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ASIAN AIR ARMS NEWSLETTER 15

August/September 2019

Asian Air Arms website and Newsletters support
"Asian Air Arms SIG", a Special Interest Group of IPMS (UK)



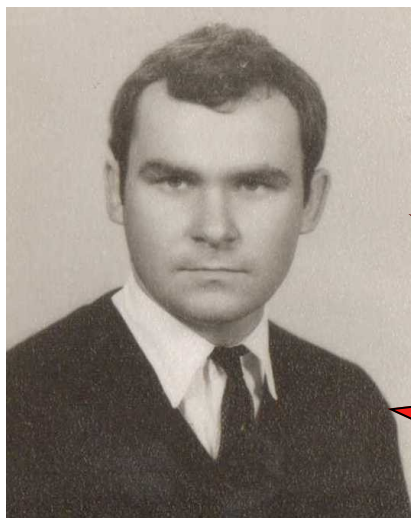
Shamsheer—The Lion Hearted

Inside this issue:

Research Group Update	HAL Shamsher (Jaguar)	Samurai Starfighters (F-104 in Japan)	History of Malaysian Markings	Our Telford Modelling Competition	Decal-la reviews	Displaying at Avon IPMS Show	EC-47 in RSAF?	PZL Wilga in Indonesia (and Abkhazia!)	Complete history of Bristol Freighter in Pakistan	Coastal Kits Bases working with Asian Air Arms	Colours, markings & modelling the F-5A & F-5E of SVA	Uncle Eric's Big Walk Arounds	Our Country Specialist Team	Asian Hot Spots—Kashmir
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UPDATES AT ASIAN AIR ARMS RESEARCH GROUP



First up is the news that our Country Specialist team has now been enlarged to cover Singapore (YK Goh) and South Korea (Gary Markham). Thanks fellows for volunteering your assistance to members. Read about them and all the rest of our Specialists [here](#).

F-104 and/or JASDF Lover?

GREAT news is that Andy Binks has just produced a stunning photo book covering JASDF Starfighters, to accompany the new Kinetic F-104J.

BAD news is there'll only be 100 printed!

Read all about it [here](#) ...and move fast!



I've been spending very many hours lately updating all of the entries on the Aircraft Type Search facility (access it from the Home Page). Want to know which nation used the F-86? Or Su-17? **Or anything?** Just search these files.

Decal News 1: I've just sent out over £200 worth of Taiwanese Best Fong decals to members. They look great. I shan't be putting another order together this year—it's a lot of work! But if there's demand from you, I'll probably order a quantity of Decal-la decals in January—watch this space.

Telford's approaching FAST! Make sure you've entered our modelling competition—GREAT prizes.

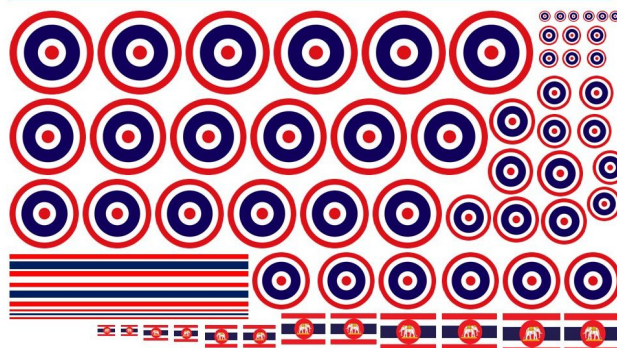
Go to [this page](#) for more info!

Decal News 2: As an experiment, I'll be offering small sets of generic roundels and fin flashes for individual air arms: this Thai sheet is an example. If this appeals to you, I can do a sheet for any Asian air arm you choose. On the Thai sheet there are seven different sizes of roundels, diameters from 22mms to 3mms.

RTAF fin flashes in three different widths so they can be cut to size and RTN fin flashes in six different sizes.

They'll be priced at £5.00 each + P&P and, as before, you'll need to supply white backing. Interested? Tell me which decals you'd like to see.

DECALS OF ASIA—PART I—THAILAND



ASIAN AIR ARMS DISCOUNT CARD

Dear Trader please grant our agreed discount to the member whose details are shown below:

Name: Brian Griffin

Number: 002

www.asianairarms.com

asianairarms1@outlook.com

Several Traders are now offering discounts to SIG members but they're asking for evidence of SIG membership, so I can let you have your own Membership Card which will allow you to get your discount. It would have your name on it and be individually numbered. If you want one, let me know and I'll send you a PDF, for you to print out onto card.

Please don't leave it too late as I'll become very busy as Telford approaches.



HAL Shamsher in the Indian Air Force



India signed up for the Jaguar in 1978 as a replacement for the Canberras and Hunters in the deep strike penetration role. As this was an urgent requirement, the first batch of 18 delivered in 1979/80 comprised RAF loan aircraft. The first aircraft were used to establish 14 squadron 'Bulls' at Ambala. In 1981 the first factory new aircraft arrived (40 ordered) and gradual entry of these allowed the original RAF aircraft to be returned, minus two that had been written off. India then signed up for local assembly and full production by Hindustan Aeronautics Limited

(HAL) of an additional 138 aircraft. The Jaguars produced by HAL were given the local name of "Shamsher" - Lion-hearted. These production levels enabled another 5 squadrons to stand up; 5 squadron 'Tuskers' in 1981; 27 squadron 'Flaming Arrows' in 1985; 16 squadron 'Cobras' in 1986; 6 squadron 'Dragons' in 1987; and finally 224 squadron 'Warlords' in 2008. The last aircraft was manufactured in 2009. The IAF is the only operator of the Maritime Jaguar (with the French Agave Radar in a re-profiled nose) and with Sea Eagle air-to-surface capability for maritime strike. The whole fleet has been through various upgrades, namely Darin I, Darin II and currently Darin IIA/Darin III. All involve slightly different external changes. The latest Darin III will involve all remaining strike variants being fitted with an attack radar (ELTA 2032 Mod) in the nose, thereby necessitating a re-profiled nose like the maritime version. Combat operations have been limited, with Shamshers taking part in reconnaissance sorties during peace keeping operations over Sri Lanka from 1987 to 1990, and a limited number of bombing sorties against invading Pakistani-backed militia in the 1999 Kargil War (Operation Vijay). In common with other types in Indian service the Jaguar has seen unusually high attrition due to various types of accident; however it is a well liked type and HAL's continued manufacture of new Jaguars indicates just how useful an asset it is considered to be. It is highly likely that the type's nuclear strike capability has also been an important consideration. Jaguars were supplied in standard RAF scheme of dark green over dark sea grey: using the same pattern, Maritime versions were painted in a dark grey over light grey, with a bluish hue. Post-1999 Kargil War, all aircraft were re-painted in Admiralty Grey.

Information from Phil Camp and "Sepecat Jaguar—A History" www.thunder-and-lightnings.co.uk/jaguar/history.php

For a comprehensive account of the history of IAF Shamsher operations [click here to visit the website of Bharat-Rakshak](#)

BIRD STRIKE!



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25 minute video of
IAF Jaguar operations!



HAL Shambher in the Indian Air Force



Noses



5 Sqdn—Tuskers



6 Sqdn—Dragons



27 Sqdn—Flaming Arrows



14 Sqdn—Bulls



16 Sqdn—Black Cobras



224 Sqdn—Warlords



Legs



**Over
wing**



**Room
for
two!**



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AIRPLANE PICTURES



Samurai Starfighters

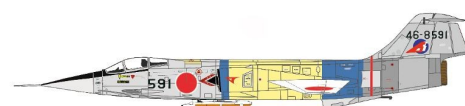
The Lockheed F-104 Starfighter in Japanese service

Andy Binks

*Only 100 being printed
once they're gone, they're GONE!*



In collaboration with the **ASIAN AIR ARMS RESEARCH GROUP**



This profile is for 205 squadron F-104 46-8581 in the markings it had at the 1979 TAC meet.

A photograph of this aircraft can be found on page 10 of the *AF F-104/DJ of JASDF* book published by Green Arrow, ISBN 4-7663-3242-2. The airframe is in the standard finish with wrap-around fuselage colours of a blue which is slightly darker than F330095 and pale lemon which seems to match 7.5R 8.5/13 yellow in Japanese specification 28201E-2.

Note that the stencilling and some panel lines on the fuselage where these colours have been applied have been masked off. Where the masking has been removed, the lettering appears on natural metal backgrounds.

The Sidewinder missile has a red centre body similar to the hiomaru, not orange as shown on the profile and there is an additional old style red 205 squadron badge on the intake.



Photo by Eiki Nakashima

This photograph of a 205 squadron Starfighter was taken on 4 November at the 1980 senkyo held at Komatsu air base.

Note that the tail marking of 205 squadron was painted over but is still just discernible. The "danger jet intake" stand at the front of the engine intakes was also painted out but unlike 36-8526, the tops of the wings remained white in colour except for the leading edges. The colours also appear to be identical to 36-8526, namely 5R 6/8 asagi and 2.5P 5/8.5 light blue from Japanese specification 28201E-2.

After finishing service with the JASDF in 1983, this Starfighter was passed to the Republic of China Air Force to become serial 4503.

