



SCALE-MAIL

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NEXT MEETING

AUGUST

7.30pm
Tuesday 18th August
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

COMMITTEE

| | |
|----------------------------|----------------|
| Chairman - Mark Robson | Craig Sargent |
| Secretary - John Swarbrick | Lance Whitford |
| Treasurer - Barry Kelloway | Henry Ludlam |
| | Peter Mossong |
| | Peter Foxley |

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Link from the IPMS Auckland Website

THE CHAIRMAN'S BIT

Hi everyone,

I hope everyone is getting some modeling done. For some of us the winter is perfect modelling time with long dark evenings whittling by the fire, for others the creative juices are a bit stifled by the cold and wet and only get going again in the spring time.

I hope the emphasis on practical how-to sessions at club meetings is proving to be stimulating, and the ongoing Model League, Build the Same Kit and Shelf of Doom projects give you plenty of targets to aim at.

Events Coming Up

Over the next few months there are 3 events that we have the opportunity to attend. Details of dates and times will be given at the meeting but basically in September we will be helping out at the Captain Musick Air Scouts event which will be very much like the Airfix Kit Build that we did at Model-X.

In October there is a hobbies event at the Auckland Museum and we have been asked to have a practical session running there and in November there is the Armistice Day meeting in Cambridge which some of us are planning to attend.

Details of these will also be loaded on the website.

Missing Models

Would you believe I have lost 2 nearly complete models! I have the bad habit of working on many models at the same time. I had the 1/72 Hobbyboss Hawker Seahawk (primed in white) and the 1/72 Revell Arado 240 (primed in grey) at a meeting (I think) and they have since disappeared. I think they are closed up in a box of some sort but if anyone remembers me having them at a meeting and can think of a clue as to what I was carrying them in then I would love to hear from you!

Yes I know; dumb as a post, but there you go! I get distracted sometimes!

Cheers

Mark Robson

BULLETIN BOARD

EVENTS THIS MONTH & AUGUST CLUB NIGHT NOTES

Model of the Year

The committee has decided after consultation with the wider group to have 3 awards this year, over 3 separate club nights. There will be awards for Model of the Year, Modeller of the Year and Clubman of the Year.

This month the competition is for Model of the Year, and seeing that this was supposed to happen in May the eligibility criteria are that your model was finished between April of 2014 and April of 2015, and that you are currently a club member. You can join up on Tuesday night if you like and still be eligible. So bring out one or more of your BEST models from that 12-month period, judging will be by the membership as a whole on forms provided.

If 5 or more models are entered in a particular category (eg aircraft, tanks, ships, cars, Sci-fi, Figures etc) then those models will form a separate category for judging and prizegiving, with an overall winner to be decided as well. Points will be calculated on the night by the committee and winners announced before the close of the meeting.

There will be 50.00 Prize Vouchers from Replicant Hobbies for each of the category winners (assuming more than one type of model reaches the minimum of 5 entries) and a 100.00 voucher for the overall winner.

The Modeller of the Year award will be decided in October and the Clubman of the Year in December, in time for seasonal drinks at the Cav as always.

Practical Session - My Favourite Tool

We all have a practical modeling tool that we love. It might be a particular type of paintbrush, a saw, an abrasive, a cutting mat, whatever. Please bring it along to the meeting and be prepared to say a few words about it.

Don't think that it has to be too exotic or technical! Many modellers work in isolation and could be quite experienced without ever having seen a Flexi-file or surgical scalpel in action so the tool that you find quite hum-drum might be new to some of our members so don't be shy.

Next month we will continue the sessions on weathering with one on washes and use of oils and pastels.

We Need a New Treasurer!

After serving the club admirably Barry Kelleway was resigned from his role as treasurer and from the committee. We need someone to step up and take over this job, as it is not a good idea for the financial purse strings to be in the hands of other office-holders. I think you can trust the current committee members not to abscond to the Riviera on the club's funds but having checks and balances are a good idea.

BULLETIN BOARD

EVENTS THIS MONTH & AUGUST CLUB NIGHT NOTES

To my mind it would not be necessary for this person to be on the committee (though they would be very welcome) if time is an issue, just to be able to handle money for membership fees at meetings and also keep track of the bank statements.

If we don't get a volunteer then we may have to co-opt someone which is always a bit stressful or do what so many clubs and societies are doing and pay an external service provider to run the finances, which would necessitate a fee increase or fund raising of some type, which seems a waste.

Shelf of DOOM! Competition

Remember there are cool voucher prizes from Replicant Hobbies to aim for. If you have progressed one of more of your models since last month then feel free to come along and skate!

We will follow the progress of your rescue this year with interest, and in December there will be prizes awarded by my new business Replicant Hobbies (based in Whangarei):

| | |
|--|-------------------------------------|
| Oldest Shelf of Doom kit rescued: | \$50.00 Replicant Hobbies voucher |
| Best Improvement of a Shelf of Doom kit from the state in which was presented this month and the end result: | \$50.00 Replicant Hobbies Voucher |
| Best Overall Shelf of Doom Result: | \$100.00 Replicant Hobbies voucher. |

“The Monthly Guru”

Once again one experienced modeller will be wearing a bright yellow cap indicating that he is happy to answer any questions you might have on tools and techniques, or find the man who can.

Cheers

Mark

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

Build The Same Kit 2015 Challenge

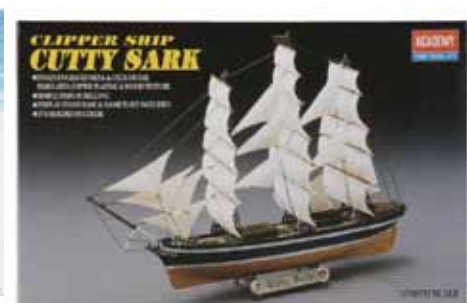
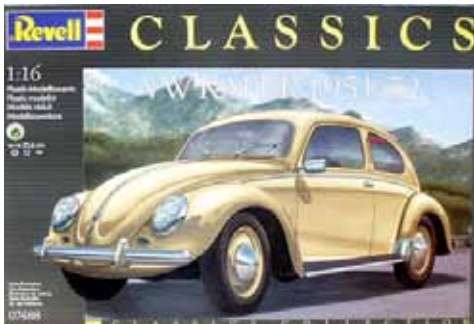
So after some debate on club night last month, the Build the Same Kit challenge has become a Build the Same Kits challenge! The options are:

- BAe Hawk / Folland Gnat (or both - knock yourself out)
- Anything from the VW family.
- Any maritime subject

And the TRIFECTA - the TRIFECTA is a new idea. This year it is proposed that the club offers 3 - yes count them 3 - Build The Same Kit challenges. An Aircraft, A Vehicle, and A Maritime subject with winners' prizes of \$50 and runners' up prizes of \$25 for each category.

PLUS

A major prize of \$100 is on offer for the winner of the Trifecta, the modeller who has built the best 3 models in the BSK competition. One model must be from each category.



BULLETIN BOARD

NEW MEMBERS AND SUBS ***** 2015/16 DUE *****

Subs for 2015/16 are well overdue - 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.

Wargamers Wanted!

Steve has contacted the club interested in anyone who wargames in World War II, specifically in 1/72 or 1/76 scale. If you'd like to get in touch, email Steve: godcorp@xtra.co.nz



EVENTS

CLUB NIGHT EVENTS

August 18th 2015 - IPMS Auckland Club Night

September 15th 2015 - IPMS Auckland Club Night

MODELLING EVENTS

2015 IPMS NZ National Competition:

10th - 11th October, 2015

Westpac Bowls Stadium
38 Tahuna Road
Dunedin

COLLECTORS TOY & MODEL FAIR

Saturday 26th September, 2015

Hobbies Fair
Freeman's Bay Community Hall
52 Hepburn Road
Auckland

11.00am to 3.00pm
Entry: \$5 per adult

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

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

ALWAYS CHECK TO CONFIRM FOR DATES
AND TIMES OF THE EVENT

'Gilding the Lily'

