

Fouga Magister CM.170 Belgium Air Force

Rode Duivels / Diables Rouges / Red Devils aerobatic demonstration team

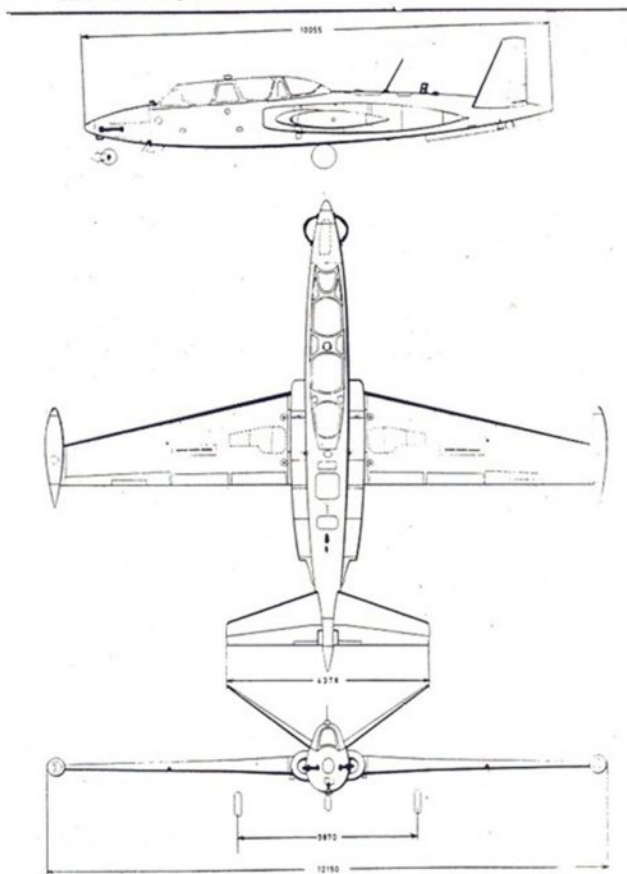
(1/32 scale) (other scales possible)

INTRODUCTION

The Magister CM.170 was designed in the 1950s as a two-seat jet trainer aircraft by the French aircraft company Fouga (Potez). It was the first dedicated jet trainer and first flight was in July 1952. It had a unique V- butterfly tail configuration and 2 small Turbomeca Marbore engines. Soon, orders were obtained and it was manufactured during the mergers of various French companies (including Potez, Sud aviation). The CM.175 Zéphyr was a carrier-capable version for the French Navy.

The Magister was not only used by France but by dozens of air forces as well (including West-Germany, Finland). Potez took over Fouga in 1958. License production was at Union Sud in West-Germany, Valmet in Finland and IAI producing the Tzukit for Israel. Magisters were used in several wars across the Globe. Including 13 prototypes, 862 Magisters were manufactured. A few Magisters are still flying.

PLAN 3 VUES. CARACTERISTIQUES GENERALES
PLANEUR ET EQUIPEMENTS AVION FOUGA CM 170



MODEL KITS

In 1/32 scale DACO of Belgium released a detailed injection moulded kit in 2024.

DECAL SYSTEM and APPLICATION

The laser printed decal sheet has ONE continuous print film, so EACH decal needs to be cut out with fine scissors. No other prior decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on the model surface. Do not use tweezers! They will fold double!

Note that a decal that contains a white or light section has often an extra accompanying white decal to put underneath on dark surfaces. On the decals sheet you will often see an "arrow" to indicate this way of application (on white under surfaces, the white section is optional).

After all decals have been applied, finish the model with your preferred final gloss coat also to protect the decals.



