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# ASIAN AIR ARMS NEWSLETTER 10

## January 2019

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# FANTAN!



### Inside this issue:

Nanchang Q/A-5 Fantan in Asia	Pictorial History of Indonesian MiGs: Part I	Cessna A-37A/B in VNAF and VPAF Service	Members' Questions and Answers	Mirage 2000 in ROCAF Service	Change Alley (Members' Wants)	Royal Netherlands East Indies Air Force— Book Review	Decal Review Shenyang J-5/G & II-76MD	Asian Air Arms Update	RSAF in Plastic	Asian Air Arms Pre-1942	IPMS Join here!
Pages 1-6	<a href="#">Page 7</a>	<a href="#">Pages 8-9</a>	<a href="#">Page 10</a>	<a href="#">Page 11</a>	<a href="#">Page 12</a>	<a href="#">Page 12</a>	<a href="#">Pages 13-14</a>	<a href="#">Pages 15-16</a>	<a href="#">Page 17</a>	<a href="#">Page 18</a>	<a href="#">Page 19</a>



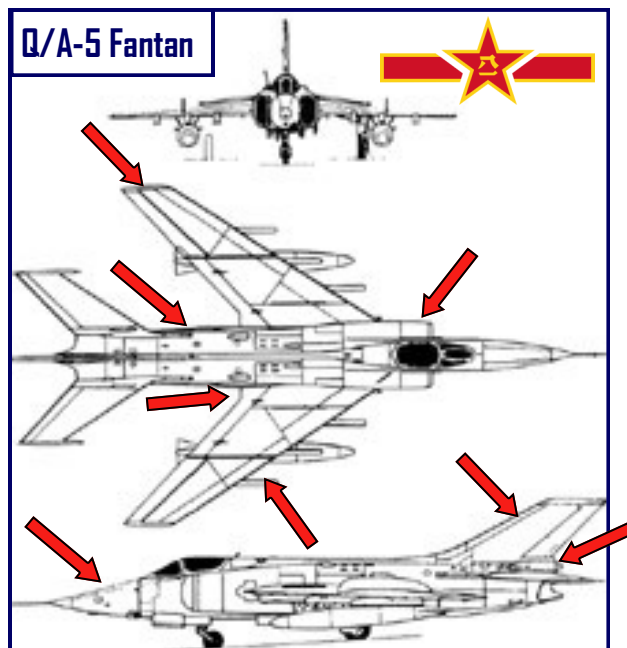
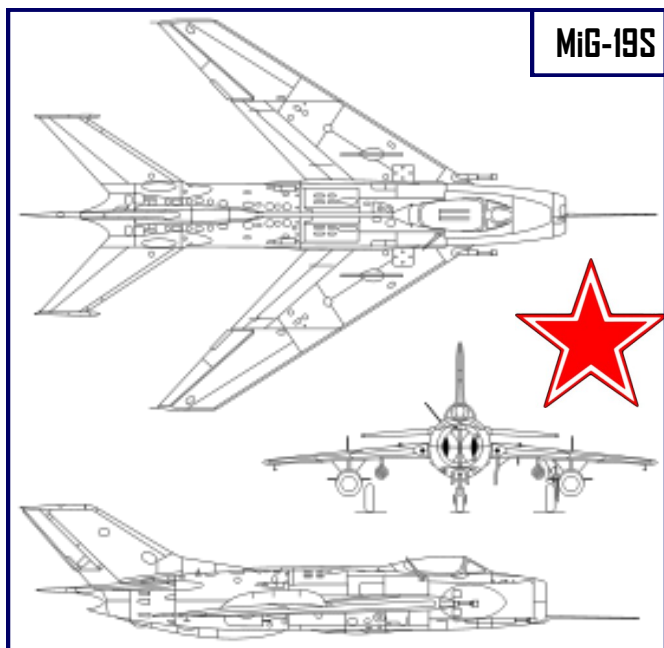
[www.asianairarms.com](http://www.asianairarms.com)

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## WHAT IS A NANCHANG Q/A-5 FANTAN?



Looking for a close-support a/c, the Chinese authorities decided to adapt the MiG-19S. However, the need for greater structural integrity resulted in a complete fuselage redesign, including area ruling and a 25% increase in fuselage length. The nose intake was removed allowing better visibility, the housing of avionics and the future possibility of a radar installation. Intakes were moved to the flanks, the wing sweep was reduced to improve lift at low speed and a small internal bomb bay was installed (later replaced by an extra fuel tank). Stores capacity was progressively increased until a typical load featured 4 x 100kg HE bombs, 2 FFAR pods, 2 x 760 litre drop tanks and 2 x PL-7 AAMs. Over 2,000 Q/A-5s were built and in addition to China, it was operated by 4 Asian countries plus Sudan.

### NANCHANG Q/A-5 FANTAN IN ASIA

China		Circa 1200
Pakistan		Circa 100
Bangladesh	Circa 18	
Myanmar	Circa 14	

**N.B. Contrary to some published illustrations, the Fantan was never operated by the (North) Korean People's Army Air and Anti-Air Force**





## NANCHANG Q-5 WITH PLAAF & PLANAF



## Nanchang Q-5 Fantan—PLAAF/PLANAF Colour Schemes

ASIAN AIR  
ARMS

强五, 20598, 1980 年



强五〔早期型〕 70803 空军航空兵 59 师

### A-5 'FANTAN'

Still one of the most numerous aircraft in the People's Liberation Army Air Force, the Nanchang A-5 will probably be at least partially replaced by the F-10 fighter-bomber, derived from the IAI Lavi.

The A-5's original Chinese ejection seats are another feature which customers often replace, as they are not guaranteed below 270 m (890 ft) or above 280 km/h (174 mph).

Almost all A-5 users have their aircraft painted in a three-colour stripe camouflage paint scheme.

Like the MiG-19, the A-5 has an all-moving slab tailplane.

The main clue to the A-5's MiG-19 ancestry is the swept tail.

The A-5M is equipped with the avionics from the Italian AMX, including laser rangefinder, Alamo head-up display and inertial navigation.

The A-5 never received a radar, despite the removal of the original nose intake allowing for this. Future aircraft, if there are any, will use this space for avionics or a rangefinder.

The inboard wing pylons can carry 760-litre (201-US gal) fuel tanks and the outboard pylons 400 litre (106-US gal) tanks. Air-to-air missiles are also carried on the outboard pylons.

One of the most inhibiting features of the A-5 is the Wopen turbojet that powers the aircraft. This engine is an uneconomical design and requires a major overhaul every 100 hours.

