

Fouga Magister CM.170 in "Central Africa": Katanga , Gabon, Cameroon

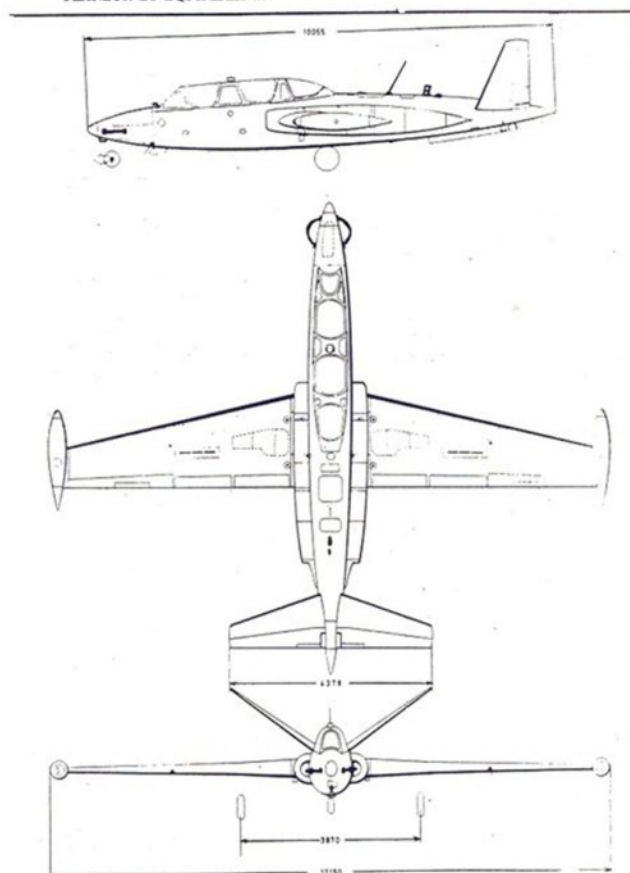
(1/32 scale) (other scales possible)

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 may contain an extra accompanying white decal to put underneath on dark surfaces.

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

PAINTING AND DECALS

Magisters were during their career often painted silver dope paint. Metal gear struts with beige/ light yellow door insides'. Cockpit interior mostly black with seat cushions leather brown and blue harness straps.

