



SCALE-MAIL

IN THIS ISSUE

- From the Editor 1
- Notices 2
- Article 3
 - MODEL X
 by Pete Harrison
- Article 4
 - RAISING ARIZONA
 by Craig Sargent
- Article 6
 - COMET RELIEF
 by Pete Harrison
- Review 8
 - B-24 LIBERATOR
 by Mark Davies
- Review 10
 - QUICKBOOST DETAIL SETS
 by Mark Davies
- Stash 'n' Stuff 12
 - Classifieds
- Gallery - On the Table 13
- Sign off 14

NEXT MEETING

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

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

COMMITTEE

- | | |
|---|---|
| <ul style="list-style-type: none"> • Chairman
Martin Short • Treasurer
Kevin Benson | <ul style="list-style-type: none"> • 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

FROM THE EDITOR

Back with my feet on the ground and in the land of the long grey thundercloud. Makes quite a change from the 100+ degrees F in Arizona. I have included in this newsletter a short write up of my adventure to the US of A, and the many sights and sounds that entailed.

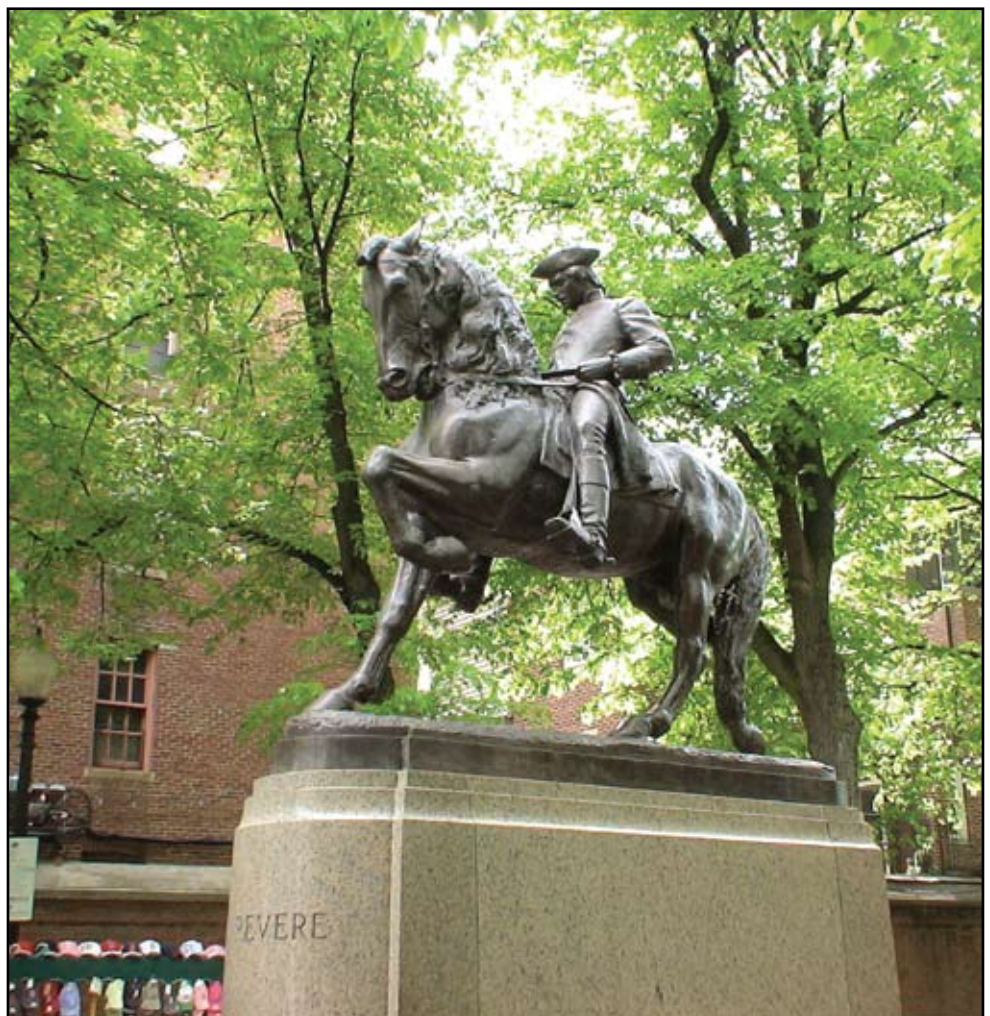
Don't forget that the Avenger Build The Same Plane competition is progressing, so bring along what you have done to date to share with everyone.

