



# 2024 Scale Models

This is a record of the scale models that I made in 2024. At the end of that year I'd just moved house and all my possessions were disorganized and it's taken me the best part of a year to reach the state of organization from which I can now catch up on what I did during 2024 while also creating the record of my 2025 modelling year.

2024 was a chaotic year which included a three week trip to the US west coast, the publication of the first part of *Proud and Lonely* and acting on the growing realization that I could no longer live in the house that Valma and I had shared. As a result 2024 concluded with me in my new house with everything necessary to make it into my new home waiting before me.

One of the things that kept me going through 2024 was the hobby of scale modelling. It occupied some of my time and gave me a preoccupation with me spending a few hours most evenings working on a model or two. Assembling the pictures of the models I made during that year reminds me of what I was doing and how I felt as I progressed through the year so this forms, for me, a sort of diary of that year.

The words under the photos are the placards I prepare for each of the models and the descriptions of the build experiences were written for the newsletter of my local club, the Modellers of Ballarat.

There are several ways in which I keep in touch with the world

My email account

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My general facebook page

<https://www.facebook.com/leigh.edmonds.12/>

My scale modelling facebook page

<https://www.facebook.com/profile.php?id=61585662764432>

The Little Aviation Museum website

<https://thelittleaviationmuseum.au/>

Leigh Edmonds

January 2026



## Airbus A.330-200

The Airbus A.330 is the medium range version of the Airbus family of jet airliners. A longer range version, the A.330-200, began entering service in the late 1990s and was popular with airlines around the world.

The A.330-200 is one of a family of Airbus airliners that uses common wings and fuselages but with different engines to economise on production and operation. By February 2024 1,595 A.330s of all versions have been made.

The first A.330 flew in 1992 but the -200 version did not fly until 1997 and entered service a year later. It was about five meters shorter than the A.330-300. The A.330-200 proved very competitive and popular on domestic and international routes and over 660 had been delivered by 2020.

This model represents B-6093 in service with Air China in January 2024.

**Data:** long range high capacity airliner. *Engines* two Rolls-Royce Trent 700 turbofan engines of 316.3kN maximum thrust each. *Wing span* 59.06m. *Length* 59.06m. *Maximum take-off weight* 229,970kg. *Cruising speed* 850km/h. *Range* 11,850km. *Maximum payload* 46,715kg or between 253 and 380 passengers depending on seating layout. *Flight crew* 2.

*Revell 1/144 kit with Draw decals.*



## Airbus A.340-200

The Airbus A.340-200 was a long range version of the Airbus family of jet airliners. They began entering service in the early 1990s but were later replaced by new generations of large long range twin engined airliners..

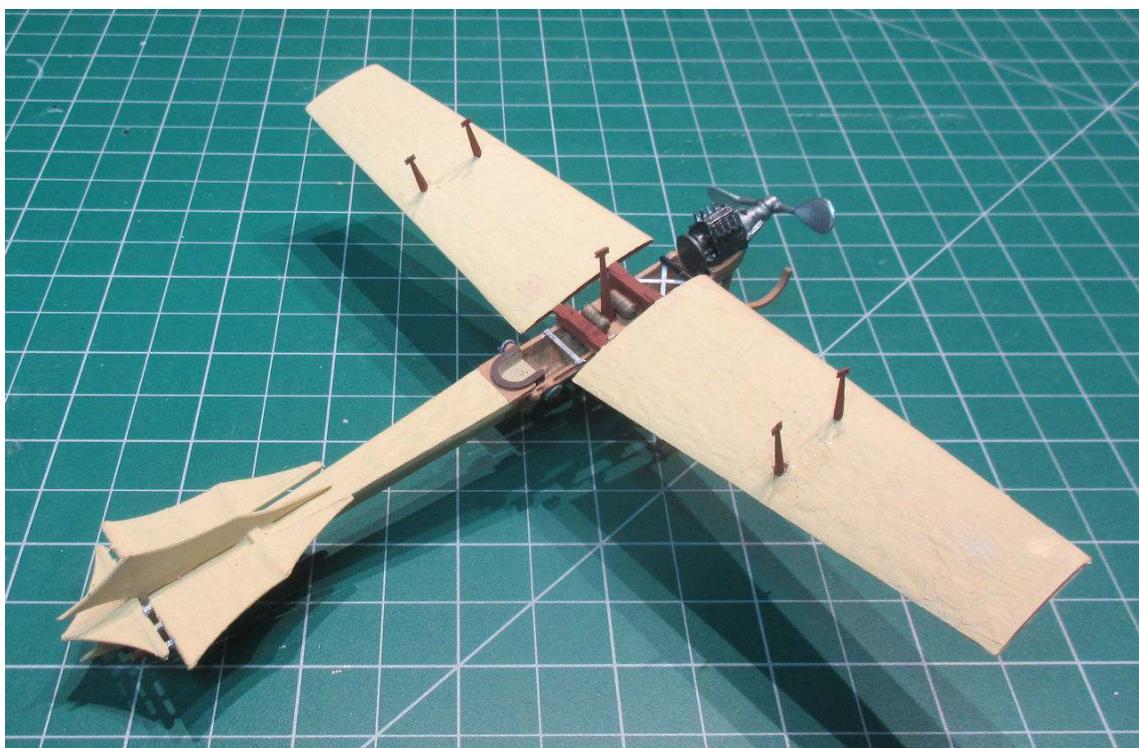
The Airbus A.340 was developed from the Airbus A.300. Two versions were made, the twin engined A.330 and the four engined A.340 that met the requirement for more than two engines for flying long over-water sectors.

Initially there were two versions of the A.340, the A.340-200 and the slightly longer A.34-300. The first A.340 first flew on 21 October 1991. Only 380 were made because the increased reliability of jet engines resulted in revised regulations so twin engined aircraft could fly on long over-water routes and the Airbus A.330 then filled that role.

This model represents F-RAJA flying with Escadron de Transport 3/60 Esterel in 2010.

**Data:** long range high capacity airliner. Engines four General Electric/SNECMA CFM56-5C2 turbofan engines of 151kN thrust each. Wing span 60.3m . Length 59.4 m. Maximum take-off weight 275,000kg. Cruising speed 871km/h. Range 12,400 km. Payload 210-230 passengers in three class layout. Flight crew 2.

Revell 1/144 with F-decals decals



## Antoinette

The Antoinette was a French aircraft first designed and flown around 1908. Despite its sophisticated design and powerful engines it was not successful and only a handful were made before the company went out of business.

In 1902 engineer Leon Levavasseur approached industrialist Jules Gastambide with a proposal to design and build aircraft and their engines. He suggested using the name Antoinette after Gastambide's daughter. They formed the Societe Anonyme Antoinette for this venture and started with engines because no aircraft had yet flown.

The company produced a highly sophisticated light weight V8 engine of 50 horsepower and Levavasseur then produced a range of engines of increasing power which

were popular in automobiles and motor boats. They were also used in some of the world's first aircraft.

In 1908 Antoinette returned to aviation, establishing a flying facility for the French Army and building its first aircraft. They were generally unsuccessful but set an altitude record of 500 feet and won several other prizes at an air salon in 1909. However the Antoinette technology was soon overtaken and the company went out of business in 1910.

*Renwal 1/72 kit.*



## Antonov An-22

The Antonov An-22 is a large cargo aircraft designed and built in Ukraine in the Soviet Union in the 1960s and 1970s. It is the largest aircraft of its type with turboprop engines and has seen extensive military and civil service.

The Antonov An-22 was designed to give the Soviet Union a heavy lift freighter aircraft. Design began in the late 1950s and the prototype first flew on 27 February 1965. They began entering military service in 1969 and were primarily used by Soviet air forces and Aeroflot, the Soviet Union's civil air service. Between 1966 and 1976 seventy-five were manufactured and it remains the largest turboprop engined aircraft ever manufactured.

Their large carrying capacity saw them used extensively in military service and for

humanitarian flights around the world including to South America and Africa. Only a handful remain flying today.

This model represents an Antonov An-22 at the Farnborough Air Show in September 1988.

**Data:** heavy transport aircraft. *Engine* four Kuznetsov turboprop engines of 11,000kW each. *Wing span* 64.4m. *Length* 57.92m. *Maximum take-off weight* 250,000kg. *Maximum speed* 740km/h. *Range* 10,950km.

*Maximum payload* 80,000kg. *Crew* 5-6.

*Eastern Express 1/144 kit.*



## Avro 504K

The Avro 504 was a British designed aircraft that served primarily as a training aircraft during and after World War 1. It was manufactured in many countries after the war and eventually more than eleven thousand were made.

The Avro 504 began as a light bomber with the prototype first flying on 18 September 1913. In the early days of World War 1 they flew as bombers but were soon obsolete as frontline aircraft. They came into their own as a trainer aircraft and 8,340 had been produced by the end of the war. Production continued after the war and eventually 11,303 were made.

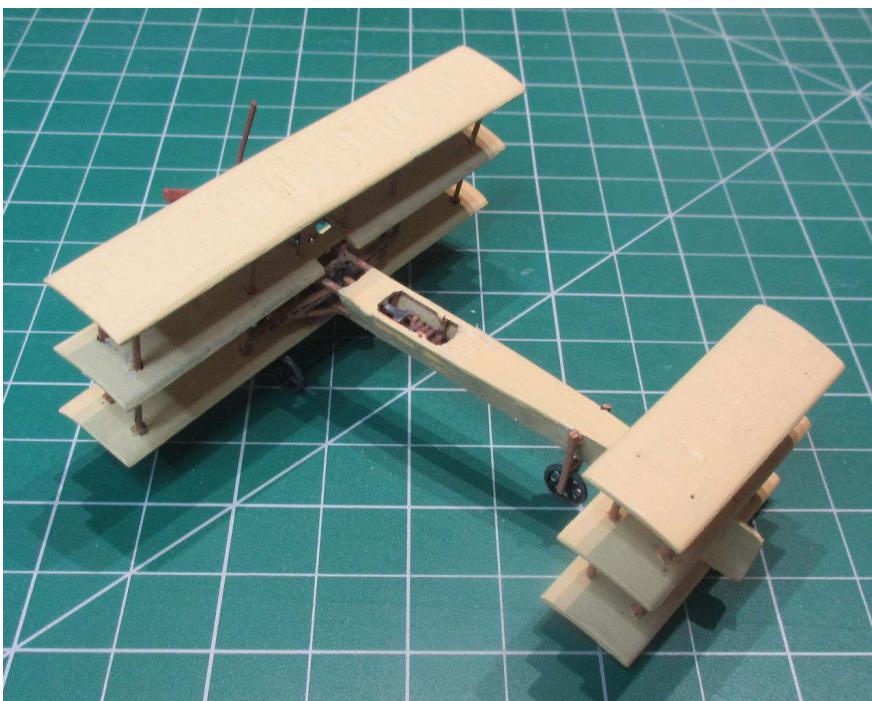
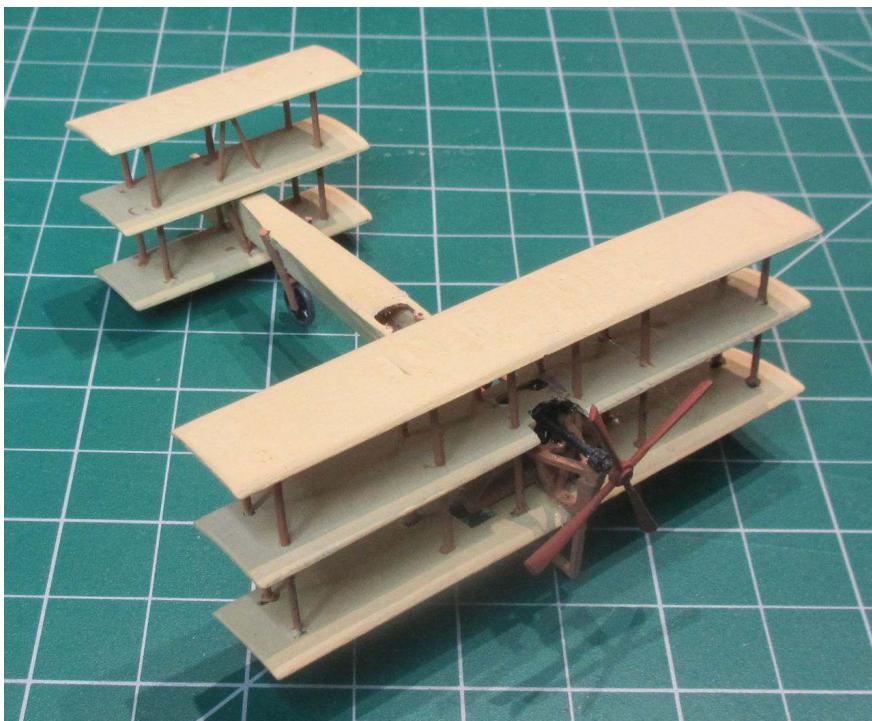
Over sixty Avro 504s belonged to the Royal Australian Air Force and its predecessors from 1919. Several more were flown in Australia by civil companies including QANTAS. They

remained commonplace in Australia through the early 1920s with the final one being withdrawn from RAAF service in 1929.

This model represents A3-10 in service with 1FTS, RAAF, in late 1927.

**Data:** Training aircraft *Engine* one Le Rhone 9J nine cylinder rotary engine of 82kW. *Wing span* 10.97m. *Length* 8.97m. *Gross weight* 830kg. *Maximum speed* 153km/h. *Range* 400km. *Crew* 2.

*Kovozavody Prostejov 1/72 kit with Print Scale and home made decals..*



## Avro 1909 Triplane

This triplane was the first all-British aircraft. It was designed and built by A V Roe and first flown in 1909. In 1910 Roe, and his brother, Humphrey, founded the AV Roe Aircraft Company, later renamed Avro.

While working as a ships' engineer Alliott Verdon Roe became interested in flight after observing the soaring flight of albatrosses. He began by experimenting with model aeroplanes and made flight trials in 1907 and 1908 with a full-sized biplane.

In July 1908 Roe began designing his Roe I Triplane which has since become called the Avro Triplane. He began taxiing trials in April 1909 and after a more powerful engine was fitted, made a series of brief flights of around 13 meters, beginning on 5 June 1909. These

were claimed to be the first flights by an all-British aircraft. Roe constructed a second, slightly improved version which was shown at an Aero Meeting in Blackpool in October 1909 and it also made several short flights.

This model represents the second Avro Triplane in about September 1909.

**Data:** *Engine one JAP V-twin air cooled engine of 6.7kW. Wing span 6.1m. Length 7m. Gross weight 204 kg. Maximum speed 40km/h. Range 0.5km. Crew 1.*

*Renwal 1/72 kit.*



## Avro Tudor II

The Avro Tudor was a British long range airliner designed and built in the late 1940s. Due to its obsolete design, using the wings of Lincoln bombers, it did not perform well and was out-performed by American airlines of the time.

The Avro Tudor was planned to be Britain's long range airliner in the immediate post war period. It was based on the wings of the Avro Lincoln bomber with a new cylindrical fuselage to accommodate passengers. The first Tudor, a Tudor I, made its initial flight on 14 June 1945 by which time 20 had been ordered.

