



SCALE-MAIL

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NEXT MEETING - APR

Reminder - April's meeting
includes the annual AGM

7.30pm
Tuesday 15th April
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

COMMITTEE

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Link from the IPMS Auckland Website

THE CHAIRMAN'S BIT

Hi Everyone

With the end of daylight saving yet another great man-cave season begins. April club night also ushers in a new round of the League Table.

This month's club night includes the AGM. I would like to thank the current committee for their amazing support in 2013/14. At the AGM we'll do a quick summary of the year, and elect the committee for 2014/15.

Barry Burton is also looking to take a well deserved rest from tea & coffee duties this year, if you're a club night regular and prepared to step into the breach, please let me know.

On club night we'll be presenting the winners of the 2013 Model League and the Best of Competition with their awards. Congratulations in advance to the winners.

On a personal model making level, I'm close now to finishing my first vacform... and hopefully will get a larger scale ship completed to break my duck. I look forward to seeing you all on Tuesday.

Cheers

Peter

NOTICE OF IPMS AUCKLAND 2014 AGM

The 2014 AGM will be held during our club meeting at the Leys Institute on 15th April 2014 at 7.30pm.

The club constitution contains the rules regarding the AGM. It can be viewed and/or downloaded from the contacts page of our website: www.ipmsauckland.hobbyvista.com

All club members are eligible to stand for a position on the committee or its executive provided they meet the criteria outlined in the constitution. Any club members wishing to vote, take part in discussions or stand for office during the AGM must have paid their 2014/15 subscriptions.

BULLETIN BOARD

CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.

ModelAir

12 Kent St Newmarket
Auckland
p: 09 520 1236
10% on kits

Stoker Models

Cnr Market Rd & Gt South Rd
Auckland
p: 09 520 1737
10% on kits and modelling supplies

Apix Photographic Supplies

130 New North Rd, Eden Terrace
Auckland
p: 307 3177
10% on memory cards, tripods, and accessories.

Avetek Limited

Gwyn and Christina Avenell
28 Lauren Grove, RD 2, Papakura,
Auckland 2582, New Zealand.
p: +64 (09) 298 4819,
m: +64 (0)27 343 2290
e: aveteknz@gmail.com
www.avetek.co.nz
New Zealand Master Agents for:
Auszac ECO Balsa • Bob Smith Industries
- Cyanoacrylates and Epoxies • Airsail
International Kitsets

TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
Toyworld Westgate
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been preordered)

(Note: not in conjunction with any other promotion)

Capital Books

110 Featherston Street
Wellington
<http://www.capitalbooks.co.nz>

10% off most items on presentation of IPMS Auckland Membership Card. CB has a list of current IPMS Auckland members for internet purchases.

Merv Smith Hobbies

27 Davis Crescent
Newmarket
Auckland

10% off most items on presentation of IPMS Auckland Membership Card.



Avetek Limited

BULLETIN BOARD

SITUATIONS VACANT – TEA MAN NEEDED

Every club night year after year Barry Burton has made the kettle sing and slaked our thirst with cups of tea and coffee for which we are eternally grateful. Thank you Barry.

This year barry is hanging up the apron and we need someone new to step in and provide a tonic for the troops.

If you're a club night regular please step forward and volunteer for a year. Club civilisation as we know it depends on a half-time cuppa. Come see Barry or myself at club night please.

Thank you in advance.

Build the Same Kit - English Electric Lightning Completion Deadline November Meeting

What could be simpler... everyone builds the same subject and comes up with the same but different! We put them all on the table, compare notes and pick a winner. The English Electric Lightning has been kitted by FROG, REVELL, HASEGAWA, and most recently AIRFIX with definitive kits in 1/48 and a new tool 1/72 kit for 2014. (Not to mention the Trumpy 1/32 kit and the soon-to-be-available Sword T2 and T4 kits...)

MODELAIR has kindly offered club members a special price of just \$25 for the new Airfix 1/72 kit... so what are you waiting for. Give them a call or call in and put your name on the list for when new stock arrives in May.

The challenge is all the greater given the bare metal finish that was often sported by the Lighting... get your afterburners fired up and your model finished by November!



BULLETIN BOARD

NEW MEMBERS AND SUBS ***** RENEWAL DUE *****

Subs for 2014/15 are due April - see below for club account details or see the club secretary at the next club meeting.

Annual Membership Fees

Membership Type	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

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

Please add your details so we know who has paid.



EVENTS

CLUB NIGHT EVENTS

April 15th 2014

IPMS Auckland Club Night
& Annual General Meeting

May 20th 2014

IPMS Auckland Club Night

June 17th 2014

IPMS Auckland Club Night

MODELLING EVENTS

May 31st, June 1st & 2nd, 2014

Model X - Auckland
Details to follow

September, 2014

IPMS Nationals - Christchurch
Details to follow

BUY, SELL & SWAP STASH

Collectors Toy & Model Fair

SUNDAY 27th July 2014

Mt Eden War Memorial Hall
487 Dominion Road
Auckland

10.00am to 1.00pm

Entry: \$6 per person

For future information on Collectors Fairs, Hobbies Expo's, Swapmeet etc.

