

Fouga Magister CM.170 Belgium Air Force

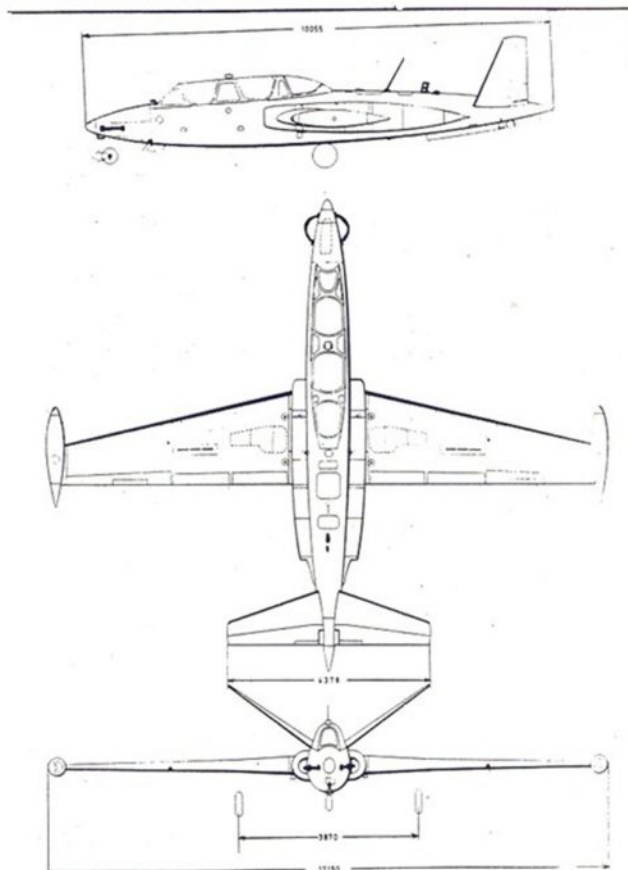
(1/32 scale) (other scales possible)

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 aerobatic display team flew also Magisters from 1965 until 1977. Though Alpha jets were acquired quite some Magisters were retained and flown by various squadrons with the last one until 2007 including a few in Red Devils schemes.

PAINTING AND DECALS

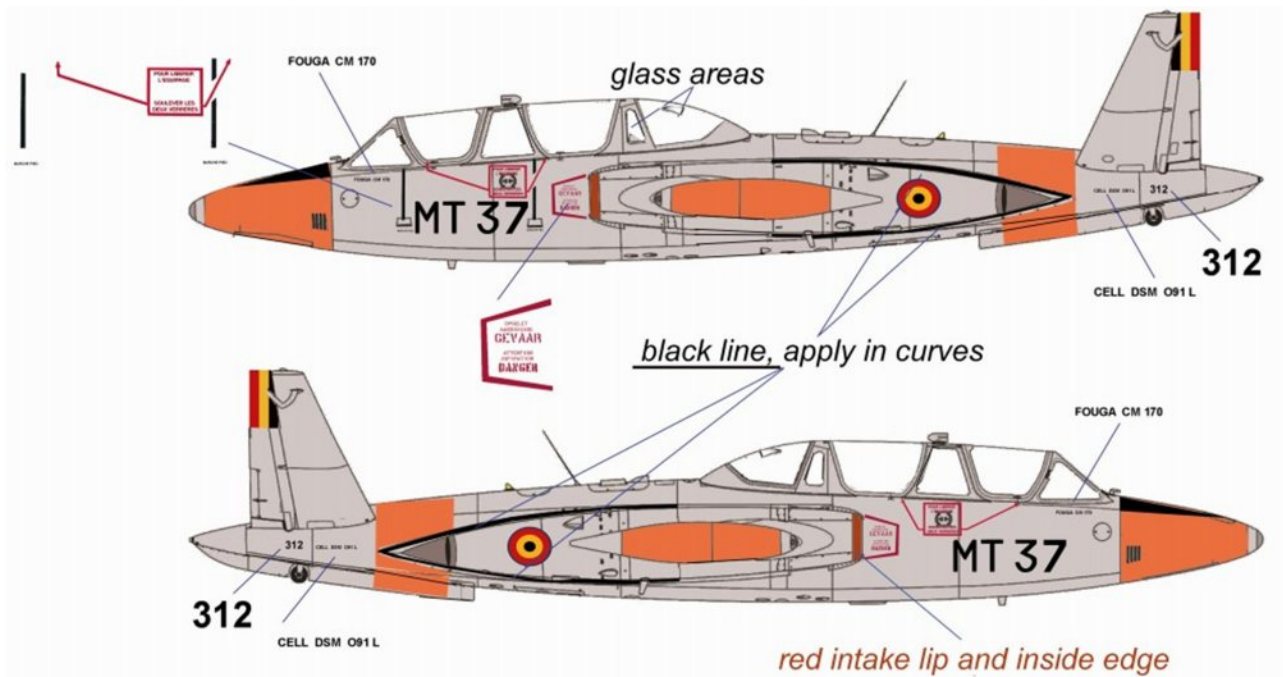
Decals are for several Magister schemes as flown by the Belgium Air Force. These have variations particularly in the smaller stencils.

Roundels had blue edges. Dayglow areas ~FS18915 should be masked and painted. 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. Later on, 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 many variations in schemes.

IPMS België magazine KIT 86, zomer 1992

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



[A] Magister coded MT-37 with jet number 312 of the Belgium Air Force has the early scheme of painted silver dope. Symmetrical scheme.

Dayglow areas and sections of tip tanks. Black anti-glare panel. Red intake lip, inside edge and splitter plate.

Larger roundels at upper and lower wing tips and small roundels on rear fuselage engine fairings. Probably no codes on wing.

Flag markings on v-tail inside and outside, trim decal to shape. Small jet number at tail. Probably no codes on v-tail.

