

Fouga Magister CM.170 France "Armee de l'Air"

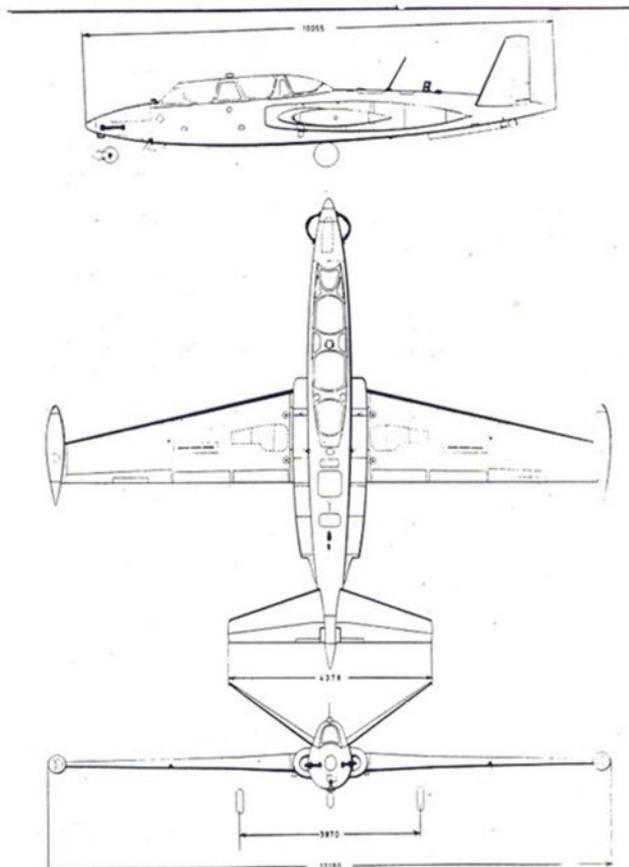
(1/32 scale) (other scales possible)

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 Zephyr 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.



Armee de l'Air France / French Air Force

The French Air Force used some 400 Magister jet trainers that flew with numerous Armee de l'Air escadrons. Service entry was in 1956 with the training school "Ecole de l'Air". Foreign pilots were also trained.

The last flight with the aerobatic display team Patrouille de France was in 1980 when the Alpha Jet replaced the type. A few Magisters remained operated until 1997.

References

Numerous books have been published about the Armee de l'Air Magister.

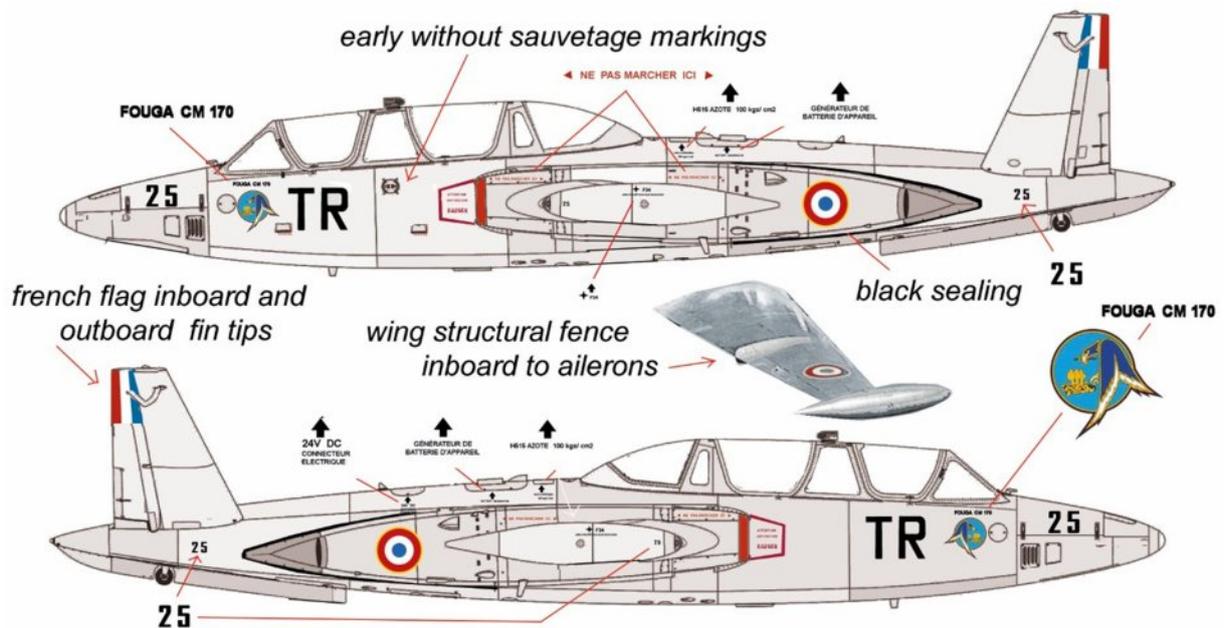
A great website is:

