



IN THIS ISSUE

- The Chairman's Bit 1
- From the Editor 1
- Notices 2
- Build 3
 - WINGNUT WINGS 1/32 HANSA-BRANDENBURG W.29 C3MG by Bruce Salmon
- Article 11
 - **THE STASH** by Dimitri Berdebes
- Review 12
 - AIRFRAME 1/72 FIGURES & AIRCRAFT ACCESSORIES by Mark Davies
- Review 15
 - AIRES 1/72 F-16, F-22, ACES II DETAIL SETS by Mark Davies
- Stash 'n' Stuff 17
 - Classifieds
- Gallery - On the Table 18
- Sign off 21

NEXT MEETING

General get together with nothing planned. Bring along your Avengers and any other projects.

Tuesday 19th July- 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

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

THE CHAIRMAN'S BIT

It is quite frightening to find that we are now just over half way through 2011 and in looking back over the past 6 months, it was somewhat disturbing to find that, modelling wise at least, I haven't achieved much! There is plenty of WIP on the bench, but we can all lay claims to that situation.

My body count for 2011 so far? As I write this, one Airfix Mig15 completed, and one from the vault of my many hall of shame models, a Revell P51B, finally assembled finished after languishing in a painted state for the best part of 7 years! Stumbling across the missing pieces had something to do with that. Still, with winter now well and truly here, the aim is to rectify that situation somewhat, especially in terms of the hall of shame legacies!.

How is your Avenger build for the October meet going? Better than mine I hope! I decided to tackle the Hobbyboss 1/48th Fleet Air Arm Avenger 1. It is not a bad kit, and in addition to the Fleet Air Arm markings, the folded wing option really appealed.

However, foiled....the best laid plans of mice and men as they say...as is often the case, Hobbyboss have simply taken what is a TBF-1C and added a sheet of

UK markings, and marketed the kit as an Avenger 1.

As it stands, the kit is incorrect for a Tarpon/Avenger 1, and at best a Tarpon II/Avenger II could be built, but would need the addition of the observer's position in the cockpit section behind the pilot; bulged observation waist windows; and a folding aerial mast as a minimum. Most of that I could tackle, but the bulged waist windows will be an issue, so the simple expedient would be to complete it USN markings and side step the FAA option, or perhaps an RNZAF machine, though I have never seen a photo of an RNZAF machine in service with wings folded (the one in the Wigram museum doesn't count). Time will tell.

Unfortunately work pressures have prevented me from getting the Committee together to plan activities for the remainder of the year, but hopefully that task will be completed shortly, so the remainder of the year is settled. The Avenger build for October, and North Africa theme for the end of year competition are still firm though!

See you on Tuesday,

MARTIN

FROM THE EDITOR

Hello - see you on Tuesday

Craig

NOTICES



UPCOMING EVENTS

2011 IPMS Nationals and Scale Models Expo
20 – 21 August 2011
Lower Hutt

Where: Horticultural Hall, Lower Hutt
Entries: 9am – 11am Saturday 20 August.

No entry fee for models. All entrants in the competition shall receive a free pass to the venue for the duration of the event.

Prize giving will be 4pm Sunday. Competitors must be present to accept any awards or prizes. Awards will be made for 1st, 2nd, 3rd and Highly Commended in each of the categories along with overall best in Class.

To be eligible for "Best NZ Subject" the model must be entered in the appropriate NZ section. The only exceptions to this will be NZ

subjects in Diorama, Ships Sci Fi/ Miscellaneous and Junior classes.

Models will be judged by Scale Models Wellington IPMS appointed judges. Entries shall be judged according to Scale Models Wellington IPMS judging criteria.

If you have any queries email scalemodelswellingtonnz@yahoo.co.nz

BUILD THE SAME PLANE CONTEST

"Build The Same Plane" contest kicks off in March and runs until October club night. Build any scale Grumman Avenger you want to and build it how you want to; out of the box; highly modified; excessively detailed; warbird; combat veteran – the choice is yours.

There is no shortage of markings options as the aircraft was flown in many versions, by the following countries:

Brazil

Canada

France

Japan

Netherlands

New Zealand

UK

US

Uruguay

Available kits:

1/32 Trumpeter

1/48 Accurate Miniatures, Hobby Boss, Italeri (AM kit reboxed)

