

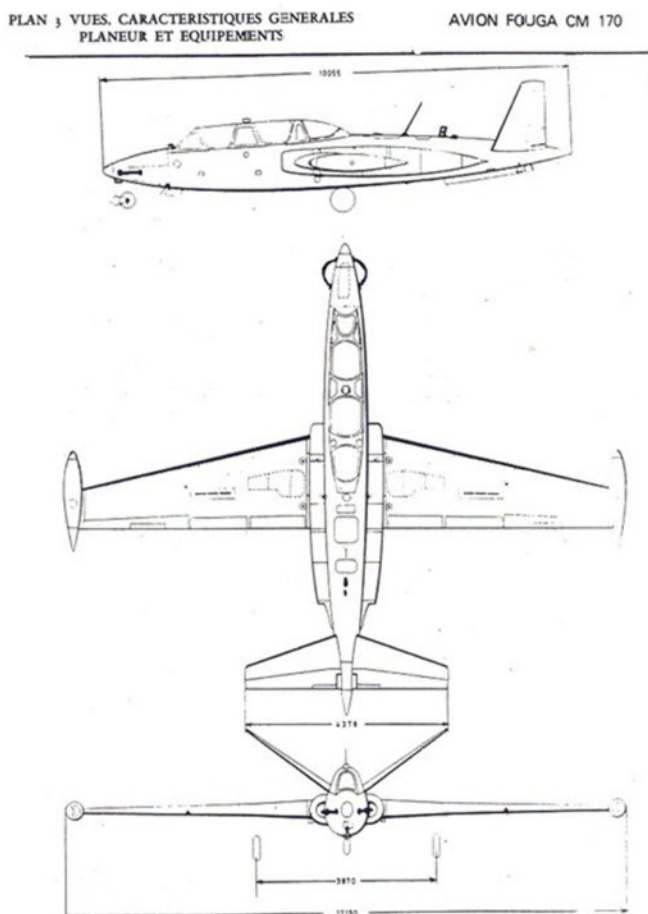
Fouga Magister CM.170 Eire An tAerchór / Irish Air Corps

(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.



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.



Eire An tAerchór / Irish Air Corps

In the mid 1970s the "An tAerchór" Vampires were withdrawn and replaced from 1976 by 6 CM-170 Magisters. Four were ex-Austria Super Magisters and 2 revised Magisters (stored at Fouga). It is unclear if some of these had ailerons with slightly wider chord.

The jets were based at Baldonnel base for training. For the secondary light strike role as Ireland had no other armed jets, they could be armed with nose machine guns, bombs and rockets. The aerobatic display team "Silver Swallows" flew 4 Magisters for displays from 1986. A few Magisters soldiered on until 1999.

Most Irish Magister jets did have the 2 U-shaped nose antennas, others not. Simple radio box aft of the rear seat.

