



# SCALE-MAIL

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## NEXT MEETING

Bring along anything you have planned to build this year.

Tuesday 21th February - 7.30pm  
Leys Institute (upstairs)  
20 Saint Marys Road, Ponsonby

### COMMITTEE

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

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## THE CHAIRMAN'S BIT

First off great to see such a fantastic turn out of models at the January club night – everyone did very well! Great to see that you were not idle over the break.

The committee has met, and the 2012 agenda set, with hopefully as wide an appeal as possible. February is the finish of the “Frogs for February” build, and I know of some very interesting kits that should

make it to club night. Also as part of the display, we would ask that you bring along your built Frog kits to add to the nostalgia.

Would people entering the Frogs for February competition, please place your models in the areas designed in the table plan below, and print out and complete the entry form as well if possible. You will be issued an entry number on the night.

Frogs for February Competition	Show and tell	Show and tell
Frogs Model Display	Show and tell	Show and tell

Entrant:	(Entry number)
Model:	

Lastly, there is just over one month to go until the AGM. Time to put your thinking caps on and see what you can do to help run the Club for 2012-2013.

See you on Tuesday night,  
Martin

# UPCOMING EVENTS

**February:** "Frogs for February": Bring along any Frog branded (or reboxed/leased mould releases e.g. Novo, some Hasegawa or Eastern Express). Final night for the challenge proposed by Dimitri and Peter Harrison, middle of last year. Also for a bit of nostalgia, a good chance to dust off those old Frog kits built many years ago and bring them along.

**March:** AGM. Incoming committee will need to start planning and preparations for 2013 Nationals.

**April:** Quiz night

**May:** Modelling Sea Bases

**June:** Model Photography

**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

For anybody that is interested here is a list of Frog/Hasegawa releases that will hopefully explain similarities between the various boxings still out there.

Frog/Hasegawa releases 1968-1973. Scale 1/72 unless otherwise noted, listing by Frog reference.

## Aircraft:

LTV Corsair II  
F260 1968-1973 Hasegawa mouldings

Northrop F-5A Freedom Fighter  
F261 1968-1970 Hasegawa mouldings

McDonnell Douglas F-4K/M Phantom II  
F262 1968-1974 Hasegawa mouldings  
F262 1974-1977 Frog mouldings copied from Hasegawa, some minor differences

MiG-21F  
F263 1968-1973 Hasegawa mouldings, first batch in non-standard size Frog boxes to accommodate larger runners, second batch had tooling modified with smaller runners to fit standard box

SAAB AJ37 Viggen Prototype  
F264 1969-1973 Hasegawa mouldings

North American OV-10 Bronco  
F265 1968-1972 Hasegawa mouldings

BAC Lightning F6/F53  
F266 1968-1974 Hasegawa mouldings  
F266 1975-1977 Frog mouldings copied from Hasegawa

North American F-86F Sabre  
F267 1968-1970 Hasegawa mouldings, spuriously sold as a 'Canadair Sabre'

Lockheed F-104G/Aeritalia F-104S/  
Canadair CF-104 Starfighter  
F268 1968-1973 Hasegawa mouldings, first batch in non-standard size Frog boxes to accommodate larger runners, second batch had tooling modified with smaller runners to fit standard box

Republic F-105D Thunderchief  
F269 1968-1973 Hasegawa mouldings

Grumman OV-1B Mohawk  
F270 1969-1972 Hasegawa mouldings

McDonnell Douglas A4H/K Skyhawk  
F271 1970-1974 Hasegawa mouldings

Grumman A-6A Intruder  
F272 1969-1972 Hasegawa mouldings

Hawker Siddeley Harrier GR1  
F273 1970-1974 Hasegawa mouldings  
F273 1976-1977 Frog mouldings copied from Hasegawa, some minor differences