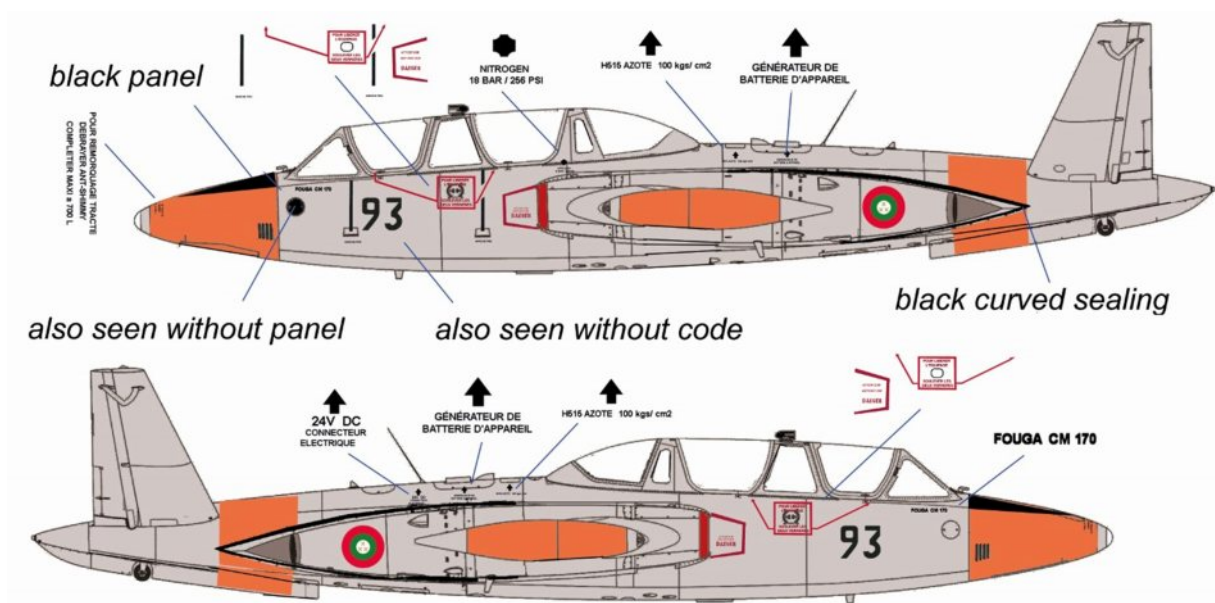


[A] Katanga "Force Aérienne"

African Congo was a privately owned vast property of the Belgian King Leopold II and bequeathed it to the Belgian State in 1908. The Belgian Air Force flew Fouga Magisters from the the Kamina base from January 1960. After Congo/ Zaïre became independent 30 June 1960, a few jets were transferred to Congo/ Zaïre and the rest went back to Belgium. There was unrest with different interests and tribes in Congo at the time and local fights. 11 July 1960 a secessionist State of Katanga in South-East Congo was established, an area with vast mineral and metal mines. The Congo crisis got worse and United Nations decided to oppose this state. The Katangese Air Force ("Force aérienne Katangaise") managed to obtain over 70 aircraft and these were flown by Belgian, French, and British mercenary pilots. Main base was Luano Airfield in Lubumbashi (then known as Élisabethville). Through the CIA cover up firm "Seven Seas" charter company 3 French Potez Fouga Magisters were air transported early April 1961. They had French schemes but painted with codes KAT-91, KAT-92 and KAT-93. Probably the KAT-92 was armed with 2 MAG-52 machine guns in the nose and could be armed with "self made pipes filled with grenades" as bombs. Several attacks on UN (ONUC) forces were done. The conflict that lasted until January 1963 when the United Nations after operation Grand Slam had regained control over the area.

See internet Wiki page:

https://en.wikipedia.org/wiki/Katangese_Air_Force



[A] **Magister Katanga "Air Force"**. KAT-93 numbered 296 coded 93 was obtained April 1961 along with 2 other KAT Magisters. (*Magister KAT-92 c/n 295 in similar scheme can be made also*).

KAT-93 had no guns. On January 27, 1963 this jet was damaged at Kolwezi by an attacking UNO Saab J-29. It seems that the remains were transported by train from Kisenge to Luanda in Angola.

French symmetrical Magister scheme that was commonly applied at the time. Painted silver dope with dayglow orange areas (~FS18915). Some overpainting was done locally. The peculiar black code "93" was not always applied on the forward fuselage.

Small roundels on rear fuselage engine fairings, larger ones at wing.

Black anti-glare panel. Red intake lip, inside edge and splitter plate. Full transparencies/ glass canopies.

