

Model Activity Press

UNDERPLAN

AirArchive

AIRCRAFT OF WWII (PART 1)



History ● Detail ● Scale Drawings ● Flying Colours

AirArchive No.3

AIRCRAFT OF WWII (Part 1)

BOEING PT-13 & 17 STEARMAN

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VICKERS SUPERMAINE WALRUS

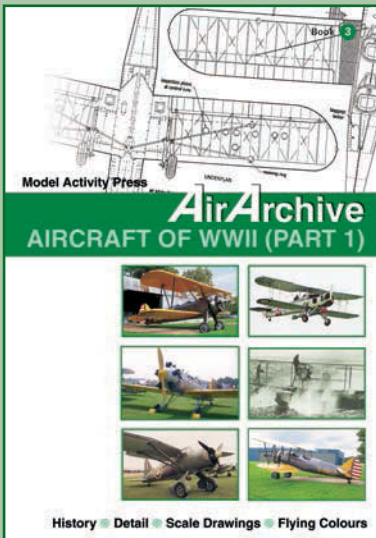
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Boeing Stearman P-13 & 17



Boeing Stearman PT 13 & 17

A classic trainer that set countless rookie pilots on the road to either military and civil flying careers ... or maybe both!





SPECIFICATION

| | |
|--------------------------|---|
| Wing span: | Upper-32ft 2in (9.804m) Lower-31ft 2in. (9.450m) |
| Length: | 25ft (7.62m) |
| Wing chord: | 5 ft (1.27m) |
| Aerofoil: | NACA 2213 |
| Wing incidence: | Upper- 4 deg Lower - 3 deg |
| Tailplane: | 3 deg. |
| Dihedral: | upper 0.5 deg Lower 1.5 deg. |
| Max a.u. wt.: | 2950 lbs (1341 Kg) |
| Empty wt: | 1870 lbs (850 Kg) |
| Max. level speed: | 125 mph (200 Kph) |
| Cruising speed: | 100mph (160 kph) |
| Landing speed: | 56 mph (89.6 kph) |
| Service ceiling: | 12,000ft (3,048m) |

Although it was not the last military biplane to be designed and built in USA, Boeing's Stearman 'Kaydet' will be remembered as the last to go into production. It was remarkable too, as the first aircraft to meet the specifications of both US Army and US

Navy - never before had the two services, with their strong rivalries, completely reconciled their differences in requirements.

The 'Kaydet' was a biplane in the classic American style, with its radial engine (strange that it was never cowled - maybe for serviceability considerations), minimum upper dihedral and heavy stagger.

Also characteristically American were the large cockpits with a high seat position, necessitating ample windscreens, long travel undercarriage and a beautifully smooth exterior and well finished.

Developed from the NS-1 of 1934, the Lycoming powered PT-13 appeared two years later. Twenty-six machines were delivered to the Army, followed, in 1937, by 92 PT-13As, with slightly increased power and different instrumentation. Another increase in power distinguished the PT-13B, 255 of which were built in 1940 to meet the demands of an expanding training programme. Six PT-13As were re-engined to become -13Cs. The same 220 h.p. Lycoming engine was chosen for the PT-13D (Navy N2S-5), of which 1,768 were built, the majority going to the Navy.

The PT-17 series all had Continental engines and were the most numerous, 3,519 of the basic model alone, plus 21 of the -A and -B variants fitted for blind flying and spraying.

The US Navy equivalents of the PT-17s were the N2S-1, 2, 3 and 4. A few PT-18

and -18As with Jacobs engines completed the picture, except for 300 PT-27BW (Boeing-Wichita) Continental-powered winterised machines with cockpit canopies, which were supplied to Canada under Land-Lease agreement.

Other countries purchasing the 'Kaydet' were China, Brazil, Cuba, Bolivia, Colombia, Guatemala, Argentina, Venezuela, Peru, Dominican Republic and Philippines. For scale modellers, there's scope there for colour schemes ... if you can find them!

Of the enormous total of 10,346 machines manufactured up to February 1945, many are still being used for sport, aerobatic flying, air displays and possibly still as crop sprayers although there are probably few now with the advent of dedicated aircraft for that purpose.

Designed for rapid manufacture and maintenance, the Stearman has a fuselage and tail assembly of welded chrome-molybdenum steel tube. The fabric covering to the fuselage was supported by light alloy arches and stringers, while the cowl panels are dural.

The wings, fabric covered, have wooden spars and ribs, with alloy compression ribs. All struts were metal and the simple undercarriage assembly could be detached by removing just four bolts - an important feature for a basic trainer aircraft in which the undercarriage was likely to come in for some heavy strains.





1 & 2: Cockpits showing wind-screens and leather coaming.

3: Elevator detail.

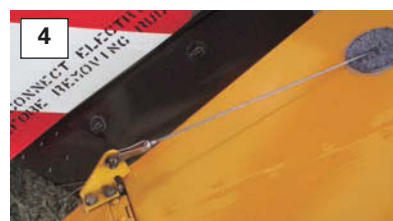
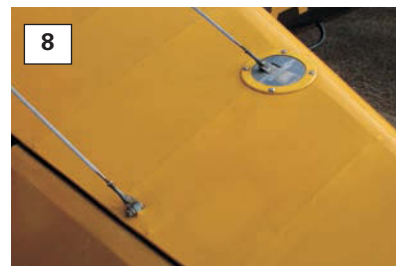
4 & 5: Linkage to the elevator trim tab, top and bottom. It is hinged on the surface.

6 & 7: close up of elevator hinges.



8: Bracing wire anchor points on tailplane.

9: Detail of bracing wire anchor on tailplane underside



10: Undercarriage fairing with fuselage side.

11: Pressed metal fairing at wing root leading edge just behind undercarriage fairing.

12: Inner side view of wheel hub.

13: The full undercarriage fairing.

14: Tailwheel, showing the fabric cover to the fuselage fairing.



15 & 16: Two views off the uncowed, nine cylinder engine. 17: Close-up of the propeller hub.



18: Access hatch on lowering wing. 19: Rear strut anchor, lower wing. 20: Wing tip hand grip, lower wing.

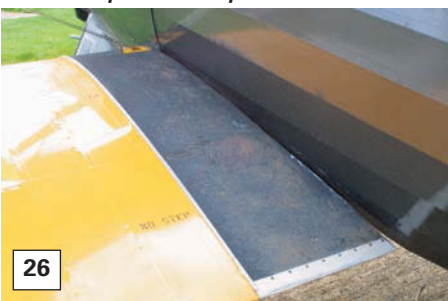


21: Front strut anchor point, lower wing.

22: Mirror under wing centre section.

23: Hand grip upper wing centre section.

24 & 25: Lower wing undersides showing aileron in up and down positions.



26: Wing-walk panel for cockpit access. Lower port side wing root. Starboard is similar.

27: Hand grip rear lower fuselage.

28: Inspection hatch, rear upper fuselage, port side only.

29: Metal tailplane/fin fairing. Starboard side folds over port.



30: Fuselage anchor point for tailplane underside bracing wires.

31: View of rear fuselage starboard side under tailplane, showing fairing for rudder cable, metal panel work and tailplane bracing wires.

32: Metal panels behind the rear cockpit well and the radio aerial.





34



35

34: General of tailcone.
 35: Rudder aerodynamic balance and the anchor points for wire braces.
 36: Annotation at foot of rudder.
 37: Detail of bracing wire anchor point at tailpost.
 38: Tail light on rudder.
 39: Bracing wire anchor point at fin leading edge.
 40: Full view of the interplane strut, starboard side.
 41: Wooden bracing wire spacer between upper and lower wings.
 42: View from rear showing the rudder control horn, angled down 45 degrees.



36



37



38



39



40



41



42



43



44

43 & 44: Wing strut and bracing wire anchor points, on upper wing lower surface.

45: The cabane struts, starboard side.

46: Close-up of cabane strut anchor points.



45

47: The anchor points for wing bracing wires at lower wing root.

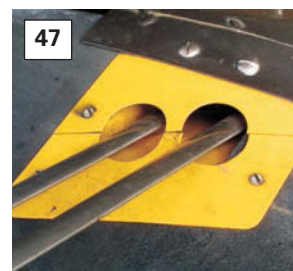
48: Anchor point for rear interplane strut at lower wing trailing edge.

49: Leading edge lower wing strut anchor point.

50: Pitot head on port interplane strut, also seen in 51.



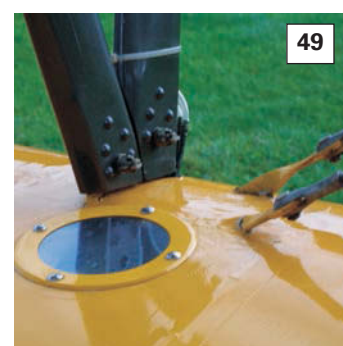
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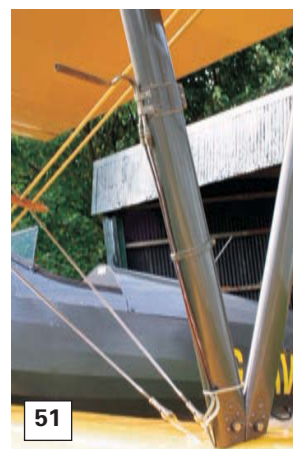
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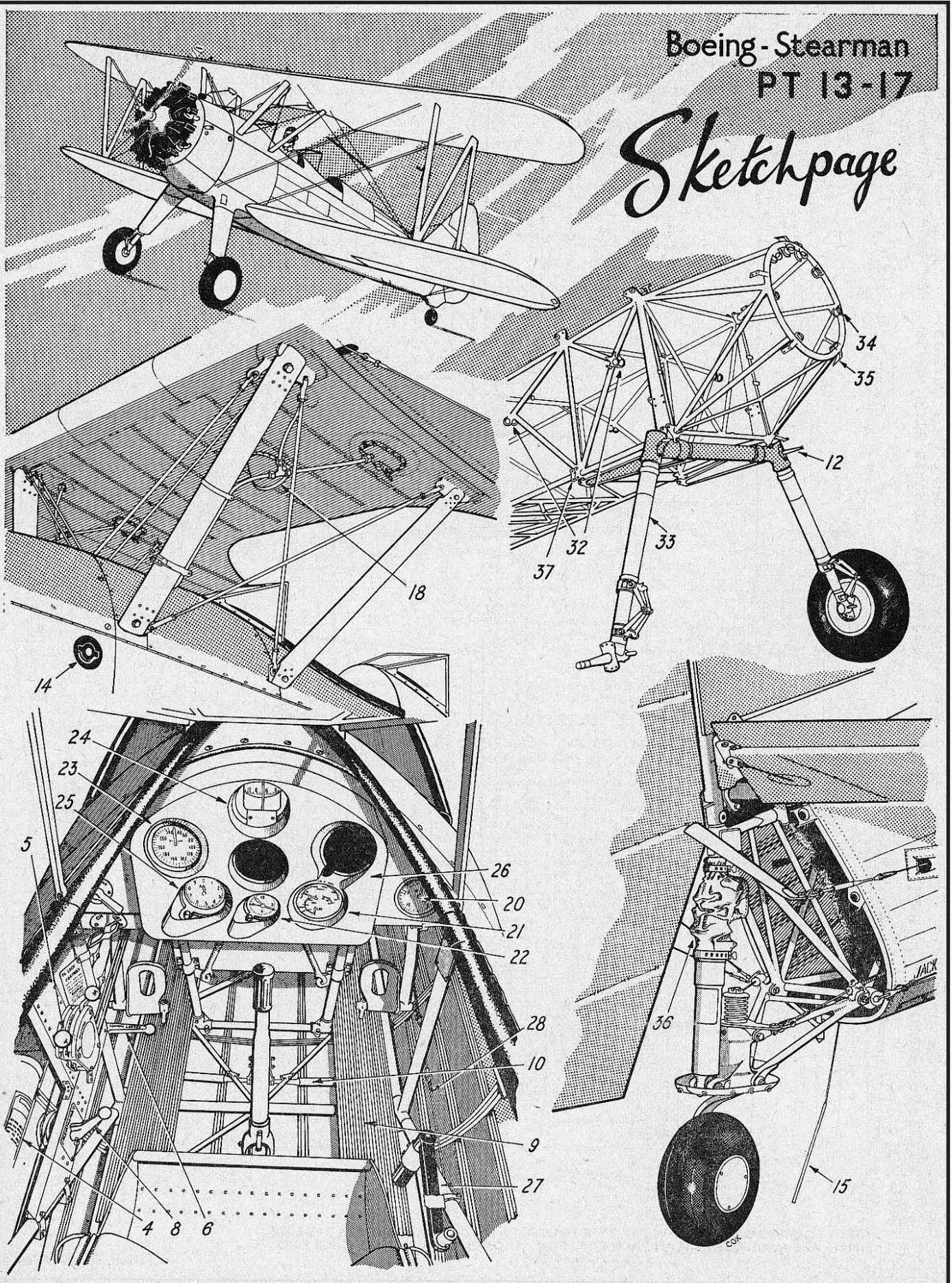
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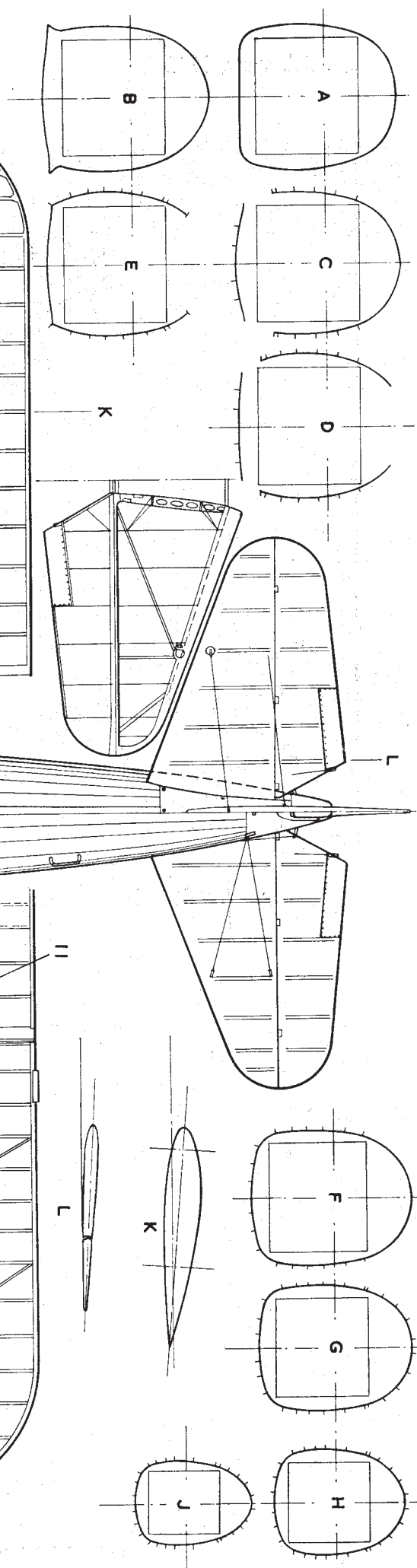
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Boeing-Stearman
PT 13-17

Sketchpage



- 1: Firewall. 2: Baggage compartment. 3: Instrument panels. 4: Fire extinguisher. 5: Throttle. 6: Control lock lever. 7: Rudder pedal. 8: Elevator trim. 9: Corrugated heel boards. 10: Link rod to aileron crank. 11: Aileron crank. 12: Step. 13: Fuel filler cap. 14: Oil filler cap. 15: Static discharge rod. 16: Carb. air intake. 17: Magneto switch operating rod. 18: Fuel gauge. 19: Elevator control tube. 20: RPM dial. 21: Oil temp and pressure. 22: Clock. 23: A.S.I. 24: Compass. 25: Altimeter. 26: Instrument panel bevelled along sight lines. 27: Inertia starting handle - rear cockpit only. 28: Rudder cable. 29: Mag. Switch. 30: Fuel cock. 31: Front seat. 32: Mounting lugs for pedals. 33: Complete undercart assembly detaches. 34: Engine mounting lugs. 35: Cowling attachment points. 36: Canvas cover. 37: Front spar mounting.



Drawn by G. A. G. Cox.

PT 13D

COLOUR PT 13D

BRIGHT BLUE - FUSELAGE

ALL STRUTS
SPACER 'S'

CHROME YELLOW - WINGS

TAIL

ALUMINIUM

- WHEEL DISCS

COCKPIT EDGE PADDING & TAILWHEEL CUFF.

WING WALKS, HANDLES,

SENSEICH WOODEN PROPELLER

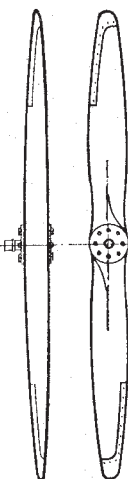
LOCATION OF LETTERING
(SOLID BLACK)

COLOUR - N25-5

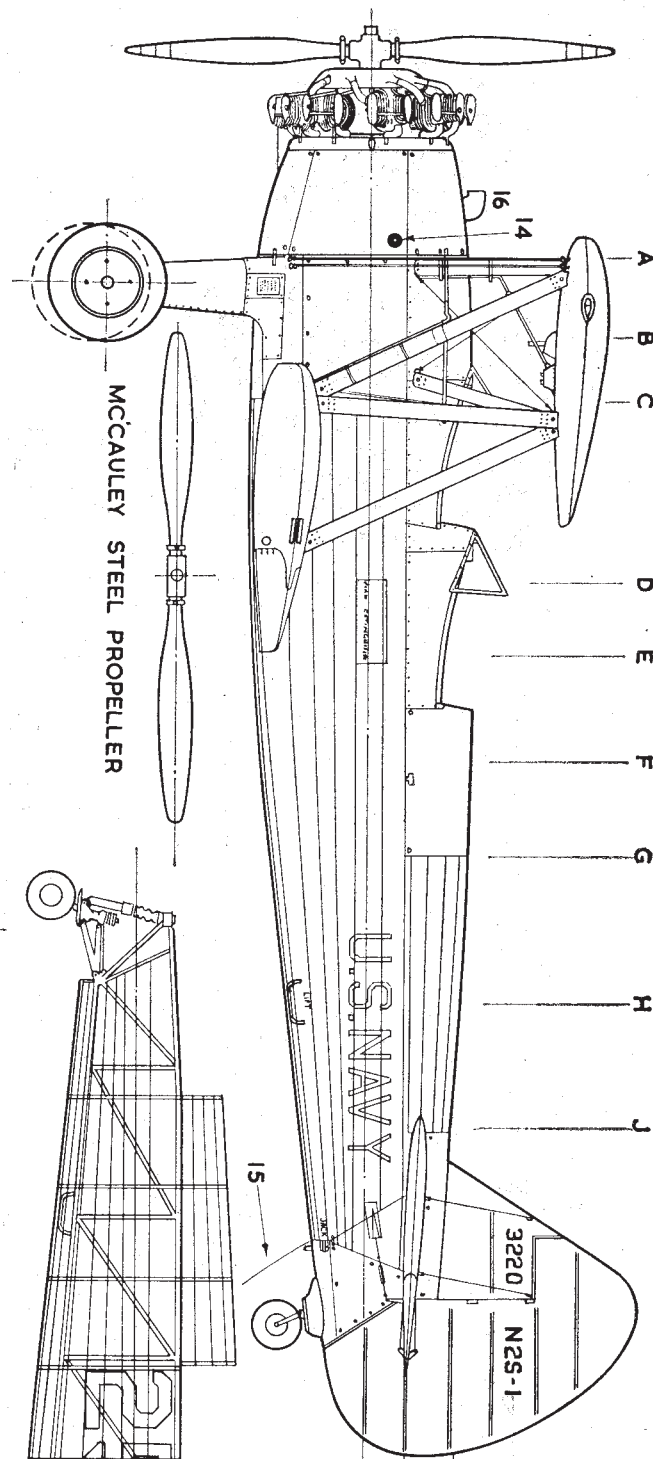
ALL YELLOW

12

ARMY

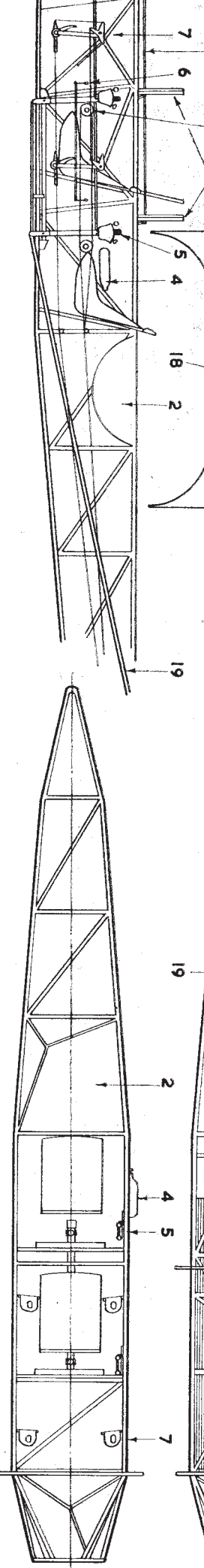
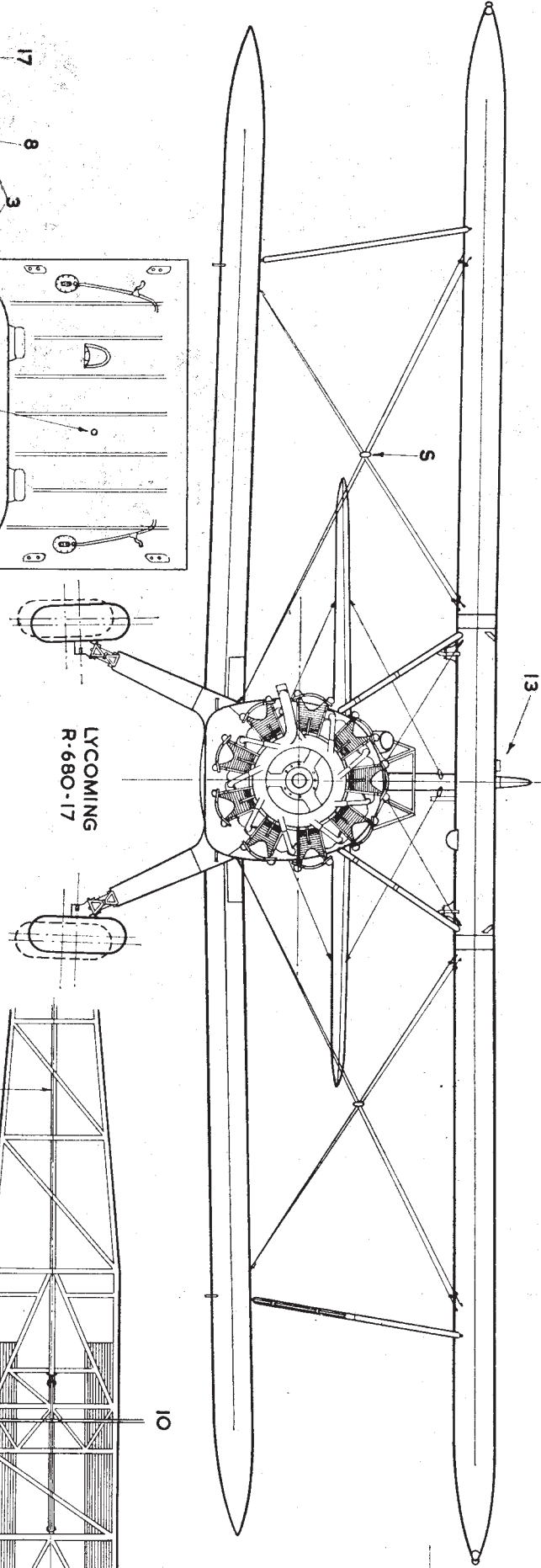
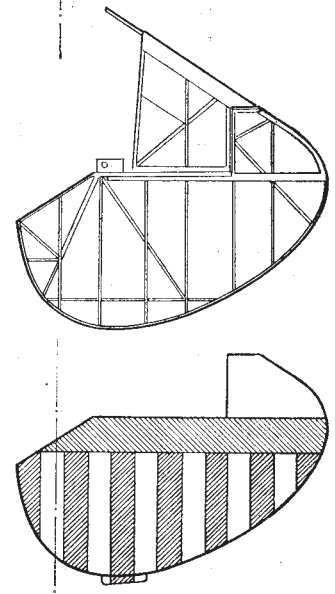


FT.



PT 13 D NUMERALS

PT 13 D



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Fairey Swordfish



Fairey Swordfish

If ever there was a 'wing-and-a-prayer' warbird, this is it!



FEW aircraft will ever rival the Swordfish's fame as an instrument of victory. The duration of this machine's service as a vehicle for so many dramatic events throughout the Second World War, even outliving its designed successor, the Albacore, is a tribute to its superlative qualities as a fighting machine.

The 'Stringbag' was slow, it is true. A maximum indicated speed of something

like 125 knots at a time of the advent of jet propulsion would in itself appear to be an anachronism, but the special role which the Swordfish fulfilled demanded other qualities than speed - a rock-steady landing approach or torpedo run, a slow dive, economy of fuel and manoeuvrability. All these qualities the Swordfish had in abundance. The fact that some Fleet Air Arm and Royal Air Force units converted from Vought Chesapeake and Fairey Albacores

to the Swordfish suggests that in the desperation of war, smoothness of contour and sophistication of equipment are secondary to military effectiveness.

The exploits of Swordfish crews in almost every major Fleet Air Arm engagement during the second war are so numerous that it would be fruitless to attempt to do justice to the subject within the limits of this profile. The reader is advised to consult the many historical accounts of the



war at sea which have been written in recent years. It is felt that a description of the machine rather than its achievements will more nearly meet the needs of the model-building reader.

The Swordfish began as a private venture by the Fairey company in 1933 - a bold venture in that no service specification had ever been issued for a general purpose aircraft which was flexible enough to combine the functions of torpedo plane, bomber and spotter/reconnaissance. The T.S.R.I (Torpedo/Spotter/Reconnaissance) which resulted from the calculations of C.

sate for the increased moment aft, the upper wing was swept back four degrees. In the spring of 1934, the new T.S.R.II, bearing the serial K4190, began flight trials at Martlesham, then at Gosport, and very soon a production contract for 86 machines was awarded. The first production machine, K5661, was delivered in February 1936.

Production at Fairey's Hayes factory ended in 1940 with the 692nd Mark I so that assembly lines could be laid down for the new Albacore, but Swordfish production was transferred to the Blackburn

jectiles and a larger oil cooler, although some late Mark Is were fitted with the more powerful engine and larger oil cooler. The Mark III was equipped with A.S.V. radar, and the radome between the undercarriage legs was a feature that was difficult to overlook. The Royal Canadian Air Force used Swordfish aircraft, those operating in Canada being fitted with enclosed cockpits and designated Mark IV.

The fuselage of the Swordfish was a welded steel structure in three parts, joined together at the rear catapult spool and at the tailplane front spar. Metal fairing pan-



R. Fairey and his chief designer, M. Lobelle, was very similar to the Swordfish, but among the external differences which were immediately noticeable were an uncowled Pegasus engine, and wheel spats.

During spinning tests, the T.S.R.I went into an uncontrollable flat spin and crashed, but undismayed, the company built a second machine incorporating corrective modifications. An extra bay was added to the rear fuselage, and to compen-

Aircraft Co. factory at Brough. 300 Mark I 'Blackfish' were built, followed by 1,080 Mark IIs and 319 Mark IIIs. The last aircraft left the Yorkshire factory in August 1944, bringing the grand total to 2,399.

There were, of course, many detailed differences between the marks, but the only major external distinguishing features were, in the Mark II, metal covering to part of the underside of the lower wing as a protection against the blast of rocket pro-

els were attached to dural supports on the forward fuselage, while fabric-covered wooden panels covered the sides of the rear fuselage. A flotation bag with a buoyancy of 1,600 lb. filled the rear fuselage between stations J and K on the drawing shown here. The wings were of tubular steel spars and struts with dural ribs and fabric covering except for areas on the lower stub wings and the upper centre-section that had a metal covering to provide



walkways. The interplane and undercarriage struts were faired to a streamline section, but the centre section struts were left circular. The tail assembly was of mixed steel and dural construction, fabric-covered.

The standard defensive armament was

one Vickers gun in the rear cockpit, with six spare drums of ammunition. The peculiar mounting was designed to provide runners for a tambour shutter which covered the gun breech when it was stowed, but which could be slid downwards and backwards under the gun during action. Another

Vickers gun was mounted to fire forwards, but this was removed soon after entry into service, probably because of its inaccessibility when jammed. On many machines, the bulged side panel on the starboard side was replaced by a flat one.

Alternative offensive weapon loadings



were:

- One eighteen inch torpedo (1610 lb.)
- One mine (1500 lb.)
- Six 100 lb. and eight 20 lb. bombs (760 lb.)
- Six 250 lb. and four 20 lb. bombs (1580 lb.)
- Two 500 lb two 250 lb. and four 20 lb. bombs (1580 lb.)

Three 500 lb. bombs (1500 lb.)

The maximum permissible load for catapult operations was 1,500 lb. and the overload of 20 lb. sighter bombs was only carried during straight flying conditions. The Mark II and Mark III were fitted with rails to take four 60 lb. rocket projectiles under each wing.

Normal fuel load consisted of 155 gallons in the main tank which filled the fuselage space between stations C and D on the drawing and a 12.5 gallon gravity tank just forward of the pilot's instrument panel. An overload fuel tank of 69 gallons capacity could be carried under the fuselage, but more usually for long range reconnaissance work, a 60 gallon tank was mounted on the upper longerons immediately aft of the pilot, an extended hood with windshield being fitted to the centre cockpit to cover it.

Early Mark Is were powered by the Bristol Pegasus III M3 engine of 690 h.p., but later aircraft were fitted with the Pegasus XXX of 750 h.p. The performance of the Mark I was:

- Maximum speed: 139 m.p.h.
- Cruising speed: 104-129 m.p.h. at 5,000 ft. Landing speed: 63 m.p.h.
- Range with torpedo: 546 miles.
- Range with extra fuel: 1,030 miles.
- Service ceiling: 10,700 ft.

Key to 1:60 scale drawing

1. Extra wire to leading edge when bombs are carried in
2. Torpedo sight bars. Miniature lamps are equally spaced along the upper edges. Electric cables are cleated to the front centre-section struts.
3. Hoisting sling of 100 cwt. cable attached to the upper longerons at the base of the rear centre-section struts. The free ends of the cables are stowed in the box in the upper centre-section with the 4 cwt. stay cables which attach to the front spar on the aircraft centre line.
4. Mountings for Type O-3 compass. Note asymmetric
5. Part of the larger, 20-element oil cooler blanked-off by a small aluminium plate.
6. Petrol filler cap, main tank.
7. Petrol filler cap, gravity tank.
8. Petrol gauges.
9. Access to oil filler cap.
10. Oil tank immersion heater.
11. Inertia starter socket.
12. This step should be removed when machine is fitted with floats.
13. Handling rail fitted in place of tailwheel on seaplane.
14. The aileron wires run parallel to the rear centre-section struts to the rocking head assembly which is connected to the ailerons by push-pull tubes. Rotating the handwheel imparts a downward bias to the ailerons of 8 degrees so that they act as flaps for catapult take-off.
15. Metal covering to the undersides as far out as here on Mark II and Mark III
16. Forward synchronised gun rarely fitted.
17. Wing locking handles.
18. Bomb-aimer's retracting windshield.
19. Bomb-aimer's sliding hatch. Camera sometimes fitted

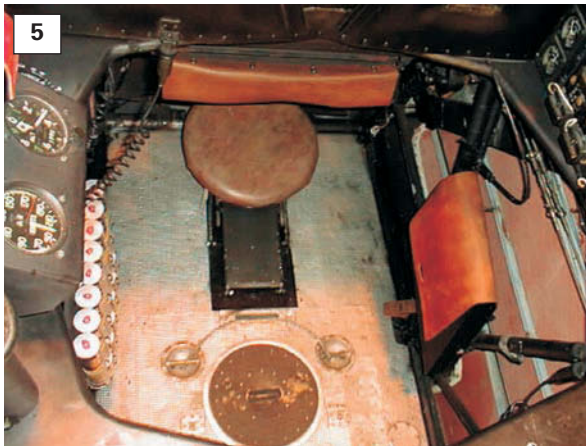
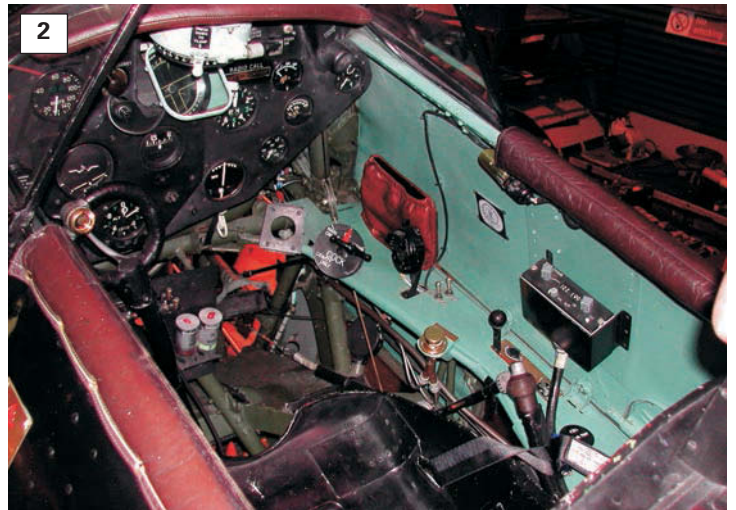
above.

20. Seaplane towing bridle. Cable is spring-clipped to lower and then upper ends of inner front float struts.
21. Catapult spools.
22. Metal step plate over balsa fairings.
23. Dinghy release cord. A small handle was provided on upper centre-section for the pilot, another cable ran down the rear centre-section strut and along the outside of the fuselage on the starboard side level with the upper longeron as far as the tailplane.
24. Cable from the dinghy in the port upper wing to an immersion switch on the firewall. Dinghy was automatically inflated if aircraft was submerged.
25. Zip access to sea anchor.
26. Narrow window disclosing six lead ballast weights mounted on the lower longeron on each side of the aircraft.
27. Zip inspection flaps.
28. Rod aerial fitted to all but early models.
29. Fairing panel around arrester hook 'A' frame. Note that the groove for the frame is wider on the port side to accommodate the hydraulic damper. This panel was replaced by another without grooves when the hook was removed for seaplane operations.
30. Limit of metal and anti-slip covering to lower stub plane.
31. Red warning bands on floats.
32. The wings are shown rotated about their rear spars in this view to show full chord.

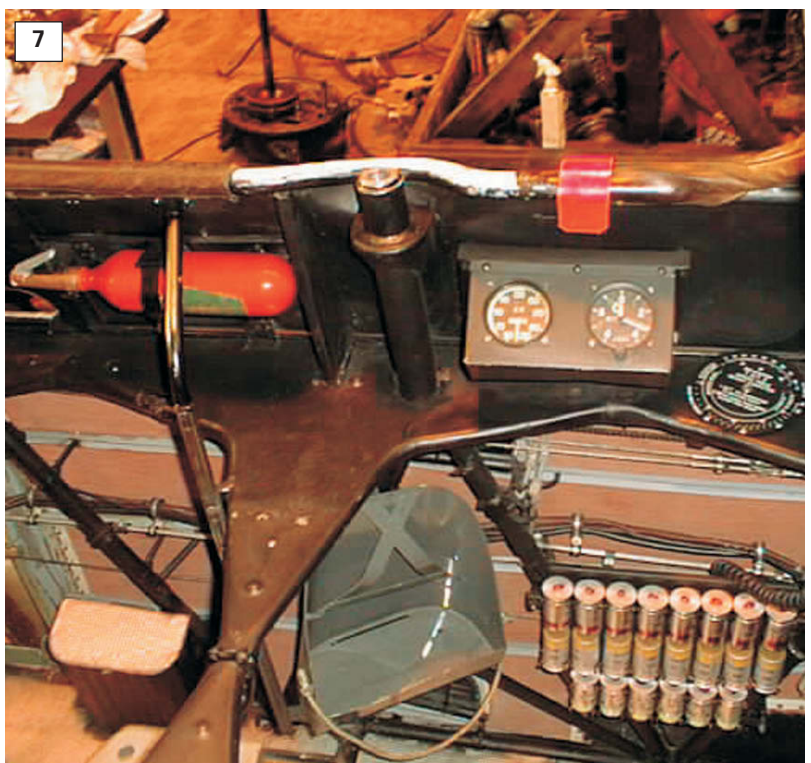
N.B. K8440 was an 822 Squadron machine aboard H.M.S. Courageous, and is shown in the drawing in its 1939 colouring. There is no evidence that this particular machine was ever fitted with floats. Modellers wishing to build the seaplane version are advised to substitute L2742 for K8440, and 529 for 609, or to model the prototype K4190; both these machines have been photographed fitted with floats.



IN DETAIL



1: Pilot's cockpit, showing the instrument panel. 2: View into the pilot's cockpit well. 3: Pilot's headrest. 4: Further view of the pilot's instrument panel. 5: Navigator's cockpit showing the flare cartridges on the right side and the map pouch on the left. 6: The rear of the Telegraphist Air Gunner's (TAG) position showing the gun swivel. 7: Another view of the navigator's cockpit, looking from the left towards the right side.



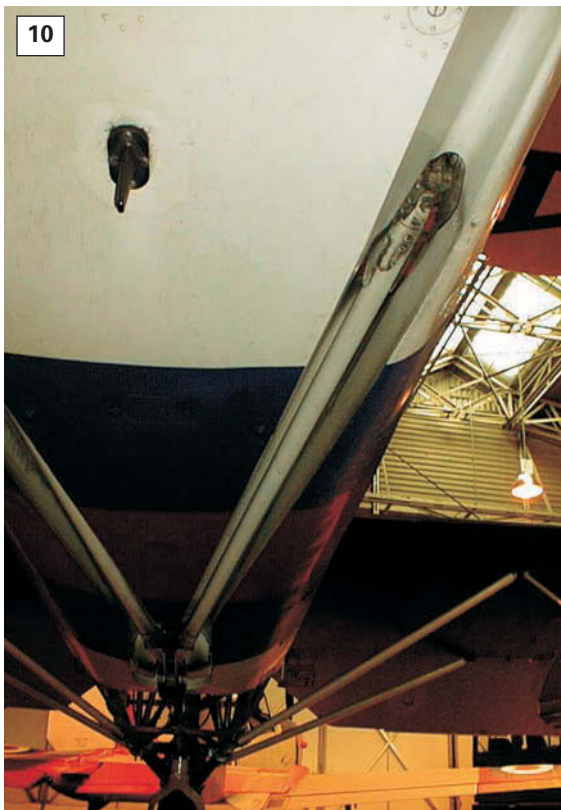


8: View looking backwards at the left side of the rear (TAG) cockpit showing the fire extinguisher.

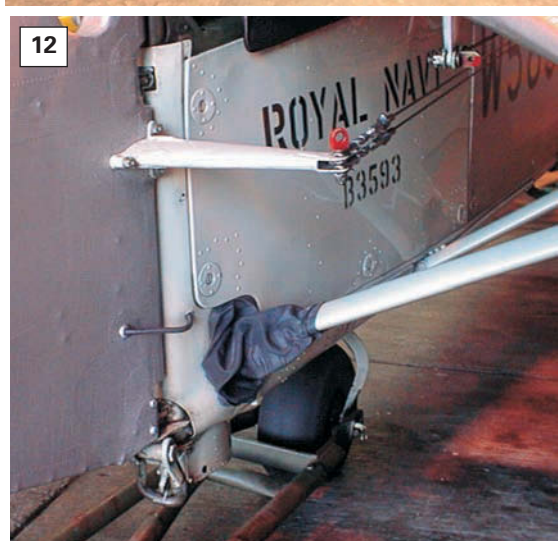
9: A further view of the rear cockpit well looking at the left side. Seat position faces aft.

10: View of the arrester hook in the retracted position under the fuselage.

11: Abrupt stopping machine Mark 1! The business end of the arrester hook of the Fleet Air Arm Museum's static aircraft.



12: Rear fuselage at the rudder post, showing rudder horn, twin control cables and tailplane struts. Leather cover shrouds the tail trim jack.



13: Close-up of access panel in the left fuselage side behind and below the rear cockpit - for access to ballast installation position. Similar access on right fuselage side. The round attachment point at the bottom is the catapult spool.

14: View of the rear fuselage under the tailplane showing strut anchor point.

15: Further view of the fuselage and tailplane, showing the folding wing steady.

16: Elevator hinge point, control horn and shaped, tubular elevator joiner.



17 & 18: Tail lights mounted in the lower rudder trailing edge.

19: Main wheel hub and tyre.

20 & 21: Main undercarriage strut and fairing over the axle.

22: Upper wing centre section. Crane-lift attachment is under bulged fairing. Knurled knob is for drooping the ailerons for flap effect during catapult launch.

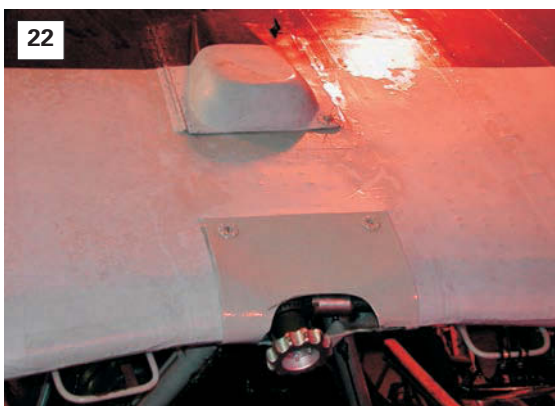
23: Detail of some of the flying wire mounting clevises.

24: Leading edge wing panel locating pin and the top of the main undercarriage oleo.

25: The wing locking latch in the released position.

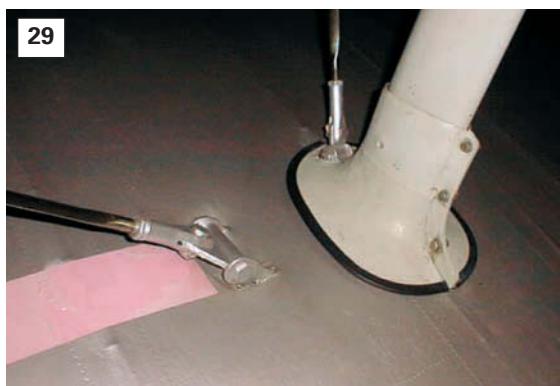
26: Universal joint mechanism at wing root that guides the wing panel when it folds.

27: Wing underside at the wing tip, showing underwing lights.





28



29

28: Aileron control horn and aileron link strut from lower wing aileron.

29: Anchor points for the wing strut and bracing wire on the lower wing upper surface. Note 'gaiter' style fairing to strut.



30



31

30: The heavily faired fuselage-to-wing V-struts and the wing fold latch.

31: The torpedo was the weapon most associated with the WW2 exploits of the Swordfish. Here it is, on its mounts.



