



SCIENCE MAIL

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NEXT MEETING

Tuesday 15 Dec 2020 : 7.30pm

The Cavalier tavern

68 College Hill, Freemans Bay,

COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor

Merry Christmas

It's time to kick 2020 into touch. What a year it has been, global pandemic, lockdowns, working from home and a cancelled nationals to boot.

We have decided to dispense with the usual preliminary gathering at the Freemans' Bay Community Centre and instead move straight to the customary end of year drinks. So this month head straight to the Cavalier Tavern on College Hill. We will start from the customary time of 7.30 pm.



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2020/21 NOW DUE *******

Subs for 2020/21 now due -see below for club account details or see the club secretary

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

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*Please add your name and details
so we know who has paid!*

EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd Tuesday of every Month at the Freemans Bay Community Hall, 52 Hepburn Street, Freemans Bay, Ponsonby

**Note our meeting
time is back to 7.30 pm**

December

**Christmas windup and
drinks.**

**The Cavalier Tavern.
68 College Hill, Freemans
Bay.**

**Please note the change
of venue!**

MODELLING EVENTS

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

349 Dominion Road
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CORRECTING THE AIRFIX 1:48 SCALE CANBERRA KITS

By PETE M.

To pinch a line or two from a recent Britmodeller.com post, "*Airfix had an opportunity to bring us a state of the art kit of a Canberra, they had already proved themselves previously with glorious kits such as the Lightning and late Spitfire/Seafire. Unfortunately it came out in the same era as their Nimrod and Valiant, though they are better.*

Their Canberra is like a toy with the same level of trench like surface detail as a Corgi diecast. On top of that much of that surface detail is wrong, and some of the features are just inaccurate, the result of trying to do too many versions from one kit. There are more differences between certain Canberra Mk's than many people realise.

I actually think that one of the most cynically marketed kits I've ever seen is their Canberra T.4 boxing as it doesn't even give you the solid nose, or the correct seating arrangement, the defining features of that type, it just reboxes the B.2/B.6 bits (again quite different from each other) and asks you to paint over the clear nose..

The worst thing about this for us Canberra fanatics, is that because a company as prolific as Airfix have released this kit, the chance of another company bringing one out to modern standards, is zero."

While recently going through my stash (and fondling the sprues as one does) I found I had collected a few goodies to go with many of them to bring many of the older kits up to either modern standards, or to correct glaring errors committed by the kit manufacturers. A good case in point were the two Airfix Canberra B(1)8/12's I have there so I thought I'd do a quick note on what is available to build a far better representation of these aircraft. For many of you, what is given in the kit will suffice, but many of us do prefer to get most bits done correctly to the best of our ability!

Other than the 'Matchbox trenches' used for panel lines (also mostly incorrectly positioned), and the massive trenches incorporated by Airfix into the fin and rudder assembly, the engine nacelles are more representative of those of the RR Avon 100 series engines instead of the Avon 109 series used on the later marks of the 'Cranberry'.

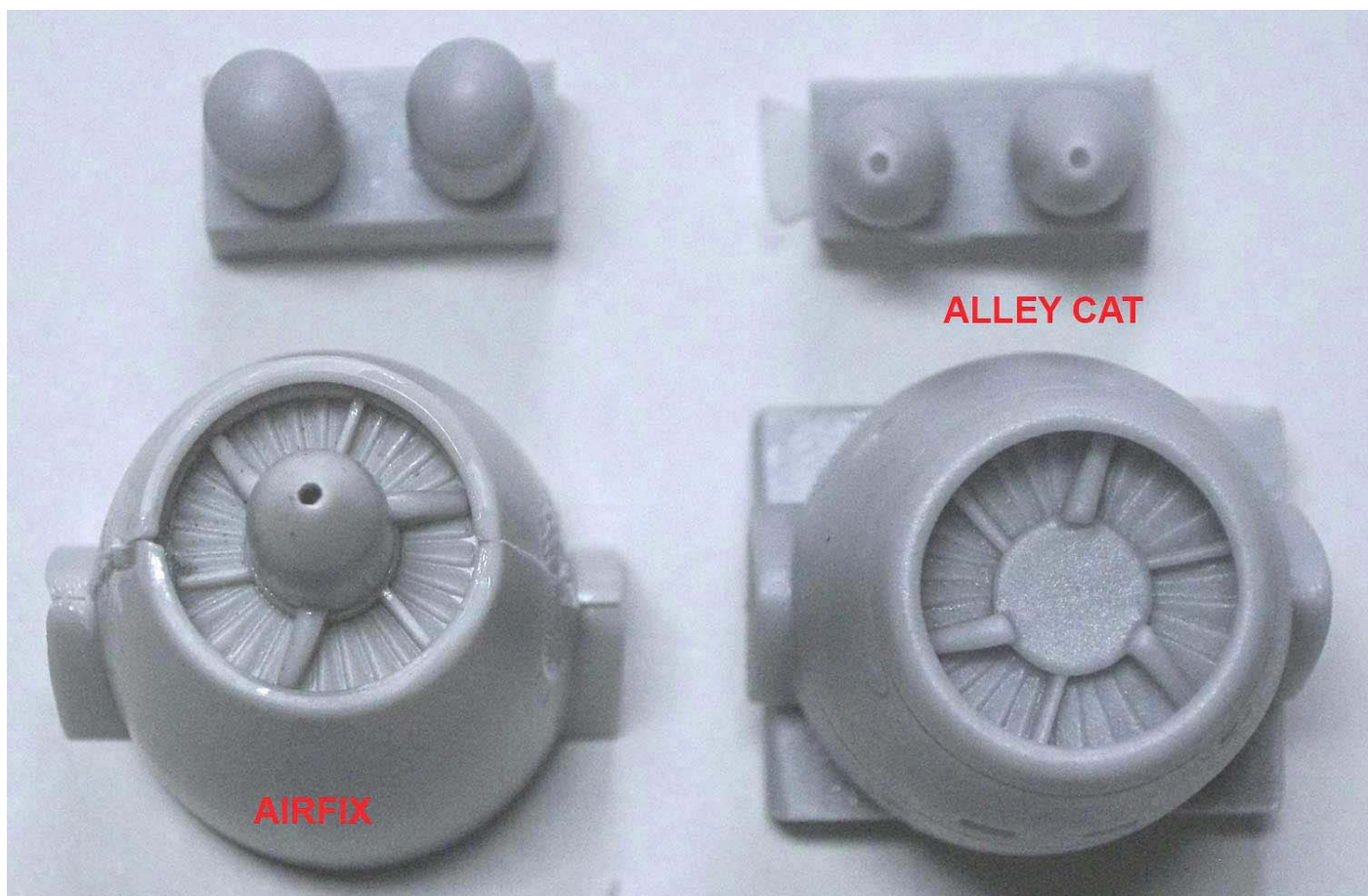
One other area that Airfix stuffed up on is the way the horizontal tail plane assembly works as a fully moving assembly for incidence adjustment. Both Classic Airframes and Aeroclub depict this far better, but both still require some surgery to get it right.

First up, the wrong nacelles can be corrected by using the Alley Cat late engine nacelles which correctly depict the three starter cartridge exhaust outlet grilles (the Airfix kits only have the one as per the 100 series engines) and the correct panels and intakes above and below the nacelles that are missing from the kit.

