



SCALE-MAIL

VISIT US AT - ipmsauckland.hobbyvista.com

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DECEMBER MEETING

7.30pm
Tuesday 17th December
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

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Season's Greetings Everyone

I trust you will all have an amazing Festive season and at least a few days if not weeks off. It's been an exciting year for the club and it's not quite over yet!

A few personal challenges have been placed for starters and I have not given up yet on getting 30 models built by midnight 31st December 2013. Okay yes, I'm stalled on 18 but progress has been made on a 1/72 DC6, Lockheed Constellation and Fokker Friendship, plus I need to finish off a Unicraft Models Spaceship One and White Knight that is made of resin... you can see a picture of the works in progress that will either dismay or inspire you...

Club Night this December will have a few Christmas surprises, and we'll stick with club tradition and adjourn to the Cavalier in College Hill after the meeting for a festive ale, where the usual rash New Year's Modelling resolutions will be made.

We had a committee meeting recently and have come up with a small schedule of things to do on club nights until April, one of which involves actual model-making on the night.... and while some Spitfire content is involved it will be a bit more creative than the usual... be very afraid.

I look forward to seeing you all on the 17th. The club league table is in full swing so make sure you get your latest finished project along.

Cheers Peter



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 Rainside 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

NEW MEMBERS AND SUBS

Subs for 2013/14 are now 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.



EVENTS

CLUB NIGHT EVENTS

December 17th 2013

IPMS Auckland Club Night

January 21st 2014

IPMS Auckland Club Night

February 18th 2014

IPMS Auckland Club Night

BUY, SELL & SWAP STASH

Auckland Hobby Fair

SATURDAY 5th April 2014

Freemans Bay Community Centre
52 Hepburn Street,
Auckland City

11.00am to 3.00pm

Entry: \$5 per person (primary school
children free if accompanied by 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



Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

FIAT G.50 & G.55

Rob Willis

FIAT G.50 & G.55

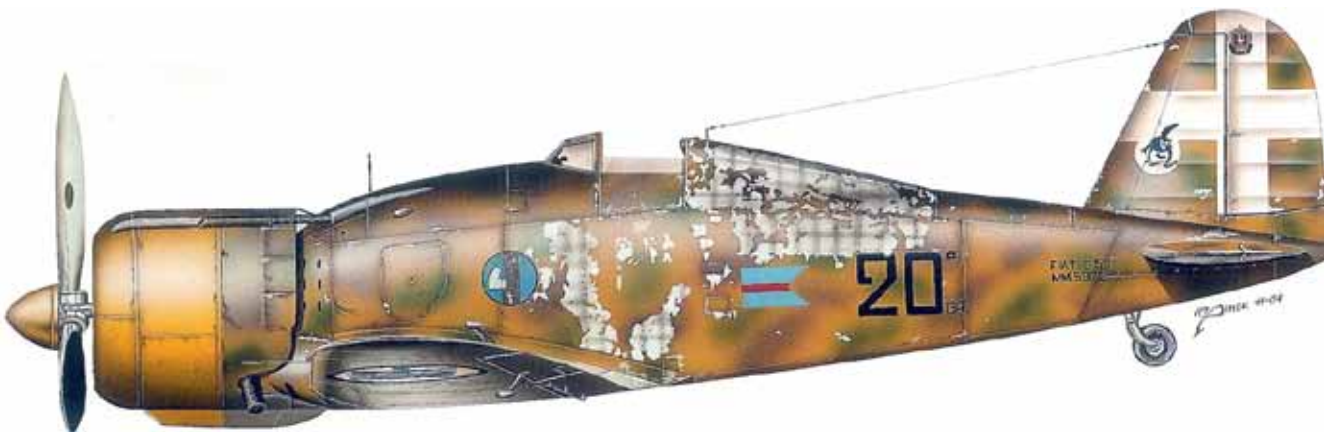
The Fiat G.50 and G.55 fighters originated from the same stable but could not be more different in design and performance. Both were developed in a time when Italian military industry was seriously underwhelming and a lack of armament policy from the government was to have long-term ramifications on the country's ability to undertake a modern war.