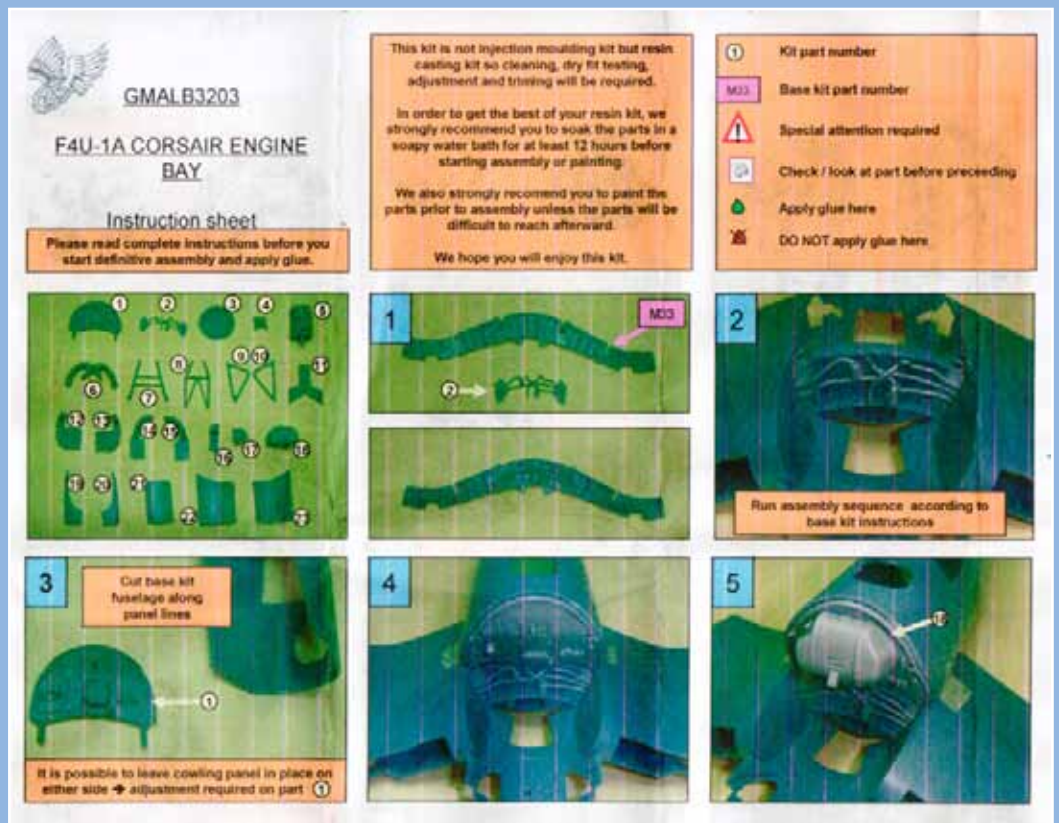
Grey Matters Figures 1/32 F4U-1a Corsair Accessory Bay GMALB3203

An 'in the box' review by Pete Mossong

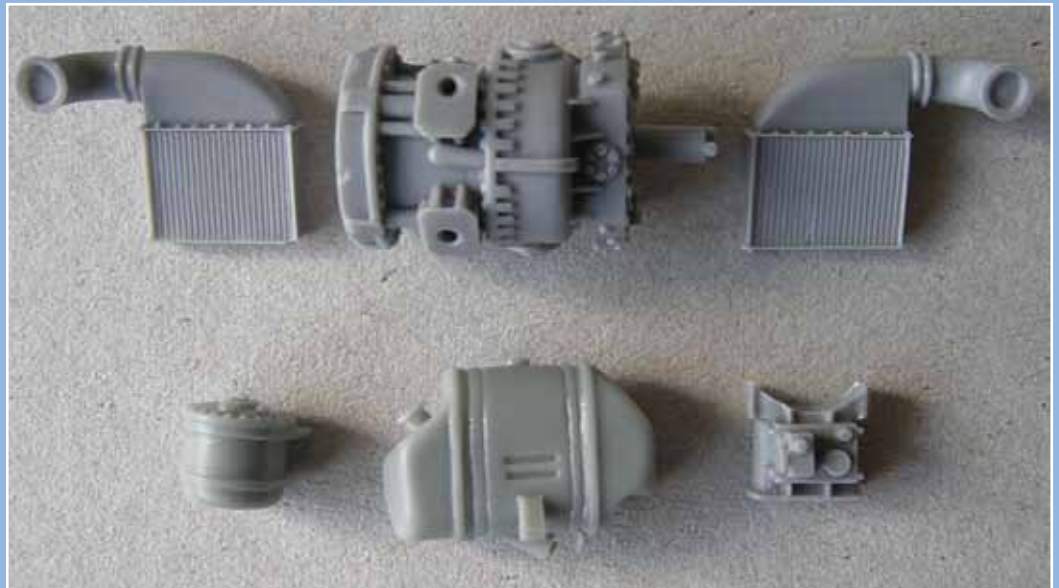
I had been contemplating getting this set when I first obtained the Tamiya 1:32 F4U-1a kit, but the initial price had put me off. Luckily, I spotted a posting on Hyperscale recently announcing a 15% off sale for the Grey Matter Figures resin detail sets, so took the plunge!



The set arrives in a stout cardboard box, with the contents packed in several Ziploc bags, and a two A4 page instruction sheet in photographs with text format.



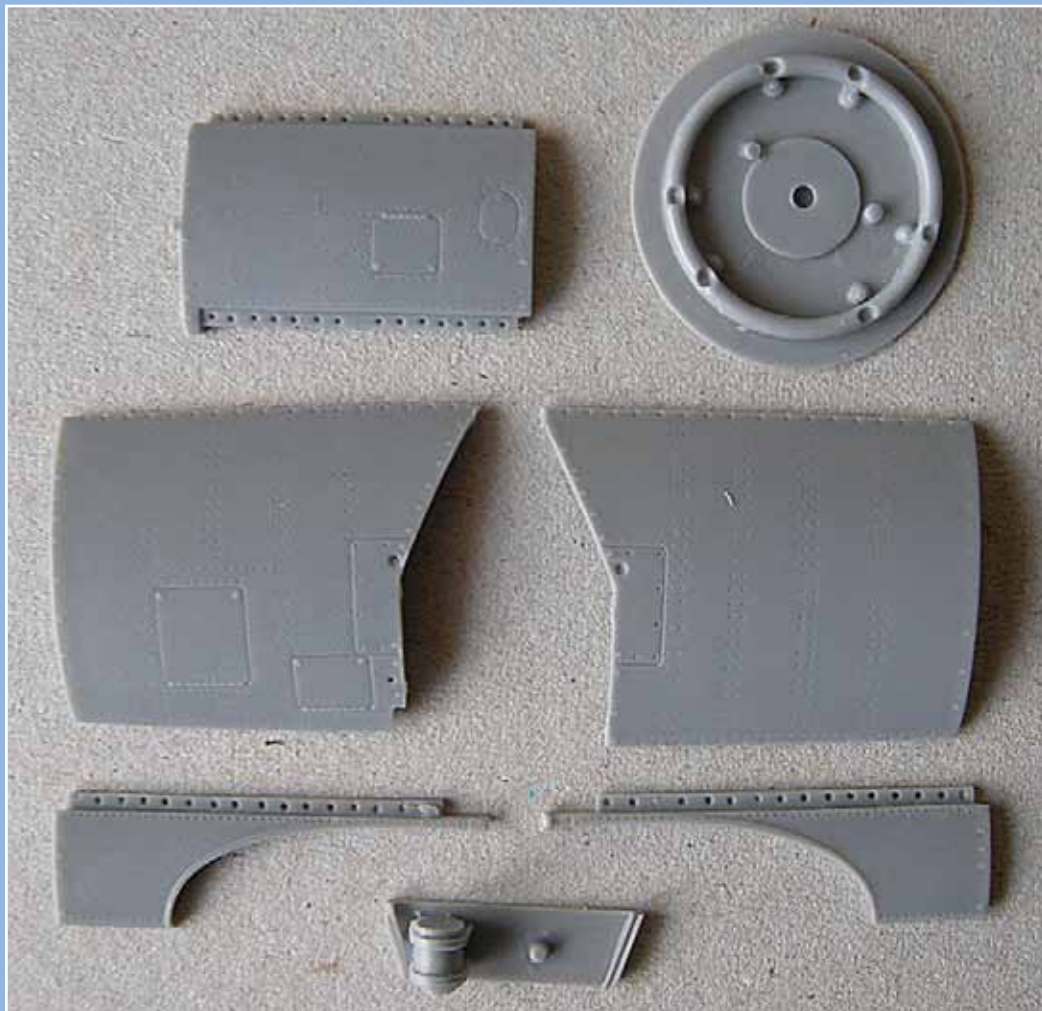
The individual castings are very crisp, and appear to need a minimum of clean-up of casting blocks before using. All the major components of the -1a engine accessory bay are included, the basis being the rear engine blower casing, all the intake trunking including the 'Y' shaped lower trunking and the carburettor, the wing root intercoolers with their trunking, the main rear bulkhead and associated major 'plumbing', the larger oil tank of the -1a, the engine mountings, and the forward engine bay 'dishpan'.



All of the items match very well to photos I have of the Corsair's engine bay, but one or two small items, and some plumbing and cabling will have to be added to complete the job.

The bonus with this set is the addition of the engine bay cowlings (including the wing root panels) saving one having to either detail those removed from the Tamiya kit, or scratch build them!