BELGIUM AIR FORCE

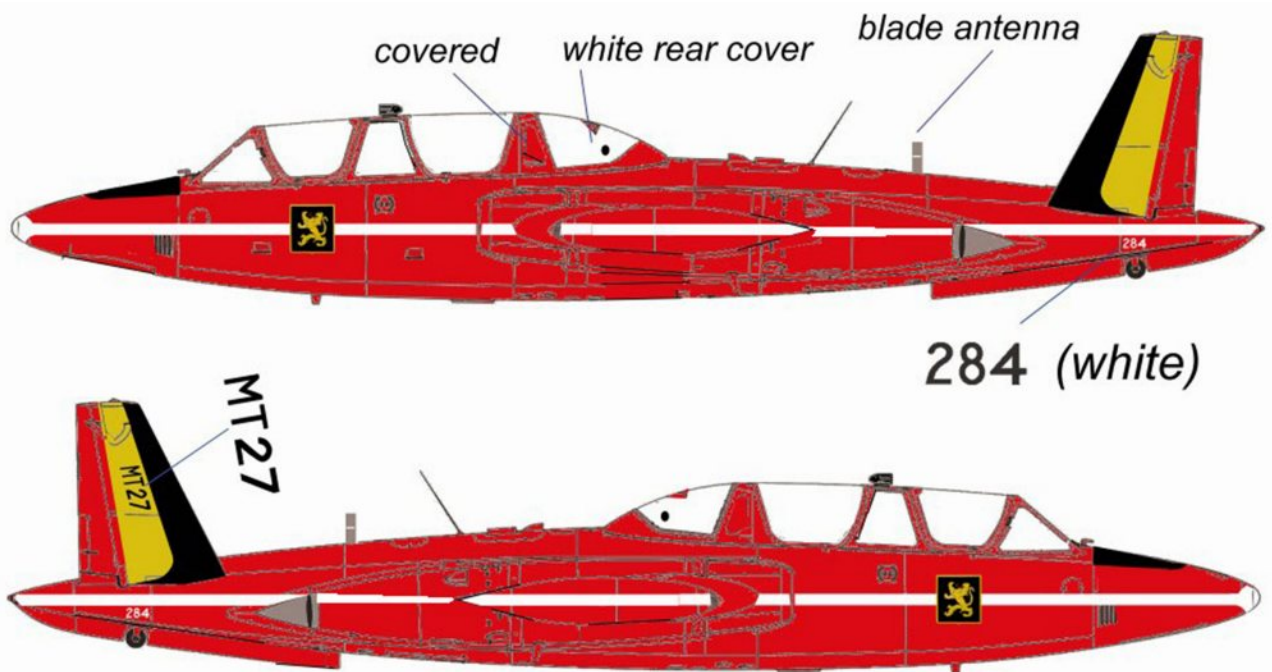
For the Belgium Air Force 45 Fouga Magisters were purchased with deliveries starting in January 1960. Training jet pilots was initially done with some 20 jets at the Kamina base in Congo. Some of these were armed with 4 machine guns in the nose. After Congo/ Zaire became independent July 1960, the jets were transferred back to Belgium, flying from Brustem/ St. Truiden whereas 3 Magisters stayed in Zaire. In 1969 some 5 additional Magisters were bought from the West-German Luftwaffe and later another 9 jets as attrition replacements. The Belgian Red Devils ("Rode Duivels/ Diables Rouge") aerobatic demonstration team flew Magisters from 1965 until 1977. Many years later a few Magisters were again flown in a Red Devils scheme.

PAINTING AND DECALS

Decals are for several Magister as flown by the Belgium Air Force Red Devils in different schemes. Overall colour is red ~FS11105 with black-yellow stripes and patterns (that are a bit darker than the Belgian flag colours). These need masking and painting and it is also recommended to mask and paint the white stripes (though white decal stripes are also provided). Metal gear struts with beige/ light yellow door insides'. Cockpit interior mostly black with seat cushions leather brown and blue harness straps. Belgian Magister jets did not have the 2 U-shaped nose antennas. The small transparent windows were closed up and the rear clear bubble window with a white painted cover. Also, antennas may vary.

