

Fouga Magister CM.170 in "Asia":

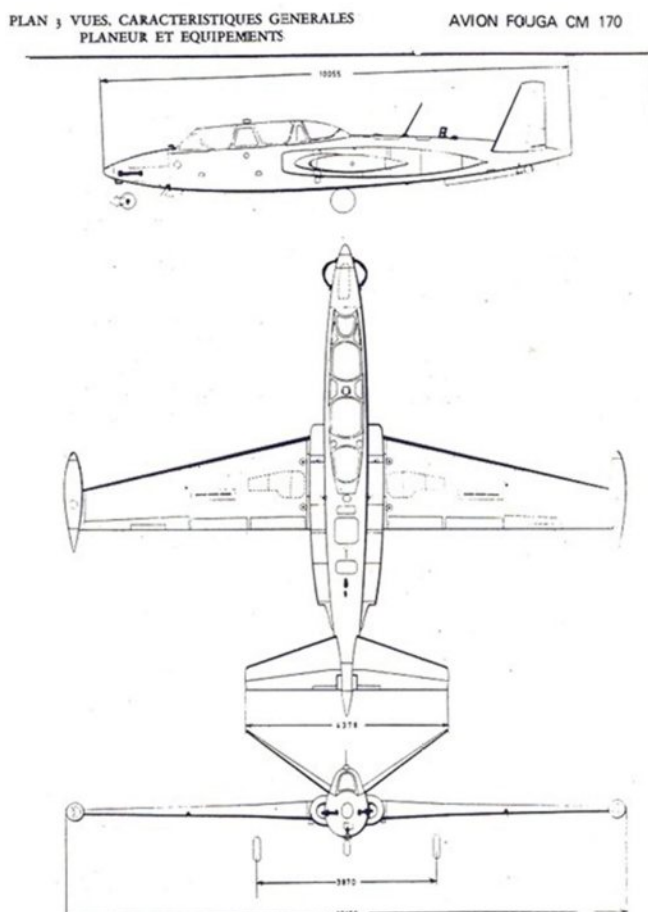
Lebanon, Bangladesh, Cambodia

(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 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.



Lebanon Air Force

The Lebanon Air Force used some 20 Magister jet trainers that flew mainly with no.6 squadron from the mix sixties at the Aviation school at Rayak air base. They were also used for other roles.



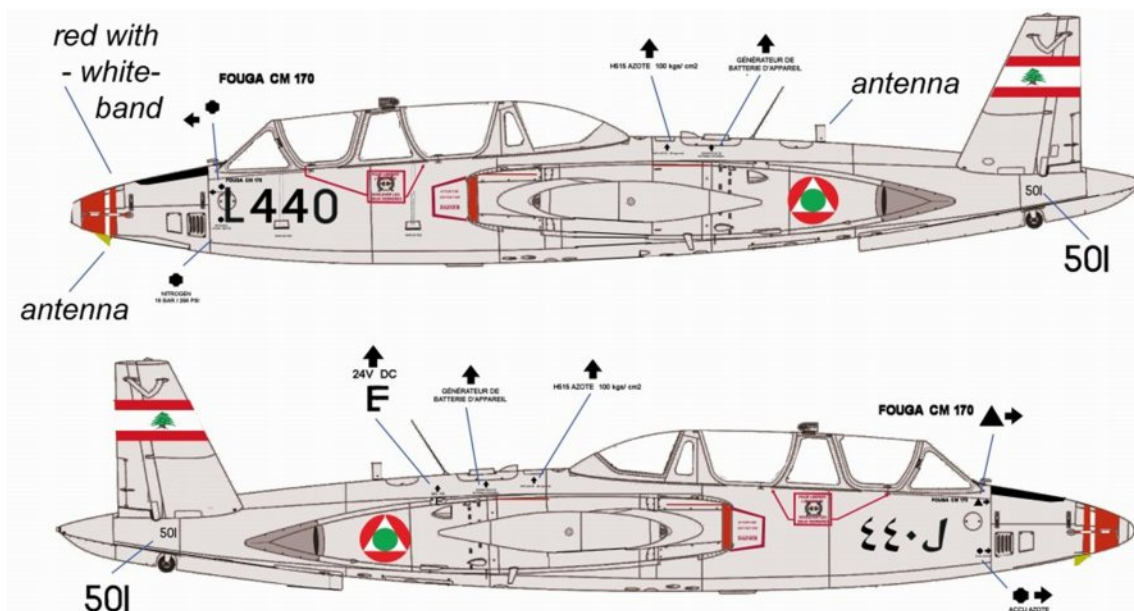
Bangladesh Air Force

Some 13 Magisters were used by the Bangladesh Air Force from probably 1977 for jet training at the Air Force Academy at Jessore air base. They flew until 1997.