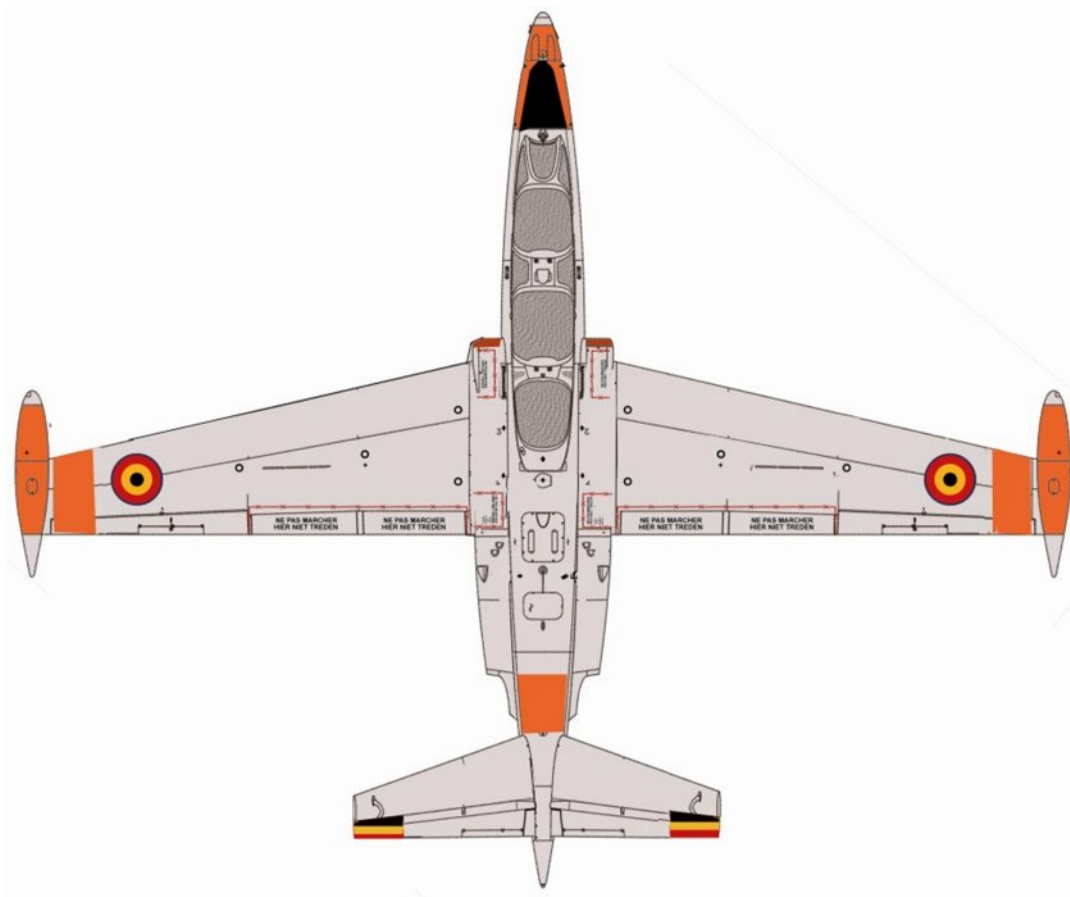
EARLY STYLE rescue markings below the canopies and bi-lingual intake warnings, note different lay-outs at port and starboard. Double red text style intake warnings.

Probably EARLY STYLE stencils with red-stripes-with-red-crosses and black "ne pas marcher" and "hier niet treden" texts at areas where no stepping is allowed. (see separate stencils drawings).

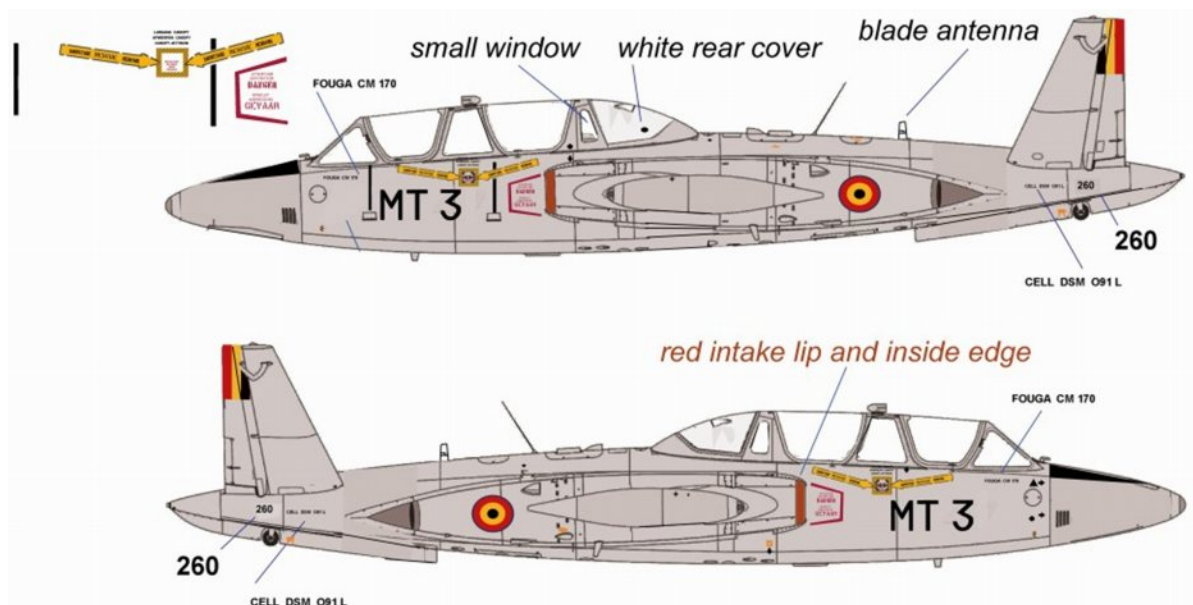
Sealing in black in curves at engine panels (black stripe decals).

Full transparencies/ glass canopies as scheme is for early jet.





Note black NE PAS MARCHER texts on flaps, upper intakes and some upper fuselage panels. Probably no codes on upper port wing and v-tail



[B] Magister coded MT-3 with jet number 260 of the Belgium Air Force has a scheme of overall painted silver dope. Symmetrical scheme. Black anti-glare panel. Red intake lip, inside edge and splitter plate.

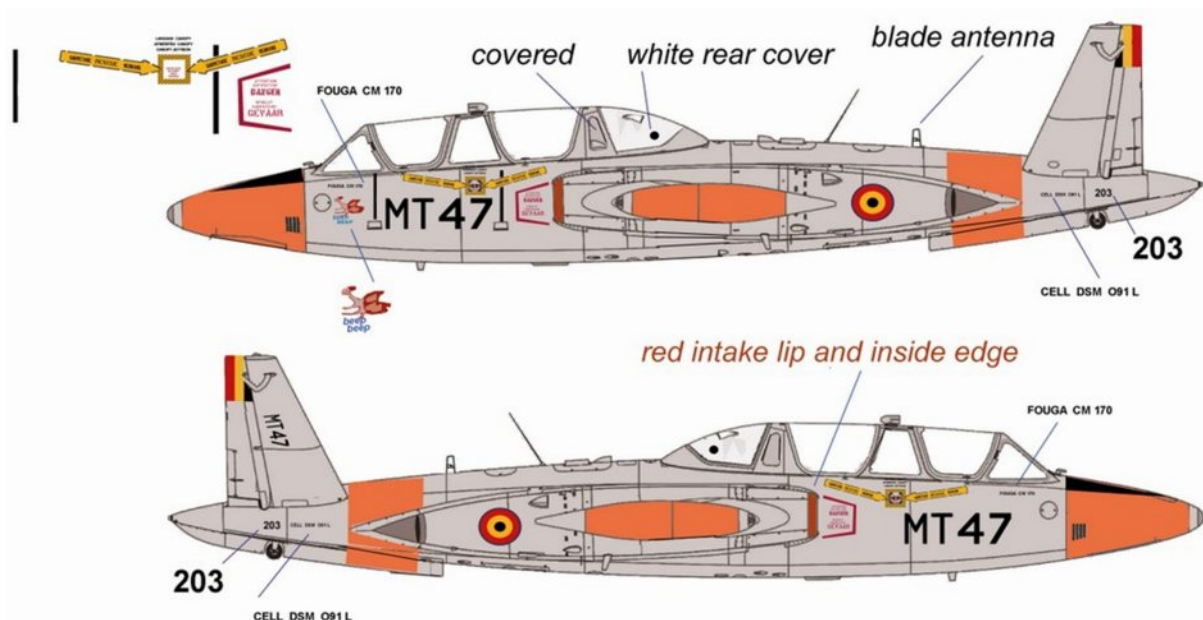
Small jet number at tail. Larger roundels at upper and lower wing tips and small roundels on rear fuselage engine fairings. Flag markings on v-tail inside and outside, trim decals to shape.

