



# SCALE-MAIL

VISIT US AT - [ipmsauckland.hobbyvista.com](http://ipmsauckland.hobbyvista.com)

## IN THIS ISSUE

- Chairman's Bit 1
- Bulletin Board 2
- Events 3
- Wellington Scale Model Expo 4
- Scale Model Expo Comp. Rules 5
- Buy, Sell & Swap Stash 9
- The Model League 10
- 1/35 CMP Truck build - Part 1 11
- Italian Jobs - FIAT CR.42 18
- 1/32 Tempest Mk.V build - Part 1 21
- Gallery 24
- Sign Off 31

## NEXT MEETING - FEB

Club Nite this month will feature a quick quiz to test your general modelling knowledge. Prizes up for grabs include a Modelair Gift Voucher, New Release New Tool Airfix Kit, and a wooden spoon prize.

7.30pm  
Tuesday 18<sup>th</sup> February  
Leys Institute (upstairs)  
20 Saint Marys Road  
Ponsonby

### COMMITTEE

Chairman - Peter Harrison      John Watkins  
e: [gepete@xtra.co.nz](mailto:gepete@xtra.co.nz)      Dimitri Berdebes  
Secretary - Peter Foxley      Henry Ludlam  
e: [peter.foxley@xtra.co.nz](mailto:peter.foxley@xtra.co.nz)  
Treasurer -Kevin Benson  
e: [heavykev@xtra.co.nz](mailto:heavykev@xtra.co.nz)

### DESIGNER & WEBMASTER

Robert Willis  
e: [jaxbw@orcon.net.nz](mailto:jaxbw@orcon.net.nz)

### POSTAL ADDRESS

C/- Kevin Benson  
87 Point England Road, Point England,  
Auckland 1072

EMAIL: [ipmsauckland@gmail.com](mailto:ipmsauckland@gmail.com)

WEB: [ipmsauckland.hobbyvista.com](http://ipmsauckland.hobbyvista.com)

YAHOO:  
[groups.yahoo.com/group/ipmsauckland](http://groups.yahoo.com/group/ipmsauckland)

FACEBOOK:  
Link from the IPMS Auckland Website

## THE CHAIRMAN'S BIT

Hi everyone - it's now that time of year that we start making those New Year Resolutions a reality... I've started on one of my personal ambitions to make some model ships and suggested completing five ships including one featuring multiple masts and rigging before the year endeth!

Dave Stewart was spotted at last month's club meeting with his little black book of member resolutions and hopefully we'll get this published soon... ha ha (see below).

Model X in June is an important public outing for the club and I have sent through our booking and am just awaiting confirmation of our stand for this year.

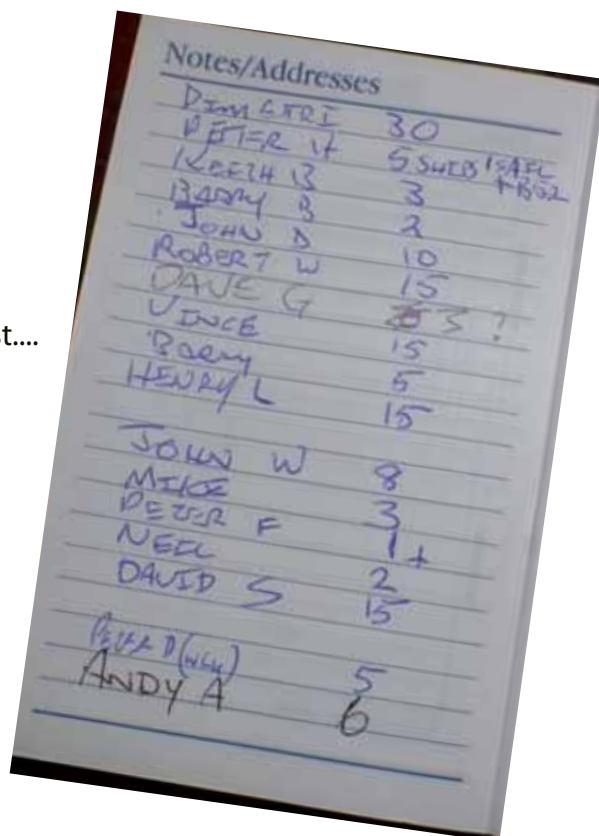
A "Build the Same Kit/Subject" competition for 2014 was suggested at last month's club meeting. Please put your thinking caps on and bring along some suggestions to consider this month. In essence we're looking for a subject/kit that is of interest to a good many members, is affordable (under \$25 in case it's not in the stash), readily available and buildable by the average (or in our cases super-human) modeller within a month or two.

As usual we look forward to seeing your completed builds or works in progress at club night. I'll head off to the man-cave right now and urge you all to do the same.

Cheers

Peter

Exhibit A - the brag list....



# 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

## NEW MEMBERS AND SUBS \*\*\*\*\* RENEWAL DUE \*\*\*\*\*

Subs for 2014/15 are now due - 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

**February 18th 2014**

IPMS Auckland Club Night

**March 18th 2014**

IPMS Auckland Club Night

**April 15th 2014**

IPMS Auckland Club Night

## MODELLING EVENTS

**April 5th & 6th, 2014**

Scale Model Expo - Wellington  
See Page 4-8 for show info.

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

Model X - Auckland  
Details to follow

**September, 2014**

IPMS Nationals - Christchurch  
Details to follow

# Scale Models Expo



Aircraft, cars, ships, military, figures, sci-fi, railway

5th–6th April 2014

10am – 4pm

Upper Hutt  
Arts & Entertainment Centre  
836 Fergusson Drive  
(next to H2O Xtreme)



- Displays, demos
- Trade stands
- Free parking
- Public competition
- Huge Marklin railway
- Kids model building

For info email:  
[scalemodelswellingtonnz@yahoo.co.nz](mailto:scalemodelswellingtonnz@yahoo.co.nz)

# WELLINGTON SCALE MODELS EXPO COMPETITION RULES

# Scale Models Expo



## Wellington 5 – 6 April 2014

**Expressions Arts & Entertainment Centre  
836 Fergusson Drive (next to H2O Extreme) Upper Hutt**

Scale Models Wellington is pleased to be able to invite the modeling public to participate in the 2014 Scale Models Expo Model.

The event is to be held in the centre of Upper Hutt in the Expressions Art & Entertainment Centre, 836 Fergusson Drive (between the civic centre and H2O Extreme swimming pool). The expo will feature top modellers from around the country as they battle it out for top honours.

In addition to the competition we have lined up some interesting displays and a full complement of trade stands from New Zealand's leading retailers and manufacturers.

Entries must be delivered and registered between 9am – 11am Saturday 5 April in the entry of the venue hall. To avoid delays it is advisable to register early. Registration forms will be available on the day. Late entries will be at the sole discretion of the Contest Chairman.

There is no entry fee for models and modellers may enter as many eligible models as they wish.

Previous place getting models in the Wellington Scale Models Expo (ie 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup>) are not eligible to re-enter the Scale Models Expo competition.

Entries may be comprised of any generally accepted modeling material (ie plastic, resins, wood, metal). All models must have been built and painted by the entrant.

Final class and category placement of models is at the discretion of the Contest Chairman.

Junior class entrants must be under the age of 17 (ie not reached their 17<sup>th</sup> birthday) at the time of the competition. Intermediate class entrants must be 14–16 years old at the time of competition.

Any entries that are considered offensive to generally held standards of taste and acceptability may be excluded at the discretion of the Contest Chairman.

Entries may not be removed from the tables until 4pm Sunday at the earliest unless prior consent is given by the Contest Chairman.

All entrants in the competition shall receive a free pass to the venue for the duration of the event.

