Emperor's Wings
Part 8
Peter Fearis

Plus
Aeroplanatomy
Colour & Marking
Re-Issue Reviews
Show Reports
Bookshelf

Quick Build
by Richard A. Franks

Red Star of Moscow
The MiG-3
by Richard J. Caruana

24 PAGES OF NEWS & REVIEWS • MODELS • ACCESSORIES • DECALS
Grumman F8F-2 Bearcat

The Kit
The Grumman Bearcat just missed the end of WWII with the US Navy, but saw action later in Indo-China with the French Armee de l’Air and the Royal Thai Air Force. This kit is of the US Navy period and is cleanly moulded in light grey plastic, with recessed panel lines, by Testors. The clear parts are separately bagged and the decal sheet is by Techmod.

Instructions
The single sheet, approximately two end-on A4 double sided, has an outline history and colour schemes on one side and assembly diagrams on the reverse. These are fairly basic but clear although stages four and five need to be reversed. Colours are listed as Pinta Enamel and Humbrol numbers with FS codes where appropriate.

Construction
Construction was very easy with hardly any cleaning of the parts required and I completed the whole kit with no filler. There was a fine/aerial in the rear top fuselage which was removed and wire fitted in its place. The wings come as upper and lower sections so surgery would be required to make a model with the wings folded but the lines are well defined. Leave off part 31 at this stage as it interferes with the decals later on. Also the undercarriage is a little basic and would benefit from additional detail. The underwing stores consist of two bombs and four rockets. A centre line fuel tank is also provided as most Bearcats appeared to fly with this fitted.

Accuracy
The final model measured 174mm long with a span of 225mm which sales out exactly to the 205’ by 35’ 10” quoted in Putnam’s US Navy Aircraft. The overall look was excellent and is a convincing model of Grumman’s fighter. The model does suffer with inaccuracies in regard to the cowling shape, although a correction set is available from Hi-Tech.

Colour Options
Two colour options are given, although these are both variations on the overall US Navy’s Dark Blue period. The first is No.105 of VF-151 aboard USS Boxer in 1950 and the second No. 206 of VF-82 aboard USS Midway during August 1952.

Decals
The decals by Techmod are thin but the colour is good, the white went over the blue aircraft with no colour showing through. However, they did not adhere too well so I added a dab of PVA under each one. Once the underlining decals are in place the pitot head, part 31, can be added.

Decal Rating = 8/10

Conclusion & Recommendation
A super model and very easy to construct which I would recommend to anyone.

My thanks to EMPEX SC for the review sample.

Paul G Gilson

Tupelov Tu-154

The Kit
Moulded in off-white plastic, the kit does not come with any undercarriage or clear plastic. The parts look a little chunky and do need cleaning up slightly and there was a little flash present. Panel lines are very finely engraved.

Instructions
Printed on one large sheet is a brief history of the aircraft in several languages, a painting diagram, an exploded assembly view and a list of parts. Very basic but they do the job perfectly well.

Construction
The fuselage pins are not aligned correctly, being out by about 1mm. The only solution to this is to remove them completely and superglue in sections along the whole thing. There was an area not fully formed on the right hand upper fuselage of the review kit. I have asked a friend who also had a copy and his was okay so maybe mine was a one off.

The wings and engine pods all needed the tabs thinning out to fit into the fuselage slots and care should be taken to ensure they align on opposite sides. There are only 16 parts to this kit so assembly isn’t too time consuming. The fit after cleaning the edges was very good and only a little Tippex was needed to fill the tinyline gap on top of the fuselage.

Accuracy
Well, making a kit of an aircraft you build for real should ensure you have lots of reference material available. The model is based on the B version and to my knowledge this is the first kit of this type. It looks accurate, the wingspan is slightly short at 18.5cm (should be 18.8) but the length is within 1mm which could be down to measuring methods. Figures used were from the Tupelov website on the Internet.

Colour Options
Very simple, gloss white upper fuselage and tailfin with grey flying surfaces and lower fuselage. The height of the separation on the fuselage does differ with the schemes offered through, so check against a cut-out photocopy of the decal sheet first. The rear of the engine pods is burnt metal, and all three engines have a silver ring on the intakes. Leading edges of all flying surfaces are silver and all four surfaces have red tips top and bottom.

Decals
The box says two options but there are three in the kit. The first appears to be for the demonstrator/prototype and I was unable to find any references for this. The second is for the pre-CIS Aeroflot scheme and the third for the latest CIS era Aeroflot. Unfortunately some of the window decals were missing on the review sheet and the three colour Aeroflot tail flag was out of register so I used option 2. The decals look very matt and I tested a spare first to make sure it wasn’t going to explode, but they were fine. No white is included on the fuselage stripes which made painting the white and grey decal a little difficult as there is a thin white line under the side stripe, I did not have to use any solvent mainly because the paints are gloss already.

Decal Rating = 6/10

Conclusion & Recommendation
A nice addition to the 1/200 scale airliner collection. I doubt if it will be made by anyone else. Easy to build although it could do with an undercarriage. Recommended for both beginners and those who wish to improve/detail the kit.

Paul Gold

Reviews
Repell SA.330 Puma

The Kit
I saw the test shot of this kit at the 1997 IPM/UK Nationals, and it looked very impressive at the time. The final version is every bit as good. Moulded in light grey plastic it features a detailed cockpit and interior as well as a profusion of very small parts, all well detailed.

Instructions
Printed in booklet form, 11 sides of just over A5 size, they are not as comprehensive as that sounds. Four sides are construction diagrams, two sides are painting instructions, and the other pages are various translations of safety notes.

Construction
Fit was excellent on all parts, though be careful as part 14 is shown the wrong way round on the instructions. The tapered end should be toward the rear, although this is obvious when you try and fit the fuselage halves together. The assembly from step 7 should still face the tapered end or else the rotor head is too far forward. I also had a problem with fitting the cockpit front panel as the instrument console was not aligned, even though it looked and felt in place when assembling. Brute force is not the answer either as when I tried to push the glass into place the console slot under the table where it was devoured by the monster that lives under there and feeds on small plastic parts. (George, the part eating carpet striker against - Ed)

Accuracy
I have measured everything against 3 sets of plans that I have and it is accurate. The problem is that it does not look correct from the front or the side. I am sure it is accurate but it is just a victim of that strange phenomena that scaling something down does not necessarily mean it looks correct. Having said all that it is unmistakably a Puma.

The kit contains options for the sensor fit applied in Desert Storm and they appear accurate representations. Main rotor diameter is spot-on at 10.4cm (15.00 metres) and fuselage length is also spot-on at 9.75cm (14.06 m). Figures were taken from "Helicopters of the World" by Bill Gunston.

Colour Options
There are two options shown on the instructions, one in the standard green and grey and one in the Desert Storm scheme. Paint matches are from the Revell range but the sand scheme is a mix of 2 paints and the grey/green is also a mixture. I used Humbrol 250 for the sand which is still a little dark but avoids the need for mixing. Some of the colours called out in the instructions seem a little dubious to me, flesh coloured wheel wells and sling bay do not match up with the photos I have and the interior should be more turquoise than blue grey.

Decals
There are two decal options, the first is for XW207 from the Puma Sqn Middle East, Operation Desert Storm, Saudi Arabia Feb 1991, and the second is for a machine from Sqn Ldr Benson, June 1997. The decals were semi gloss, all were in register and with very little carrier film. No sol/set solutions were used and there was no silvering or problems.

Decal Rating = 9/10

Conclusion & Recommendations
A good little kit in an area not overflowing with choice. The decal and colour options could have been more inspired (Tiger stripes please!). No problems in assembly or decalling. I can therefore recommend this kit to all.

Paul Gold

MiG-31 Foxhound

The Kit
The kit components are cleanly moulded in light grey plastic with no sink marks and very little flash.

Instructions
The instructions are one double sided sheet of diagrams and text, unfortunately the text is all in Chinese, apart from a few headings in English, so I had to follow the pictures and hope there were no hidden details in the text! Colours are given as Gunze Sangyo numbers which will need to be checked with a colour chart as the descriptions are Chinese with only a few FS numbers being mentioned.

Construction
Having just built the Prowler from this manufacturer I started this with some trepidation, but I was wrong as this kit was well moulded and fitted together with little filler. The cockpit is basic and the ejection seat sides needed thinning down, although I found it didn't show when installed. The rest of the parts went together cleanly and the only filing required was to fit the air intake front sections to the fuselage. The canopies didn't quite fit but a dab of PVA sorted this and I was quickly onto the painting stage.

Accuracy
According to my Observers Book of Aircraft the MiG-31 is 22.69m long with a span of 13.46m. The finished kit measures 317mm long with a span of 190mm which is about 2mm oversize in both directions. The finished aircraft certainly has the chunky and functional look of the original.

Colour Options
The instructions give details for only one colour scheme which is a basic light grey aircraft with no details as to period or unit. The diagrams only show the national insignia and an aircraft nose number so there is scope for detailing with the aid of photographs and decals from the spares box.

Decals
The decals provided are a set of six red stars, six red stars with yellow outlines, a set of red numbers and one of blue numbers. The yellow was badly out of register so I had to trim these only to find they disintegrated in the water. I resorted to some spares from a previous MiG to finish the model.

Decal Rating = 9/10

Conclusion and Recommendation
This proved to be a simple and basically sound kit which I could recommend to any modeller. There is scope for further detail to be added with the aid of additional sources and photographs and I'd recommend replacing the decals.

My thanks to the Turntable for the review sample.

Paul G Gillson
Glencoe Wright Flyer and Spirit of St Louis

The Kit
Originally released by ITC more years ago than I can remember this kit is another of those that has been rescued by repairing the moulds, and really this shows in the amount of flash on nearly all the parts in this kit. It seems no effort was made to improve the fit or design of the kits at the same time. Moulded in a very soft yellow plastic which makes flash removal even harder and also makes it difficult to remove parts from the sprues.

Instructions
Very basic instructions are shown in exploded view on one side of the sheet, although the narrative instructions are easier to follow than the drawings.

Construction
Quite simple really, nothing fits as advertised! All parts showed signs of mould mismatching with a prominent joint line around the edges, there are no locating pins on any parts and the resulting butt joints needed lots of work with files and sandpaper to make acceptable. The Wright Flyer is probably better of the two but it is harder to build with all those struts.

Accuracy
Both look very toy-like and show their age. As both are to an odd scale, 1/105 and 1/110, it was difficult to work out accuracy. The Spirit of St Louis is accurate in span but slightly short in length and the Wright Flyer is short on both, but more noticeably on length.

Colour Options
Not really much of an option with two 'originals', just Silver and linen/wood.

Decals
The decals are the best part of the kit, 'Invis-a-clon' decals went on perfectly and lived up to their name as all the carrier film disappeared.

Decal Rating = 9/10

Conclusion & Recommendations
Whilst I commend Glencoe for bringing back kits from the past I think these two can only be recommended for beginners who are not too concerned about accuracy or fit. I even think they are beyond being modified except for scratch building about 75% of the parts. My thanks to Pocketbond for the review sample.

Paul Gold

Ilyushin Il-2

The Kit
The kit comes in light grey plastic and although there's little flash on some of the larger components, the mouldings are very crisp. There is a good level of engraved detail, even for the cockpit and armaments, plus recessed panel lines. The small canopy for this single-seat Shturmovik is excellent and very finely moulded.

Instructions
The instructions, in Ukrainian, English and German, begin with a short aircraft history and technical details, followed by a sprue diagram for numbering the parts. The instructions indicate that some of the smaller sub-assemblies, cockpit, undercarriage and weapons, should be completed first. The main page consists of a large, clear exploded diagram. The last three pages are given over to camouflage and decal instructions.

Construction
The kit goes together extremely well on the whole and is simple and straightforward to assemble.

Accuracy
According to the technical specifications provided by Toko, the span of the Il-2 was 14.6m, and the kit's wingspan scales up to 14.4m. The length of the real aircraft was 11.65m and the kit comes in at 11.52m. Overall then, as accurate a rendering as one could wish for in this scale.

Colour Options
Markings are provided for three separate Soviet machines. I chose 'Red 9' of the 174th Air Assault Regiment, Leningrad Front, winter 1941-42. Toko recommends a camouflage pattern using the greens Humbrol 78 and Humbrol 80, with Humbrol 65 Matt Aircraft Blue for the undersurfaces. I also sprayed on streaks of a black-brown mix for exhaust and cannon weathering.

Conclusion and Recommendation
Highly recommended! Da! This is an excellent 1/72nd kit of the heavily armoured Soviet ground attack aircraft. Toko have come up with a real winner here. The model goes together on the whole very well indeed and the panel detailing on both the wings and the fuselage are in my opinion quite superb in this scale. The final result has loads of character and looks every inch an early Shturmovik. What's also encouraging is that at last we have an indigenous East European kit manufacturer tackling the subjects they ought to be good at, and producing top notch results. I can't wait now to get my hands on this firm's newly released Il-2M43 two-seater.

My thanks to Toko for the review sample.

Tom Mulligan
**Airspeed Oxford Mk II ‘Post WWII Pt.1’**

The Kit

This limited run model produced by Tasman (500 in total) comes in a sturdy flip-top box which contains the parts moulded in a fairly brittle grey plastic, one vac-formed crystal clear canopy, white metal parts for the props, undercarriage and engines and a decal sheet. Lastly there are numerous sheets of instructions, history, technical data with line drawings and a lovely cut away drawing showing EVERYTHING. There are also some good close-up black and white photos of a preserved machine for good measure.

**Instructions**

Though in written form, they are fairly precise in their directions, but if you have made an Airfix kit then assembly is pretty straightforward. They also include painting instructions with FS and Humbrol paints being quoted.

**Construction**

You will need to cut away the parts from the fairly thick sprue attachments, this is best done with a saw as the plastic is fairly brittle. The cockpit is fairly basic and you will need to produce a cockpit and cabin floor fashioned from plasticard. (A template is provided). With the amount of reference material at hand, there is no real reason not to go overboard with the interior. Quite a bit can be seen through the extensive glazing. There was quite a lot of filling required full span on the upper wing piece and on the three-quarter lower wing join. Be careful when you join the wing to fuselage, there is a 4° dihedral, something that I missed as my model is set at zero. The white-metal parts need careful cleaning up and are relatively soft. The engines were painted Gun-Metal and then dry-brushed with Aluminium from the Humbrol range, and looked good tucked inside the two-piece engine cowl. While I’m on this subject, the parts need careful fitting and shaping to get a good concentric shape. One thing missed by Tasman and something that they do mention is that the maker needs to fabricate undercarriage doors from some stock plasticard; these size and position are easily established by the excellent photos supplied though.

The only real problem is the attachment of the canopy and nose glazing. The latter fits OK but required careful cutting out and for the most part this applies to upper glazing too. When I did come a corner was when I tried to square up the side windows on the plastic moulding. I took too much off the lower side, so when it came to glazing the clear part, there was nothing for it to ‘bite’ to.

**Accuracy**

The Oxford should have a span of 16.25m (225mm) and a length of 10.30m (145mm). The model measured within 0.5mm bigger than scale, so this is what I would call ‘spot on’.

**Colour Options**

Two colour schemes are provided though four decal options are available. The first option is a Dark Green/Dark Grey upper scheme with a Trainer Yellow underside. This is for a Royal Danish Air Force machine. The other three are an overall Aluminium dope scheme. This covers the Royal Navy 780 N.A.A. aircraft, a Portuguese Navy aircraft and finally, the one modelled here, a Greek Air Force machine. I used Halfords Volvo Silver (Met),

**Bell X-1**

The Kit

The parts are sharply moulded in pale grey plastic with finely engraved detail well up to the standard of any mainstream manufacturer. The sturdy box has a fine illustration of ‘Chuck’ Yeager’s orange-painted ‘Glamorous Glennis’ dropping away from the B-29 mother ship.

**Instructions**

A six-sided gatefold gives brief history and specifications in four languages, sprue map, paint references for the Tamiya, Humbrol, Revell, Testors and Aeromaster ranges, two pages of exploded-view assembly drawings and two more showing colour schemes and decal placement.

**Construction**

Assembly begins with the cockpit, comprising a floor pan, rear bulkhead, seatback/headrest, seatpan, side consoles, instrument panel, rudder peddles and the X-1’s distinctive control yoke. Do ensure that part 23 is firmly attached inside the hallowed part of the cockpit bulkhead, part 11.

Though not immediately obvious from the instructions, this forms the mounting for the nosewheel leg, and if it becomes loose after the fuselage halves are joined it will be difficult to remedy, leaving the leg with nowhere to go. The X-1’s cockpit was quite cluttered. I added some additional detail from plasticard and sprue, including small sections of plastic rod behind the panel to represent the instrument cases, clearly visible on the real thing. Eduard also offers a ‘Profi Pack’ version of this kit with many additional resin and etched parts. Though I have not seen this version, I imagine it will add much more detail in the cockpit, and perhaps also in the main wheel wells.

The painting instructions advise Interior Green for the cockpit. I was sceptical, having seen many previous references to it being ‘Medium Gray’ or ‘Neutral Gray’. Fortunately, my day job had recently brought me into contact with Chalmers Hill, ‘Slick’ Goodlin, the Bell Aircraft Company X-1 project pilot who made 26 flights in the aircraft (including the first powered flight on 9 December 1946) before it was handed over to the USAAF and ‘Chuck’ Yeager. He told me: “Most of the X-1’s cockpit was covered with black boxes. The dominating colours were black and gray, with slashes of red showing emergency switches and handles. What one could see of the basic structure showed zinc chromate green or gray-green, the colours used in most U.S. military aircraft of the period.” So there you have it from the horse’s mouth.