The need for a larger passenger capacity led to the Tudor II which first flew on 10 March 1946. Seventy-nine were ordered but poor performance and competition from American airliners such as the DC-4 and Constellation

meant only four were made. In all only 33 Tudors were made in seven versions.

This model represents VZ202 while conducting trials at Nairobi in the late 1940s.

**Data:** Long range airliner *Enginer* four Rolls Royce Merlin 6214 liquid-cooled piston engines of 1,301kW each. *Wing span* 36.58m. *Length* 32.182m. *Maximum take-off weight* 36,2904kg. *Maximum speed* 475km/h. *Range* 3,700km. *Payload* 60 passengers. *Crew* 5 flight crew and 1 cabin crew.

*Welsh Models 1/144 kit.*



## Beeson 410

The Beeson 410 was a spotter aircraft specifically designed in the mid 1930s to operate from the large French cruiser submarine *Surcouf*. Only three were made and two operated from that submarine before World War 2.

The Beeson 410 was a light spotter aircraft designed to operate from the submarine *Surcouf*, a cruiser submarine armed with two eight inch guns. It was the largest submarine built to that time. The aircraft was stored in a hanger on the upper hull and could be assembled in twenty minutes in open seas.

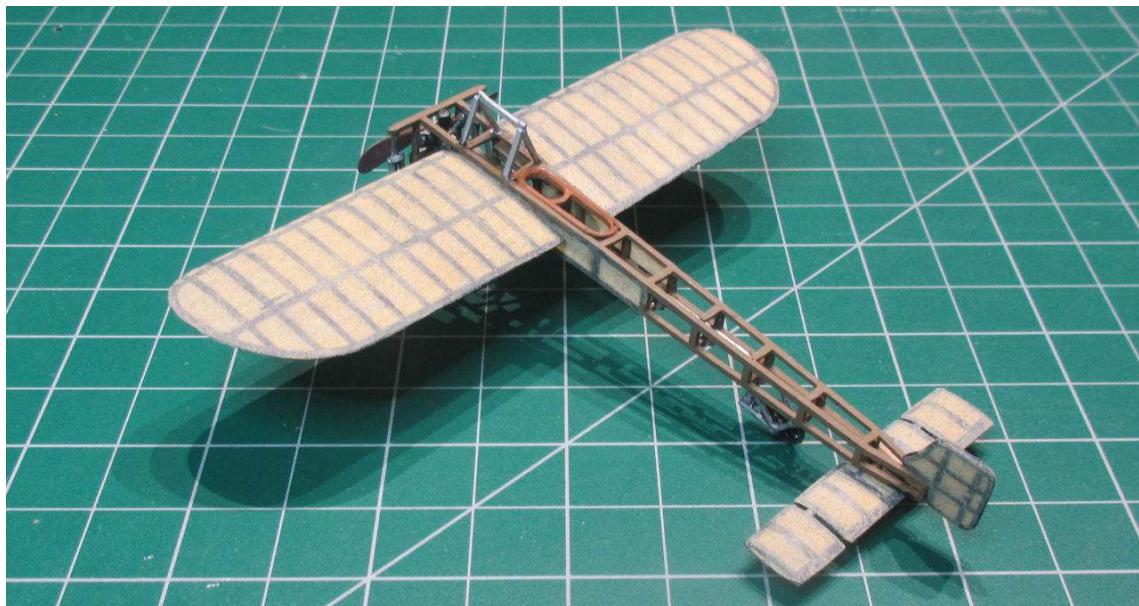
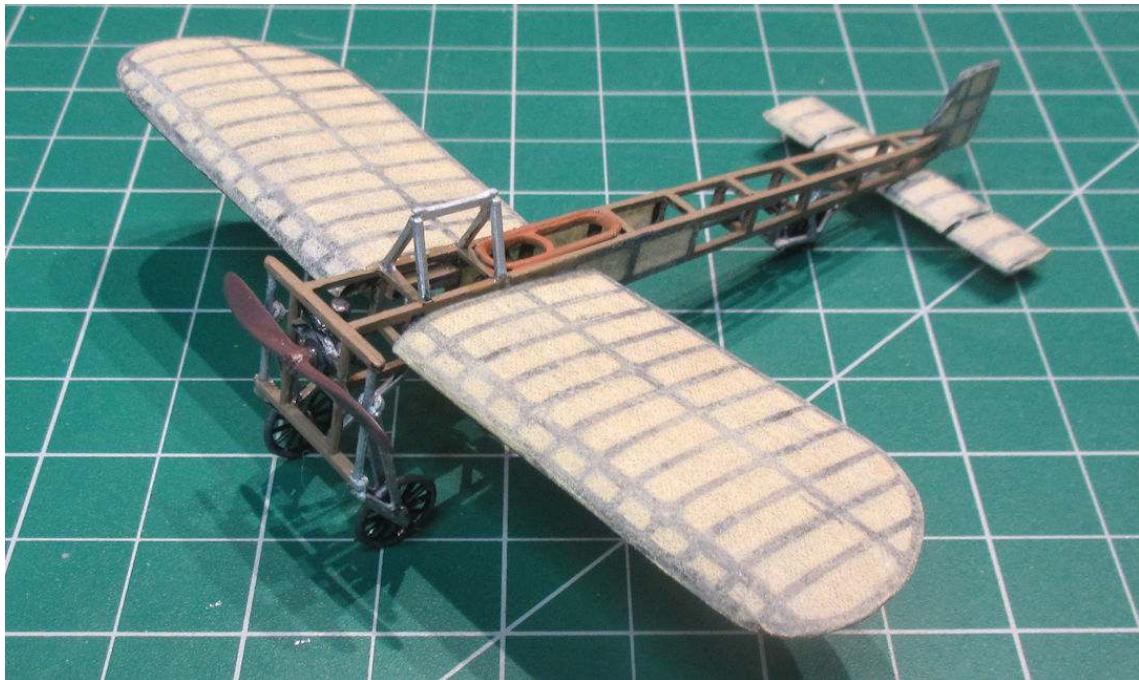
The prototype Beeson 410 made its first flight in June 1935 and the first of two production aircraft, Beeson 411s, was taken on board the *Surcouf*'s cruise to the Caribbean in September 1935. A second Beeson 411 was

completed and later also served on the *Surcouf*. During World War 2 one remained in France and the other went to Britain, but both had been destroyed by the end of the war.

This model represents the Beeson 410 in the late 1930s

**Data:** light spotter aircraft. *Engine* one Salmson 9Nd radial piston engine of 130kW. *Wing span* 12m. *Length* 8.25m. *Gross weight* 1,140kg. *Maximum Speed* 190km/h. *Range* 400km. *Crew* 2.

*Dujin* 1/72 kit with *Model Art* decals.



## Bleriot XI

The Bleriot XI was the most popular aircraft of the pioneering era of aviation. Louis Bleriot was the first to fly over the English Channel using one of these on 25 July 1909, making him and his aircraft instantly famous.

Louis Bleriot made the first flight in his XI on 23 January in 1909 and improved it until he was ready to make his attempt to fly across the English Channel in July that year.

That particular aircraft never flew again but after the successful flight there was great demand for Bleriot's aircraft and 103 had been ordered by September 1909. It was produced in a number of slightly different versions and with different engines and was used to carry out a number of first flights and establish several aviation records.

Production continued up until the outbreak of World War I and at the beginning of the war it was in service with twenty French, British and Italian squadrons, used mainly for training.

This model represents the first Bleriot XI which was flown by Louis Bleriot over the English Channel in 1909/

**Data:** Engine one Anzani 3 cylinder radial piston engine of 19kW. Wing span 7.79m. Length 7.62m. Empty weight 230kg. Maximum speed 75.6m/h.

*Renwal 1/72 kit.*

## Bleriot XI in 1/72 by Renwall

A couple of years ago I made a model of this aircraft using the old Frog 1/72 Bleriot XI that was first published in 1965 and republished by Eastern Express some time in this century. It is not a great kit, let's put it that way. The real problem is that these very early aircraft were very light and fragile looking and this is all but impossible to replicate in plastic. The result is not bad but only a caricature of what a real Bleriot looked like. So why make another one?



My real objective is to make a model of the Wright 1903 Flyer but Frog never made a kit of that. There are only two kits of this historically important aircraft in 1/72, one published by Renwall in 1964 and another published by Aircraft in Miniature some time in the past twenty years. It is an etched brass kit which might convey the fragility of the aircraft though, having seen a few replicas of the Flyer in museums recently, it doesn't look that fragile. However, soldering brass is not one of my skills so I'm really stuck with the Renwall kit.

I keep wondering when somebody out there is going to produce a 3D printed kit of the Flyer but nothing has appeared so far. Having got tired of waiting, and on the basis of the best way to ensure that somebody produces a better version of the kit you want to make is to start on the one you already have, I decided to start work on the Renwall kit.

Renwall made a total of six kits of the earliest aircraft. My memory is that they came out around the time of a movie featuring these aircraft called *Those Magnificent Men in Their Flying Machines* so this was a tie-in project. They come two to a box and the kit with the Wright Flyer also contains a kit of the Bleriot XI. They are simple kits with the gimmick that the wings are moulded with uncovered spars and struts that the modeller can cover with some tissue paper supplied in the kit. This is supposed to imitate the way in which the internal structure of the wings is sometimes visible through the thin canvas covering.

Since I've never tried this technique before I thought it best to try it out on the Bleriot before having a go at the Flyer. It turned out that the process is not too difficult and really only involves cutting out some of the tissue, holding it against the part to be given a skin and applying something like Tamiya Ultra Thin (SMS Extra Thin in this case) which then soaks through the paper, and attaches it to the part. Wait a little while for the glue to dry and there you have a part that is translucent, just as in the real thing.

The trouble is that the parts you can see are much too thick and the tissue paper does not look very much like canvas. I decided to try solving the second problem by applying a

wash of thinned AK 3G clear doped linen which is now available in a box of three different shades. I thinned the paint a lot so it didn't prevent the translucent effect but still looked more realistic. It was something of an improvement.

Assembling the rest of the kit is not very challenging. I hand painted all the exposed wooden parts with some old Humbrol wood colour to make the model look a little more realistic and the metal parts a few different metallic shades (not that you'd notice). Doing a little research on the interweb I found that there are quite a few photos of Bleriot's but they all appear to be either restored or replicas so I can't be sure whether some parts should be bare metal or painted black. There are also a couple of differences in features like the tail wheel and these are reflected in differences between the Eastern Express and Renwal kits. If nothing else, the Eastern Express offers a little of what might be called 'cockpit detail' but the Renwal kit offered nothing. Being unable to figure out what should go in there I decided to do nothing.

The result of my struggles with this kit is not very happy. The translucent effect is not worth the distraction of the ultra thick detail that is visible and makes the model look rather strange. In this I think the Eastern Express kit is better than the Renwal kit. There is not much that can be done about thinning all the kit parts to something approaching scale thickness because the model is already quite fragile enough.

Having experimented with the Bleriot kit I'm now ready to have a go at making the Flyer. One thing I won't be doing again is thinning down the paint so that you can see the insides of the wings. Better, I think, to apply a thicker coat of paint to hide the effect and preserve the illusion that there is something delicate going on inside those wings. We will see how that turns out.



## Boeing BBJ

The Boeing BBJ is a modified version of the commercial Boeing 737-700 airliner fitted out for corporate and government use. The Royal Australian Air Force has operated two BBJs since 2002.

The Boeing BBJ is a line of Boeing airliners converted for corporate use as large business jets. The first version of the BBJ was a modified Boeing 737-700 with increased fuel capacity and strengthened wings to improve its range. Since the first BBJ started flying in 1998 over 250 have been produced, ranging from this single aisle version up to converted Boeing 747s.

The Royal Australian Air Force acquired two Boeing BBJs in 2002. They carry Government officials and RAAF staff around

Australia and overseas.

This model represents A36-001 in service with No 34 Squadron, Royal Australian Air Forces, in 2014.

**Data:** special purpose transport. *Engines* two CFM International 56-7 engines of 117kN thrust each. *Wing span* 35.8m. *Length* 33.6m. *Maximum take-off weight* 77,565kg. *Maximum cruising speed* 850km/h. *Maximum range* 11,390km. *Capacity* 30 passengers. *Crew* 2 pilots and up to 4 crew attendants.

*Zvezda 1/144 kits with Hawkeye decals.*



## Bombardier Learjet 55

The Bombardier Learjet 55 was a business jet manufactured in the United States between 1981 and 1987. It was part of a range of Learjets that were manufactured between 1962 and 2022.

The name Learjet is associated with the first generations of jet powered business aircraft which began flying in the early 1960s. The company became a subsidiary of Bombardier Aerospace in 1990.

The Learjet 55 is an enlarged version of earlier Learjets. Construction began in April 1978 after extensive testing and designing of the wing and the Learjet 55 first flew on 19 April 1979. Production started in March 1981 and 147 of this model Learjet were delivered between then and 1987. Production of all

Learjets concluded in 2022 after 60 years in production with more than 3,000 delivered.

This model represents the Learjet 55, D-CONU, flying for the United Nations in May 2013.

**Data:** business jet. *Engines* two Garrett TFE31-3A turbojet engines of 16knN thrust each. *Wing span* 13.35m. *Length* 16.80m. *Maximum take-off weight* 9,752kg. *Maximum cruising speed* 744km/h. *Range* 4010km. *Typical payload* up to 10 passengers. *Crew* 2. *Amodel* 1/72 kit.



## Breguet 901S Mouette

The Breguet 901 was a high performance soaring aircraft manufactured in France in the 1950s. It won the World Championship in 1954 and 1956 and set many other records during this period.

The Breguet Aviation company had not built a glider before but after World War 2 the company found itself with many skilled woodworkers so it decided to build an aircraft to use their skills. The first venture was the Breguet 900 glider which set some French records but failed to impress at the World Championships in 1950 and 1952 because of its short wingspan. To overcome this a new version was designed, the Breguet 901 with longer wings. It made its first flight on 11 March 1954. That prototype won the World

Championship a few months later and the 901 also won the Championship in 1958. In all about 36 of these sailplanes were built in three similar versions between 1955-59. Ten of this 901S version

This model represents the Breguet 901 F-CCC in 1959.

**Data:** single seat competition sailplane.  
Wing span 17.32m. Length 7.57m. Gross weight 430kg. Never exceed speed 220km/h  
Crew one.

*Dujin1/72.*



## CAC CA-25 Winjeel

The Commonwealth Aircraft Corporation (CAC) CA-25 Winjeel (Young Eagle) was a training aircraft designed and built in Australia in the 1950s. They remained in use as trainers until 1975 and later in other roles.

The CAC Winjeel was designed to meet a RAAF requirement for a basic trainer. The first of two prototypes first flew in February 1951 and they began entering service in 1955. Sixty-two were manufactured, the final one in August 1957. They remained in service in the training role until 1975 when they were replaced by the PAC CT/4A.

After this a few were used in the Forward Air Control role when they were equipped with smoke bombs for target marking. They were retired from this role in 1994.