强-51型机身下有4个挂架。机翼外侧有另两个新增的挂架。为适应机外挂带。强-51型开始使用250-3型低阻炸弹



强五 D 20320 空军航空兵 11 师〔2005 年新编号规则〕



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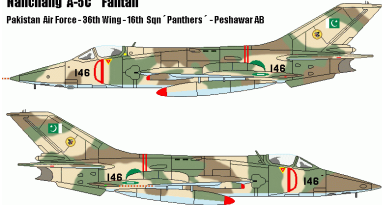


# Nanchang A-5 Fantan—Other Asian Use

## Pakistan

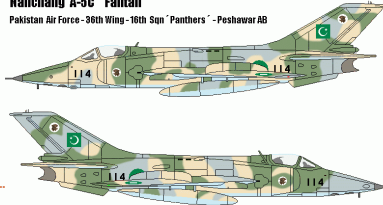
### Nanchang A-5C Fantan

Pakistan Air Force - 36th Wing - 16th Sqn "Panthers" - Peshawar AB



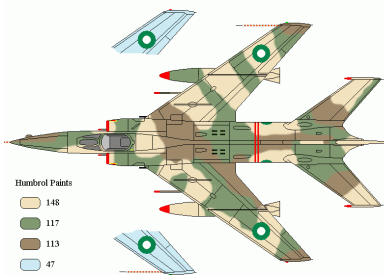
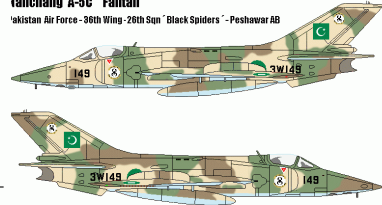
### Nanchang A-5C Fantan

Pakistan Air Force - 36th Wing - 16th Sqn "Panthers" - Peshawar AB



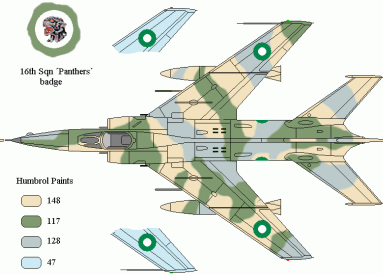
### Nanchang A-5C Fantan

Pakistan Air Force - 36th Wing - 26th Sqn "Black Spiders" - Peshawar AB



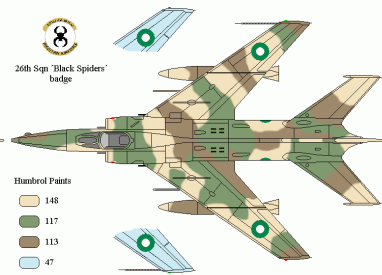
Humbrol Paints  
148  
117  
113  
47

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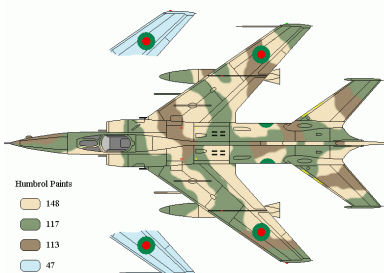
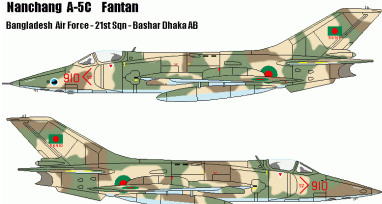
**mdp**  
mr decal paper

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decal making requirements](#)

## Bangladesh

### Nanchang A-5C Fantan

Bangladesh Air Force - 21st Sqn - Bashhar Dhaka AB



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117  
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## Myanmar



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# NANCHANG Q/A-5 FANTAN KITS

## Asian Aircraft Markings A History

### 9. Singapore



1968-73



1973-90



1986-90



1990 to date



1990 to date



Crescent & star face forward

### 10. Laos



1952-75



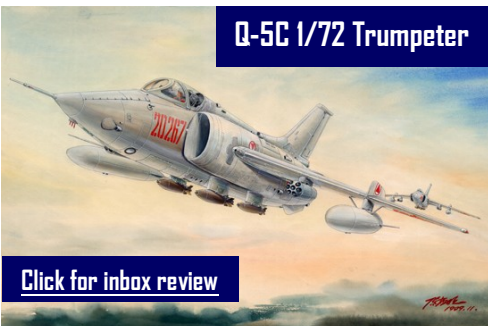
1975 to date

Reference:  
Military Aircraft Insignia of the World  
Cochrane/Elliot



Q-5 1/72 Trumpeter

Q-5C 1/72 Trumpeter



[Click for inbox review](#)

Q-5Yi 1/72 Trumpeter



Q-5III 1/72 Alliance (Resin)



NANCHANG Q-5  
FANTAN

1/72



Q-5 1/72 Warrior/  
Combat/Fun Vac-Form

1/144 Scratch-built  
MIKOYAN-GUREVICH MIG-19



Plus



Plus



Equals



A-5C 1/48 AA Models  
(early Trumpeter)

[Click for In-box review](#)



And here's what the AA kit looks like: not very accurate but surely better than nothing!





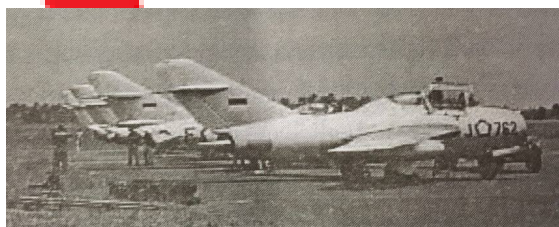
# A Pictorial History of MiGs in Indonesia

A Series by Mick Burton

## PART I—MiG-15UTI Midget



Indonesia ordered fifteen MiG-15UTIs in 1958 for pilots training to fly the MiG-17F and MiG-19S. (Some sources say that up to 60 Midgets were delivered.) An anti-communist government seized power in 1966 and as a result spares dried up for Russian aircraft and the MiG-15UTI was progressively replaced by the Lockheed T-33 as a jet trainer. Known serials include: J\*751, J\*760, J\*762 and J\*767. (Abstracted from—"Famous Russian Aircraft: MiG-15" by Gordon/Komissarov:Midlands Aviation Press: 2010.)



