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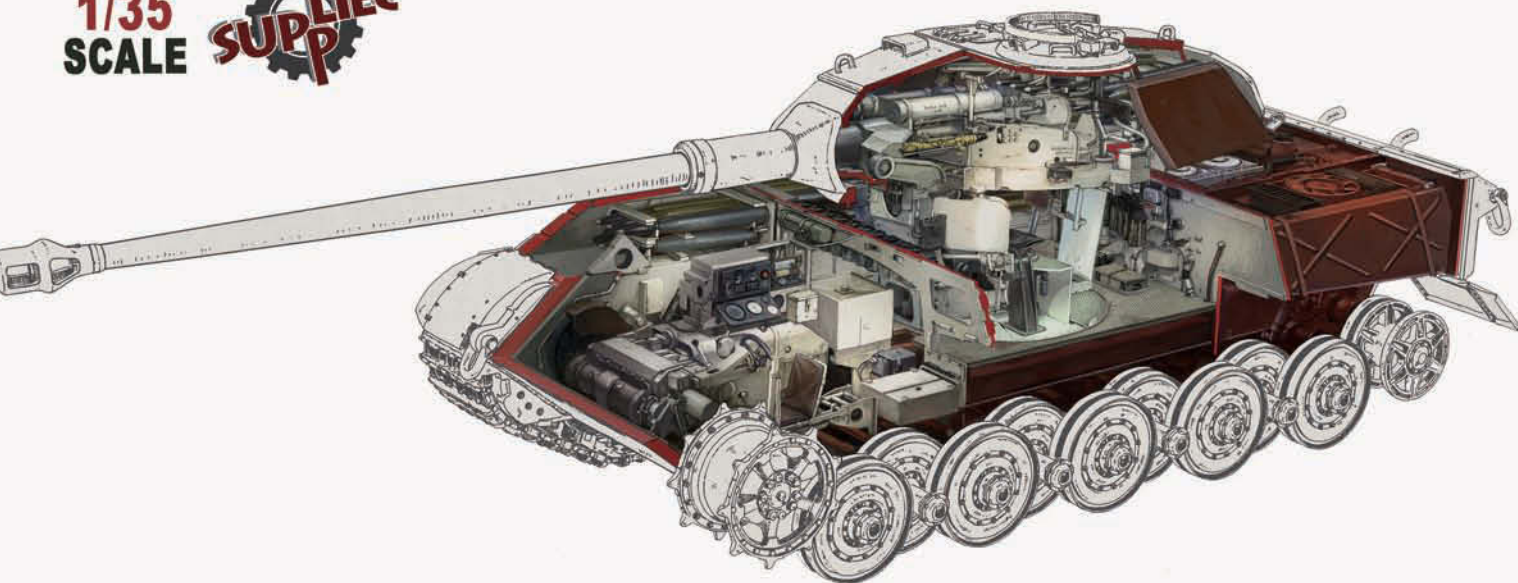
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INTERIOR SET

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DALI XU'S HASEGAWA F18 IS 'READY TO GO'



F/A-18F



1:48

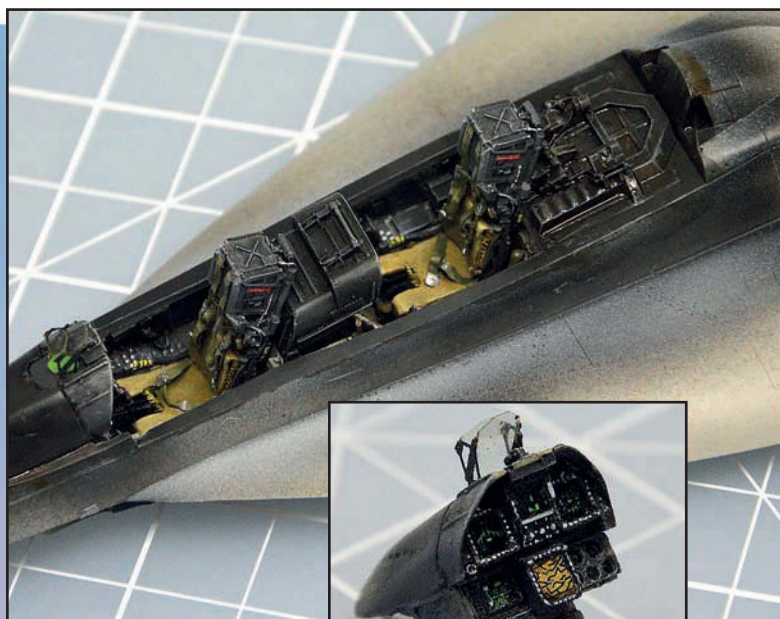
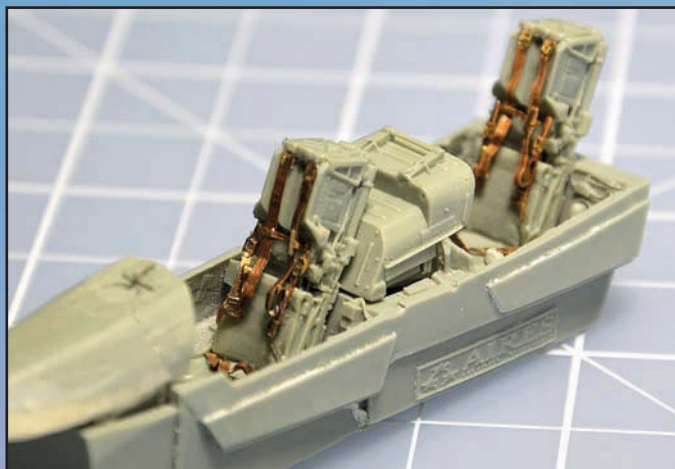
The Boeing F-18 Hornet Strike Fighter (F/A-18) was developed for the U.S. Navy as a carrier-based, multipurpose supersonic fighter. It is also the first American military model with both fighter and attack aircraft roles.

F/A-18 belongs is a third generation fighter and has excellent air to air, ground to ground and sea attack capability. As the most important carrier aircraft in the United States Navy the F/A-18 is widely used. The aircraft was first trialled in 1978 and entered service in the United States Navy in 1983. On July 28th 2006 the F-14 Tomcat fighter was retired and the F/A-18 became the only carrier fighter aircraft.



SUPERHORNET





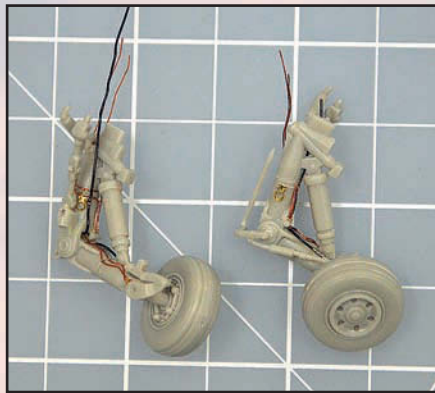
In order to increase the details of the model and save some time, I used the Aires resin cockpit and cabin. Because these two resin modifications are very tight in the internal space of the kit, care should be taken to carefully sand and polish the joints between the kit parts and resin modifications, just enough to slide a piece of paper between the two ensures there's room for adhesive. To paint the cockpit, first MR.HOBBY C317 was airbrushed overall, then Vallejo Air black to the instrument panel and the dashboard cover. Thin layers of diluted white were gradually built-up to highlight the shapes and detail. Since the cockpit is only a small part of the aircraft after being fitted in place it is necessary to improve the colour contrasts to emphasize the detail and pick out the various controls with strong red and yellow acrylics. This same thought process has been applied to the ejector seats with the khaki pads receiving strong highlights. Some gentle dry brushing finally picked out some of the more subtle detail offered by the delicate Aires moulding.

Canopy refinement

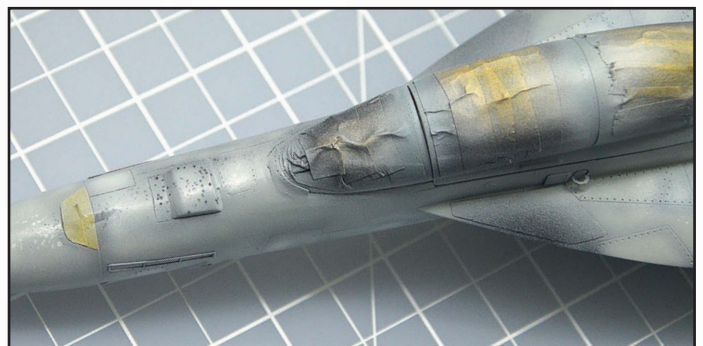
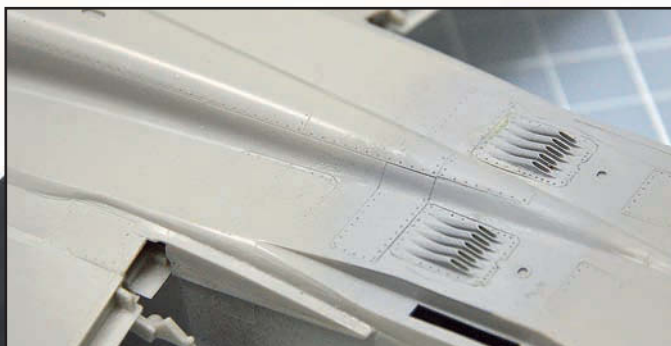
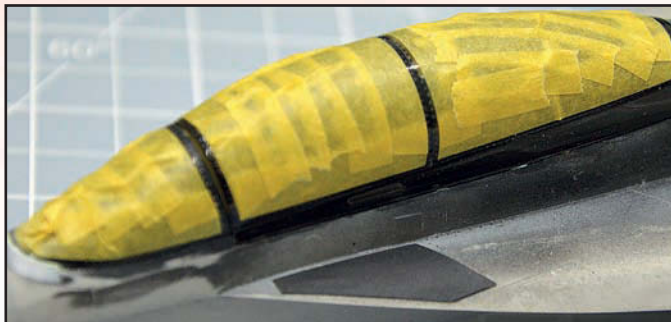
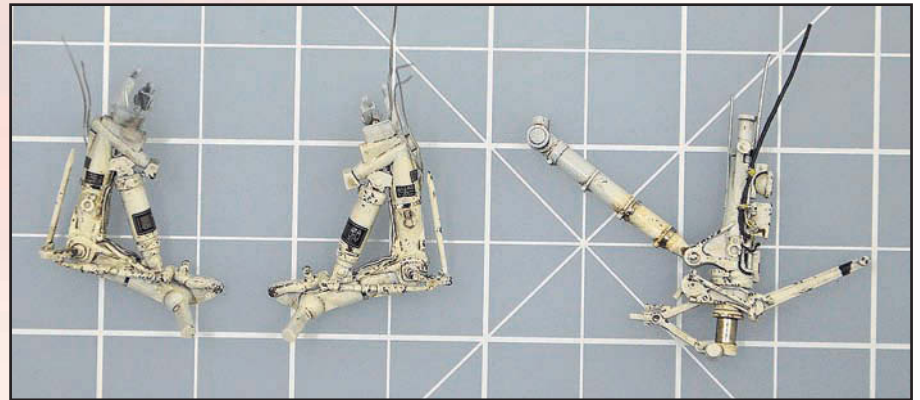
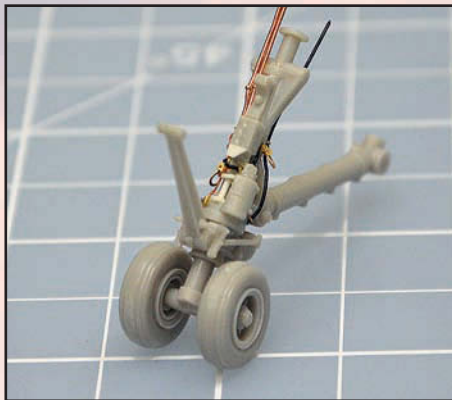
The first step was to carefully sand the clear part with #800, #1200 and #3000 sandpaper. Next was polishing in order of coarse mesh, fine mesh and finished with polishing paste. Pay attention to the process of polishing, be very patient if you've never attempted this process before, ensure that the grades of polishing are worked through in order and you'll find the results are worth it.

The canopy required a slight tint which was done with Tamiya transparent colours very gradually, a final polish with fine paste gives an even finish. The transparent part of the hatch cover was masked and then a black sprayed on the frame (to be viewed from inside) followed by the grey at a later stage. The Aires frame details were painted separately and added.





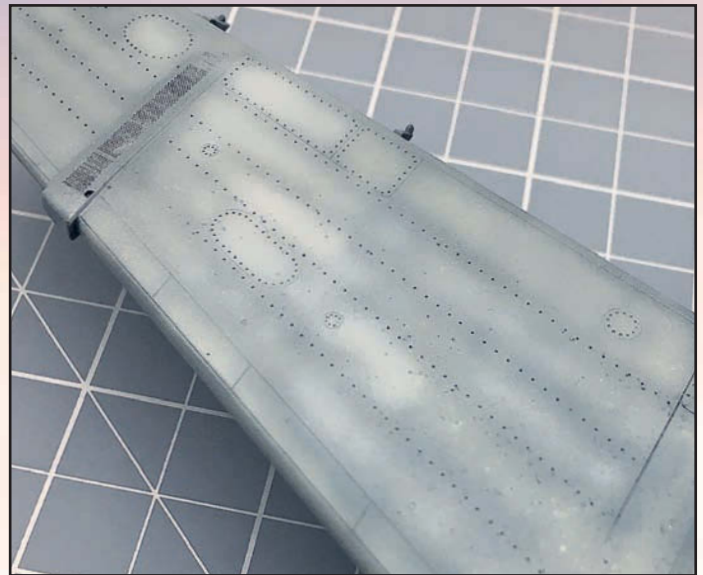
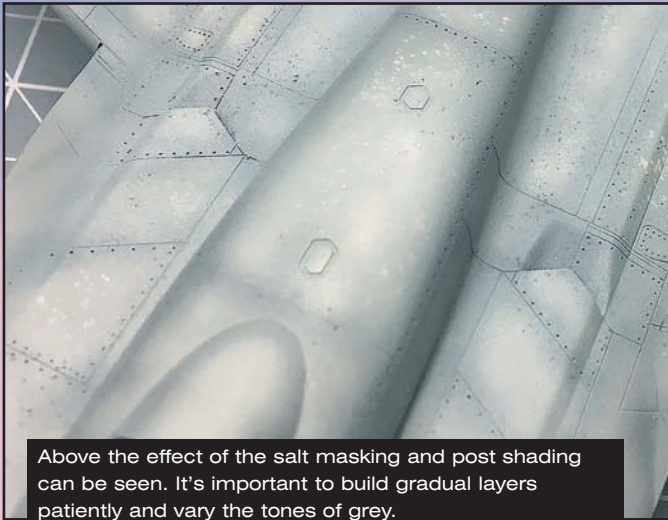
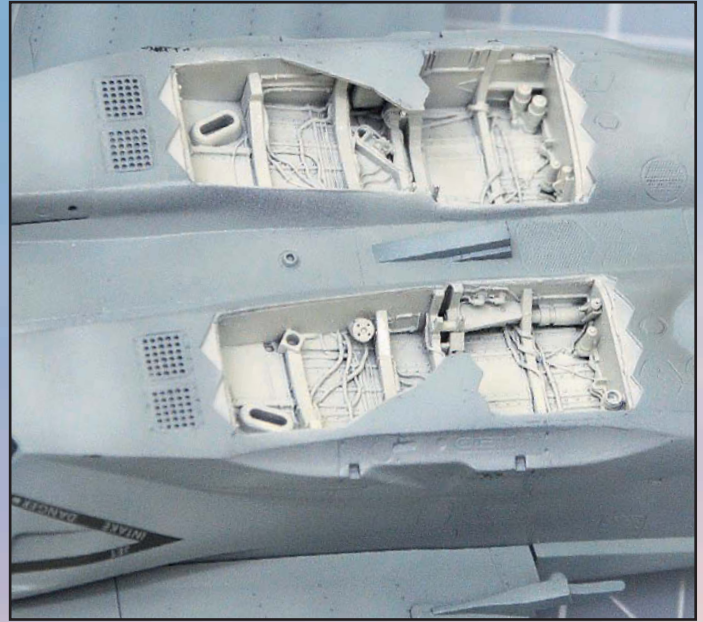
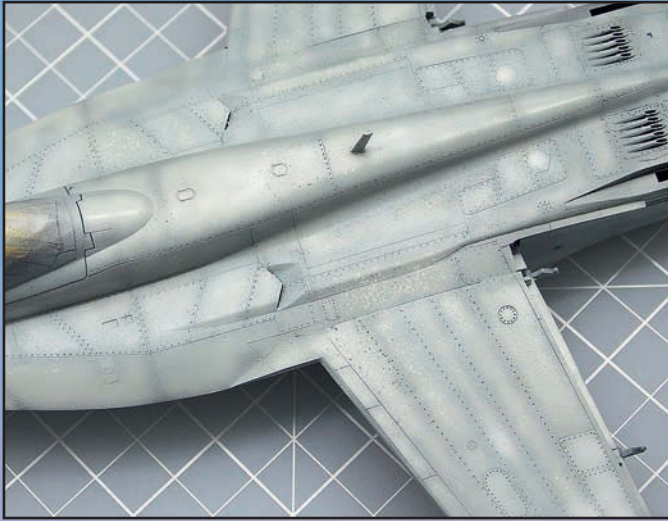
The Aires wheel wells require more surgery but the extra work is worth it. Various grades of wire were used to add plumbing to the landing gear with some photoetch clips put to use. Staining and chipping was added to the white base coat and self adhesive mirror foil adds a realistic touch as do the maintenance placard decals.



Fuselage and wing assembly is straight forward with the usual care and filling around joints required. The raised lip around the base of the windshield was created with a strip of plastic card then blended to the correct shape with filler.

The anti-slip areas were created with fine sandpaper (200 grade). First cut the sandpaper to shape and thin-out the back of the paper as far as possible to leave only the sand and bonding agent to be fixed in place.

The ECS plate on the kit is an early version replaced by a later type resin modification. Once happy with all of the surfaces and joints it was time to get painting with an allover application of white. To attempt to replicate the sometimes heavily weathered carrier aircraft finish many subtle layers are required and also the 'salt' technique, using coarse, damp salt as a random masking barrier. This is easily removed and contributes to the realistic random effects.



Above the effect of the salt masking and post shading can be seen. It's important to build gradual layers patiently and vary the tones of grey.

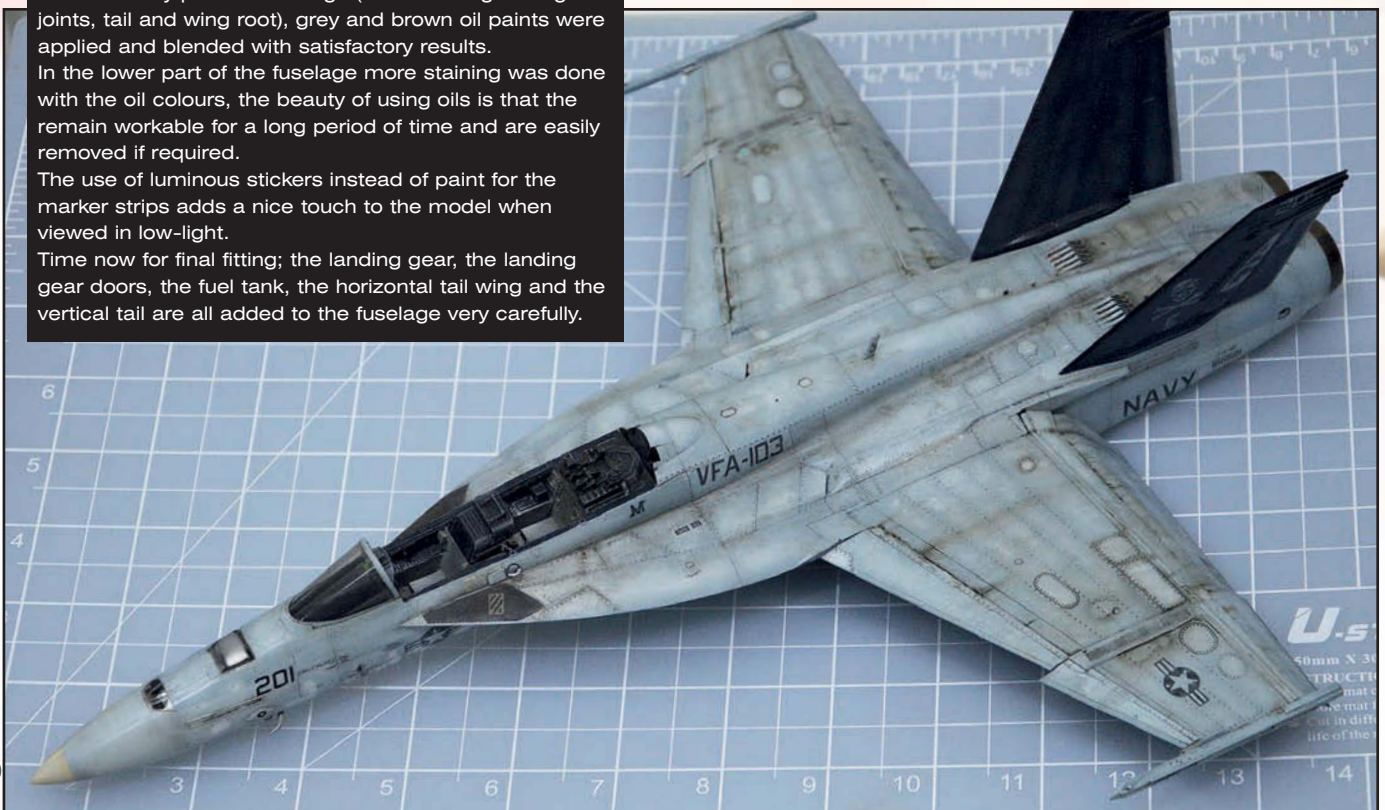
With the mottles of grey complete it was time to add some dark washes to the panel lines and create more surface variation and staining with oil paint washes, black, burnt umber and yellow ochre were used very diluted and again, gradually built-up in subtle layers.

