



# SCALE-MAIL

## IN THIS ISSUE

- From the Editor 1
- Notices 2
- Review
- Messerschmitt Bf110D-3 3  
by Brett Peacock
- Build
- Horten IX Gotha Go220 6  
by Mike Rather
- BAC Lightning F.6 7  
by Mark Davies
- Stash 'n' Stuff
- Classifieds 10
- Gallery 11

## NEXT MEETING

Want to see how to get that nice dirty aged look to the finish of your latest creation? Brett Sharman will be showing us how he gets down and dirty.

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

## COMMITTEE

- |                                     |  |
|-------------------------------------|--|
| • <b>Chairman</b><br>Martin Short   | • <b>Members</b><br>John Watkins<br>Duncan Sue |
| • <b>Treasurer</b><br>Kevin Benson  | Peter Harrison<br>Brett Sharman<br>Mike Rather |
| • <b>Secretary</b><br>John Dryburgh |  |

## NEWSLETTER EDITOR

Craig Sargent (09)418 3934  
craig.sargent@xtra.co.nz

## ADDRESS

- **POSTAL**  
C/- Kevin Benson  
87 Point England Road  
Point England, Auckland 1072
- **EMAIL**  
ipmsauckland@gmail.com
- **WEB**  
ipmsauckland.hobbyvista.com
- **YAHOO**  
groups.yahoo.com/group/ipmsauckland



Tamiya 1/48 RNZAF F4U-1D Corsair by Brett Sharman

## Weathering Workshop with Brett Sharman

### FROM THE EDITOR

One of Mark Robson's favourite idioms is how we are living in the Golden Age of modelling, and, for once, I think I am starting to agree with him. Every other day seems to see the formation of yet another new company on the modelling scene offering something that is sought after, or poorly done by others previously. New releases of all descriptions abound both in models and aftermarket accessories, and while, there a still many subjects crying out for attention, that number continues to diminish.

Interesting, in that it would seem that the Golden Age is starting to focus on the larger scale. Until recently, there has not really been a huge amount of good quality large scale kits.

Tamiya's new 1/32 Spitfire is proving to be a wonder of plastic engineering with ultra thin engine panels and clever magnetic attachments, and Hasegawa's 1/32 Ki44 is proving to be very popular for it's ease of construction and colourful markings.

Trumpeter, Hobby Boss and Kinetic are also churning out large scale new releases from behind the Bamboo Curtain like there is no tomorrow, and although some of these releases have some serious inaccuracies, are filling voids in the market at a phenomenal rate.

Godzone's very own Wingnut Wings, appeared as if by magic from nowhere and with every new big scale WWI release, continues to receive critical acclaim from around the world.

This month saw the announcement of yet another new company going by the name of Wingscale announcing some new injected 1/32 twins in the form of B-25s, P-61s and Meteors.

Perhaps as the modelling population ages and our eyesight diminishes, the Golden Age will see us well into our Golden Years.

Craig

## 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>

## UPCOMING MEETINGS

AUGUST – Build the Same Plane finishes

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

## BUILD THE SAME PLANE CONTEST

“Build The Same Plane” contest kicked off in February and runs until August club night. Build any scale F4U Corsair you want to and build it how you want to; out of the box; highly modified; excessively detailed; what-if; warbird; raceplane; combat veteran – the choice is yours.

There is no shortage of markings options as the aircraft was flown by the following countries/units:

Argentina

El Salvador

France

Honduras

New Zealand (13 RNZAF squadrons)

Royal Navy Fleet Air Arm

US Navy

US Marine Corps

Bring your Corsair along as you progress so everyone can see how you are going.



# F4U-Corsair

# DRAGON/CYBERHOBBY 1/48 MESSERSCHMITT BF110D-3

By Brett Peacock



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

## Parts

**Advantages:** Superbly detailed throughout, relatively straight forward assembly, clear instructions, full colour callouts and good decals. A choice of fully closed or opened up canopies. All control surfaces are positionable. Good use of etched metal and wire extras. Includes slats and flaps as standard

**Disadvantages:** Only 2 MTO marking choices, (no BOB) and the news that the engines are a special release to be deleted from future issues.

