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ASIAN AIR ARMS NEWSLETTER 6

September 2018

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"Asian Air Arms SIG", a Special Interest Group of IPMS (UK)

ASIAN AIR
ARMS



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Asian OV-10s



www.asianairarms.com

asianairarms1@outlook.com



BRONCO (Continued)

PHILIPPINES

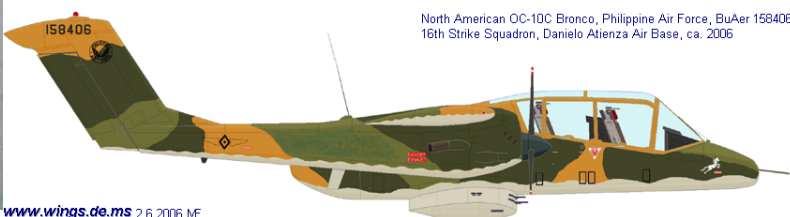
The Philippine Air Force (PAF) received 24 OV-10As from U.S. stocks in 1991, replacing AT-28Ds in the COIN role. These were later followed by a further nine from the United States and, in 2003-2004, by a further eight OV-10Cs from surplus Thai Air Force stocks. The OV-10s are operated by the 16th Attack Squadron and 25th Composite Attack Squadron of the 15th Strike Wing, based in Sangley Point, Cavite. The PAF flies Broncos on search-and-rescue forest protection, rainmaking missions and surveillance over the Spratly Islands chain. They've been repeatedly used in air strikes against Moro Islamic Liberation Front positions during ongoing fighting in 2011. Philippine Air Force OV-10s have reportedly been modified in order to employ smart bombs, and a four-bladed version - OV-10M - was developed by Marsh Aviation to accommodate bigger engines with larger fibreglass props. It was also equipped with square chaff dispensers midway down the booms, and with new wiring and strengthened wings. Engine instrumentation was changed from round dials to tape readouts. In 2015, 8 OV-10A/AM/C aircraft were reportedly still in service.



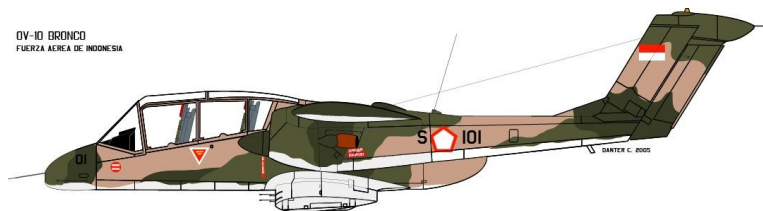
North American OC-10C Bronco, Philippine Air Force, BuAer 158406, 16th Strike Squadron, Danielo Atienza Air Base, ca. 2006



www.wings.de.ms 2.6.2006 MF



OV-10 BRONCO
FUERZA AEREA DE INDONESIA



INDONESIA

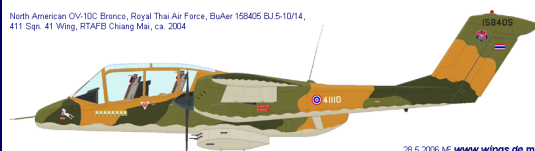
In the 1970s Indonesia purchased 12 (some say 16) OV-10Fs, that were factory conversions from OV-10As. They were based in East Java and were used during the invasion of East Timor, then later in COIN operations in West Papua. Their .308 in (7.62mm) machine guns were replaced with .50 in (12.7mm) M2 Brownings. Due to US restrictions on the supply of ordnance, the bomb racks were later modified to carry Russian bombs. They have now all been grounded.



THAILAND

Two batches (each of 16) of new-build OV-10Cs were delivered to Thailand from the USA. The first (delivered in June 1971) were assigned Thai numbers of 1/2513, 2/2513 and 3/2514-16/2514, and the second, (delivered between 1973 and 1974) were assigned Thai numbers 17/16 to 32/16. They were put into service for COIN operations, and one report says that they were even operated for a short time in the air defence role. When withdrawn from service, most were sold to the Philippines, whilst two can be found in Thai museums.

