



SCALEMAIL

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NEXT MEETING

QUIZ NIGHT

Tuesday 17th April - 7.30pm
Leys Institute (upstairs)
20 Saint Marys Road, Ponsonby

COMMITTEE

- | | |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Chairman
Peter Harrison • Treasurer
Kevin Benson | <ul style="list-style-type: none"> • Members
John Watkins
Brett Sharman
Henry Ludlam
Peter Foxley
Mike Rather |
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BULLETIN BOARD

NOTICES

Rob Willis has done a revamp of the club IPMS Auckland website @ <http://ipmsauckland.hobbyvista.com>. Rob has agreed to be the webmaster.

Peter Harrison has put his name forward as club chairman. We will hold a special vote at the April club night to ratify club members' decision

iPhone/iPad apps for modellers

Couple of apps from the Apple store which may be of interest to modellers

PLApp

A virtual model building app where you can assemble a variety of virtual models and then paint, weather and decal. Models include eggplane F-14, Camel and a non-egg US Jeep. There is also a Tiger to purchase and more models to follow.

iModelKit

A very useful app giving paint matches, colour chips and cross brand matching for most mainstream paint brands, as well as colour charts such as FS595b, RAL, ANA, RLM and BS standards among others. Particularly useful at the models hop when trying to buy the right paint for the latest model, or if one brand of paint is out of stock of a certain colour.

Also includes a scale converter/calculator, paint mixer and notepad.

Both are available for free for iPhone/iPad at the Apple App Store

Access to club rooms on meeting nights

AA have requested members not to use the AA meeting room and kitchen as access to the IPMS meeting area at the Leys Institute. If you arrive and the club rooms are not open, please wait for one of the committee with an access key to open up.

IPMS Nationals 2012

Nationals are being held 22 - 23 September in Alexandra and will coincide with the annual blossom festival. For more information, go to http://www.rexedra.gen.nz/coms/IPMS_2012.html

Subs

Annual subs are now due and can be deposited via internet banking or at your bank into the club account below. Make sure to include your full name in the transaction details so we know who has paid their fees.

Annual Membership Fees

Membership Type	Description	Cost
Full	Living in the Auckland metropolitan area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

IPMS BANK ACCOUNT NUMBER

03 0162 00129 60 00

Please add your details so we know who has paid.



EVENTS

May: Model Photography

June: Modelling Sea Bases

July: Buy, Sell, Swap,

August: "Airfix for August": Follow on from Feb Frog. Bring along any Airfix kit built and/or finished in 2012 for members' vote

September: Demonstration: Making scale nav lights and vents

October: Build The Same...
Night: RNZAF 75th Anniversary. Also includes NZPAF, all RNZAF squadrons

and NZ designated Squadrons within the RAF.

November: Demonstration: Aerial wires and rigging.

December: Sci-Fi group build competition, and "2012 build" Closed Club competition. Theme build for December 2012 announced at January clubnight: Sci-Fi. Sci-fi was clarified as anything relating to Science Fiction, eg; TV series or movies, or your own imagination, but doesn't include Luftwaffe 46, what if's (regular planes in 'other' markings!). So Star Trek, Star Wars, Babylon 5, Firefly, virtually any Gerry Anderson series, Dr Who, Lost in Space, Battlestar Galactica etc, all qualify..

as does Gundam and other weird Japanese Sci-fi and mecha...or some assembly of bits from your spares box... you get the idea.

As a summary of the above - if you are interested in participating in any of the build activities for the year, you should now have started, or be thinking about, what you plan to build for the following subjects:

August - any Airfix kit

October - RNZAF 75th Anniversary

December - SciFi

Note that any entries for these builds must have been started, or finished in 2012.



REVIEW

Hobby Collective 1/72 UH-60J JASDF 40th Anniversary Decals
by Mark Davies



First Look

The Japanese apply some spectacular special schemes to some of their aircraft, and the decal set reviewed here is a very good case in point. The helicopter's background colours combined with spectacular

serpentine dragons along the fuselage sides make for a most noticeable and interesting UH-60J.

