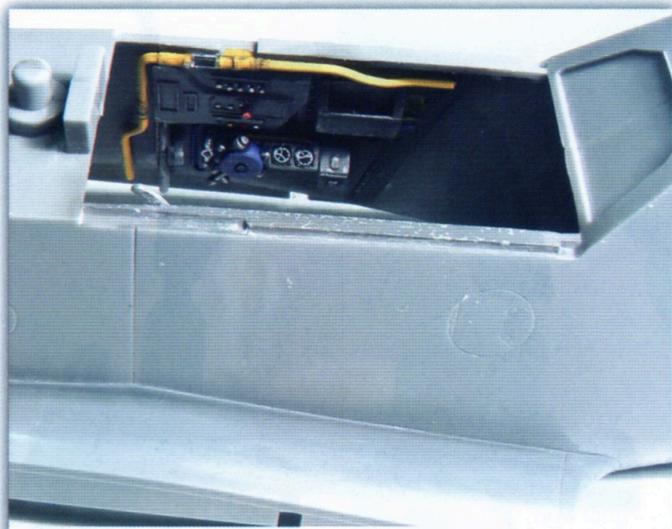
The detail is very good from the box. Don't worry about the pin marks, they won't be seen.



You can see the seam in the early seat on the right, consequently I went with the later design on the left.



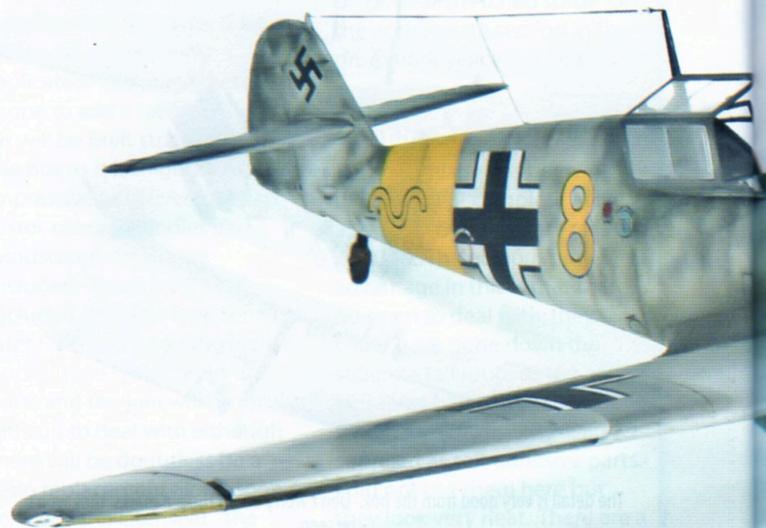
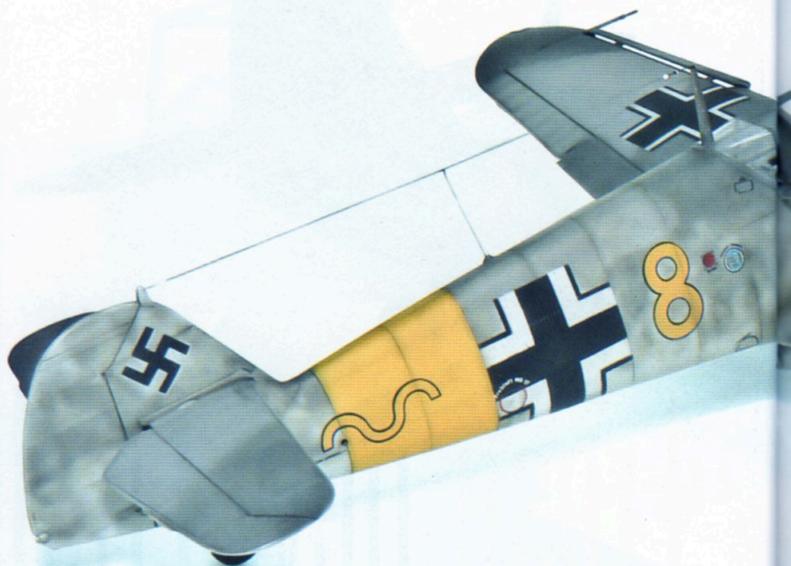
While many may choose to add more detail or use a resin replacement, the cockpit as it comes in the kit is more than sufficient.

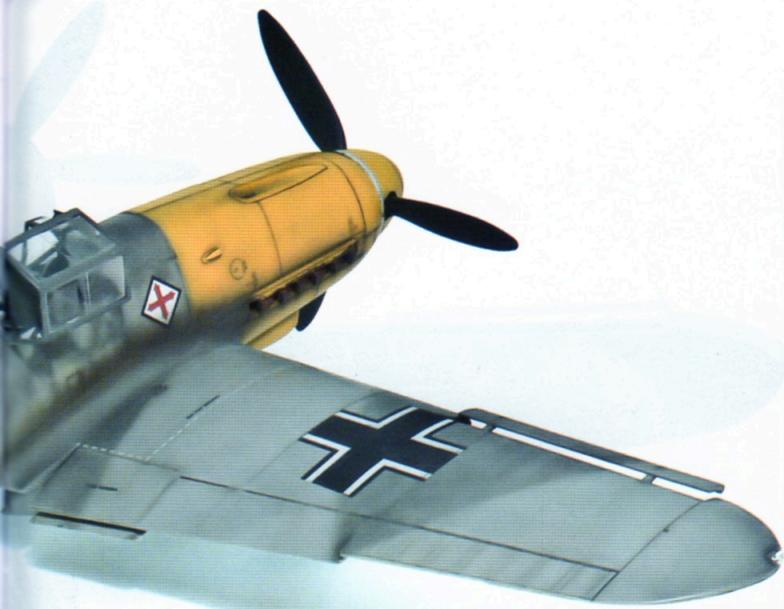


I just had to replace the transparent section in the fuel pipe with clear stretched sprue.

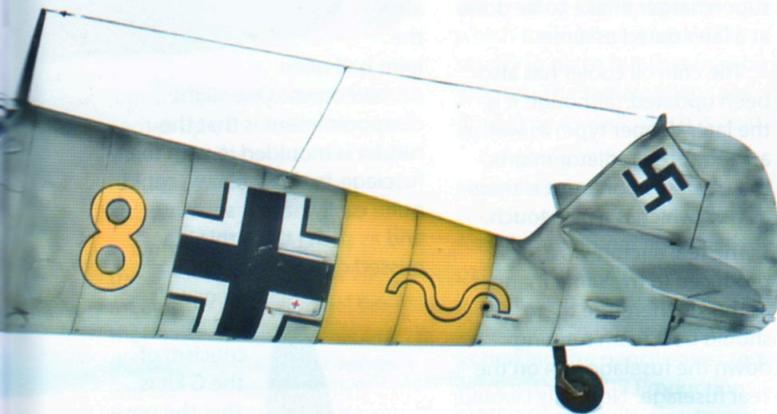


As the fuselage halves come together it is apparent that the parts breakdown is far superior to that of the G & K kits.

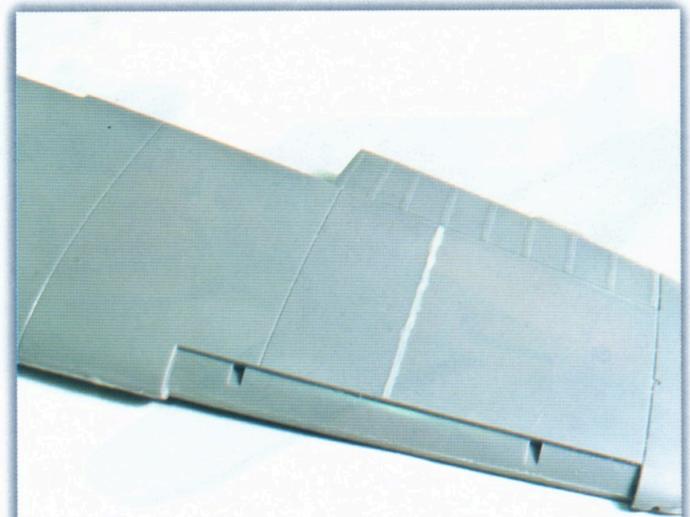




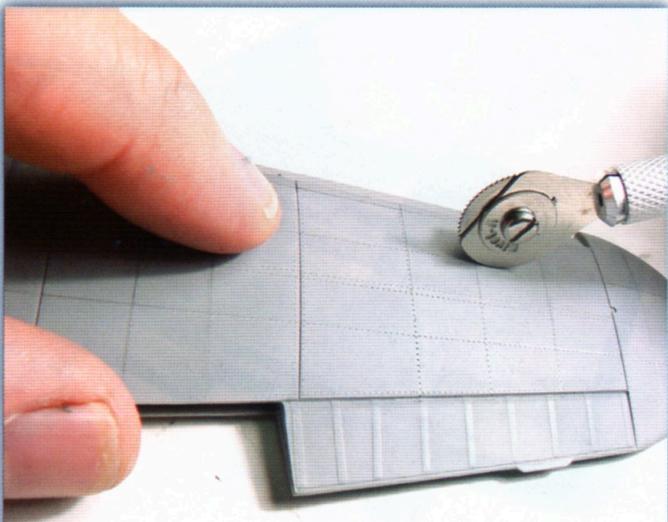
The 109F's cowling panels were a single part with a centre top hinge, so this seam has to go.



The breakdown of the cowling area makes for a sensible assembly with the minimum of sanding and filling.



This panel line has to go and again dissolved putty is used, although this kept shrinking. I think super glue would be better.