Another successful Model-X is now behind us and the build a kit with the kids programme was a huge success with all of the 60 odd kits donated by Holdsworths getting snapped up and built by some very enthusiastic youngsters. It was funny to see many of the parents being left to finish the kits

off when the kids were distracted by some of the other wonders at the show, with many being mesmerised by a 1:1 all-singing, all-exterminating Dalek.

Countdown is now on to the Rugby World Cup and the IPMS Nationals, although in terms of participation and worldwide interest, I think the former will eclipse the latter. Brett Sharman and myself will be doing a road trip down to the Nationals in Wellington if a few people want any kits taken down. Dates are August 19 -21 and further information can be found under Notices in this newsletter.

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.



Model X

By Pete Harrison



IPMS Auckland participated at Model X during Queen's Birthday at the Westwave Venue in Henderson Auckland with a strong showing of superbly built models. The dominant subjects were military aircraft, armour, and a good showing of cars, sci fi with a sole submarine representing naval craft this year.

We shared a table with the Waikato Modellers Group and this was a good opportunity to discuss modelling

with our modelmaking neighbours. Their display included very fine models of aircraft, armour, & sci fi figures.

The learn to build a kit was a great hit with kids young and old. The selection of AIRFIX kits were a joy to build, and the choices were pitched at the right level for new model makers. We were all kept busy helping and hopefully fostering a new generation of model makers.

Model X featured a diverse range of exhibitors including the Meccano Club, Miniature Building Modellers, Railway Modellers, RC Aircraft, Miniature Steam Engineers, Wood Turners to name a few. There were at least three vendors offering secondhand model kits at reasonable prices as well as lots of new models for sale from a range of retailers. Never a dull moment for anyone interest in model making.



Raising Arizona

By Craig Sargent



Just recently I was required to spend a week in Boston for a work conference. Boston is a very historical city and one worth taking a good walk around. Spent a leisurely Monday in early May walking the Boston Heritage Trail, a meandering red brick path that runs through the heart of Boston incorporating many important historical sites and buildings.

While the week in Boston was a real eye opener to some of the core history behind the founding of the United States, it was the following week that I'll have the best memories of. Following the time in Boston, I had arranged to go and spend some time with a good friend of mine, Mike Reeves, in Phoenix, Arizona. Mike, his wife Mandy, and son Colin were to play hosts to yours truly for the better part of a week.

Mike had the whole thing planned

like a military exercise; down to what days we were going to be doing what and when we had to be in different places, to cram as much as we could in to the week I was there. Stepping off the plane into 100+°F (38°C) heat is an experience in itself. From the airport we headed to a local hobby shop for some retail therapy, before heading to a local bar for a couple of cold beers. The rest of the day was spent relaxing, chewing the fat and a fantastic barbecue to finish the evening.

Sunday was the first big road trip. Mike had planned for us to hit the Grand Canyon, and so after a quick stop to grab bagels and coffee, we hit the road for the 4 hour drive. Half way to the Grand Canyon, we discovered a Planes of Fame museum located at Valle (pronounced Valley by the locals). The museum has a great selection of aircraft, including an original Me109G-10, MiG-15, MiG-17, A-26

Invader, Vampire, F11-1F Tiger, F-84 and Skyraider, to name a few. We managed to kill a couple of hours wandering around the aircraft and taking many reference photographs.