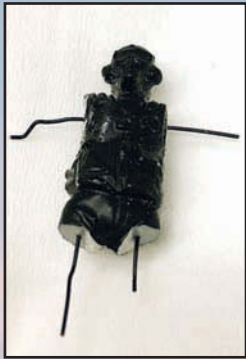
In several key parts of fuselage (such as wing folding joints, tail and wing root), grey and brown oil paints were applied and blended with satisfactory results.

In the lower part of the fuselage more staining was done with the oil colours, the beauty of using oils is that the remain workable for a long period of time and are easily removed if required.

The use of luminous stickers instead of paint for the marker strips adds a nice touch to the model when viewed in low-light.

Time now for final fitting; the landing gear, the landing gear doors, the fuel tank, the horizontal tail wing and the vertical tail are all added to the fuselage very carefully.

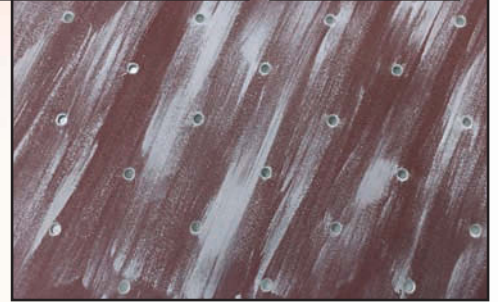




As I was keen to replicate a particular photo some modifications to available resin figures was required. Tian Li (a Chinese manufacturer) and Aires figures were re-posed with wire and putty then finished in acrylics and oil colours.

For the carrier deck the mooring points and chains were modified with etched parts and added to the rough deck floor created with plastic card and sandpaper. The size and spacing of the mooring holes was calculated and drilled. Diluted putty was then used to fill any joints and brushed in wide strokes to replicate some wear to the deck surface.

With my F-18 firmly cemented in place I could position the figures and add the fine tether chains and wheel chocks. I'm happy with the finished display, the compact plinth base presents the scene well and there is a satisfying likeness to the 'Ready to Go' photograph.



F/A-18F







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Mk.IXc, ML214, No. 126 Squadron RAF, Harrowbeer Air Base, June 6, 1944



Mk.IXc, MH819, No. 310 (Czechoslovak) Squadron RAF, Appledram Air Base, Mid June, 1944



Mk.IXc, MK924, F/Sgt Michal Murayda, No. 302 (Polish) Squadron RAF, Chailey, June, 1944



Mk.IXc, MK892, F/Lt C. H. Lazenby, No. 222 Squadron RAF, Normandy, June 10, 1944

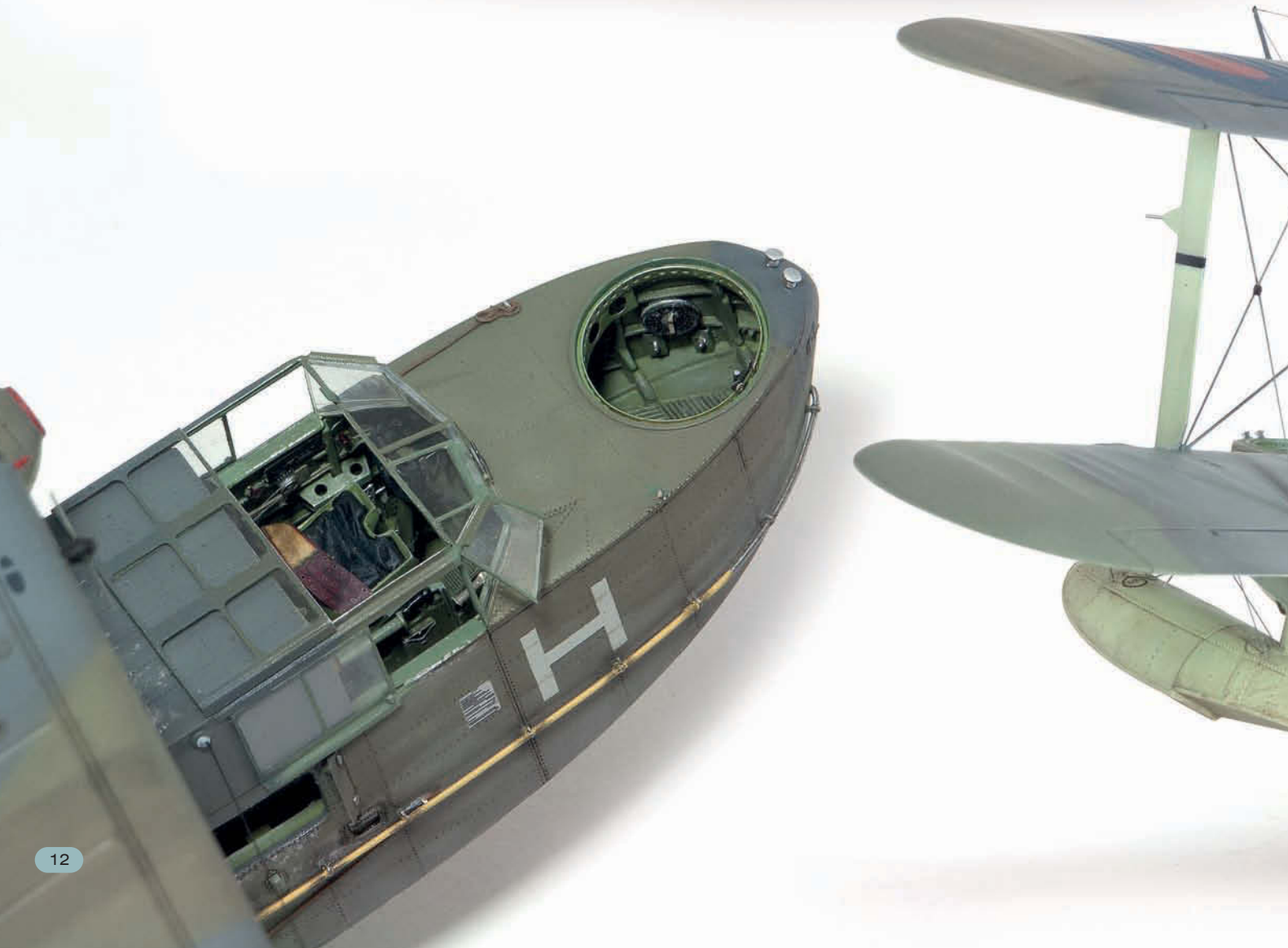


LF Mk.IXe, PL124, No. 312 (Czechoslovak) Squadron RAF, June, 1944



Mk.IXe, MK329, W/Cdr J. E. Johnson, CO of No. 144 Wing, June, 1944

1:48



SUPERMARINE WALRUS

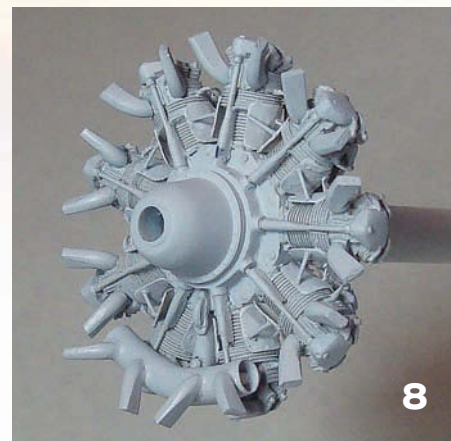
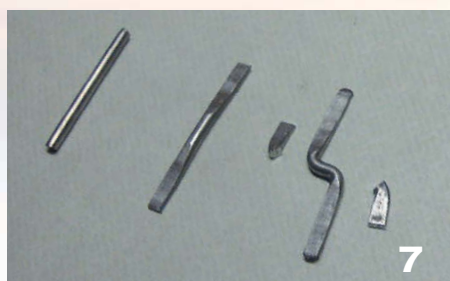
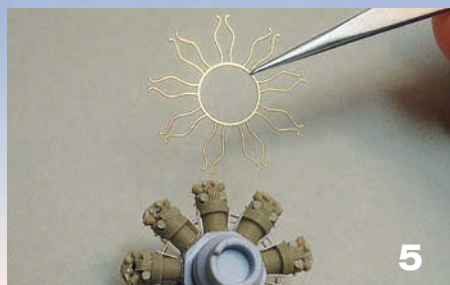
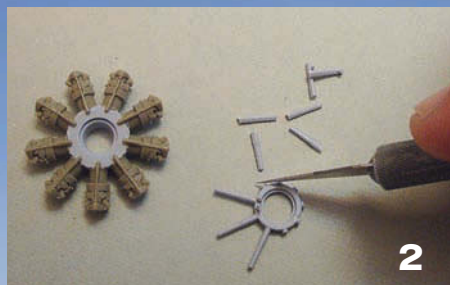
PART TWO

We left the completed assembly in the previous issue, this time

Megas Tsonos

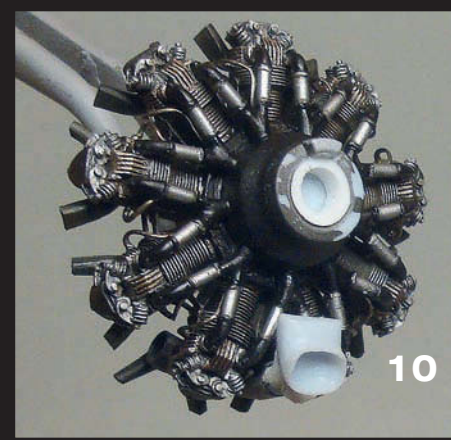
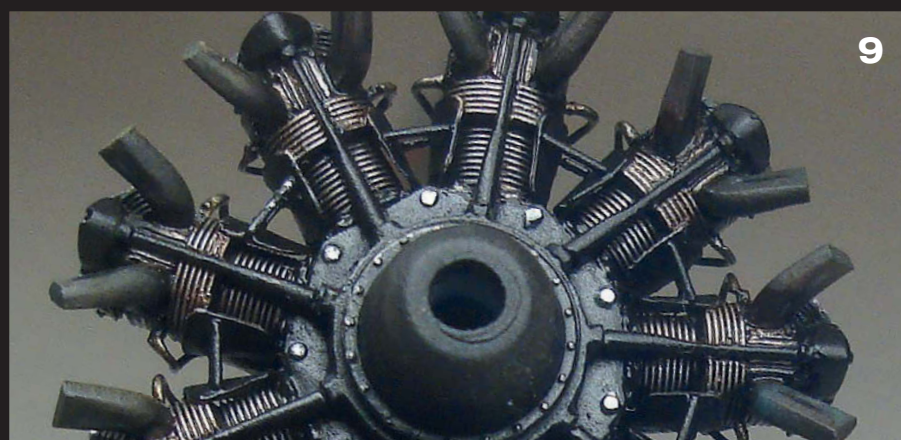
explains the treatment of the engine and painting and finishing of his wonderful Walrus.





ENGINE

The Walrus Pegasus engine is in itself a model and, as it is not cowled, presents a unique opportunity for extreme detailing. The Airfix engine is correct in diameter and proportions. Some detailing is missing though but it can be left as is for the modeller wanting a basic replica of it. Being obsessed with engines, I went for more and I made use of the advantages of a Vector resin Pegasus which helped a lot to end up with a lifelike engine on my Walrus model. The Vector engine is smaller in diameter, naturally enough as it has to be cowled in most cases, but its cylinder dimensions are the same as Airfix's, so I mated the Airfix crankcase to the Vector cylinders thus preserving in the correct diameter.



I cut away and disposed of the cylinders **pic 1** leaving the crankcase intact. I removed the pushrods **pic 2** leaving only their base on the pushrod case. The Vector cylinders were glued onto the Airfix crankcase. The Airfix fuel/air manifolds were separated from their manifold case, the latter cemented in place at the rear of the crankcase **pic 3**. The cylinder cooling deflectors were made of plasticard **pic 4** and glued in place. Although present on the Airfix engine, they are absent on the Vector one! The Eduard photoetched brass part imitating the ignition harness **pic 5** was put in place.

The Vector intake manifolds **pic 6** were glued in position. Soldering wire **pic 7** was shaped to form the exhaust outlets, their presence on most Walruses being overlooked by Airfix. A note here that these outlets let the exhaust gases escape through slots on their sides, so no openings are to be found at their ends as might have been expected. The exhausts were cemented on the cylinder heads and the carburettor hot air intake taken from the Airfix engine was married to the exhausts constructed previously. The engine was sprayed in Mr. Hobby Mr. Surfacer 1200 **pic 8** and when dry was given two light coats of a mixture of Alclad

II ALC-101 Aluminium, darkened with ALC-115 Stainless Steel. A coating in White Ensign Models ACS04 WW2 Soviet VVS All/AMT Black (any other semi-gloss black can obviously do the job!) **pic 9**, was followed by a careful removal of the paint in a wash-like manner to reveal the cylinders cooling fins and the unpainted portion of the intakes. In **pic 10** the carburettor air intake made from a piece of thick plasticard, found its place on the rear of the engine block painted to match the colour of the rest, and the engine was finished with the hot air intake supports (seen as semicircular tubes around the lowermost cylinders).



11



12



13



14

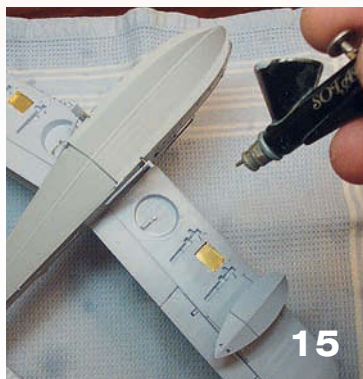
Last but not least, the propeller was given my attention with some thinning to be done here as well **pic 11**.

Following its thinning, the tips were painted yellow, masked over, and the blades were painted in Tamiya's XF-69 NATO Black. The area surrounding the propeller boss was masked **pic 12** and the boss was simply rubbed gently with a soft cloth with just a touch of SnJ Spray Metal polishing powder on it.

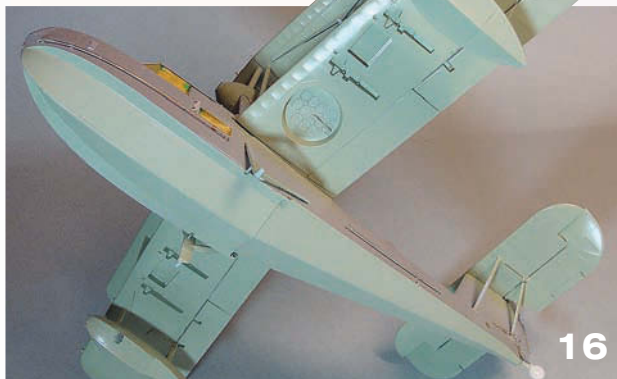
In **pic 13** the propeller is seen finished with all masks removed and oil stains applied using artists' oil colours. The propeller sides facing the engine exhausts were additionally treated with pastels to simulate the exhaust marks on them.

The engine minus its propeller was installed in place well after painting **pic 14**, as the nacelle front and rear sides were needed to hold the model during the painting process.

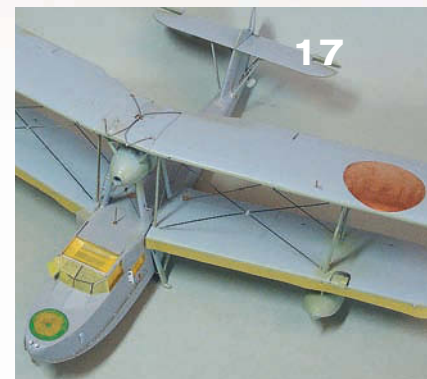
PAINTING



15



16



17

I painted my Walrus in what could euphemistically be called an official camouflage pattern. Well, there surely was one but in the field, over the years and under conditions prevailed at the time, the end result was rather mixed. So I selected one Walrus, serialled W2766, its photograph printed in page 179 of the excellent book 'British Flying Boats', written by Peter London, Sutton Publishing, 2003. W2766 was an ex-Royal Navy machine, retaining its 'Royal Navy' stencilling above its serial number even though at the time the photograph was taken, the aircraft was

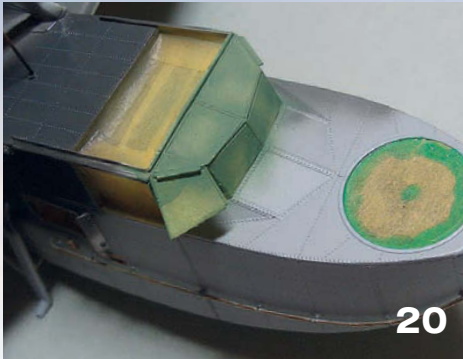
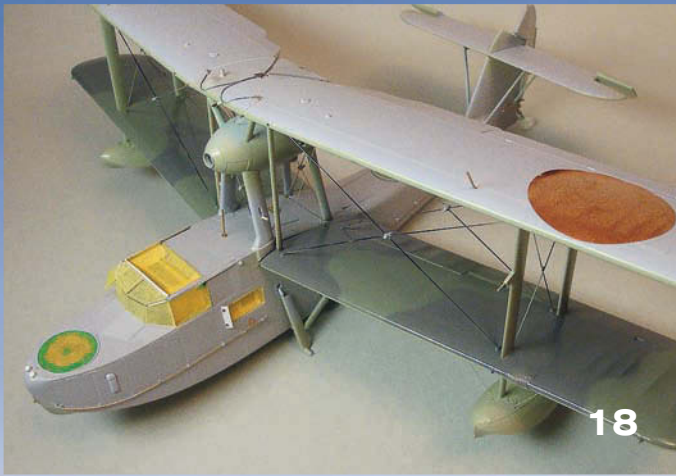
operating with 278 Squadron, RAF in the ASR role. Invasion stripes painted and still discernible under its lower wings and planing bottom indicated serving well after the order to dispense with them was issued. Possibly cleaned or overpainted on its topsides W2766 presented a good example of a well-weathered specimen of the very useful machine the Walrus was. The colours I used for the camouflage came from Xtracolor; the brand provides the complete set of the five colours comprising the 'shadow shading' scheme. I only altered the colours for scale effect and

weathering mixing with light grey shades, taking care not to get outside the colour envelope.

The painting was done using an Iwata Custom Micron B airbrush, in four steps, the application of the underside sky colour **pic 15** being the first one.

The second step was the painting of the lower wing uppersurfaces, the wing leading edges duly masked as seen in **pics 16 and 17**. I used bare metal foil to mask and protect the area of the roundels before proceeding to the next step.

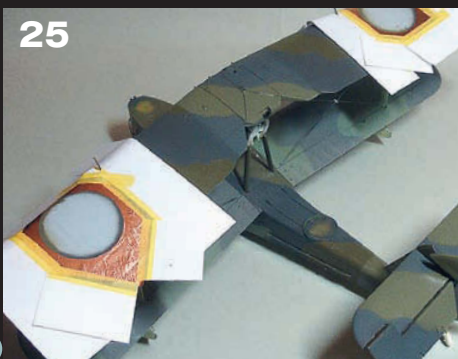
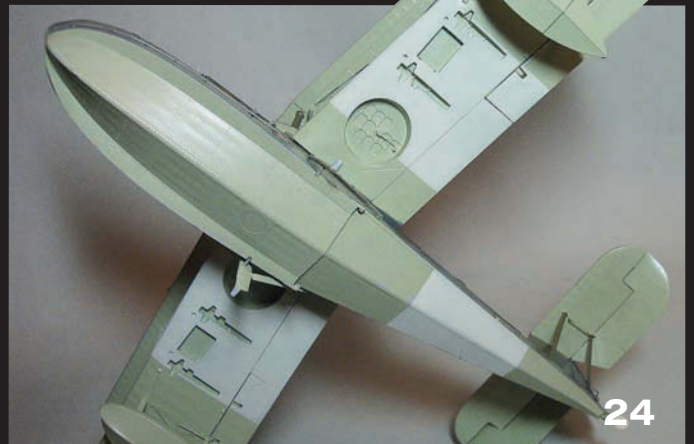




The upper wing topside, and the empennage **pics 18 and 19** were then painted, the roundel masks removed and some spraying was done inside the disks to avoid the formation of a paint 'step' on the roundel edges.

The windscreen framework was painted in interior grey-green **pic 20**, prior to the next step, which was the masking and painting of the nacelle upper half **pic 21**, and hull **pic 22**.

Pic 23 shows the completed painting along with the darker areas of the 'previously painted' invasion stripes. The white areas on the undersides were painted in matt white only to be gradually and carefully removed by gentle sanding to show the effect of paint being left to deteriorate **pic 24**. It must be stressed here that instead of painting the black stripes, I used the Tamiya Weathering Master (set B), applying the black shade with the small sponge tool provided in the set.



The roundels were painted next pics **25** and **26** while in **pic 27** the fin flash and hull roundels (taken from the decal sheet) are showing their astonishing quality, having behaved well with both Mr. Mark Setter, and Microscale's Microsol setting solutions used on them. To make them conform to the wing roundels I gently brushed their red areas with a dull red colour. I made the 'MY-H' code letters from clear decal strips painted light grey, and I used my faithful Modeldecal Set No36A aftermarket decal sheet for the 'Royal Navy' and the serial number letter/digits,

yes, eighteen years after I bought it and still unaffected by time! Looking at contemporary photos I noticed that the lower wing walkway areas were defined by strips which were not as wide as printed in the kit decal sheet. They were also somewhat different in shape, surely conforming to structural members beneath the skin, and not black but a lighter colour, when compared with the 'shoeprint' stencilling directly in front of them. So, it took some hours of patient masking spent on the wings ending in a ten-minute painting in a dark grey colour but the end

justified the means. Note that the strips painted chordwise are the same paint, but on clear decal film as masking was out of the question in the area. Washing of the model was done with a much thinned mixing of burnt umber and ivory black artists oil colours. Next, I airbrushed the model in Xtracolor XDFF Matt Varnish, hereby ending the painting process. Additional shading in lighter shades was done with the Tamiya Weathering Master (sets A, B, E), as a follow up to the matt varnishing.



