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## NEXT MEETING

Tuesday 21st February  
Leys Institute (upstairs)

20 Saint Marys Road  
Ponsonby

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## From The Editor

It's February already and I'm not doing well on my modelling resolutions so far. I hope you are doing better than me. Still there is plenty of 2017 left to make good.....

2017 sees 50 years of IPMS in New Zealand. There are plans afoot to mark this auspicious event with suitable celebrations so watch this space.

This month's newsletter features a couple of new contributors (a least within my short tenure as editor). Thanks to Barry Burton and Bruce Salmon for stepping up to the plate and having a go, I would encourage anyone who can put together a few photos of their work plus a little blurb to follow suit as this is your newsletter and we rely on your input to keep it interesting and relevant.

This month we intend to hold a workshop on some ways you can use epoxy putty to add custom details and stowage to your models for that unique look. This material has been around for a very long time now in an ever increasing number of varieties which cover a multitude of specialist applications. We can't cover everything but will show how easy this material is very easy to work with along with the basics you need to know to get a good result one day one.



This year's IPMS Annual National Competition is being hosted by the Central Otago Model Society in Alexandra between September 23rd and 25th. making plans to attend. And I would encourage others to consider this. Those who have attended previous Southern events have thoroughly enjoyed them .

Some of our Auckland members are making plans to attend so now is the time to start thinking about making arrangements if you to are keen to attend.

## 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  
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p: 09 520 1236  
10% on kits



### Stoker Models

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10% on kits and modelling supplies



### TOYWORLD

Toyworld Henderson  
56 Railside Rd, Henderson  
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15% Off the normal retail price on:

- All models and modeling accessories
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- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been pre-ordered)

(Note: not in conjunction with any other promotion)



### Merv Smith Hobbies

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

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# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2016/17 DUE \*\*\*\*\***

**Subs for 2016/17 now PAST DUE - see below for club account details or see the club secretary at the next club meeting.**

Membership	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

**IPMS Auckland Meet on the 3rd Tuesday of every Month at the Leys Institute (upstairs), 20 Saint Marys Road, Ponsonby**

- February 21st - Auckland Club Night.

Epoxy Putty. How to use it to add or improve details

- March 21st - Auckland Club Night.