We headed on up to the Grand Canyon to do a bit of sight seeing and burn off some energy walking. It truly can be classed as one of the 7 Wonders, but the only problem is due to the sheer scale of the Canyon, after an hour of walking, you have pretty much the same view. With that we headed out, back to the town at the entrance to the Grand Canyon for some lunch, consisting of hot poppers and beer. We had a leisurely drive back to Phoenix via the red rocks and mountains of Sedona. The day was pleasantly mild due to some snow and blustery winds on the nearby hills and plains which dropped the temperature back down to around 57°F.



Due to the soaring heat, the next day was spent at the pool of a hotel resort just relaxing and drinking, and Tuesday was a bit of a chill out day with some retail therapy and bar hopping. Tuesday evening was topped off with a trip to Chase Field, and an actual baseball game to see the Arizona Diamondbacks beat the Padres. It's an experience in itself and very much the stereotypical beer and hotdogs with lots of crowd participation thrown in between innings. Missed a fly ball that ricocheted off the seat behind us, but did manage to land one of the t-shirts fired from a compressed air gun into the crowd by a nice young lady, who could probably have used a little more clothing herself.

Wednesday was the start of the second road trip, where Mike and I picked up another friend, Jim Clark, and headed to Pima to visit the Air And Space Museum there, and spend most of a day wandering around one of the largest collections of aircraft I've ever seen in one spot - an interesting contrast to the multitudes of A-10 Thunderbolts in the take off and landing patterns from Davis Monthan AFB across the road.

One unexpected find at Pima was the preserved S-3B Viking, which happened to be the exact airframe I already had in progress from the 1/48 Italeri kit. This was not restored, but simply flown there when retired and

parked inside one of the hangars, so still very much in original condition. I managed to take many photos of all aspects of the aircraft, including areas I had not previously seen - even Mike and Jim laughed when they saw me lying on my back under the aircraft snapping away. The other highlight for me was the preserved first generation AV-8C Harrier, which also got a lot of camera time. Aircraft on display ranged from a replica of the Wright Flyer, and a WWII Blenheim, through many cold war heavy metal jets (B-36, B-47, B-52s), to a pristine Skycrane, an aging Shackleton, lots of 50s and 60s jets, to the more common Phantoms, Tomcats and Crusaders.



Leaving Pima, we did a drive around the perimeter of AMARC aka 'The Desert Boneyard', where hundreds upon hundreds of retired airframes are preserved in open storage. Flavour of the moment seemed to be the hundreds of P-3 Orions lining the area. Gone were the rows of B-52s, with only a few remaining, the rest having been broken up for scrap. A drive to Davis Monthan AFB next door proved fruitless, as it seemed the A-10s had all pretty much parked up for the day, so we called it a day too and headed back to Phoenix.

Thursday proved to be the highlight of the trip. A mutual friend of ours, Steve Collins, arranged for us to visit Luke Air Force Base, home of the USAF F-16 training wing. Steve works on the F-16 simulators on the base and had blocked a 2 hour slot for us on the sims. After a 10 minute introductory briefing on the workings of the F-16 cockpit and the simulators, we were let loose. These were quite impressive set-ups in their own right. There are 4

simulators, each in its own room, which involves the forward section of an F-16 from the rear canopy to the radome break line. Each section motors forward into its own 360° dome, giving full surround video. Mike, who had been bragging all morning about how his time as crew chief on F-16s and F-15s gave him a distinct advantage, had the unpleasant surprise of getting his butt smoked within 1 minute of the green light, by the even greener Kiwi who was in an F-16 cockpit for the first time. The time was spent doing aerobatics, dog fighting, strafing ground targets (including a HUMVEE with a camo bikini clad soldier standing next to it and a Tu-95 Bear in a revetment) and doing "touch and goes".