32



33

32: Aileron hinges on lower wing.

33: The 'V' shaped stays on the underside of the tailplane panels in the stowed position. These hinge forward to hold the wings in place when the wings are folded back.



34



35

34: Fin and rudder, showing the bracing wires.

35: The three-strut main undercarriage leg.



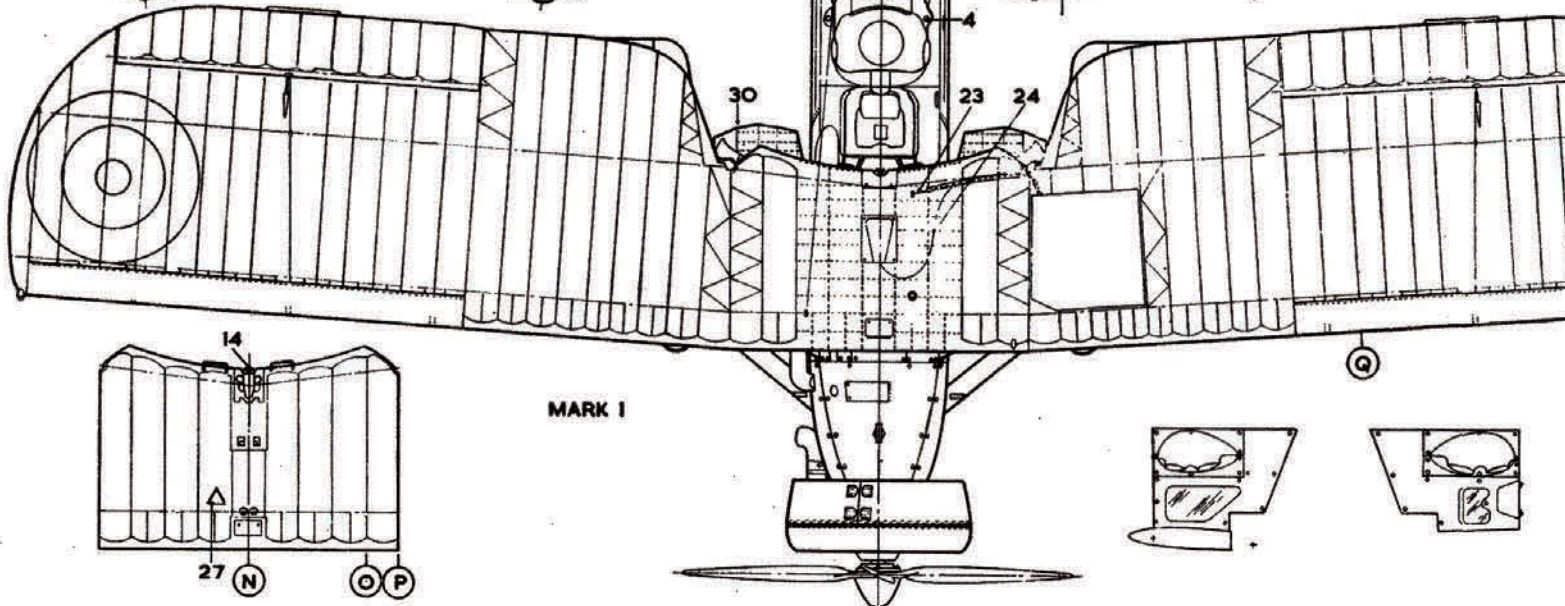
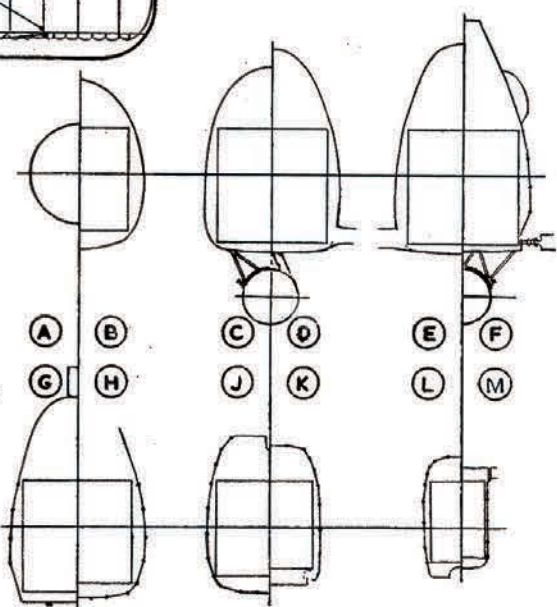
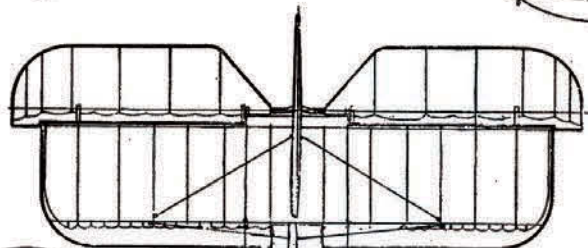
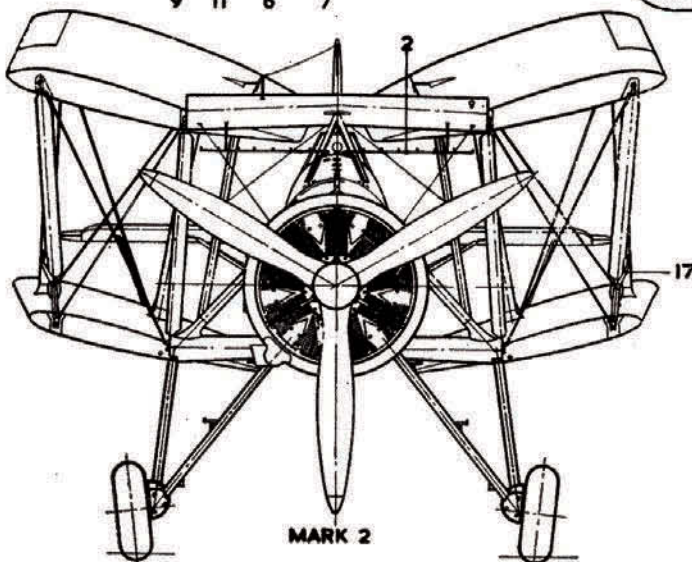
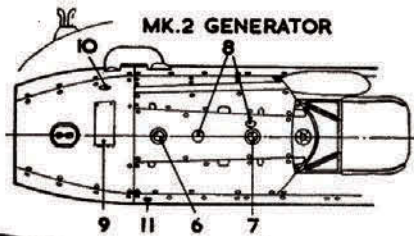
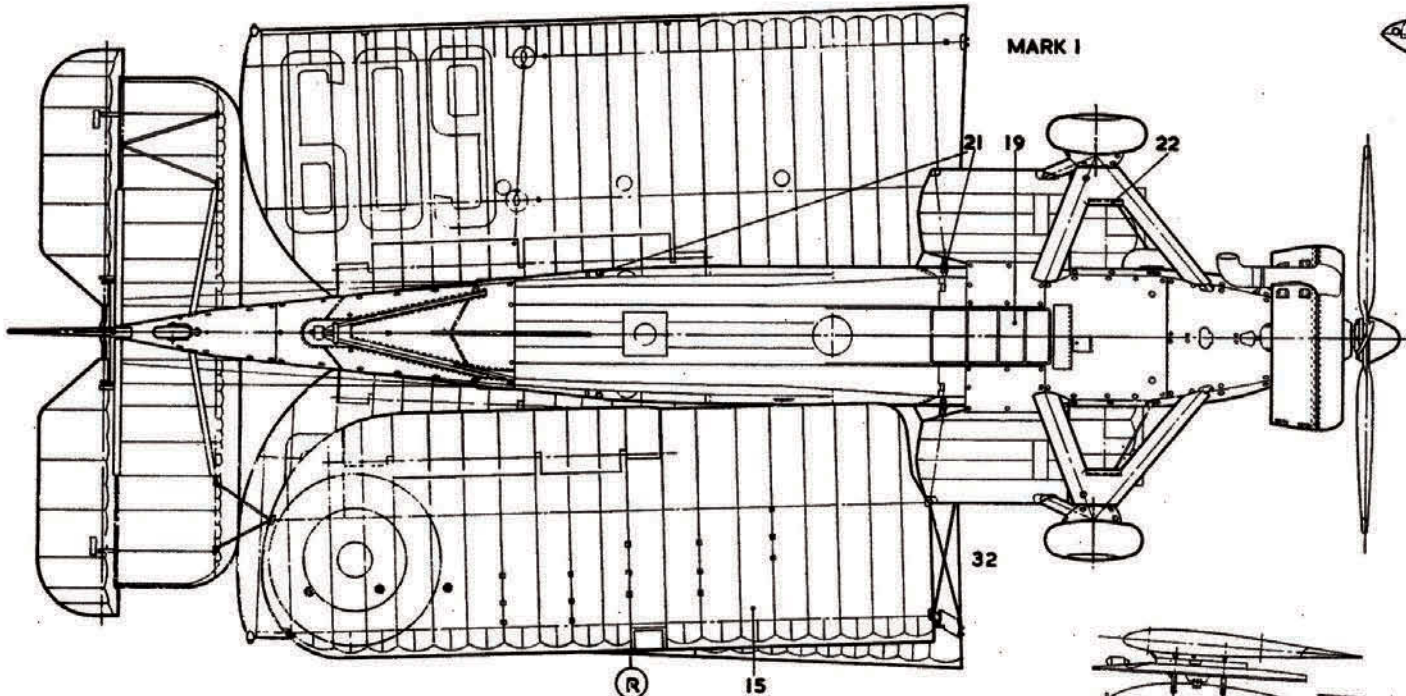
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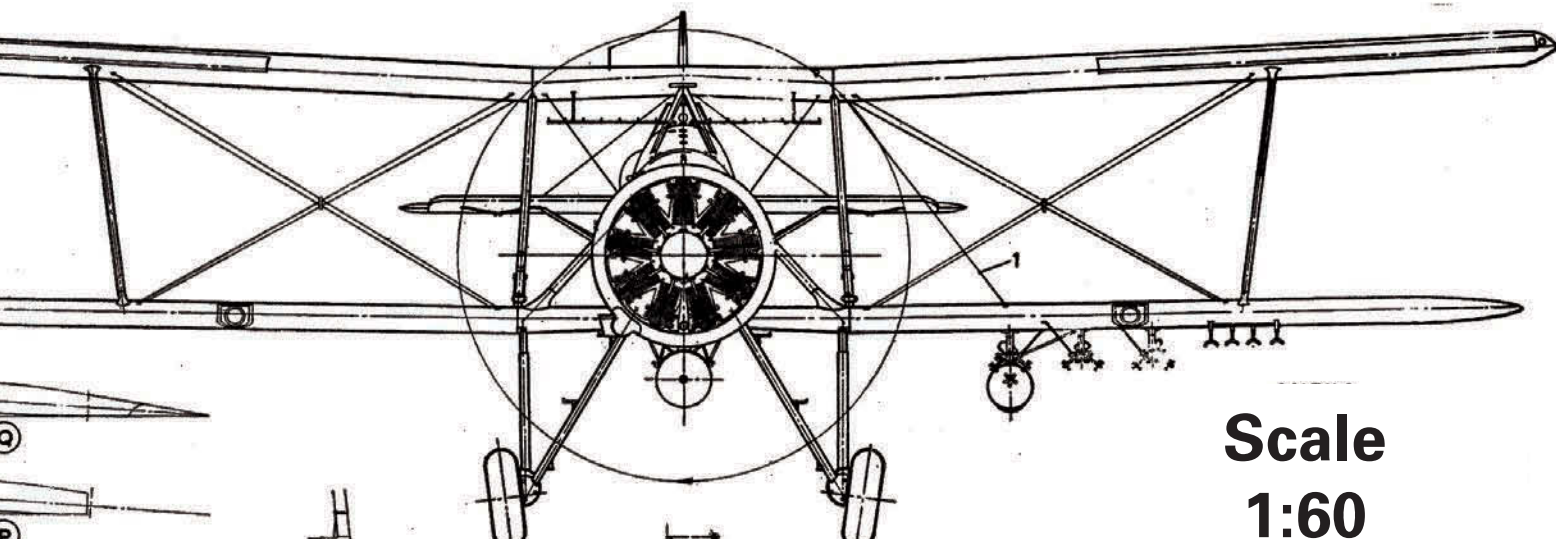


37

36: Leading edge slat on the left upper wing, seen in the deployed position.

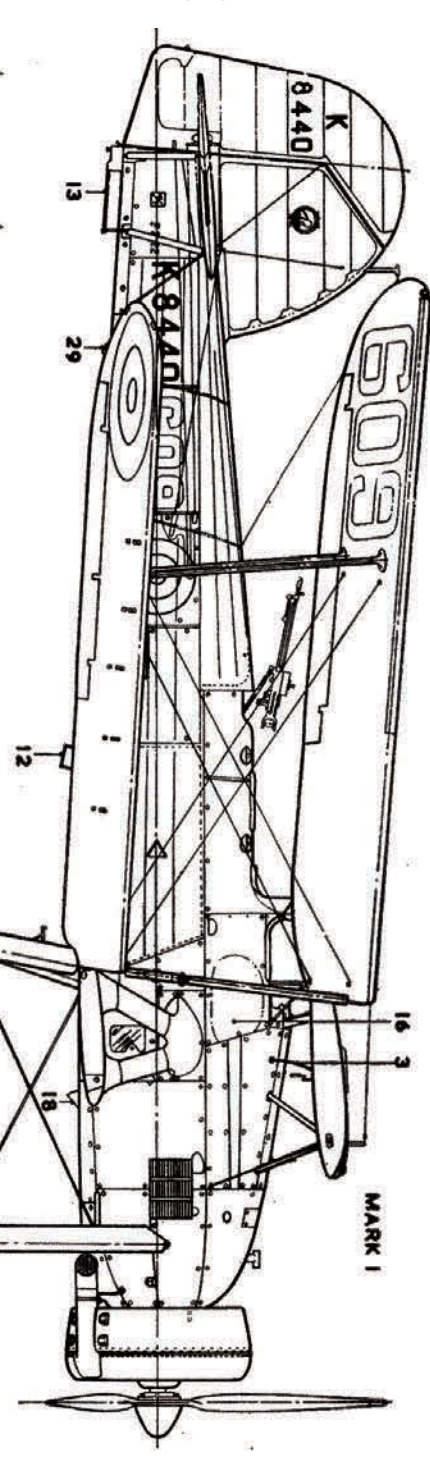
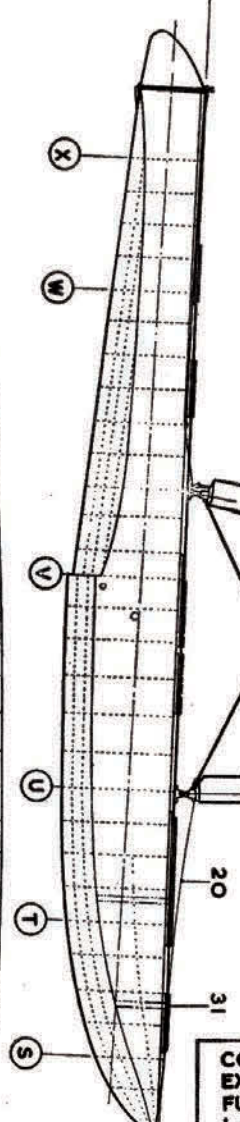
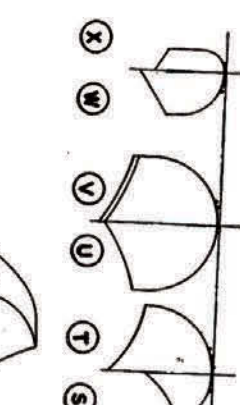
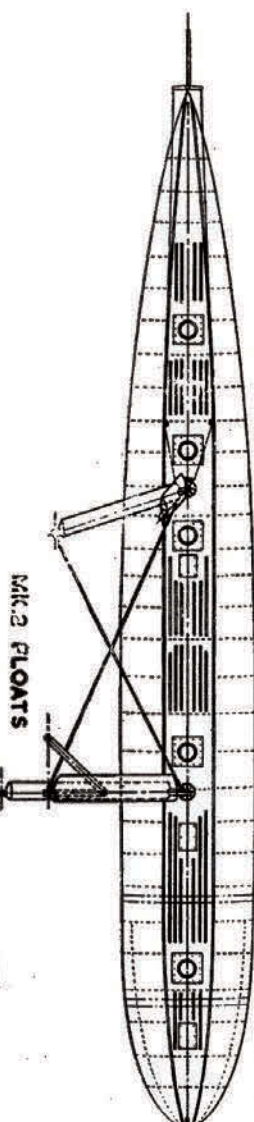
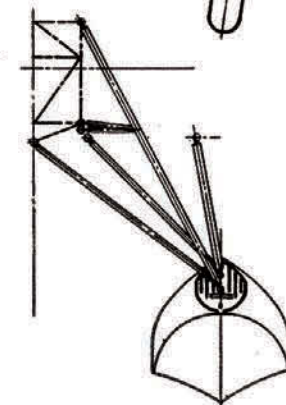
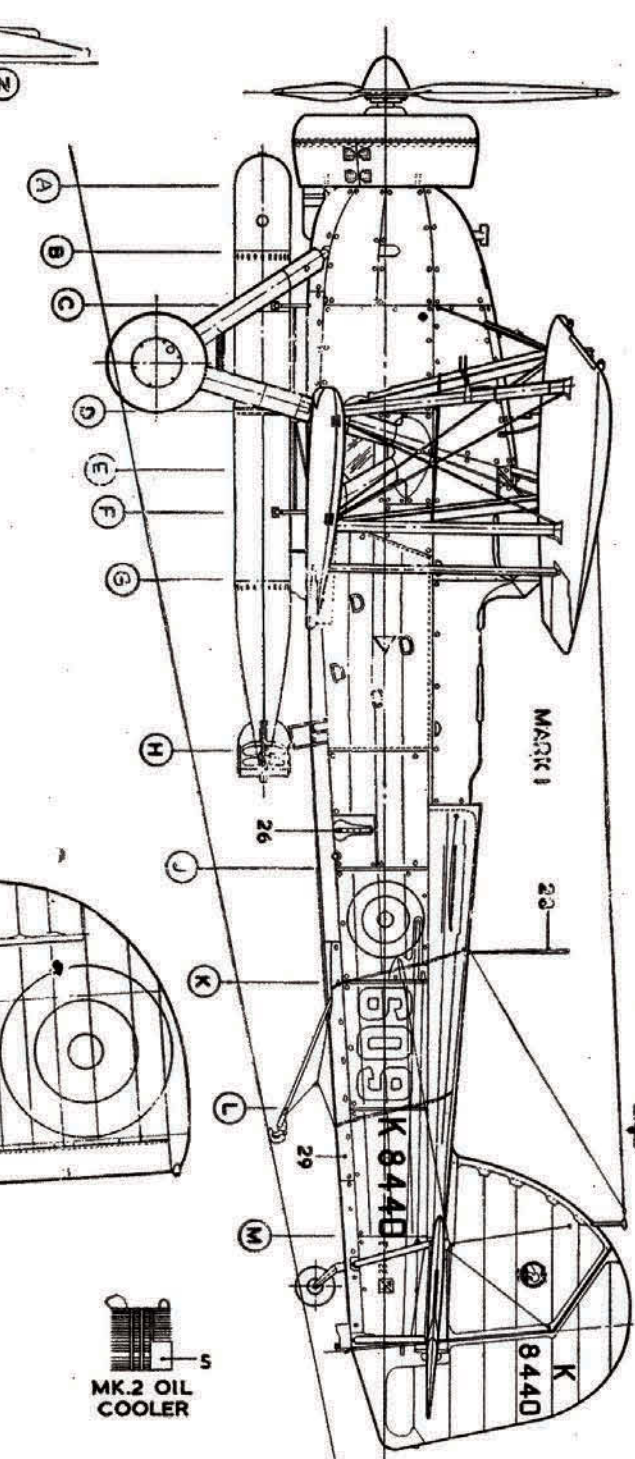
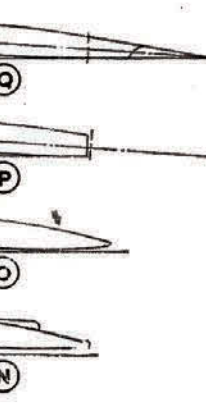
37: The tailwheel unit and doughnut type tyre.





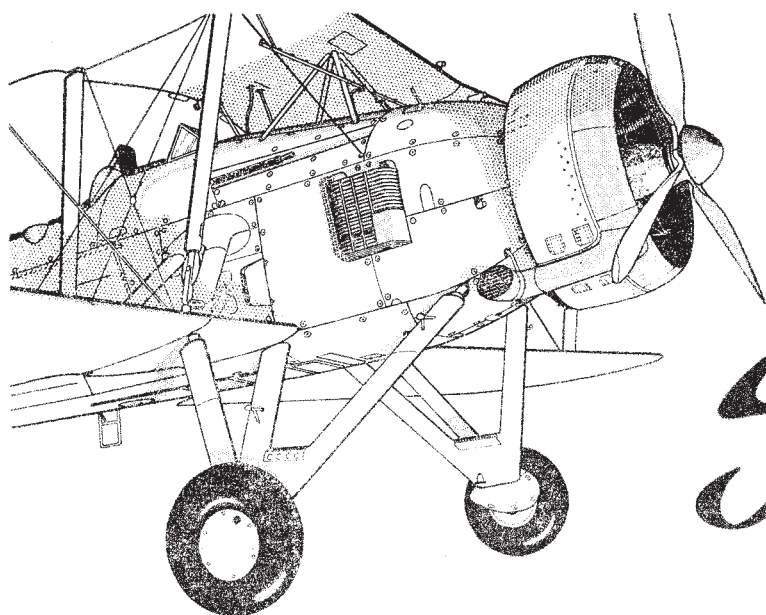
**Scale
1:60**

MK.2 PITOT



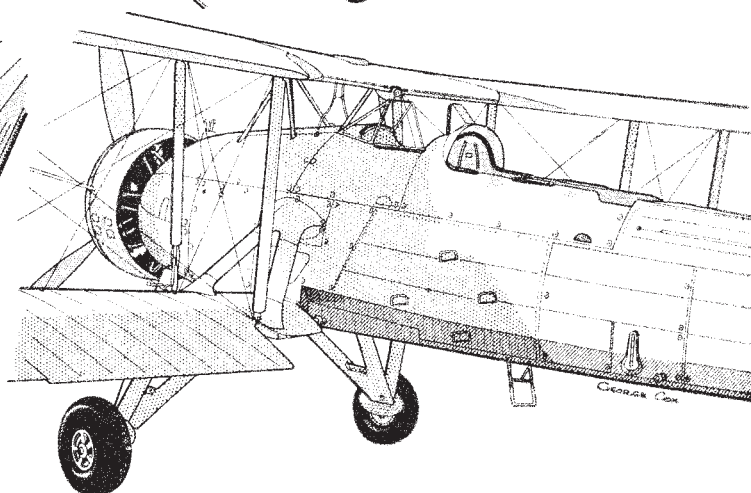
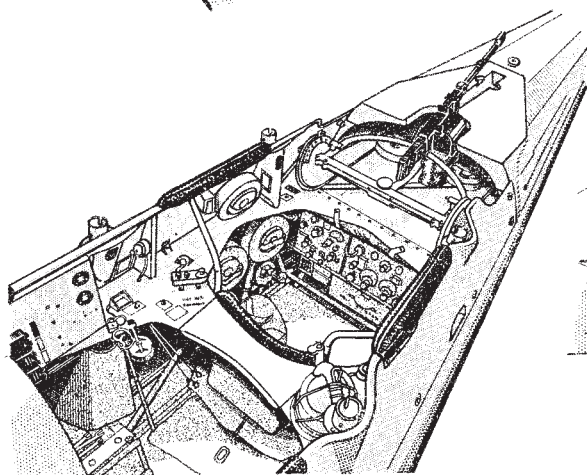
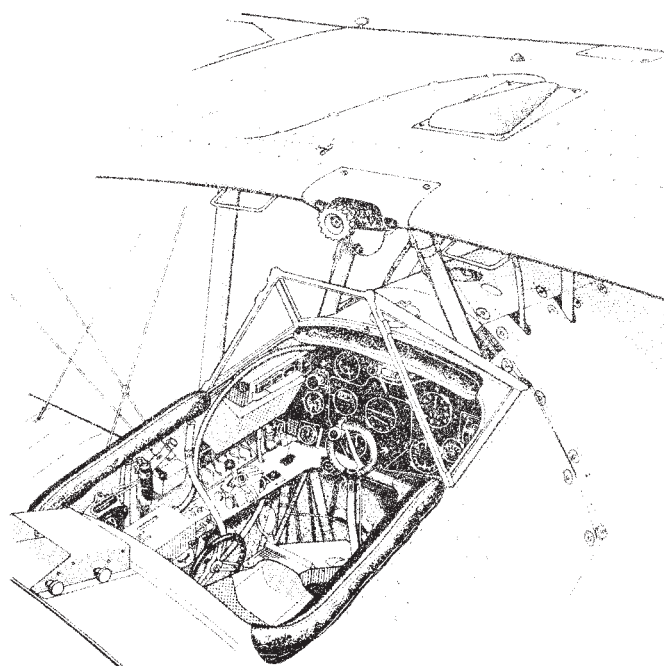
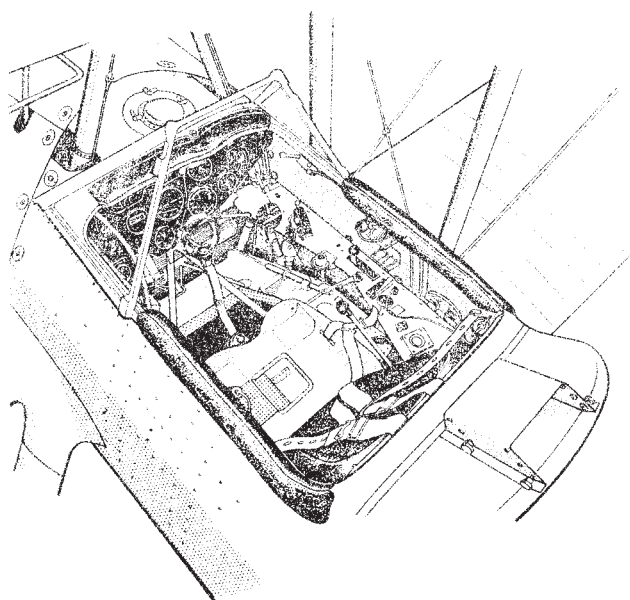
MK.2 OIL COOLER

**COLOURS: SILVER OVERALL EXCEPT:-
EXHAUST & COLLECTOR RING: BRONZE.
FUSELAGE BAND: BLUE, BLACK OUTLINE.
L.E. OF FIN TO CHAIN LINE: BLUE.
CODE 609: WHITE ON FUSELAGE.
ALL OTHER NUMERALS & SERIALS: BLACK.**



Swordfish

Sketchpage



Ryan PT-22



Ryan PT-22

Making the seamless transition from civilian sportster to military trainer

Developed over the course of some five years from the sleek Ryan S-T (Sport Trainer) prototype which first flew in June 1934, the Ryan PT-22 (Primary Trainer) was in widespread service in that role with the US Army Air Corps across the United States throughout WW2. Like its civilian cousin, it offered high performance, coupled with ease of maintenance and, for its day, also looked very good indeed.

Of largely metal construction, the popular Ryan S-T underwent a number of rapid improvements that included the usual increases in engine size and associated

performance enhancements and, by the time war clouds had started to gather in 1939, the ST series were obvious candidates for military application. Consequently, the Ryan Aeronautical Company of San Diego, California, was awarded a contract for its S-T-A-1 model, a military trainer version of its successful basic civilian S-T-A 'Sportsman's Airplane'. This was designated XPT-16 and, after evaluation, the 125 h.p. Menasco L-365-1-powered aircraft became Ryan's entry into the US military training programme - the first ever monoplane to be used as a primary trainer by the Army. With the continued increase in military activity, the US

Army selected Ryan, along with Vultee and Stearman, as principal manufacturer of their standard trainers.

Now designated YPT-16, the aircraft first saw military service in August 1939 at Lindbergh Field, San Diego, when the Ryan School of Aeronautics became the first of numerous Civilian Pilot Training (CPT) schools to operate in America throughout WW2.

During the first years of war, the YPT-16 quickly metamorphosed through a series of detail improvements to become the PT-20, PT-21 and, by 1941, the most widely produced version - the PT-22 Recruit. The improvements included larger cockpits





Peter Holloway's beautifully prepared Ryan PT-22 is now a resident at the Shuttleworth Collection, Old Warden Bedfordshire, where it is on prominent display. Peter is seen in the rear cockpit preparing to take-off during Shuttleworth's Military Air Pageant.



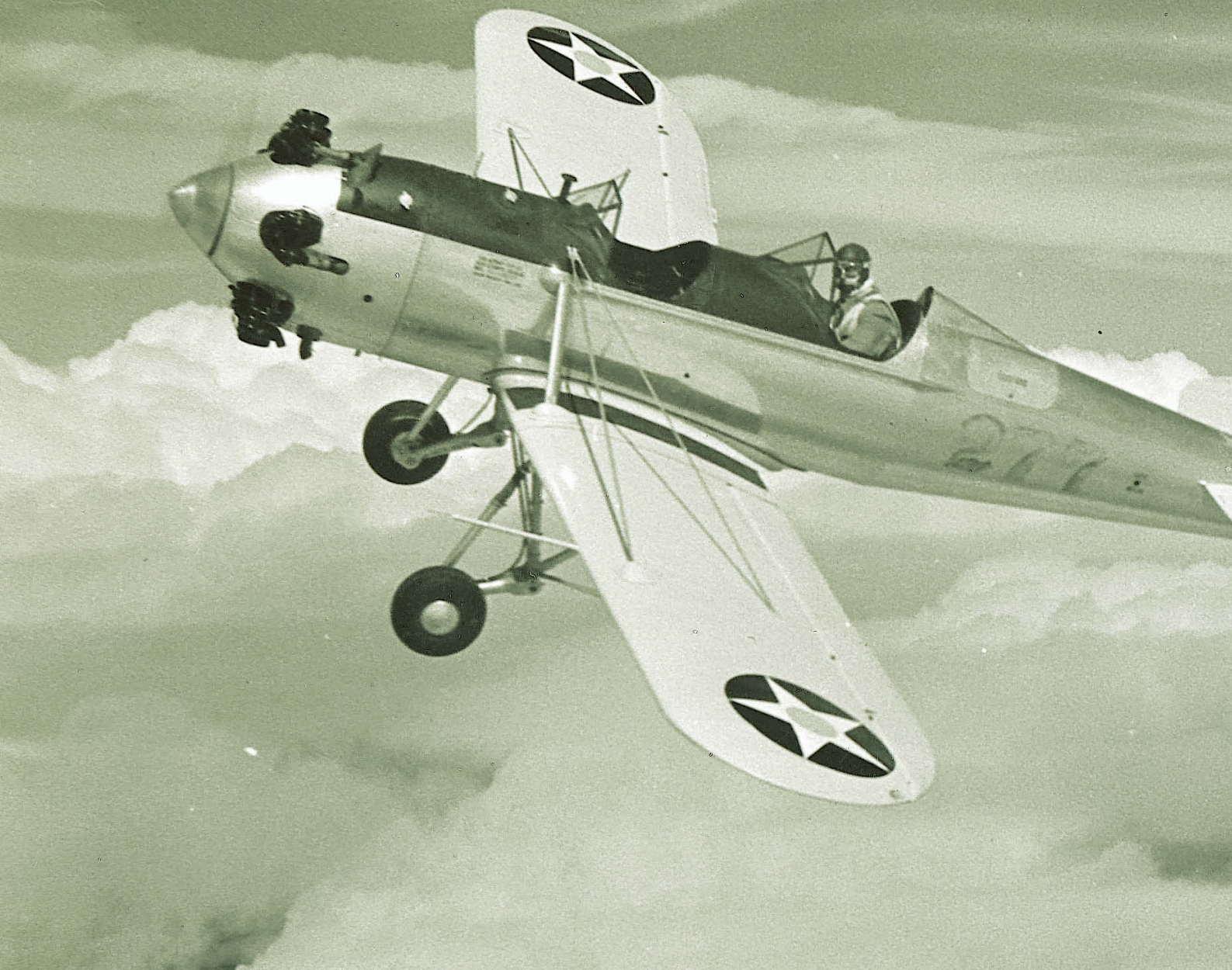
with external longerons and increased space for parachutes, and installation of the Kinner R-540-1 engine of 160 h.p. in a streamlined fairing with uncowed projecting cylinders. The smart metal wheel spats and undercarriage strut fairings, which had proved vulnerable to the rigours of primary training school service, were removed.

By 1942 the PT-22 was in service at most of the CPT schools across the States. 100 of the virtually identical PT-21s were produced for the US Navy, designated NR-1s, and a consignment of PT-22s ordered by the Netherlands prior to Nazi invasion were taken over by the US Army as PT-22As. The final version of the aircraft was the PT-22C which had the upgraded Kinner R-540-3 series engine. Unlike its civilian cousins the S-Ts, which were stressed

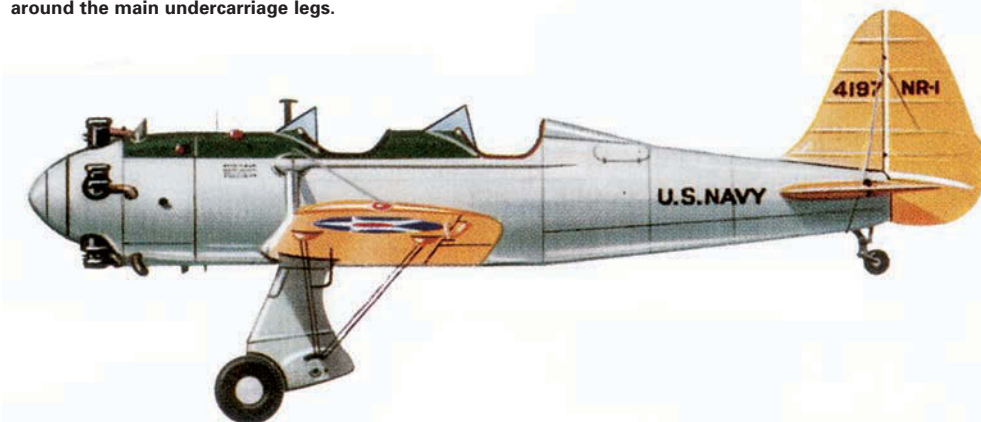
for both positive and negative 'G', the PT-22 was restricted to positive manoeuvres only.

The fuselage of the PT-22 was of oval metal monocoque construction comprising nine aluminium-alloy bulkheads and six segments of pre-formed 'Alclad' skin. The wing section was NACA 2412 and the wings had 4° 10' sweepback, 3° incidence and 4° 30' dihedral. They featured metal-covered, riveted aluminium-alloy wing-stubs with strut-braced front spar and cantilever rear spar. The outer wing panels had stamped aluminium-alloy ribs and spruce spars and featured 'Alclad' covering over the leading edge back to the front spar. The entire wing was fabric-covered, as were the aluminium-alloy frames of the ailerons and flaps. Wing bracing to fuselage and under-

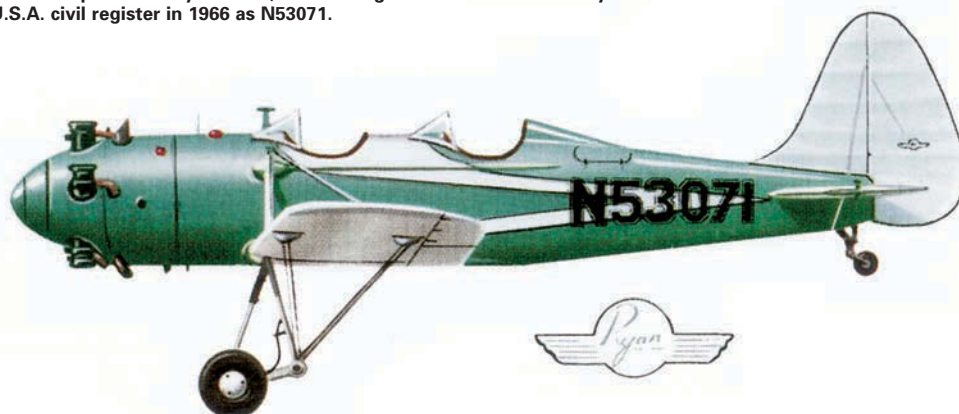
This, surely, is what attracted young American would-be military aviators in the early 1940s ... an open sky, open cockpits and fleecy white cloud to spar with!



The Ryan NR-1 was the U.S. Navy equivalent of the PT-21/22 and featured fairings around the main undercarriage legs.



This example of the Ryan PT-22, built during 1942 later found its way onto the U.S.A. civil register in 1966 as N53071.



carriage was by means of streamline tie-rods.

The tail surfaces consisted of aluminium alloy frames covered with fabric, and the fixed portion of the treadle-type undercarriage served as an anchor point for the flying wires. Main wheel oleo shock absorber struts were of long-stroke configuration and the steerable tail wheel was also oleo-sprung. Wheel brakes could be operated manually or hydraulically.

The tandem open cockpits featured full dual controls and duplicated instrumentation. The seats were specially designed to accept the standard US Army-type parachute.

Ahead of its time when it first appeared in 1934, Ryan's pretty two-seater was a success in both civilian and military roles; its big, open cockpits afforded excellent visibility, it proved a highly effective sport-trainer and its streamlined good looks are as appealing today as they were some seventy years ago. ■



The main visual difference between the PT-21 seen above and the PT-22 (left and below) was the streamlined cover over the main undercarriage legs, applied to the earlier marque.



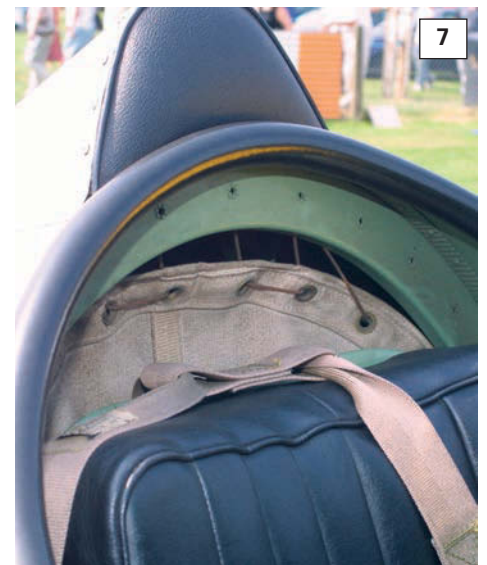
IN DETAIL



1 & 2: Two views of the front fuselage section and cockpit, showing the windscreen, instrument panel, bracing strut and bracing wires with adjustable clevises.



3: View of the two open cockpits showing both windscreens and the cockpit coamings.
4: Rear cockpit instrument panel. 5: Control column and rudder pedals in the rear cockpit. Front cockpit similar. 6: Throttle quadrant on the left side of the rear cockpit.
7: Rear cockpit coaming and headrest.





8: Right side of engine cowl showing air intake scoop and engine cylinders.



9: Close up of engine cylinder head (lower right pot).

10: Further detail of the front fuselage and engine cowl showing the wing brace strut and streamlined bracing wires.

11: Close-up detail of access panel on the left side of the engine cowl just behind the engine.

12: The engine cowl left side showing the access panel position and oil filler cap.



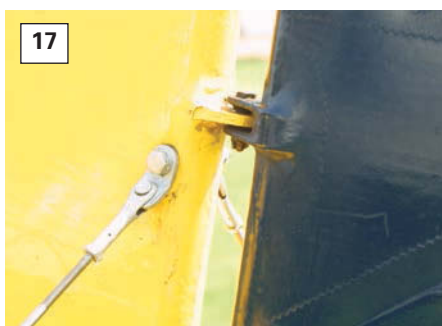
13: The fin and rudder, showing the hinging and the gap between the two vertical surfaces

14: The tailplane and elevator are similarly hinged and widely separated.

15: Detail of an elevator hinge and anchor point for the bracing wire between the tailplane and the fin.

16: Close-up of the top surface hinge-line of the left side elevator trim tab.

17: Rudder hinge and anchor point for bracing wire.



18: Underside of elevator, showing linkage to trim tab.



19: Tailplane junction with fuselage, showing the metal fairing.

20: The casting tailwheel unit.

21: Detail of the top of the engine cowl, left side, showing the oil filler cap and top engine cylinder.

22: The fairing on the left fuselage side that covers the wing brace strut anchor point. Also, the anchor point for the bracing wire clevises. Right side similar.

23: Fuselage side detail, showing the pressed metal strake that runs along the side under the two cockpits.



21



20



22



23



24

24: Rear fuselage top decking, showing the access panel.

25: Rear fuselage at the rudder post. Flexible linkage to the elevator trim tab can be seen, also the tailwheel spring.



25

26: View underneath the tailplane, showing the bracing wire anchor points on the fuselage and tailplane trailing edge.



26

27: The fairing behind the rear cockpit headrest.



27

28: Close-up of the tailplane undersurface bracing wire anchor point on the fuselage bottom.



28

29: Rear fuselage at the tail post, showing the elevator joiner and the flexible control link to the elevator trim tab.

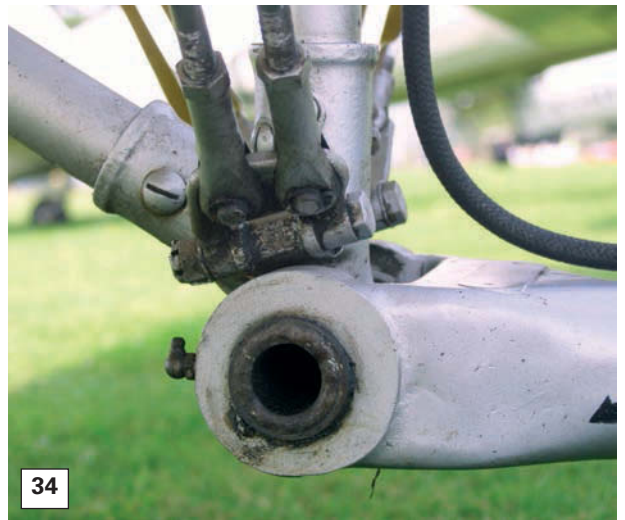


29

30: Open hatch to the baggage hold behind the rear cockpit, left hand side.