1/72 Academy, Airfix, Hasegawa

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



BUILD

WINGNUT WINGS 1/32 HANSA-
BRANDENBURG W.29 C3MG
SEEFUGSTATION, NORDERNEY. SEPTEMBER-
OCTOBER 1918 By Bruce Salmon



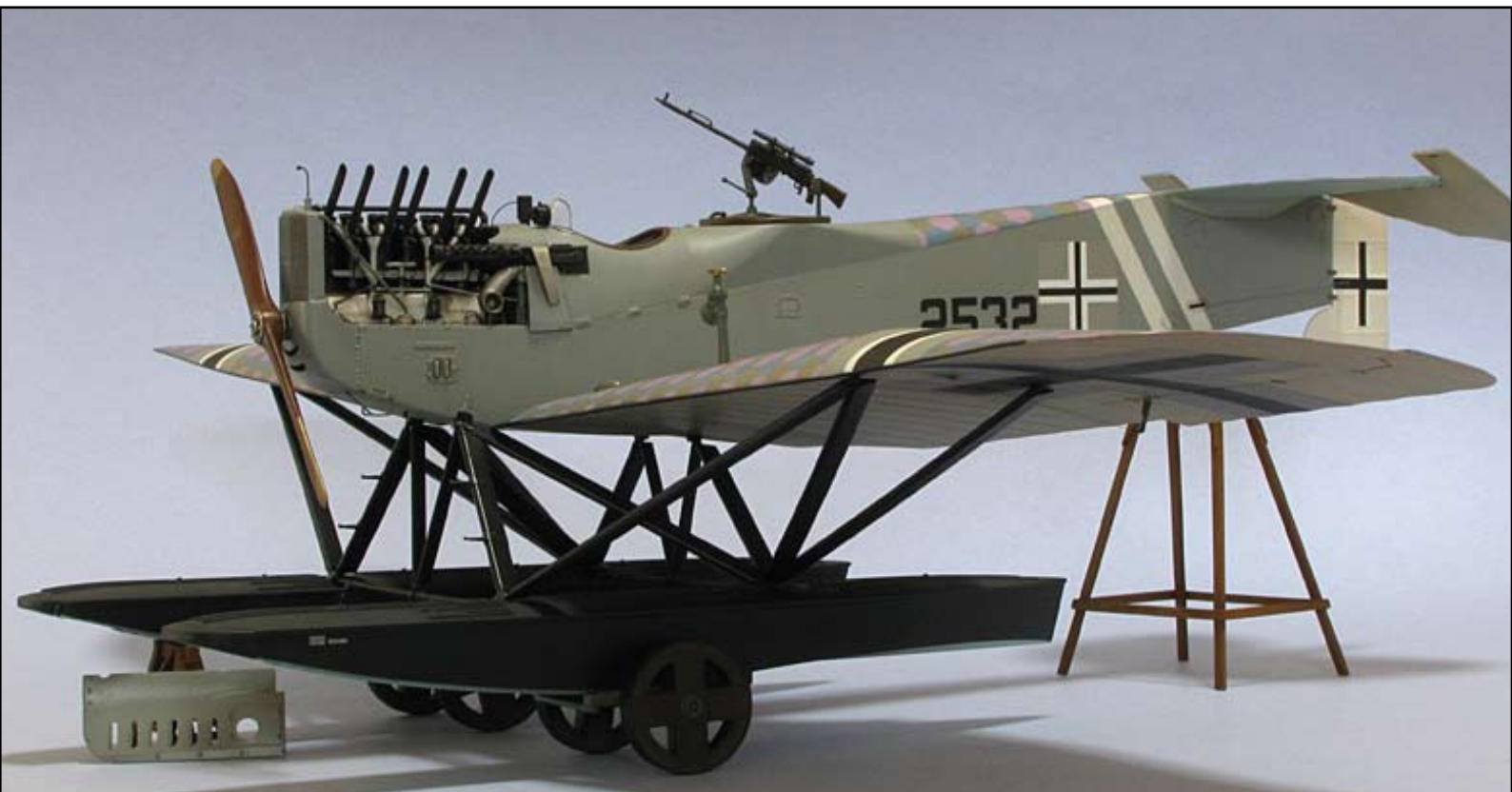
INTRODUCTION

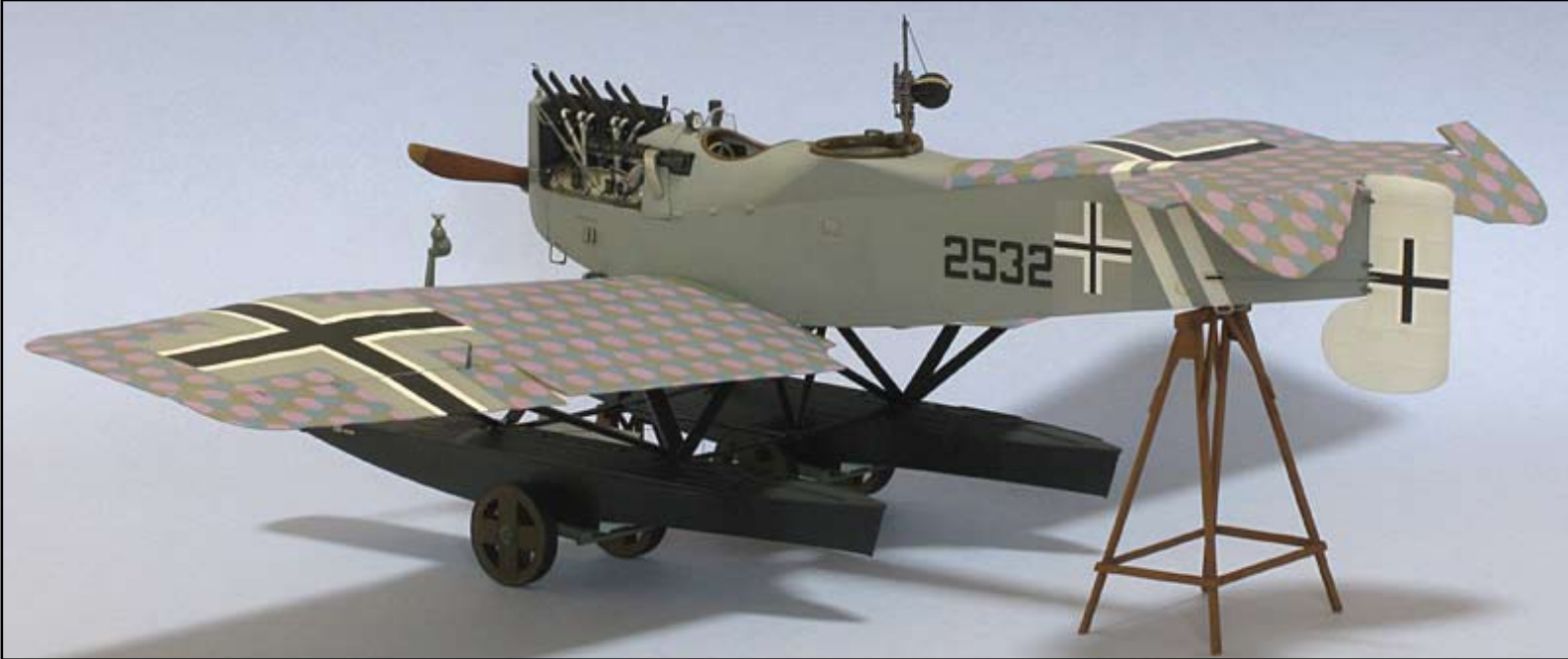
The Hansa-Brandenburg W.29 has got to be one of the sexiest seaplanes of WWI and looks something akin to an enormous grey moth. When Wingnut Wings released

the Hansa I bought one immediately and it went straight to the top of my modelling pile. The kit builds into quite a large model being some 29cm long by 41cm wide but is very sturdy considering how thin the parts are and how heavy the model is.

WINGNUTS WINGS KITS

This is the third Wingnut Wings kit I have attempted, and while I agree with the masses that these are definitely the best WWI aircraft in 1/32 scale they are certainly not





without their shortcomings. Here is a fairly concise list of all the problems with this kit (some may be specific to mine). Most of these issues are minor but the non-fitting outer float struts are a real pain in the arse.

- Decals not in register
- Excess film edging around instrument decals
- Wings have a very thick trailing edge
- Wings have a distinct step at underside panel join
- Rudder pedal support X-frame around the wrong way
- Lots of engine bay shenanigans
- Holes for front and rear cockpit control wires don't line up
- Cowl panels not long enough
- Wing outer float struts non-fitting
- Some construction steps in wrong order
- Clear plastic parts were wrinkled

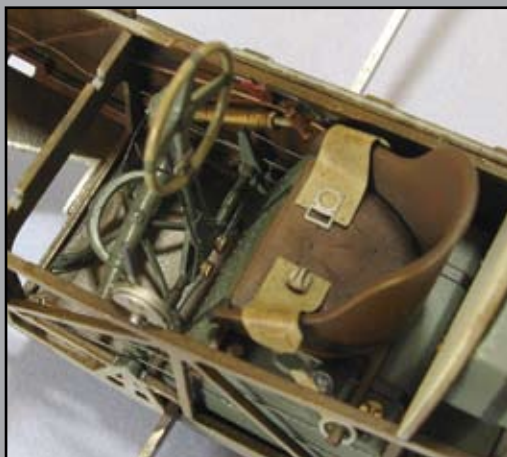
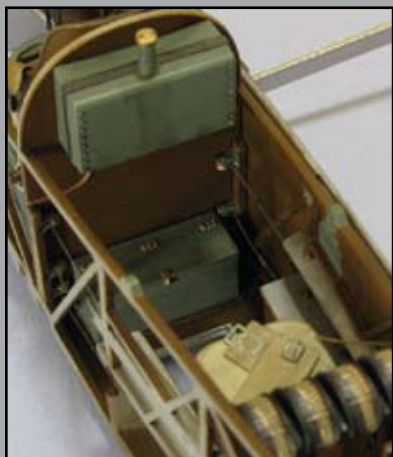
In general it is quite obvious that the various kits were CADed by different people as some are well thought out while others seem to be copies of other manufacturer's out-dated methods. They feel like they have been picked up then put down several times as some basic things get forgotten and also feel as though they have been rushed somewhat. Most of the CADers work in the film industry so maybe they work on the Wingnuts kits in their down time which would explain the QC issues. Another weird thing is that there are two sets of beaching dollies in this kit; one with wooden wheels and the other spoked - yet there are no PE spokes. Why would you even bother casting the spoked wheel set if you didn't intend to supply the spokes? Very WTF!

CONSTRUCTION

Following the kit instructions for a WWI kit is not always practical as you have to take into account rigging and painting issues. Therefore you need to get familiar with the parts and work out a plan of attack before proceeding. Getting the process wrong can necessitate the use of magic words, of which I am well practised. I usually build and paint parts in subassemblies where possible to make it a bit easier on the ol' noggin.

