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Welcome to another feature packed issue of Model Aircraft! Once again it's been a privilege to bring this months magazine together as we have a wealth of top class builds and reference features to bring you. It's hard to single out any particular article as they are all so good, but one of the highlights has to be Sean Morgan's sublime Wingnut Wings 1:32 Felixstowe. Here we have the modellers 'art' truly displayed and in the first of a two-part build, Sean describes how he produced a masterpiece! Another wonderful build is Angel Esposito's homage to the mighty Phantom with his 'No.56 Squadron 'Firebird' in the latter days of its RAF service. Indeed seeing this wonderful build brought back memories of the 'Phantom Phinale' at RAF Wattisham in the early 1990's when the last of the RAF's 'Spooks' said their farewells. Also on the cover this month is Alan Kelley's 'Digital Eagle' with TwoBobs decals, and on that note, if you are interested in US Adversary Aircraft, then our book 'US Air Force, Navy and Marine Corps Aggressors' is now selling out fast, so my advice is to order one now! Another build worth a mention is Jamie Pastors 'Unfinished Evolution' and the Me 263, well worth a look! I hope you enjoy what we have in store!

Happy modelling

Andy

Feature Packed!

46 Combat Zone - 'Have Glass' Vipers
Kevin Parks provides references for the latest F-16 colour scheme.

Casemate Competition
Air Combat – From WWI to Present Day.

Photo-Recce - Jaguar M
The Ill-Fated 'Sea Cat'

'Black 12'
Sunick Roh builds the 1:48 Hasegawa Fw 190 A-5/U12
Alan Kelley details an F-15 Aggressor.

Digital Eagle

Markings for three aircraft. I decided to model the F-15C/D Eagle kit, finished using the re-release of the aircraft being painted, prior to their disbandment.

Hey say cats have nine lives, and I have to...
Agressor Squadrons have their origins in World War II, when antagonists captured each other’s aircraft and introduced them into the Dissimilar Air Combat Training (DACT) role, and the first formal use in the US was by the Naval Fighter Weapons School, better known as ‘Top Gun’. The USAF followed suit with their first Aggressor squadrons based at Nellis AFB. The 65th Aggressor Squadron was reactivated in 2005, flying F-15Cs and Ds, with the aircraft being painted, prior to their disbandment in 2014, in a ‘Digital Flanker’ scheme.

For this build I used the 1:48 Academy F-15C/D Eagle kit, finished using the re-release of TwoBobs ‘Digital Remix’ decals, which includes markings for three aircraft. I decided to model mine as 78-0494, flown by Col. Peter Ford. Although the Academy Eagle is an older release, it has recently had the moulds updated and includes a lot of the parts need for the MSIP II variant that my build would depict. I also added a Wingman Elta L-8222 Jammer Pod, Eduard etch in the cockpit, Legend Productions Resin Aces Ejector Seat, QMT Resin FOD Covers, Aerobonus Seeker Head Covers and RBF tags. The kit comes with early style afterburner cans, so these were updated using Aires resin replacements.

I began construction in the cockpit. The ‘Bay Five area’, behind the cockpit, is very sparse so I used the Eduard etch set to completely detail up this area. I chose not to use etch in the front cockpit, as the moulded-on detail on the kit parts is both accurate and really well done. The sidewalls of the kit are bare so etch has been added in and also for the area under the instrument panel. This was primed using Mr Surfacer 500 before shooting Tamiya XF-2 over...
the Bay 5, and XF-80 over the front cockpit. Detail has all been picked out using Vallejo Model Color acrylic paint. The canopy release mechanisms were all added in etch. I chose to leave the seat out until the canopy was being attached, so as not to risk damage to the resin. The seat also had an RBF tag and cover attached to the canopy breakers. This was primed in Badger Stynylrez Black Primer, before picking out the details in dark grey.

Once painted, I went about attaching the cockpit to the fuselage and joining the two halves of the forward fuselage together. This is where I started to meet some fit problems. The cockpit was attached to the top of the wheel well, which then fits against the side of the fuselage, so the edges of the wheel well had to be rounded off to get it to fit. The fit of the forward fuselage to the rear fuselage is awful, with a very noticeable step between the two parts. This took a while to complete but I managed to add a couple of pieces of sheet styrene to the edge of the rear fuselage, which acted as a guide whilst forcing the front fuselage into shape. I ran some Mr Hobby Disolved Putty round the joints before sanding them flush. Next I added the wings, the twin vertical stabilisers then the tailplanes, before shooting a primer coat of Mr Surfacer over the model to check for any flaws in the whole sanding process - there were a few, so the Micro-mesh came out again, before a final coat of primer.

The actual colours used on this aircraft are quite difficult to source in paint, so I mixed my own and found a website that gave me the

TwoBobs decals have to be congratulated, as this set of decals is nothing short of fantastic.
Masking time!

The afterburner cans with FOD covers

The finished look of the cockpit
correct ratios to mix using Tamiya paints. This is quite a masking tape intensive camouflage scheme to replicate, but due to the straight edges is actually quite easy to mark out and paint. Once I had the airframe fully painted I shot a clear coat of several coats of Johnson’s Future, ready for decals. The metal areas around the engines were masked off and painted using Alclad Burnt Exhaust as a base coat, before shooting a coat of Alclad Steel, then highlighting with a mist coat of Aircraft Aluminium. I weathered this area by adding streaking affects using Ammo of MIG Streaking Grime. The Aires afterburner cans are a work of art and fitted perfectly, and were painted using different of Alclad shades, and I weathered the inside using the AK Interactive Exhaust Weathering Set. The kit tyres are lacking tread of any description. I cut thin strips of Tamiya masking tape and stuck these onto the tyre. I ran a coat of Tamiya extra thin glue over these strips, that held them in place. The wheels were painted tyre black and the hubs painted white and a wash ran round for depth. Finally I highlighted the wheel nuts and raised areas with a fine brush and Vallejo white. The decals themselves are fantastic. This is not the first time I have used TwoBobs and have never had any problems with them - they are very thin, settle down effortlessly with no silvering and are not that flimsy that they will disintegrate when trying to fettle around corners and irregular surfaces. Next up was the weathering, and as I can’t abide clean aircraft I decided to try and show a worn look to the airframe! This was achieved by adding subtle streaks coming back from all the access hatches, and heavier streaking from the edges of the flaps and ailerons. The final touch in the whole process was to give the aircraft a flat coat, and for this I used Mr Hobby Flat Clear, thinned with Tamiya Thinner. I then turned my attention to the weapons - I used the kit-supplied weapons. For the AIM-9L missiles I masked and painted the blue.
Adding details to the Sidewinders and tanks.

Adding details to the Sidewinders and tanks.

bands, as there are no marking decals supplied with the kit. I had some spare markings left from an old Eurofighter build, and used these on the missiles. Before I glued them onto the pylons I added the Aerobonus Seeker Covers and RBF tags. The antenna covers were scratch built using Tamiya tape. The TwoBobs decal sheet also includes a rather nice set of decals for FOD covers. I couldn’t pass up the opportunity to use these so purchased a set of QMT items to suit and duly added them to the intakes and burner cans. Now it was time to add the final details and sub-assemblies together. The canopy had a nasty seam down the middle that I polished out using Micro-mesh polishing cloths.

All in all this was quite a challenging build, and as the main focus here was the TwoBobs decals they have to be congratulated, as this set is nothing short of fantastic, and I would recommend them to anyone.
F-84 'Jolly Rogers' was one of the premier US Navy fighter squadrons to operate the mighty F-14 Tomcat. The unit however, had two incarnations, firstly being established on 1 January 1943 at NAS Norfolk as VF-17, and the secondly, initially known as the ‘Vagabonds,’ they were established on July 1, 1955, at NAS Oceana flying the FJ-3. After the deactivation of VF-61 in 1959, VF-84's commanding officer, formerly with VF-61, requested to change his squadron's name and insignia to that of the 'Jolly Rogers'. His request was approved on April 1 1960.