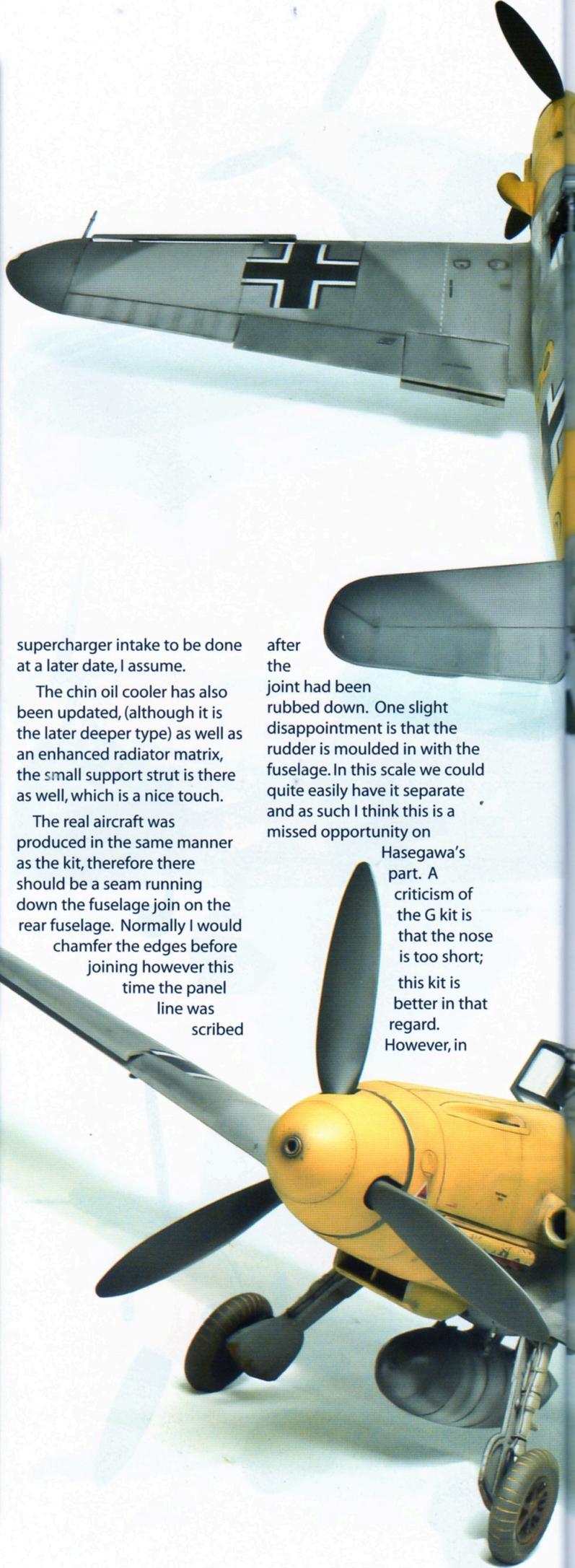
Make sure you use the rivet wheel to make the rows of rivets, not the handle as I am showing here! I think you get the point though!



With the cockpit installed and the surfaces prepared, we are now ready for paint .



The Montex system of paint masks is without a doubt one of the greatest revelations to the hobby in my opinion, taking markings to a new level of realism.



supercharger intake to be done at a later date, I assume.

The chin oil cooler has also been updated, (although it is the later deeper type) as well as an enhanced radiator matrix, the small support strut is there as well, which is a nice touch.

The real aircraft was produced in the same manner as the kit, therefore there should be a seam running down the fuselage join on the rear fuselage. Normally I would chamfer the edges before joining however this time the panel line was scribed

after the joint had been rubbed down. One slight disappointment is that the rudder is moulded in with the fuselage. In this scale we could quite easily have it separate and as such I think this is a missed opportunity on

Hasegawa's part. A criticism of the G kit is that the nose is too short; this kit is better in that regard. However, in



comparing it to the Kagero plans it still comes up a few millimetres short. Mind you, you would be hard pressed to tell when the kit's made.

Onto the wings, which are the same as the G and K kit, meaning there are panel lines that need filling. The only ones I did were on the upper wings. I wanted a consistent finish under the wings and I did not want to damage the surrounding detail so left those ones alone. There is an insert to cover the flashed over holes for the

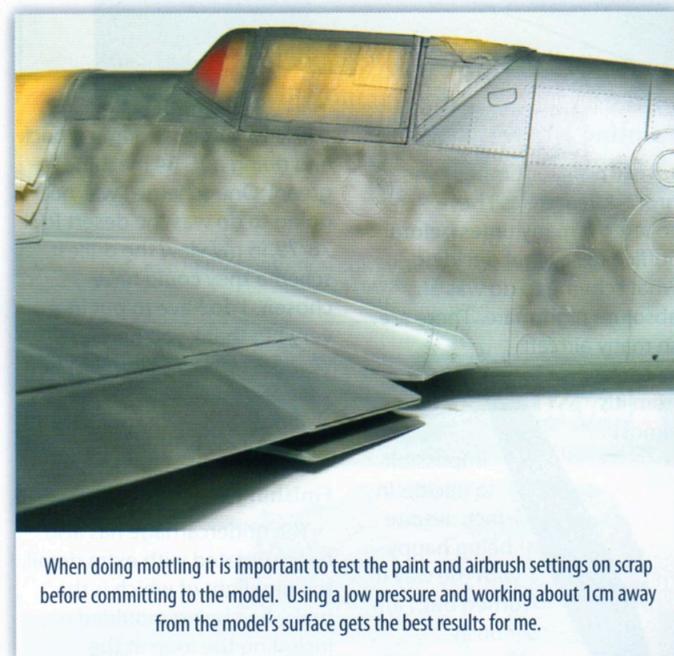
upper wing kidney fairings which to be honest look a bit scruffy in place but that may be just me. The radiator flaps are the F type as well which is neat.

I'm going through a riveting fad at the moment so the main components were primed with Alclad grey primer and the rivet pattern marked in pencil. The primer gives the rivet tool something to bite into as well as making the pencil easier to work with. The RB Productions tool is wonderfully easy to use and an awful lot quicker than using a punch type.

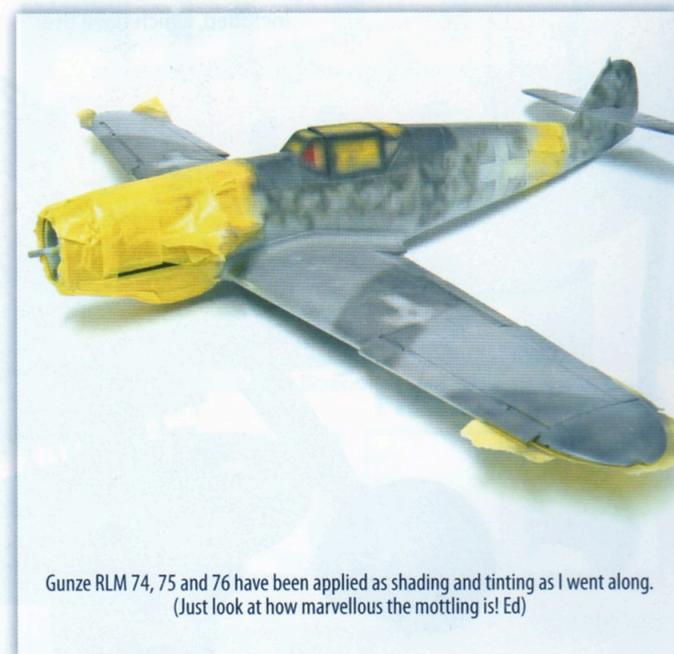
With the riveting job done the airframe was brought together and the canopies masked with a mixture of old Montex sets and Tristar tape. So far this project has taken a mere five days!



The various sub-assemblies are painted and weathered before completing the model. The paint masks are removed only when the model is completed.



When doing mottling it is important to test the paint and airbrush settings on scrap before committing to the model. Using a low pressure and working about 1cm away from the model's surface gets the best results for me.



Gunze RLM 74, 75 and 76 have been applied as shading and tinting as I went along. (Just look at how marvellous the mottling is! Ed)



Painting and weathering

I will not labour the painting procedure here as I have covered it many times before. Suffice to say that deciding what scheme to do was an absolute nightmare. There are so many aircraft to choose from it's almost

impossible to decide. In fact, despite being happy with the way it turned out, I am seriously

contemplating stripping it back and doing a JG 54 machine in green! One scheme I was not going to do was the desert RML 78/79, in my view the duller scheme they could have chosen. I do have to put in a very big thank you here to Bernd Brummer from Germany who sent me the JG51 badge amongst others, thanks Bernd.

Finishing touches

The undercarriage has also been updated with extra detail, the highlight of which is the brake line being moulded on, including the loop at the bottom. New wheels are included, which have the tyre

separate from the two part hub, making painting easier. These were weathered using Warpigs pigments and I added a small amount of mud, as conditions on the Eastern front were uncomfortable for both man and machine.

The spinner is also new; the G & K kits' spinners are the wrong shape, being bulbous and the blade cutouts square. This kit's spinner profile is much better and the cutouts are of a superior shape too.

Final thoughts

At last I have my 32nd F in the collection and jolly good it is too, Hasegawa have done

a first class job in bringing this kit up to modern standards when they could have gone down the easy route and just modified the G kit. However, what ruins it for me is the price. I have to be careful not to get on my soapbox here, but £54.99 is excessive in my opinion and the current prices of Hasegawa kits these days are creeping over the top. If it was the best 109 kit out there than that would lessen the blow, but in my view that award goes to Zvezda's 48th Bf 109F-2. For £54.99 you could get 3 of those, an after market decal sheet and still have change for a pint in the pub on the way home from the hobby shop!



Codes

ABBREVIATION CODES

NR New Release

RR Re-Release

Sub Categories:

NP Re-Release New Parts

ND Re-Release New Decals

LI Limited Issue

Kits:

RS Resin

IM Injection Moulded

VF Vacuum Formed

Sub Categories:

MX Contains Mixed Media Parts

Decals:

SS Silk Screen

ALPS ALPS

DT Dry Transfer

WT Waterslide

PM Paint Mask

Accessories:

PE Photo-Etched Metal

TM Turned Metal

VY Vinyl / Rubber

WM White Metal

AC Acetate Film

Books:

HC Hardcover

SB Softbound

Marketplace

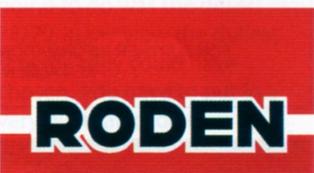
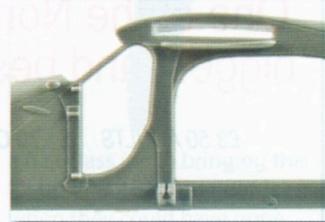
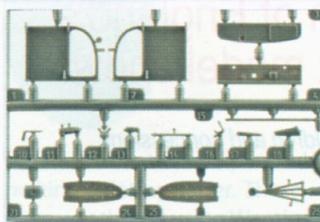
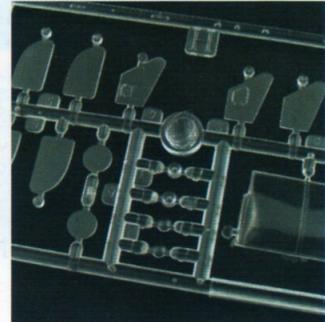
For detailed contact information for all producers and distributors listed in the Marketplace refer to Page 78

Want to see more? For more images of the kits featured in the Marketplace please visit: www.scaleaircraftmodelling.com



EXAMINING THE LATEST KITS RECEIVED BY SCALE AIRCRAFT MODELLING

JACK OF ALL TRADES



Availability: Roden stockists via Pocketbond

Pilatus PC-6B-2/H-2 'Turbo Porter'

Stock Code: ROD443

Media:

RR **IM** **ND** **NP**

Scale: 1:48

Price: £36.99

Markings Options: 5

Fairchild UV-20A 'Chiricahua'; 79-23254, Golden Knights parachute team, Pennsylvania, USA, October 2009

Fairchild UV-20A 'Chiricahua'; 79-23253, US Army, Tempelhorf, West Germany, May 1980

Pilatus PC-6B-2/H-2; A14-684, 173 Sqn, RAAF, NSW, Australia, October 1988

Pilatus PC-6B-2/H-2; A14-690, 161 Sqn, Australian Army Air Force, Vietnam, 1969

Pilatus PC-6B-2/H-2; G-2/0686, Argentinean Armada, Mid-Late 1980's

NOTES: We haven't given the Pilatus Turbo Porter the "NRIF" treatment in any of its previous

incarnations, so now is as good a time as any.