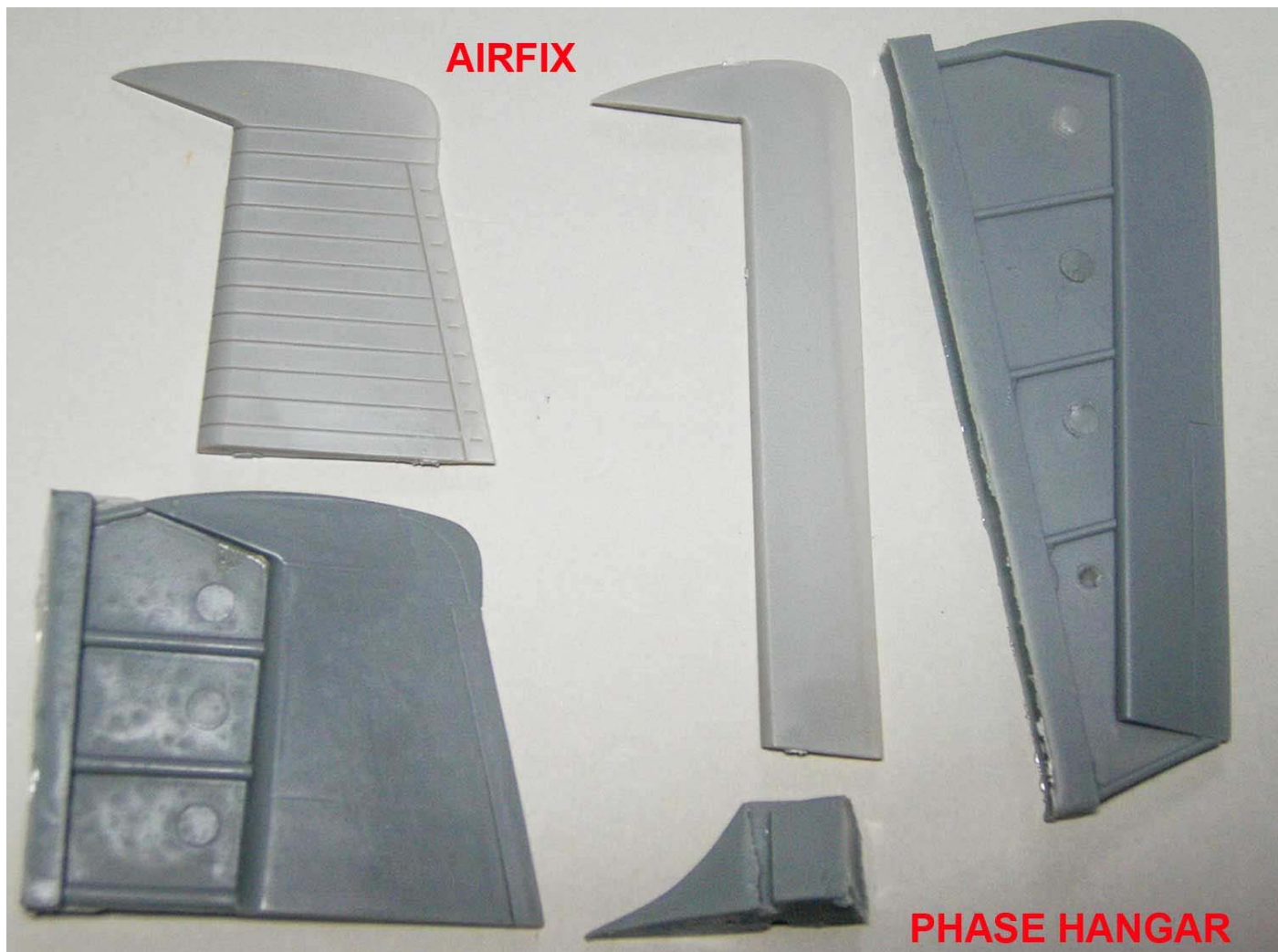




The nacelles also offer both types of starter cover 'bullet' as used on the late series Avon's and a better depiction of the starter cartridge exhaust trunks and front face of the engine. One other advantage is they are a one piece cut and glue fitting and eliminates the nasty joint lines from those in the kit!



Next up on the list are the tail plane and fin/rudder correction set from Mike Reeves of **Phase Hangar**. The horizontal tail planes (with separate elevators) are the correct shape and have the panel lines in the proper places.



The incorrect shape of the kit's fin lower leading edge is corrected by using a cut and fit front fairing section. The rudder also incorporates the correct panels and shape, and of course, no gigantic trenches in it.

Both can be done by re-shaping and filling of the Airfix kit parts, but the Phase Hangar parts make life much easier.

While in this area, the rear of the fuselage section must be modified as per the Phase Hangar instructions as below.

(pics ph-inst1 and ph-inst2)

I include one of my photos of this area taken last year at the Midland Air Museum and this arrangement applies to all Canberras of all marks.

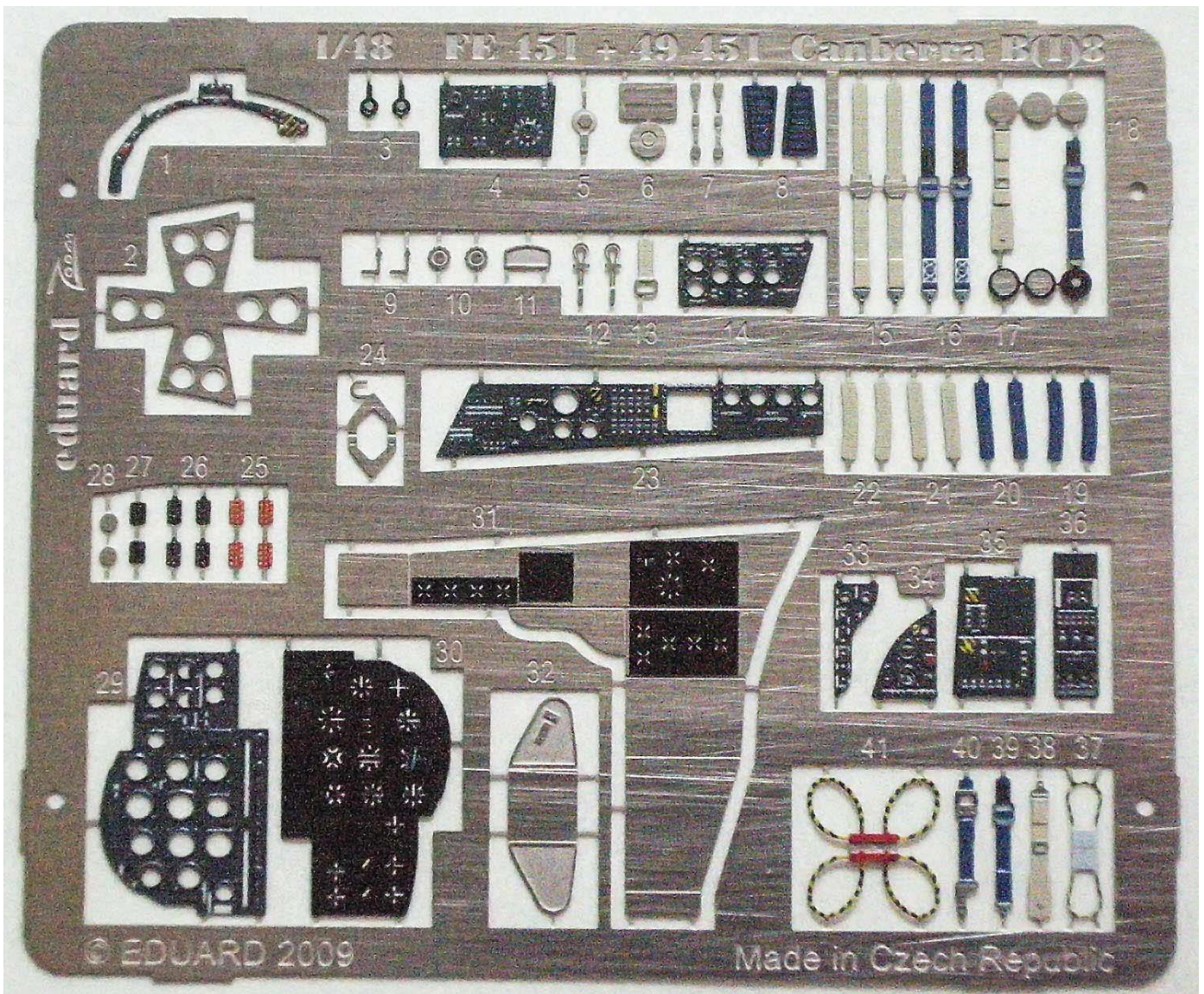


From this, one can note the arrangement of the moving tailplane, and the section of the upper rear fuselage that moves with it.