The squadron then was reassigned to Carrier Air Wing Seven and made a single deployment aboard the USS Randolph n 1958/59. The squadron then transitioned to the F-8 Crusader in 1959, and was deployed aboard the USS Independence during the Cuban Missile Crisis and the Bay of Pigs incident. After many years operating the Crusader, the unit transitioned to the F-4 Phantom during 1964, flying the F-4B, F-4J and the F-4N until they transitioned to the F-14 Tomcat early 1976. In 1965 the squadron deployed for seven months on board the USS Independence flying some 1,507 combat sorties, and logging 2,200 flight hours over Vietnam.

From 1970 to 1975, VF-84 was assigned to the
USS Franklin D Roosevelt for four deployments to the Mediterranean Sea, and took her Tomcats aboard the USS Nimitz for its first cruise in December 1977. In 1979 the unit was the first TARPS capable squadron of the fleet, and in January 1980, took up station in the Arabian Sea in response to the Iranian Hostage Crisis, and in April participated in the subsequent failed rescue attempt. In November 1983, the squadron embarked on an extended deployment off the coast of Beirut in support of a multinational peacekeeping force, and during 1985, the squadron spent sixty-eight days off the coast of Lebanon in response to the hijacking of TWA Flight 847.

In December 1990, the USS Theodore Roosevelt deployed as the last carrier to join the Operation ‘Desert Shield’ force, and throughout the Gulf War VF-84 flew combat air patrols for the fleet, escorting the Air Wing Eight’s strike aircraft and performing TARPS missions to collect bomb damage assessments. In total, squadron members flew 468 combat sorties. After the war, VF-84 flew an additional 111 sorties in support of Operation ‘Provide Comfort’ until June 1991.

In March 1993, VF-84 deployed again aboard the USS Theodore Roosevelt as the only F-14 squadron in a reconfigured airwing that included Marine F/A-18, CH-53 and UH-1 squadrons. VF-84 flew critical TARPS reconnaissance missions during Operation ‘Deny Flight’, providing information about Bosnian Serb positions around Sarajevo. The squadron also flew in support of Operation ‘Southern Watch’, enforcing the no-fly zone over southern Iraq. VF-84 returned to NAS Oceana in September 1993. It was to be the squadron’s last Mediterranean deployment.

Due to the downsizing of the Navy after the Cold War, the Navy disestablished several squadrons, and VF-84 was one of them. The squadron spent its last eighteen months participating in several joint service operations, honing its skills in air-to-air combat, strike and TARPS. VF-84 was disestablished on October 1, 1995, however, the Tomcats of VF-103 Sluggers adopted the name and insignia of the Jolly Rogers, and now fly the F/A-18 Hornet.
Top-Cat Fighter

Jersey Chan super-details a 1:48 ‘Jolly Rodgers’ F-14A with the HobbyBoss kit

For many years we only had only the 1:48 Hasegawa F-14A kit, which was pretty good, but when HobbyBoss released their new F-14A, I grabbed one from the local store, and this turned out to be quite a challenge for my modelling skills! Almost all the resin and etched parts I used on this build are for the Hasegawa kit, except the Dream Model parts, but with a little work they looked the part on the HobbyBoss kit.

I opened up the fuselage avionics bay, and added a Verlinden resin set, which required some serious fitting to get it into place - but I managed! I then rebuilt the access doors from thin plastic card. I also replaced the gun bay with another Verlinden part, and then added an Aires cockpit; both again required some trimming and adjusting. I then painted the cockpit interior with Mr Hobby 317 FS36231, and then hand painted in the smaller detail using various Mr Hobby shades.
I also needed to do a ‘fix’ on the radome as the shape didn’t look right, and I also added more scratchbuilt contents to the opened avionics panels on both sides.

The fuselage halves were then joined and I also detailed the undercarriage legs and wheel bays, and I also added a set of Aires resin wheels. Next came the exhaust nozzles and here again I opted for an Aires resin set, suitably painted and detailed. Then, as I was building a later model F-14A, I needed to add a lot of extra detail such as ECM antenna on the gun nozzle, the TCS and other small antennas on the fuselage spine. Finally I used some Eduard etch on the nose wheel doors and Sidewinder pylons, and also added elements from the Dream Model set on the fuselage.

Next I primed the model with Mr Surfacer 1500 Grey, and then added a light ‘salt-technique’ application to add some mottled weathering. I added a superb set of ‘Fightertown’ #48-006 ‘Desert Storm Homecoming’ decals.
to the airframe. Then after a masking session I applied thinned coats of FS 35237 - Mr Hobby Medium Grey H337, over the entire airframe. Then I carefully removed the salt, and followed this with another light application of the Medium Grey. After a coat of Johnson's 'Future' I added a superb set of 'Fightertown' #48-006 'Desert Storm Homecoming' decals, followed by another coat of 'Future'. Next came a lot of careful weathering, using oil paints to create the look of heavy wear associated with carrier operations. Numerous panel line and pin-washes were also applied as well as some deeper washes in areas of the heaviest wear. The end result I think came out very well. The next step was to create the burnt effect on the exhaust nozzles and the area around them, and here I used various Alclad shades to achieve this. Finally it was time to paint in all the detailing on the open panels and to add the landing gear, hatches and ladders, and I also added the indicator light on the refuelling probe.

It took a lot of work to bring this F-14 to life, but it was a thoroughly enjoyable project, which I hope inspires you to have a go!
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What a magnificent kit Wingnut Wings have produced! The instructions are the usual full colour booklet, which is very easy to understand. The parts are beautifully moulded and flash free, and they are also very well laid out in their relevant sprues, including a small etched fret carrying the British style seat harness as well as etched ring and bead sights for the wonderfully cast guns. Three sheets of decals provide the builder with different styles of large Cocardes but if you choose to build a version with the bright ‘dazzle scheme’ you will have to hand paint this detail. I chose to build the all-wood finished version of a Saunders Felixstowe F.2a based at Killingholme late in 1918.
Cockpit
As always the construction sequence starts with the cockpit, which is brilliant and could be displayed on its own once finished. All of the structural wooden airframe parts need to be painted in a dark wood colour, and the technique for replicating wood is a very basic yet effective process. I generally start by airbrushing the surface with a base brown, in this case Tamiya XF-52 Dark Earth. Once the paint has dried for several minutes I then use an older medium sized brush and apply a very light amount of Winsor & Newton Raw Sienna oil paint mixed with a few small drops of turpentine to speed drying time. Varying streaking effects can be achieved by using either a course sponge or stiff brush. I generally like to vary my wood tones to create interest, rather than finish everything the same wood colour tones. The remainder of the cockpit was painted in its relevant colours using Tamiya acrylics throughout.

As always with building Wingnut Wings cockpits, some paint must be removed before attaching the parts to one another or you will find that the fuselage halves will not close completely. As you would expect, a lot of work was required to complete the cockpit assembly on this build with such a large number of parts required to complete this stage of assembly, not to mention the large amount of rigging required for the throttle and control surfaces. The etched seat harnesses are a beautiful touch and are very visible once in their respective positions in the cockpit. Care really needs to be taken to paint them to get the most realistic effect. I first remove the belts from the fret and then heat them very gently with a lighter, which will soften the brass and make it nice and soft to work with. Once the brass is soft enough I then manipulate the belts over the areas of the seat parts trying to give them a natural sit. Once the belts were carefully removed from the seats with a pair of tweezers they were painted and weathered accordingly. The pilot’s control column once assembled is a beautiful feature of the cockpit along with the seat details, and extra time and

What a magnificent kit Wingnut Wings have produced!
attention to detail these features are worth it for a very exposed aircraft.