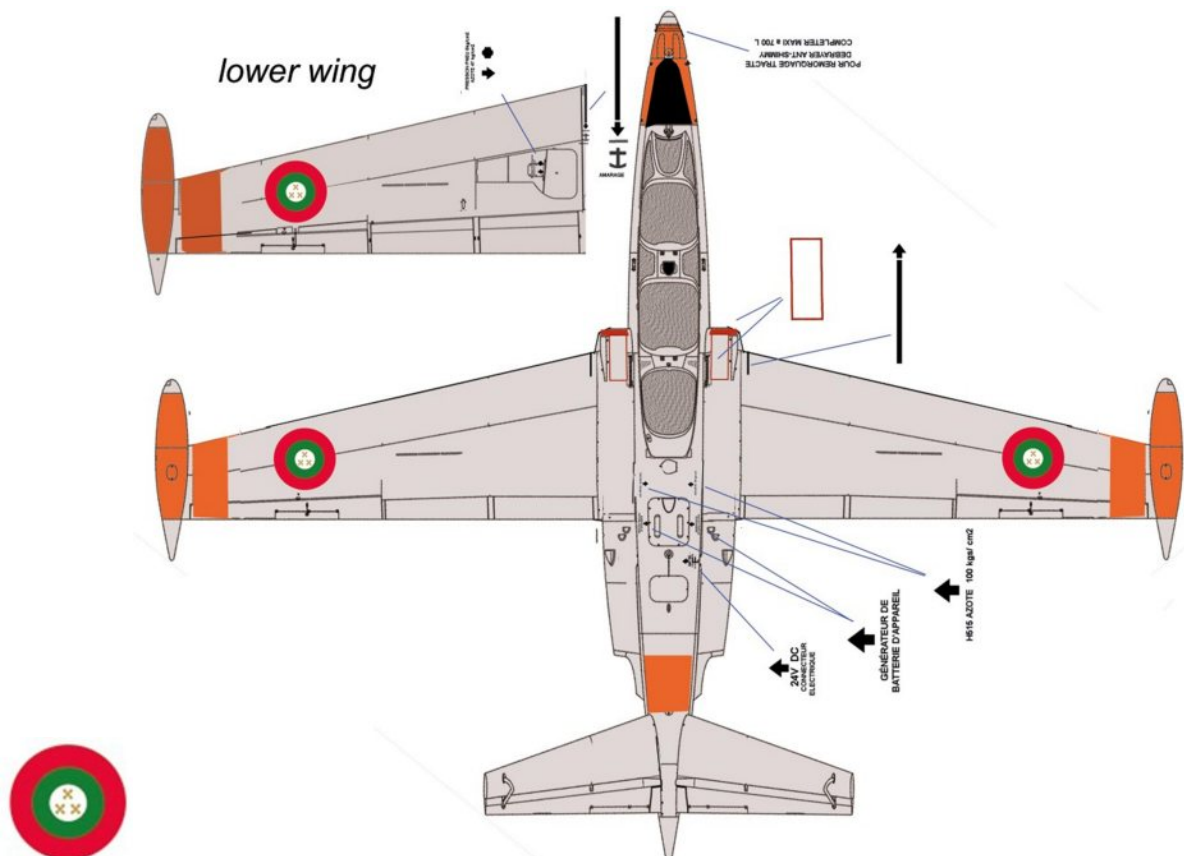
EARLY STYLE rescue markings below the canopies, note different lay-outs at port and starboard.

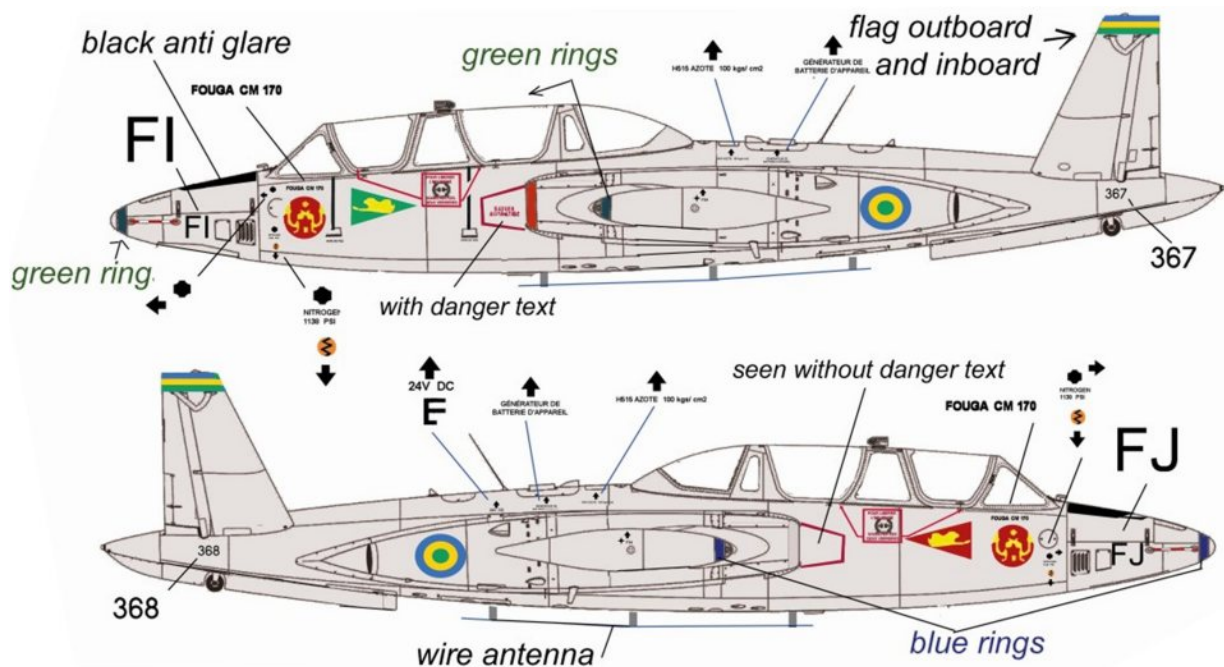
Sealing in black tape in curves at engine panel joints (black stripe decals, set in a curve and trim).

