

**. Warbirds Are Go!
. The Fire Cross**



1st Issue!!!

**. Hogs Breath
. Victory In The Congo**

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AERO-TORQUE

The Journal of WARBIRDS Aviation Modelling Group - No.001, Jan - Mar 2011



LUFTWAFFE FIGHTER AIRCRAFT

A LIMITED EDITION BY CLAES SUNDIN



124 AIRCRAFT PROFILES

This particular book is a special edition with the full focus on the aircraft profiles included. The print run of this Limited Edition is just 250 copies, numbered and signed by myself. This book is intended as a unique Collectors' Item for just a few of the thousands upon thousands of people that I have had the opportunity to come in contact with, thanks to my website, books and periodicals.

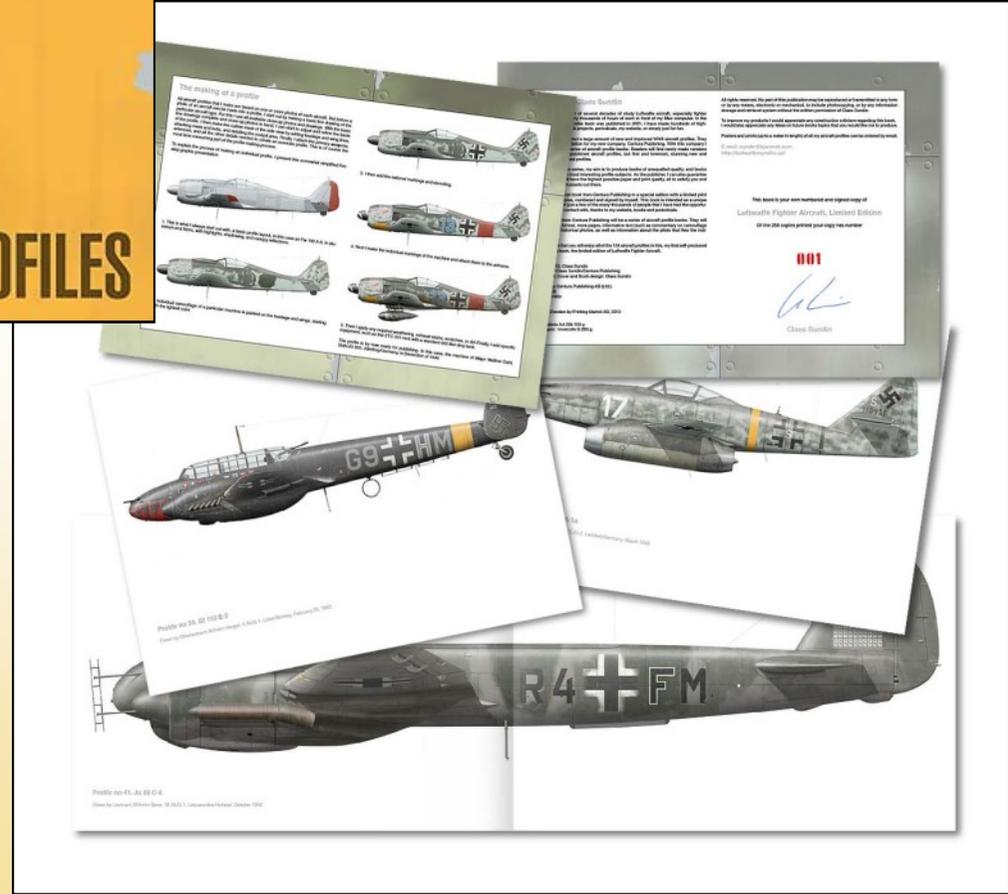
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"This book is dedicated to all my friends out there, everyone who has encouraged me during all these years - **this book is made for you!**"



AERO-TORQUE Volume 1 Issue 1 - Jan / Mar 2011

Contact

Web: www.warbirdsamg.com

Email: warbirdsamg@iinet.com.au

Committee

President: Martin Reid

Vice President: Laurence Farrugia

Treasurer: Ian Keizers

Secretary: Vacant

Display Co-ordinator: Chris Dowsett

Editor: Martin Reid

Meeting Dates 2011

Hawthorn Town Hall

**Cnr Burwood Rd & Glenferrie Rd—Hawthorn
(Enter from the side entrance off the Plaza in
Burwood Rd)**

Meetings start at 7:30pm, Admission \$5

Wed February 2nd	Wed March 9th
Wed April 13th	Wed May 4th
Wed June 1st	Wed July 6th
Wed August 3rd	Wed September 7th
Wed October 5th	Wed November 2nd

Membership:

Refer page 14 for details

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Contents

The Founders	2
Warbirds Are Go! - Birth of a Logo	3
Cobra 546 - An Iranian Cobra	5
SNAPSHOTS - Models at the Warbirds meetings	9
The Fire Cross - Early Latvian Aviation	11
Grubby Fingers - Australia's Young Eagles	17
Benchmarks - Product Highlight	18
Member's Models - Ian Keizers, Tatzelwurms	19

Bookmarks - Book Reviews	22
Victory In The Congo - An Unlikely Swedish Victory	23
Aero Art - Hogs Breath	25
Ronny Bar's Great War Graphics - Nieuport 24	27
Web Watch - Website Reviews	28
5 Or More! - An Ace's Profile, Brian Lane	29
The Right Stuff - Kit & Accessory Reviews	32
Modeller's Profile - Chris Dowsett	33
Tail Spin - Confessions Of A Time Poor Editor	38

Cover: What conjures up the image of a warbird more than a Battle Of Britain Spitfire? The first AERO-TORQUE cover is graced by such a Spitfire, skilfully rendered by Claes Sundin and adorned with our name. This Spitfire is our official logo.

Editorial - Are Modellers Nut's?

Have you ever wondered about your sanity as you sit down with you're latest purchase, pouring over the contents of the cardboard box perched on your lap or bench? I have and sometime's the conclusions I draw aren't all that complimentary... So what makes us go to absurd lengths to get the right kit, reference material, aftermarket parts etc in the quest for our personal holy grails? Perhaps it's the creativity in us combined with the perfectionist. Perhaps it's the desire to finally win a trophy. Perhaps were just nuts!!!

Whatever our motivation, it should be a fun hobby without the angst and drama that can so often be a part of any field of endeavour, particularly in group situations. When it comes to aircraft modelling, we can convince ourselves of many things to avoid facing the basic truth that we glue plastic together and depending on our individual need for accuracy, we enhance and modify our creations.

Warbirds AMG is about enjoying the ride and while the destination is important, it can't get in the way of enjoying the journey. My co-founder Laurence Farrugia and I are trying a few new methods of establishing and maintaining the group that may or may not be successful. Who knows what will happen and where we end up? So long as we and the membership can enjoy the journey, the destination is secondary and most importantly,

We're serious about having fun. ☺

Martin Reid, President

THE FOUNDERS

Laurence Farrugia, Vice-President

Let's get something straight right up front... I'm a passionate, driven pain in the rear end when I set my mind to something. It's both my best and worst feature and the establishment of Warbirds AMG is no exception. Warbirds AMG is the result of over 20 years in the Melbourne hobby scene as a current member of IPMS since 1989 or 1990 (I'm getting old and can't quite remember) and the founder of the Axis Eagles World War II Axis Aircraft S.I.G in 1996.



The broad military aviation scope ironically harks back to a group I tried to initiate back in 1994 but while members weren't an issue, those willing to put in the effort to get it going and keep it going were. Thus is the age old issue of any non-profit volunteer organisation. Personally I'm looking forward to the broader yet still focussed scope. While Axis aircraft of World War II remains a prime focus, my collection, both built and unbuilt, has always housed a broad range of military aircraft subjects and in different scales. The current golden period for 1/32 scale aircraft is reminiscent of the 1/48 era of the late 80's and early 90's and of course modelling in general back in the 70's when I started.

My modelling journey is atypical of many my vintage (45), get into the hobby as a kid, become infested with hormones as a teenager, get back into the hobby later once the brain starts to settle. (or has it?) I still recall my greatest modelling disaster. After having saved up to buy the then new 1/24 Airfix Harrier, I built it then hung it on my bedroom ceiling only to come home to see it had replicated an unsuccessful Stuka dive bombing mission. I don't hang my models on the ceiling any more...

So here we are in 2011, perhaps 17 years behind the original schedule, but good things take time. My aim for the group is to provide an additional outlet for local modellers to meet and mingle with like minded enthusiasts. To encourage, inspire and give each other a hard time in an environment of good humour and a decisive lack of politics. I look forward to what lay ahead, my co-founder Laurence Farrugia with whom I have a great working relationship in the hobby for many years originating from a discussion started by a 1/48 Bf109E4 of mine I entered into a 1990 competition. Anyone that can put up with me for that long is either one heck of a friend or they should be committed!!!

Our journal AERO-TORQUE provides an opportunity to showcase our members work along side the contributions of both local and international modellers, artists and researchers and historians. This first issue has been both tiring and extremely satisfying to put together. It's been fantastic striking up old friendships with international artists such as Claes Sundin and Tom Tullis. Already I'm making new friendships with an array of others, including our local digital genius, Graeme Molineux of Grubby Fingers fame, whose work is on display within the pages of this and upcoming editions.

Whether it's the group itself as a local modelling entity or with the journal AERO-TORQUE, it will only be as good as the people who contribute. Laurence and I can't do it by ourselves, it has to be a team effort. I encourage all readers whether they sign up as a member or not to contribute and spread the word. Most importantly, we are there as an additional resource for modellers, not a replacement.

WARBIRDS ARE GO!



I have been involved in modelling since I was a young child. A strong memory I have, is of the walk with my father to the local BP petrol station to purchase the Frog 72 scale Vickers Vimy anniversary kit with the BP logo on the box. Due to the lack of my skills at that point to successfully build a biplane, this model existed as a monoplane for its entire life; however the modelling bug had bit me and is with me still.

My modelling interest has predominately been military aircraft with a small percentage given to all other forms of modelling subjects.

I was a closet modeller for quite some time before joining the Waverley Scale Modelling Club, where I served eventually on the committee and then served as President for a while. From there I then assisted Martin Reid in getting Axis Eagles SIG started up and served as Vice President and then took on the Presidency due to Martin's increasing study commitments. Martin and I have a strong friendship built on mutual respect and trust and share the ability to openly and frankly discuss differing points of view. I am very direct and on many occasions we will agree to disagree but do so without animosity or grudges being held. I strongly believe this is the heart of true friendship.

During this time I was on the Model Expo committee and I continue to serve on this committee today. I became an IPMS member in 2000 as a result and continue to be a member. I held the position of Model Expo Director from 2000 to 2008. Though this was difficult period for Model expo it eventuated with Model Expo growing from the event that was held at the Arts and Crafts Pavilion to its eventual move and establishment at the Sandown Racecourse venue that is its current home. Model Expo grew exponentially during this time and continues to evolve and grow.

Assisting Martin to set up Warbirds AMG is like déjà vu from the early days when we started Axis Eagles. We have achieved much in a short time mainly due to our experience and commitment to Warbirds AMG. For me this commitment has a similar drive to that which has seen my involvement in various clubs and committees. I have achieved a lot of satisfaction and pleasure from this hobby. I have also made many long term friends as a result of being involved in modelling. Getting Warbirds AMG up and going and my continuing involvement in the hobby is a way that I can return something back to the hobby so that others may hopefully be able to gain as much from it as I have. It also provides a better fit for my modelling interests with its broader scope of military aircraft of all nations and eras.

My vision for Warbirds AMG is to provide a modelling outlet for like minded modellers to share and enjoy their hobby together in a friendly, non political environment. Warbirds AMG will also allow people to share ideas, opinions and to hold constructive discussions on our hobby. Additionally it will allow a venue where people can come along and share their latest purchase, techniques and modelling outputs with each other. The success of Warbirds AMG for every member is directly linked to what each and every one of us puts back into the Warbirds AMG meetings, our journal and various displays. I strongly believe that the more you put in, the more you get out of it. Our hobby is far more enjoyable if you are a participant rather than being a spectator.

Warbirds AMG is off to a flying start!

WARBIRDS ARE GO! *Birth of a Logo*

2011 is a great time to start a group dedicated to military aviation as it's 100 years since the Italians made the first recorded use of the aircraft as a military weapon. Yes, I know aircraft were purchased before this time for military use but as far as history shows, the Italians used their planes in anger in the 1911 Italo—Turkish War. An article on this conflict will be published in an upcoming edition AERO-TORQUE. Who better to ask than Claes Sundin to weave some digital artistry to come up with an official Warbirds AMG logo? Starting with a Spitfire as arguably one of the worlds most recognisable warbirds, I asked Claes to provide a Mk1 Spitfire in red and with the Warbirds AMG signage on the fuselage and tail.



Fig1. A classic, but clean, Battle of Britain Spitfire Mk1.



Fig 2. The national markings under the logo look too busy and somewhat distracting.

Claes provided a couple of initial concepts to get the Warbirds name on the sign and provided the drafts as seen in Fig 1 and 2. He was upfront about his thoughts on the version without the markings being his preference and we agreed. But the camouflage really appealed to us from the initial drafts and while we thought the red would be striking, the camouflage just seemed more warbird like.

Hot on the heels of Fig 1 and 2 came Fig 3. Another draft, this time using a PR XIX Spitfire. We loved the aggressive look and the overall PRU Blue was an unexpected twist that was making decisions very difficult. This was very appealing and almost became the one.



Fig 3. WOW! This rendition Spitfire PR.XIX looks great.

WARBIRDS ARE GO! *Birth of a Logo*

The Mk1 seemed more appropriate as a Warbird. The PRU Blue was transferred across from the PR XIX with some chipping added as seen in Fig 4, we were now getting very close indeed.

We thought about the classic warbird concept and went back to the Battle Of Britain. The chipping looked great on the PRU Blue Mk1 so it was back with the BOB scheme and voila!... Our official Warbirds AMG logo is born, Fig 5, and graces the cover of AERO-TORQUE No.001.



Fig 4. The Mk1 returns in a chipped PRU scheme.



Fig 5. Back to the Battle of Britain scheme but a little weathered this time.

A special thanks...

To Claes for all his hard work over the period of two weeks and putting up with my emails and requests to create what you see here.

We never got around to doing that red Mk1 Spitfire, perhaps another time for a special occasion.

Cobra 546

Laurence Farrugia

Background.

Bell's AH1 Cobra attack helicopter began its life in 1965 as the requirement for a faster and more powerful gunship type of helicopter was set by the US Army.