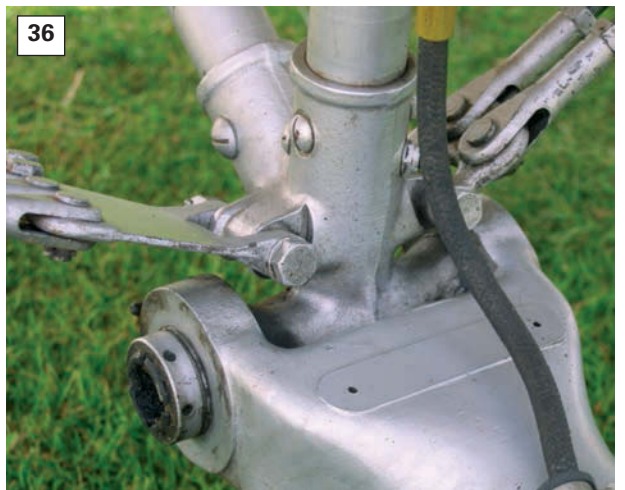


30



31: Main undercarriage general arrangement.

32-38: The main undercarriage in detail - likely to be a major undertaking in the construction of a model of the PT-22. The mechanism features a shock-absorbing arrangement designed to withstand the punishment inevitable when trainee pilots practise landings! With it all 'hanging out', damage could be easily detected and parts quickly replaced.





39

39: The main undercarriage rear anchor point under the wing.

40: Front main undercarriage anchor point on wing undersurface.

41 & 42: Centre-line bubble fairing on fuselage bottom where the main undercarriage bracing wires attach to the fuselage.



40



41



42



43



44

43: Pressed metal fairings and access panels on wing underside.

44: The wing root, right hand side, showing rubber panel seals, the cockpit access tread panel and the main bracing strut.



46



45

45: Detail of the pressed metal bubble fairing that covers the wing brace anchor point.

46: The cockpit access tread panel on the right hand wing panel. Left side similar.

47: The pitot head on the left wing panel.

48: The right wing, showing the aileron and flap.

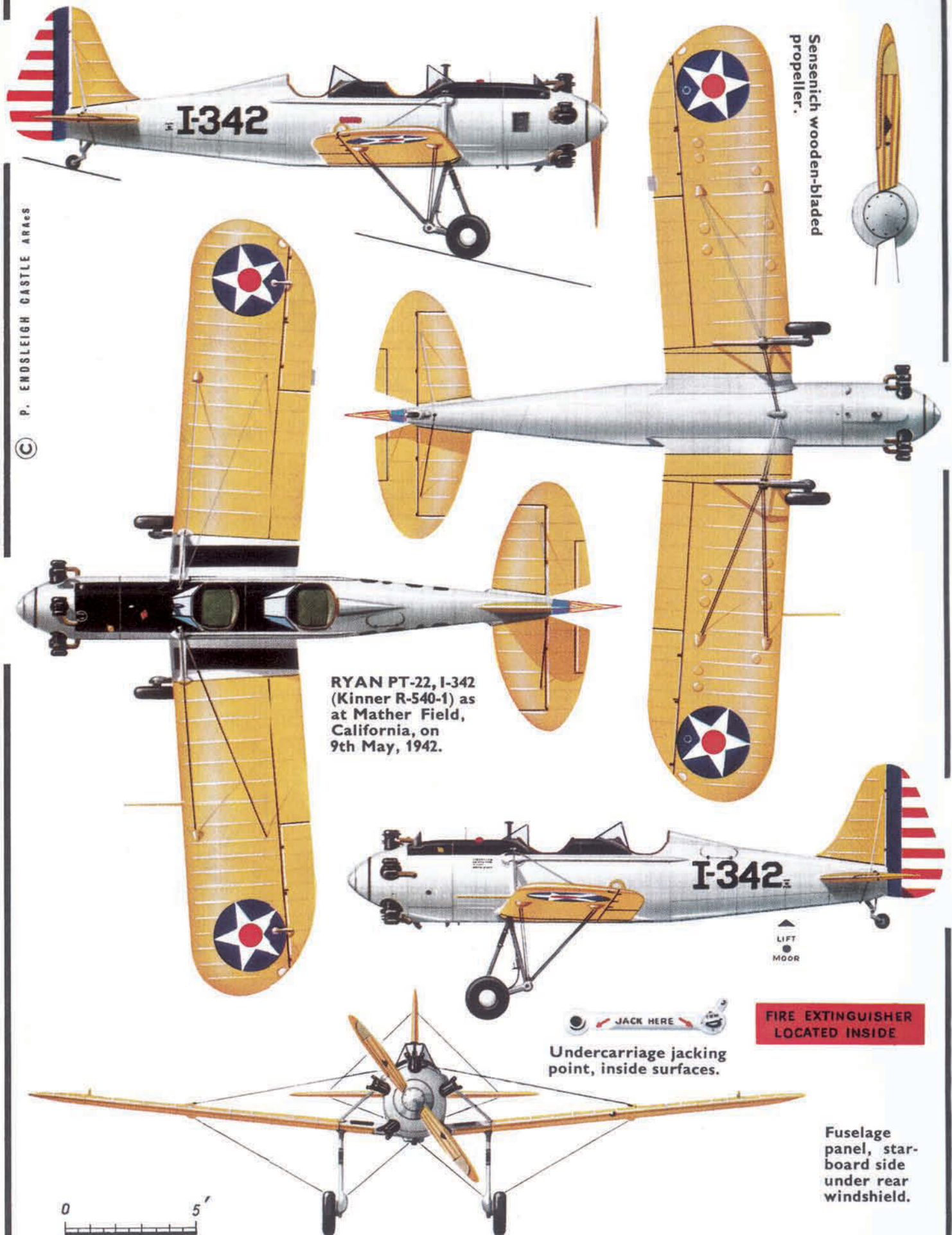


47



48

© P. ENDSLEIGH CASTLE AR&S



RYAN PT 21 and PT 22 'Recruit'

Manufacturers : The Ryan Aeronautical Company, Lindbergh Field, San Diego California.

Purpose : Two-seat primary training monoplane for the U.S. Army and U.S. Navy.

Power Plant: (PT-21) One Kinner B-5 air-cooled radial motor. Maximum level power, 125 hp. at 1,925 rpm.

(PT-22 and NR-1) One Kinner K-5 air-cooled radial motor. Maximum level power, 150 hp. at 1,850 rpm.

Construction : Wings Mixed construction with external wire-bracing and strut-bracing comprised of stub wings attached to the fuselage of steel tubular and riveted aluminium alloy construction and swept-back outer panels.

Main panels have two main spars of solid spruce, the forward spar being strut-braced and the rear cantilever.

aluminium alloy stamped ribs. 24ST Alclad sheet covering along the leading edge to the front spar and fabric covering

aft of this point. Aluminium alloy ailerons with fabric covering. Plain hinged trailing-edge flaps between the ailerons and the wing roots at C/S with fabric covering. Aerofoil Section. NACA 2412.

Fuselage All-metal monocoque structure with 24ST Alclad covering in six preformed sheets. Tail unit Externally wire-braced aluminium alloy structure with fabric covering. Trim tabs in elevators adjustable in flight and rudder tab adjustable on ground only.

Undercarriage Fixed, divided unspatted type with faired forked long-stroke oleo shock absorbing legs. Goodyear main wheels, the axles being hinged to steel tubular vics, also providing attachment point for lower terminals of wing bracing wires to the main plane. Fixed, steerable tail wheel. Two-blade fixed-pitch airscrew.

Dimensions : Span, 30 ft. 1 in. (9,169) Length, 22 ft. 5 ins. Height, 6 ft. 10 ins. Areas : Wings, 134.25 sq. ft.

Weights : (PT-21) Empty, 1,278 lb. Loaded, 1,825 lb.

(PT-22 and NR-1) Empty, 1,313 lb. Loaded, 1,860 lb.

Loadings : (PT-21) Wing, 13.6 lb./sq. ft. Power: 13.8 lb./h.p.

(PT-22 and NR-1) Wing, 13.8 lb./sq. ft. Power, 11.6 lb./h.p.

Tankage : (All types) Petrol, 24 US Gallons. Oil, 3 US Gallons.

Performance :

(PT-21) Maximum level speed, 123 m.p.h. at sea level:

operating speed, 112 m.p.h. at sea level; Landing speed, 54 m.p.h.

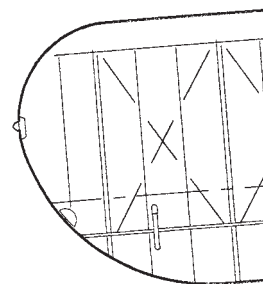
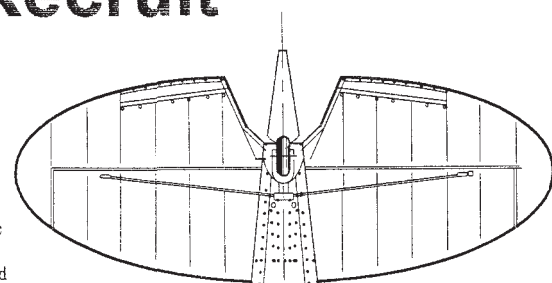
Climb, 680 ft. min. Service ceiling, 11,900 ft.

Range at operating speed, 340 miles.

(PT-22 and NR-1) Maximum level speed, 131 m.p.h. at sea level; Operating speed 123 m.p.h. at sea level; landing speed, 54 m.p.h.

Climb, 1,000 ft. min. Service ceiling, 15,500 ft.

Range at operating speed, 352 miles.

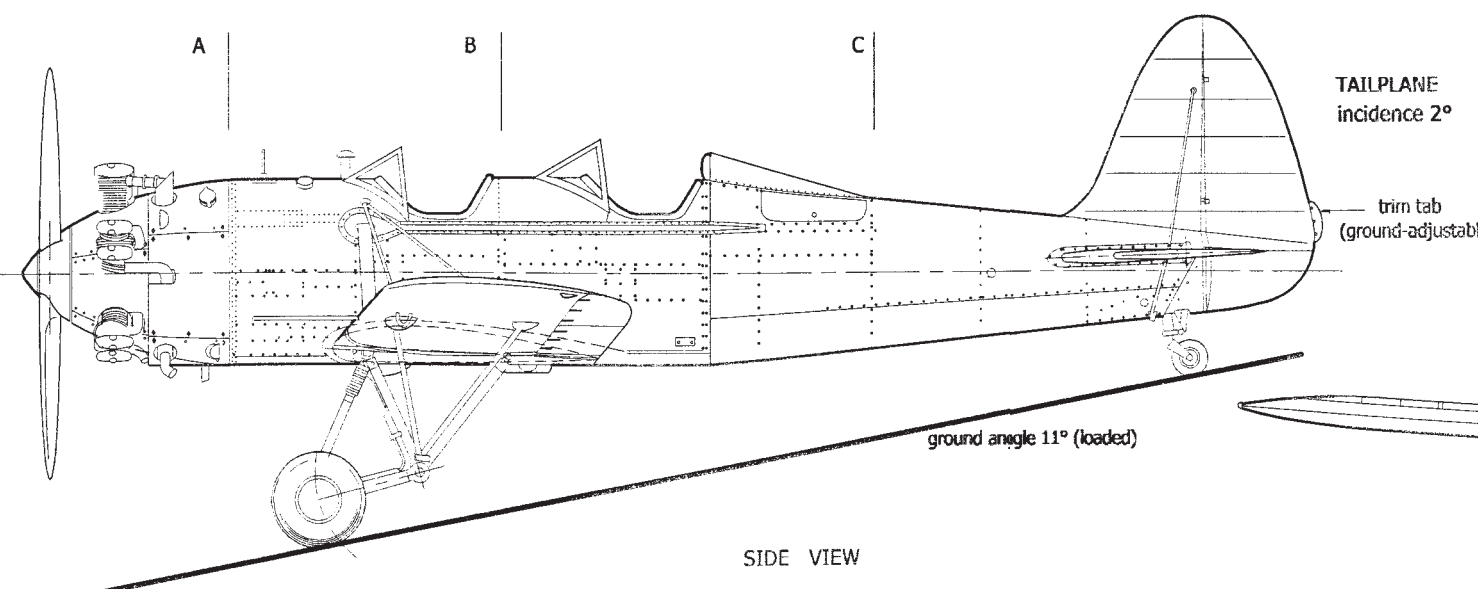
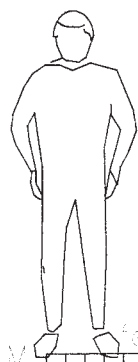


hand grip

nav' lights

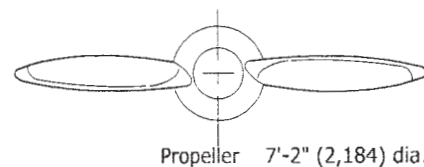
pitot tube

air intake fairing (Carburettor)

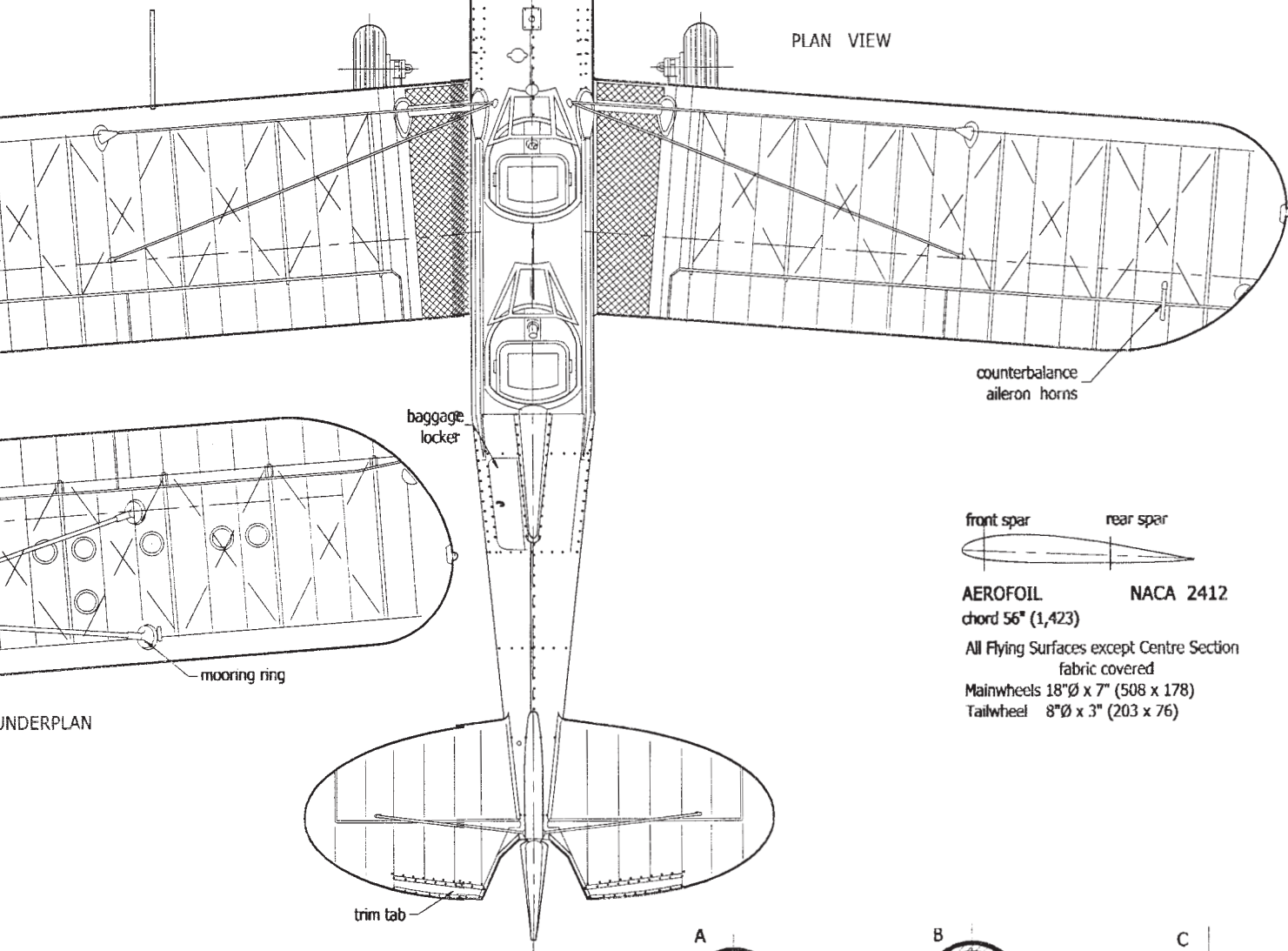


SIDE VIEW

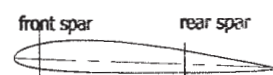
Kinner R-540-1
(160 hp) shown



PLAN VIEW



UNDERPLAN

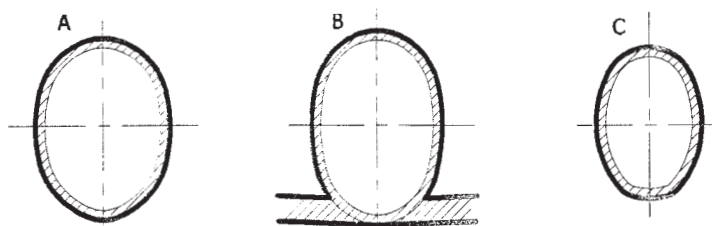


AEROFOIL NACA 2412
chord 56" (1,423)

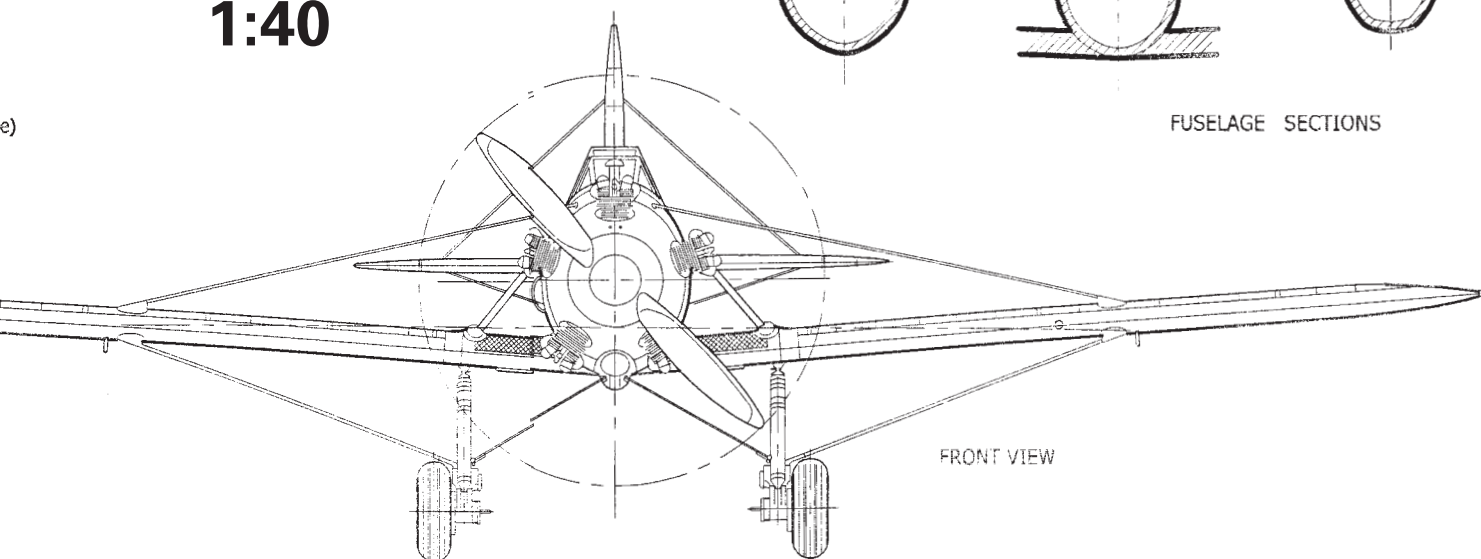
All Flying Surfaces except Centre Section
fabric covered

Mainwheels 18"Ø x 7" (508 x 178)
Tailwheel 8"Ø x 3" (203 x 76)

**Scale
1:40**



FUSELAGE SECTIONS



PLANS and PARTS

BE READY TO START BUILDING AS SOON AS YOU UNFOLD THE PLANS WITH THESE LASER-CUT PARTS SETS



ELECTRIC CANBERRA B(I)8

Plan price £29.50 Plan No.262

Component Pack £175.00

From the building board of electric ducted fan scale expert Chris Golds, this 84" (2,134mm) span model is the 'Interdictor' version of the famous jet bomber. Prototype used two Hacker B50-16L motors and two ten-cell 3300 NiMH power packs. Four sheet plan shows retracts and flaps. Plans are supplied complete with step-by-step written construction sequence.



PIPER SUPER CUB

Plan price £16.50 Plan No.146

Component Pack £95.00

G/F Cowl price £17.50

A great first-time scale model for novices and sport fliers who want real scale accuracy. 79 ins span 1:5.33 scale model suits a range of engines .40-.60. Two sheet plan. Glass fibre cowl available.



CORBEN SUPER ACE

PLAN PRICE £19.50 PLAN NO.275

COMPONENT PACK £65.00

A 50" (1270mm) wing span sport-scale model of the delightful American homebuilt aircraft, this design is an excellent introduction to the world of radio control scale modelling, featuring simple airframe structure that will result in a scale replica ideally suited to regular club-field flying on a regular week-upon-week basis. 1/6th scale replica suits .26-.30 four stroke engines, or .20-.25 cu.in. two strokes. Four function radio systems required.



HEINKEL HE 51

PLAN PRICE £17.50 PLAN NO.80

COMPONENT PACK £125.00

A 68" (1727mm) wingspan 1:6.4 scale model of the pre-WW2 German biplane fighter for 4-function radio control and .70-.90 cu.in. four-stroke motors. Can be built without recourse to glass fibre mouldings for items like engine cowl and wheel spats. Two sheet plan.



RUMPLER C.IV TAUBE

PLAN PRICE: £19.50

PLAN NO. 269

COMPONENT PACK: £110.00

A 1/7th scale 80" (2032mm) wing span sport-scale model of the early German WW1 aircraft designed for .60 cu.in. size four stroke engines and four function radio control operating rudder, elevators, ailerons and throttle.



De HAVILLAND DH 82a TIGER MOTH

PLAN PRICE £26.50 PLAN NO.051.

COMPONENT PACK £115.00

An 80 inch (2032mm) wingspan, 1:4.33 scale model for 1.20 cu.in. motors and four function radio control systems. No moulded cowl required - all wood construction. Three sheet plan.



FE8

PLAN PRICE £19.50

PLAN NO.267

COMPONENT PACK £88.00

Accurate 1/5th scale 75.6" (1920mm) wing span replica of the British early WW1 pusher fighter. Requires .78-.91 four stroke engines and four function radio control system. Excellent for electric conversion.



FELIXSTOWE F2A

PLAN PRICE £19.50 PLAN NO.276

COMPONENT PACK £110.00

An amazing 1/6th scale fully flyable replica of the British WW1 maritime patrol flying boat. Model spans 100.5" (2553mm) and suits two .25-.30 cu.in. two stroke engines. Can be flown from water; or from land using a take-off dolly to safely landing on its hull. Prototype model won "Best of Show" at the prestigious Toledo R/C Expo in USA. All the detail is there on the plans for an impressive model.



FOKKER D.VII

1/4 PLAN NO.241, 1/5 PLAN NO.242

PLAN PRICE (EITHER SCALE) £26.50

COMPONENT PACK 1/4 £125.00

COMPONENT PACK 1/5 £120.00

1/4 scale spans 82.5" (2095mm) for 30cc (1.8 cu.in.) two stroke engines. 1/5th scale spans 65.7/8" (1673mm) and suits 15cc (90 cu.in.) four stroke engines. BE SURE TO QUOTE SCALE REQUIRED WHEN ORDERING!



HAWKER FURY

PLAN PRICE £17.50 PLAN NO.091

COMPONENT PACK £125.00

A 1/6th scale replica of the RAF's most elegant 1930's biplane fighter. 60" (1524mm) wing span model requires four function R/C gear and .60 cu.in. motor.



D.H. 103 HORNET

PLAN PRICE £22.50 PLAN NO.052

COMPONENT PACK £130.00

80" wingspan sport-scale replica of the hottest production piston engined fighter ever. Suits engines .40-.53. Original retracting undercarriage unit included with the plans.



BOEING PT-13 STEARMAN

PLAN PRICE £19.50 PLAN NO.243

COMPONENT PACK £99.50

A 58" (1473mm) wingspan replica of the famous bi-plane radical engined trainer aircraft of the WW2 era. Designed for 700 size electric motors, but with option of i.c. engine power using a .52-.60 four stroke engine, with modifications shown on a separate plan sheet. (Ready-cut wing ribs and fuselage formers available - see below) Three sheet plan.



TIPSY JUNIOR

PLAN PRICE £19.50 PLAN NO.286

COMPONENT PACK £95.00

A 1:3.44 scale, 79" (2006mm) wingspan replica of the late 1940s Belgian light aircraft, designed to suit .90-1.20 cu.in. engines. Designed by Philip S.Kent, the model features all built-up balsa/ply construction throughout and makes an excellent entry into R/C scale modelling. Rudder, elevator, aileron and throttle controls.



AVRO AVIAN MONOPLANE

PLAN PRICE £19.50 PLAN NO.278

COMPONENT PACK £110.00

Designed by respected R/C scale expert Philip S.Kent, this quarter scale replica of the radial engined version of the 1930s air racer spans 96" (2438mm) is an ideal/introduction to the world of large scale. The model suits 1.50 cu. in. size four stroke engines and requires four function radio control operating the basic control functions of rudder, elevator, ailerons and throttle. Conventional wood airframe structure throughout.



SOPWITH CAMEL

PLAN PRICE £14.50 PLAN NO.188

COMPONENT PACK £79.50

1/6th scale replica of the famous RFC WWI fighter biplane, for .24-.40 size motors and four function R/C. 56" (1422mm) wing span.



SOPWITH PUP

PLAN PRICE £16.50 G/F COWL PRICE £17.50

PLAN NO.177 COMPONENT PACK £135.00

Superb, true-to-scale 1/5th scale replica, features accurate outlines and rib-for-rib reproduction of the full size wing structure. 63 ins. (1600mm) span model is of manageable size for transport and offers realistic flight performance. For 60size motors and 4 function radio. Glass fibre engine cowl available.



BUCKER BU 180 STUDENT

PLAN PRICE £26.50 PLAN NO.015

COMPONENT PACK £120.00

In the 1930's, following on from the success of the Bü 133 Jungmeister, Bucker designed a trainer aircraft, the Bü 180 (later named Student) a low-wing cantilever monoplane. The wing was of wooden construction with a mixture of plywood and fabric covering. Mike Hawkins superscale model is 100" span for .90-1.20cu.in. power and four channel radio.

030/12

WHAT DO THE CUT-PARTS SETS CONTAIN?

The components, in balsa and ply that you would otherwise have to trace off the plan onto the wood and then tediously cut out prior to commencing building! Basic strip and sheet wood not included. Be ready to start building as soon as you unfold the plans!

WE CAN ARRANGE A CUT PARTS SET FOR ANY MODEL IN THE PLANS SERVICE RANGE. SO IF YOU ARE ABOUT TO EMBARK ON A NEW SCALE MODELLING PROJECT FOR OUR PLANS RANGE AND WANT TO GET A HEADSTART ON THE BUILDING PROCESS, JUST CALL TO ENQUIRE AND WE'LL DO THE REST!

PLANS POSTAGE

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Last of the Merlin-engined Spitfires. This collection depicts the cut-down fuselage, bubble cockpit canopy later version. (116 images)

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The most numerous version of the classic Spitfire that turned the tables on the Luftwaffe's Focke Wulf Fw 190. (90 images)

Supermarine Spitfire MK XIV CD98

2nd of the Griffon-engined Spits (MK.XII was first), the bigger engine forced a change of the classic Spitfire shape. (58 images)

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The Seafire 17 was no navalised Spit. A true ground-up naval fighter. (64 images)

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Steen Skybolt CD94

Attractive U.S. aerobatic biplane, presented in full detail. (89 images)

Sopwith Triplane CD93

The last example of the 'Tripehound' is the one built (in 1980!) from original Sopwith drawings by Northern Aero Works and given sequential manufacturer's number by Sir Thomas Sopwith himself in recognition of the outstanding workmanship. Extensive detail. (120 images)

Sopwith Pup CD92

The charismatic Sopwith Scout (to give its correct designation) is a great scale modellers' favourite. Example depicted is the one preserved and regularly flown at the Shuttleworth Collection, Old Warden. (50 images)

S.E.5A CD91

Shuttleworth Museum's airworthy example presented in full detail. (100 plus images)

Ryan Pt-22 CD90

US military primary trainer aircraft that served with both US Army and Navy, thus providing ab-initio flight training for the majority of US airmen of the WW2 period. A highly attractive aircraft. 90 images of the preserved, airworthy aircraft, hangared at the Shuttleworth Collection, Old Warden.

Republic P-47D CD89

Bubble-canopy version of the much loved 'Jug', photographed in fine detail. (105 images)

Polikarpov Po-2 CD88

The world's most numerous produced aircraft of all time, the Po-2 was a great maid-of-all-work used by both military and civil groups in the old Soviet Union and its satellite states. Example depicted is pristine, and now in storage at Old Warden. (170 images)

Polikarpov I-15 CD87

The ultra agile Russian biplane fighter aircraft that saw widespread service prior to and in the early years of WW2 and during the Spanish civil war. Example illustrated is a superbly restored machine. (100 images)

Pitts S.1 CD86

Homebuilt example by Bob Millinchip, as seen at 2002 PFA Rally. Complete detail study. (36 images)

Piper Tomahawk CD85

Cranfield Flying School example of this civil ab-initio trainer aircraft. (54 images)

Piper Super Cub CD84

The later, 'cleaned-up' version of the famous Piper J-3, with more elegant engine cowl. Two examples shown. (80 images)

Piper L-4 Grasshopper CD83

Military version of the famous Piper J-3 Cub used during WW2 and close reconnaissance and spotter aircraft and for many other tasks. (80 images)

Percival Provost CD82

Airworthy, preserved example of the RAF piston engine basic trainer used in the 1950s. Full detail. (30 images)

Percival Mew Gull CD81

Famous 1930s racing and record setting aircraft that will forever be linked with the achievements of British aviator Alex Henshaw. (35 images)

North American T28 CD80

The advanced trainer aircraft that served in many air arms worldwide and also became a counter-insurgency ground attack aircraft. Examples illustrated are from France, where the type served for many years as the 'Fenec'. (100 plus images)

North American P51D Mustang CD79

The definitive bubble canopy Merlin Mustang. In detail, showing several restored examples. This is the Fantasy of Flight Museum's overpolished example, but the close-up detail is all there. (102 images)

North American P51B/C CD78

First of the Rolls Royce Merlin engined Mustangs, this collection depicts the Fantasy of Flight Museum's restored example, with overly polished plain metal surfaces. Much detail. (102 images) Also, 41 images of The Fighter Collection's P-51C in bare metal restoration, showing much surface and internal airframe detail. A real bumper bundle! (over 140 images)

North American B25 Mitchell CD77

Fantasy of Flight Museum's example. Photographed soon after superb restoration. Full nose to tail detail. (74 images)

North American AT6 Harvard CD76

AT-6, SNJ, Texan, Harvard – call it what you will. 55,000 were built – this example is in U.S. Army colours, with comprehensive close-up detail, nose to tail. (76 images)

North American A36 Invader CD75

The ground attack variant of the Allison engined P-51A. Photos, in detail, of the world's only airworthy example. (69 images)

Morane Saulnier MS406 CD74

French WW2 fighter that fought in the Battle of France, 1940. Swiss restored example (92 images)

Monocoupe CD108

The Monocoupe were side-by-side two-seat light-planes of mixed wood and steel-tube basic construction with fabric covering. A braced high-wing monoplane with fixed tailskid landing gear, and the reverse curve rear fuselage lines that were to become one of the signature identifier features of the Monocoupe. 55 photos

Miles Magister CD73

A firm favourite with scale modellers, this extensive collection of images depicts two examples in different Royal Air Force training colour schemes. (100 images)

Messerschmitt ME109G CD72

The 'Gustav' saw Luftwaffe service from late 1942 onwards. Subject version of this collection is a tropicalised G-6. (110 images)

Messerschmitt Bf109E CD71

The 'Emil' was the version of this WW2 fighter that was the mainstay of the Luftwaffe fighter force during the Battle of Britain in 1940. (150 images)

Me 410A – 1/U2 CD107

For those who fancy a twin, but something outside the 'normal' favourites, consider the Luftwaffe's final 'destroyer' heavy fighter that packed a powerful punch 79 photos

Martin B-26 Marauder CD70

The Fantasy of Flight Museum's example, photographed pre-restoration, soon after it was flown into the Museum site, thus in original, unrestored condition. (100 images)

LVG C.VI CD69

The sole survivor of its type from the WW1 era, photographed in extensive detail. This is the machine house at and flown from the Shuttleworth Collection airfield, Old Warden and now in storage, awaiting display at the RAF Museum. (110 images)

Luton Minor CD68

Just one example of this light aircraft, to which the owner has added many mods and variations. (32 images)

Luscombe Silhouette CD67

The elegant late 1940s U.S. light aircraft. Several examples provided, with much close-up detail for modellers. (74 images)

Kawasaki Ki100 CD66

A study of the late WW2 radial engined 'emergency' development of the Japanese Ki 61 Hien (Tony) that provided an unexpectedly superior performance for the squadrons of the Imperial Japanese Air Force during the closing stages of the Pacific war. (60 images)

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Supermarine Walrus



Supermarine Walrus

Ungainly to some, but nevertheless full of character, the lovable 'Shagbat' served a long and distinguished career around the world

This aircraft owes its existence to requirements by the Royal Australian Navy and when it first appeared in June 1933, the Walrus was known as the Seagull Mark V, produced for the Australian customer by Vickers-Armstrong Ltd., at their Supermarine Works, Southampton.

The first of the Seagulls flew in 1922. It had a wooden hull and was powered by the famous 450 h.p. Napier Lion, arranged in tractor configuration. The Seagull III followed in 1924 with a more powerful Lion engine and gave good service in Australia, among its achievements being the photographic survey of the Great Barrier Reef and Queensland coastline.

When the Seagull V appeared, it differed from previous types in having a pusher, radial engine on single-bay wings and a metal hull stressed for catapult launching. An alternative motor for this design was the Rolls Royce Kestrel, but this engine was never fitted.

The amphibian was supplied to Australia as the Seagull, but in August 1935 the first batch of 24 were delivered to the R.A.F. (F.A.A.), with a change of name

to 'Walrus' and production of the type continued under this new name, until the introduction of its tractor engine configuration successor, the Otter.

The Walrus was constructed almost entirely of metal - stainless steel and duralumim, the hull was flush-riveted and the fabric-covered wings had spars of stainless steel. The Walrus was the first military aircraft with retractable undercarriage to be adopted by the R.A.F. and was the first amphibian ever to be catapulted with full military load. Each of these capabilities was to be fully taxed during the years of WW2 and many are the anecdotes that can be related of the famous 'Shagbat', which was its familiar nickname.

It was said that if any wartime aircraft spotter failed to recognise a Walrus, he should be despatched to the coal mines as a 'Bevin Boy', for such was the noise from its 18 open exhausts and the wind in its wires that by sound alone, the Walrus was distinguishable from all other types, whilst the time it took to travel from point A to point B on the horizon enabled one to thumb through a complete volume of silhouettes for reference.

Because of its ability to travel slowly, it

was a fine spotting platform for Naval Gunnery and, in particular, displayed this virtue during the bombardment of Genoa in February 1941. A Walrus circled the town at the modest altitude of 600 ft. whilst the Navy did their worst and then returned safely to its ship unscathed. It also served as a dive bomber, though which was the more effective, the bomb explosion or the noise of the diving airframe, will never be known.

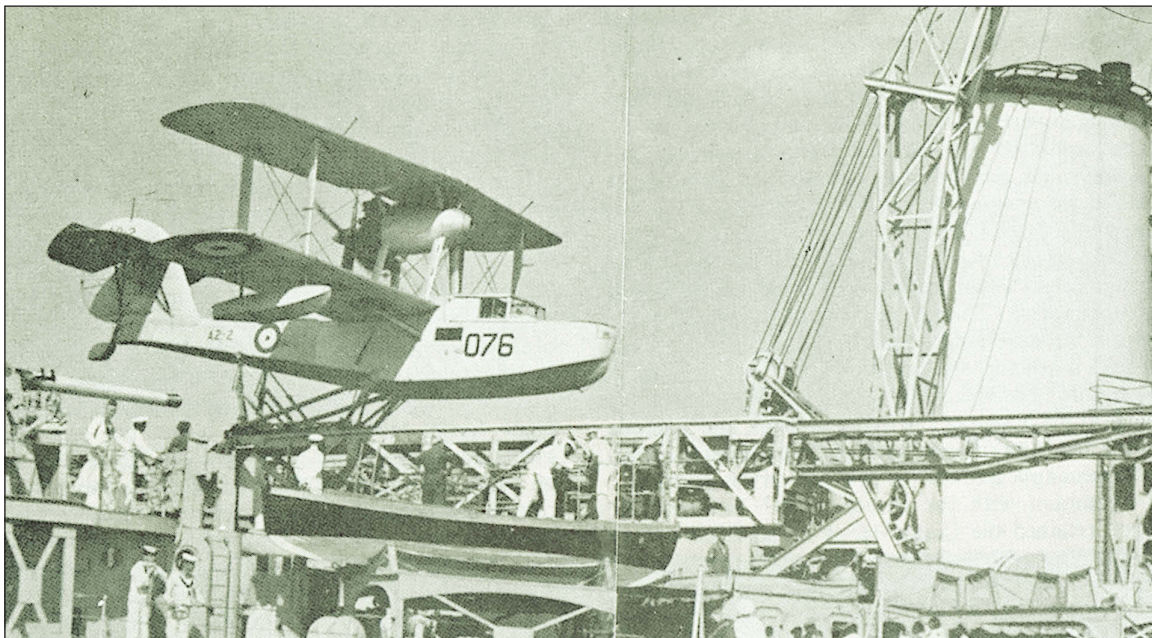
Another escapade was the occasion of the siege of Tobruk, when a Walrus alighted at night in the harbour under full fire from the enemy and delivered urgent supplies. But perhaps the most famous of all its activities were those in the Air-Sea Rescue service, particularly along the South Coast of England during 1941-43.

Most operational stations near the coast had a Flight of mixed Walrus, Spitfires A.S.R.11c, and occasionally turret-less Boulton-Paul Defiants, and the Squadron supplying most of these Flights was No. 276 with code letters AQ, as depicted on the drawing.

So busy were the pilots of 276 Squadron, that the ground crews hardly had time to mop out the gallons of sea



Luvley weather for ducks! The hull shape of the Walrus allowed it to handle very choppy sea states. Precariously perched crew members prepare to moor the aircraft.



LEFT: An early Supermarine Seagull Mk.V on the catapult of HMAS Perth, late 1935 or 1936. Machine is coloured either silver or light grey overall.

water taken aboard during rescue! Sometimes there were too many aircrew for the Walrus to take off again - on one occasion the complete nine man crew of a Boeing B-17 were picked up and taxied back to Plymouth Harbour - and on a good many occasions the Walrus was attacked in its mission of mercy by enemy fighters.

Walrus aircraft served in most theatres of combat during WW2, doing valuable service during the campaign in Norway in 1940. Many examples served aboard catapult equipped warships in the Mediterranean (where it was even used as a dive bomber), on ships of the Royal Navy's Indian Ocean fleet and also in far eastern waters with the British Pacific Fleet. The Walrus was also operated by the Royal Canadian Navy.

Post WW2, examples were operated by the French Aeronavale and by the Argentine Navy. Other Walrus machines found their way onto the civil register - six for whaling operations in Antarctica. Amphibious Airways, based at Rabaul in the Pacific had four for charter flying in the New Britain and Solomon Islands areas - licensed to carry no fewer than ten passengers, plus crew of two! Operations ran from 1947, until 1954.

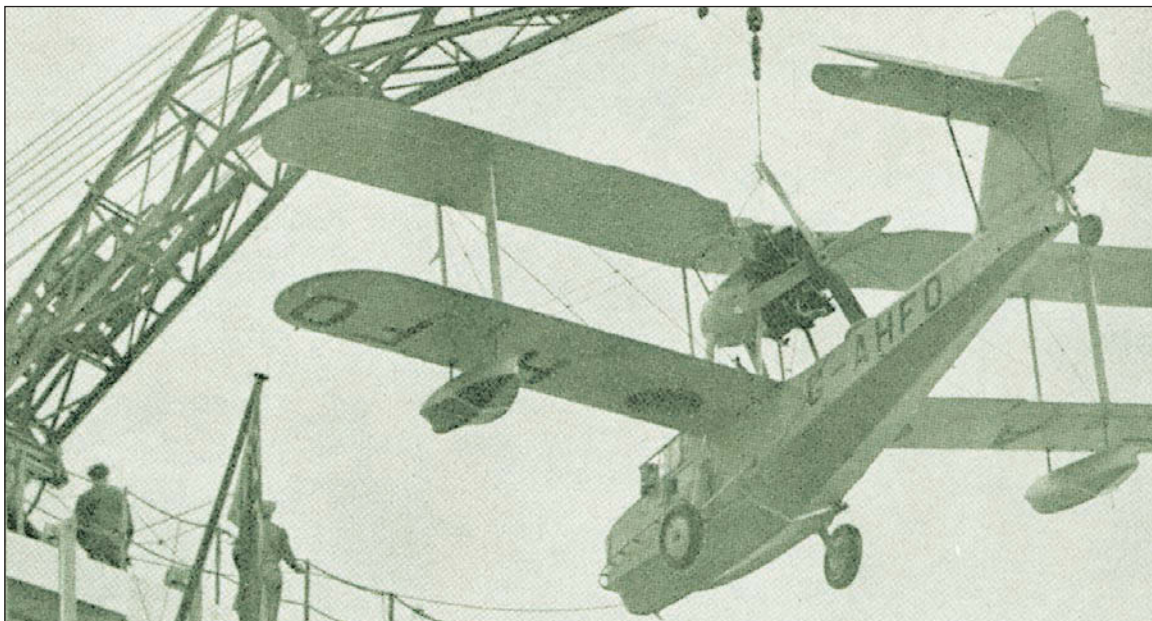
The final act in the career of the Vickers Supermarine Walrus came in 1969, with Seagull Mk.V, grounded in 1962 after duties for aerial sight seeing along the Great Barrier Reef. After restoration, it was entered in the UK-Austria Civil Air Race. It reached one of the Indonesian islands where it was damaged on landing and subsequently further destruction in a storm.



LEFT: They're off! Pre-WW2 Walrus leaves the catapult of HMS Cornwall.

