

Now
220
 members
 in
38

ASIAN AIR ARMS NEWSLETTER 11

February 2019



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

Guppy!



A 1/72 build by Karl Robinson

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GRUMMAN TBM-3SW JMSDF by Karl Robinson

Japanese Guppy

Hello, my name is Karl Robinson and I'm an Asian-Air-Arms-Aholic... or at least I am officially since meeting our SIG leader, Brian Griffin, manning the wonderful looking display at Scale Model World in November and joining up. No, I'm not looking for curing this 'problem' but rather am looking to actively encourage it more, by joining this merry band of modellers of some of the most colourful air arms of the world. My main focus is upon the Japanese Self Defence Forces with their amazing propensity for colourful aircraft in both the Air and Maritime branches. This attraction was rekindled last Christmas when a friend picked up a book at a local charity store for a princely sum of £1, this book being 'The Collected Special Color Scheme of JASDF Aircraft' published by Ikaros Publications in Japan. Filled with hundreds of amazing inspirational pictures, I began picking up kits and decals which are adding to an increasingly bulging modelling stash that I would need at least the 9 lives of a cat to come anywhere near completing.

Although this is not one of those extremely colourful examples of Japanese aircraft, the Grumman TBM-3SW is a very significant one and I was taken by it when browsing my local store last year. With the Cold War intensifying during the 1950s the Japanese were allowed to begin re-armament under the creation of their own Self Defence Forces, with separate branches for Aviation, Maritime and Ground capabilities. 1954 saw the Japanese Maritime Self Defence Force formed, with the US allowing them to take on some of the anti-submarine activities, equipping them with a number of ex-US Navy destroyers along with aircraft in the form of reconditioned Grumman Avengers. Two variants were delivered, firstly being the TBM-3SW equipped with anti-submarine radar, closely followed by the TBM-3S2 in the anti-submarine strike role. These Avengers went on to be some of the last in active service, soldiering on until the mid 1960s. A little part of my mind began to wonder if any of the pilots who reformed in the JMSDF to fly these new Avengers may have faced them a few years earlier during the war! Despite looking, I found no reference but I would be interested if anyone knows any stories of this.

Sword are now well known for producing 1/72nd scale kits that tend to be of the rarer, proto-typical or much overlooked examples of aircraft. Although considered 'limited-run' kits I always hesitate to refer to them as such, as this usually conjures modellers' visions of poorly moulded, ill fitting and "un-detailed" kits that are only for the brave of heart or the absolutely desperate, but the truth of the matter is that the term refers to the type of mould produced. "Limited run" refers purely to the length of time and number of products that can be made from the mould before it deteriorates, this is usually due to the mould being made of softer metals making the process far cheaper than the higher end of production. If you have not yet come across a Sword kit then you are in for a pleasant surprise. The mouldings are very good featuring nicely recessed surface details and good levels of detail throughout. Decals are usually well printed and offer a variety of marking options including full colour plans.

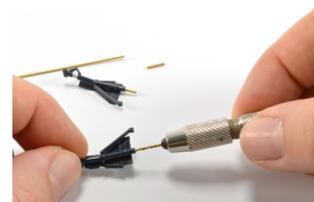
Construction of the TBM-3SW kicks off with sorting out the internal components within the fuselage which consists of the engine and bulkhead plate, tail wheel and bay, along with the cockpit. Although only rudimentary the cockpit is detailed enough that, with some careful painting and the addition of some basic representation of seat belts, it will be more than convincing when viewed under the (only option of a) closed canopy. Happily, all of the internal parts slot positively into place without any ambiguity as this could sometimes be a problem with earlier Sword kits.



Each main undercarriage bay is made up of four sidewalls that need to be installed before closing up the wings. When attempting to close the wings I encountered a little trouble until I realised that the ejector pin stubs were raised enough to prevent a perfect mating. Despite looking like a rocky fit, both the wings and tail planes firmly align into place and give a relatively strong joint. Each of the tail plane fins are attached purely with a butt joint so be careful not to give them any sideward swipes once fitted, else they will snap off easily.

Very little corrective surgery was required across the whole of the airframe, with just the obligatory central seam to fill and eliminate, and the wing and tail root joins requiring nothing more than a liberal application of Mr Surfacer 500 brushed into them. The beauty of using Mr Surfacer for minor corrective work such as this is that once applied and left to dry, the excess can then be simply removed by using cotton buds dipped in Isopropanol Alcohol and rubbed clean.

I was extremely sceptical at the look of the undercarriage legs and how they were to fit, so rather than run into any problems further down the line with wobbly and loose legs I chose to drill and pin them. Using a 1mm drill bit I carefully drilled down into the top of the undercarriage leg for around 5mm, and also into the fitting points in the bay. A small 10mm piece of 1mm diameter brass rod was then inserted into the leg allowing the excess to create a solid pin for fitting to the fuselage.





GRUMMAN TBM-3SW JMSDF By Karl Robinson

A final addition to the kit was to add the steps under the fuselage which are not represented in any way, so two small holes (0.5mm) were drilled in each side of the fuselage and some copper wire of the same diameter was shaped and inserted in place.

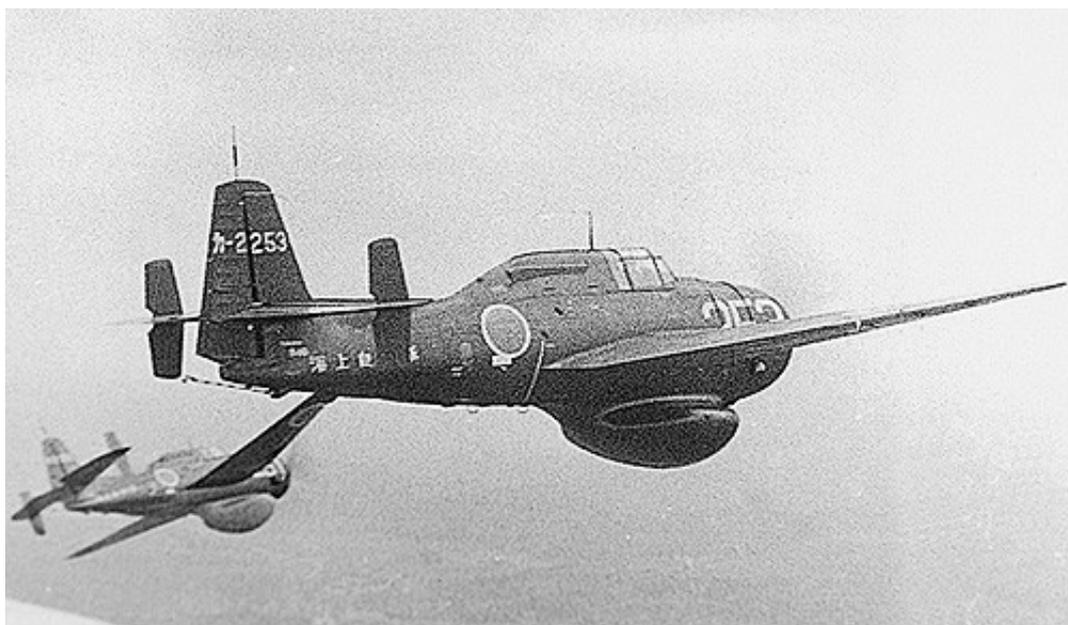


Being an overall Glossy Sea Blue scheme, painting was pretty simple as all of the undercarriage and bays were the same colour. Rather than using an off-the-shelf option for colour, I used a 50/50 mix of Tamiya XF-17 Sea Blue & XF-8 Blue, as I feel the XF-17 directly from the bottle is too dark and too green. An obligatory coat of gloss varnish was applied using Tamiya X-22 Gloss thinned with Mr Color Levelling Thinner in preparation for decalling. I wanted the aircraft to look fairly new but used, so kept any weathering to a minimum, just applying a dark brown panel wash to the panel lines, and a modicum of exhaust staining sprayed on using an extremely heavily-thinned mix of black and brown paint in multiple passes. A final coat of Tamiya X-35 Semi-gloss was

applied, again mixing with levelling thinner. Aerial wires were completed using the wonderful Uschi van der Rosten 'Rig That Thing' fine elastic thread.