The AH1 Cobra arrived in 1967 and was put into immediate use in Vietnam and fulfilled a number of roles quickly gaining respect from friend and foe. The Cobra has seen many variants as the design has allowed the Cobra to be modernised as the battle field environment dictated.

The single engine Cobras soon developed into many twin engine versions in 1969 giving greater capacity over the battle field and seeing the Cobra beginning its service with the US Marine Corp.

Whilst the Apache has replaced the Cobra within the US Army's inventory the later version of the Cobra still see wide usage with the US marines and a host of export nations. Some of the nations that have operated the Cobra over the years are Bahrain, Spain, Israel, Japan, Pakistan, South Korea, Turkey, Thailand, Jordan, Taiwan and Iran.



This was no kit assembly model as Laurence's article details.



The Iranian scheme is strikingly different from most Cobras you'll see.

Many AH 1J twin engine cobras that possessed TOW missile capability were supplied to Iran when Iran was under the reign of the Shah. Post revolution Iran has seen an embargo on spares and support for their Cobra fleet being imposed by the USA and despite many Western analyst claiming that the fleet is grounded to a lack of spares, Iran has surprised the military world by not only being able to maintain and operate its Cobra Fleet but have also developed substantial equipment upgrades to further modernise their fleet of Cobras. This further proves the engineering soundness of the Cobra design which has also proven itself in armed conflict.

Building an Iranian Cobra

As part of a challenge build amongst some friends, we had decided to build 48 scale Cobra helicopters. Initially the kit was to be any version of the Cobra produced by Italeri. I had seen pictures of Iran's Cobras and decided that its desert colour scheme would be a nice change from the ever present green and gray schemes normally associated with Cobras. I errantly purchased the AH 1T boxing believing at the time that that this was the same twin engine basic airframe that was utilised in the J version.

Kit Bashing the fuselage

I was soon to realise that the J version could be described as a merger of the single engine airframe such as on the S version to the twin engine set up found on the T version. As no J version has been kitted in 48 scale the only way to build an Iranian Cobra was to kit bash one. This was going to require the purchase of a Monogram S version to provide the correct lower fuselage and tail boom. The Italeri T kit surrendered up the engine pods, canopy and surrounding sills, the nose armament sighting pods as well as the Multi barrellled cannon and housing.

The Monogram S surrendered up the lower fuselage and tail boom, rotors, skids, cockpit and tow missiles and rocket pods. Both kits had the raised panel lines removed and re-scribed prior to any surgery being performed. This included the wing stubs and tail plane.

In both cases, a fair bit of surgery was required to remove the unwanted parts. This was achieved by carefully scribing a line and performing repeated passes to cut off the various sections. Luck was on



Luckily, a clean initial joint between the donor kit sections.

at this point and included all radar warning receivers, hand grips, cockpit side armour and cable cutters.

Cockpit tub

The cockpit was the next step and the Monogram cockpit was chosen. Monogram produced many kits over the years that boast good cockpit detail, that really comes to life with careful painting and the Cobra cockpit is no exception. The seats have good moulded in seat belts, seat air conditioning ducts and a well detailed tow sight for the gunner. The cockpit required a new rear bulk head to fit the Italeri fuselage and careful trimming to allow the front of the cockpit to sit fully forward in the Italeri nose. This was fixed into place after painting and weathering of the cockpit. Extra stowage was placed at the back of the cockpit on the rear bulkhead as this area stores the first aid kit and other survival aids.



If the blades were moulded correctly, the Cobra wouldn't get of the ground.

Extra detail scratch built and added to the cockpit included intercom cables, instrument panel wiring looms and various grips.

my side at this stage as the section widths of both manufacturers' fuselages are the same thickness, thus eliminating a lot of work to remove an unsightly step.

It was at this stage of test fitting that I realised that the J versions canopy finishes where the rotor housing begins. The T version has a substantial insert of approx 300 MM on the real machine. This meant that I had to move the entire cockpit, sill sections and nose back by 5 MM on the model.

The entire panel in front of the engine intakes was carefully removed from the fuselage sides and a section of 5 mm in width was removed from the back section. The shortened panel was then place back into the fuselage side and fixed into place. This entire process had to be repeated on the other side with the dry fitting of the canopy happening numerous times. Fine wire mesh was installed behind the engine panel cooling ducts at this stage. The fuselage shortened top sections were then mated to the lower sections. Join lines were filled using superglue and re-scribed after being sanded down. Fuselage details which are not present on the Iranian J versions were removed



5mm needed to be removed from the behind the canopy for the correct length to be achieved.

Rotors

The rotors were not spared from the scalpels touch as the rotors are unfortunately moulded in the wrong rotational direction by Italeri. The rotor blades were also modified to have square tips. The rotors were separated from the hub

"No J version has been kitted in 48 scale the only way to build an Iranian Cobra was to kit bash one"

and reinstalled with brass pins for strength and at a higher angle of pitch than originally moulded. The tail rotor came from the Monogram kit and also required to be reworked to allow for the correct rotational direction.

Stub Wings

The stub wings utilised were those from the Monogram kit which had its raised panel lines re-scribed. The centre weapons rack was from the Italeri kits as is represented the versions seen on Iranian Cobras. The Tow missiles from the Monogram kit boast excellent detail; and only required some minor wiring added and the ends of the tubes drilled out to give a more scale appearance.

Cobra 546

Painting

Now that the basic construction had been completed it was onto the painting stages. The colours used were referenced to the IPMS colour Reference Guide by DH Klaus. Gunze Sangyo acrylic paints were used to supply the basic colours and were

Gunze H-27, FS 20400, Tan Special
Gunze H-37, FS 30140, Brown
Gunze H-311, FS 36622, Dark Gull Gray.

Using photos of the Arabic script, this was carefully copied on a sheet of A4 paper using a fine black felt pen. This was produced at approx 500% the size that was required on the model. The completed text was then scanned into a PC and reduced in size and printed as test shots onto paper. Once the exact size was obtained this was then printed onto clear decal film. Once dry this was sealed and allowed to dry. The Arabic script decals were then applied as per normal. Another coat of Johnsons One-Go was shot over the model at this stage.



The green turret under the chin provides an interesting contrast to the camouflage scheme.

The gull gray was applied first to the undersides. Then the tan colour followed by the brown. All Demarcation lines were hard edged with homemade masks made from Tamiya tape. A coat of Johnson One-Go was applied to the model once all masks had been removed

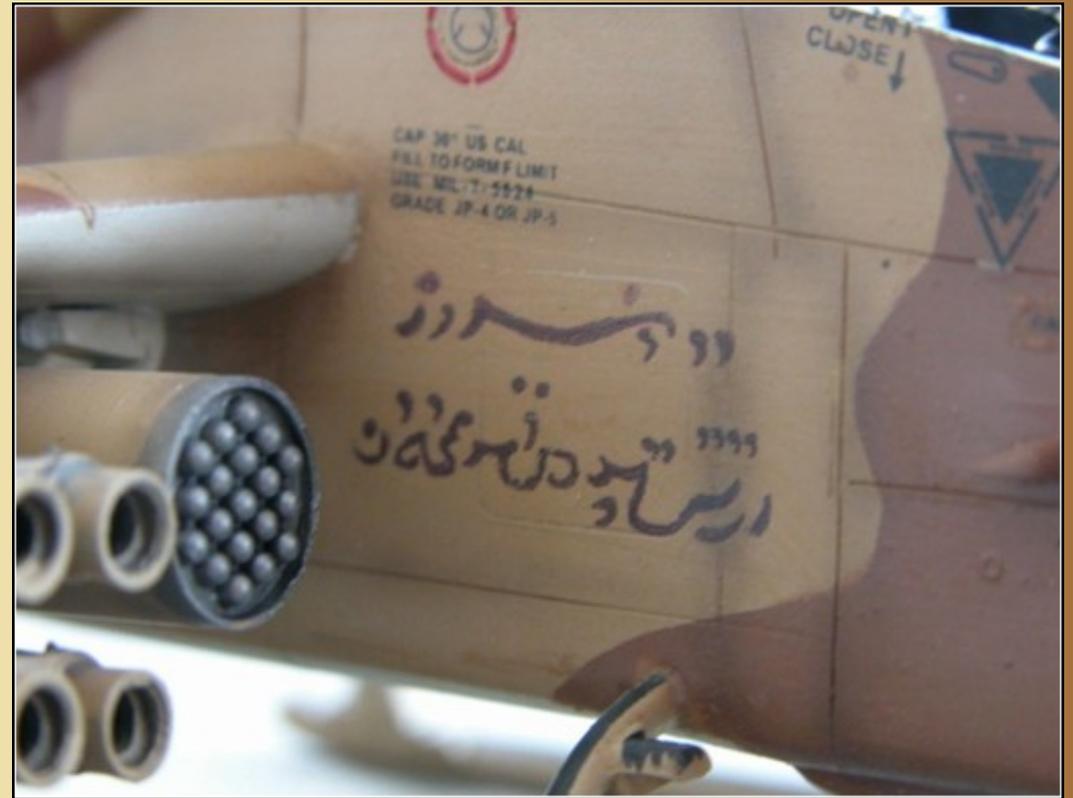
Decals

Decaling came next and most of the stencil decals came from both the two donor kits. The Iranian roundels came from a Phantom sheet with the tail flash being trimmed down to size. The number 546 came from the spares box and that then left me with the hardest part of decaling to do.

Iranian Cobras sport Arabic script on both sides of the fuselage. It appears to that the starboard side scrip differs from aircraft to aircraft but the port side scrip appears to be the same on all Cobras.



Decaling was done over a gloss coat of Johnsons One Go floor polish.



A close up of Laurence's custom decals for the Arabic script.

A slightly lighter version of each colour was misted on to give a very slightly faded appearance that is representative of what was visible in photos. A Thin mix of red brown and black was then sprayed over the panel lines to give the model surface some depth as well as to represent slight weathering. All of the various small parts such as antenna, rocket pods, tow missile packs were now installed.

The model was shot with a coat of Gunze Flat clear on the Cobra was completed.

Conclusion

Building an Iranian Cobra was very satisfying though a lot of work. It is a version of the Cobra that is not commercially available (except in 72 scale by Fujimi) and the colour scheme makes a nice change from other Cobra schemes generally seen.

One of the key challenges with building this kit was a lack of good photos of the AH1J cobras utilised by the Iranian forces.

The key aspect of our friendly challenge builds is to push the envelope and attempt something we would not normally do. The Iranian AH1J certainly achieved that for me.

Cobra 546





Our Display Co-ordinator Chris Dowsett ponders a potential build from the Swap & Sell table.

Once a month, the local Melbourne members meet to discuss their latest projects and plans.

Enjoy these happy-snaps of what was "On The Table" at the Inaugural Warbirds AMG meeting held on February 2nd.

Tables are set up for members to display models in-progress and completed masterpieces.

Also, there's an ongoing Swap & Sell as well as a What's New table.



Warbirds Co-founders Martin Reid and Laurence Farrugia. Modellers are such good lookers!!!



John Xigalatis from Showcase Models Australia enjoying the view across the display of completed models.

SNAPSHOTS

Photos by Ian Keizers



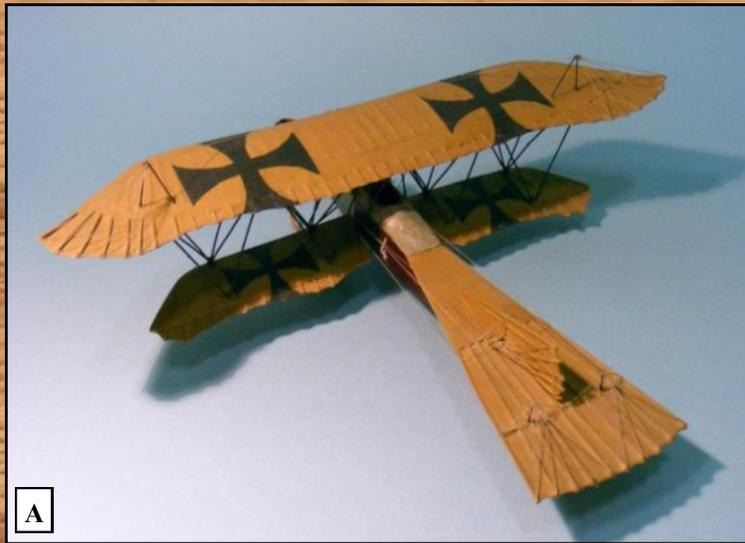
This is what it's all about, the inspiration to build.



Lots of Wingnut Wings kits on the "What's New" table.



Laurence tries to run the show from the kitchen!



A



B



C

During the course of the meeting, a few of the models were photographed in more detail,

A - This Taube was built by Bob Lamble who sadly passed away a few years ago, his beautiful build was brought along by Rod Hoystead.

B - Laurence Farrugia's rendition of the Eduard 1/48 Albatross D.V.

C - Fisher Models impressive 1/32 Sea Fury by Adam Dormer.

D - The Airfix 1/48 TSR2 was a tough build as reported by Laurence Farrugia who built it for a former TSR2 Maintenance crewman.

E - A striking scheme adorns John Svendsen's 1/48 Revell (Germany) F-86 Sabre Dog.

F - Adam Dormer strikes again with the Eduard reissue of the Airfix E.E Lightning in 74 Squadron markings.

Thank You

To Models & Hobbies 4 U from Boronia, Victoria, for their kind kit donation for the raffle prize.



D



E



F

SNAPSHOTS
The Inaugural Meeting



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The swastika has become a universally known symbol of oppression and tyranny through the Nazi Germany era, however the symbol has been used over thousands of years through many civilisations. One such use was by the Latvians from 1919 to 1940 in their air force. To the Latvians, it was known as...

The Fire Cross

In terms of air forces borne from the ashes of post Great War Europe, the Latvian air force is not one that has received a lot of attention. Gunars Zulis set out to provide enthusiasts and modellers an overview of the history and important fact and figures of the Latvian aviation efforts accompanied by his extensive photographic collection supported by information from others. Gunars site can be found at: www.latvianaviation.com. This article highlights three important aircraft types used by the Latvians.

**Gunars Zulis &
Martin Reid.**

**Photographs from the
G.D. Zulis Collection**

Profiles by Ronny Bar



Black 24 looking a little worse for wear.



**RONNY
BAR**
AIRCRAFT PROFILES

LVG CV.I

Source: Abandoned by retreating Germans. One aircraft was built by the Aviation Division's workshop (1931).

Acquired: 1919, 1931.