Hobby Collective supply the decals sealed in cellophane with a roughly A-5 sized sheet of glossy paper that is the painting and markings guide. The coloured page covers painting

and those decals linked to the overall scheme. Paint call-outs appear linked to the Gunze Sangyo range, but more usefully, they give FS-595 codes as well. The monochrome reverse side guides placement of the extensive stencilling included with the sheet. There is some information that will be lost to many users because

1/72 航空自衛隊UH-60J 航空自衛隊40周年記念塗装機
HC72-1 JASDF UH-60J JASDF 40th Anniversary

UH-60Jは航空自衛隊航空救急隊が使用する最新ヘリコプターです。高い操作性及び機動性、各種救助隊の任務によりあらゆる環境下における救急能力を誇ります。1994年、航空自衛隊百里基地でこなわれた航空自衛隊式に、航空自衛隊創設40周年を記念して記念塗装機が展開しました。UH-60Jには独特の良さを活かして大きく色が派手な記念塗装機になりました。

航空自衛隊航空救急隊機(UH-60J・28-4556)

注意: 1/72のUH-60Jのキットは2社から発売されていますが、胴体形状の差などによりそれぞれ特徴があります。そのため、形状が異なる部分は各々のデカールを使用してください。詳しくは裏面をご覧ください。

プロペラ: FS54082
ローター: FS1136
ローター: FS1136
ローター: FS1268

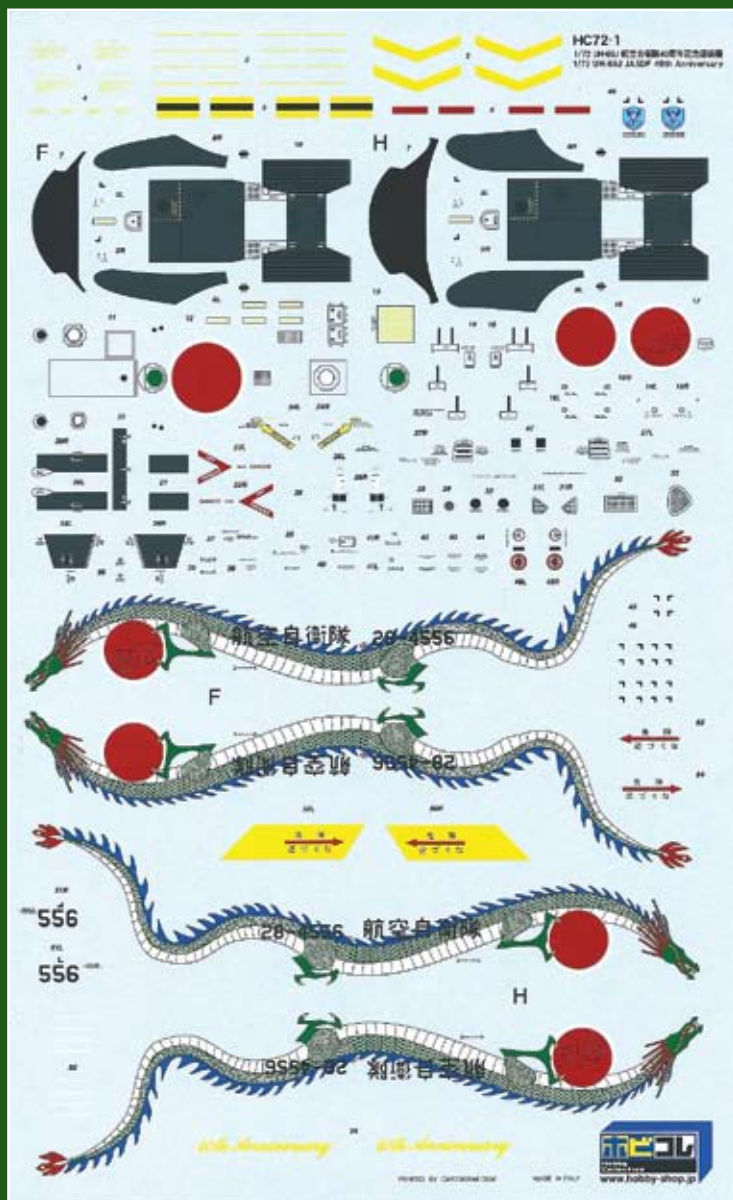
4545782 007954

※(全ブレード共通) 9 (全ブレード共通) 4 (全ブレード共通)

