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AND TODAY'S MODELLING CHALLENGE IS.....



On 5/10/18, 402sq Kawasaki C-1 Special Marking Machine (78-1026) at Iruma Station, in a 60th anniversary scheme.
Photos posted by Cesar Mancilla on Facebook Wings of Japan.

INDEX

Hawker Tempest in Royal Pakistan Air Force	Member's Models: Andy Binks	Asian Air Arms Update	Scale Model World Floor Plan	Info Search Desk plus New Members	Member Spotlight: Akira Watanabe	Sukhoi Su-22M3/4 in Vietnamese service	F-4 Phantoms in the RoKAF	GAF Nomad in Asian air forces	Join IPMS
Pages 2-5	Page 6	Pages 7-8	Page 9	Page 10	Page 11	Pages 12-15	Pages 16-17	Pages 18-20	Page 21



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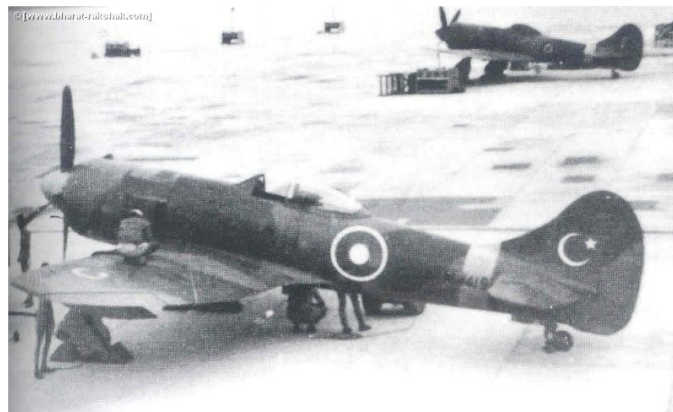
asianairarms1@outlook.com



HAWKER TEMPEST OPERATIONS IN THE ROYAL PAKISTAN AIR FORCE

by Franek Grabowski

The story of the operations of Hawker Tempest within the Royal Pakistan Air Force is one of the least known topics in the history of the aircraft. The history starts with aircraft of the Royal Indian Air Force which, following partition and establishment of the RPAF, had to be shared between the two countries. Following lengthy negotiations it was agreed that Pakistan would take over 35 Tempest IIs out of the Royal Indian Air Force's inventory, inherited from the RAF. Tempests were selected by the RPAF, because they were considered more suitable for harsh and hot weather conditions than liquid cooled Spitfire VIIIs & XIVs, also operated by the RIAF. Spitfires were well known for a tendency to overheat in hot weather areas, even in the tropicalised variants.



This also meant that Pakistan would take over two RIAF Squadrons), No. 1 and No. 9, the latter a favourite of Squadron Leader Mohammad Asghar Khan (1653). The fact that Pakistan had to take over the prime Squadron of India caused a lot of dismay in the RIAF. Nonetheless only physical assets were taken over, all the regalia was returned to India, and the Squadron was duly renumbered as No. 5 Sqn RPAF. No. 1 Sqn was reformed in India in later years.

Both Squadrons were formally established on 15 August 1947 at RPAF Peshawar, then one of the main bases of RPAF. A day before, at RPAF Drigh Road, Karachi, a RIAF Tempest II MW419 from 320 MU was painted in temporary RPAF markings and took part in Pakistan Independence celebrations. Following the parade, the aircraft was delivered to No 3 Squadron RIAF at Poona. The next Tempests were delivered to RPAF only in September 1947, and each Squadron had to have 6 pilots and 8 aircraft, this was due to a shortage of both aircraft and personnel. They formed the Fighter Bomber Wing, and maintenance was provided by Maintenance Wing at the base. The maintenance centres for both airframes (No. 101 MU) and engines (No. 102 MU) were based at RPAF Drigh Road in Karachi, more than 600 miles south of Peshawar. Here the aircraft taken over from RIAF stocks were overhauled, as they were in poor condition following RAF service and subsequent storage. By early 1949 only 28 were returned to service with serials A100-A127.



Line up of No. 1 Fighter Bomber Wing with No. 9 Sqn (red spinners) in the front, and No. 5 behind, around April/May 1949 .

A139/T, former PR809, closest. Please note, that the second aircraft is in delivery scheme with no code applied. The fourth aircraft seems to be a one of the original batch inherited from the RIAF.

The Tempests were almost immediately deployed on operations against tribesmen in Waziristan, who continued their rebellion started during the British rule. In December 1947, No. 5 Sqn provided cover for the army withdrawing from Razmak during Operation 'Curzon'. Other operations included patrolling rebellious areas, and attacking targets of opportunity and those indicated by army units. For those operations, each squadron in turn sent a deployment of two to four aircraft for periods of about three months to Miranshah. This could hardly be called an airbase, as it was limited to a short airstrip, and a pilots' hut (or rather roof) just next to the walls of Fort Miranshah.

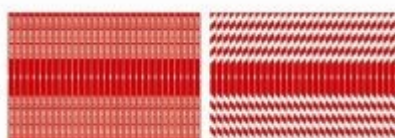
Tempests were not deployed in Kashmir against India, nonetheless they received quick identification markings in form of double white stripe around the tail, and similar stripes at both wing roots. At the time, RIAF Tempest wore the same camouflage schemes, and the 'Chakra' roundels were not easy to recognise from Pakistan's white-green roundels in high stress conditions.