Once the cockpit assembly has been installed in a fuselage half there is ample room behind the bulkhead for necessary ballast (I used my favourite lead shot/epoxy mix) before the two sides are assembled. Next come the wings, each in one piece with very fine trailing-edges. Marked positions for the wingtip test booms must be drilled out, depending on which of the offered versions you choose to model. The booms themselves are very fragile and best left off until painting and decalling is complete. Two tailplane styles are provided, with horn- or mass-balanced elevators. That completes the main airframe, save for the four-tube rocket exhaust and the cockpit hatch, which can be left off to reveal more of the interior than can be seen through the shallow ‘greenhouse’ canopy. Those planning to model ‘Chuck’ Yeager’s Glamorous Glennis with the hatch separate might like to note that ‘Slick’ Goodlin says it was painted orange on both sides, a detail I have not previously seen recorded.

All wheels come in two halves and have excellent hub detail. If you plan to flatten the mainwheels’ tyres to simulate load, be sure to keep the brake units on the rear face of the hub at the bottom of the wheel, and note how the mainwheels splay outwards, as shown on the instructions. I was concerned that the lack of positive locating points for the two-part main landing gear legs and for the doors would prove troublesome, but in the event it all went together perfectly. There is no detail at all in the wheel bays, but it is hardly noticeable to any viewer not equipped with a dental mirror.

**Accuracy**

Jay Miller’s Aerofax Datagraph ‘Bell X-1’

**Decals**

As already stated, four versions are available and come on a well printed sheet which has the carrier film covering the entire sheet. I used Halfords Clear Lacquer for the gloss surface but I did find that the carrier film was still visible even after using a decal softener.

**Decal Rating** 5/10

**Conclusion and Recommendations**

A beautifully produced and well-thought-out model. Of course though, this is a limited run model so if you are expecting a ‘kit out of the box’ then you will be disappointed.

There is a lot of cleaning up but there is a lot of potential as well, and there is no real excuse to short-cut in the detail with the amount of reference material handed to you (on a plate) so to speak. New Zealand doesn’t just produce succulent lamb, but succulent models too.

My thanks to Tasman Models for the review sample.

Mark Turner
Grumman EA-6B Prowler

**AIRPLANE CONSTRUCTION KIT**

**U.S.A. GRUMMAN EA-6B**

**Technical Data**
- Manufacturer: Zhengdefu (China)
- Scale: 1/72 (with Decal)
- Price: £5.50
- Type: Injection Moulded Plastic
- Parts: Plastic 80, Clear 4
- Decal Options: 2 (VMQ-2 & VMQ-136)
- UK Source: The Turntable

**The Kit**
This kit of the well known EA-6B Prowler appears to be a re-issue of the Hasagawa kit by Zhengdefu from China. However, the kit contents would indicate either the moulds have deteriorated very badly or there is some fault in the manufacturing process.

**Instructions**
These are a poor copy of the Hasagawa originals on newsprint type paper, it even left my fingers black! There is a brief historical outline and modelling noted in English, but the rest is Chinese, which made note one difficult - "Read carefully and fully understand the manufacturers instruction book supplied with this kit." Colours are given by name with Gunze Sangyo and Mr Colour numbers.

**Construction**
Construction was difficult from start to finish as the moulded parts were very badly formed and just didn't fit. The main fuselage had to be glued in sections, forced into place and then held by large elastic bands. I always had the feeling that the spring forces could cause the aircraft to explode at any moment! I added some weight under the cockpit floor to stop tail sitting. Once cleaned of flash the wing halves fitted quite well to each other but required a lot of filler at the wing roots. I started the undercarriage and then gave up as the mould is about 3/4 mm out of alignment which meant the undercarriage struts were the shape of two loosely attached semi-circles. So it was doors closed, with the aid of some filler. The canopy was of the same quality and needed lashings of PVA to fill the air gaps.

**Accuracy**
The finished kit measures 250mm long with a span of 222mm which scales to 18m by 15.98m. This is about 1/4m short in both directions which is reasonable. Overall the finished model looks like the Prowler except for the canopy which didn't seat well.

**Colour Options**
The instructions give details for two colour schemes although these are almost the same basic colours of grey and white. One is for a member of the Marines Squadron VMQ-2 with the Playboy bunny on the tail. The second is VAQ-136 from the US Navy and again has a colourful tail symbol and fuselage side stripes.

**Decals**
The markings included are not a self adhesive sheet from which the markings have to be cut. This is very glossy and difficult to part from the backing when cut exactly to size. They then didn't adhere to the model so I filed them in the bin and used some left overs from the Hasagawa Prowler.

**Decal Rating = 0/10**

**Conclusion and Recommendation**
If all the mouldings are like mine I really couldn't recommend this kit to anyone. It didn't fit well and had half a dozen defects. At £5.50 it is cheap but then I picked up an original for £8 last year and it was a lot easier to build. I do worry that at this price it may be bought for children and could put them right off plastic kits.

My thanks to The Turntable for the review sample.

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**Colour Scheme**
Two options are provided: 'Chuck' Yeager's 'Glamorous Glennis', 46-062 at the time of his first supersonic flight, in overall orange (FS 12243), and the second of the three X-1s, 46-063, while in NACA service, with white fuselage and fin, natural metal wings and tailplane and large black Xs for photographic reference on the fuselage. Having previously built the Revell 1/32nd scale X-1 as Glamorous Glennis, the NACA scheme was my choice, but with a variation. As illustrated on the instruction sheet this scheme is slightly at odds with published references such as the AeroFiles Datagraph. The scheme depicted in the kit applied after 063 was rebuilt in 1950 following an accident, at which time paint was stripped from the wings only (not the tailplane) to facilitate addition of a sparwise row on tiny vortex generators. These are not moulded on the kit wings, and adding them would be a task only for those of seriously masochistic bent, so if you want to model '063 as illustrated best ignore the minor inaccuracy (the vortex generators would be really tiny, even in this scale) but paint the tailplane white, not aluminium as suggested. Another (unillustrated) alternative (and the one I opted for) is to model '063 as first delivered to NACA: overall white with large national insignia (as supplied on the decal sheet for Glamorous Glennis) on wings and fuselage and black walkway panels at the wing roots, but no 'X'.

**Markings**
By Propagteam, they provide all markings for the two versions, including some superbly printed, fully-legible stencils.

**Conclusion & Recommendation**
So far as I know this is the first ever injection-moulded kit of the X-1 in 1/48th scale, and most welcome. Excellent mouldings and near-perfect parts fit (I used a touch of filler at the wing roots, nowhere else) make it a pleasure to build and straightforward enough that modellers of virtually any level of ability should now be able to add this very significant aircraft to their collections. I enjoyed making the review model so much that I went out and bought another one.

My thanks to Four Plus UK for the review sample.

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**Mike Jeram**
MiG I-17

Technical Data

Manufacturer: A Model
Scale: 1/72nd
Type: Injection Moulded Plastic
Parts: Plastic 26, Clear 1 Decal Options: N/A
Manufacturer: A Model, Ukraine.
UK Source: Pol Models
(See Advertiser Index)

The Kit

Moulded in soft milky white plastic the pieces are crudely produced with a lot of mismatching between parts. Though being a limited run injection model from the C.S.R. you can’t really grumble.

Also included is one A4 instruction sheet and a thick single piece canopy. No decals are provided.

Instructions

As already stated, an A4 sheet containing a brief history and a three-step construction sequence and a paint guide are provided.

These are fairly adequate but fall down with regard to the exact position of the undercarriage legs and doors.

Construction

Starting with the very basic cockpit, a blank instrument panel, seat and a pilot are provided. Leave out the pilot because he looks like a genetically altered blob. I followed the painting instructions for the interior but you will not see anything once the canopy is in place anyway. Incidentally, because of the poor quality clear canopy, I painted the inside with Tamiya Smoke. The rest of the assembly (wings etc.) are very quickly put together, but there is a gap of about 5mm between the wings/fuselage joint. An awful lot of Milliput (White Superfine) was used and the raised detail was lost in the sanding process.

As already said the instructions regarding the undercarriage legs, doors and struts are a little vague about some of their positions. Parts 86, 87 for example. I think I’ve got them in the right place but there’s still doubt in my mind.

Accuracy

According to ‘The History of Soviet Aircraft from 1918’ by Vaclav Nemecek the span should be 9m and the length 5.95m (125mm and 82.6mm). The model measured 136mm by 101mm. I double checked these measurements and they read the same, so it’s quite noticeably overscale,

although the outline is good and the wings have their characteristic wide chord which was fairly normal for early Russian low-wing monoplanes.

Decals

None provided, but I’m pretty sure no markings were carried on the real thing anyway.

Colour Options

Just one is offered, with a red fuselage and blue nose. Not being very genmed up on pre-war Russian aircraft, I used Humbrol 174 and 109 respectively. The wheels were painted chrome silver and the tyres a mix of black and a little of the above-mentioned blue to lighten the colour.

I have noticed that tyres are more blue/grey than just dark grey (well to me anyway!).

Conclusion and recommendations

Though a very basic kit and a fairly quick builder (the kit, not me), it wasn’t that enjoyable, and the end result is something that I am unhappy with. Only recommended to the ‘must haves’ but no one else. Save your money peeps.

Tom Mulligan

Sikorsky S-XVI

Technical Data

Manufacturer: Dako Plast
Scale: 1/72nd
Status: New Tooling
Panel Lines: Engraved
Fabric Effect: Yes
Quality: 2 Price: £4.95
Type: Injection Moulded Plastic
Parts: Plastic 49 Decal Options: 1
Source: Pol Models
(See Advertiser Index)

The Kit

This kit is injection moulded in grey plastic which is rather thin and brittle. The parts, the majority of which are quite small, are contained on one thick rectangular sprue which helps to protect them from damage. Despite their size the parts are well moulded and have a slightly matt finish to them and the aileron, elevator and rudder hinge lines are all well defined.

Instructions

Russian is the predominant language. One single double-sided sheet of multilingual A4, one side gives a potted history of this aircraft that was the first Russian fighter aircraft, with four views of this diminutive aircraft showing the position of the markings together with the paint colours. The reverse side shows exploded assembly diagrams, which also show side and front views of the undercarriage area, which proved very useful during construction. The instructions themselves are quite easy to follow and items to be painted are called out in an exploded view. The paint codes refer to both Humbrol and Tamiya colours.

Construction

Assembly begins by joining the two parts of the fuselage together, as the cockpit floor sits in the centre of the lower wing. The cockpit area contains the usual items, seat, stick and rudder pedals but there is no instrument panel, only what appears to be a fuel tank instead. The radial engine, which is beautifully moulded, fits on the front of the fuselage and the cowling fits neatly around this. A single machine-gun, again nicely moulded, sits on top of the fuselage in front of the cockpit. Make sure it is correctly positioned otherwise one of the struts will foul it. Adding the tailplanes and fin completes the fuselage.

The fuselage sits on top of the lower wing. The joint between the wing and fuselage is very neat and no filler was needed. Well, that was the easy part; we now start ‘strutting our stuff’! Eight very delicate struts hold the upper and lower wing and fuselage together. I started by installing the four outer ones using super glue and a template made from card and paint tins. After letting the superglue harden I then installed the remainder of the struts. Two of these required modification so that they fitted the coaming around the cockpit. The undercarriage tested my patience to the limit, the problem being the delicate components involved and some uncertainty as to how it all fitted together. This was the front and side views came in handy. Here you do have a choice because included in the kit are both a wheeled version and with skis. I chose the wheeled version because I thought that the undercarriage structure would not take the weight of the skis. There was also the fact that skis would have to be aligned with the ground very exactly. Anyway I discovered the wheels were just as difficult to align, as the skis would have been. I had thought about adding some rigging from stretched sprue, but given the delicate nature of this model I will wait until I have finished taking any photos before attempting this.

Accuracy

I have not been able to find any photos or plans of this aircraft. The Guinness Book of Aircraft mentions this aircraft, which was designed by Igor Sikorsky as an escort for his ‘Ilya Muromets’ Bomber, was a two-seater. Now clearly this is a single-seater, so how accurate is the rest of the model? The model is 83mm in length and has a wingspan of 112mm which works out to a length of just under 6m and a wingspan of a little over 8m in reality.

Colour Options

Only one option comes with this kit, that of...
Mitsubishi B2M1

The Kit
Moulded in high quality resin this is a kit aimed firmly at the enthusiast. The quality of the parts is to the highest standard with finely reproduced representations of the fuselage and wing ribbing. Choroszy models have, either through taking note of suggestions put forward, or by sheer fluke, dispensed with the very poor quality white-metal parts that in the past have let their kits down. Only a very good rear gun assembly now remains in white metal. On the negative side, some of the resin parts (mainly the interplane struts) are loose, so identifying which is which can be a little frustrating!

Instructions
Supplied on a double sided sheet the instructions are both well illustrated and concise for this type of kit.

Construction
Assembly, as always, begins with the cockpit interior. This is extremely well detailed, although I cannot help to think that some guess-work must have been used here. The overall look is most convincing. A total of seventeen pieces of finely cast resin make up the interior, which once assembled and positioned can be painted with the rest of the fuselage interior. As this was a Mitsubishi aircraft I decided to paint the interior in the grey-green which is associated with other Mitsubishi types. The fuselage halves are then joined together using cyanoacrylate glue, the fit being very good.

Attention is then turned to the lower wings. These are butt joined to the fuselage to make the joints stronger I drilled small holes into both the wings and fuselage and inserted short pins. When these were dry, I turned to the tail assembly. I hold my hands up here, I made a mistake! At the base of the leading part of the fin is a block of resin that looks as if it should be there, it should not! I did not notice this error until the model was completed and I started to add the rigging. Carefully remove this section if you build the kit, it's easy to spot once you know it needs to be taken off. With the fin and tailplanes added I moved on to the upper wing.

This is quite easily the most frustrating and irritating part of assembling this kit! To start with the interplane struts were loose, so determining which was which became a nightmare. To add to this every time I picked up the three-part upper wing I managed to break one of the components off. Any way, after considerable swearing and leaving the model alone for a while, the whole assembly finally came together. Looking back I would have been better to have put the model to one side for a while to let my frustration die down. With the wings in place I began the undercarriage. I must admit I thought this was going to be as bad as the wing assembly, but it isn't. With care the whole unit is simple to assemble. Very little is now left to be added and what is left is to be constructed presents no problems providing care is taken.

Accuracy
According to the dimensions given in the kit, the model scales out to be well within acceptable limits, but more importantly looks the overall appearance of the model just like the photographs I have in an old Koku Fan.

Colour Options
As this is an Imperial Navy aircraft of pre-war vintage the colour schemes are limited to the very attractive overall silver dope with gloss red tail surfaces and gloss black struts. Tamiya's matt aluminium was used for the silver and their X7 red was used for the tail surfaces. The struts were painted with Humbrol Gloss Black.

Decals
As anyone who has read my reviews of Choroszy model kits before will be aware, I have always been very disappointed by their decals. They look good but fall to pieces. I don't know if the gentlemen behind Choroszy models take notice of what's been said or if Choroszy models have simply evolved, but these decals are far better than any of the previous ones I have used. Care must still be taken, but this time not a single decal fell to pieces on me. The markings in the kit cover a B2M1 of the Yokosuka Kukurii, 1934, and a B2M1 of the Oomura Kukurii, 1936.

Conclusion Rating = 6/10

Conclusion and recommendation
This model, despite its complexity of construction with the wings is superb. The quality of the parts and the clear signs that the makers of Choroszy models want to improve and develop their kits as time goes by, clearly shows they understand the people that build their models, (Which is more than can be said for the rest of us - Tiptop). The replacement of those awful white-metal parts and the improvement in the decals go to prove this. I feel Choroszy models should be encouraged as they will in the not too distant future become the leading exponents of limited-run resin kits, of this I am sure. This model can be recommended to all with experience and a passion for the subject, but I would suggest that all modellers keep an eye on their range, something of interest to you will come along one day and they are excellent kits to cut your resin teeth on. My thanks to Choroszy Models for the review sample.

Peter Fearis

Don Robson

Reviews
Ilyushin Il-28U ‘Mascot’

The Kit
The Ilyushin Il-28U Mascot is the two-seat training version of the Soviet Union’s long-serving Il-28 Beagle bomber, which entered service in 1950. It’s the first time this version has been produced in injection moulded form, so Russian-aviation fans will be grateful to the Czech company for this latest addition to their range. The kit comes in 105 dark grey plastic parts, including a sprue of canopy transparencies and landing-lights. There’s quite a bit of useful moulded detail in interior areas such as the bomb-bay, engine intakes, undercarriage bays and cockpits, while the outer surfaces are engraved with finely recessed panel lines.

This Ilyushin also comes with some interesting extras, more Russian bombs than you’d ever want to see, two rocket-assisted take-off (RATO) units and a couple of large under-wing stores that appear to be drop-tanks.

Instructions
Four sides of A4 include construction diagrams in nine stages and a sprue-map with parts numbered, although the parts are numbered on the sprues themselves as well. This shows the kit’s relationship to the earlier-released Il-28 Beagle, as there are a few parts (rear guns, tip-tanks) indicated not for use in the trainer version. The exploded diagrams are a bit on the small side, making it difficult to see exactly where some smaller parts should be positioned. Colours are given for both Model Master and Humbrol paints. Finally, Bilek have provided some nicely detailed, close-up sketches of the cockpit interior, ejection seats, engine and nose-wheel, marked with Model Master painting instructions.

Construction
I encountered problems at each stage of assembly, usually caused through a combination of poorly fitting components and instructions that on some of the more intricate points just aren’t clear enough. It’s good that inside the aft-cockpit, Bilek provide instrument consoles along each side of the ejection seat, as well as an instrument panel. But if they’re positioned on the cockpit floor where it seems the diagram indicates, they act as a barrier to the two fuselage halves joining properly. The cockpit floor in the forward fuselage also doubles as the roof of the nosewheel well, and unless it’s positioned properly there’ll be undercarriage problems later. Overall, the entire twin cockpit assembly is hampered by unclear instructions and a general poor fit.

Once it was in place, I found there was a lot of unrealistic space in the forward cockpit aside from the ejection seat, control column and instrument panel. I built a bulkhead around the instrument panel to situate it properly and added some scratch-built side consoles, to give a slightly more crowded appearance to the area.