Overall, a big tick to Grey Matter for producing this set, which will add further interest to the lovely Tamiya base kit. They also do a similar kit for the earlier 'Birdcage' Corsair. I would love to see them scale this set down to 1:48, as I was not that happy with the Aires 1:48 Corsair 'Super Detail' set, as it missed a lot of the correct detailing.



BLAST FROM THE PAST

Club Newsletter - February 1999

“Who’s Part Is It Anyway?”

Bring along an unusual or obscure part from the spares box – one which you know what kit it originated from. Parts will be laid out on a table and we will divide into groups and try and guess what kit, scale and manufacturer each of the parts is from.

There will also be a door prize of a model shop voucher at this month’s meeting. This voucher will be drawn at the end of the meeting and all current club members are eligible, upon proof of membership (i.e. you have paid membership subs for 1999, and will include those who pay their subs at the February meeting). This will be an ongoing monthly prize and will make turning up on club night even more worthwhile.

The Editor’s Desk

Welcome to the new look newsletter for 1999. It has always been said you should start as you intend to continue, and hopefully this year will see brighter and better things not only for this newsletter, but also the club and the modelling hobby as well. From the past newsletters, I will have a job filling the position so ably filled, and recently vacated, by Martin Short. However, I enjoy a challenge, and hope you will enjoy the new format and the new contents. I should make one point though – my main interest is 1/72nd scale aircraft (and mostly Israeli and USMC at that). So if you don’t wish to be fed a diet of articles consisting of “Baraks” and “Bugs”, any contributions to the content of this newsletter will be welcome.

Resulting from the last committee meeting, there will be some changes and additions to this newsletter worthy of note. Firstly, being the cutting-edge hobby club that we are, you may or may not be aware that IPMS Auckland has a website on the Internet, well designed and maintained by Lance Whitford. The web site has images of member’s models, club information and articles which may be of interest. The address now appears under the newsletter header for those of you with access to the Web. Also the committee members’ e-mail addresses are now listed if you wish e-mail them. Take special note of my e-mail – any articles, contributions, comments or constructive criticism can be sent to me, and will be more than welcome. At the end of the newsletter, there will now also be an “Internet Sites of Interest” list which will present a few choice sites relevant to the modelling hobby, be it manufacturers, mail order or on-line magazine (e-zine) sites.

Further to this, at the committee meeting it was decided that the newsletter could be e-mailed on request to any member who so preferred (instead of the usual hard copy – for those of you who don’t read it on the porcelain, as one committee member was overheard to say). This would have some benefits both to myself and to you as members. For me, it means less newsletters to print and post (stamps never have and never will taste good). For you, the members, the benefits are even greater. Firstly you will get the newsletter 2 to 4 days earlier than if you were to get it by post. Secondly, you will get colour in the articles and presentations. Finally, any e-mail and Internet links will operate simply by clicking on them. You will need Microsoft Office 97 to view the newsletter. If you are interested, contact myself, or one of the committee members.

I will be introducing a “Wants/Disposals” section as well. If you are after a hard to find kit, or have something to dispose of, or even just want information/decals/parts for that latest project, let me know and a notice will be placed in the newsletter. It is here to help you, and your subs

BLAST FROM THE PAST

Club Newsletter - February 1999

help to pay for it, so make the most of it. There will now also be a copy of the latest newsletter on the table at the club night. If you have not seen one (which means you aren't a member and probably aren't reading this anyway), it will be available for perusal at the meeting. I won't be at this month's meeting as my "other half" and myself will be in Melbourne for a much-needed holiday, and to take in the Avalon Air Show, and also hopefully to put some plastic on the "plastic".

Any newsletters/magazines received from overseas branches/clubs will now also be listed with a brief summary of articles. I will be collecting and holding these periodicals, so see me on club nights (or a committee member if I am not available) to peruse the latest in modelling news from around the globe. If you have any relevant hobby related news (not rumours or gossip – I get enough of that from the rec.models.scale newsgroup), let me know also.

The club members list is currently being updated, so if you wish to continue receiving club news, make sure those subs are paid up. Also, if you are a member and haven't been getting a newsletter, make yourself known.

Finally, I would like to express, on behalf of all members, thanks to the outgoing committee for the wonderful job they have done. Enough of my ramblings, on with the important stuff.

Craig.

The Chairman's Bit

I am laying down a challenge to anyone who can enter more kits than I do in the upcoming IPMS Nationals. There are some "cold one's" up for grabs to any club member(s) that can top my total. Currently, I am aiming at around 5 or more kits. I hear all sorts of excuses about why people can't find time to model, and I think that most of them could be sorted out with better time, and/or relationship, management.

I have a Mrs, work full time, have just bought a house which I move into this month, play in a band, have 2 dogs (not quite as bad as kids, but at least most kids don't eat holes in the walls), and I have heaps of other interests. I also spend far too much time on the "Net", and watching cricket.

SO NO EXCUSES - GET MODELLING!

Kevin.

PS. Bob - please enter this in the "Rash Statements" book for later reference.

BLAST FROM THE PAST

Club Newsletter - February 1999

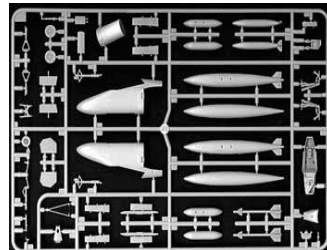
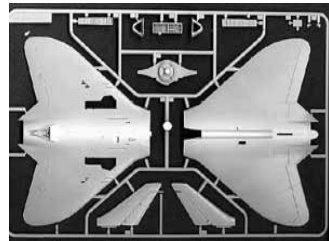
Tamiya 1:72 F4D-1 Skyray

by Chris Bucholtz

From "The Internet Modeller" (used with permission)

Had the Westinghouse J40 engine not been the catastrophic failure it proved to be, the shape of naval aviation might be very different today. Among the planes torpedoed by the balky J40 were the radical F7U Cutlass and the F3H Demon, whose advanced aerodynamics required the thrust promised but never delivered by the J40 to perform at even marginal levels. Two Douglas products—the A-3 Skywarrior and the modified delta wing F4D Skyray—were also victims of the J40, but installation of the Pratt & Whitney J57 saved these airframes. The A-3 went on to a long, storied career, but the elegant Skyray served for only eight years before being supplanted by the more powerful F-8 and F-4. Even so, the "Ford" flew with 35 Navy and Marine squadrons, shore facilities and civilian agencies. The U.S. Naval Test Pilots' School flew the F4D until 1969, and the school's emblem today is a stylised overhead view of the F4D's beautiful bat-winged plan form.

The third kit in Tamiya's new series of scaled-down versions of their 1/48 gems, the Skyray is a very welcome addition to the ranks of 1/72 naval aircraft. Until now, modellers felt lucky to have Airfix's 1970s F4D, but the kit suffered from a number of dimensional errors - the fuselage was 3/16" too long; the tail cone, pitch trimmers, wing trailing edge and landing gear bays are 1/8" too far aft; the wing fold line is angled too far outboard; the intakes are too small; and the canopy break line is inaccurate.



As a Ford fan and a veteran of the Airfix kit, the first thing I noticed about the Tamiya kit was how much more right it looks! This is no surprise, since it's a scaling down of the 1/48 kit. A few shortcuts have been taken, most notably the absence of positionable inboard slats and folding wings, but overall this is a lovely 1/72 kit. The wings and rear fuselage are moulded in upper and lower halves, complete with the crazy-quilt pattern of panels. The NACA intakes are very well portrayed, and the large blow-in door on the left upper fuselage is provided as a separate piece.

The nose and cockpit section is split vertically down the middle, with room in the nose for weight to keep the plane on all three wheels. The cockpit includes a tub with built-in side consoles and some detail behind the pilot's seat, a three-piece rendition of the Douglas seat, a control panel, control column, and a separated instrument shroud. Unfortunately, the control panel and seat don't go together; the panel has the round radarscope installed in aircraft 134744 and later, but the Douglas seat was replaced by the Martin-Baker Mk. P5 at the same time. The first "factory-to-the-fleet" delivery was aircraft 134777. An aftermarket seat could help cure this inconsistency. A separate windscreen and canopy are provided, as is a bit of structure inside the canopy, but no actuating hardware is provided.

What goes inside this wing is impressive. The nose gear well has ribbing and actuating arms, and the main wells have detail on the tops and inboard sides of the bays. The outer and aft walls are bare however. An engine compressor fan is moulded to a blank-off plate that goes in front of the gear bays and which provides the front wall of the main wheel wells. While problems with the ducting of the intakes

BLAST FROM THE PAST

Club Newsletter - February 1999

are a common complaint with the 1/48 kit, some careful sanding could easily fix this in the 1/72 version. The tail skid and arrestor hook area is very well represented. A separate bumper and tail wheel provides an out for those of us who fail to add weight to the nose, and a separate tail pipe makes painting the exhaust area very easy.