Prize giving for the competition will be 4pm Sunday. Competitors must be present to accept any awards or prizes. Awards will be made for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and Highly Commended (as applicable) in each of the categories along with overall best in Class and Best in Show.

To be eligible for "Best NZ Subject", the model must be entered in the appropriate NZ section. The only exceptions to this will be NZ subjects in Diorama, Ships Sci-Fi/Miscellaneous, Collections and Junior/Intermediate classes.

Models will be judged by Scale Models Wellington appointed judges. Entries shall be judged according to Scale Models Wellington judging criteria. All judges decisions are final. No correspondence will be entered into.

## **Scale Models Expo Classes 2014**

Unless stated, all categories refer to all scales.

### **Class A: Aircraft**

- A1 NZ Aircraft
- A2 Aircraft smaller than 1/48 – prop
- A3 Aircraft smaller than 1/48 – Jet
- A4 Aircraft 1/48 – prop, single engine
- A5 Aircraft 1/48 – prop, multi engine
- A6 Aircraft 1/48 – jet
- A7 Aircraft larger than 1/48 – prop
- A8 Aircraft larger than 1/48 – jet
- A9 Helicopters
- A10 Box Stock

### **Class B: Military Vehicles**

- B1 NZ military vehicles
- B2 Smaller than 1/48 – military vehicles and equipment
- B3 1/48 – military vehicles and equipment
- B4 1/35 and larger armoured vehicles – WW2 and earlier
- B5 1/35 and larger armoured vehicles – Post WW2
- B6 1/35 and larger softskin vehicles
- B7 Towed artillery and misc military equipment
- B8 Box Stock

### **Class C: Civilian Vehicles**

- C1 NZ vehicles
- C2 Vehicles – Open wheel competition
- C3 Vehicles – factory stock

- C4 Vehicles – modified (custom/hotrod/tuner)
- C5 Vehicles – closed wheel competition
- C6 Motorcycles
- C7 Box Stock
- C8 Trucks/Commercials

### **Class D: Dioramas**

- D1 Diorama – All types

### **Class E: Ships**

- E1 1/500 and smaller
- E2 Larger than 1/500
- E3 Submarines

### **Class F: Figures**

- F1 NZ Figures
- F2 Under 120mm (1/16)
- F3 120mm (1/16) and larger
- F4 Busts

### **Class G: Science Fact, Fiction and Misc**

- G1 Fictional craft, real spacecraft, missiles and vehicles
- G2 Any subject not covered elsewhere
- G3 Collections

### **Class J: Junior**

- J1 Aircraft – Junior
- J2 Aircraft – Intermediate
- J3 Military – Junior
- J4 Military – Intermediate
- J5 Civilian vehicles
- J6 Sci-Fi & Misc
- J7 Diorama
- J8 Warhammer type figures and models
- J9 Figures
- J10 Ships

### **Class G3 Collections**

Collections must consist of five or more closely related items. Previous Wellington Scale Model Expo place winning models may be entered as part of a collection but must not constitute more than 40% of the models entered as part of the collection. All models in the collection must be the sole work of the entrant. Note, that as part of the judging process for collections, the judges would take into consideration the strength of the relationship of the models within the collection.

For example:

Five different WW2 fighters would NOT be a collection.

Five different WW2 fighters from the same unit would be a weak themed collection

Five different WW2 fighters flown by the same pilot would be a weak themed collection

Five Spitfires from the same unit would be a strong themed collection.

If in doubt please contact Scale Models Wellington.

### **Bases**

Bases are allowed in all categories. They will not be considered in the judging except in the diorama classes or where two models are tied for a placing. Any models entered on bases must be securely fixed to the base.

### **Diorama**

A diorama shall generally be vehicles or figures on a single scenic base depicting a scene. Note a single figure, vehicle or aircraft displayed on a base with ground cover will not usually constitute a diorama.

### **Box stock**

Box stock classes are intended to recognize excellent models produced from the materials provided in the box from the manufacturer. For those entering Box Stock please note the following:

- Original instructions must be supplied with your entry.
- Alternative decals may be used.
- No aftermarket or scratch built detailing allowed.
- The modeler may fill gaps and seams, sand off rivets, drill out gun ports, exhausts pipes or other appropriate openings; thin to scale such parts as trailing edges, flaps and doors; and add rigging and antennas.
- Panel lines may be repaired if damaged during construction. Extensive rescribing of panel lines is not permitted.
- Model will only be judged for build and paint quality.

Scale Models Wellington IPMS will take all care with your models but will accept no responsibility for any damage that may occur.

If you have any queries please contact us at:

[scalemodelswellingtonnz@yahoo.co.nz](mailto:scalemodelswellingtonnz@yahoo.co.nz)

<http://groups.yahoo.com/group/ScaleModelsExpo/>



# 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](http://www.aucklandhobbyfair.wordpress.com)

ALWAYS CHECK TO CONFIRM  
FOR DATES AND TIMES OF THE  
EVENT



*Children, no. Just one child and he's 42.*



# The Model League

By Henry Ludlam

## Gone but not forgotten.

It is with great personal sadness that one of our model shops has gone. Recently Steve MacDonald of Steve's Models announced on NZ Radio that he would be closing his shop in Papakura. What a blow for me. Where can I go locally for a pot of paint on a Sunday and having a good natter? When I first arrived in New Zealand Steve's was the first model shop I visited some eight years ago. I remember it well. It was a helicopter! Bit of a surprise that. An Italiieri 72nd Choctaw, which I still have. (Built of course).

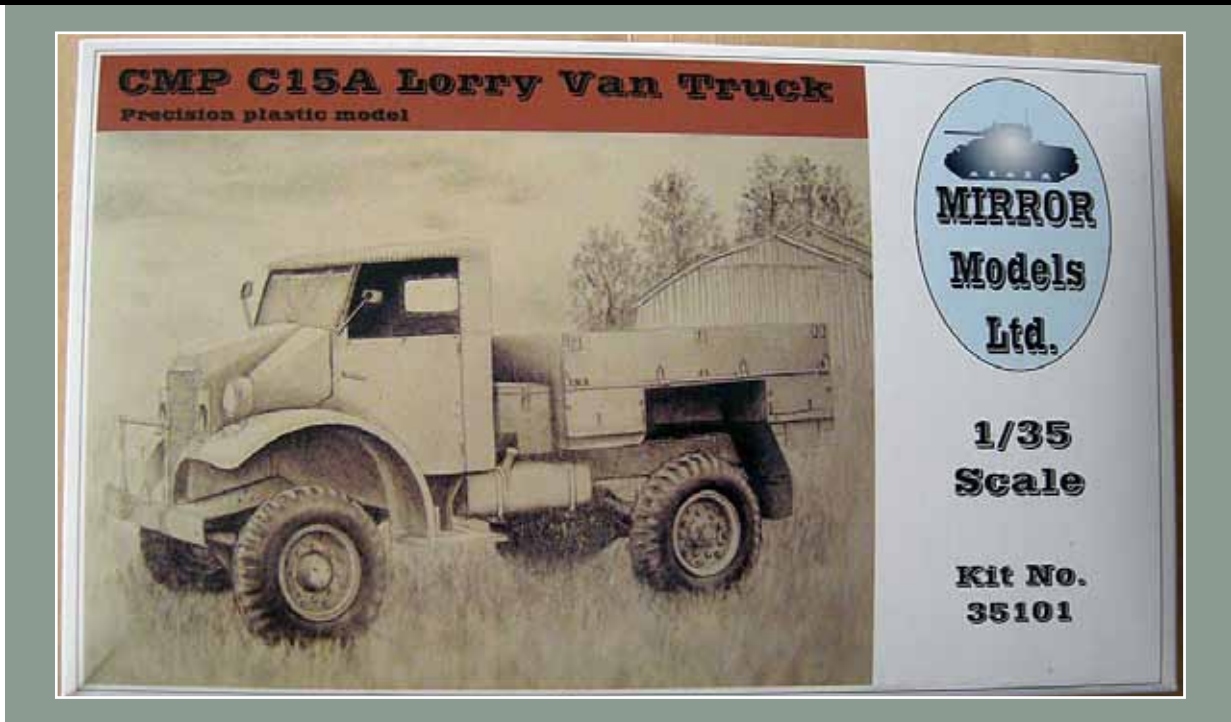
Having spoken to Steve it turns out that this is not the end of Steve MacDonald's retail career. The shop is going as this is a point when the current lease comes to an end and Steve wants to enjoy a bit more of his retirement. With no one to take over he has decided to leave the shop and run his business on Trademe and as an eShop. So we haven't heard the last from Mr. MacDonald and I for one wish him well.