I really had my work cut out with the filler and wet-and-dry to complete the assembly of the two jet engines. Part 21, an engine bulkhead, has to be carved down in size to fit at the front of engine nacelles (14 and 17). The fit of the engines to the wings themselves isn’t too good either with more filler, and more sanding needed here.

The inclusion of the RATO units (I painted them gunmetal and dry-brushed them with aluminium) adds a nice touch. The bomb doors can be placed in an open position to display the ordinance and the crew hatch at the rear can also be positioned open.

Another area that isn’t clear is the construction of the rear gunner’s unit. The guns are omitted on the Il-28U and photo sources show that the slits in the ball turret should be filled. But in the kit it’s not quite clear how the ball turret parts should go together, and the rear gunner’s glass canopy needs trimming for a better fit.

Accuracy
Bill Gunston’s “Osprey Encyclopedia of Russian Aircraft” gives the Il-28 a wingspan of 21.45m and its length as 17.65m. The model scales up to a wingspan of 21.02m and a length of 17.35m. So it’s only a scale 3cm or so out in its dimensions, a highly acceptable margin in my view.

The question I kept asking myself while making this kit was did the Mascot really carry that large ventral radome blister under the forward fuselage, a feature of its Beagle brother? My picture sources of actual Matsots, admittedly pretty scant, suggest that it shouldn’t be there. The kit instructions, the box-top art work and box side views all give ambiguous information. I left it on in the end, because some major surgery would have to be carried out to remove it. Second question, just what are those underwing stores? In Czech they’re identified as ‘Troc PM-6’, but I was unable to find out precisely what this means, let alone whether they were accurate or to scale.

Finally, the finished model’s stance has a rather high, gawky appearance caused by stalk-like undercarriage legs, that I suspect are too long.

Colour Options
Markings are provided for four aircraft, all of them to be painted all-over aluminium or natural metal finish.

There are two Czechoslovak machines from 1963 and 1964, an East German Il-28U from 1972 with a nose squadron badge and finally “Blue 03”, USSR, 1969. However, I opted for a camouflaged East German version from the 1980s, based on references in the book “East German Air Force” by C. J. van Gent, Airfix. For this I used Humbrol 186 brown and Humbrol 117 green and a mix of Humbrol 89 and 147 for the underside blue.

Decals
The diamond East German markings needed a slight trimming to remove a white edge down one side where the painting was slightly off-register. Otherwise the quality and colour of the decals were good and they responded to decal solution. My only gripe is that there are different sized DGR diamonds provided, and numbered on the sheet, but the instructions leave you in the dark as to where each should be positioned. I put the largest four on the wings, the medium-sized two on the fuselage and the smallest couple on the tailfin.

I would also have liked to see some stencilling markings provided for this large aircraft.

Decal rating = 7/10.

Conclusion and Recommendation
There are some problems with this kit inherent in its construction and final appearance, but I imagine most modellers could find a way round them and come up with a very reasonable looking Mascot. It’s an unusual Russian-aviation subject and a kit-building challenge, and for all these reasons I recommend it, despite the difficulties.

My thanks to Hannants for the review sample.

Tom Mulligan
Do 24 Conversion from Dekno

**Subject:** Do 24  
**Scale:** 1/72nd  
**Type:** Conversion  
**Designed for:** Italeri kit  
**Parts:** Resin 15, Vac-form 5 & Decals  
**Price:** £29.99

This new conversion from Dekno allows you to convert the Italeri Do 24T into a post-war version, as used in Spain and France. The main components are resin and these comprise three new engine cowlings, propeller spinners, a revised tail gun position and the blanking plates for the nose and mid-upper turrets. The vac-formed pieces are for the new gun turrets.

The set also contains a large decal sheet which allows you to make six versions.

These versions are:
1. Do 24K-1 'X-10' of the Operational Training Unit, MLD, Morokrembangang (Surabaya, Java) in 1941.
2. Do 24K-1 'X-10' of GVT7, Dutch Navy Air Arm, Morokrembangang (Surabaya, Java) in 1942.

This is a fine conversion which will give a new lease of life to the Italeri kit. The inclusion of decals makes this package, as there is nothing worse than having a conversion and no colour schemes and markings to complete it!

Our thanks to Dekno for the review sample.

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Kazan Launch by SkyGrid

The vac-formed components

The names of Kazan and SkyGrid should be familiar to many, as we recall that this firm announced a number of products a few years ago. It has taken a while for the first product to be released but a sample of it has been passed directly to us by the manufacturer.

**Subject:** MiG-23BN/SM/BK & MiG-27DM/K  
**Scale:** 1/48th  
**Item:** EK001A  
**Type:** Upgrade and Conversion Set  
**Designed for:** Escl, AMT/Ertl or Hobbycraft Kits  
**Parts:** 45 Resin, 10 Vac-form Plastic, 2 Vac-form Clear, 88 Etched Brass, Plastic Card Stock, Acetate Film and Rub-Down Transfers  
**Price:** £29.99

This is a very involved set which allows you to make a number of attack MiG-23s/27s variants. The main resin components include the KM-1M ejection seat, cockpit details, rear bulkhead, the instrument-panel coaming and each cockpit sidewall. Externally you get new wheel-well inserts, as well as the bulges on the fuselage sides near each well. An entire new vertical fin for the MiG-27 is included and you also get the splitter plates for the intakes. The wood dispensers for the rear, upper fuselage are also included as well as the nose-wheel well inserts.

The vac-formed parts include an entirely new nose section, nose-wheel doors, cockpit floor, main undercarriage doors and two styles of laser range-finder bulges. The clear vac-form parts are two sets of canopies and these are already formed in two parts, so you do not run the risk of damaging them when you separate the sections. The etched parts include the

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Gasco Line Figures

**Subject:** Mechanical Figure, USAF  
**Scale:** 1/48th  
**Type:** Figure  
**Designed for:** N/A  
**Parts:** 3 Resin, Metal rod and wire  
**Price:** £3.00

This figure is depicted sweeping the floor and it comprises the main body with separate arms. The broom is supplied as a metal rod for the handle and a length of plastic encased wire for the head. To make up the head of the broom you will have to remove the wire core from the plastic cover and then cut and attach them to the rod handle.

The quality of the cast components is excellent and such that they are as good, if not better, than existing injection moulded figures.

**Subject:** Bomb Loaders, USAF  
**Scale:** 1/48th  
**Type:** 2x Figures  
**Designed for:** N/A  
**Parts:** 6 Resin  
**Price:** £3.00

This set is described as 'bomb loaders' and I was surprised to find that one of the figures is identical to the figure reviewed above (with the 'boom'). You therefore have one figure standing with his hands in front of him and a cigarette in his mouth. The other is hunched forward and, I suspect, is depicted pulling a bomb trolley.

Once again the quality and detail in these figures are excellent and your only problem with them will be in ensuring that your painting is good enough!

Our thanks to Parabellum for the review samples.

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Information

**Worldwide Enquiries:**
- **Worldwide:** Dekno Models, Avila, Principado d’Asturias, 31008, Spain.  
- **Tel/Fax:** +34 934 15 2300  
- **Email:** abert@dekno.com  
- **UK Source:** Hannants (See Aeromaster advert)

**Worldwide Enquiries:**
- **Worldwide:** SkyGrid, 44-46 Street, Kitchener, Ontario, Canada, N2H 1K8  
- **Tel:** 519 741 0003  
- **Fax:** 519 579 4130  
- **Email:** skygrid@skygrid.net

**Worldwide Enquiries:**
- **Worldwide:** Gascos, 125, rue Baulant, 75012 Paris, France.  
- **Tel:** 01 43 41 92 71  
- **Fax:** 01 43 41 55 70  
- **UK Source:** Parabellum (See Advertisers Index)
Bombs from 12 Squared

The first example is the atomic bomb, 'Fat Man' in its Mk 4 version and it could be carried by the B-29, B-50, B-56, P-72 and Ajl. The bomb itself could not be easier, as it only comprises seven parts, but the set also includes the Mk VI trailer, so that you can pose the complete bomb on it.

Subject: T12 General Purpose 44,000lb bomb
Scale: 1/72nd
Type: Accessory
Designed for: N/A
Parts: 19 Limited Run Injection Moulded Plastic
Price: $9.95 (+$2.50 P&F)
This is an awesome bomb, twice the size of the British 'Grand Slam'. The largest ever made, being 27 9/" long, which is 3" longer than the biggest (in size) nuclear bomb (the Mk 1724). This weapon was tested in the B-29, but was designed for use in the B-36. This new little kit has recessed panel lines and although the 50,000lb bomb hoist used on the type is not included, a simple stand is. The parts are all well formed, although they will need cleaning up and with the B-36 once again available from Monogram, this would look good posed underneath it. Both of these kits come with comprehensive instructions not only on the history of the type, but on assembly and painting of the model. A number of black and white photographs are also reproduced on the instructions to help you with the installation of the bombs in the various aircraft types.

The T-12 44,000lb GP bomb

As far as I am aware there is no UK source for this range, so they should be obtained directly from the manufacturer. Our thanks to Twelve Squared for the review samples.

New from TAC Scale Dynamics

Triple Ejector Rack (item 32027)

Subject: Triple Ejector Rack
Scale: 1/32nd
Type: Accessory
Designed for: N/A
Parts: 24 Resin
Price: $14.95
This set offers two of the triple racks carried by a number of current American aircraft types. The main components are the large sections of each rack, onto which go the pylons. Two styles of pylons are included and additional research will be needed to identify which is applicable to the type you are building. Six sway braces are required on each unit and my only reservation here is that these parts are mounted on quite large moulding blocks and are in themselves quite fragile. Getting them off the moulding block may be a problem, so be careful. The final items in the set are the revised nose contour for the racks carried by the F-16 and you will have to cut off the front of the other parts to add these pieces to them.

Multiple Ejector Rack (item 32028)

Subject: Multiple Ejector Rack
Scale: 1/32nd
Type: Accessory
Designed for: N/A
Parts: 23 Resin
Price: $10.95
This set offers just one of the multiple racks and the main parts are the three sections of the rack itself (front, mid and rear sections). The rest of the parts include the sway braces, of which six are fitted to the aft section and six to the front. Once again these parts are on a large block and will need care to remove.

Multiple Ejector Rack (item 32028)

Subject: S-21-3A Gun Pod
Scale: 1/32nd
Type: Accessory
Designed for: F-4 Phantom
Parts: 4 Resin
Price: $12.95
This is a simple, but massive casting in this scale. The pod itself is made up of two pieces and the remaining parts are the pylons and the cannon barrel. The detail on the body of the pod is excellent and panel lines and vents have to be seen to be believed! The gun barrel is also excellent and this and the pylons will benefit from colour washes to these items will benefit from careful painting and colour washes to bring all the detail out. Overall these are stunning products. The resin and casting is excellent, with no sign of air bubbles etc. TAC Scale Dynamics have certainly established themselves as one of the best resin accessory manufacturers in this scale and I am sure that you would not be disappointed in any of their products you obtain and use. Our thanks to TAC Scale Dynamics for the review samples.

New figures – Van's Scale Models

French Pilot (Standing) WWI
Scale: 1/48th
Type: Figure
Designed for: N/A
Parts: 2 Resin
Price: $3.50 (+$1.50 P&F)
This depicts a pilot, seated in his aircraft in full flying clothing. The figure is moulded to fit into the seat of the Dragon SPAD 13 and as such has the seat of his flying suit moulded to the contours of that type's seat.

Subject: French Aircraft Mechanic (Standing) WWI
Scale: 1/48th
Type: Figure
Designed for: N/A
Parts: 2 Resin
Price: $3.50 (+$1.50 P&F)
This is a mechanic standing with a wooden toolbox in one hand and a pipe in the other. The set contains two styles of head; one with a civil style of flat cap and the other with the service issue cap. Although listed as being for the WWI era, that type is applicable for WWI right up to the 1940's, so it would also be applicable to early operations in France during WWI as well.

French Aircraft Mechanic

Overall the quality of the resin components in each set is excellent, without any imperfections, and the facial features of each figure are very good indeed. Each comes with detailed instructions about the painting and finishing and I am sure will be of great interest to all modellers working within this era. Our thanks to Van's Scale Models for the review samples.

Martin Baker Mk 10 Ejection Seats (item 32030)

Subject: Martin Baker Mk 10 Ejection Seats
Scale: 1/32nd
Type: Accessory
Designed for: Panavia Tornado
Parts: 4 Resin
Price: $13.95
These are two excellent MB Mk 10 seats which you can use in the Revell kit of the Tornado. The level of detail on each is excellent and the harness and cushions are stunning. The seats even include all the ejection rail details at the back and the 'pan pipe' rocket packs at the base. The other two parts offered in the set are the firing handles which go between the pilots' legs on the front of the seat pan. Once again...
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Bristol F2B Fighter
Product Code 430470
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The Latest Sets from PART

1/72nd Scale

Subject: Yak-1M
Scale: 1/72nd Item: S72-048
Type: Update Set
Designed for: ZTS Plastiky (Pantera) Kit
Parts: 90 Etched Brass & Acetate Film
Price: ETBA

This set offers a completely new cockpit interior, made up of a new framework for the undercarriage units, with new doors, retraction jacks, wheel hubs and compression links. A new tailwheel leg and doors are also included along with the matrix for the ventral radiator and oil cooler. The final details are the aerial mast, canopy frames, gunsight and a complete set of separate flaps.

Subject: PZL P-37 'Los'
Scale: 1/72nd Item: S72-049
Type: Update Set
Designed for: ZTS Plastiky (Pantera) Kit
Parts: 180 Etched Brass
Price: ETBA

This set features redesigned interior for the A and B versions of the P-37. The cockpit includes new instrument panel and acetate backing film. The HUD is included as well as rudder pedals and details for each ejection seat. The final items in the set include the filler plates, fuel panel and the fuse plate for the cannon.

Subject: GD F-16A/B
Scale: 1/72nd Item: S72-051
Type: Update Set
Designed for: I.Model Kit
Parts: 135 Etched Brass & Acetate Film
Price: ETBA

This set comprises a completely new cockpit interior for the A and B versions of the F-16. Side consoles are included along with a new instrument panel and acetate backing film. The HUD is included as well as rudder pedals and details for each ejection seat. The final items in the set include the filler plates, fuel panel and the fuse plate for the cannon.

Subject: GD F-16A/C
Scale: 1/72nd Item: S72-052
Type: Update Set
Designed for: I.Model Kit
Parts: 115 Etched Brass & Acetate Film
Price: ETBA

This set is identical in the details that it offers to the F-16A/B set (S72-051) reviewed above, although this version has the different instrument panels associated with these types.

Subject: GD F-16/C/D
Scale: 1/72nd Item: S72-053
Type: Update Set
Designed for: I.Model Kit
Parts: 115 Etched Brass & Acetate Film
Price: ETBA

This set is identical in the details that it offers to the F-16A/B set (S72-051) reviewed above, although this version has the different instrument panels associated with these types.

Subject: Messerschmitt Bf 109E
Scale: 1/72nd Item: S72-055
Type: Update Set
Designed for: Academy Kit
Parts: 74 Etched Brass & Acetate Film
Price: ETBA

This set offers the same level of detail as the previous set, although it is revised to correctly represent the E series of the Bf 109.

1/48th Scale

Subject: F-16A
Scale: 1/48th Item: S48-029
Type: Update Set
Designed for: Hasegawa Kit
Parts: 75 Etched Brass & Acetate Film
Price: ETBA

This set offers similar details to the 1/72nd scale sets reviewed earlier. The side consoles and instrument panel get new overlays and the instrument panel has an acetate backing film. A new HUD is included along with the rudder pedals and there is once again a series of details for the Ace's ejection seat.

Subject: Bf 109B
Scale: 1/48th Item: S48-028
Type: Update Set
Designed for: Hasegawa Kit
Parts: 71 Etched Brass & Acetate Film
Price: ETBA

This set offers a complete new cockpit interior. New side panels, floor and rear bulkhead are included along with a new instrument panel with the acetate backing film. Also included are the rudder pedals, trim wheel, seat and harness, control column top and oxygen bottle container. The final details in this set offer the exhaust stack shrouds, oxygen bottles, wheel hubs and undercarriage doors.

Subject: SBD Dauntless Flaps
Scale: 1/72nd Item: S72-058
Type: Update Set
Designed for: Hasegawa Kit
Parts: 138 Etched Brass
Price: ETBA

This set offers a complete set of perforated flaps/air brakes for the Dauntless and this also includes the actuating rods and ribs etc. within each unit.

Subject: Douglas Dauntless Flaps
Scale: 1/72nd Item: S72-056
Type: Update Set
Designed for: Hasegawa Kit
Parts: 116 Etched Brass & Acetate Film
Price: ETBA

This set is similar to the previous example, although it includes side consoles and instrument panels for each crew position in the F-16B. The HUD and rudder pedals are included, along with the details for each ejection seat. As with the A series set, this one includes details for the canopy sill, the seat belt harness are not included, but the buckles for each are, so you will have to make each up with tape or similar. The final items in the set are the canopy sill details, rear view mirrors and the machine gun port.

Subject: F-16B
Scale: 1/48th Item: S48-028
Type: Update Set
Designed for: Hasegawa Kit
Parts: 116 Etched Brass & Acetate Film
Price: ETBA

This set is similar to the previous example, although it includes side consoles and instrument panels for each crew position in the F-16B. The HUD and rudder pedals are included, along with the details for each ejection seat. As with the A series set, this one includes details for the canopy sill, the seat belt harness are not included, but the buckles for each are, so you will have to make each up with tape or similar. The final items in the set are the canopy sill details, rear view mirrors and the machine gun port.
with acetate backing film, rubber pedals, HUB and all those details for the ACES ejection seat. The final pieces are the machine-gun port, canopy sills and the rear-view mirrors for the canopy.