Subsequently a number were sold into private ownership and many remain on view in Australian aviation museums.

This model represents Winjeel A85-450 in use by No1 FTS at Point Cook in the 1960s

**Data:** Training aircraft. *Engines* one Pratt & Whitney R-985-AN-2 Wasp Junior nine-cylinder piston engine of 332kW. *Wing span* 11.77m. *Length* 8.55m. *Gross weight* 1,935kg. *Maximum speed* 229km/h. *Range* 900km. *Crew* 2 with provision for a third seat.

*High Planes* 1/72 kit.

## CAC CA-25 Winjeel in 1/72 by High Planes

There are only a handful of reasons why you would even think about making a model from this High Planes kit. You are dead keen to make all the aircraft flown by the RAAF and this is one that saw a lot of service as a trainer, and then in other roles, so you can't avoid it. Or, you want to make models from kits that were published in Australia, and High Planes definitely fits into that category. Perhaps you might also like a challenge in your modelling journey, and this kit will certainly give you that. Alternatively, you might just be a masochist. Or perhaps you are all of them.



As for me, I'm up for the occasional challenge, small ones anyhow. I'm also on a pilgrimage to make a lot of RAAF aircraft, mainly to fill out the Special Display of RAAF aircraft in The Little Aviation Museum. On the other hand, I am only a fan of High Planes to the extent that they are the only kit maker to offer kits of some RAAF aircraft and thus I have to take what I can get. When it comes to masochism, I'll let you be the judge on that.

It would be tempting to say that High Planes and Mach 2 kits are on a par but I've seen photos of the latest Mach 2 kits and the comparison could be unfair. On the other hand, despite the sense of dread that occasions the opening of the boxes from these two manufacturers, it might be more informative to look upon those contents as some kind of statement about the national characteristics of those companies. The French sense of post-structural exposition on what a plastic scale model kit should be in a real post-lunch (encore vin rouge si vous plait Jacques) analysis should be read in every part of a Mach 2 kit with its laissez-faire attitude to accuracy and ease of build. In a similar but more down to earth fashion the Australian ethos of 'she'll be right' and making do with what comes to hand rings true in a High Planes kit. If you can fix a ute broken down in the middle of the outback with only a hammer and length of barbed wire you will probably feel right at home with this High Planes kit.

There is something unnerving about a High Planes instruction sheet. It looks as though everything you need to know about assembling the kit is there but it is only when you start trying to relate what you've read (twice) to how the parts go together that you find there is some kind of void between what's in the instructions and what's in the kit. If my memory serves me right some High Planes kits bear the warning 'For Experienced Modellers Only'. This kit should but doesn't. I cannot imagine what somebody who has only experienced your

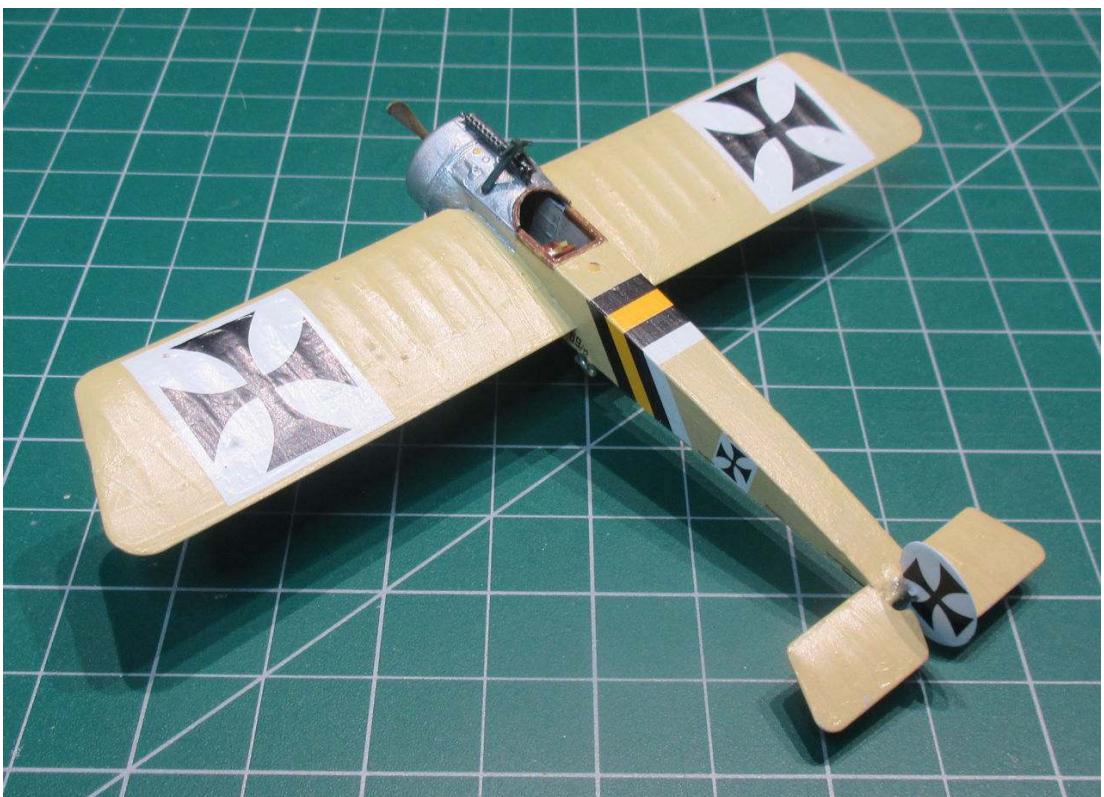
average Airfix or Hobby Boss kit would think if they tried to put this one together.

However, this is the third or fourth High Planes kit I've made recently so I only felt a slight level of anxiety and resignation to my fate as I started work on this model. The first and most important thing is to throw out the plastic blob that is supposed to be an engine, if for no other reason than the cooling slots on the back of the engine cowling allow you to see the back of the engine, and the kit engine doesn't have one. The engine is a Pratt & Whitney Wasp Junior and I managed to find a relatively inexpensive resin one from Metallic Details which did the job. It did, however, take about a month to get here during which time I tinkered with the rest of the kit.

The simple truth is that it would be best to scratch build a new cockpit with new seats, instrument panel and etc, but I decided to do it the hard way using the kit parts as much as possible. Just as well I'm not entering this model in any competition, isn't it? Doing this to any level of realism is not helped by the instructions and it would be best to find some decent pictures of Winjeel cockpits on the interweb. (Doing that exposes you to the danger that you are most likely looking at cockpits of restored and privately owned aircraft in which the owner has done goodness-knows-what to what was in the cockpit when the RAAF flew it.)

After that it's all fairly plain sailing. If you don't like vacformed canopies you're not going to be really happy with this one which is more challenging than most. However there are two of them in the kit so you can have two goes at it if you make a mess the first time. The decal sheet and colour instructions are more than adequate with some decent options. I originally planned to make A85-404 which had nice little blue stripes down the sides of the fuselage but the decals disintegrated after only a little pushing around so I made A85-450 instead. To ensure that those decals survived the application process I gave them a couple of coats of varnish to hold them together, and that worked well. The decal sheet has some stenciling which is not mentioned in the instructions so you will need to go back to photographic references again.

Overall, I am quite pleased with how my Winjeel looks, but I won't remember fondly the process of getting it to completion. Perhaps that's the point with both High Planes and Mach 2 kits, overcoming unimaginable challenges to reach a fairly happy place at the end of the process.



## Fokker E.II

The Fokker E.II Eindecker was the world's first true fighter aircraft. It was designed by Anthony Fokker for the German air forces and was the best fighter of the early World War 1 era between July 1915 and early 1916.

The Fokker E.II Eindecker (one wing) was the first true fighter aircraft designed to shoot down enemy aircraft. It was the first fighter to be equipped with synchronising gear which allowed it to shoot through the propeller without damaging it which made aiming much simpler.

Eindeckers began entering service in July 1915 and gave Germany a degree of superiority in the air which was later called the 'Fokker Scourge'. By early 1916 the Allies had created aircraft with better performance and for several

years biplanes and triplanes were more popular. A total of 416 Eindeckers were built of which 49 were the E.II version.

This model represents a Fokker E.VII flown by Kurt Alexander Otto Feodor of Feldfliegerabteilung (FFA) 53 in October 1915.

**Data:** Engine one Oberursel U.1 9 cylinder air-cooled rotary engine of 75kW. Wing span 9.7m. Length 7.2m. Gross weight 500kg. Maximum speed 140km/h. Armament one 7.92mm machine gun. Crew 1.  
Airfix 1/72 kit.

## Fokker E.II and Sopwith Pup in 1/72 by Airfix

Early World War 1 aircraft were slight and flimsy things which makes them a challenge to model, for me anyhow. In particular, the masking that is necessary to paint most military aircraft would lead to the destruction of these models, in my hands at least. I have made a handful of these models but the challenge of hand painting in lacquers makes it difficult and these days enamels in 'authentic' colours are hard to find.



Enter the range of AK 3G acrylic paints which are much more friendly to hand painting than my previous experience with acrylics. Enter also sets of colours for various shades of doped linen and Royal Flying Corps and Royal Naval Air Service colours. With them I was willing to give acrylics another go, and I was very pleased with the results.

Airfix first offered their kit of the Sopwith Pup in 1973, which makes it over fifty years old. The most recent reissue was in 2009 as part of a set of five kits in one box celebrating the centenary of the Royal Naval Air Service. The copy of this kit I happened to have in my Treasure dates from the 1990s and had a few flash problems, but not enough to create any serious problems during construction.

Airfix first offered their kit of the Fokker E.II Eindecker in 2016 with an E.III version in 2018 (which probably involved reducing the span of the kit's wings a little). Despite the about 40 year's difference between the Pup and Eindecker kits there is little difference between them in terms of quality and design. The Pup moulds were still in relatively good condition by the 1990s and the simplicity of both the Pup and the Eindecker meant there really wasn't much that could be done to make one kit more complicated than the other. The

only significant difference between the two was in the decal sheet with the more recent sheet including some stenciling that was not on the older sheet.

I made the Fokker first. It was not a difficult build with attention to getting the parts aligned properly because any inaccuracy in a kit of this size would be obvious in the completed model. My main worry was in damaging the fragile parts such as the undercarriage legs during construction. The only change I made was a little refining of the pilot's seat and including a lap seatbelt made from masking tape. A tiny amount of filler was needed along the seams from the fuselage halves, and that was it.

The AK 3G Clear Doped Linen set offers three similar shades and I chose the medium one for this model. Painting was simplicity itself, the paint being a little paste like but going onto the model smoothly and adhering beautifully. The paint was a little translucent so I applied two coats with no difficulty. Various dabs of other colours came from my extensive collection of old Humbrol, Revell and Tamiya enamels which had no argument at all with the AK 3G. That paint dried very smoothly but also very flat which is, from my examination of lots of photos of early aircraft, flatter than these aircraft appeared in reality. To overcome this I ordered in a bottle of AK's Matt Varnish which brushed on nicely but is, perhaps, a bit too glossy for my tastes. Finally I painted the nose in AK's Extreme Metal Aluminium and the little model was completed.

The Sopwith Pup was only a little more difficult to build. This was partly because it is a biplane, but the kit comes with a part that helps align the upper wing properly, and the struts between the fuselage and top wing on the port side were missing from the kit. However, it did not take long to fashion replacements from a piece of thin sprue.

The RAAF acquired a dozen Pups as part of its Imperial Gift of 100 aircraft from Britain in 1919. At first they were flown with their original RAF serial numbers but they were repainted with their RAAF A- numbers when the air force was created in 1921. None of them remained in service beyond 1925 so none had been repainted in aluminium doped fabric so I had needed some of AK 3G's PC10 paint to make one. The RAF and the RAAF used the same roundels but when I tried to use the first kit decal it shattered. Fortunately I had an after market decal sheet for RAF Pups which was adequate.

The difficulty came with the sheet of white A- numbers that were printed by Aussie Decals on white paper, which made them all but impossible to see. In addition, they were also very fragile and broke apart unless spoken to very kindly. Even then, a couple of coats of clear varnish were necessary to encourage them to stay in one piece. As a result the final appearance of the A-numbers on the completed model are less than optimal, but I had run out of bad language and patience when I got them applied as well as I could.

Again a selection of colours from old enamel paints finished off the wooden parts, I brushed on some more AK Matt Varnish and then completed the work with more Extreme Metal Aluminium around the nose.

The final touch was the little Vickers machine gun that was to go into the nose. Just as it was about to go into place it pinged from my tweezers and disappeared into somewhere in my room. There followed a period of Extreme Grumpiness as I searched all over, crawling around on the floor (which is not very dignified or easy to recover from at my age), banging my head on the bottom of my bench and muttering a series of foul oaths directed at the modelling gods. Eventually I gave up and resigned myself to seeing if the RAAF flew its Pups minus their machine guns. As I sat again to contemplate this possibility I spotted the little machine gun lying where it had dropped right in the middle of my bench, rather than disappearing off into the infinite as I had assumed. In the distance I could hear the modelling gods laughing, or was it just thunder.



## Handley Page Hampden B.I

The Handley Page Hampden was a medium bomber used by the Royal Air Force in the early years of World War 2. Known as the 'Flying Suitcase' because of its slab sided shape, it was retired from service in 1943.

The Handley Page Hampden was the third of three medium bombers designed and built in the United Kingdom in the period before World War 2. The prototype first flew on 21 June 1936 and they entered service with the Royal Air Force in 1938. Between 1936 and 1941 over 1,400 were manufactured.

They bore the brunt of early Bomber Command service and were the first bombers to attack German targets. They were withdrawn from that role in late 1942 and then used as a long range torpedo bomber into 1943.

This model represents JW-D of 44 Squadron, RAF, flying from Waddington in 1939.

**Data:** medium bomber. *Engines* two Bristol Pegasus XVIII air-cooled radio piston engines of 750kW each. *Wing span* 21.08m. *Length* 16.33m. *Maximum take-off weight* 10,206kg. *Maximum speed* 398km/h *Range* 2,700km. *Armament* four to six .303 machine guns, 1,800kg of bombs or one 457mm torpedo. *Crew* four.

*Valom 1/72 kit with Kits at War decals.*



## Handley Page HP.115

The Handley Page HP.115 was a British aircraft designed and built to test the handling characteristics of slender delta wings at low speeds. Its flights between 1961 and 1974 helped in the development of the Concorde airliner.

The Handley Page HP.115 was designed specifically to test the low-speed handling characteristics to be expected from the slender delta configuration anticipated for a future supersonic airliner. Planning began in 1956 and the sole aircraft of this type first flew on 17 August 1961. Its test program continued until February 1974 during which it accumulated roughly 500 flight hours. It proved to be a very capable aircraft in its role and provided substantial data on the characteristics of delta wings, particularly during the crucial phases of

takeoff and landing.. Later during the test program it was also used to study the acoustic properties of delta wings. It is now on display at the Fleet Air Arm Museum.

This model represents the Handley Page HP.115 in the early 1960s

**Data:** Experimental aircraft. Engine one Bristol Siddeley Viper BSV.9 turbojet engine of 8.5kN thrust. Wing span 6.25m. Length 15.34m. Gross weight: 2291kg. Maximum speed 399kmh. Crew1.