Henry

	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	Points	PLACING
Robert Willis	4	4	2	5	3	6				6	4			28 3rd
Henry Ludlam	4	5	5	2	1	4				10	9			35 2nd
John Darlington					1	4		2	6	4	7			23 6th
Ian Robertson														
John Watkins	1	1	3	2				3	4	3	11			26 4th
Peter Harrison	1	4	2	4	1	4								25 5th
Dimitri Berdebes			2	4	2	7								15 6th
Doug Partington														
Chris Brennan														
Barry Burton					1	2								3
John Weir														
Alan Sannazzaro														
Arthur Winterton														
Duncan Sue														
Colin Swager														
Mark Robson														
Barri Flatman														
Dave Stewart														
Lance Whitford														
Peter Messong														
Brett Sharman	1	3												4
Craig Sargent														
Vince Kelleway	1	4	2	8	1	4		1	4	3	7	3	11	57 1st
Barry Kelleway			1	4	1	4								11 7th
Robert Noke								3	5					5
Pter Vanderschaaf					1	4								5
<b>MODELS DISPLAY</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>22</b>	<b>3</b>	<b>4</b>	<b>5</b>	

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

An ongoing BUILD by Pete Mossong.



Over the past few years, I have been building up a collection of 1:35th scale AFV's and support vehicles as used by the NZ Forces in the Middle East, Italy, and the Pacific theatres of WWII. This collection was boosted by a few new additions after my trip to the UK Nationals (ScaleModelworld) at Telford last November when I purchased some of the latest releases from the Mirror Models 1:35 scale series of Canadian Military Pattern trucks.

One of these gave me the perfect excuse to get back to the bench, when after doing some research on CMP vehicles, I came across a very clear photo of one of the above taken at the General Motors plant in Petone, Wellington, in the National Archives (Alexander Turnbull Library) collection of digitised photographs.

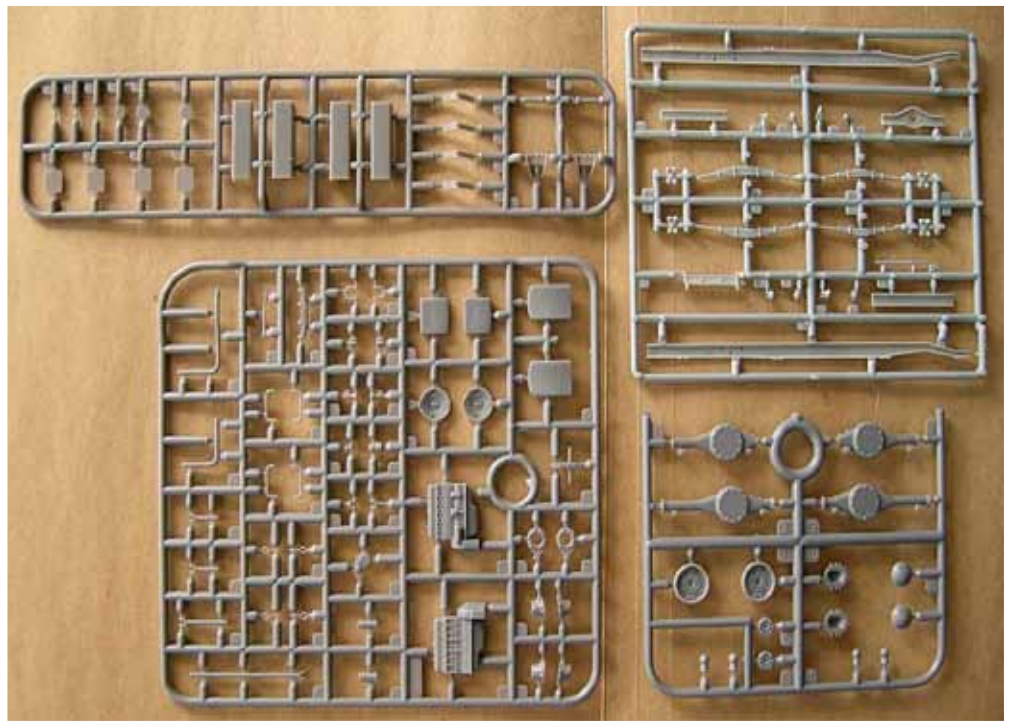


General Motors NZ (and also the Ford NZ plant in Auckland) assembled many of the NZ purchases of CMP trucks from knocked down (CKD) kits supplied from the factories in Canada. This photograph also gave me a new problem to solve, as it clearly shows this vehicle to have the second production style of cab, known as the No.12 type, but the kit I had only had the parts to build it as the first production type, the No.11! While visually very similar, there were a few differences that had been put into production due to problems found in service use with the initial type.

I had purchased the early model C15A kit (35101) which I thought gave both the early No.11 cab, and the superseding No.12 cab parts, but the kit only contained the early cab parts.

As I had to contact Mirror Models due to one of their other kits I had purchased missing a sprue containing the engine, and many other important parts, I decided to be a bit cheeky, and also asked them if I could purchase the necessary parts to build the later cab. They responded by not only sending me the missing sprue, but also included the No.12 cab parts free of charge! A big 'Thumb's Up' to Mirror for their customer services.

OK, enough of the warm-up, on with the show! These kits are definitely not for the beginner or I would even add, intermediate level modellers! The grey plastic is very soft, and care needs to be taken

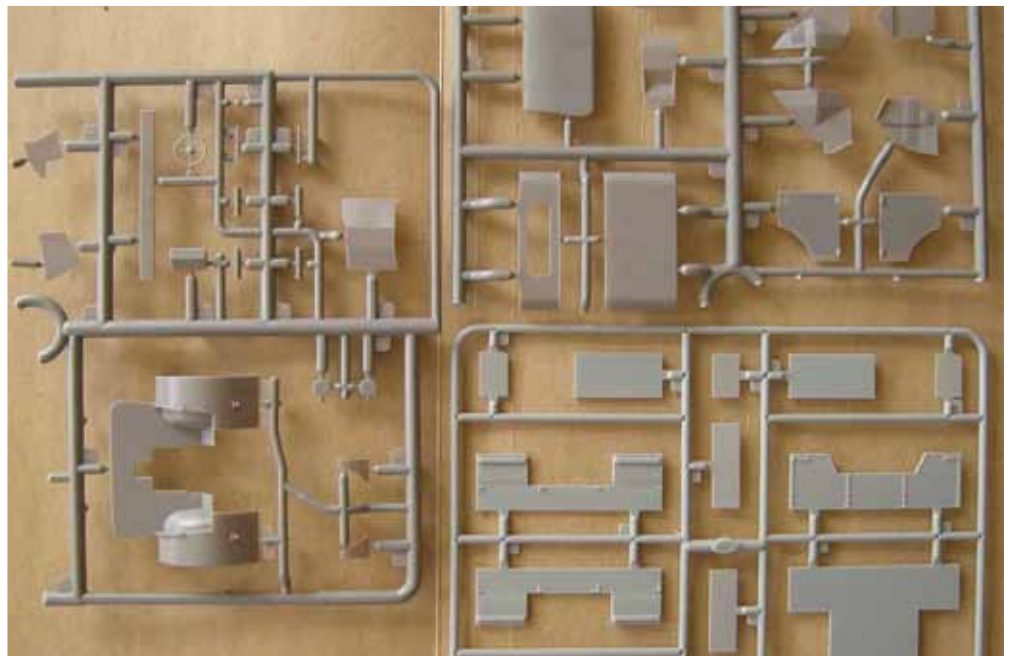


when removing items from the sprues, as they 'scar' easily. One other point to note is that the instructions are mostly photographic in style with one or two annotations added, but many areas are not covered very well. The steps shown are also not chronological in order, and seem to leap about all over the place!