Visit their web-page:
www.aucklandhobbyfair.wordpress.com/events/

ALWAYS CHECK TO CONFIRM
FOR DATES AND TIMES OF THE
EVENT



**SHE ASKED ME TO TIE
HER UP AND DO
ANYTHING I WANT**



SO I DID...

MIRROR MODELS 1:35 CMP C15A TRUCK. KIT #35101

PART TWO

An ongoing BUILD by Pete Mossong.

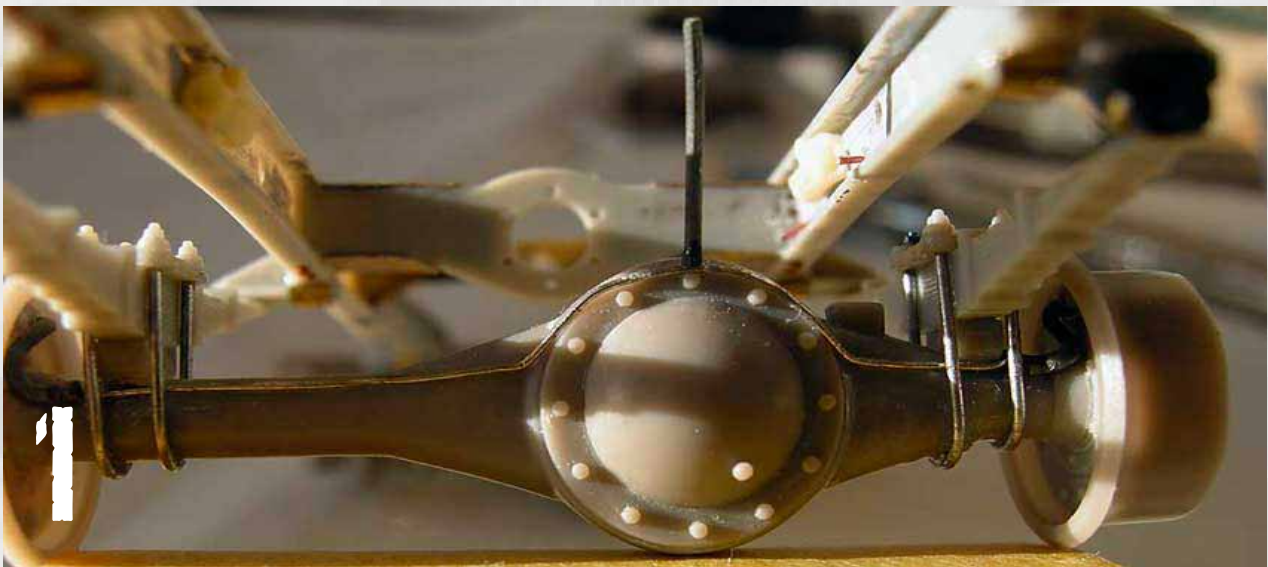
Not much visible progress to show from my original article, but lots of very small detailing work has since been carried out. As I also mentioned, this kit really is a bit of a challenge!

I have begun to add the 'plumbing' for the brake lines to the inside of the chassis rail, and have added the rubber brake hoses to the rear hubs from some good old Verlinden

hose material I've had in the stash for many years. The hose retaining clips were added from some self adhesive chrome tape cut into narrow strips.

More of these are yet to be added to the rear axle brake line.

See images 1 & 2 below.



The rear cab wall was then assembled, and the very noticeable nuts and bolts that join

the two sections together were added from Gandt Line nuts and bolts.

I have never been that happy with these, as they are a bit of a pig to cut from their stalks nice and flush, and they are not all that well moulded, having major flash to be cleaned off! I have since purchased several of the new MENG nut and bolt sets, and will have a full review of these in the next newsletter.

See image 3 right.