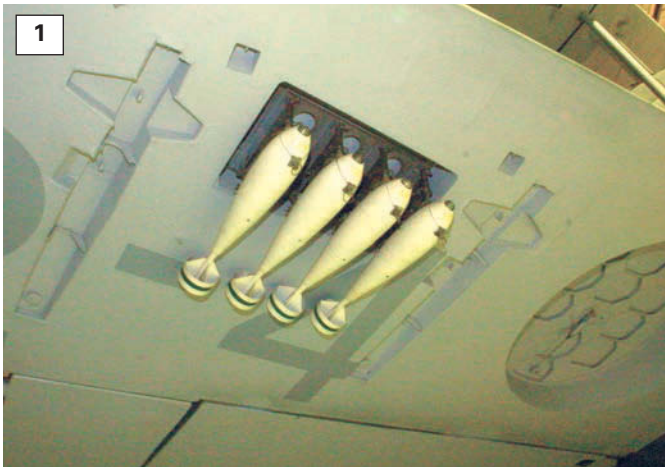


Back on Civvy Street! This Walrus was taken over by United Whalers Ltd after a service career that included No.700 Sqn. Fleet Air Arm, plus nos 275 and 276, R.A.F. Its whaling service was short lived. Note that the faring over the tail wheel has been deleted.



Another post-WW2 whaling Walrus is winched aboard the whaling factory ship.

IN DETAIL



1: Lower wing undersurface, showing bomb cluster, recess for additional underwing attachments outboard of the bomb rack and the wheel well.

2: Close-up of the underwing bomb rack.

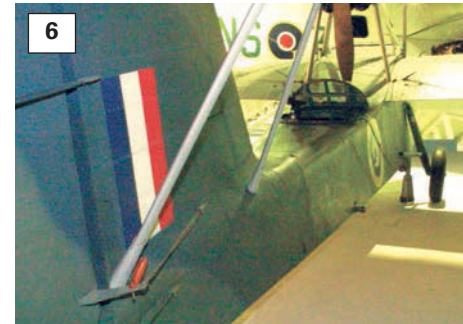
3 & 4: two views of the pilot's cockpit from left and right hand sides.

5: View of the rear fuselage, looking aft:

6: Rear fuselage view looking forward from the tailplane.

7 & 8: Two views of the observer's cockpit, showing the machine gun on its ring.

9: Windshield immediately in front of the observer's cockpit.



10, 11 & 12: Views of the power egg, showing the struts and rigging.

13: The Bristol Pegasus nine cylinder radial engine. Note the propeller arrangement - effectively twin two blade units fitted one behind the other.

14: Further view of the engine installation, with strut detail.



15: Outboard positioned float, showing the anchor point struts.

16: Detail of the front main float strut, showing the wing attachment point.

17: Wing centre section, showing one of the power egg support strut anchor points.

18: Full view of the wing tip float.

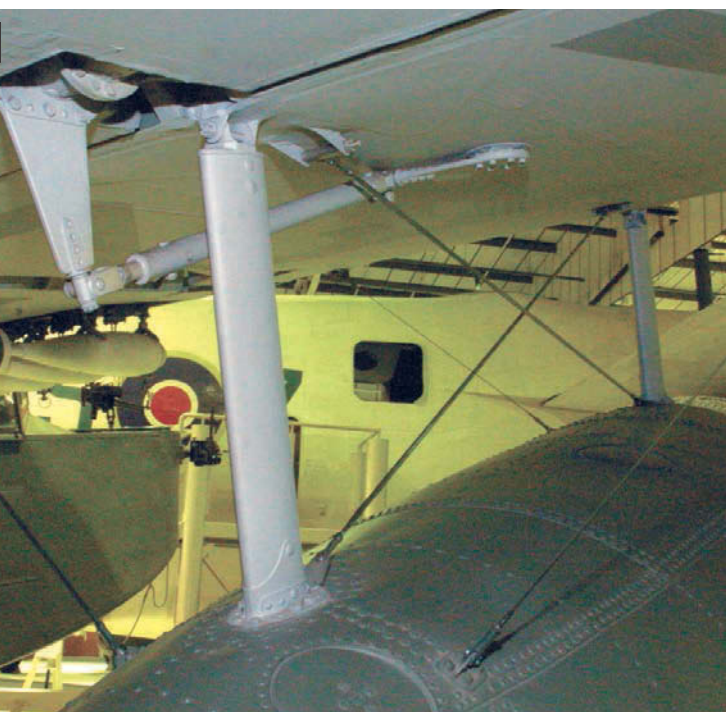


19: Upper wing strut anchor point.

20: View of the wing tip float looking forward shows the struts and the aileron control linkage.

21: Full frontal view of the wing tip float.

22: The wing interplane struts, front and rear.





23 & 24: Two views of the window on the right hand fuselage side forward of the lower wing.

25: Full frontal view of the hull.

26 & 27: No one at the RAF Museum, Hendon could explain what this instrument on the right side of the bow is for!



28: General view of the bow and the cockpit area.

29: General view of the main undercarriage.

30: Main undercarriage rear shock strut.

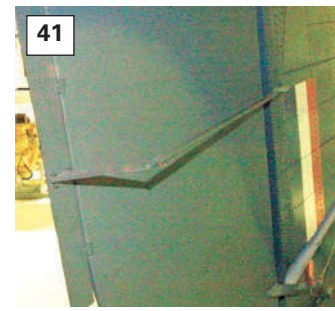
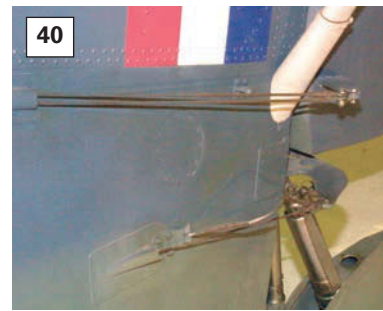
31: Close-up of the main undercarriage attachment point. The knuckle looks like a swivel joint.

32: General arrangement view of the main undercarriage strut, viewed from the front

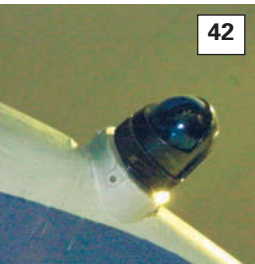


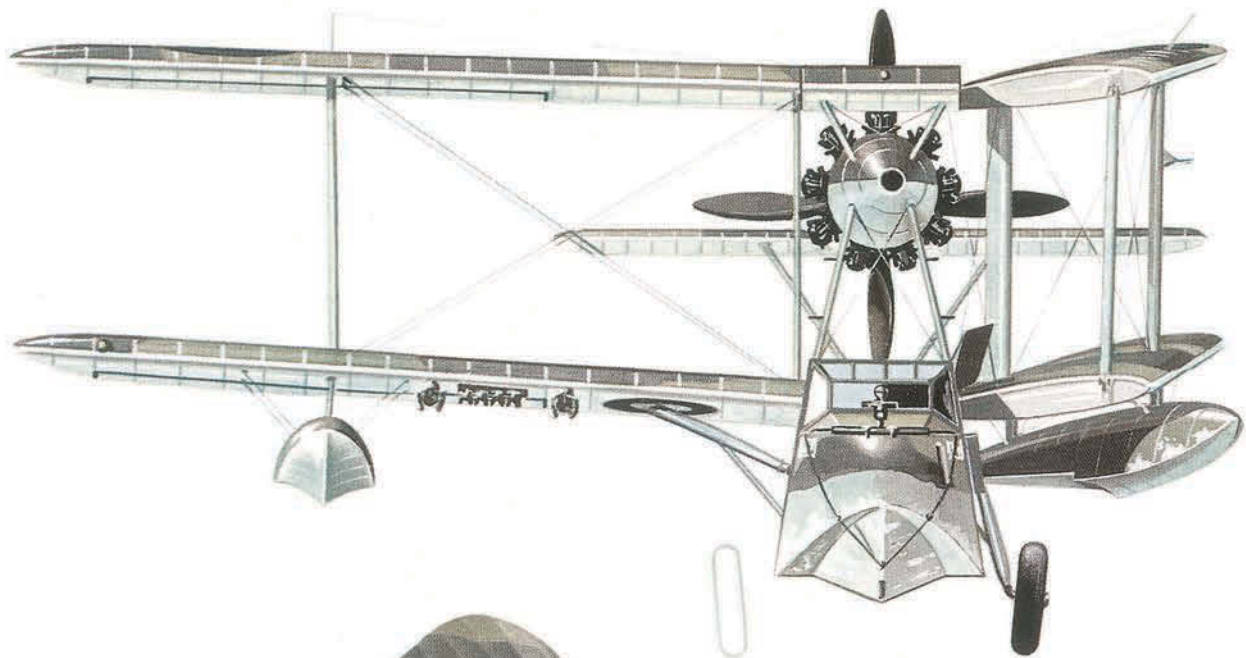


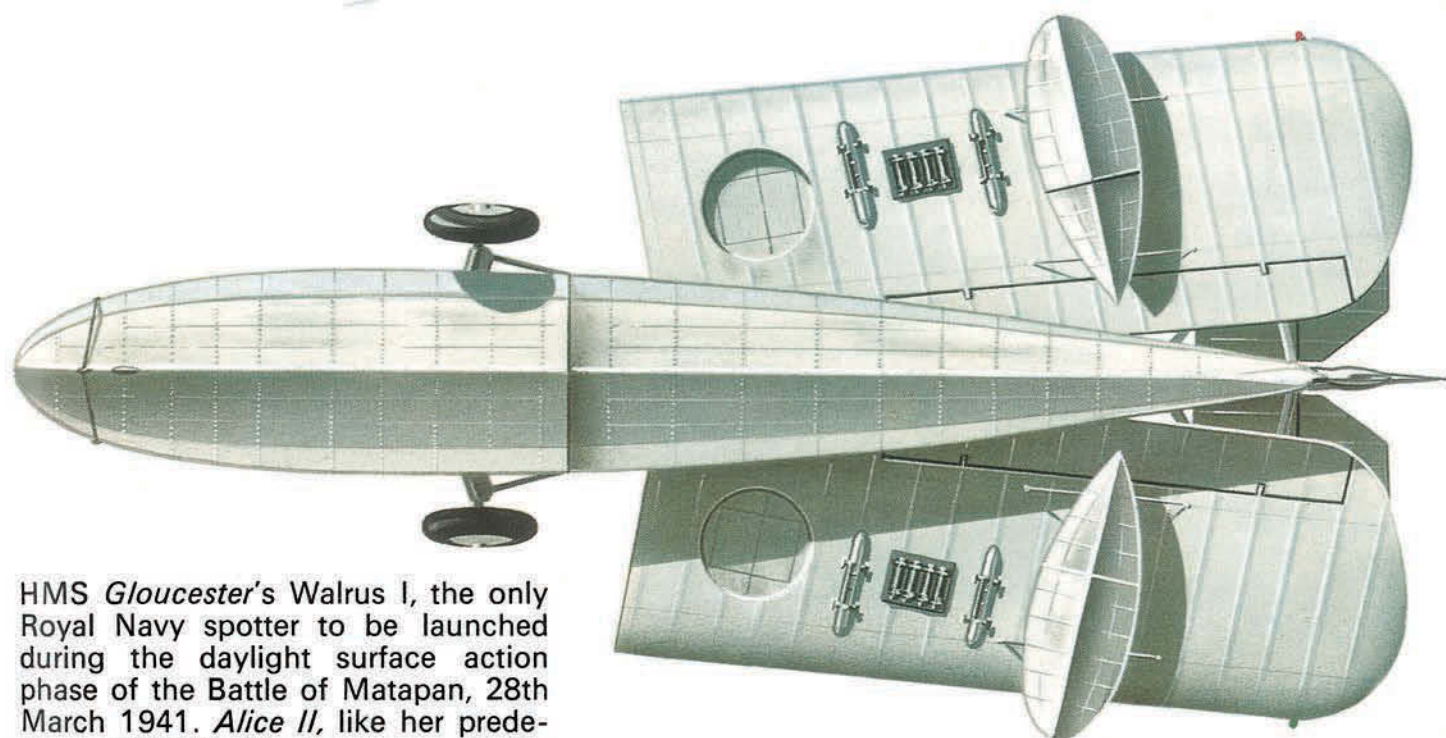
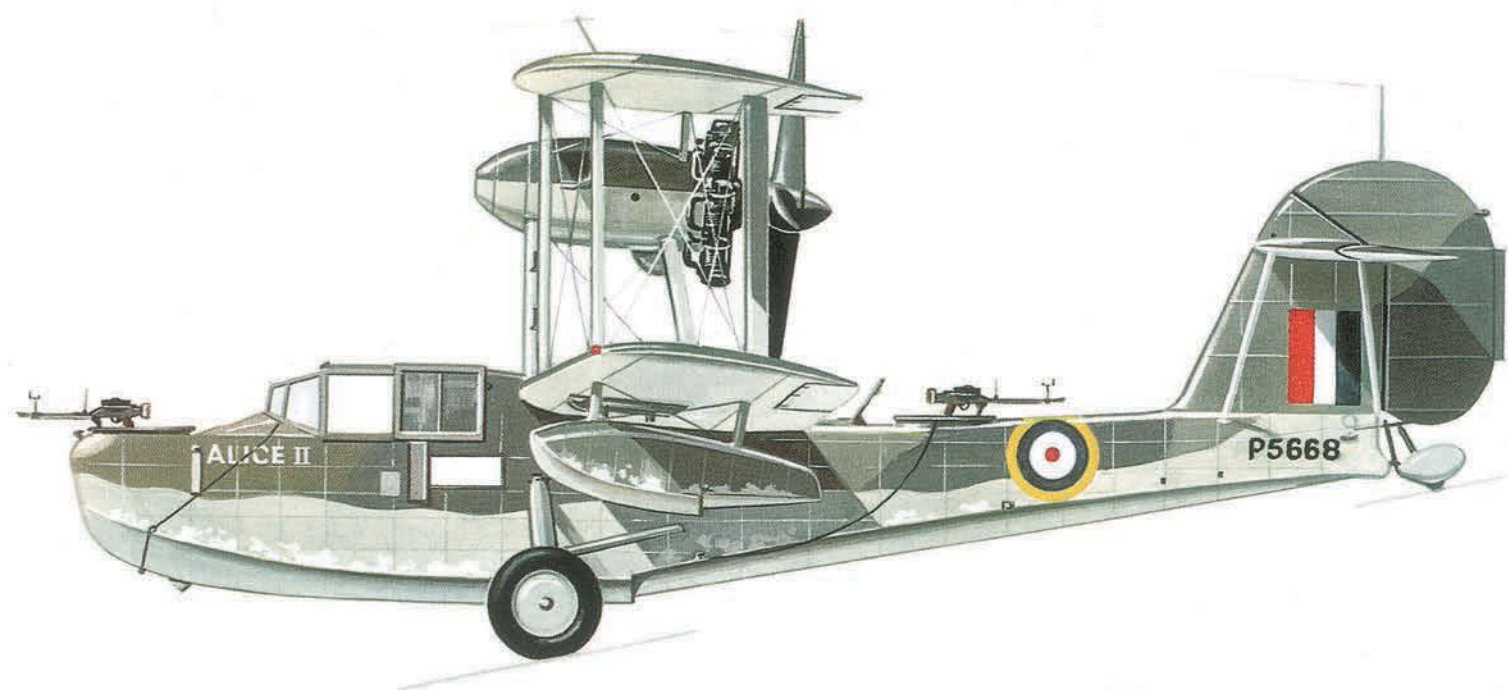
33: Detail of the main undercarriage rear bracing strut, showing the attachment point to the main leg.
34: Main wheel.
35: General view of the tailcone.
36: Tailplane struts and elevator linkage.
37: The lower anchor points for the tailplane bracing struts.



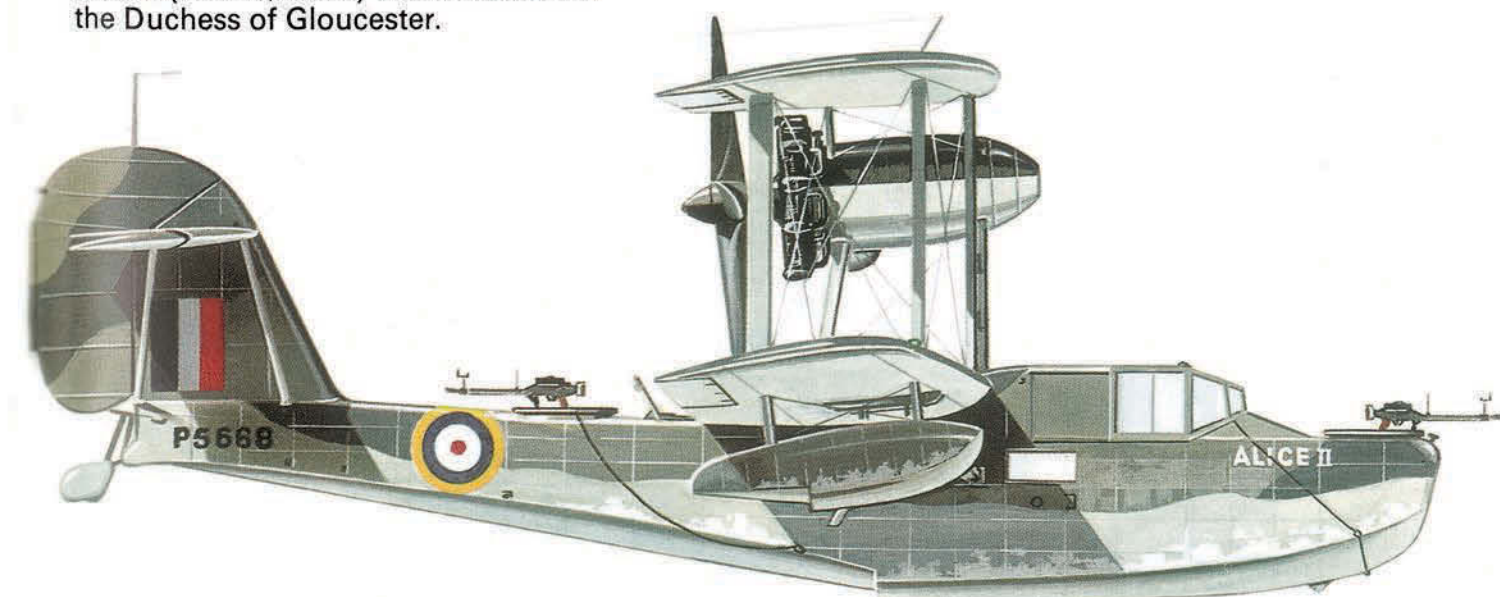
38: Rear view of the tailcone. 39: The steerable tailwheel has a fairing that doubles as a water rudder. 40: Control linkages to the rudder and steerable tailwheel. 41: Rudder trim tab linkage, right side. 42: Navigation light, wing leading edge, close to wing tip. 43: Bracing wires to the float. 44: Close-up of the aileron control linkage. 45: Bracing wire to the front of the float. 46: Close-up of wing undersurface recess for stores attachment shackle. 47: Engine pod strut anchor points at the wing centre section. 48: Wheel well recess in the lower wing undersurface. 49: Aileron on the upper wing. 50: Interplane strut anchor points on the lower wing top surface.



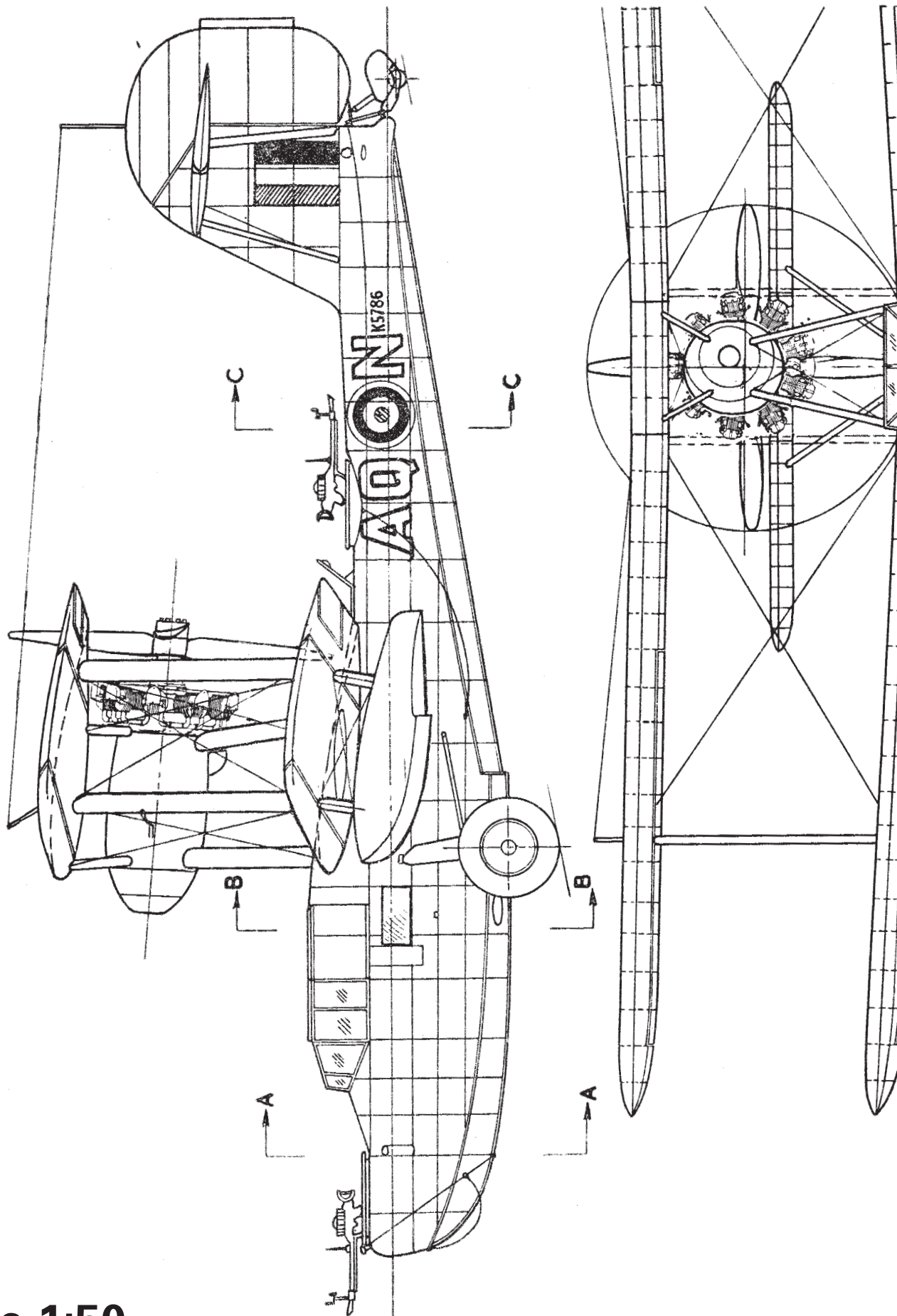




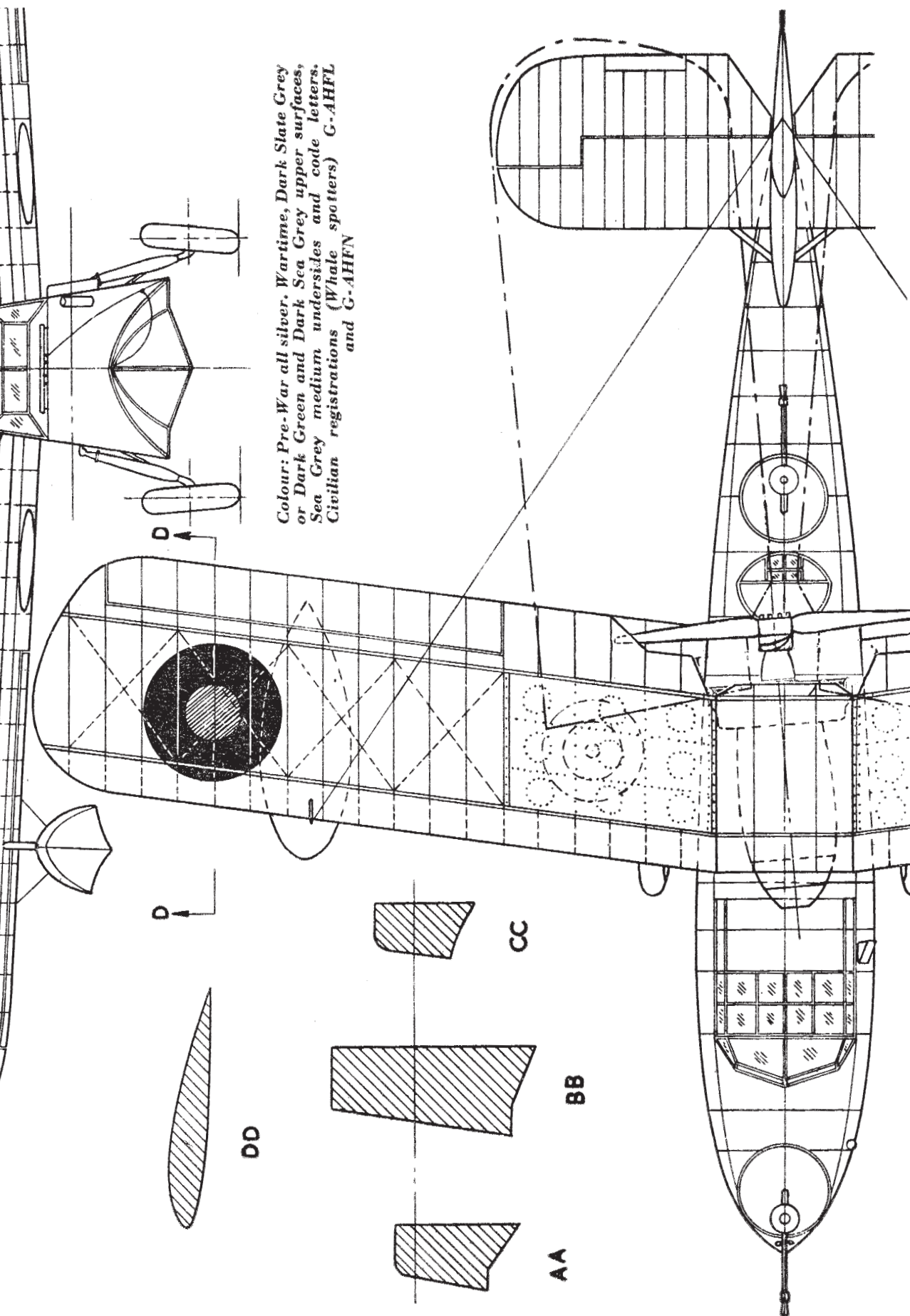
HMS *Gloucester*'s Walrus I, the only Royal Navy spotter to be launched during the daylight surface action phase of the Battle of Matapan, 28th March 1941. *Alice II*, like her predecessor (L2299, *Alice*) was named after the Duchess of Gloucester.



SCALE DRAWING



Scale 1:50





Westland Lysander



Westland Lysander

Perhaps known best for its clandestine operations ferrying agents into occupied Europe during WW2, the 'Lizzie' also did sterling work in 'Army Co-operation' tasks and was a forerunner of what eventually became the STOL type of aircraft



The Lysandar was designed by Mr. W. E. W. Petter in 1935 to Air Ministry Specification A.39/34, which called for an Army Co-operation aircraft to replace the Hawker Hart variants — Audax, and later Hector. An intensive study of operational requirements and discussion with Army Co-operation aircrews resulted in a radical departure from the previous practice of equipping a largely standard machine for this role, producing instead an aircraft with tailor-made performance for its duties. Petter's success in this may be judged by the fact that the Lysander, a fifty-foot span monoplane weighing six thousand pounds loaded, could operate with ease from an area the size of a football pitch. The secret lay in the aerodynamically operated slots and flaps of the mainplane giving a speed range of 55-230 m.p.h.

The prototype, K6127, first flew in June 1936, a second machine, K6128, following at the end of the year, both being powered

by the 840 h.p. Bristol Mercury IX engine. In September 1938, a contract was placed for 144 Mk.I Lysanders to Spec. 36/36 the production machines having 890 h.p. Mercury XII engines driving a D.H. two-pitch propeller; a revised gunner's canopy, and tailplanes trimmable to large negative angles. No. 16 Squadron exchanged its Hawker Hectors for Lysanders in June 1938, followed by No. 2 Squadron in July, and tropical trials on K6128 having proved satisfactory, the next batch was sent to the Middle East for the eventual re-equipment of Nos. 6 and 208 Squadrons which later operated them, together with Hurricanes, in the Western Desert and Greek campaigns. Nos. 20 and 28 Squadrons flew Lysanders during the India/Burma campaign, receiving their machines in late-1941.

In November 1938 a decision was made to fit the remaining aircraft of the order with 905 h.p. Bristol Perseus XII sleeve-valve engines and these Lysander Mk.IIs, distinguished externally by

short-chord engine cowlings without rocker box fairings and by modified tailplanes, re-equipped Nos. 4, 13, 16, and 26 Squadrons by early 1939, No. 2 Squadron receiving its Mk. IIs in February 1940.

In September 1939, Nos. 2, 4, 13 and 26 Squadrons joined the Air Component of the B.E.F. in France, No. 16 following later, all enduring the boredom of the so-called 'Phoney War' and the bitter winter of that year, during which the wheel-spats side plates of the Lysanders were removed after several incidents caused by slush-jammed wheels. On the 10th of May 1940, the German Army began its massive assault and immediately the Lysander Squadrons lost the protection of air supremacy under which they were designed to operate. They fought many gallant actions, notably those in support of the besieged Calais garrison, but losses were heavy and by the end of May, the survivors were back in Britain with about 50 aircraft left from the original 174.

For all this, production of the Lysander continued, but various problems concerning the Perseus engine dictated a change back to the reliable Mercury and the Lysander Mk. III emerged, powered by the Mercury XX or 30, driving a D.H. variable pitch propeller. A number of Mk. IIIs, together with some Mk. Is and IIs were fitted with twin .303 in. Browning guns in the rear cockpit, others being modified for towing targets, or Handley Page Hotspur training gliders.

At the beginning of the Battle of Britain, Lysanders were used for anti-invasion patrols, but at the end of July 1940, they commenced Air Sea Rescue duties and a year later four Squadrons were employed on this work, their morale uplifted by the twin Brownings and an escort of Spitfires!

On the night of 4th/5th September, 1941, the unique capabilities of the Lysander came into their own again as a black-painted specimen landed in a French field, disgorged one secret agent, picked up another and returned to England. This single operation heralded the hazardous work of Nos. 138 and 161 Squadrons which, over the next three years, delivered 293 persons to torch-signalled French landing places and brought more than 500 persons out, some of whom were shot-down aircrew. On more than one occasion the Germans ambushed the Lysanders and one pilot managed to fly a bullet-riddled machine all the way back to base with one hand on the controls and the other stemming the flow of blood from a neck wound.

In Italy, No. 148 Squadron carried out similar clandestine work, as did other Lysanders in the Far East, all these activities being assisted by the fitting of a 150-gallon overload fuel tank and an external ladder.

During 1940/41, some Lysanders were modified for experimental purposes, the first three being anti-invasion machines. The original prototype, K 6127, was fitted with a Delanne tandem wing and a mockup Boulton-Paul four-gun turret. L4673 had a four .303 in. belly gun pack, and both K6127 (in standard form) and L4673 (standard) were fitted with a pair of 20 mm.

Seen at Duxford some years ago in its previous colour scheme, The Shuttleworth Collection's Westland Lysander is ready for a display flight. Note that the side covers on the undercarriage trousers have been removed - a common practice for the Lysander when operating from muddy surfaces.

The machine can be viewed at Old Warden airfield, Bedfordshire any day of the week.





Westland Lysander Mk.II in colours of No.4 Squadron, R.A.F., early 1939.



*Westland Lysander Mk.III (S) of
C Flight No.357 Squadron R.A.F.,
based at Drigh Road, Burma,
during the summer of 1945.*

James Goulding

SPECIFICATION

Dimensions:

Span: 50 ft.

Length: 30 ft. 6 in.

Loaded weight: Mk. I —5,920 lbs.

Mk. II—6,015 lbs.

Mk. III—6,318 lbs.

Performance: Max. speed: Mk. I —219 m.p.h.

Mk. II—230 m.p.h.

Mk. III—212 m.p.h.

Min. speed: 55 m.p.h.

(fully loaded)

Take-off run

to 50 ft.: 250 to 300 yds. (zero wind)

Landing run

from 50 ft.: 310 to 340 yds. (zero wind)



*Seen in action at The Flying Legends Air Show at Duxford ,
Shuttleworth Collection's Lysander in Special Operations
overall black finish displayed considerable agility. Machine
at right seen in company with Bristol Blenheim.*

Madsen cannons on the undercarriage legs, P1723 undergoing tests with a power-driven turret aft of the mainplane. Another machine carried bench-type air brakes, while T1443 received a Dowty castoring undercarriage for cross wind landing trials. P9105 was fitted with a Steiger high-lift wing, incorporating full span slots and flaps without ailerons, lateral control being achieved by spoilers.

Lysander production ceased in January, 1942, after 1,368 machines had been built in this country and a further 225 in Canada. Apart from its virtually worldwide operation by the R.A.F., the Lysander served with the Air Forces of the Canadians, Irish, Free French, Turks, Egyptians, Finns, South Africans, and Portuguese.



IN DETAIL



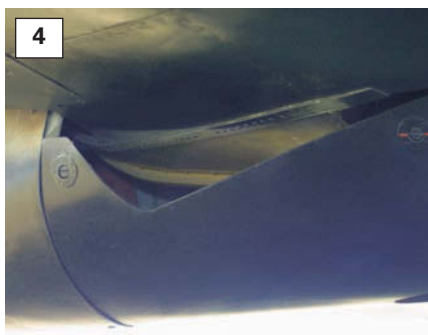
1. Fuselage rear end showing the tail fairing with blister fairing.



2. Note how the metal fuselage panels overlap at joints.



3. The variable incidence tailplane. Note the setting positions marked on the fuselage ahead of the leading edge.



4. View of the tailplane underside, showing the cut-out in the metal panel to allow the tailplane to assume the low-speed variable incidence position.



5 & 5a. Two views of the tailwheel unit. Note the fairing where the undercarriage leg enters the fuselage.



6. Extreme tip of the tailplane/elevator. The tailplane is metal skinned, while the elevator is fabric covered. Function of the tab over the elevator leading edge not known, but appears to be hinged.



7. Starboard fuselage side just ahead of the tail unit showing panelling and clear view inspection window.



8. Fixed, welded tube step on the starboard fuselage for access to the rear cockpit.

9. Detail of handle grip on the starboard fuselage side at the rear cockpit position.



10 & 10a. Two views of the fairing at the rear wing strut anchor point on the wing undersurface. Note the control link and control horn to the flap.



11. Detail of the wing root at the fuselage cabin, showing the faired flap hinge.



12. Above: view of the main undercarriage leading edge, showing the fairing at the base of the 'V'-wing struts which anchor to the main undercarriage.



13. A further view of the anchor point for the wing struts, showing the fairing from the rear.



15 & 15a. Two views showing the shape of the wing leading edge slats, with the anchor points. Slats are in the low-speed, deployed position.



16. Removal of fuselage side panel reveals tubular structure and runners for rear cockpit canopy.
17. Access panel on fuselage port side.



18 & 18a. Special Operations fixed access ladder to rear cockpit, placed on fuselage port side. Also shows further detail of the rear cockpit canopy frame and canopy sliders.



19. View showing the glass-house cockpit canopy with its multiple frames and clear panels. Note the sliding panel atop the front cockpit.
 20. This view further reveals the removable fuselage side panel, cockpit canopy slider rail and the hand-hold for hauling up into the rear cockpit.
 21 & 21a. Two views showing the long range fuel tank slung under the fuselage. Note the attachment shackles.



22, 22a, 22b, & 22c. These four views show the cowl for the Bristol Mercury engine, with its big exhaust stacks, the prop. spinner and prop boss.

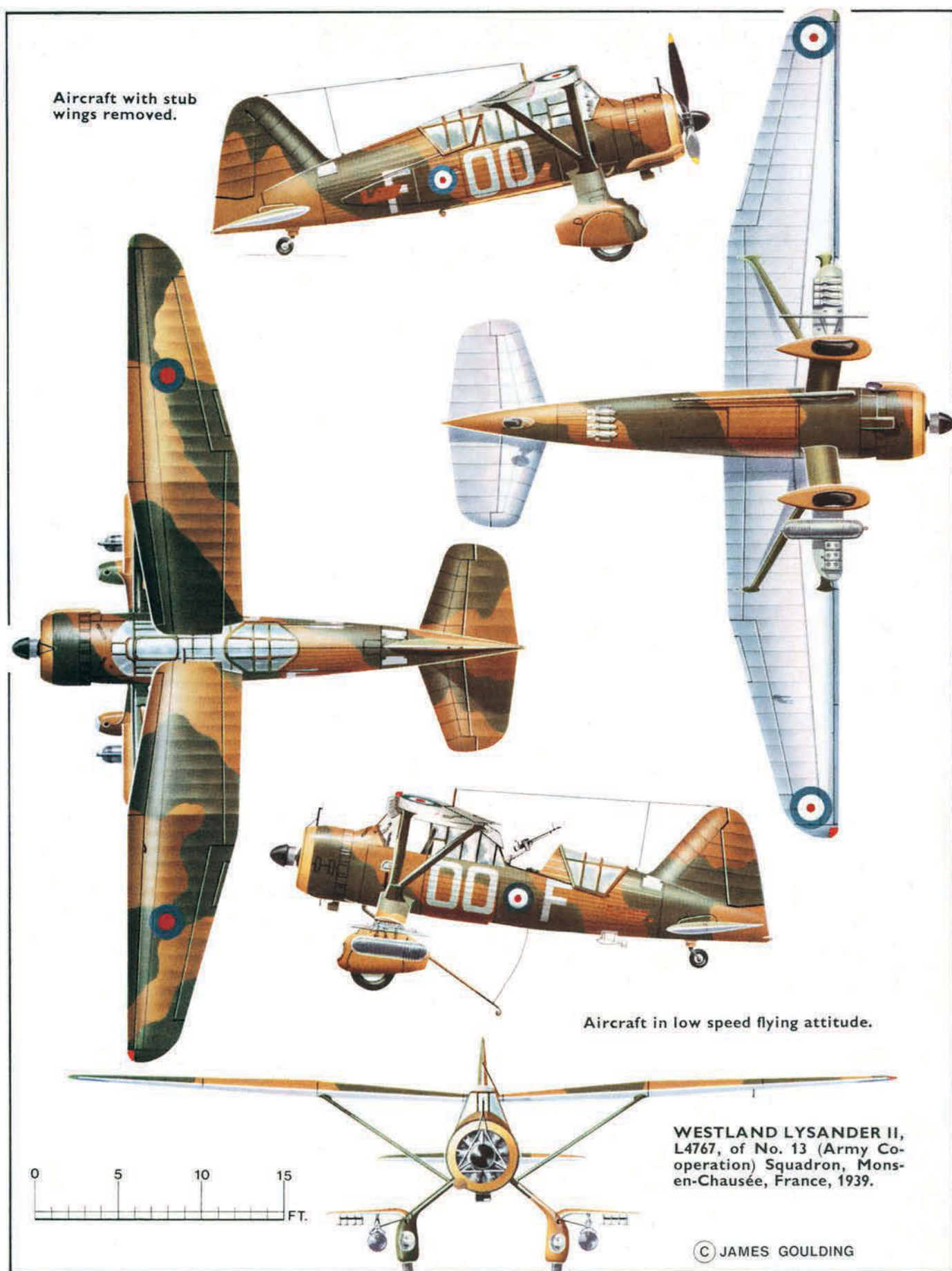


23. Detail of the interlinked cooling gills on the rear edge of the engine cowling.



24 & 25a. Two views here reveal what goes on inside those massive wheel fairings. Covers were often left off, if an aircraft was expected to operate in muddy conditions which risked the fairings clogging, then freezing at altitude which might result in a nose-over on landing.

26. Fully faired undercarriage.



The obliteration of the aircraft's serial number was carried out in red primer in accordance with Air Staff Instructions during October 1939, not, as occasionally stated, on the negative of contemporary photographs.

MARK I : No 16 SQUADRON, R.A.F. - 1939.

COLOUR CODE

DE - DARK EARTH
DG - DARK GREEN
BRO - BRONZE
B - BLACK
Y - YELLOW
SKG - SKY GREY
NM - NATURAL METAL
SI - SILVER
RR - ROUNDEL
W - WHITE
RBL - ROUNDEL
SK - SKY BLUE

GUNS - DARK GREEN
AMMUNITION BELTS -
VICKERS GUN DRUMS -
SIDES - SKY BLUE
TOPS - B, NM
LEATHER - SK

SQUADRON CODE
LETTERS - SKG.

ROUNDELS:
CENTRE - RR.
OUTER - RBL.
SERIAL NUMBERS DOPED
OVER WITH CAMOUFLAGE.
NO FIN FLASH.

KJ-E, KJ-L, KJ-Z - B.

BOTH STRUT
ASSEMBLIES - DG.

NOSE OF MARK II

PORT & ST. BD.

PORT ONLY

SPAT GUNS
DELETED.

LONG RANGE FUEL TANK.
(150 GALLONS.)

INBOARD VIEW - PORT SPAT;
WHEEL COVER REMOVED.

WHEELS SHOWN
IN FLYING POSITION.

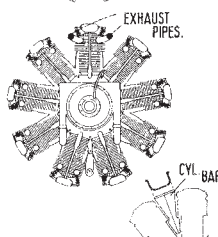
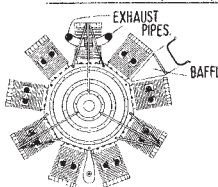
OUTBOARD VIEW - PORT SPAT;
WHEEL COVER REMOVED, BUT
SHOWING STUB WING
FITTED.

MARK III A : (SPECIAL AIR SERVICE.)

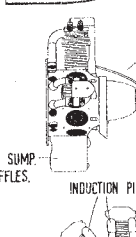
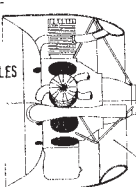
COLOUR - OVERALL SEMI-MATT BLACK.
UPPER WING ROUNDELS AS MK.I.
SERIAL NUMBERS: DULL RED.

MARK I

PERSEUS ENGINE (MARK II)



MERCURY ENGINE (MARKS I & III)



INDUCTION PIPES
REAR OF CYLINDERS.