The Turbo Porter doesn't exactly exude glamour although what it lacks in looks, it more than compensates for in options. The Aussie's provide the most exciting option in this package without a doubt.

The parts themselves are pretty decent, featuring some very respectable detail, particularly on the wings and control surfaces. There is only one problem for me and it is something that permeates every sprue and that is the slightly rough texture of the surfaces. This will pose some problems at the painting stages if it is not corrected through diligent sanding. The cockpit detail looks relatively basic, which is somewhat disappointing considering it is a relatively visible aspect of the finished model. The wheels and undercarriage are far more promising though. The only part of this kit that that looks like it may pose a bit of a problem when it comes to assembly is the nose, as it is broken into several parts to allow for other variants.

All in all a pretty decent model kit despite the couple of reservations I have.

Also Available from Roden this month:



D.H. 4 (Dayton Wright built)

Stock Code: ROD414

Media:

RR **IM** **NP**

Scale: 1:48

Price: £27.56

Markings Options: 3



Douglas DC-7C

Stock Code: ROD301

Media:

NR **IM**

Scale: 1:144

Price: £22.45

Markings Options: 1

From Hasegawa this month

Availability: Hasegawa stockists via Amerang



BOX	STOCK CODE & SCALE	SUBJECT & PRICE	MARKINGS OPTIONS	NOTES	MEDIA
	01926 1:72	F-4J Phantom II "VX-4 Black Phantom" £38.49	2	Hasegawa's 72nd Phantom series is generally regarded as the finest of the scale, although £38.49 does push the issue slightly.	RR IM ND
	01927 1:72	Spitfire Mk VIII "Against Japan Combo" £38.49	3	'Two in One' combo kit containing options for two later-war SEAC and one RAAF fighter.	RR IM ND
	01928 1:72	MiG-29 Fulcrum "Russian Falcons" £38.49	3	Only three of the team markings options on offer, numbers 28, 29 and 32. Generally regarded as the best MiG-29 in the scale.	RR IM ND
	01929 1:72	J35J Draken "Swedish Special" Limited Edition £41.99	2	I get the impression Hasegawa are just working their way numerically through their catalogue with re-releases. Cult Classic Kit.	RR IM ND
	01930 1:72	F-16F (Block 60) Fighting Falcon United Arab Emirates £38.49	3	This month's F-16 release is another UAEAF release, three 72nd scale options this time around.	RR IM ND
	08209 1:32	A6M5c Zero Type 52 Hei 'Jinrai Squadron' Limited Edition £64.99	2	This ancient tooling is still kicking around, raised panel lines and all, although there was a time when it was priced as a reasonable alternative to the much more expensive Tamiya kit.	RR IM ND
	09936 1:48	Kawanishi N1K1-Ja Shiden (George) Type 11 Koh "762nd Flying Group" £37.49	1	I remember quite well the justified excitement that surrounded this kit's original release a few years ago. Incredible model kit, one of my favourites.	RR IM ND
	09937 1:48	TA-4J Skyhawk "Blue Angels" £48.99	7	The Aerobatic SIG must be feeling rather appreciated by Hasegawa, we seem to be getting one or two teams per month at the moment.	RR IM ND
	D25 1:72	P-51D Mustang £14.99	2	A fantastic representation of the P-51D and when compared to the rest of the line, priced to move.	RR IM ND
	X48-17 1:48	US Aircraft Weapons: E Air-to-Air Missiles & Target Pods £21.99	N/A	AIM-9X, AIM-120C, GBU-31(V)3, GBU-38, AN/AAQ-28, AN/AAQ-33, AN/ALQ-184, AN/ALQ-188, LAU-115C/A	RR IM

KITS

RESIN & ETCHED

TOOLS

DECALS

BOOKS



Gothic Grandeur

Gotha G.IV

Availability: Roden stockists via Pocketbond

Stock Code: 32005

Media:



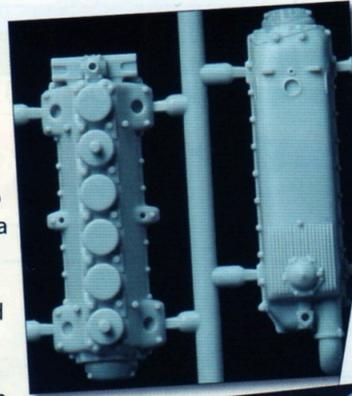
Scale: 1:32

Price: \$139.99

Markings Options: 5



comes to the Gotha will find elements that could be improved, however in my opinion it would be unrealistic to expect the producers to



Gotha G.IV

NOTES: There is no questioning the fact that Wingnut Wings have made quite an impact on the modelling world since they first appeared a couple of years ago. It has been in part down to the subject matter; they have chosen to cover WWI at the right time as increasing numbers of modellers are beginning to look to WWI for modelling inspiration, as well as the obvious dedication and passion these models are produced with. I see more models in a week than you could imagine and few things excite me anymore. Some kits are better than others, but generally there is little out there that makes a deep impression on me. Then comes this Gotha.

Originally this was going to be a project for our resident WWI anorak, Mick Capell but after 5 minutes eagerly fumbling through the contents, it was obvious this was going to be something for me to build. I am sure that those far more learned than I when it

do any more than what they have done with this model kit already.

What this kit is most notable for is the standard of quality of every aspect. The instruction manual is a step above anything I have ever seen before. It is much more than simply a guide for assembly, it is a reference for further detailing and makes for an interesting introduction to the history of the Gotha.

It would be easy to say that this is the standard that every model kit producer should strive to achieve and were they able to do so, it would make for a more pleasurable modelling experience all around. The temptation with this model would be to store it safely away as pride of the collection, but this model simply must be built. Buy a second one to store if you wish.

Pfalz D.VIa

Availability: Roden stockists via Pocketbond

Stock Code: 32022

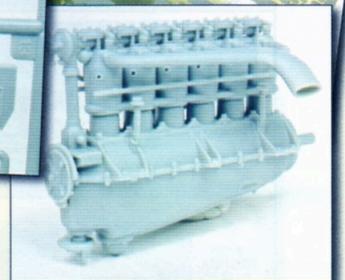
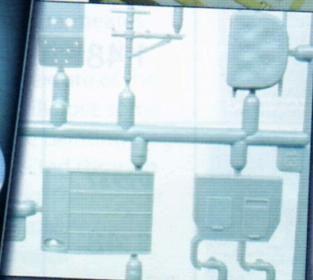
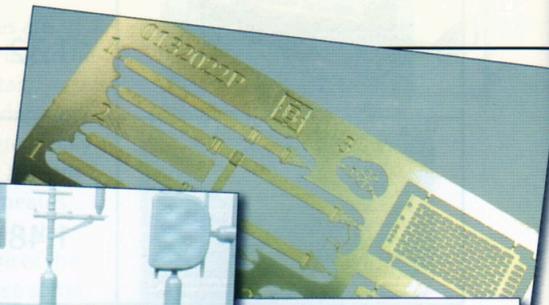
Media:



Scale: 1:32

Price: £65.00

Markings Options: 5



Pfalz D.VIa

NOTES: Amongst the six new kits recently released by Wingnut Wings is the stunning Roland D.VIa. A closer look at the parts shows the dedication this company takes in its finished models. Some of the parts are tiny even for this scale.

The unusual wooden planking design is captured perfectly along the fuselage. As with all of their models, the engine cowling can be left off to show all the highly detailed engine in all its glory.

A small photo-etch fret is also provided for the seat belts and gun cooling jackets, which is a must for this scale and adds that extra detail we all look for. However they have thoughtfully

included injection moulded alternatives.

The three decal sheets are printed by Cartograph and most of them are used for the wings lozenge and reinforcing tapes; from experience these are a project in their own.

Finally, nobody comes close to Wingnuts for their beautiful instruction guide. Produced on quality gloss paper with period reference pictures throughout, they even make the rigging diagram simple to understand.

I rate this kit very highly, in fact so highly I am going to build it!

Mick Capell

KITS

ACCESSORIES

TOOLS

DECALS

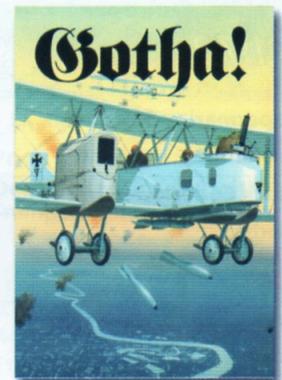
BOOKS

essential guide when it comes to building the Gotha and I will definitely be using this when I build mine.

Rather than simply producing a step-by-step guide on making the impressive Wingnut kit, there are several specially-commissioned reference articles, drawings and profiles, making this a truly essential accompaniment. And we mustn't forget the fact that the classic title "Gotha!" is still available from Albatros Productions directly and through Windsock Publications stockists worldwide.

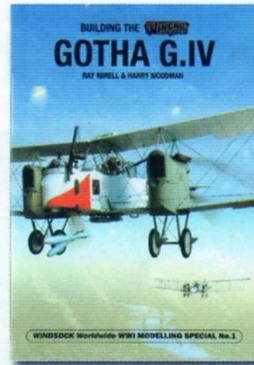
Jay Laverty thanks Albatros Productions for the review sample

Also Available



Gotha!