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

Probably a "mix" of EARLY and LATER STYLE stencils with red-stripes-with-red-crosses only (no "texts") where no stepping is allowed. (see separate stencil drawings).

Small windows/ transparencies seen but rear clear window had white painted cover.

Extra UHF blade antenna on upper rear fuselage.



[C] Magister coded MT-47 with jet number 203 of the Belgium Air Force has the early scheme of painted silver dope. Symmetrical scheme.

Dayglow areas and sections of tip tanks. Black anti-glare panel. Red intake lip, inside edge and splitter plate.

Larger roundels at upper and lower wing tips and small roundels on rear fuselage engine fairings, as scheme [A].

Flag markings on v-tail inside and outside, trim decal to size. Small jet number at tail. Small codes MT47 inboard on upper port v-tail and on lower/ starboard v-tail.

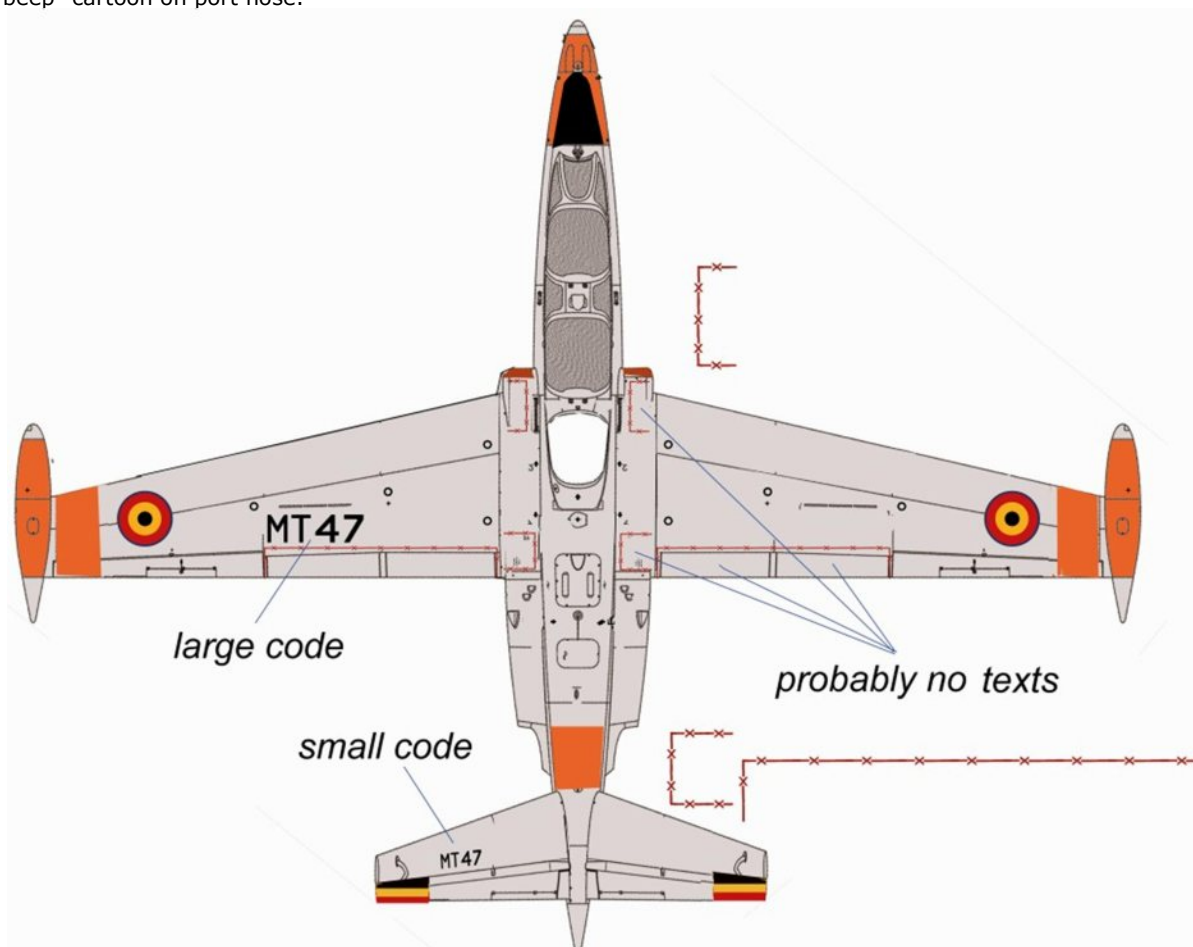
Small "beep beep" cartoon on port nose.

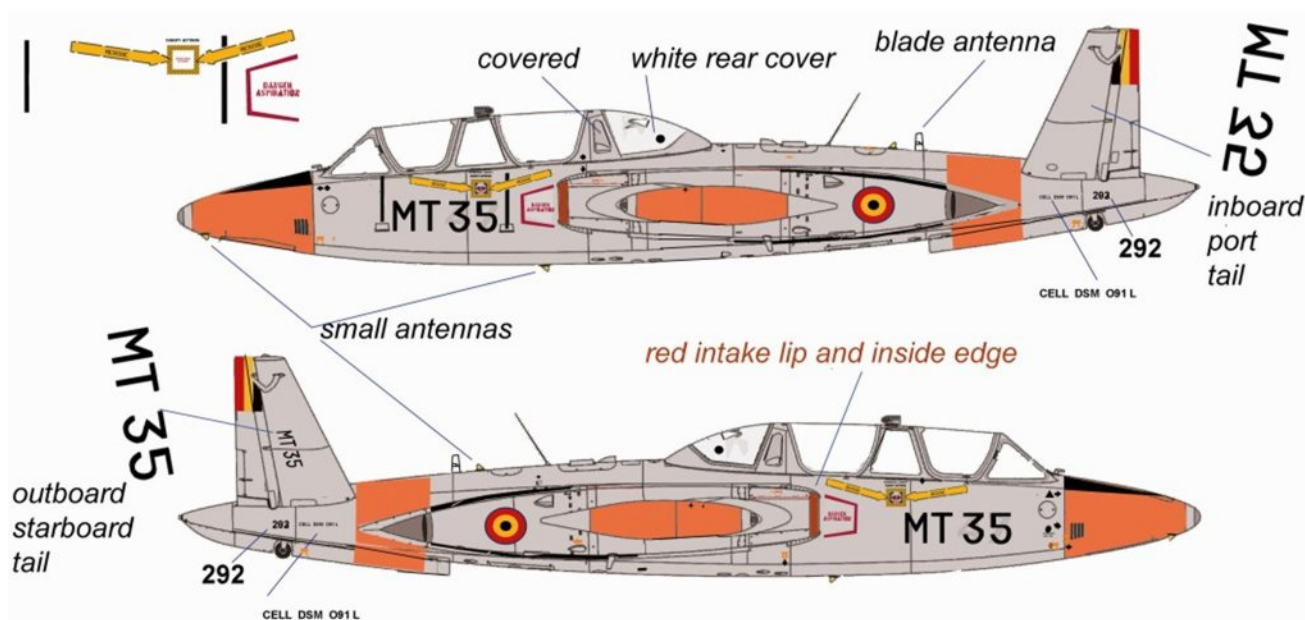
RESCUE markings with yellow arrows with 3-language text: sauvetage-rescue-redding. Note that port and starboard arrows are slightly different. Double text style intake warnings.