"Traditions de l'Armee de l'Air"

<https://www.traditions-air.fr/>

It is easy to find photos on internet by searching:

Fouga + Magister + "code of the jet"



[A] Magister France Armee de l'Air, coded TR in black with c/n 25 is an early production Magister "Marbore II" with a structural enforcement wing fence inboard of the ailerons (see sketch). The fence is on upper surface and lower surface, make from plastic card.

Symmetrical scheme as flown by "Division des Vols a Salon the Provence", year 1956.

One of the first jets in service, it had a shiny natural metal scheme. NO U-shaped nose antennas and no VOR antennas were seen.

Larger roundels on upper wing surfaces and lower wing surfaces. Smaller roundels at engine fairings. (some Magisters had 6 small roundels, which are provided).

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

Red intake lip, inside edge and splitter plate. But...

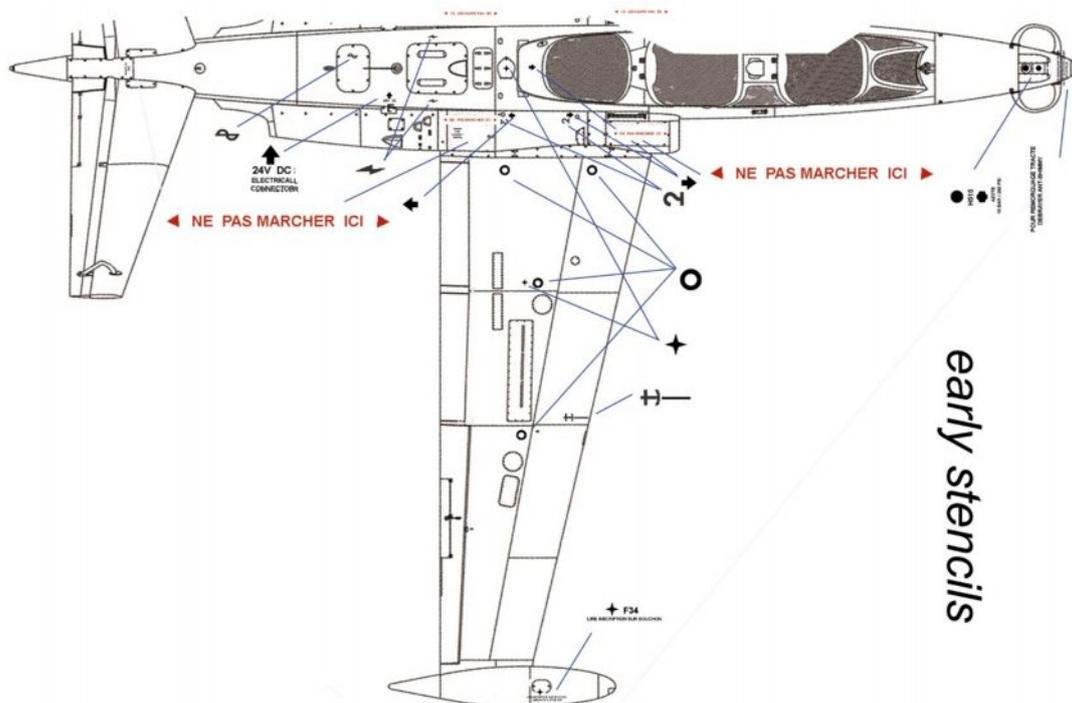
NO SAUVETAGE markings in red were seen yet painted on this "Marbore II".