Samurai Starfighter has been created for the scale modeller, using never-before published colour photographs and profiles guaranteed to provide many moments of nostalgia and inspiration. Akira Watanabe and fellow Japanese photographers have been avid aviation fans since the late 60s, using the very best film and camera technology to capture these images of amazing colour schemes, now available for all to see for the very first time!

SPECIFICATION

68 pages

43 original photos and 27 profiles

25cms x 20 cms

Softback, 100# Premium Lustre Gloss
(148 GSM) Paper



Photo by Eiki Nakashima

This magnificent photograph taken in near perfect light on 6 November 1980 at Komatsu air base, shows off the lines of 205 squadron F-104D.

This Starfighter was participating in the 1980 senkyo as a support aircraft wearing the colour scheme shown here. The finish is standard apart from the dull orange fuselage bands and wing tip fuel tanks. As the photo shows, the aircraft is clearly in pristine condition, so it is felt that this was the true colour rather than a sunlight-faded version as commonly seen on other airframes. The colour 10R6/12 bright yellow red from Japanese specification 28201E-2 seems to be a good match.

Two small things to note are firstly that the front orange band does not go right to the front of the intake lip and secondly, the yellow primer finish inside the flap area, commonly seen on JASDF F-104s.

with the modeller in mind and using never-before published personal photographs and profiles, this book will provide many of nostalgia and inspiration.

to the colourful world of Japanese F-104 Starfighters!!



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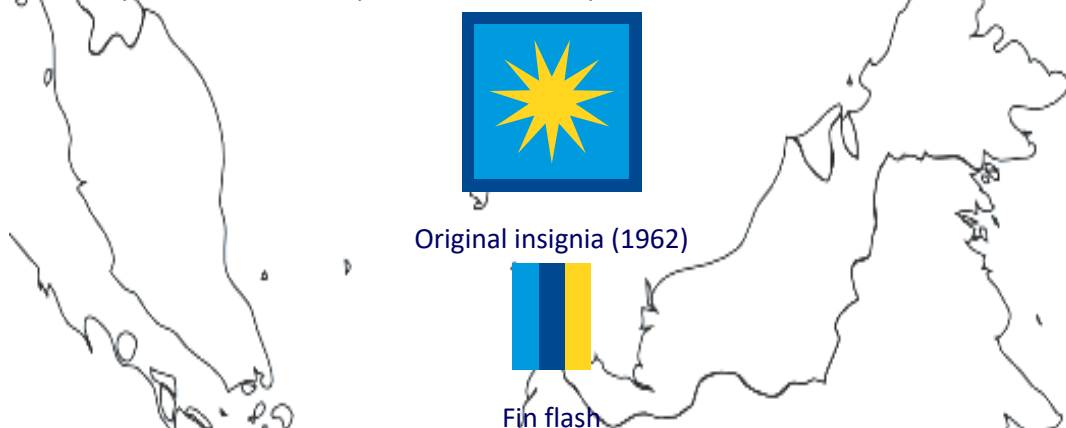
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TUDM INSIGNIA by Aidy Abdullah—1

Officially formed in June 1958 as the Royal Federation of Malaya Air Force, the fledgling air arm received its first aircraft – the Scottish Aviation Twin Pioneer – in January 1962. Aircraft markings largely followed RAF practice of having large national insignias in six positions and a tri-colour fin flash.

The national insignia consists of an 11-pointed star in the centre of a Maya blue square with navy blue border. Each point on the star represents a state in the Federation.



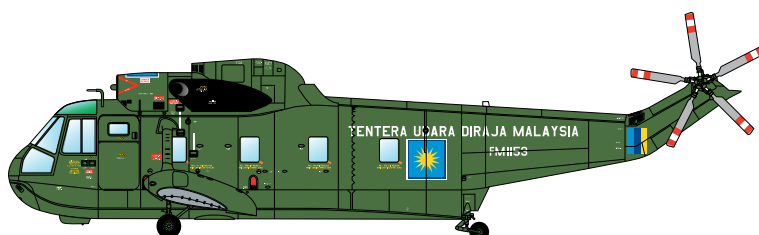
The Maya (light) blue bar of the fin flash always faces the front of the aircraft.

In 1963, the Borneo states of Sabah and Sarawak along with Singapore joined the Federation which was renamed Malaysia. To reflect this change, the star in the renamed Royal Malaysian Air Force insignia now had 14 points.



Insignia after 1963

The insignia remained in this form even after Singapore's secession from the Federation in August 1965.



Example of markings on an S-61A-4 Nuri in 1972

In the early 1980s, the national insignias carried on RMAF aircraft were resized and became smaller. Application of wing insignias was changed to two positions instead of four. Another change also occurred during this period, as some aircraft markings became round instead of the traditional square.



Insignias in mid-1980s to 2004

Insignia post-2005



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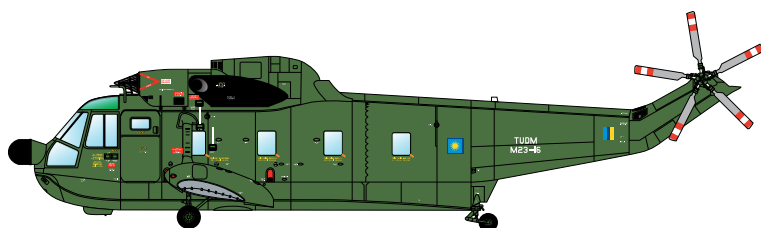
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TUDM INSIGNIA by Aidy Abdullah—2



Example of marking on an S-61A-4 Nuri in 2004

There is, however, plenty of photographic evidence of aircraft types using both square and round insignias. In fact, it would not be unusual to see aircraft in the same squadron carrying a mix of square and round insignias. We could not find any hard evidence outlining the use of square or round insignias so should you wish to model a subject from this period, it is best to find a photograph of the specific subject.

There were only two deviations in the appearance of the national insignia from 1980 to 2005. First was the low-vis grey used on the C-130H Hercules of No 20 Skuadron. Next was seen when the MiG-29Ns were delivered from Russia. The insignia applied was a light grey star set in a gunship-grey square.

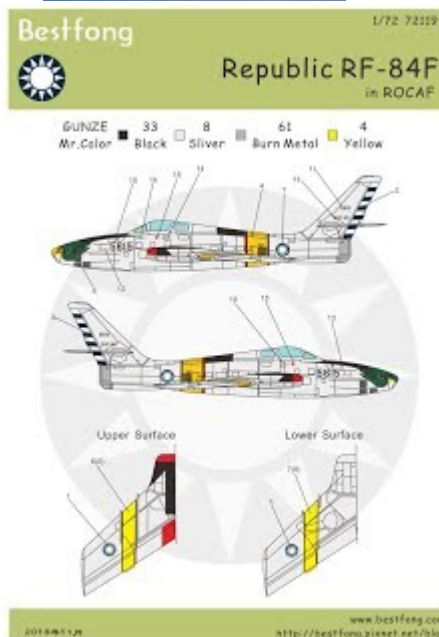


Grey insignia of No 20 Skn C-130H



Russian-applied insignia on MiG-29N

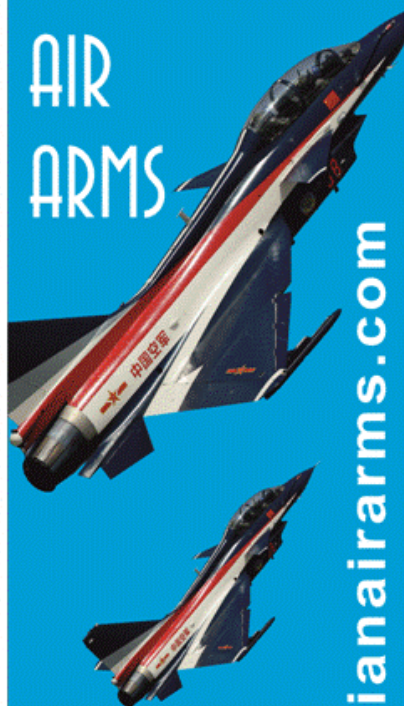
A fleet-wide standardisation of national markings came in 2005, when the RMAF converted to its current insignia. The arrangement of colours was reversed to reflect the sequence of colours in the fin flash. The fin flash was also changed to have the yellow bar always positioned to the right of the viewer.





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MODELLING TROPHY

TELFORD 2019

ADVANCE NOTIFICATION!

Dear SIG Member

After our very successful Asian Air Arms Modelling Competition in 2018, we are writing to give all of our SIG members early notification that 2019 will see several changes, as follows:

1. The competition will be for the best plastic model of an aircraft operated by an Asian air arm since 1945. This can include aircraft operated by emergency services such as Police, Fire, Coastguard, Medical, etc. Aircraft operated by non-Asian air arms are not eligible, e.g. USAF aircraft in Vietnam, Soviets in Afghanistan, etc.
2. There will be three classes: 1/144; 1/72; 1/48 and larger.
3. Membership of IPMS is now a requirement of entry, so if you are not currently an IPMS member, you can join via <https://ipms.org/membership/join-ipms/>
4. Entries will be placed in the main competition hall following the rules laid down by IPMS UK. Entry forms will be available from 1st August 2019 and are obtainable from

the IPMS UK website—please refer to: <https://ipmsuk.org/category/scale-modelworld/> for 2019 competition rules and entry forms.