Probably some stencils as shown (extra ones are provided).

No photos are known that show the upper surfaces but a frontal photo suggests large roundels were also set at the wing. Red outlined no walking panels on upper intakes. Probably no "ne pas marcher" (NO STEP) texts applied (decals are provided though).

Probably no black number codes on wing.





[B] Magisters Gabon Air Force/ "Armée de l'Air Gabonaise" were flown by the Presidential guard. Some 6 jets were flown from the 1970s and an additional 6 were later acquired from Austria.

Magister numbered 367 nose code FI with "green rings" on nose and tip tanks. (was former Austria 4D-YP).

or

Magister numbered 368 nose code FJ with "blue rings". (was former Austria 4D-YQ). (lower scheme).

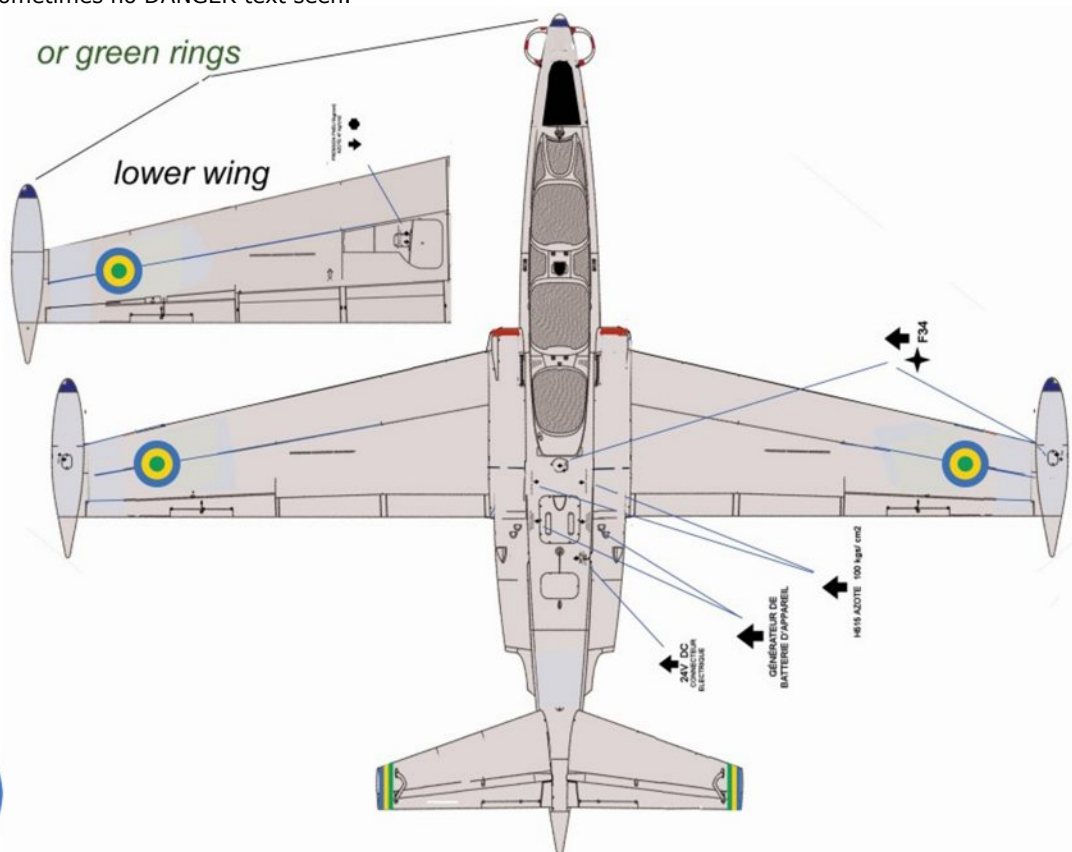
French symmetrical Magister scheme that was commonly applied at the time. Painted silver dope overall. Full transparencies/ glass canopies. Black anti-glare panel. Red intake lip, inside edge and splitter plate with sometimes no DANGER text seen.