Cambodia Air Force

The Royal Cambodian Air Force operated 4 Magisters from 1961 c/n 303-306. They were used initially only for training purposes. After political changes, the Khmer Air Force used Magisters from 1970 as strike jet as the Air Academy formed a Light Attack Squadron and machine guns were fitted in the nose.



[A] Magister **Lebanon Air Force**, coded L440 c/n 501 had a natural metal scheme that quickly became quite dull aluminium. Full transparencies/ glass canopies and no guns.

Symmetrical scheme.

Black anti glare panel. Red nose band with white band (decal). The U-shaped nose antennas had red-white stripes. Note spine antenna and tiny yellow lower nose antenna.

Red intake lip, inside edge and splitter plate.

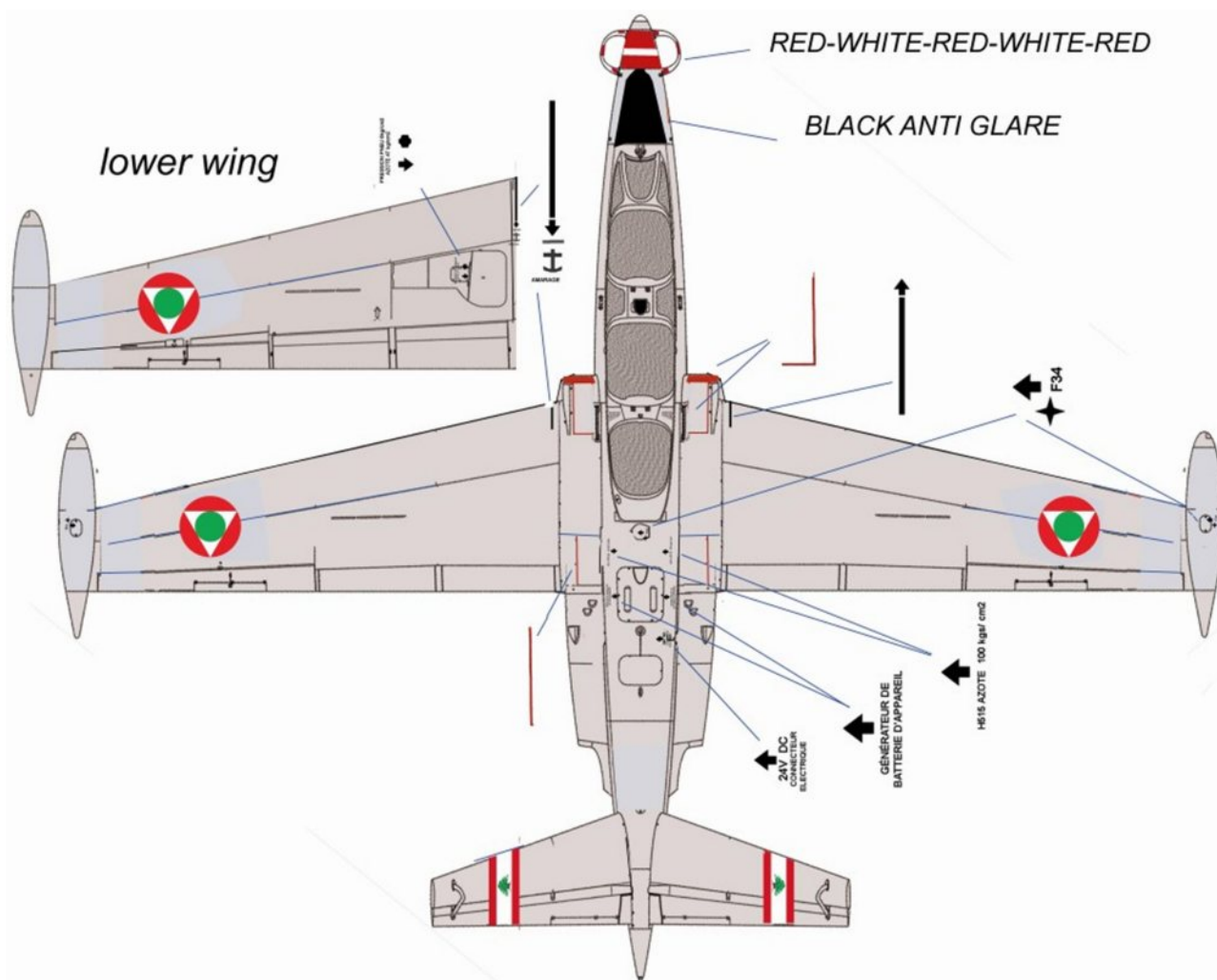
Larger roundels on upper wing surfaces and lower wing surfaces. Smaller roundels at engine fairings.

