



SCALE-MAIL

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NEXT MEETING

Bring along all those Corsairs you've spent months working on for a members popular vote judging session.

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

COMMITTEE

- | | |
|------------------------------|--------------------------------------------|
| • Chairman
Martin Short | • Members
John Watkins
Brett Sharman |
| • Treasurer
Kevin Benson | Henry Ludlam
Mike Rather |
| • Secretary
John Dryburgh | |

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FROM THE EDITOR

Only two months out from the IPMS NZ Nationals which means spare time has been diverted to modelling in an effort to get both the kits for the NML trade stand and something to put on the table completed in time. While there aren't a lot of members who seem to have much interest in the National competition, it's a good time for catching up with modelling fraternity friends from around the country and get inspiration from seeing what others are putting on the table.

The US Nationals wrapped up last weekend in Phoenix, Arizona and seems to have been one of the better run competitions of late, though apparently turnout was down 20%. Whether this is due to recession or modeller apathy remains to be seen. Given the limited travelling contingent for shows in New Zealand, it will be interesting to see if the New Zealand event is similarly affected.

Speaking of shows, this month sees the conclusion of the "Corsair Buld the Same Plane" competition, and going by the number of in-progress and completed kits on the table, promises to see a good turnout of bent-wing fighters.

Craig

2010 IPMS USA Nationals
Best of Show -
1/48th scratchbuilt Saturn 1B
by David Weeks

UPCOMING EVENTS

IPMS Nationals 2010

The 2010 International Plastic Modelers Society New Zealand National Competition will be held at the Woolston Club, Christchurch over the 1st - 3rd October 2010.

More information, including classes, schedule of events and competition rules is available at the IPMS Christchurch Club website

<http://www.wix.com/ipmschch/IPMS-Chch>

Scale Models Expo

19 – 21 August 2011
Wellington

Further details to be advised as they are made available.

UPCOMING MEETINGS

SEPTEMBER – “Battle of Britain” theme / Sea bases demo by Pete Randall

OCTOBER – Working with resin detail sets with Craig Sargent

NOVEMBER – Resin casting with Henry Ludlam

DECEMBER – Group build “Animal Theme” finishes / Club Champ

IMPORTANT REMINDER

It's that time of year again, and annual subs are now overdue. The schedule of fees is as shown below.

Please note that any unpaid subs now incur a \$5 penalty fee. There were too many subs remaining

unpaid last year and this impacts the club's ability to be able to hold events.

Membership	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

LINDBERG 1/48 HAWKER FURY 1

By Barry Burton



Contents & Media

380 plus a small etched metal fret with seat belts, cable mounts and DF loop.

One of the most successful and elegant bi-planes of the between wars era operated by the RAF. The Fury was the first aircraft operated by the RAF to enter squadron service which was capable of reaching zoomph.

Selected after a flyoff against the Fairey Firefly II it entered service in 1931, and was still in service in 1939.

The Kit

The Lindberg version of the Fury is one of several bi-planes of the era in this series – the others being the Flycatcher, Bulldog and Gladiator. What a pity that this series came to an end. O for a Grebe, Siskin, Firefly,

Gamecock etc.

The date of the Lindberg copyright printed on the kit box is 1982, but the origins of these kits by all accounts begins with the Inpact name which probably puts the kits as being from the 1970s.

As such they are not state of the art and leave themselves open to all sorts of personal input. So saying though the outline shape of each subject is accurate and incorporates well the feeling of the full scale subject.

If there is a criticism it is that the thickness ratio of the flying surfaces is a little spare.

The biggest modifications required in the construction in my opinion are the engine exhaust stubs which are just pimples on the kit moulding, and the need for a complete cockpit build which includes a seat and instrument panel replacement.

The decals as supplied are of the contact type and are unusable from a modern day viewpoint although they are accurate.

This brings up the fact that there are no known aftermarket decals available for interwar RAF types in 1:48thscale..





This means that squadron decorations of any kind will have to be created from decal sheet – which itself isn't easy to source. Roundels are not quite as difficult as suitable sizes are available on aftermarket sheets, all that is required usually is replacement of the centre red circle with one of smaller diameter. Fortunately Ventura do sheets of letters and numbers which deal to the serial requirements of this period.

It is rather surprising that the only

other 1:48th offering of the Fury is from Airfix, which although a crisper moulding than the Lindberg example, is not as accurate in outline..