North American OV-10C Bronco, Royal Thai Air Force, BuAer 158405 BJ 5-10/14, 411 Sqn, 41 Wing, RTAFB Chiang Mai, ca. 2004



28.5.2006 MF www.wings.de.ms

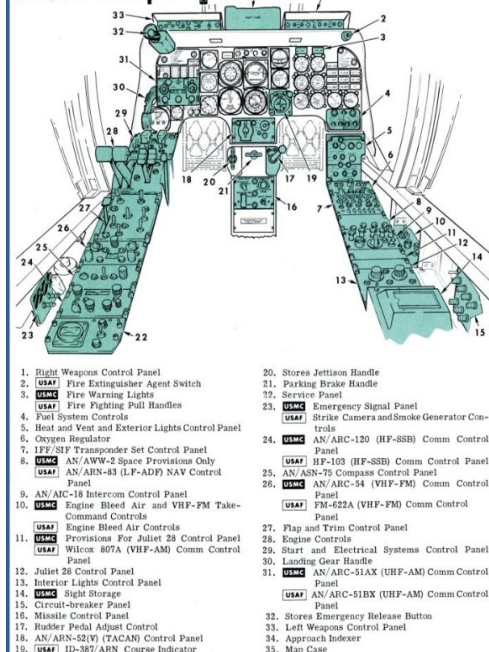
North American OV-10C Bronco, Royal Thai Air Force, BuAer 158402 BJ 5-7/14, 411 Sqn, 41 Wing, RTAFB Chiang Mai, ca. 2000



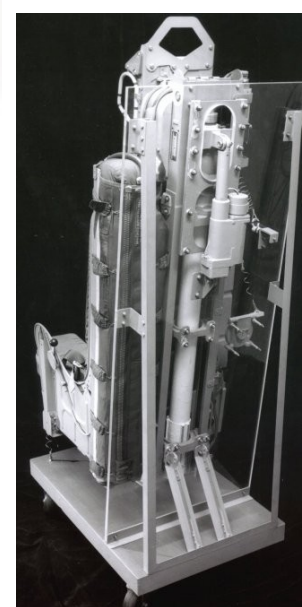
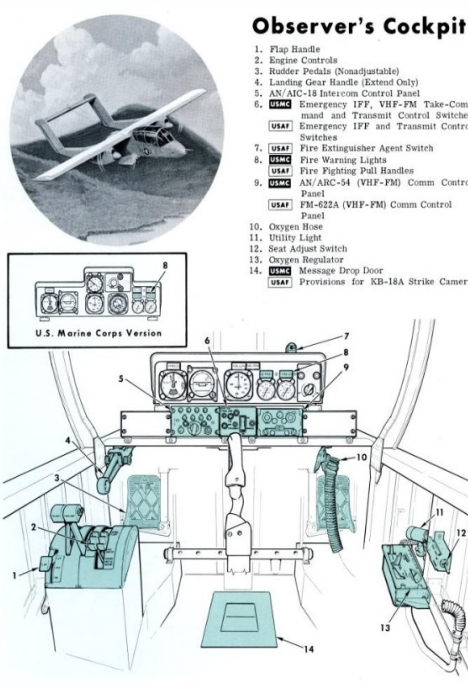
BRONCO (Continued)



Pilot's Cockpit



Observer's Cockpit



A First-Hand Account of Flying the OV-10

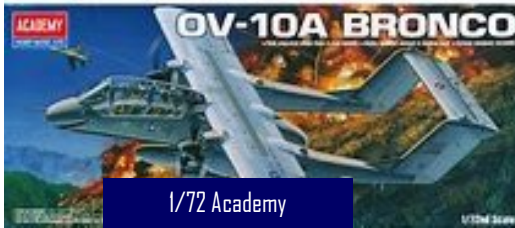
Video - Weapon systems of OV-10

Video - Walkaround OV-10



For a brilliantly comprehensive photo-coverage click [here](#) and scroll down to North American/Rockwell OV-10!