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HAWKER TEMPEST OPERATIONS IN THE ROYAL PAKISTAN AIR FORCE—Part 2

by Franek Grabowski

A146, previously PR897
photo taken during delivery.



Flying at air displays and parades was another important activity, these events were morale boosters and helped to promote the RPAF amongst the people of Pakistan. No. 9 Sqn took part in an air show in Lahore on 21 March 1948 with F/L Abdul Naeem Aziz (1907), F/L Abdur Rahim Khan (2927), F/O Masroor Hosain (3001) and F/O Fuad Shahid Hussain (3002) making up the formation.

On 13 April 1948, the squadron presented a smartly turned out guard of honour to the visiting Governor-General, Quaid-i-Azam Mohammad Ali Jinnah at Peshawar and two days later the Squadron

pilots participated in a fly past in the honour of the Quaid's visit to Risalpur. Pilots of the squadron participated in the fly-past on Harvards in honour of the Quaid-e-Azam's visit to Risalpur on April 13, 1948. On 14 August 1948, No. 9 Sqn carried out a fly-past over Karachi during celebrations of the first anniversary of Pakistan's independence. Interestingly, the radio set in the aircraft of formation leader, S/L Abdul Naeem Aziz failed, but the display was performed according to schedule.

Following the expansion plan of AVM Allan Perry Keene, the first commander of the RPAF, on 1 November 1948, No. 14 Squadron was formed at Peshawar. The unit was short lived, however, following the loss of two Tempests, the cease-fire in Kashmir, and the change of C-in-C of the RPAF, the Squadron was disbanded on 15 January 1949 and number plated. The new situation resulted in major changes in training patterns, as the new commander, AVM Richard Atcherley heavily stressed the need for training at the cost of combat strength. Extended courses had to be undertaken, with each graduate being trained on Tempests in the Conversion Squadron at RPAF College of Flying Training, Risalpur, regardless of future assignment to fighter squadron or not. The Conversion Squadron operated three Tempests. Additionally, AVM Atcherley arranged to have a single Tempest assigned for personal use, and based at RPAF Drigh Road. He was often seen overflying Karachi boosting the morale of both civilians and RPAF personnel.



In May 1949 the contest for the first Inter Squadron Armament Trophy known as Perry Keene Trophy took place. In a rivalry between No. 5 and No. 9 Squadrons, the latter had the upper hand. The victorious team consisted of S/L Aziz ur Rehman Khan (2358), F/L Fuad Shahid Hussain (3002), F/O Imtiaz Hussain Khan Agha (3406), and F/O Stefan Tronczyński (841).

Back in 1948 Pakistan acquired 24 Tempest struck off RAF charge and overhauled by Hawkers. These aircraft started to arrive in March 1949 and were immediately assigned to combat units. They were given serials A128-A151.

At least four of the remaining ex-RIAF aircraft were returned to service during 1949, and assigned serials following the Hawker's batch aircraft, the highest known being A156. It seems they were overhauled using newly acquired spares, and possibly cannibalised parts of written off aircraft, prior to being assigned to combat units.

The acquisition of the aircraft coincided with recruitment of the ex-Polish Air Force airmen, who remained in exile in the UK. Nearly 70 airmen and aircrew were selected, those including a fair number of fighter pilots. Due to change of RPAF policy, only a few of them made it to fighter units, the rest being dispersed between various units to fill vacancies. Most of them had left Pakistan by the end of 1949.



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HAWKER TEMPEST OPERATIONS IN THE ROYAL PAKISTAN AIR FORCE—Part 3

by Franek Grabowski



With an improved technical and personnel situation, No. 14 Sqn was reactivated on 16 December 1949 under the command of Squadron Leader Julian Kazimierz Żuromski (835). This meant that the Fighter Bomber Wing exceeded in numbers a wartime RAF fighter Squadron! The squadron left for Miranshah on 24 March 1950 on its first operational deployment against the insurgency of the Faqir of Ipi.

There is very little information available on accidents and losses of RPAF aircraft. One identified fatality was P/O Ghani Khan (865) of No. 9 Sqn, who was killed on 24 May 1950, when performing a split-S dive at high altitude his Tempest ran into high speed compressibility effects, the pilot lost control, and the aircraft broke up.

Starting from October 1949 Pakistan took delivery of the first batch of 50 Sea Fury fighters, which ultimately replaced Tempests in combat units. The first Squadron, No. 9, converted onto the new aircraft in July 1950, but due to a shortage of Sea Furies, it flew Tempests once again from November 1950 until February 1951. About this time, all fighter bomber squadrons phased out their Tempests.

The final batch of 21 Tempests was acquired from RAF stocks in Malaya starting in November 1951 and ending in November 1952. Following a long period in storage the aircraft were in bad condition and at least three were lost during the delivery flights. This deal was widely disputed in Pakistan, as those aircraft were deemed unnecessary. The highest known serial is A165.

Tempests, deemed as a reserve, were stored at Equipment Depot, RPAF Chaklala, and some of them continued service for a while in the Conversion Squadron at Risalpur, and were then relegated to second line duties like target towing or as instructional airframes. In September 1953 No. 12 Heavy Bomber Squadron was converted into Composite Squadron. In the new establishment, the Squadron had three flights: Air Headquarters Communication Flight operating Dakotas and a single Viking, Target Towing Flight with Tempests, and Heavy Bomber Flight flying Halifaxes. The last target towing Tempests were seen in Pakistan in 1958. None survives to the present day.