胴体のデカールは下図を参考に貼ってください。なお、7風、8風、10風及び機体の他のデカールは、FS社、H社それぞれのキットの形状に合わせて貼ってください。

デカールの貼り方

1. 剥離紙をはがしてデカールを取出す。
2. 剥離紙を剥がす際、デカールが破損しないように注意する。
3. 剥離紙を剥がしたデカールを、下図の位置に貼る。
4. 剥離紙を剥がす際、デカールが破損しないように注意する。
5. 剥離紙を剥がしたデカールを、下図の位置に貼る。
6. 剥離紙を剥がす際、デカールが破損しないように注意する。
7. 剥離紙を剥がしたデカールを、下図の位置に貼る。
8. 剥離紙を剥がす際、デカールが破損しないように注意する。
9. 剥離紙を剥がしたデカールを、下図の位置に貼る。



the instructions have predominantly Japanese text. The instructions are adequate, but would benefit from being about twice the size, say A-4. Cartograf prints the decals, and as expected, they look to be superb.

I thought that the sheet possibly covered two aircraft because it includes two pairs of dragons and two full sets of anti-glare and exhaust stain panels, and what I assume to be slip-resistant surfaces for maintenance crew. However, on checking the serial numbers overlaid on the dragons' tails I realised the sheet caters for just one airframe. I assumed that extra dragons and black panels must be spares. However, whilst doing a search for images of the subject helicopter I Googled Scott Van Aitken's review of the same decal set over at Modelling Madness and found a better explanation. Scott's Japanese is obviously a lot better than mine is because he realised that the two sets were intended to cater for subtle shape differences between the Hasegawa and Fujimi UH-60 kits. Logically enough those marked with an F are for Fujimi and H for Hasegawa. This is a very thorough approach and I applaud it. However it also emphasises how useful the inclusion of an English (or almost any European language) translation would be.

Conclusion

This is a superbly produced set of some very striking anniversary markings. Larger instructions with some English translation would improve things however, as evidenced by my failure to realise markings for two different kits were included. I confess to being tempted to buy a Blackhawk* kit just to model this scheme despite it being one helicopter subject I would normally ignore!

Definitely recommended.

* The UH-60J is called the Rescue Hawk, Hasegawa are releasing a UH-60J with various resin and PE extras required by this version.

Thanks to Hobby Collective for this sample.

REVIEW

Valom 1/72 Saunders Roe A.29 Cloud by Mark Davies



Background

The Saro Cloud first flew in July 1930. Civil customers accounted for four airframes whilst the RAF ordered one in 1931 and 16 more between 1932 and 1934.

The civil machines, known as A.19 Clouds, had a number of engine variations, and one had some significant airframe modifications whilst in service. I shall describe this and another of the more interesting variations in my opinion:

- G-ABHG initially had three Armstrong-Siddely Lynx IVc engines in place of the twin Wright Whirlwind J6 configuration used previously. However, reversion to the twin layout occurred, but using Pratt & Whitney Wasp engines before its delivery. Perhaps the strangest alteration to this airframe was the fitting of a large supplementary wing above the engines on struts to provide extra lift and alter the airflow over the tail. This wing was much smaller in chord and span than the main wing, and approximated to the size of a sporting biplane's upper wing. Alterations to the tail resulted in twin fins and rudders replacing the Cloud's usual single arrangement.

Named Flying Amo, BOAC eventually acquired it until its retirement in mid-1941.