The landing gear struts are nice, as are the wheels, although the mains have two knockout pins on their strut sides, which are devoid of detail. The stores provided are complete: a NAVPAC navigation pod, two AIM-9B Sidewinders, two Aero 1A 300-gallon drop tanks and two six-shot 2.75" folding-fin aircraft rocket pods. The holes for the outer pylons are flashed over, allowing the modeller to easily build a cleaned-up Ford. The decals are rather thick, though this reviewer has not tried to apply them yet. The markings are for three aircraft, each in the gull grey-over-white scheme: PA17 (BuNo. 139164) of VF(AW)-3, EK3 (BuNo. 134895) of VMF(AW)-114; and VE16 of VMF(AW)-115. The VF(AW)-3 aircraft wears the familiar blue spine and yellow stars scheme; Tamiya provides these markings complete with blue background. The spine, tail and carry-over onto the canopy of this blue field comprise five separate decals; getting these five aligned without leaving visible marks at their borders will be a challenge.

Though a little extra detailing in the cockpit and some aftermarket decals would help, this is a splendid little kit. Curling up with this model and Steve Ginter's Naval Fighters 13 for a weekend is almost sure to result in a potential show-stopper in the hands of any competent modeller.

Odd Spot



Who says they don't grow on trees?!

[Finnish Air Force F/A-18C on quick reaction alert at forward deployed airstrip]

EINDECKER!

Wingnut Wings – 1/32 Fokker E.II Eindecker
33/15 Feldflieger Abteilung 9, Bavaria, January 1916
by Bruce Salmon



INTRODUCTION

Eindeckers have always been a favourite of mine. To me they epitomise the fragile nature of early aeroplanes with their fabric covering, frantic tangle of rigging wires and wing-warping technology. The bravery of the men who entrusted their lives to these contraptions a century ago cannot be understated.

Wingnut Wings has created a wonderful rendition of this famous aircraft and it is good to see that they listen to the gripes of modellers to make their products even better. Even so I decided it was necessary to purchase a few extra fruity bits to make the kit stand out even more.

AFTERMARKET GOODIES

HGW Super Detail Set Fokker E.II / E.III 132107

- PE Fret
- Fabric Seatbelts

- Woodgrain Decal (not used)
- Windscreen Masks

Scale Spokes SW32010 Fokker E.III Spoked Wheels 1/32

Gaspatch Turnbuckles: One End 1/32 (inserted into the wings) and Type C 1/32 - (1/48 scale Type C for the external control stick and cabane struts bracing cables)

Aviatic ATT32096 (Clear Decal Paper) WWI German / Austro-Hungarian Linen (Dark)

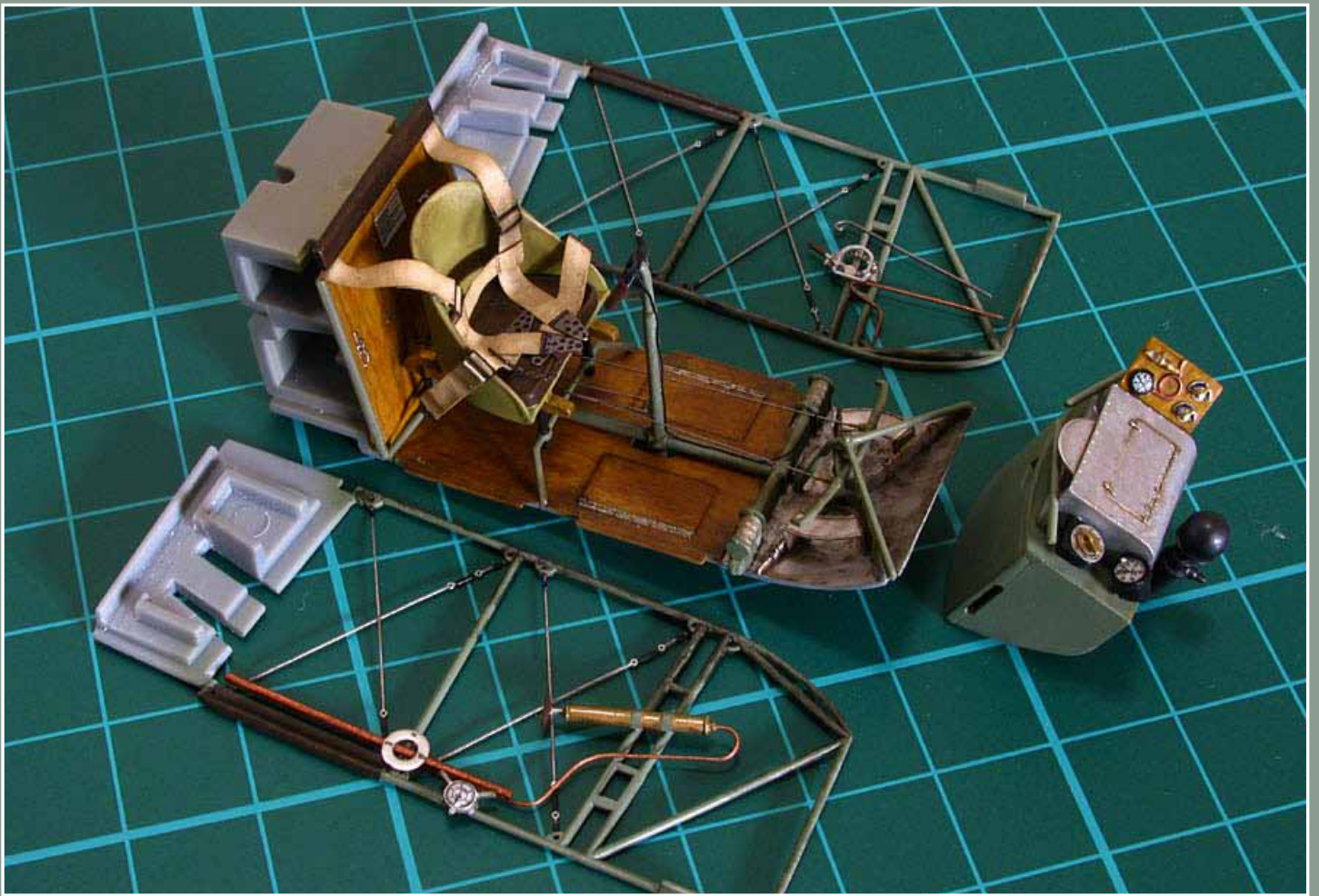
CONSTRUCTION

WWI aircraft can be quite complex creatures and following the kit instructions 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 this process

wrong could mean making things a lot more difficult and lead to much anguish. I usually build and paint parts in subassemblies where possible.

ENGINE

As with all Wingnuts engines this one is very nice but the seamline that runs through the middle of all the cylinders is hard to remove. I could have purchased a Taurus resin engine but considered it too pricey and too much work for the small amount of engine that would be on show. Instead I just sanded the seams as best I could and chose the best ones to be exposed at the bottom of the cowl. This means that I glued my engine in place and so consequently the prop won't turn; a good compromise I think. 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.

PROPELLER

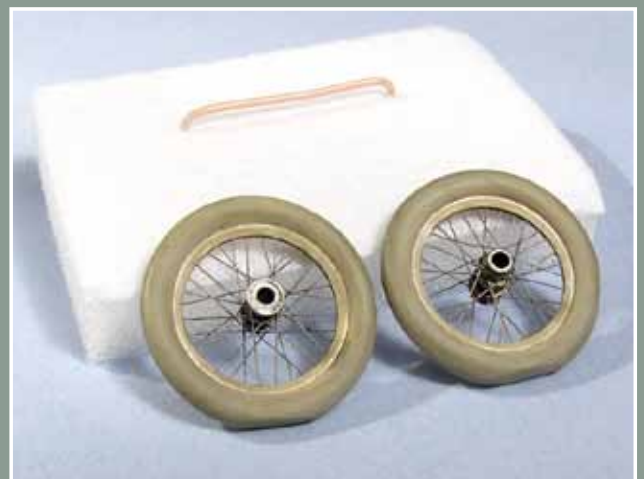
The propeller was first sprayed with a light wood colour then masked and sprayed with dark wood. After removing the masking I oversprayed the whole with a thin coat of dark wood. Next I brushed on a streaky wood grain effect using raw umber oil paints and once dry sprayed with clear

orange. The metal hub plate was brush painted in X-11 silver. A satin coat of varnish finished the process.

Light wood: 5 parts Tamiya XF59 Desert Yellow / 1 part Humbrol 133 Satin Brown.
Dark Wood: Humbrol 70 Brick Red.

