



maketar^{PLUS}

BILTEN ZA POPULARIZACIJU MAKETARSTVA ||| SPECIAL 1/2022 ||| ISSN 2334-6485

MAKETARIMA OD MAKETARA

• SPECIAL EDITION 1/2022

**full build by
ALEKSANDAR ŠEKULARAC**

**Historical introduction by
ĐORĐE NIKOLIĆ**

DORNIER D022

**1/48
Planet
Model
Kit**



<http://maketarplus.com/>



ABOUT AUTHOR



Aleksandar Šekularac was born on New Year of 1972 in the city of Belgrade. For his 7th birthday he received his first model kit as a present from his late uncle. It was a VEB Plasticart Tu-134 and the scale didn't really matter. The model was built the next day and young Aleksandar felt the pleasant tingling in his fingertips — probably due to a tube of noxious silver paint included in the box. He was hooked.

Over the next years he has built most of the kits from VEB and KP that he could find in his town. Later followed ESCI, Heller, even Airfix and then Dragon - sky was the limit! Aleksandar continued to build throughout his life, with only few interruptions due to his many travels.

With multiple fields of interest, he enjoys subjects from different periods and he's not dogmatic about scale — "every subject has its ideal size" — says he. Aircrafts are his first and greatest passion but recently varied other subjects started to appear on his bench: armor, different vehicles, even a figure or two...

One of several focus points in his hobby is aviation of ex-Yugoslavia, the country of his birth. The model presented here is an example of this often-forgotten corner of history and its eclectic nature.

INTRODUCTION



Dragi prijatelji

nastavljamo sa našom MaketarPLUS pričom u obliku SPECIAL izdanja obzirom da je naš prvenac dobio odlične ocene od čitalačke publike. U ovom izdanju ćemo predstaviti fantastičan rad na maketi Do-22 koju je uradio Aleksandar Šekularac - Šeki. Sama tema je veoma interesantna obzirom da se radi o hidroavionu koji je bio u floti naše Kraljevske mornarice te je njegova posada nakon sloma u Aprilskom ratu 1941. uspela da preleti na teritoriju pod upravom Saveznika i nastavi borbu protiv neprijatelja. Rad na ovoj vrlo zahtevnoj rezinskoj maketi je pravi izazov i baš zbog toga je Šekijev krajnji rezultat u sferi maketarske „naučne fantastike“. Svakako, u ovom hobiju ništa nije nedostižno pa tako i ovaj vrhunski rad treba posmatrati kao odličnu inspiraciju za naše buduće maketarske projekte.

Kratak istorijski uvod za temu o Do-22 je spremio Djordje Nikolić, autor izuzetne monografije „Dornier Do-22“ koju smo predstavili na našem sajtu Maketar PLUS u delu Publikacije.

Uživajte.

Dear friends,

Given that our first book received excellent reviews from the readership, we continue with our Maketar-PLUS story in the form of a SPECIAL edition. In this issue, we will present fantastic work on the Do-22 model made by Aleksandar Šekularac - Šeki. The topic is very interesting as this is the seaplane that was in the fleet of our Kraljevska mornarica (Royal Yugoslav Navy). After the breakdown of the April War in 1941, this airplane's crew managed to fly over to the territory under the control of the Allies to continue the fight against the enemy. Working on this demanding resin model is a real challenge, and that's why Šeki's result is in the sphere of model-making "science fiction." Certainly, nothing is unattainable in this hobby, so this superb work is an excellent inspiration for our future modeling projects.

A short historical introduction to the topic of the Do-22 was prepared by Đorđe Nikolić, the author of the exceptional monograph "Dornier Do-22", which we presented on our Maketar PLUS website in the Publications section.

Enjoy.

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DORNIER DO-22KJ (DO-H)

Text: Đorđe Nikolić

photo: Đorđe Nikolić



photo: Aleksandar Ognjević



Following the failure of Dornier Do-C2A and Do-C3 models to satisfy the design performance requirements and materialize export orders, a redesigned floatplane model named Do-22 was developed by Dornier-Werke specifically to fulfill the needs of the Kingdom of Yugoslavia for a modern floatplane for use in both bombing and reconnaissance missions. Even though Do-22 was never adopted by the Luftwaffe, it served with distinction with the air forces of the Kingdom of Yugoslavia, Kingdom of Greece and Finland. The first prototype (W.Nr.259) took off on 26 September 1934 and was subjected to rigorous factory testing to ensure all requested performance parameters were met in full. Following its arrival to the Kingdom of Yugoslavia in 1935 the prototype was put into extensive use and by 31 January 1941 it amassed a total of 345 flights. The prototype was officially designated Do-C (from 1938 Do-C/H) by PV and initially assigned s/n 302 which was changed to 301 in 1938.

Successful trials and use of the prototype resulted in securing orders for additional production machines (as a universal three-seat aircraft with wheels, floats or skis, intended for export), designated Do-22 and to be manufactured at the factory in Friedrichshafen. The first series of 24 Do-22s was officially released to production under the Delivery

Program No.5 on 1 April 1937. The first four floatplanes were completed in August 1938 and the last of the 24 were completed by March 1939. 12 were exported to the Kingdom of Yugoslavia and 12 to the Kingdom of Greece. Four additional floatplanes were intended for Latvia, however they never reached their destination due to the start of World War 2 and were eventually sold to Finland.

The first completed production Do-22Kj (j for Jugoslawische) flew on 15 July 1938 at Bodensee. In September 1938 the first two were delivered, which were followed at the beginning of 1939 with the remaining ten. Floatplanes (Werk Nummern 753-759, 786-790) were numbered with PV s/nos (simultaneously escadrille numbers i.e. codes) 302 to 313 respectively, where the even ones were assigned to 25.HE and odd ones to 20.HE. Official PV designation was Do-H (Dornier-Hispano).

Prior to the April War, there were two HK in PV. 25.HE assigned to 2.HK at Divulje was equipped with six Do-Hs, while 20.HE assigned to 3.HK at Kumbor had five Do-Hs on strength. Immediately prior to the German invasion, there were ten operational Do-Hs, all delivered floatplanes but 310 and 305, which suffered accidents. The last several days prior to the war, apart from reconnaissance, were spent patrolling the skies above the minelayers, which were

photo: Đorđe Nikolić



operating at various locations in the Adriatic Sea. In the last flight prior to the war, on 5 April 25.HE sent three Do-Hs and a sole Do-C/H prototype to Zlarin for wartime dislocation.

During the course of the April War 20.HE completed five bombing and 16 long distance reconnaissance missions over the Adriatic Sea lasting a total of 37 hours and 45 minutes. Do-Hs from 25.HE were not as active as their floatplanes spent only around 10 hours and 40 minutes on missions which involved frequently changing their dispersal locations, single failed mission to the Italian port of Ankona and finally retreating south to join the 20.HE. Towards the end of the April War, a plan was formulated to bomb Italian convoys in groups, however due to a deteriorating war situation, it never materialized. Instead, on 15 April no flights took place and maintenance crews worked hard to prepare their floatplanes for the upcoming evacuation to Egypt.

By the end of the April War, the Italians captured three Do-22s: prototype 301 and production machines 303 and 304. They offered to exchange captured Do-22 floatplanes and Do-Wal flying boats with the Germans for Caproni Ca.310 and their engines, but the deal was rejected by the German side. The likely fate of these aircraft is that they were scrapped.

On the evening of 15 April, a decision was made for all serviceable Do-Hs to fly to Corfu. An alternate escape route to the Soviet Union was also considered, however it was not possible due to the limited range of Do-H. To prevent any acts of sabotage, armed guards protected their floatplanes the entire night. Do-Hs flew took off on a week long trek which took them from Boka Kotorska to Corfu, Patras, Salamina, Souda Bay and finally Aboukir, Egypt. Another two floatplanes joined these Dorniers, the first, Zmaj-built Heinkel HE-8D (c/n 1, s/n 192 which had to be left in Suda Bay due to short range) and the second, Rogožarski SIM XIVH (s/n 157).

Landing at Aboukir on 22 April and having covered a distance of around 2,000 km from Boka Kotorska was a great achievement. Immediately upon arrival, the RAF intended to take over the Yugoslav floatplanes and to intern their crew in Aman, Jordan. Yugoslav crew did not take lightly to this idea, they all wanted to continue fighting under the leadership of pbb lk Vladeta Petrović. Two orders from the Government in exile were received to the effect of handing over Do-22s to the Briths, but they were both ignored.

Sastav Jugoslovenskih Pomorskih Snaga (Yugoslav Naval Group) was formed eventually in Alexandria with submarine KB "Nebojša", two torpedo boats KB