Nakajima G8N1 Renzan  
F274 1968-1972 Hasegawa mouldings

North American RA-5C Vigilante  
F275 1969-1971 Hasegawa mouldings

Kawanishi H8K2 Emily  
F276 1969-1971 Hasegawa mouldings

Boeing B-47E Stratojet  
F277 1969-1971 Hasegawa mouldings

North American F100D Super Sabre  
F280 1970-1974 Hasegawa mouldings

Grumman F6F-3/5 Hellcat (1/32)  
F281 1973-1974 Hasegawa mouldings

McDonnell RF101C Voodoo  
F282 1970-1972 Hasegawa mouldings

Lockheed P2V-7S (SP-2H) Neptune  
F284 1973 Hasegawa mouldings

Convair F102A Delta Dagger  
F286 1970-1972 Hasegawa mouldings

Mitsubishi A6M5a/b/c (1/32)  
F287 1972-1974 Hasegawa mouldings  
Messerschmitt Bf109E (1/32)  
F288 1972-1974 Hasegawa mouldings

Messerschmitt Me262 (1/32)  
F289 1972-1974 Hasegawa mouldings

## Ships:

Sport Fishing Cruiser (1/35 approx.)  
F131 1970-1972 Hasegawa mouldings  
USS Missouri (1/455)  
F132 1971-1974 Hasegawa mouldings

DKM Bismarck/Tirpitz (1/435)  
F133 1971-1974 Hasegawa mouldings  
(Bismarck)  
F134 1971-1973 Hasegawa mouldings  
(Tirpitz)

HMS Vanguard (1/445)  
F136 1970-1973 Hasegawa mouldings





# BUILD

Platz 1/72 MQ-1B Predator By Craig Sargent



## Background

The Predator system was designed in response to a US Department of Defence requirement to provide an unmanned intelligence gathering, surveillance and reconnaissance platform. In April 1996, the secretary of defence selected the USAF as the operating service for the RQ-1 Predator system. The "R" is the Department of Defence designation for reconnaissance aircraft, the "M" is the DOD designation for multi-role, and "Q" designates an unmanned aircraft system. The "1" refers to the aircraft being the first of the series of remotely piloted aircraft systems. A change in designation from "RQ-1" to "MQ-1" occurred in 2002 with the addition of the AGM-114 Hellfire missiles, enabling engagement of targets

The MQ-1 Predator is an armed, multi-mission, medium-altitude, long endurance remotely piloted aircraft that is used as a killer/scout. Given its significant loiter time, wide-range sensors, advanced communications suite, and precision weapons, it provides a unique capability to find, assess, fix, track, target and engage high value, briefly available, and time sensitive targets. Predators can also perform intelligence/

surveillance/reconnaissance (ISR), close air support (CAS), combat search and rescue (CSAR), precision strike, buddy-lasing, convoy and raid monitoring/escort, route clearance, target development, and terminal air guidance.

## Operation

The Predator is part of an Unmanned Aircraft System (UAS). A fully operational UAS consists of four sensor/weapon equipped aircraft, a ground control station (GCS), a Predator Primary Satellite Link (PPSL), and spares, along with operations and maintenance crews for continuous, remote 24-hour operations. The basic crew for the Predator is a rated pilot to control the aircraft and command the mission, and an enlisted aircrew member to operate sensors and weapons. The crew controls the aircraft from inside the GCS via satellite data link.

The MQ-1B Predator carries an infrared sensor, a colour/monochrome daylight TV camera, an enhanced image TV camera, a laser designator and a laser illuminator in the under nose sensor turret. The full motion video from each of these imaging sensors can be viewed as separate video streams or combined.

The aircraft can also carry two laser-guided AGM-114 Hellfire missiles for very accurate anti-armour and anti-personnel capability.

The Predator aircraft can be disassembled and loaded into a container for travel. The ground control system and PPSL are transportable in a C-130 Hercules (or larger) transport aircraft. The Predator can operate on 1,524m x 23m hard surface. The primary method of operation employs a launch and recovery GCS for takeoff and landing operations at the forward operating location, while the Continental US-based crew carries out command and control of the remainder of the mission. Powered by a Rotax engine and driven by a propeller, the air vehicle can fly up to 400 nautical miles (740 km) to a target, loiter overhead for 14 hours, then return to its base.