- The Czechoslovak shoe company, Bata, obtained another civil Cloud following a European sales tour (I can recall frequent TV adverts in 1970's NZ for Bata Bullet sneakers!). This was the Cloud of Iona, which became OK-BAK after re-powering with Walter Pollux radials. It became a motor launch named Delfin lost its wing whilst in storage during WW2. It served in this boating capacity until at least the mid-sixties and possibly 1975. The Kbely Aircraft Museum in Prague now hold OK-BAK's fuselage.

The first RAF Cloud flew in July 1931 following an Air Ministry order for a single machine that was the third Cloud built. Its specification was initially very similar to the civilian one, other than an increased fuel capacity, the ability to fit two 500-lb bomb racks and gun rings fore and aft. Trials with this machine led to several modifications including enlarged elevators, revised horn balances, Townend rings, stiffer engine mounts, strengthened empennage, and reinforcement of the hull bottom and floats. The Air Ministry placed an order in 1932 for

sixteen machines using this revised military specification, and designated A.29 Clouds. The RAF used the machines for pilot and navigator training. Service introduction was 1933 and retirement occurred in 1939.

The Cloud handled well both in the air and on the water despite a rather ungainly appearance. It was an important type for Saro regardless of its small production number and comparatively short RAF service. It helped establish both a financial platform and reputation as a specialist flying-boat manufacturer.

The kit

I am unaware of any previous Saro Clouds in 1/72 scale, although surely at least one must have been kitted as a vac-form in the past? Many will therefore welcome the kit reviewed here and its sister boxing of civil versions, whether they are flying boat, golden age or RAF inter-war fans.

The kit comes in an atypical box for a Czech company, as Valom consistently uses the widely preferred top-opening variety. The contents are contained in a resealable cellophane bag, with the

decals, PE fret, transparencies and various resin parts further contained in their own small bags. The instructions are typical for Valom, featuring a coloured painting and markings guide, an aircraft history in Czech and English, along with a parts map and diagrammatic assembly stages. Another and commendable Valom feature is that colour call-outs are cross-referenced to FS-595b and no less four model paint ranges (Humbrol, Agama, Model Master & Gunze Sangyo).

I found the parts to be typical for Czech limited-run kits. As with other Valom kits I have reviewed, I would say that quality falls somewhere between Special Hobby and Pavla for those familiar with these brands. Some flash is present but easily dealt with, and detail is generally well defined. Interestingly, the two sprues of seats, which come in their own bag, appear made from a different plastic and moulded to a slightly higher standard.

Their tooling and sprue-gate style is different to Valom's usual appearance.