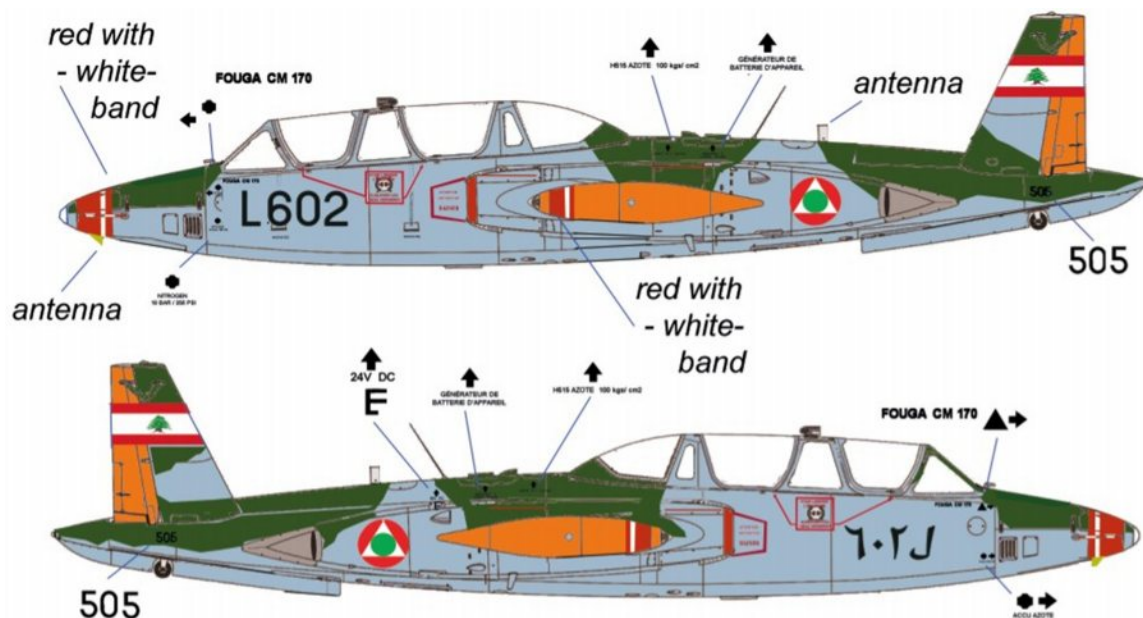
EARLY STYLE "French text" rescue markings below the canopies, note different lay-outs at port and starboard.

National flag bands on outsides and insides of the v-tail. (trim the decals to fit).

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

Probably "ne pas marcher" texts were not set at wing flaps. Some red lines were seen on the upper intakes, rear upper mid-fuselage where NO walking is allowed. (decals are provided).





[B] Magister **Lebanon Air Force**, coded L602 with c/n 505 has a camouflage scheme. Full transparencies/ glass canopies and no guns.

Camouflage colours are overall "ocean grey" with dark green patterns on upper areas. Bright orange panels at v-tail and outsides' of tip tanks. Red intake lip, inside edge and splitter plate.

National flag bands on outsides and insides of the v-tail. (trim the decals to fit). Red nose band with white band (decal) and on tip tanks. The U-shaped nose antennas had red-white stripes. Note spine antenna and tiny yellow lower nose antenna.