5. Each Class winner will receive an Asian Air Arms SIG Certificate and the overall winner will receive the "Asian Air Arms Trophy". All Class winners will receive a selection of excellent prizes generously donated by our Sponsors: please see below for their details and click on them to learn more about their products.

6. SIG members agree that they and their entry(ies) may be photographed, and this (these), with their names, may be used by Asian Air Arms SIG for publicity purposes.

Finally, if you are planning to attend IPMS ScaleModelWorld at Telford in November 2019, do bring along one or more of your Asian models to either enter the competition or add to our display tables. Don't be shy!

For further information, please contact me, Brian Griffin, at asianairarms1@outlook.com

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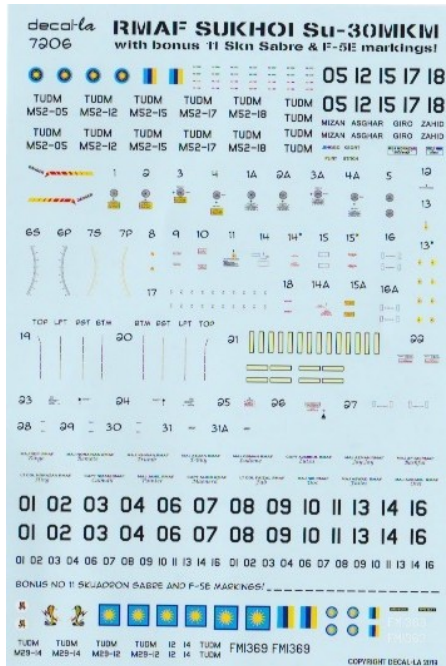
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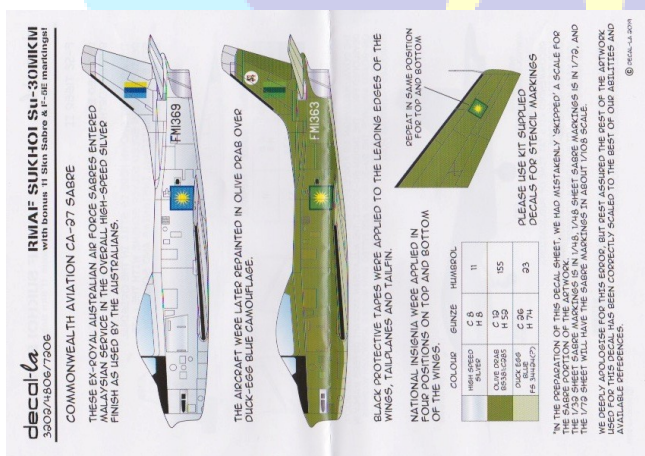
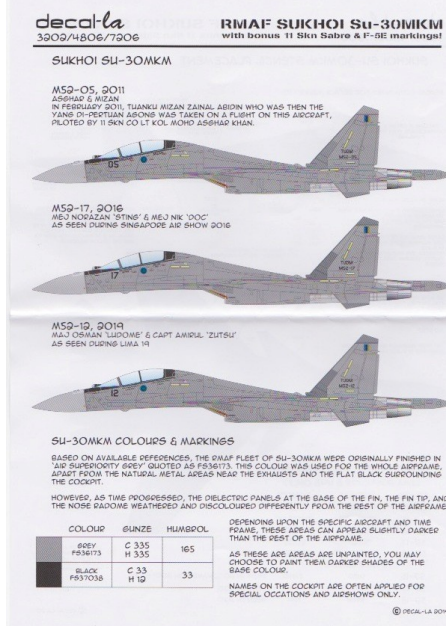
Decal-la from Malaysia reviewed by Mark Attrill—1



Brian recently provided me with the welcome news that the Malaysian proprietor of Decal-la decals (SIG member Aidy Abdullah) has decided, after a long hiatus, to re-start production and release a number of new subjects. I had often lamented the apparent demise of this company, which had made a promising start with some esoteric sheets including a RMAF MiG-29 Fulcrum special scheme. The three sheets sent for review all feature quite different subjects within one common theme; all of the aircraft have previously served, or are in current service, with the RMAF.

DL3202/4806/7206 all provide markings for the Sukhoi Su-30MKM air superiority fighter, and the 1:72 sheet, sent for review, includes the serials and codes to complete any one of the 18 aircraft delivered to the RMAF from 2007. The sheet also includes a full set of stencilling and all servicing instructions, 'slime' lights and crew names for those aircraft involved in public events such as air shows. RMAF Su-30MKMs do not, routinely, carry crew names.

As a bonus, the sheet also includes markings for 11 Squadron (11 Skn) Commonwealth Aviation CA-27 (F-86) Sabres and Northrop F-5E Tiger IIs in RMAF Service. The former can be completed in the early overall high-speed silver finish or the later Olive Drab/Duck Egg Blue camouflage scheme with unit markings. The F-5E featured on the sheet is an early example delivered in the High Speed Silver scheme with the late style national insignia and Squadron markings. The decals have been printed to a very high Cartograf-style standard with no apparent colour bleed or register problems. The decal placement instructions (DPIs) are very comprehensive and it is clear that the manufacturer has very good access to the RMAF, given the level and attention to detail. The DPIs also provide excellent call-outs for paint including direct references to Gunze and Humbrol shades. There is currently no dedicated Su-30MKM variant kit available in any scale but Decal-La provide recommendations including information on resin conversion sets from another Malaysian manufacturer in both 1/72 and 1/48 scales.



[Click here to see full product range and prices.](#)

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Decal-*la* from Malaysia reviewed by Mark Attrill—2

The second sheet up for review TUDM Tigers (DL3205/4807/7207) charts the entire history of the Northrop F-5E/F Tiger II and RF-5E Tigereye in service with the TUDM, starting with the early delivery scheme for 12 Skuadron in 1975, which featured the original square national insignia and large fin flash and serial numbers over the Aluminium dope colour scheme. Shortly after delivery the aircraft received modified round national insignia, which were reduced in size, and Skuadron insignia were added as a second Skuadron (11 Skn) was re-equipped. In the mid to late 1980s, all of the aircraft including the recently delivered RF-5E reconnaissance variant received a three-grey wraparound camouflage scheme.

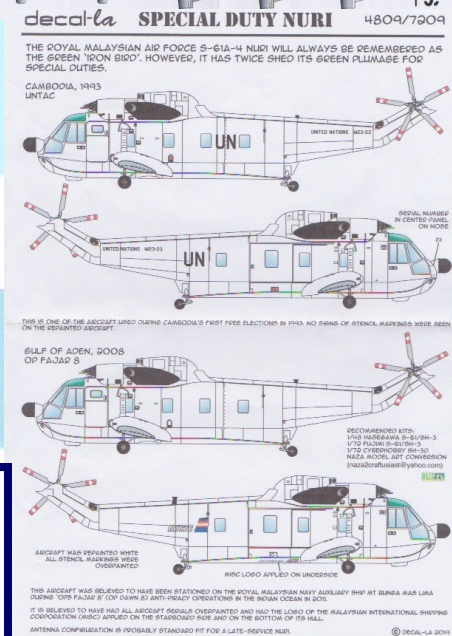
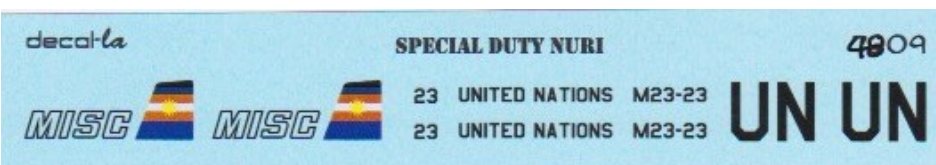
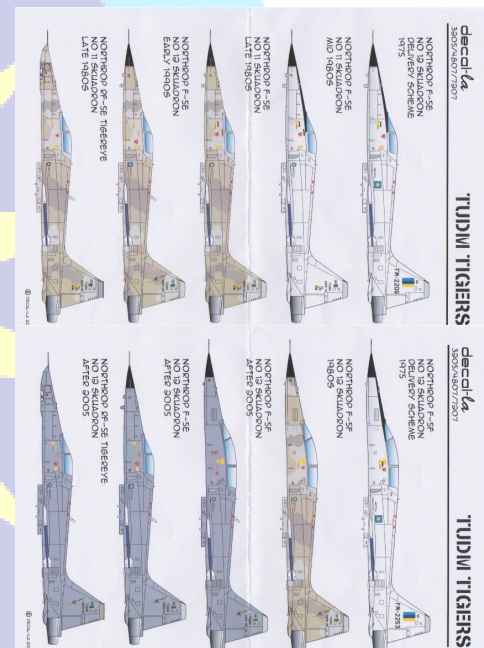
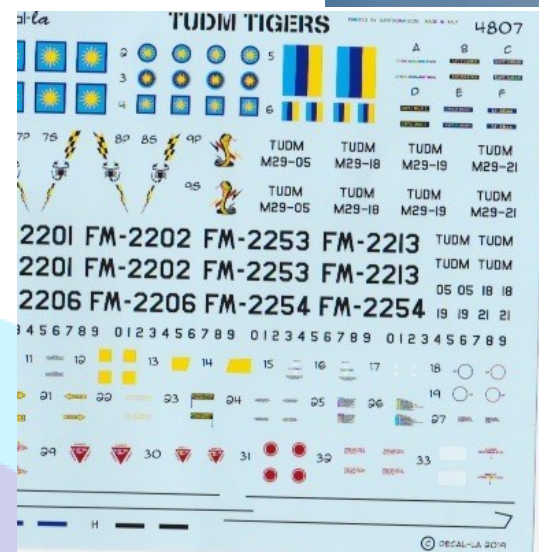
In 1993, 11 Skuadron was disbanded and all of the remaining F-5s were consolidated within 12 Skuadron, which later adopted an overall Dark Grey camouflage scheme from 2005. Once again, Decal-La provide a very comprehensive decal sheet which includes serials and codes for at least ten different aircraft and enough national and unit markings, crew names and stencilling/maintenance markings to complete one, and possibly, two different airframes. The decal sheet maintains the same standard seen on the Sukhoi Su-30 issue and the decal placement instructions are once again very comprehensive and detailed, with more than enough information to produce an accurate replica. I did find one anomaly on the instructions; it is suggested that the scorpion insignias of 12 Skuadron, that are often applied to the engine intake and exhaust blanks, are included as bonus decals but I could not see them on the 1:48 scale example so this may only feature on the smaller 1:72 scale sheet.