Type: 2-seater recon, artillery spotter

Engine: 197-hp Benz IV

Dimensions:

Length: 7.87 m

Wing Span: 13.62 m

Height: 3.2 m

Max Speed: 165 km/hr

Range: 420 km

Maximum Ceiling: 6000 m

Known Serial Numbers: 19, 23, 24, 25, 27, 75

Notes

The LVGs used by the Latvians are alternately called C.Vs and C.VIs, when the truth is that they were probably a mixture of both. For this reason, I am combining both types.

Bruvelis estimates that there were about five LVGs in total.

Five of the six known LVG's were war prizes, Black 24 was one of them.

#19

- This aircraft is reported by Humberstone, but does not seem to appear elsewhere. It is reported as a LVG C.V with a 200-hp Benz D.IV, acquired in 1920. Note that the Halberstadt C.V was also serialized with #19 and, while some numbers were known to be recycled, it is possible that an error in identification or record-keeping is to blame.

#23

- An LVG C.V, (engine # 17573)
- 1926 - after major repair/overhaul the aircraft is flight tested (Jakobsons) and returned to active service.
- Continued in use until at least 1928
- Humberstone (pg.11) shows this aircraft after a nose-stand on landing.

#24

- Original serial number: 22996. An LVG C.VI
- 227-hp Benz, engine #22996.
- Acquired from the Daugavpils region on April 20, 1920 and was accepted by aviator Abrams and Prenclavs, who was from the technical division.
- July 25, 1920 - flown by Abrams, it participated in the first Aviation Festival at Spilve.
- October 1, 1921 - crash, in bad weather.

#25

- Original serial number 9014/18
- July 1920 - J.Prieditis and A.Lazdins did a flyover in LVG #25 at the funeral of Augusts Sparins.
- Believed to have been a C.VI

#27

- LVG C.VI
- June 15, 1924 - participated in the Air Festival at Spilve.
- 1926 - after major repair/overhaul the aircraft is flight tested (Lodzins) and returned to active service.
- May 7, 1926 - heavy crash at Spilve destroys aircraft, injures aviators.

#75

- An LVG C.V with a 200-hp Benz
- #75 was built in the Aviation Divisions' own workshops, completed in 1931.



While not possible to confirm, this LVG may be Black 24.

The Fire Cross



From this line up of Camels, Black 12's serial number is still to be positively identified.

Sources

- Andersons, Edgars Latvijas Brunotie Speki Un To Prieksvesture
- Bruvelis, Edvins Latvijas Aviacijas Vesture
- Gray & Thetford German Aircraft of the First World War
- Humberstone, R. (ed) Latvian Air Force 1918-1940
- Jane, Fred T. Jane's All the World's Aircraft 1919
- Windsock Datafile #17
- Windsock Datafile #71
- Additional information (dates of flights) taken from R.Gulbis' log book

Sopwith Camel

Source: Gift from the British Navy

Acquired: January 11, 1920 (#s 8136, 8137, 8185, 8187), March 26, 1920 (6750, 7143, 8189)

Type: single-seater fighter

Engine: 150 hp

Dimensions

Length: 5.64 m

Wing Span: 8.54 m

Height: 2.6 m

Max Speed: 180 km/hr

Range: 450 km

Maximum Ceiling: 6,000 m

Known Serial Numbers: 6 (8137), 7 (8136), 8 (8185), 9 (8187), 16 (7143), 17 (8189), 18 (6750)

Notes

July 25, 1920 - Three Camels took part in the first Latvian Aviation Festival, held in Spilve, Riga.

Summer, 1927 - after two fatal crashes, the remaining Camels are taken out of service and written off.

In total, during their eight years with Latvian Aviation, the Camels had three fatal accidents.

6

- Originally Serial # N.8137 (engine #2835)
- This, the first of the Camels, was received on Dec.17, 1919, almost a full month before the official acceptance date (Jan.11, 1920)
- May 2, 1920 - ltn. Skrastins has a fatal accident with this aircraft. Shortly after takeoff, at an altitude of 50m, the engine failed and the pilot tried to turn back

to the airfield. He stalled and, even though the engine restarted, it was too late to prevent a violent crash. The aircraft is completely destroyed and its serial number reassigned to a Rumpler C.1.

7

- Originally Serial # N.8136 (engine #2969)
- April 25, 1920 - crash landing
- 1920, July 25 - J.Prieditis flew this aircraft in the Aviation Festival at Spilve, Riga.
- 1921, Feb.8 - On the roster of the First Aviation division.
- 1921, June 16 - on a flight to Petersfeld the aircraft suffered a control failure over the beach near Riga. Pilot J.Prieditis set it down on the shoreline, but the plane flipped over.

8

- Original Serial number, as with #15, is given as N.8185. Perhaps #8 and #15 are the same aircraft, renumbered.
- 1924 - on the roster of the Fighter Squadron.

9

- From HMS Vindictive, left Liepaja in Nov.1919, then sent to Riga.
- Originally Serial # N.8187 (engine #255)
- April 13-21, 1920 - participated in the third Latgale campaign.
- April 15, 1920 - Transfer flight from Spilve (Riga) to Rezekne. (Jakubovs)
- April 16, 1920 - 20 minute test flight
- April 18, 1920 - two recon flights to Osveja (Jakubovs)
- April 25, 1920 - recon flight to Osveja (Jakubovs)
- April 27, 1920 - recon flight, strafing of a train and a cavalry column (Jakubovs)
- May 2, 1920 - recon flight to Sebeza (Jakubovs)
- May 8, 1920 - 20 minute test flight
- May 12, 1920 - recon flight, forced landing at Pitalova, then returned to Rezekne (Jakubovs)
- May 13, 1920 - Transfer flight from Rezekne to Spilve. (Jakubovs)
- July 2, 1920 - V.Jakubovs executes a flyover in #9 at the funeral of aviator Augusts Sparins.
- February 8, 1921 - On the roster of the First Aviation division.
- July 7, 1921 - After takeoff, at an altitude of only 20



RONNY
BAR
AIRCRAFT PROFILES

Ronny Bar's profile perfectly captures the heavily chipped and worn Camel cowling, refer to the photo below.



Although the quality is not great, this is still a fine in-flight shot of Black 9, N8187.

metres, the engine stopped. Pilot Jakubovs makes a forced landing beyond the aerodrome, but flips the aircraft over.

- 1924 - on the roster of the Recon Squadron.
- 1927, August 6 - pilot Eduards Lumbergs miscalcates while flying low aerobatics, and fatally crashes when attempting to fly under a bridge at Daugavpils.

12

- Serial number not known for this aircraft.

15

- Originally Serial # N.8185 (engine #37184)
- 1921, Feb.8 - On the roster of the Aviation School.

16

- Originally Serial # N. 7143

Warbirds AMG Memberships

Pilot Foundation Memberships include a personalised and signed A4 sized Claes Sundin profile print suitable for framing

A new group of like-minded modellers and enthusiasts dedicated to military aviation over the last 100 years.

2011 is the 100th anniversary of the first use of the aircraft as a military weapon by the Italians in the 1911-12 Italo-Turkish War.

Since then, aircraft have redefined military conflict and serves as a rich source of inspiration for the efforts of modellers across the globe.

Along with presenting the talents of our members, we seek to present the work of the finest from across the globe to present their modelling, digital rendering and research work.

Foundation Memberships

The Warbirds financial year will run July to June however Foundation Memberships will be valid up to June 30th 2012.

Pilot Foundation \$75AUD
Includes an A4 colour, individualised print by Claes Sundin as shown signed by the artist and Co-founders.
(Note: All prints will be produced and posted July 2011.)

Groundcrew Foundation \$30AUD
Does not include the print.

Associate Foundation \$20AUD
These are for Country, Interstate & International members who would not normally be able to attend meetings. Pilot Foundation Memberships can be purchased by Associates.



WARBIRDS Aviation Modelling Group

© CLAES SUNDIN

Foundation Member 2011 - John Smith FM0104

Martin Reid
President & Co-Founder

Claes Sundin
Artist

Laurence Farrugia
Vice-President & Co-Founder

A sample of the Foundation Certificate. The final product may have minor changes. Please note Pilot Foundation Members will also have their names on the actual Spitfire under the cockpit sill.

- Military Aviation of all Eras & Countries
- Member only monthly newsletter "RECON".
- Monthly Member Meetings Feb to Nov (Based in Melbourne, Australia)

17

- Originally Serial # N.8189
- April 13-21, 1920 - participated in the third Latgale campaign.
- May 13, 1920 - Transfer flight from Spilve (Riga) to Rezekne. (Zarins)
- May 20, 1920 - recon flight to Osveja, Velikoje (Zarins)
- May 24, 1920 - recon flight to Osveja, Kahanovici, Drisa (Zarins)
- June 14, 1920 - 25 minute test flight
- June 17, 1920 - recon and bombing flight to Ostrova, Opocka, Sebeza (Zarins)
- June 22, 1920 - recon flight to Sebeza, Indrica, Opocka and Rozanova (Zarins)
- July 7, 1920 - 30 minute test flight
- July 13, 1920 - 30 minute test flight
- July 14, 1920 - recon flight to Rusoni, Sebeza and Indrica (Zarins)
- July 14, 1920 - Transfer flight from Rezekne to Spilve (Zarins)
- 1921, Feb.8 - On the roster of the First Aviation division.
- 1924 - On the roster of the Aviation School.
- 1924, June 15 - flown (by Zarins) in the Aviation Festival at Spilve, Riga

18

- Originally Serial # N.6750
- July 25, 1920 - flown (by V.Jakubovs) in the Aviation Festival at Spilve, Riga.
- Feb 8, 1921 - On the roster of the First Aviation division.
- July 7, 1921 - Upon takeoff, one of the u/c wheels fell away. Subsequent landing, minus one wheel, pilot Rimsa flipped the plane.
- June 15, 1924 - participates in the Aviation Festival at Riga/Spilve.
- 1924 - on the roster of the Fighter Squadron.

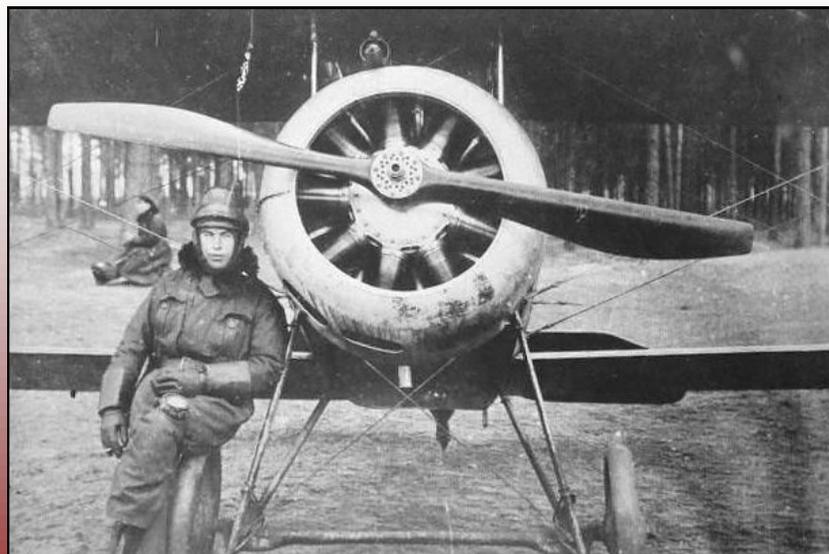
Sources

- Bruvelis, Edvins Latvijas Aviacijas Vesture
- Hall, Malcolm Sopwith Aviation Company
- Humberstone, Richard (ed) Latvian Air Force 1918-1940



Unfortunately White 7 came to an untimely end on June 16 1921.

The Fire Cross



This is the only known Nieuport 24 bis operated by the Latvians.

- Irbitis, Karlis Of Struggle and Flight
- Sturtivant & Page The Camel File
- Windsock Datafile # 6 (Sopwith 2F1 Camel)

Nieuport 24 bis

Source: Flown over by pilot defecting from the bolshevik forces

Acquired: 1919

Type: single-seat fighter

Engine: 130hp Le Rhone 9Jb

Dimensions

Length: 5.87 metres

Wing Span: 8.21 metres

Height: 2.40 metres

Max Speed: 176 km/hr

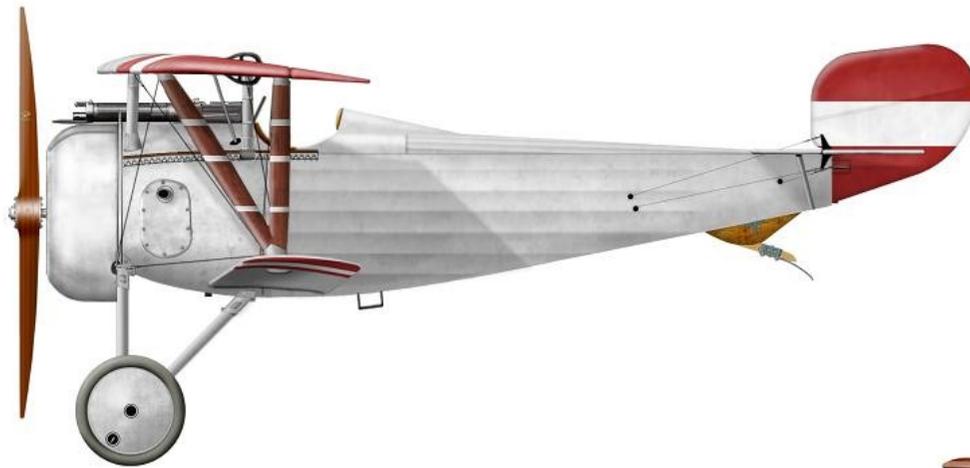
Range: 200 km

Maximum Ceiling: 5300 metres

Known Serial Numbers: 1

Notes

- Pre-Latvian serial number: 4300
- Repaired and test flown at Spilve from August 5-7, 1919
- August 17, 1919 - assigned to the 1st Squadron Note that, while the aircraft was marked with Latvia's colours, the stripes were not presented in the same proportion as seen on the national flag.
- August 19, 1919 - 1st Squadron transfers to Krustpils to participate in battles against the Bolsheviks in Latgale. The transfer is done by rail because of a severe shortage of fuel suitable for aviation.
- August 25, 1919 - J.Prieditis flies the Nieuport on a 30-minute checkout flight
- August 27, 1919 - J.Prieditis flies his first sortie for the latvians, on a route from Krustpils to Livani to Cargrade and back to Krustpils. He dropped seven bombs on a one-hour flight at an altitude of 900 metres. He received three bullet holes in his aircraft.
- Sept. 12, 1919 - J.Prieditis makes a brief (20 minute) flight.
- Oct. 9, 1919 - J.Prieditis flies the Nieuport on a recon from Krustpils to Jumpravmuiza and then to the Krustabaznicas aerodrome at Jugla.
- Oct.10, 1919 - J.Prieditis takes the Nieuport on a recon to Kekava and then flies to Spilve, Riga.