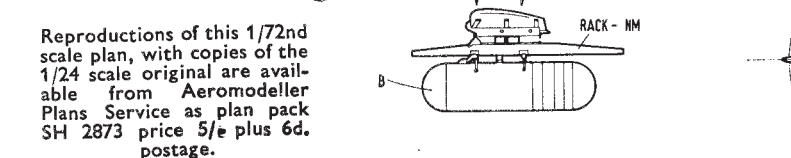
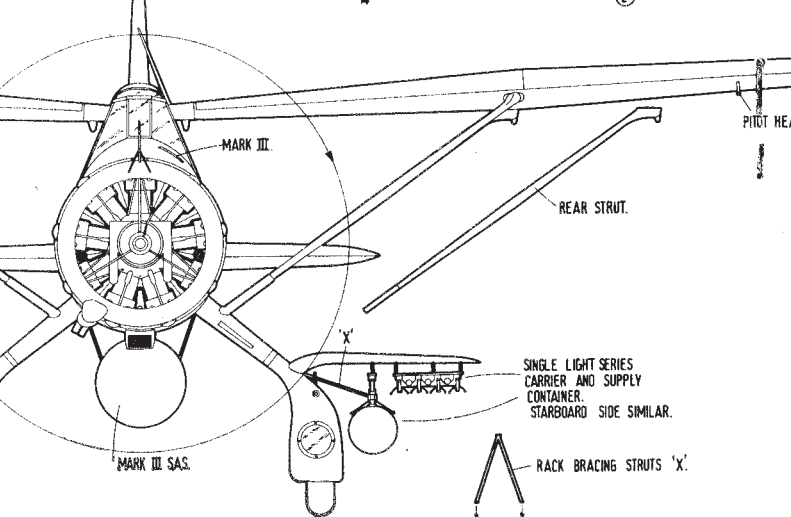
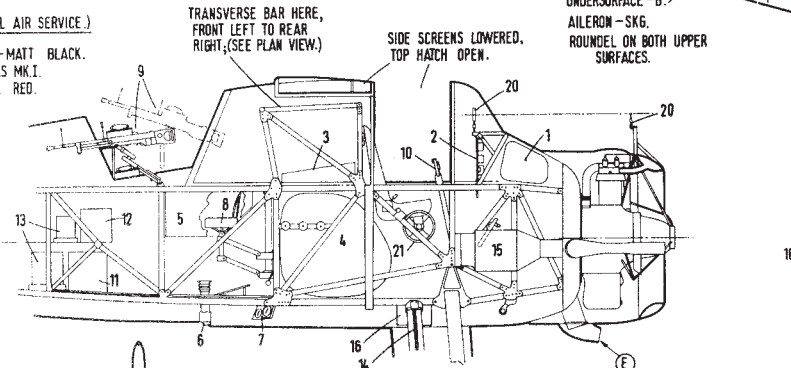
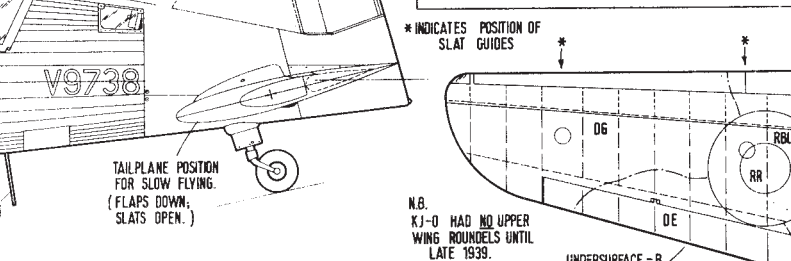
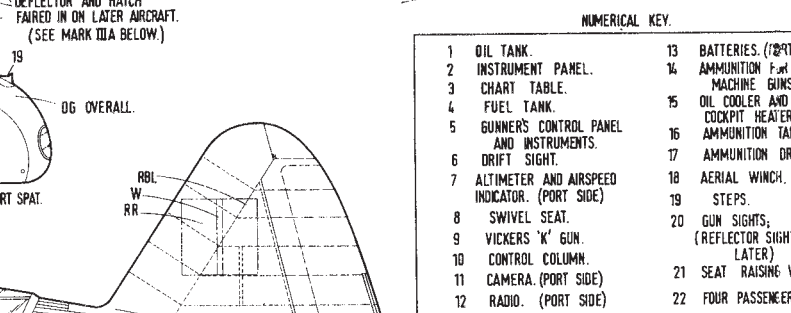
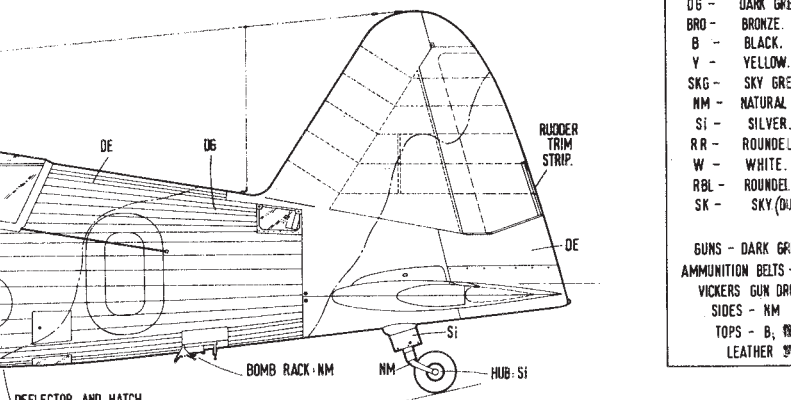
CYLINDERS REMOVED
FOR CLARITY.
SEE FUSELAGE CUT-AWAY
VIEW FOR INSTALLATION.

INDUCTION PIPES, (REAR OF CYLINDERS)

ENGINE COLOUR DATA:
CYLINDERS AND
BAFFLE PLATES: MATT LIGHT
GREY.
ALL OTHER PARTS: SEMI-MATT BLACK.

WESTLAND LYSANDER, Mks. I, II & IIIA.

DRAWN BY: G. R. DUVAL.
TRACED BY: A. A. P. LLOYD.



Reproductions of this 1/72nd scale plan, with copies of the 1/24 scale original are available from Aeromodeller Plans Service as plan pack SH 2873 price 5/6 plus 6d. postage.

Lysander Mk. II of Free French Air Force; support aircraft with Gen. Leclerc's Free French Saharan forces, 1941-42.



Wing detail.



Cross of Lorraine.



Free French A.F.; four wing positions.

Wing detail starboard.



port.



Lysander Mk. III of C.O., 'C' Flight (Special), No. 357 (SD) Sqdn., attached to 14th Army, South East Asia Command.



Personal 'spider' insignia on S.E.A.C. roundel.

Lysander TT. III., Royal Canadian Air Force.



Campaign insignia (Burma).



Lysander Mk. I. of Tlelv. 16, Finnish Air Force.

Continuation War markings.



Eire.

Lysander Mk. II of Irish Air Corps. "A" and "B" schemes applied to alternate aircraft.



Finland.

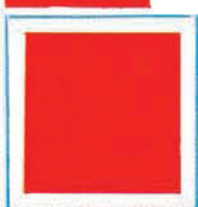
Lysander Mk. II of Turkish Air Force.



Eire; four wing positions.



Turkey, rudder.



Turkey, wings.



Egypt.



Lysander Mk. I of Egyptian Air Force.



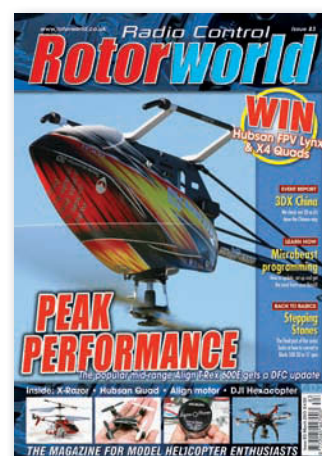
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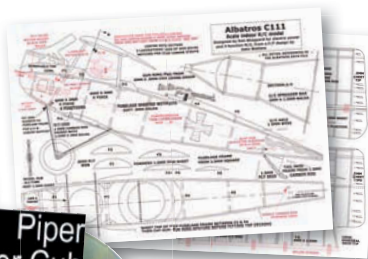


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SS1014



Bristol Blenheim in Action (SC)

Mackay. The Bristol Blenheim opened WWII for RAF, flying the first operational sortie of a British bomber in WWII. Used in every theater where the British fought, the Blenheim would see action over Europe, the North African deserts and the jungles of Asia. Blenheim's were adapted to many roles notenvisioned by its designers, photo reconnaissance, float plane, and night fighter. Over 101 photos, 40 detail drawings, 2 pages of scale drawings, 13 full color paintings; 50 pages.

SS1088



BE2 in Action (SC)

Cooksley Used as fighters, reconnaissance aircraft, artillery spotters and bombers. Includes the BE2a, BE2b, BE2c, BE2d, BE2e, BE2f, BE2g, and BE12 variants. Over 100 photos, 40 detail drawings, 2 pages scale drawings, 13 full-color drawings; 50 pages.

SS1123



Heinkel He 112 in Action (SC)

Bernad. Saw only limited action with the Luftwaffe. Used by the Condor Legion during the Spanish Civil War. Went on to see service with the Spanish, Rumanian, Hungarian and Japanese AFs. Includes A and B series variants, as well as sections on service with the Luftwaffe, Japan, Spain, Hungary, and Rumania. Also covers the rocket propulsion experiments with the He-112. Over 100 photos, 13 color drawings, numerous line drawings; 50 pages.

SS1159



Reggiane Fighters in Action (SC)

Punka. Covers the WWII Italian fighter Re.2000/2001/2002 and 2005. Includes Re.2000 in Italian, Hungarian, and Swedish service, Re.2001, Re.2002, and Re.2005 in Italian service. Also covers Re.2000 service on the Eastern Front. Extensively illustrated with 100 b/w photos, line drawings, 10 full-color profiles and 3 cover paintings; 50 pages.

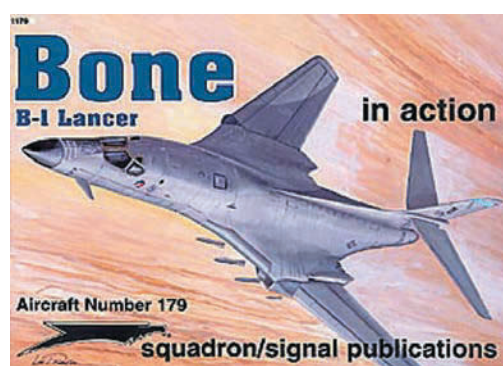
SS1177



B-2 Spirit in Action (SC)

Goodall. America's 1st operational bomber to employ a flying wing design and stealth characteristics has seen combat over Yugoslavia and Afghanistan. Includes the B-2 upgrades, Air Refueling, and B-2 weapons. Also covers Operation Allied Force and Operation Enduring Freedom. 100 b/w photos, numerous line drawings, 2 pages full color art/photos; 50 pages.

SS1178



B-1 Lancer in Action (SC)

Drendel. The BONE - B-1 Lancer - is the USAF's latest swing-wing heavy bomber and has seen action over Iraq, Yugoslavia and Afghanistan. Includes the B-1A and B-1B variants. 100 b/w photos, black & white line art, full-color centerspread and 3 full color cover drawings; 50 pages.

SS1179



Junkers Ju 52 in Action (SC)

Stapfer, Mau and Punka. Includes the Single-Engine Ju 52, Ju 52/3m Pre Series, Ju 52/3m fe, Ju 52/3m ge, Ju 52/3m reo, Ju 52/3m ho, C-79, Ju 52/3m g3e, Ju 52/3m g4e, Ju 52/3m g5e/g6e, Ju 52/3m g7e to g12e, Ju 52/3m g14e, Ju 52/3m See, Ju 52/3m MS, CASA 352, and AAAC-1 Toucan variants. Also covers operations in the Spanish Civil War, Sino-Japanese War, as well as Ju 52/3ms in foreign service and postwar civil service. Over 90 b/w photos, numerous line drawings, 10 full color profiles, 3 cover paintings; 50 pages.

SS1186



Gloster Gladiator in Action (SC)

Harrison. Covers operations in France, Norway, the Middle East, Malta, and Aden, as well as Gladiators in service with Latvia, Lithuania, Norway, Sweden, Belgium, China, Ireland, Greece, Egypt, Iraq, Portugal, Finland, Soviet Union, Australia, Free French, and South Africa. Illustrated with 100 b/w photos, line art, 10 full-color profiles, 3 cover drawings; 50 pages.

SS1187

Squadron Signal Publications

AIRCRAFT IN ACTION



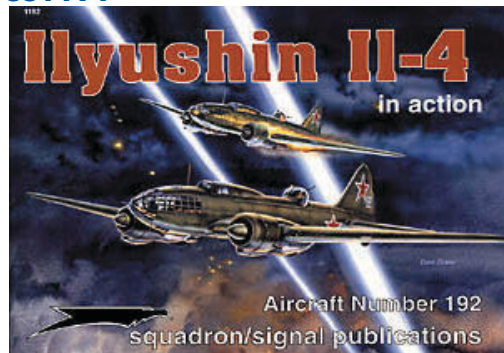
C-46 Commando In Action (SC)
Love. Includes the CW-20/C-55, C-46A, R5C-1, XC-46B, XC-46C, C-46D, C-46E, C-46F, and C-46G/XC-113 variants. Also covers operations in the Far East as well as Post War civil and military service. 100 b/w photos, line art, 10 full-color profiles, 3 cover drawings; 50 pages.

SS1188



F4F Wildcat in Action (SC)
Dann. History of the F4F's development and operational service. Includes the XF4F-2, XF4F-3, F4F-3, XF4F-6, F4F-3A, F4F-3P, F4F-7, F4F-3S, XF4F-5, F4F-4, XF4F-4, XF4F-8, FM-1, FM-2, G-36A, Martlet Mk I, Martlet Mk II/G-36B, Martlet Mk III, Wildcat Mk IV (F4F-4B), Wildcat Mk V, and Wildcat Mk VI variants. Also covers Wildcat exports to Finland, Belgium, and Iran. 100 photos, 10 color profiles; 50 pages.

SS1191



Ilyushin IL-4 in Action (SC)
Stapfer. Includes the DB-3S, DB-3B, DB-3T, DB-3TP, DB-3T (Experimental), Capsule DB-3, TsKB-30, DB-3M, TsKB-30 N-1, DB-3F, DB-3F, IL-4, IL-4TK, and IL-6 variants. Also covers the DB-3F in German and IL-4 in Finnish service. Approximately 90 photos, b/w line drawings, 10 color profiles; 50 pages.

SS1192



Tupolev SB in Action (SC)
Stapfer. It saw service in Spain and China and was the backbone of the Soviet bomber force when the Nazi's invaded the Soviet Union in 1941. Includes the ANT-40-1, SB-2-M-100, SB-2-M-100-A, Avia B-71, Avia B-71A, Avia B-71B, SB-2-M-100, SB-2-M-100-A (Modified), SB-2-M-103, SB-bis-3, PS-40, PS-41, PS-41 bis, SB-MMN, USB variants. Operations in Poland, Finland, Russo-German War, aircraft in foreign service. Over 100 photos, 38 line drawings, 10 color profiles; 50 pgs.

SS1194



US Liaison Aircraft in Action (SC)
Adcock. Covers L-1 thru L-5 during WW II. Includes the Stinson L-1 (O-49) Vigilant, Taylorcraft L-2 (O-57) Grasshopper, Aeronca L-3 (O-58) Grasshopper, Piper L-4 (O-59) Grasshopper, and the Stinson L-5 (O-62) Sentinel. Over 90 b/w photos. 10 full-color profiles; 50 pages.

SS1195



F-16 Falcon in Action (SC)
Drendel. Over 4000 F-16s have been produced since the mid 1970s. Includes the YF-16, F-16A/B, and F-16C/D variants. Also covers weapons, and other mission attachments, as well as experimental F-16s, and the listing of foreign operators. 100 photos, 27 line drawings, 7 color profiles; 50 pages.

SS1196



Sepecat Jaguar in Action (SC)
Ashley. The Sepecat Jaguar is an Anglo-French strike aircraft, having served with the British, French airforces, and several export customers. Includes Jaguar A/GR.1, trainer variants, British and French service, Naval trials, as well as service with Oman, Ecuador, India, and Nigeria. Also covers combat operations in Iraq, Senegal, Chad, South America, and the Balkans. 97 photos, 26 line drawings, 10 color profiles; 50 pages.

SS1197



F-102A Delta Dagger in Action (SC)
Davis. Supersonic interceptor aircraft that entered USAF service in 1956. Includes the YF-102, F-102A, XF-92A, YF-102A, F-102A, TF-102A, F-102B, F-102C, JF-102A, QF-102A, and PQM-102A/B variants. Also includes operational and Air Guard service. 100 photos, 35 line drawings, 10 color profiles; 50 pages.

SS1199



Fairey Firefly in Action (SC)
Harrison. British WWII Naval Fighter that superseded the Fairey Fulmar in the Fleet Air Arm, and remained in British Service into the mid 1950s. Includes the F.1, F.1A, FR.1, NF.1, T.1, TT.1, NF.2, T.2, F.3, T.3, FR.4, TT.4, NF.4, FR.5, NF.5, AS.5, T.5, TT.5, AS.6, TT.6, AS/T.7, T.7D, U.7, T.8, U.8, and U.9 variants. Also covers Firefly operations in the Pacific, Malaya, and Korea, as well as Fireflies in foreign service. 90 photos, 17 line drawings, 10 color profiles; 50 pages.

SS1200



C-5 Galaxy In Action (SC)

Lippincott. This reprint includes 6 all-new pages packed with color photos and additional information about the Galaxy. Illustrated with 158 photos, 8 color profiles and b/w line drawings; 64 pages.

SS1201



Early MiG Fighters in Action (SC)

Stapfer. Until the collapse of the Soviet Union in 1991, the MiG Design Bureau had a near monopoly on the supply of fighter aircraft to the Soviet Air Force and the nations within Moscow's sphere of influence. Updated with 7 pages of new material and illustrated with more than 100 photographs, plus 10 color profiles, detailed line drawings, and color covers; 56 pages.

SS1204



P-40 Warhawk in Action (SC)

Dann. British Commonwealth air forces gave the name Tomahawk to models equivalent to the P-40B/C and Kittyhawk to models equivalent to the P-40E and all later variants. The reissue features four new pages with color photographs and locations of Still Airworthy and On Display modern examples of the P-40. Illustrated with more than 100 photographs, 10 color profiles, line drawings; 64 pgs.

SS1205



F-14 Tomcat in Action (SC)

Drendel. The Tomcat attained speeds greater than Mach 2 with its twin afterburning turbofan engines. The versatile aircraft performed the role of fleet air defense, fighter escort, tactical air reconnaissance and air-to-surface strike fighter. This all-color In Action book is the perfect complement to the author's other book, "Tomcat!" This reissue features four new pages with color photographs and 'On Display' locations. The book features more than 100 color photos, line drawings, color paintings and seven color profiles; 56 all-color pages.

SS1206



P-47 Thunderbolt in Action (SC)

The P-47. The P-47 was the biggest, most heavily armed, and one of the fastest single engine fighters developed during World War II. Indeed, several P-47 experimental aircraft topped 507 mph, and several pilots claim to have flown the big fighter into transonic speed ranges. More than 100 photographs, line drawings and color profiles. 60 pages.

SS1208



P-51 Mustang in Action (SC)

Davis. The P-51 Mustang was one of the most outstanding aircraft developed by the Allies during World War II. Dozens of period photographs from around the world illustrate the production, development, and evolution of the legendary Mustang. Illustrated with more than 130 photographs, plus color profiles and detailed line drawings; 64 pages.

SS1211



Messerschmitt Me 262 in Action (SC)

Stapfer. The Me 262 not only enjoyed superior speed, but it also had deadly firepower: a total of (4) Mk.108 30 mm cannon were mounted in the nose of the fighter variant. Its operational service, however, was hampered by its temperamental engines and under-strength undercarriage. A total of 1,433 Me 262s were built during World War II. Covers the production and development of the Me 262 with more than 100 photographs, color profiles, and detailed line drawings; 52 pages.

SS1212



F/A-18 Hornet Color in Action (SC)

Drendel. While the Super Hornet is a distant relation of the A-D Hornets, they all trace their roots to the loser of the lightweight fighter competition of the early 1970s, the Northrop YF-17. The twin-engine YF-17 had a definite advantage in this competition; on 2 May 1975, the Navy announced the MDD/Northrop design as the winner. More than 100 photographs, color profiles and detailed line drawings; 52 pages.

SS1214



C-141 Starlifter in Action (SC)

Burford. The first C-141 rolled out of the Lockheed Plant in Georgia on 22 August 1963 to much fanfare. From there, in war and peace, the C-141's story has been lifted to the stars of aviation history. Illustrated with over 150 color and 8 b/w photographs, 3-view drawing, 3-scheme color camouflage art, and color profiles; 58 pages.

SS1215

Squadron Signal Publications

AIRCRAFT IN ACTION



F6F Hellcat in Action (SC)

Sullivan. The heavily-armed fighters could pack armament including six wing-mounted .50 caliber machine guns, 20mm cannons, wing-mounted rockets and a bomb rack. This book takes detailed look at F6F Hellcat with 100 photographs, color profiles, detailed line drawings; 60 pages.

SS1216



US Navy UAVs in Action (SC)

Neubeck. UAV evolved extensively and saw extensive action during Operation Desert Storm - the war against Iraq in 1991. UAVs can stay aloft 2 or 3 days and ground operators can be rotated on a regular schedule; they also use less fuel thus reducing operating costs. Newer roles, such as bombing, are also being considered for UAVs, some of which will be equipped to carry a weapon pod or bomb rack.

SS1217



A-10 Warthog in Action (SC)

Drendel. Introduced in the mid-1970s, the A-10 has seen service in the Gulf War of 1990-1991; in the Balkans, later in the 1990s; in Afghanistan after 2001; and in the occupation of Iraq, beginning in the spring of 2003. Illustrated with more than 106 photographs, 11 full color paintings, 43 detail drawings and 2 pages of 3-view drawings; 56 pages.

SS1218



F4U Corsair In Action (SC)

Sullivan. The Corsair was first conceived as a high-speed, high-altitude fighter for the Navy in 1938 when Chance Vought's design team drew up plans for a fighter with a 1,800 hp engine and a huge 13-foot propeller - the F4U's famous inverted gull wing was introduced to allow prop clearance. Illustrated with 169 photographs (53 in color) plus color profiles and detailed line drawings; 64 pages.

SS1220



B-25 Mitchell in Action (SC)

Doyle. The US supplied B-25s to the British Royal Air Force and to the Soviet Union, which flew them against the Nazis on the Eastern Front. Through period photographs and detailed information, the career of the Mitchell is covered from the experimental NA-40 prototype to the final production B-25J model. US Marine Corps PBJ versions are also chronicled. Illustrated with nearly 200 photographs, more than 80 of them rare period photos in original color, plus color profiles and detailed line drawings; 72 pages.

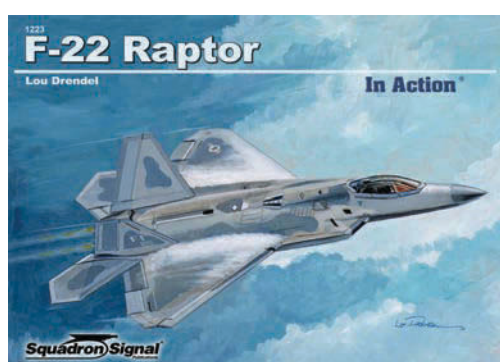
SS1221



P-38 Lightning in Action (SC)

Doyle. The Lightning saw service in Europe, and it was after flying a P-38 to assess the progress of the Normandy Invasion in 1944, US Lt. Gen. Jimmy Doolittle referred to the Lightning as "the sweetest-flying plane in the sky." Illustrated with nearly 150 period photographs, a third of them rare original color photos, plus color profiles and detailed line drawings; 72 pages.

SS1222



F-22 Raptor in Action (SC)

Drendel. This volume traces the history of the Raptor and describes in detail why it is likely to be the world's best fighter for years to come. With the onset of the Obama Administration, Raptor production was capped at 187 units. As challenges to US global leadership mount, however, the Raptor's capabilities will face increasing demand. Illustrated with 169 photographs plus color profiles and detailed line drawings; 56 pages.

SS1223



F-84 Thunderjet In Action (SC)

Davis. Thunderjets flew 86,408 missions during the conflict and took out 60 percent of the ground targets eliminated by American forces. In addition, 8 Soviet-built MiG fighters met their end thanks to F-84 pilots. After the Korean War, the F-84 took part in the Suez Crisis and the Berlin Crisis and stood alert during the first 2 decades of the Cold War. Illustrated with 164 photographs plus color profiles and detailed line drawings; 72 pages.

SS1224



B-52G/H Stratofortress in Action (SC)

Katz. This volume is packed with historical, and recent photographs of the B-52. As part of his research, the author flew on a B-52 training mission, and the flight report in this volume is the most detailed description of a B-52 mission ever published. Illustrated with color profiles, detailed line drawings and over 190 photographs; 88 pages.

SS10207

Squadron Signal Publications

AIRCRAFT IN ACTION



B-17 Flying Fortress in Action (SC)

Doyle. Delivers a visual overview of the aircraft's development and use. During the 10 years in which it was produced, a total of 12,731 of the B-17 heavy bombers rolled off the assembly lines of Boeing, Douglas Aircraft, and Lockheed's subsidiary Vega. First flown in 1935, the aircraft was repeatedly modified, upgraded, and perfected in response to combat experience. Also highlights the roles played by individual aircraft and their crews, such as the 'Memphis Belle', which completed 25 missions over enemy territory; 'Stage Door Canteen', christened by Winston Churchill's daughter; and 'All American', which demonstrated the incredible toughness of the Flying Fortress by returning safely to base despite having its tail nearly sheared off by a Messerschmitt. An unmatched, lavishly illustrated account of one of the greatest warplanes of all time, a must have! Perfect binding. Illustrated with 200 vintage photographs, plus color profiles and detailed line drawings; 80 pages.

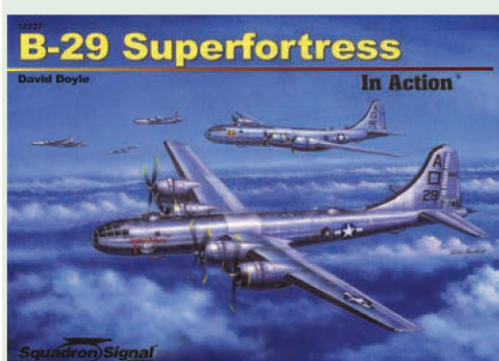
SS10219



TBF/TBM Avenger In Action (SC)

Doyle. Designed by Grumman as a replacement for the Douglas TBD Devastator, Avenger production began prior to the Japanese attack on Pearl Harbor, and it remained in US Navy service until October 1954. Demand for the large torpedo bomber was so strong that General Motor's newly-formed Eastern Aircraft Division was contracted as a second source for the Avenger, ultimately accounting for more than half of the total production. In addition to its obvious use as a torpedo bomber, the Avenger also served as a horizontal bomber, dropping conventional bombs, as well as mines and notably, depth charges, while operating in an antisubmarine role. Filled with 212 vintage photos, 29 of them in color, these are augmented by five color profiles and a like number of detailed line drawings; 80 pages.

SS10225



B-29 Superfortress In Action (SC)

Doyle. While most often remembered as the type of aircraft that dropped the first atomic bomb, and for its extensive use in bombing Japan during the latter stages of WWII, the B-29 also saw plenty of combat during the Korean War. Individual sections of the book explore the interior and armament of these bombers, as well as their production by Boeing, Martin, and Bell. Illustrated with 248 photographs, 90 of them in full color; 88 pages.

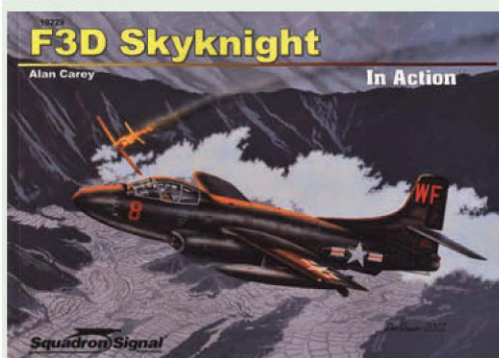
SS10227



B-24 Liberator in Action (SC)

Doyle. Lavishly illustrated with almost 250 authentic wartime photos, including over 80 in vintage color, with supplemental drawings and color profiles, this totally new edition of this classic In Action title brings to life no less than 20 variants these famed aircraft, as well as their crews. Experimental versions, classic bombers, freighters, tankers, reconnaissance birds - even the rare gunship version - are shown; 88 pages.

SS10228



F3D Skyknight in Action (SC)

Carey. This book chronicles the development and operational history of the Navy fighter from conception to duty in the Korean War, to service as a night interceptor in Vietnam. Packed with never before published color and b/w photographs covering the entire operational life. Illustrated with more than 196 photos and 10 line drawings; 80 pages.

SS10229



S-3 Viking In Action (SC)

Elward. Over the years, it evolved into an outstanding surveillance and anti-surface platform, effective not only against submarines but also large and small surface ships. As its nearly 35-year career came to an end in 2009, the Viking also took on the carrier air wing organic tanking requirements, retiring with over half of its service life remaining. A total of 187 aircraft were built and served in 16 United States Navy squadrons. The Viking and its main variant, the highly-classified ES-3A Shadow electronic surveillance aircraft, played a key role in the Cold War and in the conflicts of the 1990s. The book is one of the few publications to tell the Viking story and is packed with photos and detailed line drawings, all depicting the aircraft's weapons, paint schemes, sensors and interior. It also provides an overview of some of the more significant variants that were studied, but never fully pursued, such as the Carrier On-Board Delivery (COD) and dedicated (KS) refueling variants. It also discusses the aircraft's role in Operation Desert Storm and how the lessons learned from that conflict impacted the Vikings' mission during the latter part of the 1990s and early 2000s. Illustrated with 186 photographs, line drawings, and numerous color profiles; 80 pages.

SS10230

COMING SOON



How to Build Revell's 1:32 Messerschmitt Bf109 G-6

The complete guide to building Revell's 1:32 Bf109 G-6 Messerschmitt written by Brett Green of Hyperscale and Model Military fame.

Three complete builds, Plus:

- Bf 109 G-6 Reference Gallery and colour profiles
- Step by Step - Tips and techniques for building the ultimate 1:32 Bf 109 G-6
- Bf 109 G-14 conversion
- Super detailing the cockpit and wheel wells
- Aftermarket decal and accessory summary

TBA

Squadron Signal Publications

AIRCRAFT WALK AROUND



F-117A Nighthawk Walk Around (SC)

Goodall. Losses of aircraft to radar directed missiles and anti-aircraft guns during the Vietnam War led the USAF to develop a strike aircraft less visible to radar. Also used in the Persian Gulf War and more recently in Yugoslavia. Details cockpits, engines, landing gear and weapons. 12 color profiles, 40 pages color; 80 pages.

SS5526



F-15 Eagle Walk Around (SC)

Drendel. The McDonnell Douglas (now Boeing) F-15 first entered service in 1974 and became the USAF's premier fighter of the late 20th and early 21st Centuries. Inside and out coverage of all variants with emphasis on F-15C and F-15E. Cockpits, radar, weapons, landing gear/wheel wells, and engines, etc.. Illustrated with 92 b/w and 109 color photos, 14 color drawings, 9 b/w drawings; 80 pages.

SS5528



AH-1 Cobra Walk Around (SC)

Mutza. In this title the AH-1 is presented in meticulous detail. Includes cockpits, engines, weapons, airframe and more. Also covers US Marine Corps version. Illustrated with 112 b/w and 96 color photos, 12 color drawings, and 9 b/w drawings; 80 pages.

SS5529



Bf 109E Walk Around (SC)

Stapfer. The Messerschmitt Bf 109E was the backbone of the Luftwaffe's fighter force from the Invasion of Poland, the Battle for France and the Low Countries, the Battle of Britain, and the Invasion of Russia. This title gives a comprehensive inside and out coverage of the Bf 109E and includes details of engines, cockpits, landing gear, airframe and more. Illustrated with over 100 b/w and over 100 color photos, 16 color drawings, 20 b/w drawings; 80 pages.

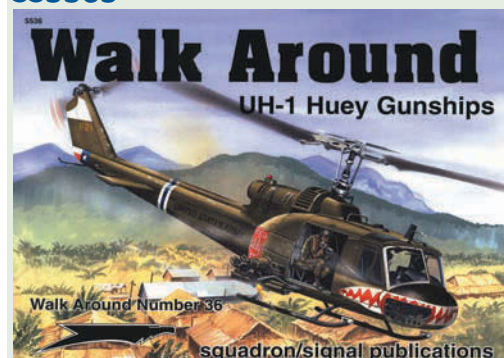
SS5534



EA-6B Prowler Walk Around (SC)

Michaels. The need for Electronic Warfare aircraft developed after WWII with the rapid development and proliferation of sophisticated guided weapons. This title gives inside and out coverage of fuselage, wings, tail, cockpits, engines, landing gear, and more. Illustrated with over 83 b/w and 118 color photos, 12 color drawings, 5 b/w drawings; 80 pages.

SS5535



UH-1 Huey Gunships Walk Around (SC)

Mutza. Not long after the UH-1s flew their first support roles (medevac, etc.) in Vietnam in 1962, armed version began to appear. This title gives inside and out coverage of the US Army's workhorse combat helicopter during the Vietnam War. Includes the UH-1s engines, rotors, airframe, and cockpit and cabin plus a wide variety of weapons. Illustrated with over 106 b/w and 97 color photos, 14 color drawings, 7 b/w drawings; 80 pages.

SS5536



MiG-21 Fishbed Walk Around Part 1 (SC)

Stapfer. The MiG-21 began production in 1959 and would continue in production until 1985. Also the longest production run of any combat aircraft. This title includes inside and out coverage of the MiG-21F-13 (Fishbed C), PF (Fishbed D), PFM Fishbed F), U (Mongol A), and UM (Mongol B) variants. Illustrated with over 114 b/w and 100 color photos, 12 color drawings, 11 b/w drawings; 80 pages.

SS5537



F-8 Crusader Walk Around (SC)

Barthelmes. The F-8 entered service in 1957 and was to remain in US service until 1987, and in French service until 2000. In Vietnam the F-8s had the highest kill ratio of any USN aircraft, which earned it the title of "MiG Master". This title includes interior/exterior photo coverage of cockpits, engines, landing gear, airframes and weapons. Illustrated with over 137 b/w and 124 color photos, 12 color drawings, 8 b/w drawings; 80 pages.

SS5538



MiG-21 Fishbed Walk Around Part 2 (SC)

Stapfer. The MiG-21 began production in 1959 and would continue in production until 1985, making it not only the most produced supersonic jet aircraft ever, but also the longest production run of any combat aircraft. With details on the airframes, cockpits, landing gear, engines and weapons. Illustrated with over 123 b/w and 97 color photos, 12 color drawings, 11 b/w drawings; 80 pages.

SS5539

SquadronSignal[®] Publications

AIRCRAFT WALK AROUND



MiG-15 Walk Around (SC)

Stapfer. This title includes inside and out coverage of the MiG-15 Fagot-A, MiG-15 Fagot-A (modified), MiG-15 Fagot-B (Early), MiG-15bis and Fagot-B (late) variants: with details on the airframes, cockpits, landing gear, engines and weapons. Illustrated with over 100 b/w and 124 color photos, 12 color drawings, and 27 b/w drawings; 80 pages.

SS5540



Me 262 Walk Around (SC)

Concise history of Messerschmitt's Schwalbe, the world's first operational turbojet fighter aircraft. An extensive visual description of the airframe - inside and out from every perspective; detail photos are of Me 262A-1 WNr 500071 as restored at the Deutsches Museum in Munich. Illustrated with more than 100 b/w photos, over 100 color photos, 12 full color profiles plus line drawings and scrap art; 80 pages.

SS5542



MiG-17 Walk Around (SC)

The MiG-17 'Fresco' followed the MiG-15 'Fagot' into Soviet AF service and evolved into a highly maneuverable, reliable and easy-to-maintain air combat fighter. Every detail of this Cold War fighter aircraft is illustrated with over 200 color and b/w photos, line drawings and 12 color profiles; 80 pgs.

SS5546



Sukhoi Su-27 Flanker Walk Around (SC)

A supersonic all-weather counter-air fighter, the Su-27 is equipped with a look-down/shoot-down weapons system and beyond-visual-range air-to-air missiles. Its range, thrust-to-weight ratio and maneuverability are all significant improvements over earlier Soviet fighters; one of the world's foremost combat aircraft and a potent adversary. Over 200 color and b/w photos, line drawings and 10 color profiles; 80 pages.

SS5547



OV-1 Mohawk All Walk Around (SC)

The Grumman OV-1 Mohawk was the first turboprop aircraft to enter into US Army service to fill the role of visual, photo and electronic reconnaissance. The Mohawk was retired from U.S. Army service in 1996. More than 150 photographs, line drawings, and 12 color profiles; 80 pages.

SS5549



OH-58D Kiowa Warrior Walk Around (SC)

Werner. The OH-58D was Bell's answer to the U.S. Army's request for a digital platform to aid new artillery. Originally unarmed as part of the Army Helicopter Improvement Program, the OH-58D was based on the OH-58C. The helicopter's success led to the decision to arm it with two hard points capable of holding either .50-caliber machine guns, seven-shot rocket pods, Air-to-Air Stingers, or Hellfire missiles. This book takes a detailed look at the Kiowa Warrior with more than 200 color photos, color profiles, and detailed line drawings; 80 pages.

SS5550



Douglas A-26 Walk Around (SC)

Mesko. Only American combat aircraft to see combat service in WWII, Korea and Vietnam. Pilot and bombardier/navigator were positioned side-by-side, while a single gunner sat in the rear behind the bomb bay where he operated two remote controlled twin .50-cal machine gun turrets. Over 200 photographs, color profiles, line drawings; 80 pages.

SS5551



AH-64 Apache Walk Around (SC)

Bernstein. The AH-64 Apache, considered by many to be the world's premiere armed helicopter, has been in service with the US Army for more than 2 decades. Designed principally as an antitank helicopter to combat large Soviet armored formations invading Western Europe, the Apache has had a major renaissance in recent years. A detailed look illustrated with more than 200 color photographs, color profiles and detailed line drawings; 80 pages.

SS5552



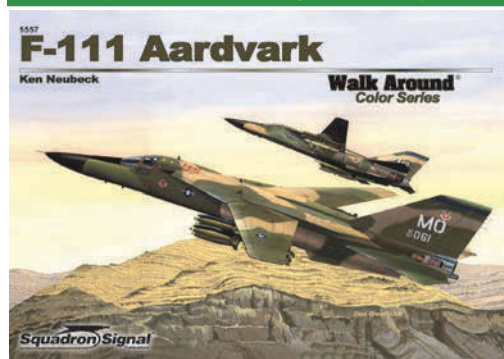
E-2 Hawkeye Walk Around (SC)

Neubeck. The E-2 Hawkeye is the first U.S. Navy carrier-based aircraft designed specifically to fill the all-weather airborne early warning mission. In addition to war service, the versatile aircraft has been used by the US Coast Guard for patrolling the coastal areas as well as by law enforcement agencies for drug traffic interdiction. Takes a detailed look at the E-2 Hawkeye with more than 200 photographs, color profiles, and detailed line drawings; 80 pages.

SS5553

Squadron Signal Publications

AIRCRAFT WALK AROUND



F-111 Aardvark Walk Around (SC) Neubeck. This aircraft's original design met 2 different mission roles for the US military. It served in Vietnam, Libya, and Operation Desert Storm. Currently, the Royal Australian Air Force continues to fly the C-model plane, and the aircraft has one of the best safety records in the Air Force inventory. Features 12 color profiles, 3-view illustration, line drawings, and over 200 color and 21 b/w photos. 80 pages.

SS5557



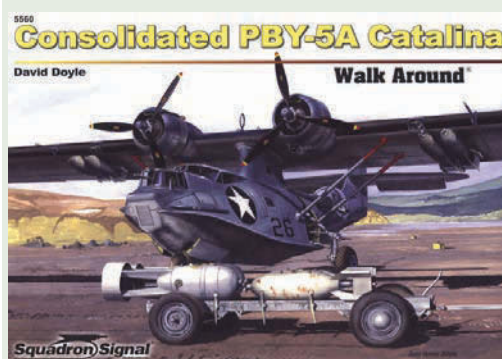
Macchi C.205 Veltro Walk Around (SC) Di Terlizzi. After the war, modified C.205s went on to serve the Royal Egyptian Air Force during its 1948 war with Israel. Close-up look at one of WWII's most aesthetically pleasing and innovative single-seat fighters! Illustrated with 225 photographs, color profiles, detailed line drawings; 80 pages.

SS5558



F-84F Thunderstreak Walk Around (SC) Neubeck. The F-84F remained in service with several European air forces for decades, with Greece only retiring its last Thunderstreak in 1984. Illustrated with more than 250 photographs, color art, and profiles; 80 pages.

SS5559



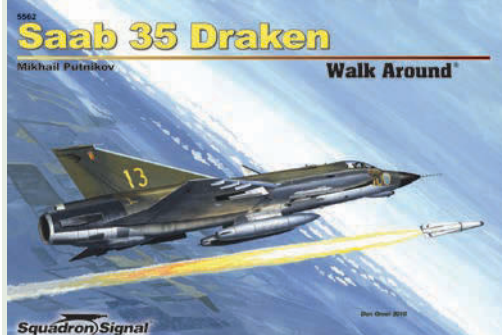
Consolidated PBY-5A Catalina Walk Around (SC) Doyle. The US Navy began taking deliveries of the PBY-5A in October 1941 and then placed orders for over 600 more following Pearl Harbor. During WWII, PBVs conducted anti-submarine warfare, patrol bombing, convoy escort, search-and-rescue operations, and cargo transport. Some PBV-5As went to the US Army and others to US Allies - Australia, Britain, Canada and the Free French forces. This book presents a comprehensive view of Catalina with 170 photographs, color profiles, detailed line drawings; 72 pages.

SS5560



F-89 Scorpion Walk Around (SC) Savage. Equipped with advanced radar for its time, the Scorpion guarded the Cold War skies over the northern frontiers of the United States, ready to confront Soviet circumpolar nuclear bomber attack, while earning the distinction of being the 1st combat aircraft armed with nuclear air-to-air weapons (Genie rockets). Illustrated with 200 photographs, plus color profiles and detailed line drawings; 60 pages.

SS5561



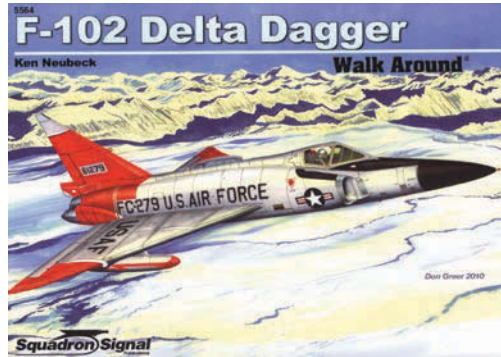
Saab 35 Draken Walk Around (SC) Putnikov. Sweden's most famous fighter, hailed by some as a 'fighter pilot's dream,' was developed and built by the Saab company between 1955 and 1974. Designed with the Cold War situation in mind, the Draken was specially tailored to Sweden's particular needs. Illustrated with 260 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5562



Lancaster Bomber Walk Around (SC) Mackay. Known for its greenhouse cockpit, turret nose, twin tail, and 33-foot long bomb bay the Lancaster took part in Air Marshall Harris's 'Operation Gomorrah' in July 1943, in which Germany's industrial center of Hamburg was devastated by round-the-clock bombing raids. In the thick of the air war, the Lancasters also paid a high price - 3,249 were lost in action. Illustrated with 200 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5563



F-102A Delta Dagger Walk Around (SC) Neubeck. The Convair F-102A Delta Dagger was developed for the US Air Force as a supersonic interceptor at the onset of the Cold War. It featured a 60 degree swept delta wing to lessen drag coefficient and yield stability at very high altitudes. After retirement in the US, 152 of the planes were converted to high-speed, unmanned drones for use as test targets for newer fighters. More than 200 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5564



F4U Corsair Walk Around (SC) Doyle. The F4U Corsair was arguably the best piston-engine carrier-borne fighter ever produced. Designed in 1938 and first flown in 1940, the Corsair remained in production until 1953, long after many of its contemporaries had been rendered obsolete. In addition to detailed line drawings and color profile illustrations, this volume is packed with over 200 photographs, 80 pages.