In a nice departure from fast jet subjects, the third sheet up for review features the Sikorsky S-61A-4 Sea King variant, known as the 'Nuri' in TUDM service. This sheet (DL4809/7209) is only available in 1:72 and 1:48 scale. In normal TUDM Service, these aircraft sport an overall Dark Green colour scheme but this decal release features aircraft employed on a number of external, international aid missions for which they received an overall White colour scheme. The sheet is extremely simple with only 10 decals included! The first aircraft was operated on behalf of UNTAC in Cambodia in the early 1990s and features UN titles and serial numbers only. The second machine is even simpler with special markings applied to another overall White S-61A Nuri for Malaysia's contribution to UN sanctioned Anti-Piracy operations in the Gulf of Aden some ten years ago.

These three sheets mark a very welcome return to the industry for Decal-La, combining interesting and unique subjects with high quality decals and instruction sheets. The selection of indigenous subjects has been wise since the manufacturer is clearly an authority on the subject matter and the modeller can be assured of the accuracy of the sheets. I look forward to seeing what subjects Decal-La have in store for us next.

Thoroughly recommended for those with an interest in the subjects.

Mark Attrill – August 2019



Click here to see full product range and prices. **decal-la**

Please note—this takes you to my Word document and is a safe link!



ON OUR TABLE AT THE AVON IPMS SHOW 4th AUGUST 2019



1/72 MD Flamant by Peter Sharpin



1/48 Me-108 by Jim Gossling



1/72 MiG-21bis by Peter Sharpin



1/72 Viking Twin Otter by Brian Griffin



1/72 NA F-86F by Karl Robinson



UH-1 vs. An-2 by Tony Clayton



1/72 Harbin H-5 by Paul Husband



1/72 Kfir C.2 by Mark Ascott



A Douglas EC-47P in the RSAF ? Well, YES and NO says YK Goh!



Between 1979 and 1989, visitors to Sentosa, an island resort off Singapore's southern coast, would have come across an unusual aviation display consisting of four aircraft. The four aircraft were donated by the Republic of Singapore Air Force (RSAF) and included a Meteor F.8, a Hunter F.4, a Sea Vixen FAW.2 and a C-47. The three fighters were used as ground

instructional airframes before they were transported to Sentosa for public display together with the C-47. The C-47, while wearing the RSAF insignia with tail number 707, was never operationally used by the RSAF.

The C-47 was in fact ex-USAF EC-47P, S/No 43-48886. Manufactured in 1944 as a C-47B, it was one of a handful of C-47s converted in the late 1960s for Airborne Radio Direction Finding (ARDF) for use during the Vietnam War. The most obvious physical difference that the EC-47P has with the standard C-47 was in its elongated radome. In 1972, it was transferred to the Vietnamese Air Force (VNAF) under Project Enhance, together with other transport aircraft as well as fighters and helicopters to reinforce the South Vietnamese armed forces.

In the final days of the Vietnam War, 43-48886, was commandeered by a VNAF pilot with 14 others onboard, flying out of its base in South Vietnam on 29 April 1975. It flew south and landed at Singapore's Paya Lebar international airport after declaring an emergency for low fuel state. It was immediately impounded by the Singapore authorities and handed over to the US Government. The US Government had laid claim on the aircraft, as well as all other VNAF aircraft that were flown out of South Vietnam to neighbouring countries before its surrender as they were provided to VNAF under its military assistance programme.

As the aircraft was of no further use to USAF, 43-48886 was later made available to RSAF for potential use to support its operations. The capabilities of the C-47 was evaluated on its possible use to supplement the Skyvans that were already performing well in the RSAF. As there was no obvious operational benefit in introducing it alongside the Skyvans, and the high cost of bringing it back to airworthy status, the C-47 was parked and slated for the scrapyard.

When the proposal for an aviation display for Sentosa came along in 1979, the RSAF added the C-47 into the list of aircraft. The challenging task of transporting the big aircraft across the sea to Sentosa by barge and up the narrow winding and hilly terrain was undertaken by the instructors and trainees of the Air Engineering Training Institute (AETI). The tropical climate and vandalism from curious visitors took its toll on the condition of the four aircraft. The aviation display was removed from Sentosa in 1989, the three fighters finding a new home in an Australian museum while the C-47 was scrapped onsite.

YK Goh



shesto



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The PZL-104 Gelatik (Wilga 32) in Indonesia



The Gelatik is an Indonesian, license-built version of the Polish PZL-104 Wilga 32 - a STOL general utility aircraft. The Gelatik is a high-wing cantilever monoplane powered by a Continental O-470-I or a O-470-L six-cylinder horizontally-opposed air-cooled engine providing a top speed of 203 km/h and a range of 800 km. The big wing of the Wilga gives much lift and great STOL capability,

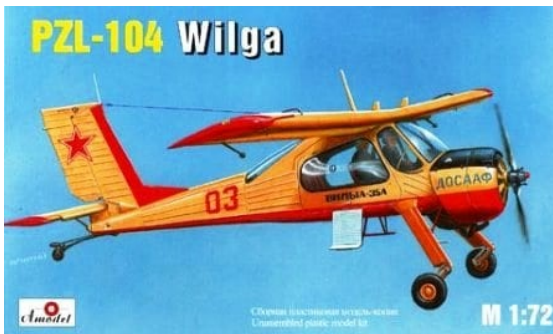
reminiscent of the Fiesler Storch. The leading edge slats and the unique wing design enable the Wilga to fly as slow as 35 knots and the aircraft will not stall. In 1961 the Indonesian Air Force Aircraft Preparatory Industry (Lembaga Persiapan Industri Penerbangan - LAPIP) signed a cooperation agreement with CEKOP, in Poland, to build an aircraft industry in Indonesia. The contract covered the building of an aircraft manufacturing facility, HR training and eventually producing, under license, the PZL-104 Wilga. Formed at Bandung in 1966 from the Institute for Aero Industry Establishment, LIPNUR built a prototype series of light aircraft and from 1963 started licensed production of the PZL Wilga utility aircraft under the name of Gelatik (Rice Bird). Forty four aircraft were built and were utilized to support agricultural activities, light transport and aero-club duties. The aircraft entered service with the Indonesian air force and today some six examples still survive and fly with FASI, which is the military aero club. Gelatiks were used for liaison and light transport, observation flights, pilot training, paratroop training and some were utilised as agricultural aircraft equipped with a 500 litres hopper for dust or liquid application.



FASI Bermotor (General Aviation) activities in Bandung, West Java, Indonesia | jezohare



The PZL-104 Gelatik (Wilga 32) - for the modeller



The PZL-104 Wilga - in Abkhazia (of all places!)





Bristol Freighters in the Pakistan Air Force by Franek Grabowski



The Royal Pakistan Air Force was established on 14th August 1947. The first inventory consisted of ex-RAF aircraft which were shared out between India and Pakistan. The only transport type used in the area was the venerable Dakota, most of which were almost worn out and had to be made airworthy again. Notorious technical problems with the Dakotas eventually led to a decision to seek a replacement. The fact that the RPAF command had a strong presence of ex-British officers probably played a significant part in the decision to buy British – and so the Bristol Freighter was selected.

Initially two aircraft were delivered in October 1948 for operational testing. One was a Mk 21 (serialled G776), and the

other a Mk 21E convertible “Wayfarer” (G775) capable of both transport and passenger duties. They were delivered in silver finish, with RPAF roundels, and black serial numbers on the tail and wing undersurfaces in typical RAF pattern.

Both aircraft were initially attached to operational units. G776 flew missions to Kashmir with 6 Sqn., but later in 1949 it joined G775 in the Communications Squadron. The ultimate fate of G775 is unknown, but Freighter G776 crashed on 7 January 1955 at RPAF Lahore, after having returned to 6 Sqn.