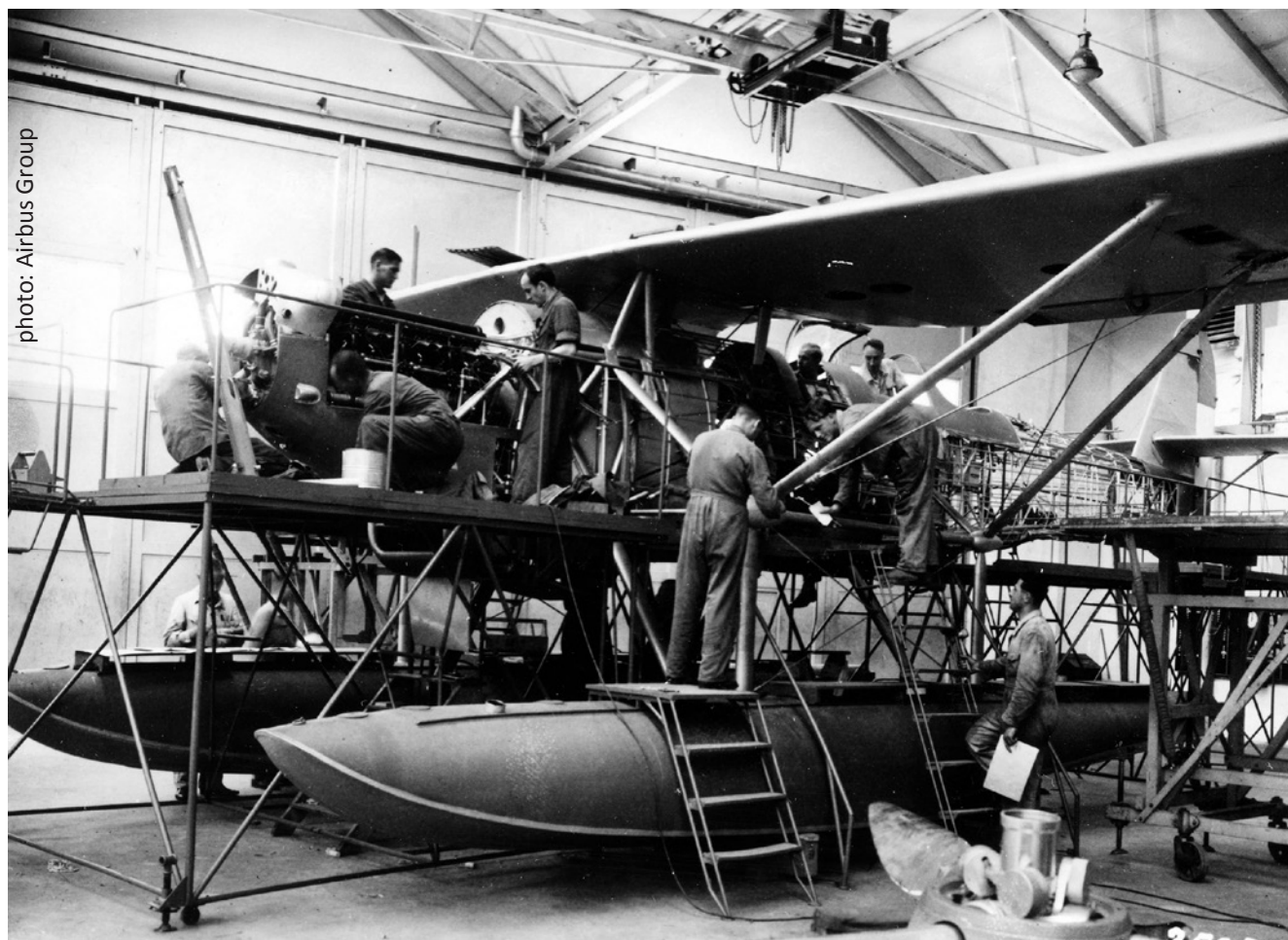


photo: Airbus Group

photo: Đorđe Nikolic

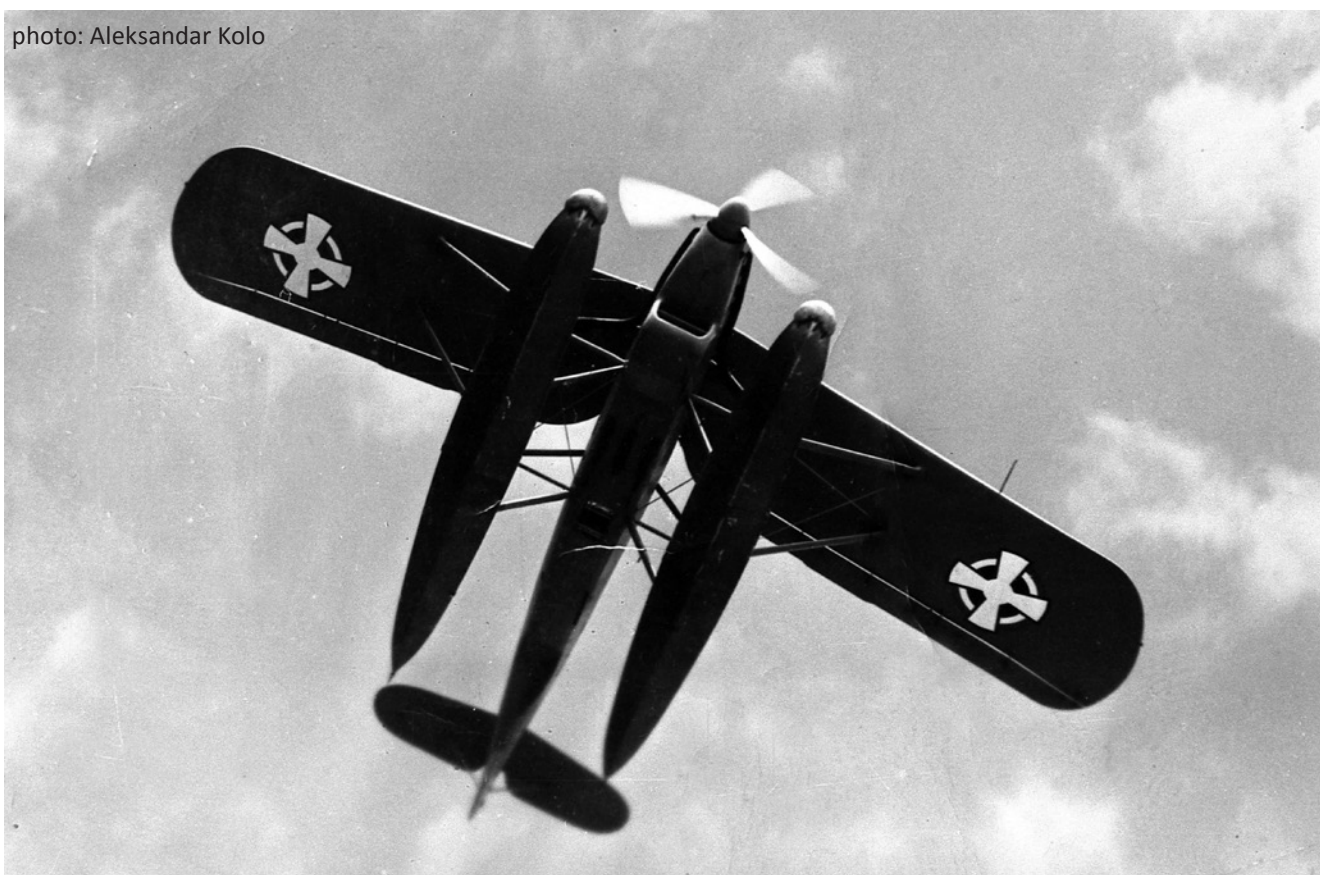


“Durmitor” and “Kajmakčalan” and Dorniers. The floatplane group consisted of 29 flyers, meaning it was staffed well. The lack of technical personnel was soon apparent and so was the lack of spare parts. Ten French and British mechanics were assigned to help out with maintenance and repairs. RAF evaluated that Yugoslav Do-22s were suitable for reconnaissance and anti-submarine warfare. As a result, they were attached to the No.201 Group. To make communication smoother, a British liaison officer was assigned.

On 2 May 1941, eight ex PV Do-Hs (302, 306-309, 311-313) were officially accepted by RAF and assigned AX708-AX715, respectively.

On 17 June 1941, Yugoslav Naval Group was officially renamed No.2 Yugoslav Squadron and attached to the 230. Squadron No.201 Group RAF. It performed combat flights for an entire year with high intensity with a total of 737 combat missions were accomplished lasting 1,692 hours and around 204 non-combat flights lasting 74 hours. No.2 Squadron was active for 352 flying days and on average each pilot flew 180 hours. A total of three Do-22s were lost (302, 311 and 312) while the remaining ones (306, 307, 308, 309 and 313) were struck of charge and scrapped after the No.2 Squadron was disbanded on 23 April 1942.

photo: Aleksandar Kolo



PLANET MODEL KIT, 1/48 DORNIER DO 22

Model, text and photography: Aleksandar Šekularac

Our hobby is an impressive collection of varied skills that we apply to the level of our ability and typically try to improve on one, or another aspect of it. Seemingly unrelated activities come together in an effort to build a scale representation of a real subject, or some imaginary scene: historic and technical research, various materials and processing skills, planing, refinement, troubleshooting, scratch-building, painting and weathering, photography, writing and presentation. From a small beginning, to an impressive ending - well at least sometimes...

Add to that idiosyncrasies of each of us model-makers, our motivation, preferences and ambitions and the final result is surely going to be something unique. No wonder then that we also have our unique justification on why we spend time and effort to create a specific model that means so much to us, yet is just of passing interest to most people outside of the hobby.

At some point it inevitably leads to discussions in which some seemingly opposing perspectives arise between fellow modelers. Why is a certain kit "unbuildable" for someone, yet irresistible to the other? Is the life too short to consider building "bad" kits, or are we just wasting time making same 3 most popular models that have been built too many times before? As with any aspect of life, it is the great variety in model-making interests that makes us redefine and rediscover the joy of creating a model every time we get an idea for a new project.

Why do I speak of all this? Well, it is hard to explain in just few words why sometimes several decades need to pass before all elements fall into place for a certain project and why we needed to mature as a model-builders, to know what we want to do and just how to do it.



Enter the Planet Models Dornier Do-22 floatplane. Whenever I try to search online for this model I'm left with too many fingers on one hand for counting the hits that all-mighty Google has to offer. Maybe on a different Planet?

This elegant sea-plane with its parasol wing and a crew of 3 is one of the more obscure Dornier designs from the mid thirties. Something in the aesthetics of this machine charmed me the first time I discovered it and continue to do so to this day. Over time I learned more about the type, as well as its role in history within a space of my origin. It became a natural and strong object of slow burning desire that finally found its realization when the right moment came.

Do-22 was not used by German Luftwaffe before or during the World War II and only 29 samples were ever produced - a fact that certainly contributed to its obscurity. It was indeed developed on specific request of Kingdom of Yugoslavia, but the type was also used in Finland and Greece as well.

The interesting story of Yugoslavian Do-22 is very well told in a book by Djordje Nikolić. The book became my trusty companion on this journey, paralleling in a small way the adventure that the original plane undertook in those fateful early forties.

After swift invasion of Yugoslavia by German forces in April of 1941, the king and government went into

exile and army splintered and was assimilated by several nationalist and communist guerrillas throughout the country. These events are well known in the local folk, but probably not so in the broader world.

