



SCALE-MAIL

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NEXT MEETING

This month marks the 60th anniversary of the start of the Korean War. Bring along any models fitting the theme. Tim the Toolman is a cowboy when it comes to specialist tools. Come along for a look at some of the tools of the trade and some "Model Improvements".

Tuesday 15th June - 7.30pm
Leys Institute (upstairs)
20 Saint Marys Road, Ponsonby

COMMITTEE

- | | |
|------------------------------|---|
| • Chairman
Martin Short | • Members
John Watkins
Duncan Sue
Peter Harrison
Brett Sharman
Mike Rather |
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VF-71 F9F-2 Panther flies over USS Bonhomme Richard, August 1952.

"KOREAN WAR" THEME AND SPECIALIST TOOLS DEMO

FROM THE CHAIRMAN

Thanks for the positive feedback on the quiz, and glad that most of you enjoyed it. Apologies to the one who thought it was bit biased towards naval 'stuff'! Out of the 20 questions, 8 were air force related, 5 were military/land force, and 7 were naval... admittedly the fact that some had multiple parts made it look like a naval quizz, but that was appearance only and judges' decision is final.

This years Model-X was another great event, with an excellent and well balanced

display of models from club members. The kids build-a-kit, went down well again, often with Dad or Mum building a kit on behalf, and by the look of the faces not sure who was having more fun! A big thanks to Bob as the club's front man each year, and to all the club members who assisted with manning the stand and helping with the kids build a kit sessions.

See you on Tuesday,

Martin

FROM THE EDITOR

Hard to believe that we're nearly half way through another year, especially since I haven't managed to finish a model this year yet. At least I can live vicariously through my oldest daughter who finished her first model last Thursday, at the ripe old age of 3, and not a single instance of AMS occurred.

While I doubt it will become an obsession

like it did with her old man, the look of concentration and enjoyment on her face while spending quality time with Dad was more than reward enough. I dare say the rivet counters would have a fit trying to decide if the IJN Lipstick Pink was ever an official colour or not, and whether the Ki61 ever flew with glitter on, but at this point in time, it's not even an issue.

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.

Further information will be provided as it is received. However, more information is available at the IPMS Christchurch Club website

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

UPCOMING MEETINGS

JULY – Weathering workshop with Brett Sharman

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 due. The schedule of fees is as shown below.

Please note that any unpaid subs after this month will 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

MODEL X - 2010

Another year done, and another successful Model-X was held at the Henderson Aquatic Centre. Below is a selection of pictures taken from the event. Our thanks to Toyworld Henderson and Thomas Holdsworths & Sons for supplying the Airfix kits and glue for the kids build-a-kit.



Mark Robson passes on sage advice about not gluing fingers to the model



Club display area and kids build-a-kit workshop in behind



A selection of club members' models on display at Model-X



Chariman Martin Short strikes an officious pose to encourage the unsuspecting public.



Armour display by Lance Whitford



German and Swiss display by Mike Rather

HASEGAWA 1/72 VOUGHT XF5U-1 "FLYING PANCAKE"

By Mike Rather



Contents & Media

2 x sprues of gray styrene airframe parts,
2 x clear styrene parts,
1 x sheet of decals

Information links

www.freewebs.com/aeroscale/pancakes.htm
www.fiddlersgreen.net/models/aircraft/Vought-XF5U.html

Background

Charles H. Zimmerman designed the Vought XF5U-1 "Flying Pancake". It was an experimental U.S. Navy fighter aircraft designed during World War II. The unusual configuration was designed to maximize lift for aircraft carrier landings and take-offs, but also allow high speeds. It was estimated that the F5U-1 would have a top speed of 475 mph and a landing speed as low as 40 mph. Machine guns, canons and bombs were the intended weapon combinations of various types of aircraft. It was also designed to carry drop-tanks.

The future was in jets and the U.S. Navy cancelled the XF5U-1 in 1947. The "Flying Pancake" never flew and the two prototypes were destroyed. They were smashed with a steel wrecking ball. The ball bounced off the aircraft at first, hardly denting it.

The Kit

The only parts not on the two sprues are the clear canopy and nose dome. The main assembly parts are in pale gray styrene. There are small sink holes on the rear underside of the fuselage-wing that will need some minor attention to fill and render. You will also need to scribe back the panel lines once the surfaces are level and true. The kit seems basic but still needs a degree of care especially when gluing the broad prop blades and the finicky counter weight struts on the leading edge of the elevators. These should be attached last along with the undercarriage. Paint the engines and inner jet housings before you stick the two fuselage halves together. The overall colour is dark blue. It adds interest to select small access panels to mask and airbrush in a darker or lighter tone. The props are black on the back and mahogany on the front with yellow tips. The decal

sheet is clean and tidy. There are two serial number sets to choose from along with the standard stars 'n bars insignia.