National flag vertical bands on outsides and insides of the upper rudder areas of the v-tail. (trim the supplied decals to fit).

Set some "French text" early stencils as shown, these are mainly black.

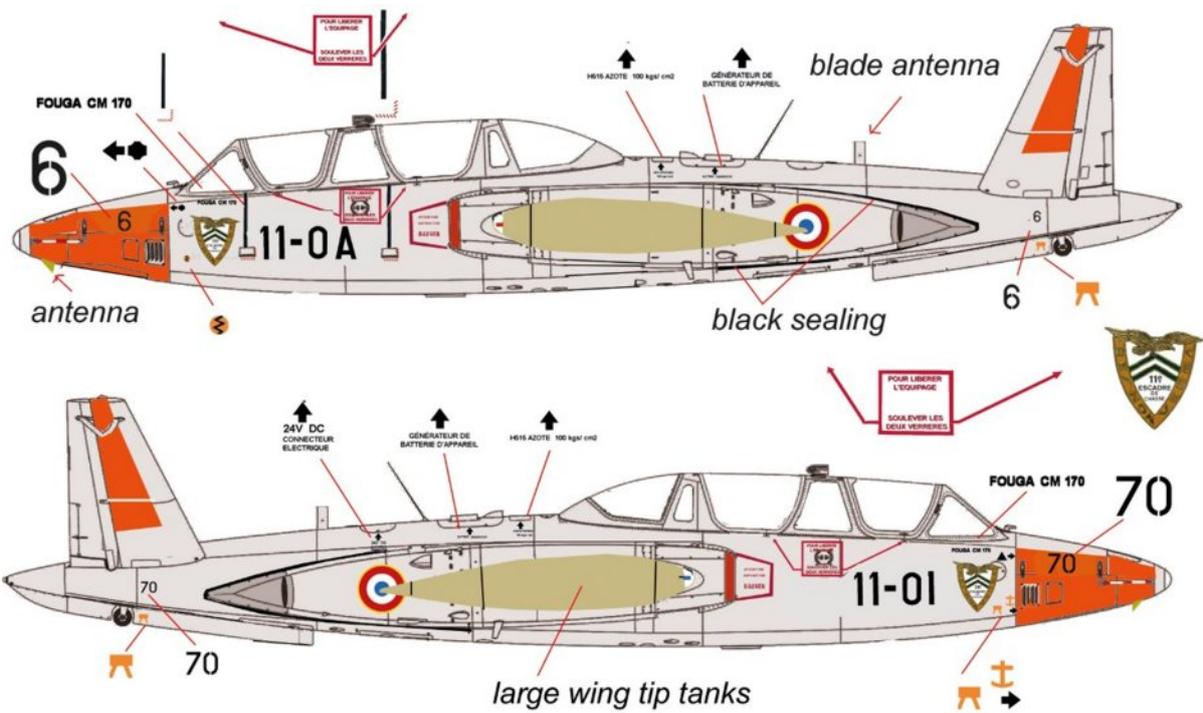
Probably black "ne pas marcher" texts were NOT set at wing flaps. Some red "ne pas marcher" texts seen on upper intakes and on mid fuselage; these are shown in scheme [D] as well.

Small code 25 below v-tail and tiny code 25 on forward tip tank.