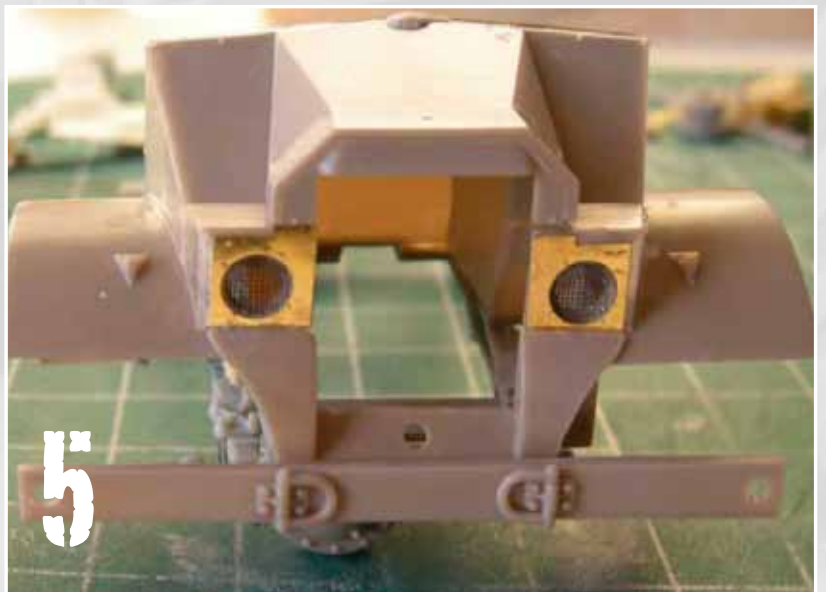
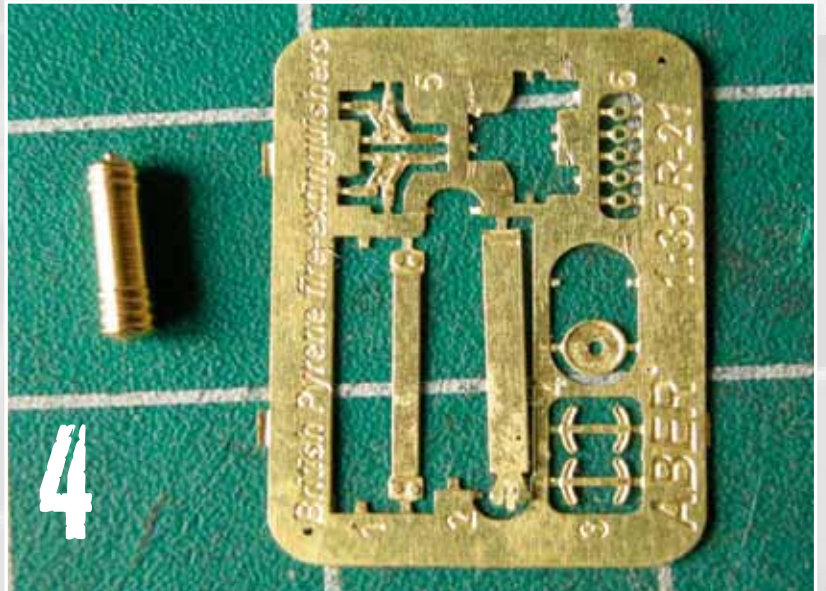
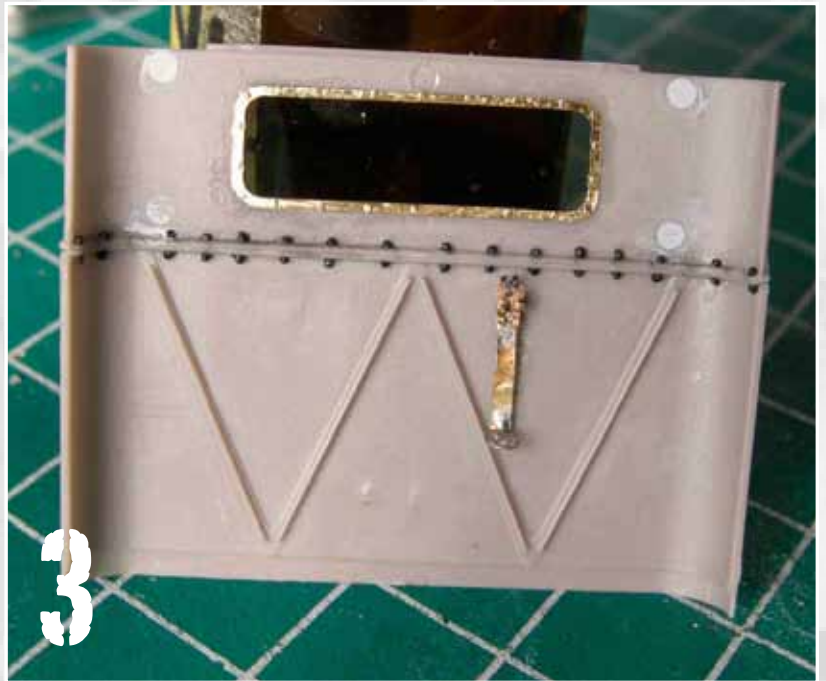
The next challenge was the fire extinguisher mounting bracket. This was from one of the ABER sets, and initially I tried to assemble it using cyano. After experiencing major difficulties with this method, I then tried soldering it. Yes, success at last, and a really solid assembly was the result.

As can be seen from the photo of the etch (**Image 4 right**) (much larger than the real thing), it's made up from 5 pieces, so it was a bit like carrying out micro surgery.

When assembled correctly, it really does work in the prototypical fashion, and the turned brass extinguisher clips in!

I then returned to the cab front, and added the Chevrolet style air intakes after adding some mesh grilles cut and formed from some old Trimaster mesh sheets.

See image 5 right.