Following a successful evaluation of the type it was decided to order a further 32 aircraft - 30 new built Mk 21Ps and 2 second hand Mk 21s converted to Mk 21P standard. The difference comprised an additional parachute door for supply dropping, and installation of windows in the lower part of nose door. The deal was also considered by some as compensation for the cancellation of an order for Bristol Brigands, that were to have equipped the specially established 11 Sqn.



The Freighters were delivered in several batches over the following few years. The first aircraft, G777 arrived in November 1949, and others followed until the last of the first batch, G787, was received in February 1950. They immediately took up transport duties in West Pakistan, and between the West and East sectors of the country. An important role was supply-dropping to Army units in Kashmir and, for these operations, a detachment was maintained at RPAF Chaklala from April to October each year, to assist in relief operations during the monsoon season. Freighters also maintained communications to the UK and Australia.

The first fatal accident occurred on 6 April 1950 when a crew of 6 Sqn. (F/O. Ashfaq and P/O. S U Khan), crashed near Sazin, in the Kohistan area. A number of aircraft were lost or damaged in non-fatal accidents, but there is no exact record.

Damaged aircraft were either repaired, or reduced to spares and replaced by new Freighters. Deliveries continued with G788 – G793 delivered in July 1950; G794-G800 during June to September 1951; and G801 and G802 in February and March 1952 respectively.

During the 1952 floods, 6 Sqn. was employed in large-scale food supply drops, for which the squadron received an award on 17 August 1952 from the Governor of the Punjab.

The most tragic crash involved G783 of 6 Sqn., and occurred on 26 August 1952 near Khewra, killing the crew of 2 and 16 passengers, mostly aircrew. This was one of the most tragic losses in the RPAF/PAF history.

Around 1952/1953 individual code letters were introduced, applied to the nose doors and fuselage in front of the roundel. Most aircraft remained in their original silver scheme, although some, possibly those used for VIP or passenger transport, received a white coat on the upper surfaces, with a thin dark green trim identical to the one applied to later-delivered Mk 31s. This probably occurred in the mid-1950s.

Further deliveries occurred between December 1952 and January 1953 (G804-G806), while the last three, G807-G809, were delivered in April-May 1953.

Bristol Freighters in the Pakistan Air Force by Franek Grabowski

Another large operation of No. 6 Sqn. was "Snow Drop" which began on 15 November 1953 and involved dropping supplies in Pakistan's Northern Areas from RPAF Chaklala. The operation concluded on 30 November with 363,000 kg of supplies having been freighted to Gilgit and Skardu.

The next aircraft ordered were 38 improved Mk 31Ms which received a new range of serials, between S4401 and S4438. They were delivered between December 1953 and June 1955, usually in batches of three or four aircraft. The last one, S4438 was handed over on 29 June 1955 in a ceremony attended by the Pakistan High Commissioner in London, His Excellency Mohammed Ikramullah.



It seems that these aircraft were delivered in the distinctive Bristol-style pattern, with white upper fuselage and a thin green trim, typical for other Freighters.

However, upon delivery some of the aircraft destined for 6 Sqn. were camouflaged, with a disruptive pattern of Dark Green and Dark Sea Grey on upper surfaces, and PRU Blue on the undersides. Individual code letters were painted in white in typical positions in the latter scheme. No Freighters were camouflaged in a "Desert Scheme": some colour profiles and artwork show aircraft painted in this scheme, but this is a misinterpretation of poor quality colour photographs showing badly faded aircraft, with the Dark Green taking on a brown hue.

These aircraft arrived just in time to take part in flood relief operations in Eastern Pakistan flown by 6 Sqn. during July 1954. Such operations were very intense and required a maximum effort from the Squadron. During similar operations in 1955 in Pakistan, 146 sorties were flown and in 1956 in Eastern Pakistan, 108 sorties.

In September 1953 12 Heavy Bomber Squadron was converted into a Composite Squadron. In the new establishment, the Squadron had three flights: Air Headquarters Communication Flight (operating Dakotas and a single Viking); Target Towing Flight (with Tempests); and Heavy Bomber Flight (flying Halifaxes). It appears that the Squadron did not operate Freighters initially, only joining the fleet after the withdrawal of Dakotas in 1955.

In May 1956 Transport Flight of Conversion School moved from Mauripur to Lahore, and on 1 July 1957 3 Sqn. was established. It operated 6 Mk.21P Freighters and prepared aircrew who had graduated from the RPAF College at Risalpur to take on operational duties.

In the late 1950s, possibly around 1957, (when Pakistan became a republic, and the RPAF was reformed into the PAF), individual code letters were removed from the aircraft. Since then the aircraft were identifiable by the serials only.

On 29 January 1959 another tragic accident took place, when Freighter S4426 crashed on takeoff from Chaklala, killing all on board: the crew of 3 plus 4 passengers (electronic experts going to a visit to a radar station, including two Americans).

On 9 July 1960 12 Sqn. was transferred from Mauripur to Chaklala due to the movement of the Capital from Karachi to Rawalpindi.

During 1960, the PAF started to phase out the type, withdrawing 10 of the remaining Freighters, and offering them for sale on the civilian market. During 1961, S4401 and S4402 went to Straits Air Freight Express in New Zealand; S4427, S4432, S4434 and S4437 to Trans Australia Airlines; S4412, S4416, S4436 to Ansett-ANA Pty. Ltd. in Australia; and S4438 to Pacific Aviation Ltd. in Australia.





Bristol Freighters in the Pakistan Air Force by Franek Grabowski



The same year, 1961, Freighters proved themselves in yet another role, when the province of Sind was hit by a plague of locusts. This was considered a very serious threat with the potential to cause famine, so immediate action was called for. Four Hawker Sea Furies

of 9 Sqn. reconnoitred the area looking for swarms and then five Freighters crop-sprayed them. Field modifications included the installation of a 700 gallon tank for chemicals, and spray booms under each wing, each containing 50 nozzles. This allowed a single Freighter to spray an area of up to 2,000 acres in one sortie. The operation was a considerable success.

In March 1963, Pakistan received the first of the long-awaited new transport plane, the Lockheed C-130 Hercules - then the most modern, "state of the art" aircraft and so on 30 June 1963 Freighters were officially struck off the inventory of 6 Sqn. and mothballed.

This turned out to be not quite the end of the PAF's Freighter history, though. Four of them were restored to flying condition, over just a two day period, and saw some action during the 1965 war with India, but this proved to be the swan-song of the type. In 1966, the last 4 flyable aircraft were sold to Straits Air Freight Express in New Zealand - S4403 in 1965, followed by S4406, S4407 and S4421.



Out of those, two are in New Zealand: S4403 is preserved at Nelson Founders Museum as ZK-CLU, and the cockpit section of S4406 is on display at Ferrymead Museum, Christchurch. In Australia, S4438 is preserved in the Australian National Aviation Museum, Moorabbin Airport, Melbourne as VH-ADL 'Tasmanian Devil'. Unfortunately, no Freighters were preserved in Pakistan.

CHANGE ALLEY (Members' Wants)

Looking for a particular kit, book or information? Put your enquiry here .

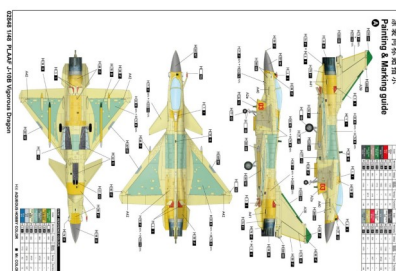
From: Dave Carmichael

First sheet I was going to order was for the Boeing P-26 in Chinese service. I have a copy of the Hobbycraft P-26 but it has US Army markings, I would have liked to get the Philippine A/F boxing but it was not to be! The Chinese a/c is the second choice but as I was going to start my list I remembered I'm in the Asian Air arms SIG & it occurred to me someone may have a set which they don't need so I wondered if you could put the word out for me? (48th scale). Get back to Brian if you can help.

From: Peter Shanley

I have the 1/48 Trumpeter J-10AY kit with the acrobatics team scheme, I'd like to swap it for a 1/48 J-10B kit as I'd quite like to do the prototype scheme for that kit.

If anyone has the J-10B (Trumpeter 02848) and would like to swap it for the display team version, please let Brian know.



If you can help, get back to me!

Guideline Publications



GREAT NEWS FROM COASTAL KITS DISPLAY BASES!



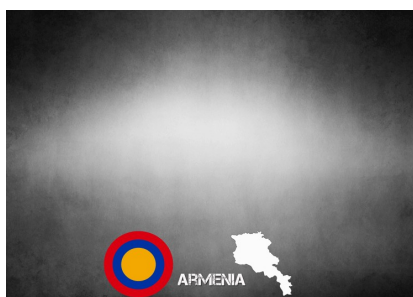
As a result of our working over the last few months with Coastal Kits Display Bases I can now announce that Gary has started selling his Asian Air Arms range of bases, covering all of the 34 air arms that we feature!

From just £10 you can have the right base for any of your Asian models.

What's more, if you order using Discount Code AAASIG, Gary will also give you a 10% discount.

I've shown just a small sample below—for the full range [click here](#). Let's support Gary in this development!

To order, simply click on the size of base that you want, select your preferred air arm and press Buy.