Typical early upper stencils (starboard wing and port wing symmetrical)

red "NE PAS MARCHER ICI" not always applied



[B] Magister France Armee de l'Air, coded 11-0A with c/n 6 has a natural metal scheme.

Symmetrical scheme as flown by EELA 11 EC, year 1978. .
 Badge on both sides forward port and starboard.
 Red intake lip, inside edge and splitter plate.

Same scheme of 11 EC year 1972 was on coded 11-0I c/n 70 which are also provided.

Orange nose and orange panels on the v-tail are outboard and inboard; the modeller can airbrush some spare decal paper in the same orange colour as seen on nose and cut in shape. (no anti-glare panel seen).

This particular jet had the larger 230 liter wing tip fuel tanks fitted. (the standard tanks could also be fitted).

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

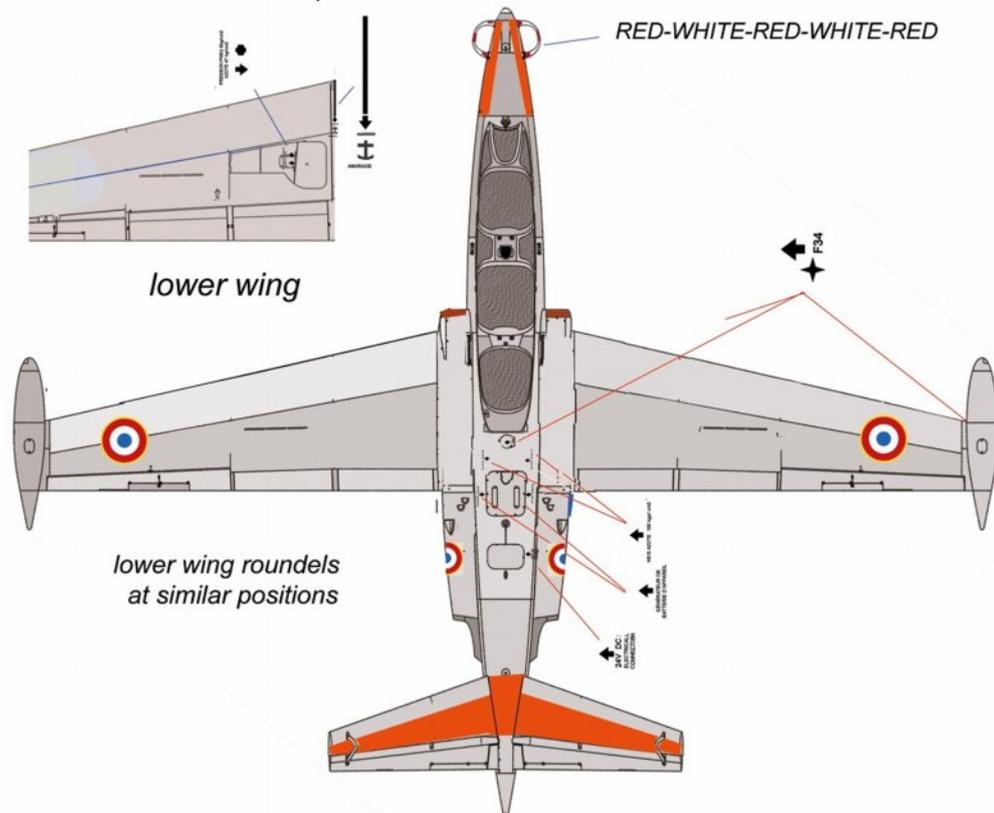
Red sauvetage/ rescue markings below the canopies, note different lay-outs at port and starboard.

Set some "French text" stencils as shown and some later yellow NATO markings were also seen.