The gas, clutch and brake pedals were then added to the forward firewall, and the steering wheel and column along with the supplied etch bracket was then added.

See image 6 right.

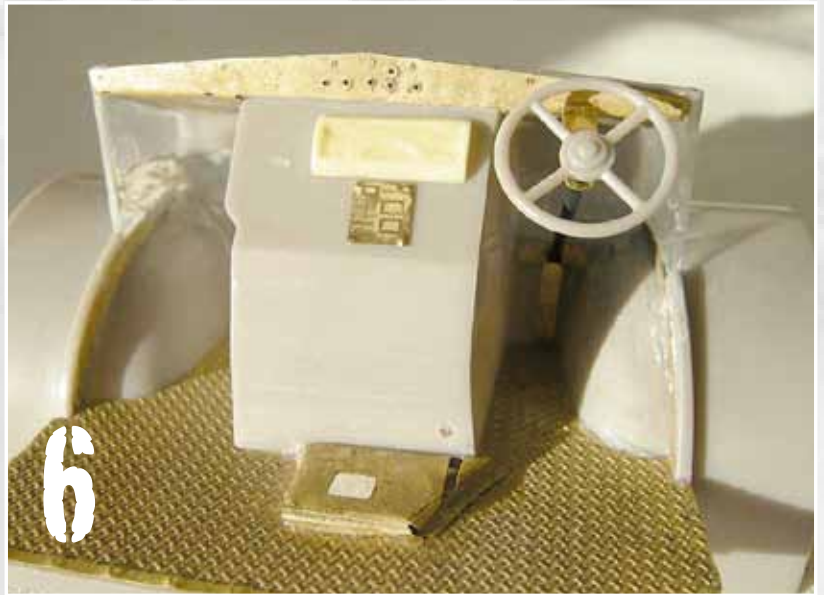
I have now discovered that the so called No.12 cab engine cover supplied to me by Mirror is still wrong! It is just the same as the No.11 cab one supplied with the kit, and the main section should be a straight line without the second section and filler cap at the front!

On the No.12 cab, the radiator filler neck was extended back from the radiator, and was all internal....

See images 7 & 8 (right and below)

I'm now going to have to scratch-build one..bugger.....

To be continued.



Breguet 690 Series

It's certainly not the prettiest aircraft ever designed - looks sort of like a Beaufighter from the front, rather badly grafted onto the skinny backend of a Hampden!

Anyway, the Breguet 690 and its derivatives were a series of light twin-engined aircraft that were used by the French Air Force in World War II.

The aircraft was well designed, easy to maintain, pleasant to fly and could fly at 480 km/h at 4,000 metres (13,000 feet). The type's sturdy construction was frequently demonstrated and the armament was effective. Like the Bloch 175 light bomber and the LeO 451 and Amiot 351 medium bombers, the Breguet 693 showed that French designers were as good as any in the world. Unfortunately, French rearmament began two full years later than that in Britain and all of these fine aircraft were simply not available in sufficient numbers to make a difference in 1940.

Development

The 690 had begun life in 1934 as Breguet's response to the same, quite far sighted strategic fighter specification that resulted in the eventual winner, the Potez 630.

Both were attractive twin-engined monoplanes with twin tailplanes, powered by Hispano-Suiza 14AB radial engines of modern design and, for the time, good performance. Breguet considered the weight limits of the specification, that required a twin-engined, three-man aircraft to be lighter than 3,000 kg (later 3,500 kg) to be overly restrictive and ignored them. Instead, the design was advertised as particularly versatile, with reconnaissance, ground attack and level bombing derivatives proposed that required no structural changes. Unsurprisingly, Breguet lost out in the competition to Potez, but confident in the 690's potential, nevertheless began building a prototype on its own funds.

After considerable debate and delay the French Air Staff decided to acquire modern ground attack aircraft.



Above: Breguet 691, 1939

Engineless for nearly a year, the 690-01 prototype displayed such promise that 100 two-seat attack bomber versions known as the Breguet 691 AB2 were ordered in mid 1938, an order soon doubled.

For the ground attack role, the 691's equipment included a 20 mm cannon and a pair of light machine guns firing forward, as well as an internal bomb rack that could be used in a shallow dive attack and was typically loaded with eight 50 kg-class (110 lb) bombs. Rear defense was provided by one flexible light machine gun, while a fixed, rearwards firing weapon of the same type was fitted under the fuselage to discourage low-flying attacking fighters or ground fire from behind. A set of armour plates protected the crew, and fuel tanks had rudimentary self-

sealing capability, but in spite of this the Breguet 690's protection proved very insufficient in combat.

Breguet established an assembly line with remarkable speed: the first production aircraft flew less than a year after being ordered and was in service before the end of 1939.

As with the Potez 630, the Bre 691 was beset with engine difficulties. Hispano-Suiza had decided to concentrate on its V12 liquid cooled engines and the 14AB engine was unreliable. The French authorities decided to order a new version, the Bre 693 powered by Gnome-Rhône 14M radials. Apart from the changed engines, which were of slightly smaller diameter, the two types were virtually identical. Orders for the Bre 691 were

switched to the new type and more than 200 of the latter had been completed by the time of France's defeat.