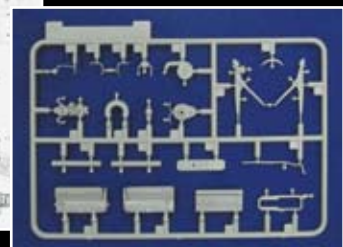
Some months ago I examined Dragon's then brand new 1/32 Bf110C-7 kit and made largely positive comments about many

aspects of the kit, the only negative marks being awarded for the instructions (omissions of parts and colour callouts) and the incomplete decal sheet (no airframe data or swastikas). Now Dragon has scaled that kit down to 1/48 scale and this is some "down scale"!

Not only have the caveats about the instructions and decals been resolved - to even a perfectionist's standards, but Dragon has actually improved the kit itself! The 1/48 scale Zerstorer kit has positionable control surfaces - this extends to the flaps and slats as well! Just for that reason, this instantly becomes the definitive Bf110 kit in 1/48, leaving Eduard's recent kits in second place (although not far behind it). Like its bigger

brother, the sprues are organised in such a way as to make it clearly obvious that other variants will follow in short order.

The kit includes (on its own small sprue) the extended boat tail rear fuselage and there is a short length of fine wire and etched mounts to enable the modeller to accurately reproduce the externally mounted dinghy release cable that was a feature of the D type. The slats are done as optional parts to be inserted after some minor surgery to the outer LE of each wing, and the cockpit is a complete scale down of the 1/32 cockpit, right down to parts and layout design. This is a very good thing!