No decals needed to hand paint the sole Latvian Nieuport 24 bis!

- Oct.11, 1919 - just minutes before the capture of Riga, Prieditis flies the Nieuport to Sigulda.
- Oct.11, 1919 - J.Prieditis takes the Nieuport on a recon route: Sigulda-Jaunjelgava-Taurkalne-Sigulda.
- Oct.12, 1919 - Reconnaissance missions continue, this time to report on the rear areas of Bermont-Avalov's forces near Bulduri. At the end of the recon, Prieditis re-based to a more forward location (Krustabaznicas aerodrome).
- Oct.15, 1919 - performed recon of Bermont's forces specifically for the British naval forces in Riga. The naval guns used this information to drive Bermont back from Riga.
- Oct.17, 1919 - more recon such as on the 15th.
- Nov.4 - Nov.10, 1919 - The Nieuport is briefly taken out of service for maintenance and repairs.
- Nov.12 - Nov.16, 1919 - The Nieuport is flown in double shifts to provide recon for intensive battles from Tornkalns to Jelgava.
- Nov.29, 1919 - with the Bermont battles essentially over, the Nieuport returns to Spilve. In total, the Nieuport had flown 23 combat missions between Oct.8 and Nov.20, 1919.
- July 25, 1920 - N.Puskelis, flying the Nieuport, performs at the first Aviation Festival at Spilve. His flying demonstration was especially effective because, when he was still a flier for the bolsheviks, he was given responsibility for advanced pilot training at the Moscow flight school, a program which involved a great deal of aerobatics.
- August 7, 1921 - J.Prieditis, flying the Nieuport, performs at the second Aviation Festival at Spilve. The aircraft, which was nearing the end of its useful life, was repaired for this occasion. It remained on the active roster until at least 1923, but it is uncertain how much flight time it actually received.

Sources

- Bruce, J.M. Nieuport Aircraft Of World War One
- Bruvelis, Edvins Latvijas Aviacijas Vesture
- Cooksley, Peter Nieuport Fighters in Action
- Humberstone, R. (ed)Latvian Air Force 1918-1940
- Irbitis, Karlis Of Struggle and Flight
- Sanger, Ray Nieuport Aircraft Of World War One
- Sparnota Latvija

Postscript

It is with deep sadness that we share the news that Gunars passed away on March 22, 2010. He will be mourned and missed by the many whose lives he touched with his spirit and talents.

LATVIANS.COM is supporting the continued web presence of Gunars' work in tribute to his memory. We invite all who assisted Gunars in his research and passion to contact us (petersjv@aol.com) to continue to support and build on this valuable and truly unique archive.

Thank you to Gunar's wife Barbara and good friend Peters for their kind assistance in the preparation of this article and approval for the use of Gunar's work.



Is that an explosive device or a fancy coffee pot gaining the attention of the groundcrew?



Australia's Young Eagles

PROFILES: GRAEME MOLINEUX

COMMENTARY: MARTIN REID



An air force is only as good as the training of its personnel. While the active service aircraft get all the glory, it's the role of the trainer to provide the foundation for pilots in their quest for aerial success.

The Winjeel is a native aircraft designed and built by the CAC, Commonwealth Aircraft Factories. The Winjeel got its name from the aboriginal word meaning young or little eagle. Quite appropriate given its intended role.

The Winjeel, designed by Ian Ring, had a fine heritage of CAC trainers including the Wirraway (a modified North American a-16) and the Wackett, not to mention Australia's first native fighter, the Boomerang.

The CAC were awarded the contract May 1949 for two prototypes known as the CA-22, a twin seat trainer with the capability of carrying a third person. 62 CA-22's were ordered in 1951 however the final order was not confirmed until 1954 where after numerous changes, it was finalised as the CA-25.

The first Winjeel entered service in August 1955 and remained as the Air Force's basic trainer until 1975, replaced by the CT-4 Airtrainer. It remained in a trainer role until 1994, replaced by the Pilatus PC9. Through 40 years of service, the Young Eagle matured into a veteran through many training roles and modifications. While not successful in all its planned roles, the Winjeel enjoyed a long and successful service life in its core role as an Air Force trainer. A favourite amongst warbird enthusiasts, a number of Winjeels, are still active aircraft with private flyers.

You will find full colour prints of these and other Winjeels along with an array of other Australian military and civilian aircraft at: www.grubby-fingers-aircraft-illustration.com



From top to bottom:

CA-25 Winjeel c/n CA25-01 A85-401
A85-401 was the first production airframe. It first flew in February 1955 and is now preserved at R.A.A.F. Museum, Point Cook. It is depicted here as it appeared on 30th March, 1957, at Laverton aerodrome during a Sun Air Trial, sponsored by the Melbourne Sun newspaper.

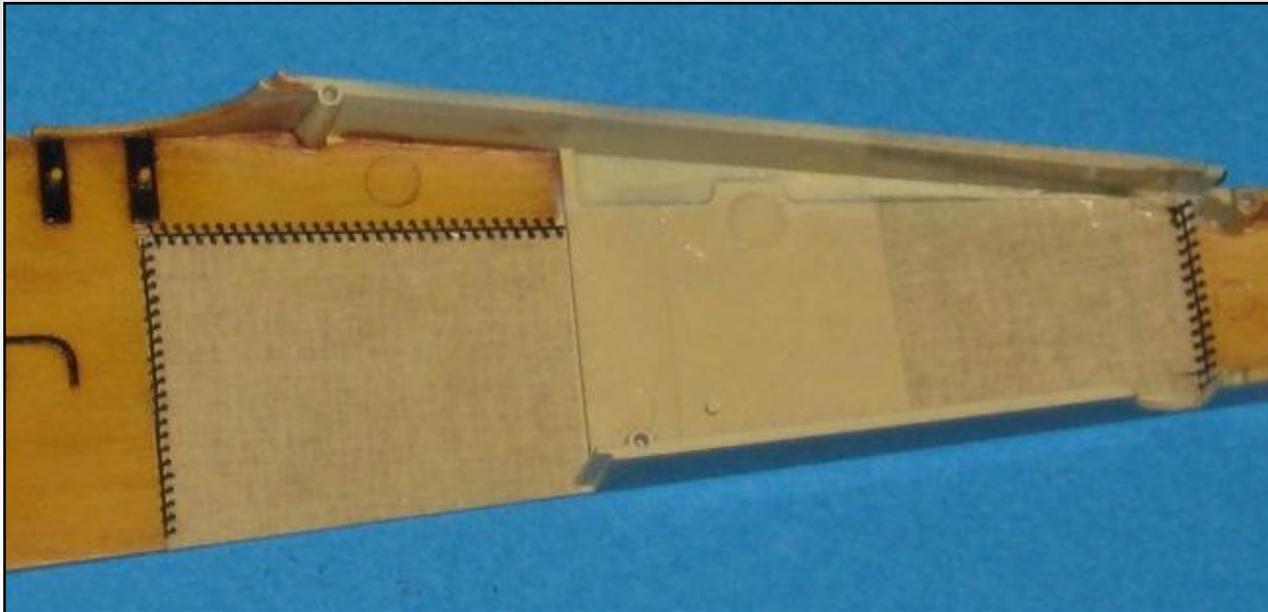
CA-25 Winjeel c/n CA25-10 A85-410
A85-410 is depicted here as it appeared in service with the R.A.A.F.'s Forward Air Control Unit at RAAF Williamtown, N.S.W. on 28th August 1975.

CA-25 Winjeel c/n CA25-43 A85-450
A85-450 was delivered to the RAAF's No. 1 Flying Training School in March 1957. It was retired from the air force in 1970. It is shown here as it appeared in 1986, on the civil register as VH-HOY, and after a restoration to flying condition by Dick Hourigan.





Wojtek Fajga's 1/48 Karaya Albatros XI top wing provides a ideal base for the fabric texture decals. Note the surface close-ups and the detail available with this great new product.



The Wingnut Wings Ninak by Mark Hamrick is a great example of a plain linen surface much improved using the decals.

Fabric Texture Decals

Without doubt, one of the toughest assignments in modelling is a convincing fabric surface, especially for World War I modelers with lozenge camouflage being particularly tricky. Good quality decals for lozenge are a must as painting them is a nightmare, although look out for a future article by the next edition's Modeller Profile subject Glenn Irvine and how he achieved this feat. The next step is to achieve the texture and feel of the fabric surface.

Now of course, this does not only relate to lozenge, any fabric surface is a tough gig for the modeller and this is where these great new decals by Microsculpt come in VERY handy!

While manufactured to complement their range of 1/48 lozenge decals, they will be very much at home on 1/32 aircraft. Anyone with a Wingnut Wings masterpiece need these. They are transparent and are laid over any surface you need to "fabricise".



Comparison with and without the fabric texture decals.

From Microsculpt, "They can be added to any area where you wish to suggest a fabric weave. This could be the unbleached wing surfaces of aircraft, cockpit interiors, tent hangar walls, vehicle tarps, etc.

For our initial release, we chose a "medium" density pattern. The pattern on MD-48008 will appear very subtle on the darker upper surface lozenge and more defined on the lower. Depending on sales, lighter and darker versions may be offered in the future to provide greater variety.

Your favorite effects can be added over top of these decals for even greater customization. For example, on light colored solid areas you can overcoat the placed decal with a transparent glaze of the base color to mute the texture effect as desired. It is up to you."

Have a look at these decals including upcoming decals for those tricky streaky finishes seen on Fokker Dr.1's and their other great products at www.microsculpt.com and please be sure to let Tom at Microsculpt know WARBIRDS sent you.

MEMBERS MODELS

BY
IAN KEIZERS



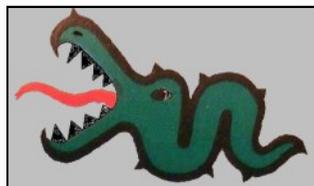
Fw190A-5, II Staffel / JG 1. Gruppe Technical Officer Oblt Rudiger Von Kirchmayr. Holland 1943.



Fw190A4, VI Staffel / JG 1. Ofw Leo Schuhmacher. France 1942.

Tatzelwürms

Fw190A-4, IV Staffel / JG1. Pilot Unknown. Holland 1942.



1/48 Fw 190A's

Fw190A-3, V Staffel / JG1. Pilot Unknown. France 1942.



The Myth

The Tatzelwurm is a mythical beast originating from the areas around Austria, Bavaria and Switzerland. It is a snake like beast with a body between two to six foot long.

The Tatzelwurm has a large head with large round eyes, two small appendages and can defend itself by expelling poisonous fumes that are capable of killing a man.



Note the flame dampers for night missions.

Tatzelwürms

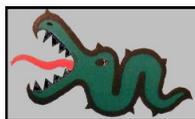
The fuselage on this aircraft has quite heavy mottling.



The Reality

This creature was adopted as a unit badge by the Luftwaffe's 1st Gruppe Jaeger Gruppe 3 in World War 2 and was later used on the Focke Wulf Fw190's of 2nd Gruppe JG1 when some of the pilots were transferred over to it. There were four Staffels that used the Tatzelwurm badge, they were 2nd Staffel (Green), 4th Staffel (White), 5th Staffel (Red) and 6th Staffel (Yellow).

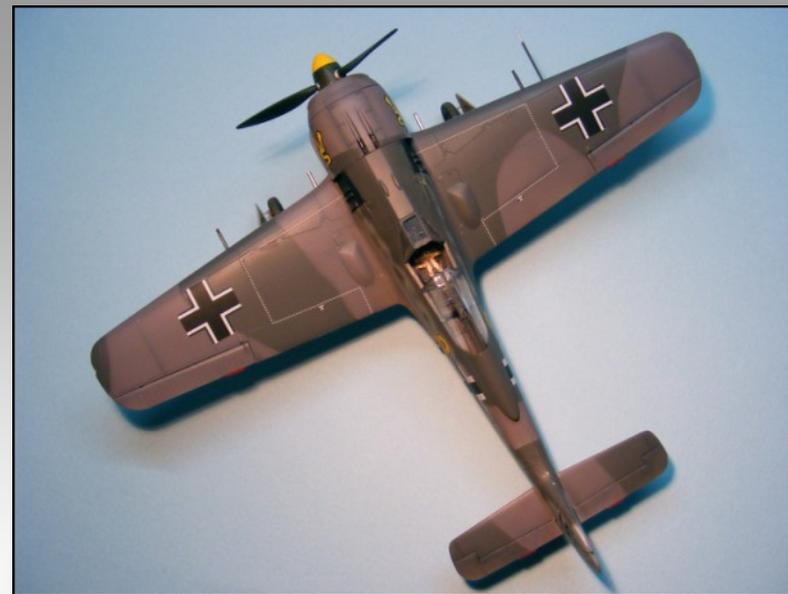
I have always liked the looks of the Focke-Wulfs that carried this badge and having a sizeable stash of 190's and a selection of Tatzelwurm decals, I thought it would be a good time to build the four different coloured Tatzelwurms. I had one Tamiya, one Hasegawa and two Dragon 190's to play with. So off I went.



The 190 with the green badge is Dragon's 190A-5. With this build I used Third Group decals. This aircraft sports an unusual application of RLM02 on the fuselage sides under the mottling. Also this plane had flame dampers as it was also on loan to JG300 for night fighting.

Yellow 8 is the Hasegawa 190A-4, which is very similar to the Dragon kit. The decals are from Cutting Edge. This airframe carries standard factory camouflage with a mottling of RLM 74 and 75 and a yellow tipped spinner.