COCKPIT / FUSELAGE

First the seat (with seatbelts), fuel tank, auxiliary fuel tank were painted and glued to the bulkhead. I painted parts D5 but left them off until the rigging stage. Next



I upgraded the cockpit sidewalls framework by scratch building some better rudder cable pulleys at the front and carving out the back edges of the gunner's rectangular emergency fuel tanks to allow the control cables to pass behind them. The cockpit floor was then painted and all the bits attached (cockpit seat assembly etc. but not the end bulkhead A26). The metal wing spar fits precisely but is a bit of a nuisance when it comes round to painting – you could lose an eye if you're not careful.

Then I attached the rudder pedals X-shaped frame A3 only to find that there is no way the pilot could put his feet on them (turns out Wingnuts has it backwards). I cut it off at the front attachment holes, turned it around and re-glued it in the correct position. I also added pulleys to the bottom of the control stick for the

aileron cables and a few other wires for the fuel tanks.

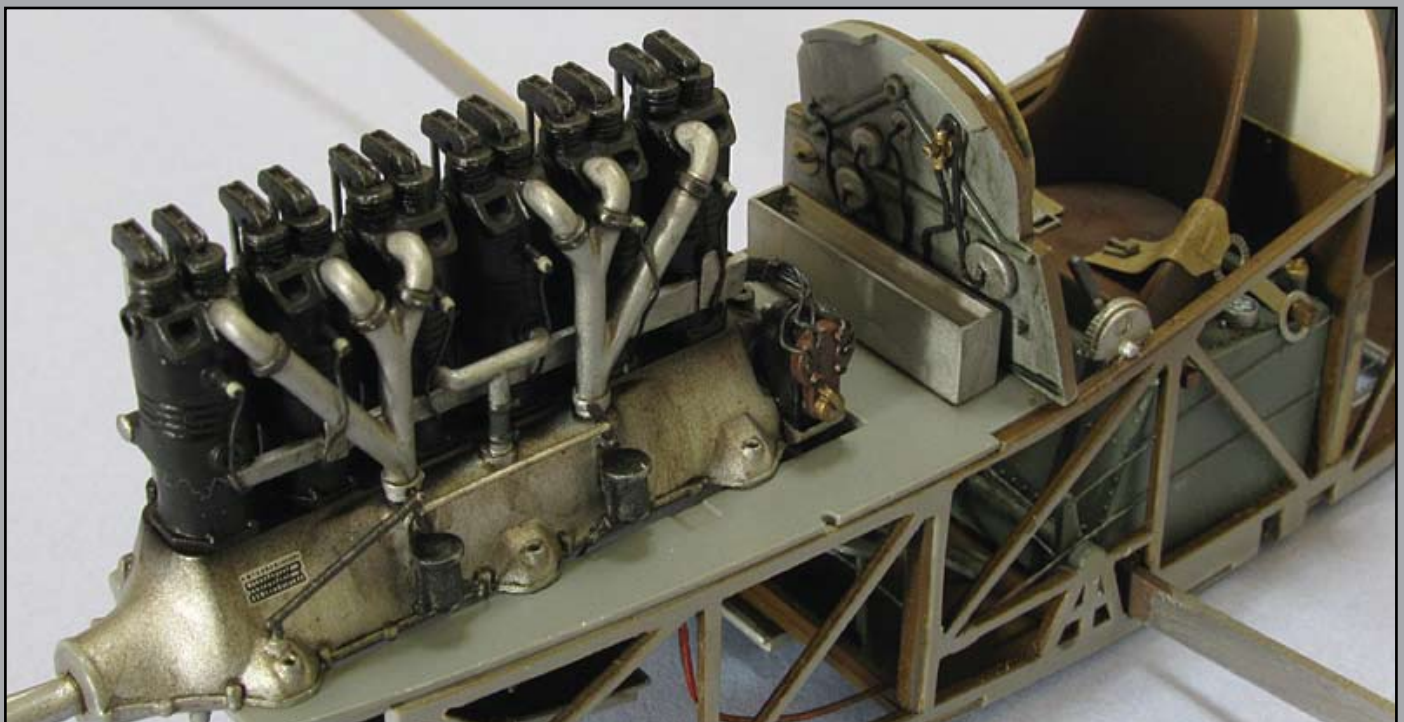
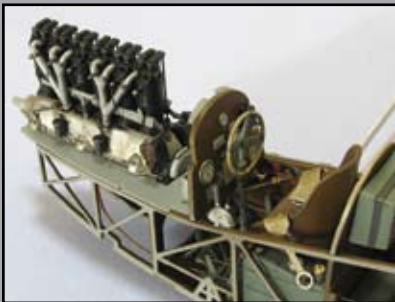
Now I glued on the RHS sidewall to the floor and held it within the fuselage sides while it set so that it would be straight. Next I attached the LHS and the control stick together using the same method as I did with the RHS. Once that had set I added the rear bulkhead and rear seat.

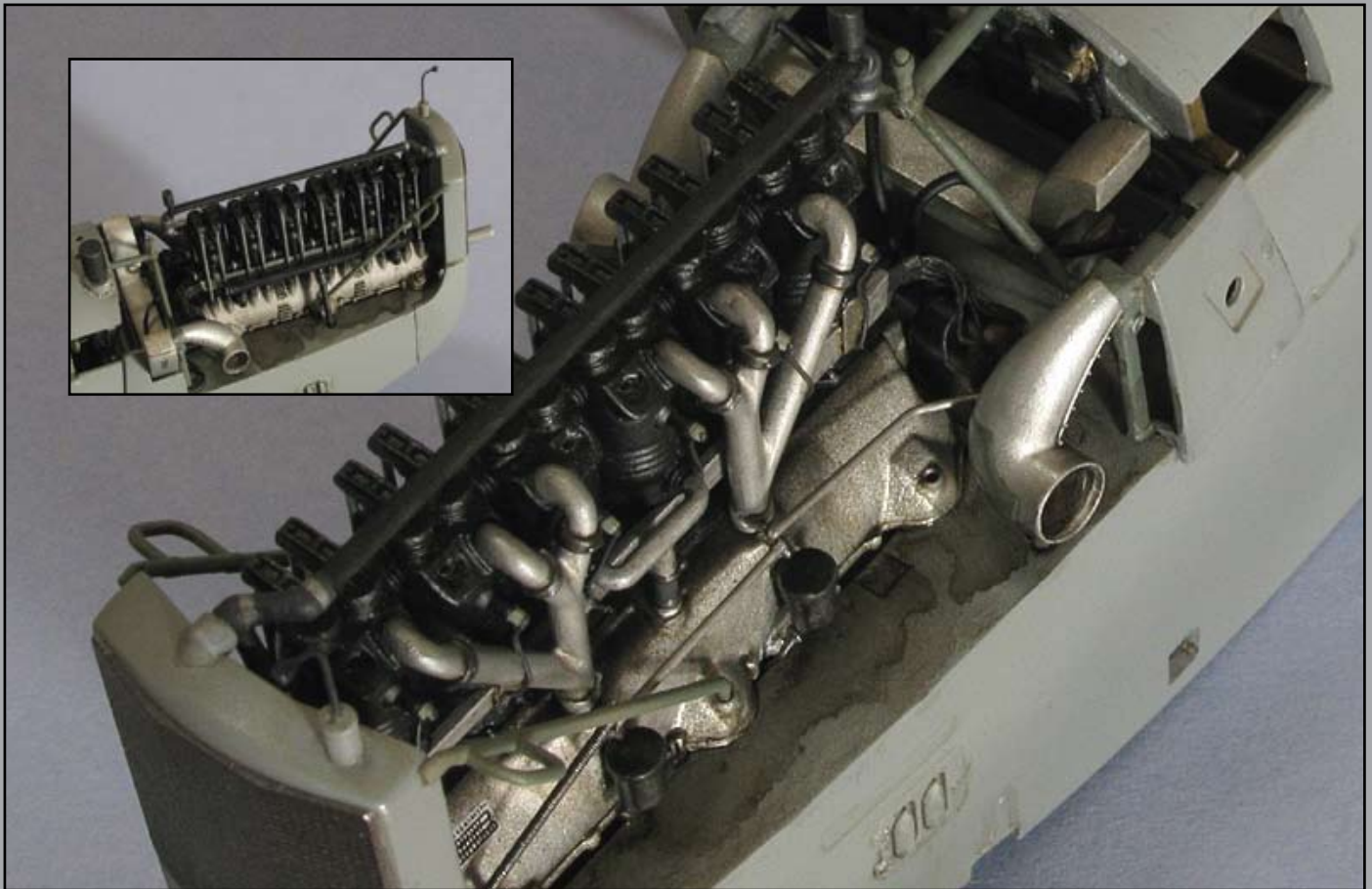
Now I rigged the pilot's cockpit control wires starting at the front and working rearwards. I cut off the extra thread flush with the plastic at the rear of the bulkhead A24. Then I attached parts D5 and continued to rig the gunner's cockpit. When that was complete I glued the cockpit assembly to the fuselage RHS and then glued the halves together. Finally I added support wires to the rear seat. I had also cut out the rudder control wire holes in the rear fuselage for added realism.