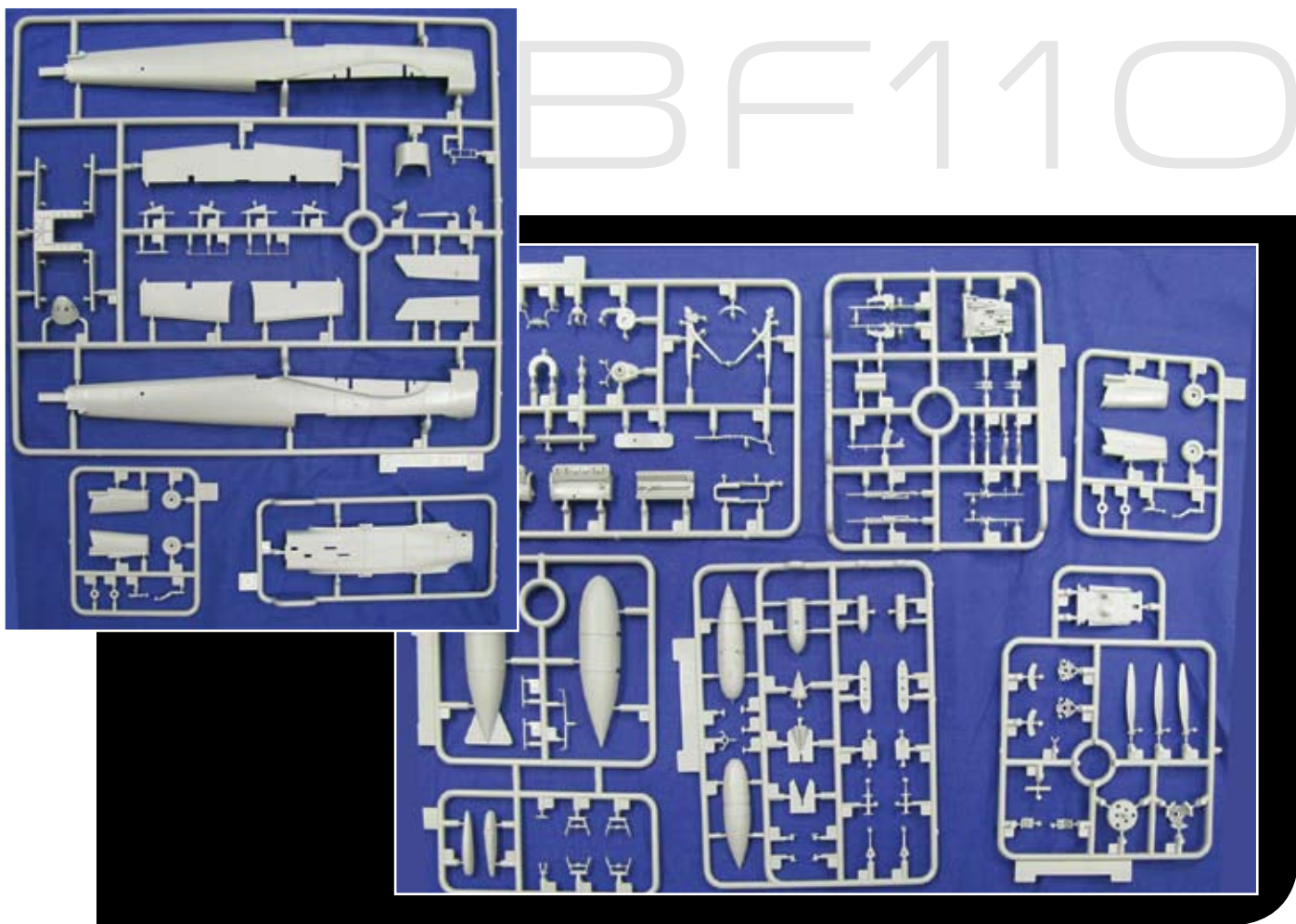


The first release of this kit in Japan and the US features two complete engines (again scaled down from the 1/32 ones) and this was through the agency of CyberHobby.com, hence they have their own brand on the kit. For Dragon's own release there will be no engines (at least at first!) but the engine mount pieces which will be used to dummy them are included on the main sprues. Another improvement is the nose cone, which

is now able to be displayed open to show the MG bay, unlike the big brother kit.

The D-3 variant had the ability to carry extra fuel in drop tanks under the outer wings and two types are provided; the standard 300 litre, and the extra long range 900 litre types, both accurate down to the differing mountings. Two 550 kilogram bombs provide the weapon load. Also on

the armament sprues are the outer wing racks and fairings for four 100 kilogram bombs, as well as the bombs themselves - a nice extra to have as an option. Another good addition to this kit is the provision of a one piece canopy, in addition to the multi part canopy, which may be posed open.



On this kit the parts fit is a marvel - EVERYTHING fits, almost perfectly together; I know; I'm building it, as anyone who saw me at Model-X can testify. In fact, if it was any easier I'd let a six year old try it. The great advantage of computer aided design and mould cutting, is that you can scale things PERFECTLY, and this 1/48 scale kit is the proof of it. I will bet that it is a darned sight easier to make than Eduard's. I'm working on one of those too, so I know what I'm talking about.

There are two colour options in the

kit. First, a Luftwaffe machine of 6/ZG76 stationed in Greece in 1941, with the codes M8+AP, featuring yellow rudders, engine cowlings and upper nose - although there is an option to paint the upper nose white as an alternative. Colours are correctly given as 71/02 over 65. There is also the option to add yellow under each wingtip, and a huge red and white shark mouth. It is a very colourful and attractive scheme. It's shown with 900 litre drop tanks, but I would be inclined to use the 300 litre alternatives as the Greek campaign was not fought at the very long

ranges which would need the bigger types (and that include Crete).

The second option is a 4/ZG76 machine from Iraq in 1941, bearing Iraqi markings over painted-out Luftwaffe markings. It has a white upper nose, yellow upper cowlings, and RLM02 (or possibly RLM65) patches over the Luftwaffe markings. It is also depicted with the 900 litre drop tanks. Here I would use them, as the ferry flight from Greece to Mosul in Northern Iraq was a very long range operation.