Late production versions of the Bre 693 introduced propulsive exhaust pipes that improved top speed by a small margin as well as, according to some sources, a pair of additional light machine guns in the tail of each engine nacelle.

Variants

Breguet Bre.690 – The Bre.690.01 prototype flew for the first time on 23 March 1938 powered by two 680 hp (507 kW) Hispano-Suiza 14AB-02/03 counter-rotating engines. Delivered to the CEMA for official trials in the summer of that year, the Bre.690 was found to have a performance superior to that of the Potez 630, but in late

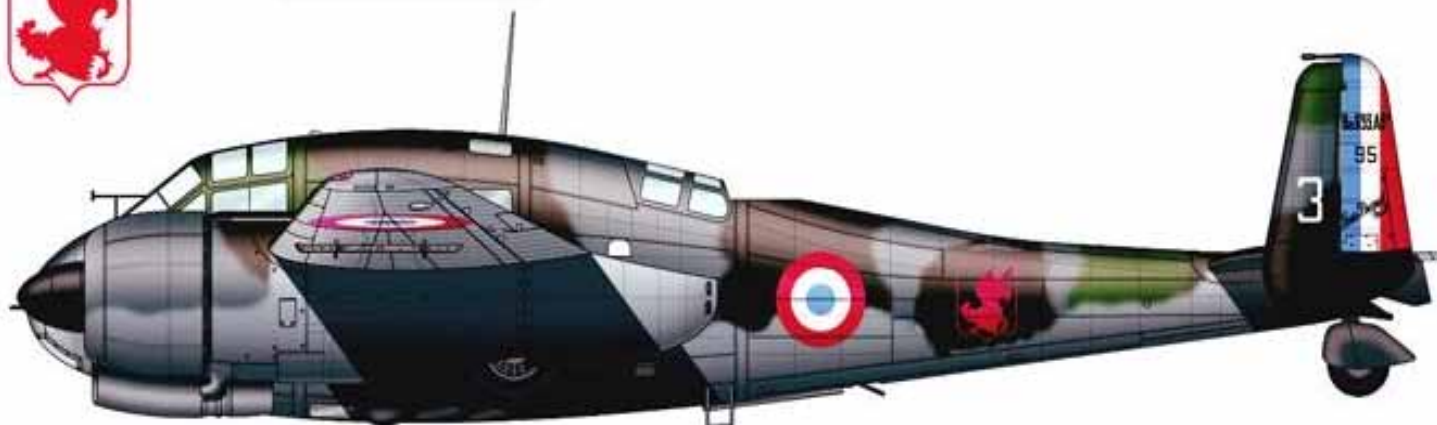
August it was returned to Breguet for modification of the landing gear.

Breguet Bre.691 – The Bre.691.01 prototype flew for the first time on 22 March 1939 powered by two 700 hp (522 kW) Hispano-Suiza 14AB-10/11 radial engines. Configured especially to satisfy the attack role, featuring twin end-plate fins and rudders, and a retractable tailwheel.

Breguet Bre.693 – The Bre.693.01 prototype flew for the first time on 25 October 1939. With the Hispano-Suiza engines proving unreliable, modifications were made to incorporate the 700 hp (522 kW) Gnome-Rhône 14M-6/7 Mars 14-cylinder two-row radial engines. 234 examples being built.



Click to bring to front



Above: Breguet 693 A3, 1940

Breguet Bre.694 – A single Bre.694.01 prototype, intended initially as a three-seat tactical reconnaissance aircraft, and later as a two or three-seat version for use in a bomber/reconnaissance role, and which had appealed respectively to Belgium and Sweden, was delivered to the Aeronavale on 1 June 1940. This was generally similar to the original Bre.690, with the navigator's compartment restored, and powered by two 710 hp (529 kW) Gnome-Rhône 14M-4/5 engines.

Breguet Bre.695 – The Bre.695.01 flew for the first time in early 1940 powered by Two 825 hp (615 kW) Pratt & Whitney R-1830-SB4G Twin Wasp Junior 14-cylinder two-row radial engines mated with a Bre.693 airframe. This type resulted from a new French policy to ensure

that if French engine plants were overrun, engines of foreign design could be used instead. 50 examples were built.

Breguet Bre.696.01 – A single prototype first flown on 3 November 1939 and modified (slightly enlarged weapons bay) for use as a two seat light bomber. Never put into production.

Breguet Bre.697 – A single pre-prototype first flown on 19 October 1939 designed for use as heavily armed 'destroyer' which would have become the Bre.700. It was powered by two 1,070 hp (798 kW) Gnome-Rhône 14N-48/49 radial engines. The single example was

destroyed by the French to prevent it from falling into German hands.