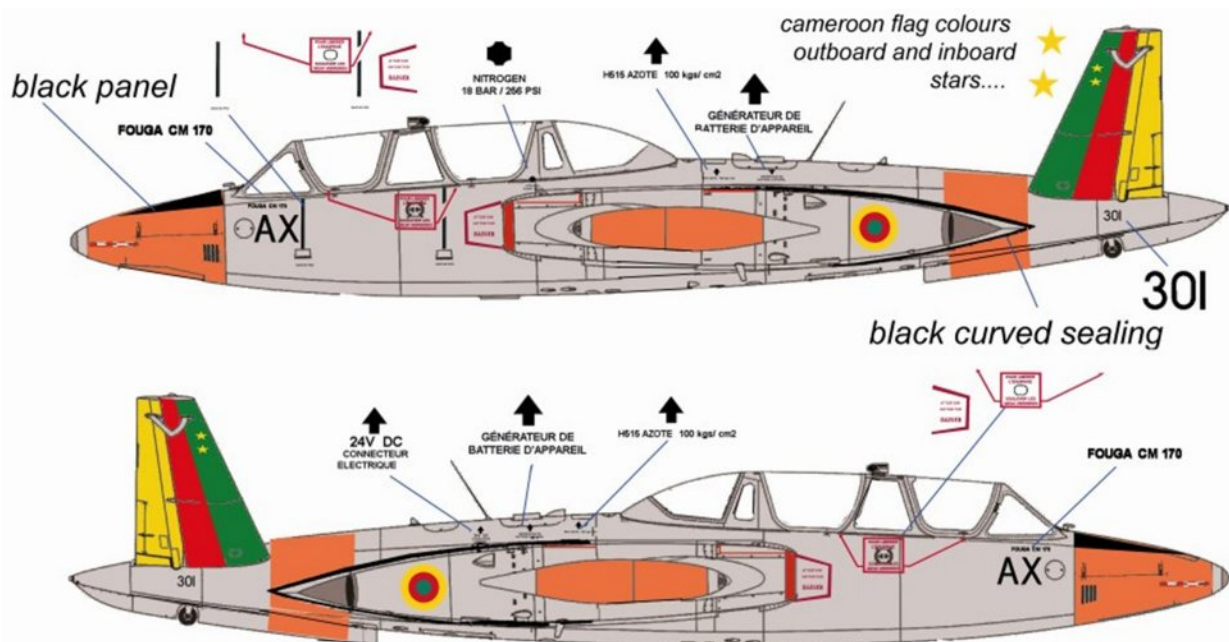
Small roundels on rear fuselage engine fairings, larger at wing. Set some stencils as shown (extra ones are provided).