## Building the MQ-1B

Platz has now released their diminutive 1/72 Predator in 3 versions: the RQ-1, the MQ-1A and the MQ-1B. I built the early unarmed RQ-1 release when it first came out many years ago, and when Platz released the MQ-1A, decided I needed to build it in the armed



configuration as a contrast with the early airframe. Over the intervening years, the MQ-1A went through many changes up until the final one rolled off the assembly line on March 3, 2011, in a ceremony at General Atomics' flight operations facility. I decided that I would convert the MQ-

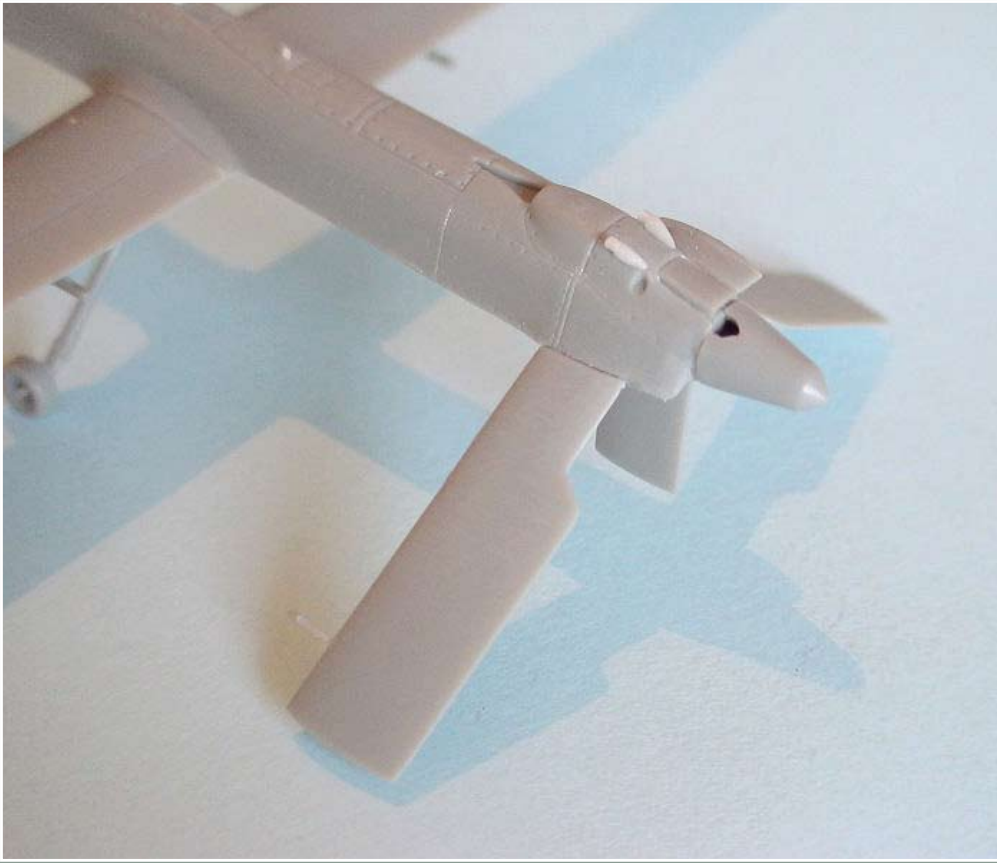
1A and build it in the configuration of one of the last ones built.

The kit comes on two sprues of grey styrene and has a reasonable parts count for such a simple design. This model started out as the MQ-1A boxing, so provided some of the necessary changes such as the

revised sensor turret and the Hellfire missiles and pylons. To complete the model in the final MQ-1B configuration a number of further changes were needed, as well as enhancements to the basic kit parts.

