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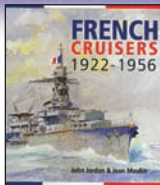
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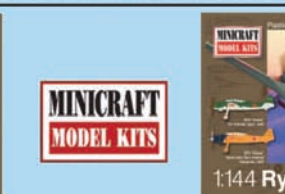
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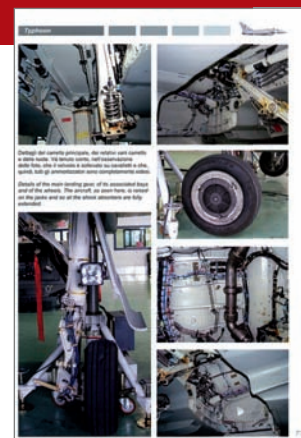
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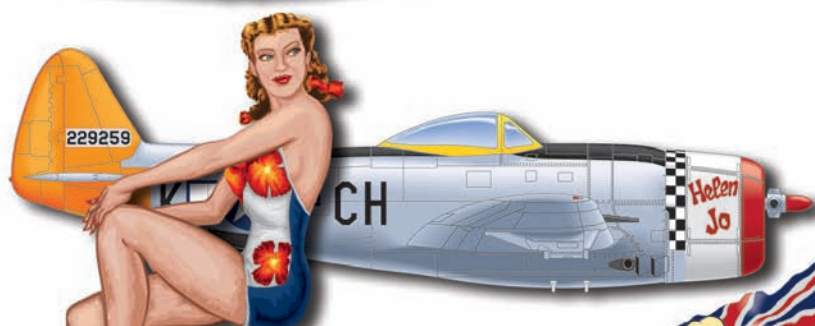
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SCALE AIRCRAFT MODELLING

May 2013
Vol.35 Issue 03

All Killer – No Filler

Feature:

P.8 - 13

Scuttlebutt Lodge

Karl Robinson with the help of the SAM regulars, compiles a light-hearted look at the world of modelling, bringing us the latest news surrounding future releases as well.



Compact Build Reviews:

P.16 - 38

Our dedicated expert team of modellers examine recent kit releases for your reading pleasure.

This Month:

Charles Whall joins the SAM team with his take on the 1:48th scale Italeri Ju 87D.

Mike R Williams builds Kinetic's new T-45 Goshawk in 1:48th scale.

Trumpeter continue to release variants of their superb 1:72nd scale Flanker and **Seb Videc** checks in with the Su-27UB.

Neil Pinchbeck treats us to the magnificent 1:72nd scale Airfix Swordfish on floats.

Karl Robinson provides a tutorial on filling without sanding as he builds the 1:72nd scale Revell Ju 88A-4.

Juan Contreras makes a welcome return as he builds High Planes Models' 1:72nd scale Mirage 5P.



Aviation in Profile:

P.40 - 50

Peruvian Illusion: The Mirage 5P

By: **Santiago Rivas** and **Lewis Mejía**.

With many never before published images, we bring you a rare glimpse at the Mirage in service with the Peruvian Air Force.

Feature 1:

P.52 - 58

Torpedo Slingshot Tupolev

1:48th scale Xuntong Models Tu-2T

Marco Preto does not bother waiting for the resin enhancements; he gets positively medieval on this surprising release.

Feature 2:

P.60 - 65

De Havilland's Pusher

1:32nd scale Wingnut Wings D.H.2

Dai Williams joins the SAM team, building the superb Airco D.H.2 by the WWI specialists from New Zealand.

The Marketplace:

P.68 - 79

Jay Laverty, Karl Robinson, Mick Capell, Brian Wakeman, Massimo Santarossa, Yoav Efrati, Juan Contreras and Mike Williams bring you the latest in kits, book reviews, resin and decal releases, photographed and put on display for your perusal.

The Tailpiece:

P.80 - 83

- Contacts and Sources for the products you find featured in SAM
- A preview of what to look forward to in the next issue of the magazine
- What's happening close to you and across the globe in the Events Calendar
- Editorial contacts & information on subscriptions to SAM

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Imitation Spawns Innovation



Artistic Aspiration

Paris at the turn of the last century was a hotbed for art and many aspiring avant-garde painters visited the French capital, where the work of post-impressionist artists Van Gogh, Cézanne, Seurat, Gauguin, and their disciples could be seen at the myriad galleries and Salons. After several visits between 1900 and 1903, Pablo Picasso became so enamoured with the scene that he settled there permanently in 1904.

His work between 1900 and 1901 reflects a determined assimilation of a variety of new styles and techniques. His subject matter included typical scenes of Parisian nightlife, using bright, unmixed colours, such as the depiction of the dance hall in the style of Toulouse-Lautrec.

Picasso was prolific in this period, as he was throughout life, the sum total of his work comprising over 50,000 paintings, sculptures, drawings as well as poems and a pair of plays. The amalgamation of the styles and the influence on individual works is obvious, although they all culminate in the eventual development of the cubist style Picasso was to pioneer.

Ultimately, his style and technique may have moved dramatically away from those who influenced the early, Blue and Rose periods of his work, however there is no denying that they would have had an influence on what his style developed into.

Call it parody, imitation or aspiration, mimicking other work in the pursuit of self-style is as much a part of modelling as it is any aspect of life. I doubt if Matisse or Renoir ever published the "Frequently asked Questions..." or "the Dummy's Guide to..." as it was all down to the interpretation and a mastery of the medium. Picasso learned what his paints did and what he had to do in order to make them do what he wanted. Once he had mastered this and after spending time imitating the inspirational works he surrounded himself with in Paris, he blossomed into his own. You do not have to be a fan of cubism to appreciate that.

Until next month,

Jay Laverty Managing Editor

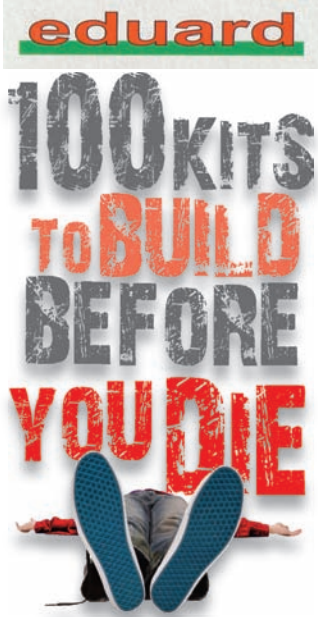
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Compiled by Karl Robinson, with contributions from Jay Laverty, Massimo Santarossa, and Shaun Schofield
If you have something that you would like featured in Scuttlebutt Lodge, please email me at: karl@regallitho.co.uk



NUMBER 23:

PERFECT PFALZ

Availability: Eduard stockists via Hannants, LSA & Creative Models

Selected by: Karl Robinson

For many years I actively avoided bi-plane models due to having problems with fitting the struts and upper wings properly. That was until I was introduced to Eduard's Pfalz D.IIIa kit as something out of my usual comfort zone. I approached the build with much trepidation but was soon pleasantly surprised to find that

a well designed and engineered bi-plane kit could become an absolute pleasure to build. The overall fit is spot-on, and the wings practically align themselves with little effort, leaving me wondering why I had avoided quality bi-plane kits for so long. This could be written about so many of Eduard's 1:48th scale First World War fighter kits in that they are generally excellent in terms of splendid mouldings and overall levels of detail. Eduard tend to offer different

boxings of the kits from the Weekend Edition, featuring the basic kit, to the ProfiPack editions that feature combinations of additional extras such as Photo-etch, paint masks, and decals. I would heartily recommend any of the Eduard Pfalz D.III kits to anyone who has shied away from building aircraft of this pioneering era as it is difficult to go too wrong with such good quality kits. Go and give one a try and you might well be surprised.



THIS MONTH IN

AVIATION HISTORY

2nd May 1952 – de Havilland DH.106 Comet 1, G-AYLP, of BOAC, departed London for Johannesburg on the very first revenue passenger service operated by a jet airliner.



11th May 1964 – Jacqueline Cochran flew a Lockheed F-104G (62-12222) to 1,400.30 miles per hour over a straight 15 to 25 kilometer course. She was the first woman to fly faster than Mach 2

Shaun's Airshow Scene

By Shaun Schofield

As we move into the Spring, news and confirmation of participants at the major shows is starting to pick up pace. RIAT's weekly Thursday announcements are in full swing with some exciting aircraft already confirmed. Topping the list so far is the NH90 of the Finnish Army. The type will be making its RIAT debut and, as one of the better helicopter demonstrations in Europe, promises to be a cracking addition to the flying, with a second example confirmed for the static park. More exotica will be on show on the ground courtesy of the Brazilian Air Force who are sending a Embraer R-99 as part of the shows Sky Guardian theme, plus a rare appearance from the stunning Breitling Super Constellation. Back in the air, a host of display

teams have already confirmed; regular attendees the Breitling Wingwalkers and Royal Jordanian Falcons will be joined by the ever popular Freccia Tricolori from Italy, and a return of the Swiss PC-7 team.

Staying with the Swiss, Yeovilton will be hosting the sole UK appearance of their F/A-18C Hornet solo display. Arguably the best jet display in Europe, the Hornet is a real coup for the show and promises to be one of the season highlights. It represents a very good start for Yeovilton, who after missing out on so many top display acts last year (including the Hornet) are looking to be back on song. Fingers crossed, more displays of this calibre will be announced in the near future.



Check this out!

Featured this month is a cool HD video shot with an FPV Quadcopter drone, by www.team-blacksheep.com, of the 309th Aerospace Maintenance and Regeneration Group (AMARG), in Tuscon, Arizona, often called The Boneyard.

View this link...
www.vimeo.com/55627027

and set a new FAI world speed record. Cochran set three further speed records with this same F-104G during May and June of this year. Under the Military Assistance Program, the U.S. Air Force transferred the aircraft to the Republic of China Air Force, where it was assigned number 4322. It crashed 17 July 1981.



14th May 2005 – Test pilot Didier Delsalle lands a Eurocopter AS350 B3 Ecureuil at the summit of Mount Everest, the highest point on Earth at 29,035 feet. The FAI required that the helicopter remain on the summit for at least two 2 minutes for the landing to be considered official. Delsalle actually landed on the summit twice, staying four minutes each time. The flight set world records for the highest landing and take-off.

SAM News

15th May 2013

Scale Aircraft Modelling 3503

Just like Buses...



You wait for years for someone to bring out a newly tooled IAI Kfir in 1:48th scale, and suddenly there are two coming to market! Last month we featured information on the kit from AvantGarde Models, and this month we can

announce that Kinetic are also releasing a Kfir C.2/C.7 kit in the same scale very soon. Announced as a joint venture with IsraDecals, markings for at least 5 different Kfir's are included with decals printed by Cartograf. The kit promises a variety of armament and stores as well as excellent levels of detail. We very much look forward to both kits arriving on the market very soon.

www.facebook.com/Kineticmodel

Big Cat on the Loose



Scheduled for arrival in early June this year is the new 1:48th scale Jaguar GR.1 from KittyHawk Models. Box art has been released showing a Desert Storm aircraft, although other decal options included are, at this

moment in time, unannounced. Much excitement surrounds the first new tooled British Jaguar release since the Airfix kit from the 1990's, and it seems to have beaten the Italeri kit to market which was announced over 12 months ago with little announced progress.

www.kittyhawkmodel.com

Full Metal Jacket



Good news and bad regarding the Tarangus 1:48th scale JA37 Viggen... well, only slightly bad news in that the release date has now been moved back to the summer. The good news is that this is due to them re-evaluating the kit once the CAD design was completed and deciding to ditch the existing plan for short run moulding technology. The CAD looked so good that they are now moving it to full metal moulds for a more superior detailed kit. We think the delay is a small price to pay for what is hopefully going to be an excellent kit of a type long overdue for the modern tooling touch. For now, here is the box art, painted by Tor Karlsson, to whet your appetite.

www.tarangus.se

Tiny Tunnan



More news from Swedish manufacturer Tunnan is that they are currently well underway with work on their first 1:72nd scale kit which will feature the SAAB J 29A/B Tunnan. The J 29A and J 29B represent the early variant of the Tunnan and differ only by the internal fuel load. Tarangus currently estimate that the kit should be available by the early summer, so keep an eye out for more information soon.

www.tarangus.se



18th May 1953 – Jacqueline Cochran flew the 100th Canadair Sabre, a one-off Mk.3 specially modified to test the prototype Avro Canada Orenda 3 turbojet engine, over a 621.3 mile course and set a new FAI world speed record of 652.552 mph. Cochran became the first woman to break the sound barrier and over the next two weeks would set two more speed records with this Sabre Mk.3. This Sabre currently resides on display outdoors at Wetaskiwin Regional General Airport, Alberta, Canada.



News from AvantGarde Sea King



Whilst we are still awaiting the arrival of AvantGarde's first kit release, the IAI Kfir (AMK 88001), everything we have seen so far promises great looking kits with excellent levels of detail from this new manufacturer, so news of more projects on the way is exciting.



One thing AvantGarde have definitely achieved so far is surprise with their choice of subjects following the announcement that kit (AMK 88003) will be the venerable Fougas Magister CM 170 in 1:48th scale. Previously only tackled by

Fonderie Miniatures with their mixed media, short run kit, this will certainly be music to the ears of many that a modern tooled example of the type is on the way at last. Even more surprising was a sneaky picture of a CAD design of the L-29 Delfin released on their Facebook page... let us hope this another 1:48th example under development.

www.facebook.com/AMKHOBBY

Valiant Wings



Valiant Wings Publishing have announced that the next release in their Airframe & Miniature series will be The Messerschmitt Bf 109 (Early versions V1 to E-9 including T-series) – A Complete Guide To The Luftwaffe's Famous Fighter by Richard A. Franks. The book contains 160 pages packed with vital information that no active modeller and Luftwaffe enthusiast should be without, featuring 40+ pages of technical information, 20+ pages of walk-around images and technical diagrams, 5+ pages of camouflage and markings, 25+ pages of model builds and modelling

information, 200+ photographs including wartime images, Colour side views and four-views by Richard J. Caruana, and 3D isometric views of all variants by Jacek Jackiewicz. RRP will be only £18.95 per copy + postage and packing. Pre-orders via the Valiant Wings website.

www.valiant-wings.co.uk



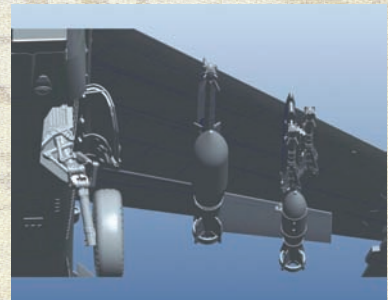
Dragon announced the next 'Smart Kit' in their range will be the Sikorsky SH-3G Sea King, in 1:72nd scale, featuring markings of the US Navy. Dragons Smart Kits are designed to be easier to build without sacrificing levels of detail. Extra engineering has been invested in these kits, so that the construction of the models is more straightforward. The kit will feature foldable rotor blades and decals from Cartograf for several US Navy squadrons.

www.dragon-models.com

Out of the Blue!

KittyHawk Models continue their impressive release schedule with news of a 1:48th scale MiG-25PD/PDS 'Foxbat-B'. This is very much likely to drum up interest with many modellers as a quality kit of the Foxbat has been missing for many years. So far only CAD pictures have been released but these promise great detail to the kit. Kept well under wraps until now, release of the kit should be sometime as soon as May this year. This is definitely one I might have to twist the Editor arm to get hold of!

www.kittyhawkmodel.com



Caspian Sea Monster



Coming soon from Zvezda is one of the smaller Soviet Caspian Sea Monster Ekranoplans, the A-90 'Orlyonok' or Eaglet in English. They were designed to carry very heavy payloads in the 1960's/70's using the 'Wing in Ground Effect'. The A-90 should

make for an impressive kit in 1:144th scale measuring out at over 40 centimetres long, and will feature decals for two different 'aircraft'.

www.zvezda.org.ru

22nd May 1948 – Jacqueline Cochran flies her green P-51B Mustang (NX23888) over a 2000 kilometre closed circuit at Palm Springs, California averaging 447.47 mph setting a new FAI world speed record for its class. Two days later, she would set another speed record in this same P-51. Cochran also flew NX23888 in the 1946 and 1948 Bendix Trophy Races, in which she placed 2nd and 3rd.



23rd May 2000 – The US Air Force receives its first T-6A Texan II primary trainer at Randolph AFB, Texas. The Texan II is a militarised version of the Pilatus PC-9 and has a top speed of 320 mph with a range of 900 miles.



Iranian Stealth Fighter caught out by bloggers

The recent unveiling of Iran's second domestically produced aircraft, and so called 'State of the art Stealth Fighter', the Qaer F-313, made headlines after a special ceremony attended by President Ahmadinejad. Immediately it fell under the scrutiny of Aviation Experts who claimed that the jet, said to combine the features of the F-22 and F-35 fighters, could not fly because it was too small and was made of plastic. Lacking rivets and bolts the plane was also said to be a model or working prototype at best.

In response to the criticism the Khouz News agency immediately published a photograph of the Qaer F-313, in their words, majestically soaring over Iran's Mount Damavand.

Internet bloggers soon called it out as a Photoshop fake when the shadows, lighting and reflections did not match with the surroundings, and also noted that the angle of the aircraft was exactly the same as in the original unveiling shot. The background was clearly an image from the Picky Wallpapers website with the F-313 photoshopped poorly onto the mountain scene. A video was also posted, of poor quality, and very shaky, supposedly showing the aircraft in flight, but was still clearly some form of modified radio controlled aircraft model.

Thus far, Iranian officials have dismissed all detractors, calling all doubts (photographic and otherwise) purely 'Enemy Propoganda'. The combination of imperfect photoshopping has left very little doubt in the majority of people's minds that this photo is, in fact, faked.



24th May 1948 – Jacqueline Cochran sets a second FAI world speed record in two days flying her P-51B Mustang (NX23888) over a 1000 Kilometre closed course. The new record for this class was pushed up to 431.09 mph by Cochran.



25th May 1927 – Lt. James H. Doolittle, USAAC, becomes the first pilot to successfully perform an outside loop. Flying a Curtiss P-1B Hawk, he began the maneuver at 10,000ft pushing the nose into a dive. Reaching 280mph he continued to pitch the nose 'down' and flew through a complete circle with the pilots head on the outside of the loop. He attempted to repeat the performance at the 1929 Cleveland National Air Races in a Curtiss P-1C, but the wings came off the aircraft leaving Doolittle to bail and parachute to safety.

Purisol Paint Remover

There are many ways to remove paint, some more successful than others. Hannants have stocked Purisol for some time now so how does it perform? For the test a Spitfire bottom wing was sprayed with Enamel, Acrylic and Alclad paints over a primer base coat. Each was allowed to dry for several weeks to really put it through its paces.

way plus no smelly fumes. Each bottle contains enough to strip at least eight times the size of my test sample. Nice one Xtracrylix! **Price £3.00**

Using cotton buds to apply the

Purisol keeping it wet and gently working it into the paint, the Acrylic started to break up immediately. Followed a short time later with the Enamel, surprisingly the Alclad took two applications to remove completely.

In all it took under five minutes to completely remove all the paint plus undercoat back to bare plastic. This product did not mark the plastic in any



30th May 1949 – While testing the radical Armstrong Whitworth AW.52 "flying wing", test pilot J.O. Lancaster experienced severe pitch oscillations in a 320 mph dive. Fearing the aircraft would disintegrate, Lancaster decided to leave the aircraft using the Martin-Baker Type 1 ejection seat, becoming the first person to use the seat in an emergency. He was thrown clear of the aircraft and parachuted to safety.



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32071 Hawk 100 Series Landing Gear (Kin) (replacement for 1/32 Kinetic)

48214 Me 410 Landing Gear (Meng) (replacement for 1/48 Meng)

48215 F-4B Phantom Landing Gear (Aca) (replacement for 1/48 Academy)

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Eastern Front Eagle

SAM newcomer **Charles Whall** makes his first appearance with the Italeri 1:48th scale Ju 87D-5.



Junkers Ju 87D-5

Availability: Italeri stockists via the Hobby Company

Stock Code: 2709

Scale: 1:48

Price: £29.99

Author's Additional Investment: Eduard

EX327: Kabuki tape Canopy masks,

Quickboost QB48385: Pitot tube

Quickboost QB48007: Revi C/12D gunsights x 6

Master MR48012: Brass MG.17 gun barrels

Paints Used: Gunze Sangyo RLM 70/71/65/04

Availability: Model Design Construction

www.modeldesignconstruction.co.uk

Weathering Materials:

MIG Productions

Abteilung Oils: 080 Wash Brown, 060 Light Rust Brown,

MIG Pigments: European Dust

Interior Enhancement

I have never built a kit straight from the box, as there are always loads of great aftermarket sets available these days. This kit being no exception, it is an ideal starting point for additional detailing. Consequently, I went to town in adding a number of scratch-built parts in the form of cockpit wiring and a superb Quickboost Revi gunsight. A Jumo engine set is also provided, if the modeller wishes to show a stripped down Stuka. This is nicely detailed, complete with firewall, engine bearers and other plumbing; one can only imagine how impressive it would look with some super-detailing....maybe next time!

The kit includes a small photo-etched fret comprising instrument panel, seatbelts, wing walkways, exterior fuselage armour for the pilot,

and counter-balances for the rear stabilisers. The cockpit itself is relatively basic, so I went to work adding a number of etched and styrene parts. Gunner's and radio compartment details were added, while lead wire from Plus Model and other small features like the map-box, maps and etched instrument panel further enhanced the cockpit. Once the cockpit was finished, thin strips of styrene rod were used for the canopy rails. 0.2mm wiring was added to the radio and gunner compartment. The cockpit went together without any trouble, however having glued the sidewalls to the fuselage, a fairly wide gap was apparent along the length of the cockpit sills where the sidewall did not follow the contour of the fuselage. This requires some careful manipulation to rectify.

Checks & Balances

The exterior presents a surprising number of fit issues. The front canopy does not fit well and a noticeable step between the canopy and the fuselage sides was immediately apparent, although a small amount of green putty filled the gap nicely. The wheel spats also fit awkwardly into the recesses on the underside and leave a gap which will also benefit from filling and sanding. The rear stabilizer struts will need the locating pins removed and sanded back to create a flush fit with the fuselage, something I only noticed after affixing!

On a more positive note, the famous gull-wing section aligned perfectly at the fuselage roots and only a very small amount of liquid cement was used here, which I was very pleased with. The





clear canopy sections are well scaled. I gave them my usual coat of Future then masked using Eduard's Kabuki tape set. Italeri have also been very thoughtful in providing the modeller with the option to drop the elevators, which have been provided as separate parts to the rear stabilisers and with the addition of the etched balances, provide a very nice effect!

Eagle of the Eastern Front

I opted for the markings representing a Stuka of Stab 3./SG2, Russia, 1943/44, piloted by the 'Eagle of the Eastern Front' Hauptman Ulrich Rudel, the most highly decorated German serviceman of the war. The decals

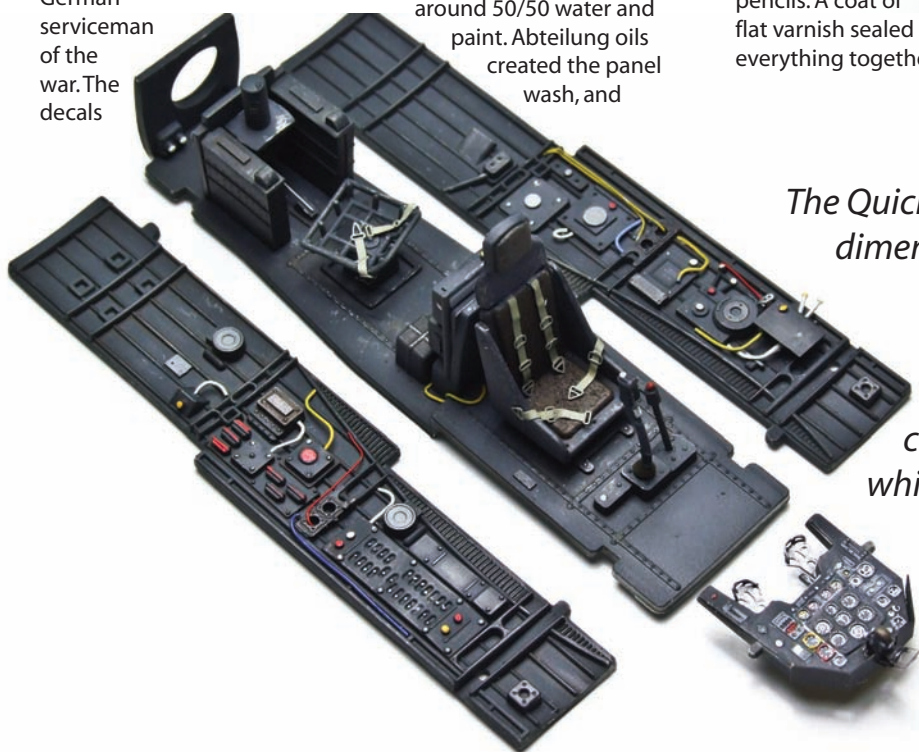
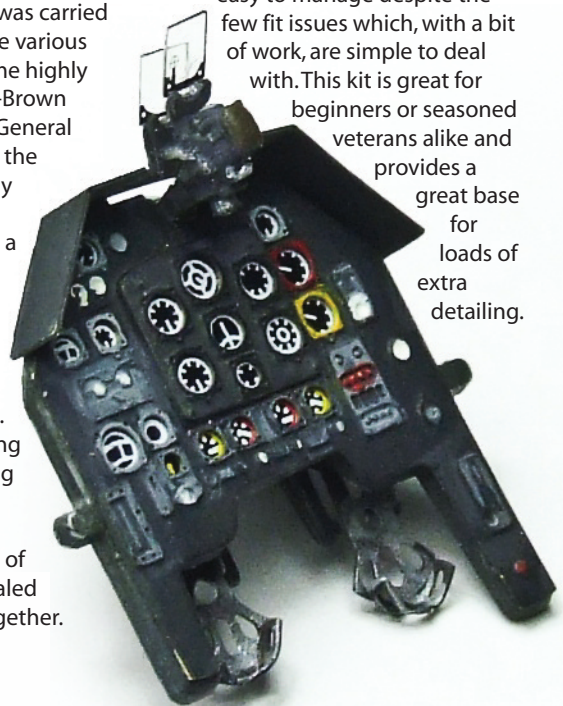
are admirably thin and colour register is excellent. Following a coat of Future varnish, the decals were applied with only a small amount of Micro Sol necessary to force them into the recesses.

Painting was carried out using Gunze Sangyo Aqueous Acrylics, applied with my trusty Iwata HP-B airbrush and its 0.2mm nozzle. The base camouflage of RLM 70/71 was applied at a pressure of 14 psi and lighter shades were also added in 'filters' providing increased depth for the colours. After laying down a set of splinter camo masks made from Kabuki tape, further lightening shades of the 70/71 were built up but using a mix of around 50/50 water and paint. Abteilung oils created the panel wash, and

weathering and fuel streaks over the top completed the scheme. A small amount of post-shading was carried out to enhance various areas with some highly thinned Black-Brown Tamiya paint. General weathering to the wings, walkway areas was executed with a wash of Black/Brown oils and a dusting of Tamiya and MIG pigments. General scuffing was done using Prismacolor silver and HB pencils. A coat of flat varnish sealed everything together.

Excellent Starting Point

Overall, I found the kit very easy to manage despite the few fit issues which, with a bit of work, are simple to deal with. This kit is great for beginners or seasoned veterans alike and provides a great base for loads of extra detailing.



The Quickboost Revi gunsight adds a new dimension to the otherwise excellently appointed instrument panel.

Gunner's and radio compartment details were added, while lead wire from Plus Model and other small features like the map-box, maps and etched instrument panel further enhanced the cockpit.



Further Reading:
Luftwaffe Colours:
 Luftwaffe Ju 87 Dive-bomber units 1939-1941,
 Peter C Smith
 Availability:
www.hannants.co.uk
A Complete History:
 The Junkers Ju 87 Stuka by
 Peter C Smith
 Availability:
www.crecy.co.uk



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F4J PHANTOM II ACC0411 1:72

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TERRIFIC T-BIRD



Dreams do come true, as **Mike Williams** discovers when building the new Kinetic 1:48th scale T-45 Goshawk.



T-45 Goshawk

Availability: Kinetic Models stockists via Hannants

Scale: 1:48

Stock Code: K48038

Price: £29.99

Author's Additional

Investment: Caracal Decals CD48025 : US Navy T-45 Goshawk Part 3

Availability:

caracalmodels.com
Two Mikes 48067 T-45 Goshawk
Seamless/corrected intakes
Two Mikes 48068 T-45 Goshawk Tailhook fairing

Availability:

Two Mikes stockists via www.twomikesresin.com

Paints Used:

Tamiya XF-7 Red
Tamiya XF-1 Black
Tamiya XF-2 White
Gunze-Sangyo H4 Yellow

Christmas Morning

One of the most enduring and attractive jet trainers of all time, the BAe Hawk has found itself well covered for modellers in recent times, although the US version, the Goshawk, has been the exception until now. Kinetic have produced yet another gap filler for US Navy and Training Aircraft modelling fans.

I was like a kid at Christmas when I got my hands on this kit, hoping Kinetic had answered my prayers for a quality quarter-scale T-45.

Kinetic provide alternative instrument panels for the earlier T-45A with

analogue instrumentation or the more recent T-45C with large digital multi-function displays. Therefore you will need to check your references as to which version you require.

The ejection seats are more than adequate, requiring only the addition of harnesses to enhance the existing detail. Refined panel line rendering can be found throughout, with exceptional and accurately represented raised rivet detail around the rear fuselage. The undercarriage has thoughtfully been provided with an optional extended nose leg oleo to depict the model as ready for catapult launch.

The main gear legs benefit from

some fine brake lines being added to them, and can then simply be added to the pleasingly detailed wheel bays, taking care with the alignment of the retraction arms. The undercarriage doors are all supplied with optional closed one-piece parts, however the inner main gear doors and forward nose gear doors are often seen closed on parked aircraft consequently a mix of the supplied doors were used, enabling the main gear doors and nose gear doors to fit flush when closed.

I received some samples of Two Mikes resin improvements for this kit. Their seamless intakes are an improvement over the kit parts, whilst being simple drop-in replacements.





The cockpit is more than adequate as it comes, requiring nothing more than careful painting.



The Two Mikes resin arrester hook fairing substantially enhances the tail section. Note the scratch-built plasticard ventral fin and the finely moulded rivet detail on the rear fuselage.