Another very nice detail to the model are the machine guns, and here I took a little more time assembling these as they are also very visible on the finished model. Wingnut advise to assemble the two waist guns before closing up the fuselage halves so as to make it easier for the builder to attach them rather than later in the build. Of course I in all my wisdom decided to ignore this advice and left this step until much later toward the end of the build - big mistake! Always follow the instructions!

Internal Rigging

This is a very complex part of the assembly which I found very tricky! The pilot’s throttle quadrant, part A2 will require eight individual 0.15mm holes drilled at the back of the quadrant body, which must be done obviously before the part is glued into its relevant position. 8x0.15mm mono filament lines then need to be carefully glued into the eight hole openings. The lines then run along the length of the cockpit frame and attach to the small cast pulleys running through to their relevant positions. At this point I would like to add that not a lot of this detail is visible once the entire cockpit is closed up. I didn’t let this get the better of me and persisted until I completed the assembly.

Hull Assembly

By this time I had determined which version I was modelling, and care needs to be taken to ensure that I didn’t remove the wrong detail from the hull. Again care needs to be taken to cut the correct moulding from the side of the fuselage sidewalls given with an option code of A, B, C, D, E. This step was very straightforward which involved the final fit of the cockpit assembly to both fuselage halves. Once again as tolerances are very tight I found I had to scrape paint in the lower areas of the hull where the cockpit assembly touches the fuselage walls as I couldn’t get the fuselage halves to close up; I eventually managed to manipulate the parts and get a snug fit. There are two different styles of upper hull cockpit coaming panels, being early and late types. Wingnut give very concise reference to avoid confusion when choosing which variation suits what your building, but don’t forget to drill out the small holes from inside the front nose cone before attaching it, as I did, to later attach the Mk IIA Bombsight. At this point the underside of the cockpit coaming needed painting. The real aircraft had a doped fabric surface with wooden stringer supports. to replicate the colours on this area I mixed Tamiya Flat White XF-2 and added several drops of Tamiya Desert Yellow to give the colour a dirty linen look. I sprayed the mix through my airbrush covering the entire panel undersurfaces as I felt this would be suitable rather than paint the ribbing details separately, as those details were going to be given a brown wash rather than hand paint each part. I added an oil wash using Winsor & Newton oil paint thinned with turpentine letting the wash flow into all the detail.

I was actually quite disappointed that very little of the cockpit detail was visible once the whole assembly is closed up, apart from the pilot’s cockpit and rear flight engineer’s/waist gunner’s compartment. At this point of the build you are required to glue the upper cockpit coamings onto the rest of the fuselage assembly.

I would strongly advise you to make sure you take the time to clean off any traces of paint from any mating surfaces for maximum bonding strength, or this will come back to bite you later!! I would also advise you to use a very good bonding strength glue, preferably something that will weld the surfaces rather than a super
A FABULOUS FELIXSTOWE

I have seen several photos of Felixstowes on line, and in scale showing them finished with the wooden hull and fuselage.

Wingnut provide several mono grainy images of N4465, but to my mind don’t really show it to have the black hull, the beauty of World War I modelling! As with any First World War modelling, most of the time colours are speculative! I’m sure that someone will correct me on this once they read this. I was going to paint the lighter wood areas of the front fuselage using the same technique as I used on the hull but thought I would give some of the Uschi van der Rosten Decals a try. This time I used his ‘Fine Veneer Plywood Decals’. I sprayed the area with glue that will tack them together. I use general purpose or acrylic thinners in the construction of all of my models. I set the fuselage aside for several days to fully cure before progressing to the next stage of assembly. I took the time at this point to paint the entire fuselage. I felt it the best time to do so before the wings tail and other remaining assemblies were attached. As mentioned earlier I chose to represent ‘Version E’ which Wingnut give us in the kit. This aircraft shows to have worn a natural wooden varnished upper fuselage surface with Clear Doped Linen CDL upper fuselage coamings, and Dark Wood Rear fuselage with black bituminous lower float pontoon.

I liked the look of the wood and so decided to go with a completely wooden hull and fuselage.
a Tamiya Flat Flesh toned down somewhat with some white, which turned out perfect for the job.

Uschi’s decals are very thin and translucent so require a backing colour in order to give a wood colour. The front nose cone and rear fuselage and entire float pontoons were all painted Tamiya XF-52 Earth Brown. At this point I masked off the pontoon step plates and airbrushed them with XF-15 Flat Flesh. I wanted to give the model some depth so I loaded a very weak mix of Tamiya X-19 Smoke and added a few drops of Tamiya XF-83 Sea Grey. I ran the airbrush on low pressure and onto its lowest setting and sprayed a dark shadow line around all visible panel lines to create a shadow effect, avoiding being heavy handed. After this I made up a mix of Winsor & Newton Burnt Sienna oil paint.

What I like to do before I apply the oil paint to the model is to squeeze a small workable amount onto a piece of paper towel which draws the oil content out of the paint into the towel. I then put the paint into a small jar lid and add a few drops of turpentine, mixing thoroughly. I like to use a wide, flat bristle brush, and applied the oil paint over the top of all the areas I painted Earth Brown. To add a wood grain effect I started from the top of the pontoon and brushed backwards at a forty-five degree angle, continuing the process to the end of the surface being painted. Different effects and streaking can be created by varying the amount of paint used, also using different lighter and darker brown oil paints also adds interest and depth. I left the upper hull dry overnight before attempting to paint the bottom. I left all this for a few days to let the oil paint completely harden. Once all had hardened I gave it all a coat of clear floor polish before applying the decals. The upper cockpit coaming has also been decaled but this time I opted to use Aviattic’s beautiful French Linen Cloth Decals. These decals are Incredible, to say the least ! I really can’t say enough for them and would like to say a very big thank you to Richard William Andrews for the samples. They are applied using the traditional decal application technique. I found that a template is once again the best way to go transferring the shape over to the decal although I did cut the decals slightly oversized so as to trim them once positioned, once again no need for decal softener. The remainder of the fuselage was completed as per instructions but I did leave the smaller clear parts off, such as windshields, until the end of the construction.

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The ‘Have Glass’

Jersey Chan builds the 1:48 Tamiya F-16CJ with a ‘Stealth Skin’

The recent ‘Have Glass’ F-16s really caught my interest, as the new finish gives the Viper a very different look and shows the different facets of the aircraft off well.

For my build I chose the ever excellent Tamiya 1:48 F-16CJ, which has an accurate shape and great details. The build began as usual with the cockpit. The instrumental panel has some fine details, and I primed it with Light Grey and covered the edges with tape and then painted the rest Black. I then added and detailed the instrument panel.
Effect

F-16CJ
Manufacturer: Tamiya
Scale: 1:48
Kit Type: Plastic injection moulded
Kit Number: 61098
The rest of the kit went together without any problems – well it is Tamiya – right! I decided that I would put together some custom mixes for the paint so here’s my formula:

- Gunze SM04 as the primer coat
- Gunze C305 and SM04 in ratio of 1:1 for the main colour.
- Add C308 for the lighter shade and add C317 for darker shade.
- Add another thin level of main colour, to enhance the metallic effect.
- Add Brown to the main colour for the panel lines.
- Apply gloss for the decals and seal with semi-gloss.
- Apply different concentrations of Grey, Black and Brown washers; and also paint in the smaller details.