Prospects for the surviving men of the Royal Yugoslav Air Force were not bright. Devoid of high command and clear directives, it was time to show initiative to save lives and equipment. Using the advantage of the sea, Yugoslav Dorniers 22 embarked on an epic 2000 km journey across the Mediterranean. Taking refuge on Crete and Corfu in Greece, they finally reached Abu Qir in Egypt. They joined units of RAF stationed there and were offered a new home and a chance to fight again. And fought they did, off the coast of Egypt, flying reconnaissance and anti-submarine missions.

Despite their valiant efforts with the RAF and secret ambitions of the crew to make another dash to the Black Sea and join the Red Army there, several adverse circumstances sealed the ultimate fate of Yugoslav Dorniers. The lack of spare parts, complicated by the fact that the airplane was designed in metric, while RAF maintenance operated with imperial units, as well as some political decisions made by Yugoslav government in exile in London, forced a decision to scrap the airplane in the end. None of these beautiful machines survived the war.



The Kit

Mainstream kits of some German WWII “paper-projects,” of which not a single prototype was ever built, can be purchased today, even in larger scales and with enviable level of spurious detail and finesse. The Do-22 in contrast only exists in 1:48 scale as an “old-school” resin kit by Czech company Planet Models. Very hard to find these days, it is a connoisseur-only choice, due to its high price and difficult building process.

This particular kit of the Do-22 Seaplane matured in my stash for at least a decade and now I finally conjured the grit and motivation to tackle it. But beyond this, I also wanted to place the model on the waves of the Mediterranean. Modeling a water base and experiment with silicon moulding and casting transparent resin is something I never tried before. On top of a difficult resin kit this seemed as a worthy challenge.

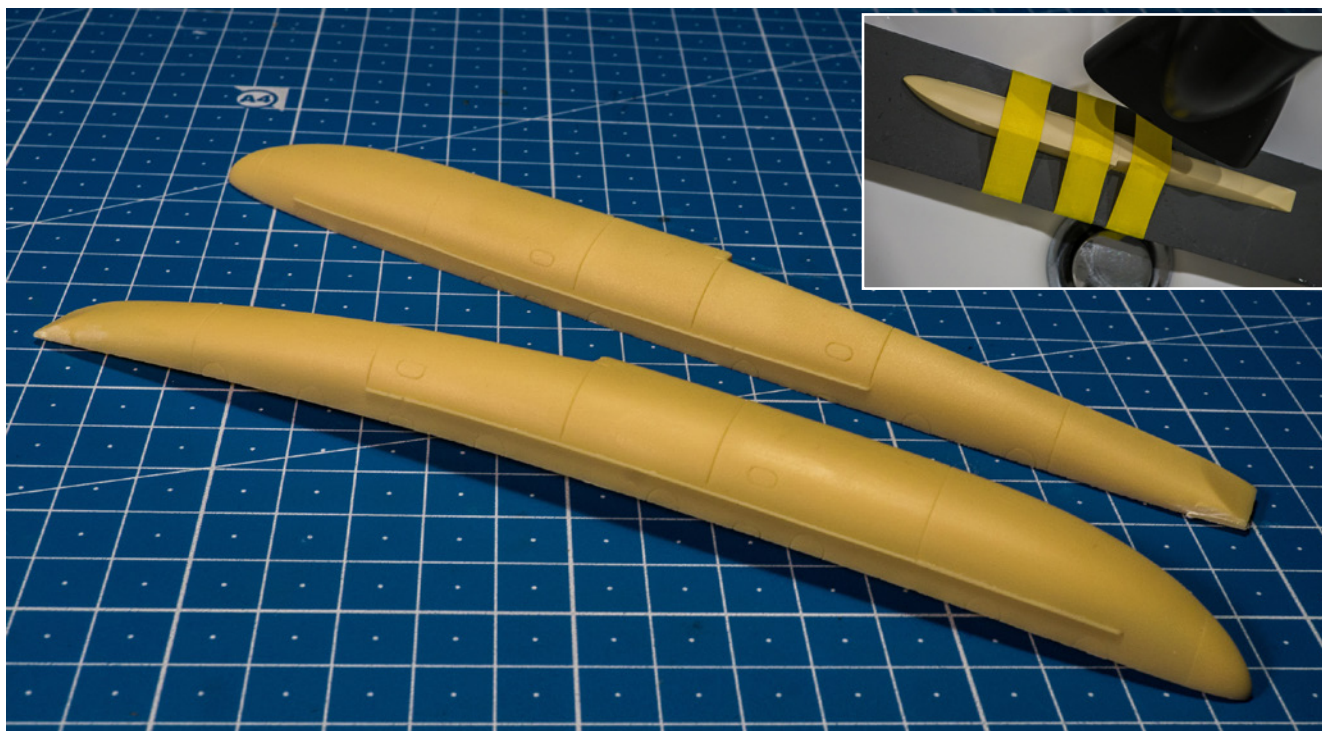
This is not my first full resin project, but it is certainly the heaviest so far, very literally! The single-piece wing weighs alone 134 g, which is quite a number, considering that it is supported only by thin resin struts! The struts themselves have no means of location, or anchoring and are supposed to be but-jointed to the adjacent elements. It was clear from the start that this is not going to work and that I will have to come up with a system to hold the structure together and achieve good alignment at the same time.

I planed to finish and paint the aircraft in sub-assemblies — floats, fuselage and wing — and assemble the model at a very end. It was therefore essential to do a lot of dry-fitting and preparation work, as well as insuring a precise fit between the surface of the sea and the floats.

The Floats

The journey started with the big resin floats. They consist of two halves and both were war-