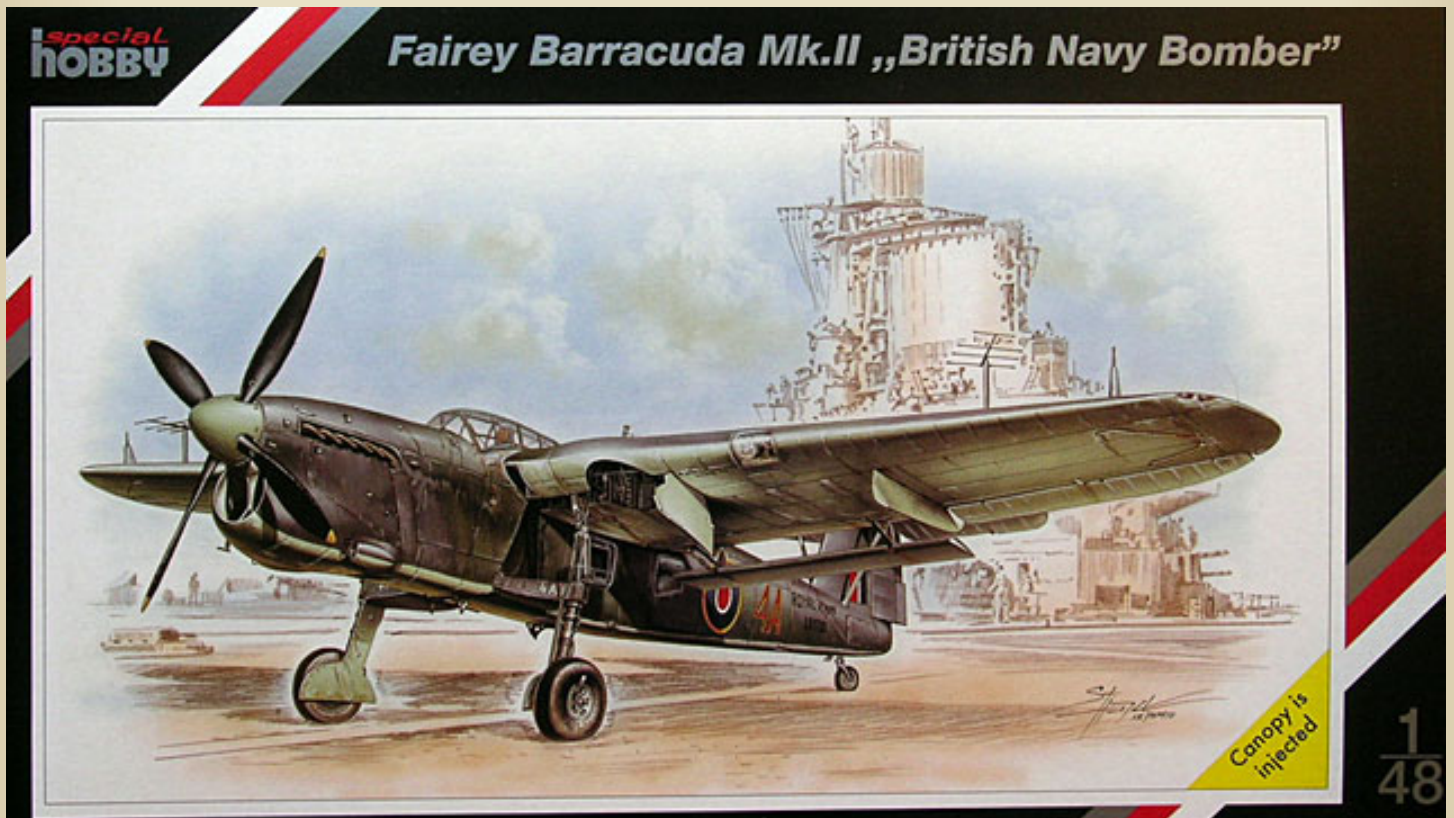
### MODELLING EVENTS

Nothing exciting to report this month

# SPECIAL HOBBY - FAIREY BARRACUDA

1/48 Scale

by Barry Burton



It can't be claimed that the Barracuda was an aircraft that lacked character. Probably both liked and disliked by equal numbers of aircrew. The original design specification was issued in 1937, but it wasn't until December 1940 that the two prototypes were flight ready.

Originally designed to be powered by the air cooled, twenty four cylinder Rolls Royce Boreas/Exe power plant, development of which was terminated when Rolls Royce were unable to handle additional production owing to previous manufacturing commitments. In fact it wasn't until mid 1942 that the first Barracuda, one of a batch of twenty five production examples, made its first flight, powered initially by a Rolls Royce Merlin 30, soon to be replaced by a Merlin 32 of 1640 hp, resulting in the Barracuda Mk11. Early problems were gradually eliminated or dealt with, such as tailplane buffeting with use of landing flap which necessitated the raising of the tailplane to its distinctive final position. Unexplained loss of aircraft during practice torpedo attacks blighted the Barracuda's reputation. This was later attributed to dive recoveries involving turns with excessive yaw or skid applied. Several aircraft were lost also when wings were shed during dives and recoveries, later attributed to dive bombing in training units where sometimes thirty dives per day, per aircraft, were carried out, with load factors of 5 or 6 Gs which eventually resulted in metal fatigue.

Subsequently Barracudas were involved in attacks on the Tirpitz which inflicted serious damage to that ship, also operations in the Mediterranean, Ceylon, Indonesia and finally Japan. Quite a significant number of Barracuda aircrew were NZers, a fact which lends extra appeal to the project.



The Special Hobby production of the Barracuda is what is generally known as a 'limited run' kit, the main components lacking the usual locating pins and some of the surface detailing found on other 'mainline' examples. However, what is there is eminently usable and any shortfall is balanced by the inclusion of resin and photoetch components.