On the refuelling receptacle on the spine, I applied the decal, and then painted in a deep Grey, and scratched off some of the paint to show some wear and tear.

Next I carefully heated the wheels and pressed them down to give a ‘loaded’ effect, and then I painted the undercarriage legs with White and SM04 Super Stainless, and added some data panels. For the load-out I chose two AIM-120s, two AGM-88s, one AIM-9L and one AIM-9X, together with a jammer and designator pod. The final step was adding all of the small parts, and I used acrylics to paint the navigation lights, and added a Dream Models AOA sensor.

I enjoyed the whole process producing the ‘Have Glass’ effects, which I think have come out very well!
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Chad Summers converts the 1:72 Monogram F7F-3 to an F7F-3N

They say cats have nine lives, and I have to believe that it’s true, given how long this particular cat’s been around. Monogram’s venerable F7F Tigercat was released back in the 1960’s, and while its overall shape is fairly accurate, the kit really shows its age when it comes to detail. So if you want to breathe life into this old cat, you are in for some extra work. Fortunately, there are plenty of aftermarket detail sets that make this possible. The kit depicts an F7F-3 and while this particular version is probably the most aesthetically pleasing variant, it looks a little too domesticated for my taste. I wanted something a little more war weary, and the F7F-3N fitted the bill perfectly, thanks to the availability of the Cobra Company’s F7F-3N conversion set.

The Monogram kit’s parts breakdown is completely conventional and overall the fit is very good, and as there is virtually no detail in the wheel wells, I knew I was going to need to add something there. I debated using the excellent Aires Tigercat detail set but opted instead for a set of Starfighter Decals resin wheel bays. These are very well done and fit nicely. The only issue is that the moulded-in resin tanks interfere with the locating tab on the main gear legs so some careful trimming is required. Seeing as I wasn’t going to depict my model with the cowl panels removed, I also opted for some Quickboost Cowls and Engines. These have excellent detail but the cowls are a little undersized, so again some extra work would be required to make these fit.

The panel lines are a mixed bag of raised and recessed lines so I rescribed all of them. One important point to address before getting
started is that this model requires tons of nose weight if you don’t want a tail sitter. I got the build rolling by cutting away the nose and rear cockpit areas from the kit. Cobra Company provides good instructions and where to make these cuts. While I had the saw out, I removed the moulded-in main fuselage drop tank as well. I trimmed the resin nose wheel bay in order to fit within the new resin nose, test fitting along the way with the fuselage sections and the new resin cockpit that would be added to make sure everything fitted. Monogram molded the small rear nose wheel doors with the fuselage halves so I cut these away so that the nose gear bay would fit without interference. Knowing additional weight would be required, I drilled out the resin nose and epoxied in some additional weights.

Cobra Company provides really nice, multi-piece cockpits for both the front and rear cockpits. The only issue I encountered was the front bulkhead on the pilot’s cockpit had to be removed in order for the cockpit to fit with the new nose. Make sure to test fit all the cockpit sections with the nose, nose gear, and fuselage sections. The parts don’t fit perfectly and some thinning down of the walls was required to get the cockpits to fit properly. With the fit checks complete, I painted and installed all the cockpit components. Next I attached the new resin nose along with the nose gear bay and buttoned up the fuselage.

As on my previous builds, I like to work in sub-assemblies, especially when working with twin-engine models. It’s easier to get everything painted and weathered this way but you have...
to be sure that the fit of these sub-assemblies is going to be such that you don’t have to do a bunch of seam filling, sanding, and rescribing. I now moved on to the wings with the first order of business to get the main gear bays fitted. I removed the locating tabs for the engine nacelles and sanded the area smooth in preparation for installing the Starfighter resin parts. These are multi-piece assemblies that consist of a main top piece, sidewalls, rear bulkhead, and a glycol tank. When the correct fit was achieved, I glued the top of the wheel bay to the bottom wing surface. The sidewalls were glued to the nacelle halves. As mentioned previously, the main tank on the top of the wheel bay interferes with the main gear so I trimmed the large locating tab on each main gear to clear the tank. The glycol tank was added and everything was painted and weathered. Before the nacelles could be closed up, the main gear must be installed. I added solder wire for the brake lines and cut away the kit oleo ‘shape’ and added new ones from styrene sheet. Each gear was painted and installed in its nacelle and the nacelle installed on each wing. The Quickboost resin engines have nice detail but the cowls are too small in outer diameter. I chose to thin down the nacelles a bit rather than drill the kit engines from the kit cowls and use only the Quickboost engines.

With the main sub-assemblies completed, I started laying down the paint. As I was going to depict a rather worn Tigercat, I decided to lay down a multilayer finish so that I could chip and sand away various areas to achieve that look. Korean F7F-3N’s were finished in overall black that was applied over their original Gloss Sea Blue finishes. So to replicate this, I started out by priming the parts with Alclad Grey Primer and then followed that up with a coat of Alclad Aluminum. Over this I sprayed a coat of Yellow Zinc Chromate followed by a coat of Gloss Sea Blue. I added some post-shading over the Sea Blue and then laid down several different filters of flat black, NATO Black, and German Grey. When that had dried, I used masking tape to remove random chips of paint from the wing leading edges, cowls, and other areas that would have seen some wear. To give a little extra depth, I airbrushed highly thinned Intermediate Blue to some of the panels. This process was performed for each wing and again for the fuselage. I clear coated everything and added panel line washes using various shades from AK Interactive. The Starfighter decals went down perfectly and after everything had set, I added exhaust streaking and other wear effects using highly thinned shades of Tamiya Buff, Flat Brown, Black, and Light Grey. I installed new gun barrels made from telescoping sections of micro-tubing. The wing attachment lugs are too long and interfere with the aft cockpit so these were trimmed down so the wings could be attached to the fuselage. The kit wheels are decent but I wanted something a bit more detailed. No one makes an aftermarket set and I came up empty in the spares bin. I started to use a set of Aires Skyraider wheels for the mains since they had the right hub pattern, but finally settled on a set of Aires A-26 wheels. While they are smooth tread rather than the diamond tread as seen on the original F7F, they were the best solution I could find. I never found a suitable replacement for the nose wheel so I just used the kit part. I test fitted the nose gear with the main wheels in order to determine the correct main wheel placement since Aires cast them with flat spots. I made the small replacement nose gear bay doors from styrene sheet and added those to the rear section of the wheel bay. I also added a few details to the fuselage main tank that I had removed at the start of the build and reinstalled it using small metal rods. I borrowed a Corsair and P-51 fuel tank from my spares box to add some additional stores. The P-51 style tank was painted to represent a napalm store, so this received a coat of Insignia Yellow along with its own weathering. Once these were added, I painted and installed the vacformed canopies that were included with the Cobra Company conversion, and added small aerials from stretched sprue; the antenna wire came from EZ Line. The kit props are a little thick but I used them as is. While this conversion was a little more involved than your typical 1:72 build, the results were well worth the effort.