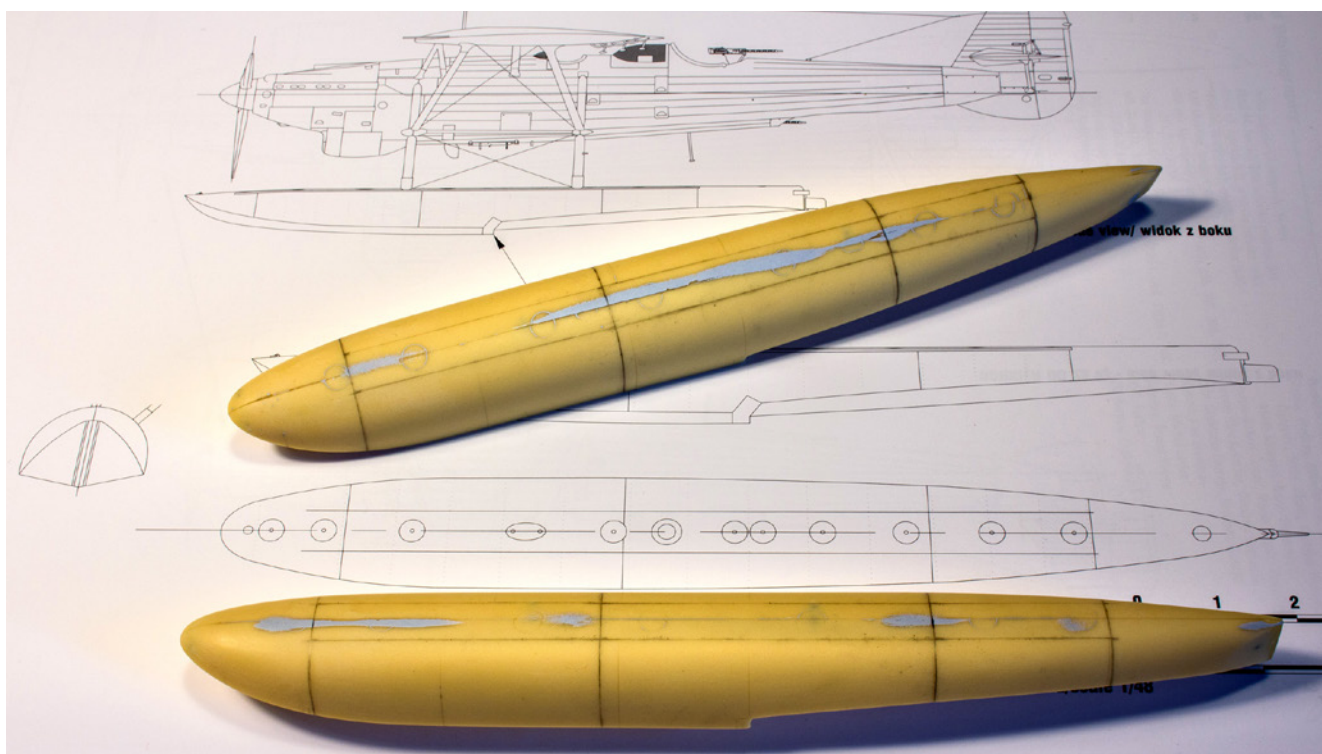


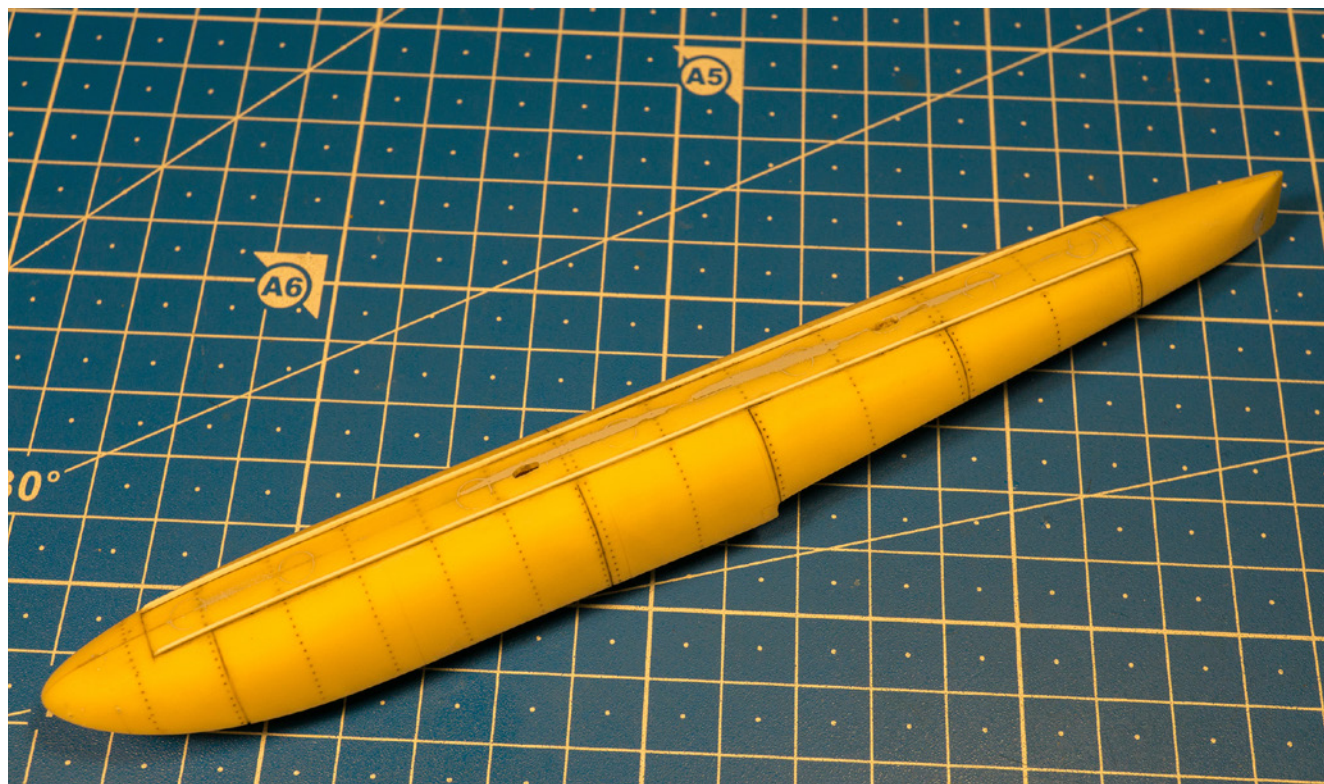


ped inwards in my kit, resembling bananas in color and shape. Considering the thick resin castings I didn't believe the glue alone will force them back in form, so I used heat from a hairdryer while the pieces were taped down to a thick, flat metal bar. After the halves cooled down, I sanded flat the joining surfaces and drilled some locating holes and inser-

ted metal pins. For gluing large resin surfaces I prefer 2-component epoxy to the more common super-glue.

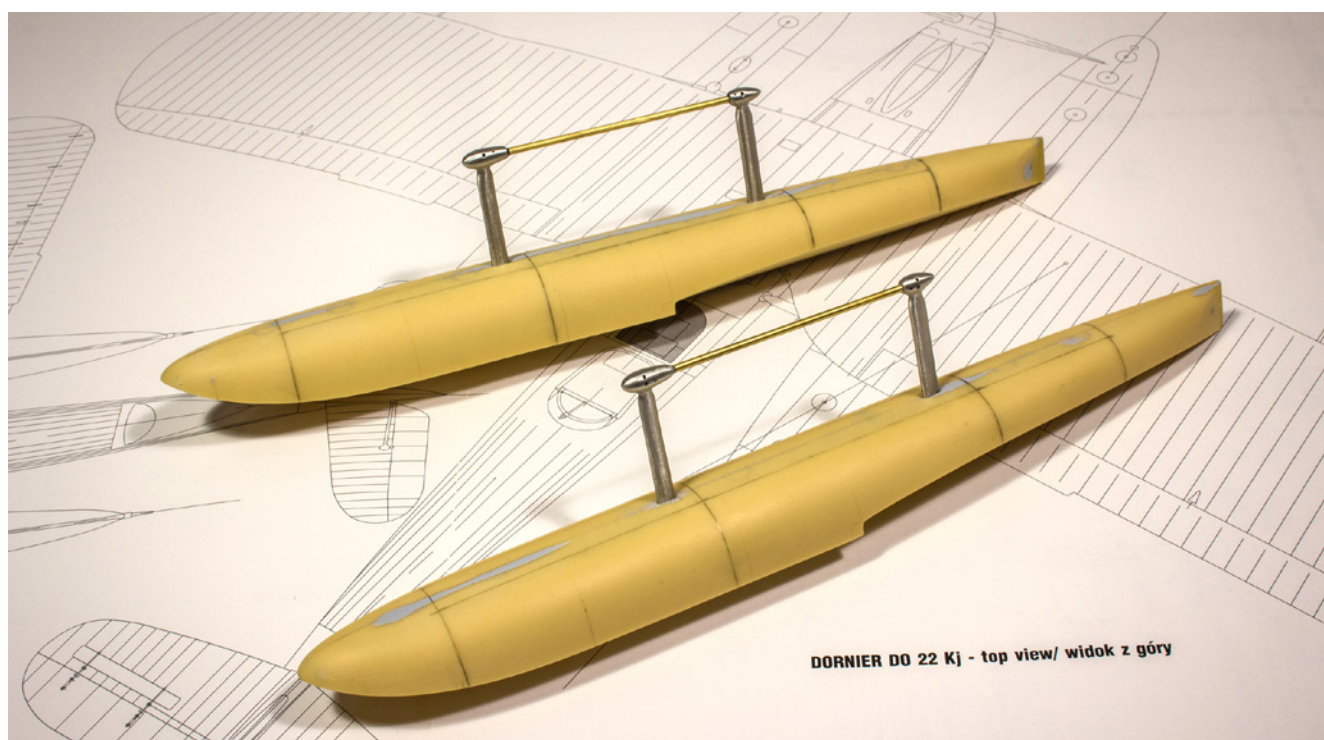
Putty and sanding paper followed, until the central seam completely disappeared. All surface details were lost in this process so I had to restore them, using line drawings from the book as a reference. I

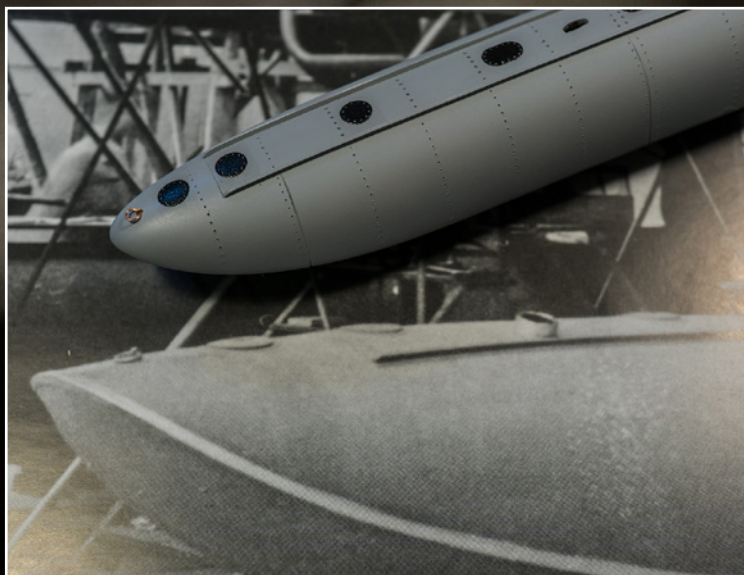
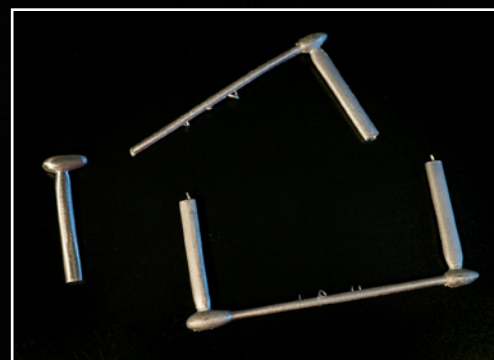