The colours given are again 71/02 over 65 with the red and white shark mouth under the nose. Like the first option, it's a colourful and eye-catching scheme, if somewhat similar in overall design

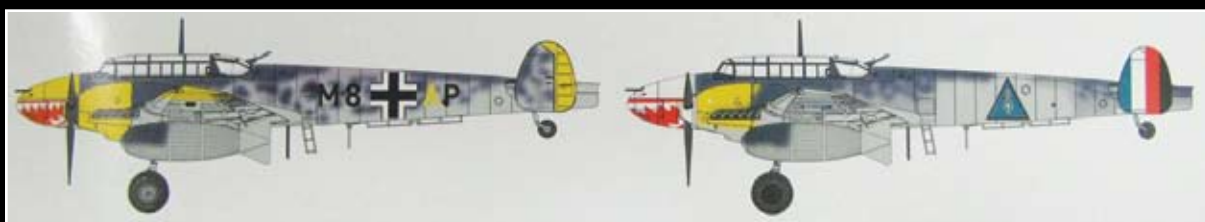
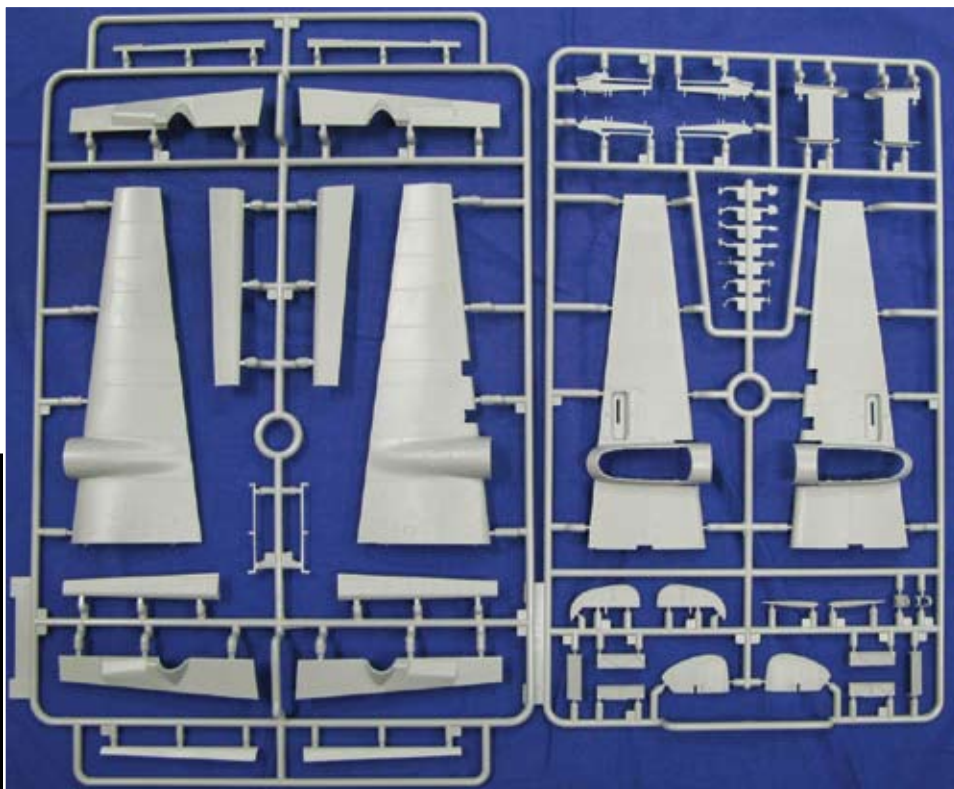
If I have one less-than-positive comment to make about this kit, it's the news that future variants may not include the engines (which come with a separate instruction leaflet/

paint guide in this kit). I think Dragon would be silly to leave them out and I hope they will eventually realise this and begin to include them as standard. I also would have to say that two Mediterranean schemes is, perhaps, not the best option. Nice though they are, a Battle of Britain scheme would be a major selling point for the kit, especially as this year marks the 70th anniversary of the Battle of Britain.