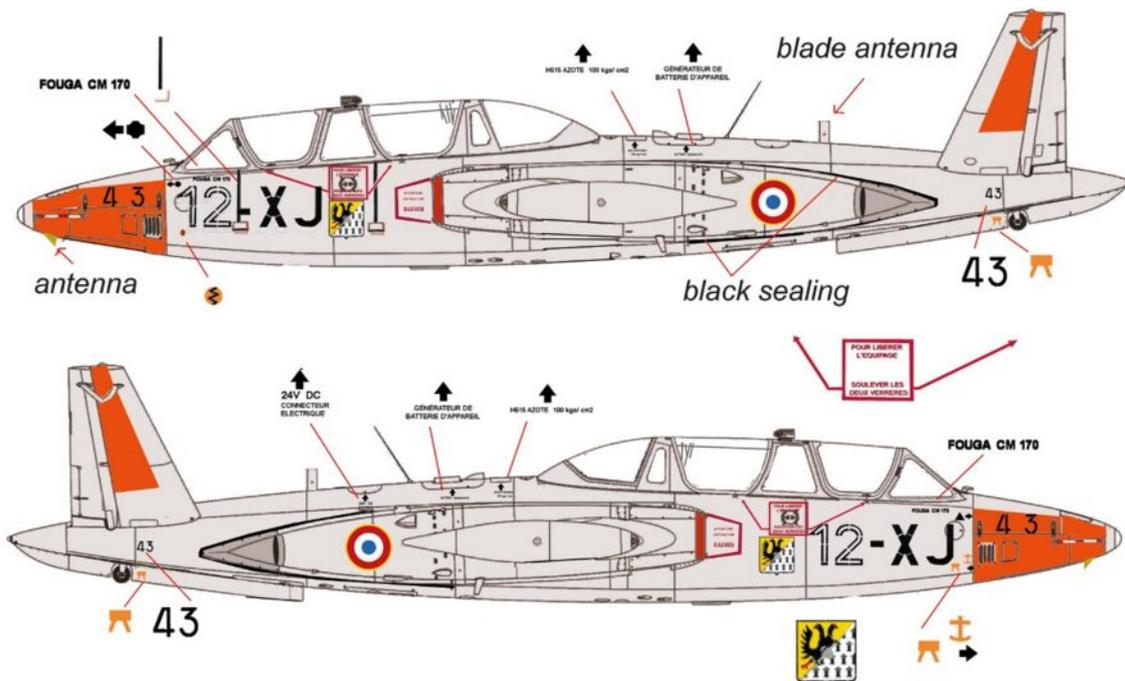
Sealing often seen in black at engine panel joints (black stripe decals, set in a curve and trim).

The "ne pas marcher" texts were NOT seen where NO walking is allowed. (but decals are provided).

U-shaped nose antennas fitted with blade antenna on spine. Small TACAN antenna below nose.



Generic upper view



[C] Magister France Armée de l'Air, coded 12-XJ with c/n 43 has a natural metal scheme. Symmetrical scheme as flown by EEVSV/ 12 Escadre based at Cambrai, year 1973. Badge on both sides forward port and starboard.

Orange nose and orange panels on the v-tail are outboard and inboard; the modeller can airbrush some spare decal paper in the same orange colour as seen on nose and cut in shape. (no anti-glare panel seen)

This particular jet is seen here with the standard wing tip tanks (larger 230 liter tanks could also be fitted). U-shaped nose antennas fitted with blade antenna on spine. Small TACAN antenna below nose.

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

Red sauvetage/ rescue markings below the canopies, note different lay-outs at port and starboard. Set some later style "French text" stencils as shown with more yellow NATO style markings (extra ones are provided on the decals sheet).