I chose the added touch of separating the elevators and drooping them for an authentic look. The rudder is a separate piece so can be cemented to the fin at any angle. Slat were also incorporated to the front of the radiator housing. Rigging is by stretched sprue judiciously tensioned by the

application of heat from a small soldering iron held in close proximity. No hand shaking allowed – instant disaster.

Conclusion

I enjoyed building the Fury, and although it has taken quite a long time to complete – not being the fastest builder known – it has in no way become tedious; probably because of the kit's basic integrity making it all worth while.



Tamiya 1/32 SUPERMARINE SPITFIRE MK VIII

By Brett Peacock



When Tamiya brought out their 1/32 A6M series, we thought it could not get much better.

Contents & Media

Parts - 18 Sprues
 (16 grey, 1 black - the stand and 1 clear)
 350+ parts
 Price - \$269

The Kit

When Tamiya brought out their 1/32 A6M series, we thought it could not get much better. Then they brought out the Mark IXc Spitfire kit, and it did. Now they bring out a Mark VIII, and raise the bar again.

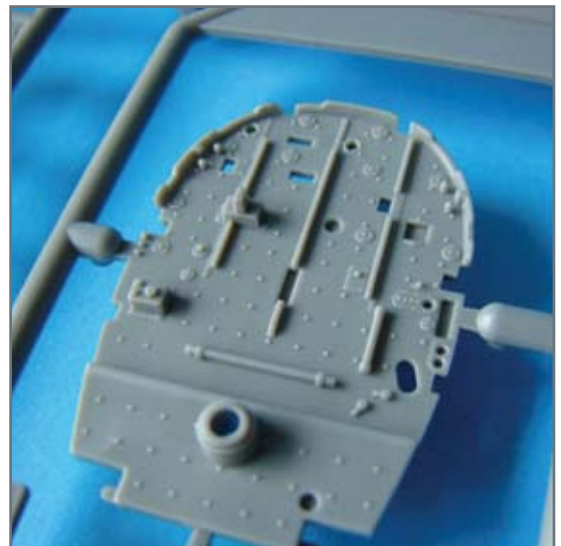
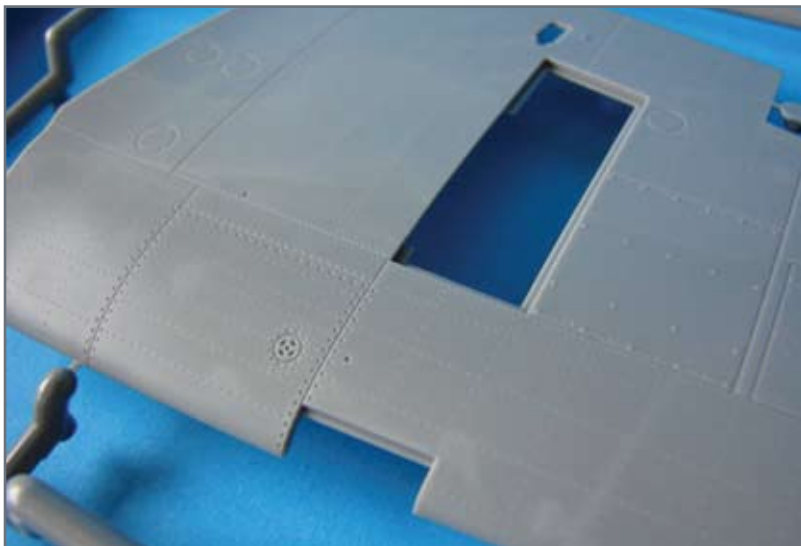
When I first peeked into the Mark IX box that John brought to the IPMS meeting a while back, I took one look at the way the fuselage was done, and it was clear other marks of Spitfire were on the cards, starting,

most likely, with a Mark VIII. Why else would they put an insert under the tailplanes?

Well, here is the Mark VIII Spitfire kit, in all its very substantial glory. The old fixed tail wheel of the Mark IX kit is gone, replaced by the retractable type used on the Mark VIII and all later types (the Mark VIII followed the Mark IX on the production line). I'm sure most of you have seen, heard, or read about, the glories of the Mark IX kit, so I will concentrate on what is new in this one.

First, on one new sprue, you get the retracting tail wheel, changeable to suit a flying model using a magnet attachment.

Another new sprue has the extended wingtips, applicable to some Mark VIIIs and many Mark 7s. Also on this sprue are the shortened ailerons and a blank to fill the gap they would leave otherwise, the mid-fuselage camera and new wing-root fairings with gun camera.