BRONCO—KITS and DECALS



1/72 Academy



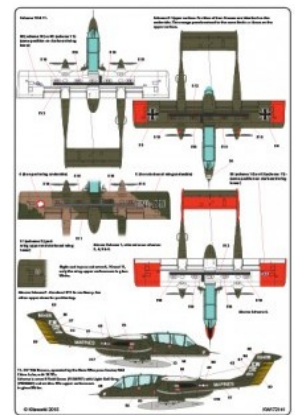
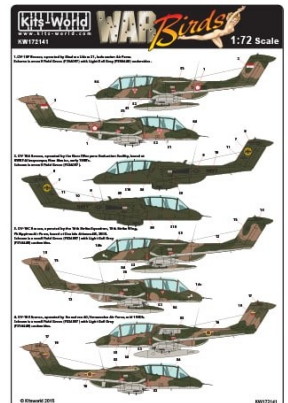
1/72 Revell



1/48 Testors



1/48 HazMAT



Kitworld



1/144 Miniwing

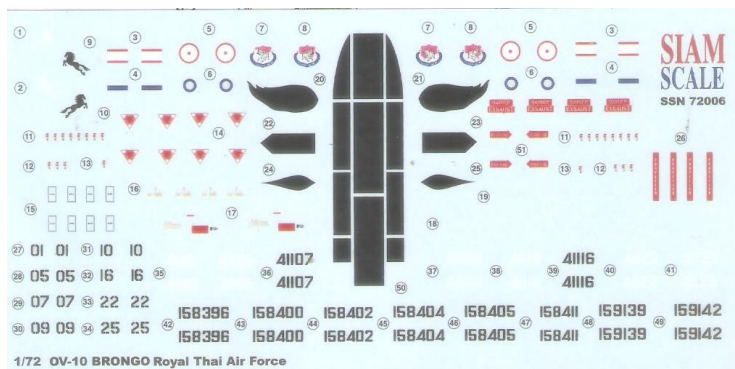
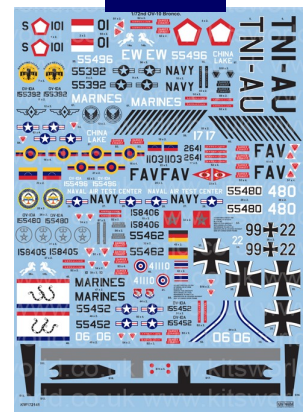
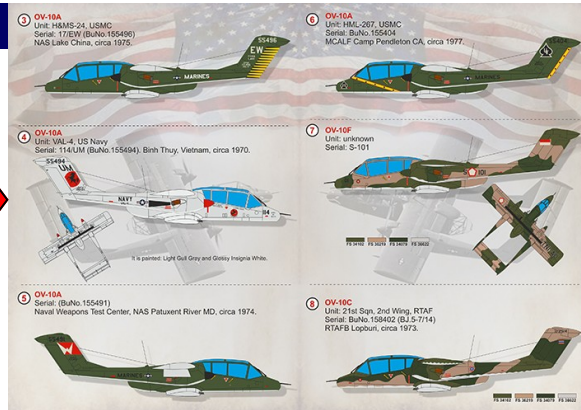


1/32 Kittyhawk

[Click picture for Part 1 build.](#)
[Click here for part 2](#)



PrintScale



SiamScale



OV-10 C BRONCO
ROYAL THAI AIRFORCE WING 41 SON.411

ALPHA JET
ROYAL THAI AIRFORCE WING 23 SON.231



AIDC F-CK-1 Ching Kuo (IDF)

**WAS IT LOVE OR JUST A FLING?**

I'm not quite sure why but I've been fascinated by the Republic of China's Indigenous Defence Fighter (IDF), since first coming across references to it in various aviation publications in the 1980s. I think that this interest may well have stemmed from the fact that this aircraft was quite simply "different". I've seen it described as something of a hybrid, incorporating aspects of the F5, the F16, and even the F/A18 and that combination certainly made it both interesting and different to most of the fighters being developed at the time. It also features a distinctly different paint scheme, although using familiar colours, which rather adds to its appeal.