ENGINE

As with all Wingnuts engines this one is very nice. However if you are going to display it with cowls off then it will need some extra attention. I scratch built ignition leads and their covers, throttle linkages, valve springs and push rods. I couldn't find a single photo of the rear of the Benz Bz. III engine to see where the MG timing cables were attached so I just made up a spurious accessories box.

The exhaust pipes had their ends drilled out for added realism. I also drilled a hole in the base of each one and superglued in a wire so that I could attach them to corresponding holes I made in the engine cylinders for added strength. Later, when finally attaching the exhaust pipes I used the alignment jig to set up the





first and last pipe then added the others by eye.

The Engine crankcase was sprayed with Tamiya X11 Silver / XF16 Flat Aluminium 50/50 and the cylinders in black. I then picked out the details with various colours including metallics using a fine paintbrush and finished up with the magic of several dirty washes using oil paints. Oil staining was done with a mix of Raw Umber and black oil paints. I over painted some oil patches with Future to make them a bit more shiny and wet-looking.

ENGINE BAY TINKERING

Firstly the Instrument panel was given some extra detail with the addition of wires protruding from the back of the instruments and some other pipe work. Once painted the decals were applied. You will need to punch out the decals or they will not fit easily into place as they have an excess of carrier film around their

edges. Also an anomaly exists where decal 60 is way bigger than the instructions would indicate - perhaps it is oversize? I left the magneto winder handle off until later so it wouldn't get broken and lost.

Do not attach empty belt chute A2 at this stage or the MG will not fit later. Make sure you scrape away any paint between the mating surfaces of part F2 and the fuselage framework (it needs to fit flush) or you will have fit problems when you attach the upper deck. I had to shim the RHS of part A2 as there was a large gap with the fuselage side.

Now you can attach the upper deck and tailplane; I had previously assembled the two cockpit upper decks as a single part so I could paint them. Make sure that the circular opening of the gunner's upper deck is level with the tailplane. Due to the skinniness of the fuselage if the halves are slightly misaligned then the gunner's deck will slope sideways noticeably.

Before proceeding any further I painted and decaled the fuselage/ tailplane.

Next I attached the ammo box A15 and then the empty shell chutes F11&F12. Use part F13 to line up part A27 between the two empty shell chutes (it fits into a hole in the underside of F13). Then attach Part A6 - what? It's too short by about 1mm - throw it out then and scratch build your own. Dry fit the MGs while the glue is setting to ensure they fit or you will have to carve hunks out of them later. Ask me how I know this?

I then glued the engine into the engine bay. I noticed that the engine front is offset to the right. Is this something the actual aircraft had or is it a mistake by either me or Wingnut Wings? I then added some more wiring including the MG interrupter cables. Now I attached the radiator. I won't tell you that I scratch built a radiator hose that goes from the bottom RHS of the radiator



to the engine pump because you can hardly see it when it's all closed up. With this done I could continue work on the engine. The radiator pipe A31 over the engine does not have the front cylinder connector so I had to make one from scratch (a fiddly task). Honestly how far would you expect the Hansa to get with coolant pouring out everywhere - sheesh!

Test fitting of the removable cowl panels F3&F4 revealed that they were not long enough; there is a distinct gap where it meets the radiator. The front edge should overlap the rear edge of the radiator so I had to lengthen the one I decided to permanently attach with plastic strip and sand it to shape.

Now (in this order) you can attach the grab handles A34&A35, the cowl panels, the Spandau MGs then the empty belt chutes A1&A2. Part F13 should fit between the MGs and over the cowl panels snugly. Leave off the exhaust pipes until last or you are liable to break them. Next I added the windows under the fuselage and scratch built a drain pipe just forward

of the pilot's window. I also made a new front step on the nose from wire as the kit part is over scale.

WINGS & FLAPPY BITS

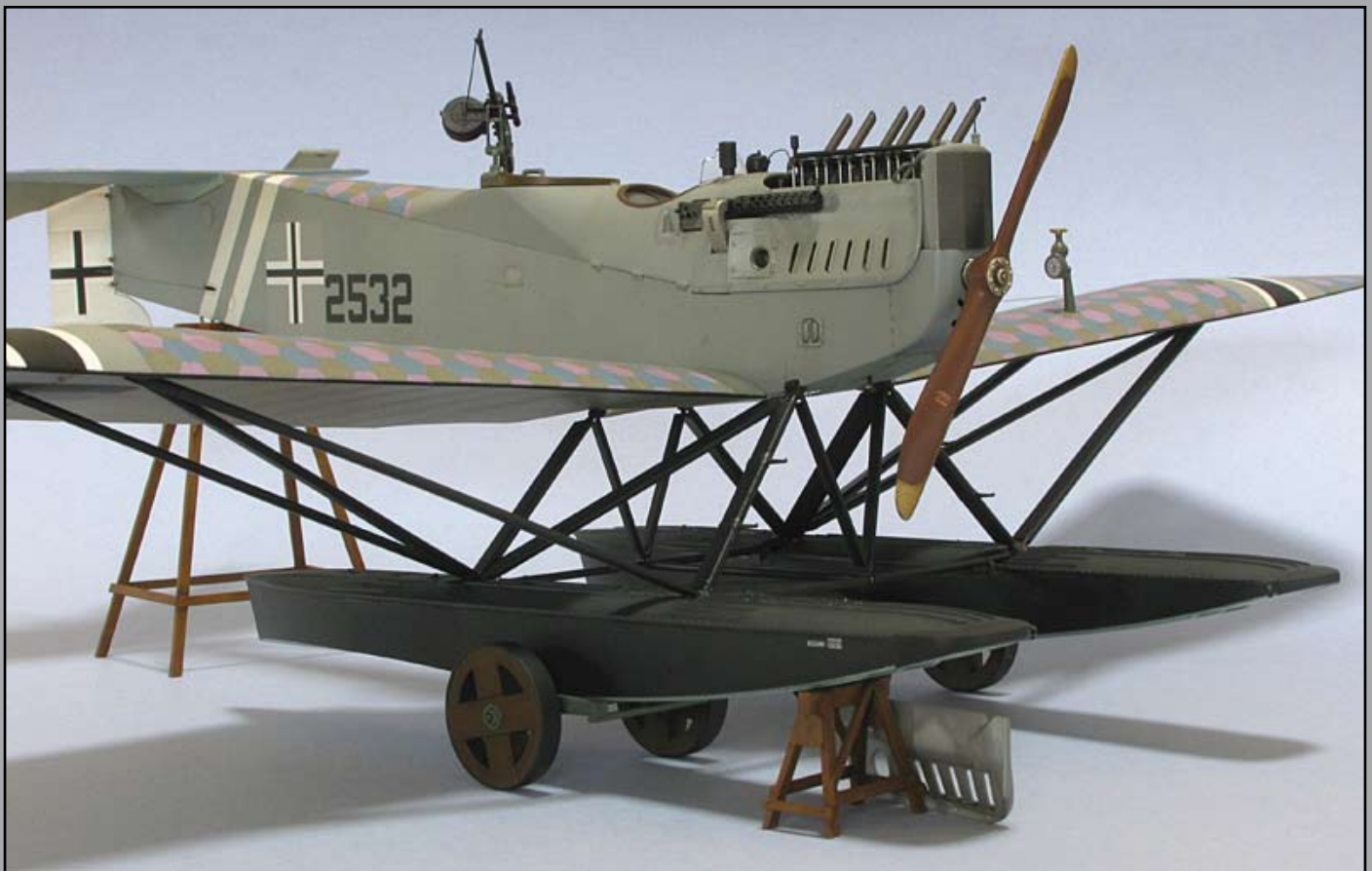
The wings are easy to assemble but they have a very thick trailing edge and there is a distinct step on the underside where the upper and lower halves join. The trailing edge was easy enough to file and sand but the lower step needed some serious scraping with a curved blade and much bogging and sanding to get a smooth finish.