Fewer than 250 Breguet 690 series aircraft were completed. The Armée de l'air received only 211 examples: 75 Bre.691s, 128 Bre.693s, and 8 Bre.695s, but the Germans captured a few dozen complete or near-complete aircraft at the factories.

Operational Service

In late 1939, two squadrons staffed with volunteers from level bomber units were gathered in the small airfield near Vinon-sur-Verdon, where they began their operational training. As Breguet 691s were not available yet, the crews flew the Potez 633 light level bomber. When they were eventually delivered, the little Breguets were popular with their crews, although the unreliable engines in the Bre 691 caused headaches and undercarriage failures proved especially troublesome. Only in March 1940 were the first combat-worthy Bre. 693s delivered, and there were now five squadrons to equip: GBA I/51, GBA II/51, GBA I/54, GBA II/54, and GBA II/35 (GBA stands for Groupe de bombardement d'assaut – assault bomber squadron), with a theoretical complement of 13 aircraft each.

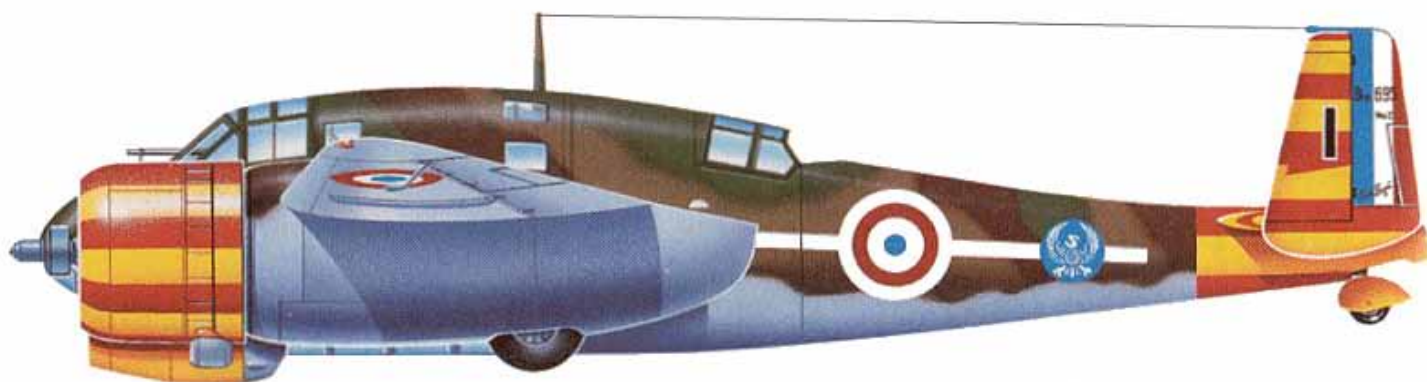
Because of this late delivery, crews were still working up their new machines and developing tactics when the Germans attacked. On May 12, GBAs I/54 and II/54 performed the Breguet's first operational sorties, against German motorized columns in the Maastricht-Tongeren-Bilsen area. German anti-aircraft fire was so devastating that only eight of the 18 Bre.693s returned.

The disastrous results of this first engagement forced the French commanders to reconsider their tactics. Until May 15th GBA crews performed shallow dive attacks from higher altitude, which resulted in reduced losses, but the attacks had clearly been inaccurate, as the Breguets lacked a bombsight, and they increased vulnerability to enemy fighters. On the following missions the GBAs re-introduced low-level attacks, but with smaller formations. As the battle quickly evolved towards the collapse of the French armies, the assault groups were engaged daily, still enduring losses to the AAA, but also to enemy fighters.

In late June, the Armée de l'Air tried to evacuate its modern aircraft to North Africa, out of German reach, from where many hoped to continue the fight. Unfortunately the short-ranged Breguets were not able to cross the Mediterranean. Unlike other French modern types, the Breguet 690 family saw its combat career end with the Armistice.

At this point in time, 119 aircraft had been lost, including 68 to direct enemy action, and a further 14 were written off as too heavily damaged. The five GBAs had therefore endured a matériel loss rate of 63%, while crew casualties accounted for nearly 50%.

After the Armistice, the Vichy authorities were allowed to maintain a small air force in mainland France, and its assault bomber pilots flew rare training flights in the Bre.693 and Bre.695. After the Germans occupied all of France in late 1942 some of the survivors were transferred to Italy for use as operational trainer aircraft.



Above: Breguet 695.AB.2 - L'Armée de l'air de l'Armistice (Vichy), 1942

Modelling the Breguet 690 Series

Being that the aircraft was produced in relatively small numbers and is quite an unknown aircraft in comparison with the usual suspects, the options to model the Breguet 690 are limited. In 1/72 you can still find the Azur and Smer kits, along with a few decal sets and photo-etch detail set (although designed for the Heller kit, it would probably cross-kit). Azur have released the 695 also in 1/72 and can be found at a few stores online. A quick search on ebay throws up a number of options in 1/72nd.