Note "reversed" flag stripes on outsides and insides of v-tail. Trim to size. Gabon unit badges varied on jets.

EARLY STYLE rescue markings below the canopies, note different lay-outs at port and starboard.

Some jets showed sealing in black tape in curves at engine panel joints (black stripe decals, set in a curve and trim). Probably no "ne pas marcher" (NO STEP) texts applied. Unclear if red stripes were set at areas where no walking is allowed such as on intakes, mid-fuselage and wing flaps (decals are provided though).





[C] **Magister Cameroon Air Force** coded AX numbered 301 is in overall silver dope with bright orange panels. Full transparencies/ glass canopies. No nose guns.

Red intake lip, inside edge and splitter plate with red DANGER intake markings. Black anti-glare panel.

The U-shaped nose antennas had red-white bands.

Small roundels on rear fuselage engine fairings. Larger roundels on upper wing surfaces and lower wing surfaces.

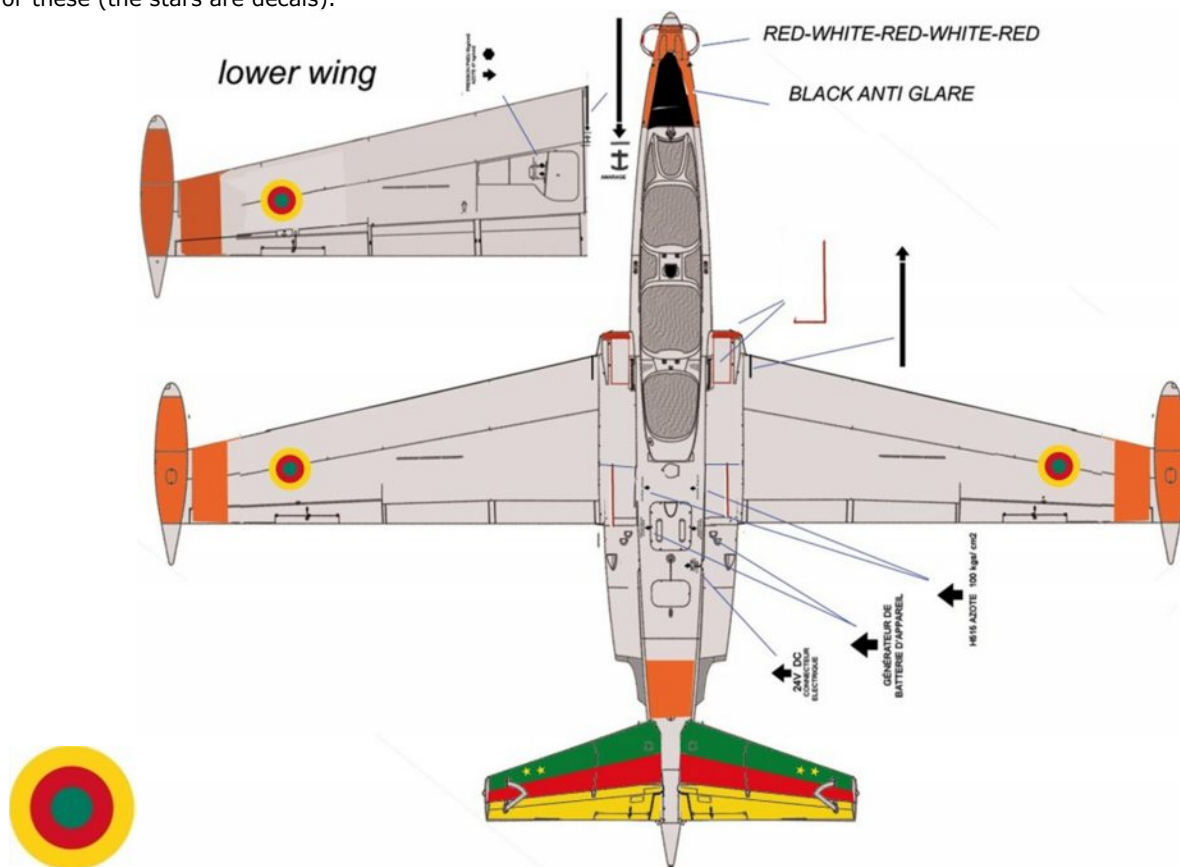
Large flag coloured rudders with small yellow stars on outsides and insides of v-tail. The modeller should match paints for these (the stars are decals).