Once this tedious task was complete it was on to the painting. First I sprayed my Clear Doped Linen mix on the underside and also lightened the centre of each panel. Then I masked all the ribs and sprayed them. Lastly I masked and painted a black line along the leading edge as seen in wartime photos.

Now to decal the upper surfaces. Firstly I sprayed a gloss varnish so they would adhere well. By using a clear coat you don't need to mask

any of the previously painted areas. I applied the decals straight from the sheet without any trimming. The instructions don't indicate which ones to start with so I began at the middle where the two inspection panels are located. They go on very well although tend to get the odd wrinkle on curved surfaces and edges. Once dry the trailing edge was trimmed with a sharp blade and the overlap on the leading edge was trimmed by lightly running the blade point along the edge of lengths of "post-it notes". The excess was removed by dabbing it with Tamiya tape and ripping it off. The ailerons and elevators were treated similarly.

Unfortunately my decals were not in register having a fine white line down one edge and a dark edge opposite. It was easy enough to trim off in my case but it rendered the individual hexagons useless. This is not the first time I have had trouble with the Wingnut decals - I had to get a replacement set for my Bristol Fighter as its decals were badly out of register.



The decal option I chose required the old style large cross to be overpainted in grey and then a narrow cross painted over that. There is no grey cross on the decal sheet so I used the "post-it note" method to mask and spray directly onto the decal. It worked out fine but was rather tricky. Later I thought that instead I could have painted one of the large cross decals grey as the carrier film is right at the edge, then just apply it as a normal decal. Whichever way you do it there are many tense moments. And in case you were wondering - yes "post-it notes" can remove decals!

Once the decaling was complete I gave the wings a coat of varnish and then a wash with a light mix of Raw Umber and Burnt Sienna oil paints. In the wild the wings of this aircraft had a gloss finish but that looks too stark in this scale so I opted for a slightly more satin finish. Lastly I glued on the ailerons and the wings were complete (except for the control wires which would be added later).

Note: Where the aileron cable inserts into the underside of the wing Wingnuts have made a fairing that covers it, but I can find no such fairing in the photo archives.

FLOATS

All the float parts were dry fitted and then painted. The top of the floats was given a matt finish as period photos show this feature (possibly a non-slip surface). Next I scratch built 4 eyelets for the bracing wires to attach to. Holes were drilled for them on the floats where they attach directly underneath the two cross bars H8 - not over them as shown in the similar but quite different IVL A.22 strut detail photos.

MGs

The Spandau MGs go together easily and the PE looks very good. I painted mine with Humbrol Metal Cote 27004 Gun Metal then buffed them with a fuzzy brush. The gunners Parabellum

MG is also very nice, just be careful of the fit where the ammo drum and the attachment stand meets as there is conflict in this area.

PROPELLER, TRESTLES & BEACHING DOLLIES

The trestles were sprayed a light wood colour while the dolly wheels were done much darker. For the propeller I tried to get a dark red/brown Mahogany colour however the clear orange overcoat tends to tint it to a muddy brown. I guess I'll just have to keep on building this WWI stuff till I get it right.

PAINTS

Paints used are as follows (all enamels):

Inside:

Plywood Side Panels and Floor:
1 - Tamiya XF60 Dark Yellow / 5 - Humbrol 98 Chocolate. Wood Grain

drybrushed using Raw Umber oils, oversprayed Clear Orange to finish. Internal Framework: Darker version of plywood side panels. Internal Painted Metal Parts: Tamiya XF22 RLM Grey.

Undersides:

Clear Doped Linen: 7 – Tamiya XF55 Deck Tan / 1 – Tamiya XF57 Buff / 2 – Humbrol 74 Linen.
Rib Tapes: 5 – Tamiya XF55 Deck Tan / 2 – Humbrol 74 Linen / 3 – Tamiya XF2 White.

Fuselage:

Humbrol 165 Medium Sea Grey. Tamiya XF19 Sky Grey for overpainting of crosses. Lower Surfaces: Xtracolor X243 German WWI Underside Blue.

Trestles:

Humbrol 110 Natural Wood. Wood Grain using Raw Umber and Burnt Sienna oils, oversprayed Clear Yellow/Orange 50/50 to finish.

Beaching Dolly Wheels:

1 – Humbrol 110 Natural Wood / 1 – Tamiya XF51 Khaki Drab. Wood Grain using Raw Umber and Burnt Sienna oils, oversprayed Clear Orange to finish.

Propeller:

1 – Humbrol 160 German Red Brown / 1 – Humbrol 73 Wine / 1 – Tamiya XF60 Dark Yellow. Wood Grain using Raw Umber oils, oversprayed Clear Orange to finish.