Red 3 is the easy to assemble Tamiya 190A-3. The markings come from an old Aero master sheet. This aircraft also has standard factory camouflage but with some very heavy mottling and the exhaust

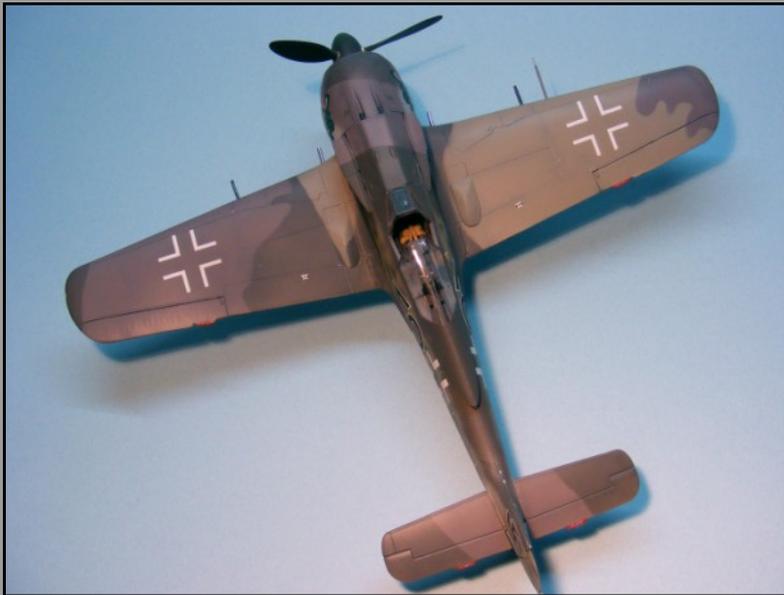


Standard factory camouflage of RLM 74 and 75.

1/48 Fw 190A's

An unusual modification on is the Morane antenna. Not commonly fitted to A-4's.



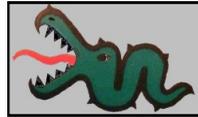


This aircraft has non standard RLM02 camouflage on the top wings.

panel is not painted black as per usual. One can only speculate as to why this was not done. Perhaps a field repair from a previously burnt out engine that needed to be replaced?

White 10 is also a Dragon kit with which I also used Third Group decals. The 190A-4 has a Morane antenna which is quite unusual for this model. It also has the factory camouflage but the RLM 76 and upper camouflage is divided by a line of RLM02.

“The Tatzelwurm... can defend itself by expelling poisonous fumes that are capable of killing a man”



The Result

In conclusion this was a very enjoyable project with varied camouflage schemes. It is also a good chance to compare the common kits that are available. I found that the Dragon kits are the most challenging but look the part quite well. The Tamiya kit is a breeze to build but is a bit soft in the details and the Hasegawa is very similar to the Dragon in build but lacks the interior detail of the Dragon kit and the spinner and cooling fan is not quite right. Overall I am happy with the outcome and is a nice addition to my Fw190 collection.



Quite prominent on this 190 is the yellow tipped spinner.

Tatzelwurms

1/48 Fw 190A's

The exhaust matting was not painted black on this aircraft.

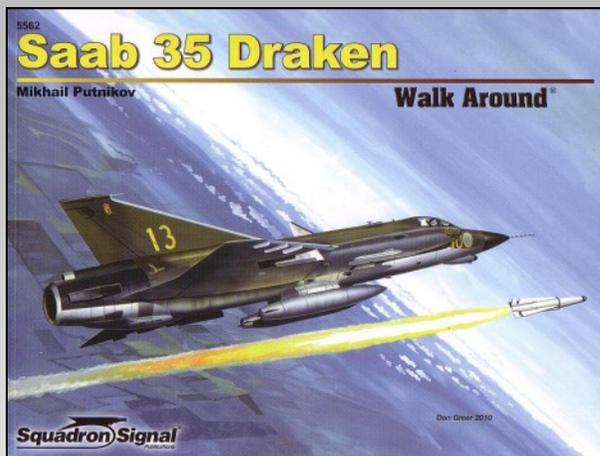


Note the lack of mottling, only a stripe of RLM02 between the upper and lower colours.



Bookmarks

Recommendations for your library



Squadron Signal Publications
SAAB 35 Draken Walk Around
 by Mikhail Putnikov

#5562,
 ISBN 978-0-89747-612-6, 80 pages, softcover, landscape format, 171 colour photographs, 50 b&w photographs.

A notoriously hard aircraft to find good modelling references on, Squadron have finally seen fit to cover the Draken in their Walk Around series. It follows the usual, hugely successful, Walk Around format with a brief overall history, a few paragraphs on all variants and a couple of pages bringing up the rear on aircraft in Austrian, Danish and Finnish service. Factory drawings, ejection seat photo's, detailed shots of the cockpit, wheel wells, engine and exhaust make this an inexpensive and valuable reference when building a Draken.

Available from AeroWorks at \$30.00

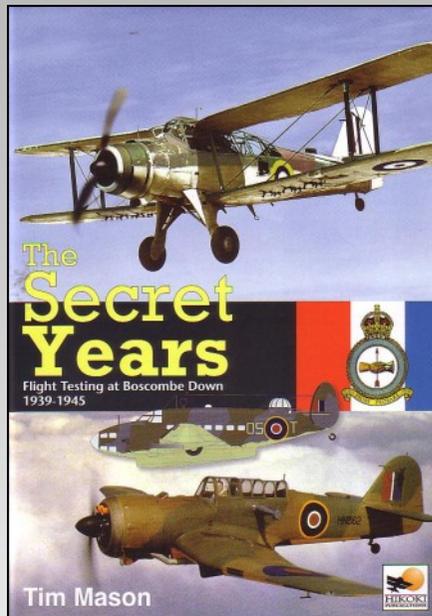
Hikoki Publications
The Secret Years: Flight Testing at Boscombe Down 1939-1945

by Tim Mason
 ISBN 978-1-902109-14-5, 368 pages, hardcover, 93 colour profiles, 501 b&w photographs.

First published in 1998 by Hikoki in the UK, this revised edition was

long overdue with the original fetching large sums second hand. The original comprised 320 pages and did cop a little criticism over some technical errors when it came out. This edition comes in at 368 pages and hopefully those errors have been seen to. Regardless, it is a stunning collection of photographs of some very unusual aircraft and modifications.

The Aeroplane & Armament Experimental Establishment was charged with capability and armament testing of all aircraft to enter British service, those being evaluated for service, or those that had been captured. Basically anything and everything, which makes this such an interesting read. Initial small chapters cover the history and role of the A&AEE to the British armed services, operational performance, handling, equipment (flame dampers, radio's etc.), armament research (bombs, rockets, turbines, gunsights etc).



The bulk of the book though is made up by the aircraft chapters listed by type. Apart from all the usual suspects and some of their strange modifications there are sections on the Manchester, Albemarle, Northrop Nomad, Vengeance, Buckingham, Brigand, Mohawk and Tornado just to name a few. This book is a wonderful compilation of photographs of lesser known types and mods and would come in very handy for some interesting modelling subjects.

Available from AeroWorks at \$98.00

Aerospace Publishing Limited
Aircraft of the Third Reich, Volume 1 - Arado to Focke-Wulf

by William Green
 ISBN 978-1-900732-06-2, 512 pages, hardcover, Over 1000 b&w and 200 colour photographs, 21 cutaway drawings, 205 colour profiles, 92 3-view b&w drawings, 17 3-view colour drawings.

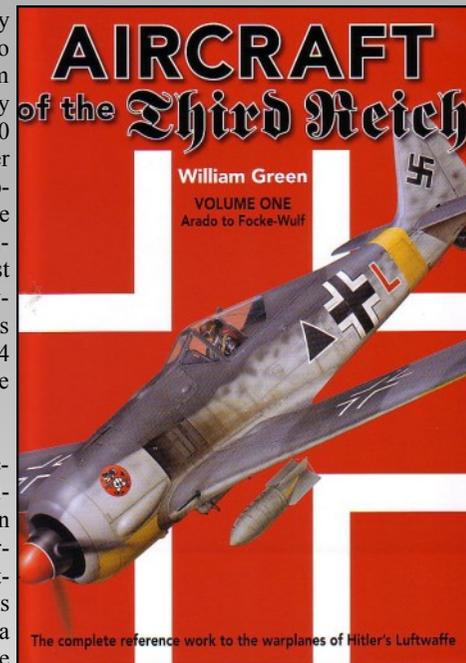
Another long overdue "reprint", though almost "total rework" would be a better way of describing this book. With volume one being roughly the same size as the original 1970 Warplanes of the Third Reich by William Green you're beginning to get the picture. Content

has been basically expanded by two thirds, going from 500 pages originally to more than 1500 by the time the other volumes are published. This is the first of a three volume set and just volume one covers 122 aircraft types from the Aero A.304 through to the Focke-Wulf Ta 154.

Apart from corrections and the addition of rarer German aircraft types operated by the Luftwaffe, this series also includes extra information on the major manufacturers, numerous newly produced colour profiles of a much better standard (as well as some of the old familiar ones from the 1970's) AND the inclusion of many of the aircraft captured, impressed or manufactured for the Luftwaffe by foreign countries. It had always been my dream to author "The Other Aircraft of the Third Reich" as a complimentary volume to Greens work, including all of the captured aircraft types.

These volumes attempt to do this quite well but they still haven't managed to list them all. Types like the Italian AVIA FL.3 and Arsenal VG.33 just to name the first two I came across are a bad omission. I also hope they correct the horrible early Bf 109 section in the original by the time Volume 3 comes around. If you have the original 1970 edition you certainly won't be disappointed in upgrading to this set. All up these volumes will be the best introductory source to the aircraft of the Luftwaffe you can find, much like the original edition was for so long.

Available from AeroWorks at \$149.00



Reviews

All reviews of books, kits, decals and other aviation modelling items are welcome.

Please submit to: warbirdsamg@iinet.net.au

SAAB J-29

VICTORY IN THE CONGO



©CLAES SUNDIN

SAAB J-29B, flown by Dep. Sqn leader Kaptan Åke Christianson, 22nd fighter wing, Kamina/Congo, December 1962

Background to the war in The Congo

Countless thousands of people died in the Congo crisis of the early 1960s. This conflict was marked by political and tribal violence rather than conventional warfare, and marked the saddest chapter in modern-day African history. The murderous events that followed independence from Belgium hold distinct lessons for history. They exposed, for instance, the grave inadequacies of parliamentary institutions in post-colonial Africa. Furthermore, not only did the Soviet Union unmask its intent to fill the political vacuum left by departing colonialists, but private capitalists sought to carve financial fiefs from the mineral-rich provinces, prompting them into secession.

For the United Nations the Congo provided a test case for military intervention, resulting in a humiliation.

Tom Cooper &
Martin Reid.

Photographs from the
Claes Sundin
Collection

Profiles by
Claes Sundin (SAAB)
& Tom Cooper (T-6)

UN SAAB's In The Congo

Saab J-29B & S-29C: Originally, the SwLM deployed a total of three J-29Bs and two S-29Cs to Congo. These were initially left in their "bare metal" overall, and had small black serials on rear fuselage, large white code outlined in black on fin, title "UN" in black on white box on fuselage and upper wings.

Camouflage colours were applied after KAT air strikes against airfields used by the ONUC. This usually consisted in blue-grey and olive colours, with yellow streaks over, and bare metal under. The first five Tunnans known to have been deployed were:

- D (29374), J-29B
- E (29393), J-29B
- F (29398), J-29B (today preserved in the Flygvapenmuseum, in Linköping)
- A (29944), S-29C
- B (29906), S-29C (modified to S-29E, with "sawtooth" wings)



White E in the background, is the only recorded SAAB J-29 victor recorded.

At least one of Tunnans was written off while in the Congo, then only two J-29Bs and two S-29Cs were returned, in April 1963. Previously, in 1962, the surviving Tunnans were reinforced by four additional J-29Bs, including A/29475, which was seen in bare metal overall.

A Unique Victory

When thinking of air to air combat victories, one is not immediately drawn to Swedish aircraft or the Congo theatre. ACIG.ORG has and maintains an extensive table of air to air victories. This comprehensive table has an interesting listing as shown below:

Country	Date	Aircraft	Unit	Pilot	Weapon	Victim	Country
OUN in Congo	29Dec 62	Saab J-29	22 Sqn/OUN	Ake Christianson	20mm	T-6C	Katanga

Claes Sundin has supplied the following details of the victory:

December 29, 1962.

Six J-29's attacked the Kolwezi base at 06.30 in rather bad weather with low clouds and rain. A second attack followed later, this time also with rockets. One Harvard was shot down. Confirmed destroyed on the ground: Four Harvards, Two Vampires, one unidentified bi-plane and one De Havilland Dove. Also, two petrol depots and several buildings destroyed and further buildings damaged. Four J-29's returned with battle-damage from small arms fire.

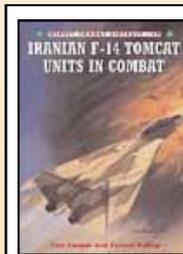
While only small in numbers, the Swedish contingent of SAAB J-29's made their presence felt and left with a unique victory of historical significance for the Swedish Air Force.



Most of Avikat's Texans had a rather simple - and worn-out - appearance, like in the case of T6-G Serial KA.25. Other than most of the aircraft from the same batch, this T-6G was painted in mid-grey and dark green. While the specific T-6 Christianson's victory was against are unknown, this T-6 is atypical of the SAAB's opposition. Note the victory markings.

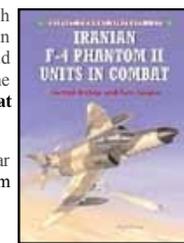


The SAABs were originally delivered in their native bare metal scheme.



Tom Cooper is a native of Vienna, Austria. His travels in Europe and the Middle East have enabled him to establish excellent contacts with many informed sources in Iran, whose experiences can be found in his books and articles. An early fascination with military aviation post-World War 2 has narrowed down to an interest in smaller air forces and conflicts, particularly the Arab and the Iranian air force and the Iraq-Iran war, about which his researches date from the late 1980s. Tom has books published with Osprey Publications including the co-authored books, **Iranian F-14 Tomcat Units in Combat** and **Iranian F-4 Phantom II Units in Combat**. www.ospreypublications.com

Tom is also the administrator of ACIG.ORG, the website of the Air Combat Interest Group which has a particular focus on air combat outside the mainstream military interests. Permission for reproduction kindly provided by Tom Cooper. Please visit ACIG.ORG for further detail on the war in the Congo and many other interesting conflicts.





Hogs Breath, A10's in the USA

by Don Jenkins



After spending a stormy night in Tucson Arizona in early October last year, my partner was looking for a shop as I just stayed by the car enjoying the sun and then heard this strange jet buzzing sound in the sky, looked up and saw two A10's with their landing gear down. Instantly diving into the back of the car for the camera to take shots another 2 came past which I happily snapped away, later that day we went to Pima Aero Space museum in which an A10 was sitting there in Euro camouflage.