BACKGROUND AND DEVELOPMENT

The decision to develop and build its own modern sophisticated fighter by an air force which had previously depended solely on American aircraft became necessary when the USA and the People's Republic of China signed a memorandum in the early 1980s, which amongst other things introduced increasing limits on the supply of modern military equipment from the USA to Taiwan. At the time the ROCAF was looking to update its existing fighter force of F5s and F104s with, preferably, F16s or F20s. Clearly, under the terms of the memorandum, that now started to look increasingly unlikely. In the light of this worrying situation the government of the Republic decided in great secrecy to develop its own fighter and awarded the work to the AIDC company, who had built the majority of the F5s for the ROCAF under licence from Northrop. At the same time, other contracts were given to other Taiwanese companies to develop the avionics and engines although with American assistance, as the memorandum only excluded advanced weapon transfer, not the transfer of advanced technology.

Development was fairly rapid for a company building a supersonic aircraft from the drawing board upwards for the first time, thanks to substantial US assistance. The prototype, serial 10001, first flew in May 1989 and it was followed by three further single-seat Full Scale Development (FSD) machines over the next 12 to 18 months, as well as the first two-seater which was aircraft number five. Despite a number of initial problems, the worst being the loss of the twin-seater and its pilot in 1991, development continued at a fairly rapid pace. The loss of the first two-seater resulted in a number of changes in the design, but deliveries of the aircraft to the Air Force began some two years prior to the originally planned date. The first squadron, No.7 "Wolf" Squadron, taking its first machine on charge in 1992 and unveiled its new aircraft to the public in February 1993: this was followed by No. 8 "Dragon" Squadron in 1994 and the third, No. 28, only began to convert from its F-104 Starfighters towards the end of 1995.





AIDC F-CK-1 Ching Kuo (IDF) — Page 2

The decision to cut production from a planned total of 256 aircraft to 130 (including 28 twin-seaters) was made in 1993 when changes in US attitudes meant that Lockheed Martin was allowed to offer F16s. These would prove to be significantly cheaper to buy than the Ching Kuo, and a lower price meant the Taiwanese could buy more F16s for the same money that they would have paid for the IDFs. Facing the numerical superiority of the PLAAF this was an option too important to miss, notwithstanding the obvious pride in having produced the fighter in the first place. The lower production has meant that the aircraft would only equip two fighter wings rather than the four originally planned and the seven which the Air Force ultimately hoped for.

Production aircraft were designated F-CK-1A for the single seater and F-CK-1B for the twin seat. In 2001 the Air Force initiated an upgrade programme, code name "Hsheng Sheng" and two prototypes were developed identified as -1C for the single-seater and -1D for the twin-stick. However, the customer did not accept all of the upgrade proposals, and settled on a simpler plan beginning in 2009, upgrading only the aircraft's avionics, radar and fire control systems. Initially these were designated -1A (MLU) and -1B (MLU) but just to make things more interesting, when the fleet had all been upgraded, they became F-CK-1Cs and -1Ds in 2014.

EARLY KITS

Until recently, it was extremely difficult to reproduce the aircraft in model form as, to my knowledge, only a couple of kits were produced (one in 1/48th scale and the other in 1/72nd) and they were both very hard to find in the West. Although I did acquire



one of each, they were not particularly accurate and certainly the 1/48th attempt remains a fixture in the store of unbuilt kits in my loft. The 1/72nd scale kit came, if I remember rightly, from a manufacturer called "Kiddyland" based, perhaps unsurprisingly in Taiwan, and the 1/48th kit was made by "Kitech/Zhengdefu", also from Taiwan. The 1/72nd kit was passed on to a friend, and fellow SIG member, Paul Irving, who managed to get it together using several kilos of "Green Stuff" to complete it. A photograph of the finished article is included here.