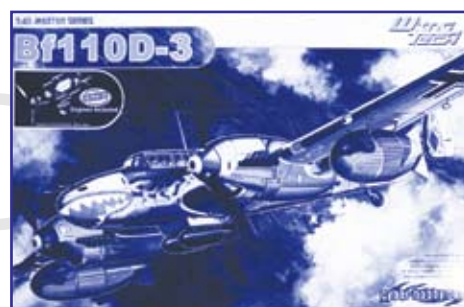
But if those are the worst gripes I can think of, then you know it must be some kind of outstanding kit - one that I will be starting as soon as I clear some "almost done's" off my "to do" pile.

### Conclusion

Outstanding and my 1/48 kit of this year.



B F 1 1 0 D 3



# REVELL 1/72 HORTEN IX GOTHA G0229

By Mike Rather



## Contents & Media

2 x sprues of dark green styrene airframe parts,  
1 x sprue of clear styrene parts,  
1 x sheet of decals

## Information links

[www.militaryfactory.com/aircraft/detail.asp?aircraft\\_id=105](http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=105)  
[www.cybermodeler.com/hobby/kits/rm/kit\\_rg\\_4329.shtml](http://www.cybermodeler.com/hobby/kits/rm/kit_rg_4329.shtml)



## Background

The Horten Ho IX is the first production version of what is called a flying wing. In my opinion it is the granddaddy of the B-2 Spirit. The concept used propulsion and control surfaces to manoeuvre instead of a tail. This aircraft also used radar absorbing technology in its framework. So, yet again, the Germans were quite advanced in what they were thinking about and producing at that time. Production was underway in 1944 but never saw the aircraft actually play a part in the German war effort. There were a small number of prototypes made to study the finer details of the planes design. Using swept-back wings was also a new advancement in the jet concept. History shows that this was also too little, too late in the conflict in Europe as world war II was drawing to an end.

## The Kit

This is an easy kit to build. The sprues are well engineered and a pleasure to work with. I read other reviews before I started this kit. I was aware of the fine under carriage struts and detail needing some care to install so I put them in last and had no problems. I also took special care with the cockpit as I wanted to have the canopy in the open position. I had to slow down and file away plastic on the underside of the forward section where it met up with the aft section of the body. This helped me model a seamless join and I was pleased with the outcome. Internal jet fans are also provided which add interest and detail.

## Conclusion.

I'm fascinated by the 'What if ...' and 'Kind of ...' subjects that are around in scale modeling. 1/72 scale has such an abundance of historical subjects to study. If you like this sort of thing the Revell kit is a quality product to build and makes a visually interesting model.

You also have an open pallet with paint schemes to choose from. I will get another kit of this plane and paint it in a different scheme to show contrast when both Hortens are displayed next to each other.

I'm pleased with my first effort with this interesting model and I also look forward to Revell releasing some more kits on subjects that never really were.

Have a look at the web links above if you want to know more. Get one of these kits and enjoy yourself. Bring out the weird stuff!



## TRUMPETER 1/72 BAC LIGHTNING F.6

By Mark Davies



### Contents & Media

Grey styrene airframe parts,  
Clear styrene,  
Decals.

### Background

The English Electric Lightning should need no introduction, so I'll just say it is surely one of the most impressive interceptors of the Cold War years in terms of looks and performance, if not endurance.

I have always admired the Lightning and eagerly awaited the release of a modern 1/72 kit of this impressive British fighter. Therefore, I was very pleased when Trumpeter announced a line-up of the single-seat versions in 1/72 scale.

At first I was impressed with the contents of Trumpeter's F.2A/F.6 kit, it seemed well moulded with fine panel lines and good levels of detail in the cockpit and wheel wells. This was all good, because at \$52 Kiwi dollars retail it was about \$15 to \$20 more than I would have expected to pay for this type of kit at the time.