Tempests, the first combat aircraft of Pakistan, were remembered as good aircraft, but tricky to fly, due to a tendency to swing on landing. Some pilots complained about the condition of the aircraft and crude finish of wartime production standards. Centaurus engines turned out to be temperamental, and caused a lot of problems, partly due to a lack of spares and proper servicing. The replacement Sea Fury was found to be a superior aircraft in all respects. The last surviving Sea Furies remained in combat use until 1964.





HAWKER TEMPEST OPERATIONS IN THE ROYAL PAKISTAN AIR FORCE—Part 4

by Franek Grabowski

COLOURS AND MARKINGS



It's likely that the original 35 aircraft inherited from RAF stocks were painted in RAF colours. At the time the RAF used two schemes: the Day Fighter Scheme, with Dark Green and Ocean Grey disruptive pattern, with Medium Sea Grey undersurfaces, and the Silver scheme with all surfaces painted silver. However there is no evidence of the use of the Silver scheme on Pakistani Tempests. The 24 aircraft that were delivered from Hawker were painted in Desert Scheme of Dark Earth and Middle Stone disruptive pattern, with Azure Blue undersurfaces and spinner. Due to infrequent painting, repairs, and wear, aircraft started to look rather worn towards the end of their service. It seems that, after 1950 following the withdrawal of Tempests from operational units, the aircraft were gradually repainted in silver. Target tug aircraft had undersurfaces painted in a single colour, possibly yellow.

National markings consisted of the Pakistani roundel, white and green with yellow outline on wings and fuselage, and on the tail a green square with yellow outline and a white crescent with star, on both sides of the aircraft; the crescent faced to the rear on both sides. Serials were painted in black on fuselage sides and on wing undersurfaces in typical RAF pattern of the time.

Quick identification markings were used in the form of double white stripe around the rear fuselage, each band formed into a chevron on the fuselage sides (pointing forwards), and also double white stripes at both wing roots. There is a photo of a Tempest showing single black stripe at both wing roots, but it is uncertain if it is variation of the above marking or unrelated.

Spinners were painted in squadron colours, No 5 Sqn dark blue, No 9 Sqn red, No 14 Sqn white, left in factory colour or repainted, possibly with one of camouflage colours. No squadron emblems, popular on Sea Furies, were noticed on Tempests. There is a single photo of a Tempest showing an emblem on the cowling, which cannot be tied with any unit, possibly a personal marking.

Squadrons used code letters in white in front (to nose) or aft of the fuselage roundels and in black on the front lower cowling. Later, around 1950, code letters moved aft of the roundel, and a white section on bottom of the front cowling was added as a background to the code. Only some aircraft received them, probably those assigned to particular pilots, even if flown on availability basis. Favourite letters were used, e.g. M for S/L 'Bertie' Mirza.

The original of this article can be found at <http://www.hawkertempest.se/index.php/action/inpakistan> Franciszek Grabowski
Franek is looking for photos, documents and other info related to the RPAF. So if you have anything —photos, memories, log-books, etc., please get in touch with me .



The Hawker Tempest Mark 2 (red propeller spinner) belonged to the newly formed No. 9 Squadron, while the blue spinner Tempest was from No. 5 Squadron.



MEMBERS' MODELS—ANDY BINKS





ASIAN AIR ARMS UPDATE—I

JAPAN



First look at the new Dassault Falcon 2000 Maritime Surveillance Aircraft for the Japan Coastguard. The aircraft has underwing store stations for carrying a wide variety of weapons such as air-to-surface missiles, target towing equipment, electronic warfare and simulation pods. This is the first of five aircraft and is due to enter service in the first half of 2019.

LOVE GORGEOUS JASDF Phantoms?
Click here for a video of one of the most
beautiful you'll ever see!
JASDF 320Sqn F-4 'Final Year Livery'
From Janine-1305 Aviation World on Facebook.



X-2 ATD-X SHINSHIN

Discouraged by the cost of buying an F-2 replacement from US and UK companies, the Japanese Ministry of Defense is looking to develop the ATD-X (X-2) project in conjunction with British or Franco-German partners who are also needing to develop next-generation jets.



JAASDF JAPAN TESTS BOEING EA-18G GROWLER ?

On June 12 some Japanese spotters posted photos of two Boeing EA-18G Growlers with Japan Air Self-Defense Force markings. According to a document published by the Japanese defense ministry, the nation is conducting some tests to evaluate a future electronic warfare aircraft. A Growler flew in formation with a Japanese Kawasaki T-4 trainer jet, both aircraft brought the marks of the JASDF Air Development and Test Wing homed at Gifu AB. Japan is looking for an plane able to neutralize enemy air defences and command systems remotely, blurring the line

between strict self-defense and offensive base-strike capability. The country is currently exploring a range of options including the Boeing EA-18G Growler. The Defense Ministry intends to include a SEAD-dedicated aircraft into its Mid-Term Defense Program that will be revised at the end of 2018 to buy several jets between 2019 and 2023.

Note: I can't confirm if this image is real or a fake it smacks of Photoshop to me!