One of the most noticeable changes was the notches in the tailplanes





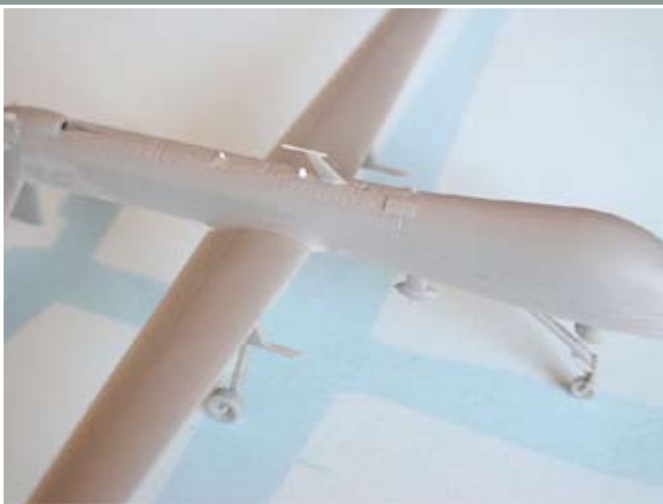
which were apparently to resolve some issues around weapons delivery. These were measured off photos and drawings and the appropriate sections removed and sanded to an airfoil shape. The next change was a 3mm extension to each wingtip from styrene sheet butt-joined to the wingtips and sanded to shape. Two new intakes were fashioned from sprue, and the ends drilled out, before attaching to the top of the engine housing. A number of smaller antennae and infra-red counter measure nodes

were added from pieces of styrene, and a piece of stretched sprue added to the top of the main comms antenna as per photos. Finally, two discs of card were punched using a Waldron punch-and-die set for the dual camera windows on the nose of the late-block Predators, and all of the late Block updates were completed.

All that remained was some detailing and corrections which I also carried out on my first RQ-1A model. The propeller blades are too anaemic, so

I replaced them with some from the spares box, appropriately shaped and cut to size. The nose sensor was replaced with some copper wire, and a small wind sensor added to the front with some punched plasticard discs and a small photo-etch off-cut for the wind vane. A pair of underwing pitot tubes were also scratchbuilt to replace the overscale kit ones.

The aircraft was painted grey, glossed and then decals applied. I was able to use the kit decals



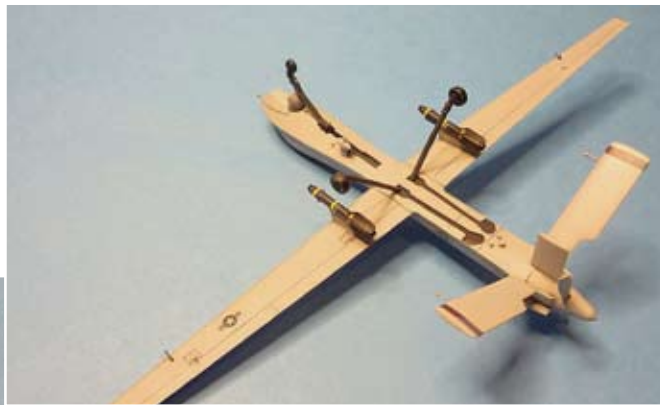
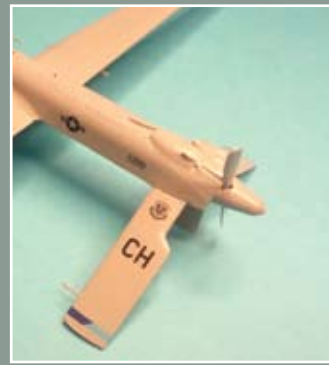


for most of the markings, but the aircrew names had to be custom printed, and the latest Creech AFB tail stripes were quite complex and not available in the kit. I ended up masking and painting the 3 main stripe colours – light blue first, then the dark blue segments, and finally the thin red edge stripes. I then used some custom ALPS decals for the fine black checks which went over the top of the two blues. The detail painting was then finished, before

the whole aircraft was glossed and given an oil wash. A matt varnish finished off the painting before the navigation lights were added from some shaped and painted clear sprue.

With the two finished Predator kits side by side, the differences between the early reconnaissance only RQ-1 and the later armed variant MQ-1B are quite noticeable. This was an enjoyable build, although it took me

a few years between getting the paint done and getting the decals on. The only real issue is that there are so many fine and fragile parts on the kit, it is hard not to be constantly having to repair something. With two finished, my Predator builds are done. Perhaps time for a Reaper or Platz's new "Beast of Kandahar" UAV release as a follow up.