Price: £18.50



Albatros Productions

Availability: www.windsockdatafilespecials.co.uk

Building the Wingnut Wings Gotha G.IV

By: Ray Rimmel & Harry Woodman

Pages: 44

Format: A4 / SB

Price: £16.50

(Special offer for current WS/DF subscribers £15.00 if ordered before 31st March 2011)

What we say:

When I started editing this magazine there were a couple of editors I wanted to be like when I grew up, Ken Jones of Military Modelling, Neil Robinson and of course Ray Rimmel. Ken and Neil have both now retired, but every month Ray gives me another reason to be envious.

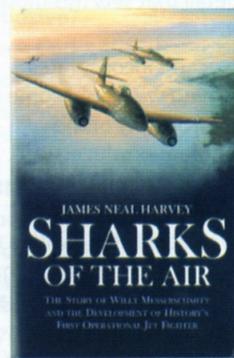
There is no reason not to like this book, it will prove an

fighting when all hope of victory was lost?"

This is the central thesis to this title, covered of course in the context of Willy Messerschmitt's role in the conflict. Examining his life and his role in supporting the Nazi war machine, the book uncovers several seldom before covered aspects of the aeronautical genius's life such as his intense rivalries with other designers and his illicit affair with the Baroness Rolino that led to her leaving her husband to live with Messerschmitt.

This is a fascinating book, an insight into the life of a man who played a role in the Nazi war machine, but is not defined by it.

Jay Laverty thanks Casemate for the review sample



Casemate

Availability: www.casematepublishing.co.uk

Sharks of the Air

By: James Neal Harvey

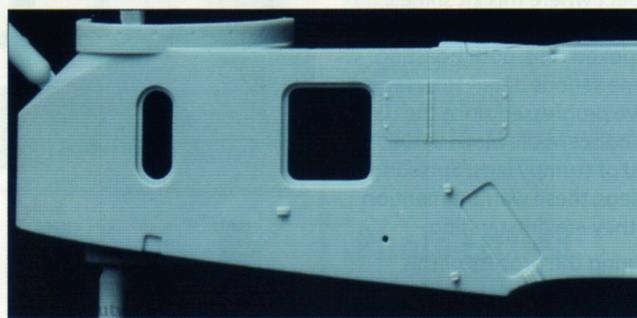
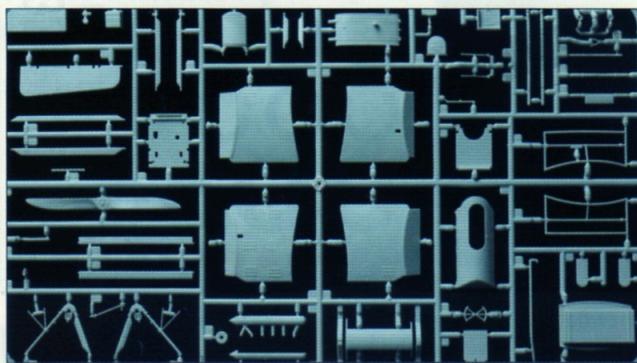
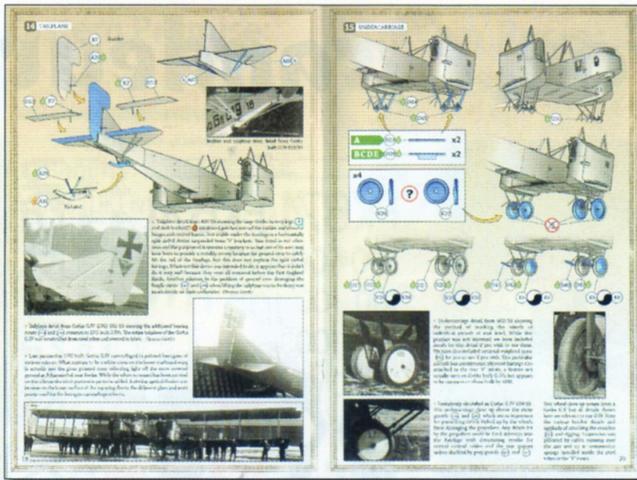
Pages: 402

Format: HB

Price: £17.95

What we say:

"What kind of people were the Germans? Why did they embrace the war and go on

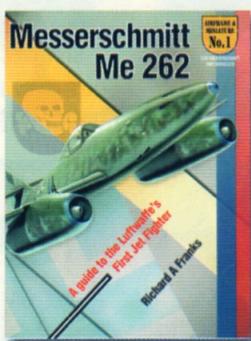


title provides a comprehensive study of the Me 262, that should provide any modeller with more than sufficient information to construct any variant of the Schwalbe. The first part covers the design and evolution of the 262, along with paper projects, camouflage and markings all accompanied by colour profiles by Richard Caruana.

The second section covers modelling the 262, incorporating 5 builds in 32nd, 48th and 72nd scales. This section also includes several pages of photographic reference along with an illustrated breakdown of the differences between the variants of the aircraft.

All in all a highly useful reference for anyone with an interest in the 262 and a nice book as well.

Jay Laverty thanks Valiant Wings for the review sample



Valiant Wings Publishing

Availability: www.valiantwings.co.uk

Messerschmitt Me 262 (A guide to the Luftwaffe's First Jet Fighter)

By: Richard A. Franks

Pages: 112

Format: A4 / SB

Price: £17.95

What we say:

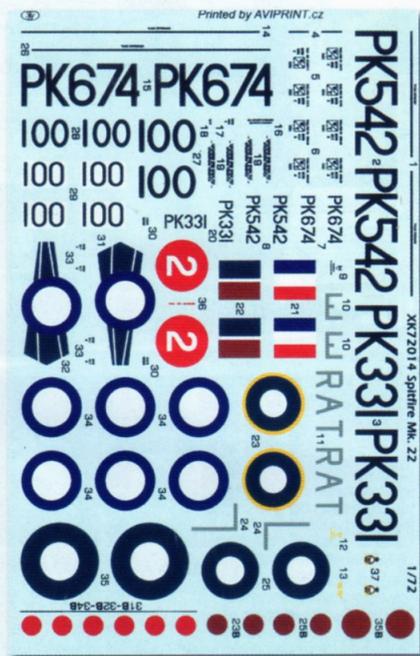
Divided into two sections, this



Griffon Grandeur

KITS

ACCESSORIES



1:72

Supermarine Spitfire Mk.22

Supermarine Spitfire Mk 22

Availability: Hannants

Stock Code: XK72014

Media:



Scale: 1:72

Price: £

Markings Options: 3

PK542, pilot J. Quill, Daily Express race - May 1951, four variations

PK674/L, No. 73 Sq. RAF, Ta kali, Malta

PK331 RAT-E, No. 613 Sq. R. Aux.A.F.

NOTES: There is no shortage of new Spitfire kits on the market at the moment, we seem to be in the throes of a Spitfire resurgence when it comes to the attentions of the kit producers. Thankfully Xtrakit

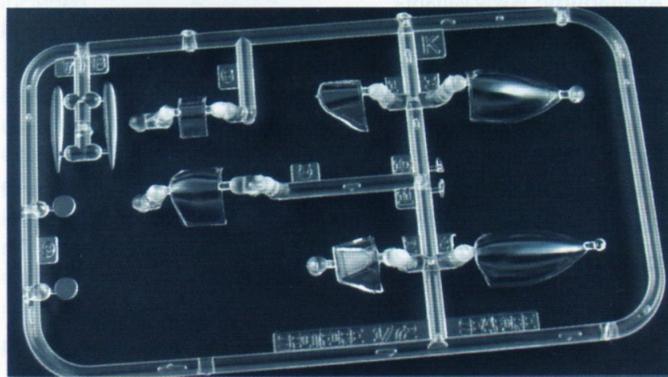
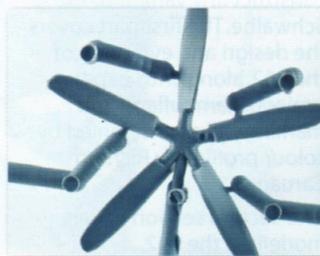
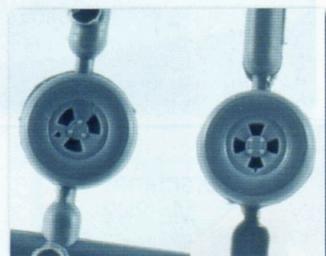
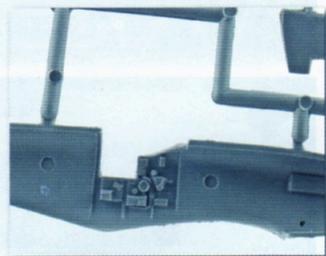
have waded in with this excellent rendition of much improved version of the legendary R.J. Mitchell design.

While I have to confess that I haven't pulled out the callipers and measured the model, the profile looks very accurate and the shape of the wings in particular appears spot on. Every filler cap and bulge is in the correct place, and the refinement of the surface detail can only be admired. In fact, it is the detail that sets this model apart.

The cockpit incorporates everything we would come to expect from any of the mainstream producers; an intricate instrument panel, surprisingly well rendered sidewall detail along with a gun sight and control column that bat well above their scale. I am

somewhat of a 'wheel man' myself and this is yet another aspect where this kit shines. Two versions are on offer; 4 and 3 spoked rims, both boasting some serious detail. How far we have progressed since the days of indiscernible blobs at the end of stumpy legs! Speaking of legs, these warrant mention as they are outstanding.

During the process of this review I decided that this would be yet another model I would have to deny the contributors. It has been a long time since I built a Spitfire and I can't think of a better kit to revisit a classic with.