Brake lines are added using fine wire, using superglue to fix them into holes pre-drilled with a pin vice.

They needed only the merest hint of sanding to blend them flush with the surface. Two Mikes also produce a replacement arrestor hook fairing, which is a rather nice bit of work. Fitting this necessitates removal of the moulded-in arrestor hook fairing and ventral fin.

With all external attachments added including the undercarriage legs, the cockpit could be masked before priming everything, ready for painting. When using mixed media it is best to prime the model for uniformity.

US Navy training aircraft have Red/Orange tail, wing panels and nose sections, which would need painting first. Xtracolor enamels make the exact shade, however I opted to mix my own being a dyed-in-the-wool acrylics user. Gunze Yellow and Tamiya Red were employed with great

results. These areas needed careful masking off before proceeding with the White for the rest of the airframe, not forgetting to mask and spray the Black anti-glare panel.

Caracal decals have some great markings options hot off the press, ready for this kit. Part 3 was my sheet of choice, given my weakness for a Shark-mouthed aeroplane. They all settled down beautifully over a gloss coat followed by a

final flourish of light Grey enamel wash for highlighting the details. Being training aircraft the Goshawks are kept relatively clean so this one was not overly weathered.

The canopy was fixed in the open position and the undercarriage doors were

attached after having the red edging applied with a fine brush. The finishing touch was to replace the pitot with a sewing pin for durability.

This kit certainly seems to be a popular subject amongst my peers and around the modelling fraternity as a whole, and it is easy to see why. It is

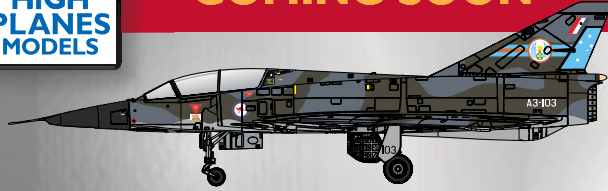
such an aesthetically pleasing aeroplane and has plenty of colourful marking options available.





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PROTOTYPES

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P-35 "Silver Wings Era"

SH48127

1/72

SH72262



P-35 "War games and War Training"

1/48



"Home Fleet"
Fairey Firefly Mk.I

U.K. source: [hannants](http://www.hannants.co.uk) sales@hannants.co.uk

1/72 resin kit J33 Venom



1/72 & 1/144 decals for BOAC C-46 Commando



++ , ++ * ++ *



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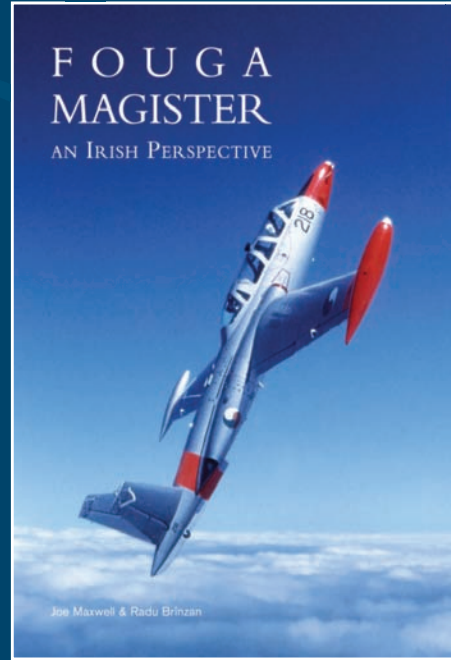
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Fougua Magister – An Irish Perspective
by Joe Maxwell & Radu Brinzan

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SNOW LEOPARD



Sebastijan Videc

makes Cultural Constructions of China for Make Benefit Glorious Nation of Kazakhstan with the Trumpeter 1:72nd scale Su-27UBM2 'Flanker C'

Su-27UBM2 'Flanker-C'

Availability: Trumpeter stockists via Pocketbond

Scale: 1:72

Stock Code: 01645

Price: £19.99

Author's Additional

Investment: ICM 72213: Soviet Air-to-Surface Armaments set
Hasegawa Aircraft Weapons: IX
Linden Hill Decals 72023: Post Soviet Aircraft Series – Kazakhstan

Paints Used:

Revell 50, KLM Blue; Model Master French Blue, Light Blue, Camouflage Grey; WEM Neutral Grey
Alclad Steel, Pale Burnt Metal, Exhaust Manifold, Hotmetal Blue; Model Master Stainless Steel

Weathering Agents:

Artists' oil paints – Payne's Gray and Raw Umbera

Stock Code: Midland Publishing, Famous Russian aircraft: Su-27 Flanker by Yefim Gordon

The Land of Borat

Kazakhstan is the ninth largest country in the world and the largest landlocked one. Bordering China, this country was of strategic importance during the Soviet era and several large airbases were built during that time. With the declaration of independence in 1991, Kazakhstan inherited large amounts of Soviet weapons, including Tu-95 strategic bombers. As the bombers had no use in the newly formed Kazakh Air Defence Force, an exchange with Russia was made for around 20 Su-27 Flankers. In 2009, Flankers were sent to Belorussia for overhauling and modernization and returned as Su-27M2s and Su-27UBM2s. Modernization included the addition of GPS,

'Satellite' ECM containers on the outer underwing pylons, while retaining the missile launch rail, wiring and inclusion of Litening-AT laser designator pod, integration of air-to-surface weapons and replacement of the old CRT radar screen in the cockpit with a modern LCD multi-function display, making their Flankers potent all-purpose fighters.

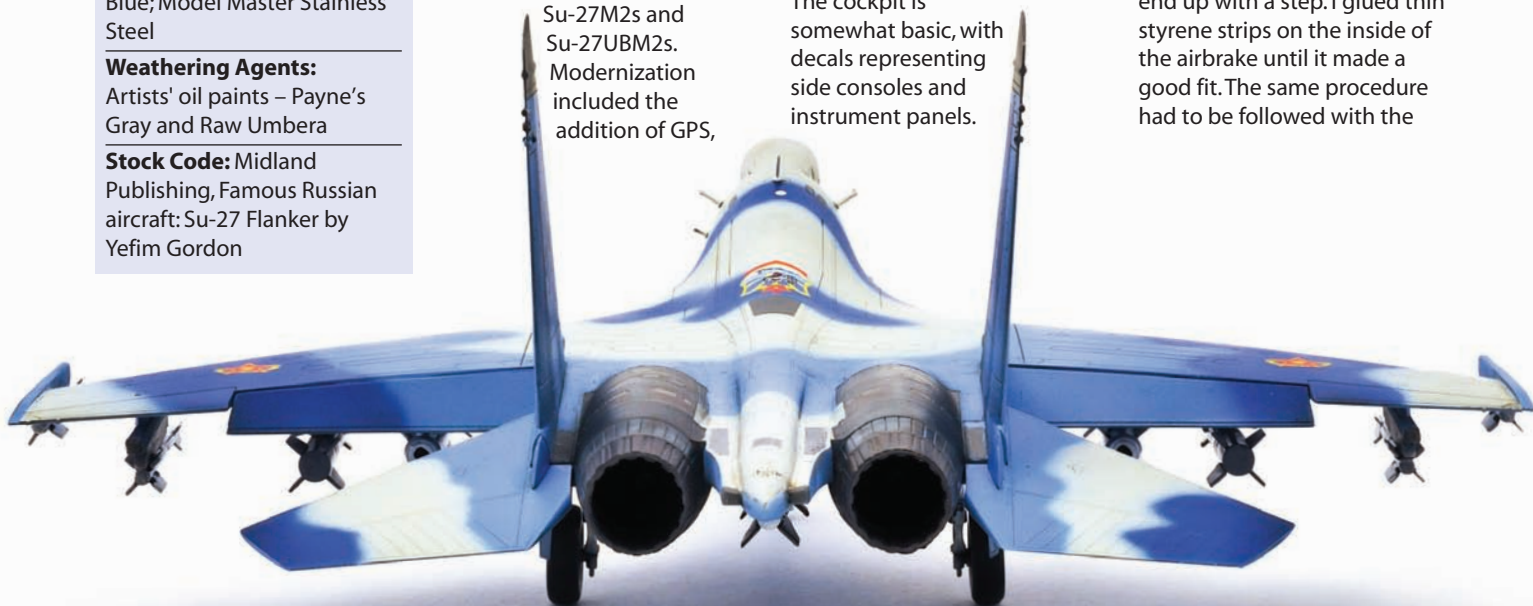
Easy Come, Easy Go

Trumpeter's 1:72nd Flankers are currently the best models of this famous fighter on the market in this scale, and it seems most of the variants will be released over time. The best part is that the kit builds well and looks great when finished! The cockpit is somewhat basic, with decals representing side consoles and instrument panels.

The seats, however, are a very decent representation of the K-36, although they will benefit from the addition of harnesses. As the decision was made to close the canopy, I felt the detail out of the box was more than sufficient, although should you wish to further enhance the cockpit, there will no doubt be the usual slew of aftermarket resin and photo-etched sets released.

From the Ground Up

The construction is straightforward and amazingly easy for such a large aircraft. There are a few things to look out for, though. If you decide to close the airbrake, the opening is a bit too deep and you will end up with a step. I glued thin styrene strips on the inside of the airbrake until it made a good fit. The same procedure had to be followed with the



Using Radu Brinzan's 'Scribe-R', cutting the flaps and slats was an easy job. A simple modification like this will generate additional interest with the finished model.

UB kits in any scale miss the characteristic blind flying curtain and the support railing fit to the front of the canopy. Using

some plastic card, steel wire and aluminium kitchen foil it was scratch-built in minutes.

insert on the bottom of the wings. The engine nacelles fit well and if you find any discrepancy a swipe with a sanding stick will make them sit perfectly flush with the rest of the fuselage. As hydraulic power bleeds, the Flanker's control surfaces drop and since the kit has moulded flaps, slats and tailerons in the horizontal position, cutting the wings is required if you wish to replicate the effect. The actuator arms that go inside the vertical stabilizers also have to be extended for dropped tailerons. As this was to be the UBM2 version, the correct air-to-ground weapon pylons had to be selected and new aft holes for the pylons drilled. The Litening pod pylon was made from 0.5mm styrene.

Red Star, Golden Eagle

After the Alclad priming session, the decision was made to paint the aircraft's camouflage freehand, as reference photos

found on the internet show a soft demarcation separating the colours. Once the camouflage had dried sufficiently, Alclad Aqua Gloss varnish was applied for the perfect decal application base. Linden Hill decals proved superb once again, but one has to be careful as most of them comprise two layers and the instructions must be carefully followed as to which goes on the

model first. Also, be aware that Kazakh stars are not symmetrical, as the Eagle is facing forward on the tails and outboard on the wings. Trumpeter's decals were used for stencilling and while the printing was fine, the instructions are a bit misleading and some positioning information is omitted.

Dirty Flanker

After a protective layer of Alclad Aqua Gloss, the weathering started. A mix of Raw Umber and Payne's Grey artists oil colours was used, applied evenly over the model, followed by wiping the paint away from the model with a paper





The impressive loadout was made using the kit's air-to-air missiles, air-to-ground missiles and TV-guided bombs from the ICM weapons set along with Hasegawa's Litening-AT pod.



A mix of Raw Umber and Payne's Grey oil paints not only emphasises the panel lines but also acts as a filter.



tissue. When this was done, a few drops of white spirit were applied to the model, further cleaning the surface. By this method not only are the panel lines pronounced, but since there is going to be a very thin layer of paint left, it will act as a filter as well, binding the camouflage colours together

and subduing the markings. The same process is repeated on the landing gear struts and weapons since they are easily overlooked at this stage of the weathering process and look 'toyish' otherwise. A final coat of Alclad Semi-Gloss varnish was used to seal everything and give the model a slight shine.

Definitive Flanker

If you are contemplating on buying a Flanker kit in 1:72nd scale, look no further. With the continuing expansion of the range from early to late Su-27s, twin-seaters, Chinese J-11B and the new multi-role Su-30MKK,

Trumpeter are filling the Flanker market with quality. When combined with the wide variety of various Linden Hill and

Begemot decal sheets, the possibilities for building up a collection of colourful Su-27s is almost limitless.





ROYAL "STRINGBAG"

Neil Pinchbeck builds the new Airfix 1:72nd scale "Stringbag" as a pre-war floatplane serving aboard Ark Royal.



Fairey Swordfish Mk I Floatplane

Availability: Airfix stockists worldwide

Scale: 1:72

Stock Code: 05006

Price: £15.99

Special Accessories:

Eduard 73432: Photo Etched Detail set

Gunthwaite Miniatures GM72-019: Fleet Air Arm pilots

Paint used:

Neil Pinchbeck uses Humbrol enamels.
 120 Matt Light Green
 166 Light Aircraft Gray
 33 Matt Black
 34 Matt White
 Metal Cote:
 27002 Polished Aluminium
 27003 Polished Steel

"Street Cred"

The Airfix 1:72 new-tooling Fairey Swordfish Mk I has already established its credentials as among the best things the company has produced at this scale for many years, and earned praise in every quarter of the hobby. Not least from my SAM colleague Jamie Haggio, whose stupendous build in the July 2012 SAM (Volume 34 Issue 5) of a machine of 815 NAS at the time of Taranto, inspired me.

I will say now that I have made my build as different from Jamie's as I could. This is partly to demonstrate the versatility of this great kit, but also to avoid inviting direct comparison between Jamie's skill

and my own (you do get a bit crafty with advancing years!).

Differential

The main difference between this and the previous issue is, of course, that this is the floatplane version. This means that the original kit, complete with wheeled undercarriage, is boxed with an additional sprue containing the floats, float struts, beaching wheels and trestle.

Plausible display for floatplanes is not always easy, so the beaching wheels and trestle are

particularly welcome.

Each float comprises two halves and an upper decking piece, which avoids any issues with a dorsal seam.

Departures

My second departure from Jamie's build was that I decided to employ the wing-fold option.

For this, Airfix have provided two injection-moulded jigs, which hold the centre section of the upper wing in position whilst the parts set.

The outer sections of the upper and lower wings were built up, painted and rigged as individual units before being slotted into place. It was all very easy.



Prophecy

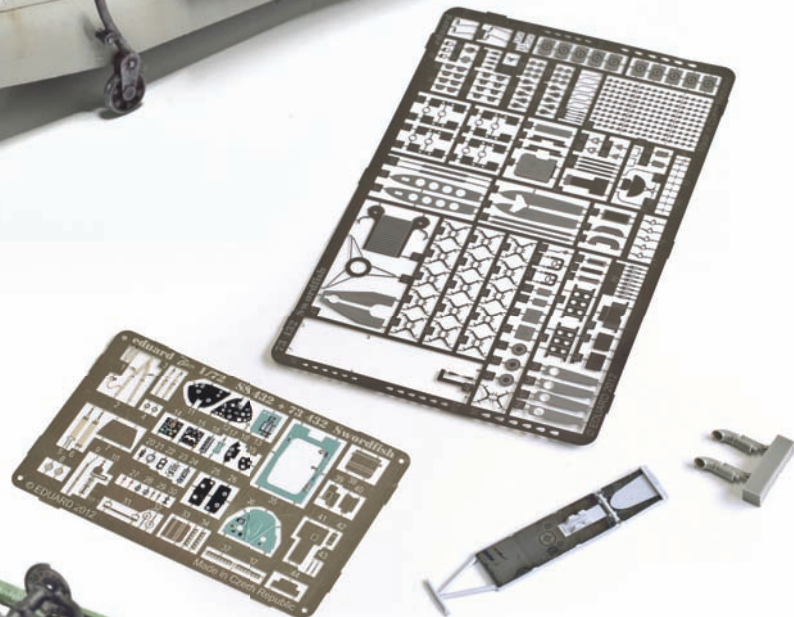
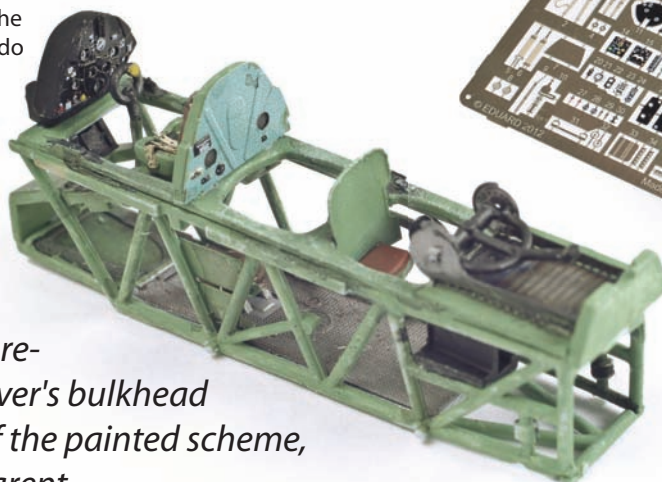
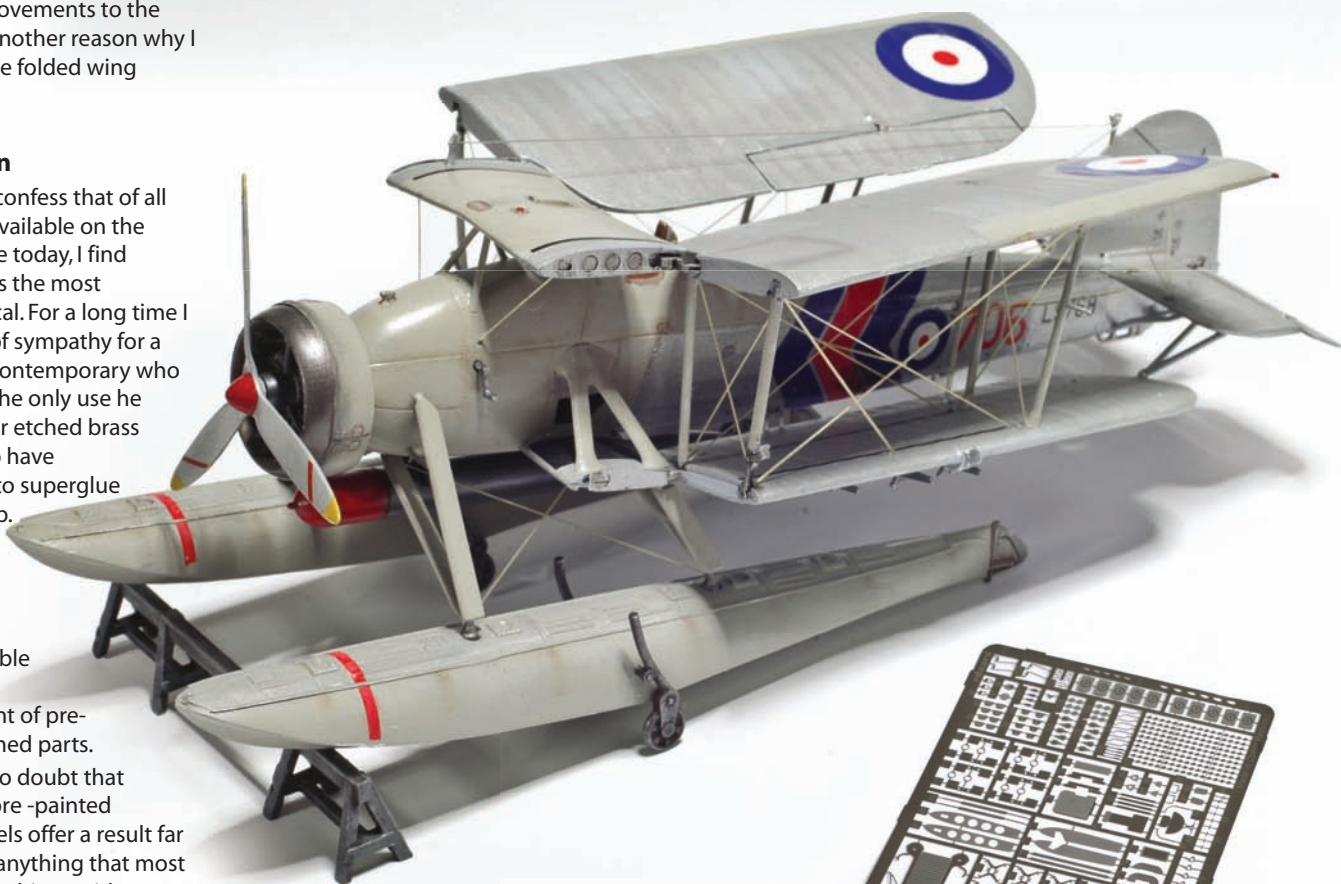
Following its initial appearance, it was prophesied that the inevitable popularity of this kit would generate many aftermarket products, and prophecy has proven true. I was fortunate enough to receive Eduard photo-etched set 73432 with the review sample. This consists of a pre-painted, self-adhesive fret, dealing primarily with the interior. A second plain fret mainly covers improvements to the wing fold (another reason why I opted for the folded wing option).

Confession

I have to confess that of all the media available on the model scene today, I find etched brass the most problematical. For a long time I had a deal of sympathy for a modelling contemporary who wrote that the only use he could see for etched brass parts was to have something to superglue to his thumb. More recently, I have felt equally uncomfortable with the development of pre-painted etched parts.

There is no doubt that things like pre-painted control panels offer a result far superior to anything that most of us could achieve with a brush and this is obviously gives them wide-ranging appeal. My problem has been that no matter how fine the result, I am left with the feeling that I did not do it. After all, would I invite someone else to paint or build any other part of my

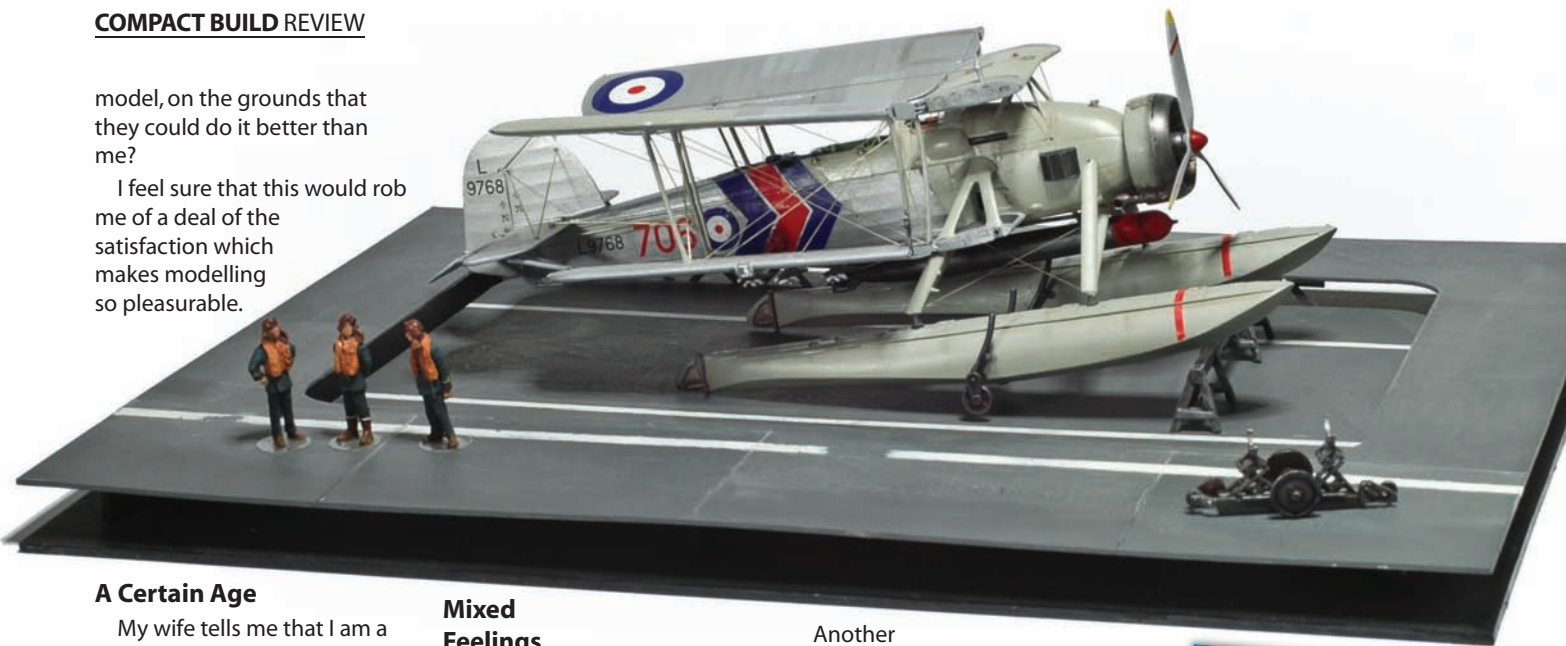
The colour difference between the pre-painted observer's bulkhead and the rest of the painted scheme, becomes apparent.



Prophecies of aftermarket items for this kit soon came true. Here is Eduard etched set 73432 and a set of brilliant resin exhausts by Quickboost.

model, on the grounds that they could do it better than me?

I feel sure that this would rob me of a deal of the satisfaction which makes modelling so pleasurable.



A Certain Age

My wife tells me that I am a gentleman of a certain age, who tends towards what might be regarded as reactionary views. She is wrong, of course. However, I decided to go on-line and canvass the opinions of other members of the SAM team. Expecting to be in the minority, I actually found the views expressed surprisingly diverse.

Those in Favour

The first opinion was unanimously in favour of pre-painted etched as a way of quickly producing a result which would not be possible otherwise. The control panel provided by Eduard for this Swordfish is certainly a case in point and far superior to the kit provision of a decal. Likewise, the radio unit front is a little gem, although it took some nerve to file off the front of the kit radio (excellently rendered in its own right) in order to fit the etch replacement.

Mixed Feelings

The second body of opinion was more mixed. Whilst embracing the advantages, there were some reservations. One problem raised was colour matching and integrating the pre-painted parts into the rest of a scheme. I encountered something of this with the "Stringbag". Using Humbrol 120 Matt Light Green as the cockpit colour, I found the shade of the pre-painted etched much more turquoise. In the event, I decided to live with the variation.

Another point concerned the essentially two-dimensional nature of etched parts. One colleague had added knobs and levers to a pre-painted control panel just to lift this two-dimensional effect.

Despite the availability of special tools for the purpose, folding etch parts up into three dimensions is often a demanding process.

Another problem which occurred in this project was trying to get the brass seat belts to conform to the seat profile. I have been given the tip that annealing them can improve their malleability (heat them in a candle flame then allow to cool naturally.) The problem is, of course, that you cannot do that to pre-painted items.

Creative Key

It occurs to me that I do not paint my own markings and that serials and stencilling would be beyond me without a decal sheet. So is pre-painted etch any different?

The key has to be in the way I use these things. To look right, decals have to be integrated with the structure, colour scheme, finishes and weathering as part of a creative whole.

Like it or not, both pre-painted and plain etch are here to stay. To make the most of them I need to have the same creative approach as with a decal sheet.



Further Reading:
Warpaint Books 12: Fairey Swordfish availability: www.warpaint-books.com
Ad Hoc Publications; From the Cockpit 10: Swordfish availability: www.adhocpublications.com





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No.14 Squadron, Royal New Zealand Air Force.

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INCAN WARRIOR



Juan Contreras converts the High Planes Models 1:72nd scale Neshet into an intriguing South American variant, the Mirage 5P of Peru.

Mirage 5P

Availability: High Planes Models stockists via www.hpmhobbies.com

Scale: 1:72

Stock Code: 072088

Price: £21.02

Paint used:

Testors Model Master II 2102 RAL 8020 Afrika Braun '42

2108 French Earth Brown

Undersurfaces: 1733

Camouflage Gray FS36622

Cockpit: Revell Panzer grey

Exhaust: Tamiya XF-84 Dark Iron

Author's Additional Investment:

High Planes Models refuelling probe (French type)

High Planes Models PE set for Mirage III family

Freightdog Models 1,700lt drop tanks

Master Model Mirage III/5 brass pitot tube

Pavla Martin Baker Mk 4 ejection seat

Hunter Replacement

France made good money exporting her most successful fighter, the Mirage III and a further development, the Mirage 5. Forty-five years later, there are still some airframes in operation, albeit with their days numbered. The aircraft's popularity was backed by the exploits of the Israeli Air Force and the reticence of the US to sell modern aircraft to South America. Peru was the first Latin American user of the Mirage, followed by Brazil. The former purchased her first airframes in 1968 and the latter some months later. Later, Argentina, Venezuela, Colombia, Ecuador and Chile followed their example. Argentina would become the biggest operator with nearly 100 examples from six variants. The Andean country chose the type to replace the elderly Hawker Hunter and F-86 Sabre, both models of great popularity in the region at the time, albeit showing

their age. M5's were the cheaper variant and ironically, with ever decreasing budgets, some upgrades were developed and added capabilities that made it a powerful fighter-bomber.

Construction

With the recent series of Mirages released by High Planes Models, there was an excuse to model a rather obscure subject. It was the turn for the M5P. I chose the boxing of the Israeli Neshet S as the starting point. The sprues contain parts that let the modeller build a wide range of Mirage variants.

As with most aircraft, I started with the cockpit. A spare Martin Baker Mk 4 resin seat from Pavla was used as a replacement for the seat provided in the kit. While some Mirages have their cockpits painted black, it

and the instrument panel painted black with dials and accessories in different colours, according to documentation.

Peruvian Mirages were upgraded at some point in their careers, and received a Thomson-CSF TMV-63 laser range finder, which was scratch-built from a piece of sprue. There is a tiny antenna ahead of the range finder and it was made with Evergreen plastic sheet, along with a corresponding square base. While the pitot tube present in High Planes Models kits is neatly moulded and can be used straight from the box, I decided to use a brass replacement from Master Model of Poland, a great enhancement, as it is very thin and looks almost the same as the original. This model also received a pair of



magnificent 1,700lt drop tanks from Freightdog.

Keep in mind Mirages of all types used a myriad of accessories, and it is better to do some research before starting assembly. These tanks and the 1,300lt ones are the most common on Latin American Mirages as the distances they travel are huge. After consulting some Peruvian friends, I found out that these machines would usually carry a wide range of weapons, most of them either French, Soviet or

looked far too dark for the scale; therefore this one was given a coat of Panzer Grey



the odd American bomb. For instance, you cannot go wrong with a pair of Matra Magic IIs, or the R-13M Atoll and Advanced Atoll (which look almost identical to the corresponding Sidewinder variant). Another set of weapons is the JL-100 rocket launcher, which has a fuel tank inline. The refuelling probe is the French type from High Planes. They plan to produce a range of accessories to cover the over-fifty variants of Mirage that ever existed.