The finished look of the Starfighter wheel bays

Adding panel line washes…

…and chipping to the wings

This conversion was a little more involved than your typical 1:72 build!
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Able to carry a greater payload than a four-engine B-17 Flying Fortress, the single-engine A-1 Skyraider was considered one of the finest attack and close air support aircraft ever built. Skyraider’s proved critical during the Korean War and over the jungles of North Vietnam. The airplane that became the AD Skyraider (redesignated A-1 in 1962) evolved from a 1943 Navy decision to combine the dive-bombing and torpedo mission into one aircraft. First flown in 1945, the Skyraider entered US Navy service the following year. Later nicknamed ‘Spad’ for its ‘old-school’ design and appearance, reminiscent of the famous World War I aircraft, the Skyraider earned a reputation for ruggedness that not only packed a punch, but also brought back many an airman, despite taking heavy damage from enemy fire. Some AD pilots also trained for an atomic war, practicing long-range flights to deliver nuclear bombs at low altitude. A-1s were also part of the first attacks against North Vietnam following the Tonkin Gulf Incident, and in June 1965, a pair of Skyraiders even shot down a North Vietnamese MiG-17 in air-to-air combat. It was perhaps in the ‘Sandy’ Combat Search And Rescue role the USAF Skyraider earned most respect, and its heavy payload and long loiter time proved vital in rescue of downed airman in Southeast Asia. The Skyraider was also used by the air forces of South Vietnam, France, Cambodia, Chad and Gabon, and the Royal Navy operated a dedicated airborne early warning version from her aircraft carriers, and the Swedish Air Force used the Skyraider as a target tug. All told, 3,180 Skyraiders rolled off the Douglas Aircraft Company assembly line, and in this new Datafile by Andy Renshaw and Andy Evans; the Skyraider story is brought to life. Packed with many never before seen images, concise text, colour profiles, technical diagrams, scale plans and how to model the Skyraider in popular scales, this book is a must have for the enthusiast and modeller alike.
The Super Étendard is a small, single-engined, mid-winged aircraft powered by a non-afterburning SNECMA Atar 8K-50 turbojet engine. The main new weapon of the Super Étendard was the Aerospatiale ASM 39 sea skimming Exocet anti-shipping missile, married to the Thomson-CSF Agave radar and other systems. In the 1990s, significant modifications and upgrades were made to the type, including an updated UAT-90 computer and a new Thomson-CSF Anemone radar, which provided nearly double the range of the previous Agave set along with extensively redesigned cockpit and airframe life extension work. Some forty-eight aircraft received these upgrades and during the 2000s, further improvements included significantly an improved ECM capability, an NVG cockpit, a new inertial system, and a GPS and compatibility with the Damocles Laser Designator Pod. The Super Étendard could also deploy air dropped nuclear weapons, however, during the 1990s the Super Étendard Modernisé(SEM) upgrade allowed the deployment of the Air-Moyenne Portée missile. The aircraft was also refitted with the ability to operate a range of laser-guided bombs and enable the type to replace the retiring Étendard IV in the reconnaissance mission.

**French Service**

Deliveries of the Super Étendard to the French Navy started in 1978, with the first squadron, Flotille 11 F becoming operational in February 1979. In total, three operational squadrons and a training unit were equipped with the Super Étendard. The Super Étendards would operate from both of France’s aircraft carriers of the time – the Foch and Clemenceau. The first operational missions by the SuE took place in Lebanon during Operation ‘Olifant’, when on 22 September 1983 operating from Foch, aircraft bombed and destroyed Syrian forces. The SEM’s first combat missions came during ‘Allied Force’ operations in 1999, and it was reported that over 400 combat missions were flown with 73% of the
assigned objectives destroyed. The SEM also flew strike missions during Operation ‘Hercules’ part of the NATO ‘Enduring Freedom’ missions, and in 21 November 2001 saw the Charles de Gaulle deploying its aircraft to Afghanistan in Operation ‘Anaconda’ in support of French and allied ground troops. Super Étendards returned to operations over Afghanistan in 2004, 2006, 2007, 2008 and 2010-2011, also designating targets for the Dassault Rafale. In March 2011, Étendards were deployed as a part of Task Force 473, during Operation ‘Harmattan’ over Libya, again paired again with Rafale’s on interdiction missions. All Super Étendards are slated to be retired by mid-2016, and the type’s last operational deployment from Charles de Gaulle was in support of Operation ‘Chammal’ against ISIS in Iraq and Syria, which began in late 2015.

Argentina

During the 1982 Falklands War, the Argentinian Super Étendards were used as a launch platform for Exocet anti-ship missiles. The Argentine Navy purchased fourteen Super Étendards in 1979, and in-between August and November 1981, five Super Étendards and five anti-ship sea skimming Exocet missiles were shipped to Argentina and four were operational during the conflict. On 4 May 1982, two Super Étendards launched an Exocet each at HMS Sheffield with a single missile crippling the ship. On 25 May, another attack by two Super Étendards resulted in two missiles hitting Atlantic Conveyor, and a fifth missile was launched in an attack intended to strike against HMS Invincible. Following the end of the conflict, by 1984 Argentina had been able to complete the delivery of the full fourteen Super Étendards ordered, as well as Exocets to arm them. By March 2014 the Argentine Navy continued to seek upgrade kits for ten of its eleven remaining Super Étendards, but this ambition has been party to a number of complications from the UK and France.
Iraq
A total of five Super Étendards were loaned to Iraq in 1983 while the country was waiting for deliveries of Agave-equipped Mirage F1s capable of launching Exocet missiles. The first of these aircraft arrived in Iraq on 8 October 1983 and began maritime operations over the Persian Gulf in March 1984, and a total of thirty-four attacks were carried out on Iranian shipping. In April 1984, an Iraqi Super Étendard was claimed to have been shot down by an Iranian Phantom over Kharg Island, and on 26 July and 7 August 1984, claims of Super Étendard losses to Iranian F-14 Tomcats were reported, however, France later stated that four of the five leased aircraft were returned in to them 1985.

...as part of Operation ‘Harmattan’
DASSAULT SUPER ÉTENDARD

0753, 7-A-262 of 2e Escadrille Aeronaval de Casar Ataque, 3e Escadrille Aeronaval, L’Aviation Naval Argentine. The kill markings represent the sinking of the Atlantic Conveyor and the alleged attack on HMS Invincible on 30 May 1982. Dark Grey (FS 36118) over White

14, of Fliotille 14F, Aeronaval on the carrier Clemenceau, testing the new Dark and Light Grey camouflage circa 1985. Dark Grey FS36118 and Light Grey FS35227. Note that the final pattern varied from that shown here

7, of Fliotille 17F, Aeronaval on the carrier Clemenceau, Gulf of Oman in 1987. Dark Grey (FS 36118) over White. Note: No badge

69, used for training Iraqi Air Force pilots in 1983 and subsequently delivered on lease, without any markings, to Iraq in October. Of the 5 a/c leased only 3 were returned. It is not known if Iraqi insignia was applied during their use

50, of Fliotille 17F, Aeronaval, possibly BAN Landdivisioa, circa early 1980s. Dark Grey (FS 36118) over White

Colour Art © 2008 David Howley

Super Étendard Colour Chart

- Dark Grey FS36118
- Light Grey FS39237
- White

Colour Art © 2008 David Howley
Super Etendard
port side view

Matra R550 Magic infra-red
guided air-to-air missile

Super Etendard
starboard side view

1100L wing tank

Super Etendard
under-surface view

Typical wing sections. Entire leading-edge
droops along with the trailing-edge flaps for
take-off and landing

Centre-line mounted
in-flight refuelling buddy pa
Dassault Super Etendard

Drawn by G E Whitehead

1/72nd scale

Matra LR150 Rocket Launcher

Nord AS.30 air-to-surface missile

Super Etendard upper surface view

Super Etendard front view

Aircraft shown with typical anti-shipping weapons and fuel load

Starboard wing tip folded position

R550 AM.39

1100L tank

625L wing tank

AM.39 Exocet anti-ship missile

Dassault Super Etendard
Dassault’s SuE Sea

James Ashton builds the 1:48 Kinetic Super Étendard

The Super Étendard has been serving since 1978 and much the same can be said of models of the aircraft, as there have been a few kits available in the 1:72 and 1:48 for some time now. These venerable kits, though, have been showing their age, so once again Kinetic have seen a demand for a new-tool modern kit of a subject that has been overlooked for years. Straight away I can say that this is by far the best kit of the Étendard currently available. The surfaces are exquisite with fine panel lines, access hatches and fastener details, in particular the interior of the wheel wells and airbrakes are fantastic. One odd thing I noticed was that there was some flash and seam lines on parts. These were not bad and were easy to remove; however they were unexpected on such a new tool.