INDIA

The IAF plans to introduce the latest Boeing Chinooks to its fleet in the near future. India purchased 15 CH-47F Chinook (and 22 AH-64E Apache attack) helicopters under a 2014 deal valued at \$3.1 billion. A team of four pilots and four flight engineers is currently training to operate the country's future CH-47F helicopters (similar to the US Army version shown here).



India could add two second-hand Mirage 2000 fighter jets to its fleet. The jets are priced at \$2 million each and would be later upgraded by India's state-owned HAL. The airframes reportedly still have about 3,000 flight hours left and would incorporate upgrade kits which were delivered as part of India's Vajra modernisation program. If the deal goes through, India would regain its initial fleet strength of 51 Mirage 2000s.



ASIAN AIR ARMS UPDATE—2

KAZAKHSTAN

The Kazakh Air Force has taken delivery of its first **Shaanxi Y-8F-200W** transport aircraft in September. Kazakhstan is thought to have placed an order for three aircraft. It recently purchased two Wing Loong 1 unmanned aerial vehicles (20016) and two more have reportedly been added to its inventory. (Source: Air Forces Monthly)



PHILIPPINES



It's been rumoured that the Philippine Department of National Defense (DND) is close to selecting **Saab's JAS-39 Gripen** to be the country's next supersonic jet fighter. The Philippine Air Force has been looking for new aircraft to replace its retired fleet of US-made F5 Interceptors for over a decade. Defense Secretary Delfin Lorenzana told the Philippine News Agency (PNA) that the country is opting for the Gripen due to it being cheaper and less expensive in maintenance cost than the also offered F-16. Hmmm! Sounds to me like a negotiating ploy to drive down the prices of F-16s!

The Philippine Coast Guard has become the country's first **Airbus Helicopters H145** operator for para-public missions. The coast guard placed an order for a single H145 helicopter on September 26.

The four-tonne-class twin-engine H145 will be equipped with high-frequency radios, emergency flotation gear, fast-roping gear, cargo sling, searchlight and electro-optical systems. It will be used for missions including search and rescue (SAR), medical evacuation (medevac), maritime patrol and law enforcement.

Source: *AirForces Intelligence* database.



TAIWAN



Taiwan is currently in the process of upgrading its fleet of **144 F-16 A/B jets to the Viper** configuration. The \$3.64 billion program is considered the most important modernization program ever undertaken by the Air Force and significantly enhances its war fighting capabilities. Upgrades in the V-variant include new mission computers, navigation equipment, large colour multifunction displays, Advanced Identification Friend or Foe (AIFF) transponders, updated electronic warfare suite, and the Link-16 tactical data link, as well as an AN/APG-83 Scalable Agile Beam Radar (SABR).



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INFORMATION SEARCH DESK

Governmental Aviation



I'm planning to compile a data base for the website on the use of aircraft by such units as Police, Fire & Rescue, Ambulance, Agricultural Departments, etc. If you have anything, particularly photos, please get back to me.



I'M LOOKING FOR MORE ARTICLES FOR THE NEWSLETTER

Looking through previous editions of the Newsletter, you'll see that we've had some excellent contributions by members. David Thomas has written about Chinese serials and decals; Mick Burton has told us of Indian Air Force & Naval markings; Roger Boniface gave us an excerpt from his book "MiGs Over North Vietnam" and Paul Thompson has given us the "Definitive Guide to JASDF, JMSDF & JGSDF Squadron Histories and Markings".

This month we've had two new contributors: Mark Attrill with "Su-22 in Vietnamese Service—Part 1", and Franek Grabowski who's shone a light on the RPAF's use of the Hawker Tempest. These are all absolutely invaluable additions to our Special Interest Group BUT, as most of the Newsletter is written by me, I urgently need more pieces to continue delivering high quality information to you. No matter how small, no matter if you feel you can't write professionally—whatever you have, send it through to me and I'll usually be able to work it into an article for the benefit of us all.

So, don't be shy—you'll know a lot more than me about aviation in your own country! Send me your thoughts and suggestions—PLEASE!

Defence IQ

Airlift Requirements in
Southeast Asia &
Australia
2018-19 Market Report



As a "taster" for "MILITARY AIRLIFT APAC 2018"

To be held in Singapore on the 27-28th November, click [this picture](#) for their report on the state of military airlift assets in the Pacific region, covering: Australia, Indonesia, Malaysia & Singapore.

MEMBER'S QUERY OPERATION FIREDOG

We've had a request for information on the types of Spitfires that were used during Operation Firedog. Can you help us with this (e.g. types, serials, camouflage schemes or photos) please?

I know that, strictly speaking this isn't an Asian Air Arm issue, but feel sure that one of you will be able to help with this. Get back to me with any info, please.

New Members

We've gained another 32 members since the last Newsletter—now up to 178 members in 33 countries!

From Singapore we welcome: Sean Chua, Lee Keng Hua, Kwek Chin Lin, Desmond Koh, Vincent, Ben Ang, Sek Chuan Chua, Tony Thay, Yap, YK Goh and Kerwin. From the USA—Stephen Maire; Malaysia—Fauzie Suffian, Yoke Meng Lee and Thomas Ng; Guatemala—Luis Enrique Lopez; UK—Gavin Parnaby, Andy Evans and Neil Robinson; South Korea—Sunhwe Hwang and Donghui Lee; Germany—Markus Wuellner; Estonia (and UK) - Mark Attrill; Ukraine—Igor; Poland—Franek Grabowski and Rizzi; Bangladesh—Solaiman and Anwarul Mazhar; Honduras—Mario Flores Ponce; Indonesia—Atut Pujo; Australia—Haydn Neal; and from France comes Sam. A big welcome to you all!