FINAL DETAILS

Along with the weathering process, and in the spare time between the various painting steps, the rest of details were modelled. Starting with the mainwheels, I replaced the kit wheels with the Eduard Brassin set, having spent 7.5 Euros only to see the Dunlop logo on my models' wheels! and I even corrected the wheels by reversing their flat spot angle **pic 28** with thin plasticard as the flat spot given was more akin to a Messerschmitt 109 than a Walrus.

The rear turret cover was also reworked. I thinned down the folding section and replaced the interior framework with a thinner one made of Evergreen strips **pics 29 and 30**.

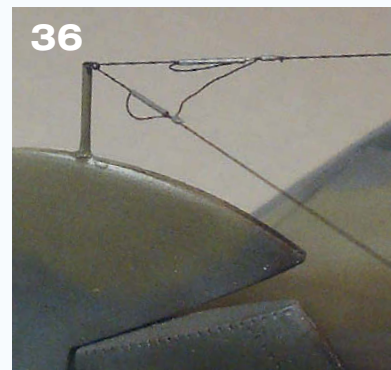
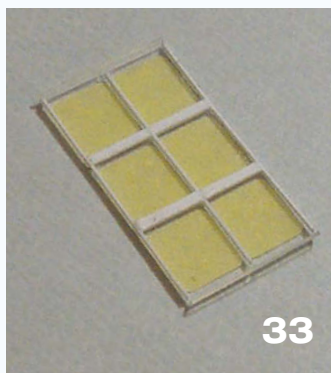
The hold-open cables and their troughs, a detail missed by both Airfix and Eduard, were modelled at this point and the interior was given its grey-green colouring. A transparency was cut from thin acetate, glued in place and masked with the Eduard masks **pic 31**. The assembly was then painted in the camouflage colours.

The sliding hood in the kit I had in hand was found to be warped and replaced by a clear acetate piece into which the interior framework was incorporated **pics 32 and 33**.

In **pic 34** the sliding hood is seen into place, along with some more details such as the pilots' rear view mirror and the windshield wipers; the latter are moulded by Airfix as part of the windshield detail. I did not want to even risk marring the impeccable clarity of the windshield by painting, so I made new wipers instead.

The Eduard bomb carriers were cemented into place **pic 35**. Note also the black stripes made by rubbing the black colour powder from Tamiya Weathering Master (set B).

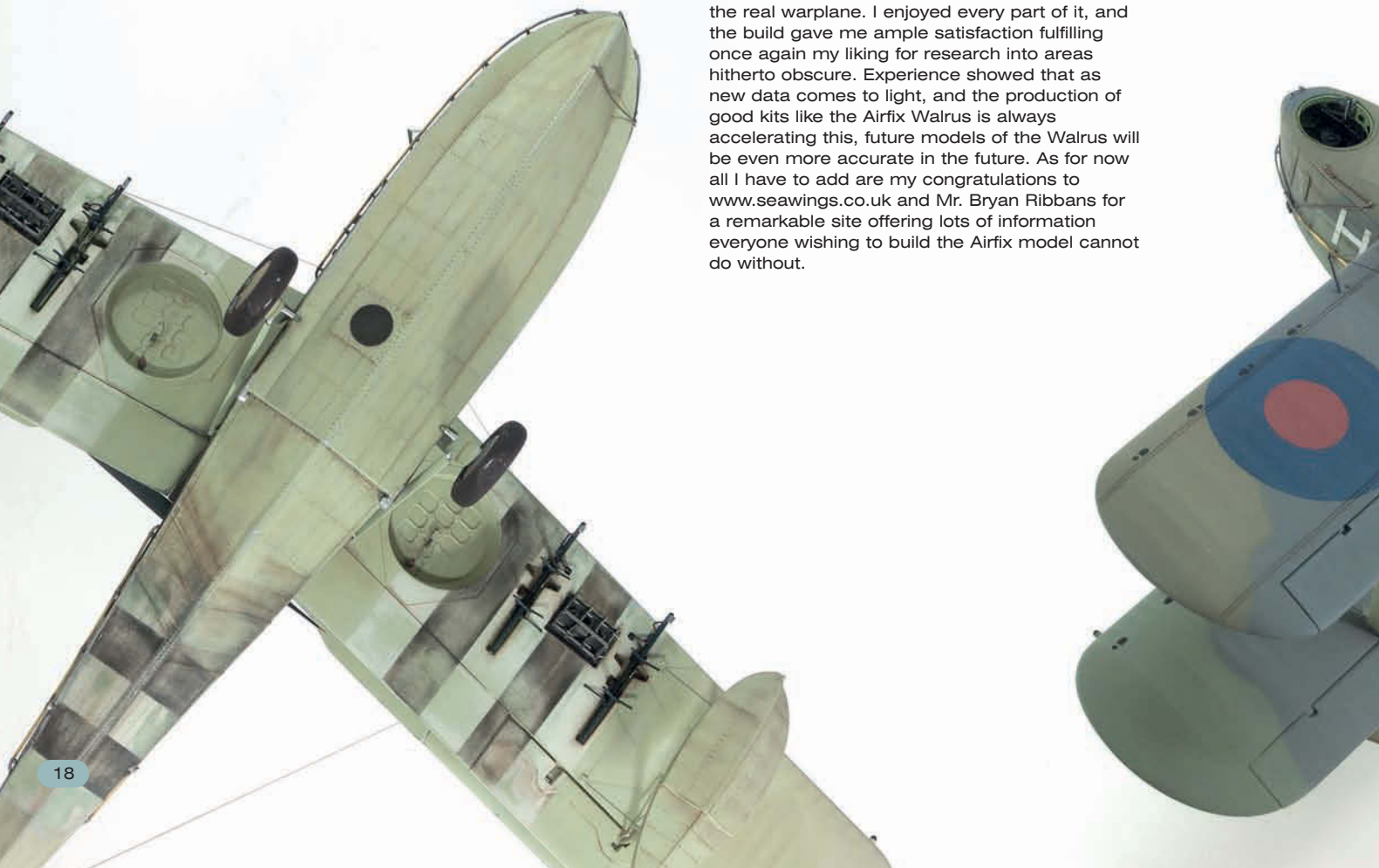
Many minor details are now modelled such as the long wave aerials **pic 36**, the fuel tank vents and the ASV arrays **pic 37** on the wing leading edges, to name but a few. On W2766 the ASV arrays on the top wing are seen retained contrary to the strut-mounted ones which were removed as the flying boat changed role.

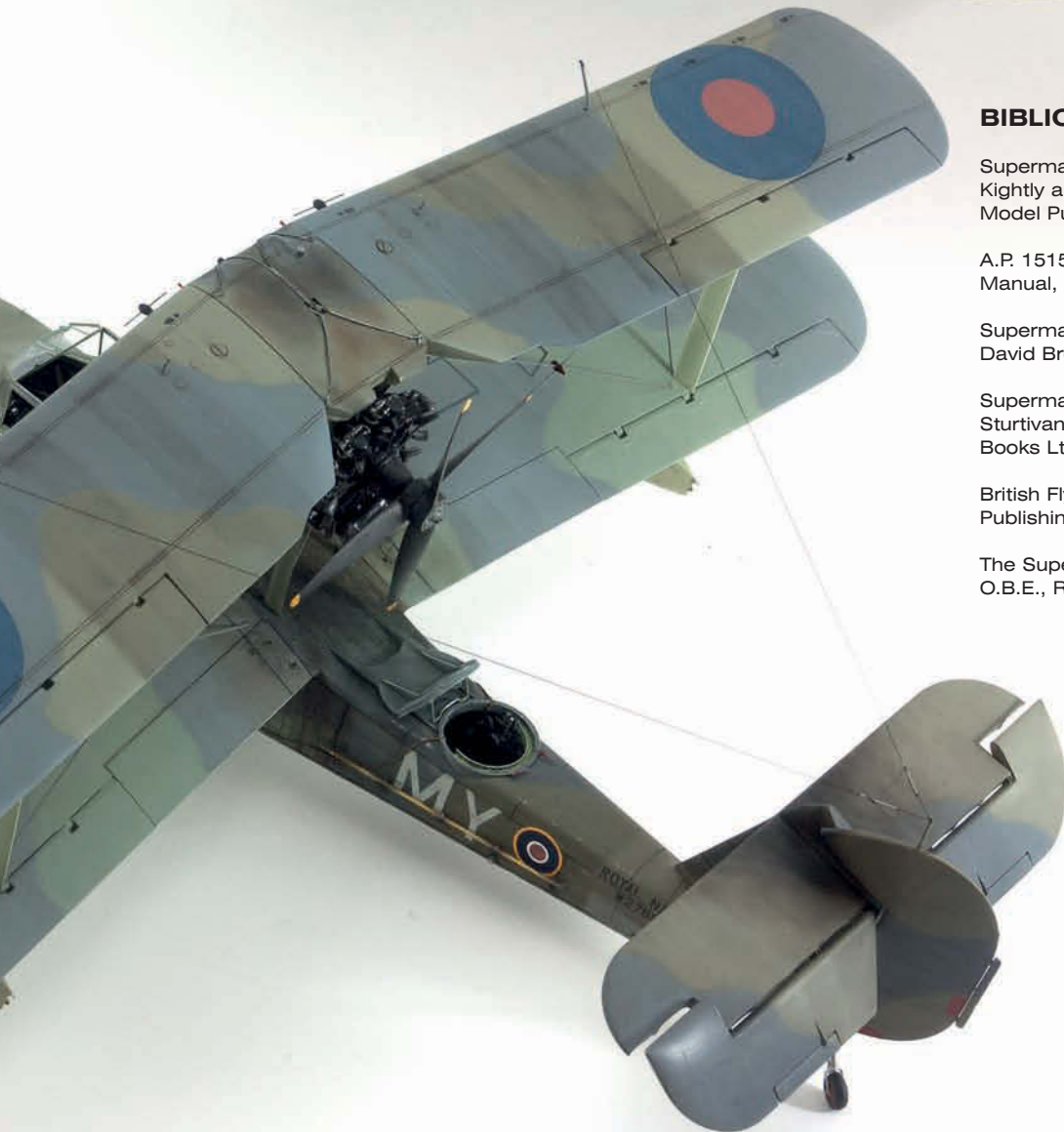




CONCLUSION

The Walrus kit was turned into a faithful model of the real warplane. I enjoyed every part of it, and the build gave me ample satisfaction fulfilling once again my liking for research into areas hitherto obscure. Experience showed that as new data comes to light, and the production of good kits like the Airfix Walrus is always accelerating this, future models of the Walrus will be even more accurate in the future. As for now all I have to add are my congratulations to www.seawings.co.uk and Mr. Bryan Ribbans for a remarkable site offering lots of information everyone wishing to build the Airfix model cannot do without.





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1:32



This kit from the Eduard's 'Art' range is in fact the superb Hasegawa kit, enhanced with Brassin resin goodies, photo etch and Kabuki masks. The superlative box art is the work of the French aviation comic book illustration master Romain Hugault, and from the three proposed markings included I was instantly attracted by the huge wolf's head displayed on the 'Jug' of Lt James R. Hopkins, 509th FS, 405 Th. FG, 9th AF, in Orphoven, Belgium in March 1945...Whoooooo!

P-47D

EDUARD'S ART SERIES
BOXING OF
HASEGAWA'S JUG



MODELLED BY
MICHEL GRUSON



COCKPIT

The whole cockpit area is painted with a mixture of Gunze H-302 with a drop of X-14 Blue from Tamiya to get the closest possible match to the dull dark green used by the Republic factory. Details are picked out with a fine brush and acrylics before spraying a coat of gloss varnish, followed by a wash of both black and sienna oil colours.

A very light dry-brushing brings the details to life followed by a coat of matt varnish.

WHEEL WELLS

Brake lines were added using the correct diameter soldering wire, then Rub'n Buff was brushed onto the landing gear legs. Brown and black pigments are used to give depth and aluminium tape makes a perfect oleo finish. The beautiful Brassin resin wheels are a joy to paint, the detail really pops out with some washes.

Before the wing assembly, the wheel wells are fitted with wire to simulate the plumbing, soldering wire is my choice for that, then the whole area is painted in Tamiya XF4 and weathered with washes and pigments. A quick dry fit showed some plastic card work to adjust the various steps around the panels was required, a simple enough task.





RADIAL

To improve the engine details, the ignition system was scratch built using my trusty soldering wire. The engine block colour is Neutral Grey while the cylinders are black with aluminium heads completed with the usual washes to give the Pratt and Whitney the war-weary look but still well maintained and ready for action.



The big step with any aircraft build; closing the fuselage. Dry fits showed no major alignment issues and the cockpit detail looked nice and busy.



Fit of the main components is Ok but, nevertheless, putty will be necessary. I make my own filler by dissolving plastic sprues with Tricyclo (Trichloroethylene is an industrial chemical and wearing a face mask is essential, liquid modelling cement also works) providing a brushable 'filler' which acts the same as the kit styrene once dry.

ON WITH THE PAINT

The whole model was sprayed with Mr White Surfacer 1000 from Mr Hobby. The purpose of this operation is to obtain an even surface before starting the painting process. As I'd decided to paint the main markings first, then mask them from the base colours, white was a good choice as it would cut-down on the number of layers of paint. But before anything else, a light sanding is done using a 6000 grade Micro Mesh. If bare plastic shows through, no worries, it will work as a pre-shading when the Olive Drab is applied.



Because you can apply shading and highlighting to the markings, the appearance harmonises with the rest of the paint finish. Here for example I have used Blue H-35, H-42 and X-23 (translucent blue) The underside will be in a much darker shade than the one on the top side of the wing which will be lighter. This is where the white base does its job, helping you control the shade of your paint. Once this is done, markings will be covered with masks and left in place during the whole painting process.

Before painting the model, some places are touched-in with Run'n'Buff using a brush, for the future chipping. The main colour is the Olive Drab, but to break the monochromatic aspect of that shade, different colours will be used. All coats of paint are very diluted and light, building the tones gradually is the key to success! I started with Gunze H-81 Khaki applied mainly on wing roots, armament panels, cowling sides and top of the fuselage, all those parts effected by the sun rays. Then using dark green, I darkened the structure lines.

Using a wooden tooth pick to scratch the paint where the Rub'n'Buff was applied gave the chipping effect of worn and scratched paint.



Using the masks to paint the U.S. insignia is quite fun, although it appears to be the reverse to the usual a good strong white over the green would require many coats and result in an 'edge'. The finished results are more pleasing than decals.

Using the same method for the under side using H-53 as a base, many shades of grey (not 50!) will give life and depth to your Neutral Grey. Dark stains are done with Tamiya Smoke. Riveting is only in small areas in order to suggest it.

Starting from the P-47's nose, each horizontal panel line is sprayed with a dark shade from the front and lighter shades mottled to give a non-uniform, faded appearance. I use post-it notes for this kind of job, and remember just a light mist of colour will do!

Before applying the decals I buffed smooth the area where the Wolf's head will sit. No Future, no varnish as this would destroy the delicate tone work of the markings and Olive Drab. Using brush and airbrush, I did some touch-up of the decal to better match the background with some gentle tone-work.

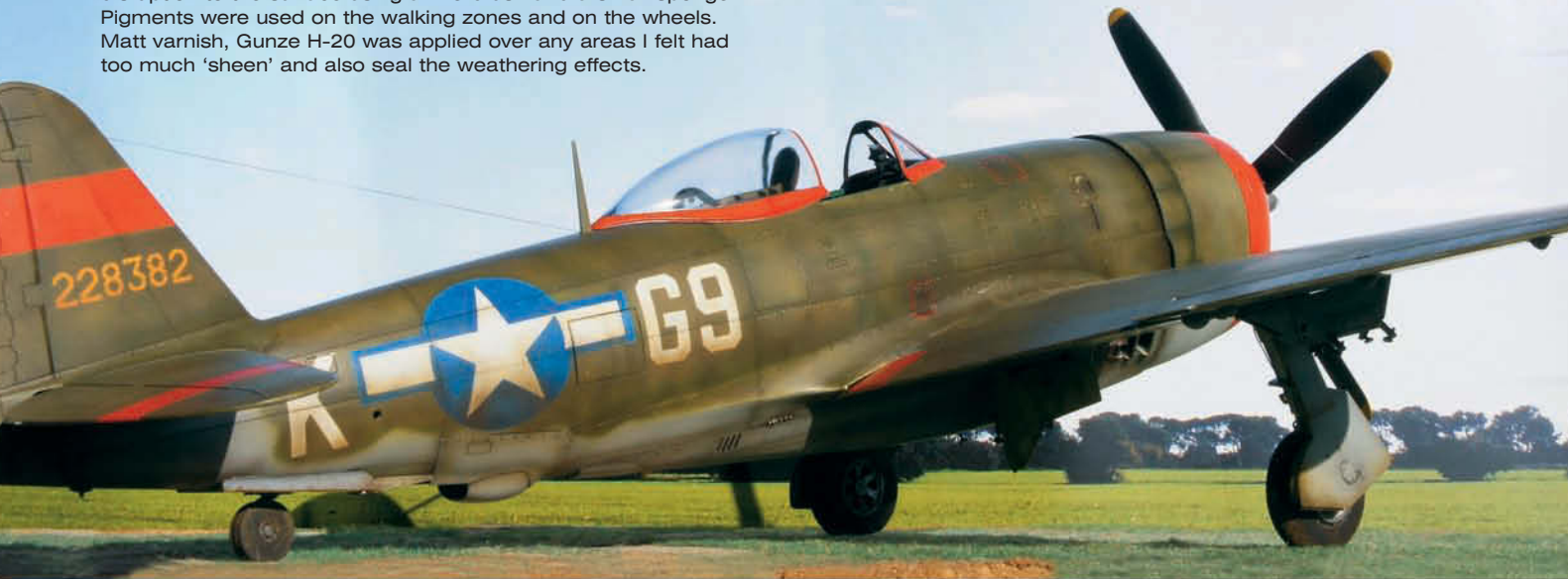


It was time for the satisfaction (or potential disaster!) of removing the masking. All of the sub-assemblies were gathered ready for the final fitting.



WEATHERING

AK Interactive filters of various tones gave further subtle disruption to the surface using a fine brush and a small sponge. Pigments were used on the walking zones and on the wheels. Matt varnish, Gunze H-20 was applied over any areas I felt had too much 'sheen' and also seal the weathering effects.



So finally we have this huge Thunderbolt with the striking Wolf Head graphic...Whooooooo! Through the whole process, the main goal was to give life to Olive Drab and Neutral Grey which is essential I feel in this large scale. I hope you will give some of the methods a try, don't be shy, be a little daring with colour and try some new effects!







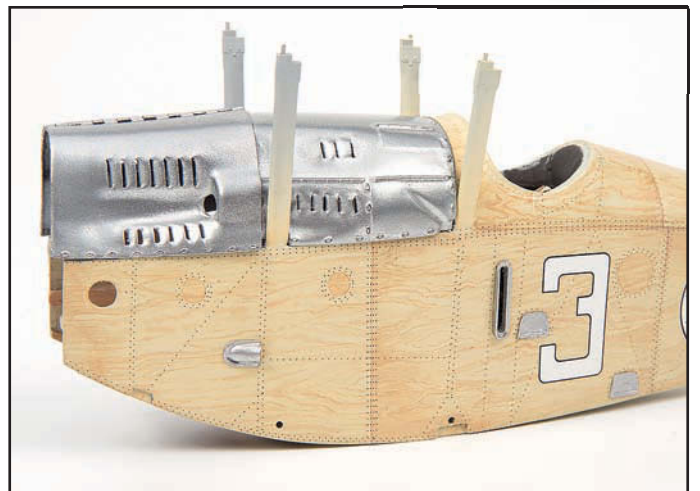
“BALLILA”

BUILDING THE AVIATTIC 1:32 ANSALDO A.1

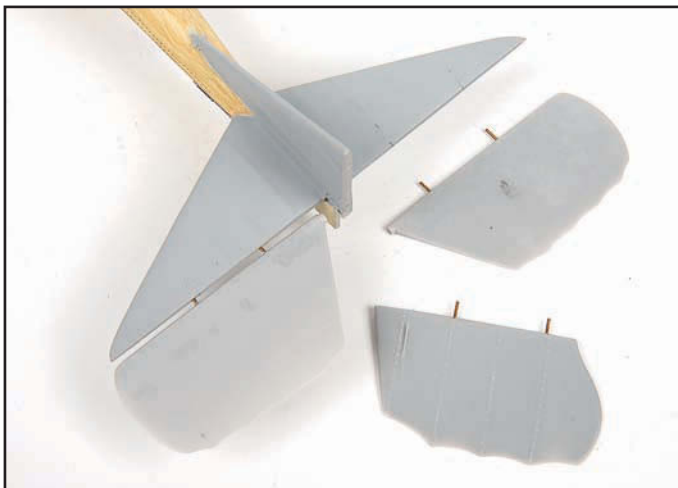
MODELLED BY DAVID PARKER



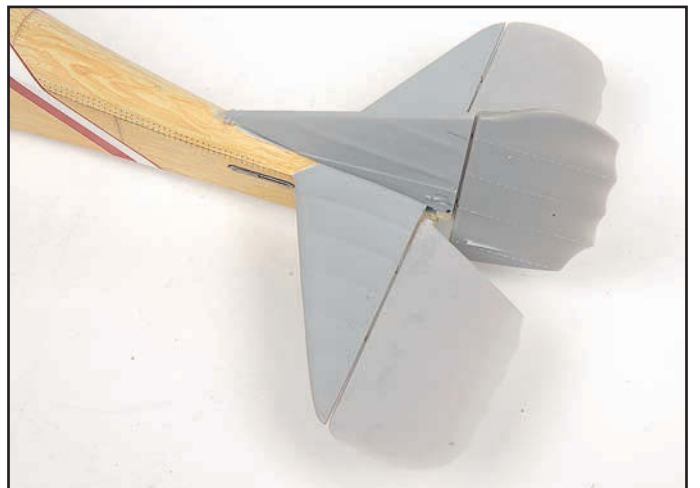
The radiator and canopy parts were primed in Mission Models Gloss Black before being painted with Alclad Aluminium and Copper respectively. The Aluminium cowlings were then treated with AK Interactive True Metal Aluminium paste and polished up.