COCKPIT / FUSELAGE

I must say that I'm not a fan of the Wingnuts assembly guide. To me the dark blue colour of the parts to use in each step make them difficult to see and some of the drawings are too small to determine proper parts placement. Even the use of an Optivisor proved not enough at times. Strangely I noticed too that the cockpit painting guide doesn't include their PE parts in place. Also don't bother



with the cross bracing rigging that goes between the two side frames as the ammo box and instrument board interfere with it. Additionally it would have been nice if the seat itself was a separate part so you could attach it after rigging the controls. That said everything fits like a glove as we have come to expect.

I decided to only use about half of the HGW PE cockpit bits as the kit parts are good enough by themselves. Some divots were cut into the fuselage halves as adding the HGW PE bracing wire wouldn't allow the halves to close fully. I also tried the RB Productions PE wood stencil for painting the plywood effect on the floor and back wall. It is quite nice but can be difficult to fit into small spaces and over various protrusions. I streaked on some oils to blend it together a bit better. Now is also a good time to practice the turned effect on the internal metal parts as they won't really be seen much. The HGW seatbelts are very nice although a little bit fiddly to assemble. I found that the PE was a bit thin and I broke some buckles (there are no spares) while trying to thread the straps through them. There was no tolerance in the strap width and they are quite a tight fit.

I painted the copper pipe coming from the air pump with the new AK Interactive True Metal Copper (AK454). This comes in a tube and is a slightly clumpy and waxy product that you can paint on with a brush over a coat of primer. I let it dry overnight then polished it with a soft cloth. All the lumpy bits smoothed out leaving a nice shiny "new" copper finish. I toned it down by drybrushing on some raw umber oil paint. The air pump itself was painted Alclad ALC 109 Polished Brass using a fine brush. Yes you can brush paint with Alclad but you need to stir it often and it flows quickly due to being so thin.

A big plus in WNWs favour is that, compared to their earlier kits, the instrument decals now fit their respective bezels perfectly with no protruding carrier film.

The cockpit was weathered first with an all over filter using AK Interactive Enamel Wash for DAK Vehicles (AK066) thinned 50% with turpentine followed up by localised Fuel Stains (AK025), Engine Grime (AK082) and then a bit of oil paint drybrushed on to blend things together.

Now it was time to join the fuselage halves together. I always dry-fit everything first to check for any conflicts. It would appear

that the curved front floor of the cockpit gets pushed upwards making the control wires go slack. However, if you glue it down to the corresponding curved fuselage bottom then the problem is solved. The fit was near perfect and it was time to commit to glue. The build was progressing so well in fact that it was overdue for some kind of unseen disaster...

First I glued the cockpit assembly to the left sidewall and dry fitted the right side taping them together to check for any alignment issues; all good. I then removed the right side, put glue on the cockpit and then put it all back together again. At the same time I glued the top fuselage seam with thin liquid cement and taped it all up tight. After a few hours of drying time I glued in the bottom fuselage lacing parts and the front firewall.

The next day the top join was filled with CA and sanded smooth. Later (after painting) sink holes appeared in some places along the seam which had to be filled and refilled several times. Liquid cement can be a real pain as it shrinks over several months causing sink marks to appear as if from nowhere. I don't think I'll use it to join fuselage halves again. Next I thought I'd check the fit of the wings to make sure there



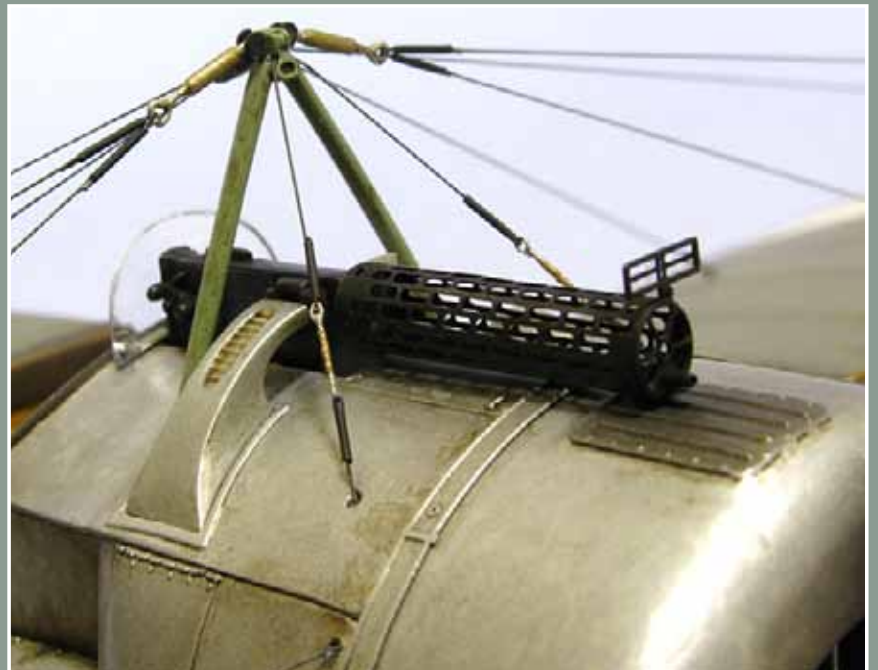


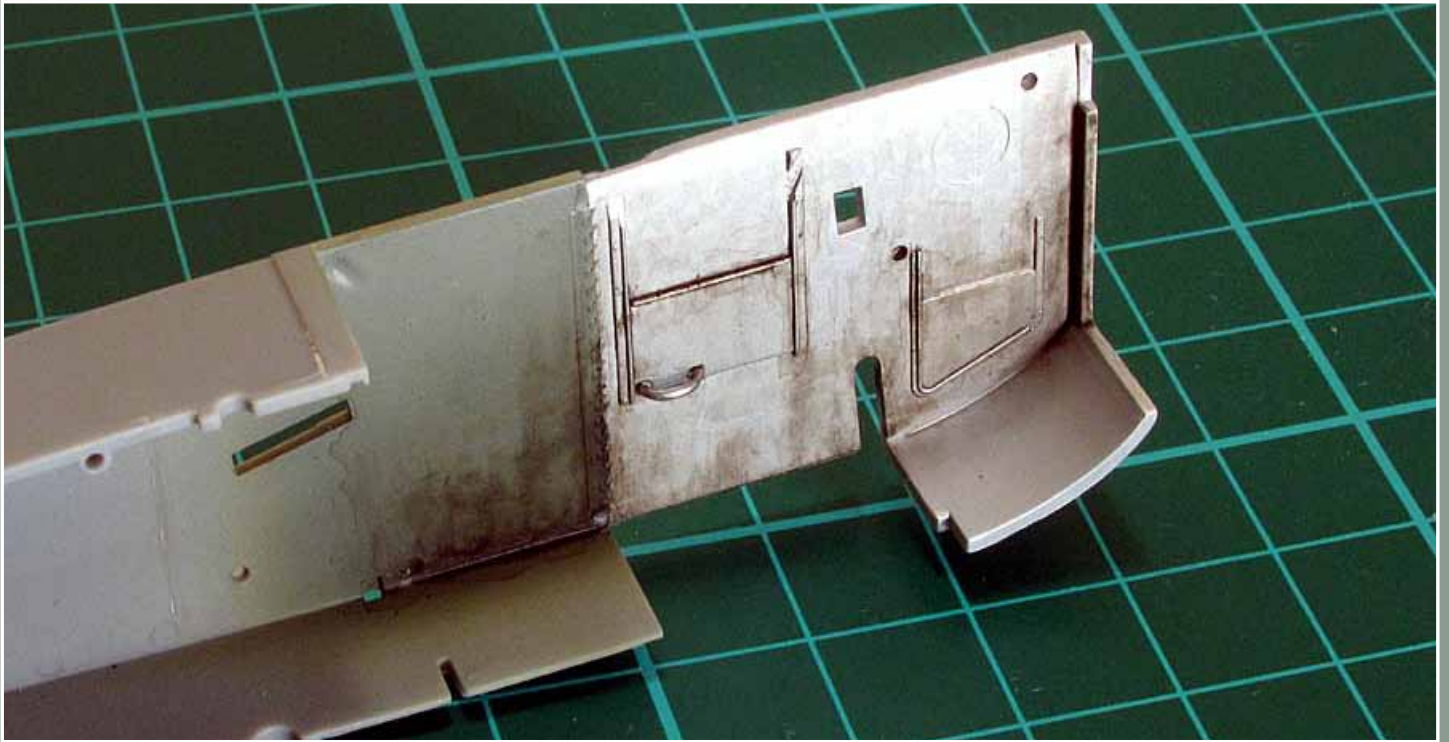
was enough tolerance in the fit for easy assembly later on once I had finished painting them. Somehow the cockpit got out of square when gluing the fuselage halves together even though there are locating dimples for them. The left wing was sitting a little high while the right wing wouldn't even fit in the hole. I could see that the cockpit was sitting down on the right by almost 1mm! So I carved out the top edge of the fuselage hole to get the wing in and once inserted it drooped by about 20 degrees. After much filing and sanding I had the wing at a stage where it could be glued level. What an absolute pain after being so careful.