Conclusion.

This kit was issued as a limited run. I fluked buying it when I spied one on the shelf in a model shop. I didn't know what it was but just had to have it. I enjoyed the subject very much and picked up another kit at Model X last weekend. If you are interested in flight experimentals and development you may like to get one of these. Weird is cool baby!

Further Information

Should you like to know more about the amazing "Flying Pancake" visit the links listed above on the web. There are modelers out there that have made a very interesting study of this remarkable little flying machine.

SM

FLYING
PANCAKE

TRUMPETER 1/72 SUKHOI SU-15TM (FLAGON F)

By Mark Davies



Contents & Media

Grey styrene airframe parts,
Clear styrene,
Decals.

Background

In the late 1950's Sukhoi began work on an interceptor to replace their previous Su-9 and Su-11 designs. The replacement was to be heavily dependent on ground control for interception. This operational aspect was to culminate in an automated data-link interception system enabling a completely "hands off" intercept mission. A variety of airframe and engine configurations were explored until a design known as the T-58 became the prototype Su-15 in 1962.

The Su-15 was assigned the NATO reporting name for Flagon-A and entered service in 1967, replacing not just the Su-9 and Su-11, but the Yak-28 as well. The Su-15UT was an unarmed trainer version and dubbed Flagon-C by NATO.

The Flagon went through a variety of improvements and changes, perhaps the most distinct being the extension of the Flagon-A's delta wing tips to the cranked delta form associated with Flagon-D onwards. The Su-15T (Flagon-E) had a Taifun radar,

but only 10 were built as various problems were encountered with it. The next model was the Su-15TM, or Flagon-F (for a while it was referred to as the Su-21 by NATO). This had an improved Taifun-M radar and new nosecone shape. It also introduced provision for two R-60 close range missiles and two under-fuselage UPK 23-250 twin-barrel cannon pods. The trainer equivalent of the Su-15TM was the Su-15UM, or Flagon-G. Unlike the earlier Flagon-C the G was combat capable.

The last Su-15 rolled off the assembly lines in 1979. Russia's Flagons were retired in 1993 and the Ukraine's in 1996. None were exported to Eastern bloc countries, although some are thought to have been deployed to Egypt and flown by Russian pilots in 1972.

Flagons damaged or destroyed three civilian aircraft during their time in service, killing 274 civilians in all:

- Korean Air Flight 902 was attacked over Murmansk in 1978. The airliner survived the missile hit, but two passengers were killed, and the

damaged plane subsequently made a forced landing on a frozen lake.

- In 1981 a Su-15 deliberately rammed a Canadair CL-44, killing three people who were delivering arms from Israel to Iran, after it strayed into Soviet airspace. The Su-15 rammed the target because it was close to the Soviet/Iranian border, and would have crossed it in the time the interceptor needed to open the distance for a missile engagement. The Soviet pilot ejected and survived.

- In 1983 came the most infamous incident with the destruction of Korean Air Flight 007, when a Boeing 747 was shot down along with all 269 passengers and crew.

An Interlude and a slight digression....

The Flagon has always appealed to me; in fact I think that it looks like it flew straight out of Thunderbirds (I mean the 1960's TV show, as in "FAB Virgil" and marionettes that struggle to walk convincingly, not the USAF's display team).



It's a good looking plane, which somehow still manages to have the sinister look that cold-war prejudice demanded. As an aside, I feel that most WW2 German planes have the same slightly sinister characteristic to their lines as well. But this could be a byproduct of being English-born in the 1960's and reading too many war comics. Or maybe it's just a case of irrational bias where the "opposition's" planes look a bit evil.

Although in a different way, the Su-15 has a similar brutish all-or-nothing look as the BAC Lightning does. It's an appearance that takes what could be individually ugly features and combines them into a whole that appears really stunning.

Please excuse this interlude that

is unrelated to the plane's mission, history or design intent. I just thought I would share my motivation for this project. Besides any highly excitable moments over appearance, the name Flagon here in New Zealand refers to a refillable half-gallon jar of draught beer, so it must be a winner!

1/72 Flagons

I'm aware of several other 1/72 Flagon kits:

- Pioneer's is probably the oldest, and I do recall that the one I once owned was very basic. I read a 1990 build review of this kit by Ken Duffey (alias Flankerman) that was not too critical. The main errors Ken mentioned related to perpendicular rather than canted intakes and misdirection over the fitting of

missile pylons. But I feel that 20 years on most would now view this kit at least as being overly simple.

- There was a Russian vac-form Su-15, but that's all I know.
- Another Russian company called VES offered an injected kit of the Flagon-F, and this was re-boxed by Gran. I have read a review that showed it to be limited run in nature and a bit crude, although an acceptable model could result.
- More recently A-Model released an Su-15TM, and it seems likely from the reviews I've seen that this is the most accurate of the Flagon kits. However it has some fit issues plus indifferent and at times vague instructions. It is generally typical of this brand's earlier efforts.