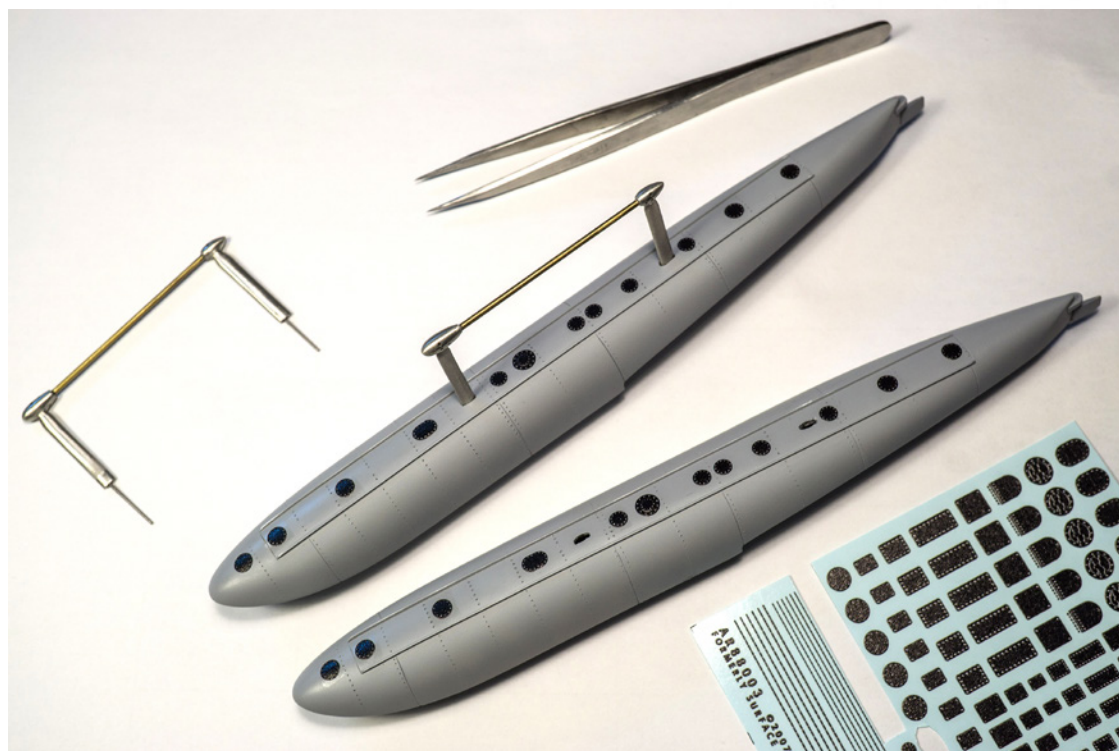
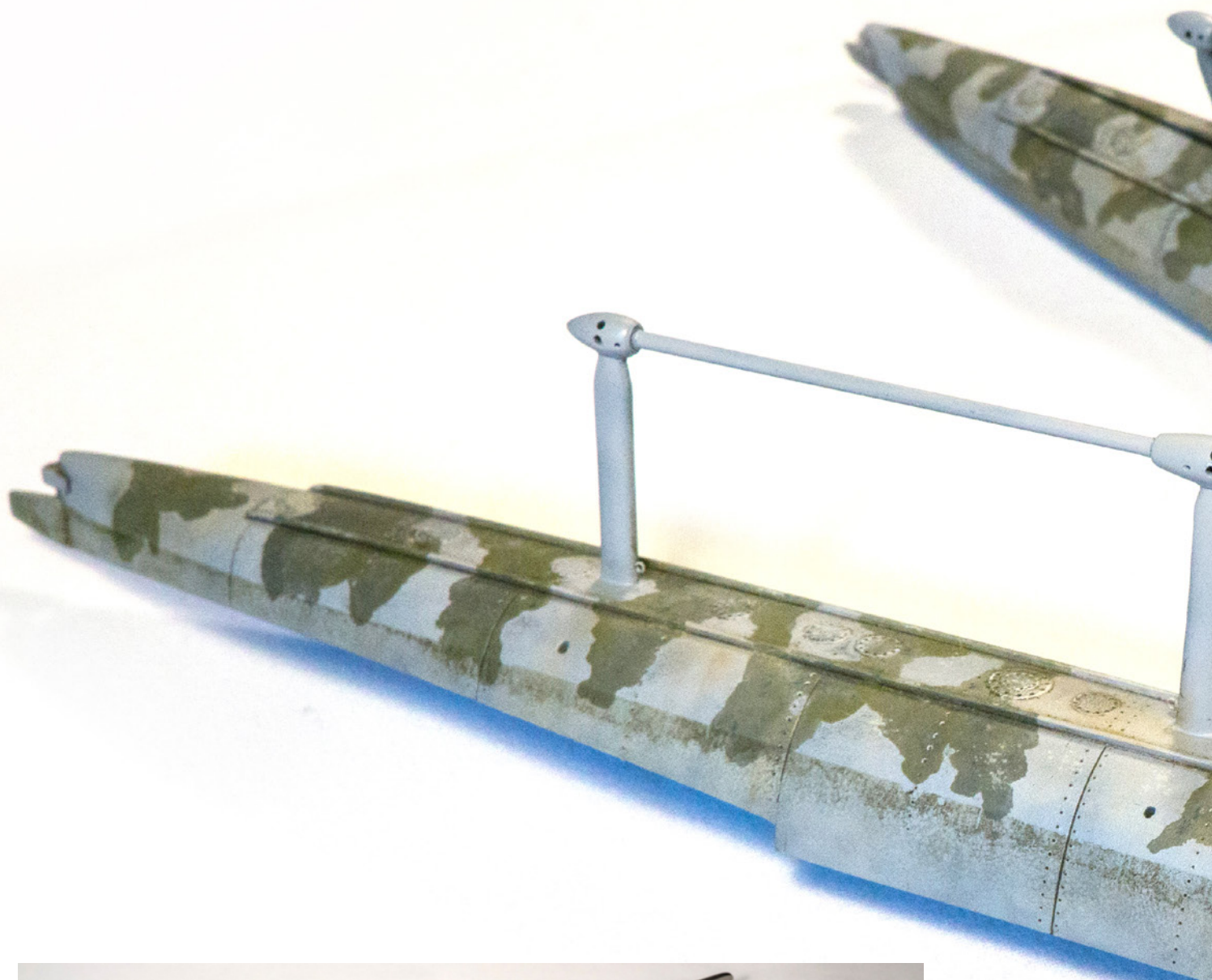


also added lines of rivets, as well a number of round maintenance hatches, along the centerline of the floats. These hatches were sourced from a sheet of resin-printed decals by Archer Fine Transfers.

The main element integrating the floats with the rest of the aircraft is a white metal frame made of two vertical struts with a teardrop fairings at their ends and a longitudinal rod connecting them. The material is very soft and the axial rod was already slightly bent, so I decided to keep









the vertical struts with teardrops, but replaced the cylindrical rod with brass stock. To be able to properly connect the teardrop fairings to the adjoining struts a number of precision holes needed to be drilled in these elements.

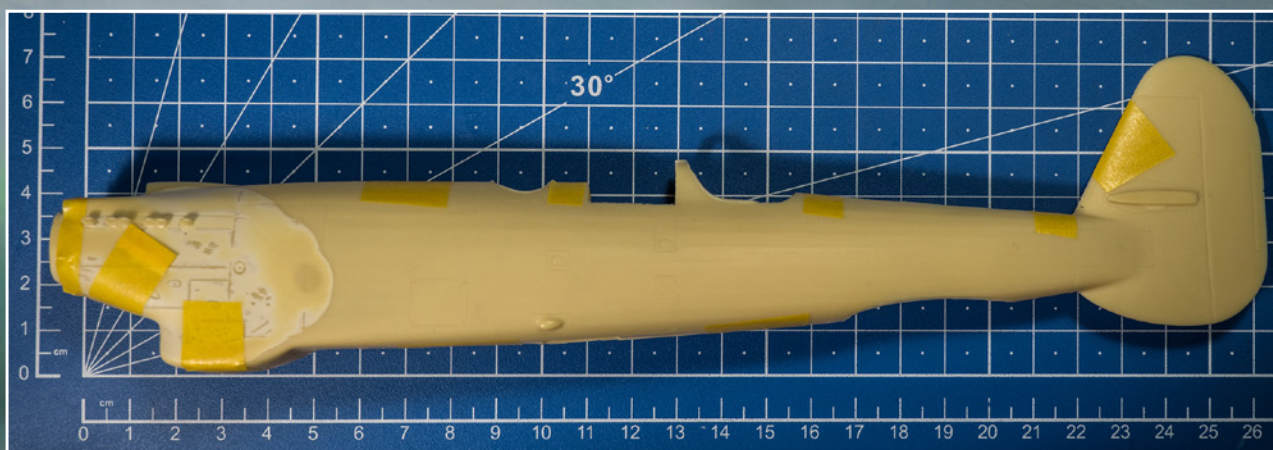
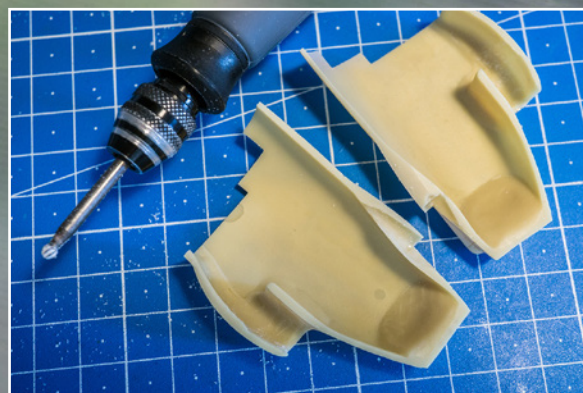
When working on short-run, resin kit, with lot of struts and connecting elements, measuring, trimming and dry fitting are the 3 Kings and patience is the ruling religion. When finally pleased with the appearance of the floats and the bearing structure, I coated everything with Surfacer 1200.

This initial work established the level of effort that will be needed throughout the rest of the build.

Engine Cowling and Cockpit Entry

The fuselage halves were thankfully not warped, but I decided to cut out the panel around the cockpit openings, as well as the whole of the nose section along the line separating metal cowling from the canvas clad flanks. This allowed me to handle these sub-assemblies separately and be able to detail them in a way I would not be able to do otherwise.