MODERN KIT DEVELOPMENTS

The absence of modern, accurate 1/48th scale kit came to an end in 2017 when not one—but two—modern Taiwanese manufacturers announced the release of kits of the IDF. Not just that, but both single and twin seat versions were to be produced! So far, so great but the announcement created a dilemma for me; which one should I choose? Should I go with the "AFV" version as I had enjoyed building kits of their excellent F5 Tiger family, or with "Freedom Models" who had previously produced a delightful modern kit of the F20 Tigershark? After some thought and examination of my bank account, I decided that my favoured option was to build one from each manufacturer, one of the single-seater, and one of the two-seater. Accordingly, I am now the proud owner of an "AFV" F-CK-1C and a "Freedom Models" two-seater. Over the next few months it is my intention to build both of these kits and to keep you updated on progress. For now, I'm including photos of the box-tops of both kits and will produce a break-down of each build in a future newsletter.

P.S. I see that "Freedom Models" are also planning a 1/32 release soon! Too big for me—but maybe not for YOU!

David Thomas





B N

Britten-Norman

To mark the release by Valom of the Britten Norman BN-2A Islander in 1/48th scale, we take a look at its uses throughout Asia.



Yes, I do know—it's in IDF markings but we can fix that!

COUNTRY	OPERATOR(S)
Cambodia	Royal Cambodian Air Force; Khmer Air Force
Hong Kong	Royal Hong Kong Auxiliary Air Force
India	Indian Naval Air Arm
Indonesia	Indonesian Army Aviation Command
Malaysia	Malaysian Government Air Wing
Myanmar/Burma	Burmese Air Force; Myanmar Air Force
Nepal	Nepalese Army Air Service
Pakistan	Pakistan Naval Air Arm; Pakistan Coast Guards
Philippines	Philippine Naval Air Group; Philippine Coast Guard
Thailand	Royal Thai Agricultural Aviation Division (KASET/MNRE)

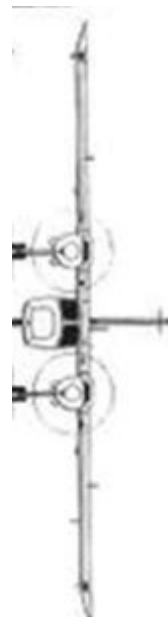
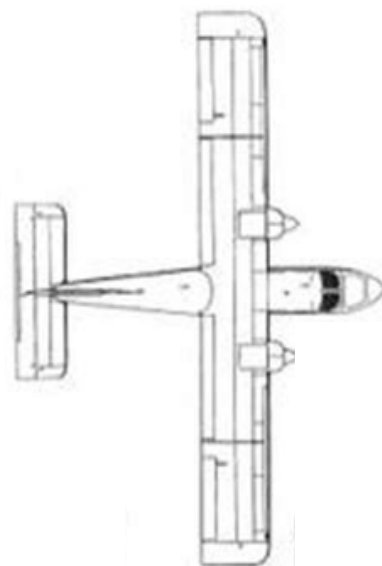
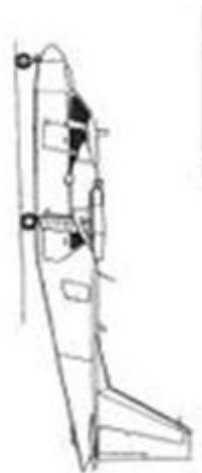
Let's start by looking at a couple of unusual examples.



Pakistan Maritime Security Agency



Malaysian Government Air Wing





BRITTEN NORMAN ISLANDER/DEFENDER-2



CONTROL PANEL OF EARLY ISLANDER



AFT VIEW OF EARLY ISLANDER



CONTROL PANEL OF LATE ISLANDER (Or maybe Defender)



INTERIOR FIT OF DEFENDER

Indian Naval Air Arm



Nepalese Army Air Service



Indonesian Army Aviation Command



BRITTEN NORMAN ISLANDER/DEFENDER-3

Philippines Naval Air Group



Air-Britain Photographic Images Collection

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Philippines Integrated National Police Air Wing