The G.50 Freccia's (Arrow) development began in 1935 from a Regia Aeronautica requirement for a modern, monoplane fighter. The first prototype flew in 1937

reaching a top speed of 472 km/h and climbing to 6,000 metres in just over six minutes. It was a low-wing monoplane of all-metal construction. The fuselage was semi-monocoque with light alloy skinning while the wings had a steel tube centre-section structure with duralumin covering. It was powered by a 14-cylinder air-cooled radial engine rated at 870hp. Armament was two 12.7mm machine guns fitted in the cowling above the forward fuselage just ahead of the pilot. The Fiat G.50 was the first front line Italian fighter to be fitted with a retractable undercarriage. These features, including the enclosed cockpit and constant speed propeller, gave it a

33km/h speed advantage over its predecessor, the Fiat CR.42 biplane.

Despite an accident involving 3 G.50's demonstrating in front of Mussolini (one aircraft spun out of control into an ammunition laboratory – very ACME...), orders were placed and the first deliveries to the Regia Aeronautica were made in early 1938. Similar to the Maachi 200 series aircraft, the enclosed cockpit was pretty much disliked by the Italian pilots – the plexiglass covering reduced the visibility (apparently it was prone to cracking and abrasion) – and the cockpit was prone to accumulating exhaust fumes. Many pilots flew with the canopy locked in the open



Above: FIAT G.50 Series I

position. Later production aircraft were produced with a cut-down, or open cockpit. This would come back to bite the Italians later when aircraft stationed in Belgium during the Battle of Britain suffered in the poor weather conditions. Of course in the Mediterranean theatre, the pilots loved the 'air conditioning'....

The first G.50's into combat were over Spain during the Civil War. At the time they were one of the most manoeuvrable and modern fighters in the conflict. But by the start of World War II around 100 G.50's were in front line service and already they were considered underpowered and underarmed. Operational limitations

were quickly highlighted during the Battle of Britain where they were based in Belgium – their slow speed, open cockpits and short range (missions seldom exceeded one hour) proved the G.50 to be almost useless – they were not even able to intercept Bristol Blenheims....

The G.50bis was introduced addressing some of the shortcomings – longer range (two hour missions...) and slightly heavier armament, but overall the G.50 was outclassed by all but bombers and biplanes. The bis served mainly in the North African theatre and in the hands of a good pilot was a capable machine. The G.50 was also flown by the Luftwaffe,

Croatia and most successfully by Finland.

The Finnish G.50's fought against the Soviet forces up until 1941 with great success, inflicting considerable losses to the Soviets with few losses themselves. However in early 1942 the Soviets introduced newer fighter types to the battle and the G.50 was slowly outclassed. In the period between November 1939 and September 1944 the Fins shot down 99 enemy aircraft, with a loss of only 41 (12 of those being G.50's). The Finnish Air Force retired the G.50's in 1946.

Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

FIAT G.50 & G.55

In contrast, the G.55 Centauro (Centaur) was a fighter designed from scratch rather than a direct development of the G.50 – and probably a good thing to. The three main aircraft manufacturers in Italy (Reggiane, Maachi and FIAT) were all competing to produce the next generation fighter for the Regia Aeronautica. Oddly the government gave all three the nod to proceed with development of their fighter. Pretty much all of them came to use licence-built Daimler-Benz DB 605 engines

giving all very similar performance (the three being the Reggiane Re.2005, Maachi C.205V and the Fiat G.55). The G.55 is often controversially regarded as the best of the three although it didn't enter production until 1943. It had advantages over the other two fighters (operational ceiling was higher and heavier armament) and of course disadvantages (low altitude performance was poorer than the C.205) – however it's consistent performance