**THE NORTHROP F-5A/B FREEDOM FIGHTER AND F-5E TIGER II IN SERVICE WITH
THE SOUTH VIETNAMESE AIR FORCE (VNAF) 1967-75
AND VIETNAMESE PEOPLE'S AIR FORCE (VPAF) 1975-82.
BY MARK ATTRILL**

PART 2: COLOUR SCHEMES AND MARKINGS



The initial batch of VNAF F-5B/C Freedom Fighters was delivered in the standard USAF SEA colour scheme of Dark Green (FS34102), Olive Drab (FS34079), Medium Brown (FS30219) and Extra Light Aircraft Grey (FS36622), at the culmination of the SKOSHI TIGER in-country evaluation, and for many years it was assumed that, rather like the A-37 fleet, all VNAF F-5s were subsequently delivered and operated in this colour scheme but this was not the case. From the early days, and in keeping with most other VNAF types, the SEA colour scheme was somewhat compromised with the application of the highly colourful Black/Yellow chequered fuselage bands, which was the recognition marking for the combat aircraft of the 23rd (later 63rd) Tactical Wing at Bien Hoa. In the early years, national markings, very similar in style to standard USAF 'Stars and Bars', were applied to the fuselage sides and the upper starboard and lower port wings, with the South Vietnamese flag (and aircraft serial numbers in white) applied to the fin surfaces. The rather frenetic or ad hoc manner in which subsequent deliveries of the F-5 were made to the VNAF, (mainly through the Project 'Enhance' and 'Enhance Plus' programmes between 1972-74, as well as the diverse origins of these aircraft) resulted in the appearance of several different colour schemes on some VNAF examples in later years. Some aircraft, believed to be part of an embargoed order for Libya or part of the 425th Tactical Fighter Training Squadron at Williams AFB in Arizona, arrived in natural metal with larger serial numbers, in black, on the fin surfaces. Those aircraft that had been donated by the Shah of Iran all sported the so-called 'Asia Minor' colour scheme of Dark Brown (FS30140), Olive Drab (FS34079), Tan (FS20400) and Extra Light Aircraft Grey (FS36622) which was common to all contemporary Imperial Iranian Air Force combat aircraft types. Other examples on loan from the ROCAF (Taiwan) or from a diverted order for the ROKAF (South Korea) almost certainly arrived in either natural metal or the two variations of the four-colour SEA camouflage schemes specified by the respective countries. Such was the tempo of air operations over South Vietnam in 1973-74 that very few of these aircraft ever received a new colour scheme and as a result, the F-5 flightlines at Bien Hoa, Da Nang and all of the other deployed operating bases could have included aircraft in at least 3-4 different colour schemes.

Early deliveries of Natural metal examples from the United States, or those Iranian aircraft in the 'Asia Minor' camouflage scheme, were observed with black serial numbers applied to the tail surfaces of a larger size and in some cases, although the national markings were applied to the fuselage sides and wing surfaces, the South Vietnamese flag was omitted from the tail surfaces. The rapid expansion of the VNAF F-5 fleet and the subsequent creation of new units in a very short time period eventually led to the adoption of a three letter fin code system in an attempt to provide better unit identification. These letters, similar in style and size to those applied to contemporary USAF aircraft, were presented in Black or White depending on which colour scheme the aircraft wore.



F-5A/E Squadrons - Tail Codes - February 1975

1 st Air Division – Da Nang	3 rd Air Division – Bien Hoa
61 st Tactical Wing (Da Nang)	63 rd Tactical Wing (Bien Hoa)
536 th Fighter Squadron (Tail Code HJ)	522 nd Fighter Squadron (Tail Code HZ)
538 th Fighter Squadron (No Tail Code)	540 th Fighter Squadron (Tail Code FU)
542 nd Fighter Squadron (Tail Code HB)	544 th Fighter Squadron (Tail Code HQ)



VNAF & VPAF F-5 COLOUR SCHEMES (Continued)

Unlike other VNAF aircraft types, and in spite of the increase in the number of units operating the type, the VNAF chose not to add individual unit insignia or badges to their F-5A/B fleet, apart from the aforementioned 23/63rd Wing black/yellow chequerboard band that was applied to the rear fuselages of the majority, but not all, F-5A/Bs in service. One or two aircraft were, however, noted bearing a small, stylized girl's-head motif below the cockpit canopy. This marking appears to have been applied to several F-5A and B aircraft but the significance is not known.

Following the defeat of South Vietnam, the VPAF continued to operate the former VNAF F-5 operational fleet in their original colour schemes, simply painting out the VNAF 'Stars and Bars' and applying their own version which incorporated a Yellow Star. Eventually the original US/VNAF serial numbers were also removed with the aircraft receiving large 'Soviet/Warsaw Pact' style 4-digit red numbers on the nose surfaces – the first two referring to the Unit Number and the second two to the Aircraft Number (i.e. 3501, 3502 etc).

Note: For some years there was speculation that the VPAF had applied new colour schemes to their F-5 fleet, complicated by the fact that there was little photographic evidence of operational aircraft and the subsequent appearance of several ex-VPAF aircraft in local museums or war memorials, sporting different colour schemes. It is now clear that these aircraft, which had suffered from the harsh effects of extensive operational use, low maintenance and climate had been prepared for display with the use of local proprietary paint brands and shades which bore little to no resemblance to the original colour schemes.



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VNAF F-5A 03-0428



VNAF F-5A 10518



VNAF F-5A 10557



VNAF F-5A 06-9139



VNAF F-5A 10531



VNAF F-5A 13310



VNAF F-5A 10208



VNAF F-5A 10544



VNAF F-5A 13358



VNAF F-5B 10586



VNAF F-5E 01028



VNAF F-5E 01038



VNAF RF-5A 10279



VNAF RF-5A 97263

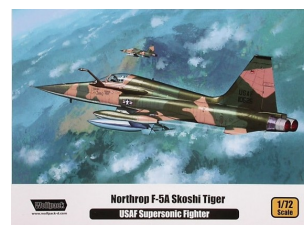




MODELLING THE NORTHROP F-5A/B AND F-5E

Note: As with my previous kit/aftermarket overviews, it is not my intention to list and highlight every kit of the type that has ever been previously released and/or is available, but to provide you with sound recommendations, in both of the most popular scales, based on accuracy and applicability to the original subject.

Worldwide use of the two main Northrop F-5 variants has made the aircraft a very popular subject with kit manufacturers over the years, surprisingly with mixed results, particularly in 1:72 scale. The F-5A Freedom Fighter captured the imagination of kit manufacturers from early on and the type quickly featured in the catalogues of Airfix (in 1966) and Hasegawa but these were, and are, products of their age and would need quite a bit of work to bring them up to today's standards. The F-5A was also one of the first kits to feature in the newly created Matchbox range in the mid-1970s but suffered from that company's infamous trench-like panel lines, so it was not until some ten years later that we finally saw the Eschi kit arrive in 1983, which remains the definitive kit in 1:72 scale. At the time, the kit was issued in several boxings which included optional parts and/or decals to complete the F-5A or RF-5A, and the parts breakdown allowed Eschi to produce the two-seat F-5B operational trainer variant. Since then both Italeri and Revell have re-issued it in both the F-5A and the two-seat F-5B versions although all of these boxings are currently out of production and often difficult to source. The only Eschi-based kit that still appears to be readily available is the most recent Wolfpack Design 'Skoshi Tiger' boxing which includes very nice decal markings for four early F-5As in both USAF and VNAF service in 1967/68. The only drawback with the current availability of this kit is Wolfpack's rather limited distribution network, so a hunt of the Internet would be your best option. The timing of release of the original kit has meant that the subject has been somewhat avoided by the aftermarket industry so there are not that many items with which to enhance the basic kit and the availability of decals for VNAF/VPAF aircraft is also somewhat lacking.



The later Northrop F-5E Tiger II variant has not, in my opinion, fared as well in 1:72 in spite of impressive sales of the original to a wide variety of Air Arms and the development, over the years, of some highly attractive colour schemes and special markings. Airfix was one of the first manufacturers to release a kit of the F-5E but it was one of their typical early 1980s products with some heavy detail in places. Italeri released their F-5E kit in 1982 and it probably remains the definitive kit in 1:72 scale in spite of its age and has been re-boxed several times, most notably by Testors in the USA and Tamiya. More recently, Hobby Boss have entered the market with what appears to be an accurate representation of the F-5E although the engraved panel lines appear a little heavy in places. As with the 1:72 F-5A kits, the later F-5E Tiger has not fared well with the aftermarket industry with very few items with which to enhance the basic kit and the availability of decals for VNAF/VPAF aircraft is also limited.



In keeping with the smaller scale, several manufacturers including Hawk and Fujimi released 1:48 scale kits of the Northrop F-5A Freedom Fighter in the 1960s although at least one of these kits was closer to 1:50 scale and they featured raised panel lines, heavy detail and inaccurate stores much in keeping with the majority of kits of this vintage. Later still Academy produced an F-5A/B kit while the Hawk offering was re-boxed several times by Testors and Italeri but it was not until Classic Airframes released a family of F-5A/B kits in their 'limited edition' range in 2004 that we finally witnessed a marked improvement in the quality of 1:48 scale kits of this classic lightweight fighter.