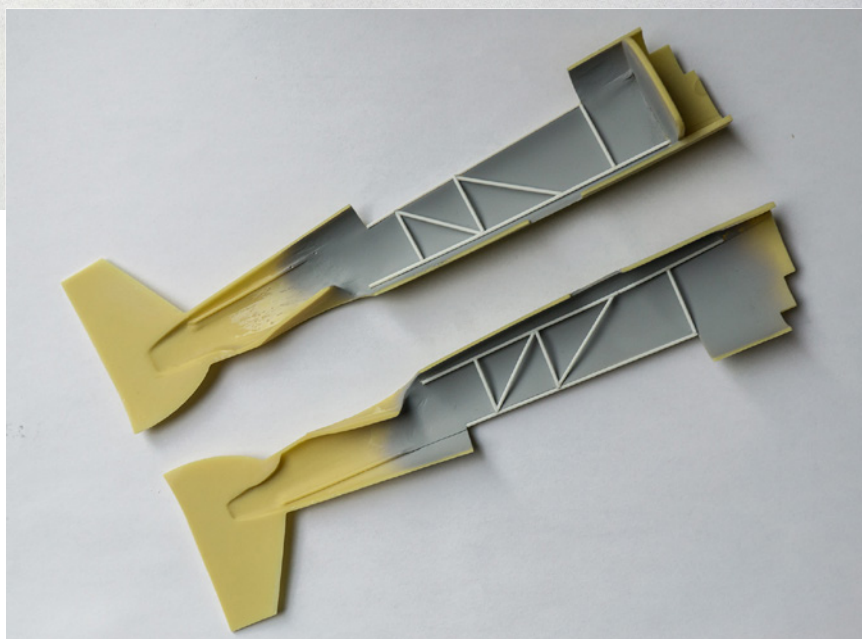


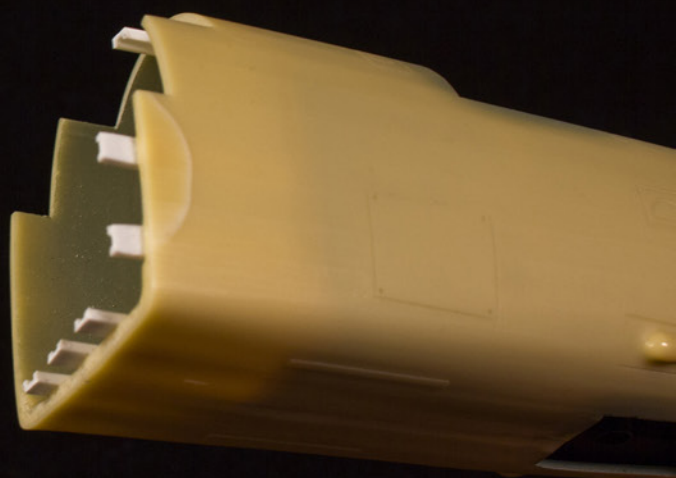
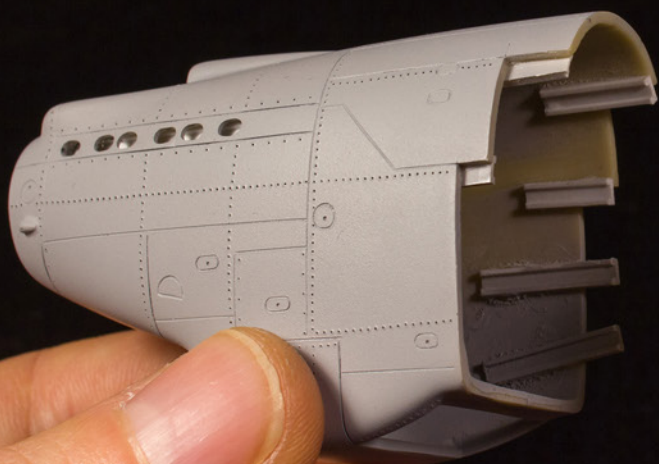
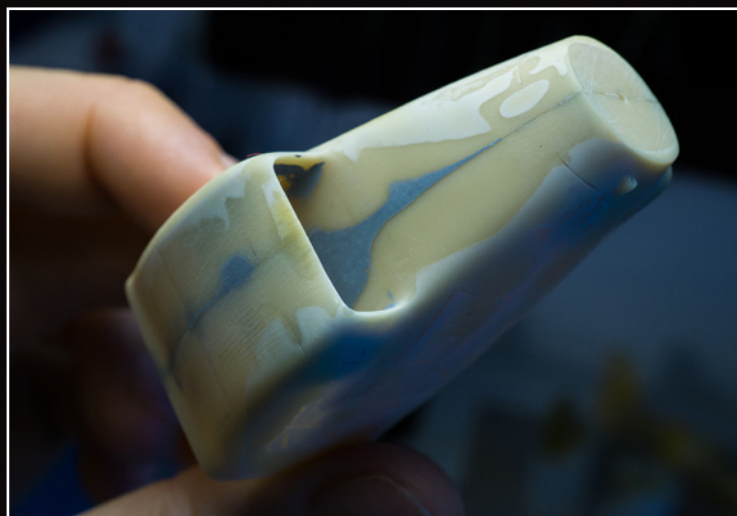
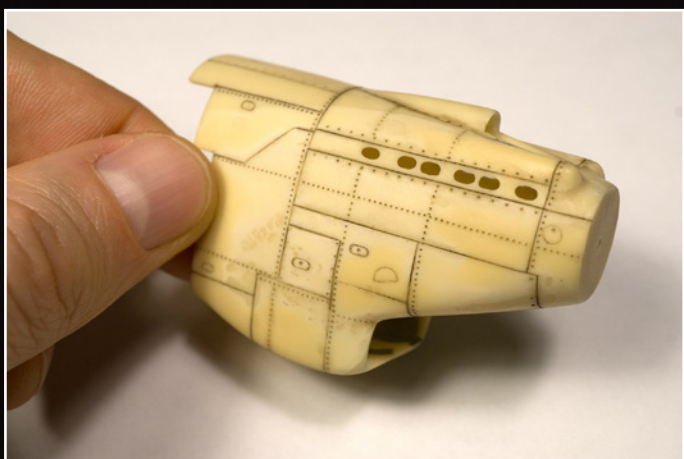




The large oil cooler underneath the engine, as well as the round air intake on top of the cowling required a lot of work to hollow out and properly shape their inside walls. There are of course no aftermarket items for this rare kit. A photo-etched grill for the front of the heat exchanger is provided in the box, but I decided to open the rear door of the air cooler, so needed both sides to show. I created the front face from a fine metal mesh and a piece of copper wire to form a frame. The p/e grill from the kit I used then for the back side of the heat exchanger.

The short exhaust pipes protruding from both sides of the front fuselage, 6 on each side, were quite soft in detail, so I dele-

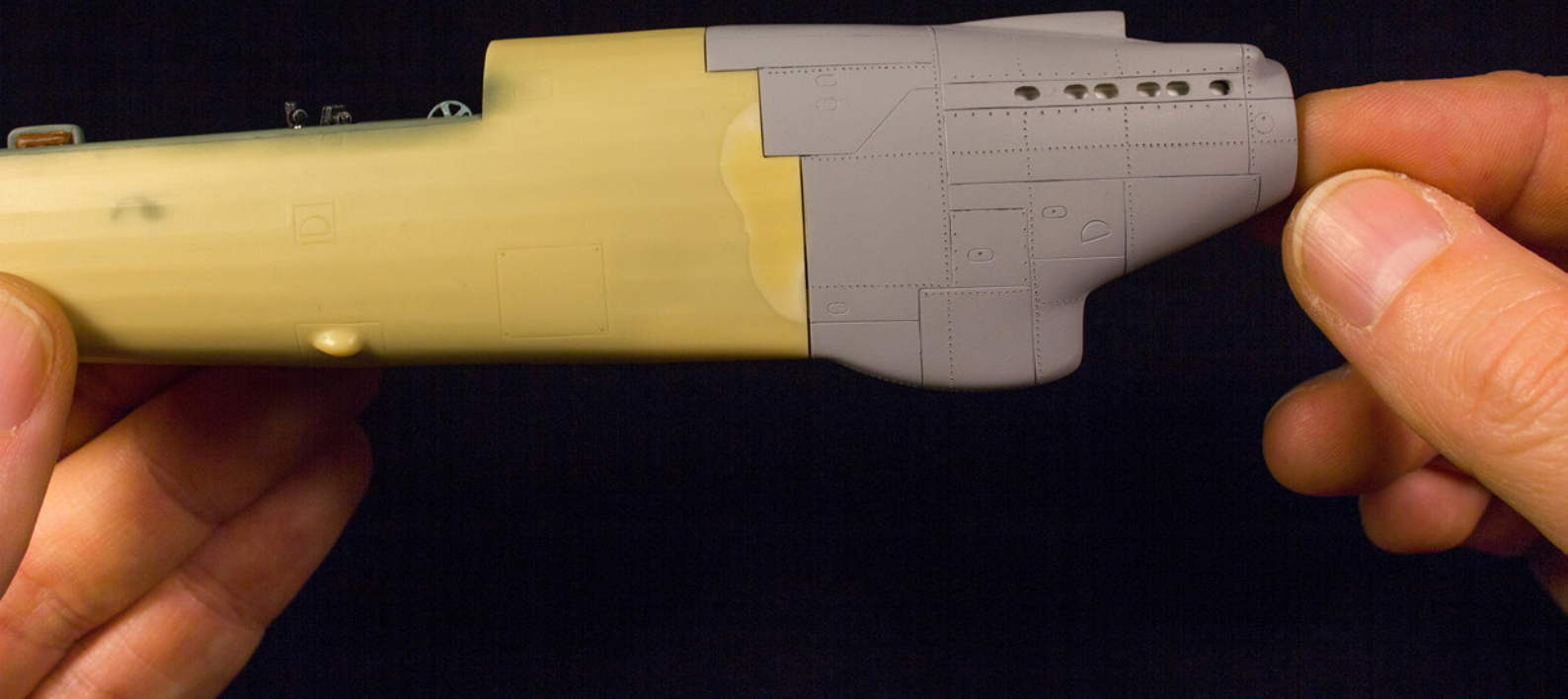
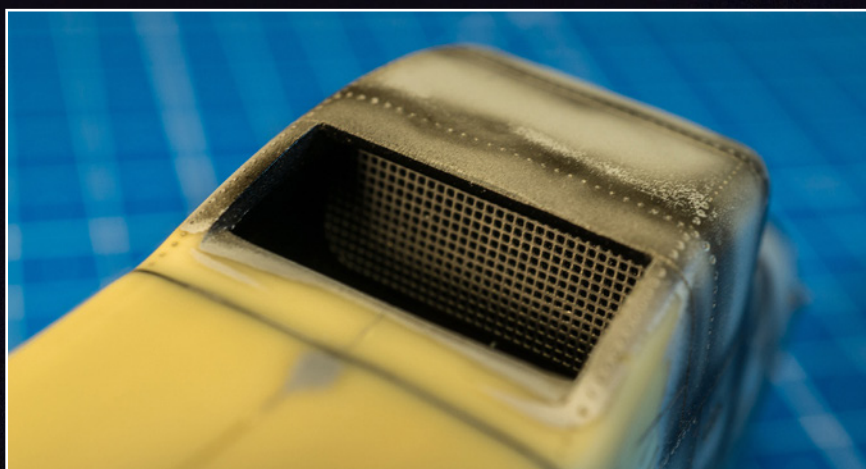
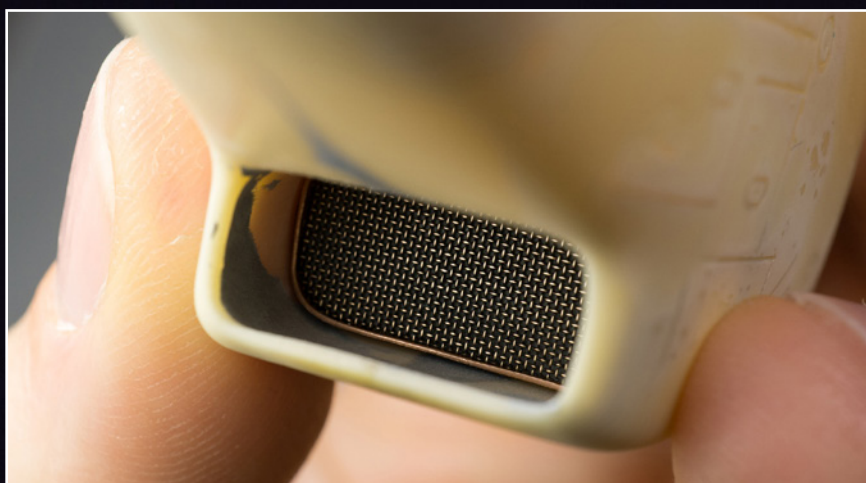
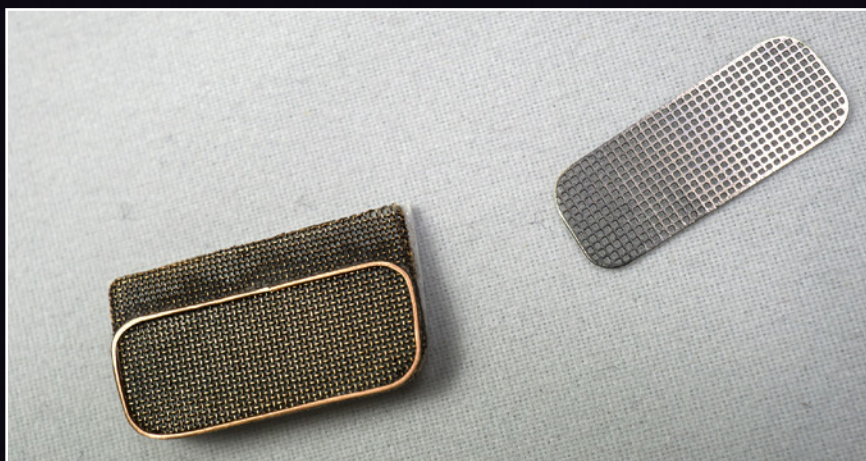