So all in all, I can say that the kit was a pleasing and enjoyable build that is not going to tax anyone but the most green of new builders. It is definitely a previously overlooked type and is nice to see it finally done in the mainstream. Happy Building!

Karl Robinson



NEW MEMBERS

We welcome the following new members: Pierre from Croatia, Eric Moya from Indonesia, Mark Ascott and Jon Bryon from the UK. We now have 220 members from 38 countries!



CHANGE ALLEY (Members' Wants)

Looking for a particular "hard-to-find" Asian aircraft kit or book?
Let me know your needs and I'll put an advert for you here.

Mick Burton is after an A-Model 1/72 Kamov Ka-31 Hormone-B.

Brian G is looking for Hasegawa's 1/72 boxings of the following JASDF Fuji T-3s.

Member Marco Abrate is looking for this book. Do you know how he can get it? ISBN9784890633784. He's happy to buy/sell/exchange.

Our Japan/Taiwan Specialist, Andy Binks, asks ... *"can anyone loan me part L2 from a Hasegawa Mitsubishi F-2B 1/48 kit as I have mislaid mine? This is the fairing behind the cockpit canopy. I will make a resin copy and return it, as well as pay any costs involved, of course."*

WANTED: Adam Barber is looking for the 1/72 CMK Harrier Resin Engine set.

Yoke Meng Lee of Malaysia is looking for kits of the following: Dart Herald; Scottish Aviation Single and Twin Pioneers and de Havilland Dove. Recent kit releases suggest he might well be in luck with some of these!

If you have any of these items, please contact me and I'll put you in touch with the advertiser. PLEASE NOTE: This section is for aircraft/books connected with Asian aircraft/air forces only. It is NOT for commercial organisations. Please contact me for details to advertise your products/services.

Small Air Forces Observer

The Journal of the Small Air Force Clearinghouse

Some of you will be old enough to remember the unique contribution that Jim Sanders has made over many years with his magnificent Small Air Forces Clearing House (SAFCH) and its house journal Small Air Forces Observer (SAFO). The insight that this publication gave into the operations of lesser-known air forces set my young imagination on fire, and I'll always be indebted to Jim for the work he has done to inspire me and so many other aircraft enthusiasts. Sad to report, Jim has not been well for sometime now and so has been forced to call time on both SAFCH and SAFO. **But now for the good news!** Jim has sent me several links to his stock list of many, many kits and decals that he now wants to "go to a good home". Jim has priced them all in US\$ and as you'll see there are plenty of bargains to be had, as well as long-forgotten items. What's more if you mention you're from Asian Air Arms SIG, Jim is happy to negotiate a price. Whatever he can raise will be most welcome to him in his situation. So, please go through the lists and if you find things that take your fancy, get back to Jim as soon as you can because his stock is shrinking fast! Links are: Decals—<http://safch.org/decals.html> ; Kits—<http://safch.org/kits.html> and Books/Magazines—<http://safch.org/books.html>



FlightGlobal

WORLD AIR FORCES DIRECTORY 2019



A Pictorial History of MiGs in Indonesia Part 2—MiG-17 Fresco

A Series by Mick Burton



The Republic of Indonesia became an independent country in 1950 after four years of struggle to overthrow the rule of the Netherlands. The first equipment of the nascent air force was a number of re-purposed Japanese aircraft of various types, followed by aircraft previously operated by the occupying Dutch forces.

The first jet fighters operated by the AURI (Angkatan Udara Republik Indonesia) were obtained from Czechoslovakia from 1959 upon the rise in communism in the country led by President Sukarno. Approximately sixty Mikoyan MiG-17 "Fresco" fighters in both day and radar fighter versions (MiG-17F and MiG-17PF respectively) along with a handful of MiG-15UTI "Midget" trainers (there being no trainer version of the '17) was delivered, some being Polish-built Lim-5s, with the pilots being trained in Egypt. They were dispersed around three airfields at Morotai, Amahai and Letfuan with their primary role as top cover protection of the AURI's Il-28 "Beagle" and Tu-16 "Badger" bombers.

Although supposedly replaced by small numbers of supersonic MiG-19S "Farmer-Cs" and MiG-21F "Fishbed-Cs", the -17s and -15UTIs remained in service until 1970, some five years after an Army coup removed Sukarno from power, the lack of spares and technical support for the MiGs not being available precipitating their withdrawal. Ironically the replacements were a handful of Australian-built Sabre Mk.32s; how many air forces have operated both F-86s and MiG-17s?

The MiG-17s were apparently operated by the Indonesian Navy quite early on in their service but no photographs have emerged of any carrying the pentagon with an anchor in the centre have been emerged, so this may or may not have been the case. As the navy did operate Il-28s it is certainly feasible. The "Frescos" and "Midgets" were operated in a natural metal scheme for all their service in Indonesia, later wearing red or black trim to their flying surfaces, with some 17Fs and PFs displayed sharkmouths. There was also an aerobatic team flying the MiG-17 at one stage.

The serial numbers were carried in black, J+xxx under the cockpit for the "Midgets" (known ones are J+751, 759, 762, 764) and a four-figure number 11xx in the same place for the "Frescos" with F on the rear fuselage. The remaining MiG-15UTIs were later re-serialised with four digits (known aircraft is 1110) and presumably with the J, or perhaps even F, on the rear fuselage.

They wore the iconic red and white pentagon in five positions, upper wings, fuselage (-17s at the rear and -15s under the cockpit), and lower left wing. The remaining position carried AURI in black in a square style font, and the tail carried a red and white rectangle, with red uppermost. After the change in service name to TNI-AU (Tentara Nasional Indonesia - Angkatan Udara), this abbreviation replaced AURI under the wing and the upper right pentagon.

Mick Burton



[Click here for all your decal making requirements](#)

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BRISTOL TYPE 170 FREIGHTER MK.31 IN PAKISTAN

In early 1950s, it was reported that the Pakistan Air Force ordered more than eighty Bristol Freighters, comprising 32 passenger-carrying Mk 21Ps, 11 Mk 21Es and 38 freighter Mk 31Ms, a total which Air Marshal Nur Khan later described as 'completely unrelated to our operational requirements' - Info Source: 'Battle for Pakistan - The Air War of 1965' by John Fricker. This number has since been challenged and it looks likely that just 38 were delivered.

In 1963, Bristol Freighters were equipping two squadrons but were being progressively phased-out with the introduction of the Lockheed C-130 Hercules in PAF service. Only four Bristol Freighters remained with the PAF in 1965 and these took part in providing logistics support to combat forces during the 1965 war with India.

During the 1960s, the following aircraft were sold to Straits Air Freight Express in New Zealand: S4401, S4402, S4403, S4406, S4407, S4416, S4421 and S4436. Pakistan has no preserved examples.