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Asian Aircraft Markings A History

7. Bangladesh



Fin Flash



Army



Border Guard

8. Bhutan



Fin Flash

9. Nepal



Fin Flash

Ref: Military Aircraft Insignia of the World—Cochrane/Elliott



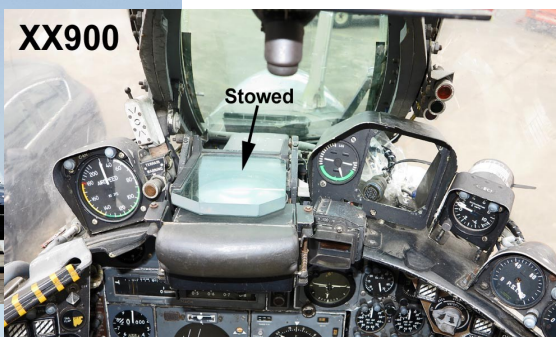
Member Spotlight—Akira Watanabe



Member Akira Watanabe has been an avid photographer of military aviation since 1969. Akira lives in Japan and at his first visit to the IPMS USA Nationals in 2009 won first prize for his 1/32 Tamiya F-14, and again in 2011 he carried off the top prize for a 1/48 CH-113 Labrador. His website is crammed full of superb photography and excellent “walk-arounds”—see samples from his website below. [Click here to visit the website.](#)

STOP PRESS!

Akira and his modelling group—Silver Wings—will be displaying at Telford this year, so do make a point of introducing yourself. He speaks excellent English, but none of his colleagues do, so go easy on them!



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Sukhoi Su-22 Fitter in VPAF Service by Mark Attrill



Photo by: Bui Tuan Khiem Vietnam Air Spotters—Airliners.net

In the late 1970s the Vietnamese Peoples' Air Force (VPAF) faced several challenges, including the maintenance of a war weary fleet of MiG-17 'Fresco' and -21 'Fishbed' fighters, the incorporation of a large quantity of US-manufactured aircraft inherited from the Vietnamese Nationalist Air Force (VNAF) (South Vietnam) and an evolving war with its neighbour, Cambodia. Against this backdrop, Vietnam made strenuous efforts to modernise and rationalise the VPAF and this included the search for an effective Fighter-Bomber aircraft. The MiG-21s then in service had been optimised for the Fighter-Interceptor role only during the Vietnam War and the VPAF had resorted to using ageing ex-VNAF F-5A/Es and A-37s in the Close Air Support (CAS) and Interdiction roles against Khymer Rouge targets during the subsequent conflict with Cambodia. As a long term supplier of military equipment to North Vietnam, the Soviet Union was content to fuel demand and this included the supply of the Sukhoi Su-22M Fitter.

It is quite difficult to determine the exact number of Sukhoi Su-22M Fitters that have been delivered and operated by the VPAF since the aircraft type has been the subject of several upgrade programmes over the years and those aircraft in service appear to have been regularly swapped around between operational units. An initial delivery of 40 Su-22M3 'Fitter-H' and 6 Su-22U 'Fitter-E' aircraft was made in 1980, to replace the mixed fleet of MiG-21, MiG-19, Shenyang J-6, F-5E Tigers and A-37 Dragonflies then in Service in the Ground Attack/CAS role with the VPAF. A follow-on order for 32 Su-22M4 'Fitter-K' and 4 Su-22UM3K 'Fitter-G' aircraft was fulfilled between 1988-90. It has been reported that 22 Su-22M4 and 2 Su-22UM3K aircraft underwent an upgrade programme between 1996-98 with further acquisitions to maintain an operational fleet pending the procurement of more modern types such as the Sukhoi Su-27 and Su-30. In 2005, the VPAF received 5 former Czech Air Force Su-22s and up to 7 aircraft have also been supplied by Ukraine with unconfirmed reports of further purchases from Poland. The VPAF also operates a small number of Su-22M4R aircraft equipped with the KKR-1 PHOTOINT/ELINT pod. It is understood that circa fifty Su-22 Fitters remain in service with the VPAF pending the acquisition of additional Su-27/30 aircraft.

At least five different units of the VPAF appear to have operated the Su-22M3/4 since its introduction to service with a considerable number of changeovers in subsequent years. The 921st Fighter-Bomber Regiment, based at Noi Bai AB received Su-22s in 2011, having previously operated the MiG-21Bis and -UM. These aircraft may well have originated from the 923rd Regiment at Tho Xuan which originally received their aircraft in 1989 and operated them until the arrival of the Sukhoi Su-30 in 2011. The 929th Fighter Regiment, based at Da Nang, started to convert to the Su-30 in December 2014 but due to unspecified issues the unit began to re-equip with the Su-22M4 during 2015. The fourth unit, the 931st Fighter-Bomber Regiment at Yen Bai operates a mix of Su-22M4/UM-3K Fitters and some have been observed in a new 4-colour 'splinter' camouflage scheme over Light Grey undersurfaces. The final unit that has been identified operating the type is the 937th Fighter-Bomber Regiment at Phan Rang which operates the Su-22M4/UM-3K and the Su-22M4R variant.