Anigrand 1:72 kit.



## Hawker Typhoon Ib

The Hawker Typhoon was a British fighter/bomber which saw service during World War 2. It was fast, strong and capable of carrying underwing weapons which made it a potent and important ground attack aircraft during the war.

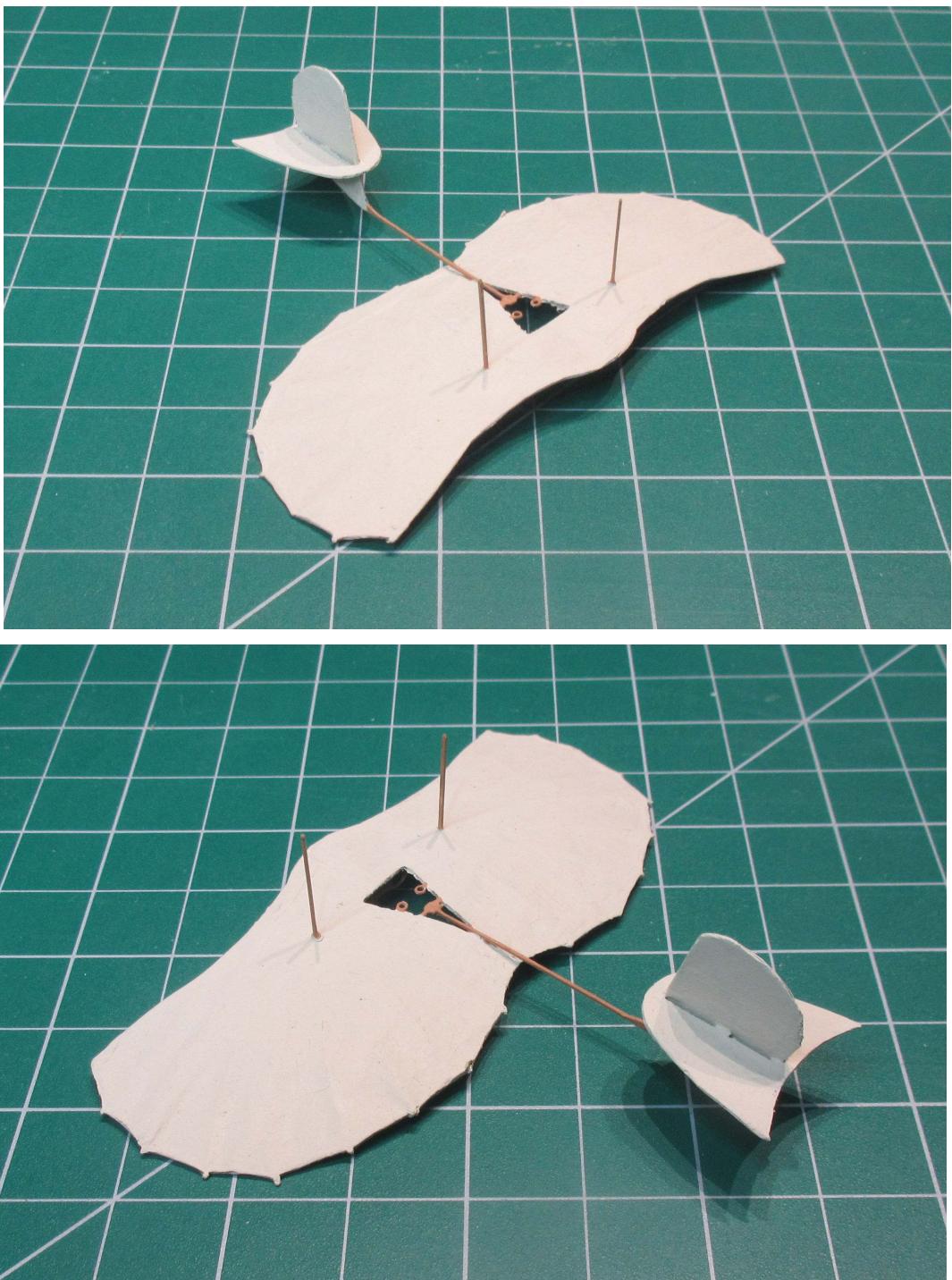
The Hawker Typhoon was designed by Hawker as a follow on fighter to their Hawker Hurricane. Preliminary designs began in July 1937, promising an aircraft stronger, faster and more capable than the Hurricane. The prototype first flew on 24 February 1940 but other war time priorities meant they did not enter service until September 1941. At first they were the only British fighter capable of intercepting the new German Fw190 fighter. Later they found their forte as ground attack aircraft armed with bombs and rockets and

played a significant part in the war in that role.

This model represents DP-S/SW493, a Typhoon flying with No193 Squadron, RAF, in August 1945.

**Data:** single seat fighter. *Engine* one Napier Sabre IIA 24 cylinder piston engine of 1630kW. *Wing span* 12.67m. *Length* 9.74m. *Maximum take-off weight* 6,010kg. *Maximum speed* 679km/h. *Range* 1,110km. *Armament* four 20mm cannon plus up to 450kg of bombs or rockets. *Crew* one.

*Academy 1/72 kit.*



## Lilienthal 1894 glider

Otto Lilienthal was one of the early experimenters whose work led to the successful conquest of the air. He made over 2000 glider flights between 1891 and 1896 and published his research to assist other experimenter.

Otto Lilienthal was a mechanical engineer. After he established his own machine shop, and following his return from the 1870 Franco-Prussian War, he became interested in flight and began conduction experiments into the forces operating on wings in streams of air. He accurately described the flight of birds and described the aerodynamics of their wings. From this work he published a series of article and conducted correspondence with other researchers around the world.

In 1891 Lilienthal began building gliders

based on the findings of his research. He made flights from an artificial hill he had built near Berlin and natural hills, launching from the top and gliding down, moving his body to control the glider. With the assistance of his brother, Gustav, he made over 2000 flights but died after a failed flight in 1896.

This model represent the glider that Lilienthal tested in 1894.

**Data:** Experimental glider. Wing span 5.31m. Length 8.7.92m.

Historic Wings 1/72 kit.



## Lockheed P-3C

The Lockheed P-3 Orion was an anti-submarine and maritime surveillance aircraft designed and built for the United States Navy. It was also put into service with many allied air forces including the Royal Australian Air Force.

When, in 1957, the US Navy called for a replacement for its Neptune anti-submarine aircraft Lockheed suggested a version of their new L-188 Electra turboprop airliner. For its new role the aircraft was modified with a shorter fuselage, a bomb bay, MAD boom tail extension and operational equipment in the large fuselage.

The first P-3 airframe flew on 19 August 1958 and fully equipped aircraft began entering service with the US Navy in April 1961. The Royal Australian Air Force took delivery of its

first P-3s in 1968.

This model represents a Lockheed P-3C in service with 10 Squadron, RAAF, in 1984.

**Data:** anti-submarine and maritime surveillance aircraft. *Engine* four Allison T-56-A-14 turboprop engines of 3,660kW each. *Wing span* 30.38m. *Length* 35.61m. *Maximum take-off weight* 61,235kg. *Maximum speed* 761 kmh. *Range* 2,491km. *Armament* up to 9,100kg of missiles, bombs, depth charges or torpedoes. *Crew* 11.

*LS 1/144 kit with Aussie Decals..*

## Lockheed P-3C in 1/144 by LS

I've been sitting on this kit since I bought it some time in the 1980s. Scalemates tells us that it was first published in 1983 and it was this boxing of that kit that I've had since I first saw it way back then. The kit is still available, having been reboxed since then by Arii and Micro Ace. This kit was published around the time that LS was making a range of very nicely moulded 1/144 kits of contemporary aircraft such as F-14s and F-15 so I didn't need much encouragement to buy it. One of the LS boxings dating from 1986 comes with RAAF markings but I haven't seen it and had to use the Aussie Decals set with has markings for a 11 Squadron P-3B and a 10 Squadron P-3C.



Not having looked in the box for a very long time, I was reminded of how nice made LS kits were. Many kits made in the past decade or so are better moulded with better detail, but this kit still stands up well against most 1/144 kits you will find today. In fact, this kit goes together so nicely that there is very little I can tell you about it. Don't forget to put a generous helping a weigh in the nose if you don't want this to be a tail sitter.

There are two challenges in completing this model. The first challenge is in the paint scheme. For this aircraft at the period of its operational life represented by the decals it was painted in the standard US Navy Light Gull Grey and White. However, it is worth looking at a few pictures of RAAF P-3s to work out exactly where the demarcation between the two colours is. Which I didn't do, at first. I claim that it was the instruction sheet of the decal set that led me astray, partly because it is wrong around the tail area and because it is indistinct when it comes to placing the demarcation line along the fuselage sides. I did not discover this until I was applying the decals and found that I could not place them properly according to where I'd made the line. As a result I had to repaint much of the fuselage when I'd figured out where the demarcation line should be, which rather spoiled the decals which I replaced out of my spares box.

Although there is nothing about deicing boots on this aircraft in the instructions they are fairly obvious in photographs. Strangely they are a sort of orangy-yellow colour rather than the traditional black so I mixed up a colour that seemed to match some of the photos though, of course, not all the pictures showed the same colours. When all the painting and decaling was done I applied a couple of coats of SMS Flat Clear.

The most difficult challenge is the propellers which are fragile but need some tidying and refinement to be useable. Almost inevitably one of the blades broke off during this process and was the devil to reattach without making the repairs too obvious. After that comes the fraught process of painting them with the red and white bands on the tips and the darkish grey and black bodies and spinners. All this had to be masked and decaled with my big fat fingers on tiny little parts that threatened to fall off if I looked at them wrong. My

heart was in my mouth every time I had to touch them and I was mightily relieved when they were finally stuck to the model without falling to bits.

I'm not real happy with the cockpit windows on this model. If I'd had any sense I'd have used decals instead of the clear parts - which is sort of a convention on most 1/144 models anyhow. I did look at using window decals from a Lockheed L.188 kit (since the P-3 was developed from the L.188 airliner) but the windows are a slightly different shape so that wasn't going to work. Instead, I masked the clear kit parts and used some thin white decal sheet to create the window panel lines, which looks fairly realistic. However, I don't know what I did that the inside of the windows appears frosted, but I guess that doesn't matter too much as I painted the cockpit matt black so there would be nothing to see anyhow.

The end result is a very plain looking aircraft model. Part of this is my skill and partly it is because the P-3 has the shape of an airliner but none of the gawdy livery that makes them look so interesting. Maybe it's time that I made some L.188 models as well.



## Lockheed SP-2H

The Lockheed SP-2H Neptune was a maritime patrol and anti-submarine aircraft designed and manufactured in the United States. They were very popular and used by many Western air forces including Australia.

The Lockheed Neptune was designed during World War 2 with the prototype flying on 17 May 1945. They were good and reliable and the last ones were withdrawn from military service in 1984 after 1,177 had been manufactured.

The RAAF took delivery of twelve early P-2E Neptune in 1951 and then another twelve improved SP-2Hs in 1962. They remained in service until 1977s.

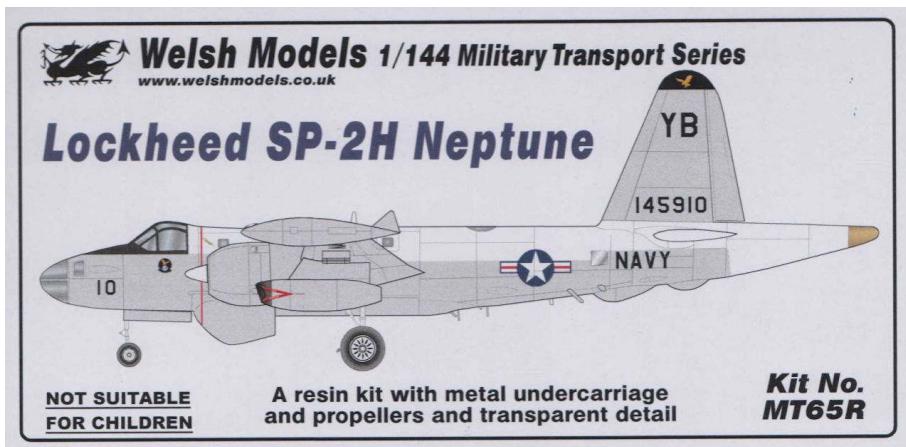
This model represents Neptune A89-270 serving with No 10 Squadron, Royal Australian Air Force, in 1972..

**Data:** Maritime patrol and anti-submarine aircraft. *Engine* two Wright F-3350-32W 18 cylinder air-cooled radial piston engines of 2,800kW each and two Westinghouse J34-WE-34 turbojet engines of 15kN each. *Wing span* 31.65m. *Length* 29.94m. *Maximum Take-off weight* 36,240kg. *Maximum speed* 548km/h. *Range* 3,471km. *Armament* up to 3,629kg of bombs, depth charges and torpedoes. *Crew* 7-9.

*Welsh Models* 1/144 kit with various decals.

## Lockheed SP-2H in 1/144 by Welsh Models

I like the kits that Welsh Models are making these days. They are relatively simple but accurate and honest resin kits of 1/144 aircraft that you won't find in the catalogues of other kit makers. They are not cheap but they fill niches that nobody else is filling. And for good reason too, they are aircraft that would be unprofitable for injection moulded kit companies to produce. If you are not experienced in making resin kits they might be a little challenging but, to an old hand, they almost make themselves.



A year or two back Welsh Models released kits of three sub-hunters in rapid succession, the Breguet Atlantique, the Lockheed SP-2H and the Boeing P-8. Nowadays there are kits of all these aircraft in 1/72 which would be most people's preferred scale - though the Hasegawa 1/72 SP-2H is not exactly new and the Revell 1/72 Atlantique is more likely to be found at swap-n-sells than in shops. However, all three build up into mighty large models which can be a significant disadvantage in many ways. So, these new Welsh Models kits which are in the much more acceptable (to me anyhow) 1/144 scale got me interested. At the same time as these three kits Welsh Models also published a 1/144 Avro Lincoln that had optional parts and decals for the RAAF long nosed maritime reconnaissance version, but you wouldn't really call it a sub-hunter. So I bought all four. My bank account was not happy but I sure was.

The Atlantique went together with no great difficulty. I would have liked a little bit more specificity about the colour schemes but perhaps Welsh Models likes to encourage us to do our own research. Anyhow, when it came to any points I was not sure on I got out my Revell 1/72 kit and used it as a guide. The finished model looks very nice and doesn't take up much room.

Next I started on the Neptune. This kit is the late version with the bubble canopy which I think gives it a modern look, obviously. To replicate this Welsh Models included a vacform canopy along with the nose blister but there is no cockpit interior. This might have presented a problem had I been a dedicated detailer, but I'm not so I just painted the area under the canopy matt black and it looks okay.