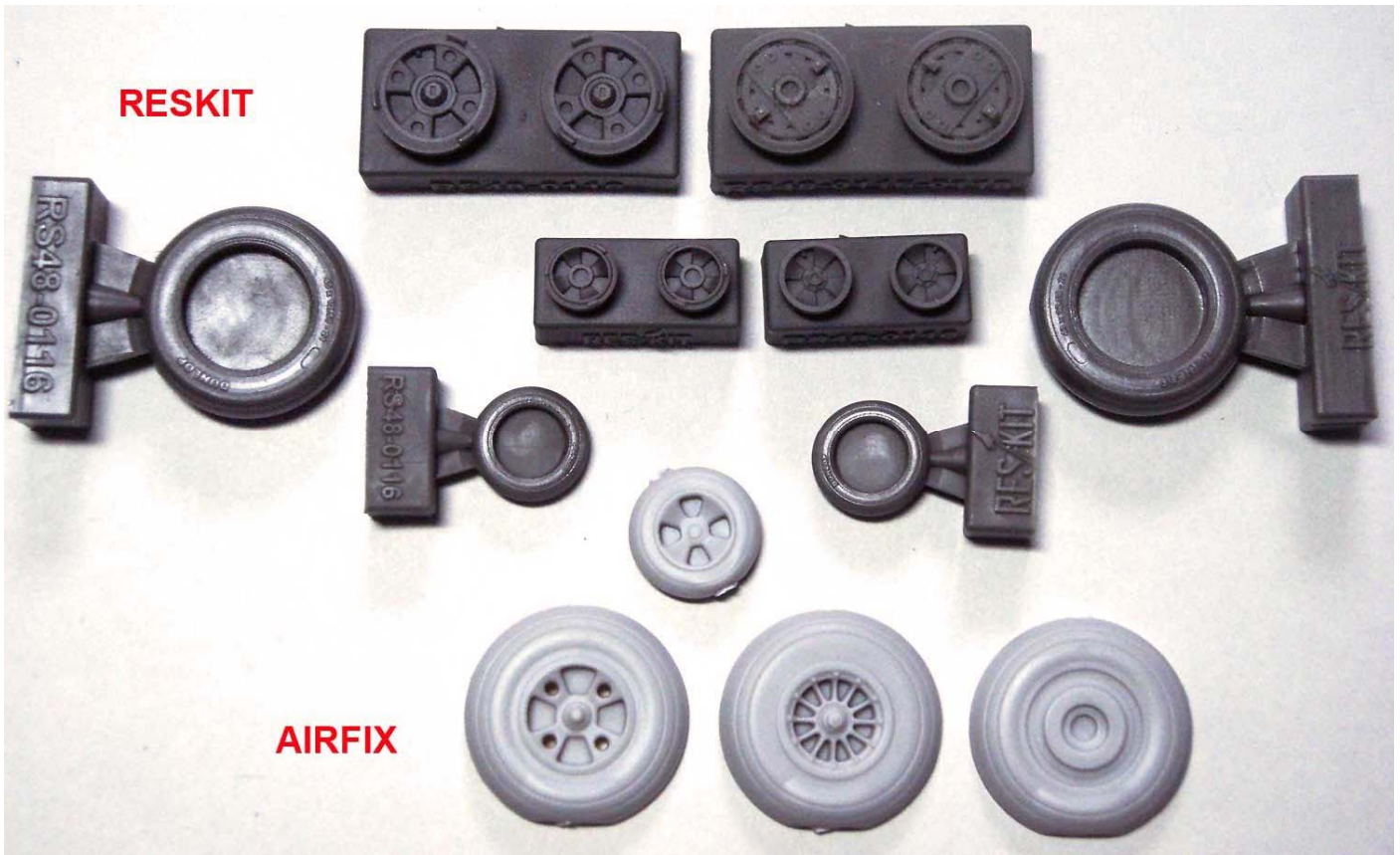
One of the latest releases for the Canberra is a set of beautifully clear resin canopies from **Hyper-sonic** with the correct 'undercut' that Airfix missed in their kit's rendition. This canopy is of course fixed closed on the B(1)8/12.



As for the actual kit cockpit interior, there are many simplifications and several items require re-positioning and correcting. Eduard do a PE set for the B(1)8/12 cockpit that will help out here as those resin canopies are so optically clear! They are also not 100% accurate, but will serve purpose!



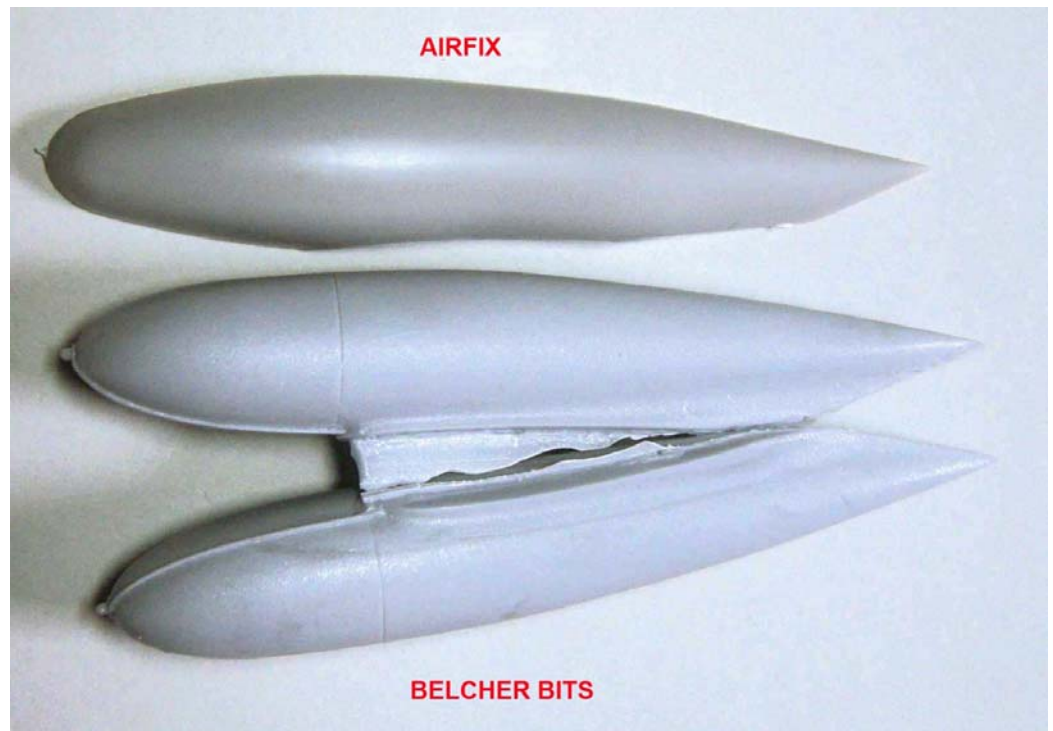
'The icing on the cake' is a set of the very nice **Reskit** 'late' Canberra wheels incorporating all the needed brake backing plate details and logos and sizing on the tyres. The kit wheels are not too bad, but these just make a huge difference to the finishing of the kit.



The final item is a set of the **Ultracast** wing tip fuel tanks which incorporate the missing tip light and cable ducting.

As I note through this, many of the kit items can be modded to help build a 'better' Canberra, but the aftermarket items I have listed just make things a bit easier (just not on the pocket)!

For further ideas, there are several Cranberry builds on-going on Britmodeller.com with various solutions to overcoming the kit's shortcomings. If you are not a regular visitor there, be aware that several threads require patience as they tend to collect a lot of 'Banter'..you have been warned.





1673 W Blaylock Dr
Phoenix, AZ 85085
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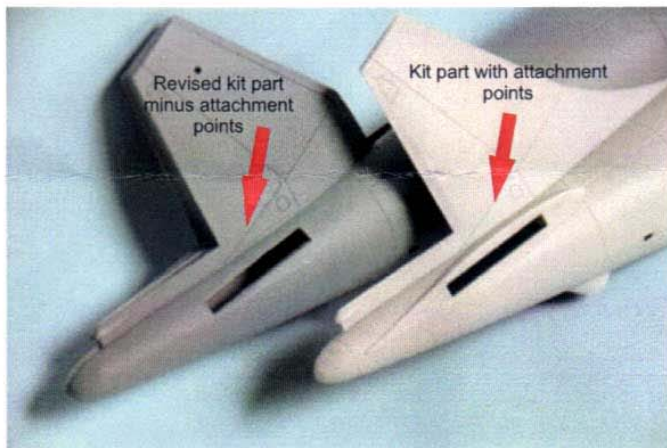
The Airfix 1/48 Canberra kits all suffer from a fairly significant error at the horizontal tail and vertical stabilator and rudder. The issue stems from the horizontal tails not being joined to the fuselage the way the real item is. This creates an issue with not just the accuracy but as well as the dihedral angle of the tail section. The vertical stab and rudder also suffer from a fin file which is too far forward and a rudder which suffers from ribbing scribed in which is simply not on the real aircraft. Our set corrects all of these issues in one easy to assemble correction.