Painting

Having sound experience travelling in the Atacama and Sechura deserts, I know there is a wide range of sand colours in the region. Foremost, the sand colour as found in your typical paint bottle is usually a few shades lighter than the one found in both the Latin American deserts. I tried Testors' 1704 Sand first and then settled with the darker tone, 2102 RAL 8020 Afrika Braun '42. For the Dark Brown I used 2108 French Earth Brown. I checked many

photographs of the M5P, and concluded that there are variations in the colours used over the years. Not a big deal, as Latin American air forces tend to change the tones to what is generally available, rather than using a standard set of paints. The undersurfaces were painted 1733 Camouflage Gray FS36622.

The model was given a light wash of Burnt Umber in some areas and some paint chippings and scratches were re-created using Aluminium. Peruvian aircraft are generally well protected from the elements, so no further weathering was done.

Markings

There are not many options to make of the M5P. Unfortunately, the only dedicated set was out of production, so I resorted to a range of markings taken from five different producers. The decals were sandwiched between layers of gloss varnish. The model was finished with matt varnish and certain parts were polished, in order to give an uneven appearance.



Details the photo-etched set brings to life in this scale are clearly evident yet unfortunately little will be seen when the fuselage halves are closed, even with canopy open.



The nose, pitot tube and scratch-built range-finder are in place. Master Model's brass pitot is a nice addition to the model



Peruvian M5P's had a rectangular panel on the nose that needed to be scribed into place. The refuelling probe is from High Planes, and the white wire cover lines are made from thin Evergreen styrene rods





Filling Without Sanding

Karl Robinson

passes along some useful tips on eliminating gaps without destroying detail as he builds the new Revell 1:72nd scale Ju 88A-4.



Junkers Ju 88A-4

Availability:

Revell stockists via www.revell.de

Scale:

1:48

Stock Code:

04672

Price:

£16.99

Special Tools and Accessories:

Johnson's Klear
MIG Productions Enamel
Neutral Wash
MasterCasters MST72014;
Ju 88 Weighted Wheels

Paints Used:

Gunze Sangyo Aqueous
Hobby Color:

Availability: www.modeldesignconstruction.co.uk

H11 Flat White

H12 Flat Black

H20 Flat Clear

H64 RLM71 Dark Green

H65 RLM70 Black Green

H67 RLM65 Light Blue

H72 Dark Earth

H413 RLM04 Yellow

Flavour of the Month

The Junkers Ju 88 is obviously 'flavour of the month' with Revell, as the last year has seen newly-tooled releases in both 1:32nd and 1:72nd scales. This latest 1:72nd release is truly sublime in terms of detail and has one of the most well-appointed cockpit interiors that I have seen in the scale. The addition of some colour-etched seatbelts is all that is needed to elevate its realism.

It seems that some of this kit's instructions may have been lifted from those of its 32nd scale cousin, as the drawings are far more detailed than the parts, such as the painting diagram for the radio box. They can also prove confusing at times, due to this detail, and are strewn with errors such as the engines,

although a bit of care and attention will overcome this easily.

Although the detail in the cockpit is excellent, putting it all together is a touch tricky and getting things correctly aligned is important as the entire front of the fuselage comes in four pieces that are fitted around this assembly. Small items such as the rudder pedals are also a nightmare to keep attached as they protrude outside and are easily knocked off when handling, prior to the fitting of the glass nose.

Filling Without Sanding

Once construction was under way, I was slightly underwhelmed with the fit of some parts. Whilst not being bad, or particularly "gappy", the seams along some of the major parts left something to be desired. Not wanting loads of sanding to deal with, not to

mention the loss of the fine surface details, I looked at the alternatives and settled on using white glue and Mr Surfacer to deal with them. The aim of this method was to minimise work on the gaps, to match the existing panel lines, whilst negating the need to replace any lost details due to sanding.

Once construction was completed, I filled the offending seams with white glue, run down into the recesses with a cocktail stick. Before this dried, a cotton bud dampened with water was used to wipe away any excess, leaving the gap sealed with the white glue. When dried it would form a base for applying a generous slathering of Mr Surfacer 500 and stop the fine liquid from running down deeper into the gaps. Mr Surfacer can be removed when dry using either Isopropanol alcohol (IPA) or Mr Color

To dress up the seats a little, I fashioned some belts made from thinly cut strips of lead foil. Once super-glued into place they look very effective.



Thinner. Again, using a cotton bud dipped in IPA, I worked at removing the excess and leaving the gap filled to a level which matched the surrounding panel lines. This simple method was very effective on this kit and saved a lot of grief, not having to resort to sanding. It is not a process that is right for every kit, however it did work exceptionally well here, leaving a finish I was more than happy with.

Fitting the tips of the wings can leave a problematic step, although this can be avoided by attaching the tips to each wing half before bringing them together. This does mean that you have a sliver of a wedge-shaped gap to fill on the leading edge of the wing, however this is far easier to resolve than any step on the upper and lower faces.

The cockpit is exceptional for the scale, which will feature prominently under the greenhouse canopy.

Canopy Capers

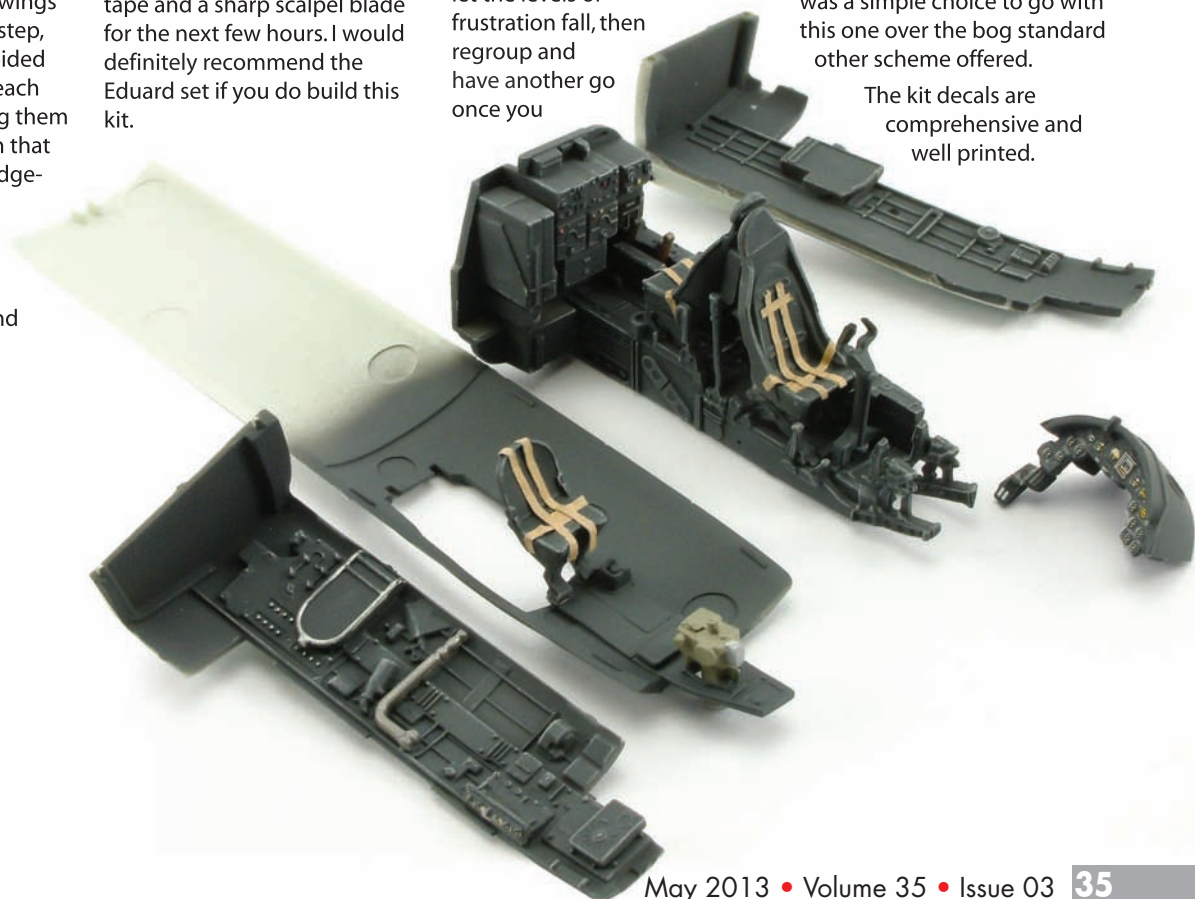
I usually do not mind masking canopies, as it is a relatively straightforward job once you get the hang of it, however there is a lot of glasswork to deal with on the Ju 88, much of it being small panes. I visited the Eduard website in the hope of getting one of their excellent masking sets, but discovered that it was still in development at the time and had not yet been released. So it was back to the Tamiya tape and a sharp scalpel blade for the next few hours. I would definitely recommend the Eduard set if you do build this kit.

The main canopy is provided in three parts, which are a single main windscreen section, and two halves, split vertically along the centre line, providing the rear. Attempting to align these two halves into the correct position was not easy, leading to many profanities being uttered whilst one or the other of the halves decided to drop inside before glue could be introduced properly. Sometimes a coffee break is best at these times to let the levels of frustration fall, then regroup and have another go once you

have relaxed.

When it comes to colours, the early Ju 88s are certainly not the most flamboyant, primarily being the standard RLM 70/71 upper-side splinter camouflage and RLM 65 undersides. Revell have at least included a scheme from the Mediterranean theatre of operations, which features White under-wing tips along with Yellow engines and tailplane parts, adding something a bit more interesting than the norm. It was a simple choice to go with this one over the bog standard other scheme offered.

The kit decals are comprehensive and well printed.



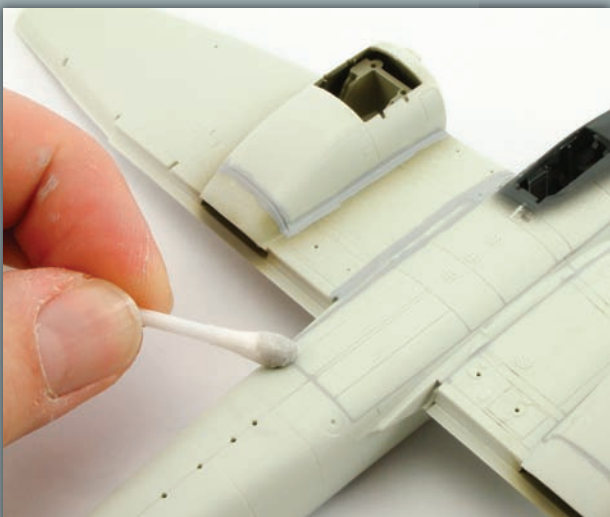
Tech Tip: Filling Without Sanding



White glue is run into the seams in order to seal them. Any excess is removed with a dampened cotton bud.



Once the white glue has dried, a copious amount of Mr Surfacer 500 is brushed into the seams and allowed to harden.



The dried excess of Mr Surfacer can be removed using a cotton bud dipped in Isopropanol Alcohol. This will leave the seam filled, and should match the surrounding panel lines.



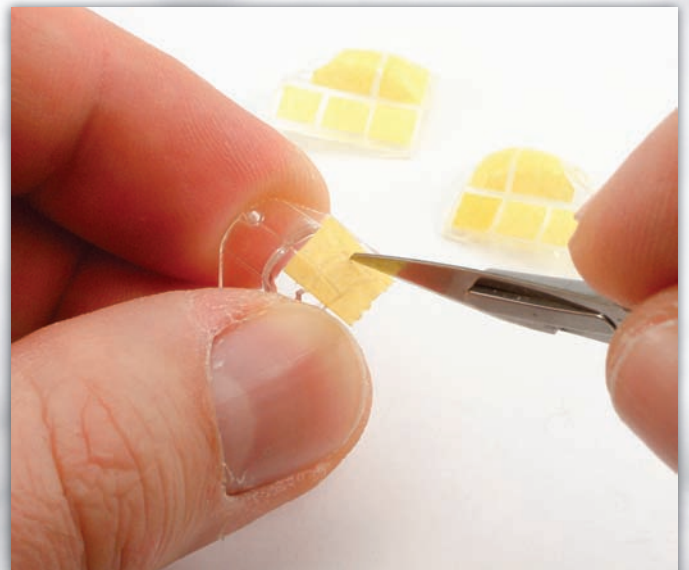


Application is always aided by the addition of a setting solution in order to avoid any silvering and to help force them to conform to the surface details. Revell do not include swastikas on their decal sheets, so for historical accuracy I added a set, sourced from the spare box.

The only addition in terms of the aftermarket was a set of

MasterCasters resin weighted wheels. The kit wheels, although very good, are not weighted and the resin wheels provide a more convincing effect.

So, how does it measure up? All-in-all it is a wonderful kit, with detail levels that are exceptional.



There is plenty of glasswork to mask up. Make sure to burnish in the corners with a cocktail stick and use a new blade to cleanly cut into the edges of the frame.



The gloss surface is also excellent for applying an enamel- or oil-based wash. Just touching the brush to a panel line should set a capillary action in motion. Any excess can be cleaned off afterwards with white spirits.



To replicate exhaust staining, an extremely thin mix of black and earth colours is finely sprayed in multiple coats, following the airflow.



Further Reading:

Kagero; Top Drawings 7006:
Ju 88A (All Models)





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The Mirage 5P/DP in Peru

The Mirage 5P was the first supersonic fighter of the Peruvian Air Force and the first export of the French family to serve with a Latin American Air Force. They saw action in the 1981 and 1995 border clashes with Ecuador, albeit with limited results.

By: **Santiago Rivas & Lewis Mejía**



The first Mirage 5P

By 1965, the Peruvian Air Force (Fuerza Aérea del Perú, FAP) was equipped with material that showed its age, especially against the modern aircraft that were being produced. They still had North American F-86F Sabres, Hawker Hunters and the BAC Canberra bombers, acquired in 1956.

The FAP began to seek a replacement for their frontline aircraft and the Comisión Aérea de Adquisiciones (Acquisitions Air Commission) was created and sent to France, Sweden and Switzerland between February and March, 1967, to evaluate

the Mirage IIIC, Saab 35 Draken and Mirage IIIS respectively.

Just after their return, the Six Days War broke out on the 5th of June 1967 and the Israeli pilots proved the superior qualities of the Mirage IIIC. As with many other air forces, the FAP was impressed with the Israeli performance and selected the Mirage IIIC.

However, after a request from Israel, Dassault was developing an attack version, without the radar and with greater range than the Mirage IIIC. This was the Mirage 5, which caught the attention of the Peruvians.

Operación Martello

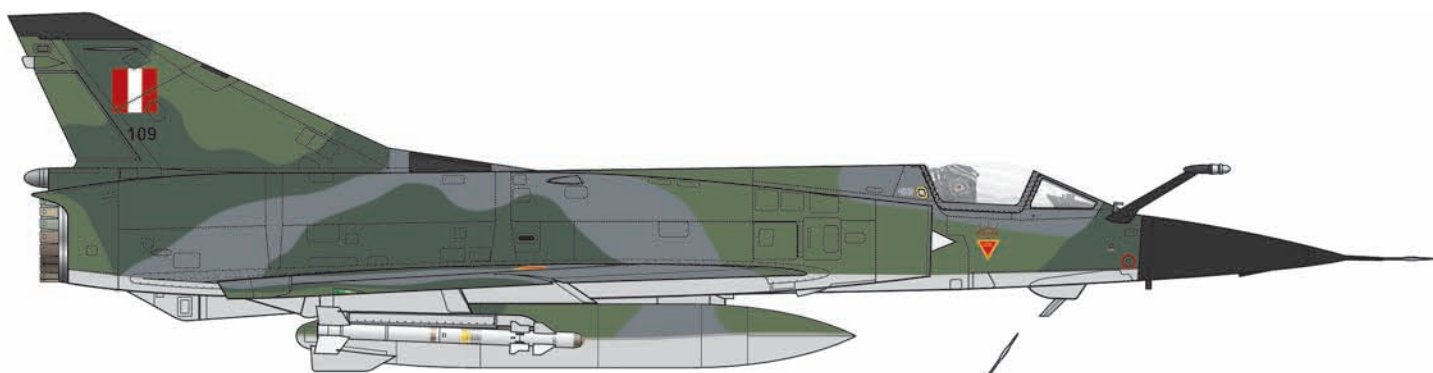
After negotiations, the FAP ordered 14 Mirage 5 single-seat and two twin-seat trainers, with some minor modifications requested by the Peruvians, leading to the designation Mirage 5P. The contract was signed under the name "Operación Martello". Airframes were serialised 182 through 195 in the case of the single-seaters and 196 and 197 the twin-seaters. The contract also included training and weapons, including the first air-to-surface missiles for the FAP, the AS-30, boasting a range of 12 kilometres.

By December 1967, seven pilots were selected and sent to France from May until July of the following year, to receive training. Their first stop was at Dijon Air Base, where they received 45 days of ground instruction covering the engineering of the aeroplane, systems and procedures. Later they went to Luxeuil Air Base, where they received training on flight simulator before moving to Mont-de-Marsan for the first training flights on the Mirage IIIB, as the Armée de l'Air did not yet have the Mirage 5 on their inventory.

Meanwhile, on the 7th of May

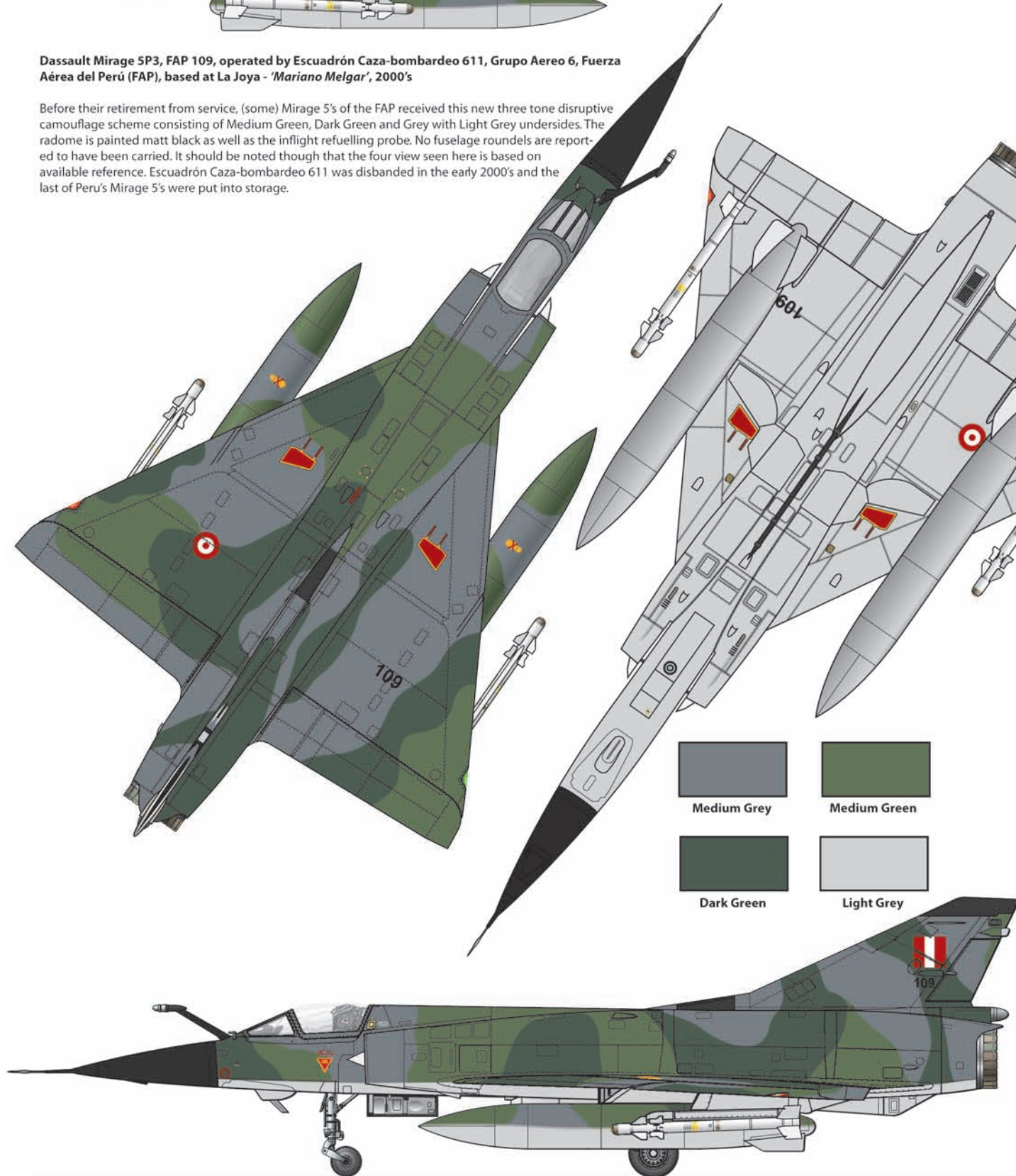
Peruvian Mirage 5Ps and 5DPs in the early seventies. Archive Lewis Mejía



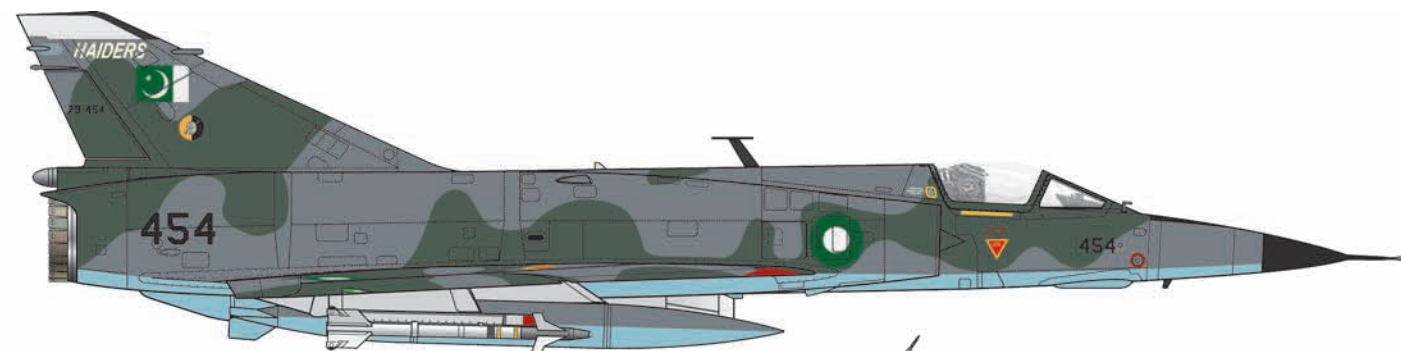


Dassault Mirage 5P3, FAP 109, operated by Escuadrón Caza-bombardeo 611, Grupo Aereo 6, Fuerza Aérea del Perú (FAP), based at La Joya - 'Mariano Melgar', 2000's

Before their retirement from service, (some) Mirage 5's of the FAP received this new three tone disruptive camouflage scheme consisting of Medium Green, Dark Green and Grey with Light Grey undersides. The radome is painted matt black as well as the inflight refuelling probe. No fuselage roundels are reported to have been carried. It should be noted though that the four view seen here is based on available reference. Escuadrón Caza-bombardeo 611 was disbanded in the early 2000's and the last of Peru's Mirage 5's were put into storage.



Medium Grey
Medium Green
Dark Green
Light Grey



Dassault Mirage 5PA3, 79-454/454, operated by No. 8 Squadron 'Haider's', Pakistan Air Force, based at Masroor, late 1990's

The PAF is still one of the largest users of the Mirage III and 5P. These are beginning to show signs of age and Pakistan's entire fleet of Mirage III's and 5's are due to be replaced by 2105 with the JF-17 Thunder developed jointly with China. During 1992, Pakistan initiated Project ROSE (Retrofit Of Strike Element), whereby the fleet of Mirage III's and 5's were upgraded in stages. Added to this fleet were a number of ex-Australian Mirage III's and a number of ex-French 5F's. ROSE I applied to the upgrade of the Mirage III, whilst ROSE II and III covered changes made to the 5F's along with a number of Mirage III's purchased from Lebanon. The ROSE program was carried out at the Pakistan Aeronautical Complex in Karachi and also in France. Pakistani Mirage 5's carry a standard scheme of overall Grey (FS36152) with a Green (FS34172) disruptive pattern. The undersides are finished in Light Blue (FS35622). Two AIM-9P Sidewinder air-to-air missiles are carried.



Insignia of No. 8 Squadron 'Haider's'

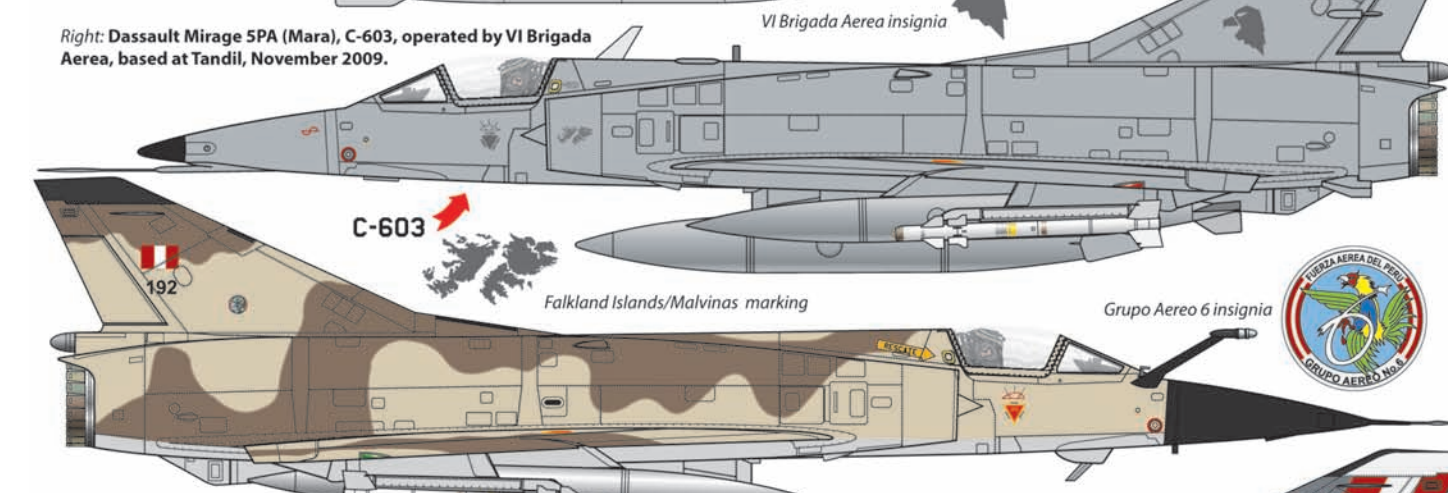


Medium Grey (36152)
Dark Green (34172)
Light Grey (35622)



The **DASSAULT** *Mirage* **5P SERIES** DRAWINGS

Dassault Mirage 5P (Mara), C-403, operated by VI Brigada Aerea, based at Tandil, October 2009. To cover losses sustained to its Mirage fleet during the 1982 Falklands/Malvinas conflict, Peru supplied ten Mirage 5P's as a gesture of goodwill. These were upgraded to Mara standard, named after a species of large rodent native to the steppes of Patagonia. The aircraft still carries its Peruvian scheme of sand, brown and grey.

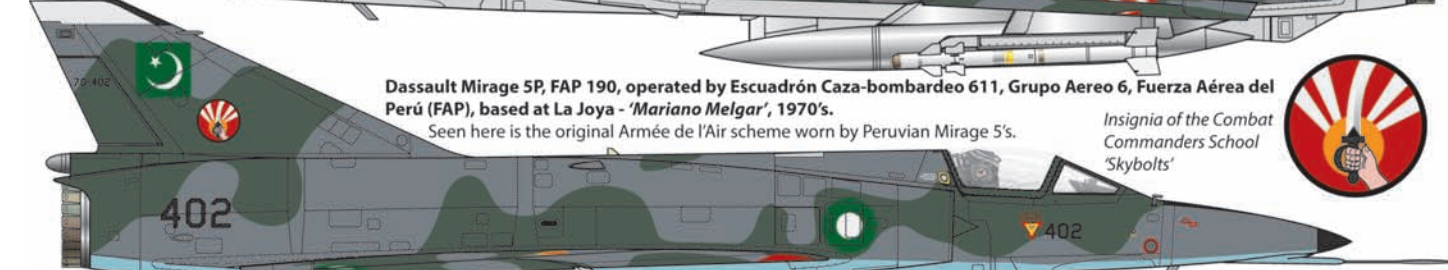


Right: Dassault Mirage 5PA (Mara), C-603, operated by VI Brigada Aerea, based at Tandil, November 2009.



Above: Dassault Mirage 5P4, FAP 192, operated by Escuadrón Caza-bombardeo 611, Grupo Aereo 6, Fuerza Aérea del Perú (FAP) based at La Joya - 'Mariano Melgar', mid 1990's.

Later in their career, Peruvian Mirages were finished in this brown (FS30108) and sand (FS30450) over grey (FS36622) scheme. Over the years, Peruvian Mirage 5's were gradually upgraded, thru 'P3' and finally to 'P4' status. Esc 611 has now been disbanded.



Dassault Mirage 5P, FAP 190, operated by Escuadrón Caza-bombardeo 611, Grupo Aereo 6, Fuerza Aérea del Perú (FAP), based at La Joya - 'Mariano Melgar', 1970's. Seen here is the original Armée de l'Air scheme worn by Peruvian Mirage 5's.



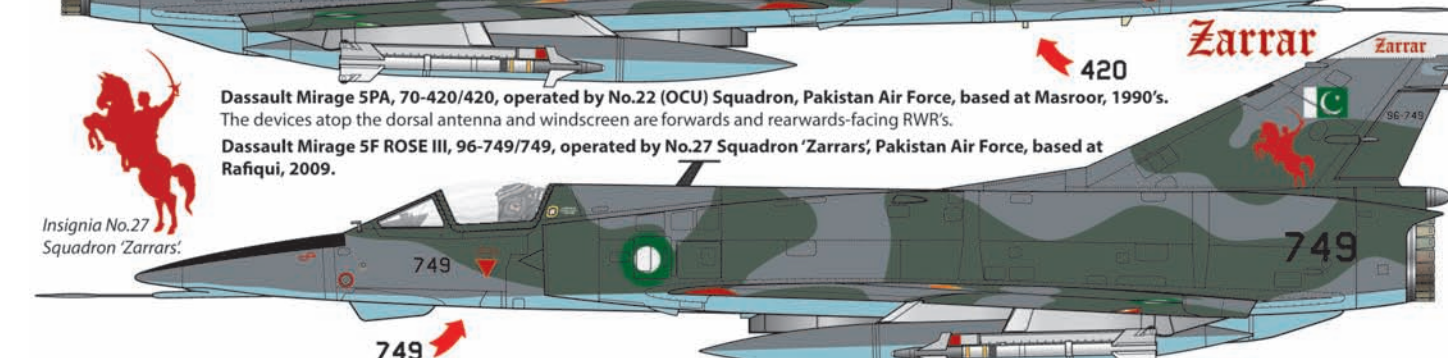
Insignia of the Combat Commanders School 'Skybolts'



Dassault Mirage 5PA, 70-402/420, operated by the Combat Commanders School 'Skybolts' (CCS), Pakistan Air Force, based at Mushaf (Sargodha), 1990's.



