

LETTERS TO THE EDITOR

Boston Turbinlite?

YOUR ARTICLE 'Night Fighters' in the November issue took me back quite a few years. As far as my recollection is concerned the name Havoc was restricted to the night fighter with eight, ten or 12 guns mounted in the nose. Its profile followed closely that of its Boston parent. Nothing is mentioned of this aircraft in your article.

The aircraft which you quote as the Havoc Turbinlite was usually referred to, in the department responsible for the conversion, as the Boston Turbinlite, as they were often conversions from damaged Boston bombers.

As a 14-year-old apprentice signwriter in 1942, part of my work included the signwriting on Boston Turbinlites. The photograph of the author's model, page 151, has various inaccuracies. The white stripe in the flag on the rudder is too wide. If my memory serves me correctly, the white stripe in the flag should have the same width as the white ring in the roundel, shown correctly in the photograph.

On the colour scheme drawing, page 152, you indicate the wrong roundel in elevation, this should be as the photograph on page 151. The rudder flag is also incorrect, see above. You state: 'White identification strips underside of port and starboard wings.' After all this time my memory could be playing tricks on me, but I am sure that the white strips were painted on both the upper and lower surfaces of the wings. As a matter of fact, the white identification strips had a stucco effect; this was produced by mixing sawdust with the paint. How this sort of effect can be reproduced in a 1:72 scale model, I do not know. I do know, from personal experience, how difficult it was to 'cut' a straight line with sawdust paint.

Reverend L. Brookhouse, Manchester.

Armour camouflage

MAY I correct the comment on *Armour Camouflage & Markings* (November issue, page 170). This book was first published by the author, Mr George Bradford, in Canada. We arranged to publish it in the United Kingdom in November 1974, and used the lithographic film from the Canadian edition. Our edition has sold very well and we have now reprinted and also arranged first US publication. The copy you review is from our new edition which we exported for marketing in the United States under the Squadron/Signal imprint (in fact a sharp-eyed reviewer would have noticed this on the back of the imprint page). So, therefore, the US edition is manufactured in Britain and is identical to our current edition. The US price is \$9.95; the UK price £3.50. We will be publishing further books in this style.

Lionel Leventhal, Arms and Armour Press, London.

Back issues

OUR EDITOR is looking for back numbers of certain issues of *Airfix Magazine* to complete his personal files. If any reader can supply copies of any or all of the following, we would be very grateful and happy to pay a reasonable price. **1962** — February, then May to December; **1963** — January to August; **1964** — January, and **1967** — June and December. Please contact the Editor, *Airfix Magazine*, Bar Hill, Cambridge, CB3 8EL, with details and asking price.

Royal Marine

REGARDING the letter from Mr. Marrion (September issue), referring to my article on the Royal Marine (May issue), may I clarify a few points. The article was based on a print which hangs in the Royal Marines museum at Eastney. I have rechecked my research by visiting the museum and in fact my figure should be dated 1869.

Instead of the patent band, the shako should have twin red bands at the top, with a single red band vertically on each side. The green ball and brass chin scales are correct, and the shako is covered in black velvet. Officers' shakos had gold bands and they were given until April 23 1871 to 'so equip themselves'.

The jacket's pointed cuffs should have a white cord design at the top. This consisted of three adjoining circles in a clover leaf shape. The white collar beading should be moved to the base of the collar and the epaulettes should have a white globe and laurel on it, in addition to the white beading.

Mr Marrion is correct in stating that rank chevrons were white on a blue background.

The white leather equipment is correct. The single pouch was worn either centrally or on the right of the belt, and was black. If twin pouches were worn, they were of white leather.

My apologies for misleading your readers and my thanks to Mr Marrion for pointing out the discrepancies in my article.

Christopher Davies, Portsmouth.