WARNING: Dryfit your wings while gluing the fuselage halves together or there will be severe consequences. I didn't see that written in the instruction guide anywhere. It should be..!

WINGS

Other than the aforementioned alignment problems the wings are splendid. I did worry that the attachment tab was too small and being at the thin part of the wing





wouldn't support all that weight over the years and thus the wings would eventually sag. So I decided that I would beef up the cabane struts so that the weight would be supported by functioning rigging in this case using nylon monofilament. To aide this I replaced the turnbuckles on top of the cabane struts with scratchbuilt ones made from brass wire and tube and the wing turnbuckle holes were drilled out to take the Gaspach metal ones. I also replaced the control cable pulley with a PE one from the HGW set.

ELEVATOR & RUDDER

I managed to snap my elevator in the middle while cleaning it up. Now essentially having two parts it actually made them easier to handle for painting. The rudder pivot point was trimmed to allow it to be offset to match the cockpit rudder bar and the control horns

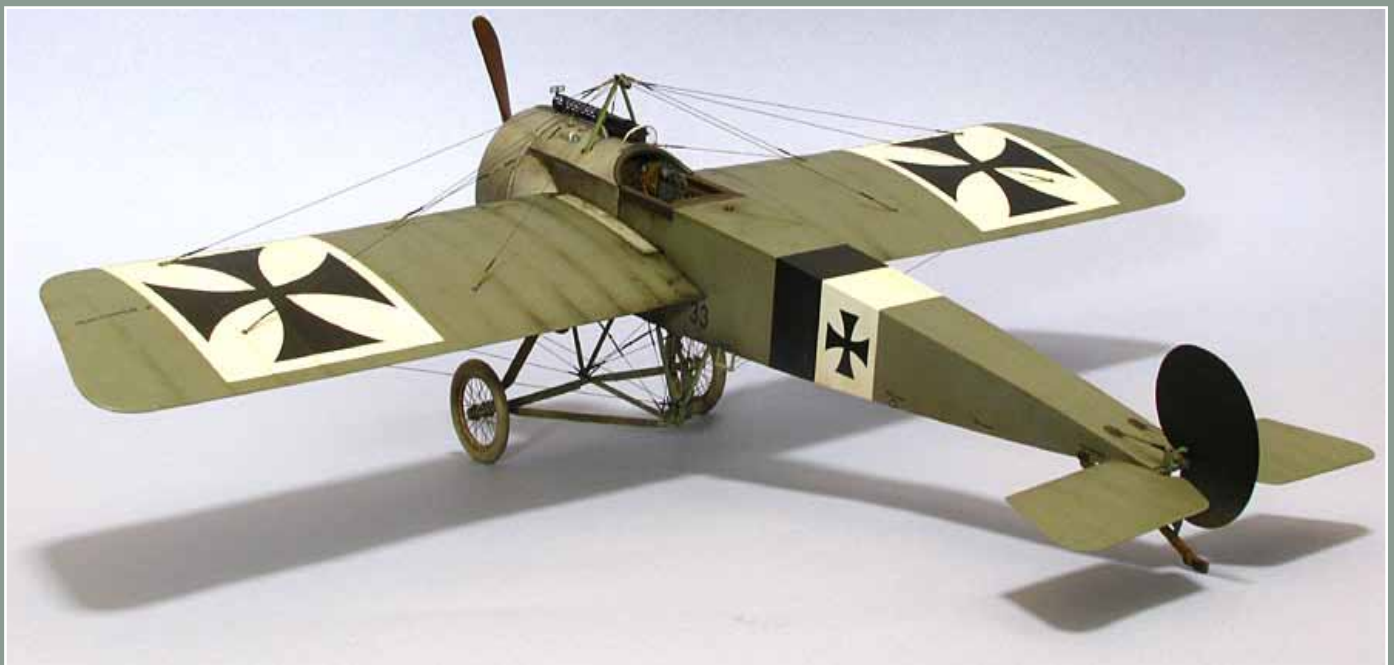
shortened slightly so that they don't clash with the elevator control horns.

UNDERCARRIAGE

At this point you should already have a comprehensive understanding of how the rigging works so you can figure out where you need to drill holes for your monofilament, if that's your preferred method. I rushed ahead and consequently had to drill all the holes after the undercarriage was assembled and attached to the aeroplane. I painted all the Undercarriage metal parts with 1 part XF65 Field Grey / 4 parts XF2 White.

WHEELS

I decided that I would spruce up the kit with a set of spoked wheels from Scale Spokes. This is an inexpensive brand and the wheels look impressive. The set comes with 2 wheels and various sized rubber tyres in natural



rubber and black as well as a resin pair. There are no instructions and no references. A small PE fret contains parts to go somewhere on the hubs I presume but I left them alone. I don't like the idea of using rubber so selected the resin tyres. These were not particularly well cast and full of air bubbles. To make them fit I cut them through at one point (where the flattened area touching the ground is) using a razor saw. I placed them over the rims, squeezed the ends together gluing them in place with CA. I then ran CA around the rims to lock it all in place. Once this was done the wheels are surprisingly strong and they even fit on the undercarriage perfectly. Even though the rims are not accurate it was still a great addition to the final look of the model. In my opinion this modelling product is very nice though a little undercooked. I painted the rims and spokes with Alclad aluminium and painted the tyres 2 parts XF19 Sky Grey / 1 part XF55 Deck Tan.

MG

The Spandau MG goes together easily and the PE adds greatly to its realism. I first annealed the PE

then rolled it using a round punch on a rubber mat. I like to roll it tighter first with a smaller diameter punch so that the ends that join to each other get enough curve to them. Then I roll again with a larger diameter punch to bring it back to the correct size. I spray painted mine with Humbrol Metal Cote 27004 Gun Metal then buffed it with an old fuzzy brush.

PAINTING

WWI aircraft lend themselves to painting and weathering before assembly as it can be quite difficult to reach many areas once they are glued together.

Firstly I painted all the metal parts individually with Alclad ALC101 Aluminium. I then created the turned effect by brush painting on some enamel XF16 Flat Aluminium thinned one to one with turpentine. It's a good idea to first practice in areas that won't be seen till you get the hang of it. I'm still not really satisfied with my results.

Next I painted the wings, fuselage and elevators Fokker grey. I had decided to try the Aviatic clear linen decals as I had never used them before. The Fokker grey

had to be quite light as the decals would darken the whole colour once applied. I used 1 part XF22 RLM Grey / 1 part X1 Gloss White which was then post shaded with more white added. I then went back as far as straight XF22 for areas of the fabric that were stained with oil. Once dry I sprayed about 8 coats of X22 gloss acrylic varnish to seal everything ready for the decaling process.

DECALS

The Aviatic decals come in a single A4 sized sheet so you have to cut them to suit your own needs. To achieve this I made paper templates of where the decals would go before cutting them out. I even did this as individual strips on the wings because I was worried that the thickness of the decals would obscure the fine rib details. I also decided to apply the large kit decals first just in case I ran out of the Aviatic linen ones and to compensate for any mistakes I might make.