Air-Britain Photographic Images Collection

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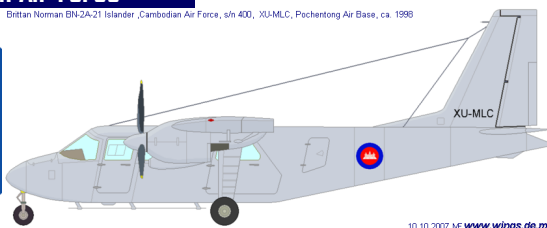


Philippines Coast Guard



BRITTEN NORMAN ISLANDER/DEFENDER-4

Royal Cambodian Air Force



10.10.2007 MF www.wings.de.ms

Royal Thai Agricultural Aviation Division (KASET/MNRE)



Photo via "Thai Aviation" website—click here



1.8.2005 MF www.wings.de.ms



Photo via "Thai Aviation" website—click here



1.8.2005 MF www.wings.de.ms

Royal Hong Kong Auxiliary Air Force—early and late schemes for HKG-7



AVAILABLE KITS (Click for info)



1/144



1/72



1/72

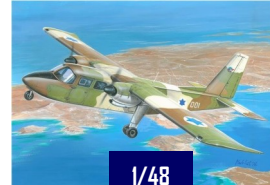
And coming soon
in 1/48 from
Valom



1/48



1/48



1/48

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MODELFEST 2018 — IPMS FARNBOROUGH MODEL SHOW 15th September 2018



Mick Burton's 1/72 Pakistani Breguet Alize



Ian Gaskell's 1/48 NVAF Shenyang F-6 & MiG-17



Chris Fooks' 1/72 Bangladeshi Antonov An-32



Brian Griffin's 1/48 ROKAF Cessna T-41



Alan Smith's 1/144 NAMC YS-II



James Carr's 1/48 Indonesian Hawk 209



Cor! Colourful or what?



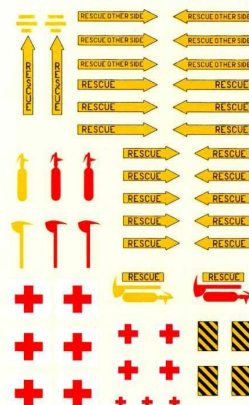
Mick, Ian and Alan

*Fantasy
Printshop
for
Decals*

Screen Printers



Fantasy Printshop © 1999 Emergency Markings 1/48



FP 812
Fantasy Printshop © 1999 Walkways 1/72



*Fantasy
Printshop
for
Decals*



ASIAN AIR ARMS UPDATE—I

INDONESIA

Jane's reports that Indonesian state-owned aircraft manufacturer PT Dirgantara (PTDI) is currently developing a gunship variant of the CN-235 twin-engine multipurpose aircraft. The new variant will be equipped with one 30mm DEFA 553 aircraft cannon and EO/IR targeting systems. A flying demonstrator is currently being manufactured and is slated to conduct its first flight in 2019.



Indonesia is determined to move ahead with its planned acquisition of 11 Su-35s from Russia, despite the risk of being hit by US sanctions. The Asian nation wants to purchase the fighter jets to replace its ageing fleet of F-5 Tigers. The potential deal has a value of \$1.5 billion.



PAKISTAN

Pakistan may lose out on a \$1.5 billion defense deal as the diplomatic crisis with the US escalates. The contract in question is Pakistan's planned acquisition of 30 Turkish-made T129 ATAK helicopter gunships. The T129 is produced by Turkish Aerospace Industries but partly uses US-made engine parts for which TAI will need US export licenses. If those licenses are not issued Turkey cannot legally export the gunships to Pakistan.



AFGHANISTAN



The Afghan Air Force is re-adding the first refurbished Mi-17V-5 helicopter to its fleet. The helicopter was repaired by the Slovakian Trenčín Aircraft Repair Corps. Designed to transport cargo inside the cabin and on an external sling, the Mi-17V-5 is one of the world's most advanced helicopters. It can also be deployed in troop and arms transport, fire support, convoy escort, patrol, and search-and-rescue (SAR) missions. The helicopter can fly in tropical and maritime climates, and desert conditions. The helicopter is armed with Shturm-V missiles, S-8 rockets, a 23mm machine gun, PKT machine guns and AKM sub-machine guns and features eight firing posts for aiming the weapons.