Real Men Do need to read and re-read these to make any sense from them.....

Any of you familiar with kits produced in eastern Europe will note that there are very few locating pins, and there are many mould knock out pin markings that will have to be dealt to that will show up like the 'proverbial' if not addressed. I used a dab of Mr.Dissolved putty on the deepest ones inside the chassis rails, under the front mudguards, inside the cab sections and under the rear tray assembly. A quick rub over with sanding sticks soon resolved that.

The chassis consists of the two side rails joined with a combination of injected cross members re-enforced with PE gussets where needed, and a PE insert for the cross member that carried the drive transfer box. The spring assemblies are then mounted to these and need careful aligning to get them in the correct positions as there are no positive locations provided. The spring mounts are PE and not that easy to fit to the frame rails. I reinforced these with a small dab of dental resin, and then trimmed it all up. On my next build, I will drill out the spring mounts and pin them



**Assembly CMP parts**

assembly instructions to build up plastic parts provided newly in this kit instead of resin parts supplied earlier

Additionally there are many simple single parts included to replace the same in resin these are easy to locate

**1**

to the chassis rails for a positive and solid location!

The two axle assemblies go together reasonably easily, but the fitting of the mounting shackles which must be bent into a loop (from what appears to be aluminium wire) proved to be a tricky process, as no template is provided.

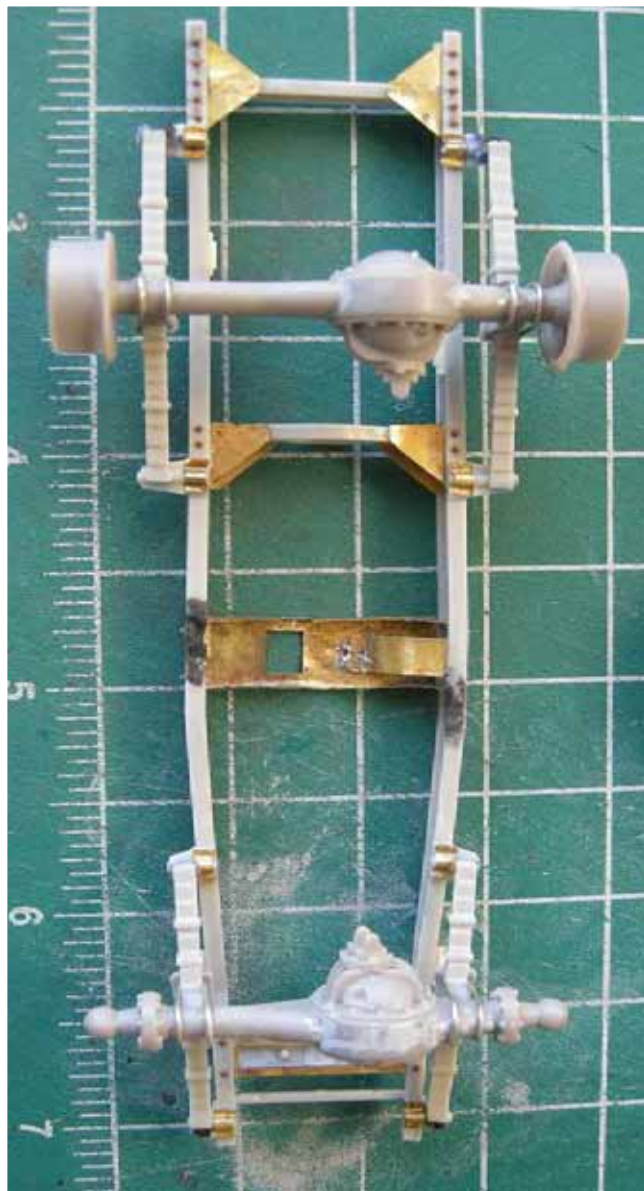
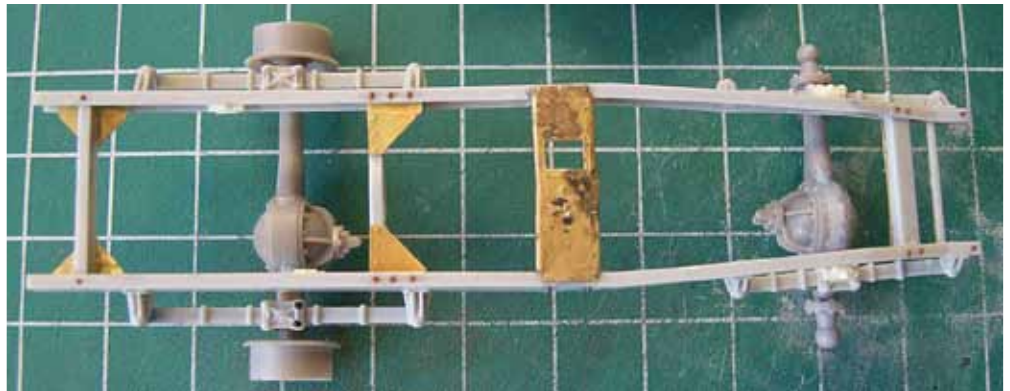
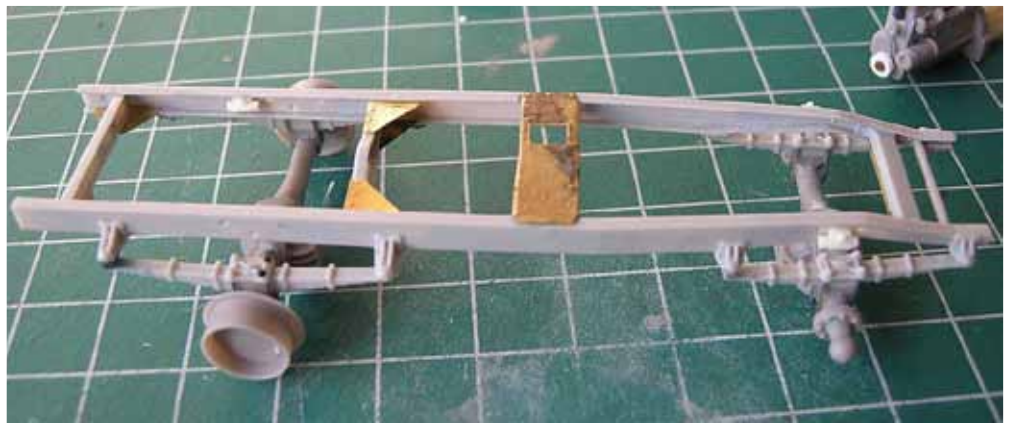
All through this process it's important to keep checking that all is aligned, and no warping has taken place.

The suspension shock absorber units are resin, and must also be carefully fixed, as once again, there are no locating pins or anything to show where they fit. Careful study of the instruction photos, and of the real thing help to place them.

I made a major boo-boo when I was fitting the transfer box assembly to the PE cross member. I was not happy with the way it was to be mounted as on the real vehicle the cross member has a bracket bolted to it to take the lower mounting points of the transfer case. I made this bracket from some of the frame from the PE sheet, and soldered it to the cross member.