Later we moved to the outside display and every few minutes A10's were taking off from the adjacent A.F. base, and naturally as an A10 lover I snapped away again. Tucson was a pleasant surprise seeing A10's in the air and one on display. (I might have to move there!)



While the A-10 hardly needs adornment to look aggressive, the tusks certainly help!

In October last year, Don Jenkins made it over to the U.S for a well earned break and while there, he attended a number of airshows. A long time fan of the A-10 Thunderbolt, affectionately known as the Warthog, he managed to get some close-ups of this impressive example of nose art.

While not strictly a sharkmouth, in this case, a "hogmouth", these shots begin our look at a wide array of artwork that have and continue to adorn military aircraft.

The hogsmouth through a fish-eye lens, impressive any way you look at it.



Next destination was to the Midlands air show for war birds' display, and again another A10 surprise. One was on display amongst a B1 bomber, F16's and F15's with the Warthog nose art, which once again I took a few happy snaps of. At the two air shows I attended, no A10's actually flew as part of the official display, at least at Tucson just walking around the town with A10's buzzing around all day was a thrill in itself.



Hogs Breath, A10's in the USA

Unfortunately, Don didn't get a photo or record the aircraft specific details, if anyone can assist, please email the details to:

warbirdsamg@iinet.net.au

for an update in a future issue of AERO-TORQUE

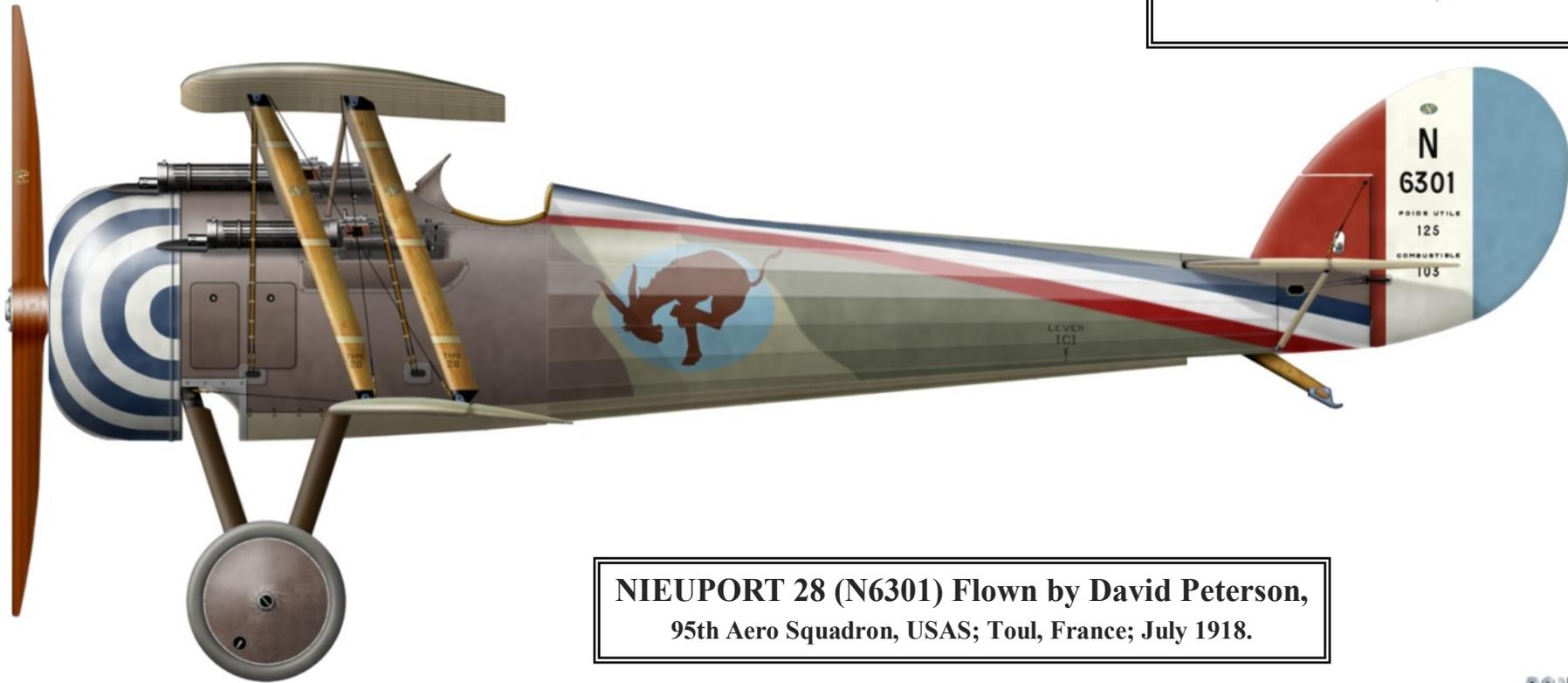
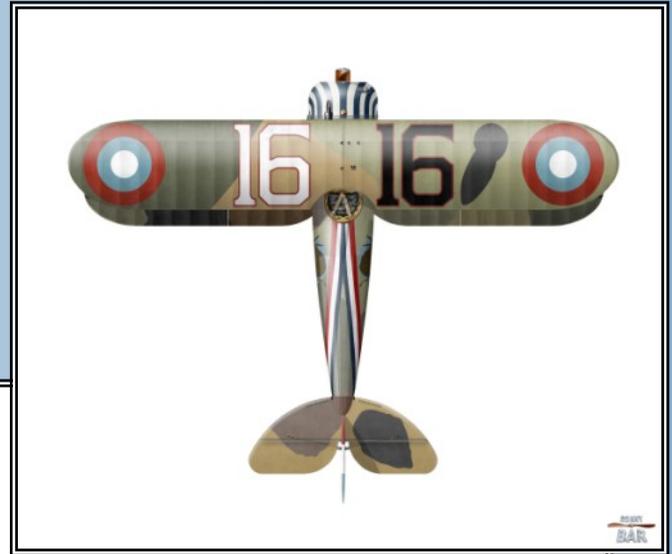
More Hogs?

For more great Warthog info? Check out Warthog News: <http://warthognews.blogspot.com/> and in particular, their fantastic gallery of "door art" at <http://www.thewarthogpen.com/door1.html>



Note the dents and rough application of the artwork, actually quite a challenge to replicate realistically on a model of any scale.

Ronny Bar's Great War Graphics



**NIEUPORT 28 (N6301) Flown by David Peterson,
95th Aero Squadron, USAS; Toul, France; July 1918.**



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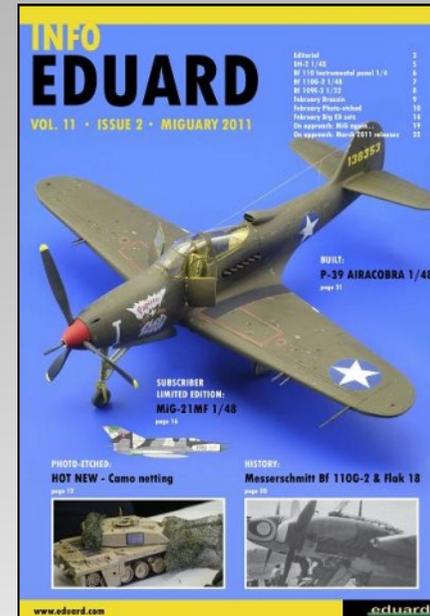


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Web Watch

There's a lot of helpful sites on the web with great reference and information to assist you in your current or future, masterpieces. Here's a sample of what we've found...



Eduard should be no stranger to most aircraft modellers. They have forged ahead of the large group of Czech based cottage industry kitmakers and now take on the mainstream kit manufacturers head on.

A visit to their site also offers an opportunity each month to download their monthly magazine INFO EDUARD. Along with a detailed account of new releases, informative articles on kit builds and general reference articles are presented. The February edition's detail on the Messerschmitt 110G-2 is worth paying money for!

INFO EDUARD is a must for all aircraft modellers and enthusiasts' alike.

www.eduard.cz

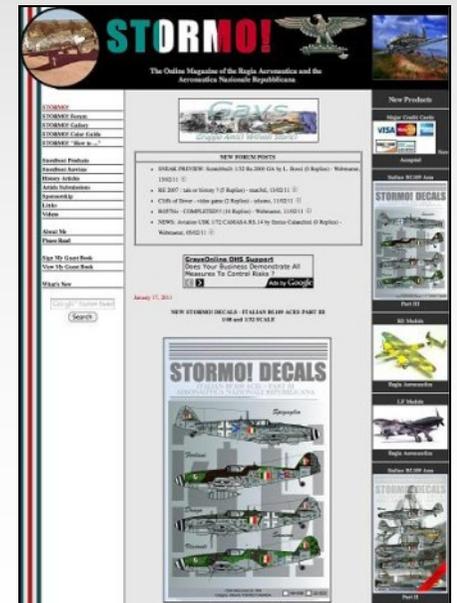
STORMO! Is an on-line magazine / retail store offering information and products related to World War II Italian air forces.

It's a truly wide ranging site with forums, "How To" guides, galleries, and an array of historical articles.

Of particular interest is the colour guide section. Italian World War II colour schemes are notoriously complex, STORMO! Will help you unravel those mysteries.

A Canadian based site, STORMO! Is owned and operated by Vince Tassone. If you're into Italian World War II aviation then you must visit STORMO!

www.stormomagazine.com



5 Or More! - An Aces Profile

Brian Lane

This initial instalment of the Aces Profile series brings a name not as well known as others from the Battle of Britain, but Brian Lane was a true leader, a gentleman and like so many others, lost far too soon.

Profile:

Claes Sundin

Commentaries:

Alex Ford

Dilip Sarkar MBE



© CLAES SUNDIN

Flown by Squadron Leader Brian "Sandy" Lane 19 Sqn, Fowlmere/England, September 1940.

It was in this aircraft, Brian shot down a Bf110 near North Weald on 7th September, 1940. From the Luftwaffe perspective, the 7th of September, the first day of the Blitz, was a success and an initial defeat for Fighter Command. Of the 268 RAF fighters that engaged the Luftwaffe, 27 were shot down resulting in more than a 10% loss rate. All the Luftwaffe bombers arrived at their targets with devastating results for London, especially the Surrey docks and London in particular with over 1000 casualties in London. All this was accomplished with minimal losses for the attacking bomber force, with just 7 aircraft or a 2% loss rate. In total the Luftwaffe lost 26 aircraft that day and Göring who had arrived the day before to take personal charge of the battle was in a buoyant mood, he especially praised the fighter pilots who had escorted the bomber force and thereby had minimized their losses. Göring's buoyant mood was not to remain over the coming months...

A picture is worth 1166 words and here's my attempt at explaining one with them... Alex Ford

This is my favourite picture of all time. It shows three aircrew from No 19 Sqn RAF and was taken during the height of the Battle of Britain, when 19 Sqn was deployed forward at Fowlmere from its home base of RAF Duxford. It forms part of a set of pictures, where the photographer moves around the three aircrew immediately after their return from a sortie in the heady days of 1940.

Why do I like this picture so much? It's the history. It's the way it encapsulates the great events that are taking place right then. It is war photography at its very best. I can identify two of the aircrew; the Squadron Leader facing directly at the camera is Brian 'Sandy' Lane, and the Flight Sergeant looking at him with the cigarette in his mouth is George 'Grumpy' Unwin. I have written about both a lot in the past, as they are both such heroes of mine.

The one thing I want to re-iterate though is that Brian Lane is just 23. Yes you read that right. 23. Not a typo. The strain of the battle is etched deep into his face...the fact that he'd just been given leadership of the squadron after the original CO had been killed can only have added to that strain.

You can see that they have just returned from a flight by the fact that Brian's Mae West life jacket is still done up. The first thing he has wanted to do is get a cigarette on. It appears to be the most important thing. He seems to register the photographer, but is content to stare through him. His mind is clearly on matters in the air, and not on the ground. I wonder if he is actually listening to whatever it is that Grumpy Unwin is actually saying.

Grumpy was a bluff Yorkshire man and a proud NCO-aircrewman. He has joined Brian late and hasn't even lit his cigarette yet, or else is going through the process of putting his cigs away if he has. What that paper in his hand is, who knows, but the image of him there is stark in my mind.

His silk scarf is evocative of a typical fighter pilot of the time... and Brian's spotty scarf, tied as a cravat...both of them hiding the fact they very probably had the top buttons of their shirts undone. This is forbidden in dress regs, of course, but was a necessity in the war as often they flew in the standard issue shirts with - like all shirts at that time - button on collars. These collars were heavily starched and had an unfortunate way of contracting quickly when wet. So if a pilot was shot down and ended up in 'the drink' - the sea - then if his shirt top button was done up, there was a great chance he would not drown but instead be strangled by his shirt.



The look on Brian Lane's face says it all about the dark days during the Battle of Britain.

This picture also shows that aircrew chose what they wanted to wear - Brian's jacket is markedly different to Grumpy's. In fact Grumpy's is actually a No1 Dress Uniform Jacket. I had always been confused why, in vintage pictures of the RAF, personnel used to wear their No 1 Jacket. So confused and interested I actually asked an old RAF man a few years ago.

He told me that the Battle-Dress jackets they were given to wear

were very uncomfortable. And to make matters worse they were to be worn in such a way that their jacket was to be buttoned to their trousers - almost forming a makeshift set of coveralls, but with the problem that the cut of the jacket and the way it was pulled down by the trousers meant that the wearer didn't have full range of movement when raising his arms. Obviously this is bad thing for a fighter pilot as if he was in trouble he might need

Alex Ford is a serving RAF airman currently preparing for service in Afghanistan. Please visit Alex's UK Ministry of Defence blog for a range of insightful views and opinions. His blog can be located at <http://rafairman.wordpress.com/> This commentary expresses his thoughts and feeling on the evocative photo from the collection of Dilip Sarkar MBE, a noted Battle of Britain historian and author. Permission for reproduction kindly provided.

to raise his arms to pull the cockpit cover back...and if his movement was restricted...So to get round this personnel would get hold of an old No1 jacket and wear that instead. Looking at the picture you can see that Grumpy has recently had a haircut, whilst Brian is more unkempt and has the look of hair that has recently been hidden under a close fitting hat – a flying helmet. This is not in shot and must be back in the cockpit of the Spitfire that the ground crews will be working feverishly on to turn them round for the next scramble.