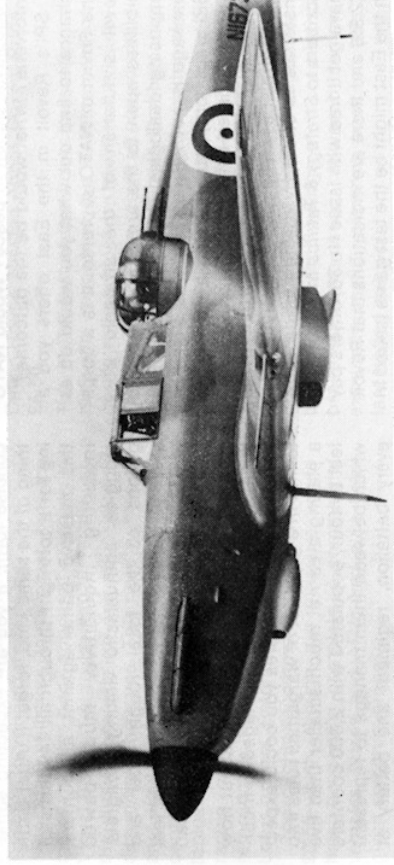
Napoleonic shakos

FOLLOWING THE recent instalment of Bryan Foster's superb series 'British Army Uniforms' (*Airfix Magazine*, September 1976), the following may be of interest to readers, regarding the apparent difference between extant shakos of the cylindrical 'stovepipe' pattern, and most contemporary illustrations which show (as Mr Foster mentions) a shako which tapers toward the top.

Supporting the pictorial references are a number of 'eye-witness' descriptions of caps which narrowed at the top. The Duke of Wellington, writing in November 1811 in an attempt to prevent the use on campaign of the new French-style light dragoon shako and the 'Belgic' cap, compared the current British styles with those worn by the French:



Right Flight Lieutenant Cecil Feather ready to test-fly a Defiant Mk I. Note size of engine cowling. Below Defiant Mk I NT673 on delivery trials (Les Whitehouse).



Les Whitehouse, Wolverhampton.

THE LONDON Branch IPMS meetings are now held on the last Friday evening of each month at 'The Albert', 52 Victoria Street, London SW1. No further meetings will take place at Balderton Street.

Alan Butler, Hon Treasurer.

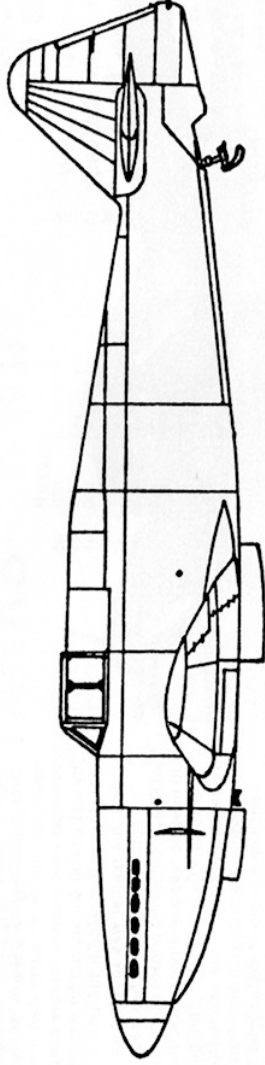
Defiant corrections

MR WHITEHOUSE'S letter was too long to include in its entirety last month, together with the accompanying illustrations; here is the balance.

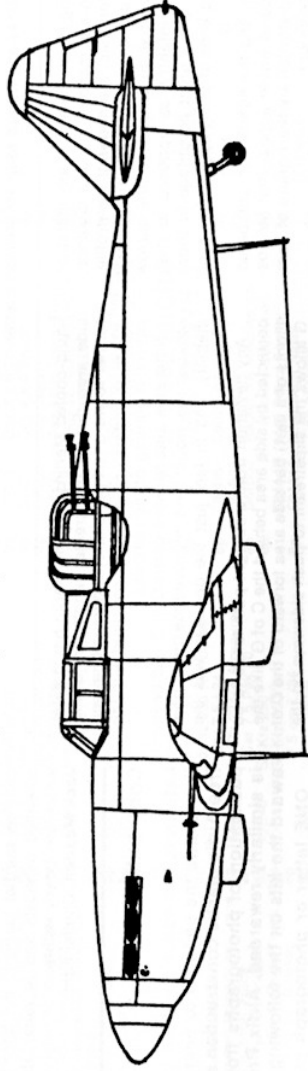
The Defiant corrections in the same article will go a long way to allowing the general modeller at large to produce an accurate model of the Mk 1a. May I therefore, after all this criticism, redress the balance a little by adding a few more details to this section of the article. The nose section was fairly bulky and will require filling out sideways as well as in depth as shown on these photographs (which have never been published before) of the Merlin III-powered Mk 1. The tailplane and fin/rudder shapes have always been tricky to portray — the correct outlines are shown in the attached drawings. Hopefully we will eventually see a new Defiant to replace the understandably aged *Airfix* offering.