### Disappointment

This project hung around for over a year with bursts of activity on and off because of my growing disappointment with the build. For

this reason I shall keep my account relatively brief as to be honest it's hard to ramp up too much enthusiasm describing this build. However what I do have to share may be of use to others.

Closer examination of the kit contents revealed some glaring faults, which no doubt many readers are familiar with by now given their coverage on various forums. The howlers included:

- Terribly pinched in tail area with undersized exhaust nozzles.
- Grossly over-sized belly tank giving a pregnant guppy look.
- Over-sized APU exhaust outlet with a hideously thick lip.



- Complete absence of the triple-kink effect along the wing leading edge when viewed from the side or front.
- Over-sized and wrong shape belly tank fins.

### The Build

I decided to live with the lack of kinks in the wing leading edge, although I now regret this laziness, and started with the fuselage:

- I was concerned to get a nice smooth interior to the intake trunk. To achieve this I left out the centre bullet that rises from the nose wheel well to carry the shock-cone. This meant I had to remove the upper splitter plate in order to be able to insert the assembly later through the intake after the fuselage halves were joined and the intake's join lines smoothed. This proved a bit tricky, but I got the splitter plate in the right place in the end.
- I corrected the belly tank by rebating the insides of the fuselage along the cable ducts until the



“The kit’s cockpit is nicely done on the whole, and I just added a Pavla bang-seat and a couple of details.”



walls were very thin. I then sank the belly tank in to the rebated area (by about 2 mm from memory). The front of the tank had to fit where originally intended, and as a result some horizontal panel lines were no longer quite parallel with those on the fuselage above because the tank sloped slight towards the back when inserted in place. However this proved to not be too noticeable.

- The kit cannon troughs were pretty shallow and lame representations of the real thing, so I made new ones with plastic tube. I did not make the blast baffles fitted to some Lightnings as I couldn't be bothered as it would have been very fiddly.
- I used an Aeroclub engine nozzle resin correction plug to fix the kit the rear fuselage area. It's okay as resin parts go, but not the best in quality terms with some panel lines needing scribing and indifferent levels of detail. However for around \$10 NZ it fixed the problem it was intended to. I feel the more expensive Aires item is much better.
- I built some internal trunking for the APU exhaust, inserted a short length of tube to reduce its diameter, and replaced the thick plastic lip with a thin scratch-built metal one.
- I blanked and refined some of the various vents in the fuselage and

cut the tank fins down to a better shape than the kit's.

- The kit's cockpit is nicely done on the whole, and I just added a Pavla bang-seat and a couple of details.

By this stage I thought that I



was well on the way to a finished Lightning, so I fixed the wings on, inserted the tailplanes temporarily and proceeded to make jet aeroplane noises whilst practising zoom climbs from the modelling bench. After a while during my imaginary air to air photography session I realised that all was not well. Something looked amiss with the position of the cockpit in relation to the wings.

I seem to recall reading on a modelling forum somewhere that wings on Trumpeter's 1/32 scale Lightning came too far forward. This prompted me to consider my model more closely. The more I looked at my 1/72 model, the more I thought the same could apply to mine. Rightly or wrongly, I had a rush of blood to the head and

removed the wing leading edges with the wings fixed on the fuselage. I can't recall the exact amount, but I'd guess 1 to 1.5 mm was removed, and I fixed the leading edges back on. This seemed to improve the appearance, in my eyes at least.

As a small aside, I also think that the canopy may be a bit too upwardly curved when viewed side on, particularly to the rear where it meets the fuselage spine. I came to this conclusion after finishing and will live with it.

My last modification was to shorten the main gear legs, as not surprisingly the belly tank was now too high off the ground. Also much to my chagrin, and only after photographing the finished model, I realised that the belly tank fins are too inclined from the ground when viewed in profile.

Given the nature of my feelings about this project you don't have to be too clever to guess they're going to stay that way!



The kit provides Firestreak and Redtop missiles. The Firestreaks are moulded in clear plastic to cater for the faceted clear seeker head, but the Redtops are grey styrene despite these too having a clear seeker head. As I chose to use the Redtops I made the heads out of clear sprue.