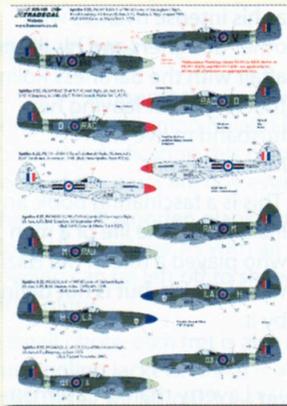


Also Available:

To accompany the release of this kit Xtradecal have produced a set of alternative markings for Spitfire Mk 22's:

Stock Code: X72128

Markings Options: 8



TOOLS

DECALS

BOOKS

Eastern Promise:

eduard

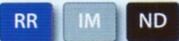
Availability: Hannants / LSA Models (UK) & Eduard stockists worldwide



Fw 190D-9 Weekend Edition

Code: 48100

Media:



Scale: 1:48

Price: £14.50

Markings Options: 1

Oblt. Hans Dortenmann, IV./JG 26, 1945



Yak-3 ProfiPACK

Stock Code: 8089

Media:



Scale: 1:48

Price: £18.99

Markings Options: 3



Liberator B Mk VI in CBI 'Liberating Beauties'

Code: 2110

Media:

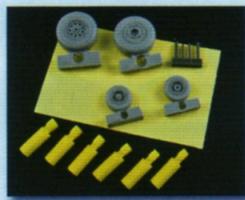


Scale: 1:72

Price: £39.99

Markings Options: 5

Brassin Resin:



F-4J/S wheels

Stock Code: 632006

Media:



Scale: 1:32

Price: £9.40

Designed to be used with:

Revell & Tamiya kits



F-4 exhaust nozzles (Early)

Stock Code: 648022

Media:



Scale: 1:48

Price: £18.99

Designed to be used with:

Hasegawa kits

Photo Etched:

1:32

Spitfire Mk VIII exterior

Stock Code: 32264

Price: £16.99

Designed to be used with:

Tamiya kits

Ki-27 Kó Nate (Colour / Self Adhesive)

Stock Code: 32684

Price: £14.50

Designed to be used with:

Special Hobby kits

1:32 Paint Masks

Spitfire Mk VIII

Stock Code: JX113

Price: £21.60

Designed to be used with:

Tamiya kits

F-16I Sufa

Stock Code: JX114

Price: £8.20

Designed to be used with:

Academy kits

Bf 109F-4

Stock Code: JX117

Price: £6.85

Designed to be used with:

Hasegawa kits

1:48

EA-6B exterior

Code: 48672

Price: £18.80

Designed to be used with:

Kinetic kits

F-111C exterior

Stock Code: 48674

Price: £16.99

Designed to be used with:

HobbyBoss kits

EA-6B wing fold

Stock Code: 48680

Price: £14.50

Designed to be used with:

HobbyBoss kits

A6M3 model 32 landing flaps

Stock Code: 48683

Price: £14.50

Designed to be used with:

Tamiya kits

A-7D/E avionics

Stock Code: 49490

Price: £20.75

Designed to be used with:

HobbyBoss kits

Tornado IDS seatbelts

Stock Code: 49527

Price: £10.70

Designed to be used with:

HobbyBoss kits

Remove Before Flight – Israel

Stock Code: 49546

Price: £9.40

F-100F seatbelts

Stock Code: 49540

Price: £10.70

Designed to be used with:

Trumpeter kits

Ar 196 (Colour / Self Adhesive)

Stock Code: 49540

Price: £20.75

Designed to be used with:

Italeri kits

F-111C interior (Colour / Self Adhesive)

Stock Code: 49518

Price: £16.99

Designed to be used with:

HobbyBoss kits

A-7E interior (Colour / Self Adhesive)

Stock Code: 49521

Price: £16.99

Designed to be used with:

HobbyBoss kits

Tornado IDS interior (Colour / Self Adhesive)

Stock Code: 49522

Price: £20.75

Designed to be used with:

HobbyBoss kits

A-7D interior (Colour / Self Adhesive)

Stock Code: 49506

Price: £18.50

Designed to be used with:

HobbyBoss kits

A6M3 model 32 (Colour / Self Adhesive)

Stock Code: 49530

Price: £18.75

Designed to be used with:

Tamiya kits

F-4D (Colour / Self Adhesive)

Stock Code: 49535

Price: £20.75

Designed to be used with:

Hasegawa kits

Hurricane Mk.IID (Colour / Self Adhesive)

Stock Code: 49536

Price: £20.75

Designed to be used with:

Hasegawa kits

F-100F interior (Colour / Self Adhesive)

Stock Code: 49538

Price: £16.99

Designed to be used with:

Tamiya kits

1:48 Paint Masks

F-100F

Code: EX320

Price: £8.20

Designed to be used with:

Trumpeter kits

1:72

F-16I Sufa (Colour / Self Adhesive)

Stock Code: 73372

Price: £20.75

Designed to be used with:

Kinetic kits

A-7E Colour / Self Adhesive)

Stock Code: 73377

Price: £16.99

Designed to be used with:

HobbyBoss kits

Remove Before Flight – Israel

Stock Code: 73377

Price: £16.99

1:72 Paint Masks

Ki-84 Hayate/Frank

Stock Code: 73369

Price: £10.50

Designed to be used with:

Sword kits

Meteor F.3

Stock Code: CX274

Price: £4.99

Designed to be used with:

Dragon kits

F-22A Raptor

Stock Code: CX275

Price: £6.25

Designed to be used with:

Fujimi kits

Bf 110C

Stock Code: CX277

Price: £4.40

Designed to be used with:

Airfix kits

KITS

ACCESSORIES

RESIN & ETCHED

DECALS

BOOKS

Leading the Way

KITS



Aires (Quickboost)

Availability: Aires stockists

Messerschmitt Bf 110C/D Engine Bulkheads

Stock Code: QB48352

Media:



Scale: 1:48

Price: £3.60

Designed to be used with: Dragon kits

NOTES: There is no questioning the fact that Aires are the masters of the aftermarket resin game. Yes, there are others who do a fine job with extensive product lines, but every release from Aires seems to have that little something else that sets it apart. The detail is certainly unmatched. This month we see several outstanding releases, highlights of which you will find here, however for a more complete listing I would recommend a visit to the Aires or Hannants websites.



E-2C Hawkeye Propellers w/ jig tool

Stock Code: QB48337

Media:



Scale: 1:48

Price: £9.25

Designed to be used with: Kinetic kits



Su-27 Ejection Seat w/ Harness

Stock Code: QB72279

Media:



Scale: 1:72

Price: £3.60

Designed to be used with: Flanker kits

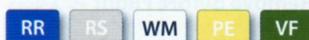
ACCESSORIES



AMD BA / Dornier Alpha Jet A

Stock Code: 481005

Media:



Scale: 1:48

Price: £84.76

Markings Options: 4

JG 41 & 43, Luftwaffe, 1992
Escuadra 301, Spanish Air Force
RAF Boscombe Down 2009

NOTES: A very welcome reappearance of an exceptional resin model kit that we have featured in earlier incarnations previously in SAM. Yves built one and enjoyed it thoroughly, reporting that the only tricky aspect of the model was the main undercarriage assembly. The decals are what makes this an exciting release as the Boscombe Down option makes for one very pretty aeroplane.



Dassault Mirage IIIIE / O / EBR / EP

Stock Code: 721025

Media:



Scale: 1:72

Price: £44.93

Markings Options: 4

EC 03/003 "Ardennes", Armée de l'Air, Nancy-Ochey 1991
3 Sqn RAAF, Butterworth 1983
1°GDA, Brazilian AF, Anapolis années 90
5 Sqn Pakistani AF, Shorkot 1971-72

Transport pilots seated in aircraft (set of 3 figures)

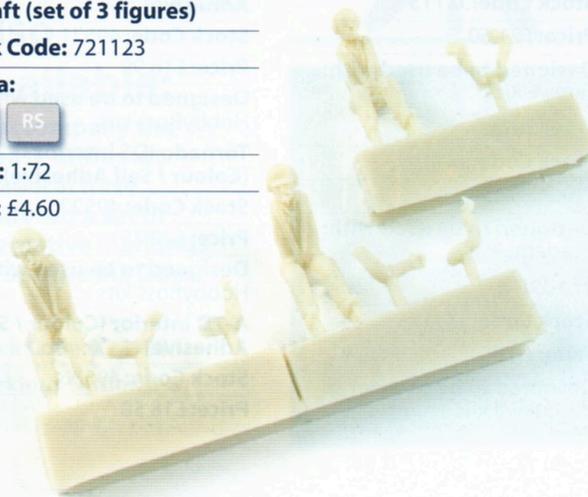
Stock Code: 721123

Media:



Scale: 1:72

Price: £4.60



German F-4 Pilot (2 alternate heads)

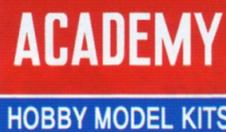
Stock Code: 321112

Media:



Scale: 1:32

Price: £9.91



F-22A Raptor

Stock Code: 12423

Media:



Scale: 1:72

Price: £20.41

Markings Options: 4

NOTES: I think we have a winner in the "Find the next F-16" sweepstakes, as there is now no shortage of F-22's to choose from in 1:48th and now 1:72nd scale. Academy are the last horse to the water in this scale, however judging by the contents they may just get the biggest drink. This looks to be an excellent model, loaded with detail and 4 markings options (albeit not very exciting ones, but then are there any?). Personally, I thought the inclusion of clear and translucent smoke flavoured canopies was a nice touch. For your £20.41 you get a fair amount of model in this box and personally this is my pick of the lot in 72nd Raptors.

RESIN & ETCHED

DECALS

BOOKS

Zactomodels



Availability:
www.zactomodels.com

MiG-23 Splitter Plates

Stock Code: MiG-23 Splitter Plates

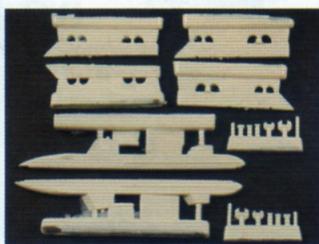
Media:



Scale: 1:32

Designed to be used with:
Trumpeter MiG-23's

Price: \$25.00 (USD) +
\$2.50 S&H (\$4.50 Overseas)



MiG-23 Pylons

Stock Code: MiG-23 Pylons

Media:



Scale: 1:32

Designed to be used with:
Trumpeter MiG-23's

Price: \$30.00 (USD) +
\$2.50 S&H (\$4.50 Overseas)



APU-60-1 Launch Rails

Stock Code: APU-60-1 Launch Rails

Media:



Scale: 1:32

Designed to be used with:
Trumpeter MiG-23's

Price: \$10.00 (USD) +
\$2.50 S&H (\$4.50 Overseas)

NOTES: Chris Wilson (aka 'Zactoman') is one of those frustratingly talented guys that you would love to close his hands in a car door in a fit of jealousy. However, he is just too nice of a chap to seriously begrudge him his copious amounts of talent. Whenever he releases any sort of upgrade for a kit, you know it is going to be the definitive answer to any accuracy issues and his treatment of the deficiencies in the Trumpeter MiG-23 kit certainly maintains that tradition. The patterns and casting are flawless with each of these sets and I have no qualms in strongly recommending them to anyone in possession of one of the Trumpeter MiG-23's.