Although I lack scale plans with which to check dimensions, the finished article looks right dimensionally. The clear components are adequate although the rear section of canopy glazing is a little narrow for the finished fuselage width. I elected to show an open pilot's canopy for a little more interest. This section needs to be razor saw cut and separated from the integral windscreen. The section then needs some 'assistance' to fit down over the remaining sections. A Falcon Vacform would be very handy here but I don't think they exist.

There is an unlimited opportunity for super detailers to add considerable detail to the crew interior in the lower reaches of the fuselage. The limiting factor is a dearth of much in the way of interior photographs available. Not to say that it is unobtainable, it just needs digging out by someone more skilled than I.

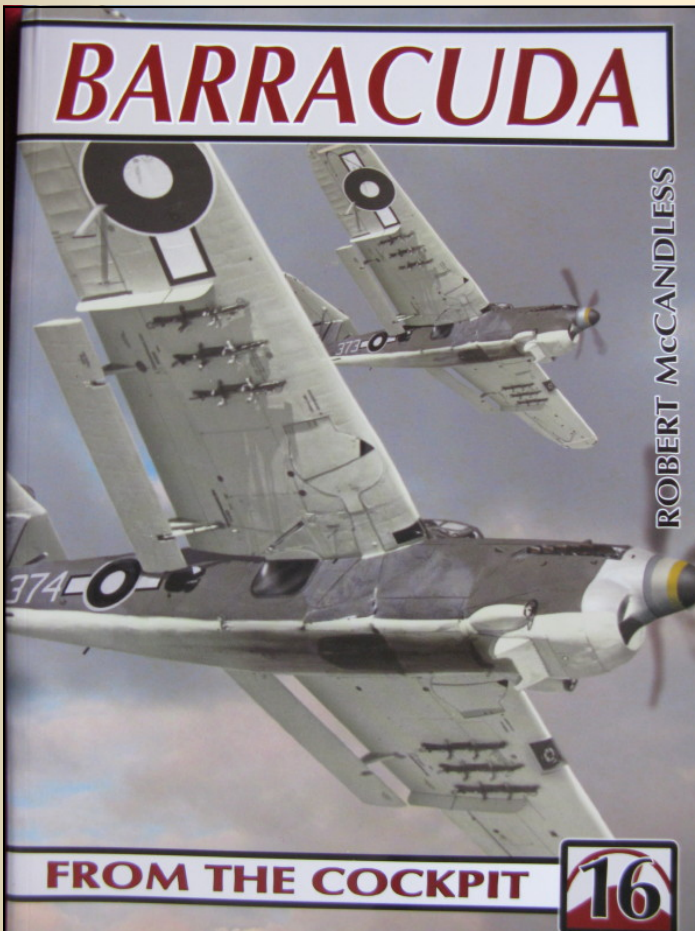
Two styles of engine exhaust are included - the quaint example that exits the engine and sweeps down either side of the cowling, and the more conventional ejector style rendered in resin. I thought the kit propellor blades appeared a trifle wide in chord, although the full scale examples are unusually wide also. Anyway I elected to reduce the blade chord by a small amount. The wing folding arrangement on the Barracuda is a wonder to behold and it only took a nanosecond to reject any notion of replicating it on my model. I spent quite a large amount of time devising a propellor attachment method to enable the prop to rotate but the result was so sloppy that I eventually resorted to cementing the whole thing to the nose position in its most advantageous position. Another point to ponder is wing attachment. The instruction sheet method is to butt joint the wings to the fuselage, which could be sufficient but risky, so I added a short mainspar across and within the fuselage extending a couple of centimetres each side and cemented internally within each wing half, giving more security.



The kit contains three main sprues for the major components, plus one smaller supplementary sprue containing smaller components like tailhook, control column, pitot, fairings etc. Transparent parts have their own sprue of course and resin parts are contained in a small plastic bag, the photoetch fret contains the seat belts for all crew positions and radiator front matrix'. The instruction sheet is neatly drawn with all parts numbered and used in conjunction with the sprue layout plan. I adhered pretty much to the laid down sequence in the instruction sheet for the build.