The options in 1/48th however are not so rosy. Pretty much the only kit ever produced was from Fonderie Miniatures who seem to have faded out of business leaving only remnants of their rather esoteric kits left popping up on ebay every so often. I've searched as much as I can on the Internet - hobby shops, ebay (US, UK, France, Canada, etc) and looked at various rare plane forums but the kit seems to have gone the way of the dodo. So if you ever spot one, let me know!

Rob



Above: 1/48 Fonderie Miniatures Breguet 693 by Christoph Schnarr
(<http://www.modellversium.de/galerie/9-flugzeuge-ww2/1669-breguet-bre693-ab2-fonderie-miniature.html>)

FANGS FOR THE MEMORIES

A quick look at the Airfix 1/72 De Havilland Vampire T11 by Dimitri Berdebes



My kit of the Vampire was the “Starter Set” version as this had the RNZAF decals and an easy paint scheme, overall silver. I think you have to treat yourself to a simple build now and then and thought why not.

Airfix have made another well thought out and engineered kit here. I followed their construction sequence and noticed that the oleos were attached to the booms before gluing to the wings. Don't like little poky out things on my kits this early in the construction so had to be a bit more aware they were there.

What I did find a pain was the small pitot on the port tail which I broke off, lost, replaced and broke off several more times before finishing the kit. A small niggle to overcome.

The Vampire went together easily; I added some wing tip lights from coloured plastic and some small bits to the cockpit, which has adequate detail. The canopy can be posed open or closed and there are two pilot figures which I didn't use.

Painted the Vampire with Tamiya chrome silver enamel and used a wash of water colour paint, Payne's grey. This was an experiment for me and worked out fine, the water colour can be removed easily leaving it in the recesses. Should have used a lighter shade of grey apparently there are at least fifty to choose from!

There you have it my second kit for the year and my second jet, some sort of trend emerging here.

Cheers Dimitri





AIRFIX

1:72 DE HAVILLAND VAMPIRE T.11

482204 - MODEL KIT - MAQUETTE A MONTER - MODELLBAUSATZ - MODELLI A SCALA - BODENMODELL - MAQUETA PARA MONTAR - PLUSTRYGGSSATZ - RAKENNAUSSARJA - MODELO PARA CONSTRUIR - MODELLBYGGESAT - ZYNAPMOLOJOTYBING MONTROD

MAN CAVE! Dimitris "Sin Bin"

Originally published ScaleMail October 2012



AS you can see from the pictures I am lucky to have various spaces for my hobby. My main working space was used as an office by the previous owner so I've set up the PC there along with my modeling desk, display cabinet and reference library.

In the double garage which is attached to the house you can see my stash , I managed to grab some Lundia shelving from my wife's work just before they upgraded their storage systems , works fine for me. I would just like to point out that not all those kits are mine about a third belong to Spongy aka Alan, just incase you thought I was a compulsive kit collector. I also have my compressor and airbrush out there.

My main modeling interest is aircraft, usually in 1/72 scale but in my collection I have 1/144, 1/48, and 1/32 scales represented as well.

I'm also drawn to other subjects and modeling styles which interest me. Like sci-fi/ fact, Egg Planes for a laugh, Figures, AFV's, Card modeling, Solid scale modeling, and just lately Classic Cars.

When I'm working I aim for a tidy build, good paint job and silver free decals. There is a temptation to use lots of after market goodies but I try and use what I've got in the kit with the exception of some scratch building of my own.

I can get bogged down in research this may be a paint scheme or some other trivial point but once I've overcome this type of procrastination the build goes a lot smoother.

What I have found motivating in my building recently is getting together with a small group of modeling mates and building; either to a theme i.e. build a kit in a day or working on my latest project

Cheers Dimitri.





GALLERY

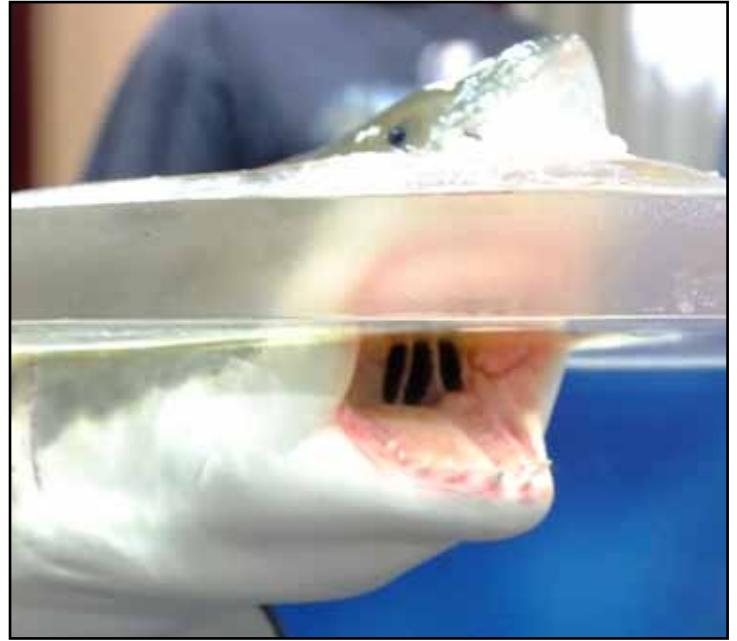
ON THE TABLE - MARCH 2014 CLUB NIGHT - BEST of 2013 DISPLAY