EARLY STYLE rescue markings below the canopies, note different lay-outs at port and starboard.

Sealing in black tape in curves at engine panel joints (black stripe decals, set in a curve and trim).

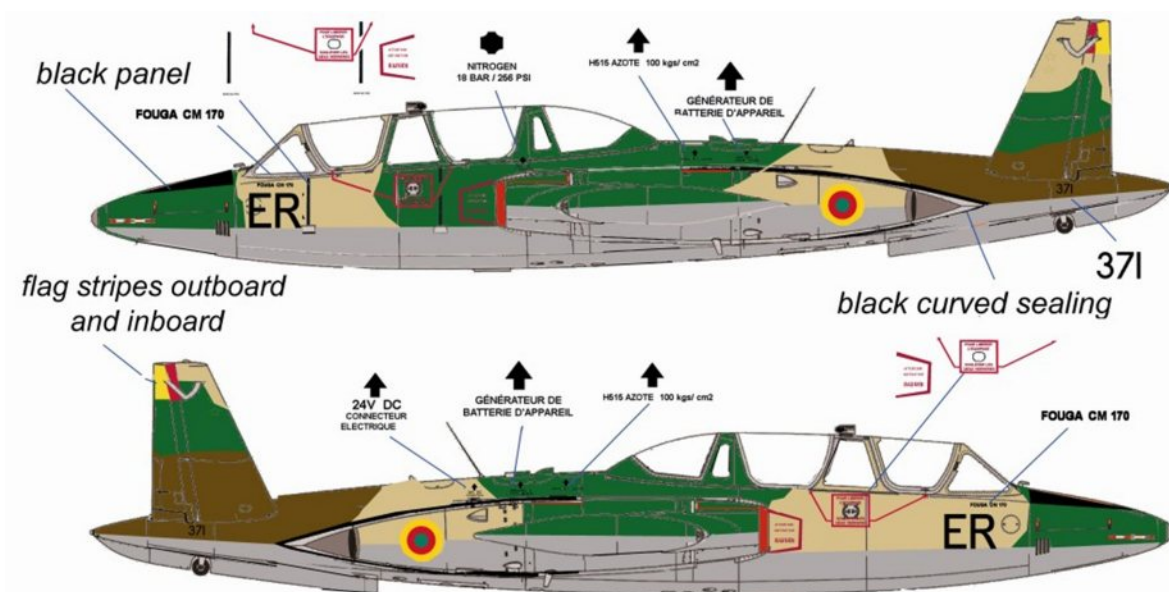
Set some stencils as shown (extra ones are provided).

Red striping applied on upper fuselage intakes and rear areas where no walking is allowed. Probably no "ne pas marcher" (NO STEP) texts at wing flaps (decals are provided though).



The Cameroon Air Force ("Armée de l'Air du Cameroun", AAC) was set up with assistance from France in 1961. Probably 9 Magister jets were delivered followed by at least 10 additional Magisters.





[D] Magister Cameroon Air Force coded c/n 371 has a camouflage scheme of sand, dark brown and green. Lower surfaces are . Full transparencies/ glass canopies. No nose guns.

Camouflage scheme of upper areas with sand (~FS33531), dark brown (~FS30219), green (~FS34097) and lower surfaces light grey (~FS36495).

Red intake lip, inside edge and splitter plate with red DANGER intake markings. Black anti-glare panel.

The U-shaped nose antennas had red-white bands.

