

Fouga Magister CM.170 Finland Air Force ("Ilmavoimat")

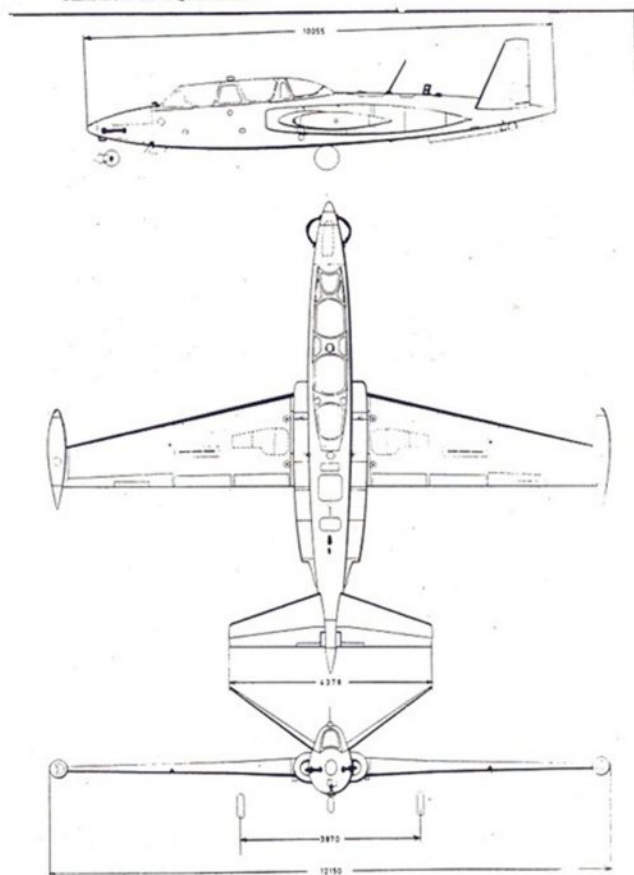
(1/32 scale) (other scales possible)

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 Magister 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.



FINLAND AIR FORCE (Ilmavoimat)

For training Ilmavoimat pilots towards handling capable fighter aircraft like the MiG-21 and Saab Draken, some 80 Fouga Magisters were operated with the first arriving in 1958. Magisters were coded FM-1 to 18 were Fouga built, coded FM-21 to 25 Valmet assembled and FM-26 to 82 Valmet manufactured. It seems Valmet manufactured jets had wider chord ailerons (kit fill recess and re-scribe). Some jets had nose machine guns. During service life jets were upgraded to CM 170-2 standard. Magisters were flown until 1988. (Some 28 of these jets were sold and later flown by individuals and museum societies).

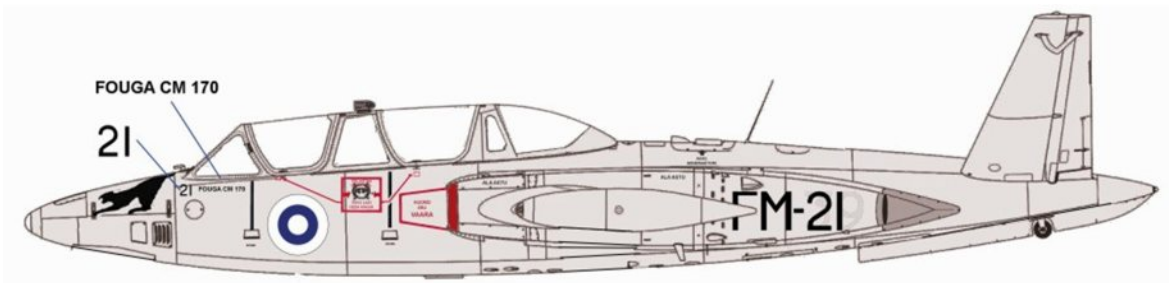
PAINTING AND DECALS

Decals are for several Magister schemes as flown by the Ilmavoimat. They remained natural metal but some jets got dayglow orange stripes and trim.

NOTE: when a dayglow scheme with stripes is desired, the modeller should obtain dayglow stripe decals elsewhere (these are not provided on the decals sheet).

Cockpit interior mostly black with seat cushions leather brown and blue harness straps. These Magister jets did not have the 2 U-shaped nose antennas. The antennas were a bit different that standard. The amount of stencilling seems to be modest on a Magister.

It is recommended to study references and internet as there are some variations in schemes and squadron markings, also for the same Magister FM- jet.