Abbas Ali Collection



Petar Lasic collection 2007

Asian Aircraft Markings A History

9. Singapore



1968-73



1973-90



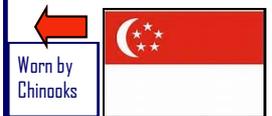
1986-90



1990 on



1990 on



10. Brunei



1975-?



1975-91



On PC-7



On PC-7



2000 on?

11. Papua New Guinea



1974 on



Ref: Military Aircraft Insignia of the World - Cochrane/Elliot

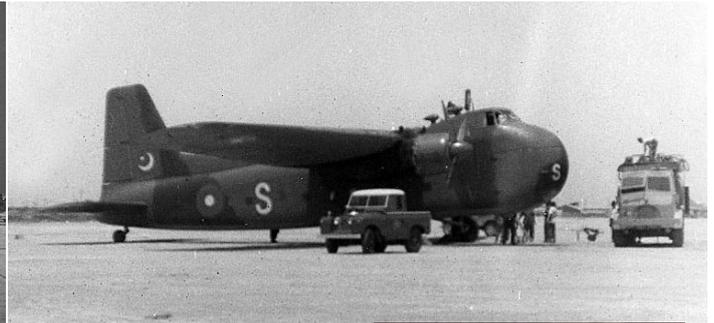


BRISTOL TYPE 170 FREIGHTER MK.31 IN PAKISTAN



Транспортный Wayfarer из 6-й АЭ ВВС Пакистана, конец 1950-х гг.
Wayfarer transport of the No. 6 Sqn. PAF. Late 50-60s

Художник А.Ф. Игнатий



The silver Freighters with a blue fuselage line and green propeller spinners belonged to No. 12 VIP Squadron. The camouflaged Freighters with the red spinners flew with No. 6 Squadron, while the Transport Conversion Squadron had their spinners painted brown.



The Freighters were lumbering and noisy, but useful. They undertook an extensive range of transport and communications tasks in Pakistan for more than 10 years. The painting on the left shows relief goods being unloaded at Chittagong airfield from a 6 Squadron Freighter. The Freighters were phased out in 1966 and replaced by the C-130s.





MODELLING THE BRISTOL TYPE 170 FREIGHTER MK.31

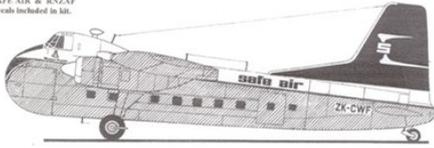
1/144

Welsh

Models 1/144
Skyliner Series
Bristol 170 Freighter Mk 31



SAFE AIR & RNZAF
Decals included in kit.



Ref. FRP4103. Not suitable for children under the age of 10.
Bristol 170 Freighter Mk.31
British United



1/144th scale injected plastic kit for the enthusiastic modeller.

FOR EXPERIENCED MODELLERS
- NOT SUITABLE FOR USE
BY CHILDREN



BRISTOL FREIGHTER Mk 31

Order Reference: OMKIT 14418
Injection moulded with clear injected, vacform (2 supplied) and decal canopy options. Detailed cockpit. Decals for SAFE AIR (New Zealand) and British United.

Price - Aus \$49.50

BRISTOL FREIGHTER Mk 31

Order Reference: OMKIT 14419
Injection moulded with clear injected, vacform (2 supplied) and decal canopy options. Detailed cockpit. Decals for SAFE AIR and BRITISH UNITED.

Price - Aus \$49.50

OzMods

OMKIT 14418

BRISTOL FREIGHTER MK 31

PLASTIC MODEL CONSTRUCTION KIT
FOR EXPERIENCED MODELLERS
- NOT SUITABLE FOR CHILDREN



This 144 scale kit contains injected plastic and clear parts and decals for SAFE AIR and BRITISH UNITED.

[Click here for review of Oz Mods Freighter](#)

1/72

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Airmodel PRODUCTS

..FLY..

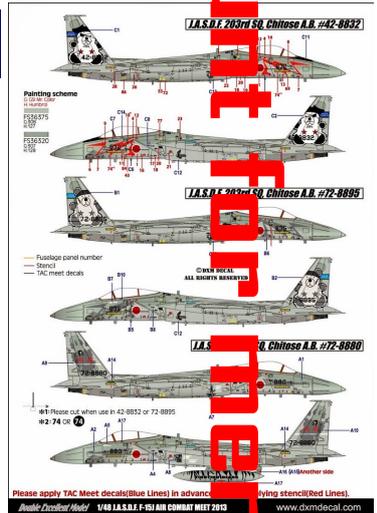


..BRISTOL 170 FREIGHTER..



Hannants are now listing it but it's still not yet available. This wait has been quite a yawn!

DXM DECALS





The Cessna A-37A/B in Model Form—Part 1

By Mark Attrill



Model by Luis Antonio Reyes Lavin. [Click here for full build](#)

Widespread use of the Cessna A-37 Dragonfly, particularly in Asia, has made it quite a popular subject with kit manufacturers over the years, with mixed results, particularly in 1:72 scale. Hasegawa introduced the type into their range in the 1980s and whilst it was one of the so-called Second Generation kits, it suffered from fairly basic detail and raised panel lines. Academy introduced their kit in 1999 and it is universally acknowledged as the better option, with fine engraved panel lines, better detail and a generous number of stores. The kit has been re-issued several times, including one boxing for a very colourful ROKAF Black Eagles Aerobatic Display Team example, but the standard kit includes decals for a USAF 8th SOS Vietnam-era aircraft from 1970. In 2015, Encore Models re-issued a pair of these kits, providing some superb resin and photo-etched parts to compliment the original Academy plastic. This boxing, produced in close cooperation with True Details, includes a comprehensive set of resin parts and a comprehensive decal sheet from Cartograf, which includes a USAF Vietnam-era A-37B operated by the 8th SOS/14th SOW.

Technically speaking, in 1:48 scale, Aurora were the first to release a kit in 1968 when they released their 'A-37 Strike Jet' but the kit was based on their original T-37 Tweety Bird with smaller engine fairings etc and is, therefore, not representative of the more powerful A-37A/B Dragonfly. It would be another 25 years before Monogram released their much more accurate kit in 1993, which was typical of the period and the Company's products; An accurate outline coupled with excellent detail and a generous supply of weapons and stores to hang off the wings which has allowed the kit to stand the test of time, in spite of the raised panel line detail which is not to everyone's taste. The original kit offered two Vietnam-era aircraft both wearing the standard SEA colour scheme of FS34102/34079/30219/36622; a USAF 8th SOS machine (69-6359) from Bien Hoa AB and a VNAF 520th FS aircraft (14814) from Binh Thuy AB. This kit has been re-released several times since by both Monogram and Revell, with the latter offering new decal markings for a USAF 604th SOS/3rd TFW aircraft (67-14505) operating from Bien Hoa in the early 1970s. The most recent offering has come via Encore Models which provides some superb resin and photo-etched parts to complement the original Monogram plastic. The Encore kit, produced in close cooperation with Avionix, Eduard and True Details, includes resin/photo-etched cockpit details, ejection seats, nose and mainwheels together with 4 x Mk.82 Bombs and 2 x LAU-32/A Rocket Pods. Additional photo-etched parts include the mesh air intake guards and some other external details. A comprehensive decal sheet includes a USAF Vietnam-era A-37B operated by the 8th SOS with some nice 'bomb graffiti' to add interest to this particular scheme.