Build review of  
Attack's I/144  
MiG-15UTI



In-box review of  
Platz 1/72 MiG-15UTI



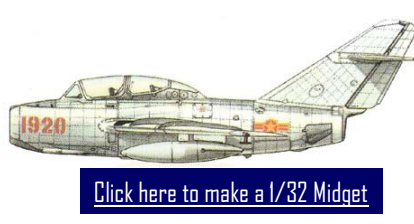
In-box review of  
Eduard's 1/72 MiG-15UTI



Build review of Hobby  
Boss' 1/72 MiG-15UTI



Build review of  
Trumpeter's 1/48 MiG-15UTI

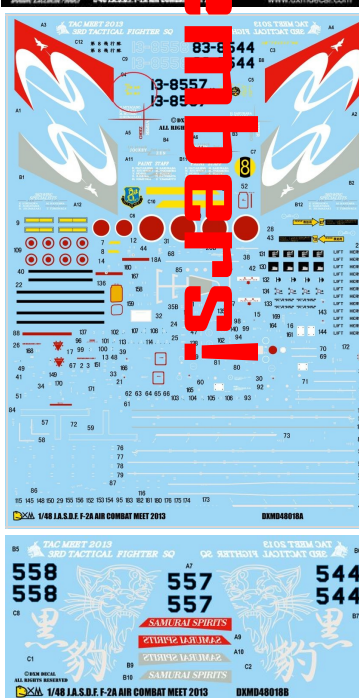


[Click here to make a 1/32 Midget](#)

## Yet another New Member!

We've gained another member since the last Newsletter—now up to 216 members in 37 countries!  
A big welcome to: Daniel Striker from Singapore!

## DXM DECALS



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# The Cessna A-37A/B Dragonfly in Service with the South Vietnamese Air Force (VNAF) & Vietnamese Peoples' Air Force (VPAF)

By Mark Attrill

## 1. South Vietnamese Air Force—VNAF

Although the leadership of the South Vietnamese Air Force (VNAF) had started to lobby the US authorities for jet fighters and bombers as early as the late 1950s it was not until some years later that the VNAF received the first aircraft needed to usher in the jet age for the relatively new air arm. A failed first experiment with the Martin B-57B Canberra bomber in the mid-1960s did little to dampen South Vietnamese enthusiasm for jet aircraft and by 1967, the VNAF was beginning to see the delivery of Northrop F-5A Freedom Fighters to bolster the ageing fleet of Douglas A-1 Skyraiders which, up to that point, had borne the brunt of VNAF combat operations. The USAF had, in fact, previously conducted an operational evaluation with the F-5A in South Vietnam under the codename SKOSHI TIGER, during which the utility and ease of maintenance of the aircraft were proven, although there were minor concerns with regard to the aircraft's suitability for specific missions within the Close Air Support (CAS) and Counter Insurgency (COIN) roles. Almost concurrent with the development of the F-5A, the Cessna Aircraft Company of Wichita, Kansas was investigating the feasibility of producing a Light Attack/COIN variant of their highly successful T-37 basic jet trainer which, by the mid-1960s, had evolved into the A-37A Dragonfly. Once again, the low cost of operation and simple maintenance were major design considerations for the new variant. In August 1967, the USAF deployed a number of A-37As to South Vietnam under the project name *Combat Dragon* to complete an operational evaluation, during which the A-37s conducted six different missions including CAS, helicopter escort, armed reconnaissance and Forward Air Control (FAC), from Bien Hoa AB. Although the *Combat Dragon* deployment was deemed to be an overall success, the evaluation did highlight a number of issues with the A-37A variant, including a restricted range/loiter time and insufficient redundancy in the flight control system for an aircraft regularly expected to conduct highly risky combat operations at low level. As a result of these observations, Cessna introduced several design changes to the aircraft which resulted in the upgraded A-37B; the most obvious structural change was the introduction of a prominent in-flight refuelling probe system on the nose of the aircraft.



The A-37B Dragonfly was thus, intended to be a direct replacement for the ageing A-1 Skyraider fleet of the VNAF, with the first of sixty aircraft being delivered to the 524<sup>th</sup> Fighter Squadron at Nha Trang AB in the summer of 1968. Conversion training for VNAF pilots started almost immediately but was interrupted by the Tet Offensive later in the year and it was not until March 1969 that the unit became fully operational. The 524<sup>th</sup> commenced combat operations almost immediately and in a very short period of time demonstrated the A-37B's capabilities in the ground attack role. This impressive transition from the A-1 Skyraider to the A-37B

encouraged US and South Vietnamese officials to accelerate the re-equipment programme, with 366 aircraft ordered from Cessna by September 1969. In a relatively short period of time, five units were either formed or re-equipped with the Cessna A-37B Dragonfly and by the time of the US withdrawal from South Vietnam, in 1973, the aircraft was the most prevalent in service with the VNAF, equipping no less than ten operational squadrons across five air bases. The A-37 enjoyed early success with the VNAF, proving to be an easy aircraft to fly and operate. It was a stable platform for the delivery of a wide range of ordnance and achieved a high degree of weapons delivery accuracy in daylight, clear weather missions. The aircraft's ease of operation was a major factor in its continued success as the US 'Vietnamisation' policy took hold, and was in clear contrast to the relative difficulties associated with the Northrop F-5 Freedom Fighter. As a result, the A-37 became a symbol of the VNAF's desperate attempts

to stem the flow of a rampant North Vietnamese Army during the latter part of 1974 and early 1975, flying operational missions right up until the fall of South Vietnam in April 1975. In fact, at one stage during the last month, the VNAF A-37s were flying for both sides – Captain Nguyen Thanh Trung, defected from the VNAF to North Vietnam in his A-37B in early April, after allegedly conducting a bombing raid against the South Vietnamese Presidential Palace in Saigon. He subsequently trained VPAF MiG-17 pilots to operate captured A-37Bs before leading a bombing raid on Tan Son Nhut AB, outside Saigon, on 28 April 1975 which took the defenders by surprise and sounded the death knell of the VNAF which had become thoroughly demoralised. Shortly after this, the remnants of the VNAF fled to neighbouring countries using a wide variety of aircraft including a number of A-37s but over ninety serviceable examples were left behind and were commandeered by the victorious North Vietnamese Army.