# REVIEW

Revell 1/48 Lockheed PV-1 Ventura by Pete Mossong



Received courtesy of Damon Edwards and E-Bay

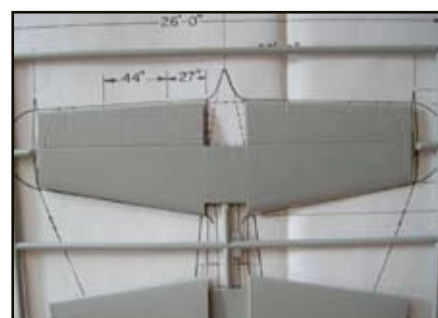
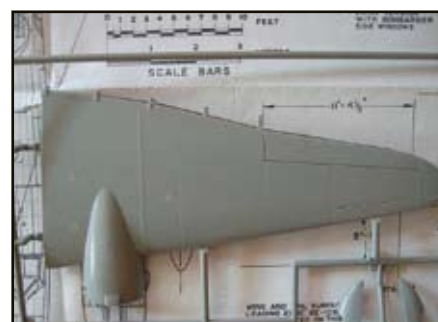
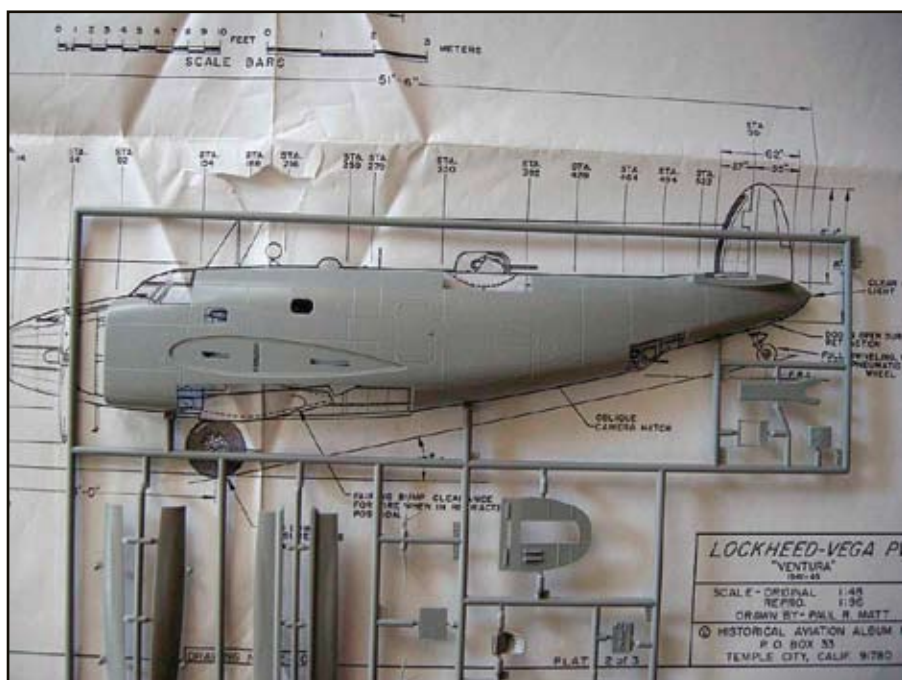
Finally, we have a buildable 1/48 scale injection moulded kit of the Ventura, thanks to Revell USA. Bill Koster had produced a beautifully done multi-media kit, and Fonderie Miniatures (FM) in France had produced one (allegedly JUST buildable) but for the 'joe-average' modeller, these have now both been

well and truly superseded, and at a very good price to boot!

Moulded in a mid-grey plastic, and moulded in Korea (proudly engraved on the external surface of one lower tail-plane! Tsk tsk) the large box contains the makings of the standard mid to late production PV-1 with the solid radar nose as used by the US Navy, US Marines, RAAF, RNZAF, SAAF and others. Other than the

decal options (two USN and one RCAF) the only option given with the kit is the under nose 'gun pack', or the clear bombers panel.