The paste gives a great aluminium finish with a natural looking tarnish and I couldn't resist a quick test fit on the fuselage!



Moving on with the fuselage I prepared to paint the tail components and as they are finished the same as the wings in plain linen it made sense to deal with them all at once. I added brass rod pins to mount the moveable surfaces.



With the parts dry fitted they were then removed and the rear of the fuselage was masked in preparation for painting.



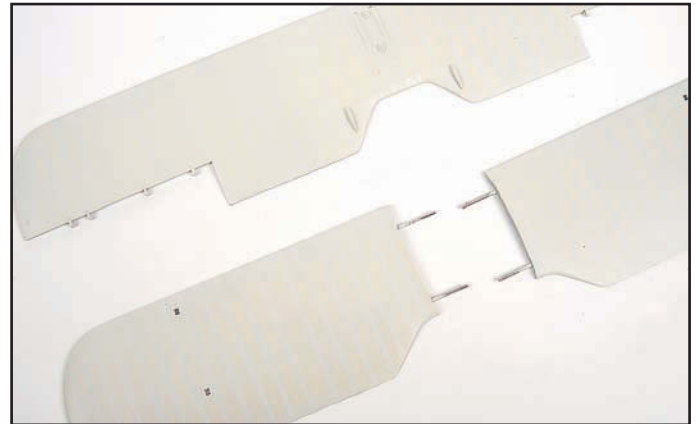
I began by applying a white primer coat using Mission Models primer for the job.



The parts were then sprayed with MRP Clear Doped Linen which is quite a pale off white making the transformation a little tricky to see!



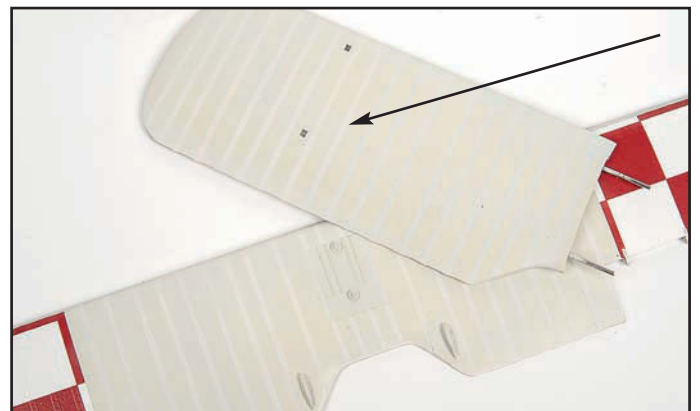
There is no escaping the sheer tedium of masking the rib tapes and I spent some time slicing up strips of tape to the required width and applying them.



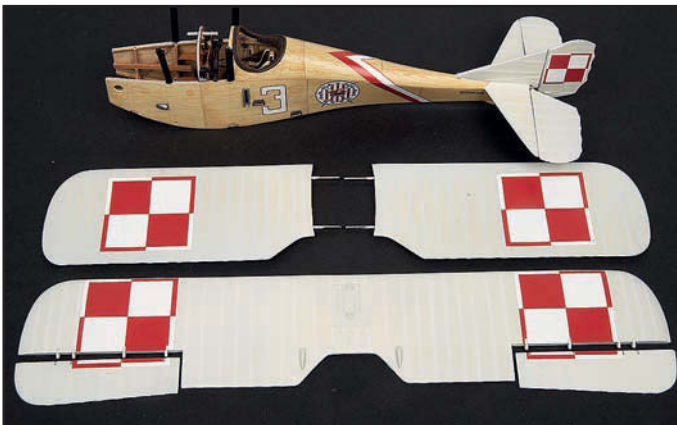
I then sprayed a very subtle slightly darker tone over the wings and other parts, making the shading on the undersides of the wings slightly stronger. With the masking removed the result is very subtle.



The underside shows the result more clearly as the contrast is greater. At this stage I applied a satin varnish and then the large Polish markings which went on without a problem although the procedures always deeply worries me!



Looking at the results the following day I was not entirely happy with the rib tape effect, especially on the upper surfaces. I decided to brush paint the upper tapes with a lighter tone, making a mockery of all that masking! The part painted lower wing shows the difference.



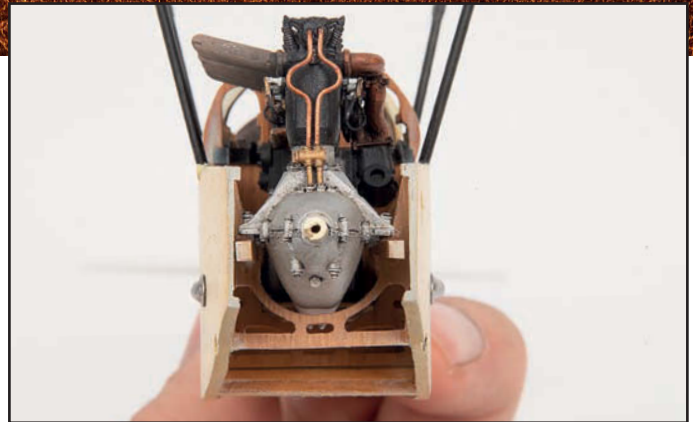
Still some metal details to add to the wings but for now I put them aside to return to working on the fuselage and completing the nose area.



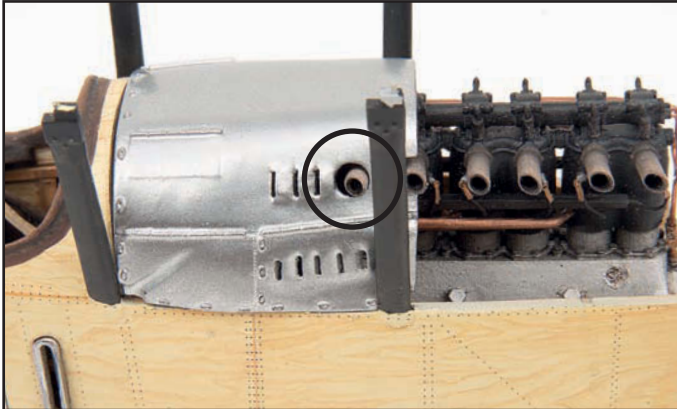
I returned to the copper radiator with its Alclad finish as I wanted a more tarnished look. I used Uschi Van Der Rosten 'Blitz Bullet' metallic paste which was applied onto the Alclad and buffed with my finger tip to give this effect.



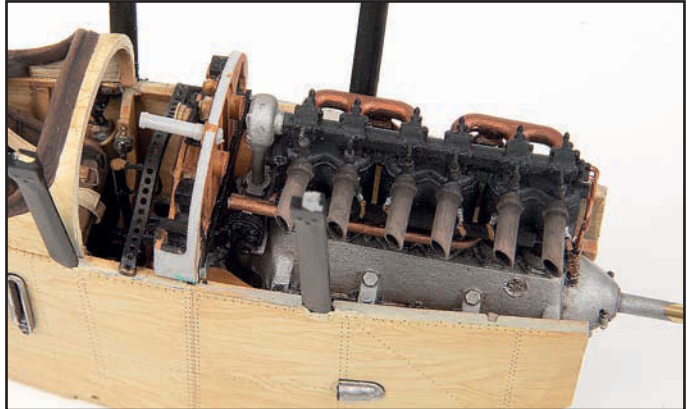
It was time to fit the engine and its a tight fit in the fuselage. Although it rests on the pair of rails on each side of the fuselage there is no front / back location for it. With the exhausts passing through the cowling it is important



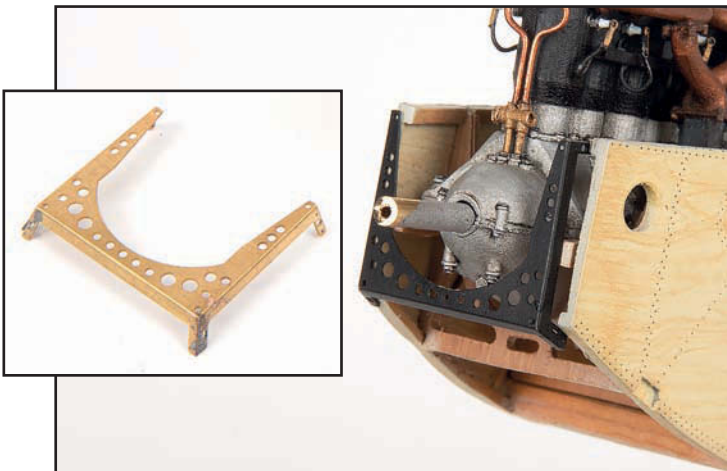
to get this correct. I could also see that it was not seating onto the rails correctly with a distinct gap under the engine mounts.



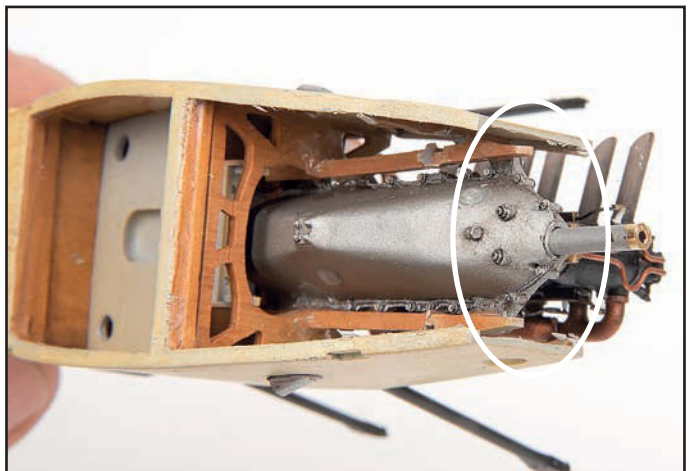
I would have been quite relaxed about the position except that the exhausts must line up with the holes in the cowling, which as this shows were not. The kit has obviously been designed to have the cowlings removed and many of the Polish aircraft operated without the front cowlings but I wanted to have all the cowlings in position.



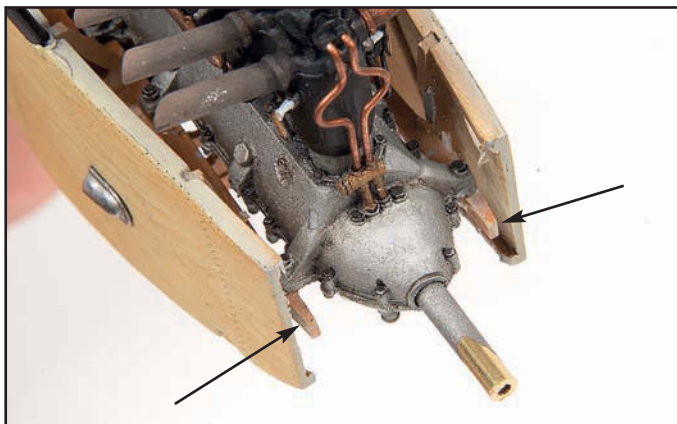
Because I was fitting the cowlings I decided to remove the water pump from the back of the engine so that I could more easily line it up with the holes in the cowling and it was then securely glued into place.



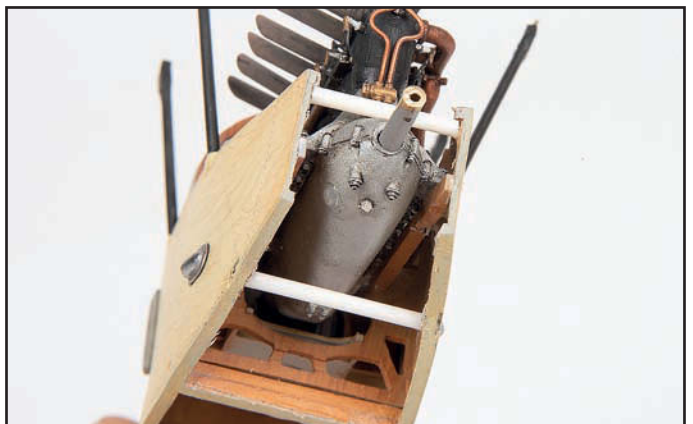
The photoetched frame which mounts the radiator was soldered together for added strength but when it was dry fitted to the nose it was several millimeters narrower than the nose it was supposed to sit over.



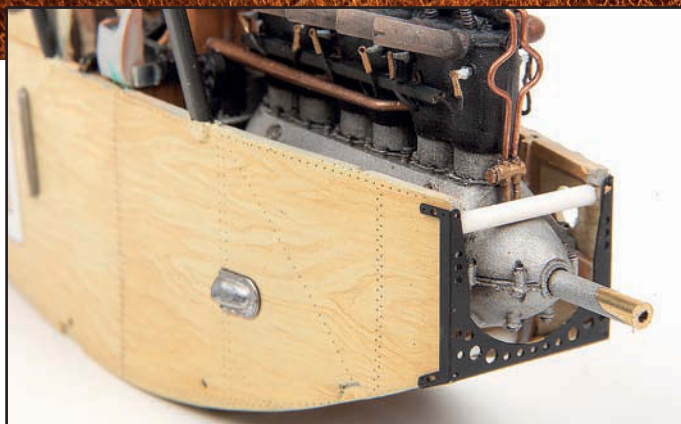
I checked the alignment of the nose cross braces and everything was seated correctly. I decided I would need to narrow the first brace in order the pull the nose in but i ended up cutting it away entirely.



I also used a scalpel to shave away and taper the outside edges of the engine bearers.



I used some plastic rod to brace the front of the fuselage and pull it together to the required width.



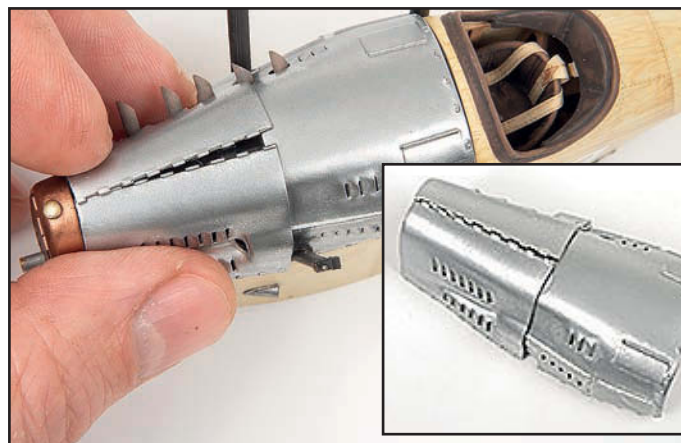
I was now able to successfully fit the radiator frame over the nose!



The kit recommends fitting pins into the radiator which would then locate through the frame but I simply glued it in position on the frame which will need the chipped paint touching up.



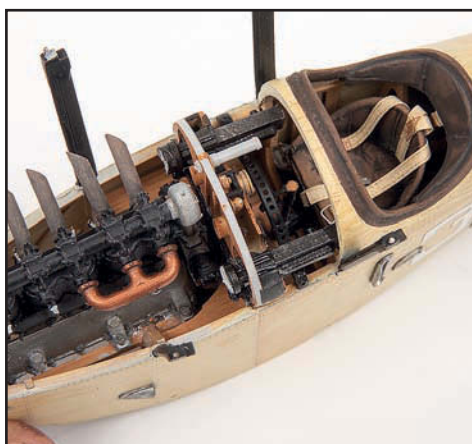
Both cowlings were now dry fitted but the front section was not fitting terribly well at this stage. I should say that Aviatick tell me that no one else has had these problems so it could well be an operator error on my part.



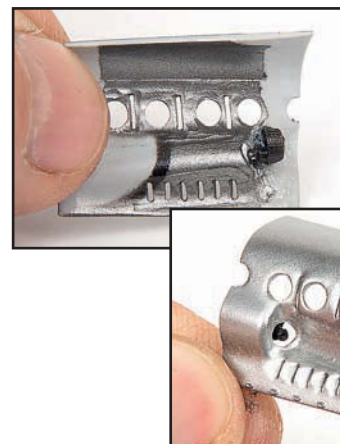
I could see that there was going to be a gap along the hinge line although getting the parts to dry fit with any sort of accuracy was not easy, on or off the model.



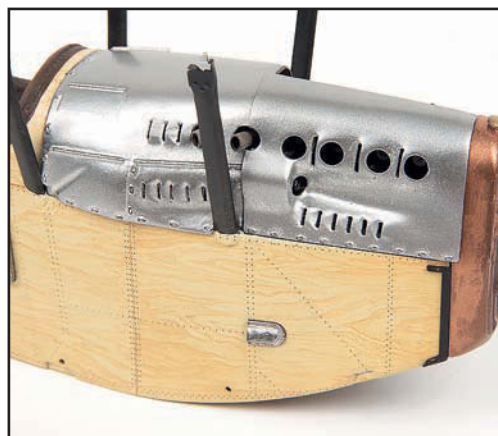
I removed the centre hinge and sliced about 1mm wide strips from the front of the centreline join on both cowlings.



Before gluing the rear cowling the twin machine guns needed to be fitted. Try as I might, I couldn't get them to line up with the holes in the cowlings so I cut the barrels and just fitted the breech.



The muzzles were then glued into place on the insides of the front cowlings.



The rear cowling was glued in place and then the revised front section. My tip if you plan to fit the cowlings is to remove the first 4 exhausts.



Test fitting the final cowling showed a small misalignment so I carefully trimmed the offending piece in situ.



The last piece of cowling was glued in place and treated with hot air to get it to conform better. A new hinge will be constructed and the exhaust pipes refitted.

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MIKAP 9

TANK HUNTER



**Modelled by
Albert Tureczek**

The Bo 105 is a lightweight twin engine helicopter, purpose-built for the anti-tank role. It has a revolutionary hingeless rotor system, which enables it to do aerobatic manoeuvres. It was armed for the anti-tank role with mostly the Tow missile system. The rotorhead is a solid titanium cast block, with the blades bolted on to it, which greatly reduced maintenance. This gave the helicopter a flight clearance for 3G and 1G for negative dive. This in combination with the low weight 1200kg empty and a maximum take off weight of 2500kg made the aircraft very agile and well suited for the tank hunter role. It has been a huge export success for the company and served in many Armies and Navies over the world. It made its maiden flight in 1967 and the production stopped in 2001, being superseded by the Eurocopter EC 135, after a production of over 1400 aircraft. Many still fly such as the Red Bull Bo 105 with famous Chuck Aaron flying also the film Sequences for a James Bond 007 production in it. The Swedish Army took delivery of the type in the late 80's and used it in the anti-tank role until 1999. After that the type was outdated and it was used as a transport, SAR and for flight training until 2009, where it was withdrawn from service over all.





**SWEDISH ARMED FORCES
MESSERSCHMITT BÖLKOW BLOHM MBB 105**

1:48



The model kit itself I won at a local model competition some 25 years ago. Since then it has been in my stash and it was showing its age. However, I always had a plan for it and now I finally realised the conversion into a Swedish Army HKP 9. I had visited Swedish bases for many years and always been fascinated by this particular machine. It is finished in the special Swedish Splinter camo pattern and I thought it was the coolest 105er around. The Swedish Helicopter is quite different from the ones used in the German Army and a conversion was necessary. This was mostly in the Cockpit and cabin Lay-out and the ECM and other antenna configuration. Beside that, I needed to install the cable cutters and different skids. On top of that the model needed some serious workover.