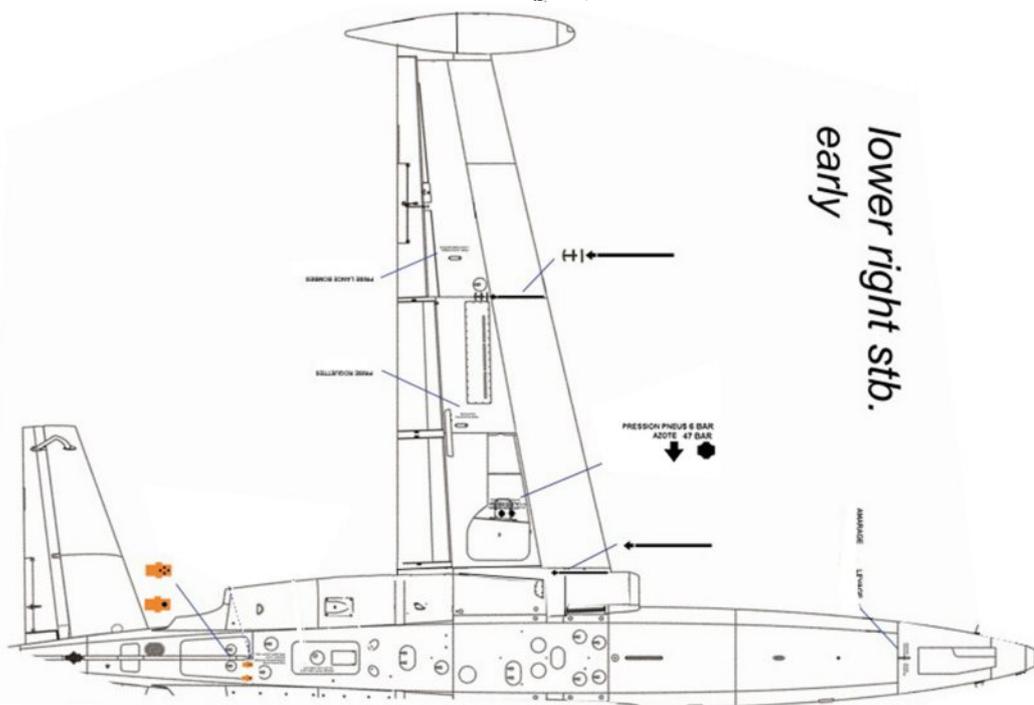
Sealing often seen in black at engine panel joints (black stripe decals, set in a curve and trim).

The "ne pas marcher" texts were NOT seen where NO walking is allowed. (but decals are provided).