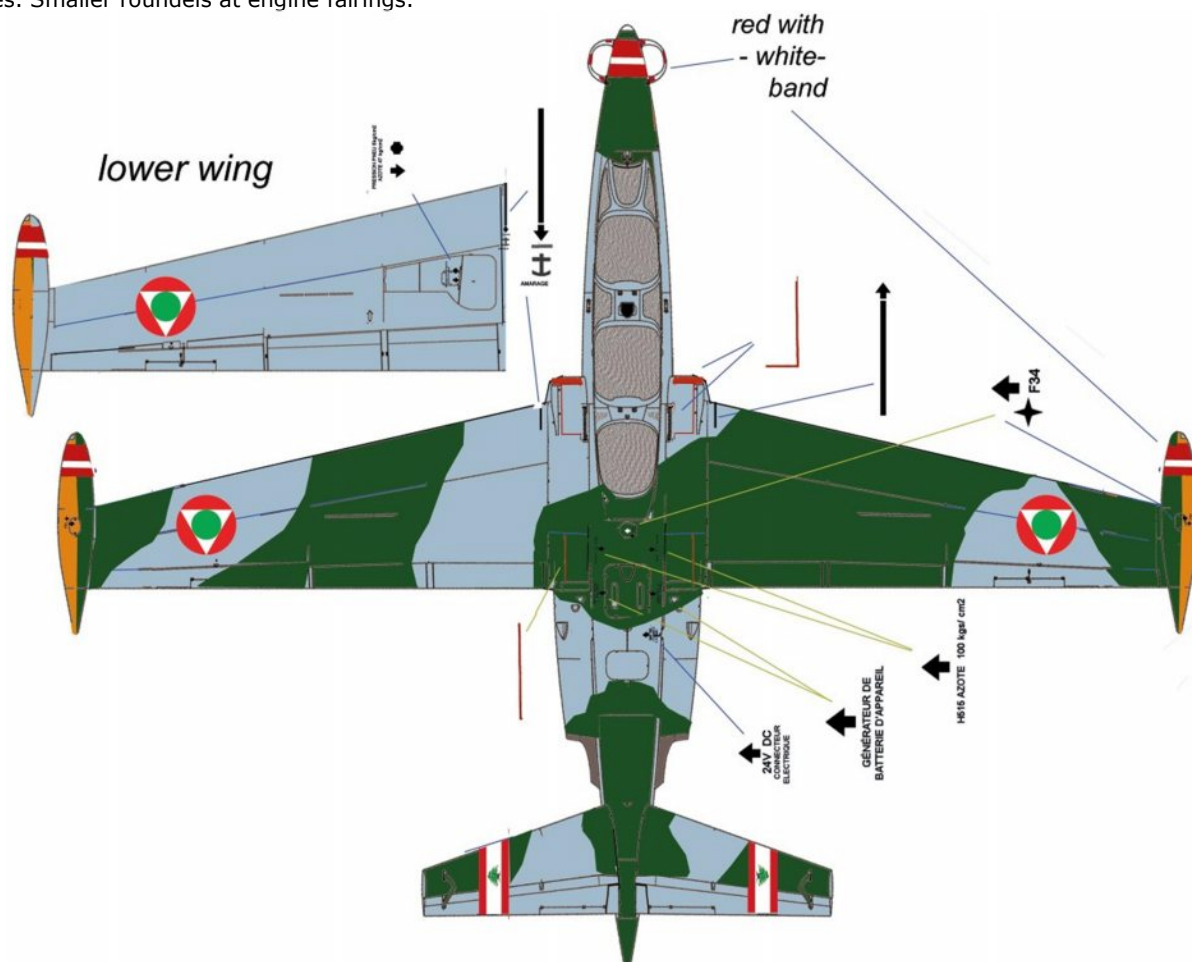
Larger roundels on upper wing surfaces and lower wing surfaces. Smaller roundels at engine fairings.