A2 Fold out plans
ISBN: 978-83-89450-87-6

Price: £24.99

What they say:

"Many USAAF aircraft landed in neutral Sweden during WW2. The Swedish authorities arranged to buy many of these from the US, to supplement their limited and ageing aircraft stocks. The B-17 Flying Fortress was selected for conversion to an airliner, and Saab undertook the work. This book tells, for the first time in English, the story of these aircraft and their subsequent careers, in Sweden, Denmark and France. No other B-17s were ever used as airliners, so this is a unique addition to the well-known



Linden Hill Decals



Availability: Linden Hill & Hannants

MiG-23M/MF Flogger: Brothers in Arms (Part 1)

Stock Code: LHD32-009

Scale: 1:32

For use with: Trumpeter MiG-23's

Price: £16.75

Markings Options: 4

NOTES: If you have used Linden Hill's decals before you will know they are the masters on Russian / Warsaw Pact aircraft decal sheets. These are no exception with a double sheet included and a first class instruction page with everything you will need to know on it. The complete camouflage patterns and colours are also included on the pages.

Brian Wakeman



Non-Aligned Floggers part 1: Early Arab MiG-23's

Stock Code: LHD 32-010

Scale: 1:32

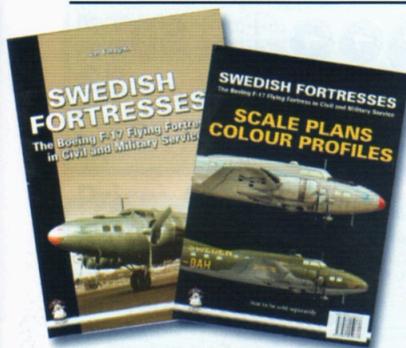
For use with: Trumpeter MiG-23's

Price: £15.94

Markings Options: 7

NOTES: With the MiG-23 being widely exported around the world, this is a timely decal sheet to make an appearance for the Trumpeter kit. The highlight for me is the Libya version 0200 in a new pale camouflage scheme. Again the instruction sheet gives you all of the information you will need to know and the decals themselves are flawless.

Brian Wakeman



Mushroom Model Publications

Availability:
www.mmpbooks.biz

Swedish Fortresses

By: Jan Forsgren

Pages: 128

Format: A4 / HB +

history of the Fortress. Illustrated with many photos, both contemporary and of surviving airframes, and with colour profiles of the colour schemes carried by these aircraft. Detailed plans of the modified airframes are included. The story of the "Shoo Shoo Shoo Baby" restoration is included."

What we say:

You would be forgiven for regarding the story of civilian B-17's as somewhat less than exciting, so the task set before the authors here was a significant one indeed. However, with my own scepticism set to one side I started reading this book and

found myself highly impressed. I had no idea that Allied pilots were interned in Sweden along with their aircraft (albeit rather comfortably). So comfortably in fact that one crewmember actually married a Swedish girl). The aeroplanes remained the property of their respective nations and were returned following the cessation of hostilities, although several B-17's were purchased by the Swedes for conversion into Airliners among other things, and this is the story.

The scale plans and profiles provided as an accompanying folder are seriously impressive, providing a detailed examination of the markings and modifications that distinguished the conversions.

Lifelike Decals
48-032 FOCKE WULF Fw 190 Part 3
Limited Edition!

(A-6) Major Hermann Graf
Koblenz JG2, Ost

(A-3) Major Hermann Graf
Koblenz JG2, Ost

(A-6/U7) Major Hermann Graf
Koblenz JG2, Ost

(A-8) Obit. G. Pape
St. JG-10

Recommended kit: Hasegawa Fw 190A-4, A-5
Hasegawa Fw 190F-8

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@cos.ocn.ne.jp
http://www.16.ocn.ne.jp/~lifelike/

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THE USUAL SUSPECTS

Lifelike Decals

Availability:
www.16.ocn.ne.jp &
Hannants

Scale: 1:72 & 1:48

Price: £12.24 (1:72nd)
& £13.27 (1:48th)

Markings Options: 4
each (72016 x 3)

48032: Fw 190A-4, A-5, A-5/U-7 & A-8; recommended for Hasegawa kits

48033: Bf 109E-3, F-4/R-1, G-6/R6, G-6/U3; recommended for Hasegawa, Tamiya and Zvezda kits

48034: Bf 109E-3, F-4, F-2, G-6; recommended for Hasegawa, Tamiya and Zvezda kits

72016: P-47D (x 3), 354th FG;
72017: P-51D Mustang, 308FS / 31FG, 370FS / 359FG, 35FS / 4FG, 348FG; recommended for the Tamiya Mustang

NOTES: Lifelike produce decals of the highest calibre, generally of subjects with broad appeal and this month we round up the past several releases in one fell swoop. Each set has something that will appeal to just about anyone, 48032 carries 3 Fw 190's flown by Major Hermann Graf for example. 48033 & 34 have a few interesting options for anyone in possession of Zvezda's new 48th Bf 109F.

Lifelike Decals
48-033 MESSERSCHMITT Me 109 Part 5
Limited Edition!

(E-3) Pte A. Haer, A/JG 51

(F-4/R3) Obit. M. H. Overman, R/JG 54

(G-6/R6) Maj. A. Thamm, Rde L./JG 11

(G-6/L25) Hptm. F-W Kubler, Rde NAG 4

Recommended kit: Hasegawa Me 109 kit
Tamiya Me 109 kit
Zvezda Me 109F kit

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@cos.ocn.ne.jp
http://www.16.ocn.ne.jp/~lifelike/

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Lifelike Decals
48-034 MESSERSCHMITT Me 109 Part 6
Limited Edition!

(E-5) Lt. E. Terry, Sub L/JG 51

(F-4) Hptm. H. Gargeton, Rde R/JG 3

(F-2) Obit. F.J. Beremirnek, Sub IV/JG 51

(G-6) Hptm. E. Harman, Rde L./JG 13

Recommended kit: Hasegawa Me 109 kit
Tamiya Me 109F kit
Zvezda Me 109F kit

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@cos.ocn.ne.jp
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Lifelike Decals
72-016 Republic P-47D Thunderbolt Part 5
Limited Edition!

Capt. Lowell Bradford, 355th F/354th FG

Lt. Robert J. Klapanek, 355th F/354th FG

Lt. Chuck A. Glenn, 355th F/354th FG

Recommended kit: Tamiya P-47 Thunderbolt Bubbletop

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@cos.ocn.ne.jp
http://www.16.ocn.ne.jp/~lifelike/

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Lifelike Decals
72-017 North American P-51 Mustang Pt. 1
Limited Edition!

Capt. John Volk, 388th FS/31FG

(Red 88 marks) Lt. Col. Bill Thurston, 388th FS/31FG (overseas tail number)

Capt. R. Wenson, 388th FS/31FG

Capt. Ted Lane, 388th FS/31FG

Recommended kit: Tamiya P-51 Mustang

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@cos.ocn.ne.jp
http://www.16.ocn.ne.jp/~lifelike/

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MARK 1 Ltd
dozen set

Panavia Tornado colours & markings

DECALS INCLUDED

in co-operation with

Mark 1 Profiles
Availability:
www.4pluspublications.com

Panavia Tornado colours and markings
By: Michal Ovcáčík & Karel Susa
Format: A4 / SB

ISBN:
978-80-86637-33-4 (MKD48011)
978-80-86637-32-7 (MKD72011)

978-80-86637-34-1 (MKD144011)
Price: £21.50

What they say:
"Three variants of this title are available, one including 1/48th scale decal sheet (MKD48011; 2x 200x200 mm sheets), one 1/72nd scale decals (MKD72011; 1x 200x170 mm sheet) and another with 1/144th transfers (MKD144011;

1x 150x100 mm sheet). Following aircraft are depicted on each decal sheet: Royal Air Force (4x), Luftwaffe (3x), Marineflieger (1), Italian Air Force (3x) and Royal Saudi Air Force (1x). The decals in these books are designed for the kits produced by Revell, Italeri and HobbyBoss (in 1/48), Airfix, MPC, Italeri, Monogram, Matchbox, Esci and Hasegawa (in 1/72), and Revell, Dragon, LS and Academy (in 1/144)."

Jay Laverty thanks Mark 1 Publications for the review samples

What we say:
The Mark 1 series has evolved into a highly useful reference for additional options when it comes to a wide variety of subject matter. The latest addition to the line covers the ubiquitous Tornado in service with all of its operators in all scales aside from 1:32nd.

B-25 Mitchells

Availability: www.kits-world.com & Hannants

Scale: 1:32

Price: £10.20

7.40 10.20

KW32010: B-25J 447th BS, 321st BG, 43-27751/50 'Meet Mrs Runyon - Margaret Mary Rustin' 43-36110/59 'Big Jamoke'



Decals Boast Sex Appeal

KW32011: B-25J 447th BS, 321st BG

43-27636/II 'Ave Maria'

43-27492/II 'Reddie Teddie'

KW32012: B-25J 486th BS, 340th BG

43-27900/6V 'Bottoms Up II' 489th BS 340th BG; 43-27653/9C 'Ruthie'

KW32013: B-25J 489th BS, 340th BG

43-27717/9V 'That's All Brother'

43-27638/9D 'Briefing Time'

NOTES: With all of the excitement surrounding the announcement of Wing Scale's

32nd scale series of aircraft, beginning with the B-25 Mitchell, it is not surprising to see that enthusiasm spreading to decal producers as well. Nigel at Kits World Decals is amongst the first 'to the water' and in keeping with the sexy nose art theme that personifies this company, these releases will not disappoint. These are all printed to the highest standards and the artwork reproduced faithfully and expertly.

Availability:

www.adhbooks.com & good Model Shops and Book Sellers

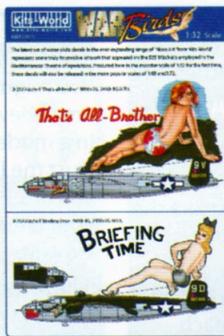
Scale: 1:32, 1:48 & 1:72

Price: £7.14 (1:72 & 1:48) £10.20 (1:32)

NOTES: A highly useful set of decals available in all three major scales (and quite possibly 1:24th at some point in the near future) ideal for those wanting the ability to reproduce any markings they come across in books or magazines.