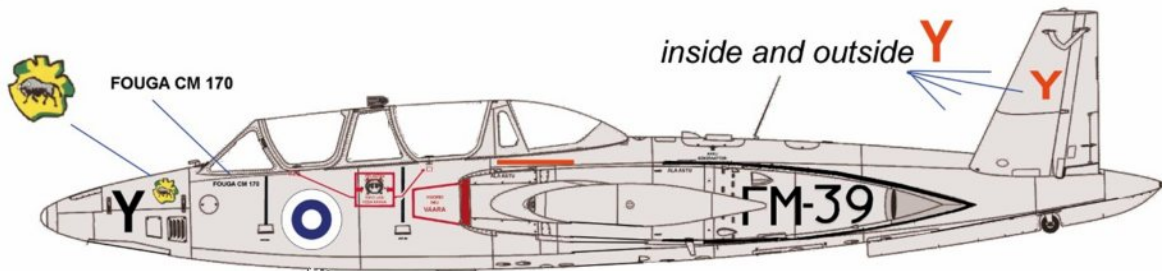


[A] Magister coded FM-21 (Valmet assembled serial number 225) has a natural metal finish. Symmetrical scheme. Probably standard ailerons.

Small codes "21" at nose below windscreen as well as FOUGA CM 170 titles.

Red intake lip, inside edge and splitter plate. Red rescue markings below the canopies and intake warnings. Standard larger roundels at upper and lower wing tips and small roundels on fuselage as standard.

This jet had in the 1980s the special nose markings of squadron "HävLLv 31" of the Hämeen Lennosto Wing. Markings on both sides. (serial number is not seen on aircraft).



[B] Magister coded FM-39 is shown here with different schemes carried during its service. Valmet manufactured with *probably* slightly wider aileron chords.

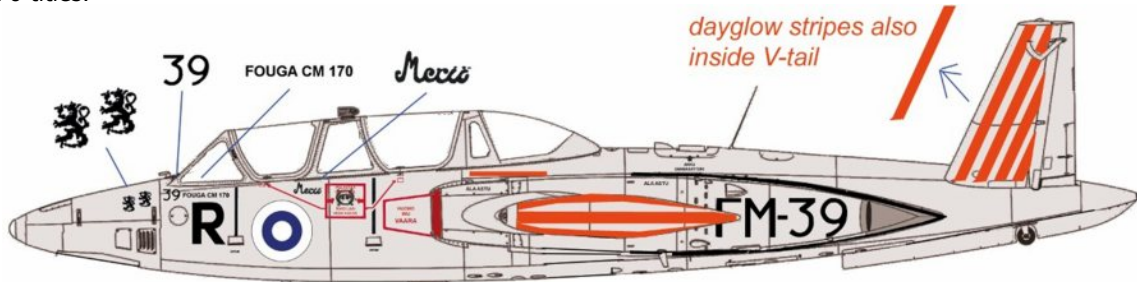
Red rescue markings below the canopies and intake warnings. Probably standard stencils (see stencil drawings).

First scheme seen above has simply a natural metal finish. Symmetrical scheme.

Often the engine bays sealer is seen as black outlines. Black decal stripes are provided; set these in a curve and trim to size on upper and lower bay edges.

Red intake lip, inside edge and splitter plate. Larger roundels at upper and lower wing tips and small roundels on fuselage as standard. At nose below windscreen FOUGA CM 170 titles.

This jet had in 1974 Lapin Lennosto HävLLv 11 badges and black Y code on both sides of nose. Additional four Y codes in orange on insides and outsides on v-tail.

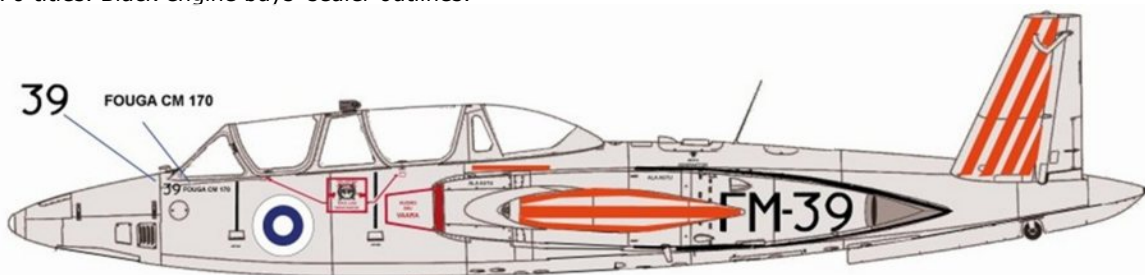


Second scheme of FM-39 has a natural metal finish with dayglow orange stripes on wing tip tanks and on the outsides and insides of the v-tail. Symmetrical scheme. Valmet manufactured with *probably* slightly wider aileron chords.