The last new sprue has two of the 85 gallon slipper tank, one for display and one to mount on the stand.

All of this makes a grand total of 37 new parts, as well as two new decal sheets with three colour schemes including all relevant data stencilling.

The 3 colour schemes are:

1. Lt Bill Skinner, 308th FS, 31st FG, 15th AF, USAAF, Castel Volturno, Italy 1944, HL-MM, desert camouflage with standard wingtips.
2. W/C Bobby Gibbes, CO 80 Wing, RAAF, Morotai, 1945. RG-V (A58-602), land temperate camouflage with standard wingtips.
3. 417 Sqn, RCAF, Marcianese, Italy, 1944, AN-J (JF579), desert

camouflage with extended wingtips

So the clear clipped wingtips from this kit become surplus as do the wide cannon blister panels, as no Mark VIII was fitted with those type blisters.

The Mark VIII Spitfire has long been a favourite of mine and I'm looking forward to making a start on this kit. Judging by the reports on the Mark IX kit, there should be many happy hours modelling in this box, unburdened by the need to modify or adapt things to fit. Heck, it even has rubber brake lines on the undercarriage! I'm also drawn to the RAAF version, with its large, fierce shark-mouth. And somewhere,

someone has already done a set of Clive Caldwell's marking for this kit.
Conclusion

If you love Spitfires, (and who, deep down, really does not?) then you owe it to yourself to get one of Mr Tamiya-San's masterpieces. I like the Mark VIII, you may prefer the Mark IX.

Just for watch those herniated wallets!

And don't be surprised if something really esoteric, like a PRXI turns up in the future either, it would only take a few extra parts to achieve that (i.e. a new lower cowling, oil tank, canopy, and some bulkheads around the cockpit).



“ If you love Spitfires, (and who, deep down, really does not?) then you owe it to yourself to get one of Mr Tamiya-San's masterpieces. ”

SUPERMARINE SPITFIRE MK VIII



Pavla 1/72 North American T-28 Detail Sets for the Heller Fennec Kit

By Mark Davies



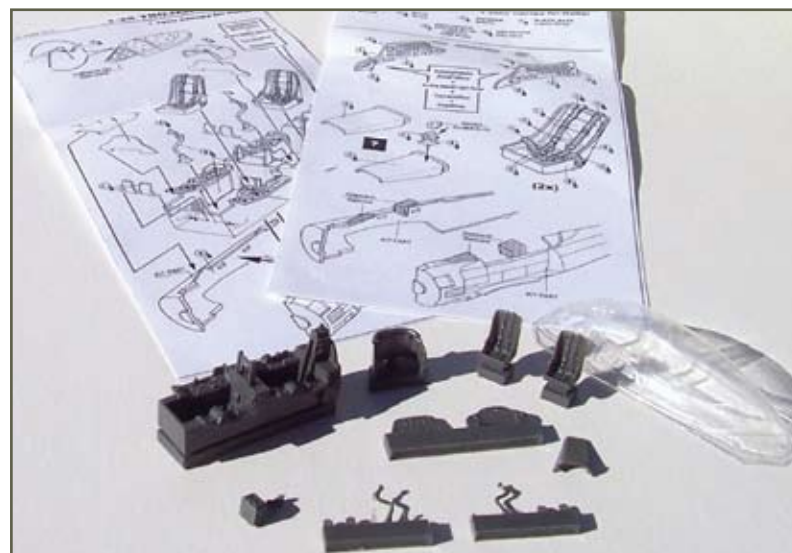
Background

The T-28 Trojan was North American's response to a USAF requirement for an aircraft combining the primary and basic trainer functions. It was derived from an experimental intermediate trainer design called the XSN2J-1, which had been intended for the US Navy. This looked very much like a T-28, but with a tail rather than nose-wheel arrangement. The first T-28A Trojans went into service in April 1950.

The T-28A was a little underpowered

with 800-hp for take-off from its R-1300 engine. Consequently R-1820 engines in the 1,300 to 1,400-hp range powered subsequent versions. The first of these was the T-28B built for the US Navy. Compared to the T-28A it had a 3-blade prop, different engine cowling, belly-mounted speed brake and smaller nose-wheel. The T-28C was another US Navy version with shortened propeller blades and an arrester hook for carrier landings. The T-28D Nomad was a T-28A re-engined with the R-1820. It was intended for COIN operations with six wing hard-points. The USAF used it as the TA-28D for ground attack training.