Probably EARLY STYLE stencils with red-stripes-with-red-crosses only (no "texts") where no stepping is allowed. (see separate stencil drawings). Otherwise similar upper and lower schemes as scheme [A].

Small transparent windows were covered/ closed up and the rear clear bubble window had a white painted cover.

Extra UHF blade antenna on upper rear fuselage.





[D] Magister coded MT-35 with jet number 292 of the Belgium Air Force has a scheme of painted silver dope. Symmetrical scheme.

Dayglow areas and sections of tip tanks. Black anti-glare panel. Red intake lip, inside edge and splitter plate.

Larger roundels at upper and lower wing tips and small roundels on rear fuselage engine fairings.

Flag markings on v-tail inside and outside, trim decal to shape. Small jet number at tail.

Small codes MT35 on upper port v-tail and on lower/ starboard v-tail.

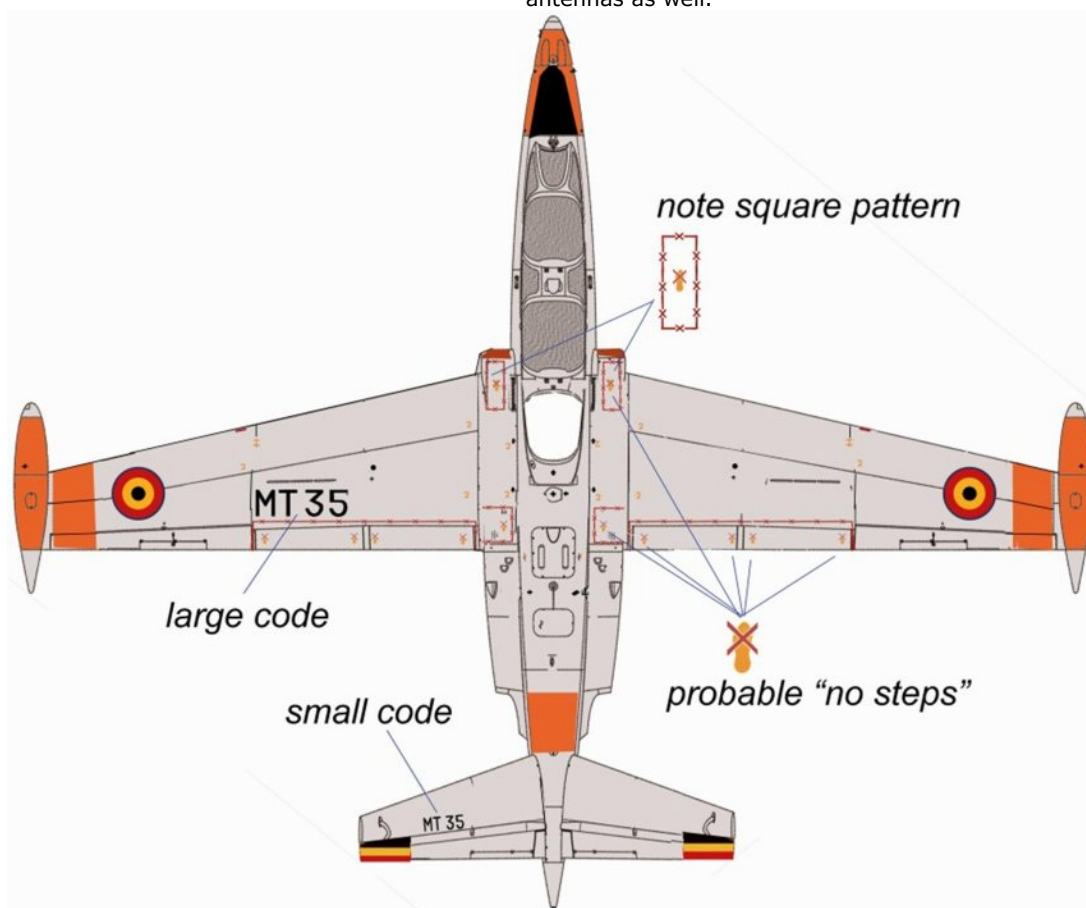
RESCUE markings with yellow arrows with only -rescue- text. Note that port and starboard arrows are slightly different. Also, other style intake warnings.

Probably LATER STYLE stencils with red-stripes-with-red-crosses and "no foot step" symbols where no stepping is allowed. (see separate drawings).

Sealing in black lines in curves at engine panels (black stripe decals).

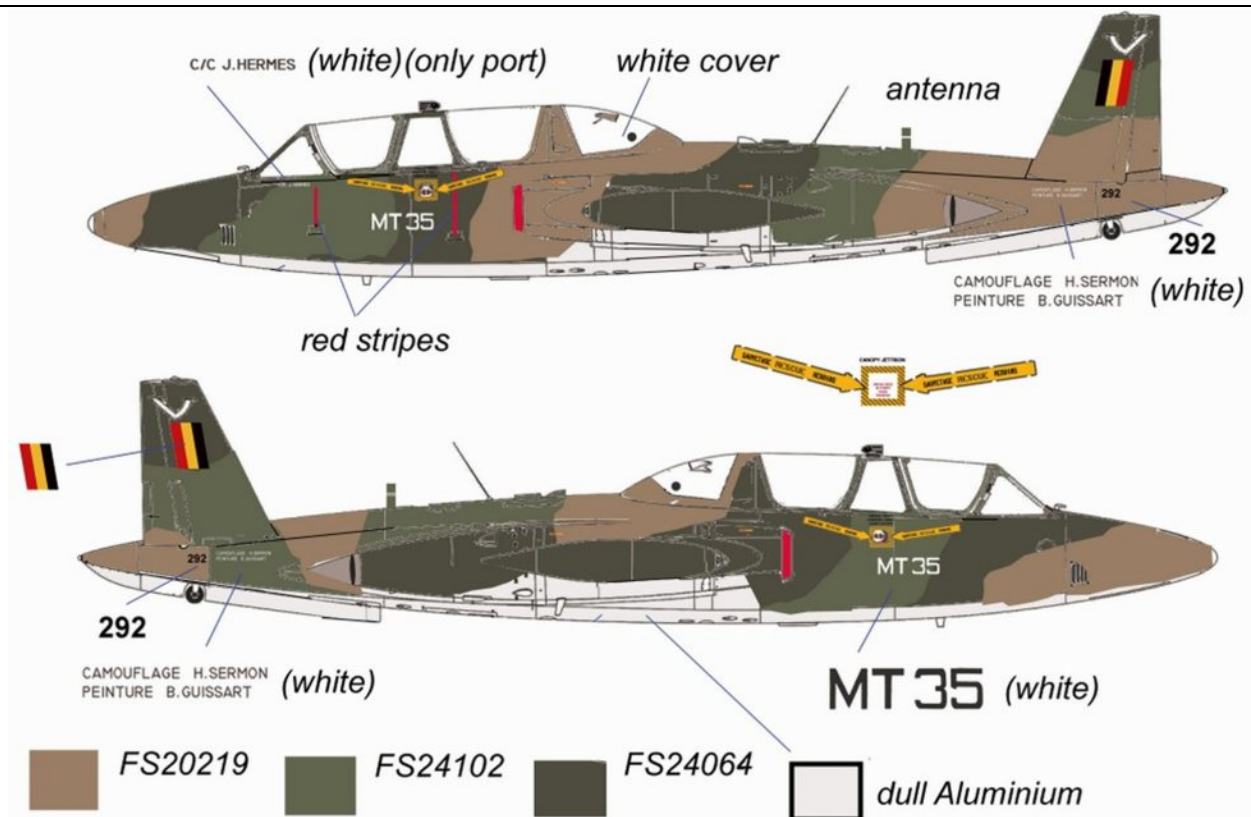
Small transparent windows were covered/ closed up and the rear clear bubble window had a white painted cover.