48034 English Electric Canberra Tail Correction For all Airfix Kits



STEP 1

On both fuselage halves remove the tailplane attachment points. Try to preserve the fuselage shape as the tailplanes are designed to fit snugly against the surface. Sand and test fit often to get the desired fit.



STEP 2

There are several ways to attach the tailplanes to the fuselage halves. The best way is to use a slow curing epoxy cement or to use a medium/thick CA glue. Make sure to roughen up the surface of the tailplanes prior to attaching them to provide a good "bite" for the glue. Once attached to the dihedral of the tails is 82.5 degrees. A good view of this angle is shown in the photo of the real aircraft to the right.



Copyright 2018 Phase Hangar Resin



48034

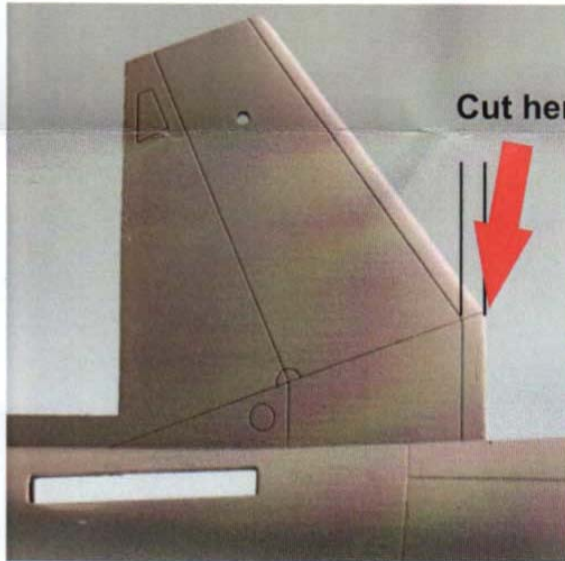
English Electric Canberra Tail Correction Instructions Continued

STEP 3

Attach the elevators to the horizontal stabs using epoxy or CA. Make sure the trim tab covers are on the **LOWER** surface. **Note:** Without power and elevator locks in place the elevators will rest with the mass balances pointing downwards. Please check your references for the proper angle

STEP 4

If using the included fin fillet make sure to cut the vertical stab parallel to the vertical panel line as seen in the photo at the below left. It is recommended that you leave a bit of the pour stub on the resin replacement to help secure the fillet to the fuselage parts.



As usual with all resin parts, make sure to wash them in warm soapy water prior to use in order to remove any demoulding agent left over from the casting process. Also, use the old adage, measure twice cut once. It is always best to continually check fit while sanding to avoid over sanding and causing parts to not fit properly.

Additional Photos



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1/32 Hobbycraft Sopwith F.1 Camel

By Brett Peacock

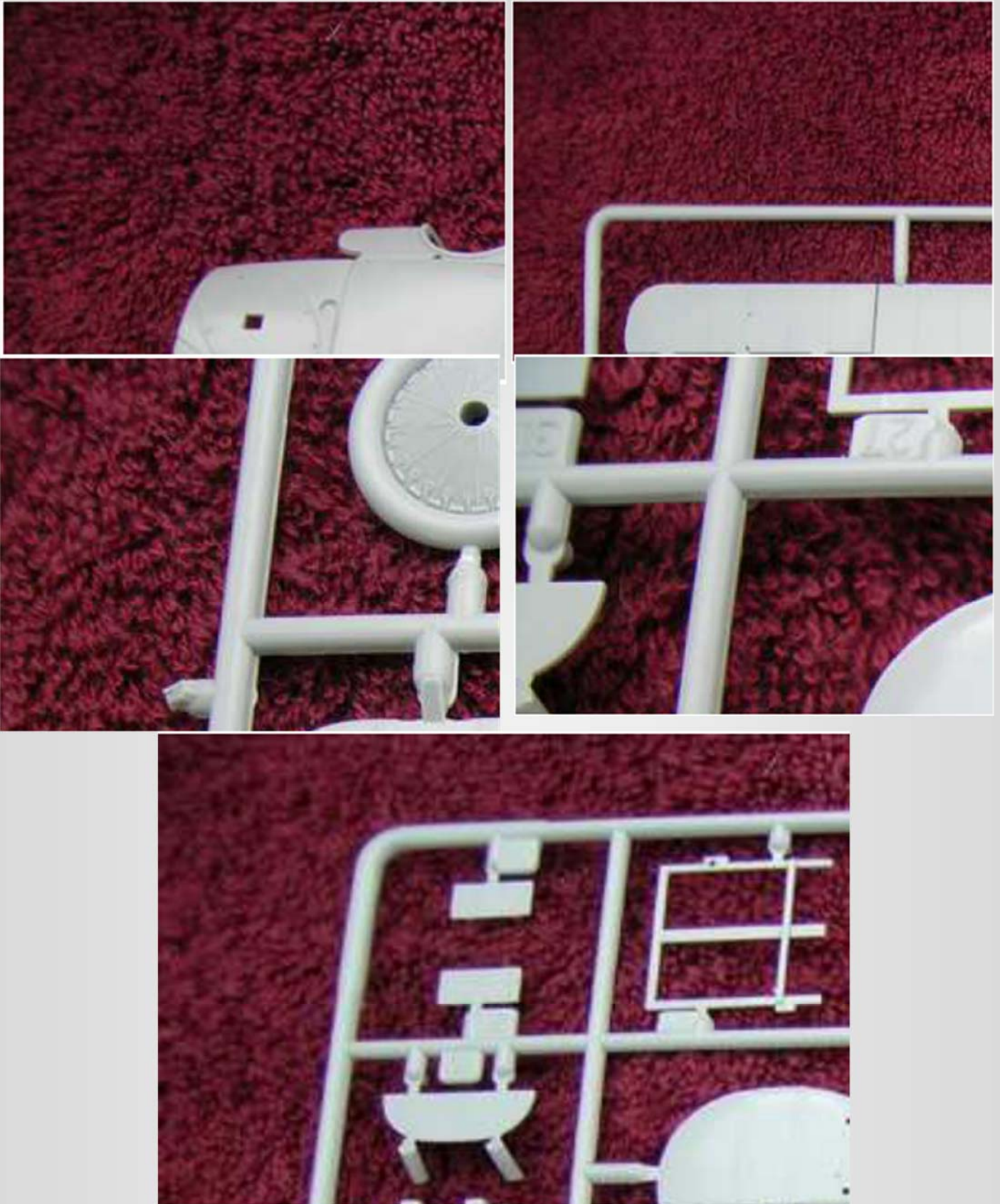


A friend has asked me to build this kit for him and I agreed to, so I am adding this to my "To review" pile. I have to admit I was reluctant, as (1) he described as 1/24th scale, not 1/32nd and I had never even heard of a 1/24th scale Camel kit. (2) And then he dug out the box from the back of a closet and... Hobbycraft. Oh. Dear. But, I had agreed and I took the job.

Once I got it home I cracked open the vacusealed box (Wow! At least no bits will be gone!) and took a look. From the little I had heard about the Hobbycraft Camel, I was not expecting much... and that is exactly what you get... in the cockpit at any rate. A solid floor, stick, Instrument Panel and seat are about you lot. And you do get twin Vickers guns...not great ones, but passable from 3 feet. But the rest of the Airframe is actually fairly nice, with one piece wings and a reasonable facsimile of the fuselage.

