

first being the one pictured on the cover – the Bristol Blenheim. Here the text honestly states “Sadly it failed to live up to expectations...it was meat for the hungry German fighters.” I guess that makes it an important bomber - for the Germans!

Now, with only one spot left on the list and with the B-17 still languishing alone and ignored, the winner is none other than (drum roll please...) the Avro Anson (!!!?!?!?!?!?!). I don't know what to say...

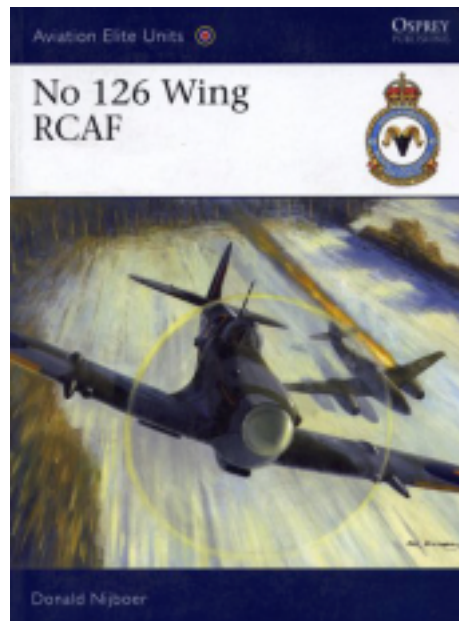
Reading the history, I guess I could put it on a list of coastal patrol planes, trainers, and squadron hacks (even the three-view depicts a post war Fighter Command Communication Squadron plane). The text does mention one (1) engagement with a U-boat. I'm sure there must have been more, but by 1940 they were withdrawn from front line coastal patrols (replaced by Hudsons), making for a pretty short “bomber” career.

In the end, I guess the best I can say about this book is that if you have an interest in some of these aircraft, you'll find some useful info here. The text does not try to justify the planes' mention in this list. The whole book reeks of having been thrown together from existing materials. Mr. Donald is either careless or ignorant or both (I won't even go into the other careless errors, like listing the F4U Corsair on page 183, only to find the Grief there). Heck, if the title had been *A Random Selection of Aircraft from World War II, Some of Which Were Bombers*, I think I could have forgiven the whole jumbled mess, but claiming it's a comprehensive list of the most important ones is just flat wrong. Of course, we as modelers and historians are always looking to get the story right, since there are so few opportunities to educate the public about this important aspect of the war. I'd hate to think of some mildly interested reader with a limited knowledge of WWII taking this book at face value. I could just imagine that person envisioning mass formations of Ansons darkening the skies over Berlin...

## ***Aviation Elite Units - No 126 Wing RCAF by Donald Nijboer***

**reviewed by Jacob Russell**

This exciting book is one of the latest releases in Osprey's Aviation Elite Units series. I was initially drawn to it because my friend Chris Cowx of Surrey, British Columbia knew No 126 Squadron pilot Flight Lieutenant Rod Smith, who amassed 13 kills during the course of World War Two.



Author Donald Nijboer details the differences in tactics between the RAF and the Luftwaffe and describes how the British were forced to change tactics to suit the realities both on the ground in the air. They were forced to abandon their doctrine of sending unaccompanied bombers over France in the face of terrible losses.

Nijboer describes in great detail the Wing's exploits. No 126 Wing was the top scoring wing within the Second Tactical Air Force with 87 victories. During the course of Operation Market Garden (described on pages 46-51) No 126 pilots shot down 22 of the 45 German fighters destroyed that day,

a remarkable achievement. This wing was the first within the RAF/RCAF to shoot down a jet propelled plane on October 5, 1944. No 126 also shot down 24 planes in the counterstrike to the German Operation Bodenplatte attacks against Allied airfields on January 1st, 1945, which was a new record for a single day of air combat. In total No 126 Wing destroyed 333 aircraft (on the ground and in the air) during World War Two and had 26 pilots with six or more victories.