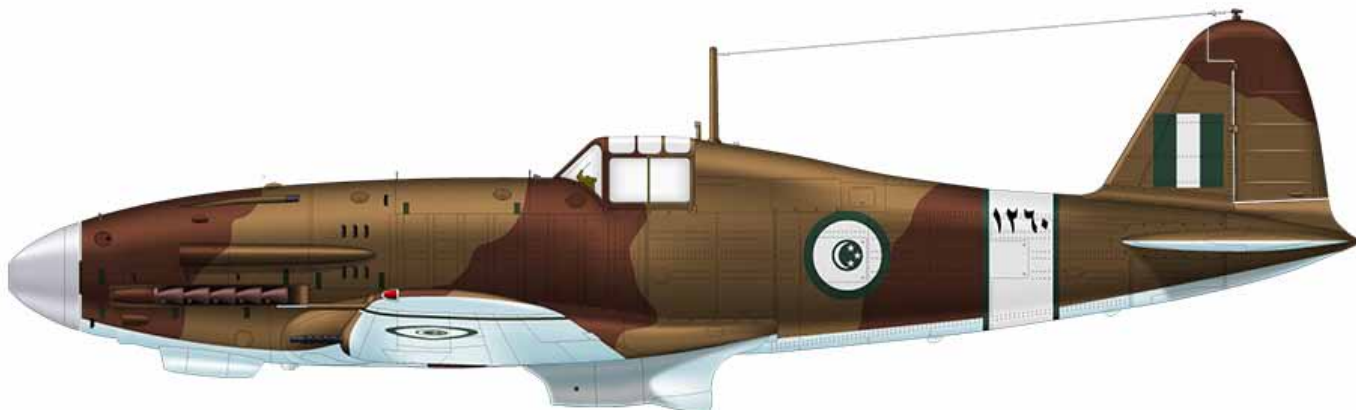
Above: FIAT G.55 Centauro ANR

at various altitudes and work done by Fiat to simplify manufacture helped secure orders.

Operationally the G.55 first saw combat in June 1943 over Sardinia. Various squadrons started to receive their new G.55's around Italy but by the Armistice in September 1943 only 35 had been delivered to the RA. However production continued in the north and aircraft continued to be delivered to the ANR with around 148 being delivered up until production ceased in 1944.

Many units began to switch to the Bf 109G which proved to be very unpopular with many pilots.

By the end of the war, only 274 G.55's had been built (in contrast, Germany built around 34,000 Bf 109s.....). A number of aircraft were flight tested in Germany with an eye to producing the G.55 for the Luftwaffe. A re-powered version (the G.56) was built and tested against the 109K, 109G and Fw 190A, proving to be superior in all testing – however, construction of the G.55 had been streamlined but by German standards it was glacial –



Above: FIAT G.55 Centauro Egyptian Air Force

Italian Jobs

Kits of Classic Italian Aircraft & Vehicles

FIAT G.50 & G.55

initially 15,000 man hours per machine, dropping to 9,000 man hours – a Bf 109 could be built in 5,000 man hours.

Post war Fiat restarted production of the G.55 using a large stock of incomplete airframes and components. Two main types were produced – the G.55A single seater and the G.55B dual seat trainer. These aircraft saw service with Italy, Argentina, Syria and Egypt. A later version was produced powered by the then still readily available Merlin engine – designated G.59 – this aircraft saw service with Italy and Syria. Production of all types ceased in 1948.



So – the important bit – what models can you build? In 1/72nd scale you would think a number of options would be available, especially from the Italian manufacturers such as Italeri and SuperModel – however this wasn't the case. A search of the Internet and online hobby shops only produced a few results. AML produce a number of versions of the G.50 and are still available through Hannants. LF Models produce the G.50 in resin available from their website and Misterkit models can be found at PAC Models online. Airfix, Kora and MixKit also produced a number of versions of the G.50 but finding the kits could be a problem.

The G.55 fares only a little better with kits from LF Models (again in resin), and a few variants from Special Hobby. A number of kits of the G.55 have been released over the years from the likes of Revell, Italeri, Supermodel, FROG, etc but finding them now (and possibly you'd argue why...) may be an issue.