WEATHERING

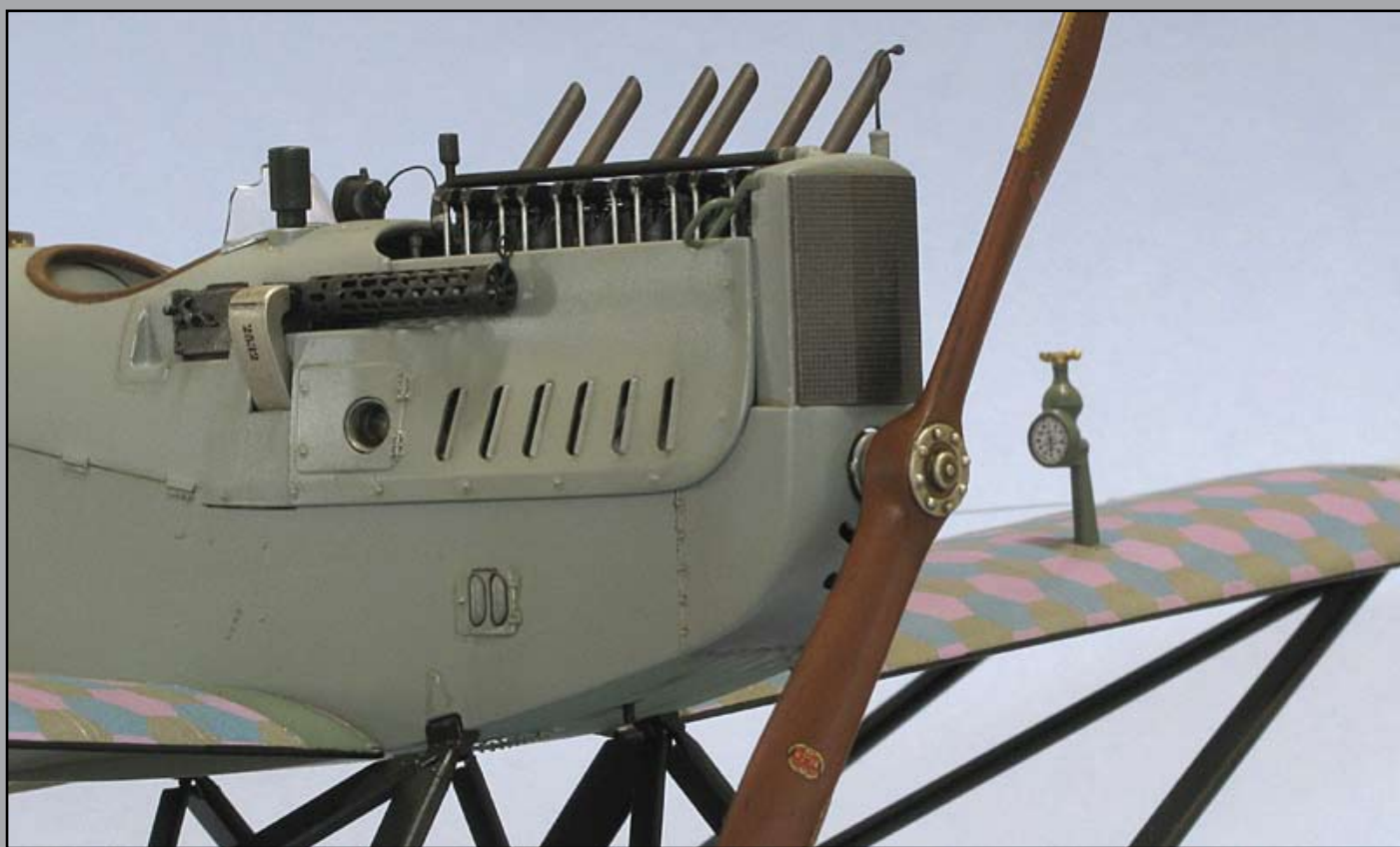
After a coat of Estapol gloss varnish the model was given an overall wash with a 50/50 mix of Windsor & Newton Artisan water mixable Raw Umber and Burnt Sienna oil paint mixed in Bars Bugs car window washer detergent. Oil stains were then made by further darkening the original wash with black. Some restrained chipping using Tamiya

XF16 Flat Aluminium was also applied to the metal parts with a fine brush. Finally I sprayed a variety of varnish coats to enhance the finish; matt for most of the painted areas, gloss-ish for the metals and satin for the fabric areas.

CONSTRUCTION CONTINUES

Now all the assemblies are brought together. First to go on are the wings. Ensure that the metal spar is straight as it may have gotten bent horizontally while you were mucking around during the painting process. The wings fit snugly and are quite solid.

Next I sat the floats on a flat surface and attached the cross bars to them. Then I glued the fuselage struts 12&13 to both the floats and the fuselage at the same time. Slow setting glue allowed me to make sure they all aligned correctly; at this stage the whole setup is very wobbly. I noticed



that the inside edge of the floats tilted upwards so I had to prise apart the inner join so they would sit flat. Now I glued the wing struts firstly to the wing and then to the floats. This is where you will find a big problem... The rear attachment to the floats sits about 1.5mm forward of the hole it is supposed to go in. There is nothing you can do to fix it! I just cut the pins off the ends of the struts and glued them where they touched the floats. Luckily it is pretty well hidden under the wings and with everything

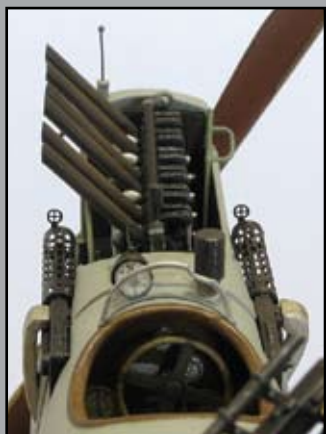
painted black it is hard to notice. Next the centre struts were attached with a bit of coaxing and the whole structure is solid as a rock. Last to go on were the delicate bits - rudder, elevator, control cables, exhaust pipes, Parabellum MG and propeller. Note: The bracing wires were made using a woven nylon cord and the control cables were stretched sprue.

encountered it was an enjoyable build. One of the biggest problems I have found with Wingnut Wings kits is the lack of tolerance between connecting parts. You always have to sand pretty much everything to get it to fit - better than being sloppy I suppose. A real pleasure to build considering some of the other diabolical WWI aircraft I have had the misfortune to encounter.

CONCLUSION

Notwithstanding the problems I

SM



The Stash

By Dimitri Berdebes



It is every model maker's guilty secret. Some of us have a garage full of unmade kits and have consigned the car to the driveway, others have cupboards crammed to overflowing, and the more organised among us shelves stacked by scale or manufacturer. You think I'm kidding! I have seen some of your stashes so I know it's for real.

On a visit to a fellow model maker the pattern is familiar. We cast a critical eye over the display cabinet of completed models, examine the current work on the bench, check out the work in progress, peruse the library and then enquire about the stash. Usually some of the stash is

revealed in a cautious, somewhat abashed manner. Then, after shared excitement following the discovery of a treasured kit the guard is down and the full extent of the stash is revealed.

In truth we are all model makers with ambitions that exceed reality and share a love of not only model making but the wonderful artwork, beautiful mouldings and promise in every box. Some of us love collecting kits as much as building them. Who can go past a classic FROG, REVELL, AIRFIX, MATCHBOX, HELLER kit and not have a childhood model making memory jogged. Just as exciting are new releases

with superb current standards of moulding, detailed assembly booklets featuring superb research and magazine quality printing.

I myself have over 400 unassembled kits stashed away, I intend with a few exceptions to build them all, how I'll never know, but it doesn't matter... the satisfaction from completing a model never wanes and the excitement of starting a new one persists. Here are a few classics from the vault so to speak. I invite you to share some treasures from your stash or photo the whole shooting match. Enjoy these and by the way don't bother asking, they're not for sale... that's why it's a stash!