Dummy me forgot to attach a heat sink, and promptly had the chassis rails overheated and buckled! Duuuh!!!! A bit of careful work with a hair dryer soon had it all re-aligned, and the 'garks' repaired with an application of dental resin, and good old sanding sticks. Luckily much of this area is hidden behind the fuel tanks.

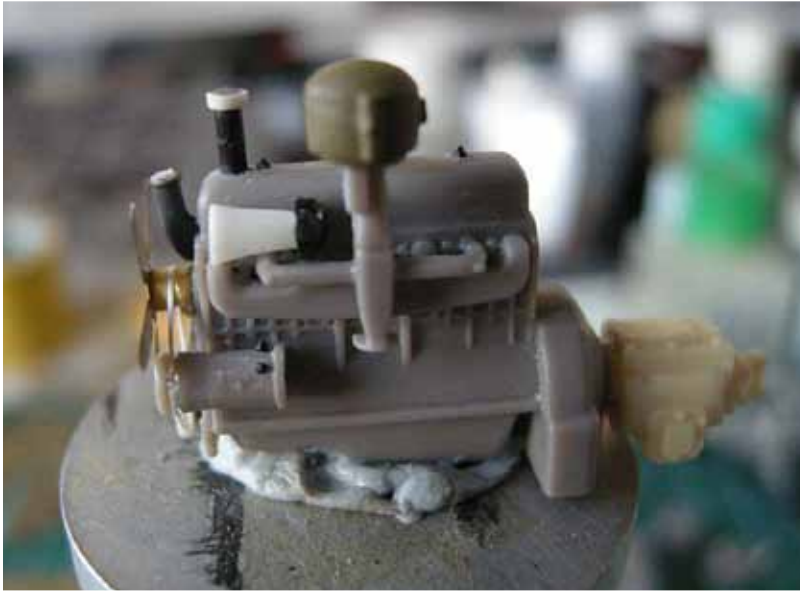
Note to oneself...do this before attaching the cross member to the chassis next time.



I then added rivets (from the Tichy Train Group line) that were evident in photos of the chassis, and from the manual for the CMP trucks that I had obtained from an EBay seller in OZ.

The good old Chev 'Stovebolt' 6 engine was then begun. The original issue of the Mirror kits had these included as resin castings, but have since been re-done as an injected sprue. Unfortunately, going by photos on the 'net', these have been somewhat simplified, and are now missing the water pump assembly, the distributor cap, and the bell housing has been over simplified!

The water pump was cobbled up from a 1:48 resin gun sight, the lower pulley from plastic card discs and after fitting the kit supplied generator, a fan belt was added from heat stretched strip.



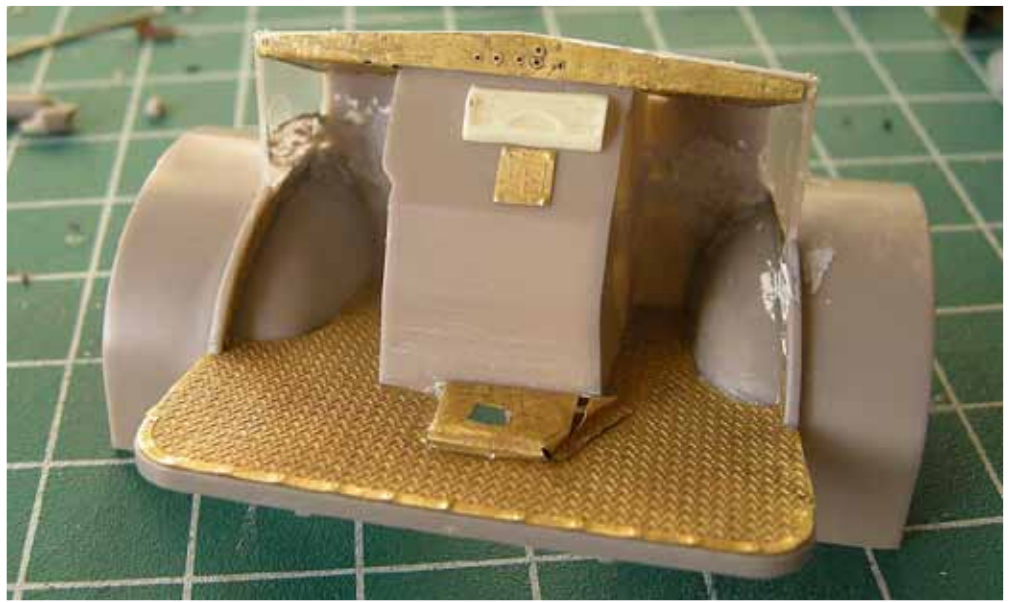
The very noticeable horn fitted to the Chevrolet CMP's engine (the Ford produced CMP's had theirs fitted behind the front bumper) was made from a section of tapered stretched tube, and the rear from what was originally a section of a battleships gun director from my spares bin! This assembly will be fully 'plumbed and wired'..... I also added the breather and oil filler tubes that appeared on the valve covers of the 11 and 12 cab CMP's.

Construction of the cab was then commenced. The engine cover inside the cab ( known as the 'dog kennel') is assembled from three sections, and once again, there are no positive alignment pins. By using the photos in the instructions, and the pics from the 'net' I had found, I managed to get it somewhat in the shape and alignment it was supposed to be! This does need care in alignment, as if not done, it will throw the whole cab out.....much 'dry-fitting' was carried out before securing it to the floor of the cab section that had the PE anti-slip fitted.

The upper dash panel was then added from the PE supplied, and further PE strips with bolts embossed was added to the inside and outside of the mudguard fittings.

Unusually, the main front sections of the cab in this kit was produced in clear, and the later No.12 parts I had obtained from Mirror are in the usual grey plastic.

The kit also contains the front lower sections for the Ford produced cabs which had louvres for the cab air intakes as opposed to the Chev's round intakes.



Note: These are a good recognition guide for what manufacturer had made the cab. Along with a different grill (Chev's usually had a diagonal mesh pattern other than the earliest No.11 and No.12 cabs, and Ford used a square pattern mesh for all of their CMP's), and the type of diffs used, Chev's using a 'banjo' style, and Fords using a Timpkin type with a centre split to join the two sections. These points are not all clear-cut, as many earlier Fords used the Chev diffs, and many Chev's used the square mesh grills! (see images on page 17)

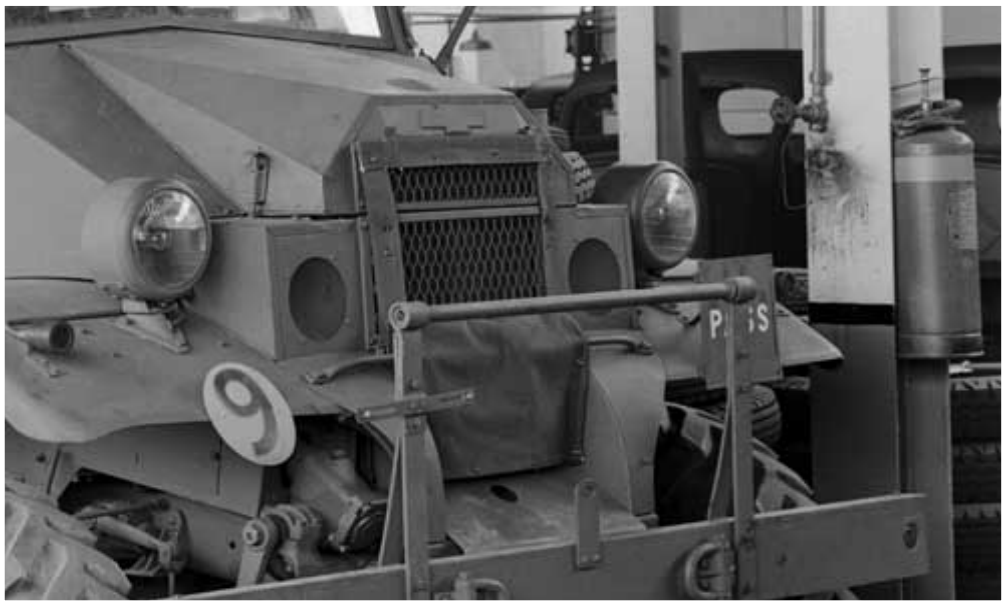


Using what is provided in the kit, either a Chev or an early Ford 15cwt 4x4 can be produced.