I have read differing accounts



Product Info

Catalogue Number:

C 72095 N.A. T-28 Trojan (Cockpit & Canopy Set)
S 72063 Seat T-28 Trojan (2 x Seats)
V 72-78 N.A. T-28 Trojan (Canopy)

Contents & Media

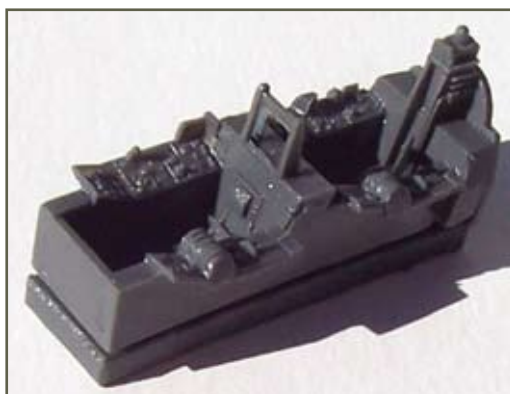
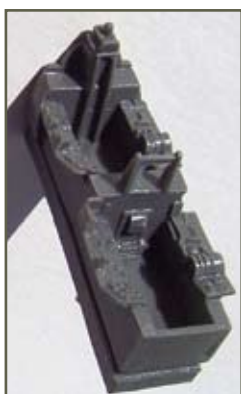
C 72095 14 x resin parts & 1 x vac-form canopy.
S 72062 2 x resin
V 72-78 1 x vac-form canopy

regarding which versions had a 4-inch lower line to the canopy than that of the T-28A's. My best assessment is that the T-28D certainly did, along with some late T-28A's, and all T-28B's and C's.

The French bought a number of T-28A's and Sud-Aviation modified them with R-1820's from surplus B-17s to become Fennecs. The Fennec had an air-scoop on the top of the engine cowl unlike those of T-28's. They were intended for COIN operations and had armour protection, wing hard points plus French instrumentation and avionics.

The T-28 was used by a considerable number of states other than the USA and France, both as a trainer and in the light attack role. Around 250 T-28's and Fennecs remain in use around the world, many as war-birds





“Pavla are well known for their extensive range of resin seats, detail and conversion sets vac-form canopies ...”



Heller Kit

The only game in town for a 1/72 T-28 I'm aware of is the Heller Fennec. This is a very nice little kit the builds flawlessly as far as I can recall. However if you want a version of T-28 rather than a Fennec you will need to do some research and be prepared to modify the kit (Even as a Fennec the kit's ventral air-brake should be eliminated).

Maybe here is an opportunity for Pavla: How about releasing some conversion sets for the T-28A, B, C & D? The variety of colourful markings is considerable, and should have fairly wide appeal.

The Detail Sets

Pavla are well known for their

extensive range of resin seats, detail and conversion sets, vac-form canopies, and fairly large range of limited run aircraft kits. They have adopted a sensible and welcome approach to aircraft accessories by frequently offering different degrees of enhancement for the same kit. This is the case here, with the option of full cockpit set and canopy, or just a pair of seats and/or a canopy.

All of the resin is cast to high standards, with some very fine detail evident. Clear instructions with paint call-outs area welcome feature of the cockpit set. The photos tell their own story. So I have little to add here, other than to say that the set will be a big improvement over the kit parts, despite these being

pretty good compared to many kits of similar age. The canopy, which is the high type definitely applicable to the Fennec and T-28A, will allow everything to be shown off to full effect. It comes as three pieces, which may force your hand to have the canopy open. If you're on a budget, or don't need so much detail, you can buy just the seats and/or the canopy separately.