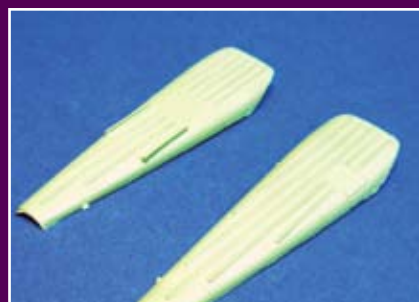
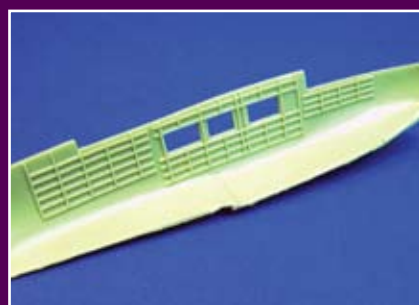
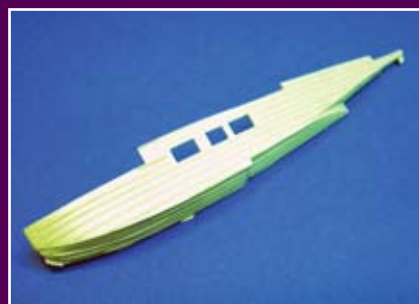
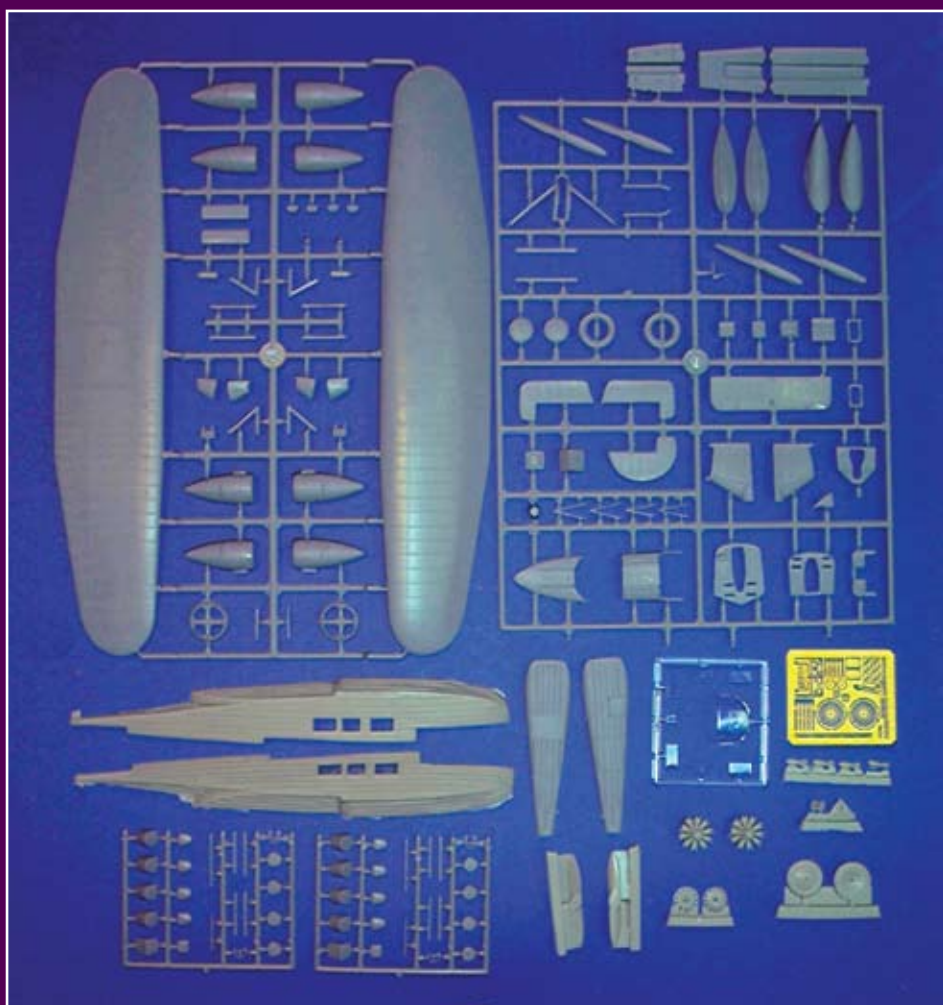
Also unusual is that the main hull and fuselage halves are resin whilst the upper decking is styrene. I thought that this could have been to render a superior corrugated finish than would be the case with Valom's injection moulding technique, but I decided to make some inquiries and find out for sure.

It seems that CMR had begun a Saro Cloud project a little ahead of Valom. When the two company owners (who are friends) became aware of the other's plans they agreed that Valom would alone proceed as an all-resin kit would not be price-competitive with an injected one. CMR pointed out that injection moulding would not cater for the square section fuselage corrugations because they would need slightly tapered edges to release from the injection mould. Having persuaded

Valom that only resin casting could render the fuselage accurately, CMR passed their fuselage pattern to them along with all of the research information they had garnered. They also passed across their patterns for the seats and control columns, which explains my earlier observation regarding their difference in style to the other Valom parts.

CMR Moulding & Casting produces the fuselage halves and the other resin parts, which all look good. (CMR recently split into two separate companies, CMR by Mark 1 researches, designs, masters and distributes resin kits, whilst CMR Moulding & Casting cast resin parts for CMR by Mark 1 as well as several other kit and accessory companies).