So I went on a little investigation and found that there were not one but two iterations of this kit, one molded originally by Academy and "Not good" and then a second, after some "legal issue", done by Hobbycraft themselves and "much improved" - just not in the cockpit. From 2 articles on Large Scale Planes website:

"Not a new kit by any means, the Hobbycraft Camels (Clerget and LeRhone) have long been considered as two of the best 1:32 examples of the Camel extant, and we'll take a look why, here in this review. Reworked from the old Hobbycraft Camel molds, these two versions of the Camel are markedly improved, and should not be mistaken for the older kit, as these are much superior in several ways, most notably, the wings and flying surface details. The recent news that Wingnut Wings is now also working on a series of 1:32 Camels, will undoubtedly have some scrambling to sell off their old Hobby Craft Camel kits, but for the average WWI modeler, this kit is still plenty viable, and though somewhat scarce, still worth building, in my opinion." and also: "This is HobbyCraft's "Camel Aces" Clerget engined offering. This kit should not be confused with earlier HobbyCraft and Academy offerings, that had poorly detailed forward fuselages and unrealistic "valley and peak" wing ribbing, a condition the Academy kit still suffers from today. The HobbyCraft molds were originally cast by Academy, and a lawsuit ensued between the two companies in the UK and Canada for this and other "pirated" HobbyCraft molds. Fortunately for us, the result was that HobbyCraft improved the molds with this "Camel Aces" newer kit to compete with the Academy boxings. Many modelers still confuse the two kits, and HobbyCraft's "Camel Aces" boxings often receive an unjustified "bad rap" for the earlier kits shortcomings. Although still sparse in the cockpit area, the forward fuselage, wings, cowling, and others details have been totally revised and are quite nice. The wing is scale thickness and has prototypical rib tapes, fine aileron attachment points, and the cowling and fuselage panels have been revised to add fine detail and access ports, whereas the older kit still has the "trenches and lumps" in that area. The pan on the lower fuselage behind the engine has also been revised on the newer kit to reflect its correct rounded shape instead of the triangular shape of the old kit. All in all, the Camel Aces boxing is a nice kit.



The instruction sheet is still in the old, hand-drawn Hobbycraft style and seems very crude, compared to modern sheets, but the information IS there, even if you need to puzzle it out, it includes rigging and cabling for the externals (but not the internals)... and then you get to the decal sheet. It has options for 2 machines, one ostensibly (Via LSP) one for Roy Brown and the other for Albert Ball. As WW1 is not my area, I cannot comment, but they are both nice options, visually.



BUT... The decals are the 25-30 years ago decals from Hobby-craft. I have fought with these before, and have no wish to do that again. On the plus side, the red and blue of the roundels looks quite good and the Whits seems opaque, but only using them will tell for sure. I wonder if some kind soul has the Wingnuts kit and has a spare set to trade?? Conclusion: This is definitely NOT a WNW kit, but it is a reasonable kit of the type... from a short distance. I gather that it is rather harder to find now, and Lance is crying out for more content, so here you go...A Sop with Camel.



New Kit from ICM: Release December 2020.



Brand:ICM Title:DH.82 Tiger Moth British Training Aircraft Number:32035 Scale:1:32 Type:Full kit Released:2020 | Initial release - new tool Barcode:4823044407538 (EAN) Topic:De Havilland DH 82 Tiger Moth » Propeller (Aircraft)

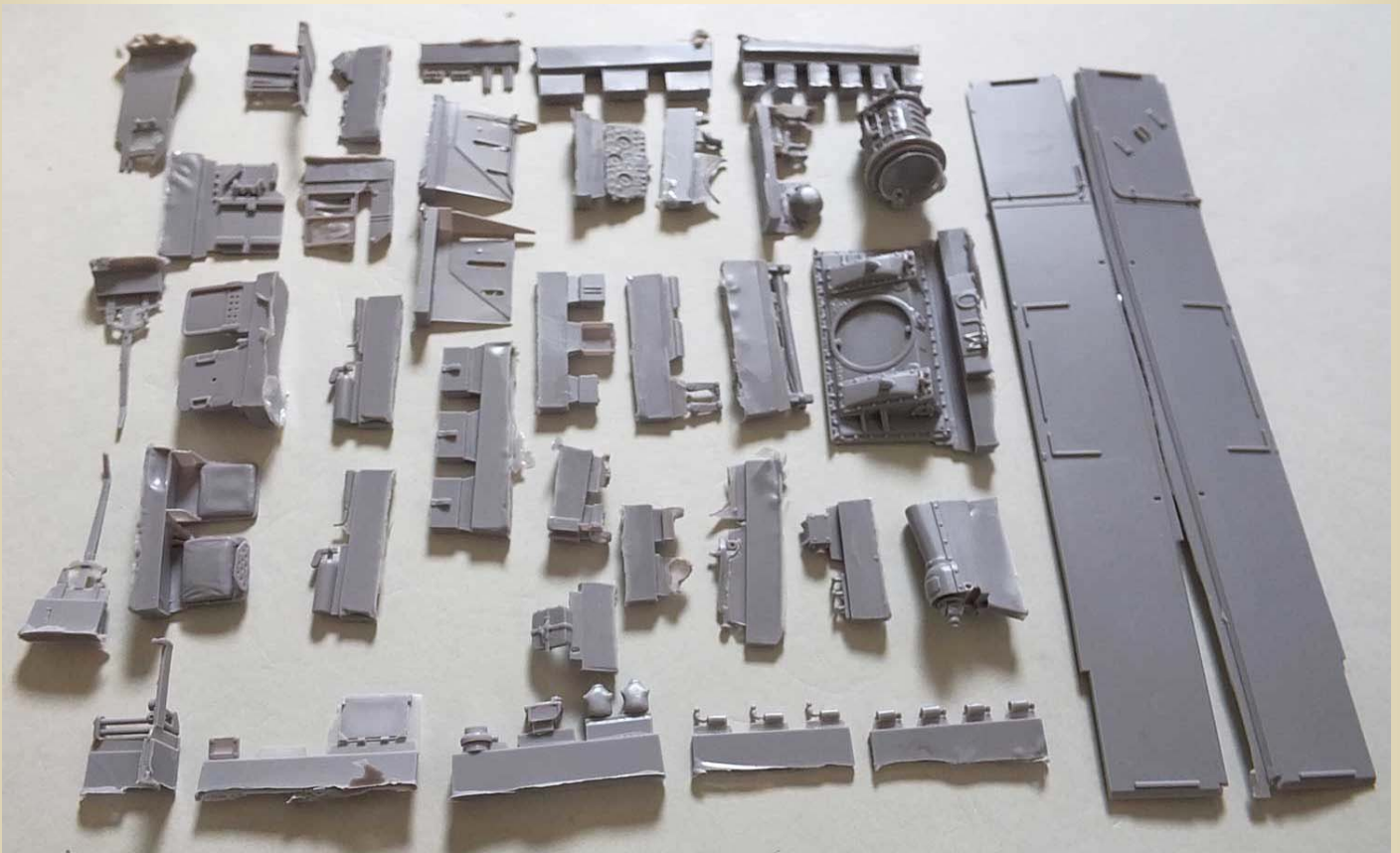
FILLING IN THE VOID, PART 2

By Pete M.

This article is a follow-on from a previous article I wrote last year covering the 1:35th scale Tamiya M10 and M10 17lbr (Achilles) kits and how to fill in the missing driver's compartment details.

I have now received the two resin upgrade kits produced by Tiger Model Designs (TMD) that I mentioned in that article, #35-1385 covers the M10, and #35-2065 covers the Achilles.

Naturally, most of the components are the same in both of these, differing only in the radio fit (SCR type and accessories for the M10, and a No.19 set and accessories for the Achilles) and a couple of minor stowage variations between the US operated M10 and the Commonwealth operated Achilles. There are a few stowage items missing from both that will still have to be added by the builder.