## The Cessna A-37A/B Dragonfly in Service with the South Vietnamese Air Force (VNAF) & Vietnamese Peoples' Air Force (VPAF)

By Mark Attrill



### VNAF A-37B Dragonfly Units – 1969-75

Unit	Wing	Location
516 <sup>th</sup> Fighter Squadron	41 <sup>st</sup> Tactical Wing	Da Nang
520 <sup>th</sup> Fighter Squadron	74 <sup>th</sup> Tactical Wing	Binh Thuy
524 <sup>th</sup> Fighter Squadron	62 <sup>nd</sup> Tactical Wing	Nha Trang
526 <sup>th</sup> Fighter Squadron	74 <sup>th</sup> Tactical Wing	Binh Thuy
528 <sup>th</sup> Fighter Squadron	41 <sup>st</sup> Tactical Wing	Da Nang
532 <sup>nd</sup> Fighter Squadron	82 <sup>nd</sup> Tactical Wing	Phu Cat
534 <sup>th</sup> Fighter Squadron	62 <sup>nd</sup> Tactical Wing	Phan Rang
546 <sup>th</sup> Fighter Squadron	74 <sup>th</sup> Tactical Wing	Binh Thuy
548 <sup>th</sup> Fighter Squadron	62 <sup>nd</sup> Tactical Wing	Nha Trang
550 <sup>th</sup> Fighter Squadron	41 <sup>st</sup> Tactical Wing	Da Nang

## 2. Vietnamese Peoples' Air Force (VPAF)

The Vietnamese Peoples' Air Force (VPAF) lost no time in incorporating the A-37B into service given the air arm's paucity of a true CAS/COIN asset, and the ease with which the Dragonfly could be maintained, flown and operated. A number of aircraft were assigned to the newly formed 937<sup>th</sup> Fighter Regiment and Full Operational Capability (FOC) was achieved relatively quickly, with the assistance of a number of former VNAF personnel. The A-37Bs initially saw action against counter-revolutionary units operating in the south and along the Cambodian border, before Vietnam invaded Cambodia on 24 December 1978 and used the aircraft against a wide range of Khmer Rouge targets. Several VPAF A-37 pilots were awarded the title "Hero of the People's Armed Forces" for actions in Cambodia. The VPAF also operated briefly against military units of the People's Republic of China which had also intervened in Cambodia during 1979. The A-37B soldiered on in VPAF Service until a dwindling supply of spare parts rendered the fleet inoperable by the mid-1980s, by which time the first examples of the Sukhoi Su-22 Fitter were being prepared for delivery to Vietnam to be used in the ground attack role. As a postscript, a surprisingly large number of surviving VPAF aircraft have found their way into the hands of private collectors or museums, with several aircraft maintained in flyable condition, most notably in Australia and the United States.

The VNAF A-37A/B Dragonfly aircraft had been delivered, and only ever operated, in the standard SEA colour scheme of Dark Green (FS34102), Olive Drab (FS34079), Medium Brown (FS30219) and Extra Light Aircraft Grey (FS36622). For some inexplicable reason the VNAF A-37 fleet never adopted the official and widespread practice of applying Unit/Base Designation Codes to the fins of the aircraft and appear to have relied upon the adoption of highly colourful unit markings to distinguish individual aircraft. As a result, a large number of VNAF aircraft sported very colourful and attractive fuselage bands, rudders or wingtip mounted drop tanks which somewhat compromised the rather drab but functional SEA camouflage scheme.

### NEXT MONTH

Mark's account of the Cessna A-37A/B Dragonfly in model form!



## MEMBERS' QUESTIONS AND ANSWERS

Q1

## KAWASAKI T-4 EJECTION SEATS

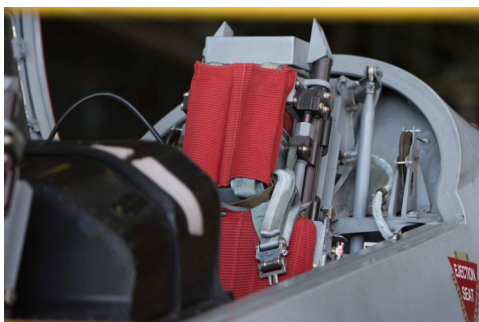
Member Karl Robinson recently wrote to me saying: "I am looking for the info on ejection seats fitted to the Mitsubishi F-1/T-2, and also the Kawasaki T-4. Also if there are any versions that are available as aftermarket resin examples in both 1/72nd and 1/48th scales."

I passed this query on to our Japan Specialist, Andy Binks and here is the resulting correspondence.

**Andy replied:** "The F-1 and T-2 use a Weber ES-7J seat and the only one I know of in resin is 1/48 from Aconcagua as you say. I do not know of any 1/72 examples. Eduard do brass sets for 1/48 but I am unsure of 1/72."

**Karl asked:** "Do you know if the seat in the T-4 is anything like the Stencel S-III-S fitted in either the Alpha jet or AV-8B and could it be modified?"

**Andy said:** "Sadly there appear to be many variants of the Stencel S-III-S seat (why don't they call them 1,2,3 etc?) so I've attached some photos that may help you. The canopy breakers are unique to the T-4 and are different front to rear."

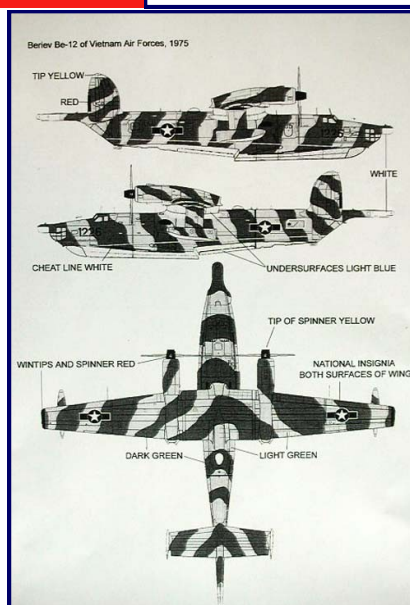


Please note that all of the above photos are copyrighted to Andy Binks.

Q2

## Beriev Be-12s of the Vietnamese People's Navy

Q3

Siamese Glenn Martin  
B-10s—ex-NEIAF

I'm looking for more information on the colour schemes worn by the Beriev Be-12 operated by the Vietnamese Navy. I only have this diagram but am unsure if it is genuine or not and, if it is correct, would like some idea of the shades of green. Anyone able to help with this scheme or any other scheme worn by the Be-12 in Vietnam?



Max Schep, author of "History of Camouflage of Airplanes of the Military Aviation/Royal Dutch East Indies Army" asks: "Have any of our members detailed information, about the history etc. of the ex-Netherlands East Indies Glenn Martin B-10 bombers in use of the Air Force of Siam in 1945? At war end some of the aircraft were still in use at Don Muang air force base."

PLEASE E-MAIL ME IF YOU CAN HELP WITH ANY OF THESE QUERIES



## The Mirage 2000 in Republic of China (ROCAF) Service

### Article and all photos by Andy Binks

Taiwan began to develop its own indigenous fighter aircraft back in the mid-1980s, a type that became the F-CK-I Ching Kuo, but due to increased funding and protracted development issues at the time, an interim solution had to be found as the People's Republic of China was rapidly increasing its stock of sophisticated warplanes, most notably the Su-27 purchased from Russia.