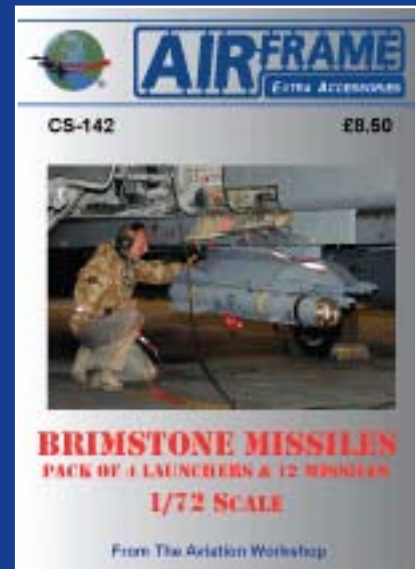
REVIEW

Airframe 1/72 Figures & Aircraft Accessories

By Mark Davies

Catalogue No & Description

SS-72701 Royal Navy Deck Crew	CS-146 Douglas FR Pod
SS-72702 Royal Navy Chopper Crew	CS-147 Buccaneer Rotary Weapons Bay with Red Beard
CS-142 Brimstone Missiles & Launcher Rails	CS-148 HS Buccaneer Reconnaissance Pack
CS-143 Sniper Pod	CS-149 Sea King AEW.1/ASaC.7 Deflated Radome
CS-144 Litening III Targeting Pod	
CS-145 Flight Refueling MK 20 FR Pod	



Introduction

Prior to writing I had not seen Airframe resin accessories before. My first impressions were positive, and it is obvious from the samples covered here that the range leans towards relatively modern British subjects. They are a product of The Aviation Workshop.

The Sets

All but one of the sets reviewed here come supplied in a plastic bag attached to a card header, and sometimes further enclosed in a second bag. In some cases instructions are included where warranted. The quality of the sets is very good, with one small exception detailed later, and all will only require minimal cleaning up of small pour stubs.

I can make no representations regarding the accuracy of the sets, as such judgements on generally lie outside the time and scope of the 'First Look' review format, and in my case with some unfamiliar modern subjects would take more time than I can offer. However in several cases I did quickly compare the resin items to photos of the real

items, and they looked right to me.

SS-72701 Royal Navy Deck Crew

This set provides a very useful colour guide for painting the figures to reflect different deck crew trades and specialities. It also includes several colour images of real decal crew which is most helpful. The figures themselves are very nicely mastered in a variety of poses and are crisply cast. Four of the five have separate right arms. Airframe has in done a very good job of mastering the figures which are also cleanly cast.

The deck crew were supplied for review labelled as "Chopper Crew", and the chopper crew labelled as "Deck Crew". Both sets were in virgin packets so far as I could tell. Hopefully the wrong labelling was an isolated incident; otherwise they may need to improve packaging quality control.

SS-72702 Royal Chopper Crew

This set provides the same colour guide for painting the figures as provided with the deck crew set but with different colour images of real

aircrew. These figures are also very nicely mastered in a variety of poses and are crisply cast. Three of the five three have separate right arms, and one a left arm.

CS-142 Brimstone Missiles & Launcher Rails

This set provides quite comprehensive instructions on how to mount the missiles on Tornados and Harriers, with several colour images of the real missiles fitted to aircraft. The missiles are cleanly cast with a small attachment point at the rear that will need to be cleaned up (easily done). As you would expect with all-resin missiles in this scale, the fins are just a little thick, but I think most modellers will live with this limitation. PE fins would be a little finer, but in this case I prefer the simplicity of one-piece resin missiles. PE would also increase cost. The launchers are also cleanly cast, with easily removed attachment points.

CS-143 Sniper Pod

I thought that parts were missing at first as the packaging illustration with my sample was for a Sniper & Launch Rails, whereas all mine had



Brimstone Missiles & Launcher Rails



Brimstone Missiles & Launcher Rails



Sniper Pod



Litening III Targeting Pod



Flight Refueling MK 20 FR Pod



Douglas FR Pod



Buccaneer Rotary Weapons Bay with Red Beard



Buccaneer Rotary Weapons Bay with Red Beard



HS Buccaneer Reconnaissance Pack



Sea King AEW.1/ASaC.7 Deflated Radome



Revell Sea King AEW.1 Radome Base Plate & Mounting Arm



Sea King AEW.1/ASaC.7 Deflated Radome



Royal Navy Deck Crew



Royal Navy Chopper Crew

was the pod. Then I noticed that illustration insert was for BSC-717 1/48 scale Sniper Pod & Launch Rails, whereas the card header on the packet was for CS-143 Sniper Pod in 1/72 scale. Such packaging errors do happen, but don't help stockists and customers to pick the right item. Anyway the pod is nicely cast with a delicate air intake. I'm unsure why the 1/48 edition is offered with rails and the 1/72 is not.

CS-144 Litening III Targeting Pod

Crisply cast with minimal casting block to clean up at the rear.

CS-145 Flight Refueling Mk 20 FR Pod

Very nicely done with a nicely rendered stowed drogue basket, and intended for use with Scimitar, Sea Vixen and Buccaneer kits. A pylon is provided for the latter to replace one of the aircraft's slipper tanks (as the instructions explain). There is a slight mould seam which will be easily removed. This fine seam is unavoidable as the piece could not have a pour stub at the base where the drogue basket is, and so the finished item is extracted from the silicon-rubber mould through a longitudinal cut.

CS-146 Douglas FR Pod

This is nicely executed with a separate impeller on a scab casting, although this is very thin and will be easily cleaned up. I should think that this will be a welcome accessory for many.

CS-147 Buccaneer Rotary Weapons Bay with Red Beard

Nicely cast, the instructions explain how it fits the Airfix kit where the large casting block will be hidden inside the fuselage. They also provide some handy painting notes. As an aside, I cannot help but think what an interesting nuclear armed Buccaneer model would result from using this set.

CS-148 HS Buccaneer Reconnaissance Pack

Nicely cast, although there is no mention of the intended kit. But as you would expect it's a perfect fit for the Airfix kit (checked against mine), where the large casting block will be hidden inside the fuselage.

CS-149 Sea King AERW.1/AsaC.7 Deflated Radome, Recommended for Revell & Airfix

A reasonably well cast resin radome is provided along with written instructions which include a colour illustration of the real thing. I write reasonably well cast as the rim is just a little uneven in places, and the radome retaining strap is not really represented. Also the way the Revell kit's mounting plate has been used in the master is uneven. It's OK, but I feel that the leading central European resin companies would have done it better. Despite this it should be quite useable, and is clearly designed to fit straight onto the Revell kit's rotating arm (I have the Revell kit and compared the parts). The instructions advise that the resin set includes the correct backing plate for the radome and will fit directly to the rotating arm which is included with both kits. This is just as you would expect. But then they say: "The radome will need the rear mounting block removed and hollowed out by 1 mm leaving a 1mm rim around the edge. Study the kit parts for the position of the plate and then drill out a 3mm deep by 1.5mm wide hole behind the locating arm hole." (not called rotating arm as earlier). The instructions then give advice on filling around the rim with Squadron White Putty. These instructions are confusing and contradict the initial advice that the radome will fit either kit. I can only think that the first paragraph's instructions apply to the item as provided by Airframe with the backing plate cast in place. The contradictory instructions seem to be for radome that does not include the backing plate cast with it, in which case it would be necessary to rebate the casting to receive the kit's backing plate. Since a backing

plate is provided these additional instructions make no sense to me. Overall this is still a good item, but I feel the mastering and production quality is less refined than the other sets, and it has very confusing instructions.

Conclusion

I found this to be a group of very interesting subjects to review. It made me look at other items in the Airframe range, and although many items do not fall in my main areas of interest I can see that some really useful accessories are being offered. With is in mind I'd encourage readers to check out Airframe's range. The figures are the standout items in my view as they are really well mastered and cast with helpful painting guides (just check that you have the right contents in the pack you have chosen!).