Surface detail on the corrugated fuselage and hull looks realistic, as does the representation of the fabric over tubular steel frame empennage. I am less convinced regarding the wing surfaces however.

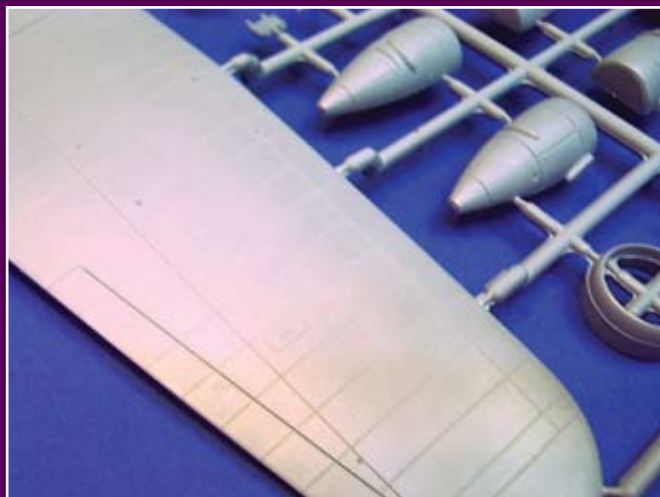
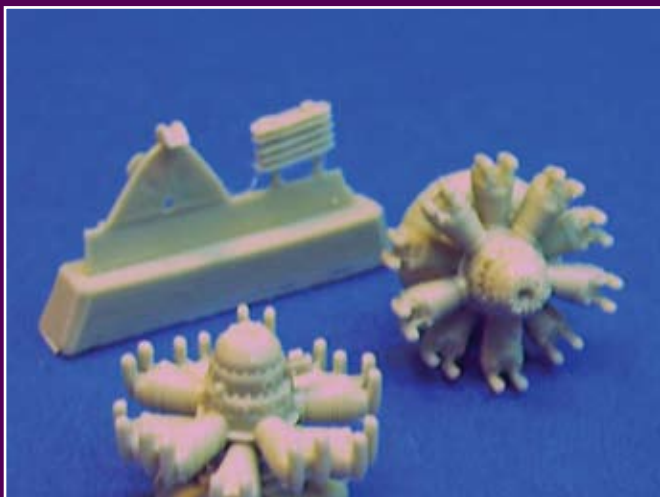
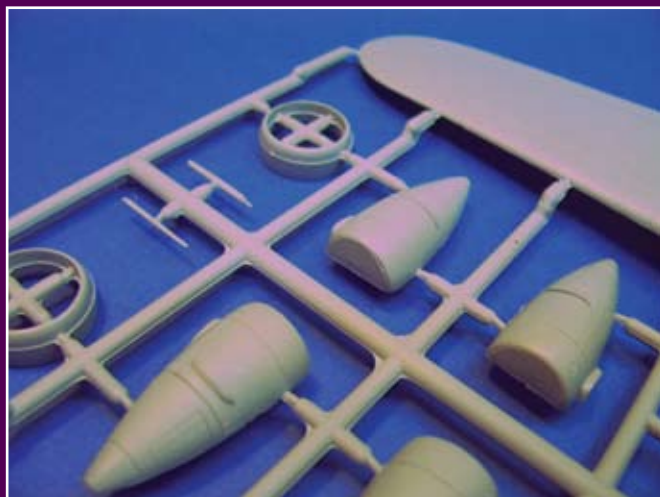
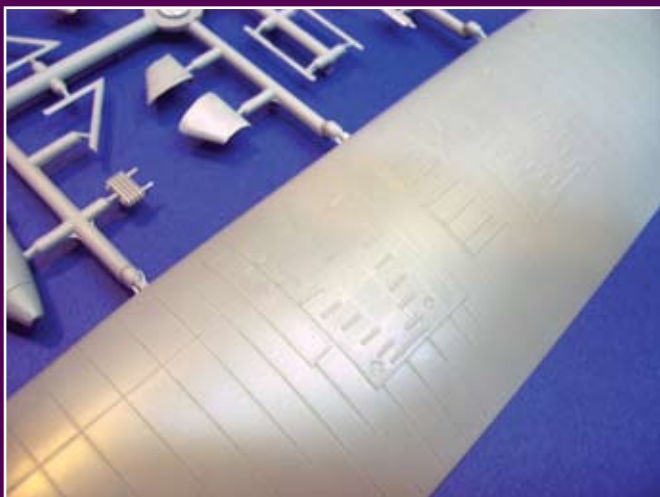