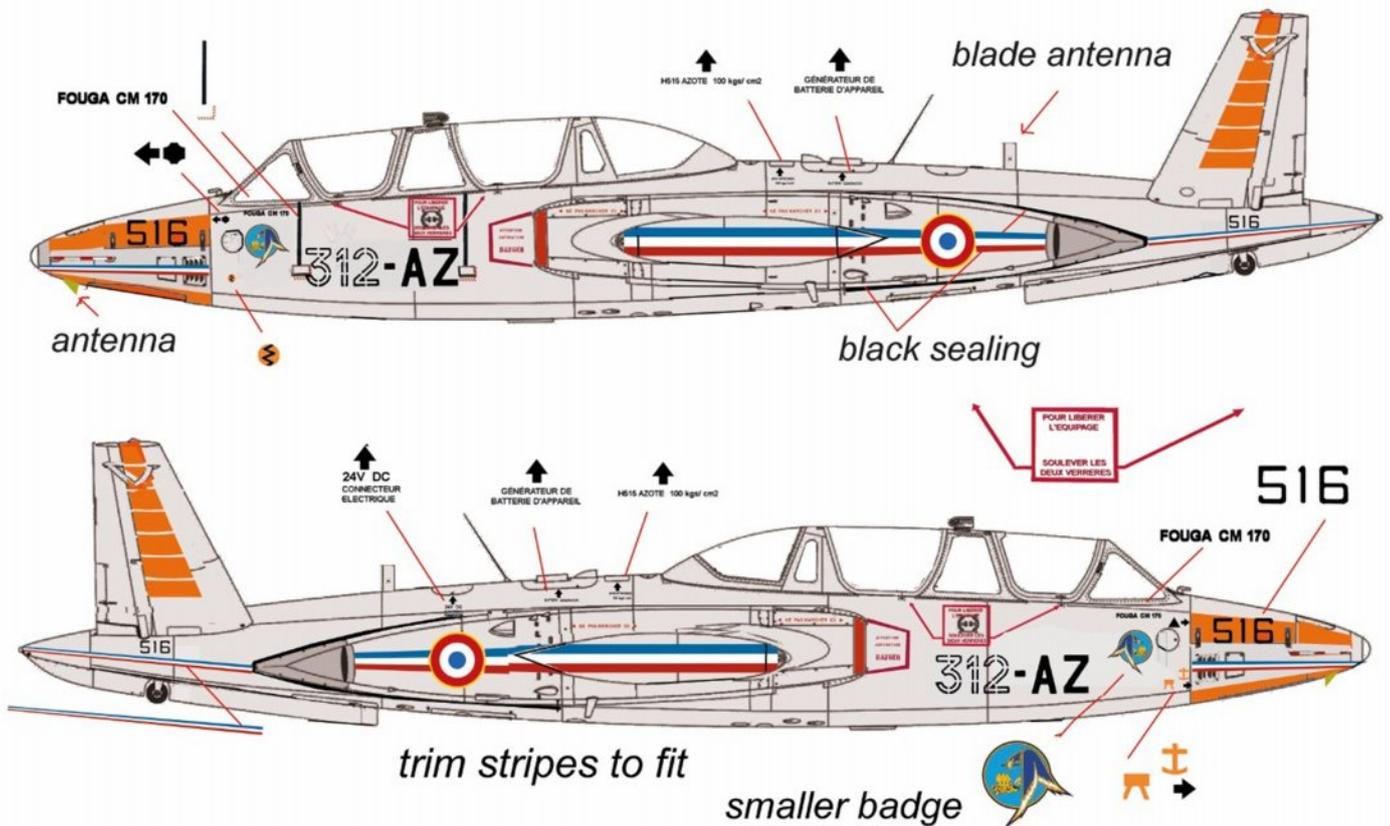
A blind flying training foldable curtain was seen at the rear cockpit to train instrument flying with the student in the back rear seat.

Code 43 small below v-tail and larger at orange nose.

(jet c/n 43 sold in 1979 to El Salvador numbered as "510")



Typical lower stencils



[D] Magister France Armee de l'Air, coded 312-AZ with c/n 516 has a natural metal scheme with stripes.

Symmetrical scheme as flown by "Division des Vols a Salon the Provence".

Orange split areas on nose with stripes and separate orange panels on the v-tail outboard and inboard; the modeller can airbrush orange for the v-tail panels on spare decal paper at the sides of the sheet and cut separate panels in shape. (no anti-glare panel seen). Has nice horizontal blue-white-red flag stripes at nose, tip tanks, rear fuselage tail and engine fairing; Note roundel in the stripe so make a circular gap. (stripe decals are provided that need trimming but masking and airbrushing may look better).

This particular jet had the standard wing tip tanks with stripes.

U-shaped nose antennas fitted with blade antenna on spine.

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

Smaller badges on forward fuselage. Small codes 516 below v-tail above the stripe.

Red sauvetage/ rescue markings below the canopies, note different lay-outs at port and starboard.

Set some later style "French text" stencils with also yellow NATO stencils as shown.