Much testosterone and witty banter later (Mike was trying on his Doug Masters persona and failing miserably), the two hours was up - amazing how quickly the time flew when we were having so much fun. The one upmanship will continue for many years to come, about

who killed who the most, but the experience gave me an interesting insight into the performance (albeit some systems were removed from the sim for our time on board due to their classified nature) and handling of one of the Americas current front line jets. We finished off with a quick tour around the flightline, which had examples of many different F-16s operating. Due to the training arrangements, not only USAF jets were present, but also Singapore and UAE aircraft, who have some jets permanently based at Luke to provision training of their own aircrew.

The rest of the trip was spent shopping for presents for the family and more drinking. It also gave me a chance to spend some time with Mike and see how his TwoMikes operation is run, as we spent more than a few evenings casting parts over a "few" drinks. A most memorable trip, and one which we are already planning a la (or should that be aka) "The Hangover II".

SM



PIMA AIR & SPACE MUSEUM

80 ACRES | 300 AIRCRAFT | 100 YEARS OF AVIATION HISTORY!



Comet Relief

By Pete Harrison



"A quick group build of the Airfix & Frog DH.88 by IPMS Auckland club members to stave off AMS (advanced modelling syndrome). On Sunday 22 May 2011, Peter Foxley, Peter Harrison, Dimitri Berdebes and Mike Rather got together to build models of this famous racing aircraft"

Three Comets raced in the 1934 Mac Robertson Air Race from England to Australia and one "Grosvenor House" ultimately won. "I'm going to bash this one out in a day" stated Peter Foxley and so the gauntlet was thrown down. What was merely a build the same kit had become a race in 1/72 scale. A beautiful aircraft with a great history, a re-issue by Airfix with splendid decals in the not previously released "Black Magic" scheme, about 10 major pieces to stick together, what could be easier and more inspiring?

The ambitious plan was to get it built in a day or thereabouts, and keep it simple so that our other projects would not get sidelined. Mostly it was about having some fun and enjoying the social side of building models.

Mike Rather instantly disqualified himself by building Grumman Hellcats to take no further part in the race. Peter H had planned to build 3 Comets and was soon down to 2 due to badly distorted and short-shot wing parts in the Airfix reissue... warning check the parts before you buy. Peter F nearly started off building the wrong thing and wondering why we would choose an airliner (DH.106) for a quick build. Some research helps!

Peter H was building an Airfix kit and a Frog kit side by side and had the advantage of comparing the kits. The Frog kit fitted together much

more readily, but had more parts and interestingly enough quite a different overall shape to the Airfix examples. Dimitri had done intensive research and the indication was the Airfix kit was the more accurate overall shape, however the moulded on wing detail was a work of fiction.

So how did we go? We managed to assemble all the airframes on the day, but due to the atrocious fit of the 50 year old Airfix mouldings any thoughts of getting this project finished in a day rapidly vanished. We called it a day and kept in touch with our build progress via email.

First over the line was Peter H in 2 weeks with the Frog kit in "Black Magic" markings but the Airfix kit in red "Grosvenor House" markings is still work in progress. His canopy



unfortunately clouded up and he had to dismiss this error as scale condensation. Dimitri came in 2nd with the Airfix kit in "Black Magic" markings. Dimitri improved the kit by a fine job scratchbuilding the light on the front of the fuselage from clear sprue and the light fittings on the wings. His canopy framing is especially delicate, and it is these comparisons that make building the same subject an interesting project.

Peter F is still in flight but has succumbed to some AMS with ailerons cut out and fine rescribing.

Peter F also gave his game plan away by revealing that the quickest, & cheapest way to paint these and get a fine gloss finish was with rattle cans from an auto parts store and Peter H rattled his dags and heated up his cans in a bucket of hot water (Peter F's second great tip) for a fine gloss black.

If you are also interested in building a Comet we would recommend the following references:

Argus Books - Scale Model Plans Collection

de Havilland the golden years 1919-1939 A Flight Special
Model Airplane International May 2007 Issue 22

There are also some exciting colour schemes to try such as the silver/blue "Boomerang". In summary a tricky model to build well but worth the effort.

For our next informal group build we will probably try something that fits together more readily. Look out for the upcoming notice in the newsletter.