FULL BUILD

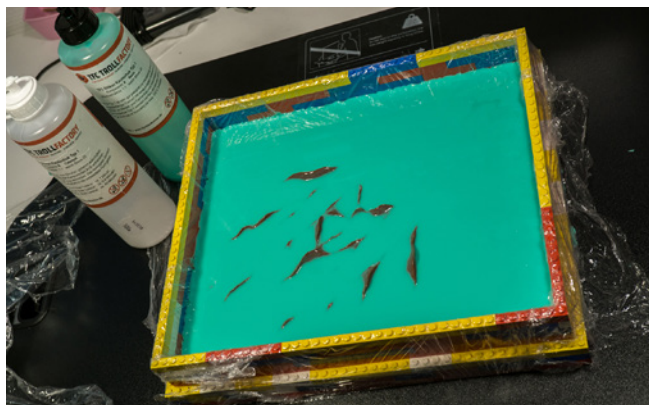
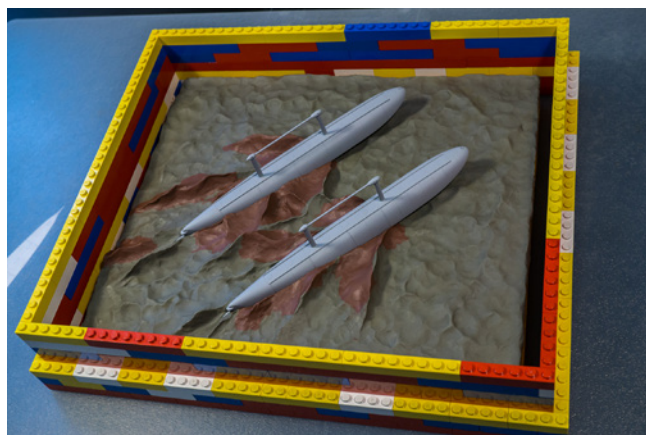
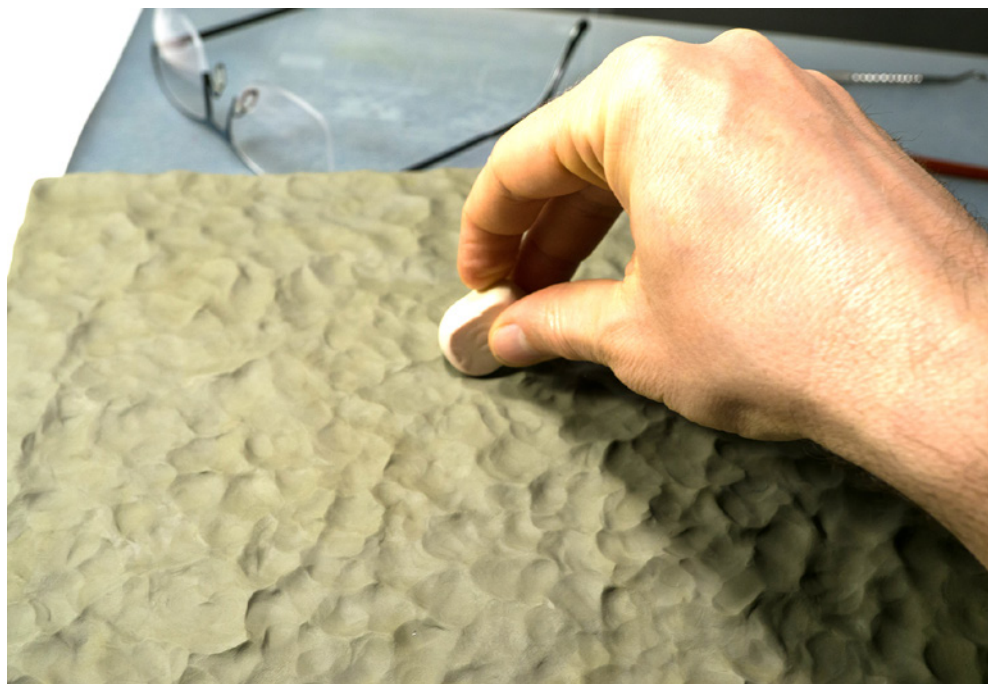
ted them and drilled separate holes for each exhaust port. The pipes are supposed to be oval in shape so I had to find a way to produce this contour consistently. I have cut short lengths of the cylindrical brass tube and then position these pieces carefully along the edge of my photo-etch bending tool. By slowly tightening the grip of the upper plate, I was able to deform the pieces in a very uniform and controlled manner. Making them out of brass also allowed for a quick dip in the burnishing fluid for a very realistic finish of burnt metal.

After gluing the two sides of the nose section I re-scribed and riveted it using drawings from the Do-22 book as a reference. I applied Tamiya "Paneliner" to quickly reveal and inspect all the surface details and any unseen remaining blemishes.



Water Base

Considering I was to build an aircraft taking off water, there had to be some crew in the cockpit. I found 3 figures left over from Tamiya's 1:48 Swordfish; they were equipped and posed appropriately for this occasion. I still had to reposition some of their limbs and the rear gunner received a more Slavic face from an ICM set of figures. Cutting out and finishing the panel around the cockpit openings separately allowed me to work on the details inside of the cockpit and the crew figures with more freedom. There was some rudimentary detail in this area provided in the kit, but I replaced and improved almost all of the cockpit.



One of the big challenges, but also drivers, in this build was to make realistic surface of the water, as a base for my model. After a lot of research and planing I decided to create a master of the wavy surface out of plasticine,

then mould it in silicone and finally cast my slice of the Mediterranean Sea in transparent resin. In retrospect this is quite demanding, time-consuming and expensive method, but also the only way to have reflections and re-

fractions of light that naturally occur under the water surface. It was also a very rewarding process that offered a welcomed brake from a fairly tough build.

Some good images of the choppy seas and waves that fast bo-

ats and sea-planes create on the surface of water I found on internet served well for inspiration. Heat from an old hair-drier kept plasticine warm and pliable, while I handled it with silicone gloves to prevent leaving fingerprints. I also found an old, rounded pencil eraser to be a very useful tools for creating authentic wave shapes. Having the floats finished, I could now make accurate imprints where they are immersed in the sea. It goes without saying that accurate measurement and positioning of these parts is critical. Once the transparent resin is cast there will be practically no room for adjustments.

I used my old Lego blocks to construct the casting frame around the finished plasticine master. To my despair, I discovered after pouring that I did not have enough of the silicone. I ordered some more online and hoped that it will bond with already cured silicone and cover the crests of the highest





waves still visible in one of the pictures. It all worked in the end, so I progressed to the next challenge of casting the clear resin water. I added few small drops of aqua-marine and green artist inks to the resin component, before mixing in the hardener. Slow curing resin develops far less heat than the faster curing variety and supposedly allows for the bubbles of gas to escape as well. I still ended up with many bubbles trapped in the material, but I will assign this to my inexperience with this medium.

When I released the hardened surface of the sea from the mould I was quite disappointed; it looked dull and uninspiring. It didn't resemble water much at all. I was





about to rethink the whole setup for displaying my model, when the idea came to apply a gloss layer of Future Flor Polish, a.k.a. Pledge, on top of the resin surface. This ubiquitous and unassuming household product once more demonstrated its magic, as it instantly transformed this blurred mess into the glistening waves of the sea! The transformation was so stunning that I had to remember to close my mouth after few minutes of reflection.

Two products from Spanish weathering brand AK, Water Foam and Water Gel Effects, helped to finish the white wave crests and hide some flaws and accumulated bubbles in the cast resin surface. They look quite similar in their jars, but the Foam dries matt and opaque, while the Gel Effects dries transparent and glossy. By mixing them in different ratios one can achieve nice diffusion effects, as the white water mixes in the surrounding sea.



Placing the Do-22 floats in the water gave me a good idea about the final look of the scene. My faith in the positive outcome of this

build slowly returned to reasonable level. There were still small gaps between the floats and the surface of the sea, but these will

be easily filled with the Water Gel and Foam medium when the model is finished and permanently fixed to the base.