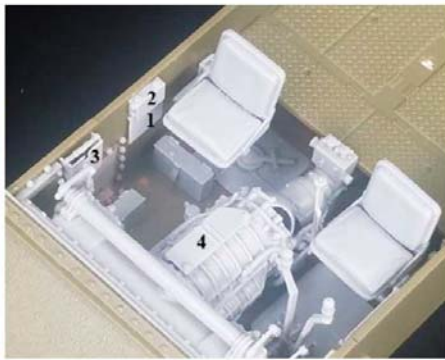
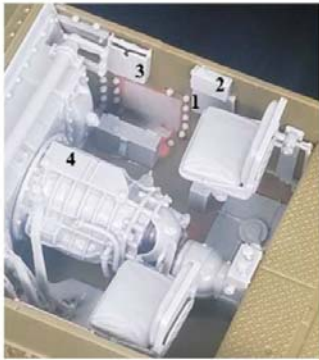
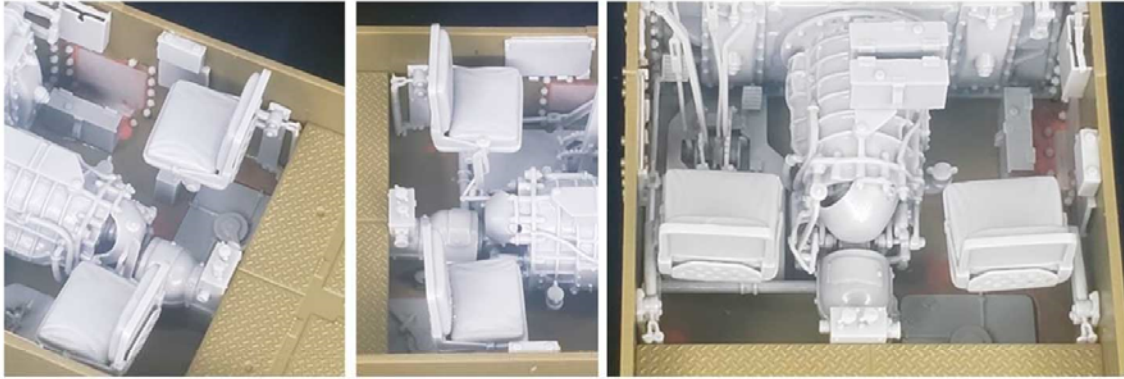
An overall view of the set's contents.

Going off the product description from TMD, one receives: Accurate layout for an M10 or Achilles TD; Detailed final drive and transmission assemblies; Detailed shifting lever and transmission lock-out box; Detailed brake, clutch, gas and steering controls; Detailed driver and co-driver seats; Early and late vision block storage; Various additional controls, electronic boxes and stowage; Flash lights, fire extinguishers and .50 cal ammo cans and radio and intercom boxes.

All the major items are identical between both of these sets as they should be, and have the seats and mountings in the correct style (pivoted on a spring loaded mount fitted to the side of the hull, not floor mounted as per all other Sherman models. The final transmission assembly, gearbox, clutch and drive shaft fit into the front nose section of the Tamiya kit. A driver's side floor is provided and to this are fitted some very nice renditions of the brake and clutch controls. The control rods and all the workings for the steering are supplied to fit between the control levers and the final drive. ...photos via TMD instructions

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Glue the seat mounting brackets to the hull sides as shown in these pictures.

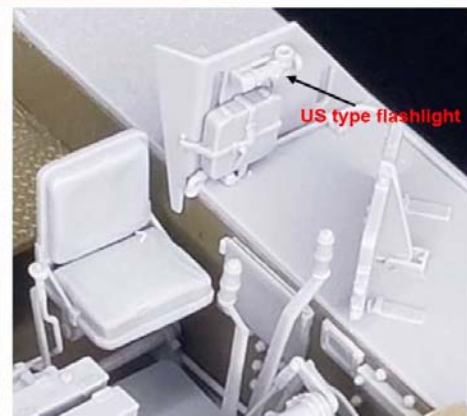
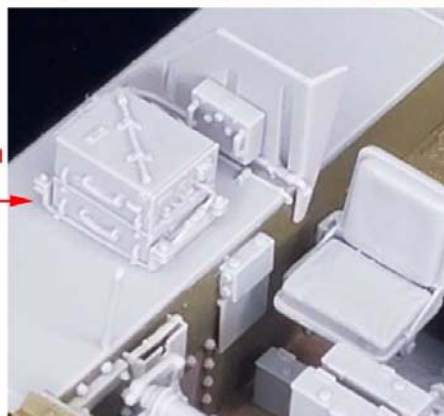
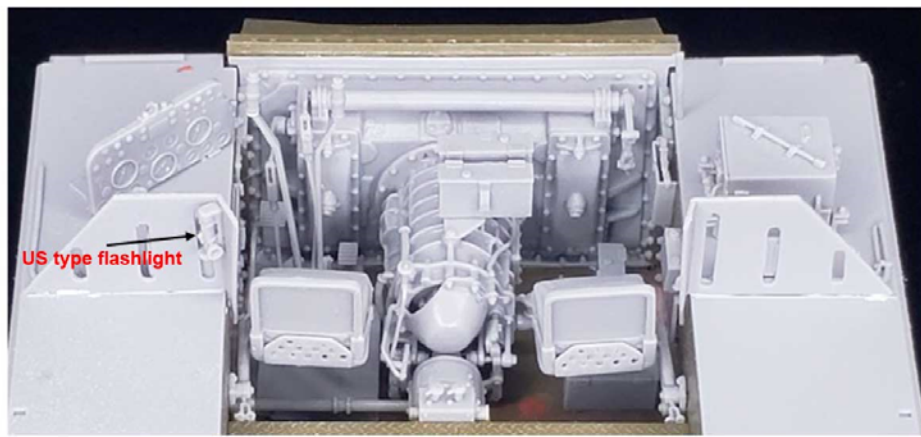


16

Glue the details to the right side of the hull. There is a shield (#1), an electrical box (#2) and a holder with strap (#3). Also, glue the early style spare periscope box holder (#4) to the top of the transmission as shown. Use the pictures to get the approximate positions (I have no exact measurements for you here).

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Hopefully, these pictures will be self-explanatory. Taken together with the next page, you should be able to figure out how to assemble these pieces.



A nicely rendered instrument panel and several other items such as a first aid kit and US type fire extinguishers are mounted to new sponson 'floor's containing the major conduits for the electrical items mounted on these. TMD also have supplied a multitude of nuts to duplicate those seen on the sides of the sponsons where the nose section and bogie assemblies mount. Personally I will be using a set of plastic injected nuts from the Meng sets as they are easier to mount to the original kit's styrene. In the Commonwealth M10's and Achilles, the flashlights were replaced with British issue lamps (Hellesen type going from the stowage diagrams).

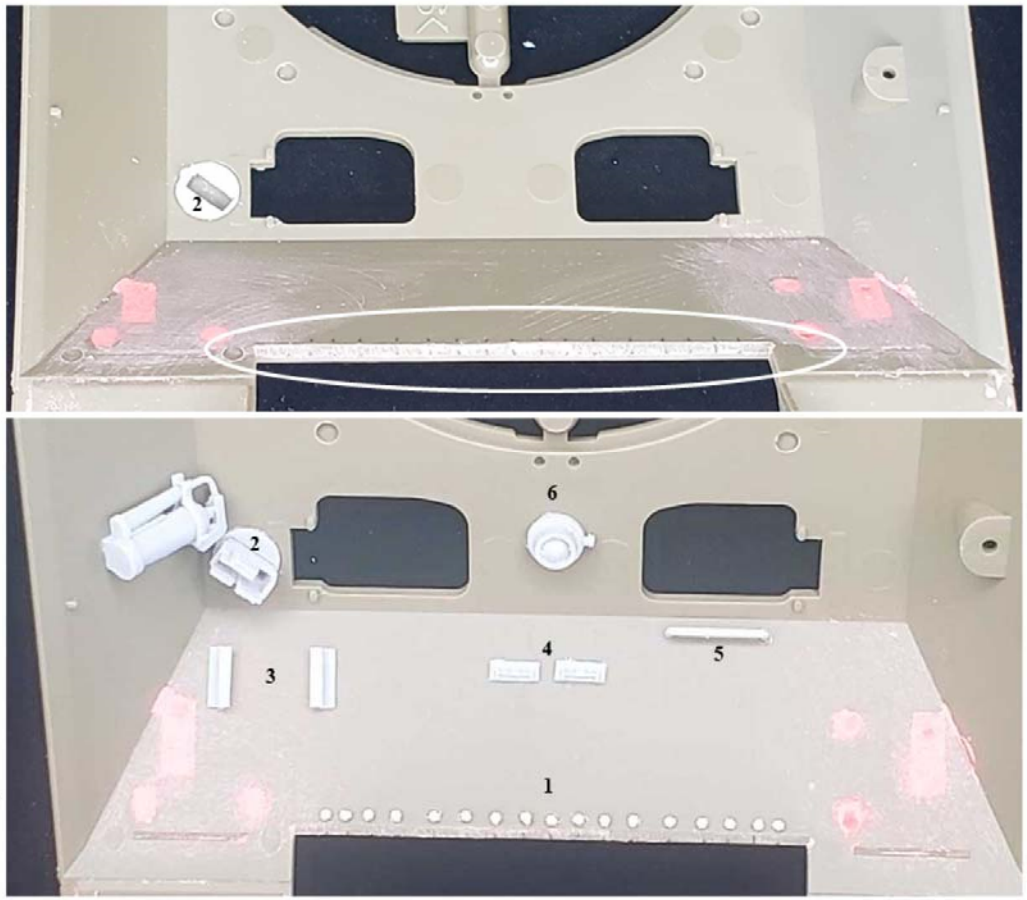


The inside face of the glaciis plate is then detailed with a set of spare periscope holders, intercom boxes for the driver and co-driver, and the hand throttle assembly mounted above the final drive assembly. More nuts are provided to detail the final drive to glaciis plate mounting.