I started with the fuselage crosses and had chosen decal option B - Fokker EII 68/15. Upon applying the decal I realised that something

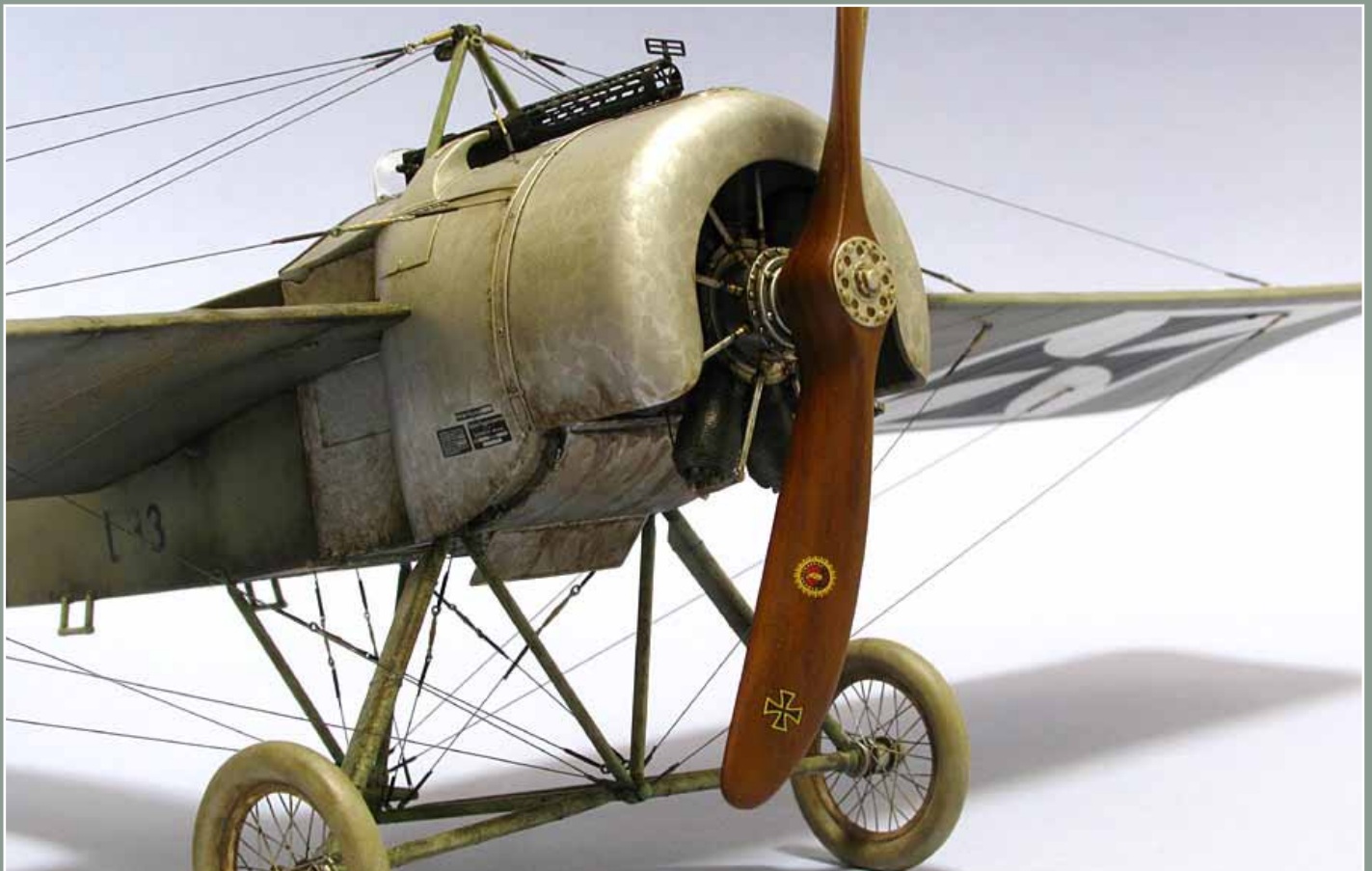
was very wrong. It didn't match the profile drawing and the cross sloped forward at an angle approximating being horizontal if the aircraft was parked on the ground. All other crosses I have seen are horizontal to the in-flight position or centreline. I rushed to find some info hidden in the instruction booklet – there wasn't any. I decided to err on the side of caution so pulled off the offending decal and threw it out. The only other scheme now available to me without changing too many things was option A - Fokker EII 33/15. Even here there were some tense moments as there are no reference points (aka panel lines) to assure correct alignment. I eyeballed the procedure leaving a slight overlap top and bottom. I repeated the operation on the opposite side but used dividers to make sure they were in exactly the same place. Application of the top and bottom decals then went ahead without

a hitch. I really wish WNW would give us the option to paint our own bands and provide the crosses separately. The wing crosses are much easier and even come with cut-outs for the turnbuckle attachment points. It's a pity they didn't also have cut-outs for the transport lugs on the underside as mine crinkled up into a bit of a mess on that edge. Now that the large kit decals were on it was time for the Aviatic linen. The decals weren't as thick as I had feared but they certainly have some interesting characteristics. They are quite plastic and stretchy and difficult to trim with even the sharpest of blades. When you apply Microsol they do soften but also shrink and if they happen to be covering a protrusion in the surface the shrinking can pull the decal off the surface. Also be very careful not to let Microsol sit in droplets on the surface as the acid will etch brown marks into the decal that can't be

removed. This aside they create a simply marvellous effect that you can't easily recreate any other way. The linen I used effectively doubled the darkness of the paint so you need to be aware of any uncovered edges and you may need to touch them up with darker paint. Another couple of gloss varnish coats sealed everything then I added the small decals. It is good to see Wingnuts providing decals that have been partially worn away as this adds extra realism to the model. More varnish sealed in the small decals and I then attached the undercarriage, coaming and cowls - now weathering could begin.

WEATHERING

For ease the subassemblies were weathered separately. As with the cockpit everything got an all over filter using AK066 Enamel Wash for DAK Vehicles thinned 50% with turps followed up by



localised application of AK025 Fuel Stains along the bottom edge of the fuselage, wing leading edge, walkway and trailing edge. This was then blended in with a flat brush with just the smell of white spirits on it. AK082 Engine Grime was cut with 50% turps and applied to further darken some areas. I also sprayed some X19 smoke around the metal parts and drybrushed oils for a more grubby appearance. Next I gave the fabric areas an oil dot filter using Raw Umber, Payne's Gray, Lamp Black, Yellow Ochre and Titanium White. I had never tried this technique before so did small areas at a time. It seemed to go well except that when I brushed over the Payne's Gray and Yellow Ochre the initial dot would be left behind. It took some serious hard scrubbing with a Q-tip soaked in turps to remove them. I really have no idea what was going wrong. Under-wing mud stains kicked up by the wheels were then applied. I first lightly sprayed a wide pattern of dried mud with XF57 Buff then a narrower strip with XF59 Desert Yellow. Next I splattered on mud starting light and wide with XF57 Buff then getting progressively darker and narrower using (AK Interactive Summer Kursk Earth (AK080), then Damp Earth (AK078), then Fresh Mud (AK016). The mud was flicked on by swiping a paint loaded flat brush across an old X-Acto blade. The more paint you have in the brush the larger the droplets and vice versa. Practice on some paper first to hone your skills. Several coats of XF86 Flat Clear was then sprayed to seal in the weathering. XF86 isn't a very good flat coat so I also used a 50/50 mix of gloss and matt Estapol house varnish to dull down the fabric while leaving the metal parts and wing roots shinier.

RIGGING ETC

I must say that the WNW rigging diagram was overly difficult to follow. It took hours to figure out where they all the wires went and I needed the help of all the other photos in the instruction booklet to make sense of things. It would be nice if the wires were different colours to make them easy to follow and also show separate rigging drawings such as the undercarriage by itself without any of the other wing wires cutting through the picture; it just adds too much confusion.

I started with the undercarriage and attached all the monofilament that was needed to the initial anchor points first – that was the easy bit. Then I added the Gaspach turnbuckles – still going well. Now just to thread through the opposite wire and tighten them up... GAH! The monofilament frequently gets caught up on the rough metal of the turnbuckles and won't travel through the hole even when the tube is slid up the wire. This makes the wire go slack – a really frustrating result. It took ages to rig this small area but at least by using this method the wires are easy to replace and you can shrink them with heat much like you do with stretched sprue.

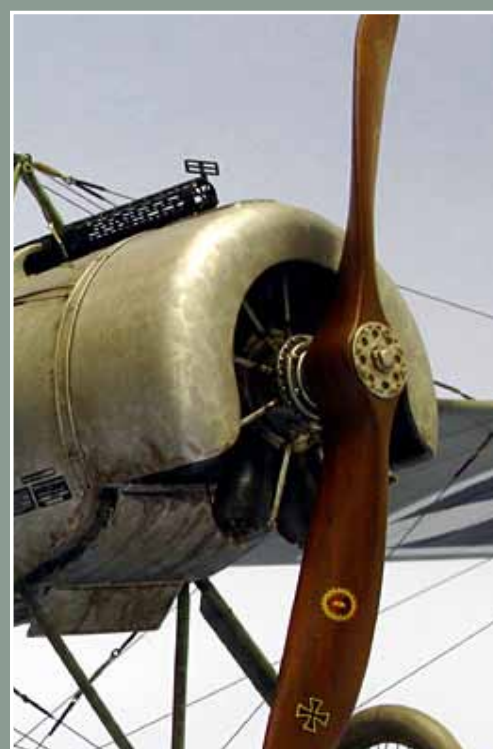
After I muddled through the undercarriage rigging I then rigged the underside of the wings. This was a somewhat easier affair as I had more space to work in. However, it still didn't assist the process much with copious swear words required to appease the wrath of the rigging gods. Next I flipped the model right side up and attached the cabane struts, MG and windscreen (BTW the HGW painting mask doesn't fit the windscreen). I then suspended the model by the wing tips using two paint bottles. I let the fuselage

weight sag the model thus raising the wing tips. Next I blocked up the undercarriage so that the tips were 1mm higher than the roots. Satisfied it wouldn't sag any further while I was working on it I proceeded to rig the upper wing. Once done I removed the model from its perch and checked the wings for level – they were almost perfect. Lastly I tightened any sagging wires with heat and the rigging was complete.