It is recommended to study references and internet as there are variations in schemes, like website:

<https://www.belgian-wings.be/potez-air-fouga-cm-170-1-magister>



[A] Magister coded MT-27 with jet number 284 of the Belgium Air Force Red Devils team.

Scheme is symmetrical.

Gloss red scheme with yellow and black stripes and patterns and white stripes on fuselage and wing tip tanks. Burned metal jet exhaust areas. Black anti-glare panel.

Roundels with blue edges only on upper wing.

Black code MT27 on starboard lower and in white on upper port v-tail. Rudder braces have also black-yellow-red colours. Small white jet number 284 on tail.

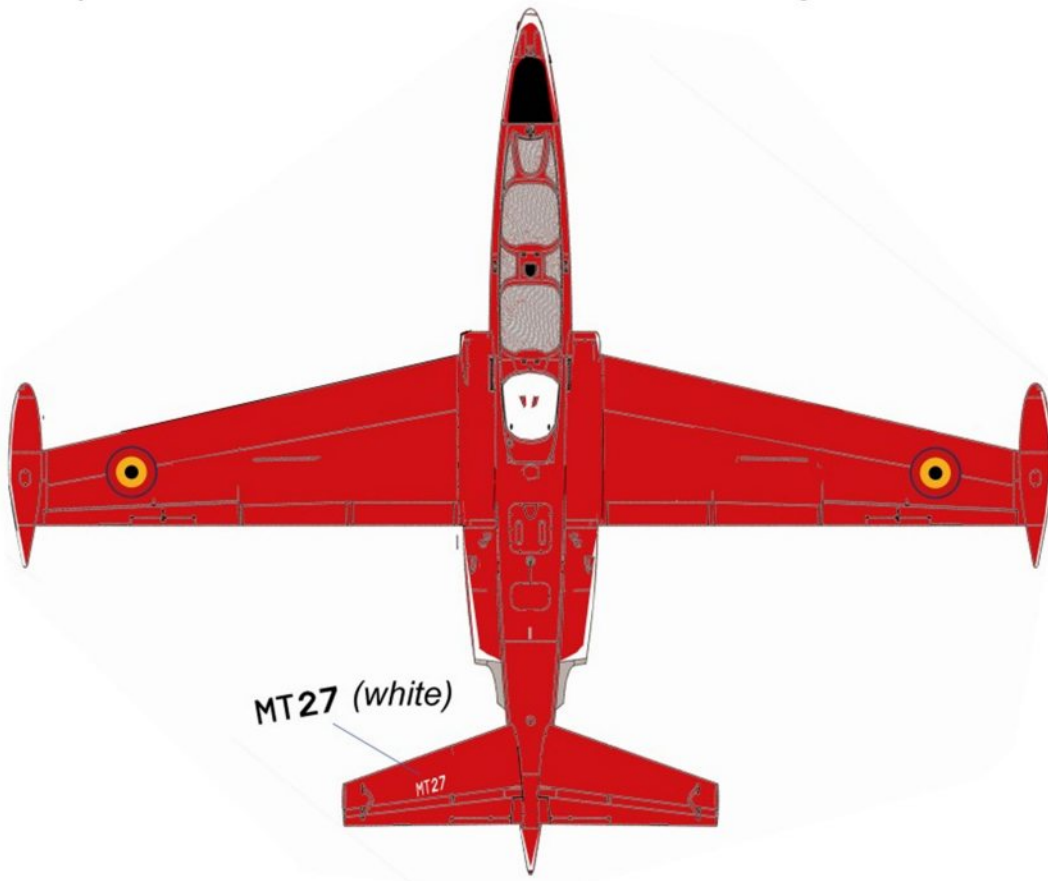
The Belgian Lion badge is situated on both starboard and port sides below the forward canopy.