Extra UHF blade antenna on upper rear fuselage and smaller antennas as well.





[D] Lower scheme with also large MT35 code on lower starboard wing (*and upper) and smaller code and v-tail (*and upper)



[E] Magister coded MT-35 in white with jet number 292 of the Belgium Air Force has now a unique camouflage scheme. Seen at Air Tattoo 1984 at Bierset air base. Lower surfaces still silver dope/ dull aluminium. Upper colours FS20219 brown, FS24102 green and FS24064 dark green. Overall dark green tip tanks.

Red intake lip, inside edge and splitter plate. (No black anti-glare panel).

Larger flag markings on v-tail outsides at an angle.

Small jet number 292 in black at tail.

Small white code MT35 on upper port v-tail only.

Smaller non-standard roundels at upper wing only. Larger black code MT35 at lower starboard wing only.

Small crew chief name text at port below wind screen in white and other names texts at rear tail on both sides.

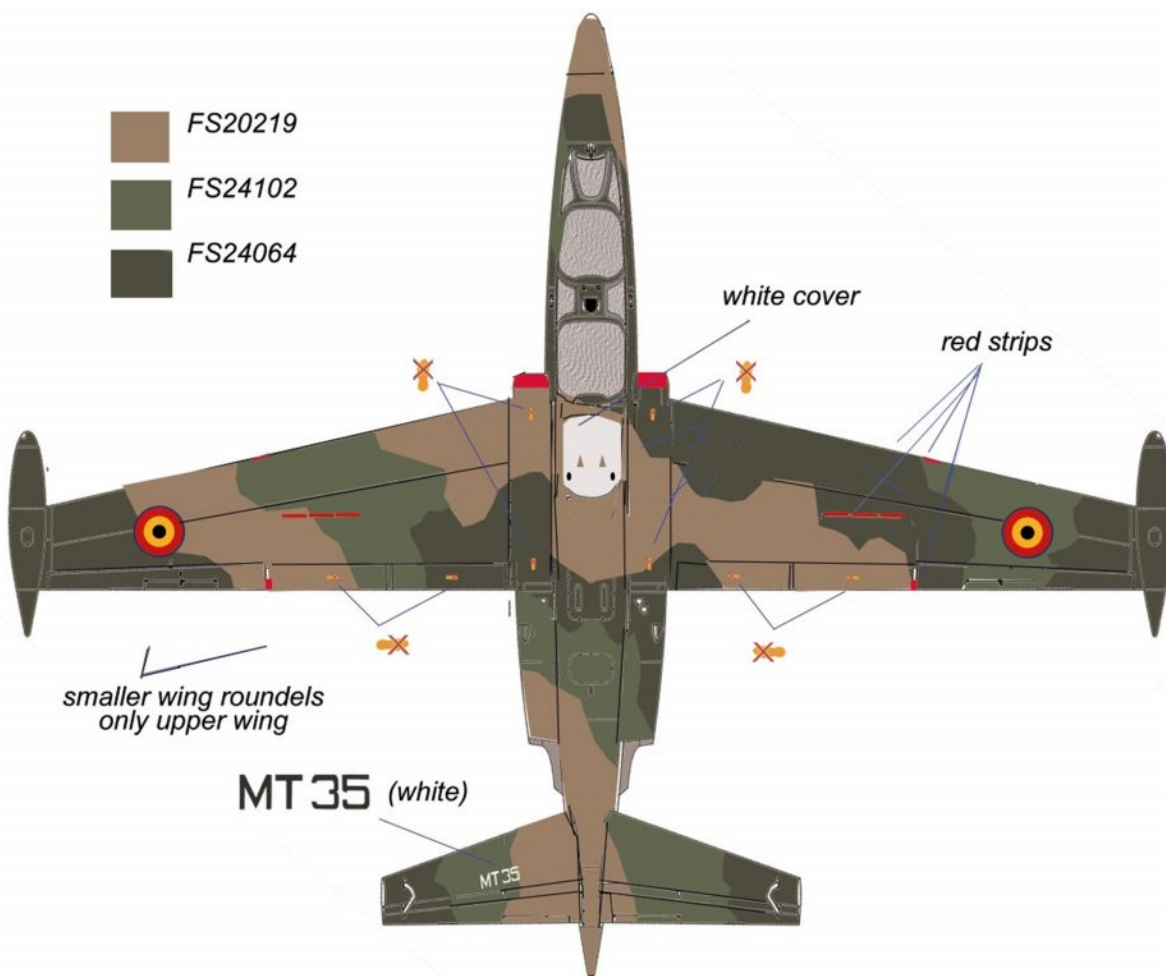
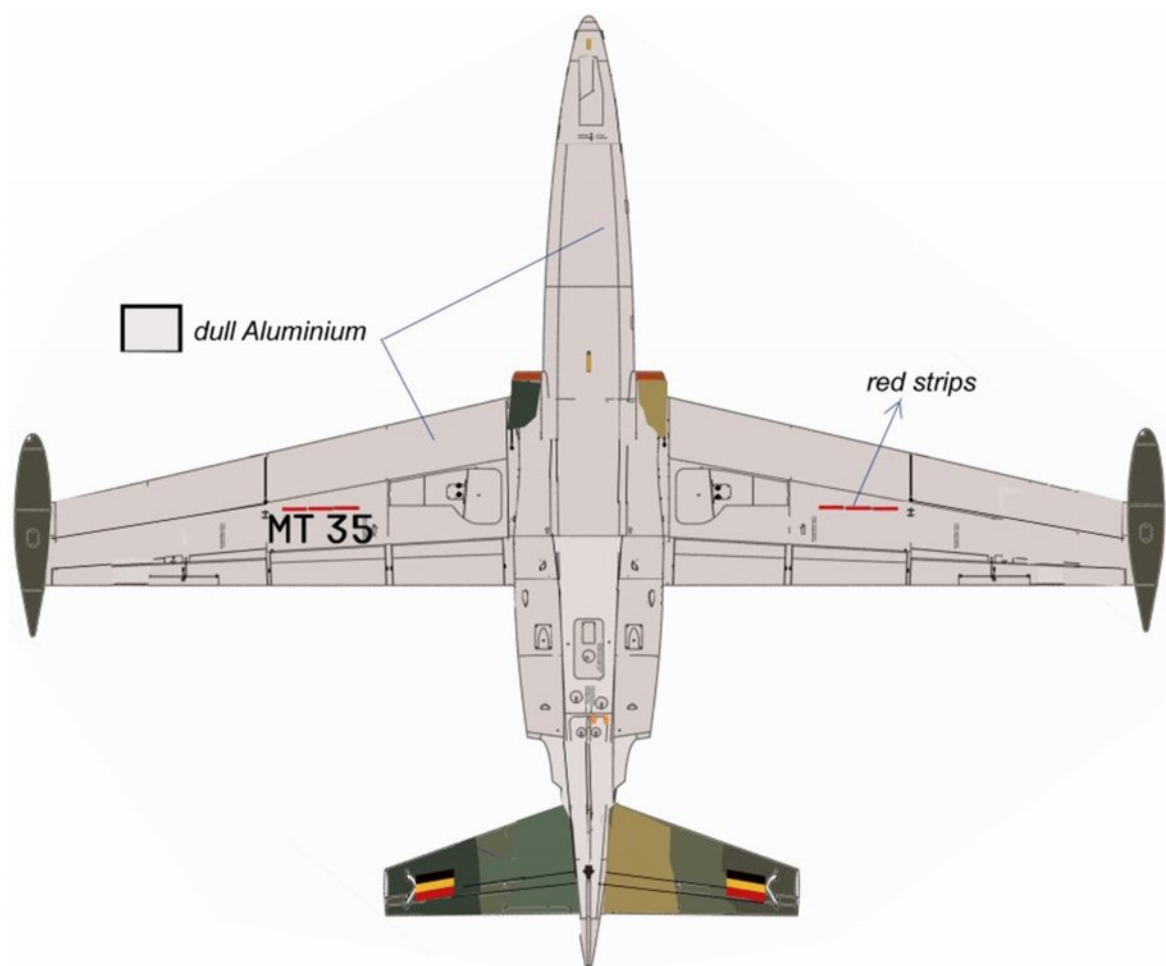
RESCUE markings with yellow arrows with 3-language text: sauvetage-rescue-redding. Note that port and starboard arrows are slightly different. Red vertical stripes at port (decals). No intake warning markings.