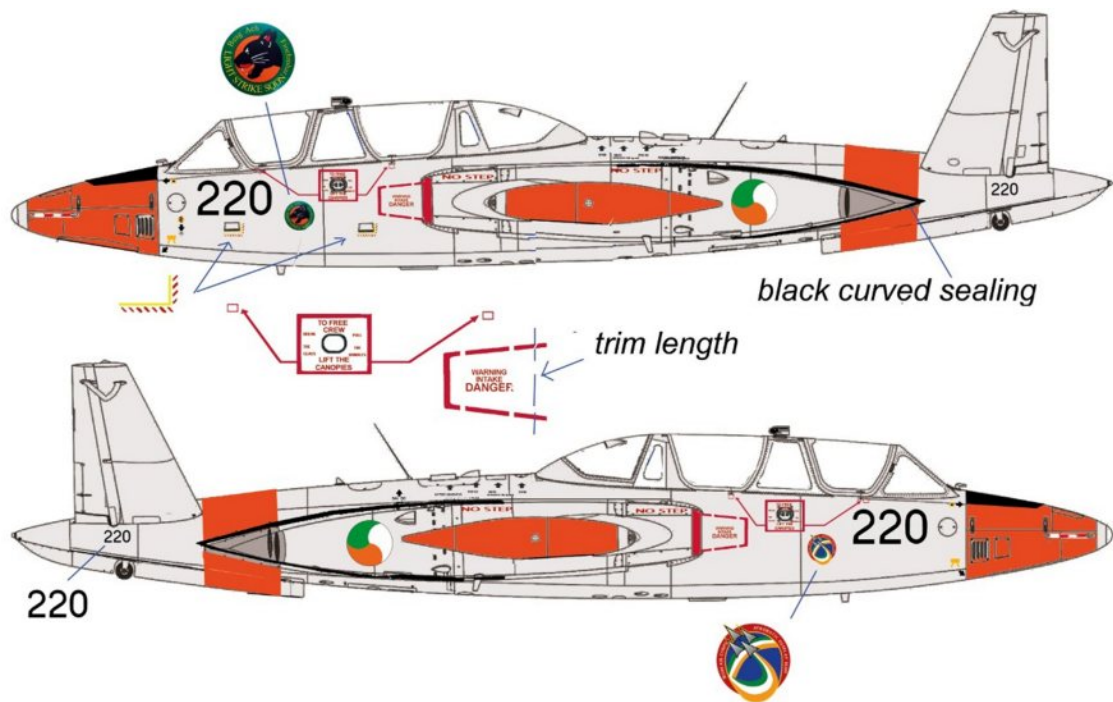
PAINTING AND DECALS

Decals are for Magister with different codes but all had the same paint scheme with dayglow orange trim.

Cockpit interior mostly black. The amount of stencilling seems to be modest.

See general notes on page 3

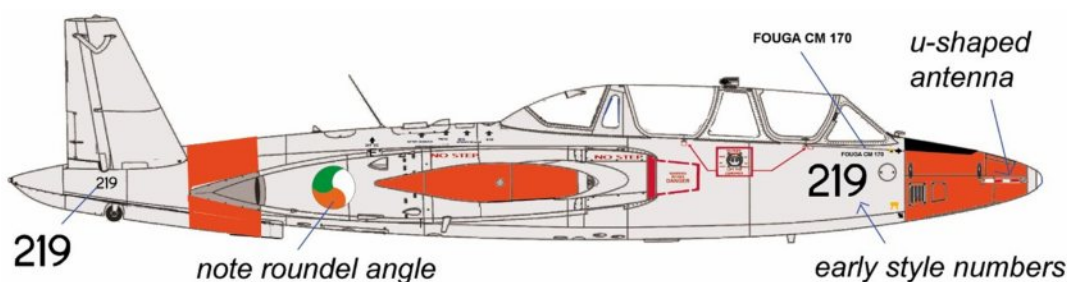
It is recommended to study references and photos are easily found on the internet.



[A] Magister coded 220 has standard finish and dayglow orange trim.

Large code 220 on lower starboard wing. Code 220 at nose below windscreen and smaller code below v-tail.

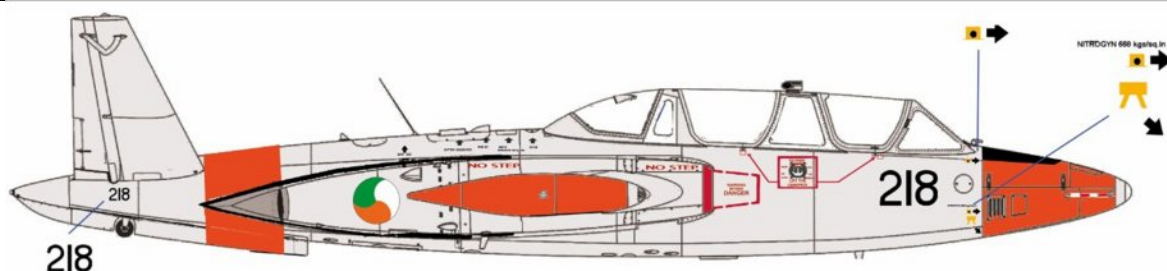
Shown in scheme of the aerobatic display team "Silver Swallows" that flew in a 4 ship formation. This jet was the lead jet fitted with GPS during the 1997 season. Air corps badge at port and team badge on starboard.



[B] Magister coded 219 has standard finish and dayglow orange trim. Shown as seen early in its career with the early style numbers.

FOUGA CM 170 title below windscreen on both sides.

(Early Magister 216 can also be made by rotating "6").



[C] Magister coded 218 has standard finish and dayglow orange trim. Shown with later usual style numbers.

The smaller fuselage stencils are shown as well but varied a bit.

GENERAL SCHEME NOTES:

Paint scheme remained quite standard with what appears to be overall dull silver dope with dayglow orange trim. Black anti-glare panel. Symmetrical scheme port and starboard.

Red intake lip, inside edge and splitter plate. Red rescue markings below the canopies and intake warnings, these may need some trimming or longer "arrows". Extra red stripes are on the decals sheet.

Code numbers' style varied somewhat. Nose codes and small codes below v-tail. Large code on lower starboard wing only. Standard larger roundels at upper and lower wing and small roundels on fuselage. Note their orientation.