SM

COMET



REVIEW

EDUARD 1/72 B-24D LIBERATOR MISSION CENTENARIANS By Mark Davies



Background

As the most produced four-engine bomber of WW2 the B-24 Liberator really needs no introduction, as it served in most theatres and many different roles. However it's perhaps fair to say that it is most often remembered for operations over Germany with the USAAF.

First Look

The kit is supplied in a good quality top-opening box with attractive box-art. The contents include the styrene parts compactly sealed in cellophane, and also in separate cellophane packets are coloured and plain PE frets and a die-cut paint-mask. The instructions are nicely produced in booklet form on A-4 glossy paper in English and Czech. They have a parts map covering all media and clear diagrammatic assembly stages. An entire page is devoted to use of the paint masks. The painting and decaling guides are coloured and offer four-views. Paint names are generic with Gunze Aqueous and Mr Color codes. These also are used throughout the assembly instructions for detail painting colour call-outs.

The basic kit will be familiar to most, as it is Eduard's re-boxing

of the Academy/Minicraft offering which has been around for close to 20 years I think. This said; the kit is still a good one, with the possible attraction of being a generally simpler build than the much more recent Hasegawa B-24 kits. Finished examples I have seen certainly capture the look of the Liberator. The Academy/Minicraft B-24 has been widely reviewed over the



years, so I'll let the images serve as a reminder to what is supplied, and focus now on the uniquely Eduard aspects of the kit.

The stand-out addition from Eduard is of course the PE frets, both coloured and plain, although I would argue that perhaps the most useful addition is the paint mask.

As you would expect, the pre-coloured PE fret addresses cockpit

detail with mainly seatbelts, a very nice main instrument panel and equally nice but smaller ancillary panels. The plain PE fret also contributes to the crew areas with cockpit sidewalls, guns-sights, and quite a bit of detail for the waist-guns including ammo-boxes and feeds. There are also replacement PE waist-gun hatches with clear film windows replace the kit items, plus slip-stream deflectors that can be modelled extended to compliment open waist-gun hatches. There is a PE replacement for the ventral hatch aft of the waist guns, but no additional turret or nose compartment detail.

The engines get a quick dress up from some PE ignition harnesses that will need a thick

paint coat to avoid looking too flat in section.

The main undercarriage bays are enhanced with some nice PE detail to improve on the plain plastic walls of the wells. There are some PE brake lines which some might could be used as a pattern for fine lead wire replacements as they are a bit 2-dimensional, or they could be fattened up a little with Mr Surfacer and paint. The main gear doors are dressed up with fine links to the leg,

and the main-leg retraction link gets some extra detail as well, including replacement torque links. The nose doors also get re-skinned on their inside faces with more detailed PE parts. The nose leg has its torque link replaced, and what look like tie-down eyes added.

Decals for four aircraft are provided, but only three are in fact mission Centenarians, something the instructions themselves point out. All aircraft have Neutral Gray undersides, so I shall only mention upper surface colours. There are two Italian-based machines, "CHUG-A-LUG" in sand, and "The Blue Streak" in Olive Drab. Then there is 124047 from the South West Pacific carrying the name "Moby Dick" (carried by aircraft of the 520th BS) along with shark's mouth & eyes, plus skull & crossbones on the tail fins. This is finished in Olive Drab and Medium green. Finally there's "Vulgar Virgin", which was not a mission centenarian, based in North Africa and in Sand finish. All have nose-art and "The

Blue Streak" is adorned with a manner of markings and writing.