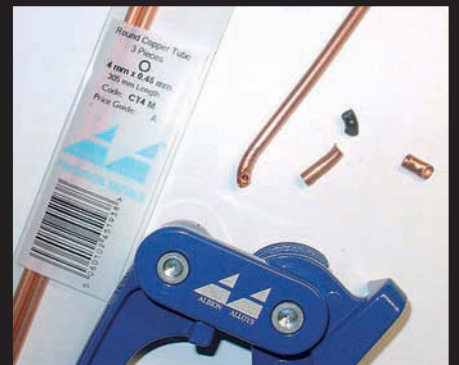
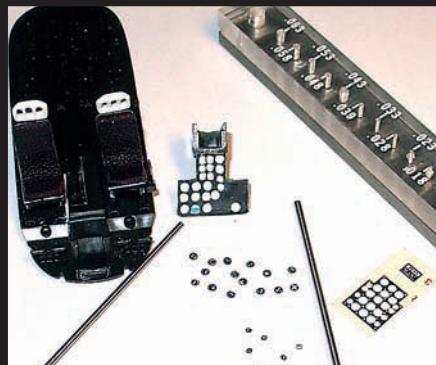
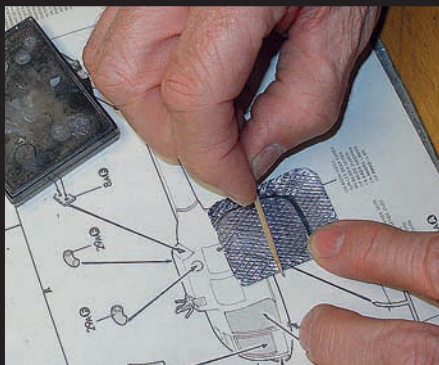
HKP9

BUILDING THE HKP 9

Building starts with cutting out some air vents in the fuselage just at the height of the gearbox, in order to replace them with steel netting. After this the whole attention is directed towards the cabin. Here is also the biggest difference between the German and the Swedish machines. I discarded the seats and the rear bench seat. The Swedes have a bench seat built up from aluminium tube and fabric in the rear, with the seat belts mounted on the rear wall. The pilots seats are also built on an aluminium frame with head rests, very similar to those Volvo fitted in their cars at the time. All this I had to build from scratch and I used aluminium plate, evergreen rod and sheet, lead foil and copper wire for this. The lay out of the flight instruments is quite different as well with most of the flight instruments situated only on the pilots side, the starboard side. The whole lay out is asymmetric. There are some extra gauges placed inside the frame as well. I built this following my subject model, which I photographed at Göteborg/Säve in 2006. At this time the HKP 9 had been relieved of its anti-tank role. Therefore the helicopter was stripped of weapons, and

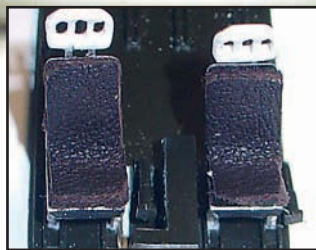
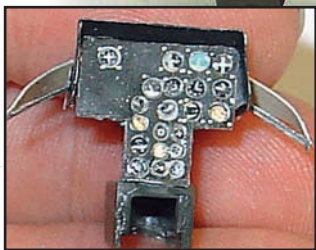
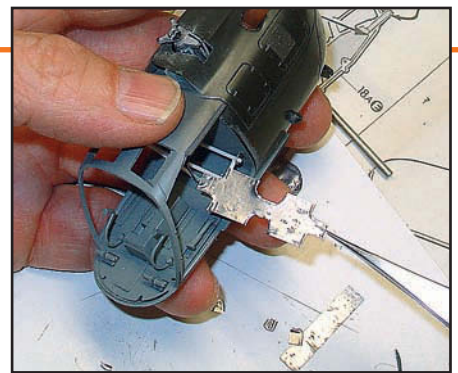
the optical aiming devices for the TOW missile launchers. The real aircraft is a small machine and so is the model. The space inside the cabin is equal to that of a medium sized car. The rear bulkhead as well as the inside of the cabin is fitted with a quilted textile to reduce noise and for comfort. I made the quilt from lead foil, which I worked the pattern into using a toothpick. When placing the piece of lead foil on a soft base, like a piece of foam, I could draw the pattern into the foil by applying very little pressure, using the toothpick as a pencil. On completion I secured them with white glue inside the cabin. For the instruments I used aluminium sheet, in which I punched the holes for the gauges with my punch and die set from Waldron. The instruments I reused from the decal sheet, by simply punching them out and placing them on a plain styrene sheet behind the punched aluminium foil. After that I placed glass on top of every instrument, which was punched out from clear acetate and fastened with Johnsons wax clear. The switches were made from plastic rod and steel or copper wire. I also framed the inside of the front windshield, which looks

like a bubble and gives the helicopter its distinctive appearance. On the inside of the frame I placed a flight instrument, at the height of the pilot's view. Also the top instrument panel was replaced, fitted with knobs and switches and communication equipment. The cables for the headphones I added from copper wire. Moving on to the center panel, which I also replaced and fitted with switches and gauges. Also the flight controls received some attention, like the pitch control, which had a guard rail fitted to its base. I made this from copper wire. With the cabin in place, painted and weathered it was time to close the two halves. Then the work on the airframe applications commenced with there, starting with the external chaff and flare boxes added to each side of the rear hull and extra box added to the rear end of the frame. The purpose of this box is unknown to me. There are also some sensors placed just on top of the cabin on the right and left corners, which are also unique to the Swedish machines. The refueling tube on the port side is larger and longer than on standard machines so I had to replace it.



"People who know me know that I do this a lot, taking old kits, no one is really interested in anymore and build them up to date"





LANDING SKIDS

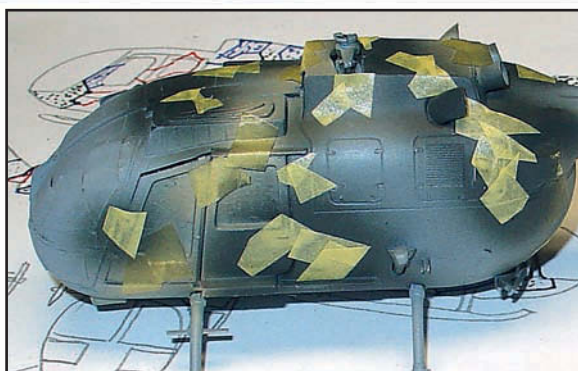
The skids were next in line, they had to be fitted into the body with plastic pins. I don't know if the plastic has become too old over the years, but half of the locator pins broke off during dry fit. I had to replace them all by drilling a piece of copper wire into the plastic as a re-enforcement. This of course was a delicate operation, but a necessary one. Thankfully the overall weight of the model is not a big concern and it worked out fine. The skids have footsteps for the pilots access. I made these from metal sheet, bent to shape and fitted with a fine

steel mesh, to simulate the antiskid surface. They have been reproduced on the kit parts, but had the wrong dimensions and appearance. The landing skids were also fitted with two narrow metal skids on the contact surface and deflectors in the front on both sides which I made from metal sheet. The left side has also a landing light and a IR camera attached to it. I made those from sheet styrene, an LS lens plus spare parts from my scrapbox. For the wiring I used copper cable, and lead foil for the mountings.

ROTORHEADS & BLADES

I used the kit blades for the main rotor, cut them off and bolted them single hinged onto the main rotorhead. I bent the blades slightly downwards and fitted them with balance weights. I used most of the main rotor head and transmission, but supplied the flight controls with tubes from the Albion Alloy range. The rear rotor had to be completely scratchbuilt. It did not resemble the real one very well. I even found the blades too thick and replaced them with Evergreen sheet styrene, metal foil, Albion slide fit tubes and copper wire.





PAINING AND DECALS

I had decided on the Splinter camo, used on most aircraft from the Swedish Armed Forces at the time. I drew the pattern on a sheet of paper using five views, as there is no camo pattern painted on the bottom. This was a very helpful guide once the painting had started. Like the Viggens it is not a random pattern but a standardised scheme. I used pictures from the actual aircraft for this. In combination with my sketches, this allowed me to transfer the pattern onto my model. The camo consists of 4 colours and I chose Vallejo's AIR acrylic this time. I had not worked with the brand that much before and it turned out to be a good choice. Painting commenced followed by quite a lot of taping, masking off one colour at the time. This never loses its excitement and the big moment always is the removal of the tape, revealing the number of corrections needed, or not if you are lucky and get it right the first time! This rarely occurs in my experience and you have to expect a certain degree of correcting colours in a project like this. After the camo pattern was in place it was time for the special paint applications. I had chosen an aircraft with dayglow areas painted on all sides. This is mostly due to its use of pilot training I assume. The reason was not to complicate things, which of course it did, but simply because I think this looked really cool! I taped the surrounding areas off and applied flat white as base and Humbrols Fluorescent orange over it.

This worked well until I overdid the weathering and got stuck with red patches that were too dark, which had lost their fluorescent appearance. This forced me to repeat the process and ease off on the weathering the this time. The real aircraft had worn dayglow patches, which clearly showed staining and weathering, but had still not lost their fluorescent effect. The decals were a mix of lettering, stencils and Swedish national markings from my stash. To fix them and to obtain the satin look I used Johnsons Wax clear, or Future if you will. Swedish aircraft have a quite worn appearance so weathering comes into place here as well. As before mentioned I used Vallejo Air colours this time. I used 71021,006, 022 and 71019 for the four base colours. For the Hi-Viz patches I used Humbrols Gloss Blaze 193 and for the blade tips Insignia Yellow 154.





FINAL DETAILS

With the painting, decaling and weathering in place it was time for the final additions to the model, which included the lights, aeriels, cable cutters, antennas, door stoppers, handles, windows including slide windows and windscreen wipers. Starting with the position and anti-collision lights my choice were coloured clear Lego parts and Pieces of clear sprue, shaped drilled and sanded into form and backed with chrome metal foil. The Windows in the front and rear doors were replaced all together with clear acetate, incorporating the small slide widows within. The windscreen wipers are moulded onto the glazed nose part. I removed those by filing them off and replacing them with scratchbuilt units, made from stretched sprue. For the various aeriels I used a mix of sheet styrene and metal sheet. The cable cutters were made out of metal sheet with supports from Albion Alloy aluminium tube.



CONCLUSION

People who know me know that I do this a lot, taking old kits, no one is really interested in anymore and build them up to date. It is always a challenge but great fun when it turns out successfully. Besides, you can train a lot of the old school basic modelling skills, which no new kit requires in quite the same degree. Call me a plastic masochist, but I love to fight my models in order to enjoy the sweetness of a small victory in a world where 3D printers soon will take over our hobby and turn it into something I am not sure I like, or maybe it is all because I cannot bring myself to throw out a perfectly good kit, even if it has been superceded!

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RB Productions Yokosuka MXY-7 Ohka Type 22 RB-K32002
Scale 1/32 Model Kit



Scale 1/32 multi-media scale model kit with resin parts, photo-etched brass parts, vacuum-formed plastic parts and decals. Ground-handling trolley and bottle (not included).



**FLORIN SILAGHI
BUILDS THE
RB PRODUCTIONS
1:32 YOKOSUKA
MXY-7 TYPE 22**

Near the end of World War II, Vice Admiral Onishi Takijiro recommended that the Japanese Navy form special groups of men and aircraft to attack the American warships gathering to conduct amphibious landings in the Philippines. The Japanese officials used the word Tokko-tai (Special Attack) to describe these units. But to the Japanese in general, these units were known as Kamikaze, Divine Wind, a name that became well known and feared by the Allies. By war's end, some 5,000 pilots died making Tokko attacks.

A variety of aircraft were used for such attacks, mainly old and refurbished aircraft. Because such old and slow aircraft were easy to intercept or shoot down, the Japanese Navy began to develop specially-designed fast aircraft to carry out such missions. The MXY-7 plane, named Ohka (Cherry Blossom) by the Japanese and Baka (Loon) by the Allies, was developed by Yokosuka. The first aircraft of this type to see service was the Yokosuka MXY-7 Type 11, which was carried under a "mothership" close to its intended target such as Allied warships where it was launched and boosted by solid rockets. The short-range of the rocket boosters placed the aircraft within the range of the targeted warships' defensive weapons and often made this weapon ineffective.

OHKA

(CHERRY BLOSSOM)



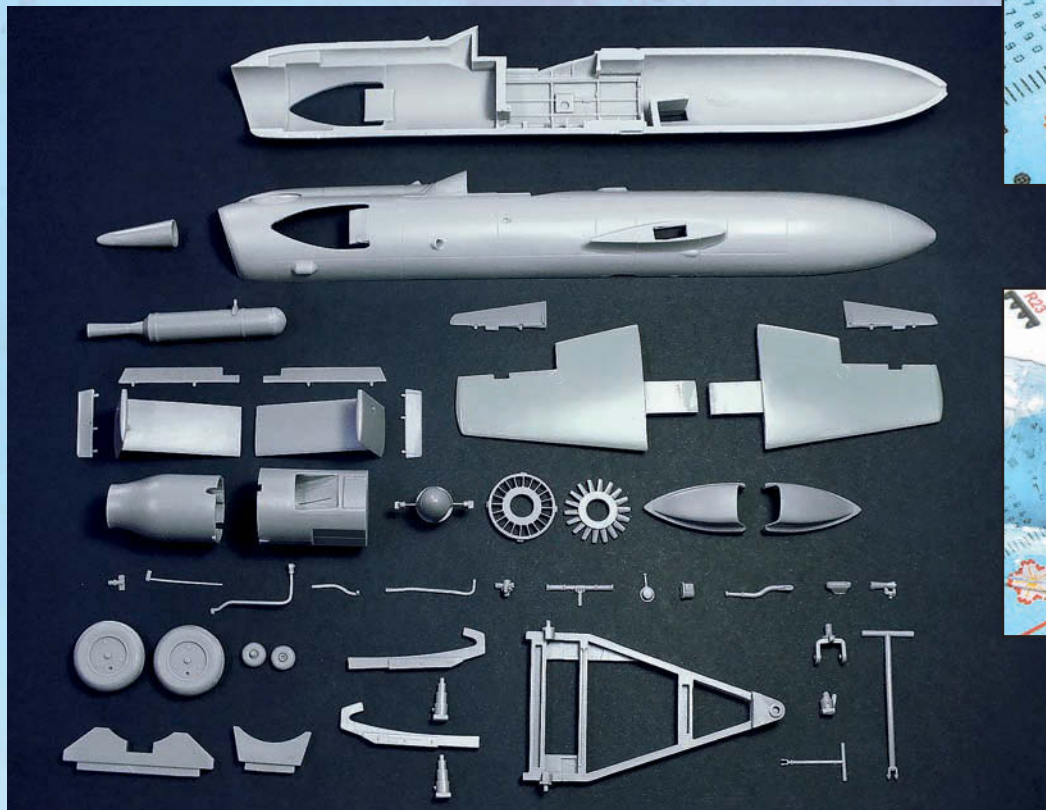
The Yokosuka MXY-7 Type 22 was designed to overcome the short standoff distance problem by using a --type thermojet engine, the Tsu-11. This would increase the range of the aircraft, which meant that it could be launched from further away and thus avoiding detection and interception. This engine was successfully tested, and fifty Type 22 Ohkas were built by Yokosuka to accept the engine. The Model 22 was to be launched from the more agile Yokosuka P13Y Ginga "Frances" bomber,

necessitating a shorter wing span and much smaller 600 kg (1,320 lb) warhead. None of these aircraft appears to have been used operationally, and only three of the experimental Tsu-11s engines are known to have been produced.

The only surviving Yokosuka MXY-7 Type 22 is on display at the Udvar-Hazy facility of the Smithsonian National Air and Space Museum in Washington DC.



Due to the delicate nature of the vac-forming two clear canopies are provided. The windshield comes in clear resin.

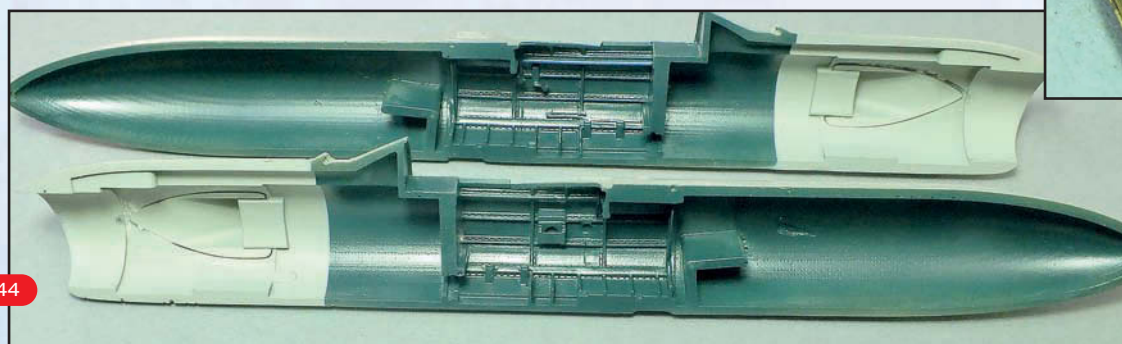
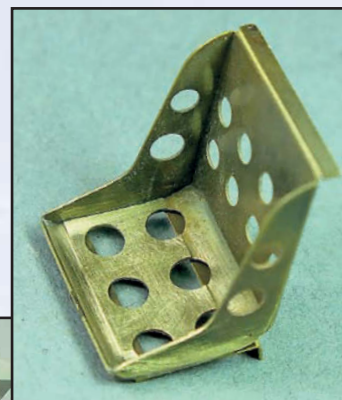
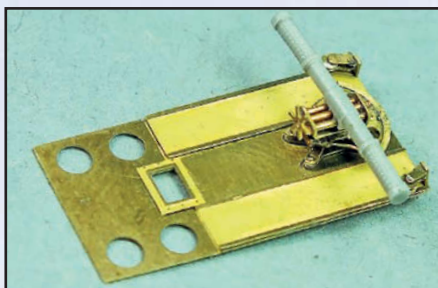


RB'S RESIN KIT

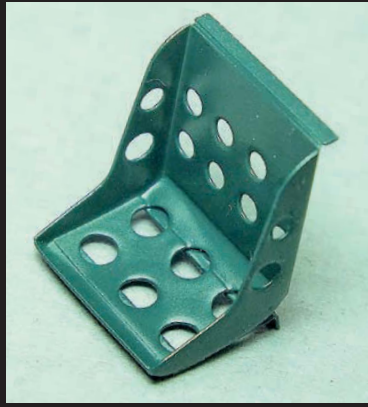
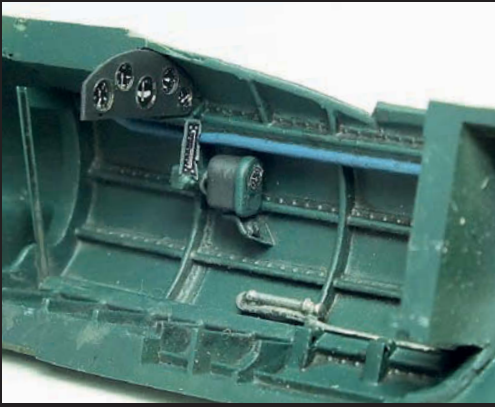


This is the 1:32 all-resin kit of the MXY-7 Type 22 kit designed by Radu Brinzan and produced by RB Productions. Included in the kit are nearly 60 parts in grey resin, a clear resin windscreen, two vacformed canopies, and a sheet of photo-etch containing roughly 60 additional detail parts. The kit also includes a small decal sheet printed by Fantasy Printshop. Panel lines are delicately scribed and are of a consistent depth. Cockpit detail

moulded into the fuselage looks superb and is well-defined; many of the photo-etch parts are destined for the cockpit, as are a number of resin pieces. RB Production's Japanese Navy Seat Harness set is included in the box and adds rich detail to the pilot's seat. Each step of the instructions features a detailed graphic as well as text to assist the builder along the way.

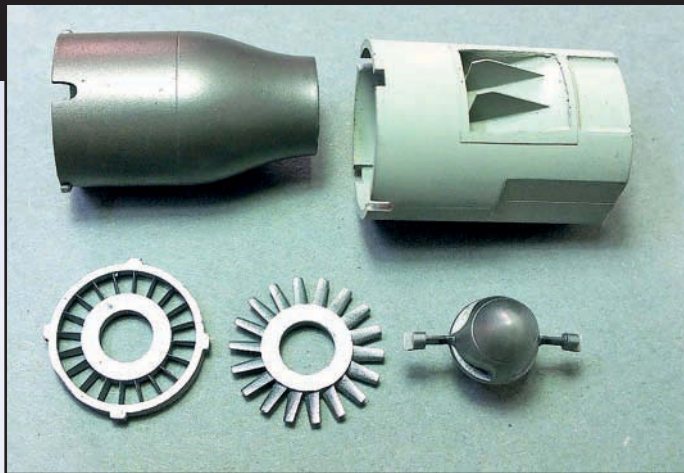
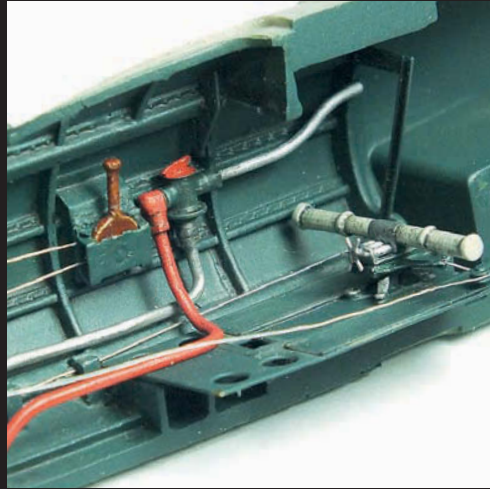


I mixed the interior green by eye working to references which suggest a dark blue-green.



This is really one of those kits which it looks as if you could shake the box and out will pop a beautifully detailed model. The quality throughout is first rate and although it requires a little more than just shaking the box the fit is very good, a perfect kit to start with if you're new to working with resin.

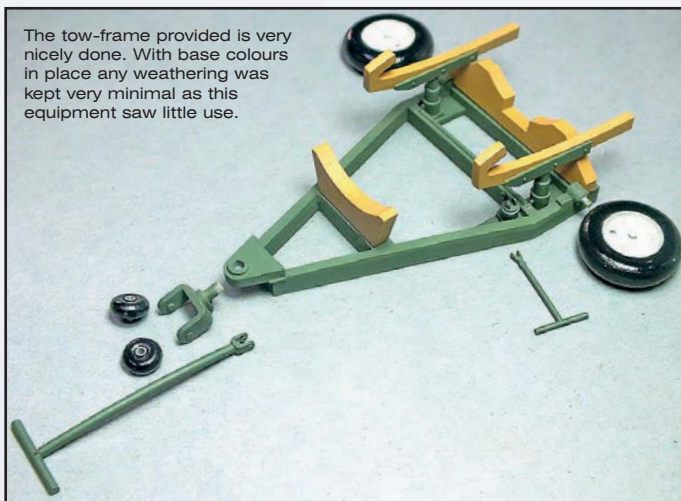
There really is no need to add anything other than what is provided in the kit other than perhaps a nose weight. For this I used a fishing lead which proved to be a surprisingly good fit.