Insignia No.22 (OCU) Squadron.

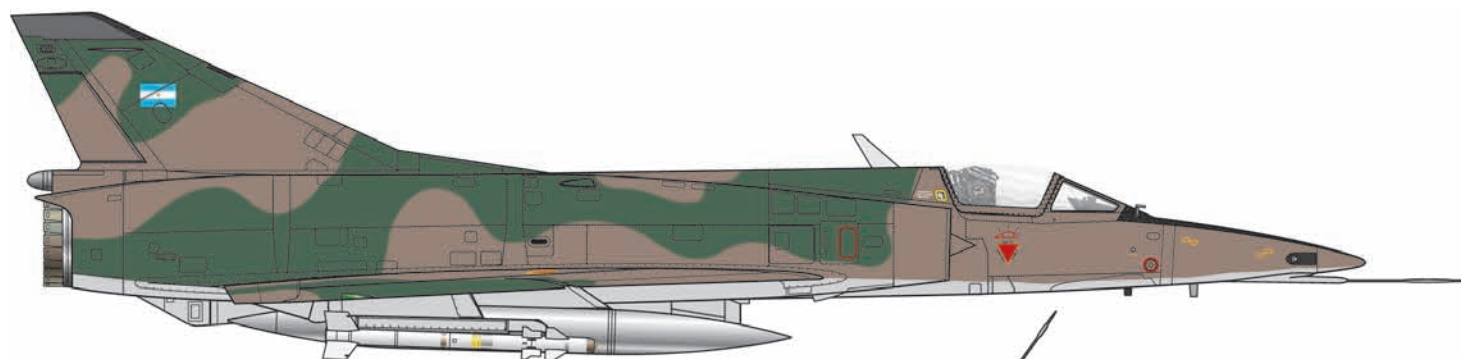


Dassault Mirage 5PA, 70-420/420, operated by No.22 (OCU) Squadron, Pakistan Air Force, based at Masroor, 1990's. The devices atop the dorsal antenna and windscreen are forwards and rearwards-facing RWR's.

Dassault Mirage 5F ROSE III, 96-749/749, operated by No.27 Squadron 'Zarrars', Pakistan Air Force, based at Rafiqui, 2009.

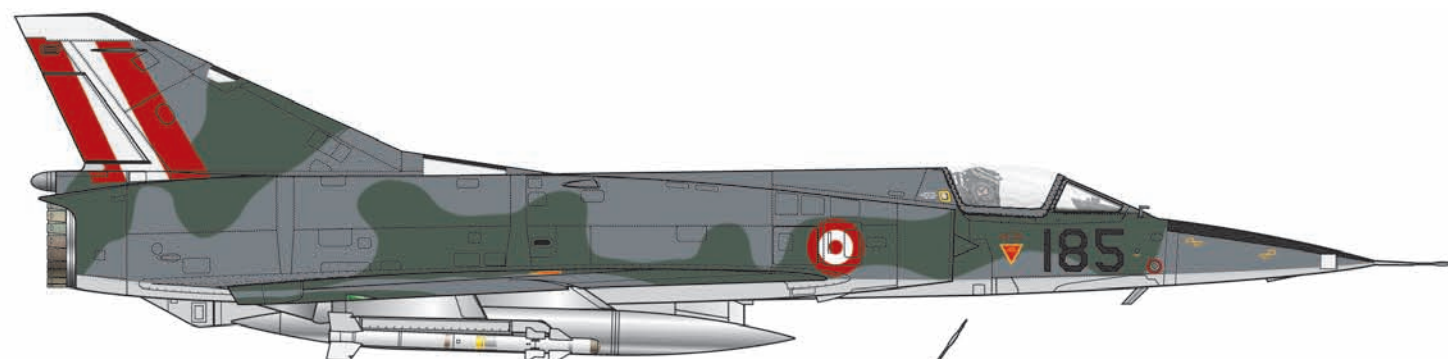


Insignia No.27 Squadron 'Zarrars'.



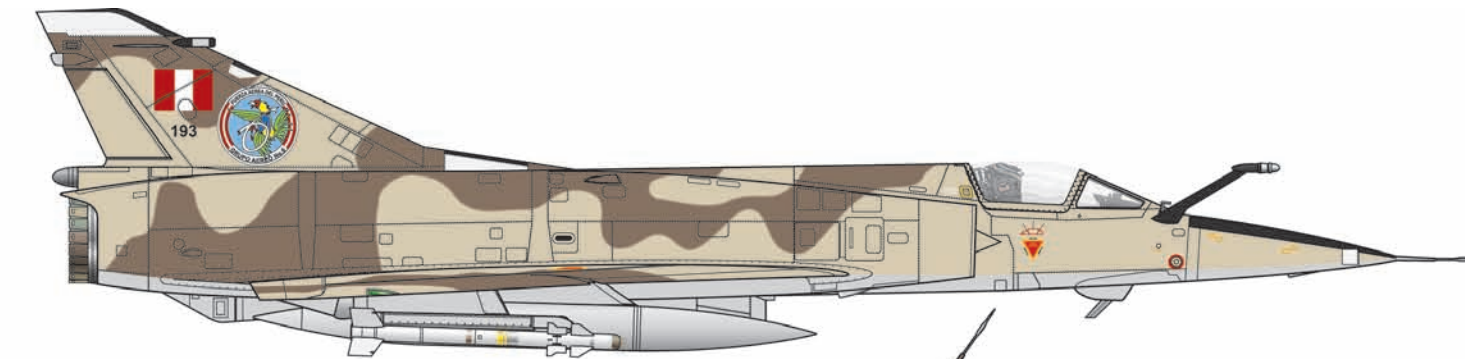
Dassault Mirage 5A (SP) (Mara), C-619, operated by VI Brigada Aerea, based at Tandil 2009.

Argentina received ten Mirage 5P's from Peru as an act of goodwill to replace two Mirage IIIEA and eleven Daggers lost by the former state during the 1982 Falklands/Malvinas conflict with Great Britain. These were originally delivered in the standard Peruvian scheme of Brown (FS30108) and Sand (FS30450) with Light Grey (FS36622) undersides. From photographs, it appears that these were repainted to bring them in line with Daggers and Fingers already operated by the Fuerza Aérea Argentina (FAA). Photographs also show that no upper or lower markings appear to be carried. After transfer, these aircraft were upgraded with the designation Mara, a name given to a species of large rodent native to the Patagonian steppes. The aircraft carries two Matra Magic R.550 short range air-to-air missiles for air defence.



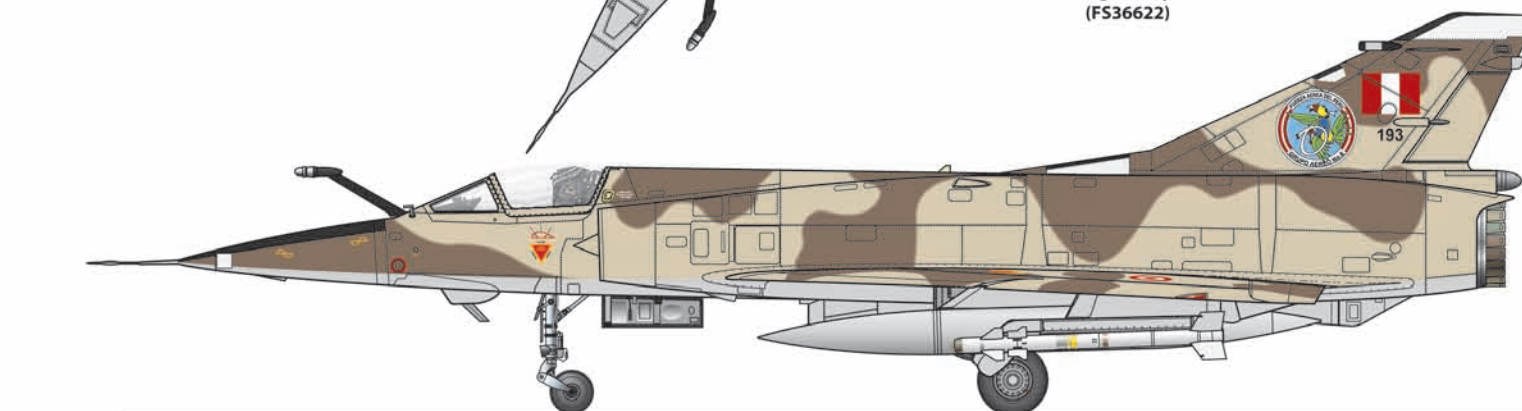
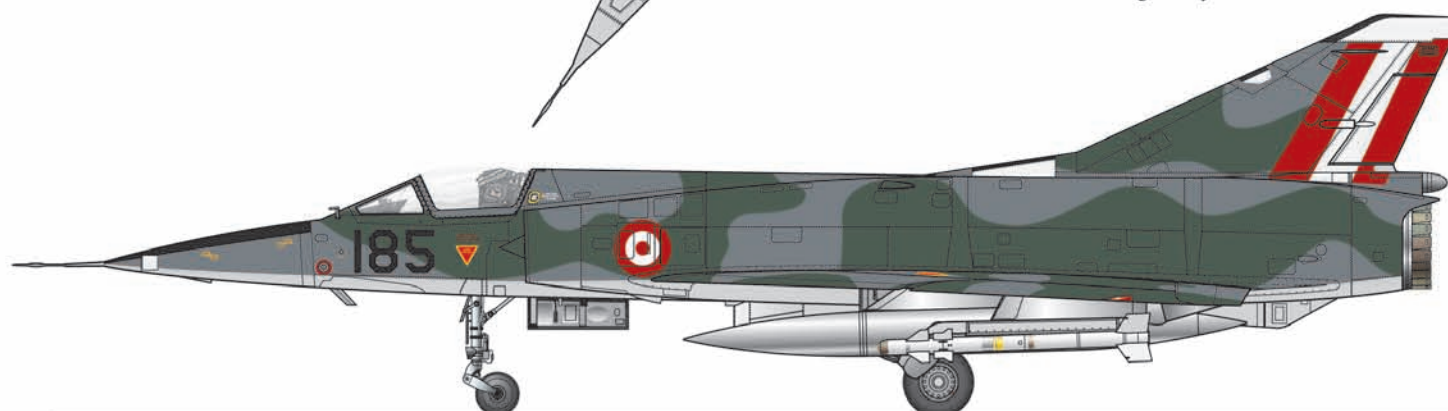
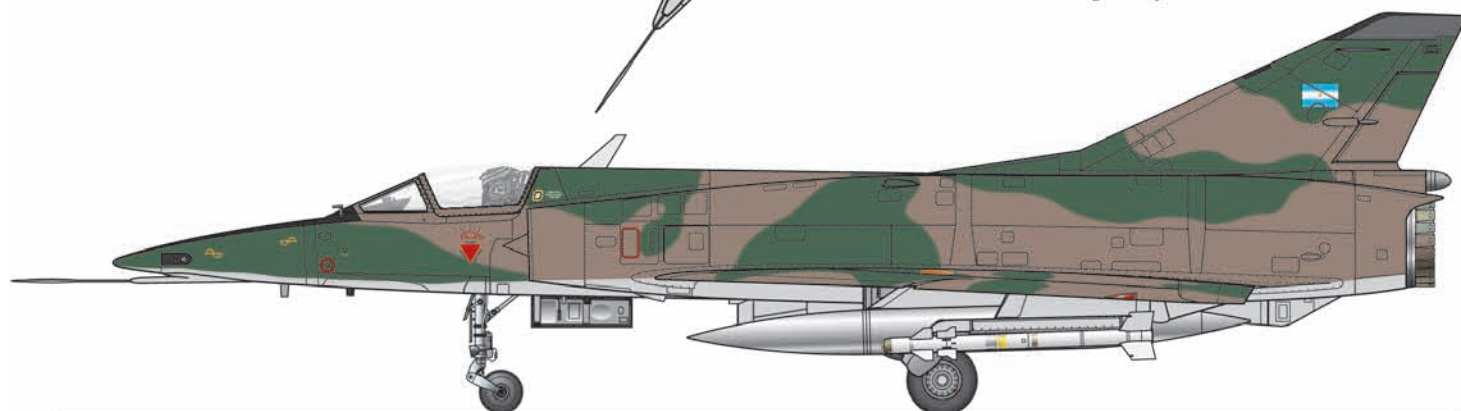
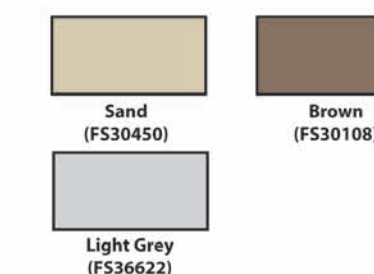
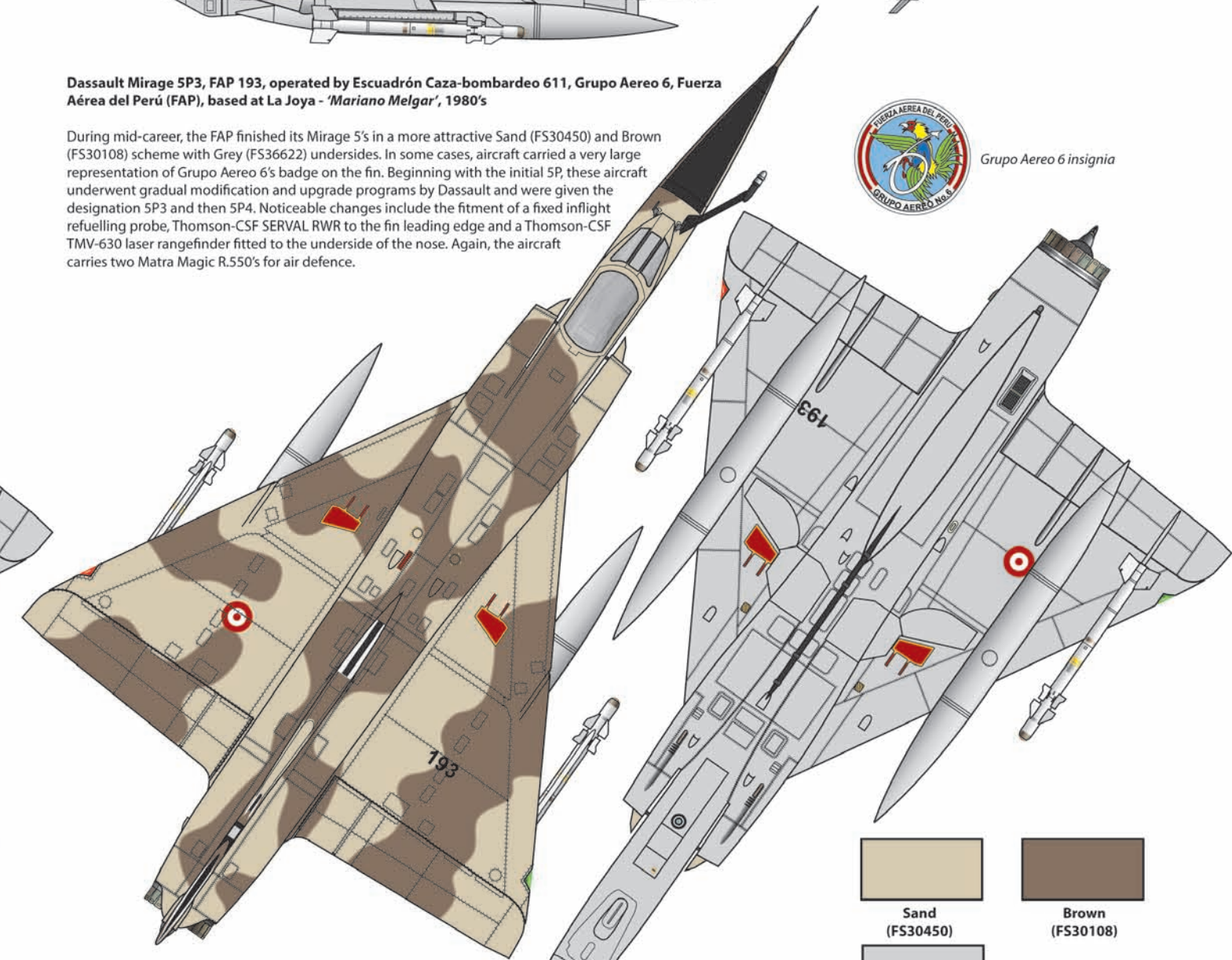
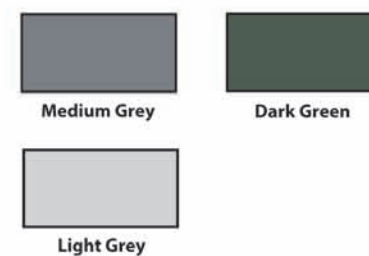
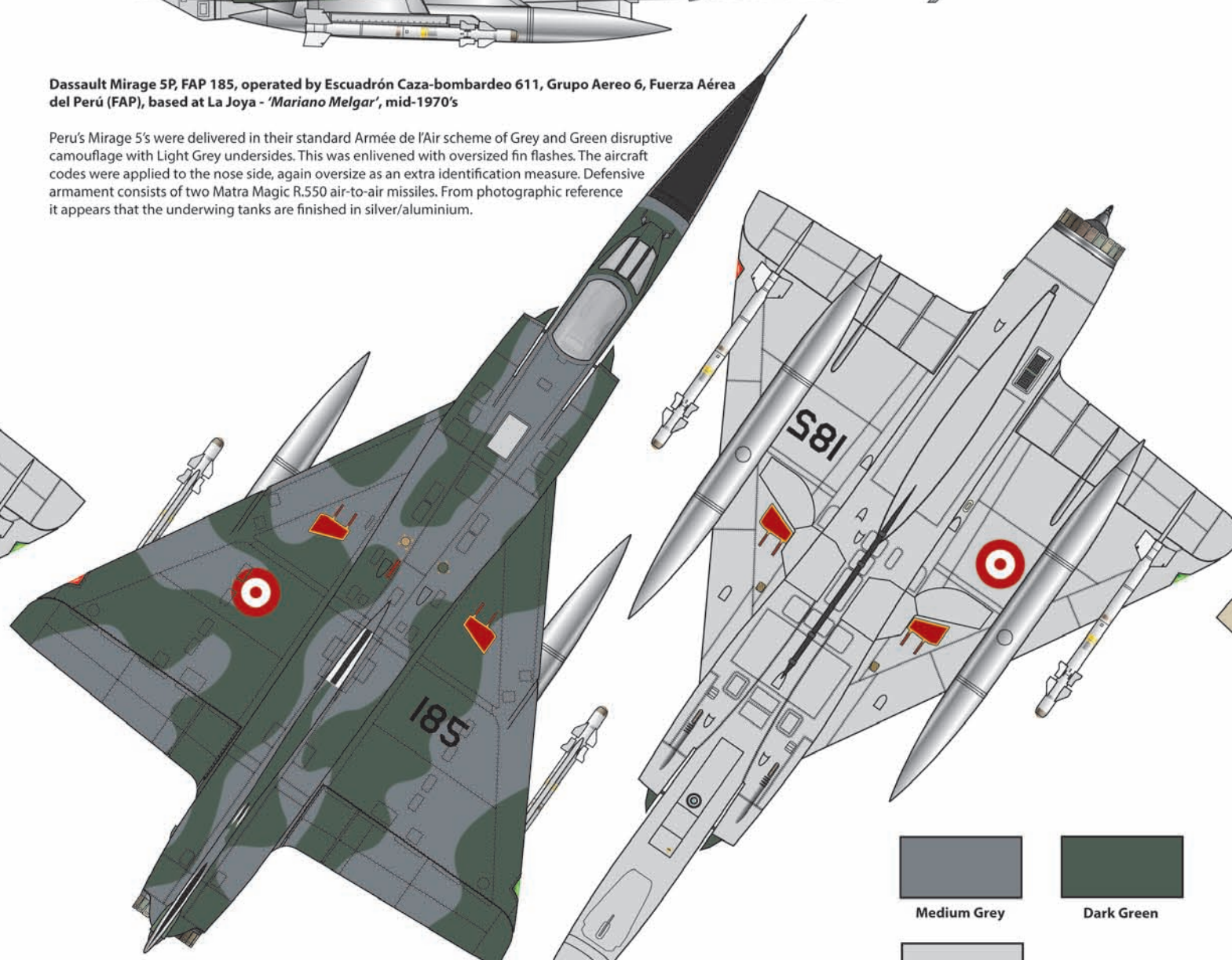
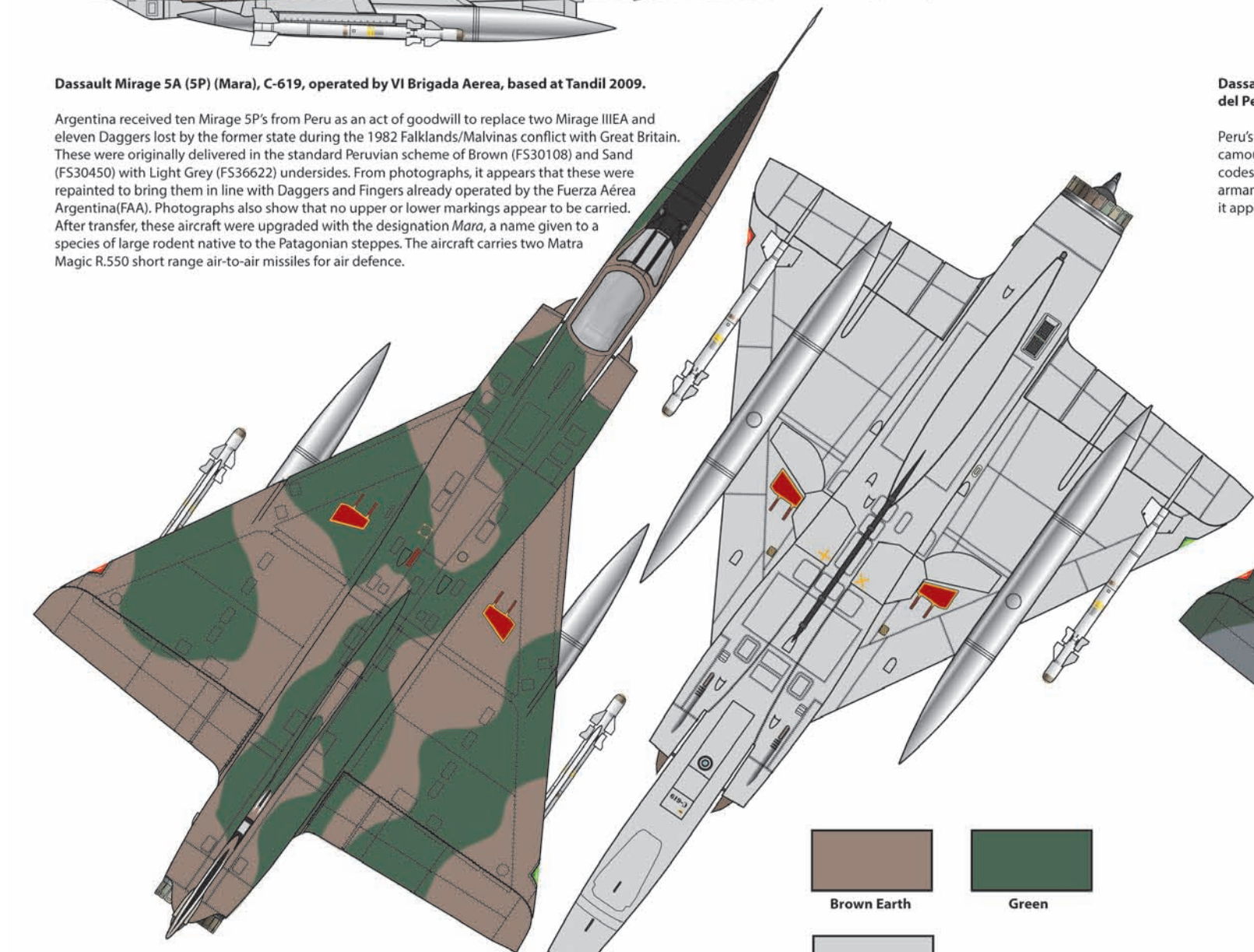
Dassault Mirage 5P, FAP 185, operated by Escuadrón Caza-bombardero 611, Grupo Aereo 6, Fuerza Aérea del Perú (FAP), based at La Joya - 'Mariano Melgar', mid-1970's

Peru's Mirage 5's were delivered in their standard Armée de l'Air scheme of Grey and Green disruptive camouflage with Light Grey undersides. This was enlivened with oversized fin flashes. The aircraft codes were applied to the nose side, again oversized as an extra identification measure. Defensive armament consists of two Matra Magic R.550 air-to-air missiles. From photographic reference it appears that the underwing tanks are finished in silver/aluminium.



Dassault Mirage 5P3, FAP 193, operated by Escuadrón Caza-bombardero 611, Grupo Aereo 6, Fuerza Aérea del Perú (FAP), based at La Joya - 'Mariano Melgar', 1980's

During mid-career, the FAP finished its Mirage 5's in a more attractive Sand (FS30450) and Brown (FS30108) scheme with Grey (FS36622) undersides. In some cases, aircraft carried a very large representation of Grupo Aereo 6's badge on the fin. Beginning with the initial 5P, these aircraft underwent gradual modification and upgrade programs by Dassault and were given the designation 5P3 and then 5P4. Noticeable changes include the fitment of a fixed inflight refuelling probe, Thomson-CSF SERVAL RWR to the fin leading edge and a Thomson-CSF TMV-630 laser rangefinder fitted to the underside of the nose. Again, the aircraft carries two Matra Magic R.550's for air defence.





Escorting the Peruvian presidential plane, a Douglas DC-8, in the early eighties. Archive Amaru Tincopa

the first two planes were delivered at Bordeaux, France and two months later were shipped by sea to Chiclayo (800 kilometres north of Lima), to equip the Escuadrón de Caza 611 "Los Gallos de Pelea", which would transition from the Hawker Hunter.

Once the aircraft assembly was finished, on the 16th of July 1968 Major Romero-Lovo made the first flight of a Mirage 5P in Peru.

The remaining 14 airframes were delivered in pairs every two or three months, and by December 1969 the last had arrived in Peru.

By the beginning of the seventies, a training program was developed for new M-5P pilots and soon their operational capabilities improved significantly, sharing with the last remaining Hunters the vigilance of the border with Colombia and Ecuador.

More Mirage 5P

On the 7th of April 1971, Mirage 5DP (serial 197) was lost in an accident and the Air Force decided it was necessary to replace it. In addition, there was an plan to create a new squadron of Mirages, so in 1974 eight Mirage 5P2s and one M5DP2 were purchased, with

an option for another 12 examples, which was later used.

By 1974, the first examples of the second batch began to arrive and they formed the Escuadrón 612 at the same base, with deliveries finishing by 1976, reaching a total of 23 aeroplanes between both squadrons. After some years of extensive use, the units reached an optimum operational level, with deployments all across the nation, like Base Aérea La Joya, in the southern desert.

In 1976 the third purchase took place, using part of the options of the former contract, and one Mirage 5DP2 and seven 5P3s were received, the last configured as interceptors, with the Cyrano IV radar and a new Litton LN-33 inertial navigation system (INS).

An old project was resurrected to create a third Mirage squadron in the southern part of the country, so the remaining options of the second contract were used, with four Mirage 5P4 single-seaters for attack missions. Also, a radar trainer Mirage 5DP4 and three extra M5P3s to counter attrition were ordered. The first examples arrived in Peru in January 1981 and soon they had their baptism of fire.



A Peruvian Mirage 5P exhibited at Le Bourget in 1967. Now the plane is in Argentina as C-633



Presentation of the First Mirages in Lima on the 23rd of July 1968. Archive Lewis Mejía



A Peruvian Mirage 5P sporting two-tone green camouflage, with refuelling probe and Laser telemeter, installed by Dassault from 1982 on all of the fleet. Archive Lewis Mejía



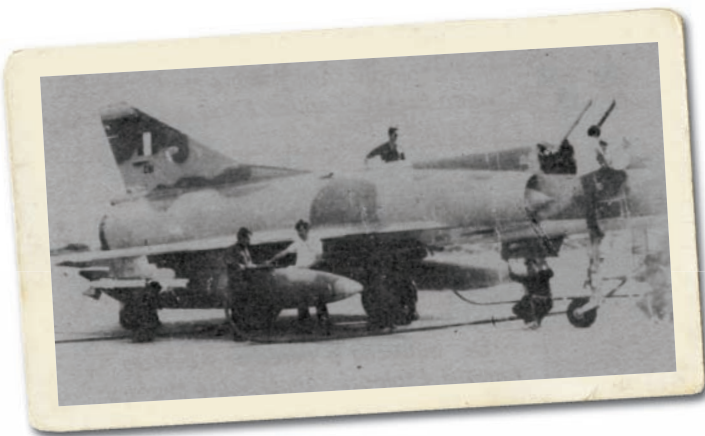
A Mirage 5P armed with an AS-30 missile. Archive Amaru Tincopa



Mirage 5P with different paint schemes, the second with the original scheme and the others with the one used from the late seventies. Archive Lewis Mejía



A Modernized Mirage 5P with four 500 pound Snakeye bombs. Archive Amaru Tincopa



A rare photo of a Mirage 5P armed with an AA-2 Atoll missile. This missile was received with the Su-22M but later tested on the Mirage 5P. Archive César Cruz

The Mirage 5P in Action

On the 24th of January 1981, two Mirage 5Ps were ordered to fly escort for a reconnaissance Learjet 25B, after intelligence reported an occupation of Peruvian border posts by Ecuadorian forces in the mountains of the Cordillera del Cóndor. The intention was to find the Ecuadorian troops and verify their infiltration into Peruvian territory, to show on the following day in an emergency meeting of the America States Organization.