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Start the upper hull by cleaning and filling the inside of the bow plate as shown (see red filler). Next, use the bolt detail on the outside of the hull to mark the correct locations for the bolts on the inside (see circled area). We know these bolts will be slightly out of place, but they are too prominent on the real vehicle to omit and, when seen from the inside, they will look correct.

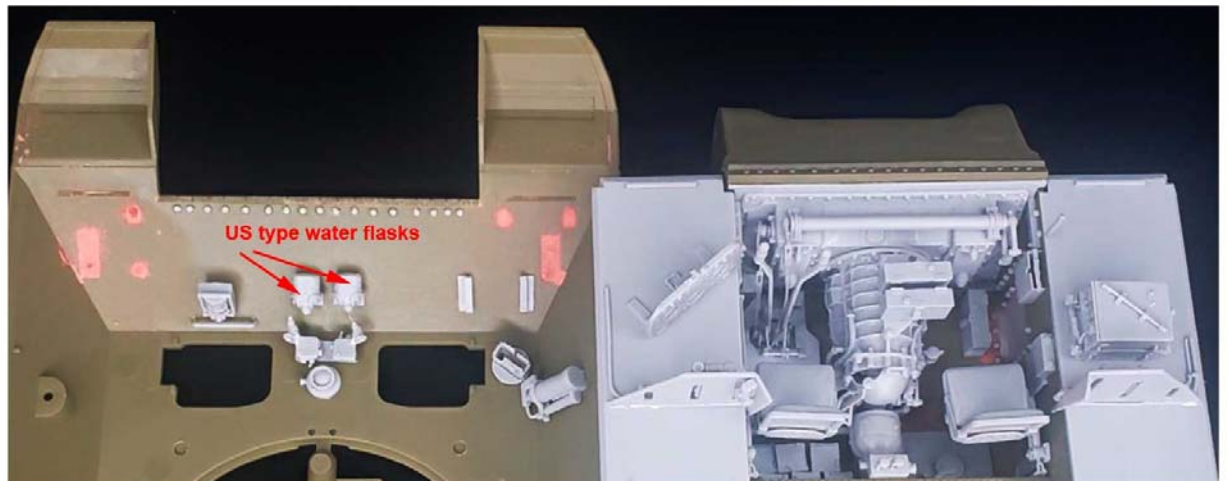
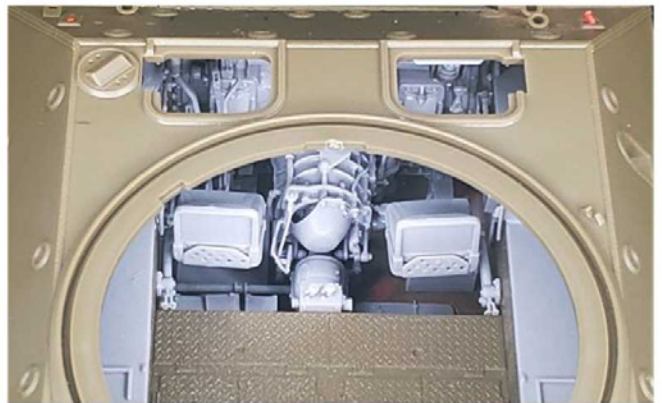
Next, glue the bolt heads (#1) in place. Then, glue the Periscope holder (#2), Windshield Holders (#3), canteen mounting brackets (#4), grab handle (#5) and dome light (#6) in place. As with other parts of this assembly, I have no exact measurements for these items. Use the pictures as a guide.



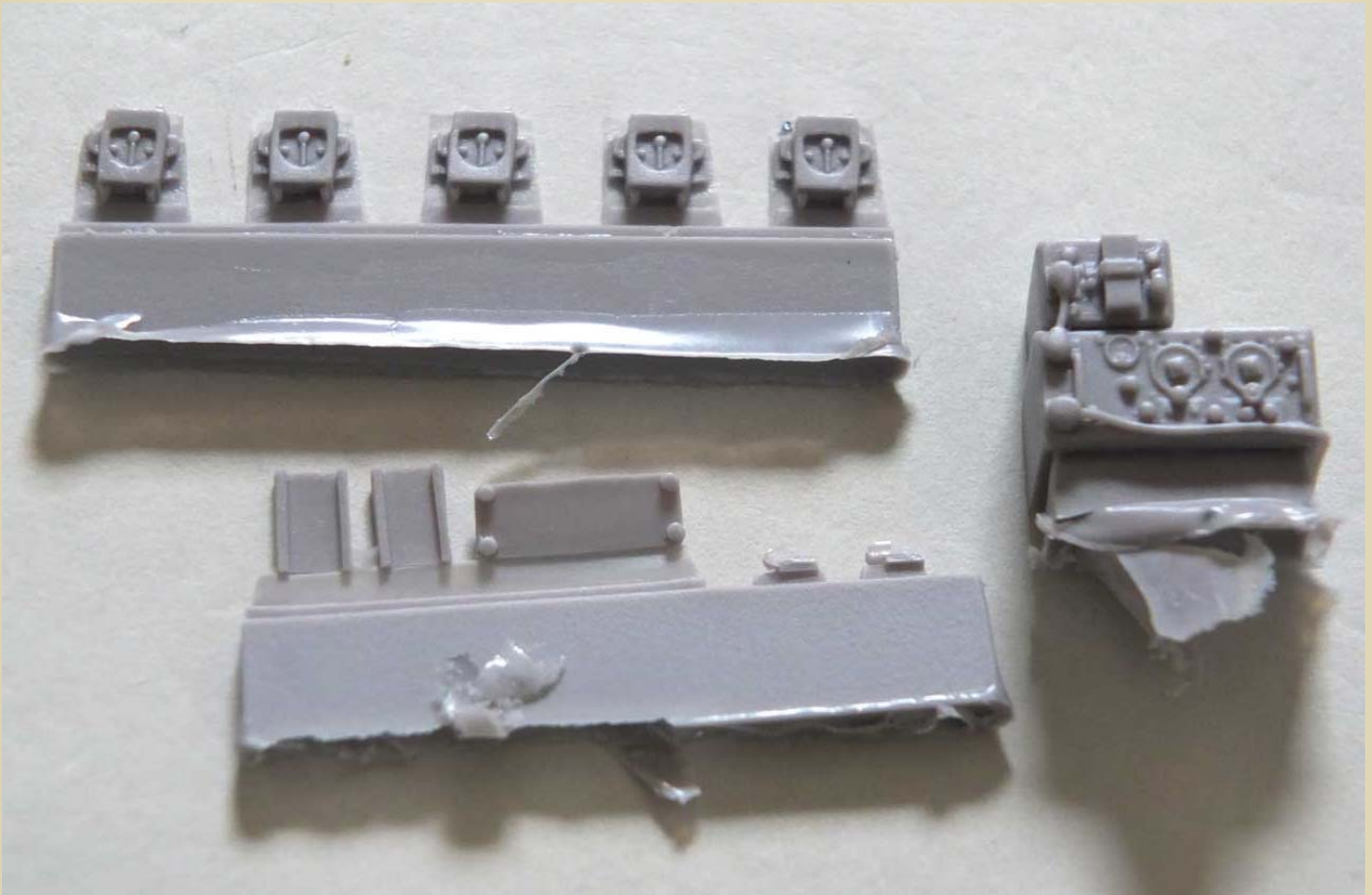
23

CONGRADULATIONS!
You're done with the driver's compartment.