Su-22UM-3K Photo: ttvnol via defense-studies.blogspot.com



Sukhoi Su-22 Fitter in VPAF Service

Modelling the Fitter—Part 1

by Mark Attrill

The Cold War appeal of the Sukhoi Su-17/22 Fitter has made it a popular subject with kit manufacturers over the years, with mixed results, particularly in the smaller scales. Hobbycraft released a 1:144 scale kit in the 1990s which has subsequently been re-boxed by Academy. Dragon have also produced a kit although it is not known if this is a new mould. There appear to have been three separate kits released in 1:72 although all have been subjected to subsequent re-releases, in some cases with new parts and decals. The Bilek kit has since re-appeared at least once as an Italeri kit, with Pantera issuing a kit which has been re-released by Smer and Mastercraft. The third kit originates from Hobbycraft of Canada. All of these kits have issues of one sort or another, with the Bilek/Italeri kit considered to be the most accurate. Given the popularity of the aircraft, it can only be a matter of time before ICM or Zvezda give the subject the 21st Century treatment with a State of the Art release. In 1:48 scale, Kovozaovody Prostejov were the first to release a kit, which was typical of the period and the company; a reasonably accurate kit with some heavy and basic detail. Several aftermarket companies sought to address the kit's shortcomings; most notably Cutting Edge Modelworks, which released several comprehensive resin sets to correct errors with the base kits. In keeping with the 1:72 scale kits, the base kit has been subjected to several re-releases over the years, with new boxings, decals and in some cases new parts including photo-etched details. At one time or another Eduard, Kopro, Smer and more recently, Karaya, have re-released the kit which has been the sole source for many years. The Karaya boxing of the Su-17M3/4 includes some resin parts and decal markings for a VPAF aircraft, amongst others. In more recent times, and just like the proverbial wait for a bus, Su-22 fans have been treated to, not one, but two brand new kits. Kittyhawk have pleased fans with their rendition of not only the single-seat Su-22M3/4 but also the two-seat Su-22UM3K operational trainer. Thankfully, the kits have proved to be one of the company's better offerings although the aftermarket community has not been slow in producing a wealth of resin, photo-etched and white metal correction and detail sets to satisfy the needs of the more fastidious modellers. Shortly after the announcement of the Kittyhawk kit, and as seems to be the norm these days, Hobbyboss announced their own release of the Fitter and, once again, modellers have been treated to both single and two-seat variants.

Encouraged by the initial reports on the Kittyhawk kit, I have purchased both of the Su-22 variants (they have also released the Su-17M3/4) and most of the remainder of my short kit review will focus on these kits since the single-seat Su-22M3/4 release includes decal markings for a Su-22M4 in the rather garish and unique Medium Blue/Light Grey colour scheme sported by some VPAF examples. It should be noted that the box top titling is misleading since the kit can only be completed as a Su-22M4 for which the NATO designation is Fitter-K. The Su-22M3 has a much broader rear fuselage which is not included in the kit. The kits are a typical Kittyhawk release; nicely decorated boxes brimming with Light Grey and Clear parts, a small photoetched fret, decals and Colour/Black & White instruction manuals. At first glance, the detail looks extremely good, perhaps not as refined as that found on Eduard or Great Wall Hobby kits but perfectly sound. Since the base kit was designed to produce as many variants as possible from the mouldings, quite a bit of the construction is modular. The fuselage is, for example, made up of three sections and the wing construction is also modular. That said, the kit is not over engineered and does not suffer from the presence of too many open panels such as those found on the SEPECAT Jaguar and Dassault Mirage F.1 kits from the same manufacturer. The kit does include a nicely detailed AL-12F engine (which could be displayed in-situ since the rear fuselage section division is on the maintenance break) and a very good K-36DM ejection seat. The complicated swing wing structure, a major feature of the Su-22, is nicely rendered with separate positionable flaps and slats. The one major issue of accuracy relates to the 'Mach cone' which cannot be avoided given its prominence. This issue has been rapidly addressed by resin correction sets from at least three different aftermarket manufacturers. The shape of the centre section underside of the fuselage has also been the subject of much debate although many have concluded it is not so serious. Nevertheless, Cold War Studios of Bulgaria have produced a nice resin correction set for those that simply cannot live with the kit parts. Other than these two areas that may require attention, the majority of other aftermarket sets available, look to provide additional detail for those that want it, a clear indication of the overall accuracy of the model.