The images showed that Ecuadorian Army troops had crossed the border and entered Peruvian territory, taking positions around old and abandoned vigilance posts on the zone of Comaina river, naming them with the names of Ecuadorian cities. After showing the information to the organization, Peru sent an ultimatum to Ecuador to leave the zone.

On the 26th of January, the General Commander of Ala Aérea Nº1, responsible for security on the Northwest sector, and the commanders of the the Grupos Aéreos 6, 7 and 11 received instructions from Lima to support helicopter insertions of infantry assault groups. Local air superiority was essential to the success of the land component, supported by Mi-6, Mi-8 and Bell 212 helicopters. In addition, the Cessna A-37B Dragonfly of Grupo Aéreo Nº7 would act decisively over the enemy positions and the Mirages would be used to guide them to the targets, as the Dragonfly was not equipped with inertial navigation at the time.

Grupo Aéreo Nº6 deployed Escuadrón 611 to guide the

attack planes and be prepared for offensive missions, while Escuadrón 612 would bring air cover. It was decided to have three flights of four planes each, with one operating over the operational theatre, one en route and one returning to Chiclayo. In addition, 18 planes would be kept on 5-minute alert, with the pilots in their cockpits, configured for attack missions.

One Learjet and one Canberra of Grupo Aéreo Nº9 from Pisco, each escorted by a pair of M-5Ps from Escuadrón 611, were sent after 14:00 on the 25th of January to take pictures of the Ecuadorian positions

After a long flight and in the dark, the Canberra made for Peruvian territory using an unexpected route, alerting the defensive system of Grupo Aéreo Nº11 at Talara, who immediately prepared their Pechora missile launchers, while two Su-22Ms were scrambled to shoot down the intruder. Fortunately, close identification by the Fitter crews saved the lives of the Canberra crew.

Meanwhile, the Learjet, which had taken off at 16:00, had to wait for better weather conditions over the target. With everything proceeding seemingly routinely, one of the M-5s reported a failure in their navigation system. Dropping out of formation, the pilot had to navigate by time to Chiclayo and descend on visual night flight over the sea. With the low fuel-level light gleaming red and after jettisoning the external tanks, the Mirage landed and was stopped by the barrier, suffering minor damage.

Mirage 5DP4 199 was one of the two-seaters received in 1981, seen here in France prior to delivery. Archive Sergio de la Puente



Close Call

28 January was the most intense day, when Grupo 6 performed 40 missions with the M-5, totalling 60 flight hours. On the following day, 30 missions took place, totalling 47.7 flying hours. At 15:00, two Mirages, flying over the Cordillera del Cóndor, detected three unidentified helicopters trying to escape at high speed to Ecuador. They descended to a firing position and identified the intruders as they reached the border, however the Mirage pilots received an order to not engage beyond that line.

13:00 on the 31st of January saw another risky situation arise, when a Fuerza Aérea del

Ecuador (FAE) Sepecat Jaguar flew fast over the conflict area. The eyes of the FAP and their Mirages were on the presidential flight, returning to Lima from the conflict zone. Only two M-5s were on the border and immediately scrambled in pursuit of the Jaguar, however they were not in time to engage the intruder. On the fourth day of operations, the Peruvian government announced that they had evicted the enemy and that the Peruvian flag was once again raised over the border posts. In total, between the 22nd of January and 13th of March, the Mirage 5 performed 97 missions, for a total of 153 flight hours.



Peruvian Mirage 5 readied for take off. Archive Lewis Mejía

The second FAP 194 was a Mirage 5P4 received in 1981. Now it's stored at SEMAN. Archive Lewis Mejía



FAP 110 is a Mirage 5DP3 and here is seen with the weapons used by the system, including an Atoll missile, Snakeye and other bombs, rockets and practice bombs. Archive Lewis Mejía



AVIATION IN PROFILE: THE DASSAULT MIRAGE 5P SERIES

SERIAL	MODEL	ENLISTED	STATUS	NOTES
182	M5P	1968	Unknown	
183	M5P	1968	6-82	Delivered to Argentina as C-630
184	M5P	1968	Crashed.	
184	M5P4	1981	Crashed.	
185	M5P	1968	6-82	Delivered to Argentina as C-633
186	M5P	1968	6-82	Delivered to Argentina as C-636
187	M5P	1968	Crashed.	
187	M5P4	1981	1997	In storage at SEMAN Perú.
188	M5P	1968	08/03/71	Crashed.
188	M5P2	1974	6-82	Delivered to Argentina as C-609
189	M5P	1968	Crashed.	Crashed.
189	M5P4	1981	10/03/87	Crashed.
190	M5P	1968	Crashed.	Crashed.
190	M5P3	1981		
191	M5P	1968	Crashed.	Crashed.
191	M5P3	1981	1997	
192	M5P	1968	1997	Written off, preserved at Museo Aeronáutico at Las Palmas.
193	M5P	1968	Crashed.	Crashed.
193	M5P3	1981	29/08/00	Crashed.
194	M5P	1968	Crashed.	Crashed.
194	M5P4	1981	1997	In storage at SEMAN Perú.
195	M5P	1968		
196	M5DP	1968	18/05/88	Crashed.
197	M5DP	1968	09/04/71	Crashed.
197	M5DP2	1976		
198	M5DP2	1974	1997	In storage at SEMAN Perú.
199	M5DP4	1981	1997	In storage at SEMAN Perú.
101	M5P2	1974	22/03/77	Crashed.
102	M5P2	1974	6-82	Delivered to Argentina as C-603
103	M5P2	1974	6-82	Delivered to Argentina as C-619
104	M5P2	1974	6-82	Delivered to Argentina as C-604
105	M5P2	1974	6-82	Delivered to Argentina as C-607
106	M5P2	1974	6-82	Delivered to Argentina as C-610
107	M5P2	1974	6-82	Delivered to Argentina as C-628
108	M5P3	1976	1997	In storage.
109	M5P3	1976	1997	In storage at SEMAN Perú.
110	M5P3	1976	1997	In storage at SEMAN Perú.
111	M5P3	1976		
112	M5P3	1976		
113	M5P3	1976	1997	In storage at SEMAN Perú.
114	M5P3	1976		



Mirage 5DP2 FAP 198 testing French SAMP EU2 500 pound laser-guided bombs. Archive Sergio de la Puente



Mirage 5P3 FAP 110 loaded with eight 250 pound Snakeye bombs. Archive Lewis Mejía



A Mirage 5P with all-black nose, undergoing routine maintenance. Archive Amaru Tincopa



FAP 192 together with a Mirage 2000P. The aeroplane is armed with Atoll missiles and bombs. Archive Lewis Mejía

BUILD AN ARMY WITH CASEMATE



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THE CRIMEAN BAT

Marco Preto discovers that Xuntong Model's new Tu-2T is a highly respectable and enjoyable first release from the fledgling Chinese producer.



Tupolev Tu-2T

Availability: Xuntong stockists via Pocketbond

Scale: 1:48

Stock Code: B48003

Price: £39.99

Paints Used:

Vallejo Model Colour:

15 Flat Yellow
31 Flat Red
56 Flat Blue
64 Pale Blue
80 Germ. Cam. Bright Green
90 Reflective Green
120 Buff
136 Red Leather
149 Chocolate Brown
164 Dark Bluegrey
166 Dark Grey

Vallejo Model Air:

43 Olive Drab

Games Workshop:

Boltgun Metal
Chaos Black

Humbrol:

Gun Metal (Metal Cote)

Alclad II:

Pale Burnt Metal

Weathering Agents:

Oil Colours:

Payne's Grey
Raw Umber
Titanium White

Tamiya Acrylics:

XF-1 Flat Black
XF-52 Flat Earth

Vallejo Model Air:

57 Black

Vallejo Game Colour:

68 Smokey Ink

Vallejo Model Colour:

203 Tan Glaze
205 Black Glaze

Pigments/pastel:

Black
European Dust
Dry Mud

Live Long and Prosper

The Tupolev Tu-2 was one of the best medium bombers of WWII and although the first prototype took to the air in 1941, it was only closer to the end of the conflict that it started to appear in serious numbers. After the war, it continued to be produced and had a long career in many air forces, China withdrawing the last of them from service in 1982.

Impressive Initiation

Xuntong Model is a new manufacturer from China and its Tu-2T is the first model to come out of their workshop. Although there are some issues (they will be discussed later), it is quite an impressive model,

comprising more than 250 parts, including two engines, a comprehensive interior and decals for 6 different aircraft. The depicted aircraft saw service during the postwar years in Naval Aviation, operating over the Black Sea, from one of their Crimean bases.

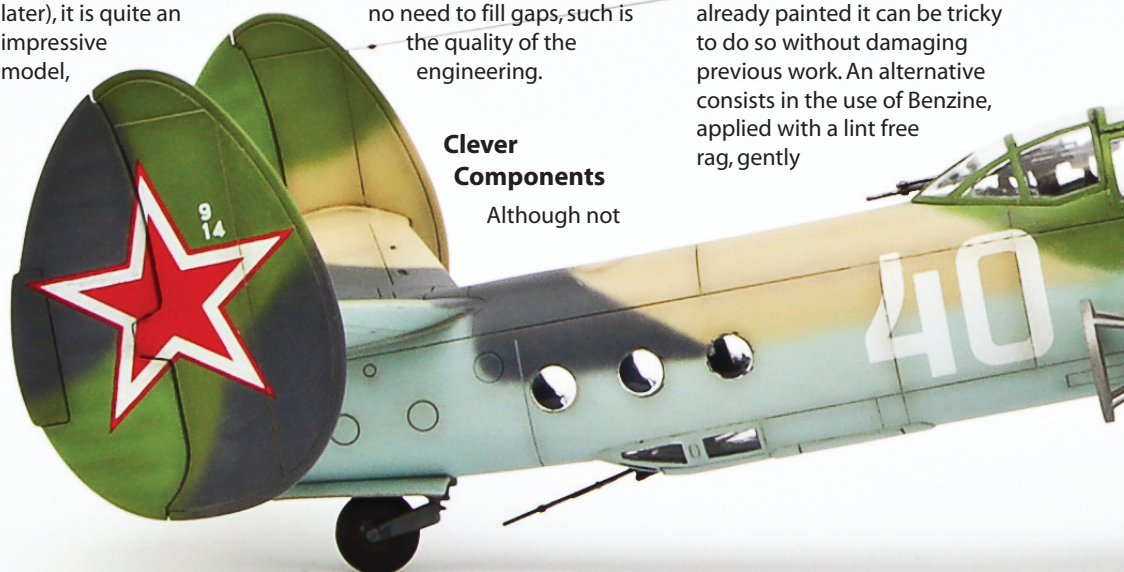
The cockpit detailing is impressive to put it mildly (the only form of supplemental detail added being some scratch-built seat belts) and while the vast number of small parts demand concentration, the assembly is straightforward. When it comes to the assembly of the fuselage and wings, provided care is taken to assure the proper alignment of the components, there should be no need to fill gaps, such is the quality of the engineering.

indicated on the instruction sheet, the clever way in which the cowling panels are broken down means it is a straightforward and simple task to model them open and display the wonderful engine that would otherwise remain hidden. Test fitting the engine components and the cowling parts is strongly recommended, as a few minor fit issues surfaced, although with some trimming and sanding, everything can easily be made to fit perfectly.

When using water-based colours, it is extremely important to degrease the model properly. This is easily achieved by washing the model with a detergent but when some areas of the model are already painted it can be tricky to do so without damaging previous work. An alternative consists in the use of Benzine, applied with a lint free rag, gently

Clever Components

Although not





wiping the model. This product is generally available for cleaning purposes and should always be used in well ventilated areas. It will not attack the plastic parts, although water-based acrylic paints can be damaged, if wiped repeatedly. To avoid getting grease on the model afterwards, a stand was improvised, also safely supporting the model during the painting process.

Three Tones

The camouflage pattern I selected consists of a three-colour upper surface,

with a soft demarcation between the them. To replicate this to scale, the camouflage was applied freehand. To get a smooth but quick colour transition it is important to control the paint overspray, by working close to the model, using the airbrush at a shallow angle, which will create an asymmetric paint pattern, sharp on one side and soft on the other.

Using this technique, with the help of a sheet of scrap paper to temporarily protect some areas from overspray, the entire camouflage pattern was completed within a few hours. At this point a coat of gloss varnish was applied to the entire model.

Decal Detour

Decal application was not without its problems, as they seemed impervious to either to Micro Sol or Mr. Mark Softer, so heat from a hairdryer was employed to force them to conform to the panel lines.





As the interior is highly visible through the canopy, harnesses were fashioned out of copper wire and aluminium foil to enhance the appearance of the seats.



Careful painting using acrylics brought the seats to life. Painting them before assembly in the cockpit makes this job much easier.



Using a round punch-&-die set, some leftover decals were "raided" in order to add faces to the instrument panel dials.



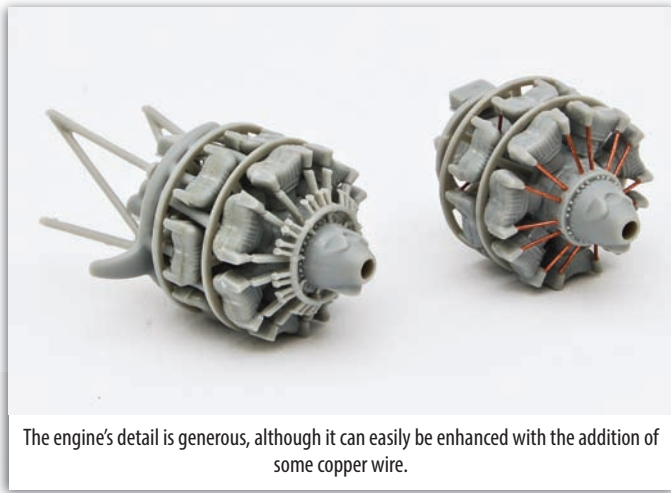
The kit's cockpit detailing is quite respectable and the only amelioration consisted of some seat belts and rudder pedal straps.



The interior was subtly weathered using oil colours. The black parts were glazed in a light bluish-grey colour, mixed from Payne's grey and white.



The control surfaces' depressions were filled. After sanding away the excess putty, surface primer was airbrushed on at high pressure and from far way, resulting in a coarse surface that emulates the canvas texture.



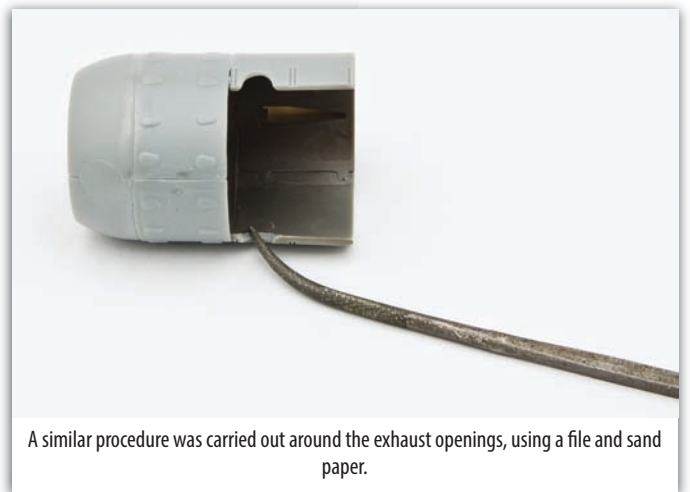
The engine's detail is generous, although it can easily be enhanced with the addition of some copper wire.



In order to disguise the thickness of the parts, the tools seen here were used to bevel the part's edges.



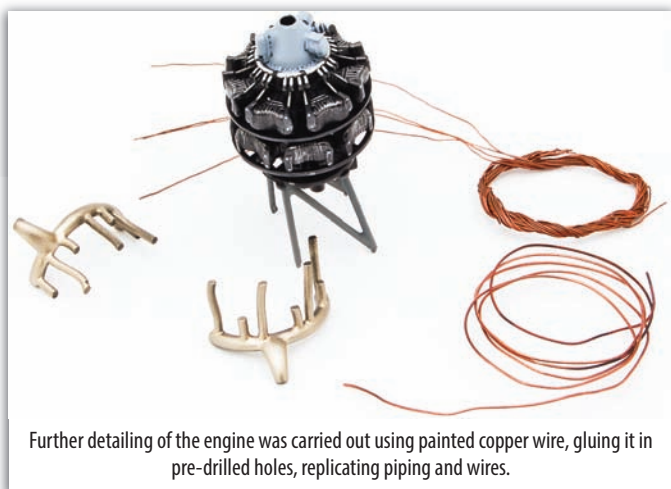
To avoid damaging the paintwork a stand was improvised with 3mm MDF and some sponges. When handling the model it is imperative that gloves are always used.



A similar procedure was carried out around the exhaust openings, using a file and sand paper.



The defensive machine guns detail is impressive, particularly their barrels.



Further detailing of the engine was carried out using painted copper wire, gluing it in pre-drilled holes, replicating piping and wires.



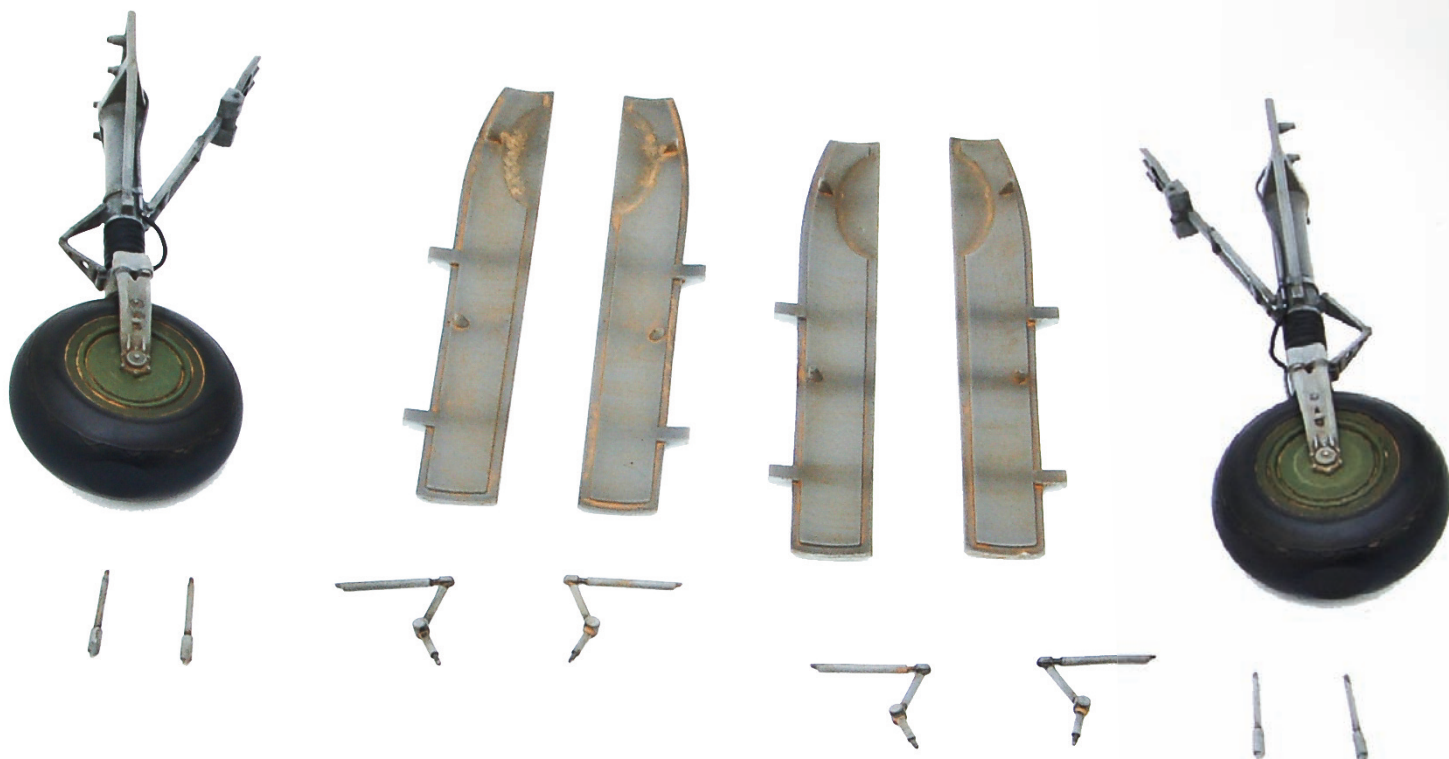
The exhausts were painted with Alclad II Pale Burnt Metal and heat-staining replicated by airbrushing very diluted Smokey Ink and Flat Black.



To add a sense of use, the underside panels were picked out by airbrushing an extremely diluted mixture of Flat Black and Flat Earth (both Tamiya Acrylics).



A similar procedure was carried out over the upper surfaces, although the mixture was slightly more intense.



Pigments were added to the landing gear, applied with a brush and white spirit. When completely dry, pigment fixer was airbrushed over all the parts.



To simplify painting of the multiple components of the landing gear and propellers, they were all fixed with alligator clips to wooden sticks, held in place in foam.



The torpedoes were painted with a mix of white and Boltgun Metal (both from Games Workshop) and weathered in the same fashion as the aircraft.



Aiming towards a used (but not battered) look, all of the panel lines were shaded, airbrushing an extremely diluted mixture of Flat Black and Flat Earth along them, followed by an oil wash to pick up the model's superb detail. To finish it off, using brush-

applied acrylic colours, the control surfaces and the flaps were contoured with black, the engine areas received some oil stains (made with black and tan glazes) and scratches and dust were applied around the areas used by the crew.

Looking for More

This is quite an impressive model, considering it is the first to be released by this new manufacturer, and together with the bomber versions to be released (the Tu-2VS and the Tu-2S), fills a significant gap in the collection of fans of WWII and postwar Soviet aviation. I for one will be looking forward to what Xuntong come up with next; the prospects look promising for this manufacturer.

Further Reading:

Tupolev Tu-2 (Tu-1, Tu-6, Tu-8, Tu-10),
by Wiktor Kulikow





BRAND NEW TOOLING!

04652 Sea Lynx Mk.88A

04837 Westland Lynx HAS Mk.3

Model detail

Model detail

Model detail

Deep Sea Hunters

1:32 Westland Lynx HAS Mk.3 / Sea Lynx Mk.88A 04837 / 04652

Built by Westland, the Lynx is a British multi-role helicopter used worldwide in primarily military and maritime roles. Its proven reliability, high performance and versatility has made it a popular aircraft and it is still in service in 14 countries.

The Lynx HAS Mk.3 is the second multi-purpose version to be developed as an anti-submarine warfare helicopter for the Royal Navy. It has two Rolls-Royce Gem 4-1 engines, a Seaspray radar system and can carry Stingray torpedoes for submarine hunting and Sea Skua guided missiles for attacking surface vessels.

The Sea Lynx Mk.88A is an export version built exclusively for the German Navy and has been in service with MFG 3 (Naval Aviation Squadron) in Nordholz since 1981.

In addition to the armaments of the Mk.3, the Sea Lynx can mount a 12.7mm machine gun and carries variable depth sonar to further enhance its anti-submarine capabilities.

Model Details:

- Fine surface structuring & recessed panel joints
- Detailed cockpit with instrument panel
- Detailed interior with realistic seats
- Finely detailed undercarriage & underbody
- Detailed rotor head
- Weapons Launch Frames & Pylons
- 2 Stingray and 2 Sea Skua missiles
- HAS Mk.3 Black Cats display team decal set
- Mk.88A '25th Anniversary' decal set

For more details on this brand new 1:32 scale model kit as well as the complete range of Revell products check out our international website at www.revell.eu

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Build Your Dream!

Publication:	Scale Aircraft Modelling	Job Number:	3871	Signed-off by:	
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Pushing Perfection

SAM welcomes **Dai Williams** into the fold as he builds the magnificent Wingnut Wings 1:32nd scale D.H.2.



WINGNUT WINGS

AMC D.H.2

Availability: Wingnut Wings stockists via wingnutwings.com

Stock Code: 32028

Scale: 1:32

Price: \$69:00 USD

Author's Additional

Investment: Aeroclub Rigging Thread
EZ Line 0.003mm
Bob's Buckles & Pre-cut Brass Tube
Surgical Wire
Daco Transfer Setting Solutions

Paint used:

HiCote Plastic Primer
Humbrol: 33 Gunmetal
Tamiya: XF-1 Flat Black, XF-2 White, XF-3 Yellow, XF-52 Flat Earth, XF-55 Deck Tan, XF-69 Desert Yellow, XF-72 JGSDF Brown, XF-75 IJN Grey, XF-83 Medium Sea Grey
Alclad: Exhaust Manifold, Aluminium, Brass, Pale Burnt Metal

Weathering Agents:

Winsor & Newton Oil Paints
Ground Pastel Chalks & Graphite



The Kit

The box is filled with 164 parts in Wingnut's usual hard grey plastic and the mouldings are exceptionally fine. Some parts are flagged as not for use hinting at further releases of the kit in the future. Five parts are provided on a clear sprue and these are thin and crystal clear. A small brass fret holds the seat belts, gunsight and some elements of the rigging.

The instructions are a work of art, lavishly illustrated, all the while being clear, concise and sensible. Having built a few Wingnut kits in the past, it is my opinion that these should be followed to the letter. The instructions also provide useful wartime photos and I

will be keeping them as reference material for future projects. A check on the Wingnut website before building the kit was also useful. There are a number of practical hints and tips; for example, they suggest securing the ailerons with brass wire, which is highly recommended.

Markings have been provided for five aircraft. While British aircraft of the First World War were never as colourful as those of other nations, care has been taken to offer as wide a range of schemes as possible.

The modeller needs to provide their own rigging material.

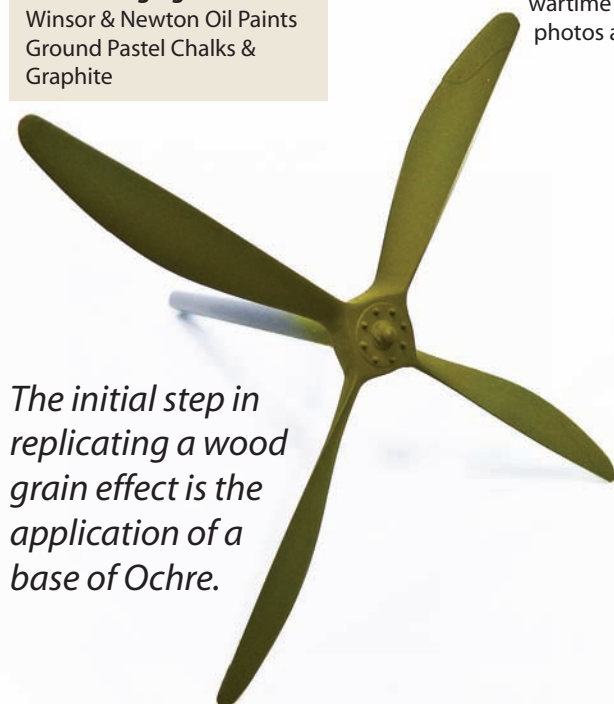
Untraditional

Building this kit did not

follow what many may think of as the traditional sequence for building an aircraft model. The parts needed to be painted individually and built up into sub-assemblies, which were then brought together to form the finished airframe. Alternative parts are provided for the differing versions of aircraft on offer and so the colour scheme needed to be chosen prior to the construction sequence.

I had chosen my method of rigging before I started the build, intending to use commercially produced wire and brass tube turnbuckles with various types of elastic thread. Wingnut provide pilot holes for the rigging, although

The Ochre is then followed with Burnt Sienna brushed on to represent the grain of the lamination.



The initial step in replicating a wood grain effect is the application of a base of Ochre.





in order to accept the metal turnbuckles, these were all widened with a 0.3mm drill; being careful not to drill through the plastic.

All parts were primed with HiCote plastic primer and were then polished and pre-shaded before painting. I tried to get as much colour as possible into the interior as the seat, for example, is a particularly impressive moulding. The leather cushion was painted by first being sprayed in Medium Brown acrylic. The creases were picked out in Dark Brown and

the edges airbrushed with White to simulate wear. A small amount of Burnt Sienna oil paint was scrubbed over the surface to simulate the leather. The wicker itself was sprayed with Light Brown acrylic, given a wash of oil and finally drybrushed with enamel to bring out the highlights. This may seem like a lot of effort for a relatively small part, and the use of slow drying oils meant that assembly was time consuming, but with a kit of this quality, it is worth it.

PC 8

In period photos, the rib structure was often visible on the underside of the wings. I replicated this by spraying the wings in Dark Yellow, masking the rib and spar positions, pre-shading these with Brown and then over-spraying with Deck Tan.

The airframe chosen for this project had its upper surfaces covered in PC8 rather than the usual PC10. The upper surfaces were pre-shaded with brown

and oversprayed with a mix representing PC8, before lightly sanding this off the rib locations to reveal the nails securing the rib tapes.

I did not use the transfers provided for the rudder in case I encountered problems getting them to conform to the curved surfaces at the rear. The coloured bands can be sprayed quite easily which also allowed me to pre-shade the large areas

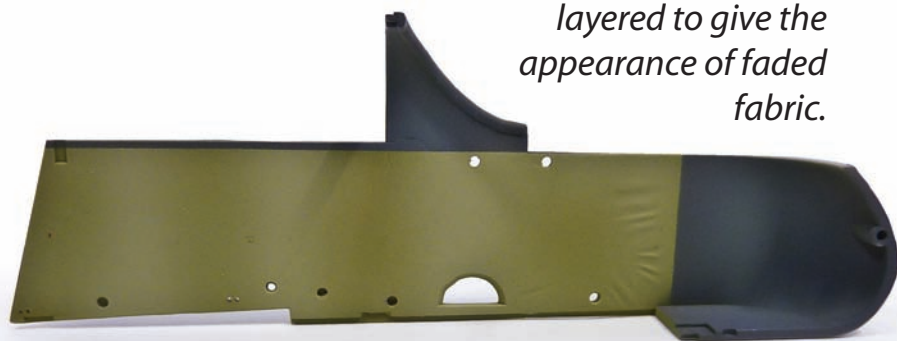


The engine was painted with Alclad Aluminium, washed with black oil paint and then dry-brushed with Humbrol Aluminium. The brass parts were painted with Humbrol Brass.



A combination of superb kit detail and attentive painting make for a rather impressive predominant feature of this kit.