More to come!  
Pete M.





# Italian Jobs

## Kits of Classic Italian Aircraft & Vehicles

## FIAT CR.42 Falco

Rob Willis

### IMAM Ro.37, 37bis, 43 and 44

The FIAT Cr.42 Falco has the honour of being the last fighter biplane in service during World War 2.

Originally conceived as a transitional aircraft – to ease the move from older, obsolete biplanes to the newer monoplane aircraft being developed for the Regia Aeronautica (RA) – the prototype flew in 1938. Some 1,800 were built over six years – and while some of the supposedly modern fighters destined to replace it, such as the Macchi C.200 and FIAT G.50 ended production in mid-1942, the last one rolled off the production line in 1944. This was possibly due to the complicated assembly

and almost inevitable teething problems with 'new' technology of the new fighters, but probably more attributable to the lower-spec roles the CR.42 would be assigned to combined with its basic assembly methods.

The CR.42 was a direct development of the earlier CR.32 which had operated with great success in the Spanish Civil War. The main difference between the two was the move away from an inline V12, to a supercharged radial. Both fighters shared similar dimensions with a clean sesquiplane design. The rigidly braced wings were fabric covered around a lightweight duralumin alloy and steel frame.

Despite being a biplane, the CR.42 was a modern, sleek fighter incorporating the latest aerodynamic efficiencies (NACA engine cowlings, fairings for the landing gear and low wing loading (making it very agile)). In contrast to this, the airframe was fabric covered, lacked armour and modern radio equipment.

Operationally the CR.42 fought in many of the European theatres – Battle of Britain, Battle of France, Malta, East Africa, North Africa, over Italy, Iraq, Austria, etc. In many cases the CR.42 was outclassed by more modern Allied aircraft, but in the hands of a skilled pilot it could be hard to beat. Many Hurricane and Spitfire pilots were taken in by



Above: FIAT CR.42

the deceptive look of the aircraft – the CR.42 being able to turn tighter than those aircraft often finding a FIAT on their tail when there was none before! However, once the Allied pilots learnt not to engage the fighters in close quarter dog fights, adopting the hit & run tactics that suited the speed advantage of the monoplane fighters, the FIATs were outclassed.

The aircraft was used primarily by the RA, but was also exported to Hungary, Belgium and Sweden. The last examples in service flew

as target tugs for the Swedish Air Force, being struck off register in 1949. The CR.42 also claims a few records – last claimed biplane kill in aviation history – flown by the Luftwaffe in the final stages of the war, a Luftwaffe pilot claimed the shooting down of a USAF P-38 near Grabovica in Croatia (although the claim has never been proven or disproved...); and the fastest biplane – the prototype CR.42DB fitted with a Daimler Benz DB601A inline engine, reaching a speed of 525 km/h (326 mph)

A captured CR.42 (MM5701 – now on display in Battle of Britain Museum, Hendon) test flown by Captain Eric M. Brown of the Royal Navy was described as an aerobic gem. With a top speed of 270 mph it was fast for a biplane, and with marginal stability, it was ideal as a fighter. Regarded as highly manoeuvrable with outstanding performance for its type, it was however under-gunned, under-armoured and being of fabric construction, vulnerable to enemy fire.

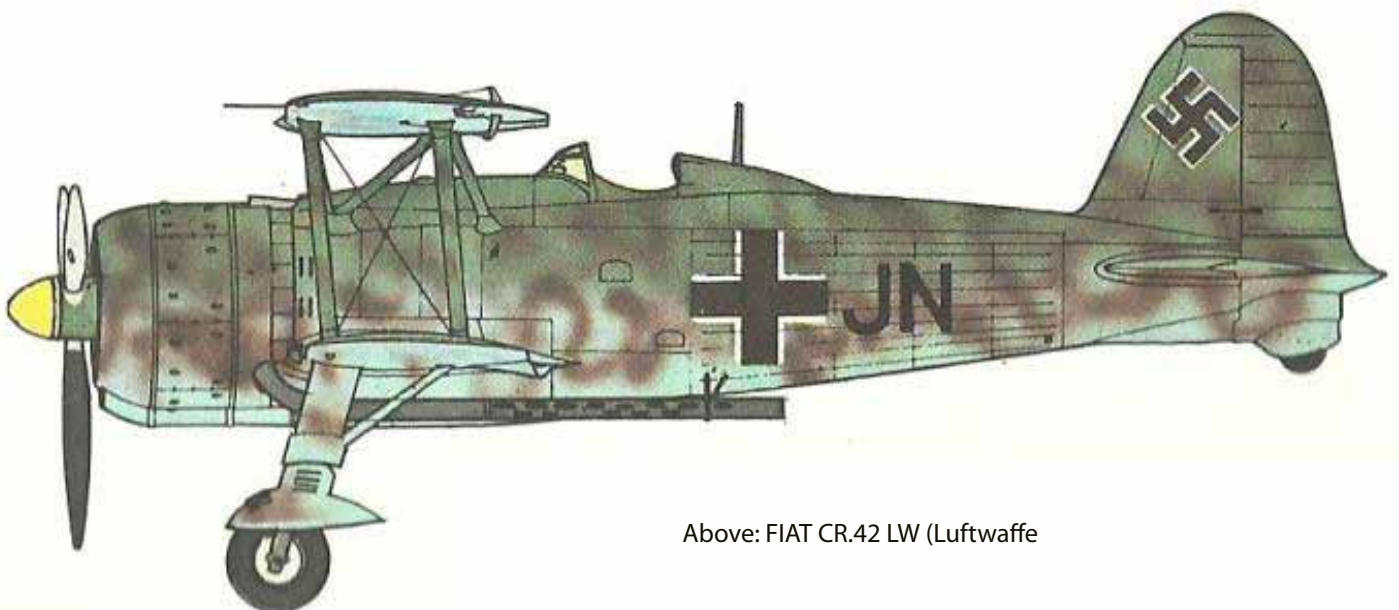
### Modelling the CR.42

A number of manufacturers have produced the CR.42 over the years and many of the kits are still readily available. Revell and Matchbox both produced kits that are now long out of production although you might find the odd one at a swap meet. Recently Italeri have released a number of variants including the LW (Luftwaffe version – basically with a flame-dampening exhaust (as it was used as a night interdiction machine),

spatless under-carriage and of course, Luftwaffe markings); in standard CR.42 form with RA markings and full spats; and in CR.42AS form (Air Support) with underwing bomb racks. However with a little bit of mix and match, you could effectively model any version as externally there were little differences between the models. Italeri also do a conversion set so you can model the one and only CR.42DB aircraft with the Daimler DB601 engine. Pavla have released a series of resin kits giving you options to model the standard



Above: FIAT CR.42 Hungarian Air Force



Above: FIAT CR.42 LW (Luftwaffe)

# Italian Jobs

## Kits of Classic Italian Aircraft & Vehicles

version in various markings or another boxing enabling you to model the CN (nightfighter) or J11 (Swedish version with or without skis).