More recently, in 2014, Trumpeter announced the release of two different A-37 Dragonfly kits, covering both the A and B variant. The Trumpeter kit appears to be an accurate representation of the original and its main advantage over the Monogram/Revell kit is the presence of fine engraved panel lines. In overall terms, each of the kits feature around 170 light grey and clear plastic parts and a small photo-etched fret, which includes the prominent air intake mesh guards and seat belts. The main difference between the two variants, as with the full size aircraft, is in the provision of an additional sprue in the A-37B boxing, which provides the parts necessary to reproduce the rather elaborate looking In Flight Refuelling system that extends over the nose and around the cockpit of that particular variant. Both kits provide a wide range of external stores including Drop Tanks, LAU-3 Rocket Pods, SUU-14A Dispensers, Mk.82 and Mk.117 bombs and SUU-11 Minigun pods. The two kits also offer Vietnam-era markings; the A-37A kit providing decals for a USAF 8th SOS/14th SOW aircraft (67-14510) from Bien Hoa AB whilst the A-37B is a nondescript 41st Wing, VNAF aircraft (68-7912). I tend to find the accuracy of Trumpeter kit decals to be suspect and these are no exceptions. The majority of items, including national markings, serials and codes do not match the size and style offered by some of the aftermarket producers or the Cartograf sheet from the Encore kit so you are advised to check references carefully before use. On balance, I have opted to use the Trumpeter A-37B Dragonfly kit to reproduce a VNAF machine. I am encouraged by the fact that almost all of the aftermarket sets released so far for these kits are to embellish detail rather than to correct faults and I have also yet to see much in the way of negative feedback on the overall accuracy of the Trumpeter kit. Completed examples also look the part with no obvious errors.

STOP PRESS: I have just received information from Armycast Decals in the Czech Republic that their latest release covers the "Cessna A-37B Dragonfly in Worldwide Service" and the sheet includes examples operated by three Asian Air Arms including both the VNAF, VPAF and Thailand. They are available in 1/72 and 1/48.



Model by Luis Antonio Reyes Lavin. [Click here for full build](#)



The Cessna A-37A/B Dragonfly in Model Form—Part 2

By Mark Attrill

I have prepared a list of all of the known aftermarket items that have been produced to date (December 2018) to correct or complement the Academy 1:72 scale family of Cessna A-37Bs and the Trumpeter or Monogram/Revell 1:48 scale kits. For the 1:48 scale kits, I have provided two separate tables covering the two principal options since some items are specific to each kit although many are applicable to both. Aerobonus (by Quickboost) produce a very nice and superbly detailed pair of resin Pilot/Co-Pilot figures on WAT A-37 Ejection seats which are suitable for all of the 1:48 scale kits.

1:72 Scale - Academy

Make	Reference #	Item	Notes
Academy	AC1663	Cessna A-37B Dragonfly	Original Issue - Includes 8 th SOS USAF Vietnam-era Markings
Academy	AC1672	Cessna A-37B Dragonfly	ROKAF Black Eagles Boxing
Academy	AC12461	Cessna A-37B Dragonfly	Re-issue with new Reference Number - Includes 8 th SOS USAF Vietnam-era Markings
Encore	EC72104	Cessna A-37A/B Dragonfly	Includes Decals for A-37B (69-6350) 8 th SOS/14 th SOW, Vietnam 1971
Eduard	ED72299	A-37B Detail Set	Photo Etched
Eduard	EDSS106	A-37B Detail 'Zoom' Set	Photo Etched
Pavla	PAVS72089	A-37B Ejection Seats	Resin
SBS	SBS72-006	A-37B Cockpit Detail Set	Resin
True Details	TD72504	A-37B Cockpit Detail Set	Resin
True Details	TD72505	A-37B Ejection Seats	Resin
Eduard	EDCX109	A-37B Cockpit Masks	Kabuki Type Tape
Albatross	ALC72-007	Cessna A-37B Dragonfly	Includes decal markings for a Vietnam era USAF 8 th SOS/14 th SOW A-37B and two VNAF A-37Bs (14812 & 87916) from 516 th FS. Out of Print
Printscale	PSD72-III	Cessna A-37B Dragonfly	Includes decal markings for four VNAF A-37A/Bs from 516/520/524 FS and one A-37A 8 th SOS aircraft

1:48 Scale - Monogram/Revell

Make	Reference #	Item	Notes
Encore	EC48002	Cessna A-37A Dragonfly	Includes Decals for A-37B (69-6350) 8 th SOS Vietnam 1971
Monogram	M05486	Cessna A-37B Dragonfly	Includes Decals for A-37B (69-6359) 8 th SOS, Bien Hoa, Vietnam 1971 and A-37B 14814 520 th FS, Binh Thuy, Vietnam
Revell	RV4503	Cessna A-37A/OA-37B Dragonfly	Includes Decals for A-37A (67-14505) 604 th SOS, 3 rd TFW, Bien Hoa, Vietnam.
Aires	AIRE4720	A-37B Cockpit Detail Set	Resin/Photo Etched
Aires	AIRE4723	A-37A Cockpit Detail Set	Resin/Photo Etched
Pavla	PAVS48-045	A-37A/B Ejection Seats	Resin
Quickboost	QB48-438	A-37A/B Gun Barrels	Resin
Quickboost	QB48-628	A-37A/B Ejection Seats	Resin
Quickboost	QB48-729	A-37A/B Control Columns	Resin
SAC	SAC48-128	A-37A/B Undercarriage Set	White Metal
True Details	TD48-048	A-37A/B Wheel Set	Resin
True Details	TD48-545	A-37A/B Drop Tanks	Resin
Aerobonus	QAB48-115	A-37 Dragonfly Crew/Ejection Seats	Resin



The Cessna A-37A/B Dragonfly in Model Form—Part 3

By Mark Attrill

1:48 Scale - Trumpeter

Make	Reference #	Item	Notes
Trumpeter	TU02888	Cessna A-37A Dragonfly	Includes A-37A (67-14510) 8 th SOS/14 th SOW USAF, Bien Hoa, Vietnam
Trumpeter	TU02889	Cessna A-37B Dragonfly	Includes A-37B (68-7912) 41 st Wing, VNAF, Da Nang, Vietnam
Aires	AIRE4643	A-37A/B Wheel Set	Resin
Aires	AIRE4689	A-37A/B Flying Control Surfaces Set	Resin
Aires	AIRE4690	A-37B Cockpit Detail Set	Resin/Photo Etched
Aires	AIRE4699	A-37A Cockpit Detail Set	Resin/Photo Etched
Eduard	ED49702	A-37A Detail Set	P/E
Eduard	ED49724	A-37B Detail Set	P/E
Eduard	EDFE702	A-37A Interior Detail Set 'Zoom'	P/E
Eduard	EDFE724	A-37B Interior Detail Set 'Zoom'	P/E
Pavla	PAVS48-045	A-37A/B Ejection Seats	Resin
Pavla	PAVU48-053	A-37A/B Flying Control Surfaces Set	Resin
Pavla	PAVU48-054	A-37A Tail Cone - 1 Navigation Light	Resin
Pavla	PAVU48-055	A-37A Tail Cone - 2 Navigation Lights	Resin
Quickboost	QB48-628	A-37A/B Ejection Seats	Resin
Quickboost	QB48-729	A-37A/B Control Columns	Resin
Quickboost	QB48-730	A-37B Antenna Set	Resin
Quickboost	QB48-739	A-37B Inflight Refuelling Probes	Resin
SAC	SAC48-276	A-37A/B Undercarriage Set	White Metal
True Details	TD48-545	A-37A/B Drop Tanks	Resin
Aerobonus	QAB48-115	A-37 Dragonfly Crew/Ejection Seats	Resin
Eduard	EDEX449	A-37A Cockpit Masks	Kabuki Type Tape
Eduard	EDEX467	A-37B Cockpit Masks	Kabuki Type Tape
New Ware	NWAM083	A-37B Cockpit Masks - BASIC	Kabuki Type Tape
New Ware	NWAM084	A-37B Cockpit Masks - EXPERT	Kabuki Type Tape
New Ware	NWAM088	A-37A Cockpit Masks - BASIC	Kabuki Type Tape
New Ware	NWAM089	A-37A Cockpit Masks - EXPERT	Kabuki Type Tape
Albatross	ALC48-007	A-37A/B Dragonfly	Includes decal markings for a Vietnam era USAF 8 th SOS/14 th SOW A-37B and two VNAF A-37Bs (14812 & 87916) from 516 th FS. Out of Print
Printscale	PSD48-076	Cessna A-37B Dragonfly	Includes decal markings for four VNAF A-37A/Bs from 516/520/524 FS and one A-37A 8 th SOS aircraft