The final things to do were to add the spoked wheels and propeller followed by some last minute weathering. This involved some AK Interactive Airfield Dust and Light Dust applied to the undercarriage, fuselage sides and bottom and a quick spray with their Pigment Fixer to stop it from rubbing off with handling.

CONCLUSION

Notwithstanding the problems I encountered this was an enjoyable build; Wingnut Wings kits keep getting better all the time. Hopefully you (and I) might learn from the blunders I made, enough perhaps to one day build another Eindecker - or at least get one for the stash.



International Trade

Ever bought goods from hobby shops offshore?
Share your experiences with good/bad traders here.

A repeat of a series of articles from 2013 about buying online, including a few updates.



Hannants - www.hannants.co.uk

Still offering an excellent service and comprehensive range of kits and aftermarket accessories!

Hannants is an online shop that has been around for a long time and most likely most of us will have heard of them or dealt with them at some stage. They have been around as a model shop since the early 90's and have been online for many years.

Their website is easy to navigate and features a very easy to use but comprehensive search function which I use a lot. Recently I needed some bits and pieces to add to a few kits - mainly some resin and decal sets. No kits this time (which I have ordered from them in the past and my advice would be you need to compare prices with the Asian online sellers before pressing that 'buy' button...).

I've had an account for years so I logged in, added the items to my cart over a period of 2 weeks (the store keeps your order in the cart for 30 days allowing some give and take....). Finally made my purchasing decisions and paid through PayPal. One feature I love about the site is the package size and price is updated as your order changes so you don't get any postage cost shock. I find for many of the small items, UK prices and postage costs are very reasonable - compare the same item out of the US and you'll see what I mean.

Six days later (including a weekend) the parcel arrived on my front doorstep. Fantastic service as usual. So now now no excuse to not finish some of my kits...

Rob

Hobby Easy - www.hobbyeasy.com

Still offering an excellent service and comprehensive range of kits and aftermarket accessories!

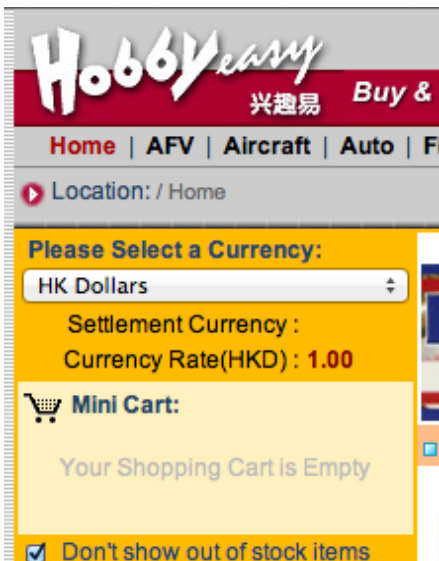
I've not traded with Hobbyeasy very often - only 2-3 times in the last 2 years. but each time I've always been pleased with the service. It's easy to register an account with the site and log in.

The search function isn't as comprehensive as Hannants but once you get used to the differences, it's fairly easy to navigate around. An excellent feature is the ability to change all the prices to NZ currency - exchange rates are updated daily.

This time around I decided to purchase a few items that were on sale but indicated as being supplied out of France (from the manufacturer). Interestingly the same item on the manufacturers website was twice the price as Hobbyeasy's listing....

Anyway, order placed, postage from France confirmed, paid with PayPal and then wait. About 10 days later another lovely parcel turned up on my doorstep - well packaged in French newspaper and padding - brilliant! So again an excellent experience with Hobbyeasy and although buying from France through Hobbyeasy, it was just as easy..... oh I get it.... hobby easy..... (yes lame I know)

Rob





GALLERY

ON THE TABLE - JUNE 2015 CLUB NIGHT

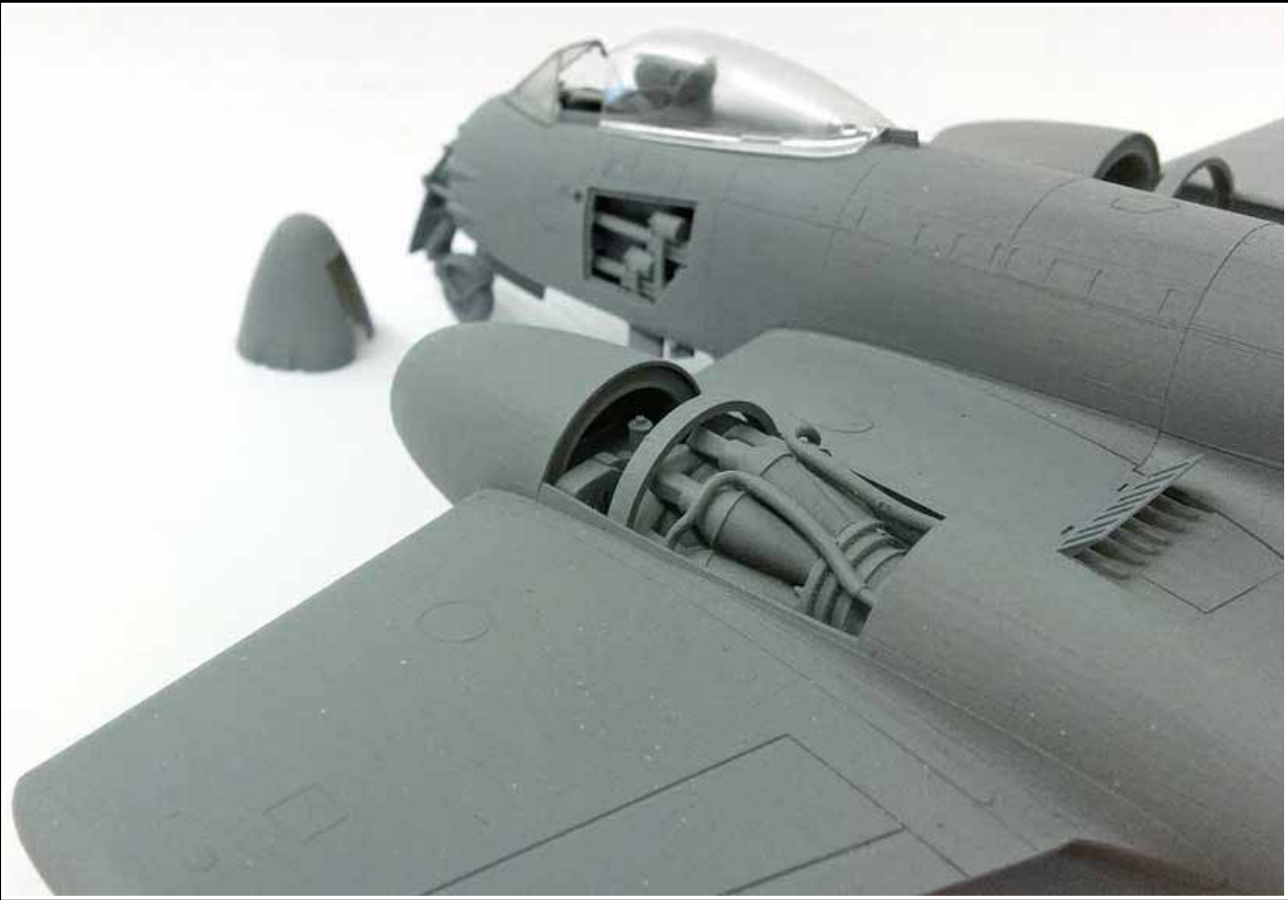
This month we're trying something a little different with the gallery.

Instead of trying to squeeze the photographs from Club Night onto these pages, we've decided to try a new gallery format on the clubs website. This means larger images with higher resolution - so you can see all those previously unnoticed finger-prints in hi-def.....

So, for your viewing pleasure, please visit the gallery pages for 2015 on the website or get there by following this link:

http://ipmsauckland.hobbyvista.com/galleries_2015.html

LAST WORDS



Airfix are releasing a 1/48 Gloster Meteor F.8 due April 2016. Rumoured to have RAF and RAAF markings. Above is the pre-production prototype of the kit.

Check out the [IPMS Auckland website](#) as we're trying to keep the content a bit more dynamic. We won't be regurgitating content found on other websites but will provide links to sites we think are of interest to members.

Also remember to check out the 'On the Table' galleries which will now be on the website only.

...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