In 1/48th, the options are also fairly limited but at least available – the G.50 can still be found from Flying Machines and Special Hobby at many online stores. Other kits from Pacific Coast Models, Sector and Hasegawa (although a rebox of the Sector kit with new decals) have been available in the past.

The G.55 is still readily available from Flying Machines, Special Hobby and Smer. Classic Airframes produced a series of kits which I suspect are the original kits now released by Special Hobby. Vintage Models produced two variants in all resin but these kits are very rare these days.

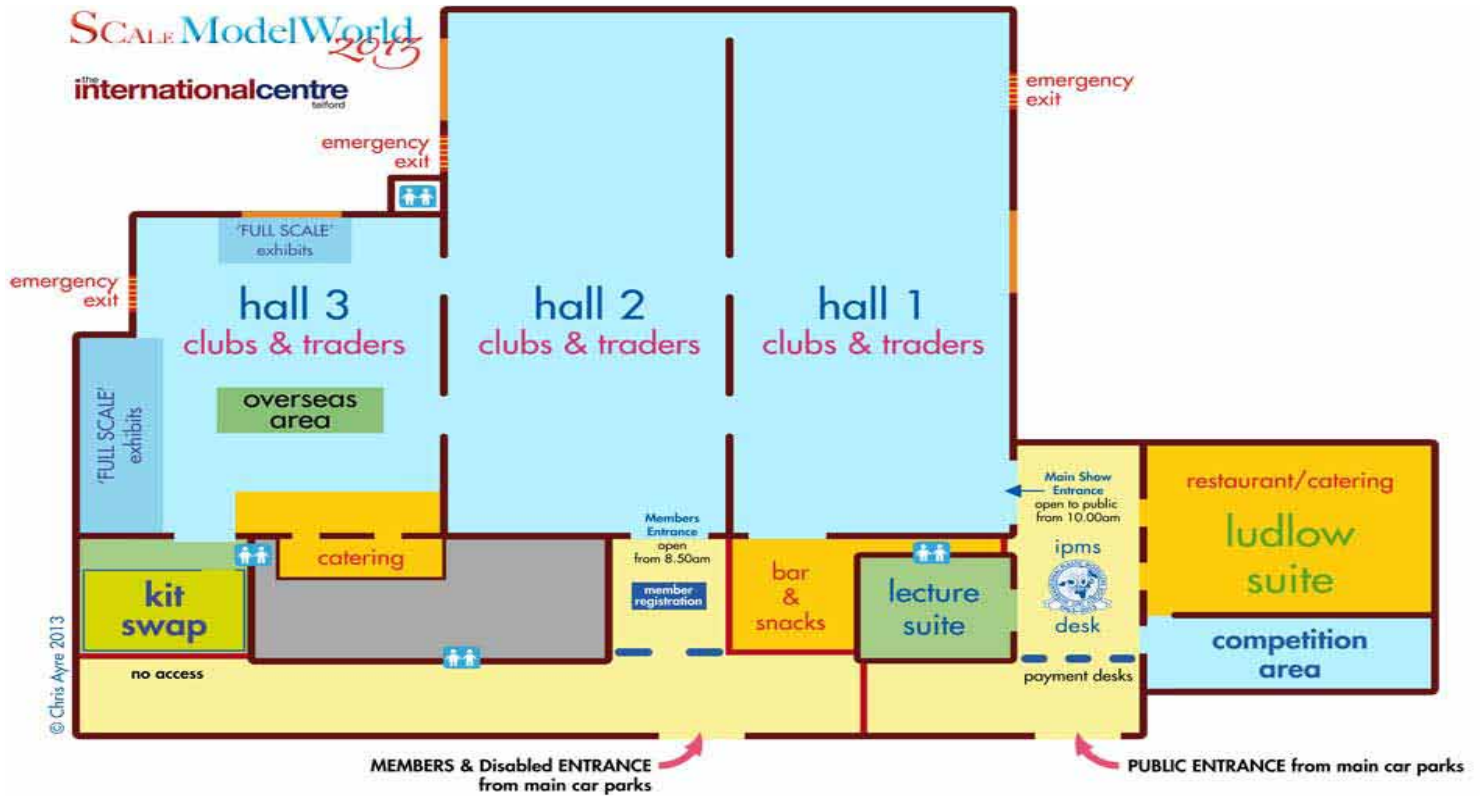
In the larger scale, both the G.50 and G.55 are available – Special Hobby again to the rescue for the G.50 releasing two versions. Special Hobby are also releasing a 1/32 G.55 but if you can't wait, PAC Models have released the G.55 in this scale.