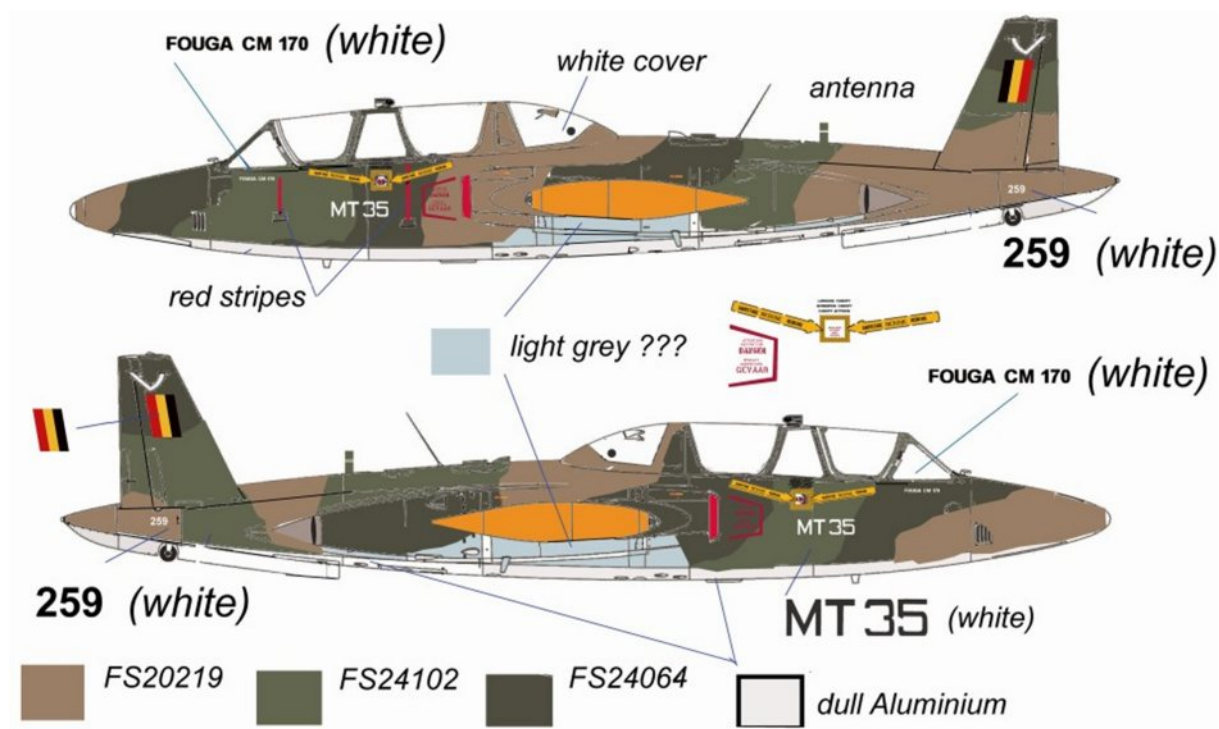
Almost NO stencilling and red striping, but indeed many "no foot step" symbols where no stepping is allowed.

Small transparent windows are closed up and the rear clear bubble window is still a white painted cover.

Extra UHF blade antenna on upper rear fuselage.

Extendable wing air brake edges have been painted red, seen as 3 red strips on both lower and upper wing.





[F] Magister coded MT-35 in white again with unique camouflage scheme but now strangely with jet number 259. Unclear if this was another jet than camouflage scheme [E]. It was seen August 1985 at Brustem air base.

Camouflage scheme has some lower areas still silver dope/ dull aluminium and probably other lower areas now in light grey. Overall dayglow tip tanks.

Red intake lip, inside edge and splitter plate and also now with red intake warning markings. (No black anti-glare panel).

Larger flag markings on v-tail outsides at an angle. Small jet number 259, now in white at tail. Small white code MT35 on upper port v-tail only.

Smaller non-standard roundels at upper wing only but now with the standard larger roundels on the lower wing. Larger black code MT35 at lower starboard wing only.

RESCUE markings with yellow arrows with 3-language text: sauvetage-rescue-redding. Note that port and starboard arrows are slightly different. Red vertical stripes at port (decals). Note intake warning markings.

Probably LATER STYLE stencils with red-stripes-with-red-crosses only (so NO "no foot steps") where no stepping is allowed.

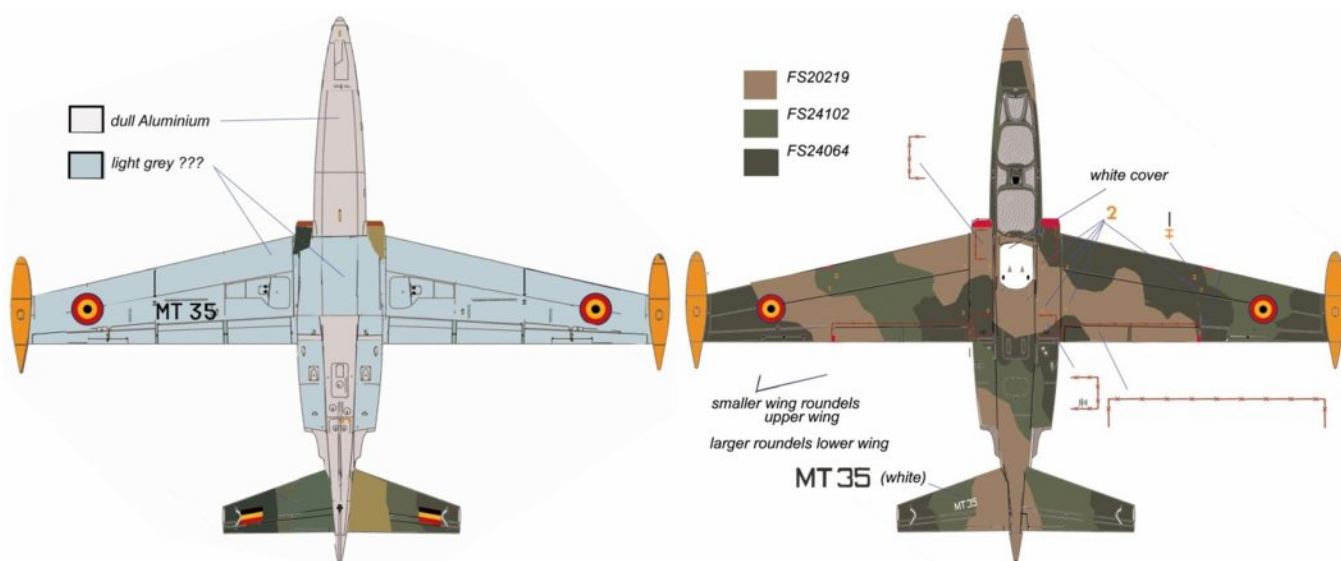
More stencils were seen applied though unclear if these were NATO yellowish or even white.