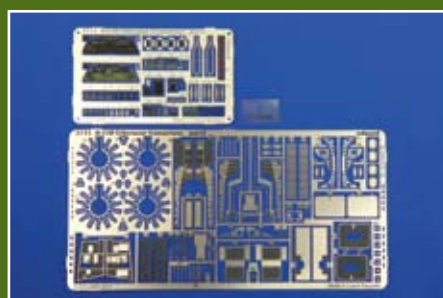
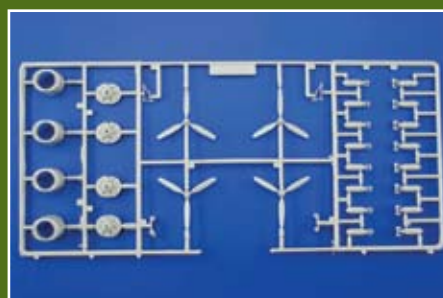
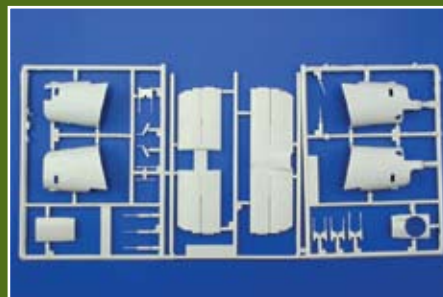
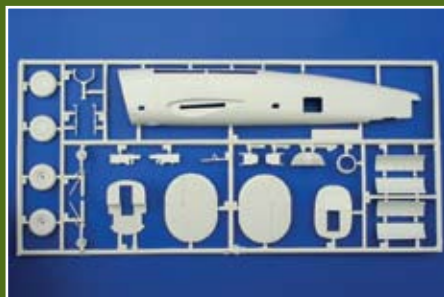
Conclusion

The base kit may be aging a bit, but it still has something to offer in terms of simplicity when compared to the later Hasegawa B-24 kits, although in this case this is offset by the fiddly nature of PE. However

the good base kit with quality PE details, paint mask, as well of course some very good decals providing interesting markings, all makes for an attractive package overall. In fact it as a package deal that this kit must appeal - The PE sets and mask if bought separately would account for 90% of the entire package's purchases price! Put two other ways, the package is it's about 36% more expensive than the straight Minicraft B-24 kit, or between around 25% and 40 % cheaper than an unembellished Hasegawa B-24 kit (depending on the boxing you use for comparison).

If some nice PE appeals to you, you like the convenience of die-cut canopy masks, and have a hankering for battle-wear B-24D with nice markings, then this is the kit for you. And if the markings don't appeal it's still great value when compared to the alternatives both above and below its price-point.

Definitely recommended.



REVIEW QUICKBOOST 1/72 AIRCRAFT ACCESSORIES AND DETAIL PARTS

By Mark Davies

Catalogue No & Description

QB 72 291 (A-1 Skyraider Pylons)	QB 72 295 (Junkers Ju 188 Exhausts)	QB 72 298 (P-40 Undercarriage Covers)
QB 72 292 (P-51B/C/D Propeller with Tool)	QB 72 296 (AC-47 Minigun Gun Barrels)	QB 72 300 (B-24 Correct Front Undercarriage Doors)
QB 72 293 (Junkers Ju 88A-4 Exhausts)	QB 72 297 (Focke Wulf Ta 154 Exhausts)	QB 72 301 (Mosquito Exhausts)
QB 72 294 (Fw 190A-4 Top Antenna)		

Introduction

Aires' quickboost range is a well-established and familiar line of enhancement and corrective accessories. They are produced to very high standards. All come supplied in a cellophane envelope with orange card header, and a few have simple diagrammatic instructions.

I am a fan and convert, and have

purchased many of their sets.. However I do feel in some instances that the benefits of some items over kit parts can be marginal. For this reason I will generally leave the reader to draw their own conclusions based on the images accompanying this review, and only comment where my own opinion is strong one way or the other.

QB 72 291 A-1 Skyraider Pylons,

Recommended for Hasegawa

These are a really worthwhile refinement in my view over the kit parts due to the limits of injection moulding. Be careful upon opening as some of the quite delicate sway-brace lugs may have broken off and will be loose in the packaging. (This is where cellophane envelopes aren't quite up to the job of protecting some parts.)



QB 72 298 P-40 Undercarriage Covers, Recommended for Academy

A very good improvement over styrene parts given the scale refinement that can be achieved with resin, and may suit other brand P-40's (but not P-40B/C's whose covers were subtly different to later P-40's).