Lightning Updates from Aeroclub

Lightning cockpit and details (V166)

Subject: Lightning cockpit and details
Scale: 1/48th
Item: V166
Type: Update
Designed for: Airfix kits
Parts: 10 White Metal
Price: £2.35

This set comprises the new metal tub for the cockpit of the Airfix Lightning. Detail in this tub is confined to the two sidewalls and to it are added the new instrument panel (two are included; one each for the early and late variants). There is also a new upper deck for behind the seat and moulded to this are the canopy sills. The final items include the coaming for above the instrument panel, the control column, canopy rams, canopy details and an air scoop.

Lightning nose weight (V169)

Subject: Martin Baker Mk 48S Ejection Seat
Scale: 1/48th
Item: EJ404
Type: Update
Designed for: Airfix kits
Parts: 2 White Metal
Price: £1.80

This is a revised version of the original Mk 48S seat and it has been updated due to the issue of the Lightning kit by Airfix. The seat comprises the main seat unit and a separate ejector rail and headrest unit. The seat does not include moulded-on seat harness, but many modellers would prefer to add their own anyway, so it’s no real problem. If you are going to add all the other accessories to the Airfix kit, you might as well include this ejection seat as well.

Martin Baker Mk 48S Ejection Seat (EJ404)

Lightning undercarriage legs and jacks (V167)

Subject: Lightning undercarriage legs and jacks
Scale: 1/48th
Item: V167
Type: Update
Designed for: Airfix kits
Parts: 12 White Metal
Price: £2.30

Because of the weight needed to balance the Airfix Lightning kit, and the metal cockpit interior, nose weight and nose ring offered from this source, Aeroclub decided that a new metal undercarriage was a must. The main components are the oleos for the main and nose gear to which are added the retraction rams and the compression links (main gear only).

Lightning canopy (C072)

Overall, if you want to update your Airfix kit then you can’t go wrong with these accessories. Also included, but not reviewed here (as Aeroclub had sold out) is the new metal nose ring, item V169).

Our thanks to Aeroclub for the review samples.

Information

Worldwide Enquiries:
Aeroclub (see Advertisers Index)

Lighting Updates from Aeroclub

Lightning cockpit and details (V166)

Subject: Lightning cockpit and details
Scale: 1/48th
Item: V166
Type: Update
Designed for: Airfix kits
Parts: 10 White Metal
Price: £2.35

This set comprises the new metal tub for the cockpit of the Airfix Lightning. Detail in this tub is confined to the two sidewalls and to it are added the new instrument panel (two are included; one each for the early and late variants). There is also a new upper deck for behind the seat and moulded to this are the canopy sills. The final items include the coaming for above the instrument panel, the control column, canopy rams, canopy details and an air scoop.

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Item: EJ404
Type: Update
Designed for: Airfix kits
Parts: 2 White Metal
Price: £1.80

This is a revised version of the original Mk 48S seat and it has been updated due to the issue of the Lightning kit by Airfix. The seat comprises the main seat unit and a separate ejector rail and headrest unit. The seat does not include moulded-on seat harness, but many modellers would prefer to add their own anyway, so it’s no real problem. If you are going to add all the other accessories to the Airfix kit, you might as well include this ejection seat as well.

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Our thanks to Aeroclub for the review samples.

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<tr>
<th>Volume</th>
<th>Issue</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vol 2</td>
<td>Issue 8</td>
<td>Tiger Cat</td>
</tr>
<tr>
<td>Vol 2</td>
<td>Issue 9</td>
<td>Arrow</td>
</tr>
<tr>
<td>Vol 2</td>
<td>Issue 10</td>
<td>Arrow</td>
</tr>
<tr>
<td>Vol 2</td>
<td>Issue 11</td>
<td>Arrow</td>
</tr>
<tr>
<td>Vol 3</td>
<td>Issue 12</td>
<td>Arrow</td>
</tr>
<tr>
<td>Vol 4</td>
<td>Issue 1</td>
<td>Arrow</td>
</tr>
<tr>
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<td>Issue 2</td>
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Instrument Faces from Precision Replicas

The new name of Precision Replicas from Australia has produced some scale instrument faces in a number of scales, and samples of two of them have made their way to us directly from the manufacturer.

The sets we have are in 1/48th and 1/32nd scales and they deal with WWII era Luftwaffe subjects. Each sheet of images is printed on stout card and they comprise the following types:

AFN 2 Indicator
Airspeed Indicator (two styles)
External Temperature Gauge
Altimeter
Artificial Horizon
Auto-pilot Switch
Auto-pilot
Boost Gauges (x2)
Clock
Cannon Ammunition Indicator
Coolant Temperature Gauge (x2)
Fuel Gauge
Oxygen Regulator
Oxygen Pressure
Oxygen Gauge

Direction Finder
Rate of Climb Indicator
Repeater Compass
RPM Indicator (x2)
Undercarriage Gear Position Indicator
Flap Position and Cabin Heating warning placards

Bomb Activation Switch placard
Two complete sets of the above dials are included with each set. Application of these dials is achieved by simply affixing the dial, once cut out, to the back of an etched instrument panel, or a drilled version of the kit’s instrument panel.

This is certainly a good idea and in these bigger scales they are certainly well worth having. If you do not go a bundle on using an etched panel with an accurate backing film, then these new sheets will do the job for you. Overall I am sure that this product will be of great use to a number of modellers and I hope that the manufacturer will increase the number of sheets per set, as well as covering a number of other subjects in due course. The subject matter is also available in 1/48th scale and they retail for $3.00 (1/48th), $6.00 (1/32nd) and $7.00 (1/24th) each plus postage. Our thanks to Precision Replicas for the review samples.

Cant Z.1007Bis update

The resin components for the Cant Z.1007Bis

Subject: Cant Z.1007Bis
Scale: 1/72nd
Type: Update
Designed for: Supermodel kit
Parts: Resin 20
Price: £16.00

This set allows you to update the Supermodel kit of the Z.1007. The resin parts consist of new engine nacelles, cow gills and engine units. The intakes on the top of the engines are also included, as well as ‘weighted’ main wheels.

The resin castings are excellent without any imperfections and I am sure that modellers with a love for the subject will be very pleased to be able to upgrade the old Supermodel kit and Italian Wings should be commended for covering these subjects. Our thanks to Mister Kit for the review sample.

New from Invicta

There are the new wheels for the Academy F-111 kit

Subject: F-111A/E/F Wheels
Scale: 1/48th
Type: Update
Designed for: Academy kit
Parts: Resin 4
Price: £3.95

Invicta have released this set of main and nosewheels for the Academy F-111 kit. The resin components are highly detailed in comparison to the Academy kit parts, although they are not ‘weighted’, as is the ‘norm’ of late. The mainswheels include excellent hub details as well as the disc-brake units at the back of each.

Subject: F-111A/E/F Cockpit
Scale: 1/48th
Type: Update
Designed for: Academy kit
Parts: Resin 13
Price: £12.95

This is a completely new cockpit interior for the Academy F-111 kit. The resin parts are well cast with excellent detail. The main tub comprises the floor unit with sidewalks etc. onto which is added the rear bulkhead and a new instrument panel. A new coaming above the instrument panel is included, as well as two control columns and sidewall detail. The package is completed with two excellent resin ejection seats.

American ‘Buzz Bomb’ from Pacific Monograph

The decal sheet

generator propeller as usually fitted and you will have to modify the kit to achieve this.

Overall the quality of the resin and etched parts is very good and the inclusion of the decal options makes this product far more ‘buildable’.

Our thanks to Pacific Monograph for the review sample.
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#### Etched Brass & Resin Conversions & Accessories

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New from EagleCals

Another small selection of Fw 190 decal sheets has been recently released from this American source and samples of them have made their way to us directly from the manufacturer.

**EC#48-2 Fw 190A-6 & Fw 190D-9's**

1. Fw 190A-6-8/R2, 'Yellow 2' operated by 9./JG54 (III Gruppe) in May 1944 from Illesheim, Germany. This machine is RLM 74/75 over 76 with a heavy mottle on the fuselage sides. The spinner is black with a white spiral, the propeller blades are RLM 70 and the RVD band is blue (RLM 24).

2. Fw 190D-9, 'White 3', W/Nr. 500572 of 5./JG26 (II Gruppe) based at Logumkloster, Germany on the 5th May 1945. This machine is RLM 82/83 over RLM 76 with a mottle on the fuselage sides and the entire rudder and fin extension overpainted in RLM 82. The spinner is black with a white spiral and the RVD band is black and white.

3. Fw 190D-9, 'Brown 7', W/Nr. 601445 of 7./JG26 (II Gruppe), Lister, Norway on the 5th May 1945. This machine is RLM 82/83 over what appears to be a green-blue colour (RLM 84). The rudder is in a light blue (RLM 76) and the fuselage sides and tail are heavily mottled with RLM 82/83. The spinner is black with a white spiral and the RVD bands are once again black and white.

4. Fw 190D-9, 'Black 8', W/Nr. 210968 flown by Uffz. Karl Frölich of 2./JG26 (II Gruppe) in April 1945. This aircraft is RLM 82/83 over the green-blue (RLM 84) and areas of the wing, the undercarriage doors and the aileron are bare metal. The spinner is black with a white spiral, the propellers are RLM 70 and the RVD band is black and white.

These are the four options available on sheet EC#48-2

**EC#48-3 Fw 190D-9's**

1. Fw 190D-9, 'White 10', possibly flown by Fw. Rennack or Oblt. Strutbäcker of IL/NAG 6 at Schleswig on the 21st April 1945. This machine is RLM 82/83 over 76 with a heavy fuselage and tail mottle. The spinner is black with a white spiral and the blades are RLM 70. The lower section of the undercarriage doors seems to be either RLM 83 or 75.

2. Fw 190D-9, 'Brown 9', possibly flown by Ltn. Siegfried of 7./JG26 (II Gruppe) in February 1945. This aircraft is RLM 82/83 over 76 with a heavy fuselage mottle. The spinner is black with a white spiral and the RVD band is black and white.

3. Fw 190D-9, 'Yellow 8', W/Nr. 600375 of 11./JG26 (III Gruppe) based at Celle, Germany in April 1945. This machine is RLM 82/83 over 76 with a 'spotted' mottle of RLM 82/83 on the fuselage sides. The spinner is black with a white spiral and the RVD band is black and white.

4. Fw 190D-9, 'Brown 16' of 7./JG26 (II Gruppe) in February/March 1945. This aircraft is RLM 82/83 over 76 with a black spinner and white spiral and the black and white RVD band of JG26.

Once again the decal sheet contains all the unique and national markings for each option. There is also a complete set of stencils included for one machine.

The final four options for the Fw 190D-9 offered on sheet EC#48-4.

Once again the decal sheet contains the unique and national insignia for all machines and there is one complete set of stencilling also included.

Overall these sheets are superb. The decals themselves are printed by MicroScale, so you are assured of their quality. The colour density and registration are excellent and as they are made by MicroScale, they should have no adverse reactions to the MicroScale decal solutions during application. Each of the sheets also come in 1/72nd scale, being number EC#47-2 etc.

All of the machines depicted in these sheets come from the excellent new title 'GREEN HEARTS First in Combat with the Dora' and the manufacturer recommends reference to this title for specific details on each option. It is certainly nice to have another selection of D-9 decals and with the recent re-issue of the Dragon kit in the UK by Italeri (See Re-Issue review elsewhere), I now have a reason to purchase another dozen kits!

The UK price for these sheets should be £5.75 each and they can be obtained from Arba Products. The book can be obtained directly from Eagle Editions, although I have no price for it at present.

Our thanks to EagleCal for the review samples.

---

**Information**

**Worldwide Enquiries:**

EagleCals, Eagle Editions Ltd, PO Box 589, Hamilton, MT 59840, USA.

Tel: 406 363 5415 Fax: 406 375 9270

UK Source:

Arba Products (See Advertisers Index) Tel: 01767 316560
Latest from AeroMaster

A number of new sheets have been released from this source and have made their way directly to us from the manufacturer. There are three in 1/72nd scale, eleven in 1/48th scale and two new sets of stencils.

1/72nd Scale

72-032 Reccon Birds
1. De Havilland Mosquito PR Mk XVI, N5644 of No.680 Sqn., based at Foggia, Italy in 1944. This machine is PRU Blue overall with yellow spinners. The black and white invasion stripes are carried around the fuselage and the type has the red and white striped vertical tail painted to stop any confusion between the Mosquito and the Me 210.
2. De Havilland Mosquito PR Mk XVI, MM345 of the 653rd Bomber Squadron (BS), 25th Bomber Group (BG) based at RAF Watton in 1944. This machine is PRU Blue overall with the entire tail in red. Invasion stripes are only carried on the bottom of the fuselage and the roundel positions have been over-painted with a darker shade of PRU Blue.

1/48th Scale

48-134 Mitchell Collection Pt.II

This is a two-sheet set following on from Pt. I and it offers the Hinsonarus for the Aichi Grase and Val and the Mitsubishi Type 21 and 52 Zero. Eighty-six images are included on the two sheets and these include plain, white and black edged versions.

Price: £5.99

48-106 E.T.O Mustangs

1. P-51D-20-NA, 44-6077, ‘Estrella I’s’ flown by Lt. Curtis Smart of the 358th Fighter Squadron (FS), 364th Fighter Group (FG), 8th Air Force based at Honington in 1945. This machine is natural metal overall with an Olive Drab anti-dazzle panel. The spinner is white, with the forward section of the engine nacelle and canopy framework in blue and white checks.

Price: £4.99
wing leading edges are yellow.
• 2. Z/Z-2 'Penny' flown by Duxford Wing Leader Denis Gilliam. This machine is in the same scheme as the previous option.

• 3. R7572, PR-G flown by Sqn. Ldr. R.P. Beaman of No.619 Squadron. This machine is in the same scheme as the previous option, although it has a rather odd collection of marking types. The aircraft also has four 1" wide black and white ID bands beneath each wing.
• 4. R8893, XM-M of No.182 Squadron in November 1942. This machine is in the same scheme as the first option, although the entire spinner and the extreme of the engine cowling are white. It has 1" wide black ID bands on the lower wing panels and a single yellow band on the upper surface.
• 5. DN406, PR-'F'Mavis' of No.699 Squadron. This machine is in the same scheme as the previous option, although the spinner is sky and red.

The decal sheet includes all the unique markings for each option along with a complete set of national insignia for one option and three sets of yellow wing leading edge markings.
Price: £3.99

48-374 Taufi Weasels
• 1. F-105F, 63-8319, 'Sinister Vampire', flown by Capt. Don Kilgus and Capt. Ted Lowery of the 44th Tactical Fighter Squadron (TFS), 355th Tactical Wing (TFW) based at Takhli.
• 2. F-105E, 63-8301, flown by Capt. Vern Harris and Capt. Kim Pepperein of the 357th TFS, 355th TFW based at Takhli in 1968.

48-375 Thunderbirds
• 1. Fw 190A-8, 'Black 4' flown by Capt. Friedrich J. Herrmann of 3./JG77 in the autumn of 1944. This machine is RLM 81/82 over 76 with the blue/white/blue RVD bands of JG77 on the ait fuselage and the engine cowling. The lower engine cowling is yellow, while the rest of the cowling is in white and black stripes.
• 2. Fw 190A-7 flown by Oblt. Wilhem Krebs the Technical Officer of 1/JG71 in January 1944. This machine is RLM 74/75 over 76 with the red RVD band on the ait fuselage. The lower engine cowling is yellow, while the rest of the cowling is in white and black stripes.
• 3. Fw 190A-6, 'White 7', flown by Maj. Erwin Bachl of Sturmmaschinen (TFW), based at Dortmund in January 1944. This machine is RLM 74/75 over 76 with black/white/black bands around the ait fuselage and the lower engine cowling in yellow.

Price: £3.99

48-376 Fw 190 Butcher Birds P.V
• 2. Fw 109-7 flown by Oblt. Wilhelm Krebs the Technical Officer of 1/JG71 in January 1944. This machine is RLM 74/75 over 76 with the red RVD band on the ait fuselage. The lower engine cowling is yellow, while the rest of the cowling is in white and black stripes.
• 3. Fw 109A-6, 'White 7', flown by Maj. Erwin Bachl of Sturmmaschinen (TFW), based at Dortmund in January 1944. This machine is RLM 74/75 over 76 with black/white/black bands around the ait fuselage and the lower engine cowling in yellow.

Price: £5.99

48-377 Air War over Vietnam P.L.X
• 2. A-1H, 137690, 'Bad News' of the 6th SOS, 14th SOW, also based at Pleiku, but in 1968.

48-378 Air War over Vietnam P.L.X

Each machine is dark Gunship Grey, Dark Green and Tan over Light Grey. Option three has black under surfaces and option four has the engine cowling in white.

The decal sheet includes all the unique markings for each option and national insignia for three machines.
Price: £3.99
Editorial
The feedback I received about the last edition proved that the increase in colour in the magazine was appreciated. It makes the production of this title much easier if you do not have to consider what is in colour and what is mono, so far in future the layout of the title will not be restricted by the colour separation. The next stage in our development will come in the next few months, but I keep quite at present, as I do not want to let too much slip... yet!

Once again I would like to ask for article contributors to our title, as I would like to increase the number of contributors we have as this allows the greatest coverage possible. If you would like to know more about what is involved, drop me a line at the editorial address. I would once again like to ask all vehicle (car, truck and bike) modellers to get in touch with me to assist me with a project I am currently working on.

Well, I will sign off now until next month, as the tilting in the kitchen is calling me, along with all the painting. It’s a real shame that my wife didn’t appreciate my RLM 81/83 motle over 76 for the kitchen... I thought it was great!