May I thank you for respectfully allowing me to put forward these points and I look forward to any comments which might broaden our knowledge of the single-engined night fighter in Luftwaffe service.

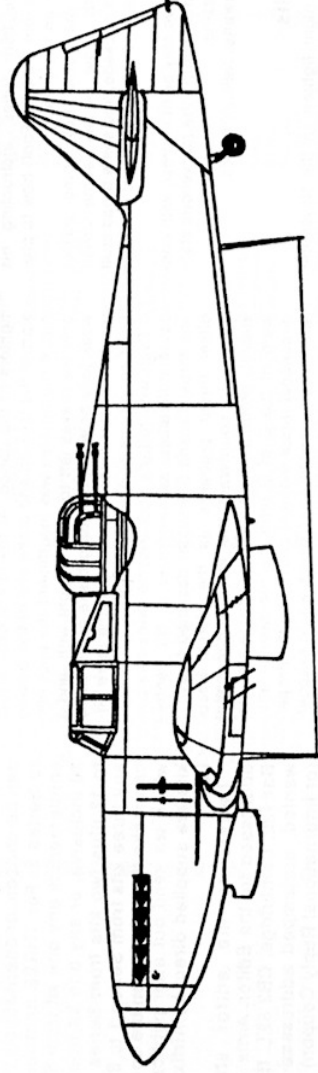
Defiant variants



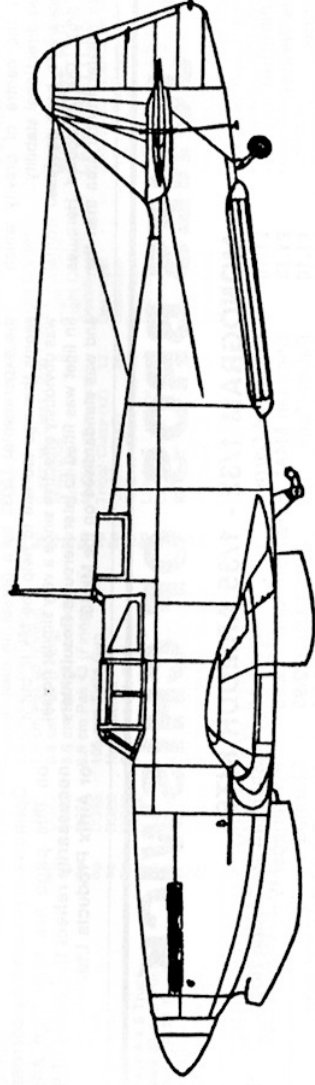
Prototype to F9/35 — before fitting turret (Merlin I)



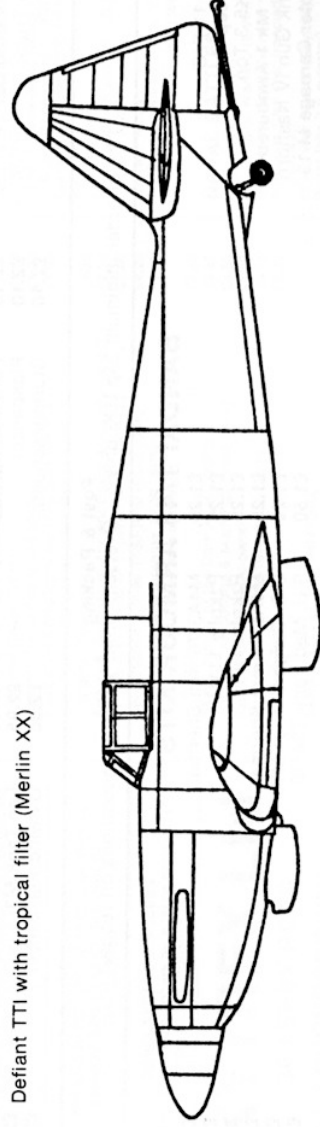
Defiant Mk I to F5/37 — first production batch (Merlin III)



Defiant Mk II with AI Mk IV night interception radar (Merlin XX)



Defiant TTI with tropical filter (Merlin XX)



Defiant 'Special Features' — RotoI contraprops

Drawings by Les Whitehouse