The major stumbling block with this model is that the starboard wing tip tank on the real thing is transparent at the front with what I assume to be a spotlight in it, whereas the kit just gives you a solid resin tank. I can't see why Welsh Models didn't do something about that with a nice little vacformed piece for the front of the tank, but they don't so that was the problem. Actually it was not a difficult problem to fix but it took my poor old brain about six months to figure out what the solution was, and about half an hour to do it when my brain

finally clicked into gear. It involved cutting of the tip of the drop tank, using it to mould a new tip in clear two part resin, a bit of sanding and polishing and six months of indecision was behind me.

The kit comes with decals for two US Navy aircraft but I could not resist the temptation to increase the degree of difficulty by making this model as a RAAF aircraft. The colour scheme on the RAAF aircraft was the same as for the US Navy aircraft, Light Gull Grey and Insignia White, which came from the excellent SMS lacquer range. The national decals came out of the spares box (the fuselage side ones are about 1mm wider than they should be, but let's pretend we didn't notice.) Fortunately all the other letters and numbers were black so I generated them on my computer using the Hawkeye 1/72 decal sheet for a RAAF Neptune as a guide.

I was worried that this model was going to be a tail sitter, and it certainly was during the whole construction process up until the point when I attached the white metal wheels and propellers. Even so, the balance is a bit precarious and it might have been an idea if I had drilled a hole in the nose and put some additional weight in there, as I had done with the Atlantique.

I may be biased but I think this is one of the nicest looking models I've made in a while. That is, I think, partly because it took me a long while to complete it and partly because the late model Neptune is such a good looking aircraft.



## Mauboussin 129

The Mauboussin 129 was the final version of a touring and training aircraft designed in France in the 1930s. It was a popular aircraft with aero clubs and private flyers and manufactured both before and after World War 2.

The Mauboussin 120 series was a development of an aircraft designed and built jointly by Louis Peyret and Pierre Mauboussin. After Peyret died in 1933 Mauboussin launched the 120 series. The first one flew in 1932 and they were sold mainly to aero clubs and private flyers.

A total of 116 Mauboussin 120 series aircraft were built. The most numerous was the 123 with a Salmson 9Aer engine with 65 being built. Around 20 different versions were made, with different engines, the final version being

the 129 with the Minie 4.DA 25 engine. Although production ceased during the war production resumed post-war and 23 were made for military and civil use.

The model represents a Mauboussin 129 in service with the Armee de l'Air in late 1944.

**Data:** Touring and training aircraft.  
Engines one Minie 4.DA 38 engine of 45kW.  
Length 6.8m. Wingspan 11.74m. Gross weight 609kg. Maximum speed 160km/h. Range 650km. Crew 2.  
*Duin 1:72 kit.*



## Miles M.2H Hawk Major

The Miles M.2H Hawk Major was a popular light aircraft made in Britain in the 1930s. It was designed to be relatively cheap and its speed, which was faster than contemporary biplanes, made it popular for private flying and air racing.

The Miles Hawk was the first production aircraft of the Miles company. The first one flew on 29 March 1933 and proved to be 50 miles an hour faster than similar contemporary biplanes so it was popular and 47 had sold within 15 months.

The Hawk Major version took advantage of the new inverted deHavilland Gipsy Major engine and first flew in 1934. They were also popular and were flown in many air races with 64 being built.

This kit represents Hawk Major A37-5 in

service with No 1 Elementary Flying Training School, RAAF, in early 1942. This aircraft was privately owned in Australia before World War 2, the owner donated it to the RAAF in February 1941 and it was returned to private ownership after the war.

**Data:** *Engines* one deHavilland Gipsy Major engine of 150kW. *Length* 7.32m. *Wingspan* 10.06m. *Gross weight* 816kg. *Maximum speed* 240km/h. *Range* 900km. *Crew* 2.

*Kovozavody Prostejov 1:72 kit.*



## North American F-107A

The North American F-107 was a development of the F-100 Super Saber. It was designed as a fighter-bomber capable of carrying a nuclear weapon. It was not put into production because the F-105 was chosen to fill that role instead.

In June 1953 North American began studying an advanced version of its existing F-100 Super Sabre. As design progressed it changed so much that it was redesignated the F-107. This new aircraft incorporated many innovations, the most notable being the variable geometry air intake mounted above the fuselage, made necessary by the USAF requirement that the aircraft mount a semi-buried atomic weapon under the fuselage.

Nine preproduction aircraft were ordered but only three were made after this aircraft lost

in a competition with the F-105 for production orders.

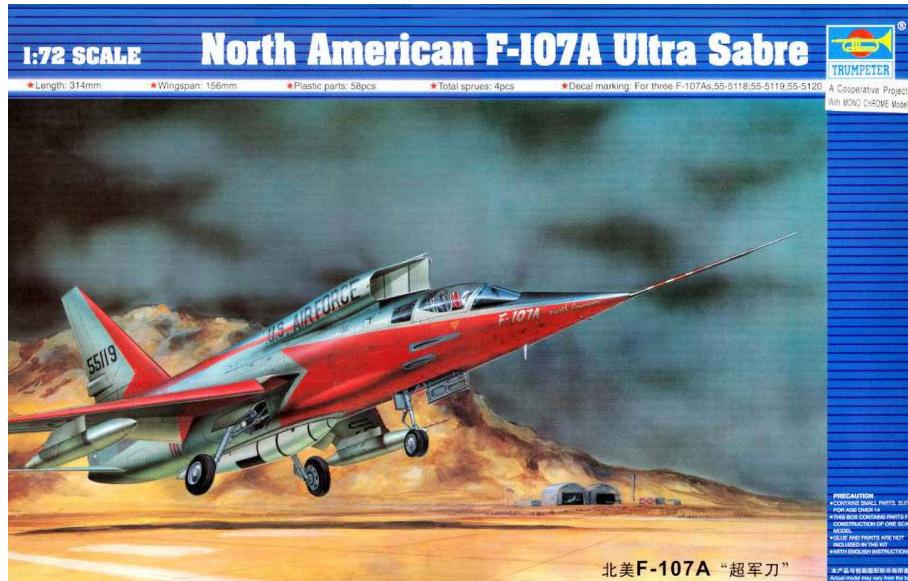
This model represents the first F-107A prototype in early 1957.

**Data:** single-seat fighter-bomber. *Engine* one Pratt & Whitney YJ75-P9 turbojet of 109kN thrust. *Wing span* 11.15m. *Length* 18.85m. *Maximum take-off weight* 18,841kg. *Maximum speed* 2,084km/h. *Range* 3,885km. *Armament* four 20mm cannon and up to 34,500kg of underwing stores.

*Trumpeter 1:72 kit.*

## North American F-107 in 1/72 by Trumpeter

Today the North American F-107 looks like a unique shape among aircraft while we are all familiar with the appearance of the Republic F-105. However, if things had gone a little differently it would have been the F-107 that looks commonplace and the F-105 the rarity. The competition between them was close run and the F-105 was selected as the USAF's strike fighter rather than the F-107, and while 833 F-105s were made, only three F-107s were.



Because of this there are numerous kits of the F-105 and only a handful of the F-107. The first was the Aurora kit in the 'box scale' of 1/114 that first appeared in 1958. As a youngster I made one of these and thought it looked fantastic, even if the kit was fairly primitive by the standards of those days. I have no idea where that model went and, even though I wanted to make a decent model of this aircraft, the best option for many years was an Airmodel vacform kit. I've made a couple of Airmodel kits and when I say primitive, I mean *primitive*. Then Trumpeter published this kit in 2002 and I bought a copy almost immediately.

I was keen to have a good model of the F-107 and started work on the kit almost as soon as it was in my hands, but did not finish it for another 22 years. One reason is that I forgot that I'd started it and put the parts back in the box. However, possibly the main reason is because it is a disappointing kit, even by Trumpeter's standards. It just doesn't feel as though it wants to be put together even though the parts look good on the sprue.

I discovered the reason for this when I looked for information about this kit on Scalemates. There I found that this kit originated with MonoChrome in 2001 and was then boxed and sent out under the Trumpeter label in 2002. Reviews of this kit that I've looked at more or less agree with me in saying that there are some serious problems with this kit but the completed model looks more like a F-107 than anything else and it is the only F-107 kit we are ever likely to see.

I felt that the experience of building this kit was probably best described as annoying. Parts should have been better than they were and nothing about it was quite right in an undefinable sort of way. The parts fitted but need some work, the shapes are close enough, but trying to improve them would mean almost starting again, scratch building in effect. This isn't helped by the instruction sheet which seems on the sketchy side - or maybe that it how

all Trumpeter instruction sheets were in 2002.

Then it comes time to paint the model. The instruction sheet is no help here, in fact the artistic shading on the grey scale instructions is positively misleading. Instead, finding some good photos on the interweb made the situation fairly clear. There were three F-107s, 55118, 55119 and 55120. Each one was painted slightly different with some variations in the markings. Although the decals sheet provided markings for all three the instructions say nothing about this so photos are necessary to work out which one is which. I decided to make the first prototype, 55118, but there seem to be differences between how this aircraft looked when it was flying and when it was later on display in a museum. I reckon the only way to be sure about what this aircraft looked like at what time would be to get into your time machine and go to look im person.

I was very happy with the appearance of the SMS Metallic Aluminum on the model and decided on Tamiya Italian Red (decanted from the rattle can) for the red. This is not quite right as many photos of the F-107 give the impression that the red should be a little bit browner than the Tamiya shade. Painting anything over an aluminum base is tricky so, after a couple of nights masking, I laid down a coat of white to help the red stand out a little. However this has shown through around the edges in places. If I was a more dedicated modeller I would have stripped the whole thing back and done it again, but it didn't seem worth the effort for this model which is already compromised in other important ways.

Despite all these problems, the red and silver paint scheme of the F-107, and its unusual shape, make it an interesting and attractive model. Making it was not an experience that I'd care to repeat but I'm glad that I did it because of its unique appearance, and because it fills another gap in my 'Century Series' collection.



## North American XF-108

The North American XF-108 was a proposed high performance aircraft designed in the 1950s to intercept Soviet supersonic bombers. It did not reach production because it was made redundant by intercontinental ballistic missiles.

In mid 1955 the United States Air Force issued a requirement for a high performance interceptor that could defend the US from Soviet supersonic bombers. North American was selected to build this aircraft and design work began in April 1957.

The proposed aircraft went through many modifications during its design as mission requirements changed and technologies improved. However, cost over runs and the development of Soviet intercontinental ballistic missiles led to cancellation of the project in

September 1959.

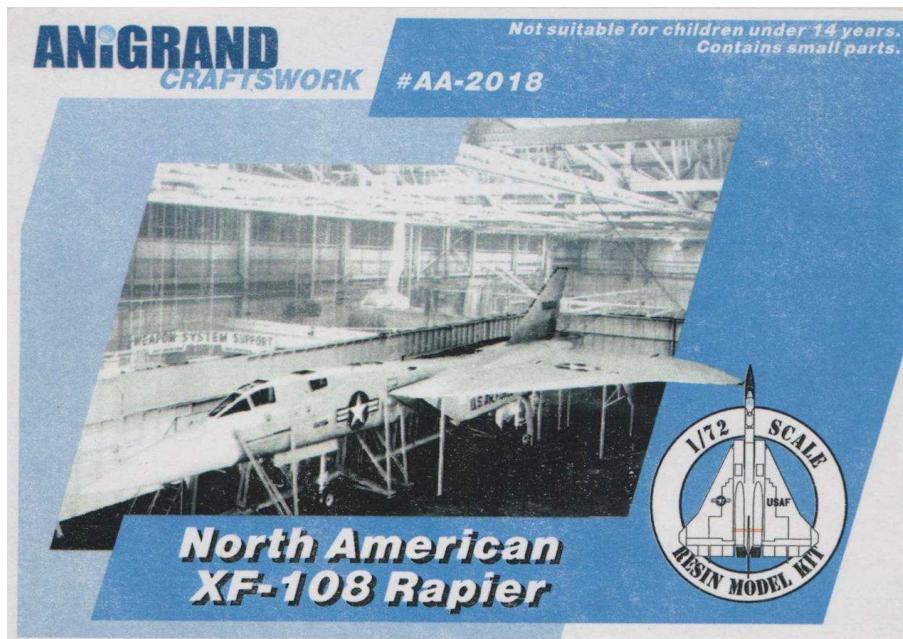
This model represents the XF-108 mockup in January 1959..

**Data:** proposed high speed interceptor. *Engines* two General Electric J93-GE-3AR turbojet engines of 93kN thrust dry and 130kN with afterburner. *Wing span* 17.5m. *Length* 27.2m. *Maximum take-off weight* 46,508kg. *Maximum speed* 3,190km/h. *Range* 1870km *Armament* 3 Hughes GAR-9A air-to-air missiles. *Crew* 2

.. *Anigrand* 1/72 kit..

## North American XF-108 in 1/72 by Anigrand

The XF-108 was the United States version of the Canadian Avro Arrow. It was designed as a high speed interceptor that would meet and destroy Russian bombers as they attacked the North American continent over the Arctic Ocean. The introduction of intercontinental ballistic missiles at the end of the 1950s reduced the bomber threat so both the Arrow and XF-108 were cancelled before they went into production. However, while prototypes of the Arrow flew the XF-108 reached only the mock-up stage before it too was cancelled.



Anigrand make kits of the three USAF's Century Series fighters that never made it beyond the mockup stage, the XF-103, XF-108 and XF-109. My experience with the XF-103 was far from pleasant and it was even worse with the XF-108. This is a truly dreadful kit and the only reason to attempt it is because one really wants to make all the Century Series fighters.

Whether because of poor design or production problems leading to warped parts, it would be almost impossible to find a part in this kit that fitted well, if at all. Take, for example, the fuselage halves and the air intakes, which are the major parts of the model. There are no locating pins and the mating surfaces were very rough so they had to be sanded flat, then the halves had to be forced together in places and then lined up so they made at least some semblance of having the same profile. I used five-minute epoxy for this task to give me some time to get everything as lined up as was possible with this kit but what it all looked like only foretold how much work lay ahead.

There were no locating tabs for the wings and tail so I had to make pins for them. Even so, the wings and fuselage needed some strong encouragement to line up in something like an agreeable and square situation. Then there were the cockpit canopies which almost seemed to be designed for a different kit. Fortunately, perhaps, they are relatively thick so, with the application of a lot of filler around them, I was able to sand the canopy and surrounds to something reasonably accurate. Unfortunately the resin used in the canopies refused to polish as normal plastic does and still looked dull after a couple of applications of gloss clear varnish.

Of course, the whole concept of accuracy when it comes to a model of a mock-up is problematic, but let's not worry about that. Being a mock-up there were no additional fiddly bits to worry about so, after joining all the major parts together it was a matter of filling, sanding and painting. With so many gaps and mismatched parts filling was the major occupation with this model and all the tricks were used - plastic shims, Tamiya's body putty, a couple of kinds of superglue, some Mr Surfacer and good old fashioned paint. On more than one occasion I was tempted to throw the whole mess into the bin but a search on the interweb assured me that the only option to make a 1/72 XF-108 was in my hands, so I persevered.

Then there was the problem of painting the rotten thing. Normally I have little or no problem with white but even primer refused to stick to the resin of this model and pooled rather than give a smooth finish. Eventually I found that Tamiya metallic lacquers like AS-12 adhered to the resin better than primer, but there was a lot of sanding and polishing before I achieved an even half way decent gloss white finish to what is an all-over white model.