After the usual discussions, the USA eventually sold F-16s to Taiwan but rather surprisingly, bearing in mind the US political opposition, a deal was also struck with Dassault in France to supply a total of sixty Mirage 2000s.

At the time, these were the very latest design iteration of this fourth generation fighter, the Mirage 2000-5 and so in 1992, the ROCAF became the first customer for the type, with an order for forty-eight single-seat Mirage 2000-5Ei and twelve Mirage 2000-5Di two-seater airframes. The aircraft were delivered between May 1997 and November 1998 and are currently operating from Hsinchu Air Base some sixty miles south west of Taipei, as part of the 2nd Tactical Fighter Wing (TFW).



The order also included substantial quantities of both short range Magic and medium range Mica air-to-air missiles, fuel tanks and ground support equipment as well as a number of centreline gun pods equipped with twin DEFA 554 cannons for fitment to the two-seater aircraft as they do not have internal gun armament.

In addition, a set of ASTAC (Analyseur de Signaux TACTiques) electronic intelligence gathering (ELINT) pods was ordered from Thales. This reconnaissance system is used to intercept and analyse tactical and technical data based on radio frequency emissions radiated by land-based radar and weapon systems.

The ROCAF Mirage 2000s are powered by Snecma M53-P2 after-burning turbofan engines and are fitted with an enhanced Thomson CSF (now Thales) RDM+ radar system. All of the aircraft have had their mid-air refuelling capability and ground attack systems deleted.

Over the years, the ROCAF's Mirages have suffered from low operational readiness and high maintenance costs mainly caused by the harsh environment and their enhanced operational tempo. The worn and well-used state of some of the airframes can be seen in the accompanying photos.

After the presence of cracks in the blades of the aircraft's engines was detected in 2009, Dassault worked with Taiwanese authorities to successfully rectify the issue and by the following year, normal training hours had been resumed and the fleet's operational readiness restored after having reportedly dropped to just six hours of flying per airframe per month.

Of the initial sixty aircraft that entered service with ROCAF, at least three two-seaters and one single-seater have been written off in accidents.

Consideration has been given to mothballing the entire Mirage 2000 fleet because of the high maintenance costs associated with it, but the aircraft type is popular with both pilots and ground crews, so they continue to protect the skies around Taiwan to this day. Due to the high costs associated with the latest fifth and sixth generation warplanes, there are no firm plans within ROCAF to replace the Mirage 2000 fleet as yet.

**Andy Binks 2019**





## 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.

To start the process, I'm looking for Hasegawa's 1/72 boxings of the following JASDF T-34s.



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



Yoke Meng Lee of Malaysia is looking for kits of the following:  
Dart Herald; Scottish Aviation Single and Twin Pioneers;  
de Havilland Dove and Heron, in any scales.



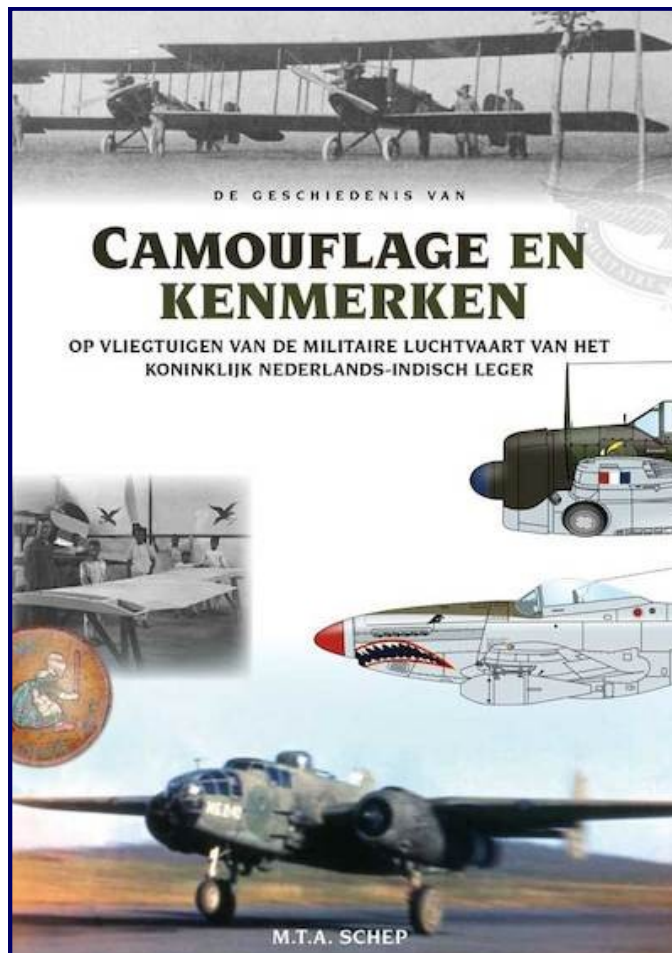
Member Marco Abrate has a huge collection of F-4 books, with many surpluses. He's happy to buy/sell/exchange. Do you know how he can get this book below? He says he thinks it was published in Korea.



If you have any of these items, please contact me and I'll put you in touch with the advertiser.

**NOTE: This section is for members looking 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.**

## Netherlands East Indies Air Force (NEIAF)



Max Schep, the author of this fascinating book has kindly pointed out to me that the NEIAF was in operation in Indonesia until 1950 and so, being quite independent of the home Dutch government, it should qualify as a true Asian air arm. I have, therefore, added a section covering the NEIAF to the Indonesian pages on our website, see it here: <https://www.asianairarms.com/rneiaf>.

Max's book on the military aircraft of the Royal Dutch East Indies Army takes you in 464 pages, 650 photographs & 200 illustrations into the colourful history of the 36th anniversary of the colonial flight department in Asia: until the end of the forties, the only independent air department of one of the major colonial powers.

You'll gain an insight into the pioneers in their yellow Glen L. Martin hydroplanes and the necessary colour shades of Khaki and peaceful yellow/blue to the war colours of the Second World War and after. While after returning in 1945 the white, former-Japanese RAPWI fleet was the start of the de-colonisation process with the use of legendary types such as the C-47, P-51, P-40 and B-25, and led to their transfer to the Republic of Indonesia in 1950. Attention is also paid to the consequences of the capitulation by means of the aircraft captured by Japan; the deployment of aircraft destined for Australia by the USAFIA and RAAF; and the establishment and deployment of the RNMFS and the Dutch East Indies squadrons. The colour designations are connected to the Federal Standard system and reference is made to available model building paints for demanding model builders. It features a comprehensive English summary and bilingual photo-captions.