Now, just finish assembling the rest of the fighting compartment interior as shown in the kit instructions, then glue the upper and lower hull halves together. You will probably need to fill some gaps under the sponson sides.



The M10 kit contains the US specific SCR radio and intercom boxes. The Achilles kit includes a No.19 radio set and intercom boxes.



Above. No.19 radio set and intercom boxes.

Missing appears to be the morse key pad, aerial variometer and a controller switch box.

One other problem being that TMD have also included US type water flasks in the Achilles set. These would most likely have been replaced by Brit style canteens which will have to be found elsewhere. These will also need to be added to the right side of the hull in the fighting compartment.

Overall, both are a great start to detailing out the large vacant area in the two Tamiya kits, and could also be used to upgrade the old AFV Club or Academy kits if one was so inclined.

Interior shots for comparison..repeated from my earlier article.
 The first two are from Brit stowage sketches, and the last from an M10 manual.

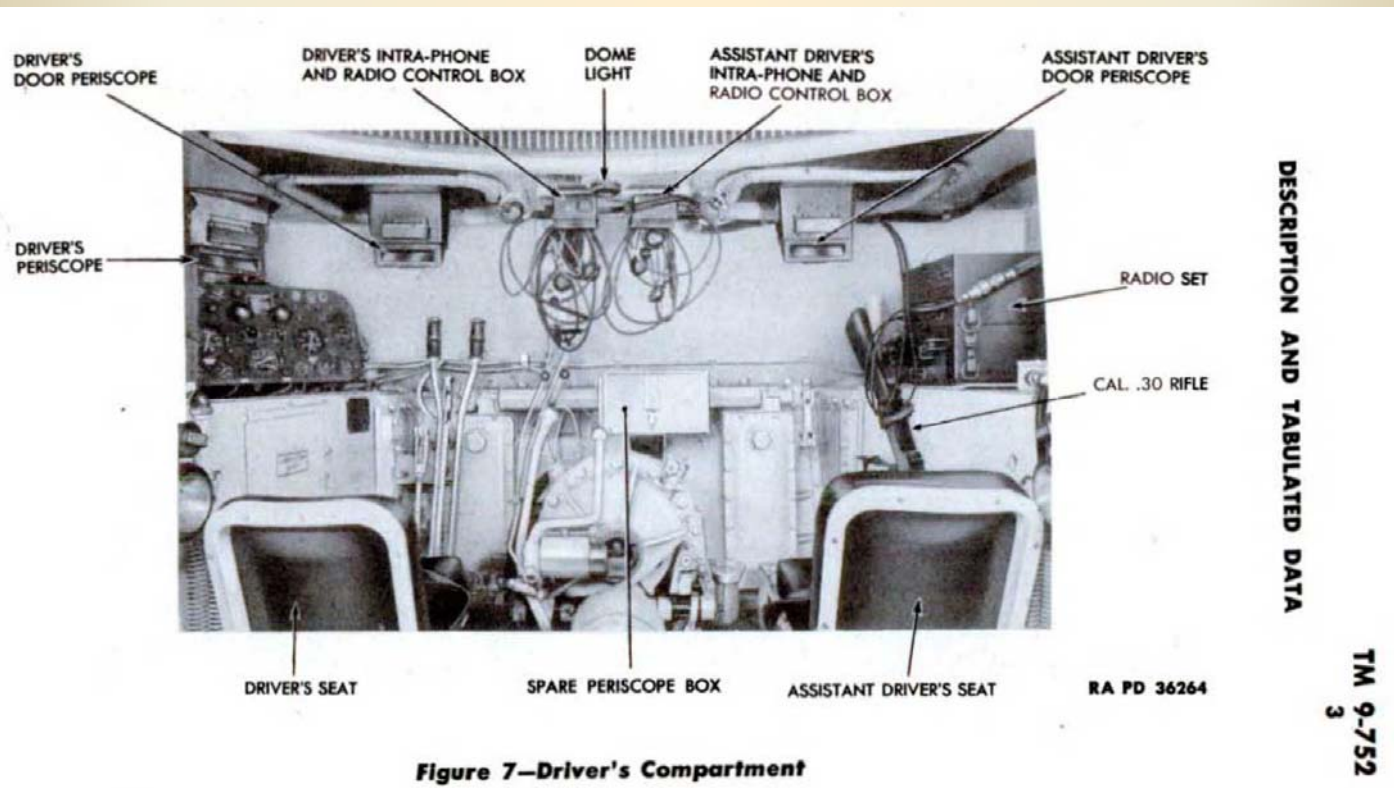
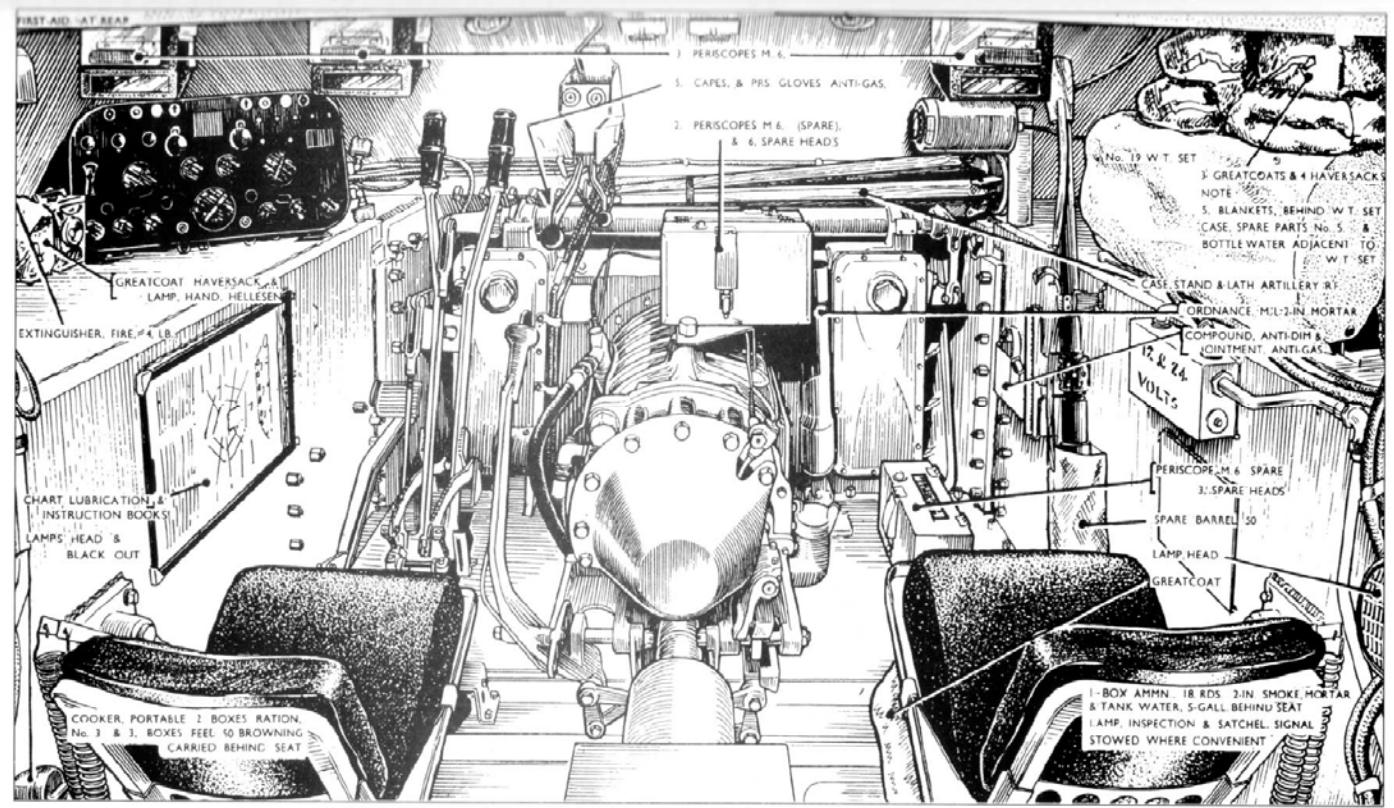


Figure 7—Driver's Compartment

GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

<http://ipmsauckland.hobbyvista.com>



And as usual -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.