SS5565

Squadron Signal Publications

AIRCRAFT WALK AROUND



B-17G Flying Fortress Walk Around (SC)
Doyle. The B-17 Flying Fortress is arguably the most famous US bomber of World War II, and perhaps all time. The vast majority of these aircraft were the G-model, accounting for 8,680 of the 12,730 Flying Fortresses built. Not surprisingly, with more than eight thousand examples being produced by three manufacturers, a number of changes were introduced in the course of the production run. This new addition to Squadron's Walk Around series takes the reader over, under, and through the B-17G, illustrating the subtle - and not so subtle - changes in gun mounts, turrets, crew positions, and other details. Ten aircraft were photographed in order to create this comprehensive look at the famed Flying Fortress - through more than 300 photos with detailed captions; 88 pages.

SS5567



A-4 Skyhawk Walk Around (SC)
Drendel. The carrier-capable Douglas A-4 Skyhawk is one of the most successful modern combat aircraft. During the 25 years in which the A-4 was on the production line, 2,960 Skyhawks were built. A relatively light aircraft, with a maximum takeoff weight of 24,500 pounds and with a top speed exceeding 600 mph, the Skyhawk was operated not only by the US Navy and Marines but also by the air forces of Australia, New Zealand, Israel, Malaysia, Argentina, Singapore, Brazil, Indonesia, and Kuwait. Introduced in 1956, Skyhawks played major roles in the Vietnam War, the 1973 Arab-Israeli October War, and the Falklands/Malvinas Conflict in 1982. With a reputation for toughness and agility, Skyhawks remained a part of the American arsenal for nearly half a century - the U.S. Navy retired the A-4 as recently as 2003. Meanwhile, the battle-tested warrior continues to serve today other militaries around the world. Illustrated with 205 photographs, color profiles, and detailed line drawings; 80 pages.

SS25041



B-29 Superfortress Walk Around (SC)
Savage. Equipped with pressurized cabins for high-altitude effectiveness, with an electronic fire-control system, and remote-controlled machine gun turrets, the B-29 Superfortress was the most advanced aircraft of WWII. A unique look at the plane that ushered in the nuclear age. Illustrated with over 210 photographs; 80 pages.

SS25054



KC-135 Stratotanker Walk Around (SC)
Katz. Many air forces can conduct missions such as air superiority and ground attack, but only the US Air Force has truly global reach. This book contains the most detailed photographic documentation of the KC-135 inside and out that has ever been published, as well as color profiles of the KC-135R in the markings of every major USAF command that has operated that variant. Illustrated with 240 photographs, detailed line drawings and color profiles; 88 pages.

SS25066



F9F Cougar Walk Around (SC)
Neubeck. Photographs in this volume illustrate in detail the differences between the various Cougar models, making use of over a dozen display aircraft located in museums across the United States as well as one Cougar on display in Argentina. Grounded in solid historical research, features historical images from the photo archives of both the U.S. Navy and Grumman, includes rare photos of F9F Cougar in its final days, serving as a target drone for later generations.

SS25068



B-26 Marauder Walk Around (SC)
Doyle. Exclusive photos illustrate the rarely seen inner workings and outer features of the B-26G, with additional coverage of the B-26, B-26B, and B-26C. The B-26 Marauder saw service in Europe, the Mediterranean and the Pacific, including use by the United States, the Free French, the Royal Air Force and the South African Air Force. More than 220 photographs, plus numerous detailed line drawings and color profiles.

SS25069



Heinkel He 111 Walk Around (SC)
Mackay. This iconic warplane had its origins as a cutting-edge civil airliner in the mid-1930s. Although produced in large numbers and exported to many countries before and during the war, few examples survive today. This volume features detailed photographic images of the He 111P-1 restored and preserved in Norway, and the He 111H-20 on display in the RAF museum. Illustrated with 228 photos, detailed line drawings and color profiles; 88 pages.

SS25070



B-25 Mitchell Walk Around (SC)
Doyle. Profusely illustrated, enhancing color photographs, taken both on the ground and in the air, four vintage black-and-white images and 14 line drawings further illustrate details, while five color renderings of aircraft and markings provide a glimpse at the nature of the crews. Illustrated with more than 200 photographs; 80 pages.

SS25071

Squadron Signal Publications

AT THE GATE SERIES



Douglas DC-9/MD-80 at the Gate (SC) Peeler. The most successful of all the twin-jet transports, the DC-9 brought jet travel to the general public. The DC-9 and its descendants have transported countless people to big cities and tiny towns, serving communities that had never before known jet travel. Military versions have served in the aeromedical evacuation, logistics and VIP transport roles. Traces the development and many users of this important aircraft in 200 color and b/w photos, line drawings and color profiles; 80 pages.

SS5801



Boeing 737 At The Gate (SC) Tidwell. Few commercial aircraft have enjoyed a production run that spans more than four decades and service in nearly every nation on Earth. The Boeing 737 has such a track record. Takes the reader on a journey through the continuing story of the 737 from the first aircraft to roll of the production line in the 1960s, to the very latest airframes being delivered to major airlines today. The book also offers the reader a look at some of the most interesting 737 liveries as well as parts of the aircraft that few people get to see. Also covered are business jets, cargo carriers, and military versions of the 737 that are less familiar even to the thousands of air travelers who have flown aboard this legendary Boeing liner. Illustrated with over 220 photographs; 96 pages.

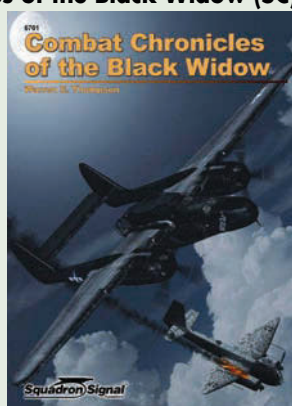
SS28002

COMBAT CHRONICLES

Combat Chronicles of the Black Widow (SC) Thompson.

In this volume we hear from the crews who rode the Black Widow into battle all over the world. The outbreak of war in Europe left no room for doubt that the United States needed quickly to come up with a specialized night fighter to confront the totally new face of air combat. Illustrated with 152 photographs; 112 pages.

SS6701



B-29 Superfortress Combat Chronicles (SC)



Hilton. In early 1945, the 40th BG moved to newly-liberated Tinian from which they took part in the final chapter of WWII - the aerial assault on the Japanese home islands.

Introduces you to fellow veterans of the 40th who relate their no-less extraordinary experiences - ditching in the Bay of Bengal,

lost in the Siberian Taiga, downed behind enemy lines in China, taken prisoner after bailing out over Tokyo. Personal accounts from the men who served on the front lines of the air war in the Pacific, a unique primary historical source and a truly exciting read. Illustrated with over 100 photographs; 120 pages.

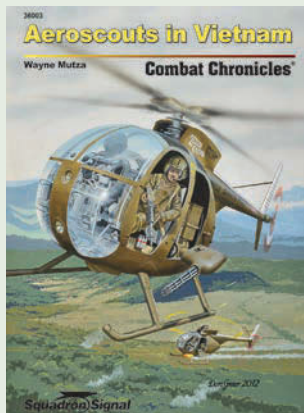
SS36002

Aeroscouts in Vietnam Combat Chronicles (SC)

Mutza. The Army developed new tactical doctrine using helicopters - the airmobile concept - which was based largely on air cavalry units. Such units were descendants of the US Cavalry, which had operated as light, horse-mounted infantry. Packed with more than 30 action packed, often hair

raising first-hand accounts of helicopter scout combat in Vietnam, this latest addition takes you into the thick of the action. Besides being exciting reading, these personal recollections by dozens of the fighters themselves provide invaluable, primary source historical coverage of one of America's epic conflicts as experienced by frontline helicopter scouts. Illustrated with 160 photographs; 136 pgs

SS36003



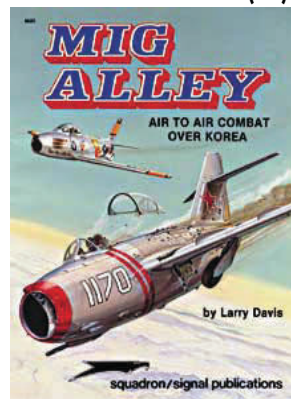
AIRCRAFT SPECIALS

MiG Alley - Air to Air Combat Over Korea (SC)

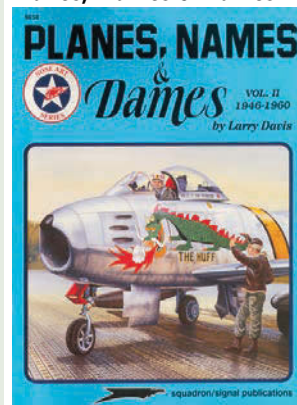
Davis. A pictorial record of the American pilots and their aircraft who ran up a 10 to 1 victory ratio over the MiG-15. In all, 976 "North Korean" aircraft were shot down in the three years of the Korean War. This title gives a history of the Air War in Korea, as well as the pilots own words of what it was like to fly the F-86

Sabre (also F-82, F-51D, F9F-3, B-29, & F3D-2) against North Korean and Soviet pilots. Illustrated with 145 photos, 7 maps, 28 drawings, 40 full color drawings; 80 pgs.

SS6020



Planes, Names & Dames Volume 2: Korea (SC)



Davis. The art of decorating the front section of military aircraft goes back to the First World War. It was a way of personalizing a piece of machinery that one depended on every day. The theme went from patriotism to the latest trend in music to

sex (girls), and this sort

of art appeared on every type of aircraft. This title covers military aircraft nose art of the post war period including the Korean War and the late 50s. Extensively covers the wide variety of personal and mission markings carried by the F-80, F-84, F-86, B-29, F-51s and other planes in Korea. Illustrated with 239 b/w and 47 color photos, 64 pages.

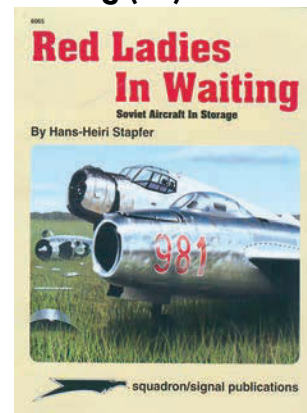
SS6058

Red Ladies in Waiting (SC)

Stapfer. This title is considered by the author as a retrospective of the early 1990s, the ex-Soviet Union and Eastern Bloc. The former Soviet Union had a number of facilities to store and display aircraft, including complexes at Khodinka, Ramenskoye and Tushino. Includes coverage of facilities in

Hungary and former East Germany, as well as US aircraft that found their way into Soviet/Eastern Bloc service. Illustrated with 213 b/w and 56 color photos; 64 pages.

SS6065



Squadron Signal Publications

AIRCRAFT SPECIALS

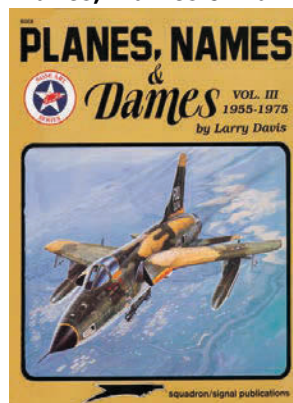
Arab Air Forces Post WWII (SC)

Tullis. Traces the history of the air forces of the Arab nations through the turbulent years after WWII and their many conflicts with Israel as well as many clashes amongst themselves.

Includes Algeria, Bahrain, Egypt, Iraq, Jordan, Lebanon, Libya, Mauritania, Morocco, Oman, Qatar, Saudi Arabia, Sudan, Syria, Tunisia, United Arab Emirates, Yemen Arab Republic, and the Peoples Democratic Republic of Yemen. Illustrated with 204 b/w, 28 color photos, 12 color drawings, 2 maps; 64 pgs.

SS6066

Planes, Names & Dames Volume 3 (SC)



Davis. The art of decorating the front section of military aircraft goes back to the First World War. It was a way of personalizing a piece of machinery that one depended on every day. The theme went from patriotism to the latest trend in music to sex (girls), and this sort of art appeared on

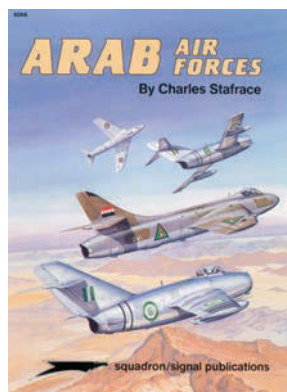
every type of aircraft. This third volume of military aircraft nose art covers the Vietnam period (1955-1975). Includes aircraft types such as F-86, F-104, A-26K, UH-1, OV-1C, A-1J Skyraider, F-4E, F-105D, F-8E, and many more. Includes some art from foreign airforces. Illustrated with 259 b/w and 91 color photos; 80 pages.

SS6068

And Kill MiGs (SC)

Drendel. Revised edition. USN, USAF, and USMC aerial combat over North Vietnam, 1981 Sixth Fleet shoot down of Libyan fighters, and Operation Desert Storm. Includes pilots' own descriptions of engagements, with lists of USAF and USN MiG killers in Vietnam, as well as section on the North Vietnamese Enemy with listing of the MiGs' kills. Illustrated with 168 b/w and 19 color photos, 46 color drawings, 1 map, 1 b/w drawing; 104 pages.

SS6072

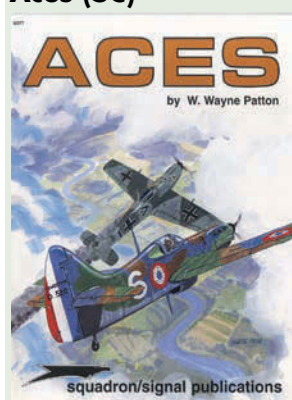


Pride of Seattle (SC)

The story of the first 300 Boeing B-17Fs. A fascinating book revealing the varied fates of the machines and their crews, diverse, often tragic, sometimes inspiring but always interesting. Illustrated with 120 b/w period photos, 32 full color profiles; 64 pages.

SS6074

Aces (SC)



Patton. The exploits of the aces, their aircraft and tactics, from WWI to the Korean Conflict. Includes such notables as Manfred von Richthofen (Red Baron), Gregory (Pappy) Boyington, Francis S. Gabreski, Herman Graf, and the novel inclusion of Michael Wittmann as the "Tiger Ace",

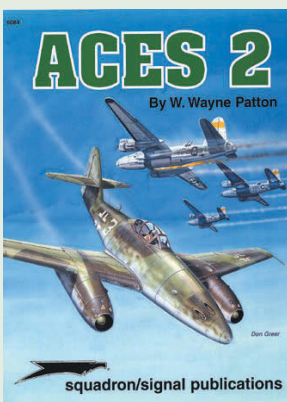
and many more. Illustrated with 20 b/w photos, 116 color drawings, and 48 b/w drawings; 64 pages.

SS6077

Aces 2 (SC)

Patton. The exploits of air aces - pilots who shot down five or more enemy aircraft - have fascinated the world since WWI. Successful aces combined the killer instinct, mastery of their aircraft and/or air combat tactics, and the ability to adjust to changes in their situation. Chronicles 29 aces from WWI, WWII and the '67 Arab-Israeli war. 40 b/w drawings, 30 pages color profiles, 64 pages

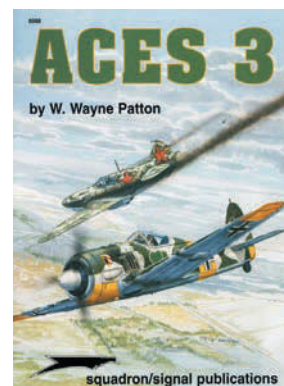
SS6084



Aces 3 (SC)

Patton. This title gives the exploits of the aces, their aircraft and tactics, from WWI to the War in Vietnam. The stories of 59 air aces since WWI, plus one tank ace of WWII. Includes such notables as Joseph M. McConnell, Richard "Dick" Bong, Randy Cunningham, and Ernst Udet. Illustrated with 139 color drawings, and 62 b/w drawings; 64 pages.

SS6088



Worldwide F-16 Markings (SC)



The F-16 Fighting Falcon, also known as the 'Viper', evolved from a 1972 USAF lightweight fighter prototype program to create a small, low-cost, air superiority day fighter designed for high performance and ease of maintenance and achieved combat-ready status in October 1980. Since then, 21

foreign nations including Belgium, Denmark, Turkey, Egypt and Israel have the F-16, making it the most popular fighter in the world. The varied national insignia, squadron markings and camouflage of these international F-16s are depicted in full color. Over 200 color photos; 64 pages.

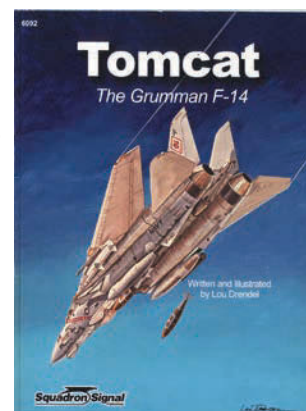
SS6091

Tomcat! (SC)

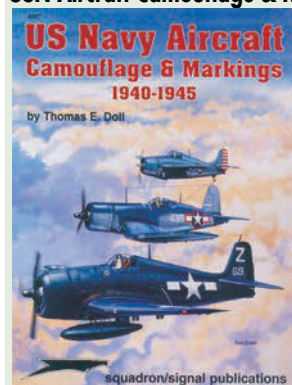
The F-14 Tomcat is a supersonic, twin-engine, variable sweep wing, two-place fighter designed to attack and destroy enemy aircraft at night and in all weather conditions. The F-14 can track up to 24 targets simultaneously with its advanced weapons control system and attack six with Phoenix

AIM-54A missiles while continuing to scan the airspace. Armament also includes a mix of other air intercept missiles, rockets, and bombs. The Grumman F-14 Tomcat has retired after over 30 years of service. It was the final member of a family of Grumman cats which began almost seventy years ago. This book presents a personal narrative of the testing and operational use of the Tomcat. More than 150 color photographs, color paintings, and color profiles; 64 pages.

SS6092



USN Aircraft Camouflage & Markings 1940-45 (SC)



Doll. A highly detailed and informative look at the variations of camouflage schemes and insignias used by the US Navy during WWII. Includes both carrier and land based aircraft. Illustrated with 150 b/w and 6 color photos, 40 color drawings; 64 pages.

SS6087

Squadron Signal Publications

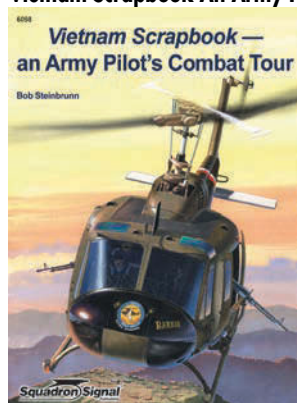
AIRCRAFT SPECIALS

The Aviation Art of Lou Drendel (SC)

Drendel. Lou Drendel has been drawing and painting airplanes since he can remember. Inspired by the model airplanes his father built for him, he took pencil and paper and began drawing. He hasn't stopped yet, more than 60 years later. Lou's art has been featured in dozens of books published by Squadron/Signal. Now, they are gathered together in one volume. This book displays more than 200 of the extraordinary works of the famed aviation artist; 64 pages.

SS6093

Vietnam Scrapbook An Army Pilot's Combat Tour (SC)



Steinbrunn. In January 1966, Robert Steinbrunn entered the US Army for 4 memorable years. At Fort Rucker, Alabama, he received training in Bell helicopters, including the Huey and Iroquois (UH-1A, B and D models). Afterward, he was sent to Fort Knox, Kentucky, where he

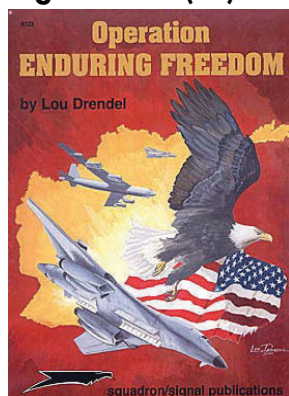
was assigned to A Troop, 7th Squadron, 17th Air Cavalry, the 'Ruthless Riders', flying the short-cabin Bell UH-1C gunship. After honing their reconnaissance skills in training, the 3rd and 7th Squadrons became the 'eyes and ears' of the 4th Infantry Division, which was based at Camp Enari, Pleiku, in the Central Highlands of Vietnam. Steinbrunn documented his time flying helicopters in Vietnam and has compiled his memories into a memorable book. Illustrated with more than 200 photographs; 80 pages.

SS6098

Operation Enduring Freedom (SC)

Drendel. Noted military author Lou Drendel outlines the initial Allied military response against the al-Qaeda terrorist network and the Taliban government in Afghanistan that provided them safe haven and training facilities. Extensively illustrated with over 200 photos - half in full-color, 1 map; 64 pages.

SS6123



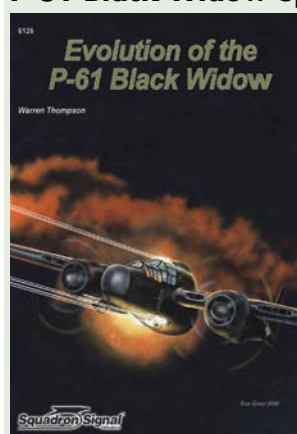
Air War Iraq: Operation Iraqi Freedom (SC)

Drendel. All new book covering Allied airpower in the war to topple Saddam Hussein. Full color and b/w photos of fighters, bombers, transports, helicopters, and the people who fly and maintain them. Also includes US CENTCOM - Air Forces and Navies Air Order of Battles. Illustrated with 100 b/w and 117 color photos; 64 pages.

SS6124



P-61 Black Widow Special (SC)



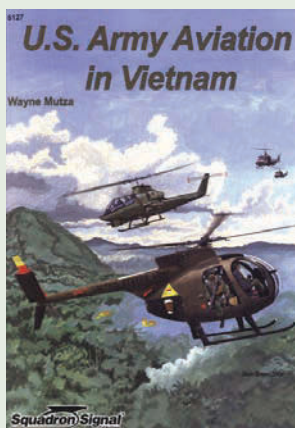
Thompson. During World War II, nightly raids by Luftwaffe bombers over Britain forced the United States to develop night-fighting abilities. The P-61 Black Widow was created as a new prototype with airborne intercept radar. It also featured four .50 caliber machine guns in a top-mounted turret and four 20mm cannons underneath to handle any threats in the darkness. The crew consisted of a pilot, a gunner and a radar observer. This book takes a detailed look at the development and implementation of the P-61 Black Widow night fighters with about 200 photographs and detailed line drawings; 64 pages.

SS6126

Army Aviation in Vietnam Special (SC)

Mutza. During Vietnam, the US Army employed a variety of aircraft to accomplish combat missions. Following turf and budget debates with the Air Force, the Army settled on the use of various helicopters and some fixed-wing observation planes. Using airmobility and air assault strategies, the Army was able to demonstrate the ability to rapidly move significant amounts of men and equipment on the battlefield. Army aircraft were further used as gunships, medevacs, air controllers as well as surveillance and transportation. This book takes a detailed look at the development and implementation of Army Aviation in Vietnam with nearly 200 photographs, color profiles and detailed line drawings; 80 pages.

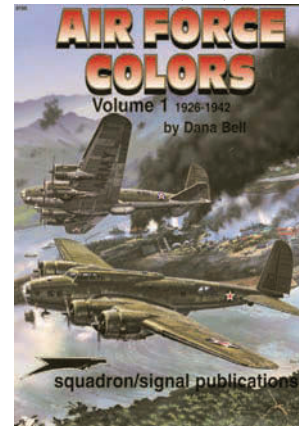
SS6127



Air Force Colors Volume 1 (SC)

Bell. Covers the development and application of US Army Air Corps camouflage markings from the post WWI timeframe to early WWII. Includes Standard Insignia, markings and colors, unit markings, VIP aircraft, GHQAF and the Designator System, Training Colors, and Camouflage. Also covers Combat Groups and Squadron Insignia. Illustrated with 198 b/w and 3 color photos, 67 color aircraft profiles; 96 pages.

SS6150



Air Force Colors Vol 3 (SC)

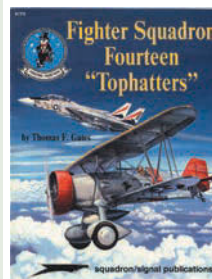
This volume traces the history of WWII Army Air Force colors and marking in both the Pacific Theater and the Zone of the Interior (ZI). 96 pages, 16 in color, over 200 photos.

SS6152

56th Fighter Group (SC)

Flying P-47s, the 56th FG was one of the highest scoring USAF Fighter Groups in Europe. Traces the Group from WWI through action in Korea and Vietnam until today. Over 200 photos, 8 pages of color, 64 pages.

SS6172



Fighter Squadron 14 - Tophatters (SC)

The oldest serving squadron in the history of the USN. VF-14 can trace its history back to September of 1919 and served in WWII, Vietnam and the Persian Gulf Over 175 photos, 8 pages of color, 80 pgs

SS6173

357th Fighter Group (SC)

Formed in California in Dec of '42 and equipped with P-39s. More than one year later, the Group was thrown into combat flying P-51 Mustangs against the Luftwaffe. The history and combat operations from its formation to the end of the war in Europe. Over 140 photos, 8 pages color profiles, 64 pages.

SS6178



Squadron Signal Publications

AIRCRAFT SPECIALS

31st Fighter Group USAAF WWII (SC)

The USAAF's 31st Fighter Group had an outstanding record, flying Spitfires and Mustangs in the 8th, 12th and 15th Air Forces. Entering the war as the first American Fighter Group to participate in the European Theater of Operations, the 31st FG ended the war as the top scoring Allied fighter group in the Mediterranean Theater of Operations and the fifth highest overall for the USAAF with 570 1/2 confirmed aerial victories. Approximately 200 b/w photos, line drawings and 40 color profiles; 80 pages.

SS6180

4th Fighter Group in WWII (SC)

The 4th initial operated with Spitfires but changed to P-47s and finally to P-51s. The first 8th AF fighter group to penetrate German air space and first to engage enemy aircraft over Paris and Berlin, the 4th claimed 1000 kills, the highest of any USAAF fighter group in WWII. Over 250b/w

photos, line drawings, 10 color profiles; 80 pages.

SS6181

Hawker Hunter in Color (SC)

Robinson. The Hawker Hunter was designed in 1948 as a RAF replacement for the Gloster Meteor. The Hunter served with the RAF in the 1950s and 1960s, and has served with nearly twenty foreign air forces. This title covers every RAF Squadron to fly the Hawker Hunter. Illustrated with 54 b/w and 6 color photos, 200 color drawings; 32 pages.

SS6506

USAF Europe Volume 2 in Color (SC)

Robinson. Covers the bombers of SAC, the fighters of TAC, transports, the Military Air Lift Command and the trainer and liaison aircraft. Illustrated with 43 photos, over 85 full-color drawings; 32 pages.

SS6563



EA-6B Prowler in Detail & Scale (SC)

Kinzey. This title gives a comprehensive look, inside and out, of the US Navy's primary Electronic Countermeasures Aircraft. Illustrated with 171 b/w and 35 color photos, 24 b/w drawings; 72 pages.

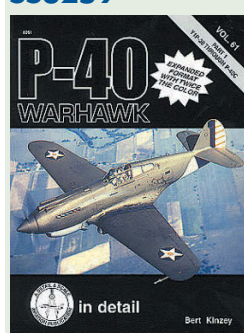
SS8246



P-51 Mustang

Kinzey. Complete development of Allison-powered RAF Mustang Mk I, USAAF P-51, A-36, and P-51A and Merlin-powered P-51B and P-51C. Illustrated with 163 b/w and 30 color photos, and 37 b/w drawings; 72 pages.

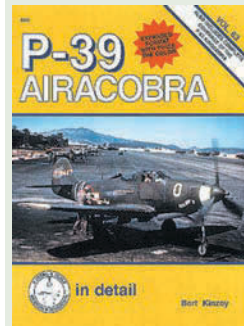
SS8250



F-84 Thunderjet in Detail & Scale (SC)

Kinzey. Includes complete inside and out tour of the different variants and a 2-page modeling summary. Illustrated with 156 b/w and 48 color photos, 8 color drawings, 41 b/w line drawings; 80 pages.

SS8259



P-40 Warhawk in Detail & Scale Part 1 (SC)

Kinzey. Extensive interior and exterior photo coverage of the different variants. Includes a 2-page modeling summary. Illustrated with 166 b/w and 51 color photos, 10 color drawings, 29 b/w line drawings; 80 pages.

SS8261



P-40 Warhawk in Detail & Scale Part 2 (SC)

Kinzey. Includes a 2-page modeling summary. Illustrated with 152 b/w and 62 color photos, 10 color drawings, 26 b/w line drawings; 80 pages.

SS8262



P-39 Airacobra

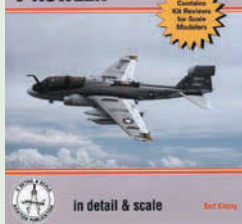
Kinzey. Illustrated with 185 b/w and 58 color photos, 28 b/w line drawings; 83 pages.

SS8263



DETAIL & SCALE

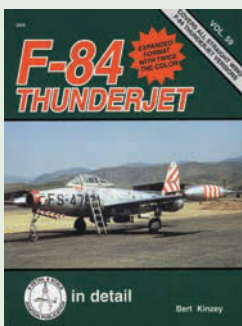
EA-6B PROWLER



P-51 Mustang in Detail & Scale Part 1 (SC)

Kinzey. Complete development of Allison-powered RAF Mustang Mk I, USAAF P-51, A-36, and P-51A and Merlin-powered P-51B and P-51C. Illustrated with 163 b/w and 30 color photos, and 37 b/w drawings; 72 pages.

SS8250



F-84 THUNDERJET

Kinzey. Includes a 7-page modeling summary. Illustrated with 146 b/w and 30 color photos, 25 b/w line drawings; 72 pages.

SS8269



F-106 Delta Dart in Detail & Scale (SC)

Kinzey. Includes a 2-page modeling summary. Illustrated with 177 b/w and 55 color photos, 10 color drawings, 23 b/w line drawings; 83 pages.

SS8264



F-100 Super Sabre in Detail & Scale (SC)

Kinzey. Includes a 8-page modeling summary. Comprehensive photo-archive showing the F-100 inside and out. Illustrated with 154 b/w and 40 color photos, 28 b/w line drawings; 72 pages.

SS8270

FJ Fury in Detail & Scale (SC)

Kinzey. This title has extensive photo coverage of the airframes, cockpits, landing gear, engines, and weapons. Includes a 2-page modeling summary. Illustrated with 170 b/w and 36 color photos, 10 color drawings, 22 b/w line drawings; 78 pages.

SS8272

F/A-18E/F Super Hornet in Detail & Scale (SC)

Kinzey. Also covers Operation Enduring Freedom and Iraqi Freedom, as well as a 4-page modeling summary. Illustrated with 206 b/w and 51 color photos, 5 color drawings, 4 b/w line drawings; 80 pages.

SS8274

B-24 Liberator in Detail & Scale (SC)

Kinzey. Includes a 2-page modeling summary. Illustrated with 177 b/w and 55 color photos, 10 color drawings, 23 b/w line drawings; 83 pages.

SS8264



F4F Wildcat in Detail & Scale (SC)

Kinzey. Includes a 2 page modeling summary. Illustrated with 141 b/w and 57 color photos, 12 color drawings, 38 b/w line drawings; 80 pages.

SS8265



F-106 Delta Dart in Detail & Scale (SC)

Kinzey. Includes a 7-page modeling summary. Illustrated with 146 b/w and 30 color photos, 25 b/w line drawings; 72 pages.

SS8269



F-100 Super Sabre in Detail & Scale (SC)

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SS8270



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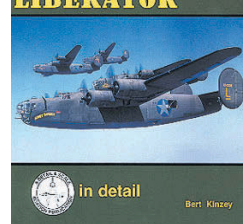
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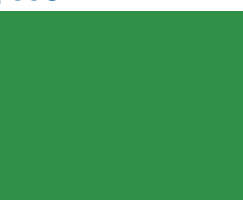
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SS8274

Squadron Signal Publications

ARMOR IN ACTION



M551 Sheridan in Action (SC)

Doyle. Beginning in 1966, the Allison Division of General Motors built 1,562 M551s with primary armament being a 152-millimeter gun/launcher capable of firing conventional ammunition or the Ford-built Shillelagh anti-tank missile. Whatever the conception, this vehicle proved an asset to the Army in Vietnam, Panama, and Operation Desert Storm. Illustrated with 91 color photos, 8 b/w photos, 7 color profiles, 3-view drawing, vehicle development illustrations, and 2 colorized camouflage patterns; 60 pages.

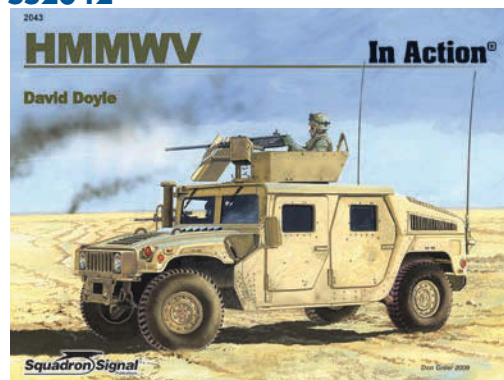
SS2041



World War II Jeep In Action (SC)

Doyle. Jeeps were configured for radio gear, armed with weapons, and bore stretchers. Large numbers of Jeeps were also delivered to allied nations. This book takes a detailed look at these vehicles' service during World War II with more than 100 photographs, color profiles and detailed line drawings; 52 pages.

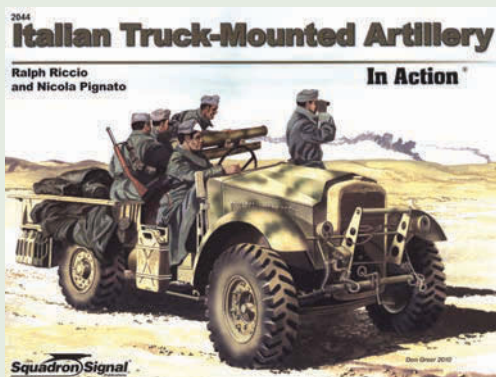
SS2042



HMMWV In Action (SC)

Doyle. This book takes a detailed look at HMMWV with more than 100 photographs, color profiles and detailed line drawings; 52 pages.

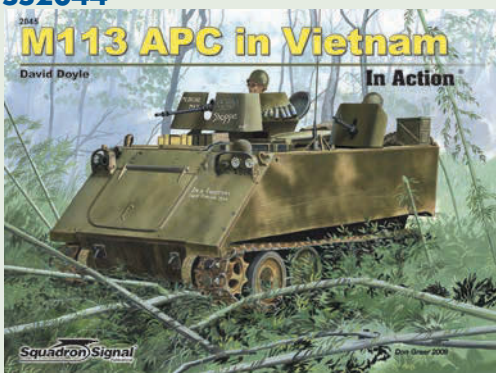
SS2043



Italian Truck-Mounted Artillery in Action (SC)

Riccio. Italian military planners saw the need for highly mobile artillery early in the 20th Century. Accordingly, Italy began mounting anti-aircraft weapons on truck chassis prior to WWI, giving birth to the autocannone, a weapon concept which would soldier through both World Wars. A unique and lavishly-illustrated survey of the various weapon combinations devised by the Italian military from the inception of the autocannone until the end of WWII. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings; 56 pages.

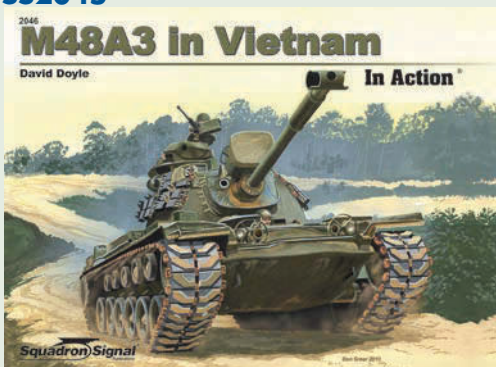
SS2044



M113 APC in Vietnam in Action (SC)

Doyle. Although the M113 has largely been replaced by the Bradley Fighting Vehicle and is now only in limited use by the US armed forces, the vehicle remains in use today in the armed forces of other allies around the world. Illustrated with 130 photographs, plus color profiles and detailed line drawings; 64 pages.

SS2045



M48A3 in Vietnam in Action (SC)

Doyle. Just as the Sherman tank was the quintessential 'American tank' in WWII, the M48A3 Patton tank was the most prominent US battle tank during the Vietnam War years of the 1960s and 1970s. Illustrated with 109 photos, plus color profiles and detailed line drawings; 48 pages.

SS2046



Tiger I in Action (SC)

Doyle. Illustrated with over 200 vintage photographs, plus color profiles and detailed line drawings; 72 pages.

SS2047



WWII US Sherman Tank in Action (SC)

Ervin and Doyle. Nearly 200 period photos, in rare original color, line drawings, turret, weapons used. Includes color profiles; 80 pages.

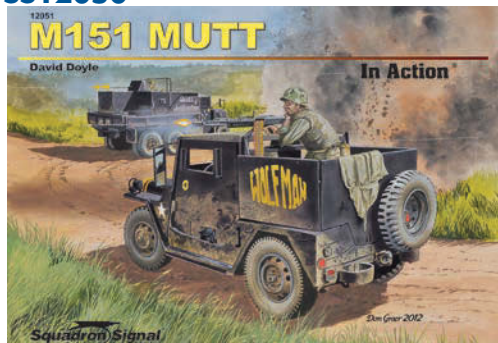
SS2048



German Armored Cars in Action (SC)

Doyle. Packed with more than 220 period photographs, chronicles development, deployment of Germany's six and eight-wheeled armored cars before and during WWII; 80 pgs.

SS12050



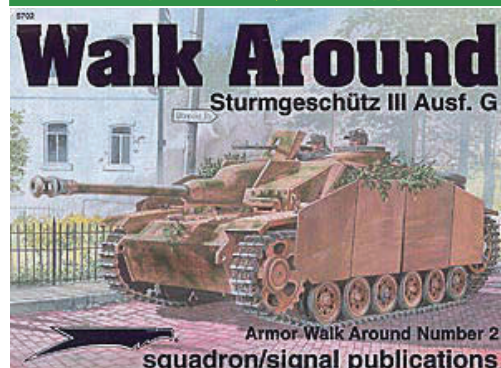
M151 MUTT in Action (SC)

Doyle. 220 photographs; 80 pages.

SS12051

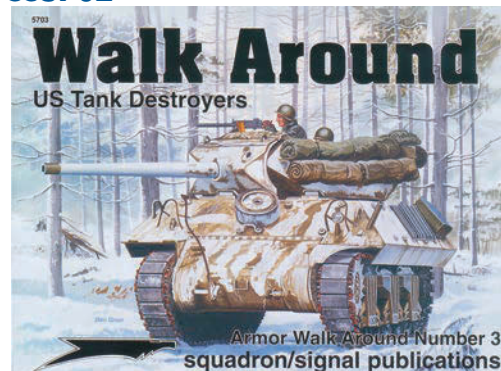
Squadron Signal Publications

ARMOR WALK AROUND



Sturmgeschütz III Walk Around (SC)
Cockle. Extensive coverage of the StuG III Ausf G variants armed with the 75mm 40 L/48 gun. Inside and out details of running gear, hull, fighting compartment, engine deck, engine, and fittings. Illustrated with 118 b/w and 107 color photos, 18 color drawings, 12 b/w drawings; 80 pages.

SS5702



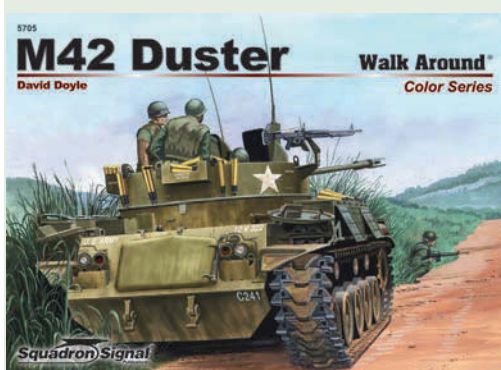
US Tank Destroyers Walk Around (SC)
Mesko. This title follows the development of the M10, M36, and M18 tank destroyers, with inside and out details of running gear, hull, fighting compartment, engine deck, engine, and fittings. Illustrated with 145 b/w and 147 color photos, 12 color drawings, 8 b/w drawings; 80 pages.

SS5703



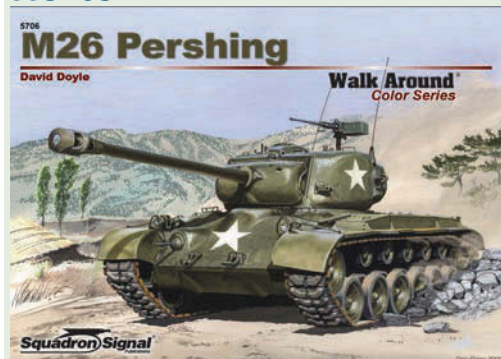
M2/M3 Half-Track Walk Around (SC)
Mesko. These halftracks saw service on every front during WWII, and served in many countries for decades after the end of the war. This title includes inside and out coverage of the US Army personnel halftracks during WW II. Also covers the M4 Mortar Carrier, M16 MGMC, and Israeli variants. Illustrated with 130 b/w and 114 color photos, 12 color drawings, 8 b/w drawings; 80 pages.

SS5704



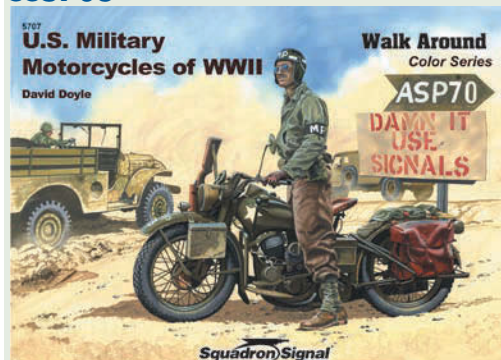
M42 Duster Walk Around (SC)
Doyle. The lack of radar tracking system meant the M42 was a 'fair weather' shooter against low, slow targets; it just could not keep pace with the new generation of Soviet jet aircraft. As American involvement in Vietnam increased, 3 battalions of Dusters were sent to South Vietnam - initially for anti-aircraft duties, but with clear skies over the South, the M42 was usefully employed as convoy escort, perimeter and base security, and direct fire support. A detailed look at the M42 Duster with more than 200 photographs, color profiles and detailed line drawings; 80 pages.