The kit does go together as good as it looks, even with elements of modular construction, which is mainly limited to the intakes and cockpit tub. I found that there was very little need for filler. The main area was the wing-folds, which for me are never a favourite feature on a kit, again however the excellent tooling of the model meant that this was not a big problem when posing them deployed. There are also some superb quality photo-etch parts for the upper wing, horizontal stabilizer and gunsight. One thing that Kinetic could do to improve upon are the instructions, though they are clear and well-illustrated for most of the sections. However there are some small details that have vague positioning arrows that terminate in mid-air, leaving you to guess as to their exact position. This can be frustrating in the area of positioning the undercarriage parts. Apart from this minor niggle you can put this kit together quite quickly.

One of the most outstanding features of any Kinetic kit has to be the decal sheet; they are always of the highest quality. This particular set has been designed by ‘Crossdelta’ and has excellent colour saturation and is in perfect register with a fine carrier film, and the fact that they are produced by Cartograf is a guarantee of high quality. Crossdelta also produce a very nice set of black masks for this kit. Usually I tend to go for the yellow Kabuki tape as I have found that black vinyl masks tend not to conform well to curves and tend to lift or crease. Not so with these masks,

The decals have been designed by ‘Crossdelta’ and are excellent
I found the AK interactive primer and Micro Filler to be very easy to use, and they do give a very smooth finish.

The high quality etch is superb and just drops into place after removing any burrs with a file.

My favourite technique of masking complex camouflage schemes is the Blu Tack sausage and Copydex method.
Tamiya have produced an excellent vinyl detailing masking tape. It adheres very well to compound curves and is very flexible.

Essential to a good finish is preparation of the surfaces and removal of seam lines. Albion alloys produce a comprehensive set of sanding and polishing tools that can reach into the most awkward of places.
Crossdelta provide a superb set of Vinyl Black Masks for this kit. I was very impressed with their adhesion and flexibility, especially on compound curves such as the canopy. Not only are they very flexible and thin, they are also very accurately die-cut and you do not get any seepage around the edges. The other cherry, yes, you get two on Kinetic cakes, is the comprehensive weapons load-out that they always provide, so instead of struggling to find what you want from your spares box you end up struggling to decide which ones you want to use. Once again Kinetic have scored with this model kit. Rather than trying to produce something new and esoteric they look to see if there is a subject that although having been available for a long time is in serious need of modernization. Once again I give Kinetic a big thumbs up for producing such an excellent kit, add one to your collection immediately!
Have Glass is the code name for a series of RCS reduction measures for the F-16 fighter. Its primary aspect is the addition of an indium-tin-oxide layer to the gold tinted cockpit canopy. This is reflective to radar frequencies. An ordinary canopy would let radar signals straight through where they would strike the many edges and corners inside and bounce back strongly to the source; the reflective layer dissipates these signals instead. Overall, Have Glass reduces an F-16's RCS (radar-cross section) by some fifteen percent. Have Glass consists of two efforts to reduce the RCS. Have Glass I adds an indium-tin-oxide layer to the gold tinted cockpit canopy, and Have Glass II, which includes the Pacer Mud radar signature reduction and the Pacer Gem infrared signature reduction. This will be applied to the F-16CM (formerly CJ) Block 50 Fighting Falcon aircraft that can carry a variety of air-to-air and air-to-surface ordnance, including HARM (High-speed Anti-Radiation Missiles) and precision-guided munitions. The aircraft so far seen in the new scheme are those from Spangdahlem in Germany and the 148th Fighter Wing of the Minnesota Air National Guard based at Duluth Air National Guard Base, from where Kevin Parks reports.

The paint scheme has a distinct metallic finish to it, and has a dirty faded weathered appearance. The paint codes for this finish are:
- Overall Aircraft - FS36270
- Topsides - FS36118
- Wingtip Missile Rails - FS36270
- Underwing Missile Rails, Pylons and Drop tanks - FS36375 or FS36270

Kevin Parks provides references for the latest F-16 colour scheme.
Getting airborne in the new ‘Viper’ colours

You can see the difference in colours in this shot

One of the two-seaters also in the Have Glass scheme
Hand picked for 2016

NEW
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Jaime Pastor builds the 1:48 Czech Model Me 263 V1

I bought this kit years ago but, as usual, it ended up on my shelf amongst dozens of boxes. However, recently I found a photograph of the aircraft in a book, which piqued my interest and I grabbed the kit, opened the box, and could not put it away again! I have to say, though, that this was the hardest research ever, as there are just a few scant few pages on the Me 163 in books, with small and confusing explanations. I was on the point of once again shelving the project, until studying the available images in detail I found some interesting features to add to the model. About the aircraft itself, well it suffered from a lot of modifications for its test work and it was repaired several times. So my build represents the aircraft when the Americans captured it at Dessau-Roßlau airfield in April.

The resin cockpit is quite good, however small additions were needed as well as cutting the canopy to place it in the open position.
1945. However, perhaps the most intriguing thing about this aircraft is - did it actually fly? Nobody knows it for sure! Firstly, this is not an easy kit, the surface detail was wrinkled, the panel lines almost invisible and incorrect, no rivets, poor fit, problems with the resin parts, but, in spite of all of these issues, I have to recommend it! Let me explain, how many Me 263s have you ever seen before? I liked it because it was different, and was the only way to create this interesting aircraft in 1:48.

Everything was primed with AK Interactive Grey Primer, thinned at 50%.

The landing gear and wheel bays are the best pieces of the kit also need some detailing.

I added rivets using a punch, and reworked the panel lines.

The cockpit was airbrushed with Agama RLM 66 and the landing gear and wheel bays with Agama RLM 02. To enhance the details, two different washes were applied – neutral and dark grey.

I brushed painted the cockpit parts, such as the dials, pipes and seatbelts with various Agama, AK Interactive and Vallejo acrylics.
With the canopy masked I applied a generous coat of AK Interactive Grey Primer.

Now to add some pre-shading.

According to my references, the lower surfaces were painted with a light shade, so I chose Agama RLM 76 Light Grey.

As far as I know, the most appropriate combination of camouflage colours should be RLM 81 Brown Violet and RLM 82 Dark Green. Notice that the tail and the rear part of the fuselage was also painted in RLM 76, and the nose had a darker shade, perhaps RLM 70 Black Green.

There is only one image where I could see the airflow ‘wool tufts’ on the wing, and it seems that the left wing was painted in a light shade for that reason and I imagined it could be RLM 02.
The wool tufts are in random positions along the wing, and I replicated them using the thinnest thread I could find.

After a coat of Johnson’s ‘Future’ I added the decals, which sadly were not all that good.

Watercolour pencils are ideal for small scratches.

After another coat of ‘Future’ I began the weathering process using various AK Interactive products.