Finally, the decals. One thing that can be said about Anigrand decals is that they are solid and dependable, but not terribly attractive. They went on with no difficulty and snuggled down nicely after a touch of Tamiya Mark Fit Strong. The cats made away with the ejector seat warning decals but there were plenty of them in the spares box.

In summary, this is a dreadful but unavoidable kit of what would have been a very impressive looking aircraft. I have the Anigrand kit of the XF-109 mock-up yet to make and, boyohboy, am I looking forward to the experience!



## Northrop X-4

The Northrop X-4 was a test aircraft manufactured in the United States in the 1940s to test the stability of tailless aircraft at high speeds. Two aircraft were manufactured and flown between 1948 and 1953.

The Northrop X-4 was designed to test theories about tailless aircraft. At the time some aerodynamicists believed that aircraft without tails would be more stable at supersonic speeds due to the effect of shock waves from the wings of aircraft on their tails. Two X-4s were manufactured by Northrop to test these ideas.

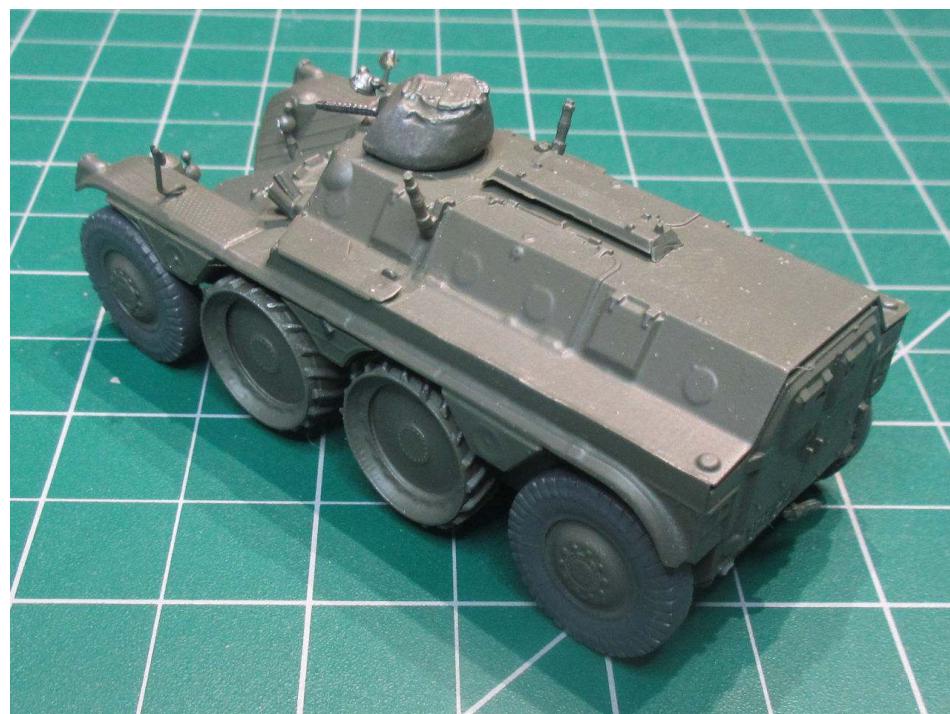
The first X-4 made its first flight on 15 December 1948 but was mechanically unreliable and made only ten flights. The second X-4 was more reliable and made test flights between August 1950 and September

1953. Among other things it proved that tailless aircraft were too unstable to fly successfully with the flight control systems of the time.

This model represents the second X-4 at Edwards Air Force base in early 1951.

**Data:** experimental aircraft. *Engine* two Westinghouse J30-WE-7 turbojet engines of 7.1kn thrust each. *Wing span* 8.18m. *Length* 7.09m. *Maximum take-off weight* 3,547kg. *Range* 680km. *Maximum speed* 1006km/h. *Flight crew* one.

*MPM* 1/72 kit.



## Panhard EBR-ETT

The Panhard EBR-ETT was an armoured personnel carrier developed in France during the 1950s. Though not used by France some were used by the Portuguese army into the 1970s.

The Panhard EBR-ETT (Engin de Transport de Troupe) was a personnel carrier developed for the French Army. It was based on the EBR-90 armoured car with the upper hull and turret replaced by a cabin for the driver, commander and 12 troops. The intention was to use them in conjunction with the army's reconnaissance units. Two prototypes were tested by the French army in 1956 and 1957 but it was not ordered because a tracked vehicle was preferred.

Later 28 of these vehicles were ordered by

Portugal for its army and were used in Portugal's colonial wars 7 in the early 1970s.

This model represents a Panhard EBR-ETT being tested by the French army in 1956.

**Data:** *Engine* one Panhard 12 cylinder engine of 200hp. *Hull width* 2.42m. *Hull length* 6.15m. *Height* 2.24m. *Combat weight* 13 tonnes. *Maximum speed* 105km/h. *Operational range* 380km. *Armament* one 7.5mm machine guns. *Crew* 14 (driver, commander, 12 troops).

*Ace 1/72 kit.*



## Pfalz D.IIIa

The Pfalz D.IIIa was a German fighter used during World War 1. It employed a plywood construction which was light and strong but it was still inferior to other German fighters and not used in front line service for very long.

Prior to World War 1 Pfalz Flugzeugwerke made Morane Saulnier monoplanes under licence and then Roland fighters. In late 1916 work began on an original fighter which emerged as the Pfalz D.III. Like the Roland fighters it had a moulded plywood fuselage for low weight and strength but it had several faults which made it unpopular with pilots.

Although considered inferior to contemporary Albatros and Fokker fighters it was put into production. An improved version, the D.IIIa, resolved some problems and about

1010 of these fighters were made. They began entering service in August 1917 but had been mainly relegated to advanced training schools with only 100 remaining in front line service by the end of the war.

**Data:** single seat fighter. *Engine* one Mercedes D.IIIa 6 cylinder in-line engine of 130kW. *Wing span* 9.4m. *Length* 6.95m. *Gross weight* 933kg. *Maximum speed* 165km/h. *Armament* two 7.92 LMG 08/15 machine guns. *Crew* 1.

*Roden 1/72 kit.*



## Renard R.38

The Renard R.38 was the final version of the R.36 fighter that was developed in Belgium before World War 2. Only the prototype was completed before the war started and it was soon reduced to scrap by the Germans.

The Renard R.38 was the final version of the Renard R.36 that was designed for the Belgian Air Force in the mid 1930s. The R.36 was powered by the 680kW Hispano Suiza 12Ycrs engine and first flew in November 1937. Forty were ordered but production was cancelled after the prototype crashed.

The Renard R.38 was of similar design but fitted with the 770kW Rolls Royce Merlin II engine which increased its speed by about 40kmh. The prototype R.38 first flew on 4 August 1939 and gave good results. Testing

was still taking place when German forces occupied Belgium so it was flown to France where it was scrapped after the German occupation there.

This model represents the only Renard R.38 in August 1939.

Data: *Engine* one Rolls-Royce Merlin II engine of 770kW. *Wing span* 11.64m. *Length* 8.80m. *Take-off weight* 26004kg. *Maximum speed* 545km/h. *Range* 1340km. *Armament* four 7.7mm or 13.2mm machine guns. *Crew* 1.

*Dujin 1/72 kit.*



## Republic F-105D

The Republic F-105 Thunderchief was a fighter bomber designed in the United States in the 1950s. As a conventional bomber it played a major role during the early years of the Vietnam War..

The Republic F-105 Thunderchief was designed as a high speed, low altitude strike fighter armed with an atomic weapon in its internal bomb bay. Design began in 1951, the prototype first flew on 27 May 1955 and they began entering service in 1958. The improved F-105D version began entering service in late 1960. However, in the early 1960s its role was changed to conventional bombing in which it could carry a bombload greater than most American World War 2 bombers.

This model represents a F-105D, 62-4408,

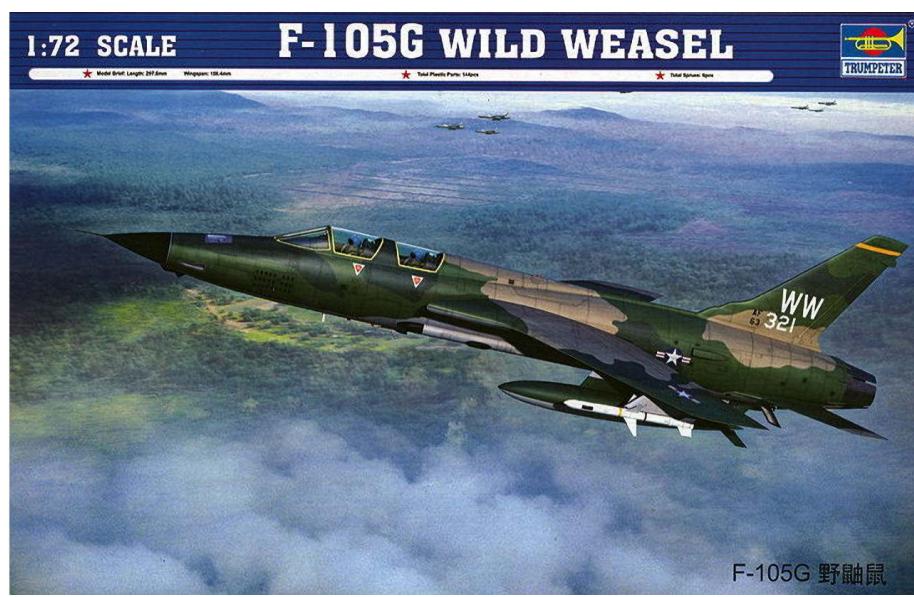
of the 561<sup>st</sup> TFS/23rd TFW based at Takhli RTAFB in Thailand in May 1965.

**Data:** single seat fighter-bomber. *Engine* one Pratt & Whitney J75-P-19W turbojet engine of 64kN thrust and 117.88kN with afterburner. *Wing span* 10.65m. *Length* 19.63m. *Maximum take-off weight* 23,967kg. *Maximum speed* 2,240km/h. *Range* 1,252km. *Armament* one 20mm M61A1 cannon and up to 6,400kg of rockets, missiles and/or bombs. *Crew* 1.

*Trumpeter* 1/72 kit with *Print Scale* decals.

## Two Republic F-105s in 1/72 by Trumpeter.

Some time back I felt the urge to make a model of the Republic F-105 and found that I had in my Treasure the Hasegawa kit of the F-105D and the Airfix/MPC F-105G. I got them out, opened the boxes and looked inside. I then put the lids back on the boxes and looked on the interweb to see if there was anything better. The best option seemed to be the Trumpeter kit which comes in both the F-105D and F-105G versions. I found both on a relatively cheap website, along with 3D printed nose cones and turned metal pitot probes, so I ordered them and they arrived a little later. They are certainly an improvement on the ancient kits I already had.



Since I make a lot of old and resin kits I had sorta forgotten what it is like to make a model more or less straight out of the box with no fit or startling accuracy problems. The parts were all nicely moulded, the surface detail was pretty good and the detail like the cockpit and undercarriage was more than acceptable for a 1/72 kit. I did a touch of research about the ejector seats and decided to use the kit ones which are adequate, but the model

might have looked a bit better with aftermarket ones.

I discovered that I already had after market decals for both models. To add a bit of difference between the two models I decided to make the single seater in the earlier metallic painted scheme and the two seater in the later SE Asian scheme. Looking closely at the decals for the two seater I discovered that there were also decals for a wrap-around camouflage scheme for the F-105Gs in service with the Air National Guard late in their career. With sharks mouths too, and who can resist that.

Construction? It's hardly worth mentioning. Everything fits where it supposed to with no problems and the minimum of fuss

Painting the F-105D was fairly simple, all over SMS Metallic Aluminum and Drab Olive. Getting a reasonable shade for exhausts caused a bit of head scratching but came out okay.

I lacked paint for the SE Asia scheme and decided to experiment with the AK 3G paint that I'm finding so good for hand painting World War 1 aircraft. This turned out to be a mistake because the pasty nature of the paint makes it more difficult to achieve the silky smooth finish that I managed to get on smaller aircraft. The real problem was that my hand painting skills and the paint were not up to the fiddly camouflage of the SE Asian scheme so I gave up on that after a few goes. Next I tried bluetac for the demarcation between colours but it refused to stick to the base colour, as did masking tape, so I was reduced to using maskol, which is never as good as I would like. If I'd known this was going to happen I would have started off with lacquers and got a much better result. Add to that the blobby nature of the matt varnish that I covered the whole model with, which was far too glossy for the scale. As a result, the model looked very ordinary, if you know what I mean.

I happened to be in Melbourne to lunch with some friends and dropped into Hearn's Hobbies to see what they had. Having no idea about acrylic rattle-can matt varnishes I ask somebody behind the counter. They looked unsure but eventually found a can of Mr Hobby water based matt topcoat. This is somewhat alarming to apply because it first appears like white froth on the model but soon dries clear and matt, taking longer than I am used to with lacquers. The end result is adequate. It is probably just as well that the F-105G model is fully camouflaged so that most of the poor finish is hidden from obvious view. This is another of my 12 foot models. In other words, it looks okay if you don't look very closely.



## Republic F-105G

The Republic F-105G was a special version of the earlier F-105 fighter-bomber. It was specially equipped to suppress enemy air defences and saw significant use from 1966 during the Vietnam War.

The Republic F-105G was a version of the F-105 created specially for the 'Suppression of Enemy Air Defenses (SEAD)' role during the Vietnam War. It was based on the two seat tactical trainer F-105F version and were fitted with a wide range of electronic equipment for electronic countermeasure and for radar homing and jamming operations. The first of these aircraft began operations in 1966 and a total of 61 F-105Fs were converted to the full F-105G standard.

This model represents a F-105G, 63-8316 of

the Georgia Air National Guard in 1982.

**Data:** twin seat air defense suppression aircraft. *Engine* one Pratt & Whitney J75-P-19W turbojet engine of 64kN thrust and 117.88kN with afterburner. *Wing span* 10.65m. *Length* 20.42m. *Maximum take-off weight* 24,757kg. *Maximum speed* 2,230km/h. *Range* 1,252km. *Armament* one 20mm M61A1 cannon and up to 6,400kg of rockets, missiles and/or bombs. *Crew* 2.

*Trumpeter 1/72 kit with Caracal Models decals.*



## Ryan STM-2

The Ryan STM-2 was a military version of the Ryan Sport Trainer that was developed in the 1930s. A number arrived in Australia early in the Pacific War where they were used as trainers by the Royal Australian Air Force.

Ryan began development of its ST (Sport Trainer) in 1933 and the first one flew on 8 June 1934. A military version, which was virtually identical to the civil version called the STM, was produced in 1937. A version with a wider cockpit to accommodate military pilots wearing parachutes was soon developed and called the STM-2. Over 1,500 of all versions of the Ryan ST were manufactured.