So, a rapid and very light roundup of two interesting aircraft and the kits you can make of them – so step away from the Spitfires and Bf 109's and try a little Italian! Ciao!



IPMS UK's Scale Modelworld 2013

Pete Mossong



I arrived at the venue late on the Friday afternoon after a long drive up from Cornwall, and was lucky enough to meet up with a good friend, Andy Scott (carrying out his usual duties as a hall manager) as I went through the door. He was able to direct me to where the IPMS Rotherham stand was, so I could hook-up with the guys whom I would be staying with.

Having duly made myself known to them, I then had a quick tour through the three main halls to see how it was all shaping up. Friday is the set-up day, so all manner of trucks, vans and people bearing models were coming and going to do this. The two choppers (a Loach

and Huey) were already in place having flown in earlier on the Friday. The Centurion arrived during the evening, and unfortunately, caused a bit of damage to the floor as no protective sheeting had been provided!

The main theme for this years show was the 50th anniversary of the founding of IPMS in the UK, and most of the club stands had some sort of special recognition of this, along with a special display of modelling over the past 50 years set up by IPMS UK.

I then helped the Rotherham guys to finish setting up their display, then followed them back to the

'digs' which was in an old 16th century coaching inn just south of Bridgenorth, about 9 miles south of Telford. Not quite like previous years when I've stayed in a hotel in Telford within walking distance of the venue, but it worked out marvellously. A great bunch, and a good pub. We had a lot of fun in the evenings, and much ale was consumed! The first pic is of the pub, taken off Google Earth as I forgot to take one there!

Saturday morning saw us back to the venue with some car pooling, and even with a GPS in car, it's still easy to stuff up some of the roundabouts! I'd done all of my trip without one, so didn't feel too bad

about the odd one or two where I'd got it wrong!

I then spent the next two days wandering round the three massive halls, and still managed to miss some stands/displays! There is just so much to see there..... pretty well every UK and European 'cottage' industry manufacturer is represented there, either with their stands, or on their local reps stands.

The hard luck story was Roy Sutherland of Barracuda, his stock went astray, and didn't arrive until mid day on the Sunday! Roy was not a very happy camper!!!!

I gave up on getting into the competition hall after at least four

tries! The queue was always a mile long, and I detest queuing!

The highlight for many at the show was the Airfix stand displaying the 1:24th Typhoon, and once again, as with the competition room, the scrum around it was almost impassable over the two days of the show. From what I could see, it looks pretty tasty if you want one that size!

As for my own purchases, a few Vector goodies, a collection of Airscale brass bezels and cockpit placards, a couple of Eduard kits (due to the half price 'Show Special' stickers) and the latest Mirror Models 1:35 CMP C15A (No.11/12 cab) truck kit that was released at the show. They also had some pre-production CMP C60 trucks there,

but these had run out by the time I got to the stand! Not much, but still cost a fair sum! Could have got a lot more, but was running out of room in my suitcase!

On the Sunday evening, I helped some old mates of Henry Ludlam's, Roger and his son David from Whirlybirds, to dismantle their stand and pack up their van in return for a ride back to the 'digs' where a great post mortem was held.

Overall, a great weekend once again and highly recommended for any of you who have not done a ScaleModelworld as yet! I'm just glad my finances allowed me to make this fourth visit. I also managed to score one of the IPMS UK 50th Anniversary gold badges!

Right: The 'digs' for the weekend.