The Cessna A-37A/B Dragonfly in Model Form—Part 4

By Mark Attrill



VNAF - CESSNA A-37 DRAGONFLY

REPUBLIC VIETNAM AIR FORCE



625th Fighter Squadron,
74th Tactical Wing,
4th Air Division
Binh Thuy - 1976



625th Fighter Squadron,
74th Tactical Wing,
4th Air Division
Binh Thuy - 1976



Courtesy of vnafmamn.com

François B. ©



VNAF - CESSNA A-37 DRAGONFLY

REPUBLIC VIETNAM AIR FORCE

This was the first VNAF A-37 Dragonfly flew by the 524th FS, the fuselage band and the tail logo were designed by Colonel Dang Duy Lac, Commander of the 62nd Tactical Wing.



624th Fighter Squadron,
62nd Tactical Wing,
2nd Air Division
Nha Trang - 1969



Same stencil on other side

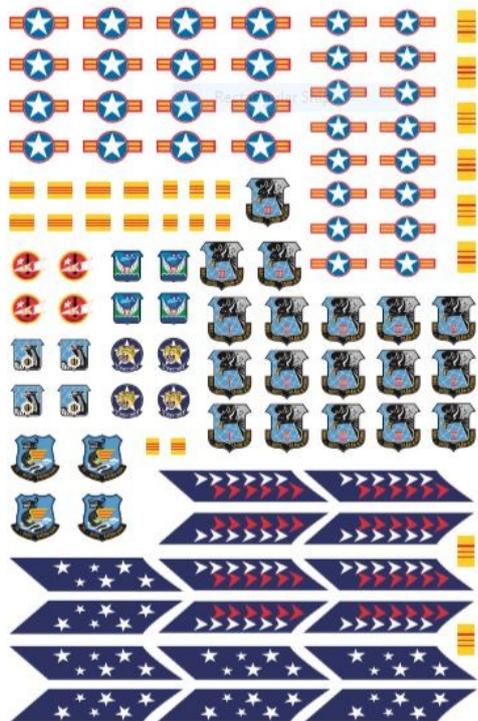
Fuselage band:
Can be trimmed after setting decal gets dry and removed the fuselage band end by using Microscale Set solution or paint over it or cut the decal before applying on the model.



616th Fighter Squadron,
41st Tactical Wing,
1st Air Division
Da Nang - 1970



Artwork designed by Francois Bat.

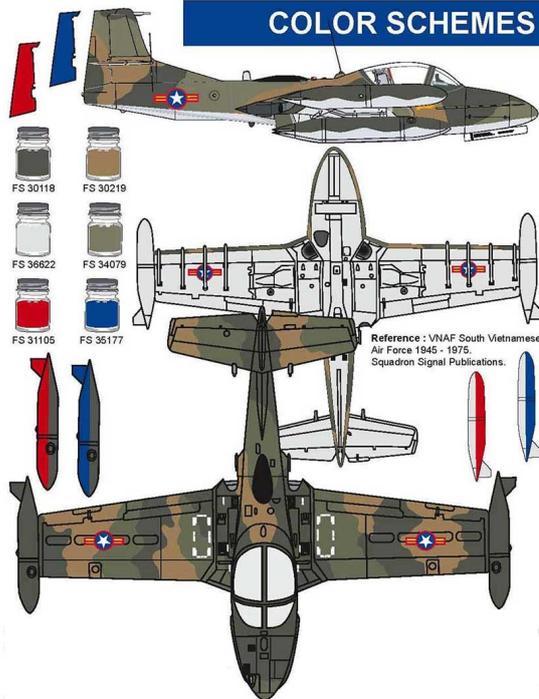


Courtesy of vnafmamn.com

François B. ©

[Click here and you can download these masters enabling you to make your own VNAF A-37 decals. They've apparently been drawn to 1/48 but can be downsized if you want from the website VNAF Model Aircraft of MINNESOTA \(VNAF MA MN\)](#)

COLOR SCHEMES





Cessna A-37A/B Dragonfly Walkaround video by Eric Moya Additional comments by Mark Attrill



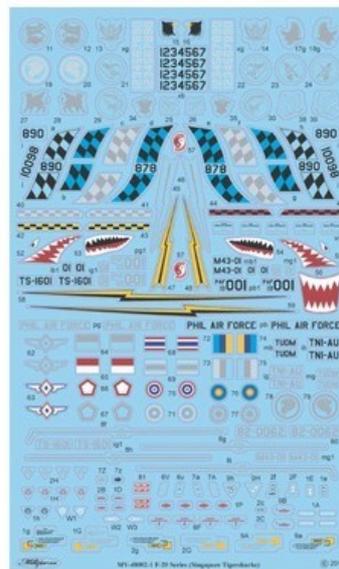
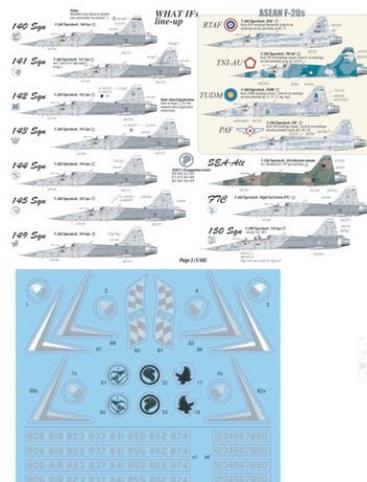
[Click here for member Eric Moya's walkaround video](#)

Mark Attrill (our Specialist for VNAF and VPAF) has made the following comments about this video:

I did not know about the change of colour scheme (although this may be a 'museum applied' semi-fictional scheme). The fin badges are interesting. It would appear they have largely retained the original VNAF insignia but altered them slightly. The Scorpion badge is almost identical to the 528th FS VNAF badge although they have removed the reference to '528' and the unit motto from the actual badge. The other fin insignia is identical to the VNAF Wing Insignia under which the 10 x A-37B Squadrons operated. The VNAF used a system where the Wing and Divisional Badges were identical but included the specific Number (of the Wing/Division) in the stylised circle (again the number has been removed). Under the VNAF system this aircraft appears to have served with 528th FS/61st Wing. The serial number indicates that it was almost certainly a Fiscal Year '68' aircraft which was probably delivered with the first 60 in 1969/70.