AK Interactive ‘Kerosene Leaks’ is a really nice product to reproduce not only fuel leaks but also splashes.
The oft forgotten Jaguar M (for Marine - Maritime) was a one-off, a single-seat prototype built to fulfill an Aronavale requirement for an aircraft to replace the Dassault Étendard IV. The new aircraft was to possess excellent attack capabilities and twin engines for operational safety. Based on the promise of what the proposed Jaguar production aircraft could achieve, in early 1967 some fifty examples were earmarked to be produced for maritime use. Of these, forty would be single-seat strike/reconnaissance aircraft and ten would be land-based two-seat trainers. Built by Breguet, Jaguar M-05 was the single prototype, with the civil registration F-ZWRJ and the code letter ‘J’ on its intakes, and completed its maiden flight on 14 November 1969 from the airfield at Melun-Villaroche. The main visible difference between the Jaguar A and M was in its undercarriage, the naval version having a smaller, twin nosewheel unit and larger, single main wheels, facilitating catapult launches and arrested landings. The undercarriage legs were also different, and the main wheel structure emerged almost perpendicularly from the wheel wells, unlike the land-based models, while its legs were more angled, giving a somewhat squat stance. The undercarriage units were suitably strengthened to withstand a higher sink rate on landing, and the nosewheel gained a telescopic oleo to give the aircraft the correct angle of attack for catapult launches from the smaller French aircraft carriers. It is interesting to note that while nosewheel doors were built for the Jaguar M, they were seldom fitted, especially during the trials phase, and these doors had a different shape to those of the other prototypes.

Catapult strop attachment points were located on the fuselage underside, forward of the main wheel doors. Other general structural strengthening was undertaken to give the Jaguar M’s airframe the ability to withstand catapult forces and, since it was a prototype, the aircraft also sported the intake splitter plates that were deleted on the production Jaguar. Avionics were similar to those fitted to the Jaguar A, with the addition of a laser rangefinder, while a camera port was located in a bulged fairing beneath the tip of the nose. Martin-Baker provided a Mk 9 zero/zero ejection seat and provision was made for twin 30mm DEFA cannons, although the external cannon ports were actually faired over.

PHOTO-RECCE

JAGUAR M
The Ill-Fated ‘Sea Cat’
and evidence suggests that the guns were never fitted. A retractable inflight-refuelling probe was fitted beneath the windshield and the Jaguar M was also intended to carry a ‘buddy-buddy’ aerial refuelling pack on its centreline. The twin Adour engines were not navalised, but plans were well advanced for the introduction of components that would be resistant to saltwater corrosion. The Jaguar M prototype also began life with the original shorter fin, but was retrofitted with the taller ‘production’ fin before undertaking sea trials, and the designers took the opportunity to fill the aircraft with re-styled, kinked stabilisers at the same time. The airbrake of the Jaguar M featured four rows of perforations, rather than the two rows found on the other, land-based, prototypes. On 20 April 1970 the aircraft was flown across the Channel to the Royal Aircraft Establishment at Bedford for initial deck-landing
trials. The Jaguar M development team made use of the RAE’s land-based dummy deck, which was a fully-equipped catapult track built on raised steel girders to simulate the ‘cat-shots’ experienced on a real aircraft carrier. On 8 July 1970 the Jaguar M was flown to the aircraft carrier Clemenceau, and between 8 and 13 July it conducted a total of twelve catapult-assisted launches (using full reheat) and arrested landings, as well as undertaking deck-handling assessment and compatibility tests. For carrier launches a series of coloured lights was added to the Jaguar’s nosewheel leg. Contained in a white oblong box, the lights were used to observe the aircraft’s launch characteristics; a rearward-facing test camera was meanwhile installed in an orange fairing on the fuselage underside, directly beneath the cockpit area; similarly, a forward-looking camera was mounted on the rear underfuselage, just ahead of the engine access bays.

Despite the Jaguar M’s many impressive qualities, the navy was unhappy with the aircraft’s cost, which meant that it could only afford fifty fighters, rather than the 100 aircraft required. The French government ultimately cancelled the Jaguar M in January 1973. The main reason for abandoning the project was apparently a dissatisfaction with the single-engine recovery characteristics of the aircraft, which it stated gave insufficient recovery power in the case of one engine shutting down during deck landings. In the event, the Aronavale received the single-engined Dassault Super Étendard, and the Navy’s fifty-aircraft Jaguar allocation was transferred to the Armée de l’Air. The Jaguar M was relegated to test operations after the project’s cancellation and made its last flight on 12 December 1975. The prototype Jaguar M was painted in a French navy scheme of gloss dark blue/grey upper surfaces and gloss white lower surfaces, the upper surface colour wrapping around the underside of the wing leading edges. White also featured on the underwing pylons and underfuselage strakes. Aronavale roundels were located above and below the wings and on the rear fuselage sides, with the stylised ‘Jaguar’ logo applied to the nose, and with ‘SEPECAT Jaguar’ and ‘M-05’
stencilled on the tailfin. On each side of the nose were a number of red, white and blue markings denoting the number of sorties undertaken by the aircraft. Rescue and warning markings were applied in full colour, with captive trials weaponry being blue and fuel tanks silver.

During its time aboard Clemenceau the Jaguar M also gained an all-white rudder with four horizontal golden-yellow stripes applied across it, with the latter colour also being added to the braking parachute housing below. The intakes also sported the insignia of the Clemenceau and were ‘zapped’ with badges of the carrier’s resident Étendard squadrons (including 14F) plus the emblem of the RAE. During a visit to RAE Bedford as part of its trials phase, the Jaguar M wore broad (approximately 30cm/12in wide) red, white and blue stripes painted from behind the cockpit to just behind the second of the auxiliary inlet doors, across the top of the wings and fuselage and across the rear fuselage from just behind the roundel to the mid-section of the ventral fins. The tail received a large, crudely painted French roundel, and the nose carried the patriotic legend ‘14 July 1789’ (Bastille Day) in red.
Despite being an old kit now the 1:72 Fujimi FGR.2 still has so many nice details, with fine and engraved panel lines, a very well detailed cockpit, with both side consoles and front panel standing out well, and Aires ejector seats are good replacement for the kit parts. The decals were a mix of kit-supplied and some from Air Doc.

For the cockpit I used Gunze H317 with shadows and highlights added. The instrument dials used black as their base and the buttons and switches were painted with yellow, red and white. The Aires seats were also suitably detailed. Once built the cockpit was placed into the nose, and the fuselage halves and wings were brought together. The undercarriage legs, wheels and tyres were then painted and left to one side for later. After priming with Humbrol Gloss Black the rear metallic areas and afterburner cans were given a layer of Alclad Aluminium, followed by Magnesium and Stainless Steel along with Tamiya X-24 and X-26 transparent Orange and Yellow, as well as Smoke and Translucent Blue. This area was then masked off.

For the tail I first added a coat of black followed by Gunze Red H327, and once dry this was also masked off. Now I started to paint the lower surfaces with thin layers of H332 adding a little white to form patches and mottles. Once dry this area was masked off and I moved to the upper surfaces. Here I used H334 and H335, and I began with the lighter H334 slowly in thin layers adding a few mottles as I went along. Once this was dry, I added the darker H335. Then after a gloss coat I added the decals and sealed them in ready for some weathering.

For the panel lines I used various oil paint shades and then applied some AK Interactive Streaking Grime and Streaking Effects on the undersides in the direction of the airflow. I added some pretty heavy weathering onto the sides of the fuselage, around the wing folds, spoilers and airbrakes. Once I was happy with the look I sealed all of this work in with a coat of matt and added all of the smaller details.

So here you have a ‘Firebird’ of No.56 Squadron, based at RAF Wattisham in 1992.
Despite being an old kit now the 1:72 Fujimi FGR.2 still has many nice details.
Working on the metallic areas at the rear

All of the small components, ready for fitting
A number of products were used to weather the undersides.