In 1940 the Dutch government ordered 48 STM-2s for the Netherlands East Indies Air Force and they were delivered, beginning later that year. With the Japanese invasion of south

east Asia the 34 that remained in service were shipped to Australia where they entered service with the Royal Australian Air Force. A number survived the war and became popular in civil sports flying here.

This model represents Ryan STM-2 A50-2 flying with 3CF, RAAF, in late 1942.

**Data:** Training and sport aircraft. *Engine* one Menasco C4 four cylinder air cooled in line engine of 93kW. *Wing span* 9.12m. *Length* 6.53m. *Gross weight* 714kg. *Maximum speed* 240km/h. *Range* 560km. *Crew* 2.

MPM 1/72 kit.



## Short Belfast

The Short Belfast was a long range heavy lift cargo aircraft designed and built in Northern Ireland. They served with Britain's Royal Air Force for about a decade before being withdrawn from service due to changed defence policy.

The Short Belfast was designed to meet a Royal Air Force requirement for a long range heavy strategic transport aircraft. Design began in 1957, conceived at first as a militarised Bristol Britannia with a wider fuselage, it quickly evolved into a quite different aircraft. The prototype first flew on 5 January 1964 and entered service in January 1966. Only 10 were made.

They were a capable aircraft but changed RAF operational planning saw them taken out of service in 1976. Five were sold to private

companies for civil air transport services

This model represents XR370 in service with No 53 Squadron, Royal Air Force, in the late 1960s.

**Data:** Heavy freight aircraft. *Engines* four Rolls Royce Tyne Mk.101 turboprop engines of 4,270 kW each. *Wing span* 48.40m. *Length* 41.580m. *Maximum take-off weight* 104,326kg. *Maximum speed* 567km/h. *Range* 3,928km. *Payload* 35,380 kg of freight or up to 250 troops. *Crew* 5.

*Anigrand 1/144 kit.*

## Short Belfast in 1/144 by Anigrand

If you thought the Lockheed Hercules was big, you haven't seen a Short Belfast. It was ordered in the late 1950s to give the Royal Air Force a heavy-lift long range strategic aircraft capable of reaching the far outposts of the British Commonwealth. Sadly for the Belfast, that Commonwealth was shrinking so the aircraft's capabilities were no longer required and it remained in service for only ten years and only ten were made.



I had two kits of this aircraft in 1/144 scale, the venerable Welsh Models vacform kit and the not quite so venerable Anigrand kit. At first it seemed to me that the vacform kit might be the easier one to make, or perhaps a combination of parts from both kits. However, it soon became clear to me that, despite the problems with the Anigrand kit, it was preferable to the Welsh Models kit. If Welsh Models ever offer a vacform and resin kit to their current day standards it would almost certainly be the superior option, but I'm not holding my breath.

A couple of things had put me off the Anigrand kit. The most important was that it seemed that the kit designer got confused about the scale they were working in so the cockpit interior seemed to be designed to 1/72 scale with parts far too large for such a relatively small kit and had also made some of the windows to the same scale. The scale of the cockpit interior was not a problem because the resin windows were so thin that you could barely see through them, but the size of the windows was more worrying. More worrying again was perhaps the mental state of the designer who must have known that he had got it wrong, or the mentality of the seller who must have known the glaring faults of the kit.

However, if you want to make a model of a Short Belfast, and who wouldn't, this is what you have to work with. Making it is not a terribly challenging even though the parts fit is far from superlative, but that's what filler and sanding sticks are for. I solved the problem of the oversized portholes by showing pieces of large sprue into them, filling the extra space around them with superglue and filler and then drilling holes to the right size in the middle of the plugs. Making this model is not a terribly challenging even though the parts fit is far from superlative, but that's what filler and sanding sticks are for.

One problem I couldn't solve was that of the main undercarriage. The main



undercarriage legs are probably the right length but they need to be little longer so the wheels sit clear of the lower fuselage. I didn't want to lengthen them to solve that problem because that would make the Belfast look uncharacteristic sitting on the ground and I couldn't see how to make them fit better without major surgery. It might have been possible if I had some detailed drawings or photos showing how they should fit, but since I couldn't find anything helpful I decided not to make things worse than they already were.

Next came the problem of painting. The Anigrand kit simply said that the grey on the lower fuselage and wings should be 'light grey'. The question then was, which 'light grey'. First I tried looking at photos of the aircraft I found on the interweb but that was hopeless because they all looked slightly different. Next I tried finding the information in charts and tables of modelling colours on Google. There's vast amounts of literature about World War 2 Luftwaffe colours but about RAF Transport Command in the 1970s, nothing! After some time hunting around on the interweb I recalled that I had photocopied an article about paint colours from an ancient issue of *Scale Models International* and, when I found that, I discovered that the appropriate colour for a Belfast in that period was RAF Light Aircraft Grey. Fortunately I had a bottle of that on hand so on it went.

White was the usual trial by ordeal but that turned out okay, the decals went on well with few of the usual problems, and then a coat of SMS Flat Clear varnish finished it off.

The final trial came with the propellers. They are fragile little things and six of the blades had already broken off by the time I opened the box. They were so fine that I feared I would not be able to reattach them again but with a little 5 minute epoxy, my handy little PropMaster tool and lots of patience they all ended up where they were supposed to go, more or less. The red and white bands on the propeller tips was not easy and involved a lot of handling so another of the propeller blades fell off while I was doing that painting.

The end result of all this struggle is a reasonable replica of a Belfast. They say that what counts in life is the journey rather than the destination. I beg to differ. Even though this was not a fun kit to build I liked the look of it once it was completed. I wouldn't want to have to do it again.



## Sopwith Camel 2F.1

The Sopwith Camel was one of the most famous aircraft of World War 1. It helped win air superiority over German fighters after it entered service in mid 1917 but had been outclassed by new German fighters a year later.

The Sopwith Camel was developed during 1916 when new German fighters proved superior to the Sopwith Pup fighter. The prototype first flew on 22 December 1916 and they began entering service in June 1917. Inexperienced pilots found the Camel difficult to fly but it was highly effective in the hands of an experienced pilot due to its manoeuvrability. About 5,490 Camels were built.

The 2F.1 version was made specially for the Royal Naval Air Service and began entering

service in early 1918. It was fitted with a Lewis gun so it could attack Zeppelins.

This model represents Sopwith Camel 2F.1 N7149 of the Royal Naval Air Service flying at the Turnhouse Naval School in 1918.

**Data.** *Engines* one Bently BR.1 nine cylinder rotary engine of 110kW. *Wing span* 8.53m. *Length* 5.72m. *Gross weight* 659kg. *Maximum speed* 182km/h. *Range* 480km. *Armament* one 7.7mm Vickers machine gun and one 7.7mm Lewis gun. *Crew* 1.

*Roden 1/72 kit.*

## Sopwith Camel 2F.1 in 1/72 by Roden

Having made the old Airfix Sopwith Pup last month and used some new AK 3G British World War 1 PC-10 paint on it I thought I'd like to see how the PC-12 paint from the same period looked in comparison. The difference between them is probably that the Royal Flying Corps and Royal Air Force used PC-10 and the Royal Naval Air Service used PC-12.



If you look on the internet you will find a lot of debate about the actual shades of these two PCs (Protective Coats). This is the kind of thing that people like to debate endlessly and get quite worked up about. However, historically speaking, we can never be certain and anybody making a statement about something in the past has to work out what they think is correct and then work on the assumption that they are right. In this case I gave up worrying about this when AK released a little box which offered paints for two versions of PC-10 and one of PC12. I'm assuming that the guys at AK have put more work into researching World War 1 colours than I would, so that's the end of the historical argument for me.

Since I'd used the AK 3G PC-10 on the Sopwith Pup I needed something to use the PC-12 on, and the only RNAS kit I had was the Sopwith Camel 2F.1. This Camel was a version of the Camel made for the RNAS with a different engine and a Lewis gun in place of one of the Vickers machine guns of the RFC Sopwith Camel F.1s because the Lewis gun fired incendiaries to attack Zeppelins.

The Roden kit includes parts for a standard Camel F.1 as well as parts for the 2F.1 which includes a new engine and cowling and the Lewis gun and its mount for the top wing. It also has decals for four RNAS aircraft. This kit was first produced in 2005, was a pretty good kit and is still pretty good by modern day standards. The parts fit is good, the mouldings are nice and crisp and the plastic is good to work with. The cockpit might need a little work but you can hardly see it hiding under the top wing, so that is not a serious problem.

As with the Sopwith Pup, I painted this model using the AK 3G acrylic paint. This is partly because this range is the only good source of World War 1 colours and because, which I prefer lacquers, painting fragile World War 1 aircraft and masking in 1/72 is bound to cause problems. So with these new paints I get 'authentic' colours and the ability to hand paint them using this paint. I'm beginning to figure out how to use this paint but the results on this

model are still somewhat blobby in parts - something which experience should improve.

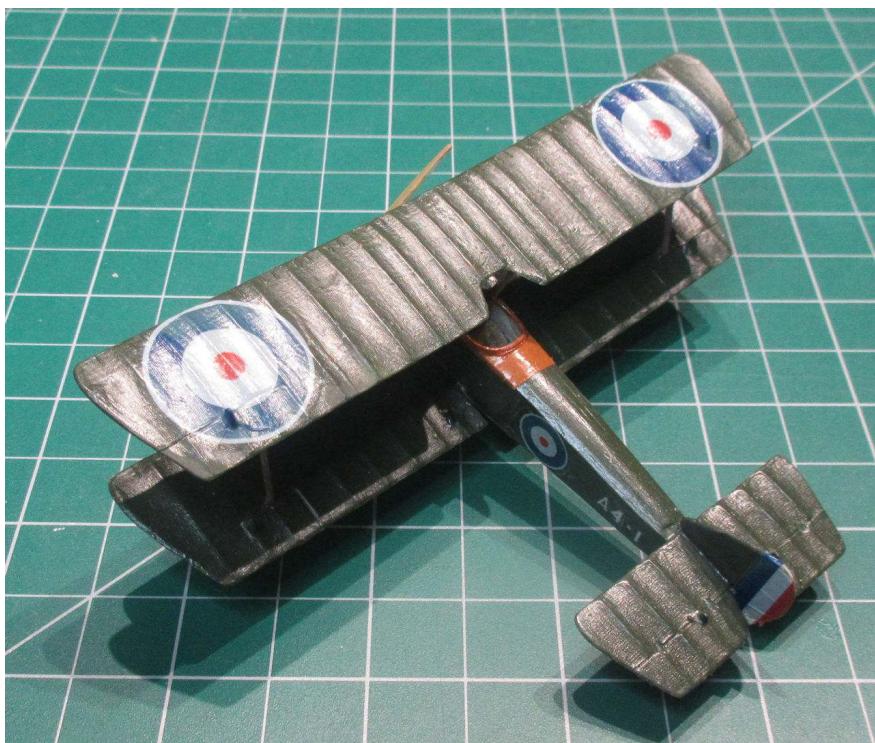
For this model I also treated myself to a set of AK's 3G 'Old and Weathered Wood, Vol.1'. Previously I've used my supply of old Humbrol enamel paints but I decided that modern times suggest modern products. They went on okay but again it's a matter of getting the technique right.

I had forgotten how dreadful Roden decals are until I tried to use them. My troubles making the Roden Fokker DVIII some years back came to mind as soon as I poked at one of spare decals I tried first, to test just in case. I only tried to move it on the decal paper and it disintegrated. Two coats of Aqua Gloss later and the decals held together when they were applied, however the decals are still very brittle, and with the two coats of varnish on top, show little inclination to adhere to the model's surface or then conform to shape. The solution was almost raw aquadhere for the adhesion and oceans of Tamiya Mark Fit Strong for the conformation. It turned out alright in the end, but not without a lot of effort and patience.

Finally I painted on a coat of AK's matt varnish, which is still rather glossy to my eye, and the job was almost done. While attaching the final parts such as the wheels, tail skid and machine guns I found that the mount for the Lewis gun had gone missing. This is a tiny little thing made from four tiny parts which I had been rather proud of getting together properly, and now it was gone. Some research showed me what it looked like so I scratch built a replacement part which really doesn't look too much like the original. Still, it held the Lewis gun in more or less the right position and, lacking any indication of what colour the mount should be, painted it black so you can't see that it really doesn't look as it should.

I'd recommend the Roden kit over earlier kits of the Camel, and there have been enough of them. However, the decals are horrendous to use even if they look okay once you've bullied them into cooperating.

Placing models of the Pup and Camel next to each other shows a couple of things. One is that PC10 and PC12 are similar but the former looks greener and the latter browner. The Pup also looks bigger than the Camel which is partly because, although they have very similar wingspans, the Pup is longer and has a larger wing area. The Camel was only a little bit faster than the Pup but otherwise it's performance was much better, which is what an engine which is much more powerful (97kw as against 60kw) gives an aircraft.



## Sopwith Pup

The Sopwith Pup was a fighter designed and built in Britain during World War 1. It was very successful due to its agility when first introduced to service. A dozen served with the Royal Australian Air Force immediately after the war.

The Sopwith Pup was a version of earlier Sopwith aircraft but larger and more powerful. The prototype made its first flight on 9 February 1916 and ordered by both the Royal Naval Air Service and the Royal Flying Corps. They were introduced into service in October and quickly proved superior to existing German fighters due to their agility and rate of climb. By early 1917 they lost that advantage as new German fighters arrived but remained in service as trainers and for home defence for the rest of the war. A dozen were given to Australia

and flew with the Australian air force until the last ones were withdrawn from service in 1925.

This model represents Sopwith Pup A4-1 in service with the RAAF in about 1922.

**Data.** *Engines* one Le Rhone 9C nine cylinder air-cooled rotary engine of 60kW. *Wing span* 8.08m. *Length* 5.89m. *Gross weight* 556kg. *Maximum speed* 180km/h. *Range* 542km. *Armament* one 7.7mm Vickers machine gun. *Crew* 1.

*Airfix 1/72 kit with Blue Rider and Aussie Decals decals.*



## SZD-16 Gil

The SZD-16 Gil (Bullfinch) was a glider designed in Poland in the 1950s. It was planned that this glider would replace earlier intermediate training gliders but its performance did not meet expectations so it was not put into production.

The Szybowcowy Zaklad Doswiadczeniowy (Glider Experimental Works) as it was renamed in 1948, was established after World War 2 to rebuild gliding in Poland. It became the main Polish centre of designing gliders, which were next produced by the SZD workshop or, in conditions of a centrally planned state economy, by other state-owned workshops and factories.

Work on the SZD-16 began in 1955 to create a new intermediate training glider to replace earlier gliders. It was designed for

simplicity of operation, good piloting properties and low production costs but its gliding performance was not as expected of it did not enter production. Instead, SZD focussed on design and production of its SZD-15 glider.

This model represents the sole SZD-16 glider in about 1958.

**Data:** training glider. *Wing span 13.5m. Length 6.85m. Empty weight 181kg. Maximum weight 250kg. Maximum speed 200kmh. Crew 1. PZW 1:72 kit.*



## Travel Air Type R 'Mystery Ship'

The Travel Air Type R was a purpose built racing aircraft that was designed and flown in the United States from 1929. With its thin monoplane wing and streamlined shape it set new trends in aircraft design.