There are three paint schemes for the Mk11, all similar in Dark Slate Grey, Extra Dark Sea Grey and Sky Type S., two for aircraft of 829 Sqdn., HMS Victorious and one for 814 Sqdn., HMS Vengeance, British Pacific Fleet 1945. One of the aircraft featured from 829 Sqdn. flew strike against Tirpitz. I selected the British Pacific Fleet example. Decals are a 6 or 7 out of ten. They are somewhat heavy but adhered well with use of MicroSet and Sol but there was a small amount of silvering. This may be partly the fault of the operator. Small touch ups were required.





All in all though the Special Hobby Barracuda is a pretty honest replica of the original with all its quirks and character. It makes no pretence of Hi Tech, but provides the modeller with pretty well the sole option to build this interesting aircraft in this scale. Not for the beginner, but well within the reach of a modeller who has done a little previous scratch building in his career and is able to source some form of reference material. Exterior photographs of the Barracuda are in abundance, not so interior shots. I used 'From the Cockpit No.16', 'Barracuda' by Robert McCandless and 'Aeroplane' Collectors Archive, Fleet Air Arm Aircraft of World War 2 (British).



# Bronco Seehund XXVIIIB German Midget Sub

Kit No. CB-35053 - 1/35 Scale

By Bruce Salmon



## INTRODUCTION

This model represents Seehund U-5330 that was launched from IJmuiden in the Netherlands and sunk British cable layer Alert (941 tons) on 24 Feb 1945 northeast of South Falls, Ramsgate. (Southernmost part of the Outer Banks fronting the Thames Estuary).