1/48 F-20 Tigersharks in Asia!!!

A fascinating and very useful "what if" decal sheet from Miliverse. Covering all of Singapore's fighter squadrons, plus those of Indonesia, Malaysia, the Philippines and Thailand. Even if you don't do "what ifs" these sheets (two plus two smaller ones) will come in very handy, featuring both Hi and Lo-Vis markings for all nations. Beautifully printed and providing enough markings for two complete airframes, plus lots of roundels for the other nations. Highly recommended



More reviews to come including KC-135 and F-15SG

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MEMBERS' QUESTIONS AND ANSWERS

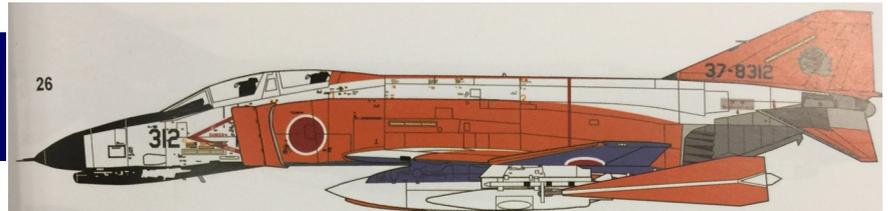
JASDF F-4EJ Target Tug in 1/48

Early in March 2018, member Andy Terrell wanted to make an accurate JASDF F-4EJ Target tug and asked if the SIG could help with photos. I replied as follows:

15/3/18

Try Akira's excellent website <http://nabe3saviation.web.fc2.com/explanatione-fr.html> If you go onto: Japanese>F-4EJ Part 2, then scroll down, you'll see two photos indicating undersides of target tugs, 47-8324 and - 8349. Both seem to be wearing the same finish as the plan of 67-8388, on page 101 of Peter Fearis' superb book "Defenders of Nippon—F-4EJ" Brian

I then directed the question to Akira Watanabe and Paul Thompson (both in Japan), and Andy Binks (everywhere!) enclosing this Wings Palette drawing.



Akira replied with:

19/3/18

Unfortunately, I've never even seen this particular aircraft in the mid-1980s. 37-8321 was also painted in almost the same fashion within the same 304th Sqdn in the mid-1980s. I did find some photos of the #312 & #321 on the book I have, however those photos were taken from the side (typical taxing shots), so I cannot tell you more info than the illustration you sent to me. It is quite natural to comprehend that the underside was painted in bluish-grey (one tone) overall except under the nose (painted in black). Akira

And

19/3/18

I forgot to mention one mistake in the illustration of the #312 you sent to me. There was no white trim around the red national roundel placed under the outboard wing. Akira

[Click here to visit Akira's superb website with particular emphasis on modelling modern military aircraft, with loads of superb JASDF photos.](#)

Next, Andy Binks (our SIG Specialist for Japan and Taiwan) chipped in with:

20/3/18

The actual plane is in the "All Phantom II of JASDF" book. Looking closely at the picture in the book (as scanning is not practical.) I guess this is where the profile was created from, as the worn paint on the gun matches. In terms of underside, it is definitely a bluey grey but you can't see much. The gun muzzle area is much darker (black?) The notes in the back of the "Defenders of Nippon" book refer to an overall wash of approximately FS35240 with white and orange (FS28913) on top. Note that the stencils are masked off from the original scheme in much the same way as the old blue Phantoms of 8 squadron, so if you want to do it accurately, it's a lot of work. Hobby Decal do a rub-down sheet of stencils that would work though. Andy Binks

Then Paul Thompson, who runs the website J-HangarSpace, responded:

[\(Click here to visit Paul's brilliant Japanese website covering JASDF, JGSDF, JMSDF, Japan Coastguard, Police and Emergency Aviation\).](#)

24/3/18

Following Andy's lead, I attach a photo - taken with my iPhone - of '312' from "McDonnell Douglas/Mitsubishi F-4EJ/RF-4E Phantom II" which was published in 1997. The aircraft wore this scheme at the TAC Meet held at Chitose in November 1985. The day-glo area extending all the way back from the engine intake splitter plate can be clearly seen. Other day-glo areas were the tailfin, part of the tailplane, the upper part of the fuselage and the outer areas of the main wing. Nothing specific mentioned about the undersides. Paul





MEMBERS' QUESTIONS AND ANSWERS

JASDF F-4EJ Target Tug in 1/48

Akira then came back with more information.

29/3/18

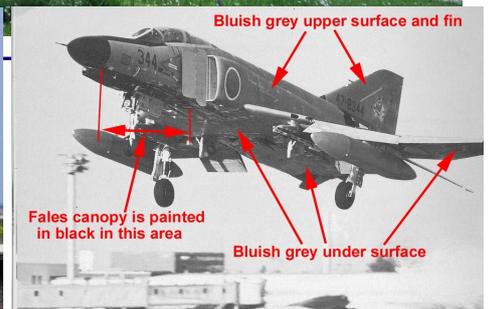
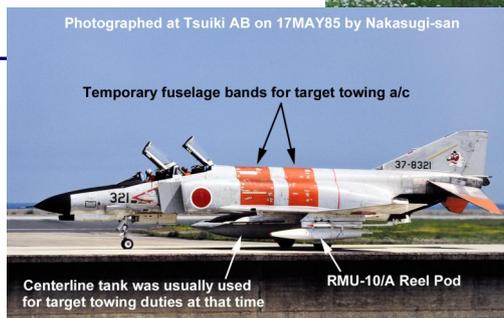
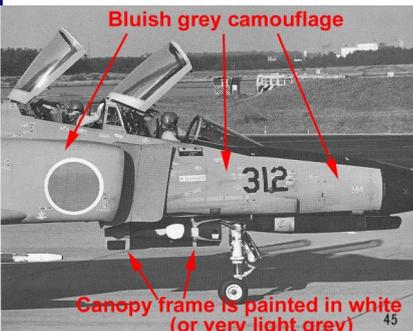
Photographed at Komatsu A.B. on 05NOV84 by Nakashima-san



I did some survey on orange/white F-4EJs(#312 & #321), and I'd like to give you my survey results today. F-4EJ #312 participated in Senkyo (JASDF's annual fighter meet) in 1984 with bluish grey camouflage, and I attach a photo (scanned image of Kodachrome slides) of this #312 in bluish grey camouflage. This photo (#312-01) was taken at Komatsu on 5/Nov/84 by a friend of mine Nakashima-san. As you can see from the photo, this camouflage was intended to let enemy pilot mix up attitude of the aircraft (mix up top & bottom views) by painting false canopy, false engine nozzles, etc. A photo #312-02 shows details of the false canopy painted on under surface. A photo #344-01 shows another F-4EJ camouflaged in the same bluish grey scheme which also participated in 1984 Senkyo. You can find the area of the black paint (false canopy) under the nose area.

The #312 changed its paint scheme from the above mentioned bluish grey camouflage to the white/orange scheme sometime in 1985. That is the reason why #312 in white/orange scheme in 1985 still wore bluish grey paint on under surface and the tail marking was over-sprayed in bluish grey paint. The 304 Sgdn did not take off its under-surface paint (bluish grey) when they repainted its upper surface in white and orange.