The Travel Air Type R was called the 'Mystery Ship' because it was built in great secrecy and only unveiled just prior to the 1929 Cleveland Air Races. It was the first successful civilian air racing aircraft to be flown in the United States, outperforming all military aircraft of the time for speed. Its only purpose was to win air races.

Five Type R aircraft were manufactured. They could be fitted with longer or shorter wings and more powerful engines depending on the race they were competing in. They were

flew by some of the most notable flyers of the day including Jimmy Doolittle, won many races and set many records.

This kit represents NR614K in 1929, the first 'Mystery Ship' to be built. It was destroyed in a fire before the Thompson Trophy race in 1931

**Data:** Engine one Wright J-6-9 radial engine of 224kW. Length 6.15m. Wingspan 8.43m. Gross weight 1,940kg. Maximum speed 394km/h. Crew 1.

Dekno 1:72 kit.



## Tupolev Tu-114

The Tupolev Tu-114 was a large and fast turboprop airliner built in the Soviet Union. It was flown by Aeroflot between 1961 and 1977 on Russia's longrange international air routes before being replaced by pure jet airliners.

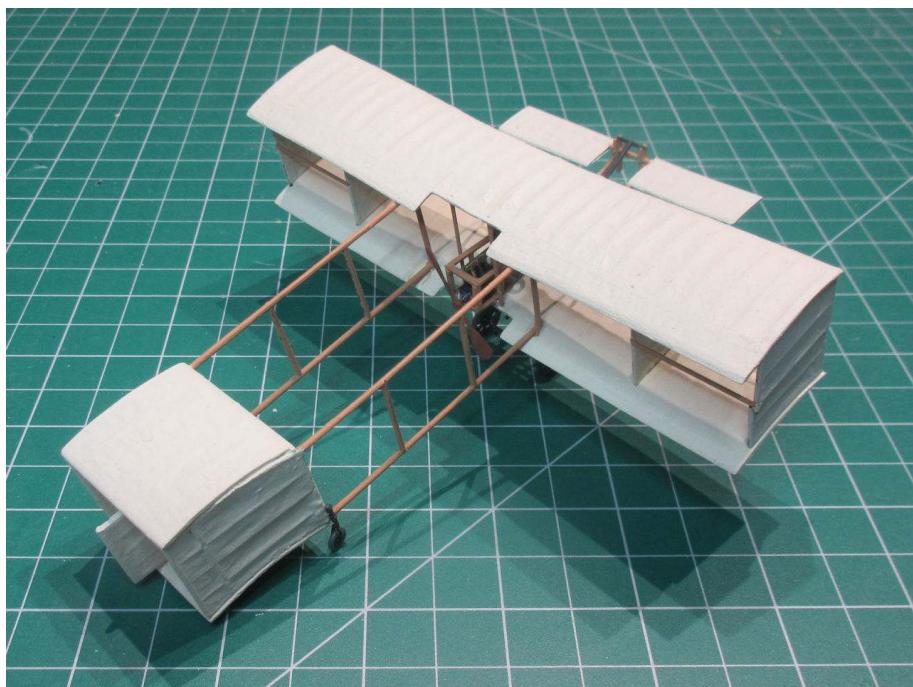
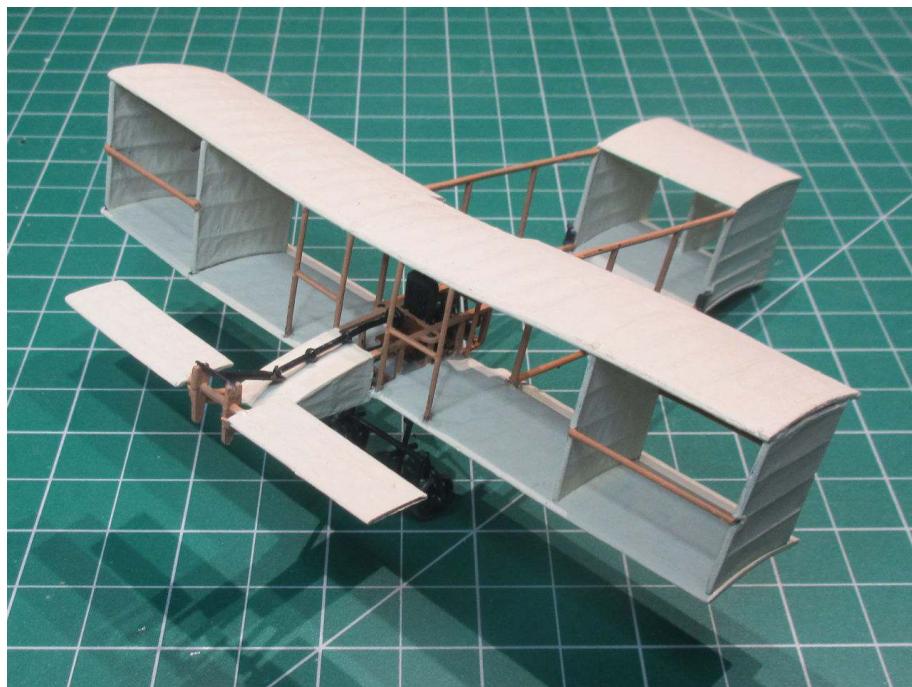
The Tupolev Tu-114 was designed and built in the Soviet Union in response to a requirement for a fast long range airliner issued in 1955. It was based on the Tu-95 strategic bomber and used its wings with a new large pressurised fuselage. The prototype first flew in November 1957 and they began entering service in 1961. Only 32 were made and used exclusively by the Russian airline Aeroflot.

They were first used on Aeroflot's international routes until replaced by the Ilyushin Il-62, but continued on domestic

services until 1977. A few were subsequently flown by the Russian Air Force until 1991.

This model represents Tu-114 CCCP-76464 which was on display at Moscow's Domodedovo Airport until 2005.

**Data:** long range airliner *Engines* four Kuznetsov NK-12MV turboprop engines of 11,022kW each. *Wing span* 51.1m. *Length* 54.1m. *Maximum takeoff weight* 171,000kg. *Cruising speed* 770km/h. *Range* 8,950km. *Payload* up to 220 passengers. *Crew* 5 or 6. *RusAir1/144 kit.*



## Voisin 1908 biplane

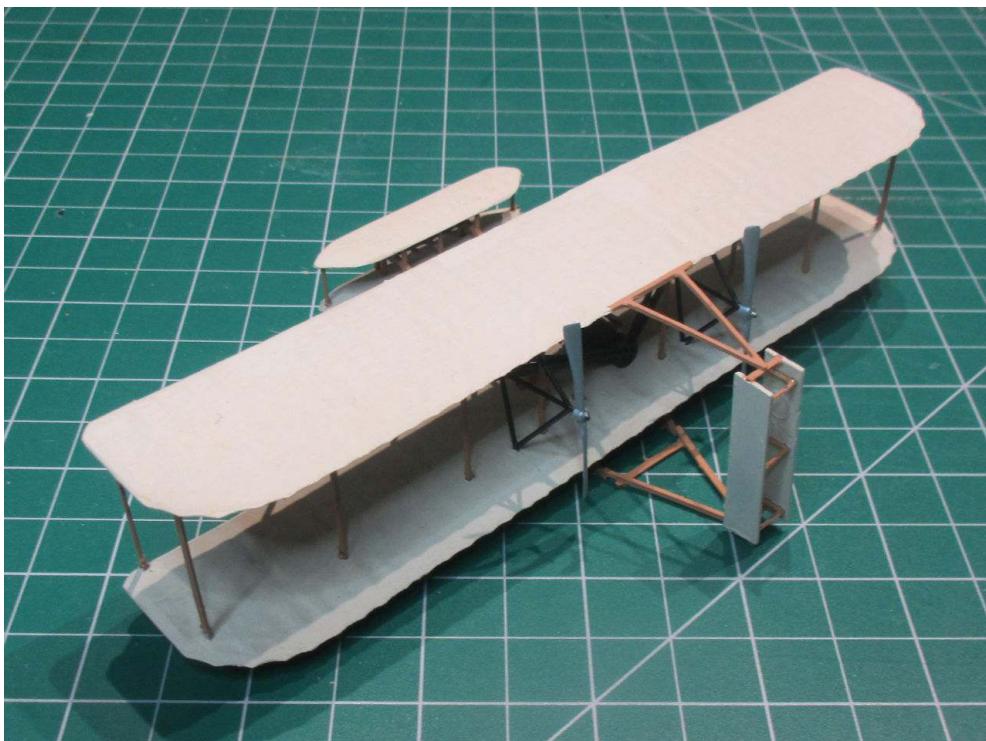
The Voisin biplane was the world's first successful aeroplane which made many record setting flights in Europe in 1908 and 1909. It was difficult to fly but made first flights in several continents including Australia.

The Voisin brothers, Gabriel and Charles, completed their first aeroplane in March 1907 but it did not fly because its engine was not powerful enough. Their first successful aeroplane was made for Henry Farman and made its first flight on 30 September 1907.

Early Voisin biplanes were difficult to fly because they lacked the lateral stability of the Wright Brothers' aircraft because European aeroplane makers did not understand its importance until Wilbur Wright demonstrated a Flyer in France in August 1908.

Voisin biplanes were the most successful aircraft of their time and between 40 and 60 were made. Each one was made to the buyer's specifications so there were variations in their details. A Voisin was the first aircraft to be flown successfully in Australia by Harry Houdini and they also made the first flights in Africa and South America.

**Data:** Engine one Antoinette V8 water cooled engine of 37kW. Wing span 10.8m. Length 13.45m. Empty weight 320kg..  
Renwal 1/72 kit.



## Wright 1903 Flyer

The Wright 1903 Flyer was the world's first aircraft to make controlled flights by a heavier-than-air flying machine. It was made by the Wright Brothers, Orville and Wilbur, who made four short flights on it on 17 December 1903.

The Wright brothers were among a number of experimenters attempting to make the first controlled flight of a heavier-than-air aircraft. After extensive experimentation they developed a simple glider that they flew successfully in 1902. They then worked on an engine to power their aircraft which they made themselves.

In December 1903 they were ready, and, after an earlier unsuccessful attempt, they made four flights of a total distance of 411 meters on 17 December 1903. Later in the day the aircraft was caught by a wind gust, severely damaged

and never flew again.

Despite controversy and counter claims in following years these four flights by this aircraft are now considered to be the beginning of the world's aviation industry.

This model represents the only Wright 1903 Flyer as it appeared on 17 December 1903.

**Data:** Engine one Wright straight-4 cylinder water cooled engine of 8.9kW. Wing span 12.29m. Length 6.43m. Empty weight 274kg. Maximum speed 26km/h.

Renwal 1/72 kit.

## Wright 1903 Flyer in 1/72 by Renwal

I've written before about how nice it would be to have a good 1/72 kit of the 1903 Flyer. It is probably the most famous single aeroplane in the world, having been the first to fly properly. Admitted, it didn't fly far and it's total flight time is less than two minutes, but it was the beginning of a whole new industry that changed the shape of the world.



And yet I know of only two kits of this important aeroplane, the 1964 Renwal injection moulded kit and the Aerobase/Aircraft in Miniature etched brass kit which was released some time in the early 2000s. Neither kit is ideal. For a start both offer a skeleton kit with the wings uncovered so you can see the fine details of the spars and struts. The etched kit is better at this but some of the other detail is a little primitive in comparison to the plastic kit. On the other hand most of the parts in the plastic kit are thick and over scale. If you cover the wings with tissue paper supplied in both kits this covers up the overscale problems of the Renwal kit but hides the fragile detail in the etched kit.

After dithering for years, and having had a go at the 1909 Bleriot kit that comes in the same box as the Flyer I decided it was now-or-never when it came to the Flyer. It looks fragile with all those tiny struts and other bits, but more sturdy than the etched kit which involves bending parts and gluing or soldering them. I was nervous enough at making the plastic kit without damaging or destroying any of the parts so I did not want to tempt fate with the etched parts kit.

The main part of the Flyer is its two large wings, the rest of the aeroplane are the small wooden parts that link the two wings and control surfaces with something to land and take off from. Covering the wings with the tissue paper is not too difficult and involves cutting parts from the tissue paper slightly larger than the wings and gluing them to the wings using ultra-thin SMS or Tamiya glue which soaks through the paper and slightly melts the plastic and wing. As the glue dries it also tightens up the tissue giving the same look as fabric on real aircraft look after it has been doped. All that needs to be done then is trim the edges of the tissue and attempt to smooth them into the plastic.

Since the result is more or less transparent you can see the over-thick ribs in the wings so I decided to use some of the AK 3G paint from their Doped Linen set to hide the ribs and make the wings look more realistic. This turned out to work beautifully but this is also where I made the BIG MISTAKE. The wings are moulded with built-in holes for all the struts and other details to slot into easily. You can see them clearly through the tissue after the ultra-

thin glue has been applied but they become invisible once the coat of paint has been applied so I had no idea where the plethora of struts and other bits were supposed to go in the lower and upper wings. I could only find them - most of them anyhow - by prodding at the wings where I thought the holes should be with a sharp craft knife blade. I got it right most of the time, but not always. I then had to fill all the little knife pricks left over from this exercise, which was less than enjoyable work.

Next came the process of attaching to two wings using the plethora of little, thin and fragile struts and propeller shaft mounts. The kit instructions are not really helpful so I found some photos of the restored Flyer and used them as a guide where the kits instructions were only mystifying.

Attaching the top wings in any biplane can be the most stressful part of the build, and this was doubly so with this model. To make it a little easier I made a jig so at least the wings would be square and the bottom wing held in place while I battled with getting the upper wing with the most inboard struts and propeller shaft mounted in place along the rear spar before then fitting the struts to the front spar. This took a lot of struggling and my store of swear words to get done satisfactorily. After that had set overnight I then installed all the other struts working out from the center and praying none of them would break as I had to bend them slightly to pop them into their appropriate upper and lower holes.

Assembling the front elevator was a nightmare with the kit instructions confusing rather than clarifying how the parts fitted. Here again photos of the original Flyer helped a lot but also showed me that Renwal had simplified the whole control mechanism a great deal, knowledge that I chose to ignore as being far too difficult to replicate in 1/72. Getting this part of the aeroplane attached to the wings was another trial by ordeal but finally it was achieved reasonably well. The only bit of scratch building was to replace the pilot figure with the little cradle he lay on to move his hips right or left to control the wing warping. Again the photos of the real aeroplane helped with shape and location.

I hand painted the whole model in AK 3G paints, AK1008 Grimy Grey for the wings, AK1119 Cork from the AK Old & Weathered Wool Vol 1 set (though perhaps AK 1115 Earth might have been an alternative) for the wooden parts and other bits and pieces from my collection of enamel paints.

I'm more relieved than happy about completing this model. It could be better in many ways but it is such a fragile little thing that I was fearful of breaking it every time I picked it up and so I preferred to leave it as it is rather than add a little more detail (like rigging) or tidy up some loose ends as I might normally do. The main thing for me is that now I have a reasonable model in 1/72 of the Wright 1903 Flyer and I am content with that.