The Classic Airframes kit was typical of the range, with short-run style plastic parts in their customary shiny grey plastic with resin parts for the cockpit, ejection seat, exhaust nozzles and undercarriage bays. The kit also includes a decent number of external stores including centreline and 'coke bottle' wingtip mounted drop tanks, AIM-9B AAMs, Napalm tanks and Mk 117 bombs. The limited-run nature of the kit provides some challenges and it reportedly possesses some inaccuracies although, once complete, it looks the part.

MODELLING THE NORTHROP F-5A/B AND F-5E (Continued)

The demise of Classic Airframes has meant the kit is discontinued and quite difficult to source as a result, although the availability of the Kinetic offering has now had a positive effect on the residual value of the former, which used to command astronomical prices on the second-hand market. It was Kinetic that finally answered the prayers of many modellers in 2012, with their release of both the single-seat F-5A and twin-seat F-5B Freedom Fighter in separate boxings. This is a state-of-the-art modular kit, perhaps a little over complicated by the need to produce two different variants from the moulds, that assembles well and produces an accurate replica out of the box. The kit features a well appointed cockpit, nicely detailed wheel wells and exhaust nozzles and also includes a decent number of external stores including centreline, underwing and 'coke bottle' wingtip mounted drop tanks, AIM-9B/J AAMs, 2 x Rocket Pods and 2 x Mk 82 'slick' bombs.

Curiously, a little known Turkish company called TAN Models produced a 1:48 kit of the Northrop F-5A Freedom Fighter in 2014 which, at the time, was assumed to be a Kinetic re-box or a copy of an older kit. It proved to be neither and was a brand new kit in its own right although it has never been ascertained if the parent company ever released the kit. Shortly afterwards, Tiger Hobbies of the UK acquired the kit and have issued it in two limited edition boxings to date. The kit is not as refined as either the Classic Airframes or Kinetic offerings, with some soft detail and very heavy panel lines which would need some attention. On the positive side, it is relatively easy to assemble and, apart from the nose undercarriage leg which will require some surgery, appears to be quite accurate. The original issue (THK48001) had a very nice decal sheet and there has been a very limited edition re-issue (F-5C Freedom Fighter 'Skoshi Tiger' (THK48002)), which included additional parts and a supplementary decal sheet with markings for a F-5C of the 10th FCS, Bien Hoa, 1967.

The later F-5E Tiger II has fared a little better in 1:48 scale. Early issues from Monogram and Eschi in the late 1970s and early 1980s were fair representations of the original although they both possessed raised panel lines and some simplified detailing. The Monogram kit has been regularly re-issued over the years, by both the originator and Revell so the kit is still readily available and makes up into a fine replica. It was not until 2010, however, that the modelling world received a modern state-of-the-art kit of the F-5E when AFV specialist manufacturer AFV Club in South Korea released the first in what became an extensive family of F-5E Tigers. Initial trepidation about the roots of the company, which do produce some high quality AFV kits in 1:35 scale, was quickly dispelled when it became clear that the F-5E kit was a high quality product, boasting great detail, finely engraved panel lines and a respectable stores fit, together with some nice decals. The kit is not without fault: in an attempt to get as many variants out of the original moulds as possible, AFV Club have opted for the modular approach to construction and care needs to be taken with the fuselage assembly in particular, to ensure everything lines up. The cockpit is very well detailed out of the box although you may wish to embellish it with an aftermarket resin ejection seat if the canopy is to be modelled in the open position. The wheel wells are also nicely detailed and there is a choice of open or closed doors for the auxiliary inlets on the rear fuselage sides. A rather strange anomaly with this kit is the inclusion of parts to display the port gun bay open in spite of the absence of any gun bay parts ! I am not sure if AFV Club had originally intended to provide a detailed gun bay or whether they just decided to design the kit to better accommodate an aftermarket item. Fortunately, at least two manufacturers have obliged but the inclusion of the separate parts does make test fitting essential if you decide to model the aircraft with closed access doors. External stores are limited to centreline and wing mounted drop tanks; a pair of AIM-9L Sidewinder AAMs; and an ACMI instrumentation pod (although the F-5E Tigers in service with both the VNAF and VPAF were optimised for the Air Defence role so the drop tank/AAM fit may be sufficient). The Vietnamese would not have had access to the ACMI instrumentation pod system in the 1970s so this part can be consigned to the spares box and any Mk 82 or M117 bombs that the modeller may wish to fit will have to be sourced from the spares box or aftermarket

products. In returning to the modular design of this kit, it should be noted that there are at least 5 different issues of the AFV Club 'standard' single-seat Northrop F-5E Tiger II so care must be taken in deciding which one to choose for this project. The F-5Es supplied to the VNAF were of the early type and sported the 'kinked' Leading Edge Root Extension (LERX) fairings and minor differences in the tail. Several of the AFV kits cater only for later F-5E sub-variants with an additional dorsal fillet to the fin and the straight LERX fairings.

On the following pages you'll find lists I have prepared of all of the known aftermarket items that have been produced to date (May 2019) to correct or complement the Eschi 1:72 scale or 1:48 Classic Airframe/Kinetic family of Northrop F-5A/B Freedom Fighters, together with the Italeri 1:72 scale or AFV Club 1:48 family of F-5E Tiger II kits. Most of the aftermarket items are specific to a particular make of model but some can be used across brands: where this is the case, I have annotated the table accordingly.





THE NORTHROP F-5A/B AND F-5E IN MODEL FORM (Continued)

1:72 Scale – F-5A/B Freedom Fighter - Esci and Derivatives

Make	Reference #	Item	Notes
Esci	ES9032	Northrop F-5A Freedom Fighter	Original Issue
Esci	ES9035	Northrop F-5B/CT-116 Freedom Fighter	Original Issue – Twin-Seat Operational Trainer variant
Esci	ES9038	Northrop F/RF-5A Freedom Fighter	"Skoshi Tiger" Boxing – Includes Decals for F-5A (13316) of 4441 CTS, Vietnam 1967
Esci	ES9086	Northrop CRF-5A Freedom Fighter	"Cold Lake" Boxing – Includes parts for RF-5A variant
Italeri	IT1231	Northrop F-5A Freedom Fighter	Includes Decals for F-5A (61-3316) of 4503 TFS, Vietnam 1967
Italeri	IT1275	Northrop F-5B Freedom Fighter	
Revell	RV4314	Northrop F-5B Freedom Fighter	
Wolfpack	WP17203	Northrop F-5A Freedom Fighter	"Skoshi Tiger" Boxing - Includes decals for 2 x USAF (64-13332) of 10 FCS and (65-10525) of 4503 TFS and 2 x VNAF (65-10524/10560) of 552 nd FS/4503 TFS, Vietnam 1967
Armymcast	ACD72-016	The Freedom Fighters	Includes decals for VNAF F-5A-55-NO (71-0275), 1973 and VPAF F-5A-55-NO (71-0271), 935 th Fighter Regiment, Bien Hoa AB, 1977 (Both natural metal) and USAF F-5C-20-NO (64-13332), 10 th FCS (4503 TFS), Bien Hoa AB, 1965.
Aztec Decals	AZD72-050	Freedom Fighters	Includes decals for a VPAF F-5A although the 4-digit aircraft number appears spurious. BONUS: This sheet also includes a Philippines Air Force F-5A.
Quickboost	QB72-229	Northrop F-5A/B Air Scoops	Resin
ResKit	RS72-004	Northrop F-5A/B Wheel Set	Resin

1:72 Scale – F-5E Tiger II– Italeri and Derivatives

Make	Reference #	Item	Notes
Italeri	IT136	Northrop F-5E Tiger II	First Issue – 1982 – Re-Boxed several times since (IT1420 etc)
Testors	TM686	Northrop F-5E Tiger II	Re-Box – 1983
Tamiya	TA60732	Northrop F-5E Tiger II	Re-Box - 1996
Armoury	ARAW72309	Northrop F-5E/F Wheel Set	Resin
Dream Model	DM1003	Northrop F-5E Tiger II Gun Bay	Resin/Photoetched
Eduard	EDSS168	Northrop F-5E Cockpit 'Zoom' Set	Photo-Etched
Master	MR72-139	Northrop F-5E Tiger II Pitot Probe	Brass – Includes 20mm Gun Barrels
PMask	PK72076	Northrop F-5E Tiger II Mask Set	Kabuki Type Tape
Armymcast	ACD72-019	The Tigers	Includes decals for F-5E-NO (73-00878) in both VPAF and VNAF markings during 1975 and 1981 respectively. The standard USAF SEA colour schemes is slightly different on each aircraft to take account of the application of VPAF markings after April 1975.