A photo #321-01 shows a F-4EJ #321 pictured at Tsuiki on 17/May/85 when the aircraft was used as a target towing aircraft. A photo #321-02 was taken only twenty five(25) days after the photo #321-01 was taken. You will see the big difference in appearance of this same aircraft. That is the reason why undersurface of the #321 (see photo #321-02) was NOT bluish grey BUT white. Also, unlike the #312, the tail marking of the #321 (see photo #321-02) was NOT over-sprayed in bluish grey. Speaking from the modeller's view point, #321 looks prettier than the #312 with dark paint on its underside. Photos #321-01 & -02 were taken by another friend of mine Nakasugi-san at Tsuiki in 1985. Akira



And here is Andy Terrell's result. This masterpiece won him a Commended Award at ScaleModelWorld 2018.



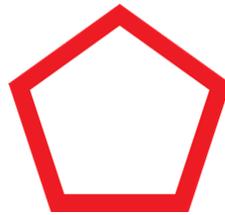


Additional Air Arms Covered by Asian Air Arms Specialists

From viewing our website—www.asianairarms.com—you should be aware that we have a team of Specialists who are very happy to answer any questions you might have concerning their favourite air arms. Some existing Specialists have recently agreed to add additional air arms to their “portfolios”, and also we’ve attracted some new Specialists. Therefore, I think it’s time I brought you all up to date with these changes. Please note that I am only showing changes—the rest of our Specialist team remains as before. To see all the other Specialists, please refer to the website for the air arm of your choice.



Mick Burton
[Click here to see his Specialist webpage.](#)



Indonesia



Papua New Guinea



Max Schep
[Click here to see his Specialist webpage.](#)



Royal Netherlands East Indies Air Force



Mark Attrill
[Click here to see his Specialist webpage.](#)



South Vietnam (SVAf)



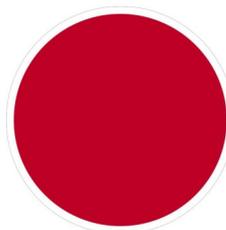
Vietnam (VPAF)



Nepal



Andy Binks
[Click here to see his Specialist webpage.](#)



Japan



Taiwan



Igor Kabic
[Click here to see his Specialist webpage.](#)



Cambodia



Laos



Myanmar



ARMYCAST DECALS—F-5s and T-33s in Asia



A series of decal sheets from another manufacturer new to me recently arrived on my desk and I was delighted to learn that three of the four sheets that I ordered feature Asian Air Arm subjects. Since I had only recently discovered Armycast Decals from the Czech Republic, through a review in Airfix Magazine, and quickly ascertained that their distribution network is somewhat limited right now, I thought I would share what information I have with you.

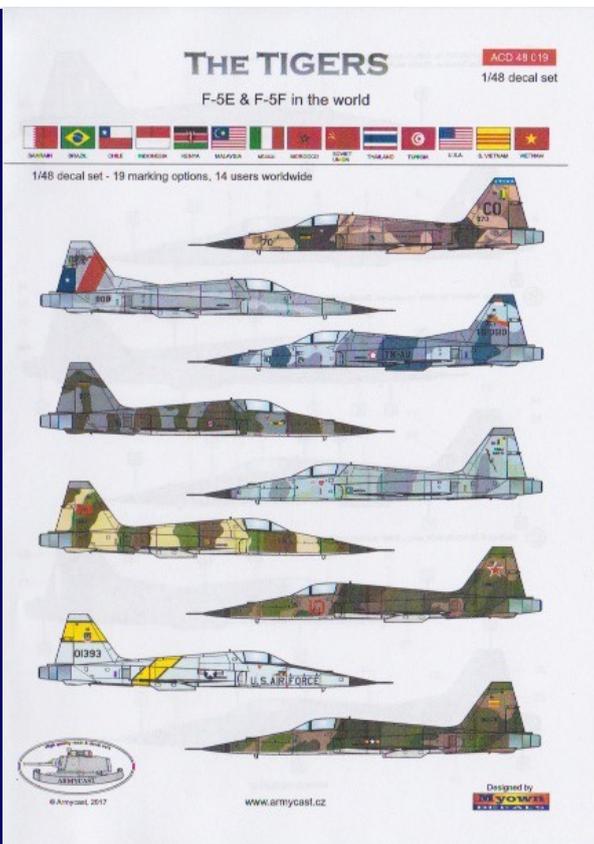
It would appear that the manufacturer has been in business for a number of years – The first decal sheet to feature in this short review is 1/48th ACD48-016 which was produced in 2016. 'The Freedom Fighters' as it is titled contains no less than 15 marking options for 13 users worldwide, with an excellent and varied selection from the majority of Asian Air Arms that have operated the early F-5A/B variants. There are examples from the Republic of Korea, the Philippines, Thailand, South Vietnam (VNAF) and Vietnam (VPAF). The options include:

- Northrop F-5A, 121st FS, ROKAF, Suwon AB, 1970s**
Three Colour Tactical Scheme
- Northrop F-5A, 6TFS, Philippines Air Force, 1970s**
Natural Metal Scheme
- Northrop F-5B, 701 Sqn, Surat Thani AB, Royal Thai Air Force, 2007**
Low Visibility grey scheme
- Northrop F-5A, South Vietnamese Air Force (VNAF), 1970s**
Natural Metal Scheme
- Northrop F-5A, 935th Fighter Regiment, VPAF, Bien Hoa AB, 1977**
Natural Metal Scheme

The second sheet, (ACD48-019) 'The Tigers', continues with the Northrop F-5 but covers the later F-5E/F Tiger II variant, with another excellent range of subjects – 19 marking options from 14 users worldwide, including no less than seven subjects from five Asian Air Arms. The Asian aircraft include the following:

- Northrop F-5E Tiger II, Skwadron Udara 14, TUDI, Iswahyudi-Madiun AB, 1986**
Three-Tone Blue-Grey Tactical Colour Scheme
- Northrop F-5F Tiger II, Skwadron Udara 14, TUDI, Iswahyudi-Madiun AB, 2000**
Three-Tone Blue-Grey Tactical Colour Scheme
- Northrop F-5E Tiger II, 12 Skwadron, TUDM, Butterworth AB, 2007**
Three-Tone Grey Tactical Colour Scheme
- Northrop F-5F Tiger II, 12 Skwadron, TUDM, Butterworth AB, 2013**
Overall Medium Grey Colour Scheme
- Northrop F-5E Tiger II, 701 Fighter Squadron, Royal Thai AF Surat Thani AB, 2012** – Three-Tone Grey Tactical Colour Scheme
- Northrop F-5E Tiger II, South Vietnamese AF (VNAF), 1975**
Three Colour Tactical Scheme
- Northrop F-5E Tiger II, Vietnamese AF (VPAF), 1981**
Three Colour Tactical Scheme (preserved in Czech AF Museum, Prague-Kbely AB)

There is, arguably, an eighth Asian subject on this decal sheet since there is an F-5E Tiger II in Soviet Air Force markings and sporting the standard 'Vietnam' Three Colour Tactical Scheme and a 'Red 10' buzz number, as operated by the Soviet VVS Test and Research Institute. There has been speculation for many years that the Soviets did in fact acquire a number of F-5E Tiger IIs that had been acquired by the VPAF following the fall of South Vietnam in 1975.