Cockpit and Crew

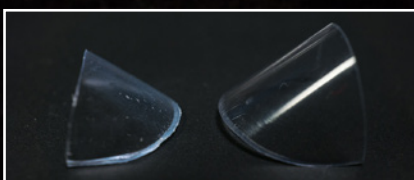
Now I could go back to the work left unfinished on the Dornier. There were still a lot detail missing from the cockpit. Some that are provided in the kit were improved, but most were built from scratch. Now that the upper section of the fuselage on top of the cockpit was separated, I could join the fuselage halves, but still work inside the cockpit through this opening.

Main motivation for cutting out this panel was to be able to position and prepare the crew figures. There are no pilot figures given in the kit, so I needed to source them elsewhere. Tamiya 1:48 Swordfish crew was almost perfect for this purpose, as the gear and uniforms are very similar to those I found on available photographs of Yugoslav airmen. I had to reposition few limbs for a better fit and the rear gunner received a more Slavic-looking face from a ICM figure set. Painting process was a mix of techniques I researched about, as I am not an experienced figure painter. The base colors were acrylics, but for the faces I used oils, as they are far easier to blend for me. In the 1:48 scale the finesse of these figures is not the best, but still they are necessary for this scene and do look convincing, in my humble opinion.





Not much of the cockpit is left visible around the pilot and the navigator, but the rear gunner's position allows enough space for a lot of details. I replaced all of the radio equipment on the port side and scratch-built the oxygen bottle and the regulator on the starboard. The rear gun also received a brass barrel, p/e gun-site and additional small details from the spares box. Munition container was scratch-built as well.

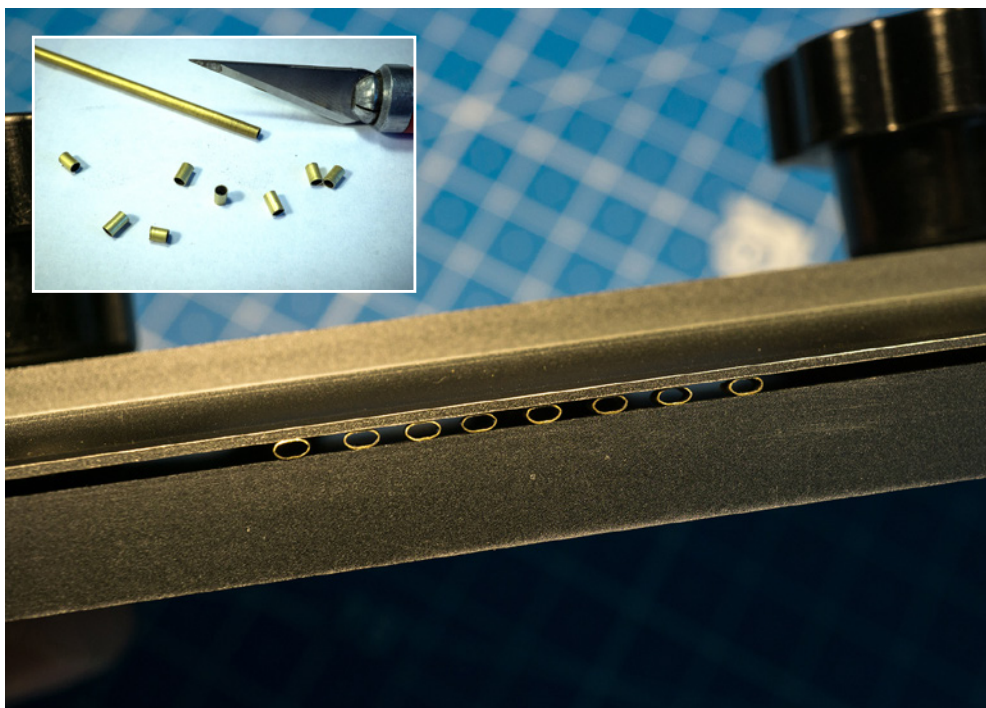


Fuselage and Outer Details

With the cockpit finished I could close the fuselage and work on the remaining outside details. Navigator/bombardier's ventral window was replaced by clear acetate, cut to required size and a small frame built around its perimeter out of styrene stock. There was also a ventral opening for the rear gunner to be able to defend lower rear space, but on some period photos of the Yugoslav Do-22s it is apparent that this position was closed, probably due to the harmful effect of the water spray and salt in the cockpit. I therefore closed this orifice on my model with a piece of plastic.

Bomb racks and 250lb anti-submarine ordinance were out of the RAF stock and therefore sourced for my model from the same Swordfish kit that the crew came from. I replaced the stabilizing tail cylinders for the bombs with a tubular plastic I found in my scrap-box and also modified the body of the bombs.

Pilot's windshield from the kit is also replaced by a piece of clear acetate from packaging of scalpel blades - I noticed while studying pictures of this plane that the win-



dscreen is a perfect section of a cylinder, which made this operation possible.

Tail elevators on the Do-22 have aerodynamic balances above the surface of the horizontal stabilizers. These are kinematically linked to the elevators themselves, by the system of links. Resin pieces representing these in the kit are very simplified and too thick, so I decided to model new ones using steel wire and small p/e left-over bits.

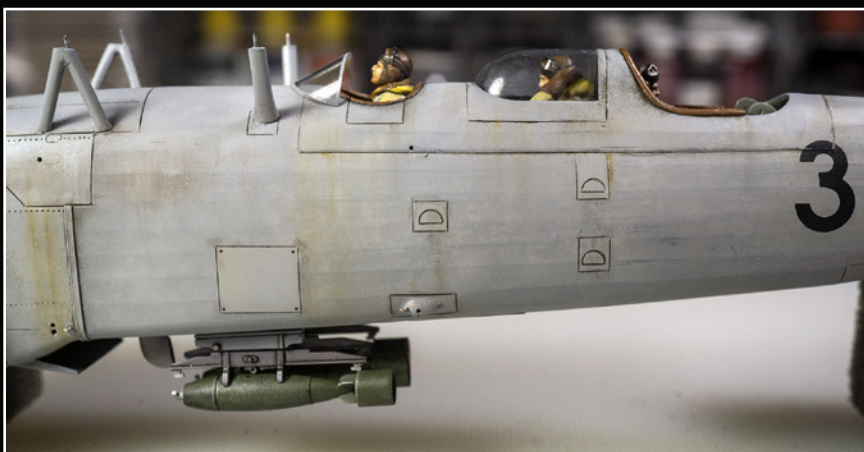
Painting & Weathering

For the painting process I kept the wing, fuselage and floats separate. They were primed using Mr. Surfacer and then I mixed my own light grey shade from the MRP range of hobby paints. Airplane that I am building features in couple of archive photos, wearing appliqué camouflage pattern of green blotches on the floats and upper wing, but not the fuselage. This camouflage was applied by hand over the original overall grey coat, apparently in haste and having very

The last big challenge of this build was the construction and alignment of all the load-bearing elements a.k.a. the struts. There is not much to write here, just to say that it was a grueling process with many repetitions of drilling, cutting, dry-fitting and not forgetting to breathe every now and then. Apart from the fact the struts need to be structurally sound and hold this heavy model together, they also need to be aligned in all 3 axes.

rough and uneven look. Origin of this paint cannot be confirmed with certainty, but it is suggested to be RAF Dark Green. I used this hew from the Gunze's range and applied it with a brush, using drying retarder in the mix, to extend the curing time and allow for the layer of paint to level out.

There are decals for another Yugoslav aircraft in the kit, but from a later period, after these machines were repainted and new markings resembling RAF roundels applied. This one had the unit number 306, so



I just cut the last digit and placed it upside down to create the number 309. Royal Yugoslav cockades are not given in the box, so I sourced them out from a "Lift Here" brand.

Engine cowling received staining for exhausts and general grime, with a mix of Red Brown and Black diluted to about 10% paint vs. thinner. The whole model was then weathered with oils, using Oilbrushers by Ammo, and small chips and scratches were added using sponge and various water-color pencils. I varied final protective coat, so to achieve more textured look of the surface - I mixed several ratios of satin, matt and glossy varnishes and sprayed them lightly through random stencil masks.

Happy End

The model was finally assembled and the rigging wires and radio cables installed using fishing line painted in dark metallic grey.

This is certainly not an easy model to build that stretched my skills to a new level, but it makes for a striking display to be sure. Instead of pictures in the book, I now have a nice 1:48 Do-22 to enjoy on my shelf. It also opened for me a new path for other interesting subjects involving element of water.





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S-199.285, CPL Josef Jiroušek, No. 1 Squadron, Aviation Regiment No. 8, Brno-Černovice, Czechoslovakia, July 25, 1949



S-199.486, Lt. František Fořt, No. 1 Squadron, Aviation Regiment 7, Brno-Černovice, Czechoslovakia, 1950



S-199.54, Sgt. František Novák, Fighter Training Center, No. 2 Squadron, Aviation Regiment 4, May, 1948



S-199.7, Ivan Pavel, Air Military Academy, Hradec Králové, Czechoslovakia, March 17, 1950



S-199.210, Aviation Regiment 5, Dobruška (Líně) AB, Czechoslovakia, 1950



S-199.310, PFC Josef Mucha, Aviation School Regiment 5, Zvolen, Sliac AB, Czechoslovakia, August, 1952



S-199.340, Lt. František Kratochvíla, No. 3 Squadron, 51 Aviation Regiment, Mladá, Czechoslovakia, July 1952



S-199.531 Lt. Václav Dvořák, No. 2 Squadron, Aviation Fighter Regiment 3, Brno-Černovice, Czechoslovakia, April 5, 1953



S-199.178, Police Air Patrol, Praha-Ruzyně, Czechoslovakia, December, 1948



S-199, D-106, Modi Alon, 101 Squadron (tajeset), Chejl ha-avir, Aqir, Israel, June 4, 1948



S-199, D-117, 101 Squadron (tajeset), Chejl ha-avir, Herzliya, Israel, July-August 1948



S-199, D-123, 101 Squadron (Tajeset), Chel Ha Avir, Hatzor, Israel, October, 1948

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