Richard A. Franks
Editor

News & Reviews

404... News Update
News from around the modelling globe

408... Previews
An initial look at the kits we have received for review

410... Reviews
Some of the latest kits, built by the Review Team

Features

434... Red Star of Moscow
Richard J. Caruana takes a look at the classic MiG-3 Russian fighter and includes scale plans and high-quality colour artwork

440... Show Report
Robert Day reports from the Southern Expo

448... Accessories
Some of the most recent products from Deksan, Precision Replicas, Invicta, 12 Squared, Goso Line, Yan’s Scale Models, TAG, Scale Dynamics, Aerobatic, Pacific Monograph, PART and Kazan

427... Decals
The latest sheets from AeroMaster, EagleGals, Cloud Master and the return of Carpetha

446... Re-issue Reviews
A look at some recently re-issued kits from Revell®, TAM, Fine-Molds, Italeri and Modelist

456... Advanced Preview
We take a quick look at the new 1/48th scale Junkers Ju 88A-4 from Revell®

Regulars

458... The Bookshelf - including News Update

460... Clubs & Societies

461... Forthcoming Events & Events Diary

461... Readers’ Classifieds Advertisements

454... Quick Build 1
Richard A. Franks builds the excellent 1/48th scale Nakajima J1N1 Gekko from Arba Productions

457... Colour & Marking Notepad
Another selection of photographs from the files of Michael Payne

Cover:
**Latest from Cloud Master**

The Dutch source of Cloud Master (Dutch Decals) have recently released a couple of new airliner sheets in both 1/144th and 1/72nd scale and samples of these have made their way to us directly from the manufacturer.

**1/144th Scale**

**144/7, Air Holland B727-292**
- PH-BDA 'Willem C. Schouten'
- PH-BDD 'Gerard de Vries'
- PH-BDU 'Marco Polo'
- PH-BDV 'Historian Eriksson'
- PH-BDW 'Van der Gama'
- PH-BDZ 'Christopher Columbus'

The decal sheet contains the cheatlines, KLM logos and markings for one option, as well as the names of each of the above listed machines. The registration is only supplied as one complete set with all the individual letters to make it into any of those listed above.

**1/72nd Scale**

**72/6 KLM DC-6 (early scheme)**
- 1. DC-6, PH-TPL (later PH-TPI) of KLM based at Schiphol in 1948-9. This machine is in the scheme applied for delivery to KLM and as seen when the machine was test flown in the USA. It is natural metal overall with the striped rudder and dark blue cheatlines down the fuselage and on each engine nacelle.
- 2. DC-6, PH-TPT, 'Prinses Beatrix' of KLM based at Schiphol in 1948-9. This machine is in the same overall scheme as the previous option although the royal crown has been inserted into the fuselage cheatline and there are areas of the wing which are painted grey.
- 3. DC-6, PH-TPL, 'Prinses Irene', based at Schiphol in 1948-9. Once again this machine is bare metal overall, with grey panels on the wings but it also has the upper fuselage decking and the lettering on the cheatlines done in white.
- 4. DC-6, PH-TPL, 'Prinses Margriet' based at Schiphol in 1948-9. This machine is bare metal on the lower fuselage and parts of the wings but the entire upper fuselage and vertical fin are white.

The decal sheet contains the unique markings for each option plus a set of cheatlines, although I note that they are with the white lettering which is only applicable to the third and fourth options. One aircraft can be built from this sheet and a nice touch is the inclusion of the blue curtains as decals, so you can apply them inside the fuselage prior to assembly. Some conversion of the Heller kit will be required and the instructions do include diagrams and measurements to allow you to achieve this.

**Information**

Worldwide Enquiries:
Tel/Fax: 0031 0 172 615372
UK Source: Hannants (See AeroMaster advert elsewhere)
The name of Carpéna is well established in the decal world, although of late the range has been out of production and stocks have diminished. This has all changed, production has recommenced and four of the latest sheets have made their way directly to us from the manufacturer.

1/72nd Scale

72.72 ‘Cercardes Aéronautique Français’

- Part 1 (1/72)

This sheet offers a mass of rounds in twelve diameters suitable for French Naval machines and the types covered by the sheet are as follows:
- Fouga CM.175 Zephir + Sud Alouette III + Mudry CAP 10 + MS 880
- Rallye + Aérospatiale Lynx + Embracer Xinger + Dassault Falcon 104 + MS 760
- Paris + Breguet 1050 Alize + Nord 2525
- Fregate + Douglas DC-6 + Nord 2504
- Noratlas + Breguet Atlantic + Douglas C-47
- Dakota + Lockheed P2V-7

French Naval rounds for a selection of types are offered on sheet 48.60:
- 3. T-6G, S1-46144, ‘WT’ of Escadrille EALA 13/72 based in Algeria in 1961. This anti-dazzle panel, overall in yellow with black anti-dazzle strip, includes the engines in yellow, panels in red, wings and engine cowl in matt silver.
- 3. T-6G, S1-492993, Escadrille EALA 7.72 based in Algeria in 1961. This anti-dazzle panel includes the engines and wings in yellow, with the mid-fuselage section in matt silver.
- 5. T-6G, S1-4781, Escadrille EALA 14/72 based in Algeria in 1960. This machine is overall matt silver.

Information

Worldwide Enquiries: Carpéna, Colorado Modelismo & Desarrollados Ltda., Apartado 1037, 167-10, Veromin, 4470 Maia, Portugal. Tele/Fax: 351 2902 52 49 Email: colorado@decapena.com

UK Source: Hannants (See Aeromaster advert elsewhere)

Decals

1/48th Scale

48.55 T-6D Français - Part 1

- 1. Harvard Mk IV, S1-17157, ‘H-10’, of École de Pilotage Marrakech, based at Maroc in 1959. The machine is yellow overall with a matt black anti-dazzle panel.
- 2. T-6G, S1-4915, ‘RM’ of Escadrille EALA 8/72 based at Tebbesa, Algeria in 1957. This machine is overall yellow with the matt black anti-dazzle panel.

The decal sheet includes all the unique and national insignia for each of the five options.

48.60 Cercardes Aéronautique Navale 1977/78

- Part 1

This sheet contains seventy-six rounds in seven sizes for the following types:
- Fouga CM.175 Zephir + Sud Alouette III + Mudry CAP 10 + MS 880
- Rallye + Dassault Falcon 104 + MS 760

48.61 Cercardes Aéronautique Navale 1977/78

- Part 2

This sheet contains twenty-five rounds in four sizes for the following types:

A selection of the larger style of French Naval rounds are offered on sheet 48.61:
- Nord 2504 Noratlas + Lockheed P2V-7

Overall these sheets are of excellent quality. The images are well printed, with good register and I noted no excess carrier film. The T-6 sheet will certainly smarten up the new Occidental kit and I can think of three of the options off that sheet that I would like!

All of the Carpéna range is now printed in Portugal and stocks are held in the UK by Hannants and the price should be approximately £4.99 each.

Our thanks to Carpéna for the review samples.
Following our set for the F-8 CRUSADER we are about to release a few sets for another Century Fighter: the F-105 THUNDERCHIEF!

The first (shown at right) is for the F-105D. Monogram's kit, although amazingly accurate, could do with some upgrading. Check the contents of our set to see what we provide to do just that.

Some more future releases:
48-4023 Me8f109/E3 Update set /Tamiya
48-5094 F-8 Crusader Correction Set /Monogram
/a set to correct the stance of Monogram's kit (sits too low), also including the belly airbrake with housing and front main wheel well bulkheads.

48-4022 F-105D THUNDERCHIEF Update Set

48-4024 A-1 H/J SKYRAIDER Update Set

Not so long after we released an improvement set for Monogram's A-1 H/J SKYRAIDER, Tamiya surprised us with a more accurate model of this famous Vietnam fighter. A beautiful model, with only a few shortcomings. The biggest part missing is the "Yankee" escape system, as used by the Air Force. True, the box art shows a Navy plane, but it is doubtful they will change the parts when they release it as a USAF "Sandy". Check our set at left, especially adapted for Tamiya's kit.

48-5095 F-4F PHANTOM Unslotted Stabilators /Hasegawa
48-5096 "Yankee" Ejection Seats /USAF- Skyraider
48-6023 F-4E PHANTOM Cockpit Set

Check for prices of these sets on Hannants' webpage.
MiG-3 of the 7th Fighter Aviation Regiment operating on the Leningrad front in the summer of 1941 in brown/green upper camouflage. Plain stars on upper wing surfaces.

MiG-3, red '12' of an unidentified unit, in the white winter scheme. Note that the engine cowling and spinner are natural metal while upper wing outer panels are red – no upper wing stars.

MiG-3, white '04', 7th Fighter Aviation Regiment of the Soviet Air Force, flown by Capt S.N. Poluykov on the Leningrad Front, summer 1941. Plain stars on upper wing surfaces.

MiG-3, white '42', of an unidentified Soviet unit, 1942. Two-tone green upper scheme with plain stars.

MiG-3, white '67' probably of the 7th Fighter Aviation Regiment, 1942. Note the stars on fuselage, tail and upper surface have a black outline.

Scale — 1:48

© Richard J. Caruana – 1998
Contact with readers, especially through their feedback, is one of the greatest sources of new material. Some years ago I had published a feature about a Soviet World War II fighter in another publication and shortly after, through the post, comes a Russian book, with extensive details about the aircraft in question. However, what caught my eye was equally extensive detail about another favourite of mine, the MiG-3 and it took me some time to digest the contents. For there appeared to be not one, standard version but two distinct ones. This was something which, at that time, I had not noticed anywhere else. Although I cannot claim that this is the first western magazine to come out with this discovery, it could very well be! So bear with me till the end.

Just prior to the outbreak of the Second World War, the Upravlenie formula-vozdushnykh sil (UVVS - Administration of the Military Air Forces) issued a specification for a single-seat interceptor to be powered by the Mikulin AM-35 engine. In typical Soviet practice of that period, Artem Mikoyan and Mikhail Gurevich (MiG) went to design and produce the smallest possible aircraft around a revolutionary aero engine, the AM-35, a twelve-cylinder vee liquid-cooled engine which developed 1,350hp for take off and 1,200hp at 6,000m. Main emphasis was on the best high-altitude performance possible, based on the premise that the AM-35 was the most powerful Soviet aero-engine of its time, one which could beat practically any other anywhere else. Its only drawback was its power/weight ratio which at 1.63kg/hp was exceptionally high.

Design of the I-200 began in 1939 and the first prototype of three was complete within four months. Test pilot AN Yekatov performed the first flight on April 5, 1940 and by May 24 a maximum speed of 648.5km/hr at 7,000m had been reached. During another trial some time afterwards, Yekatov lost his life in the MiG but this did not deter the completion of official acceptance trials in August; in fact mass production under the designation of MiG-1 had already been under way at Factory No. 1 and when it entered service with the Voenno-Vozdushnye Sily (VVS – Military Air Forces) it was claimed that it was the fastest military aircraft in service in the world.

The speed with which the aircraft had been designed and developed meant that a number of important factors had been overlooked. Though performance was superlative, manoeuvrability and handling was generally considered to be poor. High wing-loading coupled with a short fuselage, so reminiscent of the Polikarpov I-16 (SAMI Vol.3/4, April 1997) on which both Mikoyan and Gurevich had been engaged, was the main source of the problem. While that concept retained the weight of the aircraft down, longitudinal stability suffered.

What never ceases to amaze an aviation researcher is that, when all seems to have been said and written about a well-known aircraft, a surprise pops out of the proverbial ‘magician’s hat’. And the Mikoyan and Gurevich MiG-3 is a case in point. All the established references consulted seem to agree on a standard history, yet out comes a Russian source to give us a new look at this fighter which, though not as successful as any of the Yak series, formed an essential element of Soviet air power at the time of the German invasion. Richard J. Caruana discusses and illustrates some relatively recent discoveries about this beautiful fighter.

Another weak feature was the position of the cockpit in line with the trailing edge of the wing, due to the long engine, which resulted in very poor down and forward view. Visibility whilst the aircraft was on its tail was absolutely nil, making take-offs and landings a cumbersome, hazardous affair. Due to the overall weight, armament was on the light side, consisting of one 12.7mm BS machine gun with 300 rounds and two 7.62mm ShKAS machine guns with 375 rounds per gun mounted over the engine.

Improving the Breed

While the first MiG-1s were joining VVS units, Opytno Konstruktorskoe Byuro (OKB – Experimental Design Bureau) was already working to improve what basically promised to be a valid interceptor. Improving handling characteristics, especially during diving attacks, was the major goal. Progressively it became clear that a new generation of fighters was going to emerge. Given the designation MiG-3, the new machine differed little externally but subtle changes were introduced.

The mixed construction of this low-wing cantilever monoplane was similar to
MiG-3
Canopy in open position
fuselage rear of canopy of wooden construction

MiG-3
(original form)
Port Profile

MiG-3
(original form)
Starboard Profile

MiG-3
(lengthened form)
Port Profile

MiG-3
(lengthened form)
Starboard Profile

Radiator shutter in open position

Position and amount of nose extension

Air intakes above nose redesigned

Note different design of air intake this side

Revised tailwheel doors - completely enclosed

Rocket projectiles on rails

Scrap view of wings with leading edge slats

DRAWINGS BY
RICHARD J. CARUANA
© 1998

Scale Aviation Modeller International
Three rocket projectiles could be carried under each wing.

Note asymmetric air intakes, port and starboard.

MiG-3 (original form) Inverted Plan

Leading edge slats (both wings) introduced during production on both standard and lengthened versions.

Wings outboard of this point are of wooden construction.

MiG-3 (lengthened form) Upper Plan

Trim tab this side only.
that of the MiG-1. The forward and centre fuselage was formed from welded steel tube while the rear fuselage was of wooden construction, a choice forced on the designers by the shortage of aluminium alloys in Russia at that time. Duralumin skinning was thus restricted to the closely cowled engine, and as far back as the bulkhead, just aft of the pilot’s cockpit seat. Similarly clad was the wing centre-section which practically formed an integral part of the fuselage structure. Within this section were housed the two 150-litre fuel tanks, a third of 110-litre capacity was placed between the cockpit firewall and the pilot’s cockpit while a fourth of 235 litres was placed below the cockpit floor.

Sources quote the VSh-61 and range of the aircraft was 1,250km, an increase of 500km over that of its predecessor, while overall gross weight increased only marginally. There was also an improvement in speed which now topped 640km/hr at 7,800m. Armament remained the same though provision was now made for six RS-82 rockets under the wings, or two 100kg bombs. A trial installation of two Berezin machine-guns in gondolas under the wing was tested but not generally adopted. Rear view from the cockpit was improved by providing two triangular windows, while the canopy could slide back; initially the latter had been a course for complaint by Soviet pilots and was often discarded, thus preferring to feed the guns. In fact it is in this area, just behind the engine, that the rounds are stored. My assumption is based on the fact that a number of intakes found on the original MiG-3 above the fuselage, between the gun breeches and the cockpit, were removed and replaced by two long streamlined fairings. Some sort of modification could have taken place in this department. The exhaust stacks were also slightly modified. The foremost stack was now faired into the engine cowling, with just the stub end visible.

Another major feature of the new MiG-3, which Russian sources simply refer to as ‘lengthened version’, was the introduction of wing leading edge slats, also fitted to some earlier MiG-3s; probably on the field or during major maintenance; this was simple to achieve through the interchangeability of the outer wing panels. Due to these slats, the rather sluggish and difficult, raising considerable complaints from Soviet pilots. This was no fault of its own, as the aircraft had been designed for high altitude operations. Aware of this.

The MiG-3 was transferred to the Protivorezhdashnya Oborona (PVO – Anti Aircraft Defence) as a point defence interceptor. With the advent of the superlative TaK series of fighters, and later the powerful LAGG-3 and -5, the aircraft was relegated to secondary duties and production ceased in the spring of 1942, though 3,322 MiG-3s had been built by then, following the 100 examples of earlier MiG-1. Another reason for this was that production of the AM-35A which powered the MiG fighter was stopped in favour of the AM-38, which was given higher priority for fitting in the II-2.

This was not the end of the MiG-3 in service, as it went to replenish units which were still flying with the old 1-16, and in some cases, the two types could be found operating within the same air regiment or squadron. Amongst others, the MiG-3 equipped the 12 Guardskii Istrebiteliyni Aviapolk (GIAP – Guards Fighter Aviation Regiment), the 16 GIAP under the command of A. Pokryshkin, 2 GIAP, 3 GIAP VVs Northern Fleet, 32 Istrebiteliyni Aviacionny Polk (IAP – Fighter Aviation Regiment) of the Black Sea Fleet, 27 IAP, 28 IAP, 34 IAP and two test pilot’s units, the 401 and 402 IAP.

Special mention of Guard’s Colonel Aleksandr Pokryshkin is due, as apart from being a famous Soviet fighter ace he was instrumental in avoiding a catastrophic defeat to Soviet troops in the Rostov-on-Don area. During a routine sortie he spotted Von Kleist’s Panzers amassing for a surprise attack which would have certainly wrought havoc to the Soviet Army at such a delicate phase of the conflict. Another ace who flew the MiG-3 was AV Shlpov who early in 1942 formed part of 6th IAP, Moscow Air Defence Zone.

The MiG-3 is certainly one for the lover of the exotic and esoteric, and its pleasing lines will grace any model collector. It has worn some wonderful colour schemes, starting with the two-tone green of the early period, which progressed into a brown/green scheme. From 1943 onwards, those aircraft which remained in service received a uniform green coat on all upper surfaces, while in winter a temporary coat of white distemper was applied, with red upper surfaces of the outboard wing sections to facilitate identification in case of a forced landing.

Richard J. Caruana

Red Star of Moscow The MiG-3

* Scale Aviation Modeller International

438
MiG-3, black '7', 6th Air Fighter Regiment operating in defence of Moscow piloted by AV Shlopov, winter 1942. White distemper uppersurfaces; wing upper outer panels red, no upper wing stars.

MiG-3, of an unidentified unit, 1942. Brown/green upper surface camouflage with stars thinly outlined in white. Note the patriotic slogan on the rear fuselage in white.

MiG-3, of the 6th Fighter Aviation Regiment, winter 1941-1942, in temporary white distemper paint on upper surfaces. Slogans on the fuselage side in red. Only half of the outer upper wing panels are red - no upper wing stars.

MiG-3, white '28' of the 7th Fighter Aviation Regiment, 1944. Uniform green upper surfaces. White outline fuselage and tail star markings; no stars on top of wings.