Adding a ‘mottled’ effect to the paintwork.
Here you can see the result of the 'heavy weathering' on the sides

More weathering on the rear fuselage
Far Eastern modeller Sun ick Roh adds his own distinctive style to the 1:48 Hasegawa Fw 190A-5/U12, the mount of Lieutenant Erich Hondt of 2./JG11, Hasum, Autumn 1943, credited with sixteen kills.

As mentioned above this build features the rather excellent 1:48 Hasegawa Fw 190A-5/U12 of Erich Hondt, and work as usual began with the cockpit, to which I added some Eduard etched instrument panels and pilot’s harness. This was then suitably painted and detailed. For the wings and tail I chose to show a little action so I dropped the flaps and slightly deflected the rudder. On the fuselage I also added some missing rivet detail, which I found quite easy to reproduce. Once the build was complete I added a coat of Mr Surfacer 1500 Grey and then applied Mr Hobby RLM 74, 75 and 76 applied freehand with my airbrush. Then after a coat of gloss I added the decals which were a combination of the kit’s decals with some of my own masking and painting. The aircraft was then weathered using oil and panel line washes. This was a simple, very pleasing build, which I hope you enjoy.
Working on the fuselage and cowling

I deflected the tail for more interest

The completed pilot’s instrument panel

Ready for painting and assembly
lieutenant Hondt was Staffelkapitän of 2./Jagdgeschwader 11, which had been formed in April 1943 from elements of JG 1 for Reich Defence duties. Hondt was shot down and wounded while flying his heavily armed Focke-Wulf Fw 190A-5 ‘Black 13’ on October 8, 1943. Hondt eventually joined Adolf Galland’s Jagdverband 44 to fly Messerschmitt Me 262 fighters. Some researchers believe the colourful Fw 190 flown by Lt. Hondt is often misidentified as an Fw 190A-5/U12, of which according to most resources, only two prototypes were built. The Werk-Nummer 410266 identifies Hondt’s aircraft as an Fw 190A-5 but the underwing cannon are most likely a field addition of the ‘Rustsatze 1 Kit’, which gave the Fw 190 a massive firepower of six 20mm MG 151 cannon plus its two MG 17 machine guns.
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The legendary Mirage IIIE was one of the most important fighters in Brazilian Air Force (Força Aérea Brasileira – FAB) history. Besides being the first specialised interceptor flown by the FAB it was also the first Brazilian supersonic fighter when it entered service in 1973. Brazilian Mirage IIIEs were retired in 2005 after more than thirty years in service and the aircraft is a ‘must have’ for any modeller interested in FAB history.

The 1:48 Kinetic Mirage IIIE is a superb kit and comes with a box full of options and nice details. Despite some fitting issues on wings and air intakes the model captures the distinctive look of this famous delta fighter and turns into a great model. After painting the nicely detailed cockpit, a little dry brushing picked out all of the raised details and various shades brought the dials and switchology to life. This work was finished with a coat of flat varnish, complemented by Kristal Klear over the lenses. The basic kit-supplied ejector seat was replaced by an old Neomega resin part, carefully brush painted with various acrylic colours and weathered with a deep brown wash.

The nose wheel well and the full air intakes must be built and painted before moving to the fuselage, and both parts were first painted in A.MIG-8201 Aluminium. The nose wheel well was then brush painted with various colours and weathered with A.MIG-1611 Black Night Wash before being fully assembled. The front part of the air intakes was then painted with A.MIG-204 Medium Gunship Grey, the same as the fuselage colour. The fuselage assembly was straightforward but soon the problems started.
to show up. There's a considerable gap where the fuselage meets the wings, but using some sprue rods cut to length I was able to enlarge the fuselage mid-section and minimize the problem. The lower part of the air intake is moulded into the lower wing part, and here some serious work with putty and sandpaper was needed to achieve a smooth, flawless join.

Kinetic provides the option to build the flaperons in the neutral or ‘dropped’ position, but the outer wing actuator fairing had to be modified to be used without the missile rail pylon. I chose to represent an aircraft from 1980, but a lack of suitable armament led me to show my ‘Delta’ with just its supersonic drop tanks.

After restoring every missing panel line and rivets the model was cleaned up with isopropyl alcohol and I could move to the fun part - painting! The model was fully primed with A.MIG-2005 Black Primer and after correcting a few blemishes I started the painting work with the metallic areas, using various Alclad and Ammo of MIG products.

The aircraft I choose to depict had some replacement parts wearing the previous Alumilac (Aluminium Lacquer) painting scheme used by Brazilian Mirages during their first years. The natural metal finished nose section was painted with Alclad’s Polished Aluminium and the Alumilac flaperon section and wheel wells received a coat of A.MIG-8201 Aluminium. These parts were then masked and a ‘marbling coat’ of Medium Grey mixed with White was applied. Next the same Medium Grey was airbrushed over the undersides in thin layers to create a subtle weathered look. The same process was applied to the topside, but this time using pure A.MIG-211 Medium Grey for the ‘marbling coat’ and A.MIG-204 Medium Gunship Grey for the final top colour. Pritt-Tak was used to mask the lower camouflage colour and assure a soft edge demarcation line between the colours.
Adding another marbling tone to the topsides…

…followed by Medium Grey

Adding some subtle weathering

The finished look of the undersides

The final look of the upper surfaces
Various metallic shades were used on the exhaust and drop tanks, and more weathering effects were applied to the underside with the airbrush to post-shad some panels in White and Red Brown, and a mist coat of the base colour helped to tone down and blend the effects to the desired intensity. The same process was repeated on the topside, this time using White on selected access panels with ‘scuff marks’ applied with a sponge. After a gloss coat I applied the decals, and I choose to depict Mirage FAB 4922 because of the interesting replacement metallic parts, but this aircraft is not one of the options available on the excellent FCM Decal sheet I had available, it was just a matter of adjusting the serial number with others on the sheet. A second coat gloss then sealed the decals and the model was now ready to go through the final weathering process.

Four different washes were used, and A.MIG-1601 Medium Grey was applied to the underside, followed by A.MIG-1602 Deep Grey on selected panels. Then A.MIG-1613 Blue Grey was applied to the metallic areas and A.MIG-1611 Black Night to the wheel wells and landing gear parts. The same Deep Grey wash was applied on the topside for a stronger contrast. Leaking fluids were represented using small dots of Black artist’s oil paints spread in the airflow direction and Black pigments gave me some soot stains in specific spots. Paint chipping was simulated using A.MIG-8201 Aluminium carefully applied with a sponge on the air intake and wing leading edges. The last step was to add some dirt on the wing roots, easily reproduced just by spattering some A.MIG-1203 Streaking Grime.

All the weathering work was sealed with a semi-gloss coat and I than added the smaller parts such as the opened airbrakes, canopy and the landing gear.

Brazilian Deltas are a nice canvas for playing with weathering techniques, and if you think overall grey aircraft are boring, think twice!
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And Finally... Bronco’s Still Kicking!

Two vintage aircraft used in the Vietnam War have been brought out of retirement to help US Special Forces in Iraq. A pair of OV-10 Broncos reportedly completed 134 sorties over 82 days in May to September 2015, acting as cover for the soldiers fighting ISIS terrorists on the ground. The aircraft involved were probably those from the US Navy’s Special Warfare ‘Combat Dragon II’ program, and these aircraft were already highly upgraded to the unique OV-10G standard and would have received another round of heavy upgrades including the latest in radios, sensors and defensive systems. The US military is currently testing the Broncos in Iraq and Syria to see if they can replace the more expensive F-15s and F/A-18s, and whereas an F-15 can cost up to $40,000 per flight, a Bronco can operate for just $1,000 for every hour it is in the air.
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