Probably standard stencils (see stencil drawings).

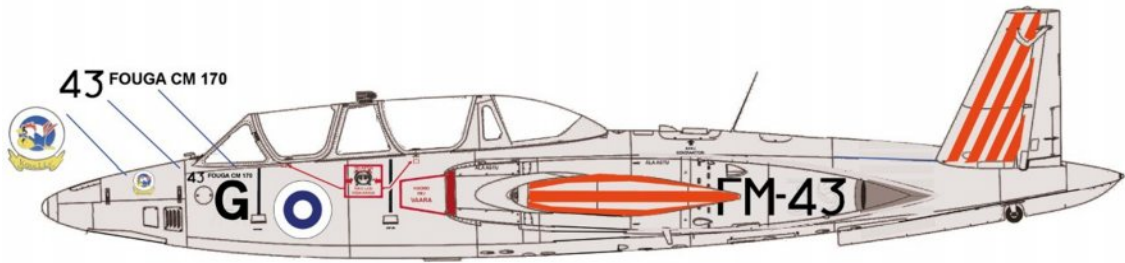
Small codes "39" at nose below windscreen as well as FOUGA CM 170 titles. Black engine bays' sealer outlines.

Flown by TiedLLV 1986. Large code R both sides and small "double" lion markings on the nose and Mecio title (both sides).



Third scheme of FM-39 is similar as second scheme but ..

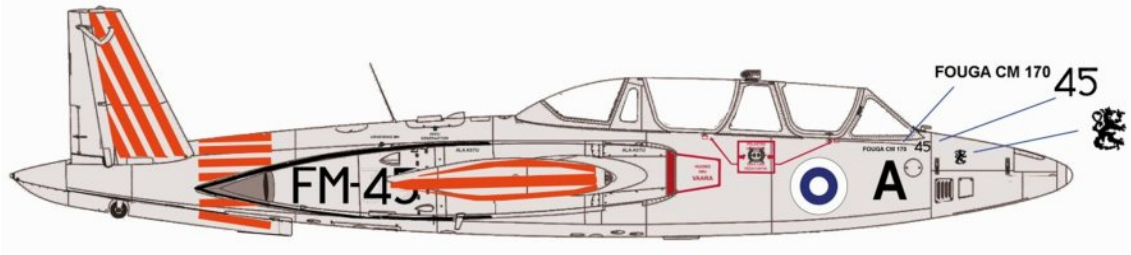
... no black code and no lion markings on the nose.



[C] Magister coded FM-43 has a similar scheme as [B]. Valmet manufactured with *probably* slightly wider aileron chords. Natural metal with dayglow orange stripes on wing tip tanks and on the outsides and insides of the v-tail. Symmetrical scheme.

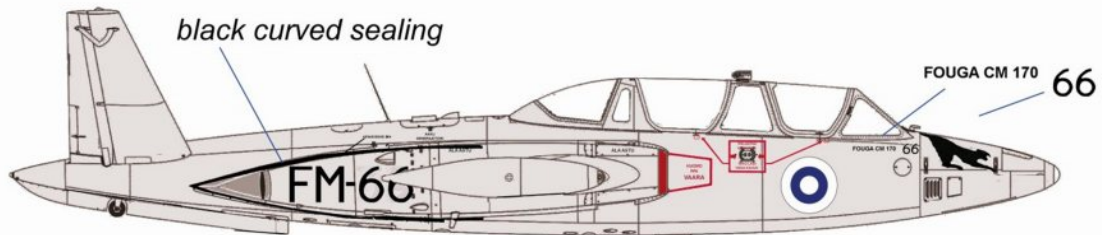
This jet of the Satakunnan Lennosto "training academy" flown mid 1980s has KouLLLV badges and black G code on both sides of nose.

Small codes "43" at nose below windscreen as well as FOUGA CM 170 titles.



[D] Magister coded FM-45 has a similar scheme as [B] but with extra "wrap around" stripes on rear fuselage. Valmet manufactured with *probably* slightly wider aileron chords. Single lion badge and black A code on both sides of nose.