Valom's Cloud wing has quite light grooves scribed along presumably rib and spar lines. If the original had a metal wing these lines would be acceptable in kit form as engraved panel lines. However, it was not a metal wing. Saro used an Avro-designed wing based on Fokker practice (Avro having license-built the Fokker F.VII as the Avro 618 "Ten"). The wing formed a watertight unit capable of supporting

a flooded fuselage and hull. This type of wing was essentially a thick wooden structure with a smooth plywood skin. I have studied numerous images of Clouds including some showing the wing surface very clearly, and it is extremely smooth in appearance. I did find one image with very fine lines where the kit depicts them. I think the lines correspond with where the plywood skin fixes to the wing's internal structure, or they could be tapelines

standing out due to a lighting effect if doped fabric covered the ply wing (as some ply-covered airframes used this finishing method).

Regardless, I am certain that Valom's inscribed lines give an unavoidably exaggerated appearance, and that they would better be extremely fine raised detail, if indeed the lines ought to be present at all. The engraved lines will consequently make for an annoying and time-consuming



amount of filling and sanding in order to impart an authentic scale appearance. Despite this criticism, I can see many choosing to accept the lines as they are because they are very fine, and might be preferred to the plain appearance of an overall smooth wing. Whilst on the subject of engraved lines, it is worth mentioning that some aileron hinge-lines will benefit from a quick re-scribe to better define them.

Assembly will hold few surprises, but it is fair to expect some fit challenges, as this is a limited run kit after all. The flight deck has adequate detail for the scale, using PE and acetate foils for the instrument panels, along with PE seatbelts and trim-wheels. Seats, rudder-pedals and control wheels are made of styrene. The instructions cover this assembly process near their front, whilst the drawing that guides the PE throttle

placement is on the last pages following completion of the kit's assembly! Behind the flight deck in the adjacent cabin is the navigator's seat and table, followed in the next compartment by a chemical toilet. I think that very little of this cabin detail will be seen when the model is completed.

The fuselage/hull halves look as though they should be a good fit, but sometimes resin parts need some



gentle adjustment under warm water to align correctly. A small door and window also need cutting out from the fuselage. I could see only one pinhole and this was on the resin keel.

The engines are a standout and rather ungainly feature of the real Cloud. Valom has made a nice job of the nacelles, but the cowlings, which will need a bit of cleaning up as they have a large cross-braced sprue across their insides and a lot of flash. The resin engines are good but lack pushrods, and the instructions make no mention of the need to scratch-build these. The engine support struts need to be located with care as the instructional diagrams are of little use here, although the painting and markings guide does provide a more useful indication of where the struts should fix to the wing. There are no locating holes for the engine struts, whilst there are for the float struts – Go figure! Resin oil coolers top off each engine, leaving just the resin propellers that look a bit slab-like, but then the originals were not all that refined or elegant either.

Fortunately, the instructions do a better job of illustrating the wing-float strut arrangement than they did for the engine struts. The undercarriage is very simple, having cables associated with its elevation rather than retraction mechanism, as it remained fully exposed to the airstream after all. More challenging is the wheel hubs because they have spoked outer faces and inner metal ones with holes around the circumference. Valom provides styrene tyres, resin inner hubs and PE outer hubs. Two resin forms supplied with the kit shape the PE disks simulating the spoke hubs. These have male and female halves that will locate the PE disks and then dish them as the forms come

together. Each PE rim has three cuts in its circumference to prevent buckling as the forms compress it

Not many parts remain. There is an acceptably clear canopy and various clear panels to glaze the windows. The empennage looks good and features separate elevators and rudder. Two quite noticeable antenna masts attach to the top of each engine nacelle and when rigged will add a lot of interest to the finished model. The PE fret provides three fuselage step surrounds, a couple of keel fixtures, some boarding handles and two pitots. These last items may appear too flat for realism and require either fattening or scratch-built replacements.