ASIAN AIR ARMS UPDATE—2

MALAYSIA



The Malaysian Defence Minister Mohamad Sabu disclosed in a parliamentary session on July 31 that only four out of 28 Russian fighters in the Royal Malaysian Air Force (RMAF) fleet are airworthy.

The 28 aircraft comprise ten Mikoyan MiG-29N/NUBs – survivors from an original fleet of 18 that entered service in 1995 – and 18 Sukhoi Su-30MKMs delivered between 2007-09. The former have been grounded since 2016, pending funding for an overhaul, while only four of the twin-seat *Flankers* are available for operations.

In a statement on August 3 that clarified the poor serviceability of the Su-30MKM, the RMAF detailed that 12 examples have reached their full decade of service and are grounded until the mandatory tenth-year service programme is completed. Due to a lack of funding, an overhaul plan suggested by the manufacturer – Irkut Corporation – which required the *Flankers* to be shipped to Russia, could not be pursued. Irkut also required a substantial period of time to define the scope of work to be performed on the unique Malaysian MKM variant.

It was ascertained that substantial savings could be realised should the work be carried out in-country, after an Su-30MKM was used as a local overhaul testbed. The work will be carried out by local company Aerospace Technology Systems Corp, which also runs the Sukhoi Technical Centre at RMAF Gong Kedak, responsible for servicing the aircraft. The 12 *Flankers* will not be available for operations until they are put through the programme, the research and development phase of which is still in progress.

SINGAPORE

The Singapore air force's first Airbus A330 Multi-Role Tanker Transport (MRTT) has arrived in the country, landing at Changi East airbase, where Singapore's Boeing KC-135R tankers are based. The aircraft's livery, however, recognises the 50-year history of the Republic of Singapore Air Force, with 'RSAF 50' on the tail, and 'Our Home, Above All' on the engine cowlings. In addition to a hose-and-drogue refuelling pod on both wings, the aircraft is also equipped with a refuelling boom. The aircraft has 260 passenger seats, and can be used to carry cargo pallets. Singapore has five additional A330 MRTT's on order. These will replace the nation's four obsolescent Boeing KC-135Rs, which have an average age of 55.9 years. The Airbus A330 Multi-Role Tanker Transport (MRTT) was designed from the outset to be able to function as an aerial tanker and a transport aircraft at the same time.



ASIAN AIR ARMS UPDATE-3

CHINA



The training school of the People's Liberation Army Navy (PLAN) has taken delivery of 12 AVIC L-15 advanced jet trainers. The PLAN Aviation University in Shandong took "at least" 12 of the twin-engined type at a ceremony last week, reports official state news organ *China Daily*. A video on Chinese social media shows 12 examples at a delivery ceremony featuring naval personnel.

The PLAGF is preparing to retire its UH-60 Black Hawks in favour of a new, indigenously produced medium-lift chopper: the Harbin Z-20, which will be capable of operating both at high altitudes and from the decks of the country's naval shipping. Similar enough to the Black Hawk for some to dub it the "Copyhawk," the Z-20 is actually a very different aircraft. The 10-ton helicopter has a more powerful 1,600 kW engine, the domestically produced WZ-10 engine. Aside from the engine, it has different avionics; a fly-by-wire design; and a fifth rotor blade, as compared to the Black Hawk's four, enabling it to outperform the UH-60 when it comes to lift force, ferry range and payload capacity. It is also able to fit onto Chinese aircraft carriers and destroyers. The Z-20 made its first flight in 2013, but it's expected to enter general production later this year.