MiG-3, white '5', 15 GuAP flown by Aleksandr Pokryshkin, 1942. Two-tone green finish with plain stars in all positions. Note three stars denoting 'kills' under the windscreen.

Scale — 1:48

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News Update

Hasegawa

This manufacturer is due to produce the lovely Latécoère 298 seaplane as a resin kit in the near future. Decal options will include those of French Air Force, Vichy and Luftwaffe machines.

We have no confirmed UK price or release date as yet.

Airfix

Back once again, and welcomed by many I am sure, is the good old H P Hampden kit and it retails for £7.99.

Fujimi

A number of kits have been re-issued by this source. In this scale there are the MHi-531/'Desert Storm', A-7D Corsair (£7.99), Junkers Ju 87D-5/8 (£8.99), AH-1 I Dow Cobra, AH-1J Sea Cobra and UH-1N Iroquois at £1.099 each.

SkyModel


SkyModel

Daedalus

A new resin kit of the Swedish license built Morane Saulnier Type L in the form of the Thulin D (Early) is due from this source.

Red Hurricane

Due by the time this is read will be the Hurricane Mk IID (£16.00), Junkers Ju 87D-5 Stuka (£17.50), F-16A Royal Dutch Air Force '45th Anniversary' (£10.75), Messerschmitt BF 109G-4/7 lobo (£15.00). Also due will be a set of pilot figures. The set will retail for £9.00 and will include Japanese, Luftwaffe, USAF and RAF examples.

SkyModel

1/72nd

Bilek

New injection moulded kits of the Aero L-29 Delfin and L-29R/RS Delfin are due soon. Each kit will retail for £6.75.

SkyModel

Due in August will be a new set of WWII pilot figures (£5.00) and the Focke Wulf Fw 190A-7 (£8.99)

SkyModel

Daedalus

A new resin kit of the Swedish license built Morane Saulnier Type L in the form of the Thulin D (Early) is due from this source.

Red Hurricane

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SkyModel

1/72nd

Flashback

The MiG-3, Fiat Cr.42 in night fighter configuration and Siemens Schuckert D.III are all due from this source. They are all based on Classic Airframe or Eduard toolings and will feature new resin, metal and etched brass detail parts.

Also due is the Hansa Brandenburg W.29 and this is an all-new tooling which will include the main parts in limited run injection moulded plastic and resin, metal and etched brass detail parts.

SkyModel

1/72nd

Eduard

The latest kit in the mind blowing 'Strip Down' series is the Pierre L-4 Grasshopper. This product is based on the KP kit and features all the tubular structure as etched brass, so you can build the kit in 'skeleton' form. The UK price for this kit is £10.75.

SkyModel

1/72nd

Merlin Models

The latest limited run injection moulded kit from Merlin is the Kaman HOK-1 helicopter and it retails for £10.95.

SkyModel

1/72nd

Noix Models

Two stunning new kits of Schneider racers have been released from Noix. The Macchi M.52 and M.67 are both resin kits with metal detail parts and decals and they are well up to the stunning quality that this manufacturer achieves.

SkyModel

1/72nd

Combat Models

New vac-formed kits of the Vickers Wellington Mk I to XIV have been produced by this firm and retail for £64.95 plus shipping.

Due after this will be the I.A.R. 80 and Hs 123, although we have no release date or price for these.

SkyModel

1/72nd

A vac-formed kit of the Dornier Do-X is also due.

SkyModel

Copy Deadline 7th July for Volume 4 Issue 8
Once again, the event raised money for the local hospice, this time raising £3,000.
From SAM Publications
No. 1 in a New Series

THE DE HAVILLAND MOSQUITO

A COMPREHENSIVE GUIDE FOR THE MODELLER

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- Interior artwork by Steve Benstead and Anthony Oliver
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All pictures are actual book extracts.
Without doubt Japan's most formidable bomber of WWII was Mitsubishi's Ki-67. Known in Japan as the Hiryu 'Flying Dragon', to the Allies it was the 'Peggy'. Serving with both the Army (for whom it was initially designed for) and the Naval Air Force, the design proved to be an outstanding aircraft.

First entering service in 1943 after a long protracted development it soon began to find favour with its crews. Despite its size (approximately the size of a Wellington bomber) the 'Hiryu' was manoeuvrable, long ranged, carried an effective load, was well built and fast. Because of these many attributes the 'Hiryu' was to be found in many guises; bomber, torpedo bomber, glider tug, mother plane (for the I-Go A guided missile), heavy interceptor (Ki-109) and finally as a suicide plane.

The 'Hiryu' to me had always been a most attractive aircraft with its sleek lines and large engine cowls, so to cover this aircraft in this series was indeed a joy! The only problem to me was to decide on which variation to model; should I build the bomber or the fighter, or perhaps a conversion to a suicide aircraft? After much umming and ahaing my mind was finally made up by a photograph I found in the Maru-Mechanic (photo 1) covering the 'Hiryu'. The aircraft was the standard bomber version, but what persuaded me to model this aircraft was the colour scheme! Most 'Hiryu' flew in a scheme consisting of a single solid upper and lower surface colour, however here was a photo of an aircraft based at the Hamamatsu Flying School with a very different scheme! More about that later.

My basis for the model is the old LS Ki-67 model that originally came out in the early 1960's, I believe 1962! At this point I would like to say I have nothing against old kits! If it was not for this model we would not have a 'Hiryu' to build, and for a model over 35 years old it is very good.

The Kit
As stated this is an old kit, but in general it is not bad at all. LS have given the surface a scale representation of the rivets which are very acceptable, the only items I personally do not like are the engraved positions for the Hinomaru. There are a substantial number of parts, most of which are fine. One can tell quite easily that this is a 60s kit, it's full of gimmicks: moveable control surfaces, opening and closing bomb bay doors and the provision to put little electric motors in the nacelles to make the props go round.

Before going to the main part of this article I would like to stress that some of the work that will need to be carried out will on first impressions appear to be difficult. It is not, just take a little care, do a few dry runs and you will be amazed how simple the task really is.

Stage 1 - The Interior
The first task to tackle is removal of unwanted lugs within the fuselage halves. These can be removed using a sharp new blade and some wet and dry paper, photo 1 illustrates (using arrows) the areas to be removed. Once done the task of adding the formers can be carried out (photo 2).

Certain items supplied in the kit are, shall we say, a little on the heavy side, these being the floor structures and bulkheads. It seemed the most logical action to replace these with items fashioned from 20 thou plastic card, using...
the kit items as templates. With the aid of the photos (3 through 9) it will be possible to build up a far more convincing interior. I would like to mention at this stage that I made a bit of an error! I attached the flooring and bulkheads to the starboard (right) side of the fuselage. This makes the addition of other features a bit hit and miss, and on hindsight it is far better to add the assemblies to the port side (left). New seats were fashioned for my 'Peggy' using push moulding (photo 10), these are then attached to the cockpit floor in the appropriate position. Next detail was added to the gunner's areas, kneeling pads were made from small pieces of Milliput formed to shape and given texture by gently pushing the back of a knife blade in a diamond pattern. These pads are then left overnight to go hard before being glued into place.

When I was fully satisfied with the interior it was given a coat of paint. For my particular model I chose to paint the interior with a mix of 50% Xtracolor (Aotake), 40% Medium Green (any will suffice) and 10% Dark Grey; this will give the original colour a more pleasing look. Using various greens and greys I picked out the details, then finally give the interior a gentle dry brush of a 50/50 mix of silver and matt black to highlight areas.

When fully satisfied with the interior the two halves of the fuselage are joined together and the nose glazings become the next target for attention.

When observing the photos of the glazed nose of the 'Peggy' the most obvious feature is the framework on the inside. This framework is totally missing from the kit and its addition improves the overall appearance of this area tremendously. For this task you will need the following: 20 thou plastic card, circle cutter, ruler, a 0.05 drill and patience!

1. **Stage 2**
   Adjust the circle cutter to a radius of 11 mm, place on the plastic card and gently scribe a circle; do not cut right through. Now adjust the cutter so that the radius is set to 13 mm, place on the original centre point and scribe a second circle, again do not cut through. Using the drill make holes all the way around in between the circles you have just scribed, trying to space the holes evenly. You will need to make a total of three of these discs (see photo 11). Once the holes have been drilled, and the discs painted with the interior colour, cut through the remaining thickness of the plastic card.

2. **Stage 3**
   When you have removed the glazed pieces from the sprue the task of adding the internal structured starts. Cut the parts you have just made in half, this allows for easier handling. Using the framework on the glazing as a guide cut the pre-painted pieces into the correct lengths; these pieces go on to the glazing at an angle (photo 12). Attach the pieces carefully so the surface of the glazing is not damaged and then add the rest of the internal detail to the nose section before gluing the two...
halves together (photo •13). The resulting assembly is far more convincing than the original offering in the kit.

All the glazings can now be added to the fuselage and we can move on to the next stage.

● Stage 4

All the major sub-assemblies can now be constructed according to the instruction sheet, however great care should be taken when assembling the wings and engine nacelles. All I can recommend here is plenty of dry runs and take your time, especially with the fitting of the cowl to the nacelle. Photograph •14 illustrates the model in the final stages of building and photo •15 is the kit once the grey primer has been added.

● Stage 5

This is the area that this article is really aimed at, painting the model!

Everyone who builds Japanese aircraft, and has looked at the 'Peggy' will know that on the whole they are all painted in the same manner. This scheme being a solid upper surface and a grey or natural metal lower surface. When I found an aircraft in a totally different scheme from the standard I was prompted into this article. The scheme carried by this aircraft is grey-brown overall with an overall green mottle on the upper surfaces.

Once the model has been primed the entire model was given a coat of Tamiya XF20, this being a good match for grey-brown. The model was then given time to dry after which Olive Green was sprayed on to the upper surfaces in a random fashion. At this junction you can use all your imagination and artistic flare to create whatever pattern you desire, just make sure you do not fill in the mottle too much (photo •16).

● Stage 6

It is now time to add the markings. The Hinomaru do not pose any problem, these are supplied in the kit, the only problem is the unit marking. Readers who follow the Emperor's Wings series, will recall that the 'Petes' tail codes were produced by adding rub-down letters to the area of the fin that had been pre-painted in white. The Hamamatsu unit marking is produced in a slightly different manner. Take the supplied drawing of the unit insignia and tail code to a shop that specialises in photocopying and ask them to copy the drawing size for size onto a gummed paper. You now have your templates. Cut out the area of the fin, next using a new knife blade remove the black photocopied areas.

Carefully dampen the gummed side of the paper and apply the mask to the fin (photo •17), allow a little time for the mask to dry and then paint the area that has been removed with white. Give the paint at least 24 hours to dry and then gently soak off the mask. If you have carefully applied the mask a perfect painted-on unit marking should be the end result (Photo •18). This technique can be used quite successfully on most unit markings, but it can require a degree of practice.
With all the markings applied the entire model was given a very light dusting of burnt umber chalk pastel to take the edge off the colours, and the entire model was then finished off with a coat of matt varnish. Photographs 19 to 23 illustrate the finished model.

Well, there we have it, a little different from the normal Emperor’s Wings; I really wanted to share this out of the ordinary scheme with fellow enthusiasts and I have! For the next Emperor’s Wings I will be going back to the normal style of article, concentrating more on the detailing side of the model. The IJN is the focus with the Fujimi Nakajima JN Gekko ‘Irving’. Until then, happy modelling.

Please note that since writing this article Hasegawa has released a kit of the Ki-49 ‘Helen. This kit comes with a set of Hamamatsu tail markings. Very useful!

Peter Fears
Lockheed F-94C Starfire (Late Version)

This kit was first released in 1994 and was reviewed in Scale Aviation Modeller International (Vol 1 Iss 10, November 1995) on page 547.

The main components are clearly moulded in light grey plastic with recessed panel lines. The cockpit interior consists of a separate tub, into which are fitted the ejection seats, control columns and instrument panels. The instrument panels and side consoles are devoid of all detail, and there are no decals for these areas either.

Detail within the wheel wells is missing and the overall level of detail offered in this kit is very basic, leaving modellers great scope to add as much as they want. The wing tip tanks are supplied separately, as are the air brakes. The clear parts just comprise the main cockpit canopy, which is in two parts, and these are of a good quality. They are packed loose within the box with all the other sprues, so will quickly scratch.

Colour Options & Decals

Two schemes are included, and these remain the same as those offered in the initial issue of the kit. The first is FA-555 of the 27th FIS based at Wright Patterson AFB in 1955. The other option is FA-641 of the 84th FIS during the 1954 Air Gunnery Meet at Yuma. Both machines are bare aluminium overall with a black nose cap, inner faces of the wing tip tanks and the leading edges of the wing and tailplanes. Of the two, the 27th FIS example is the best as it has a yellow and black checked rudder.

The decals are well printed, with good colour density and limited excess carrier film. The unique markings are included for each option, plus a complete set of stencils and national markings for one example.

Conclusion

As was said in the original review of this kit, this is easily assembled and will suit all skill levels. The detail may not be the best and the moulding may seem a bit chunky, but overall the product is very buildable.

Our thanks to Pocketbond Ltd for the review sample.

Bell X-1 (‘Mach Buster’)

This kit is a well known one, as it was originally produced by Hobby Spot U. The kit has only just been deleted from the Tamiya range, so this re-issue will, I am sure, please a number of you who did not have a chance to buy it before. This latest example is entitled ‘Mach Buster’ and it has been released in the ‘Warbird Collection’ series.

The mouldings, although originating from another source, are excellent and you will have no problem in building this example. The inclusion of the interior equipment did lead to the use of a completely clear fuselage, to allow you to show it off. The illustrations on the box show just one fuselage half used, but both are in the kit. As the X-1 had tricycle undercarriage nose weight is required. The inclusion of a clear fuselage does mean that the installation of this weight would be too obvious. Tamiya have got around this by supplying a metal ball, which is fitted inside the liquid oxygen tank.

If you wish to pose your completed model, there is a small white plastic stand on which to secure it.

Colour Options & Decals

Three X-1s were built. Only No.1 and 2 were ever flown for any period, as No.3 blew up during ground running after only one glide flight. The kit allows you not only to make the different versions of the X-1, it also offers markings for the No.1 aircraft (6042) in its early and late varieties. The second machine (6061) can also be made in two different schemes, although the third machine (6064) is only offered in one. The first machine can be painted as ‘Glamorous Glennis’ in overall orange or as seen at a later stage in red/orange overall with the upper and lower fuselage spine and vertical fin in white. The two schemes for the second machine are white overall, each with the ‘NACA’ logo across the top of the vertical fin. The third machine is also offered in the overall white scheme.

Decals are printed by Tamiya and are of excellent quality. The images have excellent colour density and they are glossy. Carrier film is not excessive and I am sure that they will cause no problems during application.

Conclusion

This is an excellent kit and one which all skill levels can enjoy. The inclusion of the clear fuselage and stand may be considered a gimmick by most, but I can see it appealing to a number of newer modellers and that has to be a good thing.

Our thanks to Richard Kohnstam Ltd for the review sample.

Correction Re-issue Review

In the Re-issue Review of the Airfix 1/72nd scale De Havilland Vampire FB.5/128B (See Vol 4 Iss 5 Page 309) it was stated that the kit was in fact the SNCASE SE.53 Mistral and an accurate FB.5 could therefore not be made from it.

It transpires that our information on this kit was incorrect and that in fact that kit does correctly represent the FB.5 version. Please disregard all references to the Mistral within that review.

Our thanks to a number of people who pointed this error out and our apologies to Airfix for the error.

Richard A. Franks
Editor
Bereznak-Isaev BL-1

This is a re-issue of the Ex-Dragon FW 190D-9 and with the move of certain parts of Dragon to Singapore, this current example has been produced in China.

The Dragon D-9 kit is complex, and in some areas a bit of a struggle to make. The original company that made this kit was Tristar and initially it had white metal and etched steel components. With the Dragon issue of the kit the metal parts were replaced with plastic (sprue 'M') and with this example from Italeri all of the etched steel pieces have also been replaced in plastic (sprues 'P' & 'N').

The cockpit interior detail is excellent with raised details on the side consoles and instrument panel. Careful painting and dry brushing will pay dividends here. The replacement of the etched and metal parts in this version has made this area much easier to build.

The wheel wells have excellent detail with additional ribs and the cannon barrels supplied as separate pieces. Alternative cow gills are included to allow you to have them open or closed and you also get the 250kg bomb container or 300lt drop tank for the centreline carrier.

I did note on the example we had that the injection quality was not as good as we had seen on the original and Dragon versions. The definition of detail on small parts such as the rudder pedals is not that good and the port lower wing tip looked as if the mould was scratched at that point, which resulted in a rough texture on the kit parts. The crew step (A10) is on the outside of the main spar and on our example it had been crushed. Sprue B was also very warped; initially I did not notice this but once I did I placed the upper port wing half onto the lower wing panel and discovered that the extreme edges of the wheel well insert (B1) were far too high above the wing panel. On closer inspection I noted that the port fuselage half was also marked. Looking at the back of the fuselage I noted scratches and poor detail definition around the tail (near the rudder hinge).

Overall I feel that the move of the moulds from Hong Kong to China and their example is very basic. The superb interior of the kit reviewed in Vol 2 Iss 7 is not in this kit, instead you just get a basic floor and seat unit (no control column or instrument panel). The main components are moulded in black plastic, and there are only a limited number of recessed panel lines for the alternator/ventral hinge lines. The level of detail is restricted by the very small size of the kit and assembly of the very limited number of parts will not tax any builder. The undercarriage doors are moulded in single pieces, and if you pose the model on its undercarriage, you have to separate the two doors before installation.

Another alteration required is to the ventral strake, which needs to be shortened, although this is indicated on the instruction sheet.

Colour Options & Decals

Only one scheme is included for this kit and that is for the second prototype. The airframe is dark green over light blue and the extreme top of the vertical fin and rudder is yellow. The interior should be light grey.