Mr Metal colours were used on the burner and fans remembering these engines were new and only used once...



I found a fishing line weight with a perfect fit to the fuselage providing a good balance to the finished model.



The tow-frame provided is very nicely done. With base colours in place any weathering was kept very minimal as this equipment saw little use.



Wooden parts were base coated in matt sand and the grain was added by 'dragging' raw sienna oil colour. A final coat of clear orange gives a warm tone.



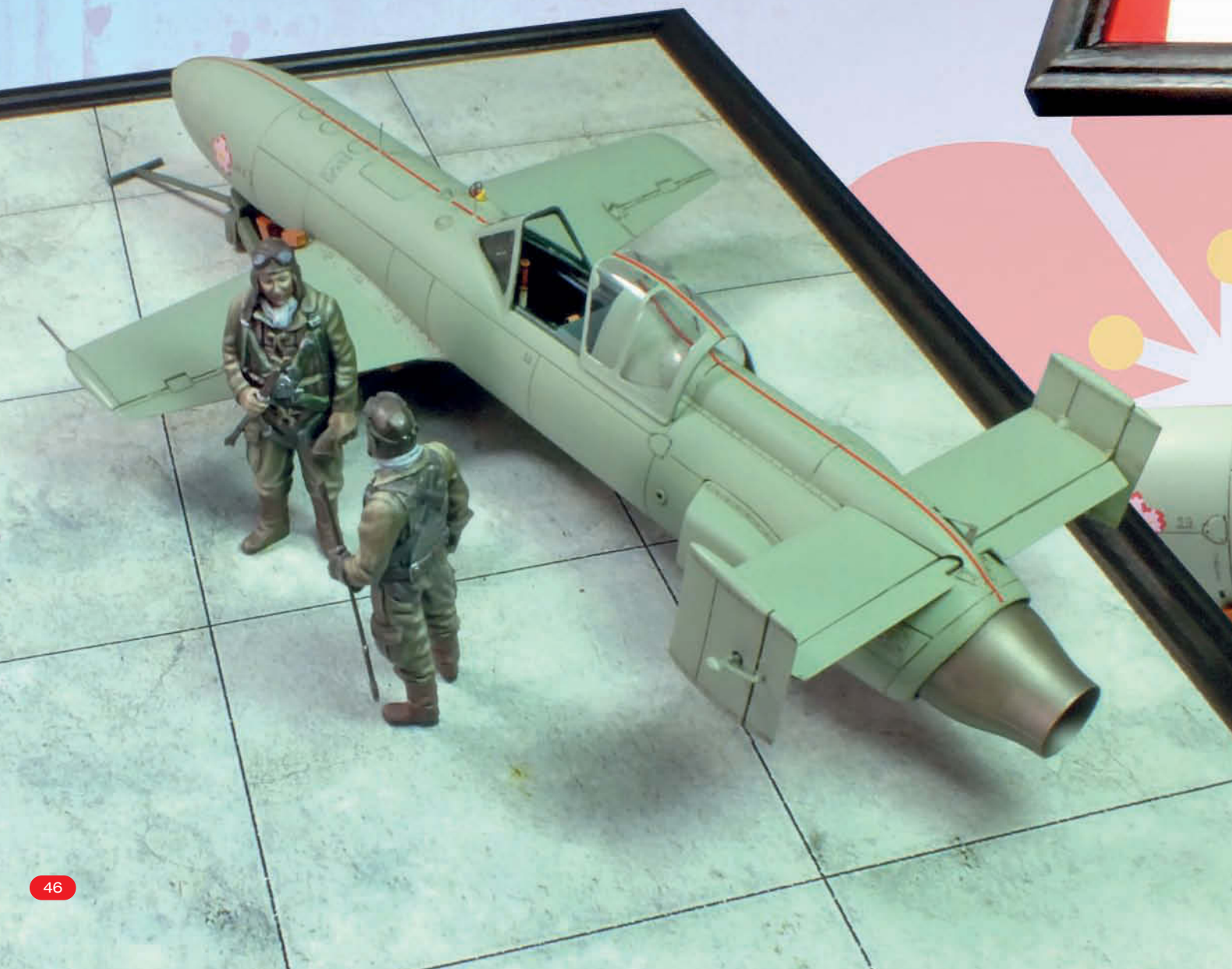
With the completed cockpit closed with the fuselage the remaining assembly is very simple and in no time I was ready to mask the windshield and interior ready for an overall coating of grey primer.

For painting I used Mr.Color 56 "IJN Gray / Green" which provided a good smooth surface to apply the minimal decals and a panel line wash of heavily diluted black oil colour. Before removing the masking a final coat of satin clear was applied to harmonise the surface.

From the outset of the project I felt it needed to include the uncomfortable subject of the human sacrifice of the pilot. As I'm not comfortable yet painting figures a good friend

prepared and painted two pilots that I used for the display. One pilot is from the A6M5 Tamiya kit and the other is from Ultracast. The simple wooden frame has alternative printed inserts to allow me to change the whole look of the finished project.

RB Productions produce very high quality modelling products and their Okha is no exception, a very enjoyable project with not a great deal of time invested and certainly recommended to a novice builder of resin kits as well as the more detail demanding seasoned modeller.





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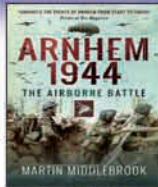
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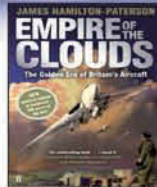
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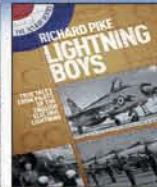
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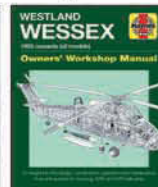
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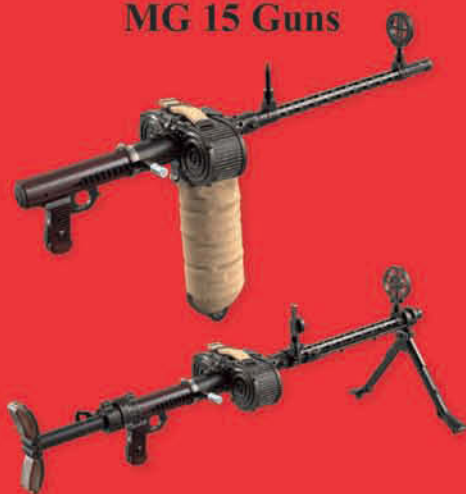
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Scale 1/32

MG 15 Guns



Henschel Hs123 A1 & B1



Scale 1/48

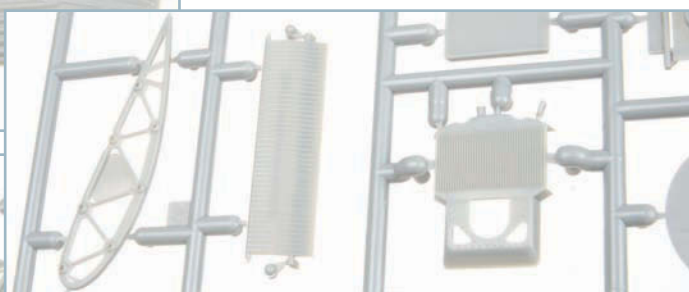
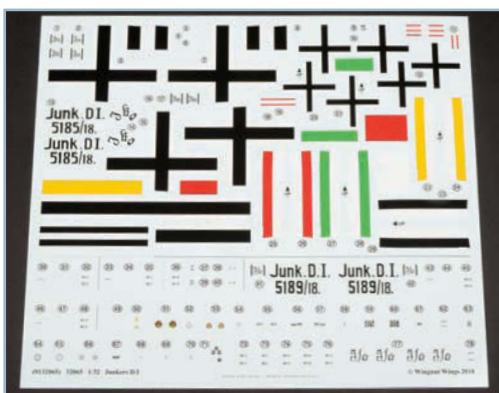
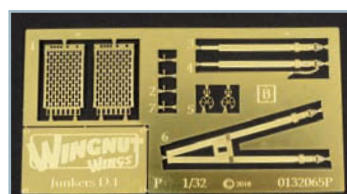
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2 Types Spandau Guns Fokker Version



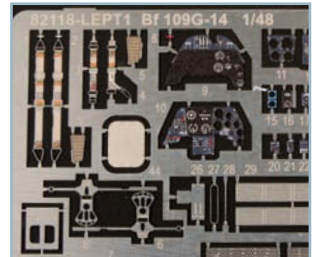
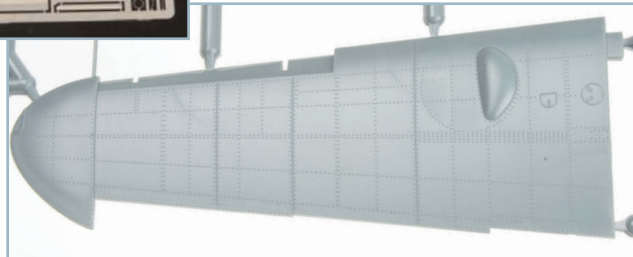
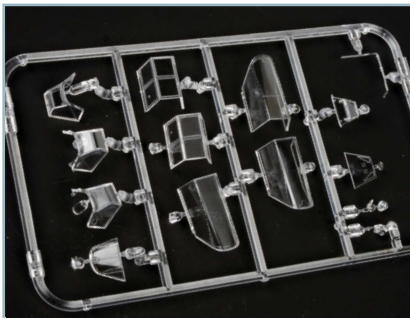
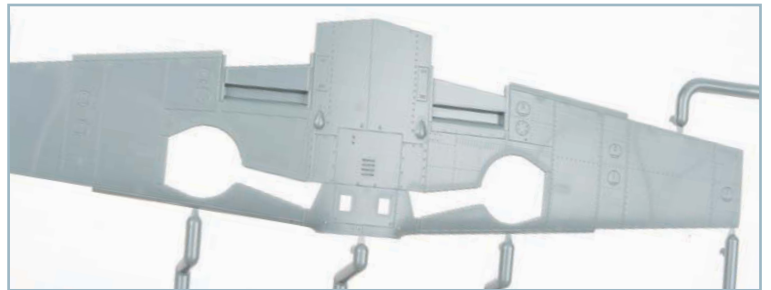
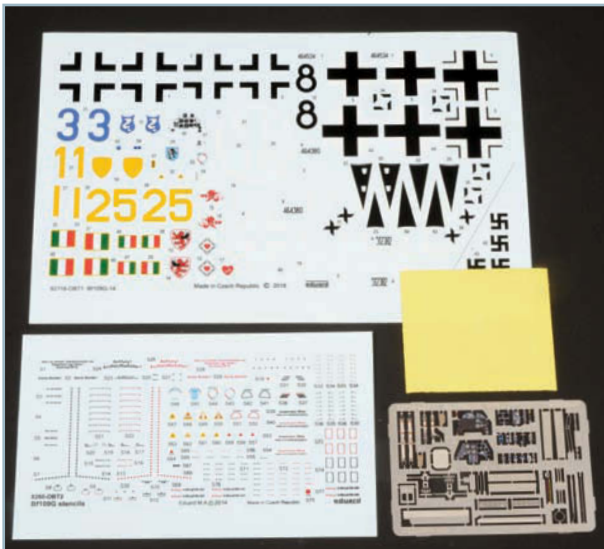
AIR BORN new releases



Wingnut Wings 1:32 Junkers D.1

From the more obscure end of the World War One airfield comes the quirky Junkers D.1 which appeared at the very end of the conflict as one of the few all metal aircraft designs to see action. The ribbed panels used to construct the D.1 making it particularly distinctive and providing a challenge for the kit designers which Wingnut wings have tackled beautifully with all their usual flair. The complex framework which forms the cockpit and engine mounts is all replicated with an especially impressive moulding for the centre wing spar and fuel tank section. As usual the kit provides photoetched seat belts and there is a colour coded guide to add the control rigging if you wish. The Daimler-Mercedes engine makes a familiar re-appearance from Wingnut's catalogue and the D.1 is no different from the rest of the range in that separate cowlings allow the engine to be displayed if you want. The kit has been designed with the option to allow the wings to be modelled detached from the fuselage with appropriately detailed wing root

area on display which is a nice idea. There is a choice of twin Spandau mounts with moulded barrel sleeves or a photoetched sleeves and a choice of propeller design. For the rigging-phobic the D.1 is the ideal choice as there are just two rigging lines on the undercarriage. Five different schemes are included ranging from a sleek-looking unpainted aluminium through to a full mottled camouflaged pattern. The assorted reference images provided in the instructions show scratches and chipping of the painted schemes was common, offering plenty of weathering potential. The Cartograf decal sheet provides all the instrument dials, placards and manufacturer's logos for the propellers. For one of the schemes where the colour of the fuselage bands is uncertain a choice of colours has been included so that you can make your own decision, another thoughtful inclusion! Another fine addition to the Wingnuts range, superb quality and ribbed for your pleasure! www.wingnutwings.com



Eduard 1:48 Bf 109G-14 ProfiPACK Edition

The steady release of Eduard's new-tool '109s continues, some may groan at yet another '109 but Luftwaffe fans just can't get enough of these latest generation fighters and the various boxings. This release of the beautiful G-14 is one of their 'ProfiPack' editions which means it's complete with coloured photoetch, painting masks and a superb choice of five markings and generic stencils. Eduard have been applauded for re-tooling their '109s a couple of years ago in response to some criticism regarding dimensions and shapes and have produced a stunning rendition of the legendary fighter. The handsome Hartmann's

'white one' adorns the box-top with mid-grey and clear sprues showing state-of-the-art moulding and the finest of surface detail, these editions are really connoisseur kits to produce stunning builds from the box. Options are provided for short or tall tails, optional drop tanks and gun fairings and plenty on the sprues left over for the spares box. Decals are first rate, and as mentioned, offer five options from late 1944 until the end of WWII. Check Eduard's extensive website and newsletters for more details on their releases and catalogue www.eduard.com



Mission Models Acrylic Paints

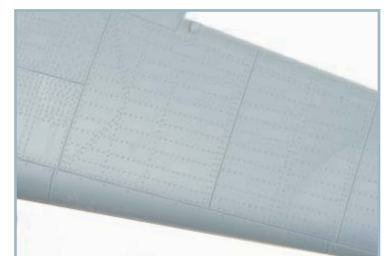
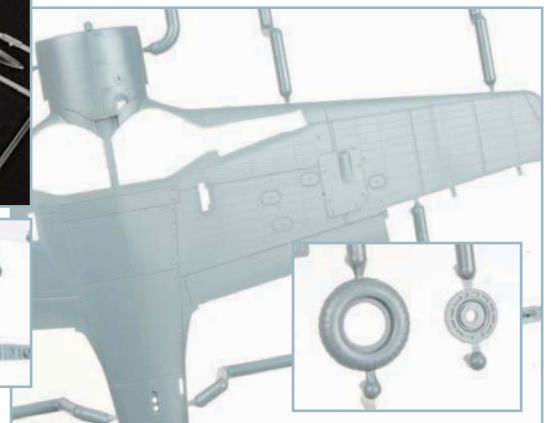
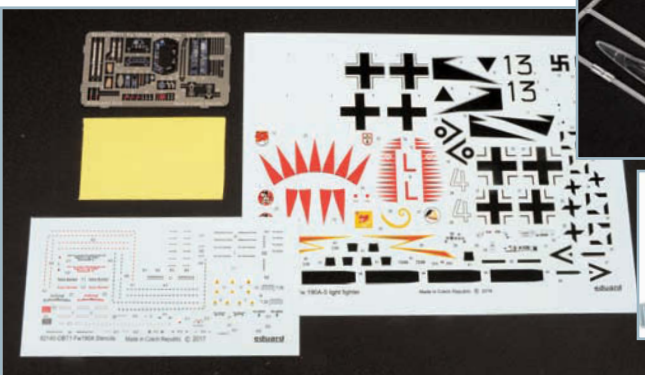
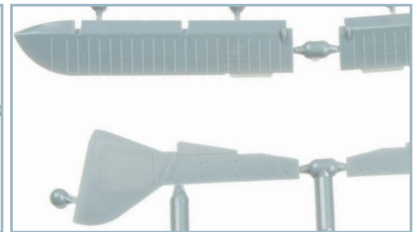
We have a bundle of welcome new additions to the Mission Models range of dedicated aircraft colours beginning with a group of WWII Japanese colours including the Aotaki Blue/Green primer designed to be applied over the MMP Faded Aluminium finish. Mitsubishi Interior Green, Propeller Brown, Zero grey and Amber and Deep Green are also provided. There is a new worn tire grey black which looks promising and three new greys. Neutral Haze grey, Haze Grey and Aircraft gloss grey FS16473. The two remaining shades are Insignia Red FS31136 and Insignia White FS17875. The paints are water soluble but Mission Models also provide a thinner and an extender to improve spraying characteristics. The flip top caps have a small drop dispenser making it easy to load your airbrush. We have had some excellent results using the paints and the range of primers. For more information on the entire paint range visit: www.missionmodelsus.com



Coccarde Tricolori Speciale-7, F-16 A/B ADF

Riccardo Niccoli
Published by RN Publishing
Soft back format, 96 pages
Italian / English text
ISBN 9788895011127

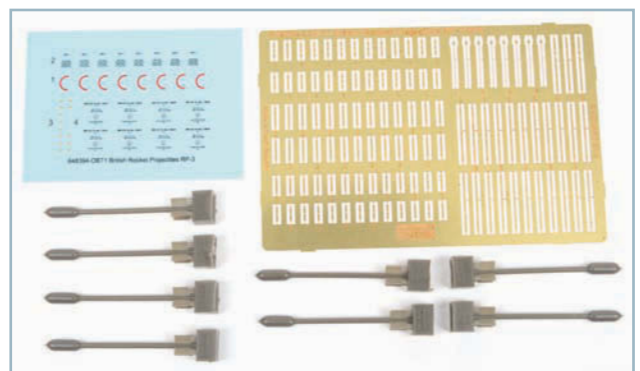
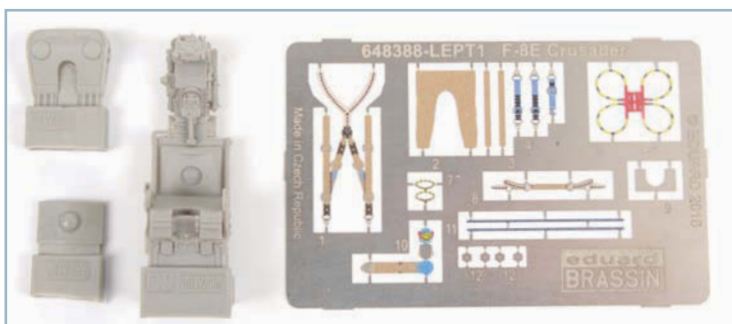
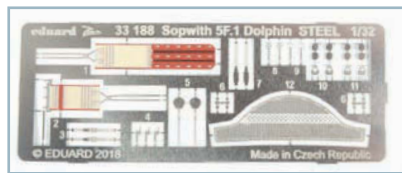
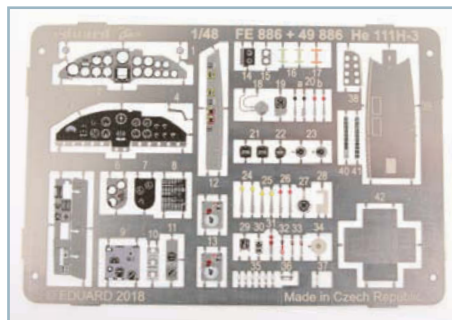
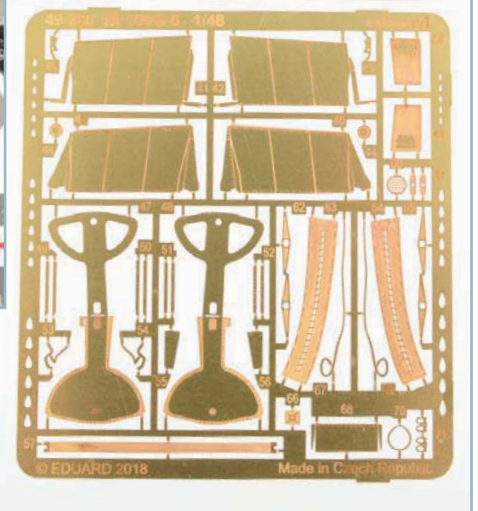
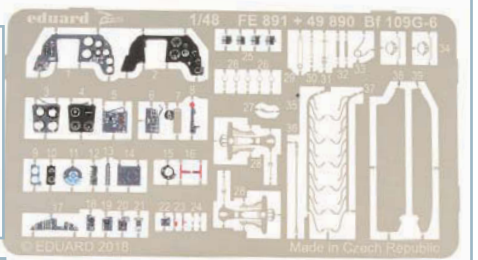
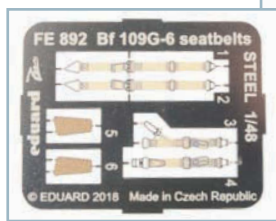
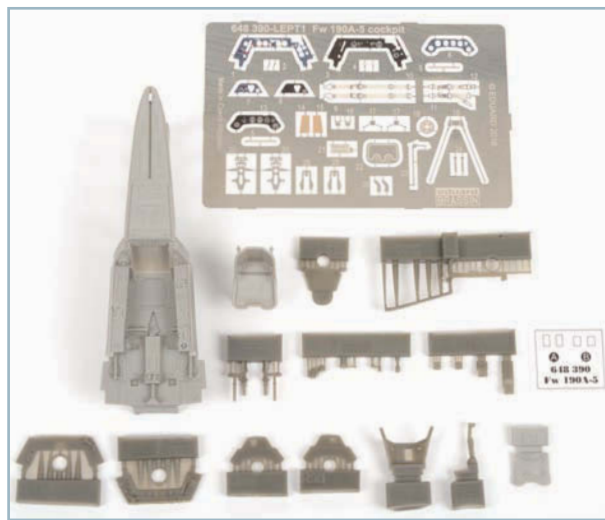
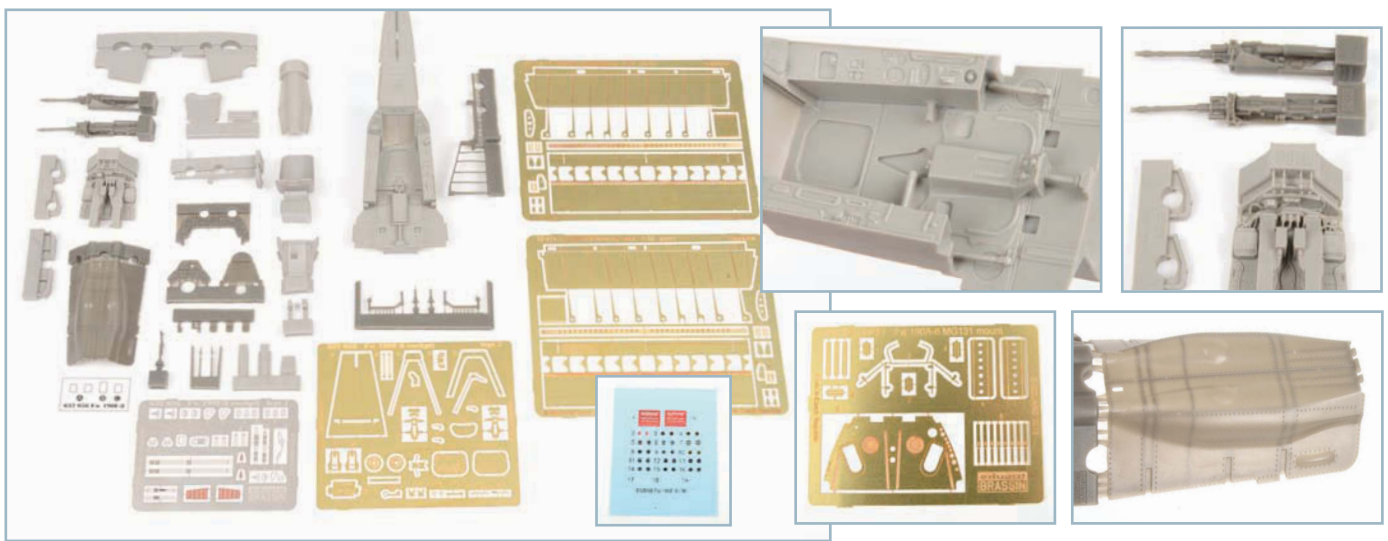
This new monograph is a treat for Fighting Falcon fans and in particular those operated by the Italian Aeronautica Militare telling the story of the F-16s purchase and adaptation. The book is packed with excellent colour photos with many workshop and in-flight images which must be hard to come by and provide excellent modelling reference with some good close-ups and a dedicated 'Walk-around' section displaying removed engines, landing gear bays and the cockpits. More great reference is on hand with the section on Gli Special Colours with some really attractive schemes which would make great projects and all-round detailed colour profile drawings of the regular grey schemes. A very nicely presented book offering good value. Available through Casemate in the UK and USA and many Italian stockists including the publishers direct.