Dayglow orange trim, also at half on wing tip tanks and wing tips.

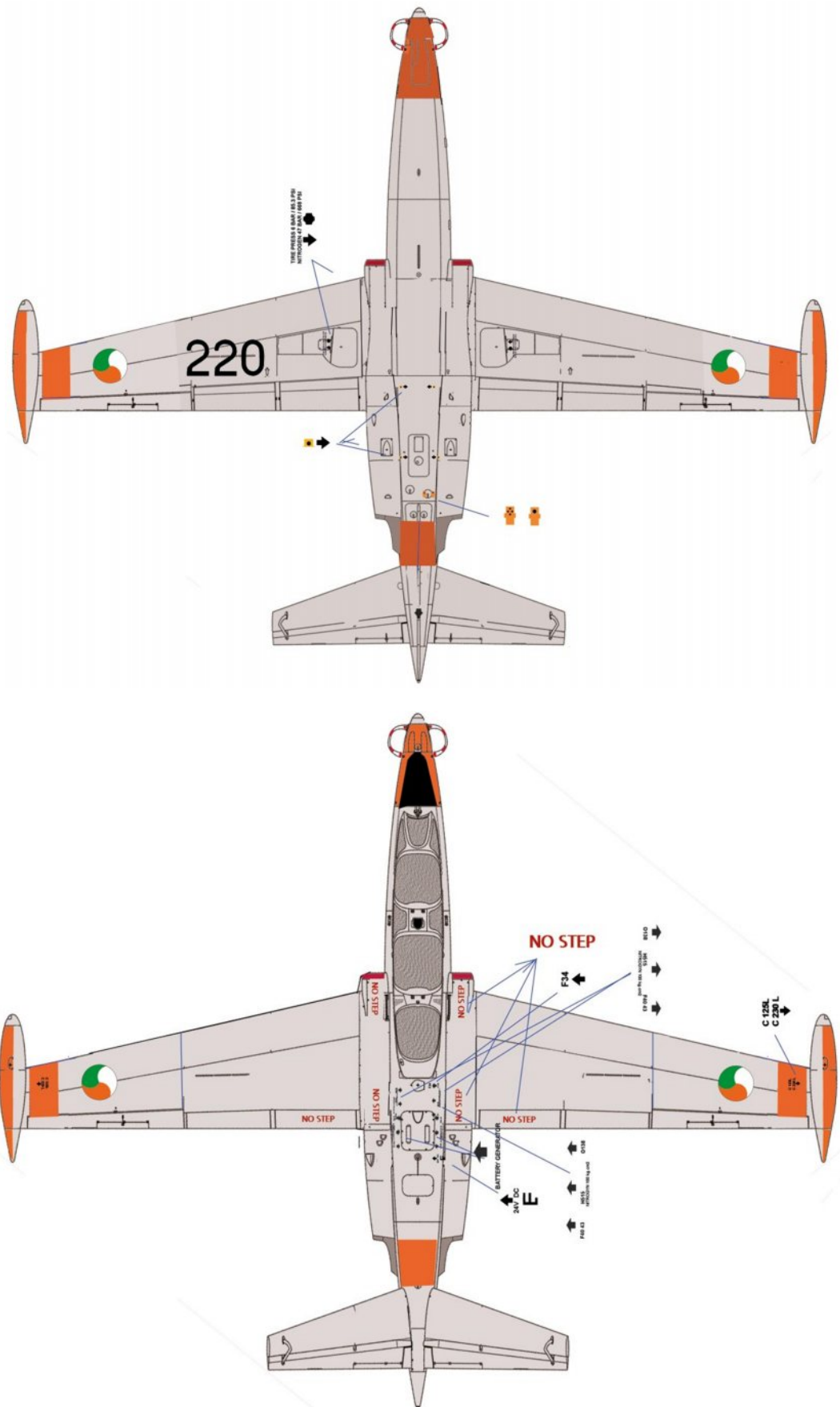
U-shaped pair of nose antennas usually installed with red-white stripes.

Red NO STEP texts on inside wing flaps, upper intakes and mid fuselage (symmetrical).

Many Magisters had black sealing tape on the joints of the engine fairings. Black decal stripes provided can be set curved, trim to size.

The "smaller stencils and maintenance markings" are a bit unclear and varied. Extra stencils are provided as sometimes seen on various Magister jets.

TYPICAL LOWER AND UPPER SCHEMES



OTHER *Eire An tAerchór* MAGISTERS CAN BE MADE BY COMBINING NUMBERS

Please visit website: www.aircraftinplastic.com

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