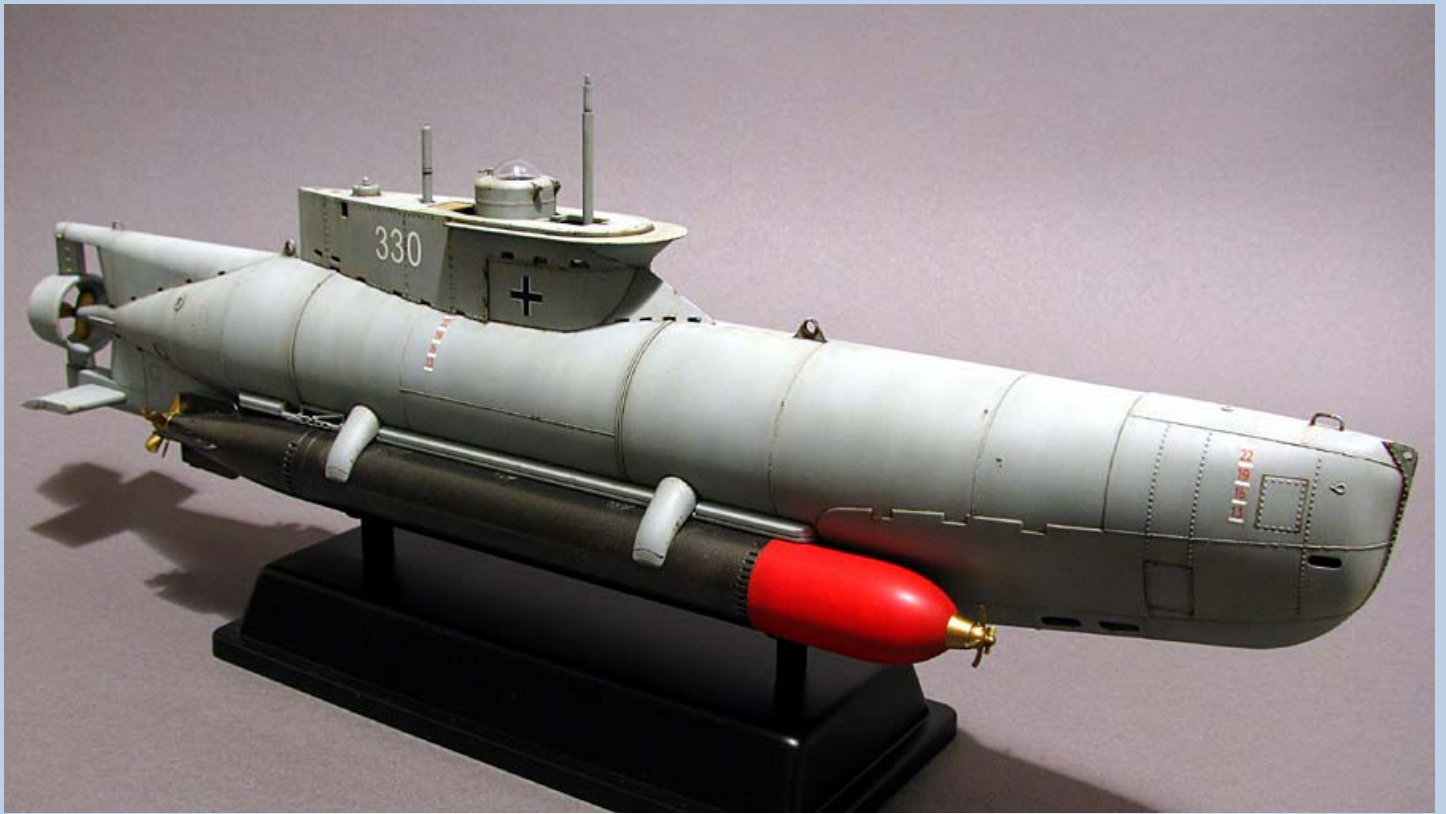
## CONSTRUCTION

I Built this model mostly OOB with only a few minor corrections. The plastic surfaces are very rough, reminiscent of coarse sandpaper. Thus the entire model was sanded down with 400 grit sandpaper, primed and then sanded again with 600 grit resulting in a surface fit for painting.

Strangely, Bronco have moulded most of the hull hatches and plates directly as if from a flat side view drawing forgetting that the hull is circular in cross section. This leads to some of them being very oddly shaped. I replaced the worst offenders with scratchbuilt items.