FOUGA CM 170 text in white on both nose sides. (no crew names on this jet).

Small transparent windows are closed up and the rear clear bubble window is still a white painted cover.

Extra UHF blade antenna on upper rear fuselage.

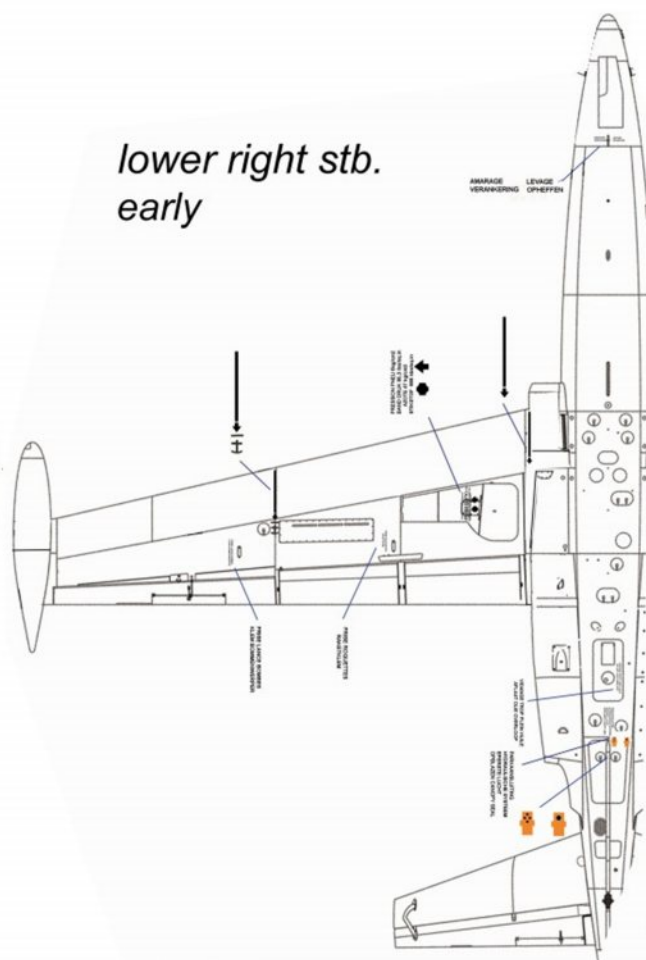
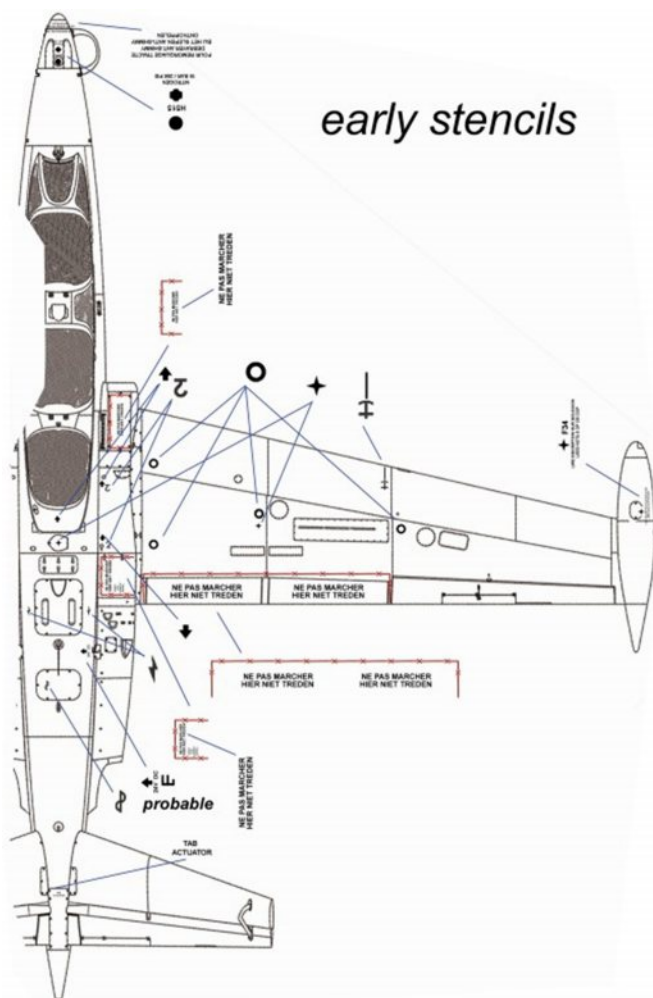
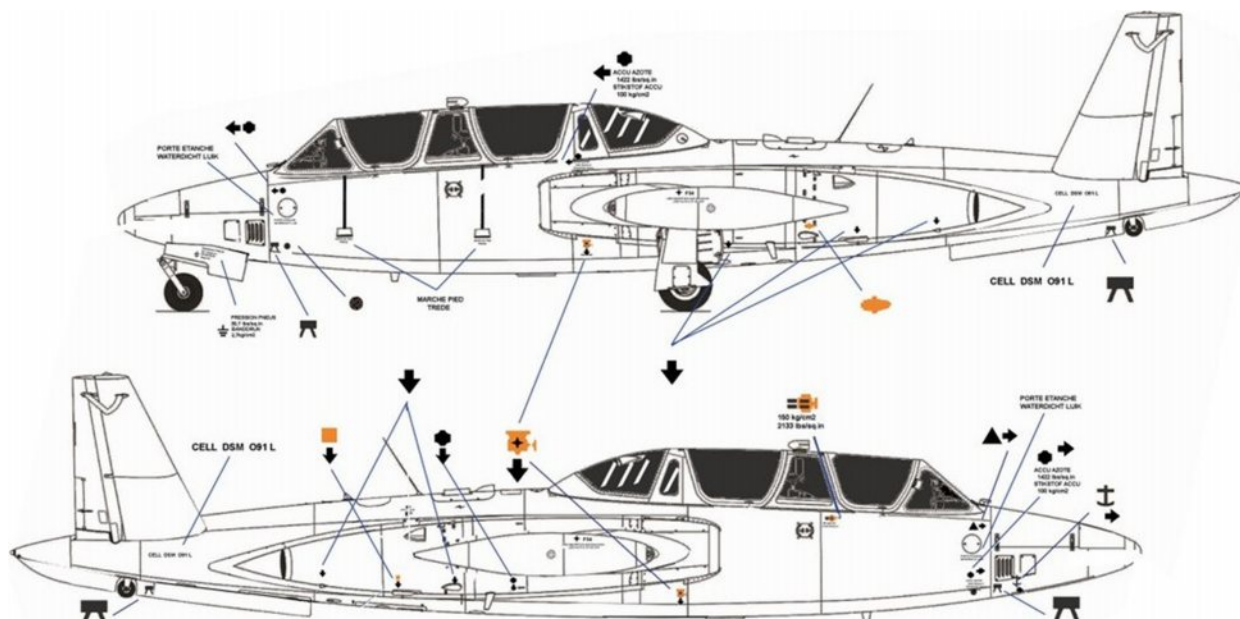
(The wing air brakes had NO visible red edges).