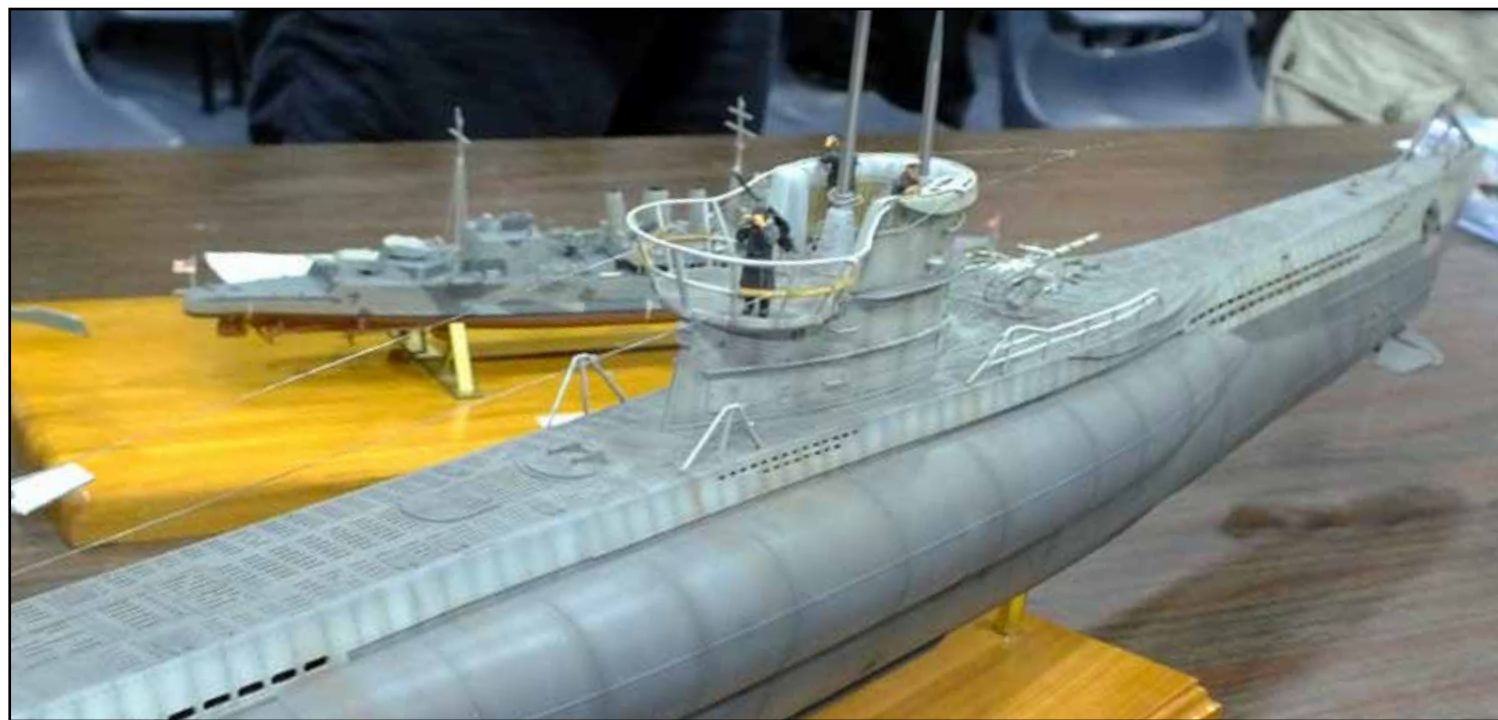
GALLERY



GALLERY



GALLERY



GALLERY



GALLERY



GALLERY



GALLERY



GALLERY



GALLERY



SIGN OFF



Above: 1/48 Curtis R3C-0 Fighter Seaplane - Porco Rosso

LAST WORDS

This month I have re-published Dimitris man-cave from its first appearance in October 2012 - I'll start tapping a few people up for something similar otherwise it will be a bit boring just regurgitating the same old articles over and over...

Nothing much else to report this month other than enjoy the pics in the gallery from an excellent showing for the Best of the Year display last month - one of the best turnouts we've seen for a while I think.

...and again, a reminder that if you have anything to contribute, be it images of an event you went to, a model you're building or fancy reviewing, something you've bought online or anything else even remotely modelling related you think may interest the rest of the club, send it through to me at: jaxbw@orcon.net.nz or have a chat with me at Club Night.

Cheers
Rob



SCALE-MAIL