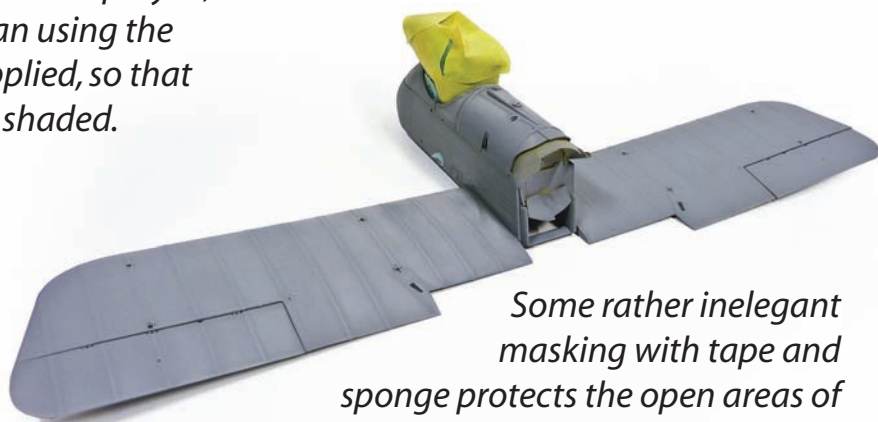
The left fuselage sidewall. Several colours have been layered to give the appearance of faded fabric.



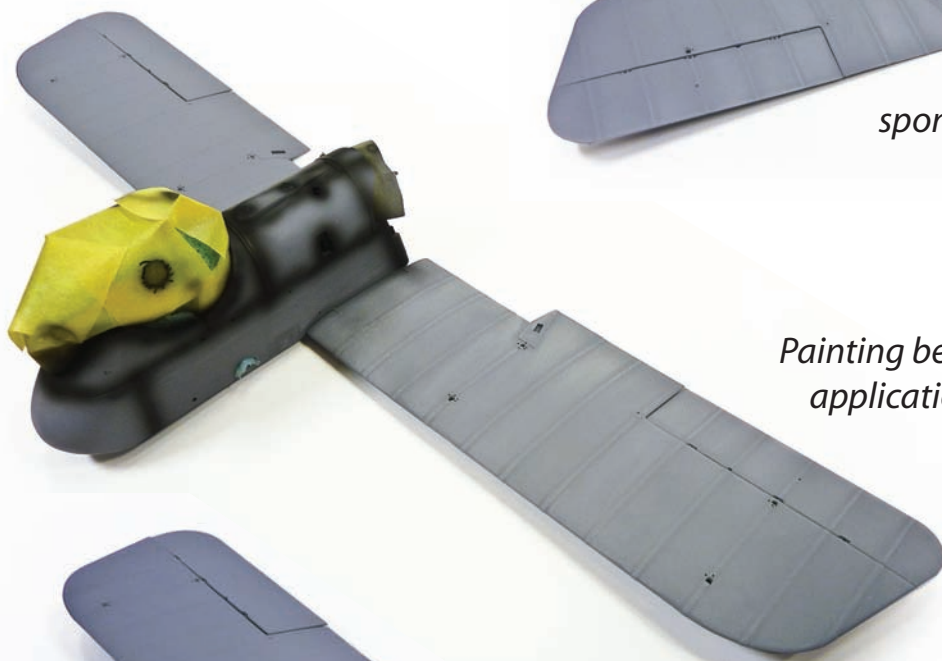
The rudder stripes were sprayed, rather than using the transfers supplied, so that they could be shaded.



Some rather inelegant masking with tape and sponge protects the open areas of the cockpit



Painting begins with an application of a Black pre-shade...



...this is followed with Tamiya IJN Grey, allowing the pre-shading to show through followed by lighter grey in the centres of the panels.

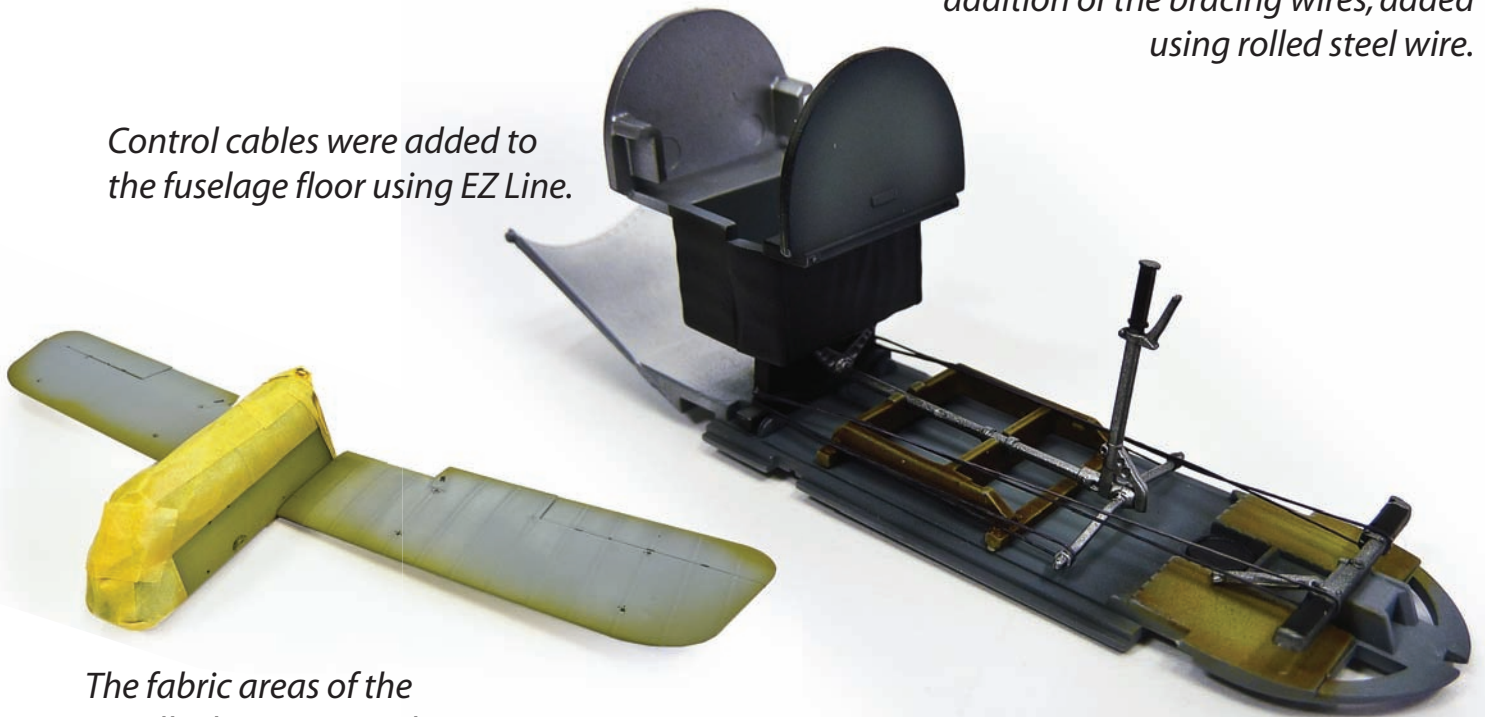


Shading the Fuselage

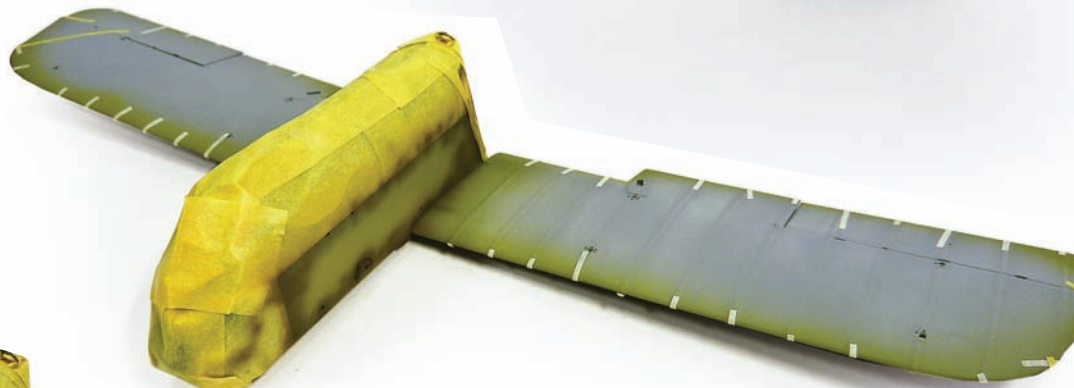


The left fuselage frame detail is almost completely replicated after the addition of the bracing wires, added using rolled steel wire.

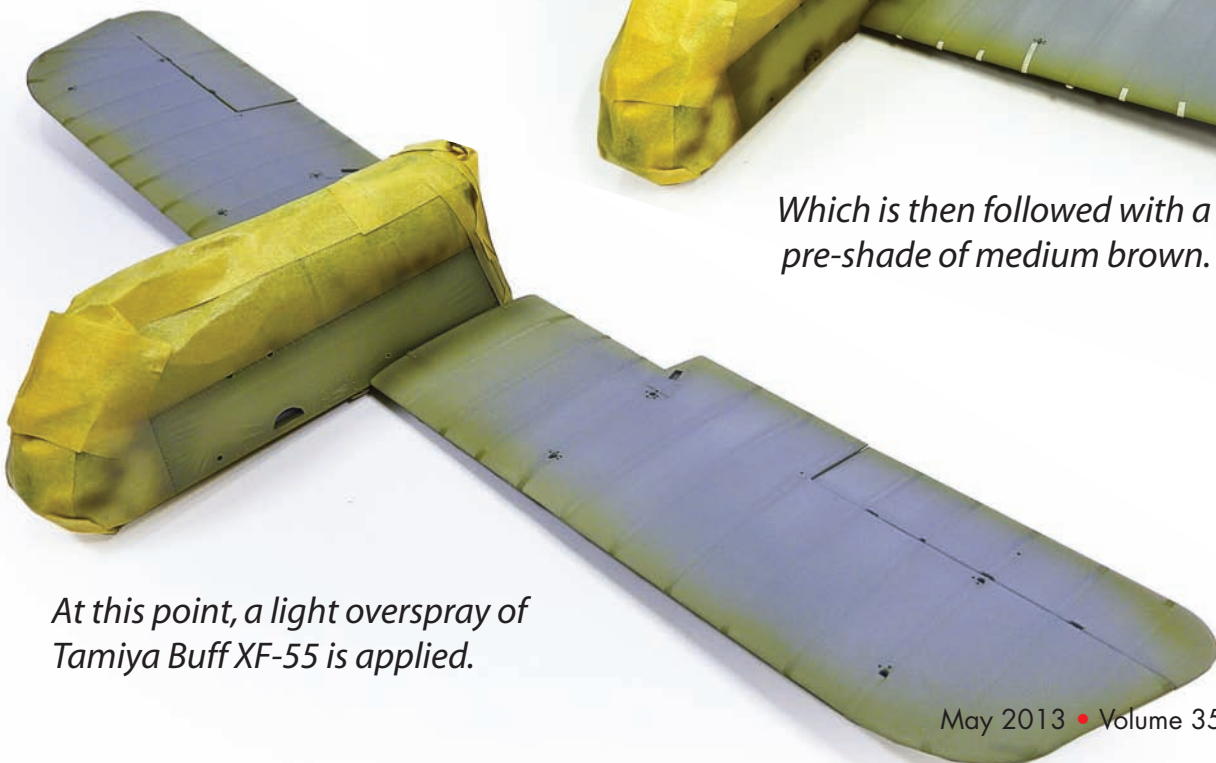
Control cables were added to the fuselage floor using EZ Line.



The fabric areas of the nacelle then receive a base coat of an Ochre shade.



Which is then followed with a pre-shade of medium brown.

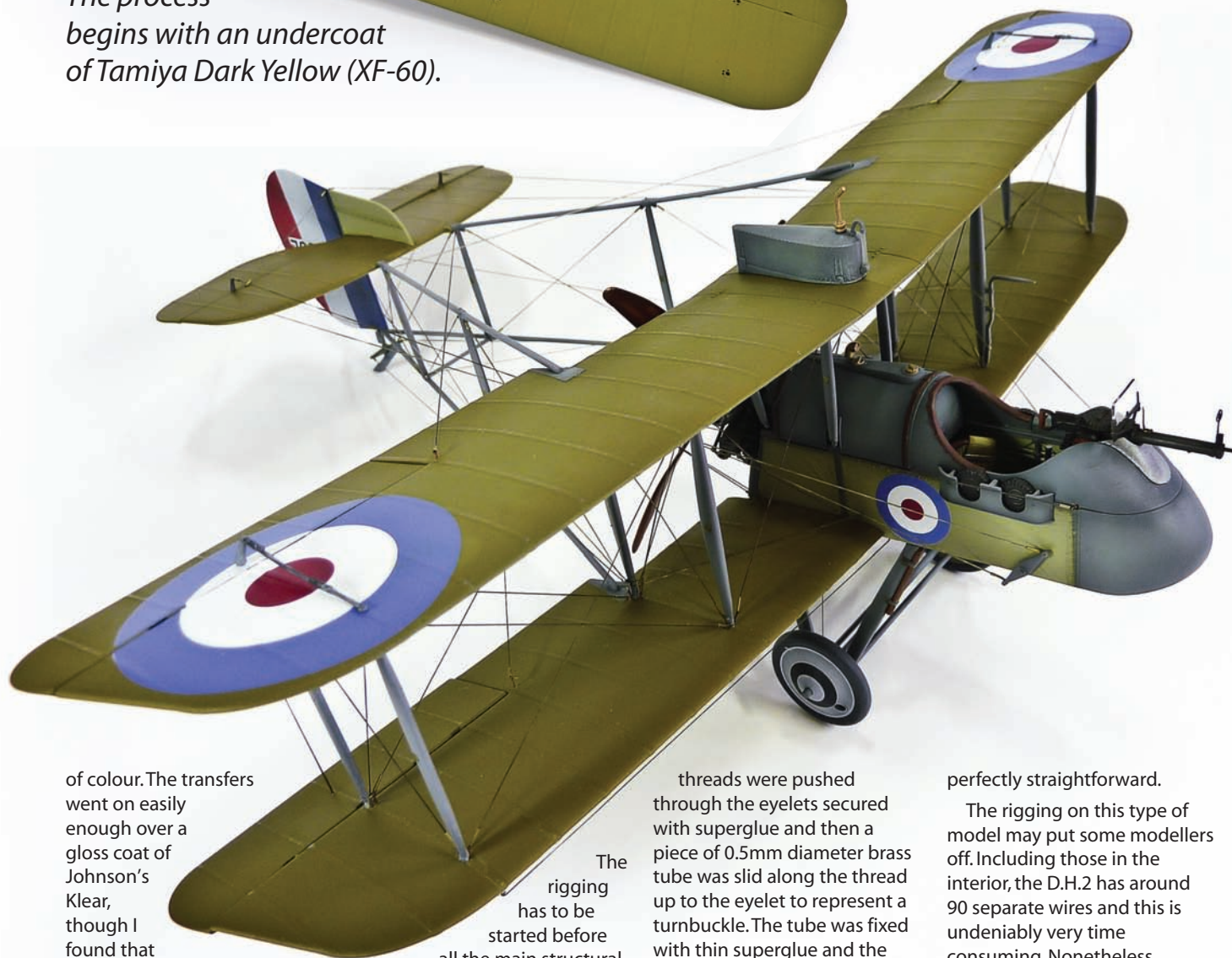
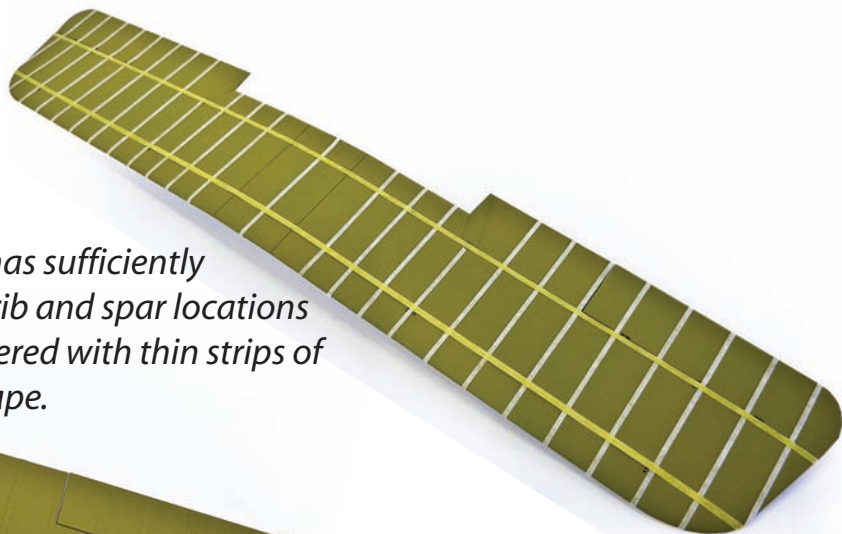


At this point, a light overspray of Tamiya Buff XF-55 is applied.

Translucent Rib Effect

Once this has sufficiently cured, the rib and spar locations can be covered with thin strips of masking tape.

The process begins with an undercoat of Tamiya Dark Yellow (XF-60).



of colour. The transfers went on easily enough over a gloss coat of Johnson's Klear, though I found that some trimming was necessary on the wing roundels as I had pinned and fixed the ailerons in place before I applied them. I used Daco Medium strength setting solution to settle them into the detail in some areas. On reflection I would not recommend this. It caused the transfers to become matt and rough where the solution had been applied, though sealing them with another coat of Klear disguised this somewhat.

The rigging has to be started before all the main structural elements can be assembled. This may seem counter-intuitive, however adding the twin booms would have made some of the rigging points inaccessible. The turnbuckles were inserted into the predrilled rigging holes once the struts were in place and the top wing secured. Aeroclub thread was then run across the tip of an Umber Promarker pen to colour it before use. The

threads were pushed through the eyelets secured with superglue and then a piece of 0.5mm diameter brass tube was slid along the thread up to the eyelet to represent a turnbuckle. The tube was fixed with thin superglue and the excess thread was then removed with a new scalpel blade.

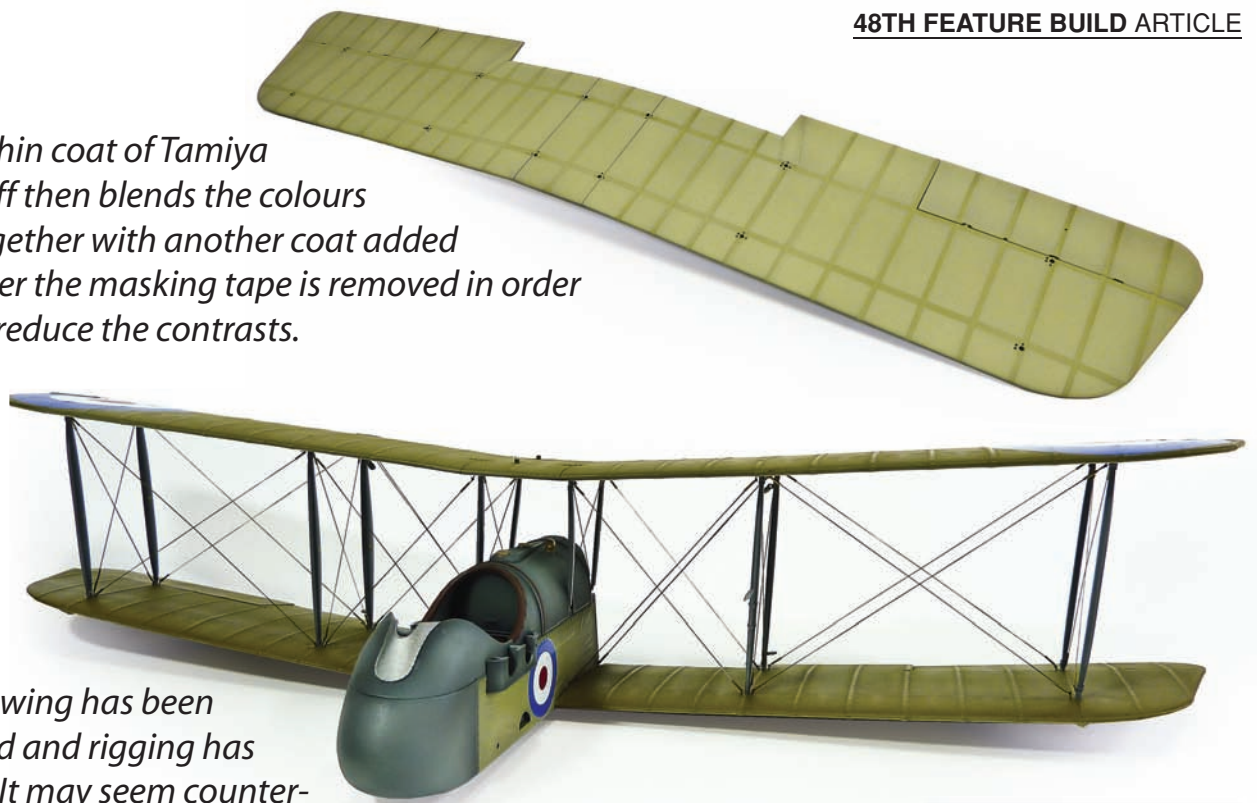
Conclusion

I admit that I was initially a little daunted at the prospect of building this kit. The D.H.2 is undeniably a complex subject and getting everything aligned properly worried me. However, the engineering of this kit is so good that construction was

perfectly straightforward.

The rigging on this type of model may put some modellers off. Including those in the interior, the D.H.2 has around 90 separate wires and this is undeniably very time consuming. Nonetheless, despite appearances the finished model is quite sturdy on its own, therefore the rigging does not actually have to be functional. Before starting on the kit, I experimented with a few different rigging materials so that I was happy that they would work. Once you are confident that your chosen method will work on this particular subject you should experience no problems with this kit.

A thin coat of Tamiya Buff then blends the colours together with another coat added after the masking tape is removed in order to reduce the contrasts.



The top wing has been attached and rigging has started. It may seem counter-intuitive to begin rigging the model before all the main structural elements have been added, however this was the only way I could easily access the rigging points.



THE AMC DH2

By B J Gray



WINDSOCK DATAFILE 48

Further Reading:

Windsock Datafile 48; Airco
D.H.2 By B.J. Gray

Availability:
www.windsockdatafilespecials.co.uk

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CAMOUFLAGE & MARKINGS

Number 6

THE AIR CAMPAIGN FOR THE FREEDOM OF LIBYA

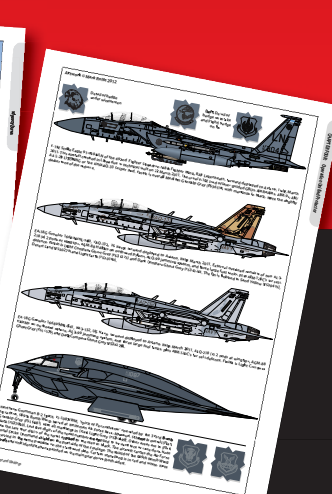
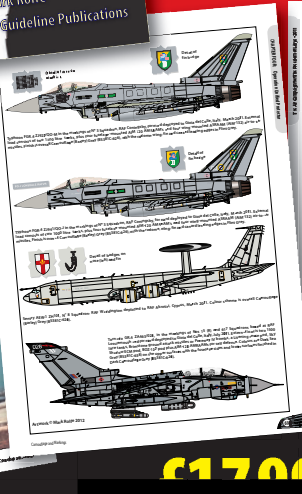
FEBRUARY TO OCTOBER 2011

Operations *Odyssey Dawn* and *Unified Protector*

SCALE AIRCRAFT MONOGRAPHS

By Charles Stafrace
Profiles by Mark Rolfe
Published by Guideline Publications

Chapter 1 - Libya: the Gaddafi Factor



NEW!

CAMOUFLAGE & MARKINGS 6

THE AIR CAMPAIGN FOR THE FREEDOM OF LIBYA

Operations *Odyssey Dawn* and *Unified Protector*

By Charles Stafrace Profiles by Mark Rolfe

What happened in oil-rich Libya during most of 2011 was perhaps the culmination of what has been termed the 'Arab Spring', where the dictatorial rule in three North African countries was toppled, with varying degrees of violence. In Egypt and Tunisia it was quick and effective. In Libya it was long and tortuous, and the Western powers, joined by a number of Arab countries, had to intervene in order to put a halt to the massacre of civilians who were fighting for freedom against the oligarchical regime of Col Muammar Gaddafi. Sanctioned by the United Nations Security Council which, however, prohibited any 'boots on the ground' war, what followed was an air campaign that sought to neutralise Libyan air defences and establish a No-Fly-Zone over most of the country to prevent a determined Gaddafi from using his air force to bomb his own people. Led first by the United States in Operation Odyssey Dawn, but soon later taken over by NATO in Operation Unified

Protector, the eight-month air war saw the largest fleet of warplanes ever assembled by the North Atlantic alliance. Forward operating bases in Corsica, Sardinia, Crete, Greece but mostly in Sicily and southern Italy were put at the disposal of the participating air forces. These were drawn from within NATO and were composed of the RAF, British Army Air Corps, USAF, US Navy, US Marines, French AF, French Navy, French Army, Italian AF, Canadian AF, Netherlands AF, Belgian AF, Danish AF, Norwegian AF, Spanish AF and Turkish AF. To these were added the Swedish Air Force and the Arab air forces of the UAE, Qatar and Jordan. An array of the latest technology in both systems and weaponry was used over Libya, and the old adage that the best proving ground for a new weapon is a firing war has certainly been demonstrated over Libyan skies.

For the first time in published form, this latest title in the Camouflage and

Markings series gives a comprehensive account of the air war, day by day, and extensive information on the aircraft used, in many cases giving individual serial numbers and their operating squadrons. Most current first line combat aircraft were employed over Libya, including Typhoon, Tornado, Rafale, Mirage 2000, Gripen, F-15 Strike Eagle, F-16, F/A-18 Hornet, EA-18 Growler, A-10, B-1A Lancer, B-2A Spirit, and many others and which are all comprehensively illustrated. More than this, the many photos and artwork in full colour explain what missiles, smart bombs and the various pods and other electronic equipment were carried by the combat aircraft taking part. This has been made possible by the work of the authoritative and now well-established author Charles Stafrace, whose titles in the Warpaint Books series include the EE Canberra, F4U Corsair, F6F Hellcat, PBX Catalina and several others. The book is embellished

by the accurate and highly detailed artwork of Mark Rolfe, the well-known and experienced artist who is another respected member of the Guideline Publications team.

The 90 pages of *The Air Campaign for the Freedom of Libya*, printed to exacting standards on high quality paper and bound with a laminated cover, contains no less than 180 first-rate colour photos, many of which have never been published before, as well as 13 pages of full colour profiles and five-view drawings, which between them cover most of the aircraft types and air forces taking part in this latest air war. This is a must for modellers, giving them fresh ideas on colour schemes and markings, as well as to the aviation enthusiast who can have, between the covers of this publication, the complete story of Operations Odyssey Dawn and Unified Protector.

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Marketplace

For detailed contact information for all producers and distributors listed in the Marketplace refer to Page 82

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The Firefly Returns...

Availability: AZ Model stockists via Hannants



AZ4863 1:48 Fairey Firefly Mk 1/F.1/FR.1 **£19.99**

Marking Options: 4

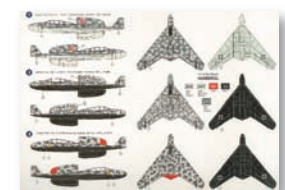
Fairey Firefly Mk I, 1770 Sqn, HMS Indefatigable, Pacific, 1945
 Fairey Firefly Mk I, Royal Thai Navy, 1952
 Fairey Firefly F.1, 607, Ethiopian Air Force
 Fairey Firefly FR.1, 610, Ethiopian Air Force, 1955



AZ7412 1:72 Gotha P.60 C1 'Luftwaffe '46 Night Fighter', **£14.50**

Marking Options: 3

Gotha P.60C, Red 16, I./NJG1, Bonn-Hangelar, Germany 1946, Luftwaffe
 Gotha P.60C, Red 1, II./NJG1, Bonn-Hangelar, Germany 1946, Luftwaffe
 Gotha P.60C, Blue 3, JG300, Wilde Sau, Löbnitz, Germany 1946, Luftwaffe



AZ7219 1:72 P-26 "Peashooter", **£12.99**

Marking Options: 3

P-26A, serial 33-95, 17th Pursuit Squadron, Selfridge Field, Michigan, 1934
 P-26A "Peashooter", 18th PG, 19th PS, Wheeler Field, March 1939
 P-26A "Peashooter", probably of 34th PS, Late 1930's



AZ7220 :1:72 P-26 "Peashooter", **£12.99**

Marking Options: 3

Boeing Model 281, "10", Chinese Air Force
 P-26A "Peashooter", "0672", Guatemalan Air Force, early 1950's
 P-26A "Peashooter", "302", Philippine Air Force, Zablang, 1941



AZ7410 1:72 Curtiss P-40E "Warhawk", **£12.99**

Marking Options: 4

P-40E, "Yellow 41", USA, 1942
 P-40E, 20th Pursuit Group, 79th FG, USA, 1941
 P-40E, 20th Pursuit Group, 79th FG, exercises, USA, 1941
 P-40E, 33rd Fighter Group, Martin Field, Maryland, Spring 1942



AZ7411 1:72 Gotha P.60 C1 'Luftwaffe '46 heavy jet fighter', **£14.50**

Marking Options: 3

Gotha P.60C, Red 1, I./JG2, Königsberg 1946, Germany, Luftwaffe
 Gotha P.60C, White 8, I./JG301, Stendal 1946, Germany, Luftwaffe
 Gotha P.60C, II./JG54, Regensburg 1946, Germany, Luftwaffe



AZ72181:72 P-26 'Peashooter' **£12.99**

Marking Options: 3

P-26A "Peashooter", Wheeler Field, Hawaii, December 1941
 P-26A "Peashooter", 19th PS, Wheeler Field, Hawaii, 1940



AZ7413 1:72 Supermarine Spitfire Mk IXe, 'Czechoslovak post war service' **£12.99**

Marking Options: 4

Spitfire Mk IXe, 'HL', Sqd Ldr J. Hlado, Ceske Budejovice, September 1945
 Spitfire Mk IXe, 'M4', Military school for aircraft mechanics, Licerec, 1947
 Spitfire Mk IXe, 'LS-1', 1 Sqn, 7th Regiment, Spring 1946
 Spitfire Mk IXe, 'A-730', Military Aviation Academy, Hradec Kralove, 1947



NOTES: The original incarnation of the Firefly Mk I was under the Grand Phoenix brand many moons ago. This version is released with the inclusion of resin detail sets from Aires, so they are of the highest quality and feature impressive detail to say the least. It must be a very easy kit to build, as Mike R Williams was jumping up and down begging for it.