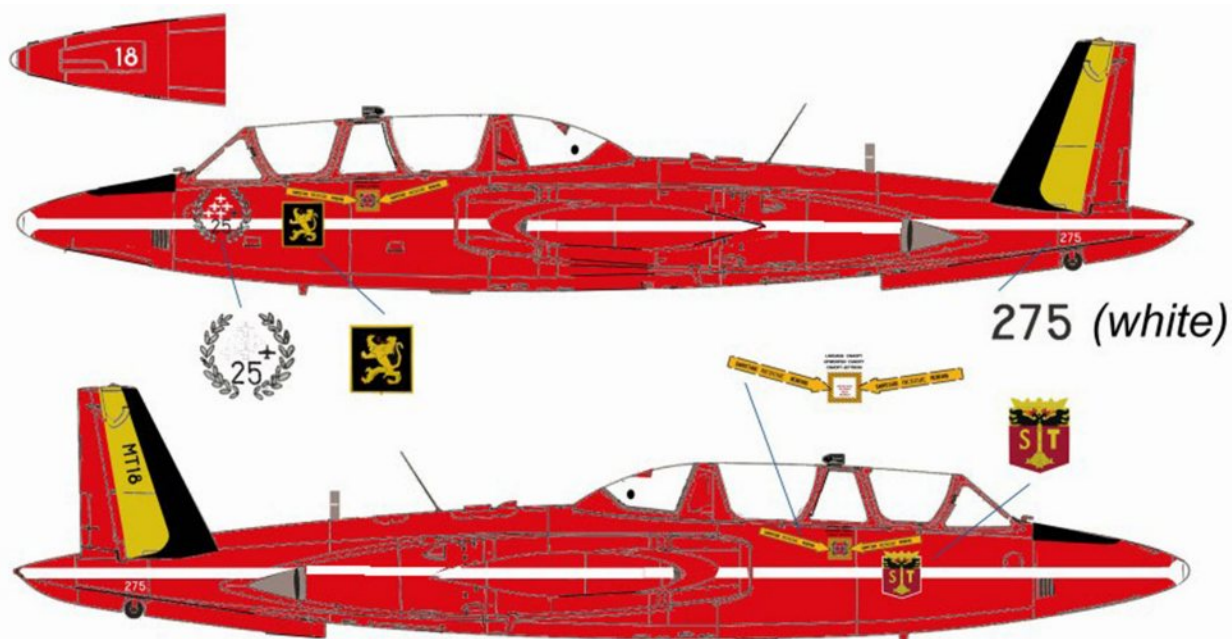
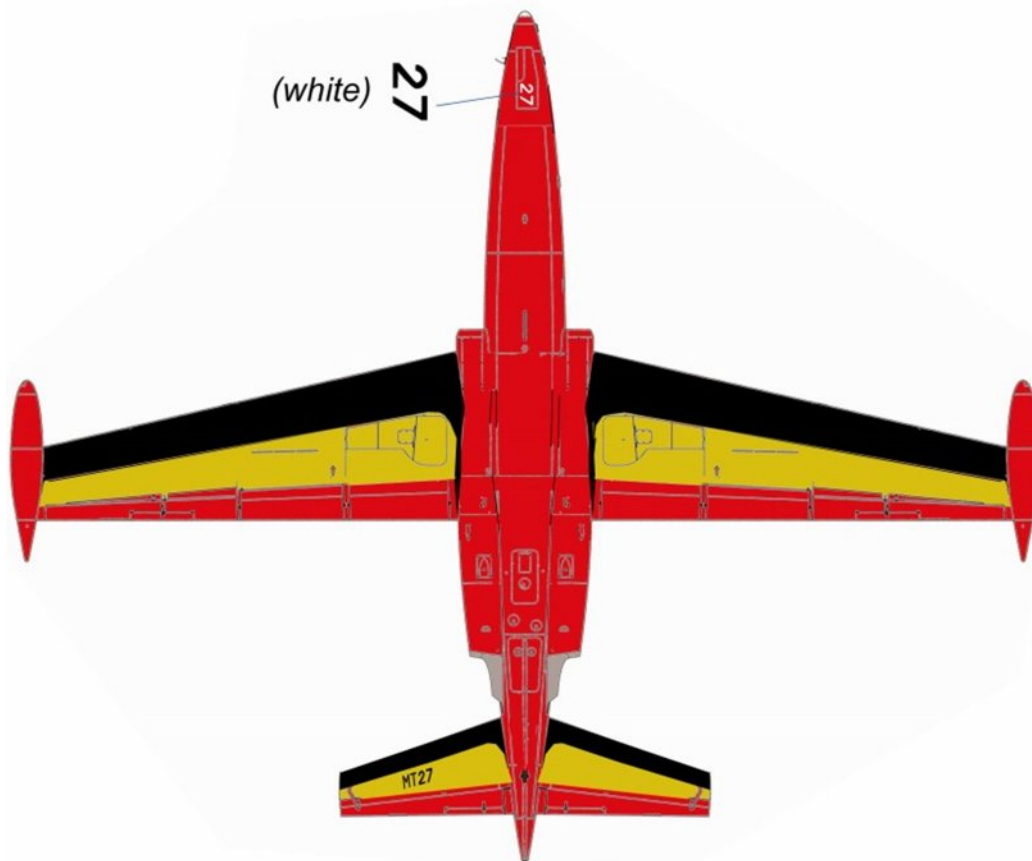
No rescue markings below the canopies and no intake warnings.