THE NORTHROP F-5A/B AND F-5E IN MODEL FORM (Continued)

1:48 Scale – F-5A/B Freedom Fighter - Classic Airframes/Kinetic

Make	Reference #	Item	Notes
Classic Airframe	CA485	Northrop F-5A Freedom Fighter	Plastic and resin parts – Resin parts include Ejection Seat, weighted wheels and exhaust nozzles. Includes decals for 1 x USAF (64-13576) of 10 FCS and 1 x VNAF (65-10547) of 552 nd FS, Vietnam 1967
Classic Airframe	CA489	Northrop RF-5A Freedom Fighter	Plastic and resin parts – Resin parts include Ejection Seat, weighted wheels and exhaust nozzles. Includes decals for 1 x VNAF (65-10278) of 552 nd FS, Vietnam 1967
Kinetic	K48-020	Northrop F-5A Freedom Fighter	Includes decals for 3 x VNAF (65-10524/10545/10560) of 552 nd FS, Vietnam 1967
Kinetic	K48-021	Northrop F-5B Freedom Fighter	Includes decals for 1 x VNAF (65-10586) of 552 nd FS, 23 rd FW, Vietnam 1967
Tiger Hobbies	THK48002	Northrop F-5A Freedom Fighter 'Skoshi Tiger'	Includes markings for a F-5C of the 10 th FCS, Bien Hoa, 1967
Aerobonus	QAB48-192	Northrop F-5A/C Freedom Fighter Pilot/Ejection Seat	Resin – Combined Pilot/Ejection Seat suitable for any 1:48 scale F-5A/C kit
Eduard	ED48751	Northrop F-5A Freedom Fighter Exterior Set	Photoetched – For Kinetic Kit
Eduard	ED49619	Northrop F-5A Freedom Fighter Interior Set	Photoetched – For Kinetic Kit
Eduard	EDFE619	Northrop F-5A Freedom Fighter Exterior 'Zoom' Set	Photoetched – Simpler version of ED49619 with coverage of the major components only – For Kinetic Kit
Eduard	EDEX372	Northrop F-5B Freedom Fighter Cockpit Masks	Kabuki Type Tape – For Kinetic Kit
ResKit	RS48-004	F-5A Freedom Fighter Wheel Set	Resin – For any 1:48 scale kit
SAC	SAC48-193	F-5A Freedom Fighter Undercarriage Set	White Metal – For Kinetic Kit
Wolfpack	WP48-167	F-5A/B Freedom Fighter Ejection Seats (x2)	Resin
Wolfpack	WP48-168	F-5A Freedom Fighter Cockpit Detail Set	Resin – For Kinetic kit
Armycastle	ACD48-016	The Freedom Fighters	Includes decals for VNAF F-5A-55-NO (71-0275), 1973 and VPAF F-5A-55-NO (71-0271), 935 th Fighter Regiment, Bien Hoa AB, 1977 (Both natural metal) and USAF F-5C-20-NO (64-13332), 10 th FCS (4503 TFS), Bien Hoa AB, 1965.
Microscale	MSD48-054	Northrop F-5A Freedom Fighter in Worldwide Service	Includes markings for F-5A Freedom Fighter operated by the VNAF and VPAF Out of Print



THE NORTHROP F-5A/B AND F-5E IN MODEL FORM (Continued)

1:48 Scale – F-5E Tiger II - AFV Club

Make	Reference #	Item	Notes
AFV Club	AR48101 AR48102	Northrop F-5E Tiger II	The AFV Club Northrop F-5E Tiger II has been the subject of numerous re-issues with different parts/markings. Care must be taken to choose the right kit as optional parts could include the radome and leading edge extensions.
Aires	AIRE4483	F-5E Tiger II Cockpit Detail Set	Resin/Photoetched
Aires	AIRE4490	F-5E Tiger II Wheel Bays	Resin
Aires	AIRE4491	F-5E Tiger II Speed Brake Bays	Resin
Aires	AIRE4536	F-5E Tiger II Gun Bays	Resin
Aires	AIRE4563	F-5E Tiger II Avionics Bay	Resin
Armoury	ARAW48309	F-5E Tiger II Wheel Set	Resin
Dream Model	DM2015	F-5E Tiger II Cockpit Detail Set	Photoetched
Master	MR48-149	F-5E Tiger II Cannon Barrels	Turned Brass
Quickboost	QB48-343	F-5E Tiger II Auxiliary Intakes	Resin
Quickboost	QB48-344	F-5E Tiger II Cannon Barrels	Resin
Quickboost	QB48-356	F-5E Tiger II Pitot Probes	Resin
Quickboost	QB48-408	F-5E Tiger II Control Columns	Resin
Quickboost	QB48-489	F-5E Tiger II Ejection Seat	Resin
ResKit	RS48-005	F-5E Tiger II Wheel Set	Resin
SAC	SAC48-091	F-5E Tiger II Undercarriage Set	White Metal
Armymcast	ACD48-019	The Tigers	Includes decals for F-5E-NO (73-00878) in both VPAF and VNAF markings during 1975 and 1981 respectively. The standard USAF SEA colour schemes is slightly different on each aircraft to take account of the application of VPAF markings after April 1975.

This article was compiled and written by Mark Attrill.

NEW MEMBERS

We welcome another 15 new members:

Andrew Young and Tony Rigby from Australia;

Eric Phan and Gerard Lee from Singapore;

James Venables from Laos; Hiroyuki Muraya from Japan; Billu Raj from India;

George Monroe, Alex Drake and Wayne Saunders from the USA; Diego Rogoz from Germany;

Jeff Clark, Steve Roberts and Chris Todd from the UK.

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Mil Mi-1 Hare



Sa.315B Lama



DHC Twin Otter



Sukhoi Su-17M4



Consolidated Catalina

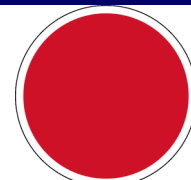


Mil Mi-8



Asian Aircraft Markings A History

Japan



North Korea



South Korea



Mongolia



DEFINITELY NOT ASIAN BUT.....

this magnificent bit of work has been produced by Asian Air Arms Member Number 1—Tony Clayton—who is also the Leader of the Aircraft Diorama SIG and proprietor of [Diorama CD Magazines](#)—a busy boy! Tony's produced this much-needed set of Sentinel tow tractor and tow bars for the V-bomber fleet of the 1950s and '60s.

Tony is offering a 10% discount to Asian Air Arms members but he will need your membership number.

You can get this by asking me for a Membership Card that will display your unique number. This, of course, will enable you to claim other discounts from several model/book suppliers. So, if you want your 10%, drop me a line and I'll send you a PDF membership card.

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No question is too basic—so don't be shy, they're here to help!

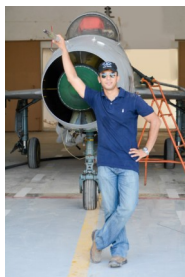


Aidy Abdullah

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Malaysia



Hamza Tariq

[Click here to read about Hamza.](#)



Pakistan

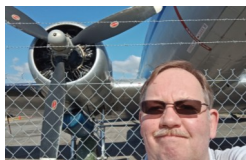


Phil Camp

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India



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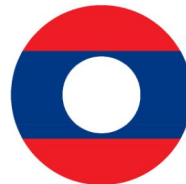


Igor Kabic

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Cambodia



Laos



Myanmar



Max Schep

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Royal Netherlands East Indies Air Force



Mark Attrill

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South Vietnam (SVAF)



Vietnam (VPAF)

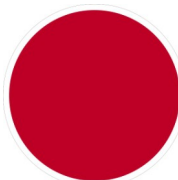


Nepal



Andy Binks

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Japan



Taiwan



Steve Darke

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Thailand



Mick Burton

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Indonesia



Papua New Guinea



East Timor



ASIAN HOTSPOTS—3: KASHMIR



Pakistan Air Force		Pakistan Army		Indian Air Force		Indian Air Force (Continued)	
F-7	136	King Air 350	7	Shamsher/Jaguar	130	C-130J	11 (1*)
F-16A/C	45	Cessna 206/208	4/7	MiG-21	134	C-295	(56*)
JF-17	98 (62)	Challenger 605	1	MiG-27	44	Do.228	48 (6)
Mirage IIIEP/OF/RP	69	Citation Bravo	1	MiG-29	66	HS.748	57
Mirage 5EF/F/PA	90	Turbo Commander	2	Mirage 2000H/I	45	IL-76	17
Falcon 20	2	AH-1F	48	Rafale B/C	36	Saras Mk.2	(15*)
King Air 350	2	AH-1Z	(21)	Su-30	229 (22)	Indian Army & Air Force Helicopters	
Saab 2000 (AEW)	4	AW.139	5	Su-57/T-50	(144*)	AH-64E	(34*)
Y-8 (AEW)	4	Bell 206/412	18/33	Tejas	10 (110)	CH-47F	(15)
IL-78	3	H-125M/AS.550	31	707	1	Dhruv ALH	228 (147)
C-130B/E/L-100	16	Mi-8/17/171	48	737	2	Ka-226	(200*)
CN-235	3	Mi-35	4	A.330	(6*)	LCH	(179)
Saab 2000	6	SA.315	18	ERJ-145	1	Mi-17	225 (48*)
Y-12	2	SA.316	13	G-100/1125 Astra	2	Mi-24/25/35	17
AH-1F	1	SA.330	45	Global 5000	2	Mi-26	3
AW.139	8 (1)	T.129	(30)	Gulfstream III	3	SA.315	49 (14)
Bell 205/412	5/1	UH-1H	1	A-50	3 (2)	SA.316/319	81
Mi-171	6	Z-10	3 (17)	IL-78	7		
SA.330	1			An-32	104		
SA.3160	10			C-17	10 (1)		



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