Regardless of the forgoing, I decided that Trumpeter's more readily available and easier to build kit of the Su-15TM would do for me.

The Kit

The kit is clearly an improvement over the old PM offering and the other kits in terms of finesse at least. It has generally good detail and delicate recessed panel lines with a few rivets and fasteners, although these are nothing like Trumpeters RA-5 Vigilante thank goodness. Like some of my other Trumpeter kits, I felt this one could have done with a bit more "meat" to some parts; the fuselage halves in particular seem a bit thin where they join. Decals for a camouflaged and natural metal machine were provided. I must apologise for not being more specific in my description, but the start and finish of this build were more than a year apart.

I was aware of a number of faults and areas for improvement from reading various reviews and modelling forums. The most important aspect requiring correction was the nosecone. A Quickboost replacement took care of this issue,

along with a replacement pitot from the same company (the kit pitot's accuracy and finesse suffer from the limits of injection moulding). I also replaced the tail-fin with a Pavla item. This addressed a missing rearward facing radar that sits above the braking parachute housing on later Flagons.

The Build

The kit cockpit is fairly basic as supplied, and I seem to recall that the instrument panel was smooth and blank as if intended to receive a decal with dials etc. Suffice to say that there was no decal supplied. I chose to make a plastic card panel with drilled instrument dials using my references as a guide. I also made a throttle and added some windscreen demisting pipes. I replaced the kit's

rather squashed and odd-looking KS-3 ejector seat with a more detailed and generally better looking Pavla resin item. However this needed to surgery to make it fit. I think this was due to a combination of the thickness of the canopy and the shallowness of the cockpit tub rather than the height of the seat being wrong. Not a great deal of the cockpit interior can be seen anyway.

The airframe build was very straightforward on the whole. Trumpeter has tooled the kit for the two-seat Flagon-G, and consequently there is a rather long piece of cockpit decking to be inserted once the two fuselage halves are joined. The fit is adequate, but not perfect. The seams along this cockpit decking area and the fuselage join line have



I replaced the kit's rather squashed and odd-looking KS-3 ejector seat with a more detailed and generally better looking Pavla resin item.





numerous panels that cut across the join. It's a good idea to scribe these a little deeper before sanding the join, as the delicate detail can disappear all too easily. Also it is here that some internal reinforcement could help, as the slightly thin and flexible fuselage halves mentioned earlier could crack apart if gripped too tightly during sanding. I also took the opportunity to refine and thin the openings to the various air scoops that are affixed to the aft of the fuselage.

The wings are an easy and trouble-free fit. I have read that Trumpeter have not captured the outboard kink correctly where the cranked delta's tips intersect with the outboard weapon pylon (the A-Model kit apparently does get this right). I looked at various photos of the real plane, and this area is one with some very subtle shapes. I'm not convinced Trumpeter have captured this as correctly as they might, but I decided that it would be more awkward to fix than I was prepared to contemplate.

Engine intakes have sufficient depth to be convincing enough, and the exhaust nozzles likewise are okay, but purists might wish for more a little detail in this area. The surround to the exhaust nozzles and the intake mouths were the only areas other than the cockpit decking insert that I really had to use much in the way of filler, although the quantities needed were modest in both cases

The undercarriage and wheel wells are about on par for a 1/72 jet in terms of detail levels and the fit was fine. However, I did find that the A-frame-like retraction strut for the nose-wheel was absent from the kit after comparing to photos and detail sketches. I made a simple representation of this from plastic card and rod. One mistake I made, especially for a laden aircraft, is to not compress the main undercarriage legs a little more. As a result my model does not sit quite as nose up as it should. I may correct this at a later date.

My Flagon sat around awaiting paint for about a year. I'm not sure why, but other projects got in the way, and for some odd reason masking off the wheel wells was a task I didn't fancy. In the end I decided to paint the triple-coloured camouflage scheme suggested in the kit instructions. I have looked at some photos of camouflaged Su-15's and they tend to have much more dark brown than Trumpeter suggests, but then they were not the aircraft portrayed in the instructions. Right or wrong, I followed the instructions pretty much as I liked the scheme. This may offend some people's sense of correctness and modelling respectability; but after a year or so I just wanted this model to capture the essence of a Flagon and get it off my work-bench.