But it is the most obvious thing in the picture that strikes me deepest. It is Brian's Mae West. How creased and crumpled it is. How this flimsy and lightweight item would be his last line of safety equipment should he be shot down. Should he then manage to get out of the Spitfire – which had its petrol fuel tank right in front of the cockpit – an almost crazy but necessary design, and should he be high enough to be able to jump from his aircraft and then pull the cord to deploy his parachute and should that open safely and he land in the sea. It would be this that would keep him afloat and alive until he was rescued – hopefully be an RAF rescue launch...Not for these fliers was there the 'luxury' of being able to pull a handle and an ejection seat would launch them to safety automatically.

It is all this that makes me love this picture. It is Brian's look almost through us as we view it that reminds us that when people talk of the Battle of Britain they mention the Spitfires and the Hurricanes. The waves of enemy bombers. They mention the dogfights and the Blitz. And they might mention 'The Few'. Well this picture shows a couple of those Few. And it shows what war is like. It shows what war was like then and yet...if you look at pictures of today's wars. Pictures of combatants in Afghanistan, you can see a similar look in some of their eyes. You can see that they have customised the kit that they are wearing and they have tried to make themselves more comfortable with their clothes. They maybe have broken a dress regulation or two, but in a combat situation, who *really* cares about dress regs. And you can see that today they have their last time of safety kit still, but instead of a life jacket for in the water they are wearing combat body armour.

Wars change. Clothes change. The combatants change. But the soldiers, sailors, airman and marines who fight in those wars still face the same fears, dangers and strains of fighting as they did then. But this picture reminds me that that hard work that all of us in the forces put in is worth it. To be the best at what we do. And that's why these two are such heroes to me. They inspire me today to try to do what they did then.

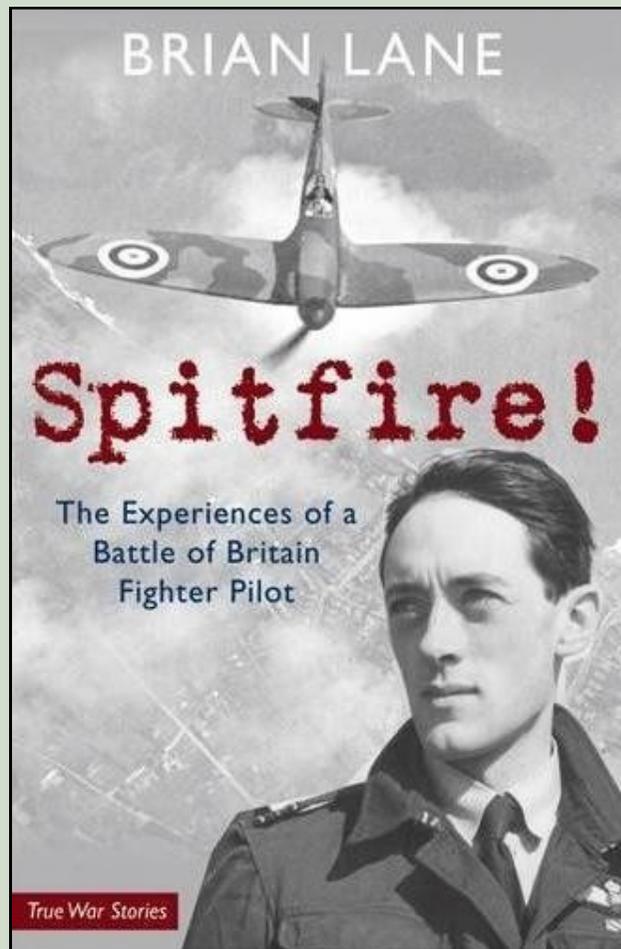
In 2003, **Dilip Sarkar** was made an MBE for services to aviation history, and was elected to the Fellowship of the Royal Historical Society, in recognition of the original contribution he has made to the scholarship, in 2006. In 2010, he graduated from the University of Worcester with First Class Honours in History. In February 2011 he, plans to start his PhD at the University of Worcester, considering the question 'Supermarine Spitfire: Deserved British Icon or Nostalgic Myth?'

Dilip currently writes for Amberley Publishing, owned by well-known publisher Alan Sutton, and additionally works full-time as a consultant to television documentary makers and on other historical projects. Further information on Dilip's publications and areas of expertise can be found elsewhere on his site: <http://www.dilipsarkarmbe.co.uk/>

A Historian's Perspective - Dilip Sarkar MBE

Due to the widely reproduced and iconic photograph taken of Brian Lane and other Spitfire pilots of 19 Squadron at Fowlmere immediately after a Battle of Britain combat, this quiet, intellectual and unassuming young man has arguably become one of the

most recognisable faces of that fateful summer. Officially assessed as an "Exceptional" fighter pilot, Brian Lane was also a compelling leader, described by Battle of Britain ace Flight Sergeant George Grumpy Unwin DFM as "totally unflappable".



The second edition of Brian Lane's biography is due soon with a foreword and additional pictures from Dilip's extensive collection.

After the loss of 19 Squadron's Commanding Officer, Geoffrey Stephenson, on May 26th 1940, Brian, then commander of "A" Flight, subsequently led the Squadron during the Dunkirk air fighting. So as to meet the enemy in strength over the French coast, Air Vice-Marshal Park established a "convoy" system whereby a number of Spitfire squadrons flew together across the Channel. These were not wings as in the later sense, but nonetheless 19 Squadron, and therefore Brian Lane in particular, often led these formations. This, and his subsequent experience of wing operations whilst flying with Douglas Bader's so-called "Big Wing" during the Battle of Britain marked Lane out as one of the most experienced fighter leaders of the early war period.

“Brian Lane deserves to be remembered as not only an exceptional fighter pilot and leader, but equally as a model human being.”

That he was selected for a staff appointment with the Desert Air Force indicated to Wing Commander David Cox DFC, a sergeant-pilot in 19 Squadron during the Battle of Britain, that "Brian was destined for greater things. It would have been no surprise to me had he achieved Air rank". Brian Lane's death in action on 13th December 1942, on what was an absolutely futile operation over the Dutch coast, was both a tragedy and travesty. There is no doubt that he would have soon become a Wing Leader, and his experience would have been invaluable during the period leading up to and after D-Day. Brian Lane surely, therefore, represents all of those unfortunates brimming with potential but whose lives were violently cut short in the service of their country. Brian Lane deserves to be remembered as not only an exceptional fighter pilot and leader, but equally as a model human being.

5 Or More! - An Aces Profile, Brian Lane

The Right Stuff

Highlights of recent kit & accessory releases



Kit: Wingnut Wings Gotha G.IV (32005)
Scale: 1/32

Medium: Injection Moulded w/ photoetch etch

From the first announcement of the Wingnut Wings range of 1/32 Great War kits, the Gotha was the one I wanted. How often as a modeller do you finally get a kit after much waiting and anticipation only to be disappointed by the first impressions? Not this time, staying true to the WNW standard, the Gotha is a stunning representation of the kit-makers art. The mouldings are flawless and the detail superb. Outstanding decals and a small but appropriate fret of etching complete the package.

This will be a big build and not one to be taken lightly, but WNW have made sure all but the most foolhardy of builders are prepared for what will be an enjoyable modelling experience. The instruction book is more a reference book and Ronny Bars profiles make the decision of which to build most difficult. My only criticism is the postal packaging, the kits are sent in tight fitting boxes leaving them prone to damage. I've had a few WNW purchases affected this way. Nothing serious but the beautiful boxing with the superb artwork of Steve Anderson should arrive unmarred.

Available directly from Wingnut Wings with free postage, at \$139US (approx \$140AUS at the time of writing), the value is unbeatable.

Martin Reid



Sheet: Wingnut Wings Albatros D.V Jasta 18 Decals (30011)

Scale: 1/32

Medium: Waterslide Decal Sheet

At long last the range of Wingnut Wings supplementary decal sheets have started to be released. Initially there are four sets for their Albatross D.V / D.Va kit's including this Jasta 18 set, (I have a thing for aircraft with skulls on them).

Cartograf printed, their quality is assured. The only potential concern is where your chosen subject requires lozenge. This is not included, so the overall project cost will rise. Available directly from Wingnut Wings with free postage, at \$19US (approx \$19.50AUS at the time of writing) these are great value considering the presentation and reference photos provided.

Martin Reid

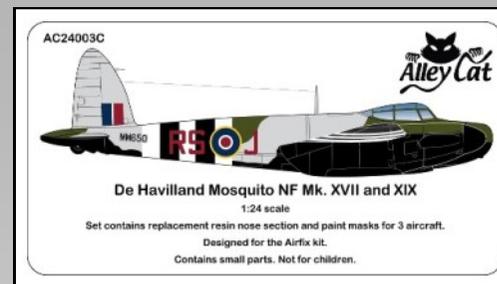
Kit: Alley Cat AC24003C 1/24 Mosquito FB.XVII/XIX Conversion Set

Scale: 1/24

Medium: Resin / Paint Masks

This resin conversion set is designed for the Airfix 1/24 Mosquito FB.VI and includes new radar nose, cockpit radar boxes and equipment. For Australians the good news is this conversion also includes Montex masks for three aircraft, one of which being RX-

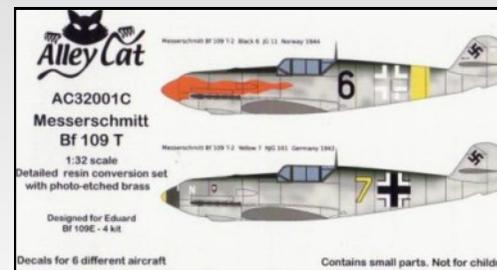
D of 456 Squadron RAAF flown by Bob Cowper, complete with the very early kangaroo roundel on the crew door in overall Medium Sea Grey with Dark Green segments on the upper surfaces. The



other two aircraft are RO-T of 29 Squadron RAF based at Hunsdon in January 1945 and RS-J with a full set of invasion stripes of 157 Squadron, Swanington, 1944. Masks are also supplied for both internal and external parts of the canopy. You will need to use some of the kit decals to complete the markings.

Beautifully cast in medium grey resin this set includes full colour marking instructions and a detailed placement sheet for all of the radar equipment.

Available from AeroWorks at \$41.00.

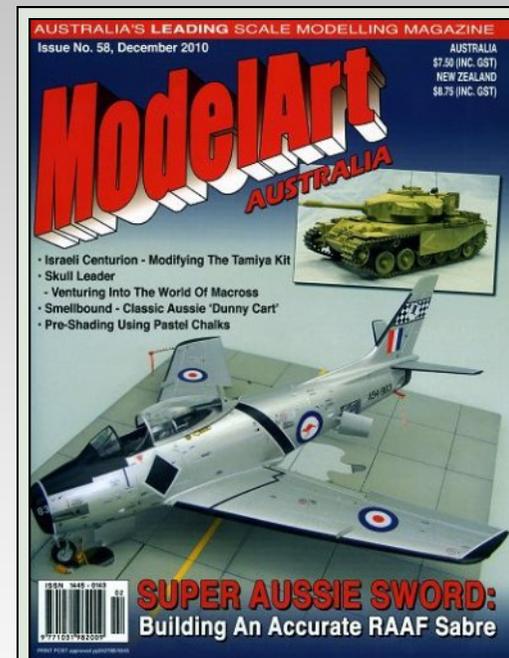


Alley Cat AC32001C 1/32 Messerschmitt Bf 109T-2 Conversion Set
Medium: Resin & Decals

Another lovely conversion from Alley Cat for the Eduard 1/32 Messerschmitt Bf 109E-4 kit. I haven't compared it against the new Dragon kit as yet but only a wing chord difference between the two kits would be the only problem I could see. This conversion comprises the Bf 109T's extended wing tips as

well as extended slats and ailerons to suit. Other detail parts required for the Toni are also present, namely a 300 litre centre line drop tank, tank rack, rectangular, Fieseler type supercharger intake and a small photo-etch fret containing catapult hooks and a scribing template for the deactivated spoilers on the upper wing surfaces. A two page instruction/history sheet is also included, along with a full colour painting guide and lovely decals for six aircraft, namely Black 6 (yep, the one with the flame) of JG11, Yellow 7 of NJG 101, Black 11 of JG11, and Yellow 1, Red 5 and Yellow 7 of JG77. Kit stencils and other assorted markings will be needed to finish the conversion.

Available from AeroWorks at \$36.00



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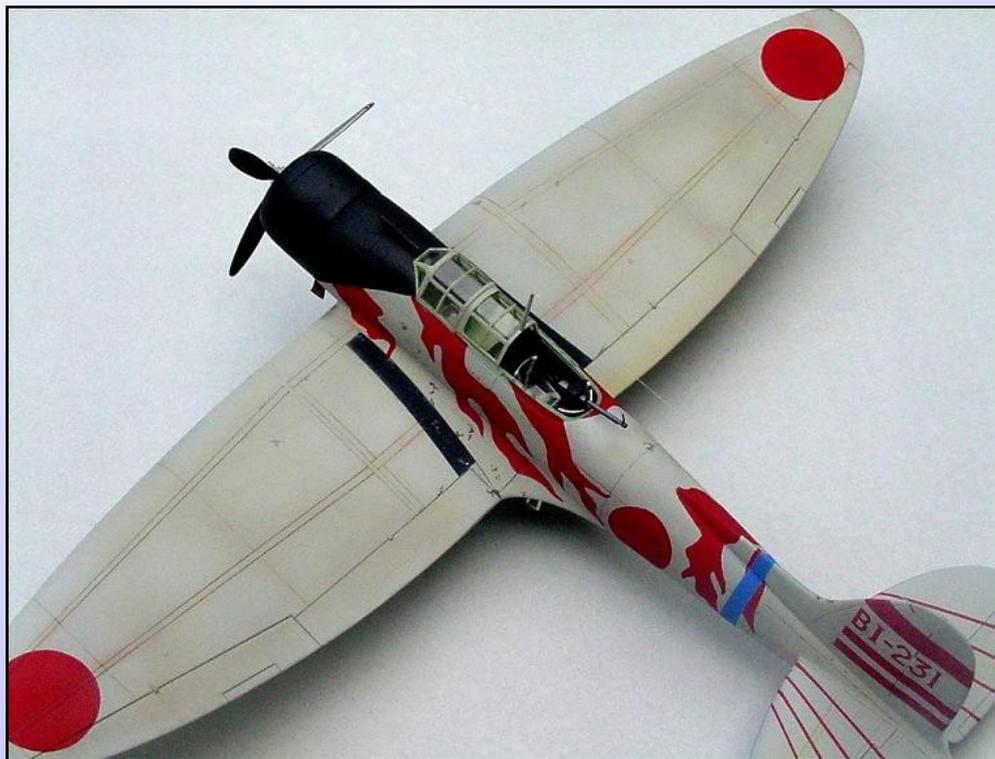
Modeller Profile No.1

To start the series of Modeller profiles, what better way than to display a selection of models from our very own Display Co-ordinator, Chris Dowsett?