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

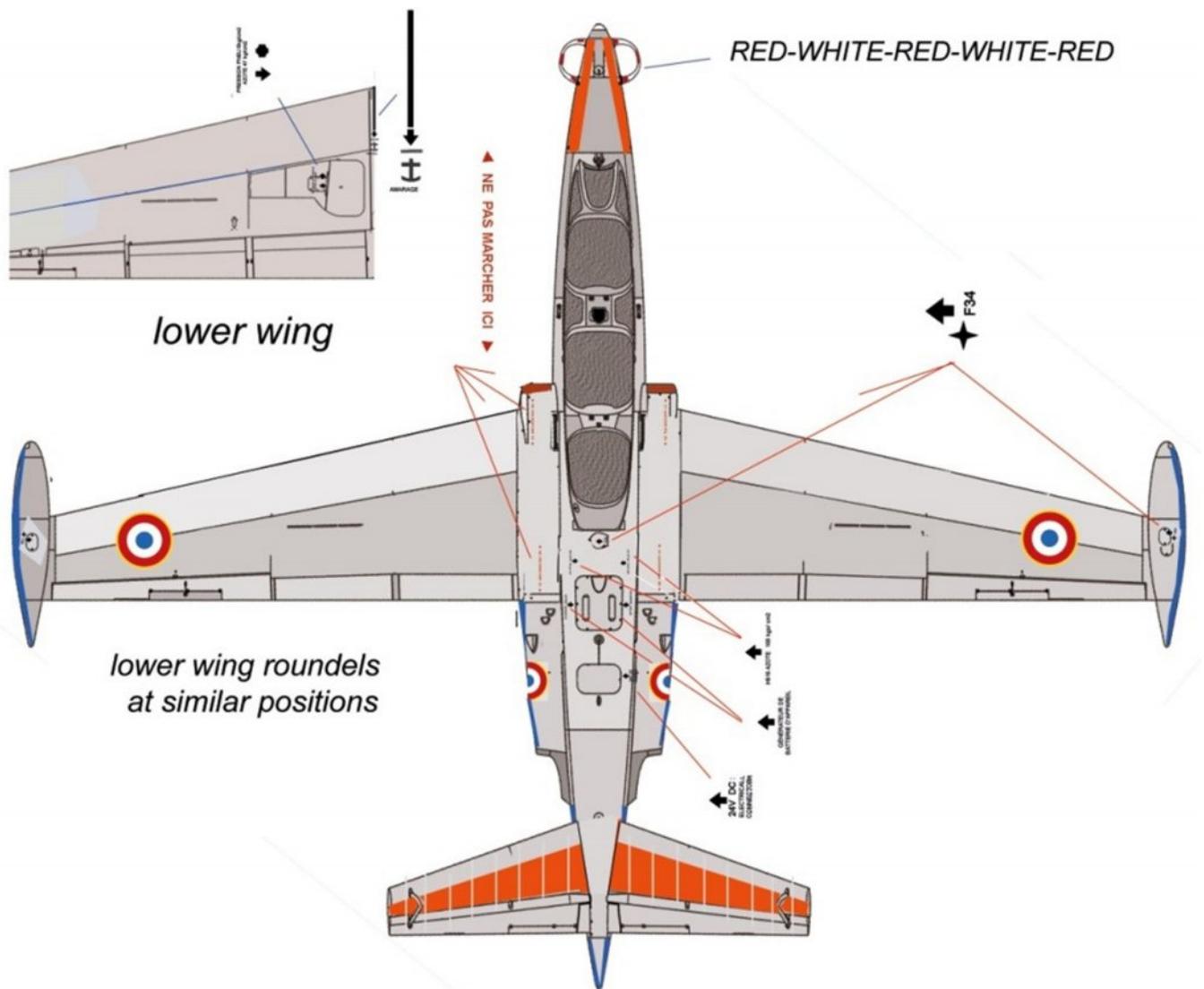
The black "ne pas marcher" texts were NOT seen where NO walking is allowed. (but decals are provided).

Some Magisters showed red ...

< NE PAS MARCHER ICI >

.... texts on upper intakes and on mid fuselage; these are shown. (No red stripes were seen but decals stripes are provided).

The jet c/n 516 during its career had codes 12-XL and 312-UB as well.



Typical upper scheme "516"

Note the individual orange markings on the v-tail; the modeller can airbrush orange for the v-tail panels on spare decal paper at the sides of the sheet and cut separate panels in shape.

The decals sheet offers quite some schemes. By careful choosing, a few models can be made and by combining numbers also other Armee de l'Air Magisters

Please visit website: www.aircraftinplastic.com

© copyright 2025