Credit must also be given to the aircrews of No 126, who worked so quickly as to allow 81 sorties to be flown in 10 hours on one particular day. The aircrews also maintained very high levels of serviceability, with numbers in the mid to high 80 percentile. This is a remarkable achievement when one considers that most if not all maintenance was done outdoors, regardless of the weather.

The transformation of the Spitfire from short-range interceptor to fighter-bomber - a role for which it was not designed - is discussed, as is the development of RAF fighter-bomber tactics. The importance of PSP - Perforated Steel Planking - in the creation of "instant" forward airfields is also explained. And the importance of the new GM2 gyroscopic gun sight, which helped No 411 Squadron's Flight Lieutenant Dick Audet become an ace in a single sortie on December 29, 1944, is discussed. Many aces who had mastered the art of deflection shooting were not impressed with the GM2, which was larger than its predecessor and restricted forward visibility. But it doubled the effectiveness of the average pilot's gunnery. Not only did Dick Audet shoot down five planes, he did so in a matter of minutes, and these were his first victories of the War. He had not even seen an enemy plane before the afternoon of the 28th!

And those modelers obsessed with painting D-Day Invasion stripes on their Typhoons, Tempests, Spitfires and the like

*Continued on page 11*

nese kits I've done, most of the text is in Japanese, with the most important text duplicated in English, German, French, Spanish, and Italian. Illustrations provided are very good, but in some places can be tough to read – for example, for the stroke sensor mentioned above, there's no clear depiction of where the top of it terminates.

Paint colors provided are in GSI Creos and Mr. Color numbers. I would suggest using [http://www.ipmsstockholm.org/colorcharts/stuff\\_eng\\_colorcharts\\_gunze.htm](http://www.ipmsstockholm.org/colorcharts/stuff_eng_colorcharts_gunze.htm) for color conversions to other systems. The painting instructions given throughout the kit are very well done, and the final painting suggestions (for Hiroshi Aoyama's 2009 season bike) are extremely detailed and complete, but appear easy to follow.

The decals are superb – very thin, with no extra carrier film where it isn't necessary. Carbon fiber decals are provided for certain parts, such as wrapped around the

mufflers. The decals also contain the only bit of kit provided chrome, for the Scot logos on the front cowl – sorry for lying earlier. As with most race bike kits, the decals can be the most challenging part of the build, as they are numerous and need to conform to compound curves.

This is an extremely well-engineered kit. The parts are highly detailed and are executed with near perfection. The removal of chrome sprues is not missed, and the addition of other details (such as hard lines, carbon fiber details, and clear body panels) adds to the uniqueness of Hasegawa's offering here. As WGP moves into the 21st century and changes formats, this last GP250 championship motorcycle is an important subject in WGP racing history, and Hasegawa has executed it with precision and expertise. I simply cannot wait to build this.

My heartfelt thanks to Hasegawa USA for this review sample.

## ***No 126 Wing RCAF***

*from page 9*

with laser straight lines should take a good look at the stripes being applied to a Spitfire Mk.IX on the title page: they are QUITE messy!

This is a very informative book which I read from cover to cover and thoroughly enjoyed. I highly recommend it and I would like to thank Osprey Publishing for providing the review sample.

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## **Upcoming Shows**

Here are the known shows and events for 2011:

- 3/12 Vancouver WA Pearson
- 3/12 Coburg LAMA
- 4/2 Lynnwood Galaxy
- 4/9 Renton IPMS Seattle
- 4/10 NNL Portland
- 5/1 Puyallup MCS 22
- 6/11 Fort Worden NOPMS 6
- 7/22-24 Puyallup Good Guys
- 8/3-6 Omaha IPMS Nationals
- 9/17 McMinnville OHMS
- 9/24 Lynnwood Galaxy Sci-Fan
- ??????? Silvana 5th Annual
- 10/1 Moscow ID Bring out Good Stuff
- 10/8 Burnaby IPMS Vancouver

Thanks to Chellie Lynn.