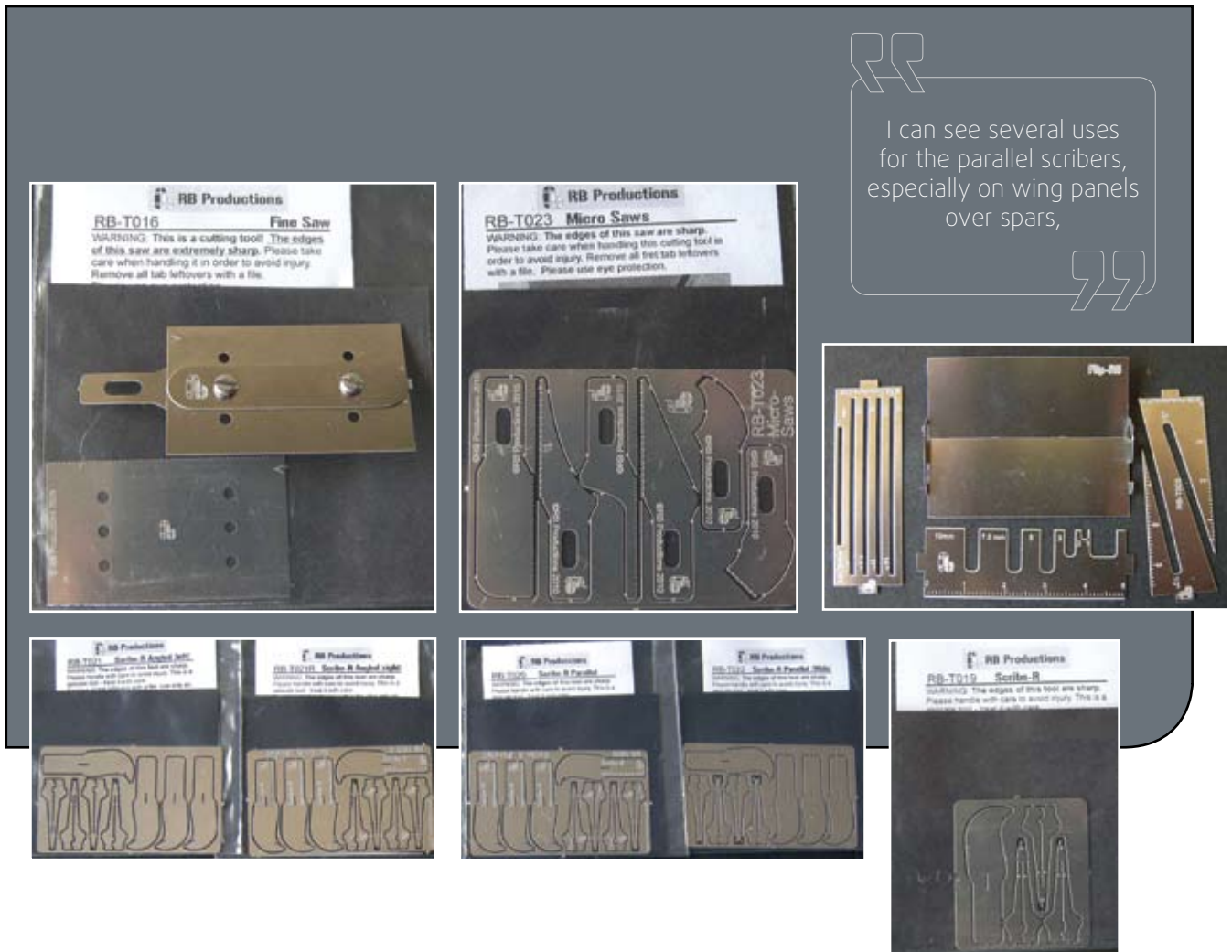
Conclusion

These sets are very welcome improvements for the Heller Fennec or a T-28 conversion based on the Heller kit: Definitely recommended.

Thanks to Pavla Models for the review samples.

RB Productions 'Trick' Tools

By Peter Mossong



After seeing several online reports of Radu Brinzan's line of scribes, razor saws and riveting tools, I took the plunge a few weeks back and ordered a selection via his website at: <http://www.radubstore.com/>. Seven days later, an envelope postmarked Republic of Ireland arrived in my letter box containing several photo-etch frets of stainless steel.

After a morning spent cutting the items out from the frets and some clean-up with a diamond nail file, I then assembled them and began to try them out.

The most useful appears to be the Scribe-R which is small enough to use with the tiniest of templates for hatches/panels etc. One pass is

probably enough for 1/72 scale, 2 for 1/48 and 3 for 1/32 and 1/24th. It cuts a ribbon from the plastic, and just leaves a slightly raised ridge that a quick pass of the sanding stick soon removes. Two spare tips are also provided in this pack.

I can see several uses for the parallel scribes, especially on wing panels over spars, and out on the wing tips where several strips make up the panels. The angled scribes, possibly for enhancing elevator and aileron joints, and opening up louvers. I need to 'play' with these a bit more!

One further note on these scribes; all the blade holders have teeth etched into the back of them, so this can also be used for scribing or quick cut jobs!

The razor saws and micro saws are little beauties. They cut very well and cleanly.