SS5705



M26 Pershing Walk Around (SC)
Doyle. The basic design of the M26 - the designation the T26E3 had been given when it was classified 'standard' in March 1945 - was to form the basis of a long line of excellent tanks (M46, M47, M48 and M60) that would serve US armed forces for 40 years. Illustrated with 250 photographs, color profiles, and detailed line drawings; 80 pages.

SS5706



US Military Motorcycles of WWII Walk Around (SC)
Doyle. The advent of the Jeep took over the motorcycle's role in military service, and the bikes were relegated to veteran vehicles of the past. Illustrated with over 200 color photographs, 11 black-and-white photographs and color art by Don Greer; 80 pages.

SS5707



Cadillac Gage V-100 Commando Walk Around (SC)
Doyle. The best-known American armored car of the post-WWII era, the Cadillac Gage Commando - a versatile, amphibious, 4x4 vehicle - still looks modern even though it made its debut in 1962. The V-100 Commando went through numerous changes in light of its extensive and varied experience in reconnaissance, convoy escort, riot control, security, and as a personnel carrier. Illustrated over 200 color photographs plus detailed line drawings; 80 pgs.

SS5708



Sd.Kfz.251 Ausf.D Walk Around (SC)
Stapfer. Considered the German Army's most important armored half-track in WWII, the Sd.Kfz.251 allowed the infantry to keep up with the Heer's fast armored elements. The vehicle came in 4 models and 23 variants, but the Ausf.D was the most produced model. Illustrated with over 150 color photographs, detailed line drawings, and 8 colored profiles. A must have book for the armor, modeling, history, and military enthusiast; 80 pages.

SS5709



GPA and DUKW Walk Around (SC)
Doyle. Production of the GPA, essentially an amphibious Jeep, ended in 1943, just as the career of the DUKW, a virtual aquatic truck, was on its way to becoming the 'gold standard' by which other amphibians are measured to this day. Illustrated with 263 high quality photographs, color art, and profiles; 80 pages.

SS5710

Squadron Signal Publications

ARMOR WALK AROUND

5711 Pre-Standardized Jeep

David Doyle

Walk Around®
Color Series



Squadron Signal

Pre-Standardized Jeep Walk Around (SC)
Doyle. Three distinct versions of a reconnaissance car were produced before they were standardized into the World War II-era Jeep. This book takes a detailed look at Jeep's early evolution with more than 250 photographs, color profiles and detailed line drawings; 80 pages.

SS5711

5712 M3 Medium Tank (Lee & Grant)

David Doyle

Walk Around®
Color Series



Squadron Signal

M3 Medium Tank Walk Around (SC)
Doyle. The M3 Medium Tank was designed as an interim answer to European battlefield conditions at the start of World War II. This book takes a detailed look at the M3 Medium Tank with more than 200 photographs, color profiles and detailed line drawings; 80 pages.

SS5712

5713 Panzer 38(t)/Swiss LTL-H

Hans-Heiri Stapfer

Walk Around®
Color Series



Squadron Signal

Pz.Kpfw Panzer 38(t) Walk Around (SC)
Stapfer. The Panzerkampfwagen 38 (tschechisch) - Armored Combat Vehicle 38 (Czech) was one of the most important tanks in the Wehrmacht arsenal in the first half of WWII. Illustrated with over 300 photographs, color art, and profiles; 80 pages.

SS5713

5714 M24 Chaffee

David Doyle

Walk Around®
Color Series



Squadron Signal

M24 Chaffee Walk Around (SC)

Doyle. As American-built armor came into contact with Axis forces in WWII - first of all in North Africa - it quickly became clear that the 37mm cannon favored on US armor was simply inadequate against the tough armor of their adversaries. Packed with over 200 photos, plus color art and profiles; 80 pages.

SS5714

5715 M113 Armored Personnel Carrier

David Doyle

Walk Around®



Squadron Signal

M113 APC Walk Around (SC)

Doyle. The M113 family of vehicles is arguably the most successful series of armored personnel carriers of all time. The driver was provided with four M17 periscopes, and his hatch had provision for an M19 infrared periscope as well. The commander's station, just aft of the driver, had a cupola equipped with five M17 periscopes and an M2 HB machine gun. Illustrated with 170 photographs, plus color profiles and detailed line drawings; 72 pages.

SS5715

5716 M88 Armored Recovery Vehicle

David Doyle

Walk Around®



Squadron Signal

M88 Armored Recovery Vehicle Walk Around (SC)

Doyle. The M88 Armored Recovery Vehicle was designed and developed in the late 1950s. The M88 had been so successful that it was taken as the basis for the new upgraded recovery vehicle, which is still in use today - the M88A2. Illustrated with 175 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5716

5717 M7 Priest

David Doyle

Walk Around®



Squadron Signal

M7 Priest Walk Around (SC)

Doyle. Nicknamed the Priest because of its pulpit-like anti-aircraft ring, the vehicle was intended to provide armored units with organic, highly-mobile artillery support. Production began in April 1942 and it first went into combat with British at the Second Battle of El-Alamein in the autumn of that year, with US forces first taking the American-built vehicle into engagements in Tunisia somewhat later. Packed with more than 230 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5717

5718 GMC CCKW 2 1/2-ton Truck

David Doyle

Walk Around®



Squadron Signal

GMC CCKW Truck Walk Around (SC)

Doyle. This volume is packed with detailed photographs and highlights modifications through the years of its service - a wooden truck bed to save on precious steel, an open cab to allow for more cargo room in ship holds, 2 designs for axles, negative electrical system and a winch that was installed on a third of the trucks. Illustrated with more than 190 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5718

5719 M5 Stuart Tank

Jim Mesko

Walk Around®



Squadron Signal

M5/M5A1 Stuart Walk Around (SC)

Mesko. Illustrated with more than 190 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5719

SquadronSignal[®] Publications

ARMOR WALK AROUND



M3A1 White Scout Car Walk Around (SC) Doyle. The White Motor Company began serial production of the four-wheel-drive M3A1 Scout Car in 1940. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5720



M108/109 Self-Propelled Howitzer Walk Around (SC)

Doyle. Introduced in the early 1960s, the M108/109 marked the transition from open-topped to fully enclosed self-propelled artillery. Illustrated with more than 315 photographs, plus color profiles and detailed line drawings; 88 pages.

SS572



Valentine Tank Walk Around (SC)

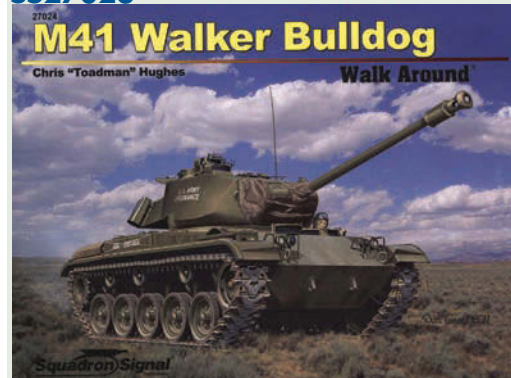
Doyle. Though not the 1st tank to go into battle against the Axis in WWII, Valentine has distinction of having highest production numbers of any wartime British tank, arguably the most variations. After the war, Valentines continued to serve several British Commonwealth armies late as 1950s. Illustrated with 250 photos, plus color profiles and detailed line drawings; 88 pages.

SS5722



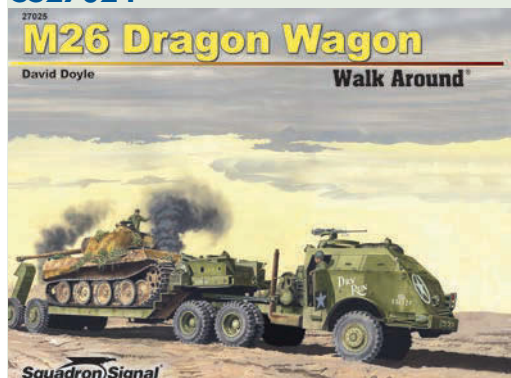
FT-17 / M1917 WWI Tanks Walk Around (SC) Doyle. Introduced in 1917, the Renault FT-17 and its American-built copy, the M1917, revolutionized tank design. The vehicle's rotating turret, rear-engine, driver-forward design are characteristics of the most advanced tanks even today. This volume presents a careful study of the details and variations of this innovative vehicle, inside and out. Two-hundred thirty-seven photographs reveal the intimacies of no fewer than 14 of the finest surviving examples of these machines, preserved on three different continents. Nine detailed line drawings supplement the photos and comprehensive captions; 80 pages.

SS27023



M41 Walker Bulldog Walk Around (SC) Hughes. The standard US light tank during the early years of the Cold War, the M41 Bulldog was developed as a more powerful successor to the M24 Chaffee. Illustrated with 250 photographs plus color profiles and numerous detailed line drawings; 80 pages.

SS27024



M26 Dragon Wagon Walk Around (SC) Doyle. Examines the armored and soft-skin versions of this massive vehicle, and its trailers, through hundreds of color photos and some of the finest restored examples in existence. Illustrated with over 230 photographs; 80 pages.

SS27025



M551 Sheridan Walk Around (SC) Hughes. Illustrated by more than 240 photographs plus eight detailed line drawings; 80 pages.

SS27026



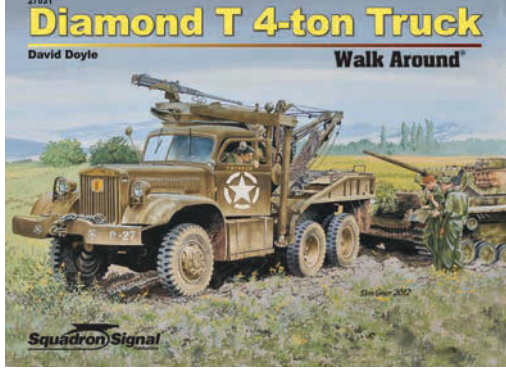
Jagdpanzer 38 Hetzer Walk Around (SC) Stapfer. Illustrated with over 200 photographs, plus detailed line drawings, and color profiles; 80 pages.

SS27027



M18 Hellcat Tank Destroyer Walk Around (SC)

SS27029



Diamond T 4-ton Truck Walk Around (SC)

SS27031

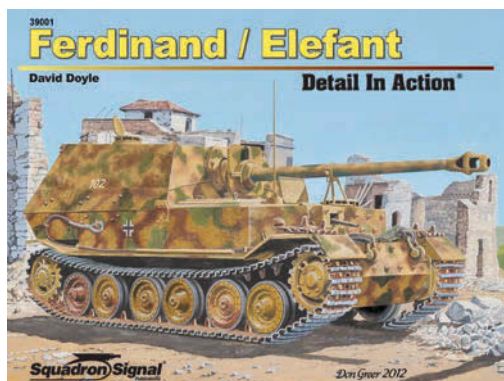
SquadronSignal[®] Publications

DETAIL IN ACTION



M50A1 Ontos Detail in Action (SC)
Doyle. 'The Thing' - the meaning of the Greek word 'Ontos' is an apt name for this ungainly vehicle. Originally developed for the Army, which then discarded it, the Ontos was instead adopted by the Marine Corps. Conceived as a potent, lightweight, mobile 6-barrel tank killer to counter a feared mass Soviet armored attack in Europe, the Ontos instead rose to fame in the jungles of Vietnam where its six 106mm recoilless rifles proved deadly against massed infantry attacks, as well as being well-suited for urban assault work. This volume incorporates over 60 period photos chronicling the development and use of the Ontos, plus a further 150 detailed walk-around photos providing an in-depth exploration of this unique fighting machine; 72 pages.

SS5901



Ferdinand / Elefant Detail in Action (SC)
Doyle. In an effort to turn the proverbial lemon, in the form of an unsuccessful Tiger design, into lemonade, Porsche engineers at the behest of the German army, converted the failed chassis into one of the largest and most potent tank destroyer designs of World War II. Initially fielded as the Ferdinand, the vehicles were further modified, and ultimately given a new - and apt - name: 'Elefant.' This new volume explores not only the combat history of both the Ferdinand and Elefant, but also chronicles the development of the ill-fated Porsche Tiger design through 88 period black-and-white photos. Further enhancing its utility to the enthusiast, 110 full-color photos of the only surviving examples of each type illustrate the nuances of the construction and subsequent wartime modification of these giant tank killers. Also features 16 detailed line drawings as well as 15 masterful color profiles; 80 pages.

SS39001

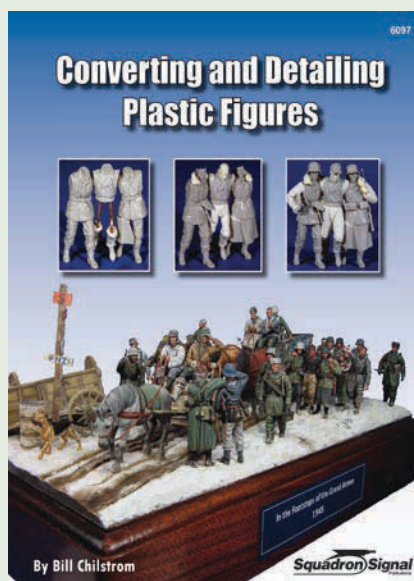
DETAIL IN ACTION



K5(E) Railgun Detail in Action (SC)
Doyle. The German K5(E) 280mm railgun is arguably the most effective weapon of its type ever developed. Boasting an 11-mile range, the 24 massive guns of this type were deployed from Italy to the Russian Front, and even along the English Channel Coast. Today, only two of these fearsome artillery pieces remain. Through a collection of 55 vintage black and white photos - many of them previously unpublished - and more than 170 photos of the two preserved examples in the US and France, the intricacies of these massive weapons are explored in detail. In addition, the book is augmented by nine illustrations; 80 pages.

SS5902

MODELING SERIES



Converting and Detailing Plastic Figures (SC)
Chilstrom. Renowned miniaturist Bill Chilstrom shares his tips and techniques for bringing injection molded plastic figures to life. His award winning diorama 'In the Footsteps of the Grand Armée' is the focus of this book. Bill detailed and converted 28 figures, three horses, two wagons and a mule in the building of this diorama. Many step-by-step and in-progress photos accompany the informative text clearly illustrating what to do to really enhance stock plastic figures. All color; 64 pages.

SS6097

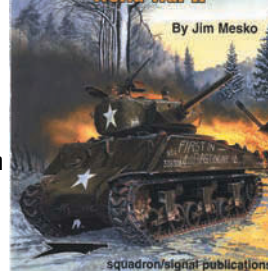
ARMOR SPECIALS

US Armor Camo & Markings of WWII (SC)

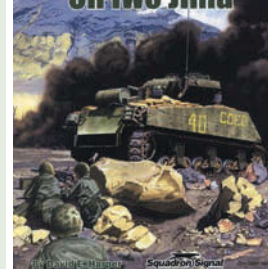
Mesko. This book attempts to give a broad overview of the various schemes and identifications used on U.S. military vehicles from 1941-1945. Illustrated with 177 b/w photos, 27 color drawings; 64 pages.

SS6090

U.S. ARMOR Camouflage and Markings World War II



Tank Warfare On Iwo Jima

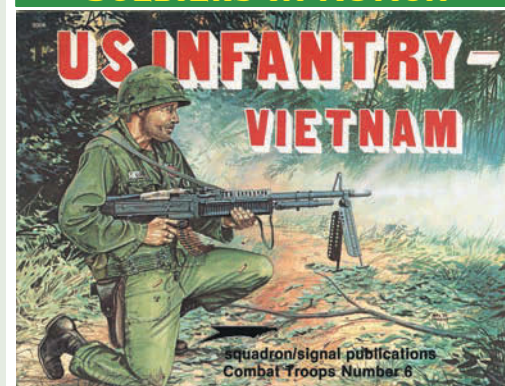


Tank Warfare on Iwo Jima (SC)

Harper. A small section devoted to Japanese tanks is also included. 133 photos (many never before published), 14 vehicle color plates, 12 color movie stills and excerpts from official documents; 96 pages.

SS6096

SOLDIERS IN ACTION



US Infantry-Vietnam (SC)

Mesko. Includes an overview of operations in Vietnam from the first US involvement to US withdrawal. Also covers weapons and equipment. 108 photos, 51 detail drawings, 4 maps, 14 full color drawings; 50 pages.

SS3006



US Airborne in Action (SC)

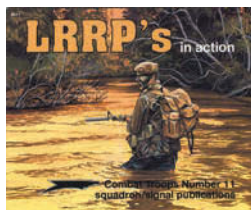
Thompson. Over 100 photos, 40 detail drawings, 16 color drawings; 50 pages.

SS3010

LRRP's in Action Vol.1 (SC)

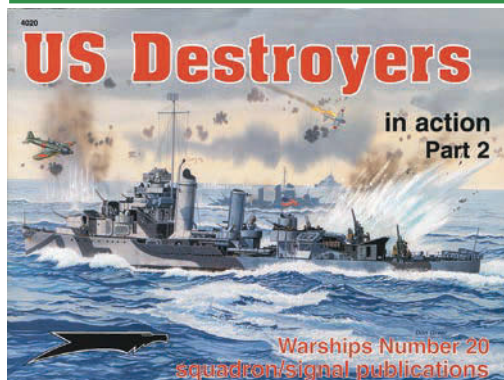
Burford. These small units penetrated deep behind enemy lines to gather information on enemy base camp locations.

SS3011



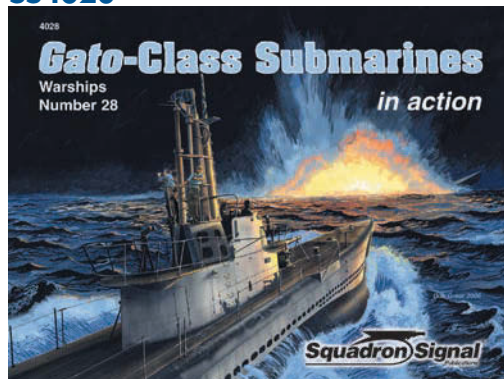
Squadron Signal[®] Publications

WARSHIPS IN ACTION



US Destroyers in Action Part 2 (SC)
Adcock. This title covers the development and operational service of the Farragut, Porter, Mahan, Fanning, and Craven class destroyers. Illustrated with approximately 100 photos, b/w line drawings, and 6 color profiles; 50 pages.

SS4020



Gato-Class Submarines in Action (SC)
Stern. More than 100 b/w photos, 6 color profiles, line drawings and color covers; 20 color photos, up-to-date information, where the surviving vessels can be viewed.

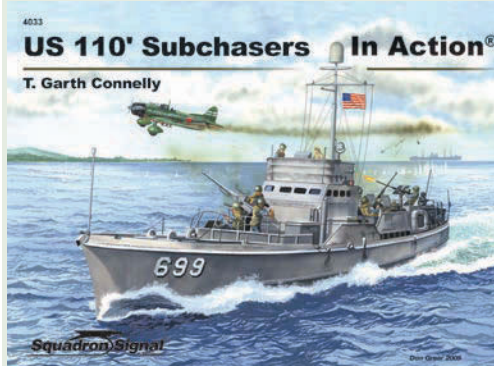
SS4028



Japanese Light Cruisers of WWII in Action (SC) Patton. These fast ships, carrying seaplanes and heavy torpedo armament, generally were used as flagships for destroyer flotillas and submarine squadrons. Of these, 9 were sunk by Allied submarines, 11 were sunk by US aircraft, 2 were sunk by US torpedo boats or destroyers, and 3 were still afloat at the end of the war. Includes never before published photos, 90 b/w photos, 6 color profiles, line drawings, color covers; 58 pages.

SS4025

WARSHIPS IN ACTION



US Subchasers In Action (SC)
Connelly. During WWI, German U-boats took a heavy toll on merchant and military ships. This book takes a detailed look at US Sub Chasers with more than 100 photographs, color profiles and detailed line drawings; 52 pgs.

SS4033



PT Boats in Action (SC)
Doyle. American Patrol Torpedo - or PT - boat crews served valiantly in every theater during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews, and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. PT boats also laid mines and smokescreens, coordinated air-sea rescue actions, and conducted intelligence and raiding operations. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them color. Coverage includes ELCO, Higgins, and Huckins boats; 64 pages.

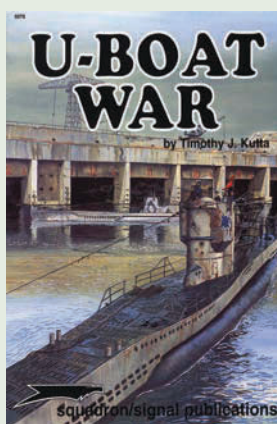
SS4034

SHIP SPECIALS

U-Boat War (SC)

The story of Hitler's U-Boat fleet operations from 1939 to 1945. Provides an extensive collection of photographs and color paintings of the men, submarines and insignia of the U-boat fleet. Includes appendices, 8 pages in color. 64 pages.

SS6078

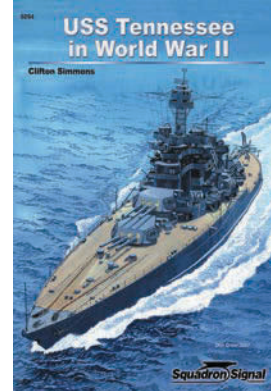


SHIP SPECIALS

USS Tennessee in World War II (SC)

Simmons. Commissioned in June of 1920, the US battleship Tennessee saw service in some of the most crucial and dramatic battles in the Pacific Theater of WWII. Docked on Pearl Harbor's Battleship Row on 7 December 1941, her crew manned anti-aircraft guns and fought back as bombs ripped through her deck. The year 1944 saw the Tennessee take part in battle after battle (including Surigao Strait, the last battleship vs battleship action in naval history) as US forces worked their way towards the Japanese Home Islands. In 1945 she took part in the attack on Iwo Jima. Enriched with exclusive, eye-witness accounts from members of her crew, chronicles the dramatic career of one of America's most battle-tested warships with over 200 photographs, color profiles, and detailed line drawings; 80 pages.

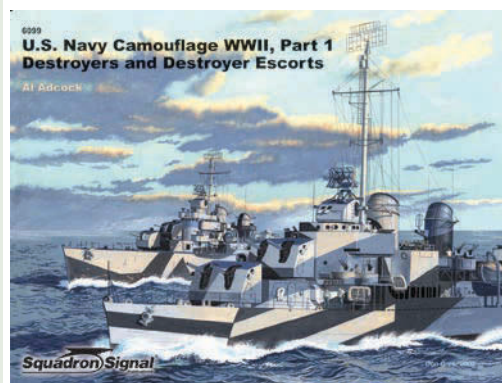
SS6094



US Navy Flying Boats and Amphibians in WWII (SC)

Adcock. Soon after the early aviation pioneers learned to fly, their attention turned to water. It was more abundant than land and presented a vast landing area. With nearly 200 photographs, color profiles and detailed line drawings, this special Squadron/Signal book looks at the various flying boats and amphibians and the contribution they made; 80 pages.

SS6095



US Navy Ships Camouflage WWII, Part I Destroyers and Destroyer Escorts (SC)

Adcock. When WWII ended in 1945, the fleet was restored to Standard Navy Gray to await the next revolution in deceptive paintwork. Illustrated with 116 b/w photos, 2 color photos, and over 30 color renderings/profiles; 68 pages.

SS6099

Squadron Signal Publications

ON DECK SERIES

USS Alabama

Al Adcock

On Deck®



USS Alabama on Deck (SC)

Adcock. Now a museum ship berthed at Mobile's Battleship Memorial Park in her namesake state, she is a unique floating memorial and tribute to the men who crewed her. Additional illustrations include 73 b/w and 85 color photos, detailed line art and color cover paintings; 80 pages.

SS5601

On Deck USS LEXINGTON (CV-16)



USS Lexington (CV-16) On Deck (SC)

Adcock. The USS Lexington joined the fleet in 1943 and saw extensive action throughout WW2. Post war modernization allowed her to continue in service until 1991! Extensive color and b/w photography, full color aircraft and ship paintings, 40 pages of color; 80 pages.

SS5602

Ohio-Class Submarines

Jim Goodall

On Deck®



Ohio-Class SSBN on Deck (SC)

Goodall. Since its inception in 1960, strategic deterrence has been the sole mission of the fleet ballistic missile submarine (SSBN), which provides the nation's most survivable and enduring nuclear strike capability. Unprecedented bow-to-stern look, this critical US weapon system more than 200 color, b/w photos, line drawings and 8 color profiles; 80 pgs.

SS5603

USS Pampanito

by Robert Stern

On Deck® Color Series



USS Pampanito On Deck (SC)

Stern. The USS Pampanito, a Balao-class fleet submarine, was commissioned in late 1943 and went into action in the Pacific at the height of WWII. Illustrated with 265 highly detailed photographs, color profiles, and intricate line drawings; 80 pages.

SS5604

ELCO 80 PT Boat

David Doyle

On Deck® Color Series



ELCO 80 PT Boat On Deck (SC)

Doyle. Say "PT Boat" and the image that comes to mind is that of the 80-foot patrol torpedo boat built by the Electric Launch Company (ELCO) in Bayonne, New Jersey. Packed with over 200 photographs, plus color art and profiles; 80 pages.

SS5605

Nimitz Class Aircraft Carriers

Jim Goodall

On Deck®



Nimitz Class Aircraft Carriers On Deck (SC)

Goodall. The largest naval vessels in the world are the Nimitz-class super aircraft carriers. USS Carl Vinson was the first to launch air attacks as part of Operation Enduring Freedom in Afghanistan. In the mid-1990s USS Theodore Roosevelt supported NATO air strikes against Bosnian Serbs during fighting in former Yugoslavia. USS Abraham Lincoln backed up Operation Iraqi Freedom and Enduring Freedom in Afghanistan in the early 2000s. Illustrated with more than 300 photographs, plus color profiles and detailed line drawings; 80 pages.

SS5606

Iowa-Class Battleships

David Doyle

On Deck®



Iowa-Class Battleships on Deck (SC)

Doyle. More than 270 color photos, 88 pages.

SS5607

Higgins PT Boat

David Doyle

On Deck®



Higgins PT Boat On Deck (SC)

Doyle. Illustrated with over 120 photographs; 80 pages.

SS26008

USS Kidd

David Doyle

On Deck®



USS Kidd On Deck (SC)

Doyle. Illustrated with 234 photographs; 80 pages.

SS26010

USS Massachusetts

David Doyle

On Deck®



USS Massachusetts On Deck (SC)

Doyle. Illustrated with 286 photographs, and color profiles; 96 pages.

SS26011

Squadron Signal[®] Publications

SQUADRON AT SEA



USS Arizona Squadron at Sea Series (SC) Doyle. Packed with rare photographs unearthed from sources throughout the country, this volume follows the history of one of America's most iconic naval vessels. Glimpse the life of the crews that manned her and follow her through the maintenance and refits that dramatically changed her appearance. Describes the horrific explosion that ripped through her hull on the dark morning of 7 December 1941, and a series of unique photos document the years of wartime salvage work aboard the sunken battleship. Chronicled too is Arizona's ongoing service as a tomb and memorial to the 1,177 men who perished with her. A testament to the Arizona and her men brought to you as you've never seen them before. Illustrated with 288 photographs, 5 detailed line drawings, 7 color illustrations; 120 pages.

SS34001



USS North Carolina Squadron at Sea (SC) Doyle. Laid down in 1937 and launched on 9 April 1941, the USS North Carolina was the first new construction battleship to enter service during WWII and took part in every major naval offensive in the Pacific Theater, becoming the most decorated US battleship of WWII. After a brief stint post war as a training ship, the North Carolina - dubbed in the press as the 'Showboat' - was laid up in reserve, before her eventual movement to Wilmington, in her namesake state, and her preservation as a war memorial. This volume traces the history of the North Carolina, photographically documenting the evolution of armament and electronics that elevated her pre-Pearl Harbor design to its peak - bristling with guns to counter the threat of kamikaze attack. Generously illustrated with more than 330 photographs - many of them color, detailed line drawings and 11 color profiles that document the various camouflage schemes worn by both the ship and her scouting aircraft.; 136 pages.

SS34002



USS Texas Squadron At Sea (SC) Doyle. The USS Texas proudly saw combat in both World Wars I and II, and since 1948 has been preserved in her namesake state as memorial to American servicemen. Armed with 10 14-inch guns and displacing 32,000 tons, the battleship is still a formidable sight as she enters into her second century. This expansive volume tells the tale of the Texas and her crew. Loaded with black-and-white and color photos not only showcase the construction, numerous voyages, modifications, combat action, and ultimate preservation of the ship, but also show the vessel as a home, office, and workshop for the men who served as her crew. These historic images are augmented with five line drawings illustrating her key configurations, as well as nine color profiles depicting her aircraft, as well as the many camouflage schemes she wore. Illustrated with over 350 photographs; 152 pages.

SS34003



USS Saratoga Squadron at Sea (SC) Doyle. Faced with the restrictions of the Washington Navy Treaty, the US Navy had a choice: either scrap their partially complete, battlecruiser Saratoga, which along with her sister ship Lexington were intended to be the most powerful in the world; or convert them into an aircraft carriers. Having survived two torpedo hits by Japanese subs, as well as repeated bomb and Kamikaze strikes, at war's end she took part in the huge Magic Carpet operation that transported thousands of US servicemen back to the mainland. Deemed too old for the victorious Navy's postwar needs, her final duty was to test the survivability of an atomic blast. Still afloat after the first nuclear explosion, she was sent to the bottom of Bikini Atoll by the second of the blasts, and still rests there today, where she welcomes the occasional scuba diver. All these exploits, as well as others, including Saratoga's numerous refits, are presented and profusely illustrated with 383 color and b/w photos capturing the ship, her crew and aircraft supplemented by 11 line drawings and 25 color renderings; 160 pages.

SS34004

NON-MILITARY VEHICLE



American Fire Apparatus Volume 1: Pumpers (SC) Mutza. Organized companies of firefighters first appeared in Colonial America and were mobilized, like local militias, on a volunteer basis. Like military equipment, firefighting apparatus evolved in tandem with technological advances. This volume traces the development of the chief and best-known fire-fighting apparatus 'the pumper or fire engine' from hand-drawn pumps, through horse-drawn vehicles in the 19th Century to the advanced fire trucks of the 21st Century. Chapters introduce the early years of the pumper, follow its motorization, and then, decade-by-decade, meticulously review the evolution of the fire truck from the 1930s until today. The book's dedication to the firefighters who gave their lives on 9-11 serves as a reminder that the nation's First Responders stand guard together with the armed forces on the front lines of our defense. Illustrated with over 300 photographs; 96 pages.

SS6401



American Fire Apparatus: Volume 2 Aerial Equipment (SC) Mutza. As the urban skyline rose and horse power gave way to motorization, the need increased for better ladders and other aerial equipment to fight fires in tall buildings. Ladders grew longer and the trucks that carried them evolved. Improved aerial ladders were fixed to truck beds and new methods were devised to get water and firefighters to building heights. The hundreds of unique and dramatic photos that pack this volume feature fire trucks equipped with a wide spectrum of devices evolved over more than a century, including aerial ladders, elevating platforms, aerial ladder platforms, and water towers. The book illustrates the evolution of the styles and function of the vital 'hook-and-ladder trucks' that are an integral part of fire departments throughout the United States. Containing more than 320 photographs, including rare, historic photos and dramatic color shots; 96 pages.

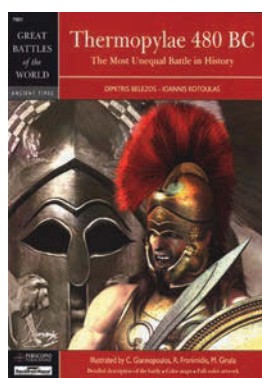
SS6402

GREAT BATTLES

Thermopylae 480 BC: The Most Unequal Battle in History (SC)

Belezos and Kotoulas. The definitive history of the fabled battle at the pass of Thermopylae. For 2 and 1/2 days Spartan King Leonidas lead his 300 along with a contingent of Thespians against the massive Persian army of Xerxes I. Amply illustrated with photos, maps and color plates to create a panorama of the men, equipment and the world they fought in. Written in Greece and expertly translated into English, includes glossary; 100 pages.

SS7001



Marathon 490 BC: Athens Crushes Persian Might (SC)

Belezos, Giannopoulos, Kotoulas and Grigoropoulos. The Battle of Marathon is a landmark in world history. Through their victory, the Athenian and Plataean hoplites did not merely saved their cities from destruction, but they also destroyed the myth of the 'invincibility' of the Persians and

proved the superiority of their armor, weaponry and tactics. Reveals the causes of the Persian invasion, follows the unknown Marathon runner in his run to announce the victory and relates the captivating myths created by the historical battle that still remain a part of the oral tradition of this epic. Enriched with photographs, maps of the area and tactical battle movements and color illustrations of uniforms. Written in Greece and expertly translated into English. 104 pages.

SS7002

El Alamein 1942: The Axis Major Defeat in Africa (SC)

After a bloody 12-day battle, the Afrikakorps was forced to retreat. The soon-to-be-legendary 8th Army had smashed German dreams of dominating North Africa. Enriched with color and b/w photographs, color maps, aircraft and tank profiles and color illustrations of uniforms; 120 pages. English text.

SS7003



The Battle of Salamis 480 BC: The 'Wooden Walls' that Saved Greece (SC)

Includes the historical elements of the battle, a brief biography of the father of the great victory, Themistocles, and chapters from the Persian point of view as well. Also addresses the lesser-known details of the battle to assist in understanding the overwhelmingly difficult conditions under which the Greek fleet prevailed.

Enriched with color and b/w photos, maps and tactical movements and color uniform plates; 96 pages. English Text.

SS7004

The Battle of Berlin: The Collapse of the 'Thousand-Year' Reich 1945 (SC)

Stavropoulos, Vourliotis, Terniotis, Kotoulas, Valmas, and Zouridis. By the dawn of 1945, the Western Allies had driven back Hitler's last, desperate effort in the Ardennes. However, the Allies' insistence on Germany's unconditional surrender deterred the Germans from making any concession over ending the war - Hitler and the Nazi faithful saw their only option to be a fanatical Wagnerian stand leaving only Germany's ruins to commemorate the tragedy. Further, it was already clear that another kind of war was right around the corner. Illustrated with color and b/w photographs, color maps, 8 aircraft and 9 armor profiles, and 14 color uniform plates; 128 pages. English text.

SS7005

Kursk 1943: The Greatest Tank Battle in History (SC)

Great Battles of the World; Kampouris, Zouridis, Theodoratos, Stavropoulos, Varsamis, Vourliotis, Gedeon, Valmas. In the summer of 1943, after two years of total war on the Eastern Front, the Germans were ready to meet the Soviets on the decisive battlefield. The greatest tank battle of all time proved to be the beginning of the end for the Third Reich. The elite panzer formations were decimated and would never again regain their former strength. Nothing could turn the fortunes of the war for the Axis and their Soviet flood was not to be stopped until the ruins of Berlin. Illustrated with color and b/w photographs, color maps, 12 aircraft and 18 armor profiles, and 12 color uniform plates; 136 pages.

SS7006



Britain 1940: The RAF Fights a Desperate Battle Against the Luftwaffe (SC)

Stavropoulos, Terniotis, Valmas, Varsamis, and Vourliotis. The confrontation between Britain's Royal Air Force and Germany's Luftwaffe was the first large scale success against Hitler's aggression, and it is one of the defining episodes in the long history of the British nation. Enriched with color and b/w photographs (including 10 page Photographic Tribute to the Battle of Britain), color maps, 50 aircraft profiles and 9 color uniform illustrations. A fitting tribute and record of "their finest hour"; 160 pages.

SS7007

D-Day 1944: The Allied Invasion of Normandy (SC)

Stavropoulos, Vourliotis, Papadopoulos, Valmas, Kampouris and Terniotis. The Allies launched their invasion of German-occupied Europe after 18 months of preparation - three and one half million troops, more than ten thousand warplanes and an armada of nearly five thousand sea-going vessels stormed 'Fortress Europe' and opened the long awaited second front against Hitler's Reich. Includes the Allied bid for air superiority, the landings, a photo file, opposing commanders and forces, portable weapons and many lesser known details of the making of the new Western Front. Amply illustrated with more than 60 b/w and 30 color photos, 6 maps, 21 equipment profiles, 13 uniform plates and additional specially commissioned art; 136 pages.

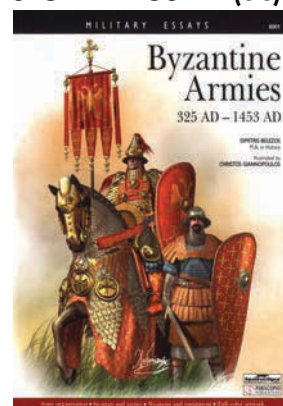
SS7008

MILITARY ESSAYS

Byzantine Armies 325 AD-1453 AD (SC)

Military Essays; Belezos. Reveals the checkered historical course of the empire and its military organization, which was compelled to defend its territories and culture against a horde of belligerent enemies from without and from the state's own bureaucracy within. Illustrated with 75 photos, maps and additional graphics plus 13 full color plates. Also includes a glossary of Greek and Latin terms; 136 pages. English text.

SS8001





B-52G/H Stratofortress in Action (HB)
Katz. More than any other weapon system, the legendary Boeing B-52 Stratofortress is the embodiment of American military power in the popular imagination. Boeing delivered the last B-52 in 1962. Five decades later, the B-52 remains in front-line service, most recently taking part in combat over Afghanistan and Iraq. Even more amazingly, current plans are for the B-52 to remain in service until 2040. This volume is packed with historical and recent photographs of the B-52, including some that were released by the US Air Force and its contractors just for use in the book. As part of his research, the author flew on a B-52 training mission, and the flight report in this volume is the most detailed description of a B-52 mission ever published. Illustrated with color profiles, detailed line drawings and over 190 photographs; 88 pages.
SS50207



B-17 Flying Fortress in Action (HB)
Doyle. The B-17 Flying Fortress dropped more bombs than any other US aircraft in WWII and is arguably the iconic bomber of that epic conflict. First flown in 1935, the aircraft was repeatedly modified, upgraded, and perfected in response to combat experience. Also highlights the roles played by individual aircraft and their crews, such as the 'Memphis Belle', which completed 25 missions over enemy territory; 'Stage Door Canteen', christened by Winston Churchill's daughter; and 'All American', which demonstrated the incredible toughness of the Flying Fortress by returning safely to base despite having its tail nearly sheared off by a Messerschmitt. An unmatched, lavishly illustrated account of one of the greatest warplanes of all time, a must have! Perfect binding. Illustrated with 200 vintage photographs, plus color profiles and detailed line drawings; 80 pages.
SS50219



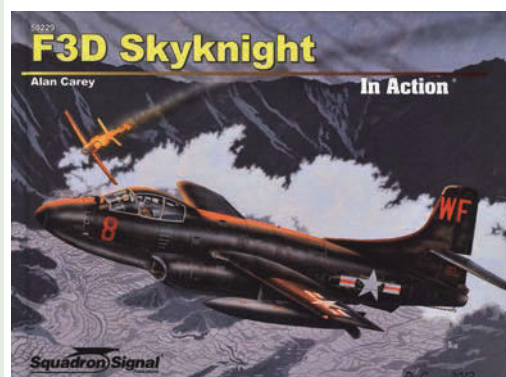
TBF/TBM Avenger in Action (HB)
Doyle. Designed by Grumman as a replacement for the Douglas TBD Devastator, Avenger production began prior to the Japanese attack on Pearl Harbor and it remained in US Navy service until October 1954. This all-new edition is filled with 212 vintage photos, 29 of them in color, these are augmented by five color profiles and a like number of detailed line drawings; 80 pgs.
SS50225



B-29 Superfortress in Action (HB)
Doyle. While most often remembered as the type of aircraft that dropped the first atomic bomb, and for its extensive use in bombing Japan during the latter stages of WWII, the B-29 also saw plenty of combat during the Korean War. Individual sections of the book explore the interior and armament of these bombers, as well as their production by Boeing, Martin, and Bell. Illustrated with 248 photographs, 90 of them in full color; 88 pages.
SS50227



B-24 Liberator in Action (HB)
Doyle. Lavishly illustrated with almost 250 authentic wartime photos, including over 80 in vintage color, with supplemental drawings and color profiles. Experimental versions, classic bombers, freighters, tankers, reconnaissance birds - even the rare gunship version - are shown; 88 pages.
SS50228



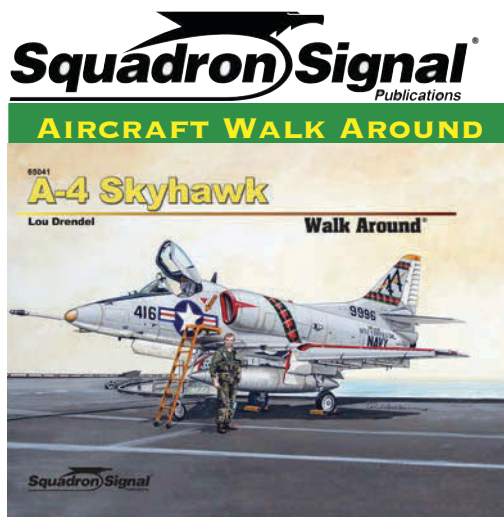
F3D Skyknight in Action (HB)
Carey. The US Navy's first all-weather jet fighter, the Douglas F3D Skyknight, traces its origins to 1945, when the Navy began studies for a jet-powered, carrier-based night fighter. This book chronicles the development and operational history of the Navy fighter from conception to duty in the Korean War, to service as a night interceptor in Vietnam, where it was an ECM/ELINT platform, jamming North Vietnamese missile and anti-aircraft sites. Illustrated with more than 196 photos and 10 line drawings; 80 pages.
SS50229



S-3 Viking in Action (HB)
Elward. The Lockheed S-3 Viking was developed in the late 1960s to serve as a dedicated carrier-based anti-submarine aircraft. It also provides an overview of some of the more significant variants that were studied, but never fully pursued, such as the Carrier On-Board Delivery (COD) and dedicated (KS) refueling variants. It also discusses the aircraft's role in Operation Desert Storm and how the lessons learned from that conflict impacted the Vikings' mission during the latter part of the 1990s and early 2000s. Illustrated with 186 photographs, line drawings, and numerous color profiles; 80 pages.
SS50230



AIRCRAFT SPECIALS
Aces & Wingmen II Volume 1 (HB)
Morris. Includes chapters covering thirteen different Fighter Squadrons, and histories of the 353rd and 354th Fighter Groups. Also lists Aces with the 355th Fighter Group. Over 600 b/w and 31 color photos, with 56 color drawings; 256 pages.
SS0001



A-4 Skyhawk Walk Around (HB)
Drendel. The carrier-capable Douglas A-4 Skyhawk is one of the most successful modern combat aircraft. During the 25 years in which the A-4 was on the production line, 2,960 Skyhawks were built. A relatively light aircraft, with a maximum takeoff weight of 24,500 pounds and with a top speed exceeding 600 mph, the Skyhawk was operated not only by the US Navy and Marines but also by the air forces of Australia, New Zealand, Israel, Malaysia, Argentina, Singapore, Brazil, Indonesia, and Kuwait. Introduced in 1956, Skyhawks played major roles in the Vietnam War, the 1973 Arab-Israeli October War, and the Falklands/Malvinas Conflict in 1982. Navy retired the A-4 as recently as 2003. Meanwhile, the battle-tested warrior continues to serve today other militaries around the world. Illustrated with 205 photographs, color profiles, and detailed line drawings; 80 pages.