The kit supplies two essentially similar decal options, with different serial numbers and the same paint scheme of overall aluminium. The decals have very good registration and suggest good opacity.

Conclusion

This is the first kit of the Saro Cloud to the best of my knowledge, and I am sure many will thank Valom for providing this boxing and the other civilian option. Congratulations are due to them for dealing with the subjects they have covered so far, and announced as future releases (like the Bristol Bombay!). They cannot hear modellers applaud of course, but if purchases express appreciation, then this trend of releases should presumably carry on.

I do feel it is time that Valom improved the quality of their instructions. Their colours and markings guides are good enough, and their detail-painting call-outs are better than most, especially with cross-referencing to several

paint ranges. Nevertheless, some of their assembly diagrams convey little more than the obvious, e.g. in the Cloud's case, that the engine assemblies go on top of the wing, but with very little guidance to exactly whereabouts. Not much is required, just a general "polishing up" and more thought towards helping the builder.

My discussion of the fine lines on the wings is lengthier than perhaps their significance warrants, as after all surface detail is at best a simulation or representation of the real thing. Perhaps the kit's fine engraved lines are no less realistic than similar ones used on metal-winged subjects to represent overlapped panel lines. I trust this puts my critique in perspective; I would not want it regarded as an obstacle to finishing a nice model from this kit. This said, I still think a smooth wing in this scale would be more realistic.

Still, I doubt that this will be easy build. In part because of the subject's layout with several strutted assemblies that need careful alignment, but also because the kit is limited run and Valom's reputation for some fit issues. Despite this, a careful approach should reward the builder with a quite stunning model - Definitely recommended.

Thanks to Valom for this review sample.

References used:

British Flying Boats – Sutton Publishing, 2003

Aeroplane Monthly - July 1991

Avions - Issue 128, November 2003

Seawings.co.uk

ON THE TABLE

GALLERY



Scatchbuilt 1/48 Curtiss Flying Boat by Peter Vanderschaff





1/72 Fw-190A by Dave Stewart



1/72 P-40 by Dave Stewart



1/48 Spitfire Mk 18 by Rob Willis



1/48 Spitfire Mk 9 by Rob Willis



1/48 F7F Tigercat by Rob Willis



1/48 Hellcat by Rob Willis



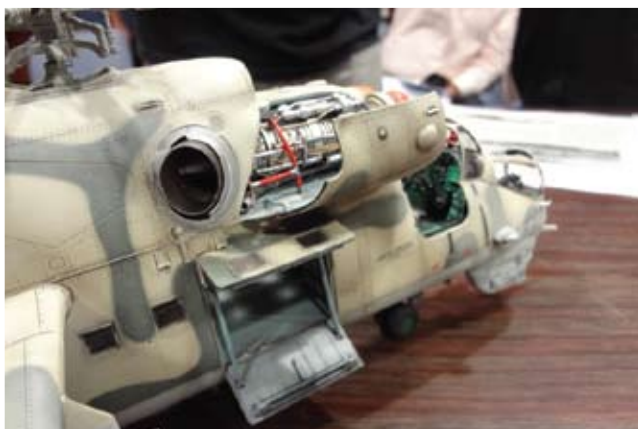
1/48 Tucano by Rob Willis



1/48 Texan II by John Darlington



Trumpeter 1/35 Hind Mi -24 by John Darlington



Tamiya 1/24 Fiat Bambina by Rob Willis



1/24 derelict by Jonny Wier



SIGN OFF



HASEGAWA 1/48 F/A-18F
Super Hornet
by Brett Sharman



SCALE-MAIL