[1] EARLY STYLE STENCILS AND MAINTENANCE MARKINGS

Notes: RESCUE markings below canopy not shown.

Stencils were early mostly black but during service life often mixed with later style stencils



early stencils

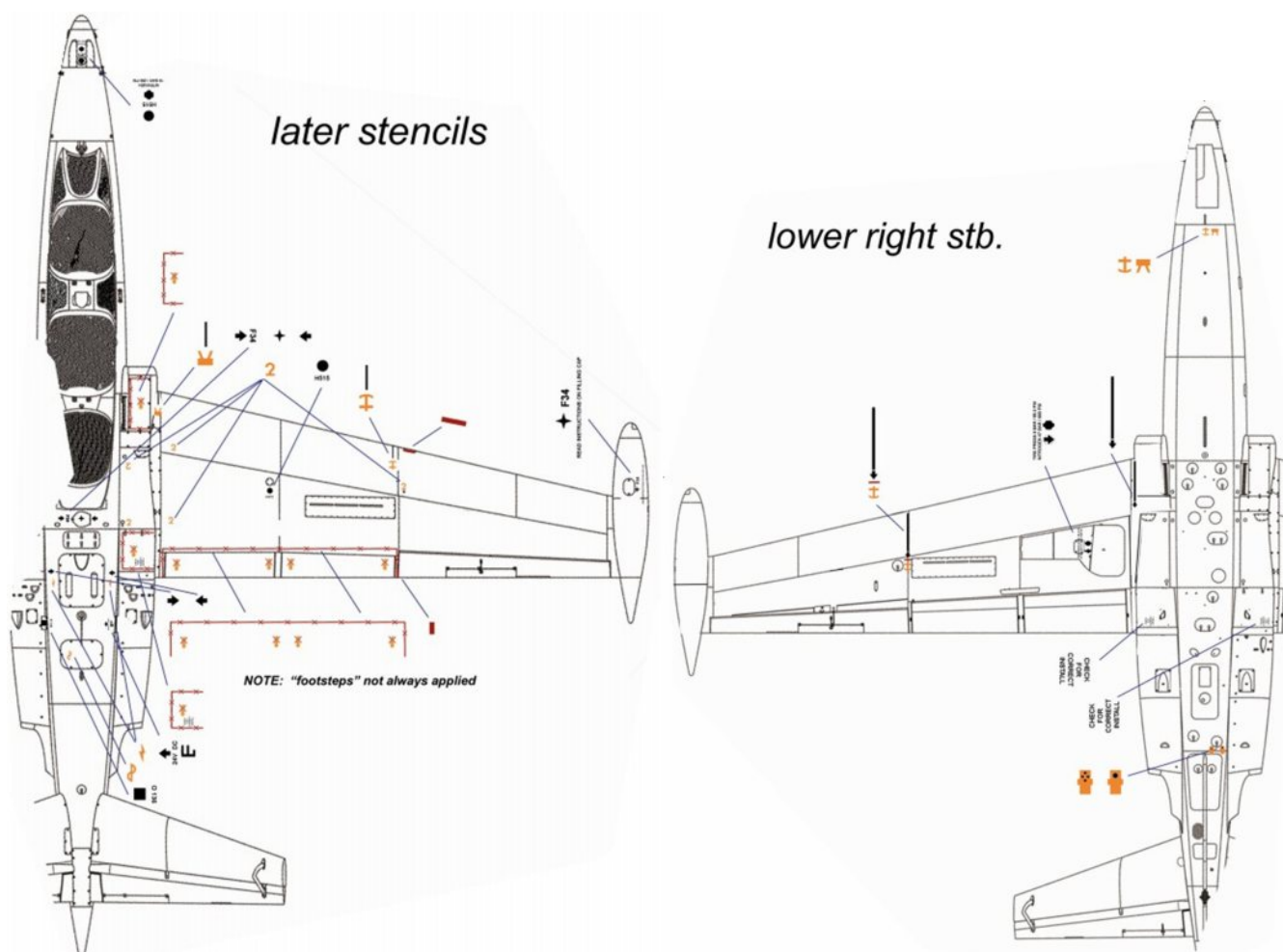
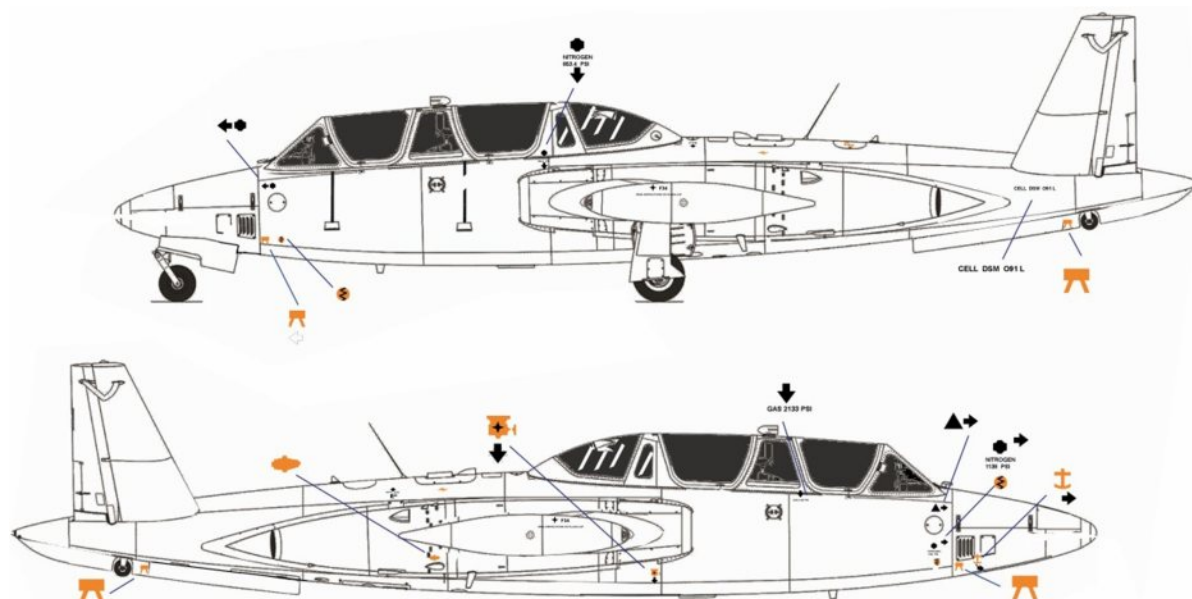
lower right stb.
early

NOTE: on decals sheet stencils are grouped

[2] LATER STYLE STENCILS AND MAINTENANCE MARKINGS

Notes: RESCUE markings below canopy not shown.

Stencils were later more NATO yellow type but often with still early style stencils



NOTE: on decals sheet stencils are grouped

Please visit website: www.aircraftinplastic.com

© copyright 2025