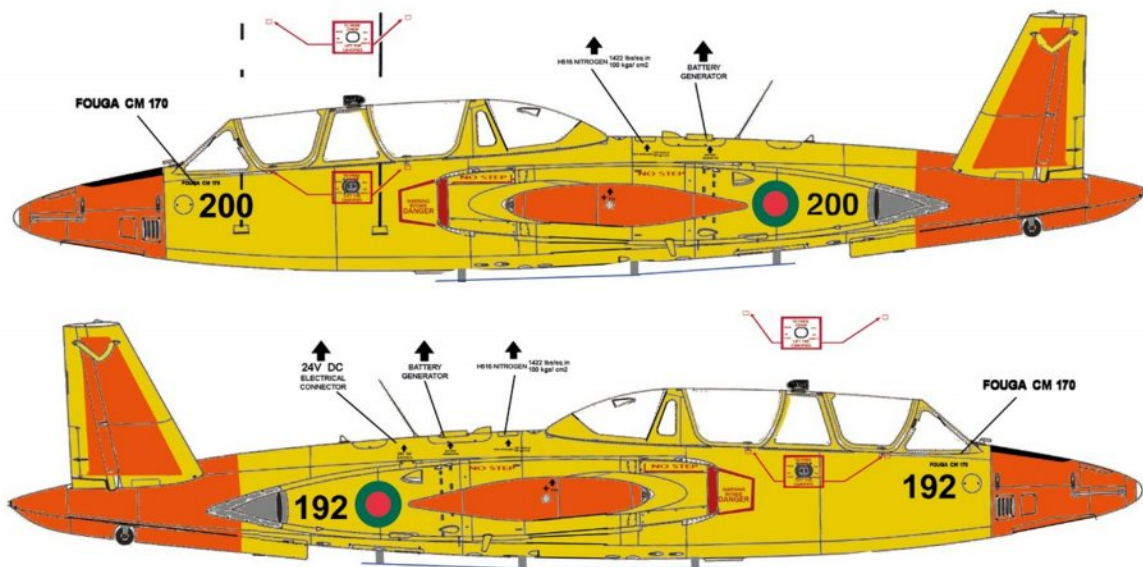
EARLY STYLE rescue markings below the canopies, note different lay-outs at port and starboard.

Long flag bands on outsides and insides of the v-tail. (trim the decals to fit). Bright orange panels outsides and insides.

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

Probably "ne pas marcher" texts were not set at wing flaps. Some red lines were seen on the upper intakes, rear upper mid-fuselage where NO walking is allowed. (decals are provided).





[C] **Magister Bangladesh Air Force** coded 200 (upper scheme) and 192 with similar scheme (lower scheme). (193 by combining 19+3 is also possible) Full transparencies/glass canopies. No nose guns.

Symmetrical scheme. Main bright yellow colour (about RLM04) with bright orange areas.

Red intake lip, inside edge and splitter plate with red DANGER intake markings. Small black anti-glare panel. The U-shaped nose antennas were often overpainted orange. Long wire antenna on fuselage belly.

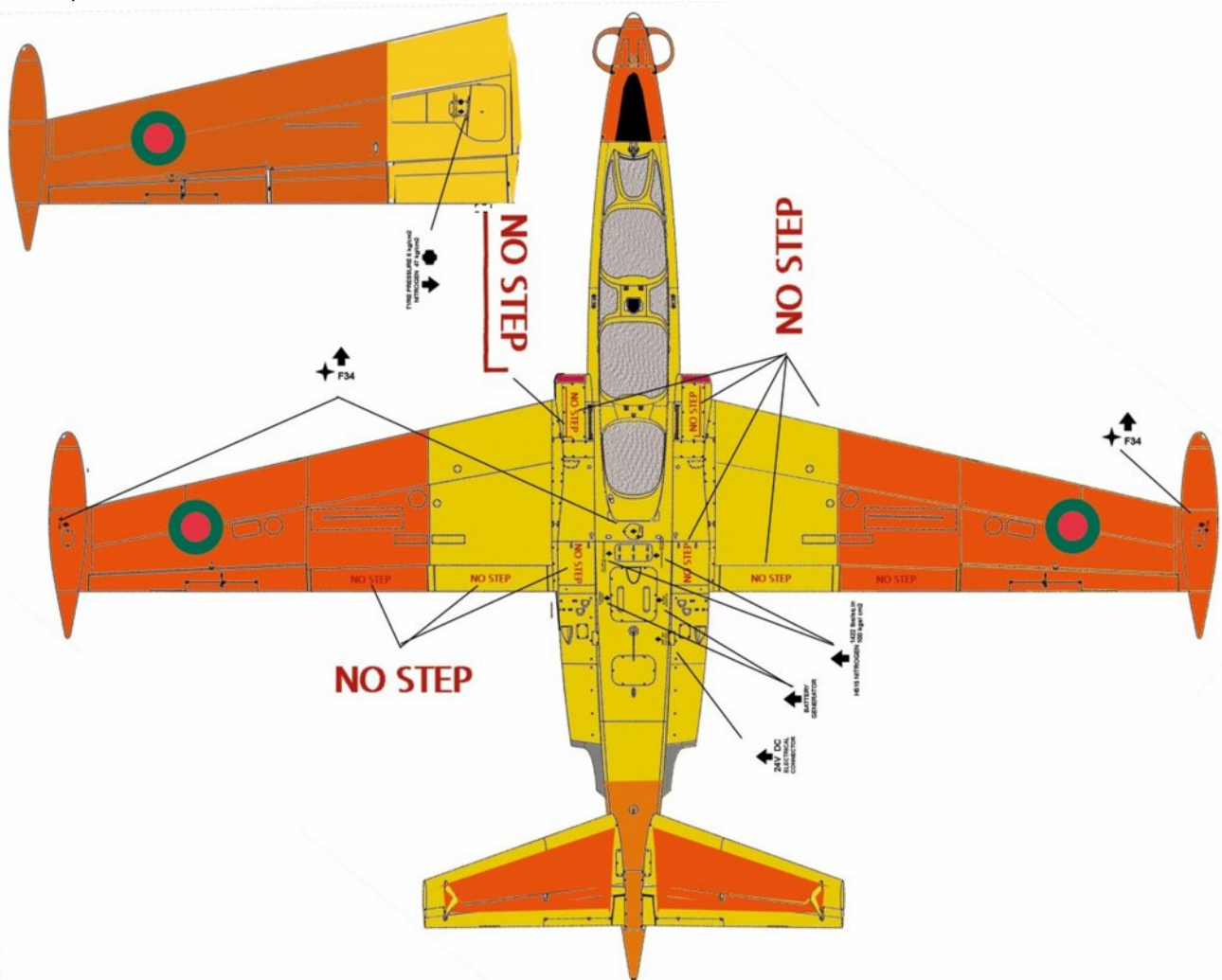
Smaller roundels on rear fuselage engine fairings, larger at wing. Wing roundels on upper and lower wing at similar spanwise positions