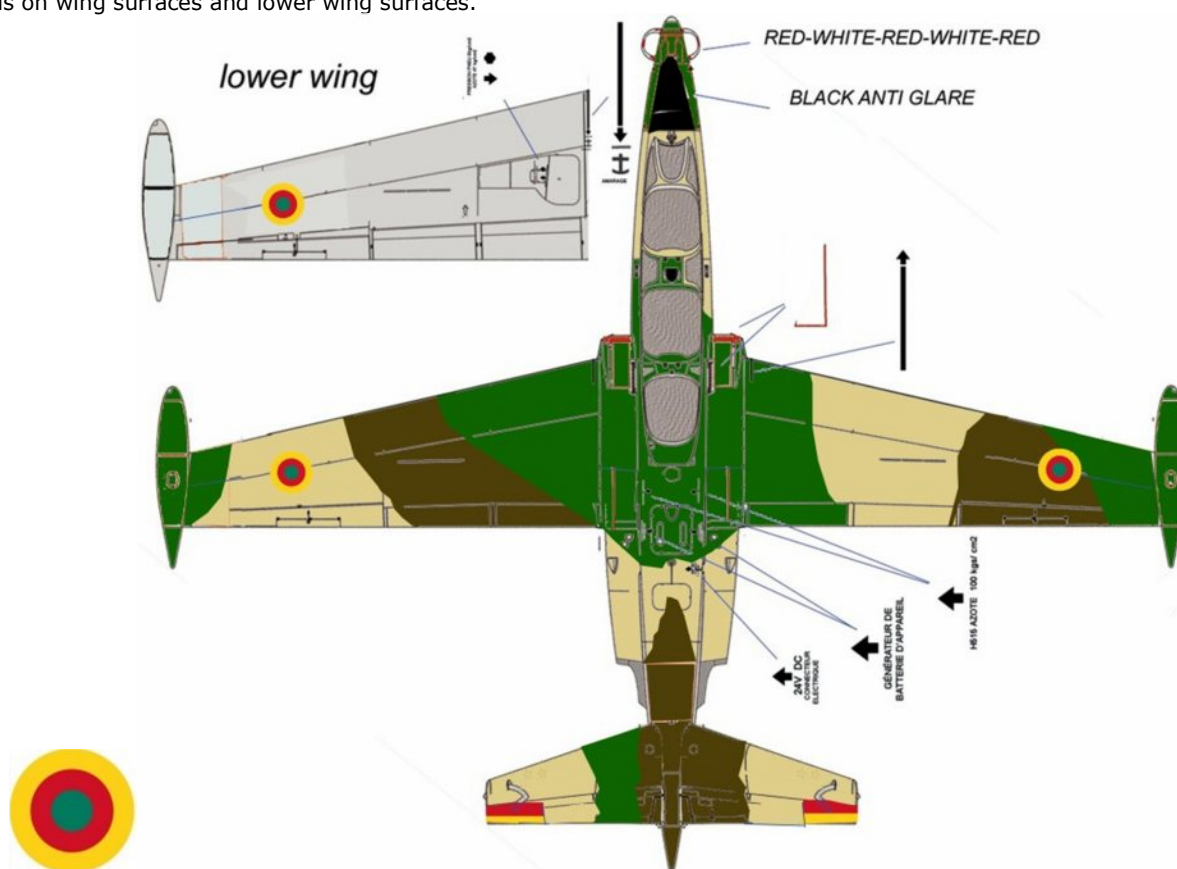
Small roundels on rear fuselage engine fairings. Larger roundels on wing surfaces and lower wing surfaces.

Small vertical flag stripes on outsides and insides of v-tail. Trim to size.

EARLY STYLE rescue markings below the canopies, note different lay-outs at port and starboard.

Set some stencils as shown (extra ones are provided).

Red striping applied on upper fuselage intakes and rear areas where no walking is allowed. Probably no "ne pas marcher" (NO STEP) texts at wing flaps (decals are provided though).



Please visit website: www.aircraftinplastic.com

© copyright 2025

AIRCRAFT IN PLASTIC