For information and mail-order purchase (Pay-pal and credit card) please contact the publisher at: [www.Geromybv.nl](http://www.Geromybv.nl)



## FRONTPENNY DECAL REVIEW - I

By Mark Attrill



## 1/48 Shenyang J-5 /6

As Frontpenny's decal sheets originate from the People's Republic of China, their Decal Placement Instructions (DPIs) only show information in Chinese so some detective work will be required if you opt to use them. This 1/48 sheet for the Shenyang J-5/6 appears to cater for no less than eighteen different J-5s and one J-6: all being in the overall natural metal scheme. The vast majority of options for the J-5 are for aircraft in their standard markings with four or five digit 'buzz' numbers and operated between 1956 and the early 1980s. Four of the J-5s carry specially applied Cultural Revolution and/or propaganda slogans on the upper or forward fuselage; in most cases this has necessitated a re-positioning of the four digit code to the fin with some



welcome added colour in the form of red fin tops. Two aircraft have so much text applied that the code has been repositioned to the top of the fin and reduced to two digits. The single Shenyang J-6 (Red 2179) is also in the overall natural metal colour scheme but provides markings for two different time periods (1967 & 1973) with appropriate text for both years. The A5 sized decal sheet features only two colours but includes sufficient national markings and stencilling to complete two Shenyang J-5 aircraft, together with all of the various slogans. Some care will need to be taken with the latter since in at least two cases, the decals will need to cut up to reproduce the correct spacing between the appropriate Chinese characters. The inclusion of the Shenyang J-6 decals appears to have been done as a 'bonus' with only the national markings, buzz numbers and slogans included. The DPIs only provide diagrams for the stencilling on the Shenyang J-5 so I suspect that information for the J-6 will need to be sourced from elsewhere. The gloss-finished decals are nicely printed, although the carrier film looks a little thicker than that found on Cartograf printed sheets.

## FP48-025 - Shenyang J-5/6 (Mig-17F) Decal Options

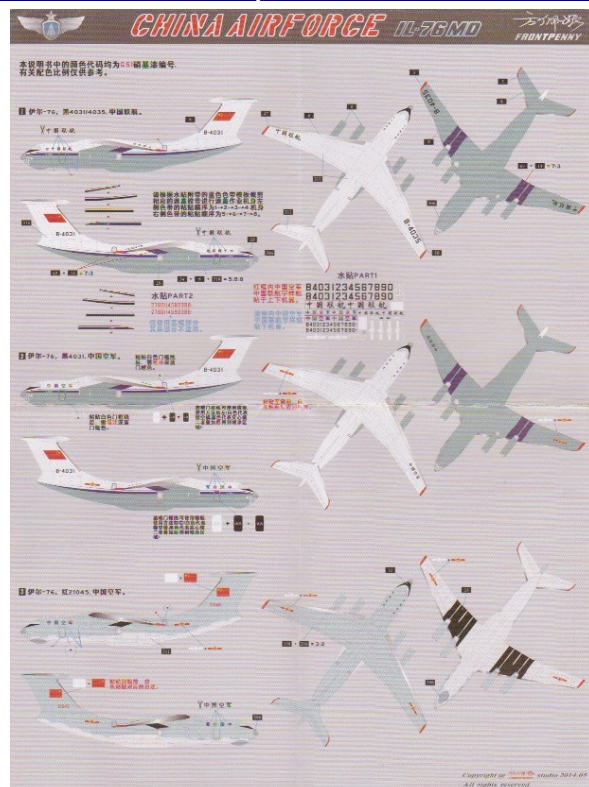
1. J-5 - Red 3429 with slogan during Cultural Revolution in 1967 - 29th Division, PLAAF. photo after the air combat on 13-Jan-1967.
2. MiG-17F - Red 2275
3. J-5 - Red 0304 - Test pilot Ge Wenyong in 1959
4. J-5 - Red 0101 - The 1st production of J-5 in 1956
5. J-5 - Red 0204 - 7th Division, PLAAF. the People's Republic of China 10th Anniversary in 1959
- 6a. J-5 - Red 22 with slogan during Cultural Revolution in 1967 - 6th Division, PLAAF.
- 6b. J-5 - Red 25 with slogan during Cultural Revolution in 1967 - 6th Division, PLAAF.
- 7a. J-5 - Red 2579 with slogan during Cultural Revolution in 1967 - 24th Division, PLAAF.
- 7b. J-5 - Red 2671 with slogan during Cultural Revolution in 1967 - 24th Division, PLAAF.
8. MiG-17F - Red 1588 - 18th Division, PLAAF. air combat on 28 July 1956.
- 9a. J-5 - Red 2671 - 24th Division, PLAAF. Pilot Li Chunguang shoot down a ROC Hu-16A on 9 Jan 1966.
- 9b. J-5 - Red 2579 - 24th Division, PLAAF. Pilot Hu Yingfa (Wingman of Pilot Li Chunguang on 9 Jan 1966).
10. J-5 - Red 2978 - 24th Division, PLAAF. Pilot Ma Xiaotian in 1970. Promoted to Commander of the PLAAF in 2012.
11. J-5 - Red 83065 - 6th Division, PLAAF. On 14 Nov 1983, 1st J-5 defection to ROC. Pilot Wang Xuecheng.
12. J-5 - Red 0246 - 3rd Division, PLAAF. Pilot Feng Quanmin. Photo after shoot down a US BQM-34 Ryan Firebee on 7 Feb 1966. (He used MiG-21 to shoot down BQM-34 instead of J-5)
13. J-5 - Red 1041 with slogan during Cultural Revolution - 8th Division, PLAAF.
14. J-5 - Red 0719 - 14th Division, PLAAF.
15. J-6C - Red 2179 with slogan during Cultural Revolution in 1967 - 24th Division, PLAAF.
16. J-6C - Red 2179 with slogan during Cultural Revolution in 1973 - 24th Division, PLAAF.