In 1/48 there was a proliferation of versions from Classic Airframes, and perhaps due to the aircraft being a bit of a lesser favourite, the CA kits still pop up for sale around the traps. Boxings included the standard CR.42, the CN (nightfighter), LW (Luftwaffe), AS (air support), CR.42B Biposti (two-seat trainer) and lastly, the ICR.42 Idrovolante – a float-equipped naval protection fighter (already obsolete by the time it went into service). Italeri have also released a series of 1/48 kits, still readily available, including of course the standard CR.42, the AS, and LW. SMER released an odd 1/40th scale version of the CR.42 but that would be fairly hard to find these days, and to be honest, why would you...

In 1/32 the only kit I could find was the multimedia CR.42 Falco in standard, ski and LW versions produced by Silver Wings. This looks like a beautiful kit with resin, etch and clear parts making a well detailed model. Readily available from the Silver Wings website but with a price set as 'contact us' it may be for the diehards only.... (I did find a limited offer price of around 110 EUR on one site so you'd have to be keen...).

Ciao



Above: Hendon's CR.42 (image from [www.airplane-pictures.net](http://www.airplane-pictures.net))

## FIAT CR.42 Falco



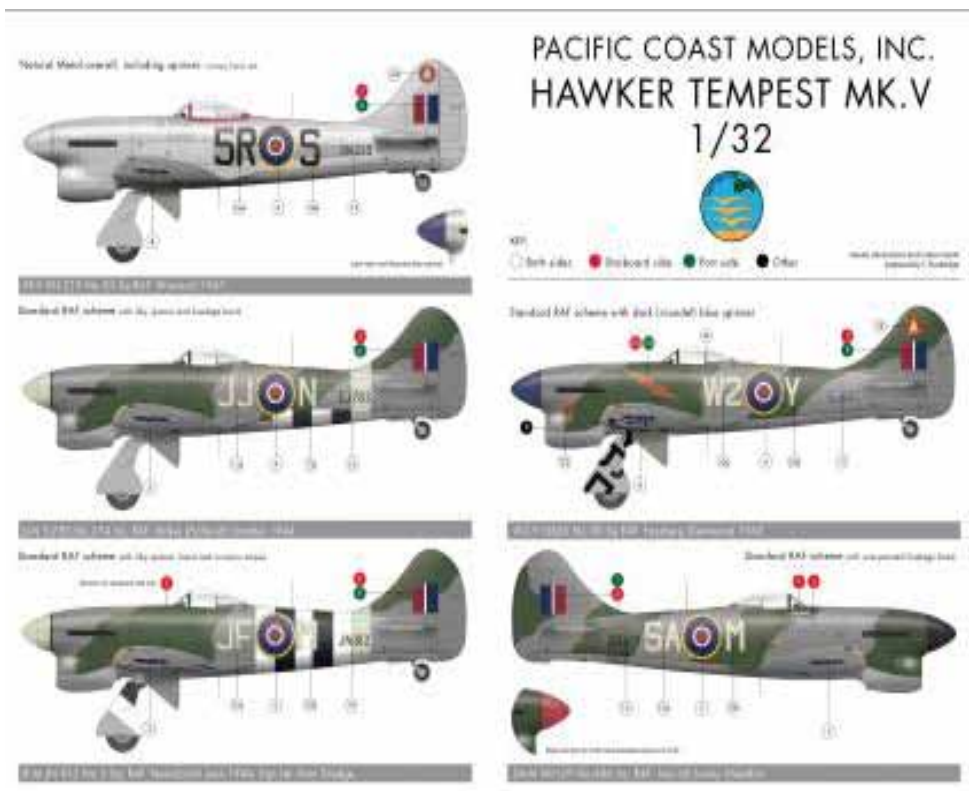
# HAWKER TEMPEST Mk.V

Pacific Coast Models 1/32 Hawker Tempest Mk.V Work In Progress by Barry Burton

Yippee! At last a kit maker has produced for us an accurately acceptable model of the Hawker Tempest Mk V. Not perhaps in what I thought would be my preferred scale of 1:48 but in the current popular scale of 1:32. Saying that though I have enjoyed immensely having my first attempt at this larger example.

It is what is considered a 'limited run' kit designed by Sword and released by Pacific Coast Models. It loses nothing in outline accuracy as far as I can judge to its perhaps more sophisticated competitors. Where it may lose in comparison is the execution of such things as panel and seam lines which may lack a certain crispness. In my example I went over all the surface detail with a scribe to slightly deepen them. Nothing to say of course that the final paint finish if the panel lines were left untouched would be in any way inferior. To my mind however this detail does not in any way outweigh the fact that the outline accuracy of the basic components is first class.

This is probably not the the kit for a beginner. Although the instruction booklet is quite clearly drawn, the placement of many small items can be somewhat vague if the builder does not possess sufficient reference material. I was particularly lucky to possess copies of A L Bentley's gorgeous drawings of the Tempest V and II which appeared in Scale Models, February 1973. Without these some of the component placements would have been in the lap of the Gods. Occasionally there is an



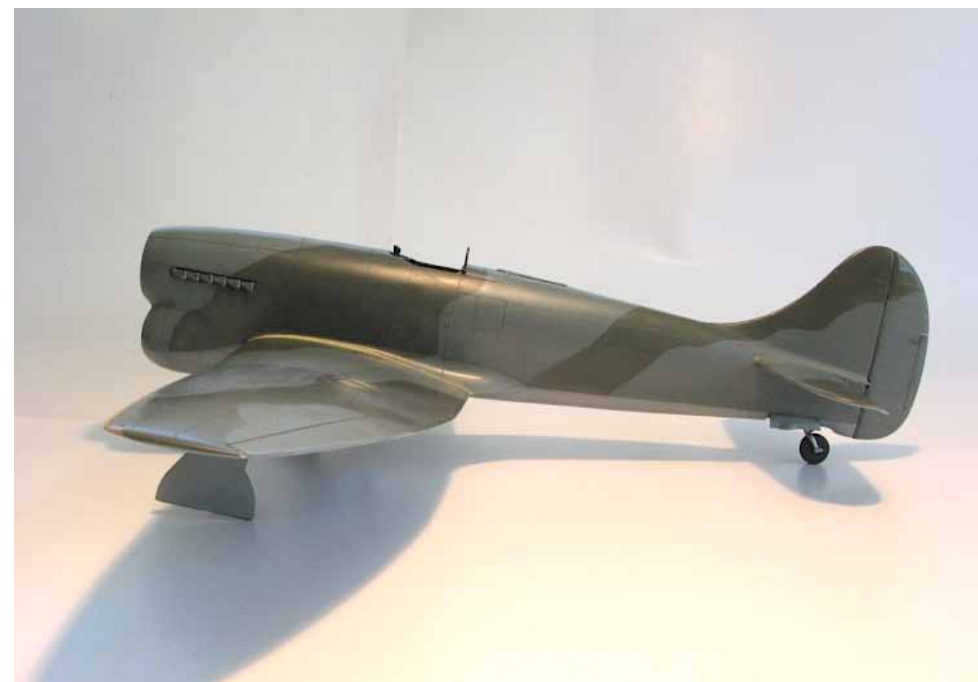
advantage to age. The internet of course is a source for some material.

The instructions indicate that one of the first operations in the build is to complete the cockpit assembly which I duly carried out, only to find that the assembly ended up too wide to insert in position from underneath into the cockpit recess. Plan B was to disassemble it all and resort to individual placement in each fuselage half of the tubular fuselage framework, from which most of remaining items like the instrument panel, floor boards, seat etc can then be attached. In fact the same method used by the majority of manufacturers in quarter scale. This of course assumes that the fuselage halves have not yet been joined.

Other points in the assembly in my example was the necessity to reduce the height of the resin wheel well moulding to fit correctly into the lower fuselage airfoil shape, to enable the remaining wing components to position correctly around the wing root.