SS65041



B-29 Superfortress Walk Around (HB)
Savage. Equipped with pressurized cabins for high-altitude effectiveness, with an electronic fire-control system, and remote-controlled machine gun turrets, the B-29 Superfortress was the most advanced aircraft of WWII. Two of those planes, the Superfortresses Enola Gay and Bockscar, dropped the atomic bombs on Hiroshima and Nagasaki in 1945. Yet over all, the B-29 received less notoriety than its storied elder siblings, the B-17 and B-24, perhaps because its service areas - the China, Burma, and India Theater and the Western Pacific - were less publicized than was the war in Europe. Designed by Boeing, nearly 4,000 B-29s had been turned out by the time production ended in 1946. A unique look at the plane that ushered in the nuclear age. Illustrated with over 210 photographs; 80 pages.

SS65054



KC-135 Stratotanker Walk Around (HB)
Katz. Many air forces can conduct missions such as air superiority and ground attack, but only the US Air Force has truly global reach. For more than five decades, the essential enabler of this global reach has been the KC-135 Stratotanker. Unarmed and unglamorous, the KC-135 has been one of the most successful and enduring aircraft in US Air Force history. Primarily based on the author's extensive access to operational KC-135 aircraft on the ground and in flight, this book contains the most detailed photographic documentation of the KC-135 inside and out that has ever been published, as well as color profiles of the KC-135R in the markings of every major USAF command that has operated that variant. Illustrated with 240 photographs, detailed line drawings and color profiles; 88 pages.

SS65066



F9F Cougar Walk Around (HB)
Neuback. The first swept-wing carrier-based fighter aircraft built for the USN, the F9F Cougar marked a major leap forward in the area of naval aircraft design from its predecessor, the straight-wing Grumman F9F Panther. The prototype of the first version of the Cougar, the F9F-6, first took to the air in September of 1951, six months after contract award. There were several different models of the Cougar. The F9F-6 was followed by the F9F-7 and F9F-8. In addition there were also two reconnaissance models - the F9F-6P and the F9F-8P - as well as a two-seater trainer version, the F9F-8T. The contemporary photographs in this volume illustrate in detail the differences between the various Cougar models, making use of over a dozen display aircraft located in museums across the United States as well as one Cougar on display in Argentina. Grounded in solid historical research, the book also features historical images from the photo archives of both the U.S. Navy and Grumman, and also includes rare photos of F9F Cougar in its final days, serving as a target drone for later generations of fighters. Illustrated with over 230 photographs; 80 pages.

SS65068



B-26 Marauder Walk Around (HB)
Doyle. Exclusive photos illustrate the rarely seen inner workings and outer features of the B-26G, with additional coverage of the B-26, B-26B, and B-26C. Initially dubbed "the Widowmaker" due to its high wing loading and high landing speeds. More than 220 photographs, plus numerous detailed line drawings and color profiles.

SS65069



Heinkel He 111 Walk Around (HB)
Mackay. Although produced in large numbers and exported to many countries before and during the war, few examples survive today. This volume features detailed photographic images of the He 111P-1 restored and preserved in Norway, and the He 111H-20 on display in the RAF museum. Illustrated with 228 photos, detailed line drawings and color profiles; 88 pages.

SS65070



B-25 Mitchell Walk Around (HB)
Doyle. Soaring into the pages of history with Jimmy Doolittle's famed Tokyo Raiders, the North American B-25 Mitchell was the most-produced American medium bomber of World War II. Profusely illustrated, this volume examines the nuances of the external features and explores the inner workings. Enhancing color photographs, taken on the ground and air, 4 vintage blk/wht images, 14 line drawings. Illustrated with more than 200 photographs; 80 pages.

SS65071

SquadronSignal[®] Publications

AT THE GATE SERIES



Boeing 737 At The Gate (HB)

Tidwell. Few commercial aircraft have enjoyed a production run that spans more than four decades and service in nearly every nation on Earth. The Boeing 737 has such a track record. Takes the reader on a journey through the continuing story of the 737 from the first aircraft to roll of the production line in the 1960s, to the very latest airframes being delivered to major airlines today. The book also offers the reader a look at some of the most interesting 737 liveries as well as parts of the aircraft that few people get to see. Also covered are business jets, cargo carriers, and military versions of the 737 that are less familiar even to the thousands of air travelers who have flown aboard this legendary Boeing liner. Illustrated with over 220 photographs; 96 pages.

SS68002

COMBAT CHRONICLES

Combat Chronicles of the Black Widow (HB)

Thompson. Dramatic first-hand accounts by the pilots, radar observers, and gunners who saw combat aboard the first dedicated US night fighter in WWII fill this unique volume, the first in Squadron/Signal's new Combat Chronicles series that brings you action-packed, eye-witness war stories, interviews, and first-hand reminiscences from the front lines. In this volume

we hear from the crews who rode the Black Widow into battle all over the world. The outbreak of war in Europe left no room for doubt that the United States needed quickly to come up with a specialized night fighter to confront the totally new face of air combat. Northrop was able to come up with designs for a new, specially designated night fighter and a contract for what was to become the P-61 Black Widow was signed on 11 January 1941. After the first production aircraft rolled off the assembly line in October 1943, the P-61 went on to operate in the European, Pacific, China-Burma-India, and Mediterranean Theaters of the war. Experience WWII as it was seen by the men in the cockpit of this history-making radar-equipped night interceptor. Illustrated with 152 photographs; 112 pages.

SS7701



COMBAT CHRONICLES

B-29 Superfortress Combat

Chronicles (HB)
Robert Hilton
Combat Chronicles



Hilton. With its pressurized cabins for high-altitude operation, its long range, large bomb capacity, and turbo-supercharged engines, the B-29 Superfortress was the epitome of cutting edge American air power during WWII. The author, a photographer with the 40th Bomb Group and a veteran of 83 Superfortress missions, offers a first-hand, eye-witness account and shares his experiences on reconnaissance and bombing missions, flying the 'Hump' and taking off from an advanced base in Sichuan, China, to pummel Japanese occupation forces throughout Asia. Then in early 1945, the 40th BG moved to newly-liberated Tinian from which they took part in the final chapter of WWII - the aerial assault on the Japanese home islands. Introduces you to fellow veterans of the 40th who relate their no-less extraordinary experiences - ditching in the Bay of Bengal, lost in the Siberian Taiga, downed behind enemy lines in China, taken prisoner after bailing out over Tokyo. Personal accounts from the men who served on the front lines of the air war in the Pacific, a unique primary historical source and a truly exciting read. Illustrated with over 100 photographs; 120 pages.

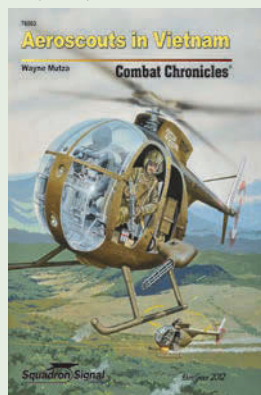
SS76002

Aeroscouts in Vietnam Combat Chronicles (HB)

Mutza. During the late 1950s and early 1960s, U.S. Army planners sought to increase the Army's helicopter force. The Army developed new tactical doctrine using helicopters - the airmobile concept - which was based largely on air cavalry units. Such units were descendants of the US Cavalry, which had operated as light, horse-mounted infantry.

Air cavalry troopers were, in essence, horse soldiers, and helicopters were their steed. True to their proud and colorful heritage, the Air Cavalry not only employed tactics used by their forefathers of the Indian wars, they embraced their culture as they deployed in the grueling conflict in Indochina. Packed with more than 30 action packed, often hair raising first-hand accounts of helicopter scout combat in Vietnam, this latest addition takes you into the thick of the action. Besides being exciting reading, these personal recollections by dozens of the fighters themselves provide invaluable, primary source historical coverage of one of America's epic conflicts as experienced by frontline helicopter scouts. Illustrated with over 160 photographs; 136 pages.

SS76003



ARMOR IN ACTION



German Armored Cars in Action (HB)

Doyle. Germany began developing its heavy armored cars well before the outbreak of World War II. Germany's early six-wheel armored cars were based on 6x4 truck chassis, and their off-road mobility was limited. These vehicles soon gave way to an expanding series of eight-wheel drive/eight-wheel steer vehicles fitted with a variety of armament. In time these too were supplanted by even larger armored cars incorporating refinements based on lessons learned from the vehicles' field experience, such as heavier armor, armament, and an air-cooled engine. Packed with more than 220 period photographs, this book chronicles the development and deployment of Germany's six and eight-wheeled armored cars before and during WWII; 80 pages.

SS52050



M151 MUTT in Action (HB)

Doyle. The M151 was intended to be a lightweight, high-mobility replacement for the M38A1, itself a successor to the famed World War II jeep. Dubbed the Military Utility Tactical Truck or "MUTT" by the military - GIs almost universally referred to the vehicle as a "jeep." The series' service life spanned more than 40 years and four manufacturers, and the vehicles saw service everywhere the US GI was deployed. This volume chronicles the development and field use of the M151 series in Europe, the Middle East and, of course, there is extensive coverage of the vehicles' service in Vietnam. The photos, many previously unpublished, are augmented by seven line drawings. Illustrated with 220 photographs; 80 pages.

SS52051

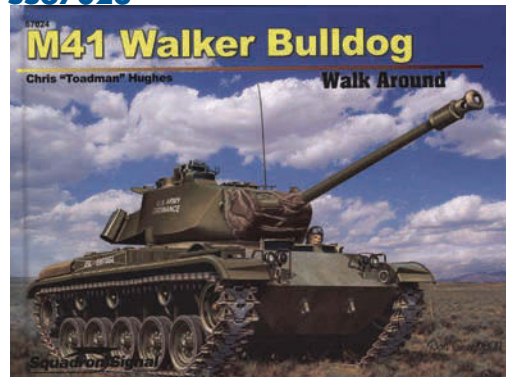
Squadron Signal Publications

ARMOR WALK AROUND



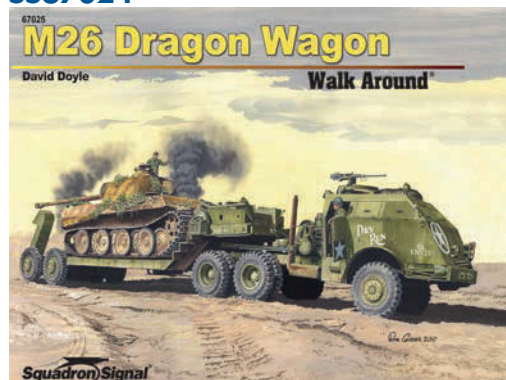
FT-17 / M1917 WWI Tanks Walk Around (HB) Doyle. This volume presents a careful study of the details and variations of this innovative vehicle, inside and out. Two-hundred thirty-seven photographs reveal the intimacies of no fewer than 14 of the finest surviving examples of these machines, preserved on three different continents. Nine detailed line drawings supplement the photos and comprehensive captions; 80 pages.

SS67023



M41 Walker Bulldog Walk Around (HB) Hughes. The standard US light tank during the early years of the Cold War, the M41 Bulldog was developed as a more powerful successor to the M24 Chaffee. Illustrated with 250 photographs plus color profiles and numerous detailed line drawings; 80 pages.

SS67024



M26 Dragon Wagon Walk Around (HB) Doyle. This volume examines armored and soft-skin versions of this massive vehicle, and its trailers, through hundreds of color photos and some of the finest restored examples in existence. Illustrated with over 230 photographs; 80 pages.

SS67025



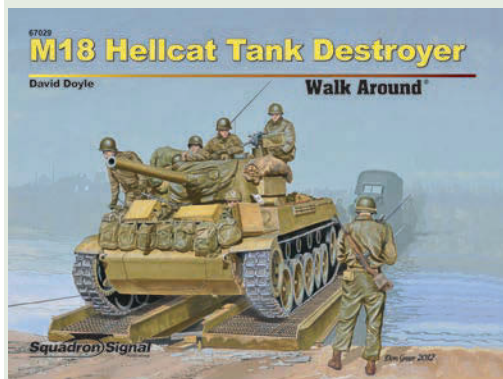
M551 Sheridan Walk Around (HB) Hughes. First deployed in combat in Vietnam, the M551 Sheridan is the first US tank to be fully amphibious and also airborne capable. Photos of the sub-variants of the M551 Sheridan, such as the 'Product Improvement Program,' A1, and VISMODs round out this profile of the versatile historic tank. Illustrated by more than 240 photographs plus eight detailed line drawings; 80 pages.

SS67026



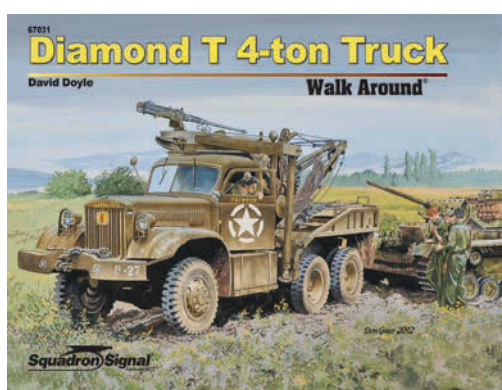
Jagdpanzer 38 Hetzer Walk Around (HB) Stapfer. Pictures of Jagdpanzer 38 vehicles in Bulgarian and Swiss service appear here for the first time, and the SK-23 steam-powered recovery vehicle based on the Hetzer is also documented along with extensive coverage of the G 13, including the first-ever color photographs of that variant's interior. Illustrated with over 200 photographs, plus detailed line drawings, and color profiles; 80 pages.

SS67027



M18 Hellcat Tank Destroyer Walk Around (HB) Doyle. Engine and drive train, driver's compartment, weapons and sighting systems, and stowage - both interior and exterior - are all carefully presented. Illustrated with 230 color photographs, 5 black and white photographs, 5 line drawings, and 4 profiles; 80 pages.

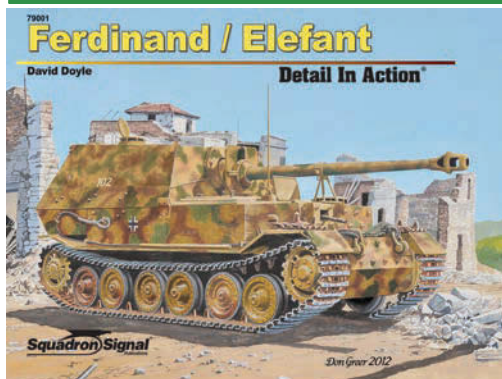
SS67029



Diamond T 4-ton Truck Walk Around (HB) Doyle. As it became increasingly apparent that the United States could not avoid getting involved in World War II, the US Army stepped up its efforts at modernization and industrial mobilization. Toward this end, the Quartermaster Corps ordered a series of 4-ton 6x6 trucks from Chicago-based Diamond T Motor Car Company. The chassis of the artillery prime mover was adapted for use as a dump truck, a long-wheelbase truck to transport bridging equipment, and what would become the US Army's standard medium wrecker during WWII. The design of the Diamond T was so successful that it is widely recognized as the forerunner of the Army's post-WWII M-series trucks, which were utilized for 50 years. For this book, the finest preserved examples of the classic Diamond T were sought out and extensively photographed, resulting in a volume packed with color photographs augmented by five period black-and-white photos. Illustrated with 232 photographs; 80 pages.

SS67031

DETAIL IN ACTION



Ferdinand / Elefant Detail in Action (HB) Doyle. In an effort to turn the proverbial lemon, in the form of an unsuccessful Tiger design, into lemonade, Porsche engineers at the behest of the German army, converted the failed chassis into one of the largest and most potent tank destroyer designs of World War II. Initially fielded as the Ferdinand, the vehicles were further modified, and ultimately given a new - and apt - name: 'Elefant.' This new volume explores not only the combat history of both the Ferdinand and Elefant, but also chronicles the development of the ill-fated Porsche Tiger design through 88 period black-and-white photos. Further enhancing its utility to the enthusiast, 110 full-color photos of the only surviving examples of each type illustrate the nuances of the construction and subsequent wartime modification of these giant tank killers. Also features 16 detailed line drawings as well as 15 masterful color profiles; 80 pages.

SS79001

Squadron Signal[®] Publications

SQUADRON AT SEA



USS Arizona Squadron at Sea Series (HB)
Doyle. Packed with rare photographs unearthed from sources throughout the country, this volume follows the history of one of America's most iconic naval vessels. Glimpse the life of the crews that manned her and follow her through the maintenance and refits that dramatically changed her appearance. Describes the horrific explosion that ripped through her hull on the dark morning of 7 December 1941, and a series of unique photos document the years of wartime salvage work aboard the sunken battleship. Chronicled too is Arizona's ongoing service as a tomb and memorial to the 1,177 men who perished with her. A testament to the Arizona and her men brought to you as you've never seen them before. Illustrated with 288 photographs, 5 detailed line drawings, 7 color illustrations; 120 pages.

SS74001



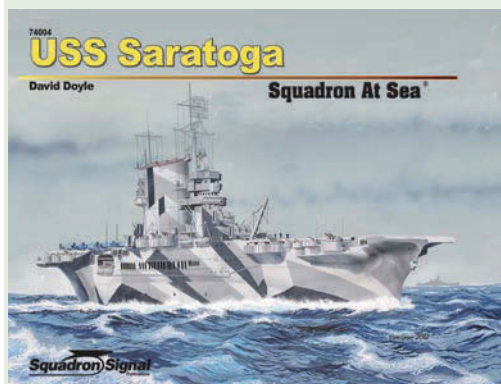
USS North Carolina Squadron at Sea (HB)
Doyle. Laid down in 1937 and launched on 9 April 1941, the USS North Carolina was the first new construction battleship to enter service during WWII and took part in every major naval offensive in the Pacific Theater, becoming the most decorated US battleship of WWII. This volume traces the history of the North Carolina, photographically documenting the evolution of armament and electronics that elevated her pre-Pearl Harbor design to its peak - bristling with guns to counter the threat of kamikaze attack. Records not only the ship's wartime operations that earned her 12 battlestars, but also her crew and their work and recreation. Generously illustrated with more than 330 photographs - many of them color, detailed line drawings and 11 color profiles that document the various camouflage schemes worn by both the ship and her scouting aircraft.; 136 pages.

SS74002



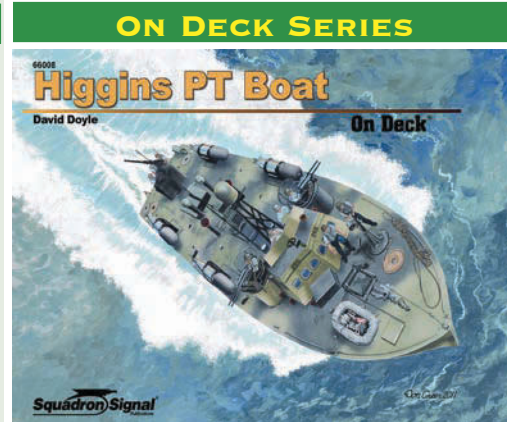
USS Texas Squadron At Sea (HB)
Doyle. Armed with 10 14-inch guns and displacing 32,000 tons, the battleship is still a formidable sight as she enters into her second century. This expansive volume tells the tale of the Texas and her crew. Loaded with black-and-white and color photos not only showcase the construction, numerous voyages, modifications, combat action, and ultimate preservation of the ship, but also show the vessel as a home, office, and workshop for the men who served as her crew. These historic images are augmented with five line drawings illustrating her key configurations, as well as nine color profiles depicting her aircraft, as well as the many camouflage schemes she wore. Illustrated with over 350 photographs; 152 pages.

SS74003



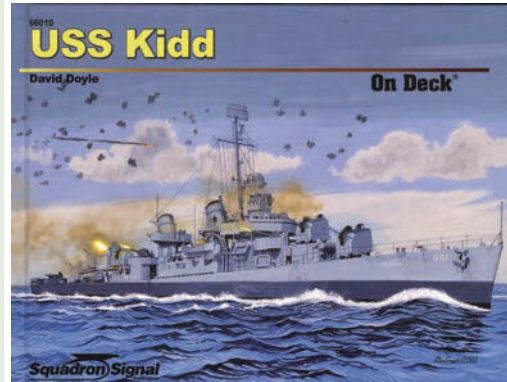
USS Saratoga Squadron at Sea (HB)
Doyle. When commissioned in 1927, Saratoga's decks teamed with fabric-covered biplanes, and the ship and her crew projected US military power far beyond the nation's shores. So impressive was Saratoga that she and her crew served as a backdrop for two major Hollywood motion pictures. In 1941 she was called to do what she was built for, and for the next four years plied the Pacific, her biplanes replaced by the famed Wildcats, Hellcats, Dauntlesses and Avengers that prosecuted the war against Japan. Having survived two torpedo hits by Japanese subs, as well as repeated bomb and Kamikaze strikes, at war's end she took part in the huge Magic Carpet operation that transported thousands of US servicemen back to the mainland. Still afloat after the first nuclear explosion, she was sent to the bottom of Bikini Atoll by the second of the blasts, and still rests there today, where she welcomes the occasional scuba diver. Profusely illustrated with 383 color and b/w photos capturing the ship, her crew and aircraft supplemented by 11 line drawings and 25 color renderings; 160 pages.

SS74004



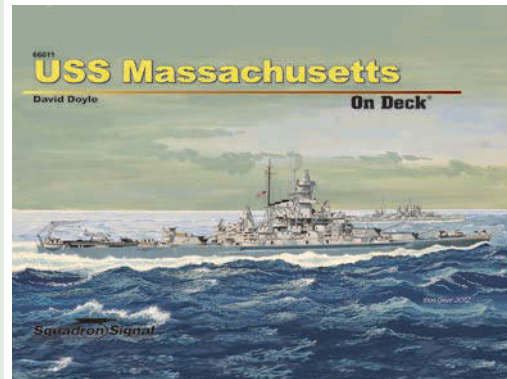
Higgins PT Boat On Deck (HB)
Doyle. This illustrated volume showcases details of Higgins PTs preserved in Massachusetts, Texas, even an operational example in Oregon - the sole operational WWII PT. More than 80 color photographs, these preserved vessels are augmented by nearly 40 vintage photos illustrating rarely seen fine details of the wooden shipbuilders' craft. Illustrated with over 120 photographs; 80 pages.

SS66008



USS Kidd On Deck (HB)
Doyle. Documented in color close-up photos are the details of the exterior of the ship, as well as her interior spaces, where destroyer sailors lived, fought, and some died, painstakingly restored and preserved today in Baton Rouge by the Louisiana Naval War Memorial Commission. Illustrated with 234 photographs; 80 pages.

SS66010

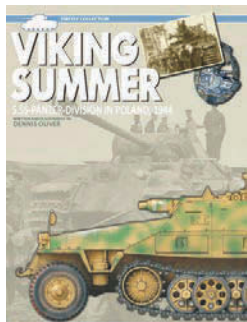


USS Massachusetts On Deck (HB)
Doyle. This book documents the warship through an impressive collection of images and data tables revealing the ship the ship and how it functioned as a fighting machine as well as a home to her almost 1,800-man crew. Illustrated with 286 photographs, and color profiles; 96 pages.

SS66011

OLIVER PUBLISHING

Viking Summer: 5.SS-Panzer-Division in Poland



Our first title, Viking Summer: 5.SS-Panzer-Division in Poland, 1944, includes:

A general history of the period and detailed accounts of the Kovel and Warsaw battles. 13 pages of colour artwork by Dennis Oliver depicting over 40 different vehicles including Sdkfz 251

half-tracks, Pzkw IV and Pzkw V Panther tanks and others. Many never before published black and white photographs. Detailed tables showing vehicle types and allocations. Comprehensive explanation of vehicle markings and numbering systems.

ADH027

STUG: Assault Gun Units In The East



The second title in this series, STUG: Assault Gun Units In The East, Bagration To Berlin, is the first volume in a two part set and includes:

Histories of the German Army's assault gun units, volume two will contain Waffen SS, Luftwaffe and obscure units. Colour artwork by Dennis

Oliver depicting over 40 different vehicles with details of unit markings and insignia. Explanation of vehicle characteristics and production and field modifications. Campaign maps and diagrams

ADH028

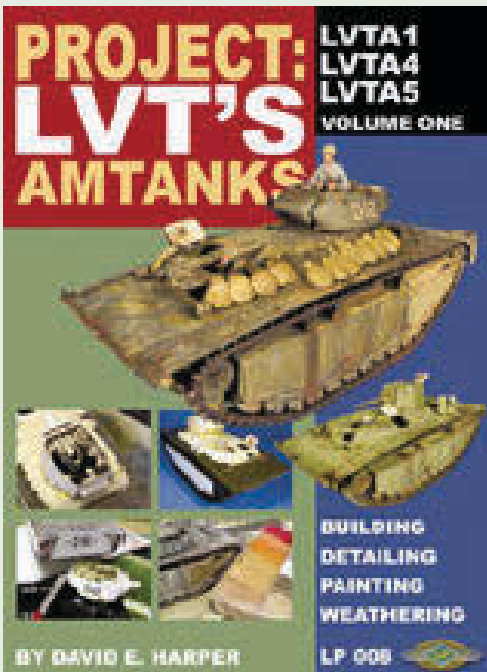
Fortress: German Armour In The Defence Of Sicily



A detailed history of the units involved and their actions in Sicily by well known author and researcher Claude Gillono 13 pages of colour artwork by Dennis Oliver depicting over 30 different vehicles and guns including half-tracks, assault guns, Pzkw III, Pzkw IV, Pzkw VI Tiger

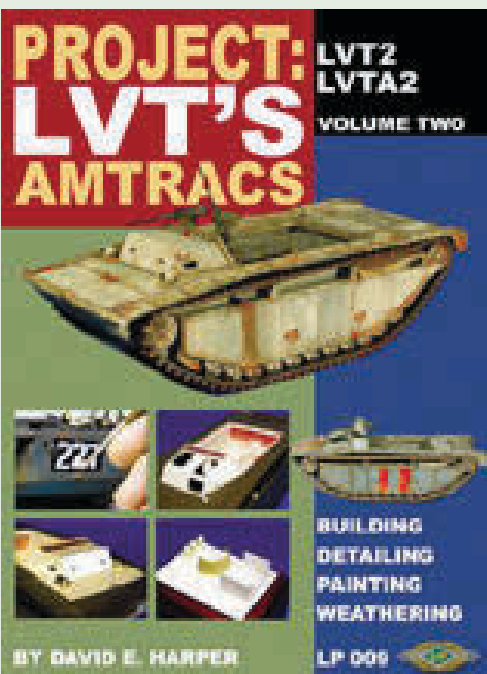
tanks and the deadly 88mm Flak gun. Black and white archive photographs, many never before reproduced Campaign map. Detailed tables showing vehicle types and allocations. Illustrations of unit insignia and vehicle markings.

ADH029



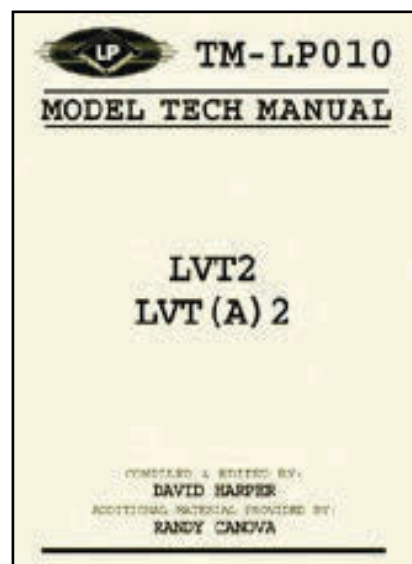
Project LTVs Amtanks: LVT(A)1, LVT(A)4, LVT(A)5 (SC) Information from factory blueprints, tech manuals and bulletins, photos, personal narratives and existing vehicles. Tips on building, detailing and weathering are provided throughout. Figure sculpting and painting pointers provided by Bill Chilstrom.

LPP008

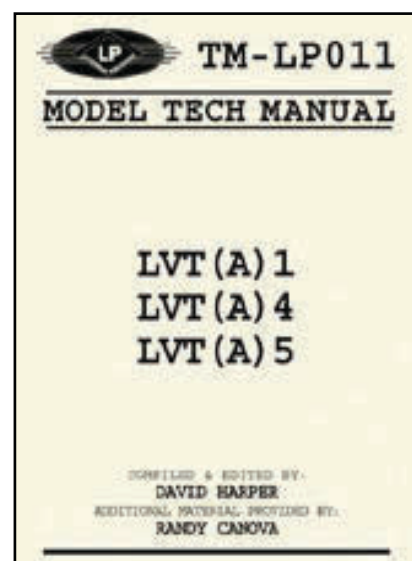


Project LTVs Amtracks: LVT2 and LVT(A)2 (SC) Models, photos and layout with tips on building, detailing, painting and weathering.

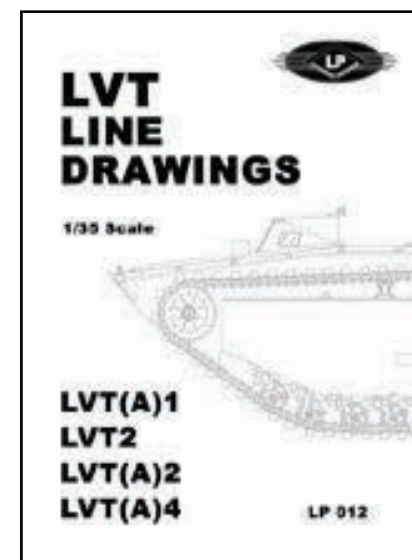
LPP009



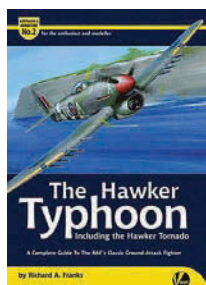
Model Tech Manual LVT2 and LVT(A)2 (SC)
LPP010



Model Tech Manual LVT(A)1, LVT(A)4, LVT(A)5 (SC)
LPP011



LVT Line Drawings: LVT(A)1, LVT2, LVT(A)2, LVT(A)4 (SC)
LPP012

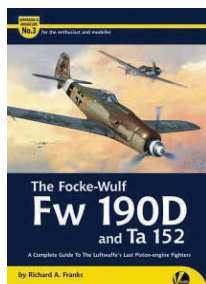


Airframe & Miniature No 2: The Hawker Typhoon inc. The Hawker Tornado

by Richard A. Franks.
128 pages packed with vital information that no active aviation modeller should be without.

- 40+ pages of technical information
- 20+ pages of walkaround images and technical diagrams
- 5+ pages of camouflage and markings
- 25+ pages of model builds and modelling information
- 200+ photographs including wartime images
- Colour side views and four-views by Richard Caruana
- 3D isometric views of all variants by Jacek Jackiewicz
- 1/72, 1/48 and 1/32 scale full kit builds
- A full set of fold-out 1/48 scale plans

ADH015



Airframe & Miniature No.3 The Focke-Wulf Fw 190D and Ta 152

by Richard A. Franks.
160 pages packed with vital information that no active aviation modeller should be without.

- 60+ pages of technical information
- 20+ pages of walkaround images and technical diagrams
- 5+ pages of camouflage and markings
- 20+ pages of model builds and modelling information
- 200+ photographs including wartime images
- Colour side views and four-views by Richard Caruana
- 3D isometric views of all variants by Jacek Jackiewicz
- 1/72, 1/48 and 1/32 scale full kit builds
- A full set of fold-out 1/48 scale plans

ADH017

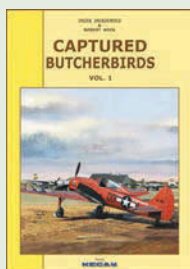


Airframe & Miniature No 4: The Hawker Tempest

This fourth book in our much acclaimed series contains a massive 128 pages packed with vital information that no active modeller and Tempest enthusiast should be without.

- Over 40 pages of technical information
- Over 20 pages of walkaround images and technical diagrams
- Over 5 pages of camouflage and markings
- Over 25 pages of model builds and modelling information
- Over 200 photographs including wartime images
- Colour side views and four-views by Richard Caruana
- 3D isometric views of all variants by Jacek Jackiewicz
- 1/72 and 1/48 scale full kit builds by Libor Jekl and Steve Evans
- A full set of fold-out 1/48 scale plans is included

ADH026



Captured Butcherbirds Vol. 1

J.Jackiewicz & R.Bock
English text, soft cover, 128 pages, 329 photos, 28 multi-views painting schemes and 127 side profiles. Entire book is published in colour

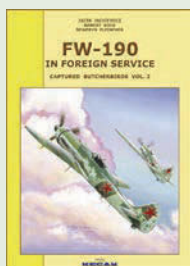
ADH021



Hacks Utility Planes of the Mighty Eighth

J. Jackiewicz
Continuation and sequel for the 'Assembly Ships'. English text, soft cover, 132 pages, 267 photos, 195 colour profiles. Entire book is published in colour.

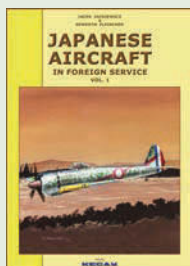
ADH022



FW-190 In Foreign Service (Captured Butcherbirds Vol. 2)

J.Jackiewicz, S.Fleischer, R.Bock
English text, soft cover, 100 pages, 215 photos, 112 side profiles. Entire book is published in colour.

ADH023



Japanese Aircraft in Foreign Service

J.Jackiewicz & S.Fleischer
English text, soft cover, 128 pages, over 300 photos, 187 side profiles and colour plates. Entire book is published in colour.

ADH024

The Messerschmitt Me 262



Airframe & Miniature Series: Under the expert guidance of series editor Richard Franks, this exhaustively researched book covering the popular Messerschmitt Me 262 for the avid enthusiast.

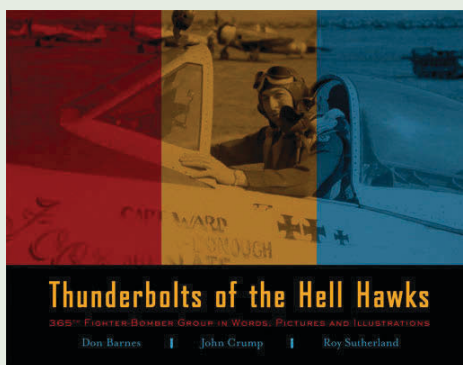
116 pages of technical information, full colour profiles, walkaround images, diagrams,

camouflage and marking details, a wealth of photographic resource plus comprehensive model builds and information on kits both past and present. Every active aviation modeller should have this series by their workbench. This is the first in the series, The Messerschmitt Me 262 by Richard Franks, available now.

By Richard A. Franks

- 116 pages packed with vital information that no active modeller of aviation subjects should be without
- Over 40 pages of technical information
- Over 10 pages of full colour profiles
- Over 20 pages of walkaround images and technical diagrams
- Over 5 pages of camouflage and markings
- Over 25 pages of model builds and modelling information
- Over 200 photographs including wartime images
- Colour side views and four-views by Richard Caruana
- 3D isometric views of all variants by Jacek Jakiewicz
- 1/72, 1/48 and 1/32 scale full kit builds by Steve Evans and Richard Franks

ADH013



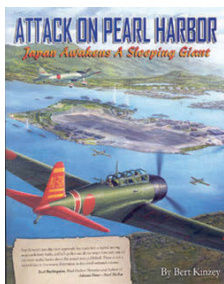
Thunderbolts of the Hell Hawks

By Don Barnes, John Crump & Roy Sutherland
Ninth Air Force P-47 units have been long overlooked, despite their significant contribution to victory in WWII. Their war was close to the ground, dive-bombing and strafing in support of the US Army at the Normandy landings, and in the race across France, Belgium and Germany. "Thunderbolts of the Hell Hawks" is a new book offering a personal view of one of the most decorated and effective P-47 units in the Ninth Air Force. This rich visual account of the 365th Fighter-Bomber Group, the "Hell Hawks", is presented in 320 pages with over 500 photos, most published for the first time. The book also features 98

thoroughly researched and detailed colour profiles of their Thunderbolts, illustrated by Don Barnes. All but three of the aircraft profiled have languished in obscurity for the past 65 years, brought to light for the first time here. Published with full cooperation of the 365th FG Association, and with the kind help of the men and families who shared memories and personal photo albums, this book is a testament to their strength, courage and sacrifice helping bring an end to the war in Europe. Don Barnes, John Crump and Roy Sutherland interviewed and befriended over 20 surviving pilots from the 365th FG. Maps, charts and photos of surviving artifacts illustrate the very detailed, almost day-to-day record of the Hell Hawks' missions. Additionally, more than 100 sidebars, many written by the men of the 365th, themselves, give life and humanity to the story. This unique book offers an extraordinarily personal and illustrative portrait of the lives of P-47 pilots.

Inspired by the excellent book "Hell Hawks" by Bob Dorr and Tom Jones, this book is a companion piece, providing much additional information and a rich visual picture of the 365th during the last year of the war in Europe.

ADH025

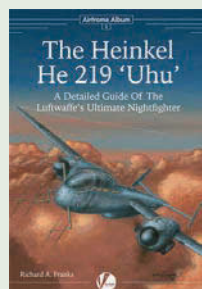


Attack on Pearl Harbor

Covering all of the major aspects of the Japanese attack on Pearl Harbor, this book is written so that it will appeal to both the layman, seeking an understanding of what happened on the "Day of Infamy," and to the enthusiast who wishes to learn much more information than is usually found in a book of this size. Photos with detailed captions, extensive artwork, charts, tables, maps, and text combine to make this a comprehensive yet very affordable reference on one of the most important dates in world history. By Bert Kinzey.

- More than 145 Photographs
- 46 Art Illustrations
- 6 Maps
- 8 Tables
- Illustrations showing all types of Japanese aircraft used in the attack with markings applied to the aircraft flown by many of the group commanders and other pilots
- Illustrations of American Army and Navy aircraft that were in the air over Oahu during the attack including those flown by pilots who shot down Japanese aircraft
- Information and data on each of the six aircraft carriers used by the Japanese as well as illustrations of the markings carried by their aircraft
- Complete information on the composition of both attack waves including numbers and types of aircraft flown, armament carried, carrier assignments, unit assignments, targets assigned, and the names of group leaders
- Maps showing the routes of the attack waves and how the torpedo, dive bombing, and horizontal bombing attacks were carried out in the Pearl Harbor area
- List and map of American ships present in or near Pearl Harbor during the attack
- Table of ships of the Pacific Fleet not at Pearl Harbor during the attack and indicating their locations
- Official U. S. Navy damage report and information as to when all but three of the sunk and damaged ships were returned to action with the fleet
- Photographs showing the ships listed on the Navy damage report before, during, and after the attack
- Japanese mistakes and the eventual fates of each of the Japanese ships that took part in the attack
- A look at the Special Attack Unit of five midget submarines and the U. S. Navy ships that engaged them

ADH014



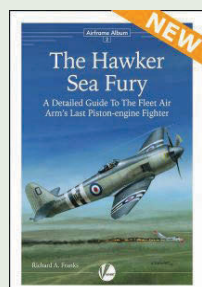
Airframe Album No 1: The Heinkel He 219 Uhu

This new series of books will offer everything that modern modellers want when they are tackling a specific subject and will include:

- Period diagrams
 - Data from flight manuals
 - Data from spare parts catalogues
 - Walkaround images of preserved examples
 - Fully detailed 3D isometric views of prototype and production machines
 - Full colour profiles and concise camouflage and marking notes
 - A wealth of pictures of the recently restored NASM example
 - Pictures before, during and after restoration
 - Isometric views by Jacek Jackiewicz
 - Colour profiles and camouflage detail by Richard J. Caruana
 - 100 pages in total
- Publication well in advance of the Revell and Zoukei-Mura 1/32 scale kit releases.

by Richard A. Franks

ADH030



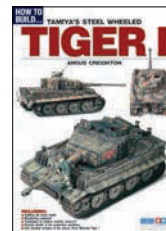
Airframe Album No.2: The Hawker Sea Fury A Detailed Guide to The Fleet Air Arm's Last Piston-engine Fighter

by Richard A. Franks

Our second title in the Airframe Album series will cover the Hawker Sea Fury, and follows on neatly from our Airframe and Miniature titles on The Hawker Typhoon and recently published Hawker Tempest.

- Period diagrams
- Data from flight manuals and spare parts catalogue
- Walkaround images of preserved examples
- Pictures before and during restoration of the restored TFC and airworthy FAA examples
- Fully detailed 3D isometric views of prototype and production machines by Jacek Jackiewicz
- Colour profiles and concise camouflage detail by Richard Caruana
- 100 pages
- An overview of all Hawker Sea Fury kits available in 1/32, 1/48 and 1/72 scales

ADH031



How to build the Tamiya Steel Wheeled Tiger I

The Tiger I is one of the most popular modelling subjects in 1:35 scale. In this book, world-renowned modeller Angus Creighton concentrates on the Steel Wheeled version of the famous German WW2 Tank. With five

versions of the Tiger portrayed in great detail, particular attention is paid to subtle production differences, as well as focusing on the rare command version and Borgward BIV control vehicle. With step-by-step guides covering and painting, applying zimmerit and adding markings.

ADH001



How to build the Tamiya Fairey Swordfish

A full colour, high quality guide describing in great detail the building, detailing and painting of Tamiya's stunning 1:48 Fairey Swordfish. Inside you'll find over fifty pages of clear, easy to follow photographs of the model

being constructed plus shots of the real thing. TMMI's Geoff Coughlin has built two complete models, one in grey with wings extended and a camouflaged machine with wings folded back for carrier stowage.

ADH002



How to build the Tamiya Bristol Beaufighter

The 60 page book includes information on:

- Building the basic model;
- The six detailed versions of the Beaufighter;
- Details of production variations;

- Weathering;
- and many other handy hints and tips!

ADH003



How to build the Tamiya Spitfire Mk.IXc and Mk.VIII

Revised edition with extra pages covering the Spitfire Mk.VIII.

The complete guide to building Tamiya's amazing 1:32 Spitfire Mk.IXc written by Brett Green. The

book now features 4 models, by Brett and Marcus Nicholls, Roy Sutherland and now Chris Wauchop. Hundreds of images, reference photos and how to get the very best from the model. Also features lists of after market parts...

ADH011



How to build the Tamiya P-51D Mustang

The complete guide to building Tamiya's amazing 1:32 P-51D written by Brett Green.

Exhaustive step-by-step guide to construction plus models, by Brett, Mark Glidden and Roy Sutherland.

Hundreds of images, reference photos and how to get the very best from your model. Also features lists of after market parts and decals.

ADH016