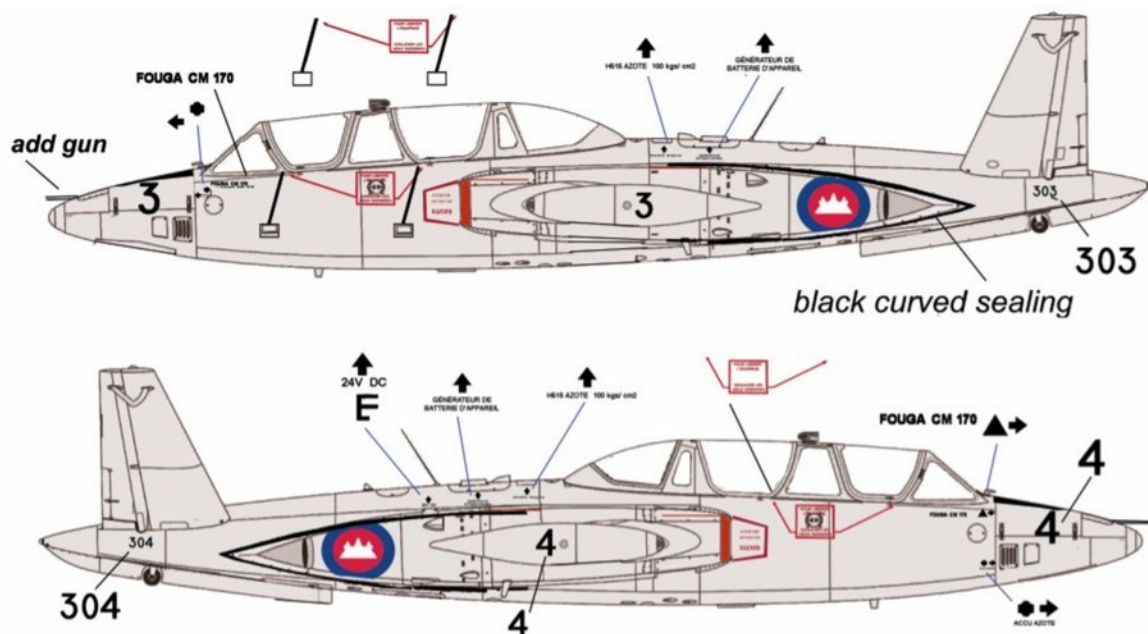
EARLY STYLE "English text" rescue markings below the canopies, note different lay-outs at port and starboard. Black vertical stripes at port above step panels.

Sealing sometimes seen in black at engine panel joints (black stripe decals, set in a curve and trim; see Cambodia drawing).