The decal sheet included is, as you would expect, very small. It contains four Russian stars and two white 'A'. These are poorly produced with extremely poor colour density. The entire decal sheet is covered with carrier film, and therefore each item needs to be cut from it. I would not bother, as the quality is so poor.

Conclusion

This is a basic model of a very small, yet historically significant aircraft. This Modelist example is not to the standard of the example we reviewed in July 1996, but I am unsure if that kit is currently available! The quality coupled with the small size of the subject and the need to replace the decals make this a kit that is more suitable for the intermediate and advanced model maker.

Our thanks to Pocketbond Ltd for the review sample.

Focke Wulf FW 190D-9

This is a reissue of the Ex-Dragon FW 190D-9 and with the move of certain parts of Dragon to Singapore, this current example has been produced in China.

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The cockpit interior detail is excellent with raised details on the side consoles and instrument panel. Careful painting and dry brushing will pay dividends here. The replacement of the etched and metal parts in this version has made this area much easier to build.

The wheel wells have excellent detail with additional ribs and the cannon barrels supplied as separate pieces. Alternative cow gills are included to allow you to have them open or closed and you also get the 250kg bomb container or 300lt drop tank for the centreline carrier.

I did note on the example we had that the injection quality was not as good as we had seen on the original and Dragon versions. The definition of detail on small parts such as the rudder pedals is not that good and the port lower wing tip looked as if the mould was scratched at that point, which resulted in a rough texture on the kit parts. The crew step (A10) is on the outside of the main spar and on our example it had been crushed. Sprue B was also very warped; initially I did not notice this but once I did I placed the upper port wing half onto the lower wing panel and discovered that the extreme edges of the wheel well insert (B1) were far too high above the wing panel. On closer inspection I noted that the port fuselage half was also marked. Looking at the back of the fuselage I noted scratches and poor detail definition around the tail (near the rudder hinge).

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Another alteration required is to the ventral strake, which needs to be shortened, although this is indicated on the instruction sheet.

Colour Options & Decals

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Our thanks to Pocketbond Ltd for the review sample.
McDonnell F3H Demon

These two kits were originally released in 1991 and their recent re-issue will fit in well with those of you who wanted to make the type in this scale following on from Richard J.

Information

Manufacturer: Flight
Scale: 1/72nd
Price: £7.99 each
Type: Injection Moulded Plastic
Parts: Plastic 76, Clear 2
Panel Lines: Raised
Decal Options: 2 each
UK Distributor: Pocketbond Ltd
(See Advertisors Index)

Caruana's article in the May issue (Vol 4 Iss 5).

Cockpit interior detail is limited to a tub, into which goes the basic ejection seat and control column. The entire nose of this kit is moulded separately, and the cockpit tub, wheel well insert and instrument panel are all fitted. Weight of 15g is required in the nose cone to stop you getting a 'tail-sitter'.

Each kit is basically identical, with just the unique parts for each version included. With the H-2/3 version you get the missiles for the F3H-2M version, drop tanks and wing mounted pods of the F3H-2N. With the H-2 you get the upper wing air brakes, the different style of wing pylons and sidewinder missiles.

Overall the quality of the mouldings is good, with recessed panel lines and average detail. The kits will both benefit from additional detailing, but the basics are all there and these are the only injection moulded kits of the type available.

Colour Options & Decals
Each kit offers two schemes. The H-2N and M offer markings for a machine of VF-122 in 1958 (F3H-2N) or a machine of VF-61 in 1959 (F3H-2M). Each machine is Gull Grey over White, with a black radome and anti-dazzle panel on the nose. The instructions include detail painting throughout construction and the colours are also listed by Federal Standard (FS) numbers.

The F3H-2 kit also comes with two colour options. The first is a machine of VF-31 in 1960, whilst the other is from VF-64 in 1958. Each machine is Gull Grey over White with the black radome and anti-dazzle panel.

The decals offered in both kits are very good. The images are well printed, with excellent register and the carrier film is not excessive. In the first kit the tail bands of VI-122 are supplied, as are the rudder markings for the VF-61 option. In the second kit the tail bands of VF-31 and rudder bands of VF-64 are included, along with the fuselage stripe of the VF-64 machine. No stencilling is given.

Conclusion
Both of these kits are well within the skills of all model makers. Beginners and novices will find each easy to build and satisfying, while the more advanced will enjoy the additional detail they can add. The Demon is a very famous type and one which has been long neglected, so it is good to have these kits back on the market once again.

Our thanks to Pocketbond Ltd for the review samples.

Douglas C-47 Skytrain

To celebrate the 50th Anniversary of the Berlin Airlift, Revell® have re-issued this C-47, which is in fact the excellent Monogram tooling. The kit is a very sought-after subject in this scale, being the only one, and its re-issue will be welcomed by a great number of modellers.

Information

Manufacturer: Revell®
Scale: 1/48th
Price: £9.70
Origin: Monogram (USA)
Parts: Plastic 67, Clear 6
Panel Lines: Raised
Decal Options: 1
UK Distributor: Brinny & Smith (Europe) Ltd
Amphill Road, Bedford. MK42 9RS
Tel: 01234 345678 Fax: 01234 56789
Originally Issued: 1979
Also issued by: Monogram

The kit comes in a silver coloured plastic with raised panel lines and although there is some flash, it is limited in the number of parts it affects and will cause no real problems for anyone. Included within this issue are the nine paratrooper figures and benches from the original issue, although none of these are required in this version. There is good moulded detail inside the fuselage halves and the cockpit interior well detailed with seats, controls and an instrument panel. All details are raised in these areas and there are a number of ejector pin marks on some of the parts. Careful preparation of all of the interior pieces and additional detail will pay dividends here, as the interior is big (and empty!). Thankfully the clear parts are sealed in a separate plastic bag within a larger one, and they are nice and clear.

Modification of the rear end of the fuselage is required on this kit and the instructions show which areas have to be removed. The instructions do state that filler should be used to fill the resulting hole, however I suspect it is too big for filler and you would be better to fair the area overall with plastic card. The detail moulded onto each engine front is excellent and will be improved with some good colour washes during the painting stages.

Colour Options & Decals
There are three new options offered in this kit, all of them relating to the Berlin Airlift. The first is a C-47K-AD of the 525th Fighter Squadron. This machine is silver overall with the legend 'Cass Caravan to Berlin' on each side of the fuselage and the engine nacelles in yellow. The second option is also a USAF machine and it depicts a C-47A-RD-1L-DO of the 6th Troop Carrier Wing (Heavy), HQ Plt, based at Fassberg in November 1948. The final option is for an RAF machine and it is a Dakota C Mk IV of the No.77 Squadron based at Lillebøe in February 1948. This machine is silver overall with black de-icing boots along the wing, tail plane and vertical fin leading edges.

The large decal sheet is of excellent quality with perfect registration. They are printed for Revell® in Italy and the images are of a semi-gloss finish. Carrier film is not excessive and the sheet includes all the unique markings as well as a complete set of stencilling.

Conclusion
It is good to see this kit back on the market once again, as second-hand prices have been increasing recently. The new decals make for some impressive schemes, although I am sure that there will be a number of after-market decal manufacturers who will release some additional sheets in the coming months.

This is certainly a big and impressive kit. It is easy to build and I am sure that it is within the scope of all modellers. Monogram certainly made some classic kits in this scale and I have got to say that the C-47 is one of them. Our thanks to Revell® for the review sample.

Ed. Due to the size of the parts of this kit we were unable to make them fit!
**East Midlands Model Show**

1/48th Aichi M6A1 Seiran prototype built from the Tamiya kit.

1/72nd scale Harriers on the stand of the Harrier SIG.


Photos by Robert Day

1/48th Grumman TBM-3W2 Avenger AEW, Royal Canadian Navy. Converted from the Accurate Miniatures kit with the MDC conversion set.

1/48th Focke-Wulf Fw 56 Weble built from the MPM kit, it was first in the class Aircraft Pre-1945" and was built by Graham Green.


1/48th Gloster Javelin FAW.9 of No.25 Sqn. from the Dynavector kit.

1/48th Junkers Ju 87D-5 based at Ravenna, Italy depicted on a diorama by the Quarter Scale Group.

1/48th Heinkel He 219 A7 of NJG.1 being inspected by advancing American troops at Bad Aibling, Germany.

Sheffield Model Group display of aircraft of the Pacific War. Models by Brian House, Matthew Moore and others.
To tie in with Richard J. Caruana’s feature on the MiG-3 in this issue, Harry Woodman brings you some details and period photographs on the type to help those of you modelling this aircraft.

An unknown pilot who is thought to be a member of a Black Sea Aviation unit. Note the summer flying kit of black leather coat and boots and the parachute harness and pistol holster. Date probably 1943. (N.B. This aircraft has no wireless mast)

(MG-3s of the 7th IAP (7th Fighter Aviation Regiment) of the VVS-ChF (Black Sea Fleet) photographed in 1944)

The main instrument panel (above) and the electrical distribution panel (left) from the late production examples.

Taken by the German propaganda section, this shot shows a captured MiG-3 being inspected by German troops. Points of interest are the instrument panel, which is painted aluminium and the overall airframe colour. This appears to be what was known as ‘smoke grey’ and as you can see this machine has the Russian stars outlined in black, which is quite unusual.

The control column top from the early production MiG-3

The control column top from the later production MiG-3

Thanks

Additional details were supplied by the Russian Aviation Group of Air Britain.

(All photos Woodman/Petrov)
The main instrument panel (early production)

The NAH-23 gunsight from the early production machines

The gunsight fitted to many of the late series machines

The electrical distribution panel on the starboard sidewall, alongside the instrument panel

The RS-62 rockets carried by the MiG-3 (5 could be carried)

Here we see a pilot of what must be the Baltic Fleet in full winter gear. The MiG-3 in the background appears to have the whitewash scheme over a basic dark green upper surface, and has no wireless mast.

Top view

The AM-35A engine which powered the MiG-3

Right side

Back

Bottom view

Left side

Front

An unusual view of a MiG-3 thought to be of the Baltic Fleet circa 1943. Note the three gun troughs for the single 12.7mm UBS gun and the two 7.62mm ShKas machine guns. The basket on the reindeer-powered sledge contains a bomb.
Quick Build  Arba’s Gekko

by Richard A. Franks

The Kit
When Arba announced this kit I for one was very pleased to at last be able to make the stunning Gekko in my preferred scale. The example we obtained was an early production version and Arba did advise me that there were some imperfections with some of the casting.

The kit comes in the stout cardboard box that is common to most Arba products and inside you get a number of high quality resin and white metal parts.

The Instructions
The instructions are in the form of two A4 sheets and these include narrative text to guide you through assembly.

Construction
Having been told that this early production version may have some imperfections I inspected the resin parts. The only problem I found was the main horizontal mould line of the fuselage, which was slightly stepped. This proved to be of little concern, as I was able to sand it smooth and then rescribe any of the engraved panel lines etc.

The first thing that struck me about the kit’s resin parts was the quality. Arba have made a real quantum leap with this kit as the interior and surface finish is excellent.

The problems with moulding details within a fuselage in a resin kit have been overcome by Arba by casting the upper decking around the cockpit area. The details within this area are excellent and there are a number of detail parts to be fitted within the cockpit as well. Details for this area include an instrument panel, pilot and observer’s seats, radio equipment and shelf and the oxygen bottles inside the nose. The seats include moulded-on seat belts and the interior is completed with a metal control column. I decided to add a bit more detail within the interior and as I had the excellent NASM title on the Gekko, I used this as a source to add the details to the side consoles and the rear compartment. Really there is little you can add to the interior of the kit, but careful painting and colour washes will give results.

The main components fit together well and the only areas I needed to work on were the vertical fin and the upper decking. The joint of the upper decking and I found that little cleaning was necessary. The main undercarriage units had to be secured strongly, so I cemented them in with epoxy and left them to set for a few days. The weight of the subject in resin does mean that the undercarriage is in for a pounding, so be sure that you secure the oleos very well indeed. The rest of the kit went together with little fuss and because of the large size of the main components I was soon holding a complete Gekko. I did not fix the canopy at this early stage, as I wanted to prime the kit and then add it. Adding the canopy is simplified by the fact that two vac-formed ones are included. If I got it wrong I had a spare to fall back on. I had already decided to build the kit with the canopy open, having spent some extra time on the interior, and I therefore referred to the NASM title on the type to discover the portions of the glazings which opened. These were identified and then cut out. Once this was done the rest of the unit was test fitted, trimmed as necessary and then secured to the model.

The excellent cockpit interior offered in the kit. Note how Arba have cast the upper decking separately, to allow for a better cockpit interior.
I again fitted a metal wire bead around the lip of the canopy to act as a lip onto which the vac-formed canopy could join and this resulted in a far stronger joint than just simply butting the pieces together. Once dry the gaps around the canopy were filled with putty and sanded smooth (the glazed areas being protected with masking tape during this operation).

**Accuracy**

The Gekko had a span of 16.98m (55' 85/8") and a length of 12.177m (39' 11 1/2"). In 1/48th scale this would give a span of 356mm and a length of 255mm. The model, even taking into account the fact that I may have oversanded the major joint, was literally a few mm short of each dimension and is therefore very accurate. Once completed the model certainly looks like a Gekko!

Acrylic Metallic Silver and, once everything was finished, areas of this upper paint were scraped off to expose the undersurface silver paint. The interior of many Japanese types was a combination of a metallic blue lacquer and a green/brown colour called 'bamboo'. For these colours I used Xtracolor X355 for the metallic blue and Revel 86 for the green/brown. The engine nacelles on the Gekko were a strange blue-black colour, so I mixed one part dark blue with matt black and applied this to the nacelles. The engines themselves are painted aluminium overall, with a light grey reduction casing and chrome pushrod tubes. The entire unit was then given a wash of black to highlight the excellent cylinder cooling fins.

**Decals**

The machine I chose to make was a J1N1 of 332nd Kokutai based at Itami Army Air Field in Central Japan from late December 1944. This machine was in the overall green scheme mentioned above. Obtaining decals for this seemed a problem and did delay my completion of the kit. In the end AeroMaster came to my aid with the release of the Hinomaru Collection Part 1 (48-353). Obtaining the white tail codes in the correct style and size was also a problem until I came across AeroMaster sheet 48-287. This sheet is for the Mitsubishi Raiden, but it did have the correct style, colour and size of tail codes, as well as being of the correct numbers, e.g. 32-218. This sheet also allowed me to use the data placard for the aft fuselage and a number of the stencils from the Raiden on the Gekko.

**Decal Rating = N/A**

**Colour Options**

There are no options offered in this kit, although I used the excellent information in the NASM title to identify a scheme which I wanted.

The Gekko was a Japanese Naval machine and therefore was painted Nakajima IJN Green overall. I opted to utilise Xtracolor paints to achieve this and used X355 overall. Because of the wear involved with all Japanese types I had primed the entire model with Halfords

**Conclusion and Recommendation**

Well Arba, you have certainly made a stunning model and I for one am very pleased with the end result. Their recent generation of kits are all to the standard of the Gekko and that certainly bodes well for their Bv 155 and Bristol Blenheim kits in this scale.

If you like 1/48th scale, can deal with resin and metal, and like Japanese subjects, then I can recommend this kit from Arba.

My thanks to Arba Productions for the review sample.
Revell’s Early Ju 88

The Kit
As many of you may already be aware, this kit is based on the G series Ju 88 from Dragon. For many years that source listed an A and C series Ju 88 within their catalogue, although nothing came of it. What appears to have happened is that Revell® have taken over the marketing of the A-4 version, whilst Dragon modified their plans and changed their version into an A-14. The separate nose section can be a real problem area with the kit and until we construct this one we cannot comment on whether this has been overcome. The cockpit interior now includes the correct style of seat for the early series Ju 88.

The instructions are adequate, although not among the best drawn!
and it has been produced in China, where Dragon is now basing its production. Revell or Dragon, have also taken the opportunity to tool all the parts which were originally produced as etched stainless steel, in plastic, which is a good point. The other new parts included in this kit are the engine nacelles, SC500 bombs, tailplanes and vertical fin, air brakes, ailerons and the entire cockpit/forward fuselage section. As anyone who has built the Dragon Ju 88 or Ju 188 series will know, the

C version listed by Dragon is still ‘due’ from that source.
This kit from Revell® has been modified with the addition of new parts

These pieces have been retoolled and produced in plastic for this kit. Originally they were etched stainless steel.

The kit still includes the original G series clear parts, most of which are not used

although on inspection it is obvious that the Loftie bombsight, which is prominent in the glazed nose, is missing. All of the other areas of the kit look good and it will not be until we assemble the kit that any problems will become apparent. The only obvious errors I can see are the propeller blades, which are still those from the G-8 series kit and are therefore not applicable to this A series example. However because they are too wide it should not be too difficult to reprofile them.

The large decal sheet offers two options, plus a complete set of stencilling.
good seller. Many may be a little perturbed by the fact that it is based on the Dragon kit, as that could be a little difficult to make. However on initial inspection I found this kit to be of good quality and the new pieces look equally as good, so I am very hopeful.

If you want the subject in this scale, then I do not think you will go wrong with this one.

Colour Options
There are two options offered in this kit.
The first is 3Z+DH of 1./KG 7 in 1942/43, the other is 5K+RT of 7./KG 3 in 1942. Each machine is in a splinter pattern of RLM 70/71 over 65 and it is interesting to note that each machine has mottles of RLM 71 on the lower engine cowls.

Decals
These are Revell’s own product, being printed in Germany. The sheet is big, being 225mm x 160mm, and it offers all the markings for each option, plus a complete set of stencils. Each image is well printed, but the carrier film is matt and does extend outside of each image quite a lot. Solving these onto the model may prove a problem, as may silvering, but only actual application will clarify this.

Conclusion
Well, all Luftwaffe modellers have waited a long time for a 1/48th scale Ju 88A and I am sure this kit will be a

Our thanks to Revell® for the review sample.

Richard A. Franks

N.B. We will bring a full feature on the construction of this kit, with a mass of detail photographs and colour artwork, in a future edition.