Probably almost no stencils were applied. Maybe a few on lower fuselage and gear doors (see sketch).

Small transparent windows were closed up and red but the rear clear bubble window remained a white painted cover. Extra UHF blade antenna on upper rear fuselage.

White code 27 on nose gear door.





[B] Magister coded MT-18 with jet number 275 of the Belgium Air Force Red Devils team.

Scheme is symmetrical. See also lower drawing of scheme [A].

Gloss red scheme with yellow and black stripes and patterns and white stripes on fuselage and wing tip tanks. Burned metal jet exhaust areas. Black anti-glare panel.

Roundels with blue edges only on upper wing.

Black code MT18 on starboard lower and in white on upper port v-tail. Small white jet number 275 on tail.

The Belgian Lion badge is situated on port side and city of St.Truiden badge on starboard below the forward canopy.

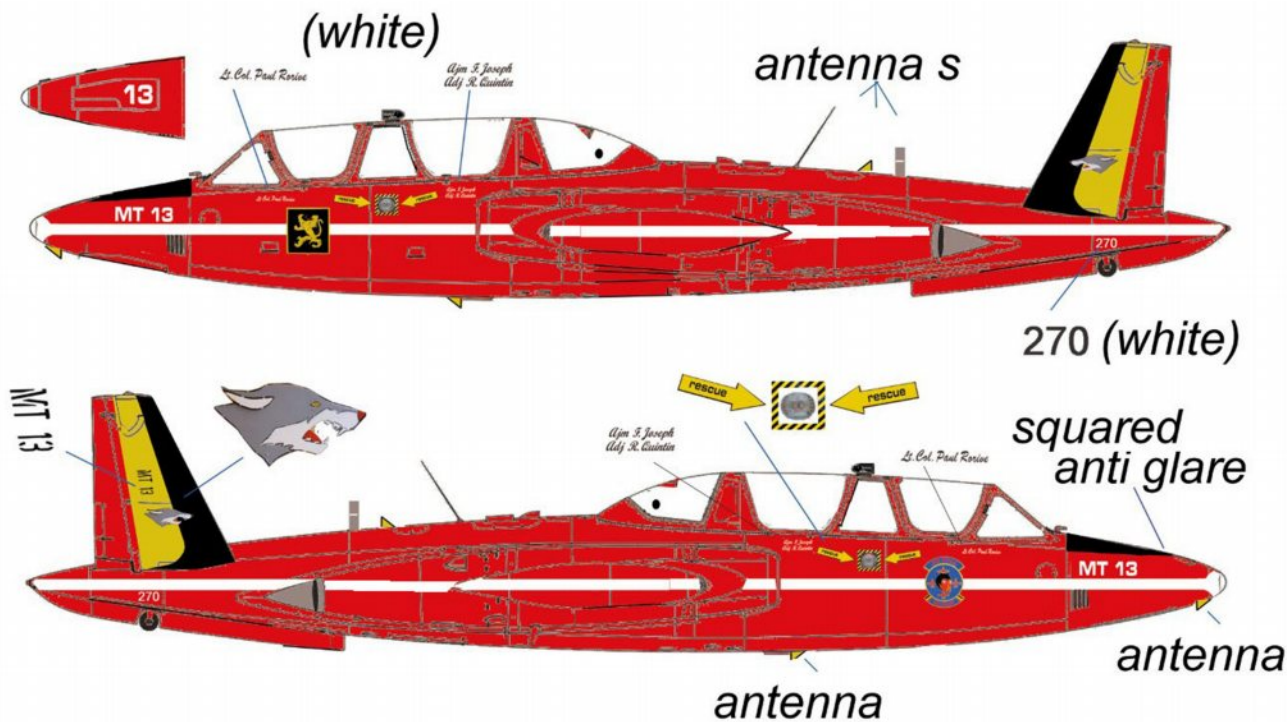
Special 25 YEARS marking on port nose.