The various aircraft weapons and stores are also well produced and offer several interesting variations over standard kit items. The Sea King AEW deflated radome is worth buying, I just felt obliged to point out it was not quite as good as could have been with a little more care in mastering. Also the radome instructions are very contradictory, and I recommend Airframe delete the paragraphs advising the modeller to hollow and drill out the radome. There were three packaging errors out of ten items, two being serious in my view as the items were completely mislabelled. If these sets were plucked randomly from production they may just be unfortunate errors. If the sets were hand-picked with reviews in mind then it is more surprising. Either way, Airframe may need to improve packaging quality control. Despite these niggles I have no hesitation in recommending all of the items reviewed here.

Thanks to The Aviation Workshop for the review samples.

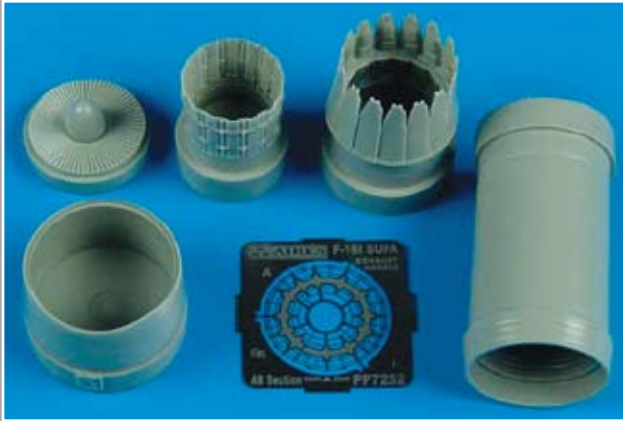


REVIEW

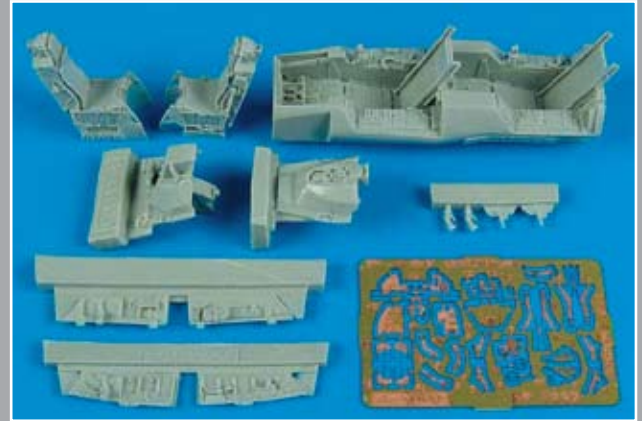
AIRES 1/72 F-16I SUFA, F-22A RAPTOR & ACES II DETAIL SETS

By Mark Davies

7252 F-16I SUFA Exhaust Nozzle



7262 F-16I SUFA Cockpit



Introduction

The Aires range of multi-media detail sets is well established and I should think familiar to most modellers visiting Hyperscale. I must confess to being a bit of a fan, and have purchased several Aires sets. Aires were early players in the resin and multi-media detail game, and in my opinion is one of the producers consistently setting quality benchmarks.

The Sets

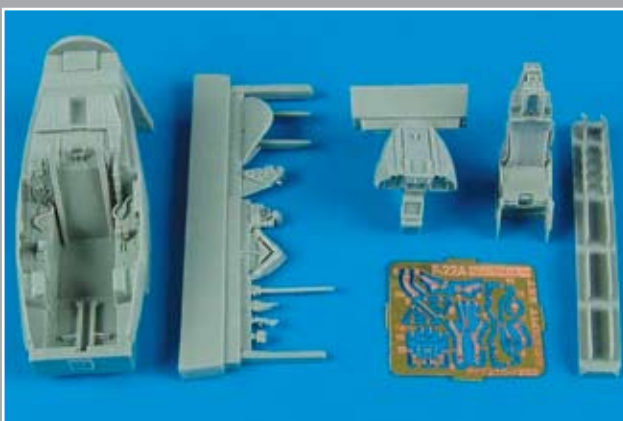
All of but one of the sets reviewed here come supplied in a plastic bubble pack with card header, which is thoughtfully designed with separate compartments for resin and PE parts, the former having a foam cushion. The ACES II seats come in a plastic bag attached to a card header.

Each set has clear diagrammatic assembly instructions, a parts map

and a few written instructions in English & Czech. If I were to level a criticism it would perhaps be the absence of painting colour guides in the instructions. However most users would be relying on photographic references for such information.

I have an observation that I pitch as being neutral, but make it light of my stating that Aires remains a market leader. It concerns the absence of pre-coloured PE in the sets being offered. I know that that

7260 F-22A Raptor Cockpit



7263 F-22A Raptor Cockpit



there are those who love pre-coloured PE and others who hate it, which is why my position here is neutral (although personally I like it in my preferred scale, 1/72). It may be a case of Aires wanting to leave control of all PE painting in the modeller's hands, or simply that they have not made the investment Eduard has in this area.

The sets reviewed here are all similar in execution and production quality, so little is to be gained by commenting at length on each. This really is a case of where a picture is worth a thousand words, although in a few cases I will add some anyway.

I will however note that Aires has produced no less than three different F-22 cockpit sets to suit the Fujimi, Revell and Academy kits, but not the Hobby Boss (the Academy version is not included here). Interestingly the execution of the first two F-22A sets is quite different in some areas as the images show. Also they make cockpit and exhaust sets for Hasegawa's 1/72 F-16I SUFA (again not covered here).

Finally I make no representations regarding the accuracy of the sets. Such judgements on generally lie outside the time and scope of the 'First Look' review format, and in

my case with such modern subjects would take more time than I can offer. Given the ready availability of reference material and Aires reputation I would be surprised if there was much to complain about on this count however.

7252 F-16I SUFA Exhaust Nozzle, Recommended for Kinetic.

A stunning multi-piece set with PE flame-holder. The challenge will be in the painting, and if it wasn't for the cockpit set listed below you'd spend all day looking up your model's rear end!

7262 F-16I Cockpit Set, Recommended for Kinetic.

This set is awash with delicate detail, with comprehensive use of PE where appropriate. It should be enough to drag your eyes away from your F-16I SUFA's exhaust nozzle.

7260 F-22A Raptor Cockpit, Recommended for Fujimi.

Very refined and beautifully executed.

7263 F-22A Raptor Cockpit, Recommended for Revell.

As with the Fujimi set, superbly rendered.

7261 ACES II Ejection Seat Late Version x 2.

Very nicely executed and suitable to enhance a wide range of types

Conclusion

There are no surprises here. All of the sets are of the highest production quality, and feature superbly delicate detail. The fairly comprehensive use of PE is sensible and lends added scale refinement where some other manufacturers would rely on resin castings alone. The price of this may be frayed nerves at times for someone like me, but the effort of getting these small parts in place will be worth it!

All of the above sets are highly recommended. Thanks to Aires for the review samples.



7261 ACES II Ejection Seats Late Version



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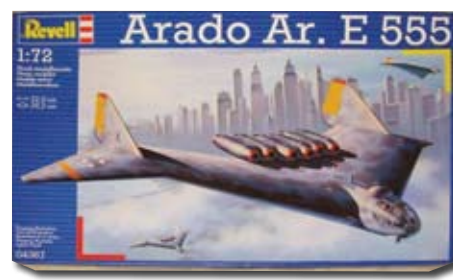


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GALLERY

ON THE TABLE







SIGN OFF

HASEGAWA 1/48 EA-18G GROWLER

Hasegawa have now released the updated F/A-18F Super Hornet with 5 new sprues of parts, to allow you to build the US Navy's Prowler replacement and newest addition. Included is a full weapons and stores load, so you won't need to resort to any aftermarket to build this kit accurately from the box. Brett Sharman has started work on an advance review sample of this kit and will have it on the table on Tuesday night.

Craig Sargent



SCALE-MAIL