QB 72 300 B-24 Correct Front Undercarriage Covers, Recommended for Hasegawa

The packaging does not say which B-24 version of Hasegawa's kit these nose-wheel doors are intended to correct. This is important as B-24's had different styles of doors, some being external and others retracting internally; so I feel that this is a bad labeling oversight.

I saved the following notes from a forum whose name I can't recall, but they were written by a gentleman called Al Blue:

The following Liberators had inward opening nose wheel doors:

- All the early series including the XB-24, B-24A, B-24C, LB-30s, etc.
- All B-24D, regardless of manufacturer.
- All B-24E, regardless of manufacturer.
- The first 110 B-24Gs.
- B-24Js manufactured by San Diego (CO) prior to 44-40149.
- B-24Js manufactured by Fort Worth (CF) prior to 44-10603 with the exception of the 57

planes
bearing serials 42-50452 -
42-50508.

All other B-24s had downward opening nose wheel doors.

The Hasegawa B-24D is wrong in having you mount the nose doors externally when open. However I cannot relate quickboost's instructions to the diagram of how the B-24D's doors are stowed when nose-wheel is extended (see accompanying images of the instructions and a flight manual diagram). Besides, it seems just as easy to me to cut the mounting lugs off the kit parts and fit them as they should be. So like the Fw 190A-4 antenna, I see this item as unnecessary expense.

QB 72 301 Mosquito Exhausts, Recommended for Tamiya

In my opinion Tamiya's Mosquito kit exhaust manifolds are too small, and the night-operations shrouds are a bit too large. This is because Tamiya chose to shroud the exhaust manifolds (rather than exhausts or shrouds only approach), which just can't be done authentically using injected styrene in 1/72 scale as it forces the exhausts to be under-scale and the shrouds over-scale.

quickboost offers more refined exhausts compared to the kit examples, but unfortunately of the same size. This of course makes

some sense commercially because they will be a trouble-free fit in the kit cowls. However the minor improvement in refinement is not worth replacing the kit parts as they will still look too small. It's a real pity an opportunity to provide a fix for the Tamiya kits has been missed.

Conclusion

So a bit of a mixed bag, although I unreservedly give top marks for quality of production.

The most worthwhile items in my view are the Skyraider pylons, miniguns, and P-40 undercarriage covers, because a lot of work would be needed to improve the kit parts to quickboost's levels. The P-51 propeller, Ju 88, Ju188 and Ta 154 exhausts are also worthwhile, although their benefits over kit parts might be a little more subtle.

The Fw 190 A-4 antenna mount and B-24 doors really aren't needed, as most modellers should be able to achieve the same results without quickboost's help. As for the Mosquito exhausts, keep your wallet in your pocket; they do nothing to correct the undersized kit items.

So decide for yourself, but my money's on seven out of ten for a recommendation.

Thanks to Aires for the review samples.



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

Wanted to buy

Arado Ar. E 555 Revell 1/72 scale

I can't find this one either. I'll pay a fair price if you can help me.

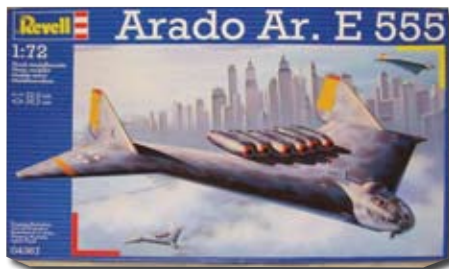
Contact Mike at;

mike@quantumcreative.co.nz

Office (09) 6300 526

Home (09) 424 7343

Bat phone 021 666 264



GALLERY

ON THE TABLE



SIGN OFF

USS CONSTITUTION

One of the highlights in Boston was visiting the USS Constitution. Named by President George Washington after the Constitution of the United States of America, she is the world's oldest floating commissioned naval vessel, launched in 1767.

Craig Sargent



SCALE-MAIL