Right: The Rotherham lads in earnest discussion at their stand. From the left are Kev, Allan, and Dave. I got to know these three very well over the weekend!



Below: The New Zealand Aviation SIG stand (set up by Andy Scott, Francis Chapman and Colin Whitehouse who now lives back in the UK).





The next lot are views of the three main halls, then some of the full size vehicles. The Spitfire is a replica that's trundled around the various shows.

These pictures were taken early on the Sunday morning before the crowds had arrived! Usually it was chokka!



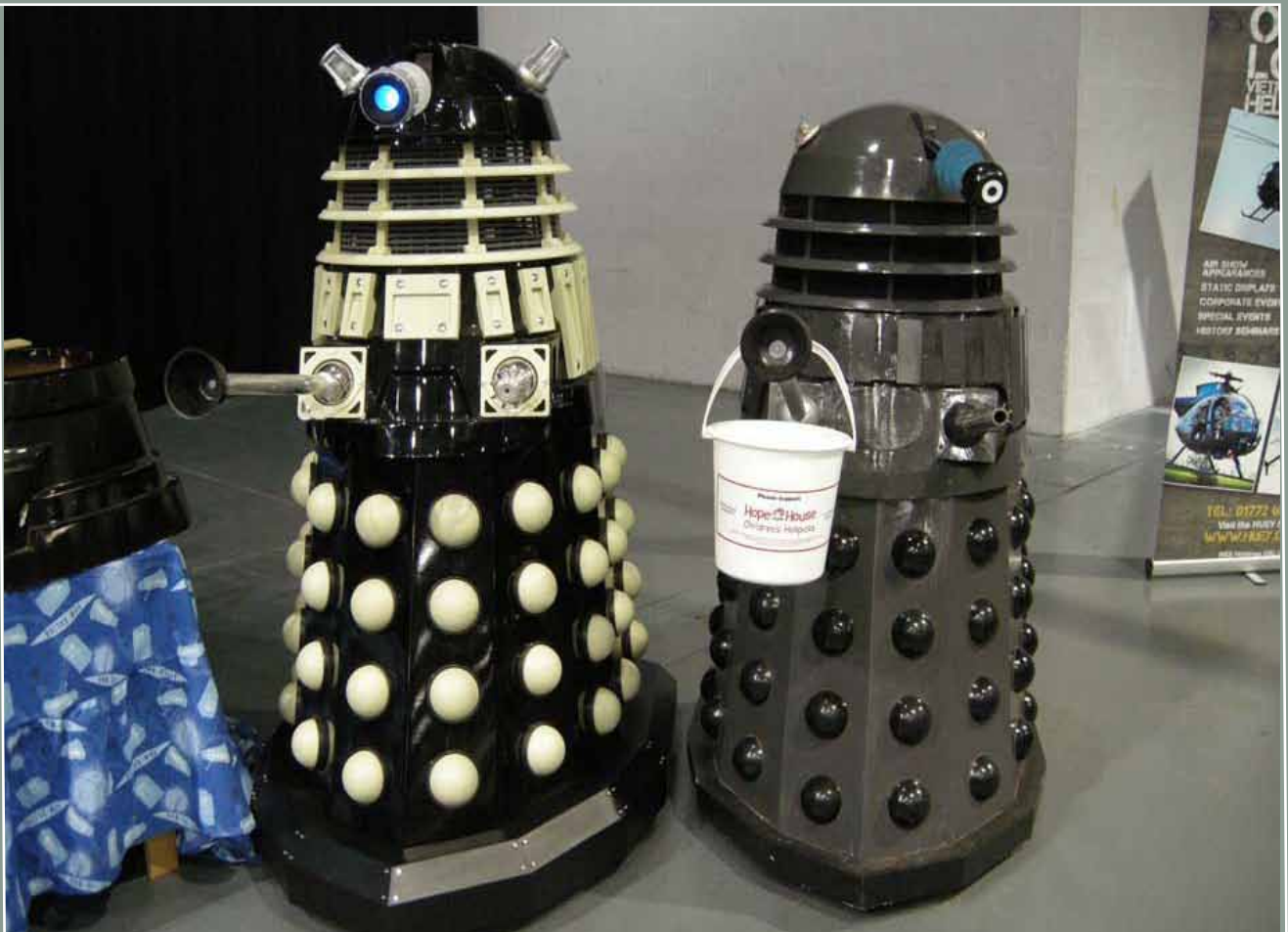








Below: One feature of all the Telford shows I've attended are bloody Daleks! These things all lurk about the halls collecting donations for various causes....