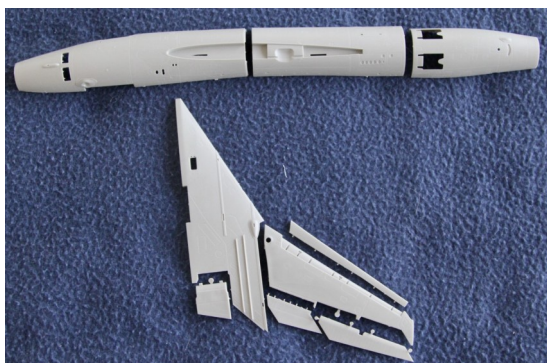


Su-22/UM-3K Photo via exoticplanes.blogspot.com



Sukhoi Su-22 Fitter in VPAF Service Modelling the Fitter—Part 2 by Mark Attrill

One of the highlights of this kit is the provision of a very extensive array of weapons and stores. I do not recall seeing another kit of a Russian/Soviet subject with such a comprehensive list of weaponry which includes at least 8 different types of bombs, 3 types of rocket pods, 3 types of AAMs and a variety of other rockets, gun pods, external fuel tanks and an impressive KKR-1T reconnaissance pod. There is more than enough here to equip several other Russian aircraft types from the inevitable spares box. The comprehensive decal sheet, which includes very comprehensive stencilling, provides for seven options including Su-22M4 Fitter-K aircraft operated by the Czech Republic, East and West Germany, Iraq, Poland, Syria and Vietnam. As mentioned previously, the Vietnamese People's Air Force (VPAF) option is for a Su-22M4 'Red 5868' operated by the 923rd Fighter-Bomber Regiment at Tho Xuan. Alternative decals can also be found on a sheet by Karaya which includes markings for 'Red 5880' in the same colour scheme. This is the same decal sheet as that included in the Karaya boxing of the original KP 1:48 scale kit.



Three part fuselage and comprehensive wing



"Cold War" correction sets for belly and shock cone



Highly detailed decal sheet



AL-21F Exhaust Nozzle by "Amigo"



Sukhoi Su-22 Fitter in VPAF Service

Modelling the Fitter—Part 3

by Mark Attrill

I have prepared a list of all of the known aftermarket items that have been produced to date (October 2018) to correct or complement the Kittyhawk 1:48 scale family of Su-17/22 Fitters. Some of the items have been designed to be used on other Su-17/22 kits but most are specific to the Kittyhawk kits. The most obvious ones are the resin Cold War Studio correction sets, (which can be used on both the Su-22M3/4 and Su-22UM-3K kits) and the Eduard photoetched sets. The majority of the Eduard sets are designed for the Su-17M3/4 boxing but they can be used on the Su-22M3/4 which is virtually identical. I am sure that Eduard will, in time, release some specific photoetched sets for the two-seat Su-22UM-3 variant too. The new resin AL-21F Exhaust Nozzle from Russian aftermarket manufacturer Amigo is a nice addition and specifically designed to fit the Kittyhawk kit but is difficult to source, since Amigo does not appear to have a comprehensive distribution network. Aerobonus (by Quickboost) produce a very nice and superbly detailed resin pilot figure/K-36M Ejection seat combination, which is suitable for all of the 1:48 scale kits.

In keeping with current trends in the hobby industry, the aftermarket community has now also catered for those modellers favouring the Hobbyboss kits with a plethora of resin and photoetched items already released or in progress by Cold War Studio, Eduard and Quickboost.

Make	Reference #	Item	Notes
Kittyhawk	KH80146	Su-22M4 Fitter H	Includes VPAF Markings for Ser # 5868
Aires	AIRE4737	Chaff/Flare Dispensers – Loaded	Resin
Aires	AIRE4743	Chaff/Flare Dispensers - Empty	Resin
Aires	AIRE4747	Chaff/Flare Dispensers – Covered	Resin
Amigo	AMG48022-1	AL-21F Exhaust Nozzle	Resin & P/E - Limited Availability
Cold War Studio	CWS48-014	Fuselage Correction Set	Resin – Direct Order Only
Cold War Studio	CWS48-015	Corrected Mach Cone	Resin – Direct Order Only
Eduard BiG-Ed	EBIG49177	Su-17M3/4 Super Detail Set	P/E – Suitable for Su-22 Variant
Eduard	ED48923	Su-17M FOD Set	P/E – Suitable for Su-22 Variant
Eduard	ED48951	Su-17M Exterior Set	P/E – Suitable for Su-22 Variant
Eduard	ED48952	Su-17M Air Brake Set	P/E – Suitable for Su-22 Variant
Eduard	ED49829	Su-17/22 Interior Set	Colour P/E – Suitable for Su-22 Kit
Eduard	ED49830	Su-17/22 Seat Belt Set	Colour P/E – Suitable for Su-22 Kit
Eduard	ED49888	Su-17M Interior Set	P/E – Suitable for Su-22 Kit
Eduard	EDFE829	Su-17/22 Interior Set	Colour P/E – Suitable for Su-22 Kit
Eduard	EDFE889	Su-17/22 Seat Belt Set	Colour P/E – Suitable for Su-22 Kit
Eduard	EDEX551	Su-17M Cockpit Masks	Kabuki Tape
HAD Models	HUN148019	Corrected Mach Cone	Resin
Master	AM48-122	Su-22 Pitot Probe Set	Brass/Resin
Quickboost	QB48-744	Chaff/Flare Dispensers	Resin
Quickboost	QB48-811	Brake Parachute Housing	Resin
RES-IM	RESIM4822	Su-22M Wheel Set	Resin
ResKit	RS48-061	Su-22M Wheel Set	Resin
SAC	SAC48-329	Su-22M Undercarriage Set	White Metal
Aerobonus	QAB48-087	Su-22 Pilot/K-36M Seat	Resin
Karaya	KYS4802	Su-22M International	Includes VPAF Markings for Ser # 5880