Hasegawa Round-up

Availability: Hasegawa stockists via Amerang



HA08232 1:32 P-40N Warhawk "502nd Fighter Squadron" **£52.49**

Marking Options: 2
 1) U.S.A.A.F. 337th F.G. 502nd F.SQ. Code: 17 1944
 2) U.S.A.A.F. 49th F.G. 8th F.SQ. Capt. Robert H. White, 42, Kansas City Kiddie III, Nov. 1943



HA07329 1:48 Messerschmitt Bf 109G-2 "Finnish Air Force" **£37.49**

Marking Options: 3
 1) Finnish A.F. 1/LeLv 34 W.O. I. Juutilainen Yellow-2: MT-222 July 1943
 2) Finnish A.F. 2/HLeLv 24 Lt. E. Riihikallio White-3 : MT-213 May 1944
 3) Finnish A.F. 1/HLeLv 24 Lt. L. Nissinen Yellow-5 : MT-225 April 1944



HA07330 1:48 P-38J/L Lightning "Putt Putt Maru" **£44.99**

Marking Options: 2
 1) P-38J : U.S.A.A.F. 475th F.G. Code: 100 "Putt Putt Maru" June 1944
 2) P-38L : U.S.A.A.F. 475th F.G. Code: 100 "Putt Putt Maru" March 1945



HALE2 1:144 Embraer 170 J-Air, **£29.99**

Marking Options: 1
 1) J-AIR (New logo marking)



HA07331 1:48 Nakajima Ki-44-I Type 2 Fighter Shoki (Tojo) w/contra-rotating propellers, **£39.99**

Marking Options: 1
 1) I.J.A.A.F. Contra-rotating propellers experimental plane



HA02031 1:72 Eurofighter Typhoon 'Italian/Spanish Air Force' **£39.99**

Marking Options: 2
 1) Italian A.F. 36th Stormo 10th Gruppo Code: 36-10
 2) Spanish A.F.



HA02033 1:72 Thunderbolt Mk II "RAF Combo" (two kits in the box), **£33.49**

Marking Options: 3
 1) RAF No.73 OTU: Operational Training Unit Code: KJ348 Spring 1945
 2) RAF No.42 SQ. Sq. Leader W.M. Soutter Code: AW-F 1945
 3) RAF No.134 SQ Flying Officer N.G. Salter Code: GQ-B 1945



HA42 1:200 Boeing 737-700 Air Do, **£29.99**

Marking Options: 2
 1) Air Do (New design marking), Code: JA01AN, Oct.28 2012
 2) Air Do, Code: JA11AN, Feb 2013



HA02042 1:72 J-15 "Chinese Navy", **£42.49**

Marking Options: 1
 1) Chinese people's liberation army navy Code: 552, 553 Chinese Aircraft Carrier Liaoning Nov. 2012



HA02040 1:72 F-14A Tomcat "VF-211 Iraqi Freedom", **£43.99**

Marking Options: 2
 1) U.S. Navy VF-211 "Checkmates" CO Code: AB101 USS Enterprise 2004
 2) U.S. Navy VF-211 "Checkmates" CAG Code: AB100 2004



HA02039 1:72 Kawasaki Ki-45 KAI HEI Toriyu (Nick) w/Projection Cannon "4th Flight Regiment", **£29.99**

Marking Options: 2
 1) I.J.A.A.F. 4th F.R. 2nd Company 2nd Lt. Sadamitsu Kimura Code: 25 Ozuki A.F. Yamaguchi 1945
 2) I.J.A.A.F. 4th F.R. 2nd Company Ozuki A.F. Yamaguchi 1944

NOTES: Count on Hasegawa to provide a wide selection of interesting re-releases every month and this month we see the second edition of the 1:72nd EF-2000 in the markings of the Spanish Air Force. Hasegawa are the masters at new markings re-releases and the friends of voracious modellers with a penchant for variations on a recurring theme. Easy-to-build kits with superior levels of detail. **Jay Laverty**



HA02041 1:72 SR-71A Blackbird w/D-21B Drone, **£39.99**

Marking Options: 1
 1) U.S.A.F. Experimental plane Code: 17950 with D-21B Code: 507 Experimental A.B. Area 51
 2) U.S.A.F. Experimental plane Code: 06940 Experimental A.B. Area 51

Visit www.amerang.co.uk for more information and to find a stockist near you.

Meng

Availability: Meng stockists via Hannants 



A02058 1:48th Messerschmitt Me 410B-2/U4 Heavy Fighter **£46.99**

Marking Options: 2

Me 410B-2/U4, 6./ZG, VP/108, Germany, 1944
 Me 410B-2/U4, W.Nr. 130379, NII VVS, Soviet Union, 1945-6


MMDS-004 1:72nd G.91R Light Fighter Bomber **£22.99**

NOTES: Meng continue to impress with each new release, this time with their Messerschmitt Me 410 in 1:48th scale and



Fiat G.91 in 72nd. The 410 features well detailed front and rear cockpits, supplemented by photo-etched seat belts, with canopies that can be posed open or closed. High levels of detail also exist in the nose gun bay and the remote turrets. All of the flight control surfaces are separate, leaving options open to the builder. Also removable are the engine cowl, which expose the excellent representations of DB603 engines. Both are well moulded and early reports indicate easily built, making them easy to recommend. **Karl Robinson**

Kinetic

Availability: Kinetic stockists via Hannants 



K48042 1:48th Mirage 2000C Multi-Role Combat Fighter **£25.99**

Marking Options: 8

Mirage 2000-5F, EC 01/002, Souda AB, Crete, French AF, Operation Harmattan, 2011
 Mirage 2000C, EC 03/002, Dijon AB, France, 1985
 Mirage 2000C, EC 02/005, Orange-Caritat AB, France, 2006
 Mirage 2000, EC02/005, Orange-Caritat AB, France, 2008
 Mirage 2000-5, 331 FIS/114 CW, Tanagra AB, Greece
 Mirage 2000EGM3, 332 FIS/114 CW, Tanagra AB, Greece
 Mirage 2000-5EDA, Souda AB, Crete, Qatar AF, Operation United Protector, 2011
 Mirage 2000-9, Decimomannu AB, Italy, UAE AF, Operation United Protector, 2011

K3206 1:32nd Hawk 100 Series (100/127/128/155) Advanced Jet Trainer **£32.99**



Marking Options: 5

CT-155/Hawk Mk 115, 15 Wing, RCAF, Moose Jaw, Canada, 2003
 Hawk Mk 128, BAE Systems, Lancashire, UK, 2008
 Hawk Mk 120D, BAE Systems, Warton, UK, 2008
 Hawk Mk 127, 76 Sqn, RAAF, Williamstown, Australia, 2003
 Hawk Mk 127, 76 Sqn, RAAF, Williamstown, Australia, 2011

K48034 1:48th A-6A/E Intruder Twin Engine Attack Aircraft **£34.99**

Marking Options: 5

A-6E, BuNo. 155704, VA-115 Hi-Viz
 A-6A, BuNo. 151781, VA-85 Hi-viz
 A-6E, BuNo. 155637, VA-52 Hi-viz
 A-6E TRAM, BuNo. 159899, VA-52 Lo-viz
 A-6E TRAM, BuNo. 162196, VA-75 Lo-Viz

NOTES: The first thing you notice about this kit is that the box is heavy and is crammed with sprues, so much so that it is almost impossible to pack it all



back in once removed. Differing from Kinetic's previous A-6E kit, this version features the original wing rather than the updated composite wing of later models, and is moulded in a single piece rather than separate parts broken along the wing fold. The canopy has been moulded with each section in two halves, correctly capturing the slight bubble on each side of the main section. Plenty of munitions are included so that you can load up the Intruder with a mean looking heavy bomb load, or stock up the spares box if desired. As is more and more common these days, the decals are printed by Cartograf. More interesting is the fact that Kinetic have used the American aftermarket company Fightertown Decals to create the designs. The large decal sheet covers 5 different aircraft dating from the 1970's through to Desert Storm in the early 1990's. **Karl Robinson**



Airfix

Availability: Airfix stockists worldwide via www.airfix.com

A04103 1:48th Hawker Fury I **£14.99**

Marking Options: 2

K5674/G-CBZP, restored in the colours of 43 Squadron for the Historic Aircraft Company, IWM Duxford, 2012
No. 1 Squadron, South African Air Force, 1941

NOTES: A legendary and highly sought after kit makes a very welcome return. Not exactly "modern" in its moulding (originally released in the early 80's), the detail levels are rather impressive nonetheless. Mr. Pinchbeck had our sample and has made a rather impressive job of it, which you can look forward to in an upcoming issue of SAM. **Jay Laverty**



Well Rounded

Availability: Revell stockists via www.revell.eu



00602 1:100th Tornado IDS
easykit snap together **£9.50**

00603 1:100th Eurofighter
Typhoon easykit snap
together **£8.99**

NOTES: This month Revell present a well-rounded batch of offerings, appealing to all levels of modeller. The 747-8 is a reboxing of the superb Zvezda kit; the Rafale, with the addition of a bomb rack, can be modelled as it participated in the Libyan conflict, and we see the second release of the magnificent 1:32nd He 111.

Karl Robinson



Die-cast Daggers



Availability: Dragon stockists via Amerang



51028 1:144th Dragon Wings 1+1 X-Plane Series
Douglas X-3 Stiletto **£35.00**

Promising Future

Availability: Xuntong stockists via Pocketbond



B48001 1:48, Tu-2VS Soviet Tactical Bomber **£39.99**

B48002 1:48, Tu-2S Soviet Medium Bomber **£39.99**

B48003 1:48, Tu-2T Soviet Torpedo Bombe **£39.99**



NOTES: Timing is everything, as they say, and we were fortunate enough to get Marco Preto's build of the Tu-2T into this issue, just as the kits are hitting the shelves in the UK. I will not bore you with a long winded report on the kits



here, as Marco has sufficiently covered it already, but suffice to say that if Xuntong retains the quality of these models in future releases, things look very promising indeed.

Jay Laverty

Eastern Promise:

Availability: Eduard stockists via Hannants, LSA & Creative Models

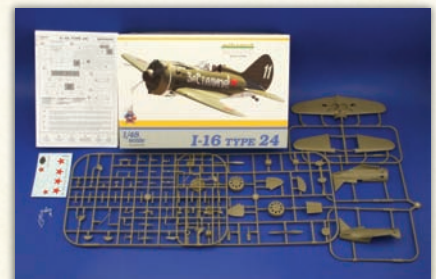


Kits

7086 1:72 Bf 110G-4 (Propipack), **£24.99**



Kits 1176 1:48 Fighting Eagle (Limited Edition), **£55.70**



Kits 8468 1:48 I-16 Type 24 (Weekend Edition), **£10.99**

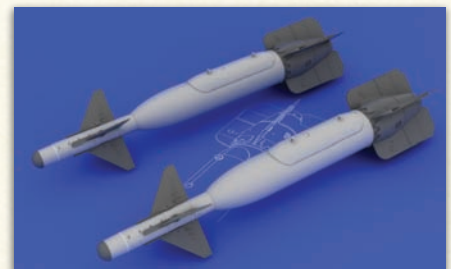


Kits 4429

1:144 Spitfire Mk IXc Dual Combo, **£10.99**

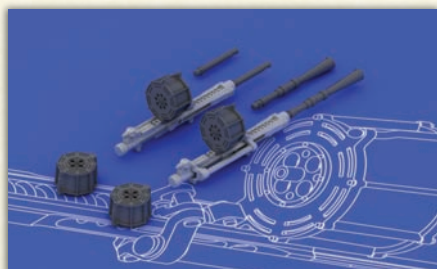


Brassin 648094 1:48 R-27ER / AA-10 Alamo-C, **£8.40**



Brassin 648095

1:48 GBU-24 bomb, **£7.20**



Brassin 648096

1:48 MG FF gun, **£7.20**



Brassin 672014

1:72 Ju 88 wheels late (Revell), **£4.40**



Brassin 672015

1:72 Bf 110G-4 Cockpit (Eduard), **£22.25**

Big Ed

BIG3324	1:32 He 219	(Revell)	£54.60
BIG4980	1:48 A-6E TRAM	(Kinetic)	£63.99
BIG4981	1:48 T-28B	(Roden)	£29.50

Photo-Etched

48759	1:48 Lynx AH.7 exterior	(Airfix)	£14.99
48760	1:48 Bf 109 tools and boxes,		£7.20
48768	1:48 MiG-21F-13 accessories	(Trumpeter)	£14.99
49060	1:48 Fabric USAAF seatbelts,		£7.20
72552	1:72 Sunderland Mk I surface panels	(Italeri)	£19.50
72557	1:72 Sea King AEW.2 exterior	(Cyber Hobby)	£16.70
72558	1:72 Sea King HC.4 exterior	(Cyber Hobby)	£16.70
72559	1:72 Bf 110G-4	(Eduard)	£5.99
72560	1:72 Wessex HU.5 exterior	(Italeri)	£16.70
72561	1:72 Bf 110G FuG 220/212	(Eduard)	£13.99

Colour Photo-Etched (Self Adhesive)

49628	1:48 Lynx AH.7 interior	(Airfix)	£10.99
49629	1:48 Lynx AH.7 seatbelts	(Airfix)	£10.99
49630	1:48 Bf 109F-4	(Zvezda)	£9.50
49633	1:48 T-28D	(Roden)	£18.40
73458	1:72 Wessex HU.5 interior	(Italeri)	£16.70
73465	1:72 Sea King HC.4	(Cyber Hobby)	£18.40
73469	1:72 Bf 110C/D Weekend	(Eduard)	£8.40

Colour Photo-Etched (Self Adhesive - 'Zoom')

FE621	1:48 MiG-21F-13	(Trumpeter)	£10.99
FE628	1:48 Lynx AH.7 interior	(Airfix)	£10.99
FE630	1:48 Bf 109F-4	(Zvezda)	£10.99
FE633	1:48 T-28D	(Roden)	£10.99

SS458 1:72 Wessex HU.5 (Italeri) **£8.40**

SS465 1:72 Sea King HC.4 (Cyber Hobby) **£8.40**

Masks

JX148	1:32 BAe Hawk 100/128	(Kinetic)	£7.20
EX380	1:48 Tu-2T	(Xuntong)	£8.40
EX383	1:48 T-45	(Kinetic)	£5.60
EX387	1:48 MiG-21F-13	(Trumpeter)	£5.60
CX348	1:72 B-18	(Special Hobby)	£8.40
CX349	1:72 Digby Mk I	(Special Hobby)	£8.40
CX351	1:72 T-28	(Sword)	£3.30
CX354	1:72 D4Y	(AZ Model)	£4.40

Decals

D72003 1:72 MiG-21BIS stencils **£5.60**



NOTES: Eduard have established themselves as one of the major players, slowly expanding their injection moulded catalogue over the past several years. They are not afraid to add to the coffers by repackaging other manufacturers' kits with some of their own resin and etched sets and this month sees the release of the Academy 1:48th F-15 in a Limited Edition boxing.

Jay Laverty

Scale Aircraft Conversions

Availability: scaleaircraftconversions.com, LSA Models in the UK

32070	1:32 SA 330 Puma Landing gear	(Revell/Matchbox), £15.75
32071	1:32 Bae Hawk 100 series Landing gear	(Kinetic) £13.50
48214	1:48 Me 410 Hornet Landing gear	(Meng) £12.70
48215	1:48 McDD F-4B Phantom Landing gear	(Academy) £12.70
48216	1:48 H-34 Seabat/Choctaw Landing gear	(Gallery Models) £12.70
48217	1:48 A-10 Thunderbolt Landing gear	(Monogram) £12.70



NOTES: The 32nd Puma undercarriage is a surprising and welcome release, as Scale Aircraft Conversions generally manage to keep up with the torrid release schedule of most of the kit producers, and it is nice to see some older kits get some coverage.

Brian Wakeman

True Details

Availability: True Details stockists via Hannants

TD32018	1:32 P-61 Wheel Set (HobbyBoss),	\$12.99
TD32508	1:32 Type AN-6510 US WWII Era Aircrew Parachute (Upturned),	\$9.99
TD32509	1:32 Type AN-6510 US WWII Era Aircrew Parachute (Down-facing),	\$9.99

NOTES: A pair of highly detailed resin US Type AN-6510 parachute packs representing an aircrew 'chute in pre- or post-mission repose with integral pack (either upturned or down-facing), cushion, harness and intricate hardware. Suitable for any late 1930's through WWII US aircraft model. Designed for the HobbyBoss kit, this resin set includes finely detailed nose and main wheels which are weighted for the correct sit of the P-61 and are moulded with separate inner and outer wheel discs. They also feature engraved diamond treads and raised sidewall lettering.

Karl Robinson



Pinnacle Modelling Supplies

Availability: www.model-supplies.co.uk



NOTES: A new range of weathering powders from a new company called Pinnacle Modelling Supplies. Pinnacle have sourced the finest grades of pigment to produce their 'Pro-effect' powders and each is supplied in a 50ml tub for £3.95. A wide range of 33 colours are currently available, with more being planned for the future.

Karl Robinson

Humbrol

Availability: Humbrol stockists via www.airfix.com



150ml Acrylic Spray	£4.99 each
125ml Acrylic Thinners	£4.99
Evoco Brush Pack; sizes 0, 2, 4, 6, Natural Hair	£3.99
Detail Brush Pack; sizes 00, 0, 1, 2, Sable	£12.99
Coloro Brush Pack; sizes 00, 1, 4, 8, Synthetic Hair	£3.99
Flat Brush Pack; sizes 00, 0, 1, 2, Synthetic Hair	£6.99
Stipple Brush Pack; sizes 3, 5, 7, 10, Natural Hair	£3.99



NOTES: Over the past few years we have watched a notable shift in attitude from Airfix, owing to the seriousness with which the new parent company now takes the plastic model kit side of the business, and over the past couple of years this approach has manifested itself at Humbrol. Gone are the days of mediocre-quality brushes, we are now presented with a range of high quality options, catering to a variety of modelling needs. The Detail Brush pack's purpose should be relatively self-evident and the Stipple Brush pack was a very pleasant surprise for me, having spent ages trying to find a set in the poorly stocked local stationary shops. The Stipple brushes will come in very handy when weathering, particularly when working on the Hairspray weathering technique. I like to apply my weathering pigments using flat brushes, although this is only one of many tasks they are ideally suited to. Having recently moved paint production back to the UK and with the advent of such as these, Humbrol are providing the British market with a readily available source of quality products and proving they are to be taken as seriously as anyone else in any other markets as well. **Jay Laverty**

Super Scale International

Availability: Super Scale stockists via Hannants



MS320247 1:32 P-40E Warhawks, Scott 23rd, Woods & Kruzel 9th FS/49th FG **\$16.00**

Markings Options: 3

P-40E, 41-56967/41-14567 Sharkmouth 'Old Exterminator', Col Robert Scott, as the 'one-man air force' in India and later as CO of the 23rd FG in China 1942.
 P-40E; 9th FS, 49th FG 'Dragon Flight', Capt Joseph Kruzel, Australia, 1942
 P-40E; 9th FS, 49th FG 'Arizona', Capt Sidney Woods, Australia, 1943

MS320261 1:32 Curtiss P-40K, 16th & 25th Fighter Squadrons, 51st Fighter Group **\$16.00**



Markings Options: 2

P-40K-5; 'Duke' of the 16th FS, 51st FG, pilot Maj Robert Liles, October 1943
 P-40K-5; 'Miss Wanna II' of the 25th FS, 51st FG, pilot 1st Lt Charles White, summer 1943

MS481263 1:48 T-28B Trojans, Red Bull Navy & Army Show Aircraft **\$12.00**

Markings Options: 2

BuNo 138179 'Red Bull', Austrian registration OE-ESA in overall gloss sea blue
 BuNo 138289 in US Army white over OD scheme (markings for both US and later Canadian registration)

MS481264 1:48 U.S. Type One Insignia 1919-1942 **\$12.00**

NOTES: Super Scale have been around for a long time, being one of the first aftermarket decal producers, establishing a well-earned reputation for quality and accuracy over the years. This month presents a good mix of subject matter, covering long released kits (P-40's), Newly released kits (T-28) and a useful set of type one insignia, to replace kits with difficult or inaccurate markings or simply for alternative options.

Jay Laverty



Canuck Model Products



Availability: www.canuckmodels.com



WVD32005 1:32 CF-188 'Hornet' FIP Markings
\$15.00cdn

Markings Options: 7+
188776, 409 Sqn, Abbotsford Airshow 2010
188776, Balkan Rats
188759, Operation Mobile
188753, 409 Sqn, Large Roundel
188718, 409 Sqn, 2 Bear Intercepts
188701, AETE Type A markings
188936, AETE Type B markings

WVD72006 1:72 CP-140 Aroua FIP Markings
\$18.00cdn

Markings Options: 6+
140101, 407 Sqn, Fincastle 2008
140114, Operation Apollo 2003
140103, Operation Apollo 2003
140111, 14 Wing, Maritime Proving and Evaluation Sqn, April 2012, 407 Sqn

WVD72007 1:72 CF-101 RCAF Symmetrical Markings
\$TBCcdn

WVD72007 1:72 CF-101 RCAF Symmetrical

Markings \$TBCcdn

NOTES: For fans of Canadian aircraft, relative newcomer Canuck Model Products, formerly known as Wintervally Decals, is for you. These silk-screen printed decals come in perfect register, feature dense colour saturation and vivid colours. The instruction booklets are an excellent reference source on their own.

Although only seven specific aircraft are stated, the markings include the crests of all the squadrons that flew the CF-188 and enough generic codes that one could build pretty much any single-seat Hornet, and maybe even a dual.

Fans of the Voodoo rejoice. These latest two sets of CF-101 decals are arriving just in time for Revell's release of the Voodoo in 1:72nd scale. There are enough markings across the two sheets to create just about any Voodoo in Canadian squadron service.

Massimo Santarossa

V1 Decals

Availability: www.v1decals.com



V1D0127 1:144 Eastern Provincial Airways ATL.98 Carvair
\$16.00cdn

Markings Options: 1
CF-EPV circa 1973

NOTES: Airliner fans, particularly those from Canada, will welcome V1 Decals to the marketplace. Their laser-printed decals sport perfect registration and hold up to manipulation without breaking, even large decals such as the full length stripes. Subjects covered range from the unique, like the ATL.98 Carvair, to the colourful, like a JAL oneworld Boeing 777.
Massimo Santarossa

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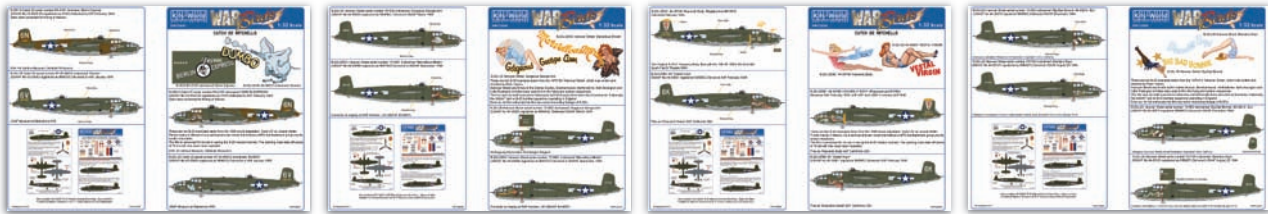
- Stonne
- Les Cadets
- Bir Hakelm
- Bastogne
- Iwo Jima
- RC4
- Bassora
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www.museedesblindes.fr
museedesblindes@wanadoo.fr

Kits-World

Availability: Kits-World stockists via www.kitsworld.co.uk



KW132057 1:32 B-25H-5 Catch 22 serial number 6N 410V nickname 'Berlin Express' (USAAF No 43-4432 6N registered as N10V) Delivered to AAF February 1944. B-25J-25 Catch 22 serial number 6V 43-94512 nicknamed 'Dumbo' (USAAF No 43-30493 registered as N9451Z) Delivered to AAF January 1945 **£10.20**

(USAAF No 44-29366) **£10.20**
KW132059 1:32 Catch 22 Mitchells B-25J-25NC, 44-30748 'Heavenly Body' (Registered as N8195H) Delivered February 1945. B-25J-25NC 6K 'Vestal Virgin' (USAAF No 44-30801 registered N3699C) Delivered AAF February 1945 **£10.20**

KW132058 1:32 'Hannover Street Mitchells' B-25J-30NC 151632 'Gorgeous George Ann/ There She Blows' N9494Z (USAAF No 44-30925). B-25J-20NC 151645 'Marvellous Miriam' N9115Z

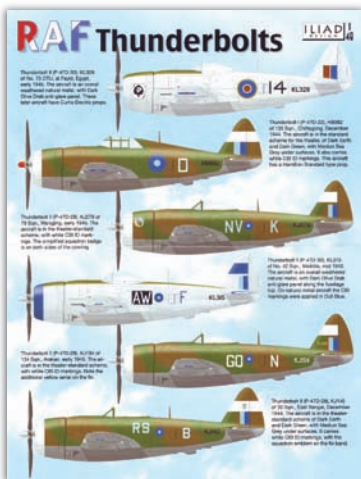
KW132060 1:32 'Hannover Street Mitchells' B-25J-25 430210 8U 'Big Bad Bonnie' N9455Z (USAAF No 44-30210). B-25J-20 151724 'Brenda's Boys' N86427(USAAF No 44-29121) **£10.20**

NOTES: Starfighter Decals, from Marks Models and Toys in the USA, bring another selection of early Second World War US Navy aircraft from Pearl Harbour and the Battle of Midway. Each set offers full markings for each of the options on the sheet meaning the modeller can build all aircraft options with no waste. On the downside there is very little provided in the way of stencilling, but these are generally provided within the kit decals anyway. Well priced and presented decal sheets.

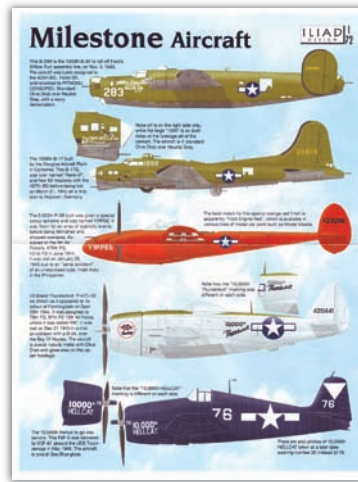
Jay Laverty

Iliad Design

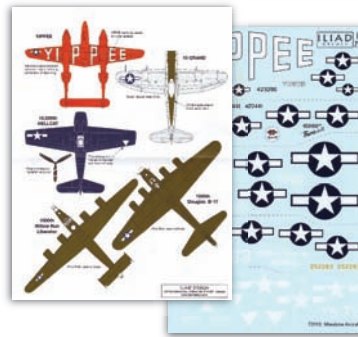
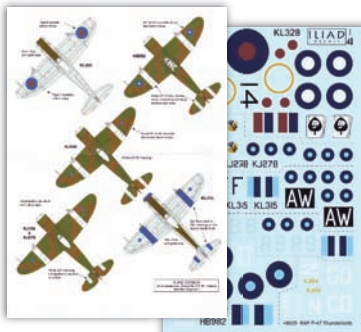
Availability: Iliad stockists via www.iliad-design.com & www.hannants.co.uk



RAF Thunderbolts
Stock Code: 48045
Scale: 1:48
Price: \$12.00
Markings Options:
 1. Thunderbolt II (P-47D-30), KL328 of No.73 OUT, at Fayid, Egypt, Early 1945
 2. Thunderbolt I (P-47D-22), HB982 of 135 Sqn, Chittagong, December 1944
 3. Thunderbolt II (P-47D-28), KJ278 of 79 Sqn, Wangjing, early 1045
 4. Thunderbolt II (P-47D-30), KL315 of No.42 Sqn, Meiktila, mid 1945
 5. Thunderbolt II (P-47D-28), JK194 of 134 Sqn, Arakan, early 1945
 6. Thunderbolt II (P-47D-28), KJ140 of 30 Sqn, East Bengal, December 1944



Milestone Aircraft
Stock Code: 72010
Scale: 1:72
Price: \$12.00
Markings Options:
 1. Consolidated B-24H, No. 1000, Nov 3. 1943
 2. Boeing B-17G, No. 1000, later "Rene III" 457th BG 1945
 3. Lockheed P-38 Lightning in a special scheme for the 5,000th machine of the production line in 1944.
 4. Republic P-47D-30, 44-20441 rolled out as the 10,000th machine built at Farmingdale on 20th September 1944.
 5. Grumman F6F-5 Hellcat, VDF-87, USS Ticonderoga, May 1945



NOTES: All these aircraft are important types; the 1,000th B-24, the 1,000th B-17, the 5,000th P-38, the 10,000th P-47 and the 10,000th Hellcat are all included. These aircraft were specially adorned to mark the occasions of milestones on the production line and feature some special markings. The P-38 is a stunning aircraft in bright red-orange. The second sheet offers six options for late-war British Thunderbolts in either Silver or Camouflage making for some very different looking Jugs compared to their US counterparts. All decals are beautifully printed and presented with full colour glossy painting and marking guide.

Mike Williams



Wendy's Selection: ABC Selection of the month

EAGLES OF THE SOUTHERN SKY. THE TAINAN AIR GROUP IN WWII. VOLUME ONE: NEW GUINEA

Availability: Aviation & Military Book Centre. For more information see the ABC ad on the inside front cover

By: Luca Ruffato & Michael Claringbould

Format: 352 pages Paperback

Price:

£52.99

The first volume in a new series, Eagles of the Southern Sky is a definitive history of the Imperial Japanese Tainan

Naval Air Group in New Guinea including its Rabaul operations.

The Imperial Japanese Tainan Naval Air Group was assigned to North Guinea in April 1942 confident of victory, having already conquered the Philippines and Dutch East Indies. However, by mid-November 1942, only eighteen of the original pilots sailed home from Rabaul. After eight months of combat, the unit was destroyed.

This book details all the major battles and in many cases matches pilot to pilot offering a full reconciliation of both Japanese and Allied accounts.