Revival revival

Rob Willis

Revival International was started back in 1975 in Bologna with the purpose of creating models of the greatest Grand Prix racing cars dating back to 1906 – most of the kits are of Italian marques, although Bugatti, Mercedes and Auto Union are represented in the range as well. The kits are sold either built or in kit form – the kits came in two types, metal with pre-painted body components, plastic, metal and rubber detail parts, or as standard plastic kits (with metal, brass, rubber, etc) that need to be built and painted in the normal manner.

Some years ago I found a couple of the plastic kits in a local hobby store. The plastic kits themselves are not too bad, perhaps a little rough around the edges of some of the moulding and utilising a plastic that looked a bit odd but glued together ok. Some of the parts construction require glue, some are constructed using tiny screws. Overall construction is fairly straightforward and follows the logical build process of any car kit.

Two issues I found with the kits though – the odd plastic doesn't do well with Italian red (or maybe paint in general but I've only built two Alfa kits which are of course, red...) – one of the kits I built (the Alfa Romeo 159 Alfetta) was painted lovely bright Italian red,

but has faded to a not-so brilliant dull red.... Not sure if that's due to the primer I used (although it was standard Tamiya lacquer primer with Tamiya top coats) or whether the plastic affected the paint.... This issue I fixed by stripping the paint off the kit and repainting it.

The second issue I have is that on one of the kits (again the Alfa Romeo 159 Alfetta), the rubber tyres have perished to the point where they just don't look good on the kit anymore – well perished is a little light on the description - literally the sidewalls have peeled off – not sure what to do with this one. I have scoured the Internet looking for aftermarket wheels for years but to no avail – how hard can it be to find 1/20th scale 17" rims with skinny tyres... ask yourself! I've even tried contacting Model Factory Hiro looking at buying a set of their wheels but with no luck (they replied but were out of production for their Alfa..).

Anyway over the last few years I've managed to collect a few more kits off TradeMe and eBay – mainly the plastic kits and a few of the metal kits as well.

Then I heard that Revival had gone out business – gutted! So imagine my joy (and horror) when I spotted Revival kits available through Hobby Link Japan.

Brilliant – the kits are available again but this time they have chosen not to release the plastic kits, just the metal ones. And here is the horror part – the kits aren't cheap – like really not cheap.

Model Factory Hiro kits are cheaper and that's saying something – for example MFH 1/20 Alfa Romeo 159 is priced at \$342 from Hobby Link Japan, Revival priced at \$416. You have to be a big fan of these kits with deep pockets to want one – so according to the boss, the expansion of my fleet of Revival kits may be a long time in the making....

I can only say that a few of the metal kits I've managed to get hold of are beautiful and will be nice to make.

Now before you all rush off to HLJ to order a few kits - and I know you are... (not) one thing to keep in mind is do your homework. I mentioned above the issues with the materials of the plastic kits - well a trawl through a few automotive modelling forums suggests that not all the metal kits may fare much better.

There have been stories of the same issues with the rubber tyres, some issues with the quality of the pre-painted bodies, and issues with metal 'cancer'. Apparently not an uncommon

Below: Lancia-Ferrari D50 (all pictures from www.scalemotorcars.com)



thing on some mass-produced die-cast parts.

This seems to be an issue where the cast metal 'rots' and causes the paint to bubble. Even stripping, priming and re-painting doesn't always resolve the issue so you need to pick

and choose your manufacturer of choice carefully.

Anyway, I'm going to build kits I have eventually - maybe I'll treat myself to another Revival kit or two...