My order of assembly contrary to that suggested by the kit instructions was to firstly position the wheel well/ centre lower wing into the assembled lower fuselage as accurately as possible. I then attached the upper wing halves to the fuselage wing root and wing centre section. This enabled the upper wing halves to be finely fitted to the wing / fuselage fillet.

The next step was to attach the lower outer wing panels to the wing uppers after giving some thought to construction of the cannon installation which does not get a mention in the instructions. Don't forget to insert the landing light transparencies in the lower wing halves before joining. Depending how all the aforementioned components went together there may or may not be a small gap remaining between the lower wing inboard edge





and lower wing centre section edge. Easily corrected with thin plasticard.

I used Xtracolour enamels for the final finishing after having the previous acrylic finish lifting off in some of the camouflage masking operations, necessitating of course a complete re spray. Intended markings for the completed model will be those of S/Ldr Warren Schrader's machine SA-A, 486 (NZ) Sqdn . This option is not included on the kit decal sheet (SA-M is) the aircraft of S/Ldr James Sheddan so decals will need outsourcing .

I have really enjoyed doing an aircraft in this scale as a refreshing change from my usual quarter scale offerings. Doesn't stop me hoping though for an accurate rendition in that scale of a Tempest, preferably offering either a MkV or a MkII option. Manufacturers note that I would then have to buy two kits.

**Reference Material** used in construction:

Typhoon & Tempest at War – Ian Allen by Arthur Reed and Roland Beamont

The Wild Winds – History of 486 Sqdn. – Paul Sortehaug – Otago University Print

Typhoon & Tempest Aces, WWII – Osprey – Chris Thomas

Typhoon/Tempest – Koku-Fan No. 63

Tempest – Warpaint Series No. 55 – Richard J Caruana

Tempest I-VI - Profile Publications No. 197  
Internet

Last but not least – Tempest Plans -A L Bentley 1972,  
Scale Models Feb. 1973.

NB - I wonder whether the original master model for this kit may owe something to the above plans? Just a suspicion mind you.

Barry Burton

# GALLERY

ON THE TABLE - JANUARY 2014 CLUB NIGHT



1/25 AMT Kenworth K-123 Cabover Tractor - Vince Kelloway



1/24 Aoshima 1973 Syline 2000 GT-R - Barry Kelloway



Bad Santa - David Grieg



Sorry David - it's a Tank Thingy, 1/small scale.....



1/24 Tamiya Alfa Romeo Giulia Sprint GTA - Rob Willis



# GALLERY



1/20 Ebbro Lotus 49 - Rob Willis



1/24 Ebbro/Tamiya Citroen 2CV Fourgonnette - Rob Willis



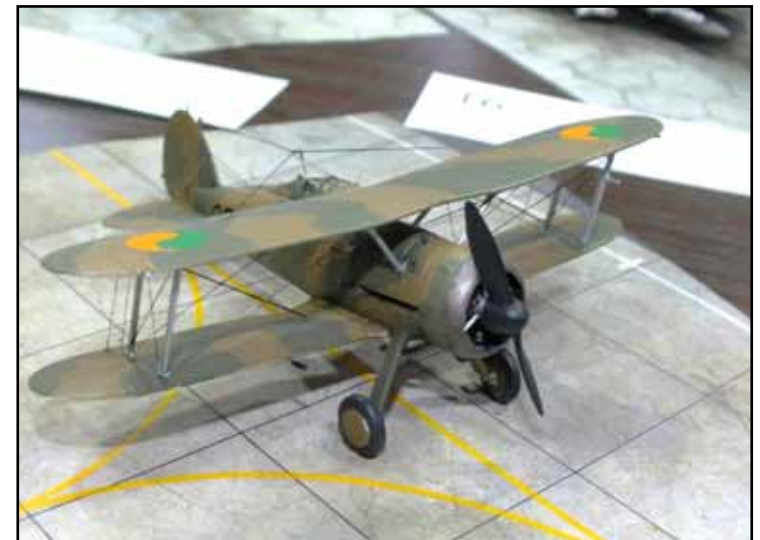
1/20 Tamiya Tyrrell P34 - Rob Willis



1/72 Revell RNZAF NH 90 - Henry Ludlam



And sorry Henry - it's green and choppery...



1/72 Airfix Gloster Gladiator Irish Air Corp - Henry Ludlam

# GALLERY



1/72 Airfix Hawker Harrier Gr.1 - Henry Ludlam



1/72 Italeri Douglas B66 Destroyer - Henry Ludlam



1/72 Airfix BAE Hawk Indian Air Force - Henry Ludlam



1/72 Hobby Boss Sikorsky S55 Aero Navale - Henry Ludlam



1/72 Airfix Westland Lynx HAS 2 HMS Brave - Henry Ludlam



1/72 Fujimi Sikorsky SH 3A USN - Henry Ludlam

# GALLERY



1/32 Hobby Boss Il-2 Sturmovik - John Darlington



1/48 Tamiya Hawker Harrier FSR - Vince Kelloway



1/48 Kinetic Alpha Jet - Rob Willis



1/48 Wolfpack Designs Northrop T-38 Talon - Rob Willis



1/35 Trumpeter Type 59 Tank - Vince Kelloway

# GALLERY



OO Airfix Evening Star - John Darlington

# GALLERY - Works In Progress



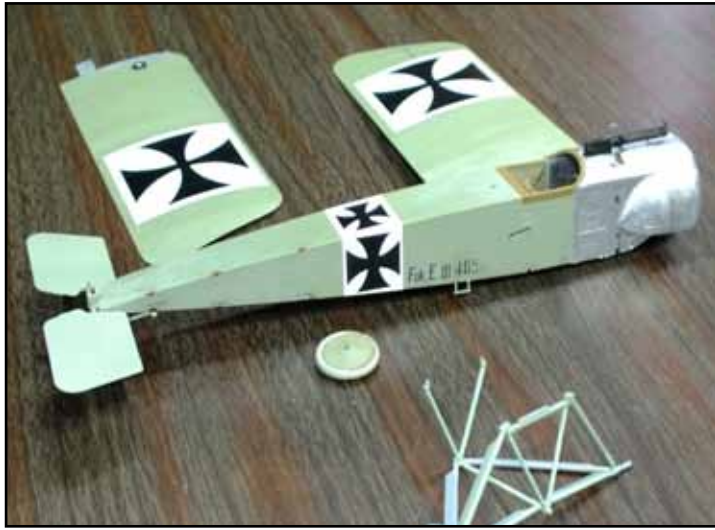
1/72 De Havilland Sea Vixen FAW 2, 1/72 Lockheed F-104S, 1/72 XP-66 Black Bullet, 1/48 Matchbox Karmann Sea Sprite

# GALLERY - Works In Progress



1/144 Revell Fletcher-class destroyer, 1/144 Trumpeter Ilyushin A-50 Mainstay

# GALLERY - Works In Progress



1/32 Wingnut Wings Eindecker, 1/20 Tamiya Lotus 107B, 1/48 Harvard, 1/24 Gunze Sangyo Triumph TR2, 1/48 AmTech He-123 (this one keeps popping up...)

# SIGN OFF



Above: 1/24 Ebbro/Tamiya Citroen 2CV Fourgonnette

## LAST WORDS

Hopefully you will have enjoyed reading the build articles from Pete Mossong and Barry Burton - makes a change from my usual ramblings about rusty old Italian cars or oddball aircraft - although I did manage to slip in something about a FIAT... many thanks to Pete and Barry for those - looking forward to the second installment of each build in the next month or two.

Not much else for me to say except keep on modelling.

...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](mailto:jaxbw@orcon.net.nz) or have a chat with me at Club Night.

Cheers  
Rob



# SCALE-MAIL