Eduard 1:48 Fw 190A-5 Light Fighter ProfiPack Edition

If you remember a couple of issues back we brought you a full build of the Eduard new tool Fw 190 in it's A4 guise and the builder, Paolo Portuesi, rated the kit as one of his favourite to date in 1:48. This new A5 'Lightfighter' (with outer wing cannons omitted and the extended nose if I'm not mistaken) means we have sprues of generic '190 parts and a new fuselage and wings, all moulded to the same stunning standard as the previous; the surface detail on these kits really has to be seen in the flesh to be fully appreciated. There's plenty of spares left over from other versions so as well as being beautifully detailed kits, assembly is

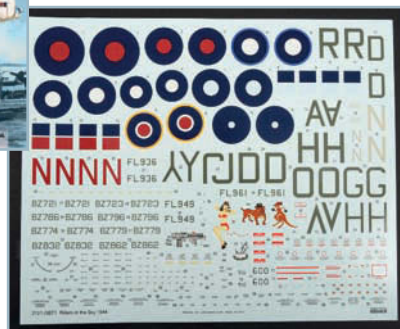
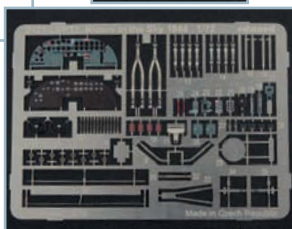
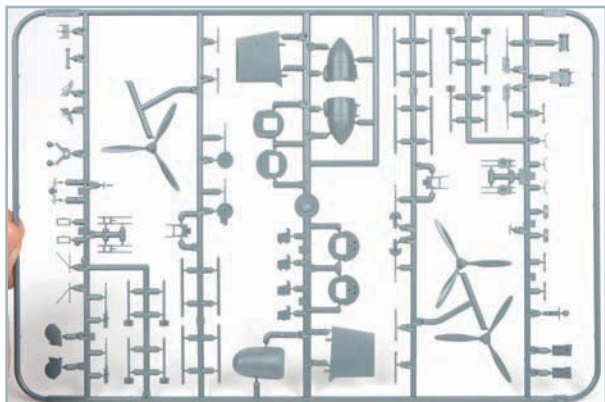
simple enough. The ProfiPack edition does provide welcome extras with one of Eduard's pre-coloured photoetch sheets (much of which goes into the cockpit), pre-cut self adhesive painting marking masks and a bumper decal sheet with a whopping five marking options (all with Eduard's usual detailed background information on the aircraft in question) and very detailed generic stencils on a separate sheet. These ProfiPack kits are great value and produce little gems straight from the box, if you can't help but tinker check out the range of extras for the '190 from Eduard too. Superb.



Eduard

Kicking off a look at some of the latest detail sets from Eduard with one of their mouth-watering 'Big Sin' sets for the Revell 1:32 Fw 190A-8 containing some stunning resin and photoetch detail for the cockpit and twin cowling cannons with a superb cowl cover in resin. A full set of photoetch flaps is also in the box. Tamiya's new 1:48 '109 G-6 comes under the spotlight with set 49890 giving coloured photoetch (also available as a 'zoom' set separately) and a selection of exterior parts. FE892 is a beautiful set of Eduards coloured seatbelts for Tamiya's '109. More Fw 190 goodness in 1:48 now with a full cockpit set for Eduard's own A-5 in resin and photoetch which will look stunning. ICM's He 111H-3

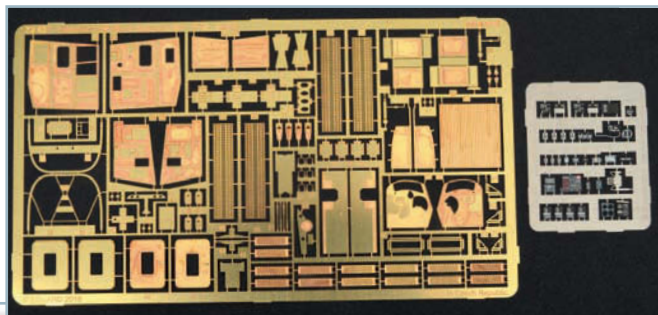
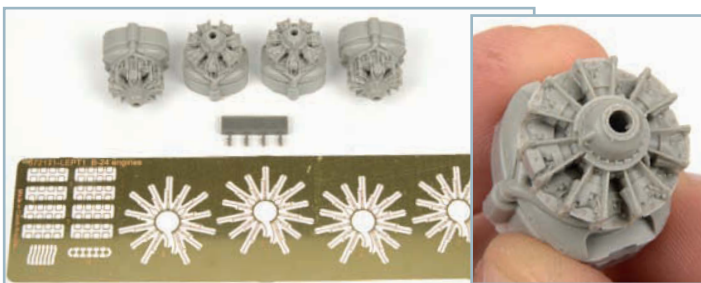
in 1:48 has been a popular release and there's a Zoom set now to boost the detail with FE886. Recently we looked at the new Wingnut Wings Dolphin and Zoom set 33188 will enhance the cockpit including coloured seat belts. A couple of Brassin sets to finish with, 648 388 offers a superb ejector seat set for Hasegawa's F-8E Crusader in pre-coloured photoetch and finely cast resin. 648 394 is for any British rocket-armed aircraft with delicately detailed RP-3 60lb SAP, eight are included complete with decals. For a taste of Eduard's staggering range get over to www.eduard.com



Eduard 1:72 'Riders in the Sky' Liberator GR Mk.III & Mk.V RAF Coastal Command

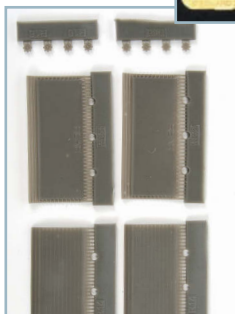
Something of a bumper box here in this limited edition release from Eduard which is based around a re-boxing of the Hasegawa 1:72 B-24 Liberator with some additional good things. The original Hasegawa parts really need no introduction with Hasegawa's crisp detail and clever clear moulded nose parts with integrally moulded canopy eliminating potential canopy fit issues. Engines are rather basic but then Eduard have released a separate resin upgrade for these if you wish to upgrade them. Eduard have produced their own additional sprue with the various conversion parts required to adapt the B-24 to the Coastal Command variants. These include new propellers, radar domes, the fuselage-mounted rocket rails and much enhanced parts for the gun turrets. As well as this the kit comes with a full set of pre-cut window masks and two photoetched frets. The smaller fret provides various antenna parts whereas the larger one has pre-painted instrument panels, other

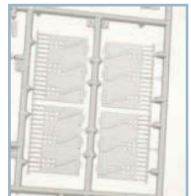
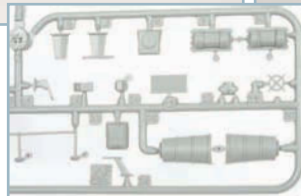
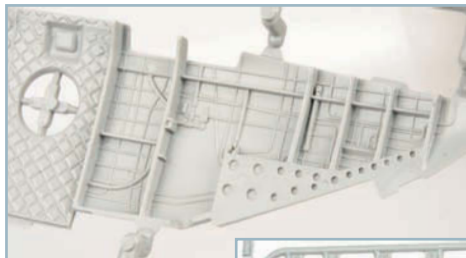
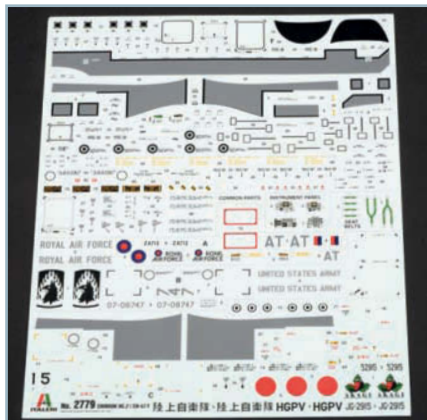
cockpit details, and seat belts. The kit comes with an incredible choice of no less than thirteen different schemes, two of which are for Australian aircraft. The decal sheet is printed by Cartograf so the quality goes without saying and there are markings for the instrument panel provided here as an alternative to the pre-painted version. The instruction guide for the markings is provided in full colour and the kit also includes a full colour 76 page book on Coastal Command Liberators, published by Eduard. Text is all in Czech but it is packed with archive images of the aircraft in service and colour profiles too. Despite the language barrier its an excellent reference for building the kit with great examples of the weathering seen on these aircraft in service. A very comprehensive package, not the cheapest kit but when you factor in the costs of the original Hasegawa kit, the masks, photoetch, the huge choice of schemes and the book it starts to make sense.



Eduard 1:72 Liberator GR Mk.III/IV Upgrades

Also available are a series of upgrade parts for the Liberator, starting with the very excellent engine set 672171 which massively improves the levels of detail with a photoetched wiring harness. Similarly the wheels can be upgraded with set 672170 and when you see the level of detail they offer they become essential. If you want to enhance the interior then photoetched set 73 627 offers details for the nose interior, cockpit area and waist gun positions. Finally set 672183 offers enhanced bomb bay doors allowing you to model the doors in the open position.

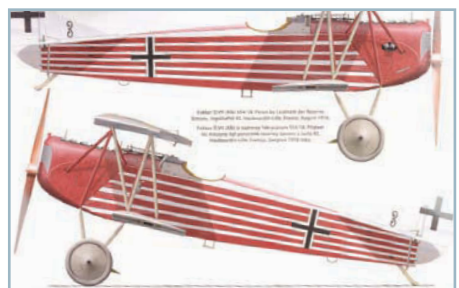




Italeri 1:48 Chinook HC.2/CH-47F

Another release of Italeri's Chinook with part to create the HC.2 version now with a couple of extra sprues including exhausts, antenna details, ECM and RWR fittings. No denying, in 1:48 the Chinook has an excellent presence as a display piece with its twin rotors and sheer size, although in 1:48 the surface detail is not up to some more modern toolings, void of rivet detail and pretty soft panel lines. For what will be seen of the interior the detail is good with effective quilting and seating with relief moulded bulkhead features. If you're displaying the huge rear cargo door open and want to go mad with photoetched seatbelts (a-plenty!) there's

aftermarket already available for the kit in its original guise. The whole interior is assembled as a self contained 'tube' and the fuselage halves close around it. Moulding throughout is nice and clean and the all-important glazing is good and clear. Decals offer an RAF, US Army and JASDF version and are of excellent quality with some fine stencil detail on offer. A solid kit but with room for improvement, desert air-filter 'bins' would have also been a very worthwhile inclusion to allow a wider scope of marking options; maybe a release in future from Italeri?. Our thanks to the UK distributor, The Hobby Company for our Italeri samples.



Fokker D.VII

Tomasz J. Kowalski, Szymon Grzwoz and Damian Majsak
Published by Kagero
Softback format, 88 pages,
English / Polish text
ISBN 9788365437679
www.casematepublishers.co.uk

This new release from Kagero will delight Fokker fans of the Great War with an excellent mix of modelling and reference all colourfully presented. Beginning with some excellent period images and historical text (English and Polish) there's two full feature builds of Wingnut Wings kits with hints, tips and additions along the way (including some superb photoetched spoked wheels) by very accomplished modellers and the added interest of some nice figures and groundwork. More top-notch detailing reference is provided with some of Kagero's superb 3D renders of the aircraft in 'skeletal' form (I think the illustration excerpts are from a previous release in Kagero's 3D range), what more could you want from the low retail price tag, perhaps some colour profiles by the master Ronny Bar? Well they're included also rounding off a great mix of reference and information.



QB72577



QB72569



QB48813



QB48818



QB32192



QB48808



QB48796



QB48818



QB48819



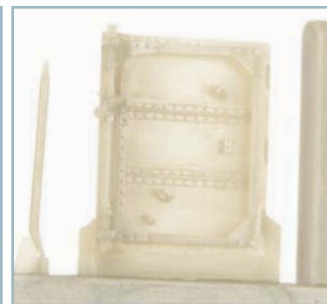
QB48816



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QB32198



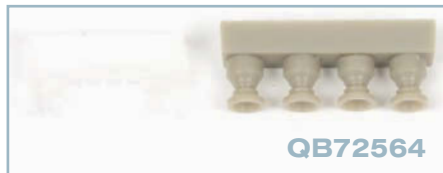
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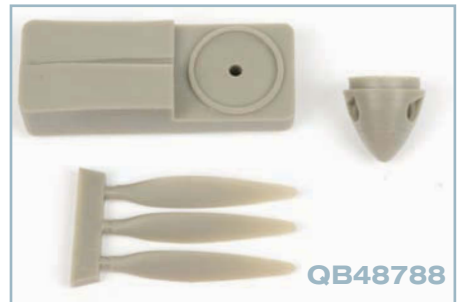
QB72571



QB48797



QB72564



QB48788

Aires 'Quickboost'

More beautifully cast detail tweaks from Aires in their extensive 'Quickboost' range starting in 1:72 with QB72557, an exhaust for the Airfix Bn51 Kate and QB72569 a detailed tail wheel for the Hasegawa A-1H Skyraider. In 1:48 QB48813 is a WWI LMG-14, QB 48818 is for the Eduard or Zvezda Pe-2 with some very fine exhausts, QB48808 is another set of exhausts for Eduard's Fw-190A, QB48796 is a set of delicate fuel vents for the Airfix T.1 Gnat and QB48819 some nice hollow intakes for the Pilot SAAB J-21. Still with 1:48 is QB 48816, a set of barrels for the Hobby Boss IAR80 and a few F-14 A/B sets for Tamiya's kit with QB48815, a beaver tail, QB48790 an early chin pod and QB48797 a chin pod

with ECM and TCS. For the Academy PBV Catalina is a new radar antenna in 1:72 QB72571 and also in 1:72 is QB72564, a set of detailed landing lights in clear and grey resin for the Be-12 from Modelsvit (remember our feature in issue 76?). The 1:32 Revell Spitfire Mk.IX is well served by the aftermarket and here's a couple more from Quickboost with some beautiful fishtail exhausts (QB32192) and a detailed cockpit door with set QB32198. Finally set QB48788 is for the Airfix 1:48 Ju87B, a Jumo propeller complete with assembly jig. More details on Aires range over at www.quickboost.net



Building Race No.80

Peter Castle
Published by KLP Publishing
Digital Book, 566 pages, pdf format
www.klp.com.au



If you visited the 2017 IPMS Scale Modelworld you'll no doubt recognise this stunning Spitfire built by Peter Castle which took the Best of Show crown in. Probably one of the most remarkable model aircraft you're ever likely to see has now been documented in great detail as a 566 page digital publication featuring every single component inside and out. We were surprised to see how little of the 1:18 HPH kit was actual left unmodified to

create the bare metal racer which certainly tips over into the 'Model Engineer / Museum' category. The quality of the photography is very clear with large format throughout making this a very comprehensive reference for any late Spitfire project with a section on 'skinning' large scale aircraft as an added bonus. Incredible work with much to teach the everyday aircraft modeller and nicely presented by KLP. www.klp.com.au



72154



72155



48347



48348



48349



48350



48351

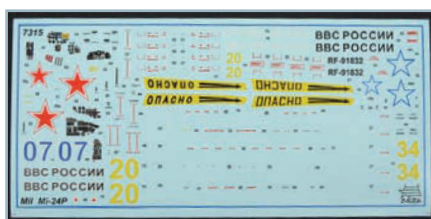
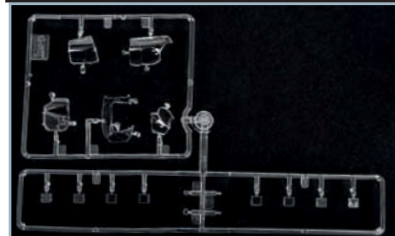


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Scale Aircraft Conversions

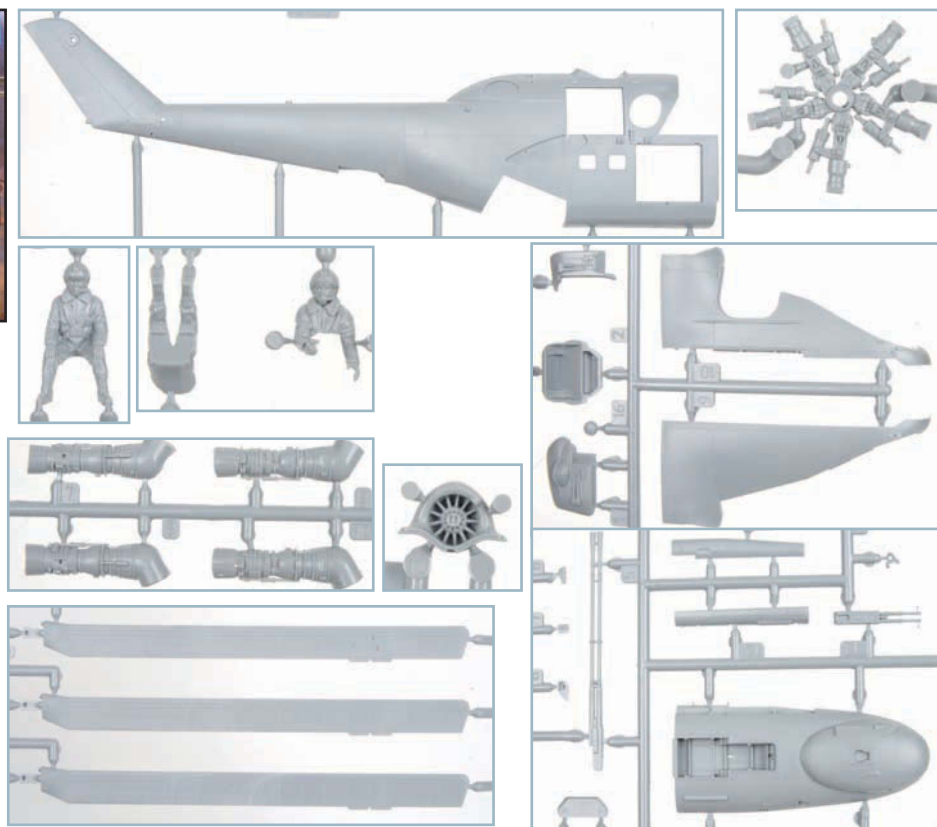
More detail and steady, strong 'pegs' from the guys at SAC to add to their already massive catalogue of white metal landing gear sets. In 1:72 is set 72154 for the Eduard Fw 190A-5/8, R-2/8 and F8 which provides two sets and 72155 for the Airfix Phantom FG.1. For 1:48 we've 48347 for the Airfix Hawk T Mk.1/Hawk 100, 48348

for the Hobby Boss L-39C Albatros, 48349 designed for the Fw 190A-4/5 from Eduard, 48350 is for the new Tamiya Bf 109G-6 and finally in quarter scale 48351 is for the Airfix Sea Fury FB.11. Just the one release in 1:32 is for the new tool Revell P-51D. More details are over at www.scaleaircraftconversions.com



Zvezda 1:72 Mi-24P "Hind"

Zvezda have revisited their exquisite 1:72 hind from 2010 to release this ground attack variant with the twin 30mm gun mount with a new sprue added to the original parts to provide all the changed areas. The quality and finesse of the moulding is exceptionally good with extremely delicate panel lines and a couple of nicely moulded pilots. You have the option to build the Hind with engine cowlings, inspection covers, fuselage door and cockpit doors open or closed and to this end a well detailed set of



engines is included along with the surrounding structures. The cockpit is quite basic relying on decals for most of the instrumentation details, but if you intend to fit the crew this is probably sufficient. The canopy mouldings look very nice with separately moulded door panels. The decal sheet provides markings for 3 different schemes with a black & white marking guide. Overall a cracking looking kit with the kinds of detail you would usually expect in larger scales.