The one problem I did find with all of them was that I had to modify one of my knife holders to grip them properly, as the blade holders are much thinner than standard knife blades. They need to be mounted into a four slot type holder, and after much trying to tighten up my old Pro-Edge knife holder, and still not quite getting them to lock in securely without 'flopping' around, I then modified an older Olfa knife holder I had in my tool box. As it has a plastic body, all I had to do was cut another slot at 90 degrees to the main one, and 'bob's your uncle', problem solved!

Here is a picture of the cuts they make. Pretty hard to get a really good idea of what they are like from this, but no other way! I tried to get a picture of the edge of the plastic, but my camera just wouldn't focus.

Next up is the PE holding/folding tool. It works just the same as a bending brake that proper panel beaters use for making panels on 1/1 cars. I also purchased the two optional guides for angled bends, and parallel bends. I've yet to test these

out, and just did a quickie box from my PE spares box. Took about one minute to do!

My recommendation is to get at least the basic Scribe-R, the micro saws and the razor saw. As noted, I purchased the fine and the ultra fine blades. This is the number of teeth, not the thickness. The other scribers are really luxuries that may come in handy from time to time, but they're not really needed.

I might look at the riveting tools at some later time, as the modified super fine pounce wheels I have at present do a pretty good job!

These tools are very well priced, and Radu's service was top notch. Many of his other great products will also tempt you when venturing further into his website...

Be warned!



My recommendation is to get at least the basic Scribe-R, the micro saws and the razor saw.



Stash 'n' Stuff

Need to BUY, SELL or SWAP stuff?

Place an ad for it.

Send Craig your message and he'll drop it in here for you. Ask for what you want, include your name, contact phone number, email address and a photo if it helps.

Email your message to;

vmfa451@xtra.co.nz

Wanted to buy

Crusader F-8E Academy 1/72 scale
I want one of these. Is there anyone out there who wants to be my friend? Contact Mike at;

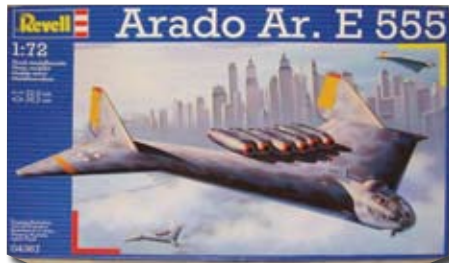
mike@quantumcreative.co.nz
Office (09) 6300 526
Home (09) 521 0617
Bat phone 021 666 264



Wanted to buy

Arado Ar. E 555 Revell 1/72 scale
I can't find this one either. I'll pay a fair price if you can help me. Contact Mike at;

mike@quantumcreative.co.nz
Office (09) 6300 526
Home (09) 521 0617
Bat phone 021 666 264



Name	Model	Complete
Brett Sharman	Hasegawa 1/48 F-22 Raptor	Work in progress
Bill Bourke	Hasegawa 1/72 Jake	Work in progress
Pete Randall	WEM 1/700 M Class Destroyer	Work in progress
Henry Ludlam	Trumpeter 1/72 Tu-16 Badger	Complete
	Esci 1/72 Tu-22 Blinder	Complete
	Hobby Boss 1/72 HH-60H Rescuehawk	Complete
John Watkins	Hobby Boss 1/72 Typhoon	Complete
	Hobby Boss 1/72 Corsair	Complete
	Heller 1/72 Vampire	Complete
Barry Flatman	1/48 Corsair F4U-5NL	Complete
	Monogram 1/48 Corsair - USMC	Complete
	Monogram 1/48 Corsair - RNZAF	Complete
John Dryburgh	Tamiya 1/48 FAA Corsair	Work in progress
Duncan Sue	Flying Kiwis 1/72 Corsair	Complete
	Academy 1/72 Avenger	Complete
John Darlington	Hasegawa 1/72 B-24J Cocktail Hour/Dragon and His Tail	Work in progress
	Academy 1/72 Tempest	Complete
	Classic Airframes 1/48 Sea Venom	Complete
Dave Stewart	Airfix 1/72 Spitfire Mk.III	Complete
	Special Hobby 1/72 FG2-1 Corsair	Work in progress
Gary Boxall	Bronco 1/35 PzKfw774E	Work in progress
	Dragon 1/35 Tiger I	Complete
	Lion Roar 1/35 37mm Flak 43	Complete
	MiniArt 1/35 Dingo	Complete