Small codes "45" at nose below windscreen as well as FOUGA CM 170 titles. Black engine bays' sealer outlines.

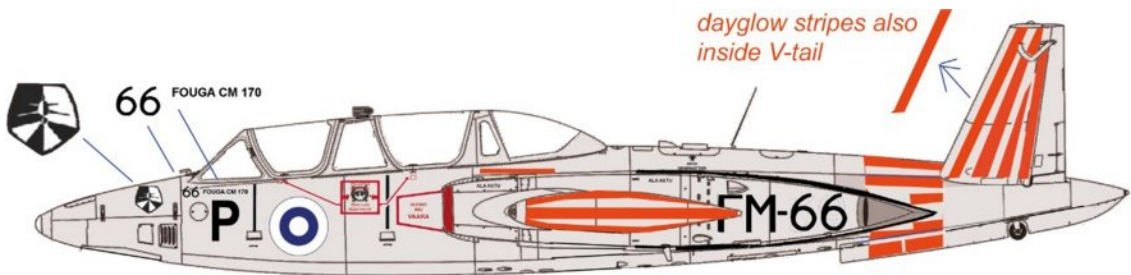


[E] Magister coded FM-66 but now in natural metal scheme. Symmetrical scheme. Valmet manufactured with *probably* slightly wider aileron chords.

Small codes "66" at nose below windscreen as well as FOUGA CM 170 titles. Black engine bays' sealer outlines.

Red intake lip, inside edge and splitter plate. Larger roundels at upper and lower wing tips and small roundels on fuselage as standard.

This jet had the special nose markings of squadron "HävLLV 31" of the Hämeen Lennosto Wing. Markings on both sides.

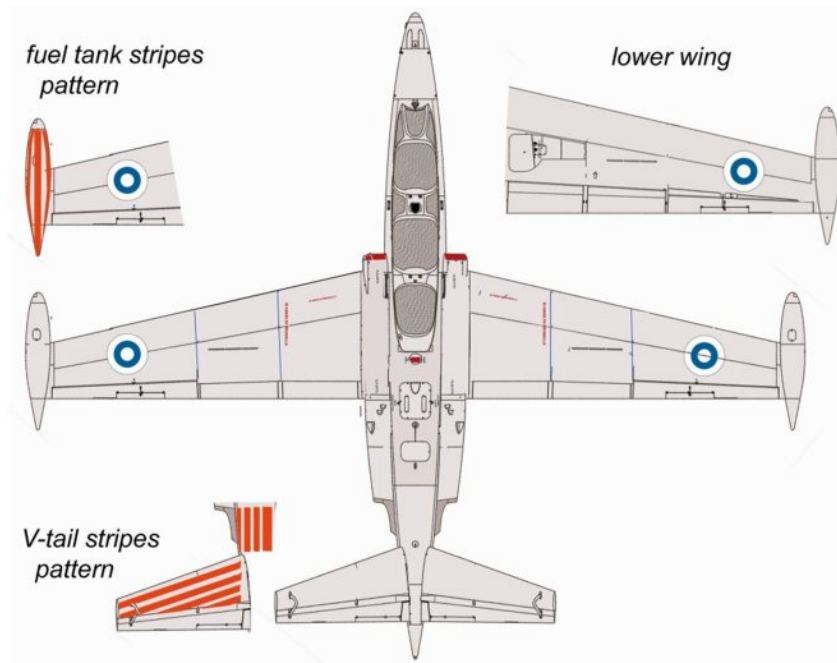


Valmet Magister FM-66 in another scheme of Lapin Lennosto HävLLV 11 reconnaissance squadron, early 1980s. Badge and black P code on both sides of nose. Scheme with different patterns of dayglow stripes and extra "wrap around" dayglow stripes around rear fuselage.

Small codes "66" at nose below windscreen as well as FOUGA CM 170 titles.

Black engine bays' sealer outlines.

By composing codes and using correct badges, other Ilmavoimat Magisters can also be made



TYPICAL UPPER AND LOWER SCHEMES AND STENCILS: dayglow orange stripe v-tail patterns may vary; stripe decals are **not** provided; obtain elsewhere or airbrush on a spare decals strip and make stripes. The "no step" markings are a bit unclear. Unclear if (many) lower stencils were applied. *On Valmet manufactured jets the aileron chords are probably slightly wider (??).*