The average modeller (probably 95%) will be able to make a very nice replica straight from the box, but those amongst us that prefer an accurate as possible replica will have a bit of work to do.





It's obvious that the Paul Matt drawings were used in the production of the masters, as the kit matches these drawings almost exactly in most areas other than the fuselage cross sections and the tail fin and rudder dimensions! I've attached a drawing to show just the nose area at the station just forward of the cockpit where the kit's nose section is joined. The well-discussed skinny props also show up against those in the drawings - now

rectified by sets from Mike West at Lone Star, and the guys at Vector who have also done engine 'noses' with the correct magnetos and the missing prop governors. The wheels are pretty basic, and I understand there are sets underway, along with 'corrected' cowls from several other resin casters such as Lone Star, Vector, Mastercasters, etc. - this kit is keeping the 'cottage industry' alive at present! One other omission is the very large internal fuel tanks in

the centre cabin just behind the main spar. This area can be seen through the fuselage windows! If one is to open up the fuselage door, a rear floor section, and internal structure will also need to be added.

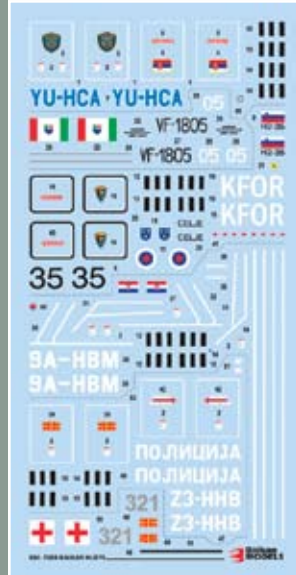
Overall a very nice effort and Revell are to be commended for finally getting this out, and providing a good basic 'canvas' to work with at an unbelievable price!





# REVIEW

Balkan Models 1/72 Balkan Hueys by Mark Davies



## Contents & Media

Waterslide decals with colours & markings guide.

## First Look

These are the first Balkan Models decals I have reviewed that are not markings for the former Yugoslavia's air force. Instead they cover six subjects from various nations that emerged following its breakup, these being:

- Bell 212 Serbian Police,
- Bell UH-1H Bosnian & Croat Federation Air Force,
- Bell 412 Slovenian Air Force,
- Bell 212 Croatian Police,
- Bell 212 Macedonian Police, and
- Bell UH-1D Macedonian Air force.

## The Decals

The decals are supplied in an A-5 plastic zip-lock bag along with a single fold out sheet that provides eight A-5 sized glossy colour pages. Each of the six subjects is covered by a coloured 4-view painting & markings guide that details each helicopter's unit and the location that it served from. These guides are very

nice produced, and clearly indicate decal locations. Paint colours at first appear to be generically described, but when the colour key is related to the paint chart on the last page of the instructions they are cross-referenced to FS-595 & RAL codes, as well as a most helpful listing of paint numbers for the following brands:

- Revell
- Humbrol
- Model Master
- Tamiya
- Vallejo MC
- Vallejo AC

The decals look well printed with good colour density and registration.

## Conclusion

These decals should appeal to modelers of small or obscure air forces and police services, and of course those interested in the Balkan nations covered. The product and presentation is very good, with a very thorough cross-referencing of colours to paint systems and brand ranges - Definitely recommended. Thanks to Balkan Models for the review sample.





# CLASSIFIED

## 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](mailto:vmfa451@xtra.co.nz)

### For sale

Model paint stash. Approx 80 x pots or more.

\$100.00

contact: Graeme  
[rgmanson@hotmail.com](mailto:rgmanson@hotmail.com)  
Mob: 021 901 879

### For sale

Display unit. White finish with glass shelving. Quality display unit.

\$400.00

Contact: Graeme  
[rgmanson@hotmail.com](mailto:rgmanson@hotmail.com)  
Mob: 021 901 879





ON THE TABLE











# SIGN OFF



1917 Fokker Dr1 Triplane



# SCALE-MAIL