ARMYCAST DECALS—F-5s and T-33s in Asia—Part 2



The final sheet, (ACD48-D18) 'The Silver Stars', is for the venerable Lockheed T-33 Shooting or Silver Star in Worldwide Service and includes 16 marking options for 14 users. This particular sheet only covers two Asian operators of the type, with single examples from Japan and the Republic of China (Taiwan). The options are as follows:

Lockheed T-33A, 302 Hikotai, JASDF, Chitose AB, 1970s
Overall Natural Metal Scheme

Lockheed T-33A, 1st Tactical Fighter Wing, ROCAF, Tainan AB, 1990s
Three Colour Tactical Scheme

My initial impressions of these decal sheets are very favourable. The decals are produced and printed by BOA Agency so their quality is assured. The sharply printed decals appear on blue backing paper which helps to delineate some of the smaller decals, and the carrier film is quite fine. All of the sheets feature some of the maintenance and stencilling markings found on each aircraft type. A particularly nice feature is the inclusion of language-specific rescue markings and great care has been taken to accurately portray the subtle differences between many of the primary safety and maintenance markings. It should be noted that each of these decal issues include two copies each of each sheet so one should not be concerned that only one air force title, for example, appears on a sheet. The Decal Placement Instructions (DPIs) are well laid out and include Port/Starboard and Top/Bottom views for each subject featured and there is an extremely useful Paint/Cross Reference Chart included which provides the FS numbers (where applicable) and Gunze Sangyo paint references. My only concern with the DPIs is the size of the print text outlining where some of the smaller decals go on each airframe. I suspect that, like me, the majority of modellers will need to refer to photographs for the specific placement of some markings.

At first glance the decals appear quite expensive when compared to those produced by some of the mainstream aftermarket manufacturers but the need to include two of each sheet to cover all of the decals required for each marking option has inevitably contributed to the final price. On the plus side, one does end up with quite a few markings that are surplus to requirements, which can then be used on other projects or traded elsewhere.

I purchased my examples direct from the manufacturer, who provides a very quick and efficient worldwide service, including regular updates on the status and despatch of your order. View their webpage at www.armycast.cz

Thoroughly recommended for those with an interest in the subjects. **Mark Attrill**

1/72 KC-135R 'Singapore Stratotankers' Decals from Miliverse

I must admit that Miliverse were a new name in decals to me, but a look at their website shows they have been around for a few years now, producing high quality decals for many interesting options.

As the title befits, this set primarily features the KC-135 Stratotankers of the Royal Singapore Air Force, but also includes options for Turkish and Chilean aircraft too. Printed on 3 approximately A5 sized decal sheets, the decals are very crisp, clear and all perfectly in register, having a look that is reminiscent of the Micro-scale printed sheets. Each available aircraft option is well documented along with clear and comprehensive drawings depicting the decal placements and variations. Essentially any KC-135 in service with the RSAF can be modelled from this sheet and stencilling is provided for one whole airframe. Marking options highlighted include early and current markings, as well as Peace Guardian training detachment markings. A small amount of photographic reference is also included as well as information pertaining to each individual airframe's variations, where applicable. As previously mentioned, main marking options are also provided for Turkish Air Force KC-135Rs and Chilean Air Force KC-135Es, again receiving the same level of attention as the RSAF options. All in all, this is a very interesting decal sheet and I hope to put them to use sometime soon depicting an early RSAF aircraft with the large chevrons on the tail as I do like a bit of colour! **Karl Robinson**



Miliverse Decals—soon to be stocked by Hannants!



ASIAN AIR ARMS UPDATE—1

CHINA'S J-20

China may be developing the first two-seat version of its J-20 stealth combat aircraft, according to a January 2019 DIA report (See full Defense Intelligence Report on Chinese Military Power - all 140 pages of it! - [here.](#)) It is set to fulfil roles as a tactical bomber, electronic warfare, or a carrier strike aircraft. If the report is accurate, the PLAAF could become the first air arm in the world to deploy a radar-evading fighter-bomber whose main mission is long-range ground-attack.



Hmmm!
It's all
getting
a bit
tempting!



A fascinating graphic!
Shenyang J-31; Sukhoi Su-57; Chengdu J-20; Lockheed Martin F-22; Lockheed Martin F-35; Mitsubishi X-2.



INDONESIA



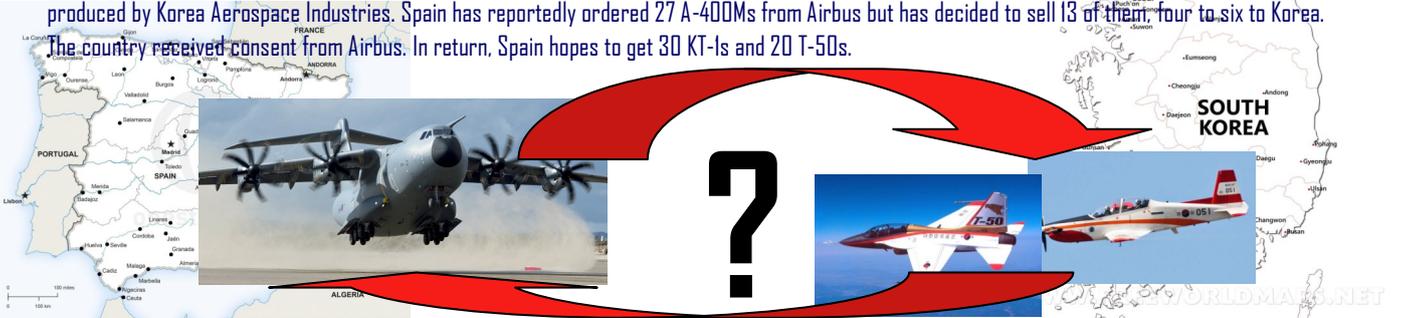
Indonesia ordered 17 additional medium-lift helicopters for the armed forces from the country's primary defense contractor PT Dirgantara Indonesia (PTDI), Jane's reports. The contract includes eight Airbus Helicopters H225Ms for the Indonesian Air Force (TNI-AU) and nine Bell 412EPis for the Indonesian Army (TNI-AD).



ASIAN AIR ARMS UPDATE—2

A-400Ms FOR SOUTH KOREA?

South Korea and Spain are launching negotiations on a proposed deal to swap Spanish military transport planes with Korean trainer jets. Talks are expected to start this month. In November, Spain proposed to Korea to trade some of its A-400M Airbus transport planes for KT-1 and T-50 trainer jets produced by Korea Aerospace Industries. Spain has reportedly ordered 27 A-400Ms from Airbus but has decided to sell 13 of them, four to six to Korea. The country received consent from Airbus. In return, Spain hopes to get 30 KT-1s and 20 T-50s.



South Korea will receive the first F-35A stealth fighters in March. The jets have been tested at Luke Air Force Base in Arizona. The first two jets are scheduled to be combat-deployed in April or May, and 10 other jets are supposed to be ready for deployment by the end of this year. South Korea approved a deal in September 2014 to acquire 40 F-35As for about \$6.8 billion.



THAILAND



Two more Russian Mil Mi-17V-5 "Hip-H" medium transport helicopters were delivered to the Royal Thai Army (RTA), Jane's reports. The RTA already operates five Mi-17V-5.

INDIA

India received the first of 15 Boeing CH-47F Chinook heavy-lift helicopters during a ceremony at Boeing's facility in Philadelphia. India signed its government-to-government deal with the US in September 2015, with the \$1.1 billion contract covering 15 Chinooks plus the option for a further seven. The CH-47Fs are to replace the Mil Mi-26 „Halo” heavy-lift helicopters that the Indian Air Force received from the Soviet Union in 1986.





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