## Painting & Decalling

Painting was a breeze compared to construction, and I used Xtra Colour for the camouflage and Alclad II for the undersurfaces. The trumpeter decals were excellent to apply, but I had to re-paint the red centres to the roundels, as they were far too bright. I used some Xtra Decal decals for unit markings, serial numbers and fin flashes, but these were rather poor in quality. They had blurry printing and very little desire to adhere to the

high gloss finish of the Xtra Colour paint. I won't be buying this brand of decal again.

Things were finished off with some light weathering to provide stains on the belly tank, soot around the APU exhaust, small oil slicks from various vents and some fading of the paint in the hot areas.

## Conclusion

So there you have it – For me a

rather frustrating and disappointing result, but an attractive enough model even if it is still plagued by shape issues. I also have Trumpeter's 1/72 F.1 Lightning and at a quick glance this seems more likely to deliver the goods than their F.2A/F.6 kit. However, there is still a big gap to be filled until we have a nice accurate 1/72 Lightning F.2A or F.6 out of the box. Wasn't there some talk of Academy filling this at one time? We live in hope.



# BAC LIGHTNING F.6



# 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)

### 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;

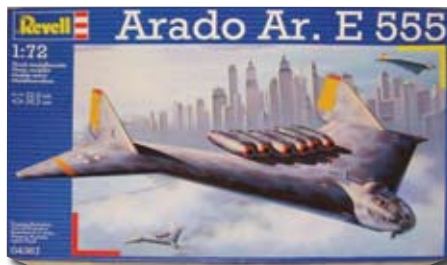
[mike@quantumcreative.co.nz](mailto:mike@quantumcreative.co.nz)  
Office (09) 6300 526  
Home (09) 521 0617  
Bat phone 021 666 264



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



### Wanted to buy/swap

**1/32 Triple Ejector Rack**  
Looking for a single triple ejector rack (TER) from the US Marines boxing of Tamiya 1/32 F-4J or the Cutting Edge resin one. Happy to pay, or swap something of use. Contact Craig at;

[vmfa451@xtra.co.nz](mailto:vmfa451@xtra.co.nz)  
Home (09) 418 3934



### Wanted to sell

**Hellcat F6F-3/5 Hasegawa 1/32 scale**  
Graeme Manson is wanting to sell this kit. He's asking for \$65.00 Contact Graeme at;

[rgmanson@hotmail.com](mailto:rgmanson@hotmail.com)  
Bat phone 021 901 79



ON THE TABLE

1



Tamiya 1/48 RNZAF Corsair by Brett Sharman



Hasegawa 1/72 Jake by Bill Bourke



Italeri 1/72 Il-28 by Henry Ludlam



Hasegawa 1/48 Racing Corsair by Henry Ludlam



Academy 1/72 P-47D Thunderbolt by Bill Bourke



Airfix 1/72 Whirlwind by Bill Bourke



Academy 1/72 P-40E by John Darlington



Hasegawa 1/72 SBD-5 Dauntless by John Darlington



Tamiya 1/72 F4U-1D Corsair by John Darlington



Academy 1/72 F4U-1D Corsair by John Darlington



Tamiya 1/48 P-51D Mustang by Robin Hartley



Special Hobby 1/72 FG2-1 Corsair by Dave Stewart

3



Hasegawa 1/72 E-2C Hawkeye 2000 by John Darlington



Hasegawa 1/72 E-2C Hawkeye 2000 by John Darlington



Airfix 1/48 Lightning by Scott Glen



Hasegawa 1/48 F-4 Phantom by Scott Glen



Hasegawa 1/48 F-8E Crusader by Mark Robson



Tamiya 1/48 FAA Corsair by John Dryburgh

# GALLERY

## ON THE TABLE

# 4



AFV Club 1/35 Hanomag and 88mm by Robin Hartley



Italeri 1/35 Sherman by Lance Whitford



Airbrushes shown by Lance Whitford



A promising future for 3 year old Sienna Sargent