## FRONTPENNY DECAL REVIEW—2

By Mark Attrill

ASIAN AIR  
ARMS

## 1/144 Ilyushin IL-76MD



The Ilyushin IL-76 transport aircraft is a particular favourite of mine and I was delighted when Zvezda announced that they would be issuing a 1:144 scale kit of the type, which would almost certainly be to the same standard as their other civil and military transport types. Like many, space precludes me modelling many of these larger subjects in 1:72 so I opted for the smaller scale although I have had difficulty sourcing an attractive colour scheme with which to finish the model. The camouflaged PLAAF IL-76MD scheme caught my attention and I was pleased to see that Frontpenny featured this on another of their decal sheets. This second sheet (FPI44-002) features three IL-76MDs including two in the fairly standard Grey/White 'Airliner' type colour scheme with subtle variations in markings with the third in the more tactical and purposeful looking Medium/Light Grey colour scheme which is the one I will select for my finished model. I should point out that in my copy of the decal sheet, the DPLs rather confusingly show PLAAF Tupolev Tu-154Ms options on the other side of the sheet but these are not included. The other minor irritation is with the decal sheet which is presented in no less than eight sections (actually two of each variation). There are sufficient serial numbers and codes to reproduce more than one of the options on the DPLs and probably more but stencilling and safety/maintenance markings will have to be sourced from elsewhere. In keeping with the Shenyang J-5/6 sheet, the decals are gloss-finished with the thicker than normal carrier film and care will need to be taken to separate some of the markings as shown on the DPLs. The issue also includes a paper stencil to aid the modeller with reproducing the medium blue cheatlines for the 'airliner' scheme since these are not included in with the sheet.

FPI44-002 -  
Ilyushin IL-76MD  
Decal Options

1. IL-76 - B-4031/B-4035 - China United Airlines
2. IL-76 - B-4031 - The People's Liberation Army Air Force (PLAAF)
3. IL-76 - 21045 - The People's Liberation Army Air Force (PLAAF)

## FINALLY

I've listed the sheets that I have found currently available on-line. A quick reference to the Scalemates websites reveals other Frontpenny decal sheet issues but I suspect they're produced in limited numbers, so I would advise SIG members to purchase sooner rather than later if there is a particular subject of interest.

Reference No	Subject	Scale	Notes
FP48-003	PLAAF/PLAN Sukhoi Su-27/J-11/15	1:48	9 x Options
FP72-003	PLAAF/PLAN Sukhoi Su-27/J-11/15	1:72	9 x Options
FP48-018	PLAAF/PLAN Shenyang J-6	1:48	23 Options (2)
FP72-018	PLAAF/PLAN Shenyang J-6	1:72	23 Options (2)
FP48-019B	PLAAF/PLAN Chengdu J-10A/AY/SY	1:48	7 Options (1)
FP72-019B	PLAAF/PLAN Chengdu J-10A/AY/SY	1:72	7 Options (1)
FP48-020	PLAAF/PLAN Shenyang J-8 Finback	1:48	12 Options (1)
FP72-020	PLAAF/PLAN Shenyang J-8 Finback	1:72	12 Options (1)
FP48-021	Pakistan Air Force JF-17/FC-1	1:48	3 Options (1)
FP72-023	PLAAF/PLAN Shenyang J-5/6	1:72	19 Options (2)
FP48-024	PLAAF/PLAN Mikoyan MiG-15Bis	1:48	3 Options (2)
FP72-024	PLAAF/PLAN Mikoyan MiG-15Bis	1:72	3 Options (2)
FP48-025	PLAAF/PLAN Shenyang J-5/6	1:48	19 Options (2)
FPI44-001	PLAAF Tupolev Tu-154M	1:144	4 Options (1)
FPI44-002	PLAAF Ilyushin IL-76MD	1:144	3 Options (1)
FPI44-004	PLAAF/PLAN Insignia/Numerals	1:144	N/A



## ASIAN AIR ARMS UPDATE—1

## JAPAN



Flight Global says: The Japanese cabinet has approved a plan to add an additional 105 Lockheed Martin F-35s to its planned fleet of 42 examples, potentially making it the world's second largest F-35 operator. Of Tokyo's eventual F-35 fleet of 147 examples, it is likely that 107 will be conventional take-off and landing F-35As, while 40 will be short take-off and vertical landing (STOVL) F-35Bs. Recent media reports suggest that the additional F-35s will replace about 100 Boeing F-15s that are unviable for upgrading. The JASDF has 155 F-15Js and 45 F-15DJs, the average age of which is 30 years. The F-35Bs will operate from the JMSDF's pair of Izumo helicopter carriers, which will be modified to operate jet aircraft. One media report says it is possible that ramps may be included to assist the launching of aircraft.

## CHINA



Report from "Scramble": Another intercept took place over the streets of Tsushima near the south-west coast of Japan on 27 December 2018. A People's Liberation Army - Naval Aviation (PLANAF, Chinese Naval Aviation) Y-9JZ, serial 9213 of - most probably - 2nd Division/4th Air Regiment based at Laiyang (China) overflew the streets.



China has flown a new military trainer aircraft CETC TA-20, derived from the Austrian Diamond DART-450 single-engine turboprop, state media disclosed in late 2018. It is reported to be suitable for training pilots for fifth-generation platforms such as the J-20. The aircraft's side-stick control column is also similar to that fitted to the J-20.



China's future aircraft carriers will see stealth warplanes on their decks, likely the medium-sized fighter jet FC-31. Requests for proposals and tenders issued by the Shenyang Aircraft Design Institute on a range of equipment suitable for a stealth aircraft have heightened anticipation that a variant of the Shenyang Aircraft Corporation's (SAC) FC-31 combat aircraft is to be developed as China's next-generation carrier-borne aircraft, Jane's reports. The Shenyang FC-31 is a twin-engine mid-size jet fighter.

## PAKISTAN



Alan Warnes reports that a new glass cockpit is being installed on the PAF Academy's fleet of PAF Super Mushshaks. Apparently the remaining T-37s will also receive the same modification!!!!

## ASIAN AIR ARMS UPDATE—2

### MYANMAR



**This is interesting!**  
These photos show the new two-seat Nanchang Fantan in Myanmar colours. I don't know its designation for the export market. In China it's known as the JQ-5J, so it could be entitled TQ-5J—maybe one of our Myanmar members will be able to help us.



### INDIA



India's Light Combat Aircraft (LCA) Tejas fighter gets the green light for production in an enhanced, battle standard format. Hindustan Aeronautics Limited (HAL) is mandated to produce the LCAs for the Indian Air Force (IAF). The LCA Tejas is an Indian single-seat, single-jet engine, multi-role light fighter designed by the Aeronautical Development Agency. The completion of production of the first aircraft is scheduled to be in late 2019.



No, I know this is old news but I just couldn't resist it—who's going to make one of these?