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

Red NO STEPS applied on upper fuselage intakes with probably some red lines where no walking is allowed. Also red NO STEP texts set at upper four wing flaps and mid fuselage.





[D] **Magister Cambodia Air Force** coded 3 with c/n 303 (upper scheme) and 4 c/n 304 (lower scheme) with similar scheme in natural metal. Full transparencies/ glass canopies. The Magisters later had two nose guns for a strike role.

Symmetrical scheme. Small black anti-glare panel on nose. Red intake lip, inside edge and splitter plate with red DANGER intake markings.

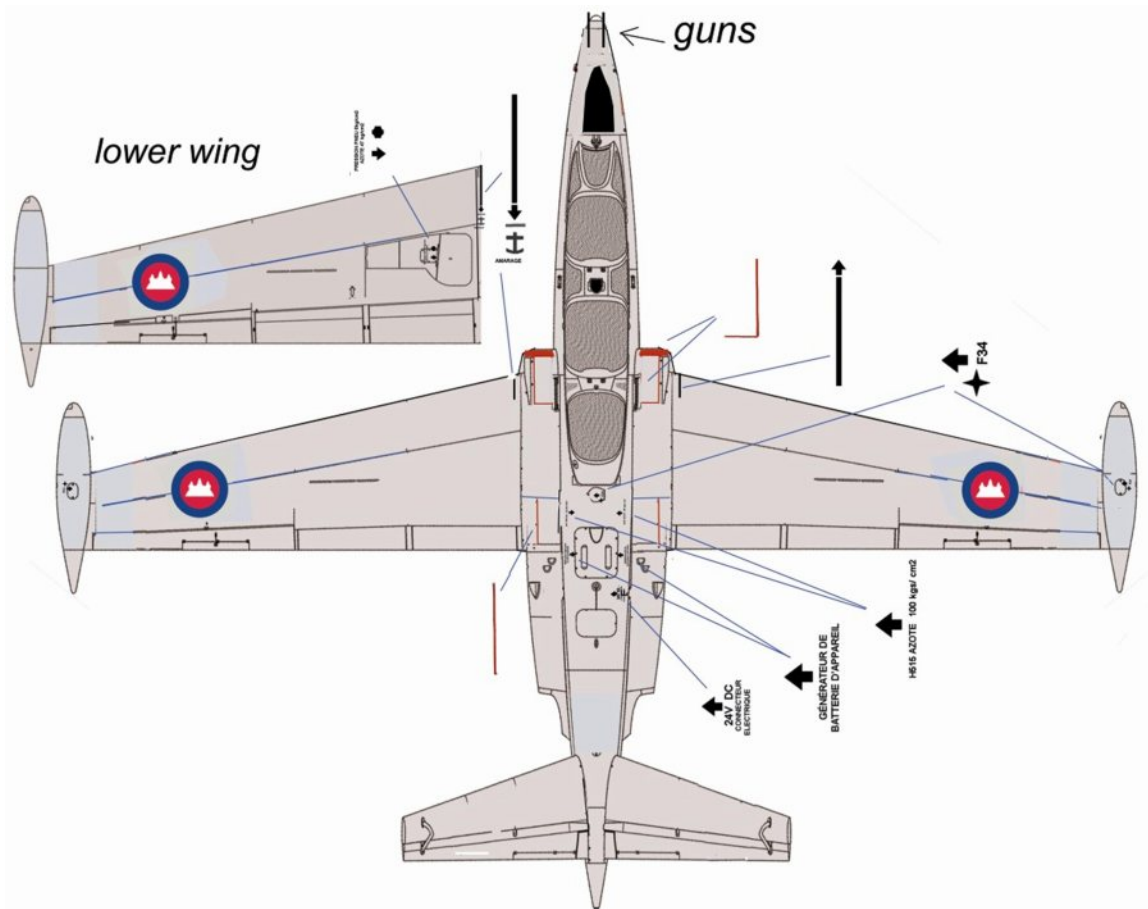
EARLY STYLE "French text" rescue markings below the canopies, note different lay-outs at port and starboard. Angled black stripes above the port entry step panels.

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

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

Six large roundels.

Probably "ne pas marcher" texts were not set at wing flaps. Some red lines were seen on the upper intakes, rear upper mid-fuselage where NO walking is allowed. (decals are provided).



Please visit website: www.aircraftinplastic.com

© copyright 2025

AIRCRAFT IN PLASTIC