Chris is well known amongst his peers for his very particular attention to detail, meticulous builds and presentation (of course!) But to his friends, he is also infamous for pulling the occasional all-nighter before a competition and turning up literally just before entry time has closed to get his model in... And he usually walks away with a trophy.



1:48 scale Hasegawa Bf 109 K-4, Flown by Hauptmann Mentzel, 9./JG 77, Germany, November 1944. Based off a photograph in one of Claes Sundin's books. I made my own leading edge decal and note the bare metal panels under the wings.



Fujimi 1:48 scale Aichi D3A Val, Navy attack force on Pearl Harbour, Flown by Lt. Commander Egusa, 7th Dec 1941. Based from a profile in a special edition Scale Aircraft Modelling magazine. He was the leader of the second wave of dive-bombers. This aircraft was referred to as the "Red Wild Horse" There were other references to Native American Indians by the Japanese on this fateful day.

How did you first get into the hobby?

Santa gave me my first kit back in 1974. It was an Airfix 1:72 scale Harrier. Dad and I both built it and I had many hours of fun with it. After that, I purchased and built all my own kits.



This is where it all started for Chris back in 1974.

Why do you still model?

My doctor says it will keep me off the streets and out of the asylum...

...also, there are no patches for us model builders like there are for smokers...

What's your favourite model you've built and why?

It's always the last one I've just done... because it's new and exciting.

What's your biggest modelling disaster, what happened?

I have two stories I'd like to share:

The first one was spilling thinners all over my modelling desk and my half completed and rare Nichimo Ki-51 Sonia. I had spent a lot of time until that moment super detailing the cockpit and other really good work. It's going to take a lot of work to repair the damage and I believe I'm also missing one of the rear stabilisers from the panic attack afterwards.

The other story was a few years back when I'd just completed painting my Tamiya V1 Missile. I placed it too close to the heater and yep, it was a little too hot. It finished-up with a hole large enough to poke a pen through it. I was so disgusted with myself, that I threw it into the box and didn't open it until weeks later. Then,

Modeller Profile - Chris Dowsett



ABOVE: 1:72 scale Italeri Ju 87 D5 Stuka. I Gruppe / SG3 Eastern Front, February 1944 – What a lovely little kit. Purchased it for under \$10 at a swap 'n' sell. Very easy to build. First time with white wash finish.



ABOVE: 1:48 scale Dragon Mistal 2 Fw 190 A-8/Junkers Ju 88 G-1, Flown by Fw Rudi Riedl, 6./KG 200, Germany, February 1945. Based off artwork and photographs in Robert Forsyth's book Mistel. All markings such as numbers, Balkenkreuze and Hakenkreuz are painted. Because of its unique assigned mission; all Mistal Fw 190 aircraft were retrofitted with an over-size oil tank where the upper guns are usually placed, additional items on the joystick and gauges on the dash have all been faithfully reproduced.



ABOVE: This is the old Tamiya 1:48 scale Ki-84 Frank. Thinned out the pilots' seat, to better represent the real one, scribed all panels and the only decal used on the whole kit was the instrument panel to keep with strict 'Enhanced' competition rules. Aircraft flown by Capt Tadao Ikeda, Japan, February 1945.

"there are no patches for us model builders like there are for smokers..."



LEFT: 1:48 scale Tamiya Fw190 D9. II./JG301, Germany, April 1945 – Many thanks to Martin Reid and Claes Sundin for the inspiration and information on this kit. This is what the original Tamiya kit should look like based from the latest (at the time) information. Tamiya has it as blue 15, when it should be yellow 15. I like to model kits with the correct colours, improving upon manufactures supplied information.

BOTTOM LEFT: 1:35 scale Italeri Jagdpanzer PzKw38(t) Hetzer, Wurzburg, Germany April 1945. This is the old Italeri kit painted in German ‘ambush’ camouflage pattern.

BELOW: 1:48 scale Dragon Ba349a Natter, Kirchem, Germany, April 1945. Purchased this kit from a swap ‘n’ sell for \$15, what a bargain! What a fantastic kit to build, and it become a real show stopper wherever it was. I have displayed it, as it would have been back in 1945 waiting upon the next American bombing raid. Ten launch towers were setup; however allied ground forces overrun the site before an actual intercept was made. No German markings were painted on operational Natters as Hitler gave an order that no disposable aircraft was to have any.



Modeller Profile - Chris Dowsett

Modeller Profile - Chris Dowsett

without emotion I opened the box and slapped some Tamiya putty on the hole in the fuselage and closed it up again. I did just that a few times over a period of time until the hole was completely filled and I looked at it and decided to finish the kit, however better than before. I added more detail Tamiya didn't add and finished it to become a very worthy addition to my collection...and a couple of places in model comps.

What are you working on now and what's your modelling schedule like generally?

The old 1:48 scale Hobbycraft Polikarpov I-16, and I'm having a lot of fun with it. Adding more detail with the help from the internet – what a fantastic tool the internet is. I can have a few projects going at the same time. If I get bored, put it into the box and work on something that stimulates me. It's all about the enjoyment.

What is your modelling collection made-up of?

I build mostly 1:48 scale aircraft and have a number of collections within my collection. I like collecting and building 1:48 scale, Bf109's with more than 20 kits ranging from the early Bf109B and 109E's, to the stunning G and K series. The Collection is complete with a Hobbycraft Avia S-199.

I find that the Hasegawa 109 is the most accurate or most pleasing to the eye, so therefore I build all my 109 kits to look like the Hasegawa range, by adding Hasegawa parts, to say a Hobbycraft kit. This is so when the kits are side-by-side on display, you would think the Hobbycraft Avia S-199, is a Hasegawa kit.

FW 190's are also gaining within my collection with about 15 kits. Most of them are the fine Dragon kits that are very accurate, although need a little more work than say your usual Tamiya kit. I also have three Tamiya examples and the pride of my collection (although yet to be started), the excellent Trimaster Ta152.

Japanese aircraft of WWII are also of interest,



Chris under the nose of a Mig 21 in Vietnam, don't you just love those corny "See how strong I am" shots?



Smer 1:48 scale MiG 17, Vietnam 1972. Based from photos of the real aircraft and an old colour profile in a book that I admired. This kit steps outside my usual genre, for a number of reasons. Firstly, I had more up-to-date information on the camouflage and still decided to paint it as per the old profile that I preferred; and secondly, I modelled it to depict the aircraft that Colonel Tomb flew. However, a Colonel Tomb never flew for the VPAF, so he could have been made-up by the American spin doctors...and I don't mind at all. All markings were painted, including the national markings that were quite tricky.

and most of the kits are from the 'defence of the homeland' genre'.

Are you a kit hoarder / collector or do you genuinely intend to build everything you have and how big is the current collection?

I intend to build all 600+ of my kits!!! Enough said.

What kit/s would you like to see released?

Here's my list:

1:48 scale Tiger Moth – Why has this fine aircraft been overlooked? Perhaps even a 1:32 scale Wingnut surprise.

1:48 scale Sea Fury (Without vices)...and it must be released before I start my old Hobbycraft one.

1:48 scale MiG 17 by Tamiya.

Do you build anything other than aircraft, if so, what?

Yep! 1:35 Armour, and I also have the old 1:400 Heller Arromanches aircraft carrier that I'd like to convert to the HMAS Melbourne some time soon.

Is there a modelling technique you still feel you haven't developed to your satisfaction yet and if so, what is it?

Starting a new project, and continuing with it until it's completed – without starting another project within the same time. I have been able to achieve it once with a 1:48 scale Hasegawa Zero. I opened the box and started to dry-fit some pieces, and it was such a great little kit; before I knew it...it was finished.

What are your top ten aircraft of all time?

Hawker Sea Fury
Bf 109G and K series
FW Ta152
MiG-17
Douglas DC-3
McDonald Douglas F4 Phantom
de Havilland Tiger Moth



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Tupolev Tu-95 Bear
Supermarine Spitfire
Boeing B-29 Superfortress

Plus the Fokker DR.1, if I add just one more to the list...

If you could change anything about the hobby, what would it be?

I'd like to see more girls in the hobby.

Where do you see the hobby headed in the future?

I have witnessed huge changes in our hobby over the past 30 years. From kits that were marketed to boys with undercarriage that opened and closed, Props that turned with a battery powered motor, and a lot of cheaper small 1:72 scale kits with plastic packages, just right for the younger modeller. Those types of kits are still with us in very small doses; however it's all about detail now, ease of construction and "that the perfect kit". We all want the "perfect kit", and companies know this, and are endeavouring to supply us with "The Kit".

"Scale, is something I have seen that is 'trendy' over a long time. First it was 1:72 and a little 1:50, we even had 'what scale fits the box'"

The internet has become a tool itself as well, with the abundance of reference material available, shopping possibilities and being able to reach others within this great hobby. The internet is also giving modellers a voice and a platform to display our talents. With all this, we will be looked after with even more reference available and by companies with great kits, as they want good feedback when they release a new kit because that is what sells more kits.

I have also seen a lot of trends come and go. Scale, is something I have seen that is 'trendy' over a long time. First it was 1:72 and a little 1:50, we even had 'what scale fits the box', Then 1:48 scale hit big time, with all sorts of kits being available and newer kits super-seating older ones. Now 1:32 scale, is becoming the scale we want to build, and where is it going to end? Our houses get smaller, our cars get smaller, our backyards also get smaller, yet our kits are becoming larger.

What advice would you give to someone considering getting into the hobby?

Enjoy! Have fun with it. Then, join a club if you wish to pursue it.

Finally, what do you do for a living and how do you fund your hobby?

I'm a Production Manager at a printing firm. Funding my hobby...I see it, I like it, I always need it, so I just buy it. I also like a bargain and really enjoy a good swap meet...and yes, I will barter to get a better price. It's a lot of fun.

Modeller Profile - Chris Dowsett

TAIL SPIN

Someone said to me recently they noticed my modelling output of late had been rather sparse. They were right. After recent part-time studies over a six year period, maintaining full-time work, battling with two teenagers and life in general, not a lot of time was left to build the ever increasing plastic stash. The enthusiasm was there as the purchasing attested to, unfortunately the productivity wasn't. Here's my indulgent opportunity to lay open my modelling soul with my intentions, progress of what I'm working on and a chance for you all, in good humour of course, to give me a hard time and make sure I keep building and stick to my plans.

Where to start? Well, there's a number of started and damaged models that could do with some loving care but when the chips are down... Start something new!!! For some years now, a challenge build has been running for interested people at Model Expo, the Australian Modelling Championships held in Melbourne in June each year. It's been a while since I participated so last year I put my name in for the 2011 Challenge. Participants have to build the Eduard 1/48 Albatross D.V. The kit is to be built out-of-box but with decals of the modellers choice. So mine has been started a few days after Christmas.



Well, like a kid under the Christmas tree over excited and full of anticipation, I started the task carefully but the excitement got the better of me and I ripped into it. The cutting and preparation of

parts was fine and I talked myself into lots of gluing and kidding myself I'll manage the internal wood grain around the delicate parts. WRONG!!!!

The interior will have to suffice with an extremely light grained wooden finish. After a disastrous first attempt at the graining, a respray of the base colour was needed and a lesson was learnt.

Definitely one of the modelling highlights from the last few years has been the introduction of the Wingnut Wings range of 1/32 World War 1 kits. The superlatives and lavish praise for these kits is well deserved so while I'm in an Albatross mood

why not build one in 1/32 scale after the 1/48 version? At the time of writing, I have the Albatross D.V kit and one of their newly announced decal sheets on order so as soon as that turns up on my doorstep, it may be started and there will be photo's to prove it in the next issue..., really..., trust me, I'm a modeller...

A "must do" is the new Wingnut Wings Roland D.Via. I have been asked review the kit for Model Art magazine here in Australia. I didn't have to be asked twice, I look forward to building that over the next month or so.

The other "must do" kit for 2011 is the 1/32 Zoukei-Mura Focke-Wulf Ta152H-1. It's sitting near my bench in great anticipation. There is so much detail in this kit but for the first one I build (yes, I said first) I just want to enjoy it very close

CONFESSIONS OF A TIME POOR EDITOR

to an out-of-box build. I pre-ordered mine so was fortunate to get the resin pilot so he will go in to the cockpit. My good friend and long time modelling colleague, Glenn Irvine, is a long time Ta152 fan and has noted the prop blades are in need of some attention. I'll work with Glenn on this aspect but otherwise, I'm happy to build it as presented.

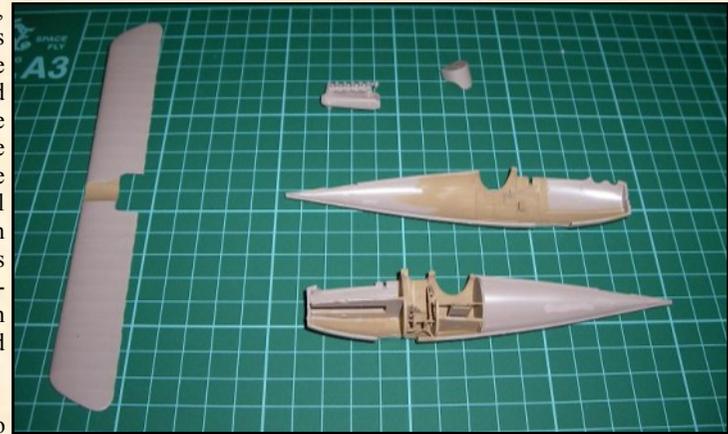
So much to build but so little time. I hope to get more done but if I can get the Roland, two Albatross, and the Ta152 kits done this year, I'll be happy.

You know where to find me, all abuse and construc-

tive criticism happily accepted. Well, they say confession is good for the soul. Is it? I don't know yet, time will tell. All I know is that with a hectic schedule outside of my hobbies and interests, I'm currently in a tail spin!

Did I mention I received the Wingnuts 1/32 Gotha bomber and can't wait for the Revell 1/32 He-111? Anyone with a spare room for rent can contact me, I have a feeling Julie, my

Martin



Early days, I really should have done the internal wood-grain before installing other cockpit details. Oh well, a lesson in patience and a respray of the interior...

long-suffering wife may request my departure. To think that recently, Julie has been encouraging me to get back into more kit building...

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