**ASIAN AIR ARMS AND GUIDELINE PUBLICATIONS**

Guideline Publications, the premier publisher for military aviation literature, is offering **10% discount on all its books** for our members

who order through Asian Air

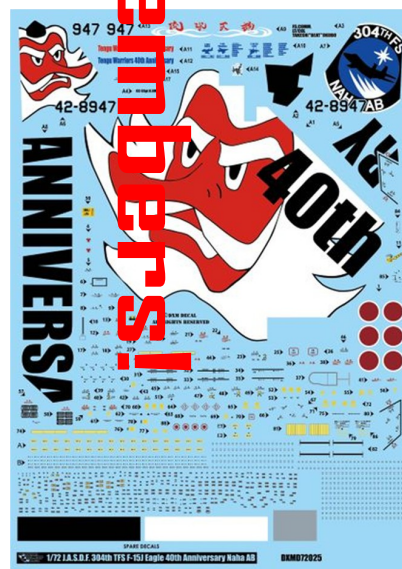
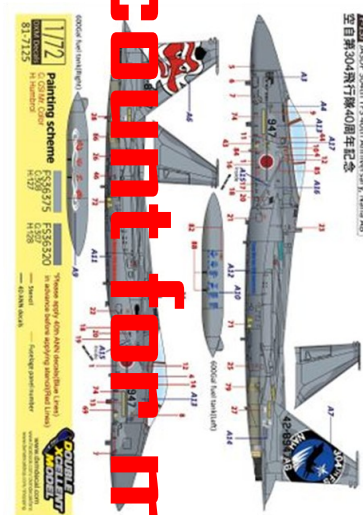


If you'd like to take advantage of this offer contact me directly.

**And don't forget the London Plastic Modelling Show
on Sunday 2nd December, 2018.**



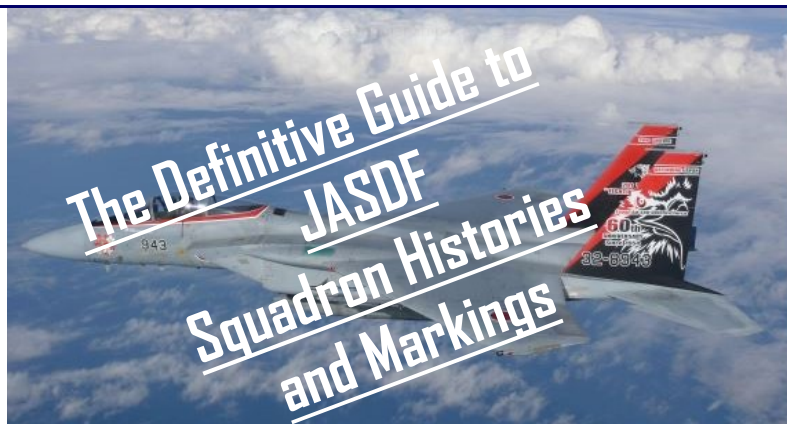
DXM Decals



10% discount for members!

J-HangarSpace—the GO-TO Website for modern Japanese Military Aviation

Want to know all about squadron/unit markings of the modern Japanese aircraft?
Click below for a fantastic insight.



Many thanks to member Paul Thompson and his amazing website—J-HangarSpace

New Members

We've gained another 8 members since the last Newsletter—now up to 147 members in 28 countries!
A big welcome to: Marko Hrelja from Slovenia; Ian Gaskell from the UK; Sherbir Singh and Ishwar Shrimali from India; Shahria Sonet from Bangladesh, Carmel Attard from Malta, Ramon Dionisio from Canada and Gavin Parnaby.

ASIAN AIR ARMS



Asian Aircraft Markings A History

4. Maldives

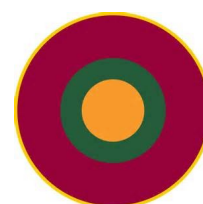


N.B. Fin flash should be same shades as roundel!

5. Sri Lanka



1950–2009



2009—to date



5 Jet Squadron



9 Attack Helicopter Squadron



MEMBERS' MODELS—PETER SHARPIN



Sukhoi Su-22UM3K VPAF



Sukhoi Su-22UM3K VPAF



Antonov An-32 IAF



Xian JH-7 PLANAF



Dassault MD.315 Flamant VNAF



PZL M-28 Skytruck VPAF



MiG-17 SLAF



Sikorsky S-58 RTAF



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