Also Available:

"Luftwaffe Geschwader Insignia"



Squadron Signal

Availability:

www.adhbooks.com & good Model Shops and Book Sellers

F4U Corsair In Action

By: Jim Sullivan

Illustrations: Matheu Spraggins

Pages: 64

Format: A4 / SB

Price: £11.99

What they say:

F4U Corsair In Action: "The Corsair is among the most formidable US fighters of WWII, and maintained a kill ratio of 11:1 according to the US Navy. It went on to serve in Korea, holding its own in the early years of the jet age. The Corsair was first conceived in as a high-speed, high-altitude fighter for the Navy in 1938 when Chance Vought's design team drew up

plans for a fighter with a 1,800 hp engine and a huge 13-foot propeller - the F4U's famous inverted gull wing was introduced to allow prop clearance. Handling problems delayed the aircraft's deployment aboard carriers, but Marine Corps pilots quickly took to the powerful, rugged fighter and produced the first Corsair air ace by the summer of 1943. A total of 12,571 Corsairs were built between 1940 and 1952, most by Vought, but hundreds by Goodyear and Brewster as those companies' assembly lines had to be pressed into service to meet demand for the remarkable aircraft. Surveys the history of the Corsair from its first prototype to the restored war-birds that continue to fly the air show circuit to the present day. Illustrated with 169 photographs (53 in color) plus color profiles and detailed line drawings; 64 pages"

Attack on Pearl Harbour

By: Jim Sullivan

Illustrations: Matheu Spraggins

Pages: 64

Format: A4 / SB

Price: £18.99

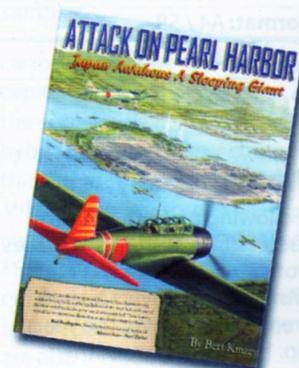
"Covering all of the major aspects of the Japanese attack on Pearl Harbor, this book is written so that it will appeal to both the layman, seeking an understanding of what happened on the "Day of Infamy," and to the enthusiast who wishes to learn much more information than is usually found in a book of this size. Photos with detailed captions, extensive artwork, charts, tables, maps, and text combine to make this a comprehensive yet very affordable reference on one of the most important dates in world history. By Bert Kinzey."

What we say:

The F4U Corsair In Action will sell itself, as I am sure nothing I could say about it would expand on the fact that we are all very much aware of the quality of Squadron/Signal books. A combination of illustrated profiles, technical reference and stunning photographs make this a highly valuable reference for anyone planning on building a Corsair. I have to confess to being slightly sceptical about the Attack on Pearl Harbour, as I wondered what could anyone bring to the table that has not been covered dozens of times before... I could not have been

more wrong. This is an incredible book.

I fancy myself a bit of a fan of modelling Japanese subjects but am slightly ashamed (and not too proud) to admit that the first couple of chapters of this book were somewhat of a revelation to me in the simplicity with which the Japanese Carrier Division markings were broken down. By the time I was fully versed in the reasoning behind their numbering systems I was hooked for the duration of the compelling narrative. Anyone with even the most passing of interest in the War in the Pacific needs to pick up this title. Japanese fleet organisation has never before so clearly been presented in the English language and on the basis of that alone I can highly recommend this book.





Atelier Kecay

Availability: Aviation & Military Book Centre

Hacks: Utility Planes of the Mighty Eighth

By: Jacek Jackiewicz

Format: A4 / SB

Price: £22.99

What she says:

This is the latest title from publisher Kecay Atelier whose

Wendy's Selection: ABC Selection of the month

past books include Captured Butcherbirds, Captured Me 109s and Assembly ships of the Mighty Eighth. This book acts as a supplement to Assembly Ships by including a 14 page feature of new pictures and aircraft previously omitted (or it corrects previously incorrect information).

The publisher continues their high quality production standards with a plethora of black and white photos as well as dozens of excellent colour profiles.

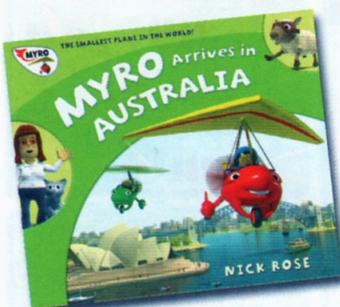
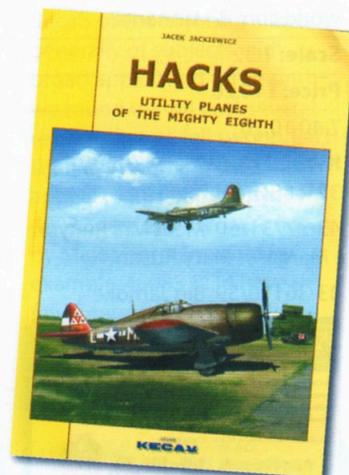
This book covers the history of the aircraft used by the Bases and Groups of the Eighth Air Force in England during World War II. In addition to the more

common utility aircraft it includes Thunderbolts, Mustangs, Bostons and Forts as well as many others including the Siebel Su 204D and a Vultee RA-35 Vengeance.

The book starts with a numerical listing of the 360 USAAF stations in the UK between 1942 and 1945 in addition to which it includes notes about what groups were stationed at each and when they were there. A chart for each Wing lists the hacks used by Flight and/or Group and includes aircraft type, serial number and codes where known.

Watch out for the next title - Fw 190 in foreign service.

Captured Butcherbirds Vol.2
132 pages, softback, 267 photos and 195 colour profiles priced £28.99



Nick Rose

Availability: www.myro.com

Myro "The Smallest Plane in the World!"

By: Nick Rose

Format: A4 / SB

Pages: 34

Price: £6.99 each

What they say:

"These fully illustrated stories

follow the adventures of Myro the Microlight as he settles into his new Australian home and makes new aeroplane friends. The characters are lively and lovable and sure to find a place in children's hearts, just like the 'Thomas' books have done so for generations.

Every page is crammed full of colourful images and each book has an adventure which will appeal to kids and adults alike.

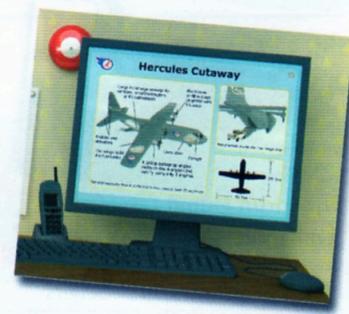
This original series of six story books has taken 7 years to create by British entrepreneur, Nick Rose and more than a dozen talented freelancers. A song book is also available which includes a CD full of catchy songs, based on this first series."

What we say:

You might be wondering why I am reviewing Children's books in a modelling magazine and trust me I do not blame you if you are. But before you pen your letter of outrage, let me explain.

I have four children, who I am hoping will all take up an interest in Aviation and of course modelling. I do all I can to encourage them to form the same passion I have for Aeroplanes, taking them to air shows, buying them models and generally fostering an environment that encourages them. When the sample pack arrived from the publishers of Myro, I have to confess that I wasn't overwhelmed with a desire to include them in the Marketplace. That was until my five year old daughter April and

three year old son Aaron got a hold of them. They were immediately taken with them. These aren't your average 'kiddie' books as they incorporate an education in the pilot's phonetic alphabet along with cut-away drawings and a fact file in each issue that encourages the children to find out more. If you have kids and want to encourage them to pursue your interest in Aviation, these are the perfect vehicle with which to do so.



Stratus

Availability: www.mmp.biz

French Wings 1: Latécoère 290 & 298

By: Gérard Bousquet

Illustrations: Teodor Liviu Morosanu

Format: A4 / SB

Pages: 80

Price: £12.99

What they say:

"Following on from the very successful "Polish Wings" series from Stratus, the new "French Wings" series covers aircraft in French service over the years. No. 1 tells the story of the



Latécoère 290 & 298 aircraft. The acquisition and operations of these aircraft in the Aéronavale (French Navy

aviation) is told in detail, illustrated with many previously unpublished photos. Colour schemes and markings are described and illustrated."

What we say:

It is about time that we had an English language series dedicated to French

aeroplanes, although launching this series on the back of the Latécoère 290 & 298 is a very bold move that I hope will pay off. The obvious choice would be either the D.520 or perhaps the MS. 406, however something less ordinary doesn't mean it is not as good. This book is very good.

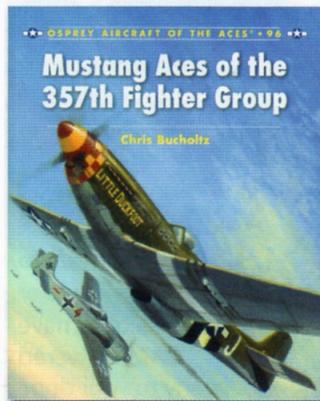
French aeroplanes have a certain je ne sais quoi about them that makes them very compelling subjects in my opinion. The Latécoère 290 is not exactly what you would call an attractive design, but that is not to say it does not have its charms. The book is superbly illustrated throughout and loaded with many impressive

photographs, each well captioned. This title is full of intriguing anecdotes chronicling the rich history of this seemingly insignificant footnote in French Aeronautical history. For instance, I had never before heard of The "Dissident", a 298 that escaped Vichy France to serve with the British in Malta until 1941, when it was reportedly sunk at its moorings.

This may not be "one for the masses", there are no Spitfires or 109's anywhere to be seen, but it is an extremely worthy title for those with an interest in French aviation, or Seaplanes.