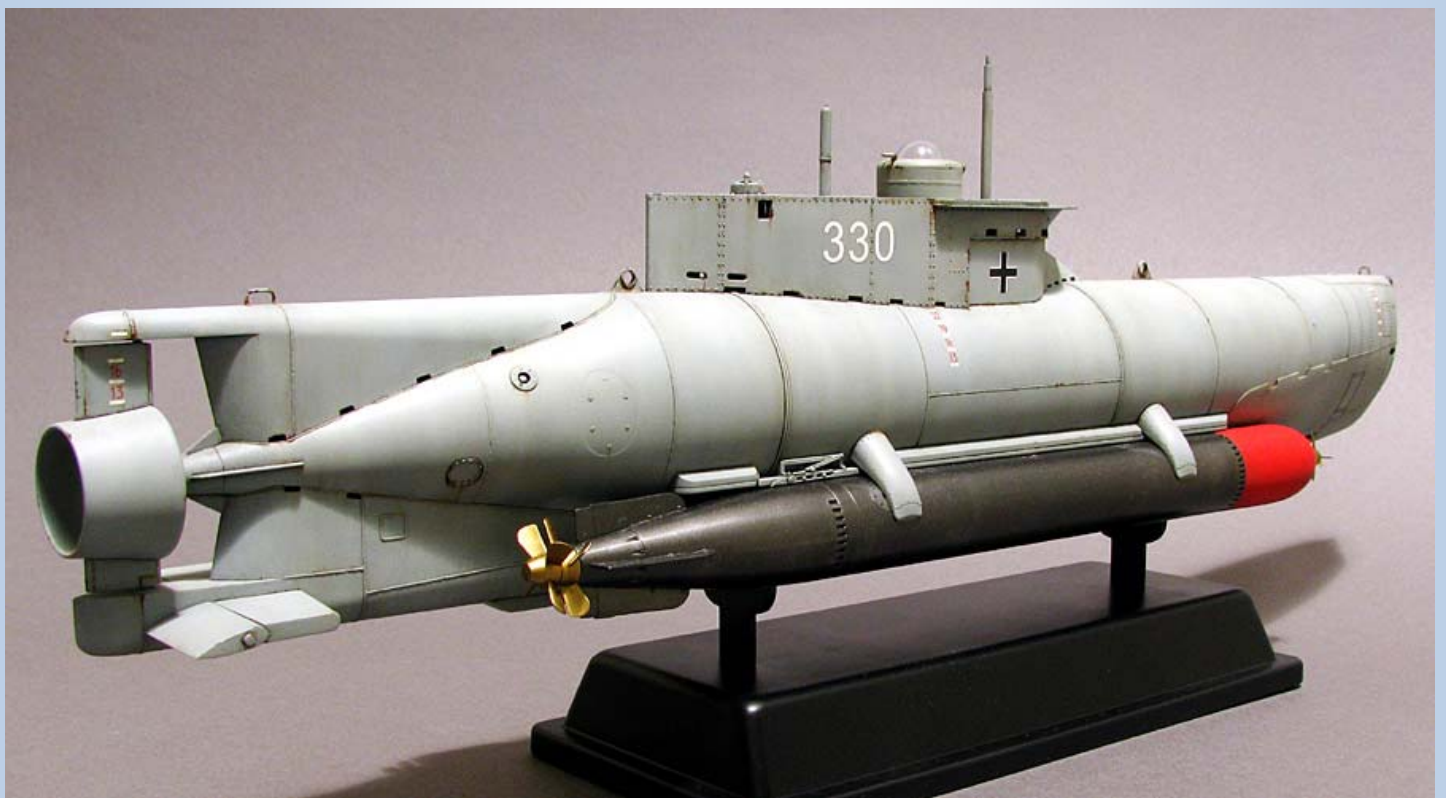
Other improvements included thinning out the propellers and giving them a bit more of a curve; replacing the grab handles on the bow and stern with sturdier ones made from wire and attaching the periscopes with wire for extra strength. I also plunge-moulded a new clear observation dome using a 10mm ball bearing on a stick as the original was damaged at the factory.

Lastly the brass name plate for the stand was cut longitudinally to remove the kit branding and the Chinese script as this was pretty much pointless.



### **PAINTING AND MARKINGS**

The whole model was initially sprayed with Tamiya Liquid Surface Primer (White) from the bottle then painted with the "Hull" mix stated below. Once dry I post-shaded using the "Hull" colour successively lightened with white in vertical streaks and patches.