Ciao



Below left and right: The Alfa Romeo P3 comparing the plastic kit to the metal kit - the most obvious difference being the cast wire wheels vs actual wire wheels.



Below left: Ferrari F2 500 - Plastic kit - note the plastic injected wire wheels compared to: Below Right: wire wheels from a Mercedes W154.



Bottom Right - another Lancia-Ferrari D50 detailed as a cut away.



GALLERY

ON THE TABLE - NOVEMBER 2013 CLUB NIGHT



1/72 Italeri Dodge WC 51 Gun Platform and Airfix Willys G P 4 x 4 Jeep - John Watson



1/76 Airfix Scammell Tank Transporter - Vince Kelloway



1/72 Airfix Spitfire PR XIX



1/72 Airfix Spitfire Mk.24 with custom printed decals



1/72 Hasegawa P-40N Kittyhawk RNZAF



GALLERY



1/72 De Havilland Vampire
FB Mk5 - John Watson



1/32 Trumpeter P-47D
Thunderbolt - John
Darlington



GALLERY - In Progress



1/20 Ebbro Lotus 49



1/20 Tamiya Tyrrell P34 1977



Bit and bobs that I forget - WNW Eindecker in the background...



1/48 Wolfpack Designs Northrop T-38 Talon



1/72 Unicraft Rutan SpaceShipOne and Launcher



1/72 Unicraft Rutan SpaceShipOne and Launcher

GALLERY - In Progress



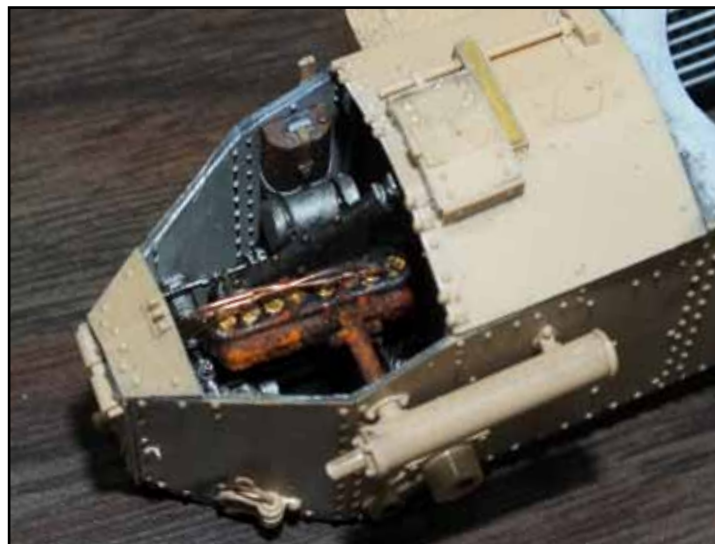
1/48 Airfix Westland Lynx Mk.88



1/48 Airfix Westland Lynx Mk.88



1/35 MENG Renault FT-17 Light Tank



1/35 MENG Renault FT-17 Light Tank



1/48 Monogram Boeing B-29

GALLERY - In Progress



1/350 R.M.S. Carpathia



1/48 AMTech Henschel
Hs-123



SIGN OFF



Above: 1/20 Tamiya 1977 Tyrrell P34

LAST WORDS

Well not much for me to say this time round again. Modelling for me has been a bit on the lite side this month with other things going on. I had hoped to have some finished by December Club Night but the end of year panic at work and the obligatory Christmas functions and smoozing have severely dented my modelling time. I have about 4 kits that just need clear coats to finish them, and a few that need a bit of Alclad and that will make 31 for the year. I still have until the end of the month so plenty of time - don't you worry Mr Harrison...

Much thanks to Pete Mossong for his article on Telford - gives you all a small break from more of my ramblings about Italian kits and stuff I like - not sure if it's to every one's taste - I don't often do 1/72nd, don't do armour or ships , etc, etc - so this is what you get if I'm left to my own devices. I've said it here for the last few months, if you have anything to contribute....

...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