F-4 in the RoKAF



The RoKAF first received Phantoms in the late 1960s, with 18 ex-USAF F-4Ds. They served with the 110th TFS/11th Fighter Wing based at Daegu. In 1972 another 18 were delivered from the USAF. Several more were delivered in the following years, with the last batch arriving in 1987–88, making a total of 92 F-4Ds. During the 1970s, they were bolstered with 37 new-build F-4Es, which were delivered to the 152 and 153 TFS Squadrons/17th TFW at Chongju. More ex-USAF F-4Es were delivered in the next few years, giving a total of 103 F-4Es. RoKAF also received 12 ex-USAF RF-4Cs that were sent to the 131st TRS/39 TRG, at Suwon Air Base, along with another 11 sent later. ALQ-131 electronic countermeasures pods were also delivered. RoKAF has carried out upgrades to extend their lifespan. Despite financial constraints, several minor upgrades were made to allow South Korean F-4s to maintain viability, with some being upgraded with the AN/AVQ-26 Pave Tack laser targeting pod. 30 F-4Es were equipped with the AGM-142 "Popeye" stand-off anti-shiping missile.

[Click here for a definitive listing of all F-4s serving in the RoKAF](#)



[Click here for an excellent video of weapons installations and ground handling equipment.](#)

[Click here for superb video preparing F-4s for engagement with target tug](#)



Modelling F-4s in the RoKAF



D Corporation 1/72



Academy 1/48

[Build review here.](#)



[Click here for partial build review](#)

DCM 32001 P

1/32 F-4E PHANTOM II "R.O.K.A.F."



[Build review here.](#)

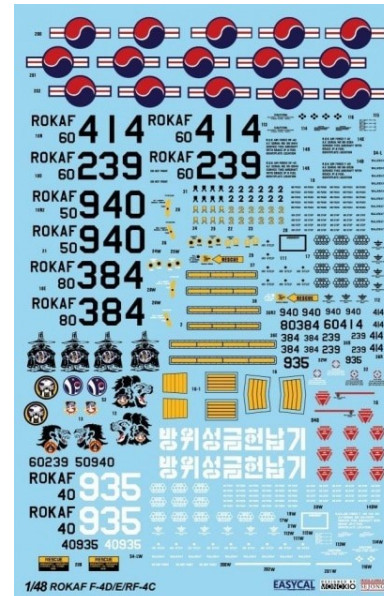
Minicraft 1/144



Hobbydecals 1/72

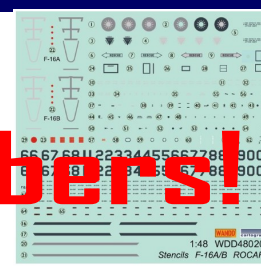


Hobbydecals 1/72



Monokio 1/48

DXM DECALS



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The GAF Nomad N.22 in Asian service

The prototype Nomad N2 flew for the first time on 23 July 1971. It was redesignated as N22 for military aircraft, and N24 for the lengthened civilian version. Only 172 Nomads (including the two prototypes) were manufactured. Less than 20 went to the Royal Australian Army and Air Force. The majority of military sales went to SE Asia. Approximate numbers supplied were as follows:

Philippines Air Force 16
 Royal Thai Air Force 22; Royal Thai Navy 5
 Indonesian Navy 34; Indonesian Air Force 1; Indonesian Police 1
 Papua New Guinea Defence Force 6
 Very few military Nomads remain in service.

[Click here for
listing - and
users - of all
Nomads
produced.](#)

PHILIPPINES AIR FORCE



ROYAL THAI AIR FORCE



ROYAL THAI NAVY



Photo: © Copyright:

www.wings-aviation.ch



The GAF Nomad N.22 in Asian service

PAPUA NEW GUINEA DEFENCE FORCE



INDONESIAN NAVY





Modelling the GAF Nomad N.22



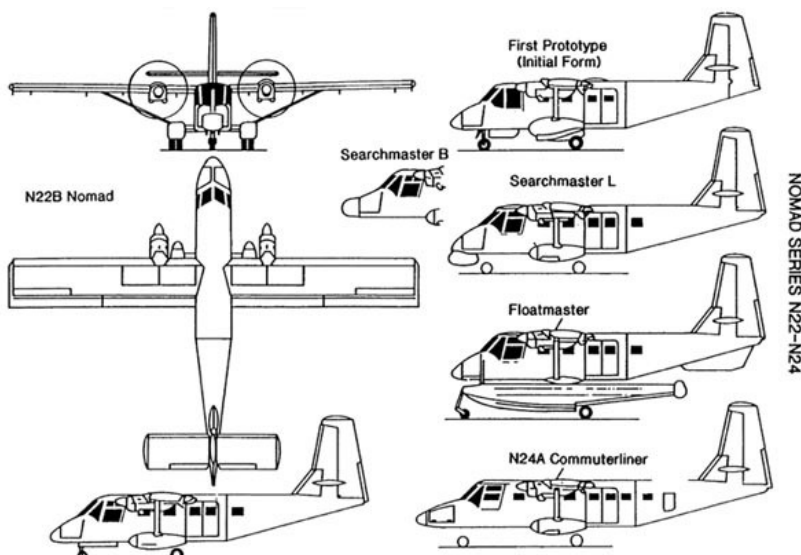
Call yourself a modeller?

**Then try scratch-building the Nomad in 1/32!
Click on the photos to see how Uncle Les did it.**

Info and photos kindly passed onto us from Uncle Les in Australia—<http://uncleles.net/>



[Click the photo below
for a Walk-Around](#)





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