BIRD CAGE CORSAIR

KEVIN FUTTER takes up a challenge the to create a large scale Birdcage F4U-1D - the hard way!



1:32



This project had its genesis way back in 2013, ironically just prior to the news that Tamiya was about to release a wunderkit of this very same aircraft. I was approached by a member of the Large Scale Planes forums with a challenge: he would send me a Trumpeter 1:32 F4U-1D kit, complete with a Montex birdcage conversion set and a stack of additional aftermarket products and reference materials, and I simply had to build it using what he sent me, honour his request to remain anonymous, and return anything I didn't use to him at the end of the build. Foolishly, I accepted. When the box arrived, it weighed more than me, and contained more aftermarket products than I'd ever seen together in a single box, along with some magazines and books. Somewhat daunted, it took me another two years to actually start the build!

Apart from the Trumpeter F4U-1D kit, I was confronted with the following: Montex birdcage conversion, Aires wheel bays, LSP cowl, G-Factor landing gear legs, Obscureco main wheels and prop blades, Eduard interior and exterior photo-etch sets, Verlinden cockpit, Moskit exhausts and lower cowl piece, Quickboost pitot tube, Meteor Productions Pyn-Up decals, and Archer prop logo dry transfers, along with miscellaneous bits and bobs. Phew!

Chocks away...

The project itself didn't get off to the best start, as I assembled the kit engine incorrectly, rendering it unsuitable for use in the process. I tried to fix it, but in the end my anonymous benefactor (AB) took pity on me and sent me a Quickboost engine.

So, after that false start, I decided to move on to the cockpit instead. The Verlinden resin cockpit AB had supplied was designed for the old Revell kit, and some parts had already been assembled. I quickly discovered that it would take some serious work to adapt it for this project. The floor, rear bulkhead, and side consoles were unusable, so some scratch-building would be required.

The first task was to create the opening in the lower wing for the viewing window underneath the pilot, supplied by Montex in clear resin. This was a feature of birdcage Corsairs not present in Trumpeter's kit, which represents the later F4U-1D. Once this was done, I could fabricate a new fuselage floor around the new opening. I took two sections of 40mm tape and laid them across the bottom of the fuselage underneath the cockpit, and drew a basic outline in pencil, including marking

the window cut-out. I then transferred the tape to a piece of paper card stock, and cut out the basic shape for testing.

Happy with the general fit, I finished off all the detailing using a combination of Verlinden parts, styrene stock, and various types of wire. I took the same approach with the cockpit sidewalls.

My AB supplied Moskit metal exhausts for this build, and these came with a new resin part for the lower exhaust outlet panel. This required cutting away the moulded-in section from the kit, and being designed for the older Revell kit, the Moskit part took a bit of work to match the contours of the Trumpeter kit.

The next task was to make way for the new Montex turtledeck part, which involved cutting away the kit fuselage spine immediately behind the cockpit. I ended up having to shim my cuts a little, but it's not a difficult task overall. I made tabs from thick styrene to help align and attach the resin turtledeck part.

Returning to the cockpit, I decided to construct the rear bulkhead by splicing the upper portion of the Montex part with the lower portion of the Verlinden part, which would ensure maximum compatibility of

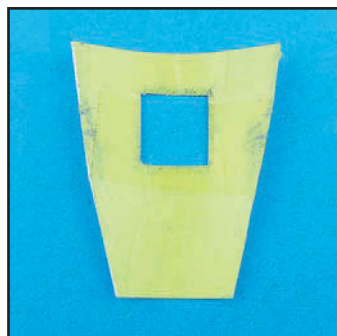
both sections with the fuselage modifications.

The Verlinden cockpit coaming was also adapted to fit the Trumpeter kit, as it was a single piece without the annoying seam down the middle. I added a styrene flange to the bottom of the Verlinden part to aid attachment, since it's smaller than space left after removing the appropriate areas from the fuselage. The gap that's left is actually hidden by the beefy windscreen frames, so I didn't even have to fill it! The Verlinden instrument panel is designed to slot into the underside of the coaming, and is consequently also a little too small for the cavernous Trumpeter fuselage. I decided to fudge it and hope that this wouldn't be too obvious on the finished model, which turned out to be the case. I detailed the panel with Waldron instrument dials and Barracuda stencils.

The final element to finish off the cockpit was the seat. Again, I used the Verlinden part, which has moulded-in seat belts, but doesn't feature the shoulder straps. I added those using wine bottle foil.



A section needs to be removed to allow for the clear resin window to be fitted.



A template for the new cockpit floor was made from tape, and transferred to a piece of styrene sheet.

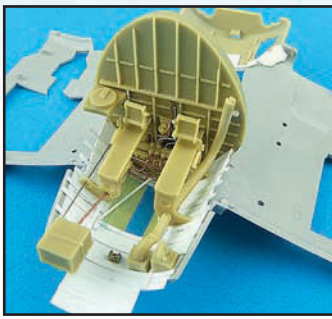


By lining up the window cut-outs, I was able to refine the shape so that it fit quite nicely into the lower fuselage.

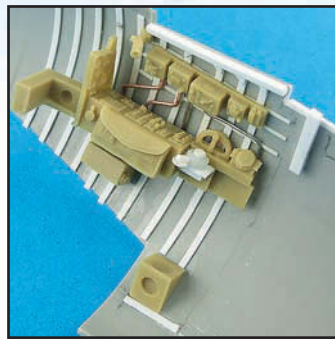


I stupidly glued the new floor to the wings that were being test-fitted, and had to use a razor saw to cut them away again!

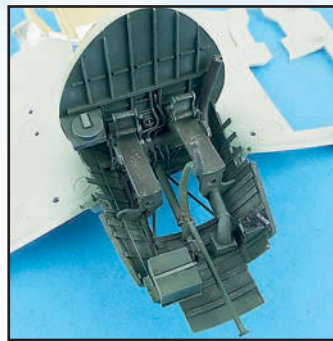




Once happy with the general fit, I finished off all the detailing using a combination of Verlinden detail parts, styrene stock, and various types of wire.



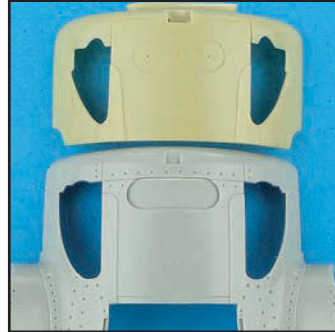
The cockpit sidewalls were detailed using the same approach.



Painted and weathered. I used White Ensign's Dull Dark Green for the main cockpit colour.



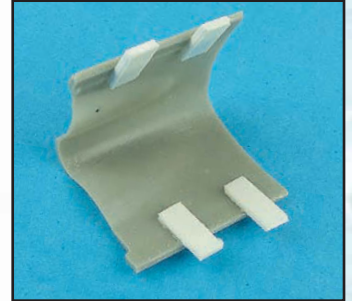
Barracuda cockpit stencils really help flesh out the details.



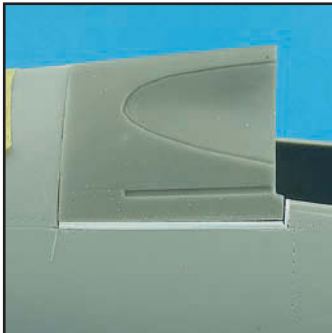
Moskit lower exhaust panel vs the kit rendition.



A combination of carving, sanding, styrene shims and super glue got the job done



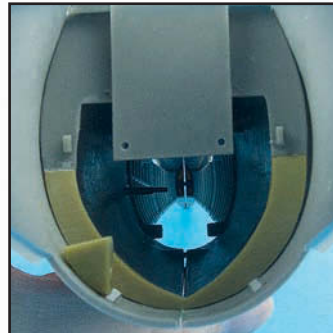
I used thick styrene tabs to assist with fit and alignment of the new turtledeck part.



Final fit was acceptable after a bit of shimming with styrene strip.



I spliced the Montex upper and Verlinden lower parts to create a new rear cockpit bulkhead.



Both the kit and Montex bulkheads lack the lower section, so this is more accurate, and ensures a good fit.



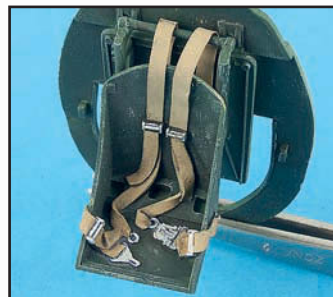
The Verlinden cockpit coaming with a flange added to adapt it to fit the Trumpeter fuselage.



And checked for fit; the gap around the edges is neatly hidden by the windscreen framing!



The Verlinden instrument panel was detailed with Waldron instrument dials and Barracuda stencils, and came out surprisingly well.



The Verlinden seat was added to the bulkhead and finished off with wine bottle foil for the shoulder straps.



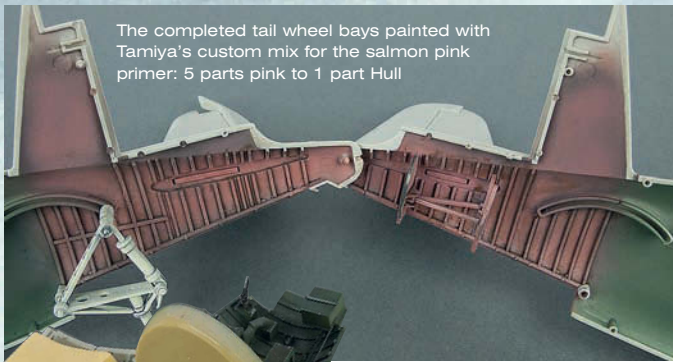
The Moskit exhausts were incredibly fiddly to assemble, but look the part when complete.

Exhausting

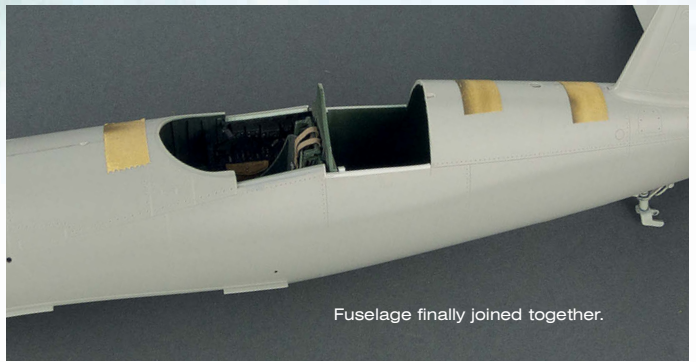
The Moskit exhausts were next on the bench, and they were incredibly fiddly to assemble. You get two pairs of three exhausts, and a pair of resin spacers for each, and the delicate metal exhausts made assembly quite stressful! On top of that, I managed to install them incorrectly, and they stand proud of their recess on the finished model, rather than being flush with the opening. Oh well. The final task before being able to join

the fuselage halves was to attend to the tail wheel bay. I'd already determined that Marines Dream didn't feature a tail hook, which simplified things. I used the custom mix recommended by Tamiya for the salmon pink primer colour, dirtied up with a wash of Paynes Grey oil paint. I painted and assembled the kit tail wheel assembly before realising that my AB had included an Eduard set in the box for it. D'oh!

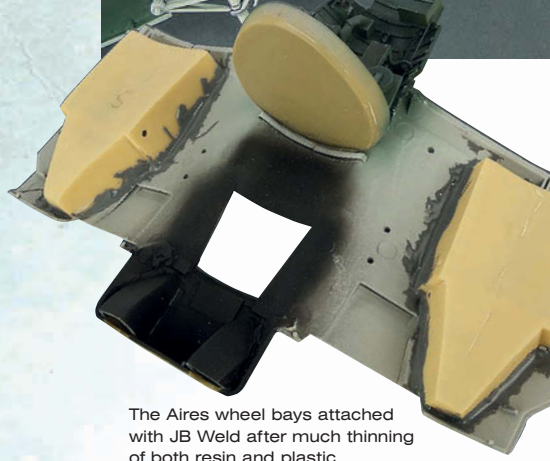




The completed tail wheel bays painted with Tamiya's custom mix for the salmon pink primer: 5 parts pink to 1 part Hull



Fuselage finally joined together.



The Aires wheel bays attached with JB Weld after much thinning of both resin and plastic.



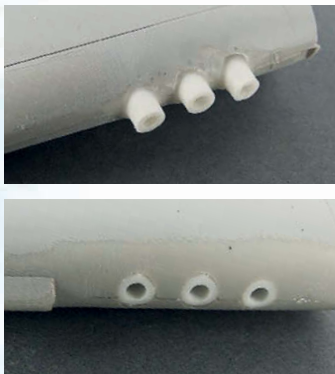
I had to resort to cutting a triangular hole in each upper wing to allow the trailing edge to sit correctly. The plastic was so thin at this point that I managed to split it with my thumb!



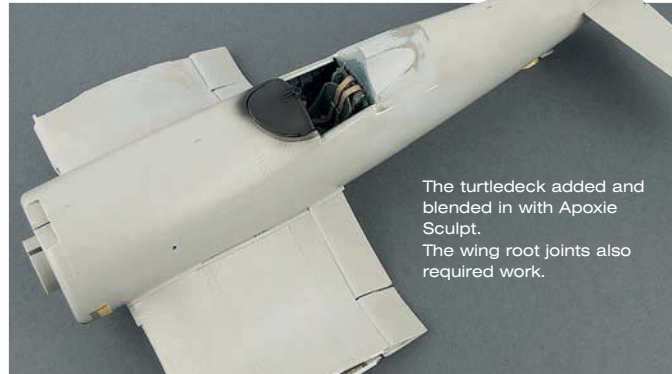
Repairs underway...



The awful gun openings on the kit wings.



The holes were opened up to accept some styrene tubing. After trimming back and widening the holes to the correct diameter, the result is much better.



The turtledeck added and blended in with Apoxie Sculpt. The wing root joints also required work.



Fitting the Aires wheel bays distorted the shape of the mating surfaces between the centre and outer wing sections, requiring much work to fix.

Winging it

This was the most frustrating section of the build, and mostly due to trying to fit the Aires wheel bays in. Even after shaving both resin and plastic parts to wafer-thin thickness, they still wouldn't fit between the wings. In the end, I had to cut a triangle of plastic out of the top of each wing, which allowed the resin part to poke up into the hole. I then filled the holes and cleaned up the mess. I made them fit in the end, but it threw out the alignment of other elements of the wing, and I don't think the improvement in detail was worth the effort. An area that needs addressing on the kit wings are the horrible openings for the machine guns. They're moulded as sloppy ovals at the front of each wing half, and just won't do. I widened them to take some styrene tubing, and after the wing halves were joined, these were trimmed and opened up to the correct diameter. The outer wings fit as expected to the centre section: poorly. This was in part due

to the changes in geometry caused by squeezing the Aires wheel bays in, and took considerable work to rehabilitate. The plastic was so thin at this point that I decided not to risk trying to rescribe some of the missing detail.

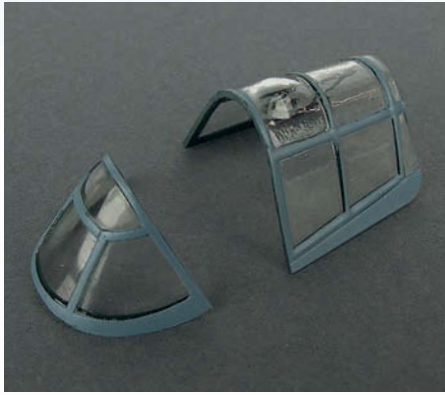
It was about this time that I was informed that Marines Dream had its turtledeck windows replaced with metal panels in a common field modification, so I set about replicating that mod. I made templates for the side panels using Tamiya tape, and used them to cut some styrene sheet to suit. The cover plates on the rear bulkhead were also cut from styrene sheet, with fastening bolts fashioned with punched discs of Bare Metal Foil and styrene. The reinforcing panel on the spine was simulated using some more Bare Metal Foil, and later built up further with some Mr. Surfacer.

Moving on to the engine cowling, and again we have a replacement part to

contend with, this time in the form of the LSP upgrade set. This features a resin cowling part, with photo-etched flaps and detail parts. The only trouble I had was developing the proper curvature on the flaps, and this interfered slightly with fit later on, which required some remedial work.

Turning to the engine itself, I now had the terrific Quickboost example at my disposal, and after adding some missing detail with styrene rod and wire, I was quite impressed with how it looked after some careful painting.

For the canopy, I used the clear resin parts from the Montex set, which turned out to be anything but, unfortunately, but were required to be accurate for a birdcage Corsair. I used the supplied masking set, which was also problematic, but I made it work in the end.



The Montex clear resin canopy parts, finished and awaiting installation. The turned out not to be so clear, unfortunately.



The Quickboost engine embellished with styrene rod and wire.



And the finished example, ready for installation.

Slinging the blues

I chose to employ the so-called 'black basing' technique for painting this one, whereby I used Mr. Finishing Surfacer 1500 Black as the primer/undercoat, and then gradually mottled the main colours over the top. If done correctly, this results in subtle variations in the finish that look far more natural and organic than simple pre- and post-shading. There was a complication, however, as I wanted to introduce some major chipping on the inner wing sections, and the two goals at first appeared to be mutually incompatible. The solution came from Matt McDougall, who faced a similar problem with his own Corsair build. Copying his example, I covered the entire model with the black primer, and then laid down some Tamiya

AS-12 on the centre wing sections to represent the bare metal areas. This was followed by a couple of thin coats of AK Interactive's Worn Effects chipping fluid, and once dry, a couple of light coats of MRP's new acrylic zinc chromate yellow (MRP-A010). After a few minutes of drying time, I brushed some water on the surface, and began to work an old stiff brush into the surface. As the zinc chromate began to wear away, patches of silver began to show through, giving me the exposed bare metal effect I was seeking. At this point it's prudent to protect the work already done with a coat of clear gloss. Then the process is repeated for the top colour; start with another layer of chipping fluid, followed again by black, but this time

using a water-soluble acrylic. The top coat goes down next, and I used MRP-133 Grey-Blue for the upper colour, applied using the same mottling technique used elsewhere. Since this isn't technically water soluble, don't let it dry too long before you start chipping! The result is a multi-layer finish with exposed areas of bare metal and primer colour, and the camouflage colour looking suitably distressed on top. The rest of the model was painted using the black basing approach, and then it was on to the gloss coats and decals. I used an old Meteor Productions Pyn-Up set for Marines Dream as it was supplied by my AB; there's a much newer and more accurate set available from Barracuda these days.



This sequence shows the steps involved in the mottling process over the black base on the fuselage. We start with a loose mottle to establish a strong contrast with between the two colours.



We then go over it again, aiming for a tighter mottle this time to fill in the blanks. This is designed to eliminate any evidence of pure black, and soften the overall contrast.



The final coat is designed to blend things in and bring a sense of cohesion to the finish. Use heavily-thinned paint and work slowly. It's OK for it to still look too stark at this stage, as subsequent weathering and clear coats will do the rest.



Decals on and the 3-stage weathering process completed!





BIRD CAGE CORSAIR

The decals went down well, but the under-wing national marking reacted badly to Micro Sol, and I had to cobble together a replacement from unused portions on the sheet - which also reacted badly to Micro Sol! In the end I had to make to, but it's a big ugly down there.

Weathering started out with a liberal dose of Flory Models Dark Dirt wash, followed by some further panel line accenting with AK Interactive's Paneliner for Grey and Blue Camouflage. Then came some judicious post-shading with a thin mix of black and brown Tamiya acrylics.

For the fuel stains in front of the windscreen, I flooded the circular panel recess with a thin mix of Burnt Umber and Black oil paints, and then blew it down the sides of the fuselage with my airbrush. Go gently, and let gravity and capillary action do most of the work;

you really only want to get the mixture moving. The final weathering task involved some subtle paint chipping using yellow and silver pencils, which allows for a lot more control than paint-based approaches.

I cobbled the prop together from spare Tamiya parts (thanks, Carl!), and used Archer dry transfers for the logos. The main landing gear was a brass set from G-Factor, and the wheels were from Obscureco. I drilled and pinned the aerial mast, and used Uschi's fine thread for the wire. I had initially installed a Quickboost pitot tube, but broke it off, and had to resort to the kit part. The final act for this build was to fix the gap I created behind the cowling, and it was finally done!

Finally

The Frankenstein nature of this model meant that I had a lot of challenges building it, and it's neither perfect nor particularly accurate. Still, I like the way it turned out. Sadly, my anonymous benefactor, a chap by the name of Tim Valdez, died in September 2017, three months before I could finish the build. This model is dedicated to his memory.



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