Technical Data

Manufacturer: Revell
Scale: 1/48th
Price: £22.95
Origin: Dragon (See Text)
Type: Injection Moulded Plastic
Parts: Plastic 157, Clear 21
Decal Options: 2
Distributor: Revell®, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford, MK42 9RS
Tel: 01234 380201 Fax: 01234 342110
Small (12 inch) fin flashes were a feature of PR machines which, at this time (1940-41) carried very pale grey code letters LY, usually without individual letters. Serials (4 inch) when carried, were the same colour and undersurfaces were devoid of markings. Some of these early pale coloured Spitfires carried upper surface roundels Type A, inboard of the half span point, presenting a most unusual appearance.

The Hudson (background) has a Type A fuselage roundel and was in 'Camotint Blue' - later termed PR Blue. It probably lacked a turret. Sidney Cotton, the pioneer PR expert used Lockheed 14 G-AGAR for his clandestine aerial survey work in 1940. The photo on page 146 of Mike Bowyer's 'Aircraft for the Few' (1991) suggests that it was the same 'Camotint Pink' with pale grey registrations, over which Type A roundels had been added. (Wojuk Mamsiak)
Walk Around Hurricane

This is the latest in the popular 'Walk Around' series and it is in the usual A4 landscape format with 80 pages and a laminated card cover. The title's contents are all pictorial and it is split 50/50 to cover the black and white.

As with all the other books in the series, this latest edition takes a step-by-step look around the type and utilises preserved examples as well as period photographs. The preserved examples covered include the fabric-winged Mk I in the Science Museum, the Shuttleworth's Sea Hurricane and the Fighter Collection's Mk XILI. Photographic coverage of these types is very good, although the Science Museum example is hung from the ceiling and therefore no interior pictures are available of that one. There are also a number of colour diagrams showing the differences in camouflage patterns applied to the type and the different kinds of wings and propellers fitted. Towards the back, you get four pages of colour side views for twelve machines.

Overall this is another good title in the Walk Around series and I am sure the subject matter will make it very appealing to a number of modellers.

Our thanks to Squadron/Signal Publications for the review sample.

F4U Corsair - in detail & scale

This is the latest Detailed and Scale title and it is in the usual format of 80 pages in an A4 format with a laminated card cover. The content is all in black and white but has a sixteen page colour section in the middle.

The narrative section deals with each version from the XF4U through to the F2G and each section is well illustrated with period photographs. There are also a number of scale plans included, among them the XF4U-1, F4U-1, F4U-1A, F4U-1C, F4U-1D, F4U-2 and F2G-1. A mass of period photographs of all areas of the type are included in each section and these are of great interest to the modeller. Most of these detailed pictures are by the factory and therefore they are very clear.

The colour section in the title offers some colour artwork of the prototype, F4U-1, F4U-1D and a Royal Navy Corsair II. These are followed by a collection of war time colour pictures of the type and a good selection of colour interior photographs of preserved examples.
Reichdreams Dossier No.17

Reichdreams Dossier No.17 - Arado Jet Bombers
by J. Miranda & Pimentelo
Price: £25.00
ISBN: N/A
Publisher: The Reichdreams Research Services (See Advertisers Index)

This is the latest title from this source and is in the standard format of 54 pages in A4.

The booklet offers a mass of scale plans and colour schemes for the chosen subject and in this latest dossier, it is Arado jet bombers. The types covered include the E-50, E-370, Ar 234C series, Ar 234PTL, Ar 234R (a) and (b), Ar 234C-5 with Berlin aircraft.

N4 scanner, Ar 234D-1, D-2, Ar 234 V1, V2, V3, V4, E395 (Ar 234F), E560, TEP 16/43-19, E555-2, E555-3, E555-9, E555-14, Ar1, Ar II. Most of these are covered with 1/72nd scale plans but some of the really big examples are offered in 1/144th scale so that they will fit on an A4 page. There is also a complete page of 1/72nd scale plans for all the bombs, machine guns and cannons, guided and unguided missiles, torpedoes and jet and turboprop engines, which is a neat touch.

The coverage of the Ar 234C series is very intense, with over fourteen pages being used. "Types covered include the C-3, C-4, C-5, C-6, C-7, C-8, C-9 and E 377 Mistel combination, C-5 with L-11 guide bomb, C with 'Huckepack' V-1 and C with ventral mounted V-1 and 'Sturtwagen'. A mass of weapon combinations on the C series are also covered and this is backed up with scale plans of a number of guided and unguided weapons (HS 293 etc), glide bombs and glide torpedoes (L.10 etc).

Overall, if you are a 'Luftwaffe 46' fan, then the entire Reichdreams series is a real must and this latest edition will be very useful considering the release of the Dragon Ar 234 by Revell® and the projected P-1 version due from Dragon.

Our thanks to Reichdreams Research Services for the review sample.

Dewoitine D.520

Dewoitine D.520 by W. Baczkowski
Price: £9.99
ISBN: 83-006042-3-9
Publisher: Books International, ul. Lubelska 36/25, 00-882 Warsaw, Poland.
Tel: (02-22) 6196057
UK Source: Books International. (See Advertisers Index)

This new title from Books International is in an A4 format with 64 pages and a laminated card cover.

The main text is in Polish but the entire title is well illustrated with period photographs and diagrams, as well as a good selection of colour artwork. The first sections of the title look at the development and production of the D.520 and include the float equipped HD 786. Operational use by the French Air Force, as well as Vichy use of the type are all covered in the next couple of chapters. All of these early chapters are well illustrated with period black and white photographs.

The next section of the title looks at the technical side of the design and here you have photos of the Hispano-Suiz H5 12v-45 powered example (an interesting conversion project). It is at this stage that you come across a number of scale plans of the D.513, D.514, D.520.01, D.513, D.520.02, D.520.03, D.521, D.550, D.551, D.5202, D.790 and D.520D. These are all 1/72nd scale side views of the type and are followed by a three view 1/72nd scale set of plans for the float-plane HD 780 version and a six-view set for the production D.520. Sketches of the tail skid, motor cannon, wing machine-guns, flap movement and engine bearers are also included along with details of the pilot's seat frame, undercarriage, fuselage frames, engine cowlings and the instrument panel of the production D.520.

The next section covers the colour and markings applied to the D.520 and in this section you get details of the size and locations of French national insignia etc. There is also a chart listing the colours applied by their proper name and cross reference to the Federal Standard code. The final six pages and back cover are in colour and these offer five side views per page. The forty side views include French Air Force machines, as well as Vichy machines, Free French, Italian, Luftwaffe and Bulgarian operated machines and there is also a nice view of the post-war two-seat version (D.520DC).

Overall this is an excellent title and although all the text is in Polish, the technical details, scale plans and artwork make the title of great use to all of you with a few 'Tamia' (1/48th) or Hasegawa (1/72nd) kits in the 'pending' pile!

Our thanks to Books International for the review sample.

Macchi MC 205 ‘Veltro’

Macchi MC 205 ‘Veltro’ by Maurizio D. Terlizzi
Price: £7.00
Publisher: Istituto Bibliografico Napoletano, Via Minagarelli 7, 80151 Napoli, Italy.
Tel: 081/69 838
Worldwide Distributor: Mister Kit
(See Advertisers Index)

This is a brand new series from Italian source IBN. The first title is in an A5 format with 64 pages and a laminated colour card cover.

The narrative text is in both Italian and English, which is good. The first chapter deals with the development of the Macchi C.205 design and is illustrated with a number of period black and white photographs. The next section deals with the technical description of the type and here you get extracts from the official manual as well as clear pictures of details from the examples preserved in Italy. This part includes a set of 1/72nd scale plans for the type and there are also clear diagrams of the cockpit interior, engine bearers, oleo legs and control column. The next chapter will be of interest to a number of people, as it deals with modelling the type. Here the author has looked at all of the Hasegawa 1/48th scale kits and offers a great deal of detail dealing with the errors within each. These are confined to panels and access panels etc, but it is of great use to anyone modelling the type. Each area of the type, e.g., fuselage, wings etc, is covered in detail and this includes some colour photographs inside preserved examples. The final section deals with the camouflage and markings applied to the type.

The appendices at the end of the title include a colour cross-reference table with details of FS numbers, and paints within the Gunze Sangyo, Testors, Xtracolor and Aerolastler paint ranges. This is followed with a list of accessories for the C.202 and C.205, a complete listing of decals for the type. These latter two charts are offered for both 1/72nd and 1/48th scale products. A nice touch is the inclusion of a detailed look at the decals supplied in each kit and here the author highlights any inaccuracy.

Overall this is an excellent title. The photographs and diagrams coupled with the Italian and English text make it very attractive and usable and it is one I recommend to all. Future titles from this source will include the Hughes H 500, Boulton Paul Defiant and Fiat G.55.

Our thanks to Mister Kit for the review sample.
News Update

Revell

1/48th
The AH-64D Longbow Apache has just been released by this source and it retails for £2.95. This product is in fact the Dragon tooling.

J.D. Shapiro

1/32nd
This American source have produced two styles of kit of the RAF SE.5a. Each is made of brass and features stunning levels of detail. The ‘standard’ version is not as complex as the ‘Deluxe’ version, although each is restricted to 1/3 of each marking option and the complexity of them is illustrated by the price. Currently the ‘standard’ version is £395.00 and the ‘Deluxe’ version is £755.00. On top of this is an extra £10.00 for shipping to the UK, so I doubt if you will be buying a couple!

Zvezda

1/72nd
Many of you will recall the Su-25 which was listed by Italeri last year, well the kit, which originates from this source, has been released. It certainly looks better than the KP offering and it comprises ninety-six parts plus decals for three machines. We are unsure if this kit will now be released by Italeri or if it will be available in the UK.

Accurate Miniatures

1/48th
The stunning Douglas SBD-1 Dauntless has arrived in the UK and retails for £24.99.

Eastern Express

1/72nd
This source from Russia has produced an injection moulded kit of the Morane Saulnier Type I/F. As far as I am aware there is no UK source for this kit, although it has been noted in the USA at $9.95.

1/48th
In this scale, this firm has produced the Morane Saulnier Type II ($15.95).

MPM

1/48th
In the HML (Hand Made Limited) resin kit series, the Messerschmitt Me 209 V6 has been released and retails for £30.00.

In the standard limited run injection moulded range this firm has released the Ki-86 Cypress (£8.25), Bell P-63F (£18.00) and the Fw 189 in its ‘Hi-Tech’ form. This kit features two resin engines and cowlings and the canopies in both injection and vac-formed plastic. The UK price for this is £24.00.

Supermodel

1/72nd
The new injection moulded kits of the AerMacchi MB.339 series have now been confirmed for release in the UK in September.

Corrections

Due to the short time scale required to produce the last edition (due to bank holidays etc), a number of errors slipped into the last edition. Corrections of these are listed below.

New Bristol Beaufighter from Hasegawa
The ‘Quality’ section of the technical data panel about this excellent new kit on page 342 last month was incorrect. It should have been ‘1’ and not ‘6’ as stated. Apologies to all concerned for this oversight.

Previews
The ‘Quality’ section of the technical data panel about the Sky Model AerMacchi MB.339 on page 347 last month was incorrect. It should have been ‘1’ and not ‘6’ as stated. Apologies to Sky Models for this oversight.

Accessories

Airfix
Airfix accessory No.7827 was not identified on page 336. This set was for the Lockheed P-38J Lightning. Accessory No.7031 was incorrectly listed as ‘control surfaces’ for the F4U Corsair. This set in fact offers separate flaps for the type.

Paragon
Paragon set 32028 was not identified on page 357. This set is an ‘access ladder and platform’ for the Panavia Tornado.

Eduard
Eduard etched set 48-234 shown on page 359 was not identified. This set is for the Hasegawa P-38/F/G/H.

Aero Feature

The captions for this feature were accidentally transposed. The captions should have been allocated as follows:

Top of Page 370 – Grumman S2F-1 Tracker, Aeronautica Militaria Italiana, 410 Stormo antimis, Gataina-Fomantarrossa, June 1966. The colours are, Bianco Neve Opaco (Matt Snow White) on the sides, Gloss White underside and Grigio Mare Medio Lucido (Medium Sea Gloss Grey) on top. The relative FS numbers are 37886, 17875 and 26329.


Top of Page 371 – Grumman S2F-2 Tracker, Royal Canadian Navy, HMCN Bonaventure during 1966. The colours are Gull Grey (FS 16270) and Dark Gull Grey (FS 16118).
We received a massive number of entries for this competition, but only a small number of you got it right. Thanks to all the enthusiastic Accurate Miniatures readers we were able to offer a prize to all of the 13 correct entries. The winners therefore are:

1. Mike Dowey, Uttoxeter
2. P.J.Knight, Shrewsbury
3. R.W.Flumridge, Romford
4. Ian Wallace, Cheshirch (NZ)
5. J.Dawson, Northumberland
6. R.Fisher, Becknell
7. J.EHarvey, Argus
8. J.Kennedy, Liverpool
9. K.Faynier, Bedfordshire
10. Robert Heppl, Cheltenham
11. M.Efken, Suffolk
12. Chris Hall, Weymouth
13. G. Prettyman, Harlington

Thank you to everyone who entered this competition and our congratulations to the winners.

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New!

1/48 Scale  Bristol F2B Fighter  £23.75
This is a limited-run injection moulded kit with lots of white metal details and four decal options. The kit also contains alternative tail units.

K831. Hawker Hunter T.7  £12.50
Conversion kit. The nose halves, panel, bulkhead and correct tail cone are injection moulded plastic. With metal seats, gun-sights, controls and corrected under carriage legs with wheels of the correct diameter.

Coming soon!
1/48 Scale  Lightning T.4 - T.5
Injection moulded conversion kit. Price - TBA.

Available now:
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1/48 48026 Fw 190 S
1/48 48030 Fw 199 A
1/48 48031 Ar 1968 Central float
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### Kit: Republic A-10A 'Warthog'

**Manufacturer:** Italeri  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +1  
**Price:** £7.99  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 121, Clear 7  
**Options:** Open air brake, avionics and crew access ladder bays  
**Decal Options:** 2 (52nd FG, 110th FG ANG)  
**UK Importer:** Richard Kohnstam International Ltd., 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD. Tel: 01442 61721 Fax: 01442 240647

### Kit: Sukhoi Su-25 Frogfoot

**Manufacturer:** Galaxy (Fujian) Toys Co. Ltd.  
**Scale:** 1/72nd  
**Status:** Repackaged Tooling  
**Origin:** Hasegawa  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +3  
**Price:** £5.60 (Inc UK P&P)  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 112, Clear 10  
**Decal Options:** 2  
**UK Source:** The Turntable (See Advertisers Index)

### Kit: Sikorsky MH-53J 'Pave Low III'

**Manufacturer:** Galaxy (Fujian) Toys Co., Ltd., Quadrant Street, GuShan, FuHou, Fujian, China.  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Origin:** Hasegawa  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +3  
**Price:** £35.50  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 60, Clear 1  
**Options:** Plain & spoked wheel hubs, bombs or drop tanks, cannon or machine gun armament  
**Decal Options:** 2 (USAF & RAF)  
**UK Importer:** Richard Kohnstam International Ltd., 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD. Tel: 01442 61721 Fax: 01442 240647

### Kit: Focke Wulf Fw 190F-8/A-8 & Bv 246 'Hagelkorn'

**Manufacturer:** Revell®  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +1  
**Price:** £2.95  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 53, Clear 4  
**Decal Options:** 3 (2 with Bv 246)  
**UK Distributor:** Revell®  
**Distributor:** Revell®, Byerley & Smith (Europe) Ltd, Amphil Road, Bedford, MK 42 9RS Tel: 01234 362021 Fax: 01234 342110

### Kit: Messerschmitt Me 262B-1a/U1

**Manufacturer:** Revell®  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +1  
**Price:** £2.95  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 54, Clear 1  
**Decal Options:** 2  
**Distributor:** Revell®, Byerley & Smith (Europe) Ltd, Amphil Road, Bedford, MK 42 9RS Tel: 01234 362021 Fax: 01234 342110

### Kit: Consolidated 20A Fleetster

**Manufacturer:** Dekno  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Origin:** Galaxy Model (China)  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +4  
**Price:** £23.00  
**Type:** Resin, White Metal & Vac-formed Clear  
**Parts:** Plastic 142, Clear 9  
**Decal Options:** 2 (Spanish Republican AF, Spanish Air Army, Condor Air Lines & TWA)  
**Manufacturer:** Dekno Models, Avda. Price d’Asturies, 21, 6A, 24, 08015 Barcelona, Spain. Tel/Fax: +343415 2308UK Source: Hansants (See AeroMasteradvert)

### Kit: North American P-51 Mustang I

**Manufacturer:** Italeri  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Origin:** Hasegawa  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +1  
**Price:** £35.50  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 64, Clear 1  
**Decal Options:** 3  
**UK Importer:** Pocketbond Ltd (See Advertisers Index)

### Kit: Hawker Hurricane Mk IIb

**Manufacturer:** Aviation Usk  
**Scale:** 1/72nd  
**Status:** New Tooling  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +3  
**Price:** £23.95  
**Type:** Limited Run Injection Moulded Plastic, Etched Brass and Vac-form Clear  
**Parts:** Plastic 37, Etched 30, Clear 4  
**Decal Options:** 1  
**Manufacturer:** Aviation Usk, 802 Front St., PO Box 97, USK, WA 9818, USA. Tel/Fax: 509 445 1236

### Kit: Douglas A-1H Skyraider (US Navy)

**Manufacturer:** Tamiya  
**Scale:** 1/48th  
**Status:** New Tooling  
**Panel Lines:** Engraved  
**Fabric Effect:** N/A  
**Quality:** +1  
**Price:** £15.99  
**Type:** Injection Moulded Plastic  
**Parts:** Plastic 182, Clear 5  
**Decal Options:** 3  
**UK Importer:** Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD. Tel: 01442 61721 Fax: 01442 240647

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