My first shot at painting used Blue-Tac masking with Xtra Colour and Humbrol gloss paint mixes. I wasn't happy with the masking, so the





model got rubbed down a bit and was re-sprayed freehand using the same paints. The Trumpeter decals were excellent to use, being commendably thin but strong, and I had no silvering issues that I can recall. The model got a bit of Future mixed with acrylic paint as a wash. I found I could wick some of this mix into a panel line, and then give the area a quick wipe with a cotton-bud or even my finger to get rid of any excess. A bit of chalk pastel here and there toned down the decals and suggested a bit of dirt in places. Some Alclad II and assorted metalisers took care of the hot burny end. However I noticed that Trumpeter's styrene seemed more sensitive to the lacquer's solvent qualities than I have found with some other brands of kit plastic.

There are four missiles provided: Two R-60 Dogfight missiles, and one each of the much heavier and longer-ranged R-98MR and R-98MT, with radar and thermal homing respectively. There is a choice of two

drop tanks or a pair of UPK-23-250 twin-barrel cannon pods. It might be assumed that two twin-barrel podded cannon in conjunction with rather a heavy load of air-to-air missiles is an unlikely weapons mix for an interceptor. However I read that after the Soviet Union had experienced air-space penetrations by low-flying Cessnas it was decided to carry cannon as well as missiles better suited to downing large bombers and airliners.

My last job was to assemble Quickboost's pitot. This is a resin shaft with some very tiny PE blades. Quickboost provide a four-piece PE jig that needs to be assembled, into which the resin pitot is to be inserted. The jig included cut-outs to guide where each of the many small blades should go, and these are

supposed to be held in place within the jig by small pieces of adhesive vinyl (like the material early aftermarket canopy masks were made of). Presumably the idea is that the resin shaft is guided into this sort of basket framework holding all the blades, and then super-glue is applied. All I can say is that it's incredibly fiddly and didn't work for me. I glued my blades on by eye. Not perfect but good enough for my model cabinet.

Summary

The kit can be commended for its fine surface detail, general build-ability and good decals. I for one am grateful that Trumpeter released this kit, which nose shape aside, is generally good overall and a big improvement on what went before in terms of detail and ease of build, if not always accuracy.

However, the resin corrections are still less than perfect shape in places and make the A-Model proposition look pretty good if you're prepared to put the work in. The A-Model price is certainly attractive, and I must confess that I'm tempted to get one.

So there you have it - a slightly rough and ready model by me that still has some accuracy issues, and is finished in a possibly dubious colour scheme. But for all that it's still the deadliest and most awesome looking machine in my display cabinet - although maybe not for long, as I've almost finished my Trumpeter BAC Lightning F-6. But that's another story...



SUKHOI

SU-15TM



TWO MIKES 1/48 ESCAPAC 1C-3/1F-3 EJECTION SEATS

By Craig Sargent



Contents & Media

6 resin components



Background

The ESCAPAC series of ejection seats by Douglas Aircraft is one of the most significant American ejection seats. Escapacs were fitted to many US Navy aircraft including the A-4 Skyhawk, A-7 Corsair, and S-3 Viking. In the USAF inventory, they were used in early F-15 Eagles and early A-10 Thunderbolts.

Over the years there have been numerous versions of the seat kitted and nearly as many again different aftermarket seats as well. This latest example from TwoMikes Resin would have to be one of the best ones available in the scale.

Each set comprises two seats, and in a first in this scale, separate

cushions, making painting very easy. These cushions have the belts moulded on and a very fine texture to them representative of the prototype seats. The head knocker safety handle is moulded in the safe position, so these are designed to be used for an aircraft on the ground, though a little simple surgery to remove it will mean you can add a pilot, though that would hide all the nice detail and defeat the purpose of using the seats.

Casting is relatively clean without too many moulding flaws – there is a small amount of flash under the head knocker, which is easily cleaned up, but that will not detract from the quality of the seats, and there are no air bubbles evident. There are no instructions, but none are really

needed as these are very straight forward to assemble and a drop fit. You will need to fashion the face curtain ejection handle and seat pan ejection handle from suitably shaped wire or sprue (or use the kit ones), and colours can be taken from one of the many available photos on line, or in any good Skyhawk reference book (or even the kit instructions). I have fitted a pair to my Hasegawa 1/48 TA-4K and they fit without any modification. I highly recommend these to any one building an A-4. These are available direct from TwoMikes via their website www.twomikesresin.com. My thanks to Mike Reeves at TwoMikes Resin for the review sample.

1



Hobby Boss 1/72 HH-60J Jayhawk by Henry Ludlam



Hobby Boss 1/72 SH-60F Oceanhawk by Henry Ludlam



Italeri 1/72 Dornier 24T by Henry Ludlam for "Battle Of France" theme



Hasegawa 1/32 F-5E Tiger by Graeme Manson

2



1/700 HMS Maori by Pete Randall



Trumpeter 1/35 Hotchkiss H39 by Lance Whitford



Some 1/72 British half-arsed prototypy things by Dave "You' Never Seen Or Heard Of One Of These Before" Stewart