Osprey Publishing

Availability: www.ospreypublishing.com & good booksellers worldwide

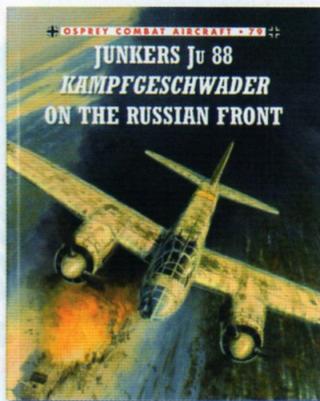


Aces 96: Mustang Aces of the 357th Fighter Group

By: Chris Bucholtz

Pages: 96

Price: £12.99

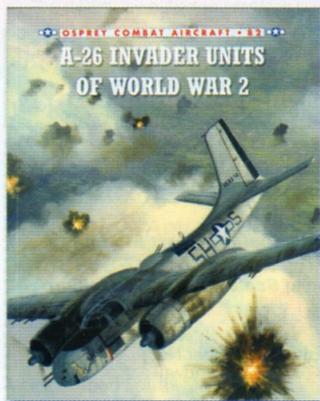


Combat Aircraft 79: Junkers Ju 88 Kampfgeschwader on the Russian Front

By: John Neal

Pages: 96

Price: £12.99

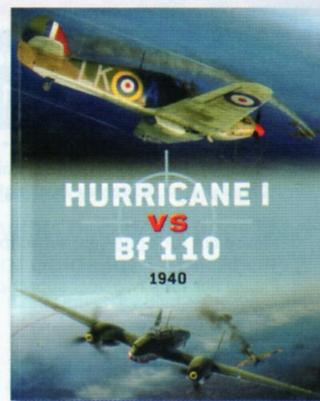


Combat Aircraft 82: A-26 Invader Units of World War 2

By: Jim Roeder

Pages: 96

Price: £12.99



Duel 29: Hurricane I vs Bf 110

By: Tony Holmes

Pages: 80

Price: £12.99



Elite Units 37: Jagdgeschwader 400

Germany's Elite Rocket Fighters

By: Stephen Ransom & Hans-Hermann Cammann

Pages: 128

Price: £14.99

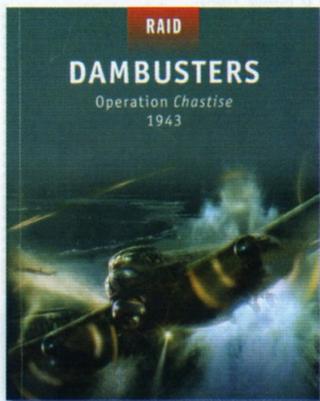


Elite Units 38: 53° Stormo

By: Marco Mattioli

Pages: 128

Price: £14.99



Raid 16: Dambusters – Operation Chastise 1943

By: Doug Dildy

Pages: 80

Price: £11.99



Warrior 152: Royal Naval Air Service Pilot 1914-18

By: Mark Barber

Pages: 64

Price: £11.99

What we say:

It is a bumper crop of titles this month from Osprey, primarily down to the fact that I have had great difficulty getting everything into the Marketplace over the past couple of months and it does not take long for stuff to pile up. Fact is that I am a great fan of Osprey's format and subject

choice although I do have favourites. The Duel title on the Hurricane vs. Bf 110 is outstanding. This series is building into quite the source of interest for me and gets stronger with each release. The surprise of the month has to be the Royal Naval Air Service Pilot, as it is fantastic. Osprey always manage to fill titles with

plenty of photographs but this edition has enough photo's to impress even Ray Rimmel. I thoroughly enjoyed reading it. Chris Buchholz is not only a fantastic guy, but also a great writer and accomplished historian, so his treatment of the Mustang Aces of the 357th Fighter Group is predictably good and well worth a read.

Most titles, being aircraft specific, will only appeal to those with an interest in that aeroplane, but those after something new on a familiar topic will not be disappointed.

Jay Laverty thanks Osprey Publishing for the review samples



Availability: Airfix stockists

TSR.2 M5

Stock Code: A08011

Media:



Scale: 1:72

Price: £24.99

NOTES: : I just had to squeeze

this into this issue...

True to their word, Airfix have not just re-released their 72nd TSR.2 in the same format, this is a modified version. Based on a Manga series chronicling the adventures of a group of pilots (and a bizarre cat) defending the earth from rogue meteors, there were several potential modelling subjects in the

cartoon and cleverly, Airfix have capitalised on what could be the coolest. Well... the Hustler hybrid was pretty sexy come to think of it.

While there is a sprue containing parts to modify the TSR.2 to the Manga spec, the original kit can be built as well and decals for the prototypes are also included.

SCALE AIRCRAFT MODELLING

VOLUME: 33 ISSUE: 01

March 2011

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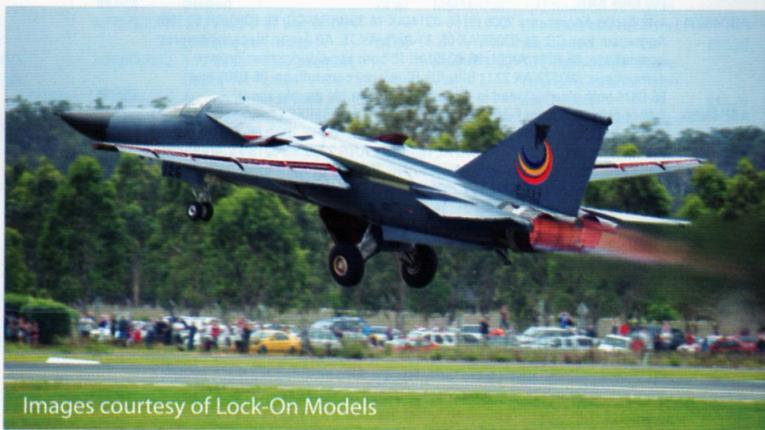
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Next issue

Coming in SAM Vol. 33 Issue 2

AVIATION IN PROFILE



Images courtesy of Lock-On Models

So Long Sow... The Australians recently retired their F-111 'Pig' fleet and with lightning quick appropriateness we bring you the story of the F-111 in Aussie service, by Jim Rotramel.

Haka Hawk: Mike Aldridge brings us Hasegawa's 32nd scale P-40, representing the Kiwis in this Antipodeans' special. Mike has outdone himself this time and shows himself more than capable of handling the larger scale.



Piggie in a Blanket: We definitely have two Mikes leading us off next month as **Mike Reeves** overcomes the Hobby Boss 48th scale Aussie version of the F-111.

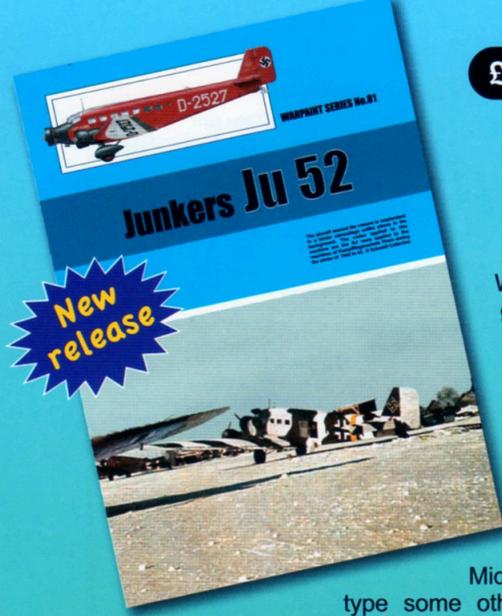
Small but well formed: There is of course, the usual bevy of Compact Build Reviews and we desperately scrounge for something difficult for Karl to build...



Marco Preto checks in with a magnificent build of the new Airfix Bf 110 in 72nd and you can prepare to be amazed with Neil Pinchbeck's Seagull from Silver Wings.

Up to date: All of the regular features and news SAM brings you month after month, including dozens of new product reviews.

Please note that some features may change without notice (and quite often do!) due to factors beyond (and not so beyond) editorial control.



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Junkers Ju 52

When the late Richard Burton finally reveals the traitor at the end of 'Where Eagles Dare' the gallant escapees continue their journey to allied lines aboard a captured Junkers Ju52. While the great Burton is no longer with us his ride home still is. Although the Junkers Tri-motor would never achieve the fame and widespread use as its American counterpart, The Douglas C-47 Skytrain, it would still carve its niche in the annals of history. Starting life as a single engine machine it quickly added another pair of engines to its corrugated frame at the behest of the German airline DLH. The emergent Luftwaffe would soon latch onto the type seeing it originally as a bomber, albeit disguised as a transport, and despatching it as such to Spain where it was used in the civil war by the Legion Condor. Having performed well in Spain the Ju 52 was then built in large numbers as a transport for Germany's adventures across Europe between 1939 to 1945. Along the way the type served in the Middle East Russia and the Balkans. While the basic transport version was the most numerous

type some other interesting variants also emerged these including the minesweeper complete with degaussing ring under the fuselage plus the seaplane version mounted upon a pair of large floats. When the German regime finally collapsed in 1945 there was still a role for the Ju 52 to play, in both France and Spain production would continue with both countries using their aircraft for combat operations in Vietnam and Morocco respectively. Eventually both countries replaced their aged Ju52s with more modern aircraft although some would depart into preservation. And as for Burtons escape aircraft, it still resides in Switzerland while the actor can still be seen on the screen. Written by Kev Darling this latest Warpaint covers all versions of this rugged transport and is illustrated in colour by Richard J.Caruana. Unique 1:72nd scale plans are also included as well as lists of airforce and unit use plus production details.

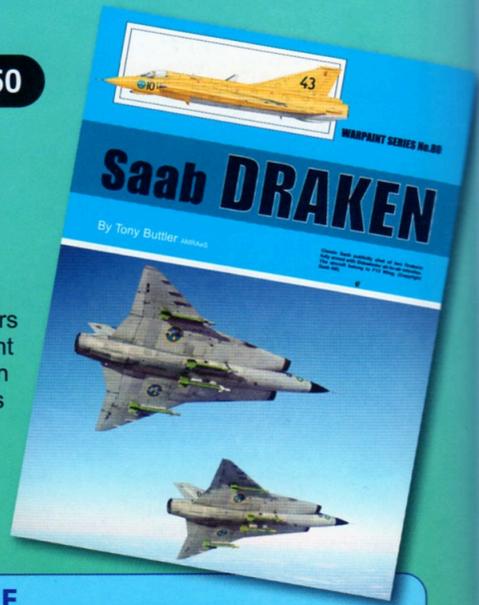
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Saab DRAKEN

The Saab J35 Draken was one of the best of the first generation of highly supersonic fighters to be developed and put into production during the 1950s. It was a remarkable achievement in many respects, not least because Sweden was one of the smallest nations to operate an aircraft industry. This superb fighter is given the usual Warpaint treatment which describes the design and development programme, the various versions including the 'ultimate' J35F and upgraded J35J, export aircraft and the type's service career. Although the prototype first flew in 1955 and service entry in the Swedish Air Force came in 1960, some examples were still in service at the start of the 21st Century. Full colour artwork and a mass of photographs support the text. The Draken was indeed a spectacular aircraft.



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