RESCUE markings with yellow arrows with 3-language text: sauvetage-rescue-redding. Note that port and starboard arrows are slightly different.

Probably almost no stencils were applied. Maybe a few on lower fuselage and gear doors (see sketch).

Small transparent windows were closed up and red but the rear clear bubble window remained a white painted cover. Extra UHF blade antenna on upper rear fuselage.

White code 18 on nose gear door.



[C] Magister coded MT-13 with jet number 270 of the Belgium Air Force. This scheme was one of the later still used jets for demonstration flying many years after the Red Devils team was disbanded.

Scheme is symmetrical. See also lower drawing of scheme [A].

Gloss red scheme with yellow and black stripes and patterns and white stripes on fuselage and wing tip tanks. Burned metal jet exhaust areas. Black anti-glare panel with squared front edge.

Roundels with blue edges only on upper wing.

Black code MT13 with different style on starboard lower and in white on upper port v-tail. Small white jet number 270 on tail.

On v-tail also wulf markings were seen at port and starboard sides. White MT-13 codes on nose.

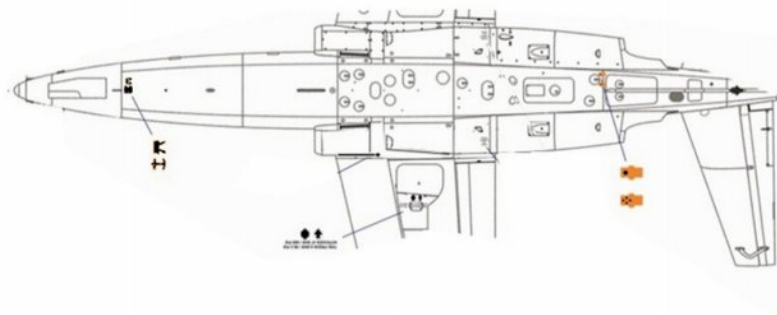
The Belgian Lion badge is situated on port side. At the starboard side a special Red Devils badge below forward canopy. Crew names in white below the canopies on both sides.

Peculiar RESCUE markings with smaller yellow arrows with - RESCUE- text. Note that port and starboard arrows are slightly different.

Probably almost no stencils were applied. Maybe a few on lower fuselage and gear doors (see sketch).

Small transparent windows were closed up and red but the rear clear bubble window remained a white painted cover. Extra UHF blade antenna on upper rear fuselage and also some other smaller antennas.

White code 13 on nose gear door.



Sketch of maybe a few stencils on lower fuselage and gear doors

Please visit website: www.aircraftinplastic.com

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