Royal Malaysian Air Force  
Sikorsky S-61A-4 Nuri



Airliners.net

AirTeam Images



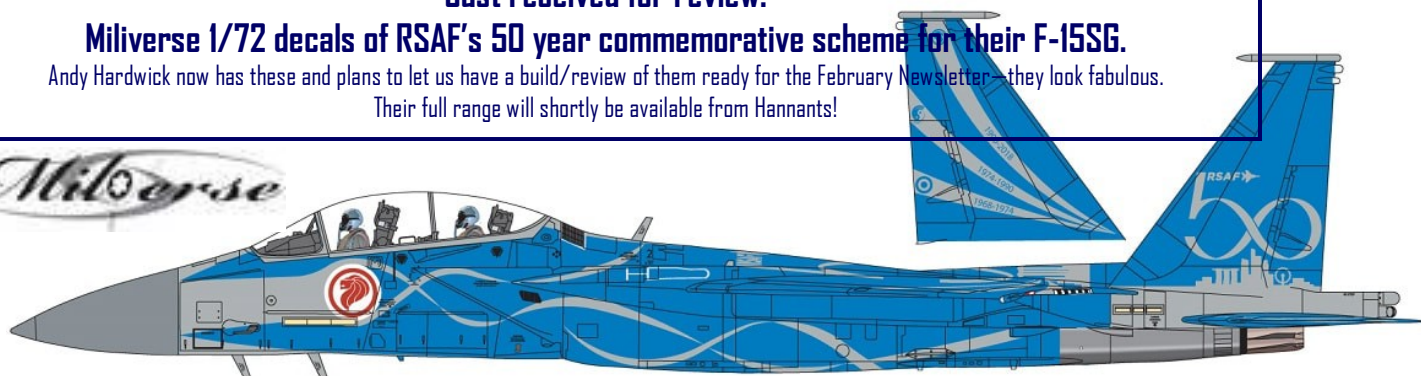
## REPUBLIC OF SINGAPORE AIR FORCE—IN PLASTIC

**Just received for review!**

**Miliverse 1/72 decals of RSAF's 50 year commemorative scheme for their F-15SG.**

Andy Hardwick now has these and plans to let us have a build/review of them ready for the February Newsletter—they look fabulous. Their full range will shortly be available from Hannants!

*Miliverse*



### AVAILABLE KITS OF RSAF AIRCRAFT

Here's some useful info sent to us by CL Kwek of the RSAF Special Interest Group. It lists all RSAF aircraft that are available in kit form.

#### Trainers

Cessna 172  
SF.260  
PA-28 Warrior  
CT-4  
Strikemaster, Jet Provost  
T-33  
S211  
PC-21  
M-346

#### Transports / Tanker / AEW

SH-7 Skyvan  
C-130 Hercules  
Fokker 50  
KC-135R  
E-2C Hawkeye  
G550AEW

#### UAVs

Hermes 450  
Heron

#### Helicopters

Alouette III  
UH-1H, UH-1B  
Bell 212  
AS350B  
Fennec  
Super Puma  
CH-47SD Chinook  
AH-64D Apache  
SH-60B Seahawk

#### Fighters

Hunter  
A-4S, A-4SU Skyhawk  
F-5S/T, RF-5S  
F-16A, F-16C/D, F-16C/D  
Block 52, F-16C/D Bk52+  
F-15SG

#### GBAD

Bloodhound  
Rapier

### RSAF SF.260WS

This 1/48th scale model was built by RSAF SIG member Jeremy Neo. This is an OOB build of the Planet Model resin kit wearing the camouflage scheme which was in use until 1993.

The Matra SNEB pod was from the AMK kit of the Fouga Magister kit.



The Republic of Singapore Air Force (RSAF) operated a fleet of 14 SF-260MS and 12 SF-260WS from 1971 to 1999. It served in the role of as trainers and the WS versions could be armed with Matra F2 68mm SNEB rocket pods for the FAC role.



### NEXT MONTH!

More reviews of Miliverse's decals including 1/72 KC-135 and 1/48 F-20 Tigershark

*Miliverse*



[Visit the Facebook  
pages of  
RSAF Special Interest Group](#)



## ASIA PRE-1942 CORNER

(This page is an experiment so please send in your model photos for inclusion)



### Siamese Nieuport-Delage ND.29 (1/72)

Made by Nils Treichel



The Royal Siamese Air Service and Royal Thai Air Force operated 52 Nieuport-Delage ND.29s as บ.ญ.๔ (B.Kh4 or fighter type 4) from 1923, 40 of which were built in Siam. Some examples remained in service after the country became Thailand.

### Manchurian Junkers Ju-86Z-2 (1/72) and Philippino Boeing P-26 (1/48)

Made and written by Jim Gossling

It's not too easy to find pre-1942 Asian decals but the Blue Rider "Insignia" series of magazines which started in 1995 and ran until 2003, offers information and decals on almost any early air force, although whether these are still available in second-hand form I don't know. Another good source of information is the publication "Japanese Aircraft in Foreign Service" which has some good information and illustrations. (Ed. [Click here for a most useful listing of Japanese aircraft in foreign service](#), as featured on the website [www.j-aircraft.com](http://www.j-aircraft.com)) A couple of pre 1942 models that I have made are the 1/72nd scale Italeri Junkers Ju-86 in Manchurian markings and a 1/48th scale Boeing P-26 in Philippine markings. The Ju-86 is a Z-2 transport variant which calls for a bit of cross kitting, as it is a radial-engined variant whereas the Italeri Ju-86 airliner is the diesel engine version. However a simple swap of engines with the Ju-86E bomber kit gives you the right engines and then you have to do a bit of bodging, as the Z-2 has the later extended rear fuselage and the airliner doesn't, so out with the saw and swap the tail sections over. The kit is quite old with raised panel lines so you might want to engrave them - I didn't bother! Blue Rider set BR-256 provides the decals and there you have an unusual model. I can't remember who supplied the P-26 kit (Ed. probably Aurora, as Hobbycraft/Academy supply Filipino markings) but it didn't require any extra work other than coming up with the blue and white diamond markings - I just drew them up on the back of the relevant decal colours, but I dare say the more computer savvy of you will find another way to achieve the desired results. Also on the Blue Rider



decal set are a Breguet Bre 14 of Marshall Chang Tso-lin's private air force, and an Avro 504K of the Chinese Aviation Services with a five pointed star insignia in red, white, blue, yellow and black. For those looking for inspiration you could also try Kora decals, who supply a few interesting markings in both 1/72nd and 1/48th scales.

Jim Gossling





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