The book contains a plethora of illustrations including forty-four colour page sections of colour photos and colour profiles. There are 33 colour

profiles of Tainan Zero fighters, 42 of Allied aircraft and 18 of Japanese aircraft. Other colour pages include an explanation of Manufacturers' Data Stencils; Tainan Colour Codings, Early Zero Paint Scheme plus many others.

Also featured are 26 historically accurate paintings of combat over New Guinea created by reference to aerial photos of the areas over which the Tainan fought. Detailed maps and appendices cover losses, markings, crew rosters; confirmed Aerial Victories over Rabaul/New Guinea plus much more.

The book contains some 300 black and white photos from both the Allied and Japanese side, most previously unpublished. A truly substantial reference work.



Something Slightly Different and Something Very Different

Crécy Publishing
Soviet & Russian Military Aircraft in Africa

Availability: Crécy Publishing
www.crecy.co.uk

Format: 272 pages, hard cover

By: Yefim Gordon & Dmitry Komissarov

Price: £34.95

I have to confess to previously not being particularly concerned with African military aviation aside from the odd Flanker. So it was

with a measure of detachment that I opened this title for the first time. And it was with a growing sense of amusement that I found myself strangely compelled and thoroughly engrossed after a short period of time. There are some truly strikingly camouflaged aeroplanes, Hinds, MiG-23's, 25's and the like.

Having long deeply respected the work of the two authors, I was not surprised to see the level of research carried out and the detail with which each nation's Air Arm finds itself covered (all in

alphabetical order).

This is not "light reading" by any stretch of the imagination, this is geared towards the serious aviation aficionado; such is the extent of the exploration. However, that is not to say it does not have considerable modelling relevance, as colour schemes and registrations are presented in intimate detail.

The is very much worth adding to a collection, be you a fan of Soviet and Russian aviation, African aviation or just plain colourful modelling alternatives.

drawing on the recollections and work of two Grumman model makers. The book starts with an introduction to the world of model making for aerospace companies and takes the reader through the finer details and inner workings of not only American companies, but also touches on those of Germany, for example, explaining how the difference in materials used either lengthened or shortened the life span of the miniature replicas.

If you are passionate about either Cold War history, or model making in general, this is a definite "good buy". I have not finished reading all of it as I write this, however I will finish it. It is interesting and well written, aside from being superbly illustrated.

The is very much worth adding to a collection, be you a fan of Soviet and Russian aviation, African aviation or just plain colourful modelling alternatives.



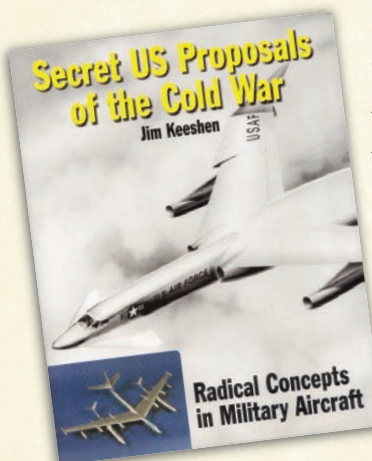
Secret US Proposals of the Cold War: Radical Concepts in Military Aircraft

Format: 176 pages, hard cover

By: Jim Keeshen

Price: £22.95

Now here is something completely different, something that will appeal to the 'Whiffer' weirdo lurking deep within many of us. This is a modellers' modelling book from the outset, actually,



Revised & Relevant



Albatros Publications

HALBERSTADT CL.II AT WAR!

Availability: Albatros stockists via www.windsockdatafile.com

Format: 40 pages, soft cover

Price: £11.95

The nimble Halberstadt Cl.II two-seaters took part in many heavy battles during the closing months of WWI, supporting German infantry in the big offensives of

March 1918. John Alcorn revisits this classic with his own highly-detailed, brand new, scale drawings that, aside from the regular 1:48 and 1:72 GAs, also include detailed, dimensioned structural fuselage schematics in 1:32. The author's narrative outlines the type's important combat role and with a comprehensive and fresh photo archive co-contributed by Greg Van Wyngarden and other specialists, coupled with Ronny Bar's superb cover profiles, colour close-ups of the sole surviving Cl.II in Poland, plus pages of annotated sketches from the 1918 British capture reports, provides modellers and enthusiasts with a fabulous reference source!"



Windsock Worldwide Volume 29 Issue 01

Price: £7.60

"This latest edition carries the wide variety of high-class modelling and reference material that puts Windsock Worldwide ahead of the pack. Lance Krieg continues his WWI Modelling Master Class with more invaluable advice on adding and creating the small details that enhance any model, whilst for the scratch-builders, a Rara Avis plans feature profiles the AW FK.12 anti-Zeppelin triplane fighter. There's an exclusive centre-spread of Sopwith Triplane colour profiles for builders of the 1:32 scale Roden and Wingnut kits; an extended 'Transfer List' to include most recent releases, and we offer the editor's personal tribute

to the late, great Harry Woodman, whose contributions to WWI modelling and aviation research have inspired so many. The issue also includes reviews of kits and accessories, including the Alley Cat Bristol M.1 and WNW Hannover, plus we take a look at the Hawa's wing design with plenty of archive source material. Did the Hannover's upper wings have sweepback, or were they straight? We sift the evidence..."

Not being a particularly well versed authority on WWI aviation, my reviews of Windsock products generally focus on the quality of craftsmanship in putting the reference and modelling information together, at which they excel. In fact, reviewing Windsocks and Windsock Worldwide could not be easier. Everyone with an interest in WWI knows who they are and anyone new to the era, introduced by the quality of Wingnut Wings kits, will quickly come to the realisation that a subscription is an essential part of the reference process.

Jay Laverty

Events Calendar



Events Calendar 3503 MAY 2013

If you would like SAM to feature your show please feel free to contact mikew@regallitho.co.uk and have the information for your show added to both the SAM website, and the magazine.

UK:

Sunday 21st April 2013

SAM

ModelKraft 2013

Stantonbury Leisure Centre
Milton Keynes MK14 6BN
Presented by Milton Keynes Scale Model Club!
Open from 10:00 to 16:00
web: mksmc.co.uk

Saturday 25th May 2013

Model 2013

Presented by Torbay Military Modelling Society and IPMS Torbay & South Devon
Torquay Town Hall, Castle Circus
Torquay TQ1 3DS
Exhibitions, displays competitions and traders. Open Competition theme is "617 Squadron 1943-2013", 70 years of the Dambusters.
Admission price: TBA
Organiser: Paul Farrar
e-mail: paulfarrar@live.co.uk
web: www.torbay-ipms.org.uk/

Saturday 1st June 2013

IPMS Salisbury Model Show Presented by IPMS Salisbury

Wyvern College Sports Hall
Church Street, Laverstock
Salisbury SP1 1RE
A wide range of model clubs and traders on hand throughout the day. Plus Modelling Competition, Free Make & Take, Demonstrations, Tombola, Refreshments. Ample free parking
Open: 09.30 to 16.30
Admission price: Adults £3, Child £1.50, Family (2 adults & 2 children) £8
Organiser: Richard Clarke,
e-mail: info@salisburymodelshow.co.uk
web: www.salisburymodelshow.co.uk

Sunday 28th July 2013

SAM

Midland Model Expo 2013

Presented by IPMS Birmingham
Cocks Moors Woods Leisure Centre & Golf Course, Alcester Road South, Kings Heath, Birmingham B14 6ER
Competition, club displays and traders selling kits, tools, books, paints, materials and accessories.
Admission: Adults £3.00, under 16s and OAPs £1.50, Family (2+2) £6.00
web: www.midlandexpo.blogspot.co.uk

Sunday 1st September 2013

East Riding of Yorkshire Model Show

Driffield Showground, Kellythorpe
Driffield, East Yorkshire YO25 9DN
Admission price: TBA
Organiser: Kevin Dolman
e-mail: modeldriffshow@btinternet.com

Sunday 8th September 2013

Sutton Coldfield Model

Spectacular 2013

Presented by Sutton Coldfield Model Makers Society
Sutton Coldfield Town Hall B73 6AB
Junior and Senior model competitions and visiting club displays and trade stalls.
(Traders please contact Andy Keane for details - 07732 333292 - mikekeane16@yahoo.com)
Admission: Adults £3.50, Senior Citizens and Children £3.50
Organiser: Mark Knight,
e-mail: markallistair@hotmail.co.uk,
phone: 07865 094582

Sunday 22nd September 2013

Wings & Things 2013

Presented by IPMS Fenland & Spalding in aid of Lincs/Notts Air Ambulance
Spalding High School, Spalding
Lincolnshire PE11 2PJ
Clubs and Special Interest Group Displays, Trade Stands and Refreshments. Airfix Make & Paint.
Open: 10.00 to 16.00
Admission price: £2.00 Adults £1.00 OAP and Children
Contact Bill Pickering on 01775 710465 or Andy Agar on 07769 978505
e-mail: fenlandandspaldingmodelclub@talktalk.net
web: www.ipmsfenlandandspalding.moonfruit.com
phone: 07769 978505

9th & 10th November 2013

SAM

IPMS 50th Anniversary Show Scale ModelWorld

Telford International Centre
Telford, Shropshire TF3 4JH
The Greatest Model Show in the world gets even greater in celebration of 50 years of the IPMS.
Organiser: Richard Kent
e-mail: scalemodelworld@ipms-uk.co.uk
web: www.smwshow.com

EUROPE:

6th & 7th April 2013

Modeexpo 8 Open 2013

Presented by IPMS Sweden
Skytteholmskolan, Sundbyberg
Stockholm, Sweden
e-mail: tavlingsledning-open@ipmsstockholm.se
web: www.modellexpo08-open.se

Sunday 28th April 2013

SAM

FESTIVAL HALL

Festhalle Wilnsdorf

All information is as complete as possible to the best of our knowledge at the time of publication. Any changes to events or cancellations are not the responsibility of SAM or Guideline Publications.

Rathausstraße 9, 57234 Wilnsdorf
Deutschland
The Festival Hall is located in the southern part of 'Siegerland', close to the city of Siegen, which in recent years has been proven to be a perfect host for our Model Exhibition. With ideal light conditions, the FESTIVAL HALL provides a calm and relaxed atmosphere for exhibitors and visitors, many arriving from all over Germany and European to attend our show.

As in previous years, we are planning a relaxed get-together, including dinner on the night prior to the exhibition. We will be more than happy to invite you for a beer (or two?) and sharing a good laugh with friends.

Contact:

Bernd Muscheid, Im Baumhof 3
57234 Wilnsdorf, Germany
phone: 0049 1758253865
e-mail: muscheidmuscheid@web.de
web: www.Modellbaufreunde-Siegen.de

Sunday 13th October 2013

SAM

Scale Model Challenge 2013

NH Convention Centre Konigshof
Locht 117
Veldhoven
Netherlands
International top competition for scale modellers, now with extended classes for aircraft. Modelling seminars presented throughout the day.
Special Guests: Radek Pitcuch, Jay Laverty, Jose Brito, Pepa Saavedra & Fernando Ruiz
web: www.scalemodelfactory.com

USA & CANADA:

12th & 13th April 2013

SAM

IPMS Region IV Convention

Presented by Wright Field Scale Modellers
Hope Hotel & Convention Center
Building #823, Area A, Gate 12A
Wright-Patterson Air Force Base
Ohio 45433-5000, USA
web: www.ipmsdayton.com/2013/
26th & 27th April 2013
ValourCon 4
Hosted by IPMS Winnipeg
Royal Canadian Legion
St. James Branch #4
1755 Portage Avenue, Winnipeg
Manitoba R3J 0E6, Canada
web: www.modellexpo08-open.se

27th April 2013

SAM

IPMS Northern Virginia Model Classic 2013

Fairfax High School
3501 Rebel Run, Fairfax, VA 22030 USA
web:
<http://novaipms.org/html/mc12.html>

14th - 17th August 2013

SAM

IPMS USA National Convention

"The Thin Air Nationals"
J Q Hammons Conference Center
Loveland, Colorado, CO 80538, USA
Visit the IPMS 2013 website for complete detail on accommodation, facilities, seminars and activities.
web: www.ipmsusa2013.com/

28th September 2013

Capcon 2013

Nepean Sportsplex
Ottawa
Ontario
Hosted by IPMS Ottawa
Times: 0830-1700
web: www.ipmsottawa.ca/capcon/

12th October 2013

43rd Annual Fall Model Show & Swap Meet

Bonsor Recreational Complex
6550 Bonsor Ave
Burnaby
British Columbia
Hosted by IPMS Vancouver
Times: 0900-1630
web: www.ipmsvancouver.ca



Look out for exciting news about the London Plastic Modelling Show in the next issue of SAM

AIRfile

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COMBAT COLOURS

SCALE AIRCRAFT MODELLING
No 8
An illustrated guide to the colour schemes and markings of the Supermarine Spitfire in World War Two
VOL 1: Merlin-Engined Marks (Mk I to Mk XVI)



Compiled by Neil Robinson
Illustrated by Peter Scott

Combat Colours 8

Supermarine Spitfire in World War Two VOL 1: Merlin-Engined Marks (Mk I to Mk XVI)



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The Supermarine Spitfire is one of the world's most famous World War Two fighters and has probably had more words written about it than practically any other individual aeroplane...

The type's development and operational history has been described many times, so in this particular Combat Colours book we will concentrate on the development and changes in the colour schemes and markings applied to the type immediately prior to, and during, World War Two.

SCALE AIRCRAFT MODELLING

VOLUME: 35 ISSUE: 03

My 2013

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Next issue

Coming in SAM Volume 35 Issue 04: June 2013

Still going strong after 35 years and continuing to grow!



1:48th HobbyBoss F4U-4 Corsair Early AND Late

We have brought together James Ashton and Brian Wakeman to provide you with their unique takes on the recently released quarter scale Corsairs, and Pat Sublemontier provides the walk-around reference. What more could



1:72nd Airfix P-51D Mustang

Karl Robinson brings us this small-scale gem from British giant Airfix.



1:72nd Azur Mystère

Yoav Efrati returns with another outstanding reference and build combination of an Israeli Air Force subject, this time covering the nimble Mystère IV.



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

NEW DECALS**Aims**

AIMS3208 1:32 Junkers Ju 88A-4 (5) A-4 5K+BP of 6/KG 3, Ukraine 1942; C-6 5K+ET of 9 / (Eis.) / KG 3 flown by Lt. Udo Cordes, Poltava 1943; A-4 7T+FH of 1 / KG 77, September 1942; A-4 F1+DP of 6 / KG 76, Russia 1943; D-1 7A+LH of 1 (F) / 121, Libya 1943

Authentic Decals

AD4853 1:48 Yakovlev Yak-3 £13.20
AD4859 1:48 Messerschmitt Bf 109F-4 Luftwaffe Experts on the Eastern front £8.25
AD7240 1:72 Messerschmitt Bf 110D £8.25
AD7256 1:72 Douglas DC-3, C-47, Li-2 In the Russian Sky £13.20

Barracuda Studios

BC32009 1:32 Re-printed! North-American P-51D Mustangs of the 8th AF (5) 44-63684 SX-B 352FS 353FG Lt.Col.William B.Bailey 'Double Trouble Two' Black/Yellow check nose RAF Raydon; 44-14985 CY-G 343FS 55FG Maj. Edward Giller 'The Millie G' Yellow/Green check nose band RAF Wormingford; 44-14888 B6-Y 363FS 357FG Chuck Yeager 'Amourous Len III' 1944 Red/Yellow check nose band RAF Yoxford; 44-13410 E2-C 375FS Lt.Col.Thomas Christian KIA 12-8-44 'Lou IV/Athelene' Yellow Nose RAF Bottisham; 44-15092 SX-B 'Alabama Rammer Jammer' Black/yellow nose band RAF Raydon. £11.40

BC72009 1:72 Re-printed! North-American P-51D Mustangs of the 8th AF (5) 44-63684 SX-B 352FS 353FG Lt.Col.William B.Bailey 'Double Trouble Two' Black/Yellow check nose RAF Raydon; 44-14985 CY-G 343FS 55FG Maj. Edward Giller 'The Millie G' Yellow/Green check nose band RAF Wormingford; 44-14888 B6-Y 363FS 357FG Chuck Yeager 'Amourous Len III' 1944 Red/Yellow check nose band RAF Yoxford; 44-13410 E2-C 375FS Lt.Col.Thomas Christian KIA 12-8-44 'Lou IV/Athelene' Yellow Nose RAF Bottisham; 44-15092 SX-B 'Alabama Rammer Jammer' Black/yellow nose band RAF Raydon. £7.30

Berna Decals

BER48093 1:48 12 Dassault Mirage 2000-5 of the world : 2000-5EG n°551 05/2010 & n°554 11/2011 and 2000-5BG n°505 & 506 in 09/2010, 331 Mira, Tanagra, Greece, Hellenic Air Force ; 2000-5EDA n°QA91 and 2000-5DDA n°QA87 Doha, Qatar, end of 2011, 2000-5EDA n°QA95 and 2000-5DDA n°QA85 03/2011, Souda, Crete, Operation 'Unified Protector', Qatar Emiri Air Force; 2000-5Ei n°2016 (E116) & 2000-5Di n°2057 (D107) seen in 2008 with black markings and in 2012 with the new grey ardings, Hsinchu, Taiwan, Republic of China Air Force £15.40

BER72072 1:72 12 Dassault Mirage 2000-5 of the world : 2000-5EG n°551 05/2010 & n°554 11/2011 and 2000-5BG n°505 & 506 in 09/2010, 331 Mira, Tanagra, Greece, Hellenic Air Force ; 2000-5EDA n°QA91 and 2000-5DDA n°QA87 Doha, Qatar, end of 2011, 2000-5EDA n°QA95 and 2000-5DDA n°QA85 03/2011, Souda, Crete, Operation 'Unified Protector', Qatar Emiri Air Force; 2000-5Ei n°2016 (E116) & 2000-5Di n°2057 (D107) seen in 2008 with black markings and in 2012 with the new grey markings, Hsinchu, Taiwan, Republic of China Air Force £10.85

Caracal Models

CD48022 1:48 Air National Guard McDonnell F-15A/F-15C Eagle - Part 2, provides markings for three jets from Oregon and Massachusetts ANG units. The options on this sheet are: F-15C 78-0547, 173FW, Oregon ANG (commander's aircraft, F-15C 79-0076, 173FW, Oregon ANG, F-15C 85-0118, 104FW, Massachusetts ANG £11.99

Eduard

EDD72003 1:72 Mikoyan MiG-21BIS stencils £5.60

H-Model Decals

HMD72026 1:72 Polikarpov U-2/Po-2 at war £5.80

HI Decal

HD48028 1:48 McDonnell F-4E / F-4ETM / RF-4ETM Phantom II 'Turkish Air Force' (4) Includes 77-0314 RF-4ETM Isik - 173 Filo 'Safak', with big 'Spook' artwork on the tail and new disruptive camouflage scheme.2012. This recce Phantom has been shot down by Syrian air defences above the East Mediterranean on June 22nd, 2012. The decal sheet also includes the respective Turkish stencil data. £8.50

HD72058 1:72 McDonnell F-4E / F-4ETM / RF-4ETM Phantom II 'Turkish Air Force' (4) Includes 77-0314 RF-4ETM Isik - 173 Filo 'Safak', with big 'Spook' artwork on the tail and new disruptive camouflage scheme.2012. This recce Phantom has been shot down by Syrian air defences above the East Mediterranean on June 22nd, 2012. The decal sheet also includes the respective Turkish stencil data. £6.99

Iliad Design**Aircraft decals (military)**

ILD48025 1:48 Republic P-47D Thunderbolt Bubble and Rzorbaks £9.60
ILD72010 1:72 Milestone Aircraft, 1,000th Consolidated B-24H Liberator; 1,000th Boeing B-17G Flying Fortress; 5,000th Lockheed P-38 Lightning 'Yippee'; 10,000th Republic P-47D Thunderbolt; 10,000th Grumman F6F-5 Hellcat; £9.60

IsraDecal

ISRA93 1:72 IAF Vautour IIA/IIB/IIN and Ouragan MD.450 £16.99

Kits-World**Aircraft decals (military)**

KW144020 1:144 North-American P-51D Mustang - 'Sweet Arlene' - 'Jan' - 'Iron Axis' - 'My Achin Back' £7.99
KW144021 1:144 North-American Mitchell B-25H-5 43-4573 'Power House' 100BS 42BG Pacific 1943; B-25H-5 43-4498 'Dutch' 100BS 42BG Pacific 1943; B-25-PBJ-1J 'Devil Dog' Marines 44-86758 N9643C CAF £7.99

KW144022 1:144 North-American B-25J Mitchell 43-28012 '1 For the Gipper' 100BS 42BG 13AF; B-25J 43-28149 The Ink Squirts 98 Seabees; B-25J 42-9710 'Pacific Prowler Vintage Flying Museum Fort Worth Texas USA £7.99

NEW KITS

A Model Aircraft kits (injection) £16.99
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AMU14467 Tradewind flying boat £215.30
AMU72141 1:144 Let L410 TURBOLET £13.40
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AC12510 1:72 Ilyushin IL-2M Stormovik £11.99
Admiral Aircraft kits (injection) £13.60
ADM7209 1:72 Supermarine Seafire F.45 £13.60

KW32050 1:32 North-American B-25J Mitchell General Markings RAF & SEAC Two types of propeller decals, two types of propeller warning strips plus blank set, black 2" walkway lines, two styles of fuel filler decals, two styles of escape hatch markings (starboard side only?) Seac and RAF markings plus a few common bomb tally styles. £10.20

KW32057 1:32 North-American B-25H-5 Catch 22 serial number 6N 410V nickname 'Berlin Express' (USAAF No 43-4432 6N registered as N10V) Delivered to AAF February 1944. B-25J-25 Catch 22 serial number 6V 43-94512 nickname 'Dumbo' (USAAF No 43-30493 registered as N94512) Delivered to AAF January 1945 £10.20

KW32058 1:32 Hannover Street Mitchells' North-American B-25J-30NC 151632' Gorgeous George Ann/ There She Blows' N9494Z (USAAF No 44-30925) B-25J-20NC 151645 'Marvellous Miriam' N9115Z (USAAF No 44-29366) £10.20

KW32059 1:32 Catch 22 North-American Mitchells B-25J-25NC 44-30748 'Heavenly Body' (Registered as N8195H) Delivered February 1945 B-25J-25NC 6K 'Vestal Virgin' (USAAF No 44-30801 registered N3699C) Delivered AAF February 1945 £10.20

KW32060 1:32 Hannover Street Mitchells' North-American B-25J-25 430210 8U 'Big Bad Bonnie' N9455Z (USAAF No 44-30210) B-25J-20 151724 'Brenda's Boys' N8642Z (USAAF No 44-29121) £10.20

KW48096 1:48 North-American Mitchell B-25H-5 43-4573 'Power House' 100BS 42BG Pacific 1943 Mitchell B-25H-5 43-4498 'Dutch' 100BS 42BG Pacific 1943 £10.20

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LFMC72107 1:72 Douglas C-47A over Uruguay (Italeri) £11.35

Lima November

LN44542 1:144 Internord Convair CV-990A (F-rsin) £9.99
LN72508 1:72 Braathens SAFE Boeing 737-200 old and new scheme for the 1/72 BPK kit. Contains two large sheets and includes options for clear windows and windshield. £14.99

Maestro Models

MMMD14401 1:144 Curtiss C-46 Commando decal TransAir. Decals options to make any of Trans Airs C-46 airframe - in either early or late livery PLUS version in UN service. Colour instruction sheet (Platz but should fit Welsh Models) £12.40

MMMD14402 1:144 Curtiss C-46 Commando decals BOAC. One C-46 served in the UK. It was repainted at some stage so there are two different kinds of letters supplied. £8.70
MMMD7207 1:72 Curtiss C-46 Commando decal TransAir £20.70
MMMD7208 1:72 Curtiss C-46 Commando decals BOAC £13.30

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MH0025 1:72 Mikoyan MiG-15 early Instrument panels (Airfix) £2.60

Monokio

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WWD48007 1:48 Albatros D.V Rote Baron - decals for 3 M. von Richthofen's aircraft £7.85
WWD72003 1:72 Albatros D.V Rote Baron - decals for 3 M. von Richthofen's aircraft £7.85

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PSL32004 1:32 McDonnell F-4C Phantom II in Viet Nam war Part 1. £9.80
PSL48034 1:48 Northrop P-61A Black Widow Part 1 (6) 'Moon Happy', 'Nightie Mission', both OD/Grey; 'The Virgin Widow', 'Lady in the Dark', 'Cooper's Snooper', £9.80

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Cyber Hobby CH5108 1:72 de Havilland Sea Venom FAW.21 with Blue Jay missiles **£32.99**

HPH Models HPH32022R 1:48 1:32 Supermarine Walrus Mk.I flying boat **£189.99**

Kinetic K3206 1:32 BAe Hawk 100 series (100/127/128/155) **£32.99**

Meng Models MMDS-004 1:72 Fiat G.91R **£22.99**

AZML7218	Czechoslovak service 1:72 Boeing P-26A Peashooter. Decals USAAC Wheeler Field, Hawaii, 1941/1942. 3 schemes. Black, green and Silver aircraft; 1:72 Boeing P-26A Peashooter. Decals USAAC Selfridge Field, Michigan, 1934; Wheeler Field, Hawaii 1934; paint scheme test aircraft late thirties.	£11.99	Italeri Aircraft kits (injection) IT0153 1:72 Fairchild AC-119K Gunship £27.50 IT1333 1:72 Northrop F-5E Patrouille Suisse £14.99 IT1343 1:72 Augusta-Bell AB-212/Bell UH-1N £11.50	RV4843 1:144 Junkers Ju 52/3m £10.50 RV4845 1:72 Fairey Gannet T5 (Twin seater) £11.99 RV4846 1:144 Panavia Tornado ECR "Tigermeet 2011" £4.99 RV4847 1:72 Panavia Tornado "Lechfeld Tiger 2011" £14.99 RV4861 1:144 Airbus A320 Turkish Airlines £12.99 RV6647 Boeing 737-800 Air Berlin £9.50	QAB480050 1:48 Mk.44 US NAVY torpedoes £7.85 QAB320025 1:32 Fire buckets £4.50 QAB480051 1:48 USAF F-2A Flightline maintenance shop trailer £17.55
AZML7219	Peashooter. Decals USAAC Selfridge Field, Michigan, 1934; Wheeler Field, Hawaii 1934; paint scheme test aircraft late thirties.	£12.99	Kinetic Aircraft kits (injection) K3206 1:32 BAe Hawk 100 series (100/127/128/155)2x Canadian AF, 1 x RAF, 1 x Australian AF. Alternative decal option for T.2 ZK020/K 4 Sqn 100th Anniversary RAF Valley 2012 is available on Xtradecal X32049 £32.99 1:48 Dassault Mirage 2000C £25.99	RSMI92111 1:72 Northrop XP-79 Flying Ram - 1 decal variant for USA £15.80 RSMI92115 1:72 Lockheed F-4 /F-4A Lightning. 4 decal variants for USA, France, Australia £22.30 RSMI92123 1:72 Lockheed F-5 Lightning £22.30 RSMI92133 1:72 Bell P-400 Airacobra £15.80 RSMI92134 1:72 Morko-Morane/Mörkö-Morane £15.80 RSMI92135 1:72 Bell P-39D / P-39F / P-39K Airacobra £15.80 RSMI92136 1:72 Bell P-39Q-25 Airacobra £15.80 RSMI92137 1:72 Nakajima Ki-27b £15.80 RSMI92138 1:72 Heinkel He 112B Luftwaffe £15.80 RSMI92139 1:72 Nakajima Ki-27 Thailand £15.80 RSMI92140 1:72 Heinkel 112B Spain £15.80	Aires Aircraft detailing sets (resin) AIRE7293 1:72 Grumman F-14A Tomcat cockpit set (Fujimi) £10.25 AIRE7294 1:72 McDonnell F-4G Phantom II cockpit set (Hasegawa) £12.99 AIRE2149 1:32 Heinkel He 111P-4 and He 111H-3 early armament set (Revell) £15.50 AIRE4577 1:48 Martin-Baker Mk-100 ejection seat (Mirage 2000B/N/D) £6.30
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HAJT060	1:48 Re-released! Hawker Typhoon Mk.IB with Teardrop canopy and 3 blade propeller	£32.49	MC14673 1:144 Douglas C-54 R5D USAAF £22.99 MC14674 1:144 Consolidated PBY Catalina USCG £14.99 MC14684 1:144 Douglas DC-8-63 Hawaiian Air £29.99	Trumpeter Aircraft kits (injection) TU02854 1:48 MiG-23MF Flogger-B £28.99	AEC72109 1:72 Re-released! Gloster Gladiator cockpit interior etc (Encore and Heller) £5.10 AEC72114 1:72 Sukhoi Su-24 Fencer (Dragon and Italeri) £5.10 AEC72117 1:72 Re-released! Dassault Mirage III (Heller) £5.10 AEC72119 1:72 Arado Ar 96B (Heller) £5.10 AEC72161 1:72 Bristol Blenheim Mk.I (FROG, Intech, Novo, Revell etc) £5.10 AEC72165 1:72 Re-released Westland Scout/Wasp (Airfix) £6.12 AEC72169 1:72 Re-released! Dornier Do 217 (Italeri) £6.12 AEC72177 1:72 Re-released Bristol Beaufigther Mk.X (Match box and Revell) £6.12 AEC72181 1:72 Re-released Nakajima B6N Tenzan 'Jill' (Fujimi) £6.12 AEC72190 1:72 Douglas DC-3/Douglas C-47 Dakota (Italeri) £6.12 AEC72220 1:72 Westland Sea King (Revell) £6.12
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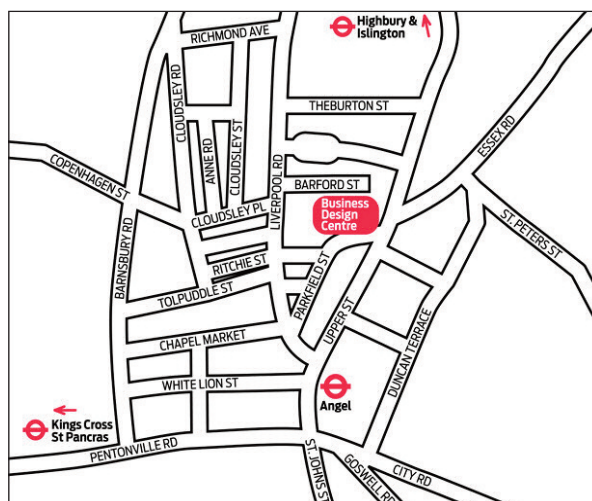
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