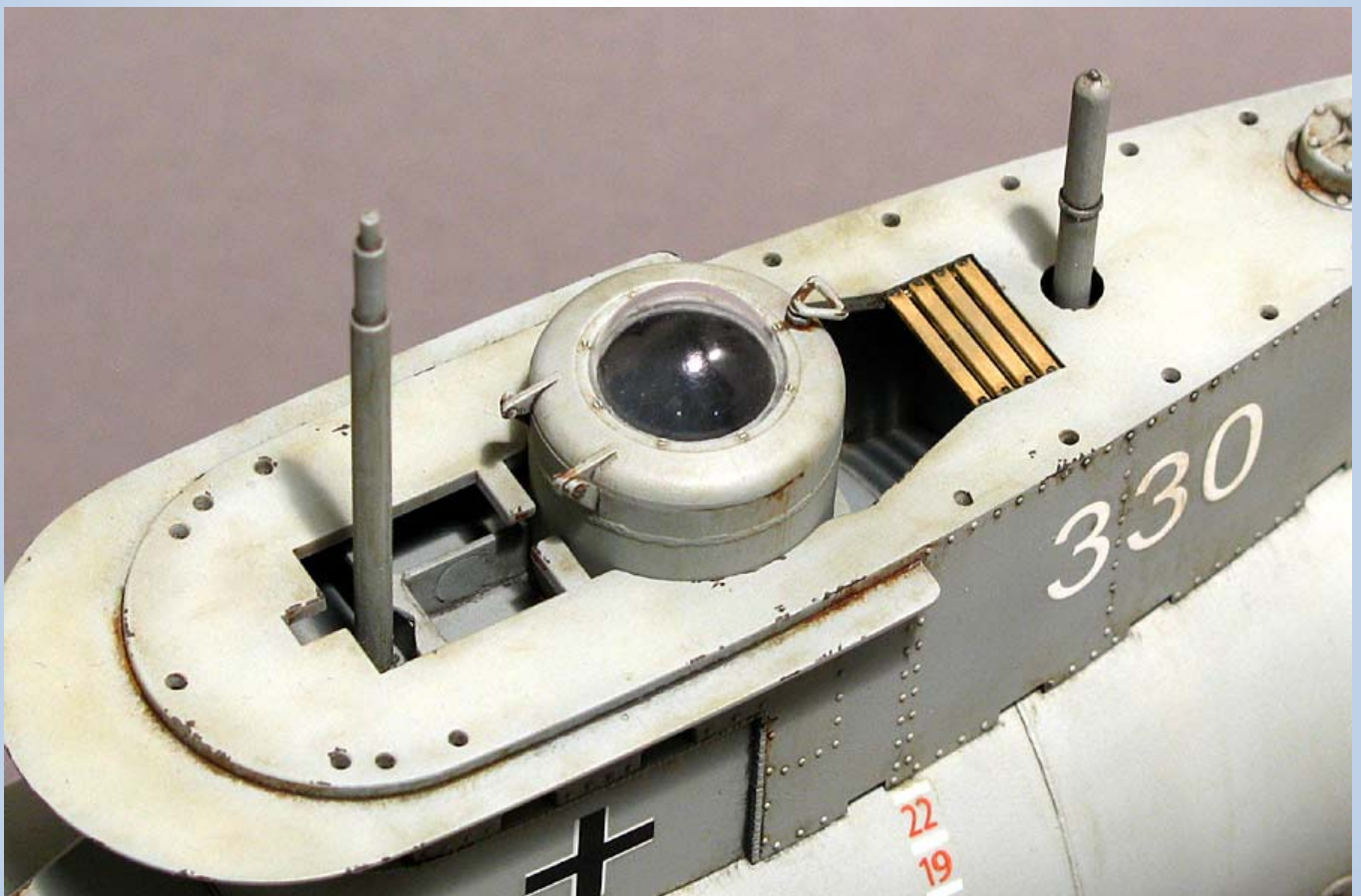


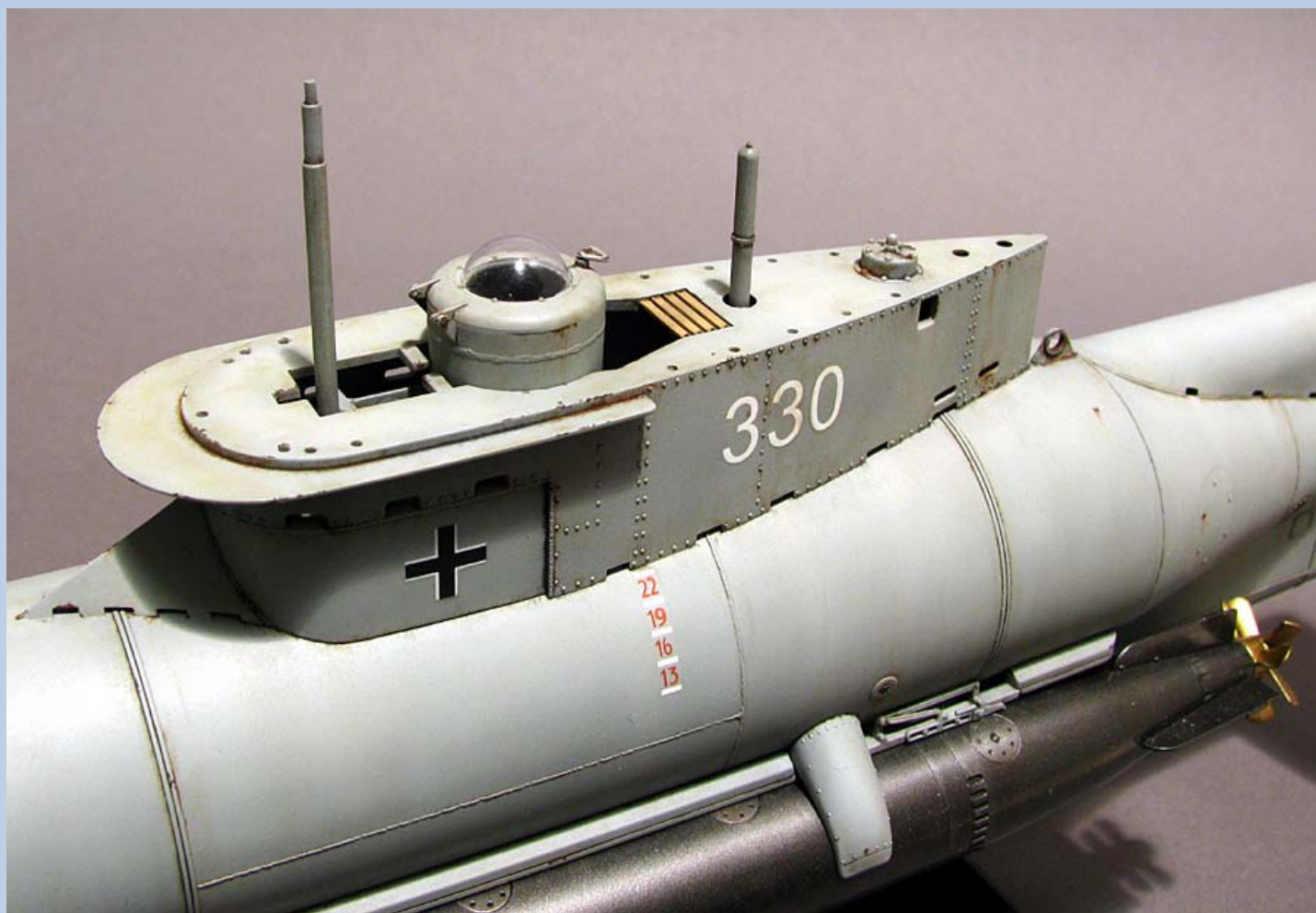
### Hull:

1 – Tamiya XF-22 RLM Grey / 1 – XF-82 Ocean Grey RAF / 8 – XF-83 Medium Sea Grey RAF / 2 – X-22 Clear Gloss. I add the clear gloss to the mix to strengthen the paint so it doesn't wear off so easily with handling.

Torpedo body: Primed with Tamiya Gloss Black then sprayed Alclad steel with Alclad magnesium hatches. These were then weathered with vertical streaks of Windsor & Newton Raw Umber oil paint.

Torpedo heads: Initially painted Tamiya XF-7 Flat Red then post-shaded darker and lighter red. To finish I sponged on a little Gunze H327 Red FS11136 to add texture.





Screws: Primed with Tamiya Gloss Black then sprayed with Alclad Polished Brass.

The hardest thing about the whole painting process is that you have nothing to hold the model with so you have to paint it in sections letting it dry in between (this adds a few extra days to the build time).

### **DECALS**

The model was sprayed with Tamiya X-22 Clear Gloss before decaling and then again afterwards to seal them in before starting the weathering process. The decals are very good although a little thick and take ages to come away from the backing paper. There are various other unit markings provided on the sheet but no mention of placement.

### **WEATHERING**

Weathering began with an overall filter wash of Windsor & Newton Raw Umber oil paint. Once dry I followed up with AK 066 Enamel Wash for DAK Vehicles and AK 045 Enamel Wash Dark Brown for Green Vehicles in the panel lines and various crevices. Other points of interest were given treatment with the following in no particular order:

AK 302 Naval - Wash for Grey Decks

AK 012 Streaking Grime

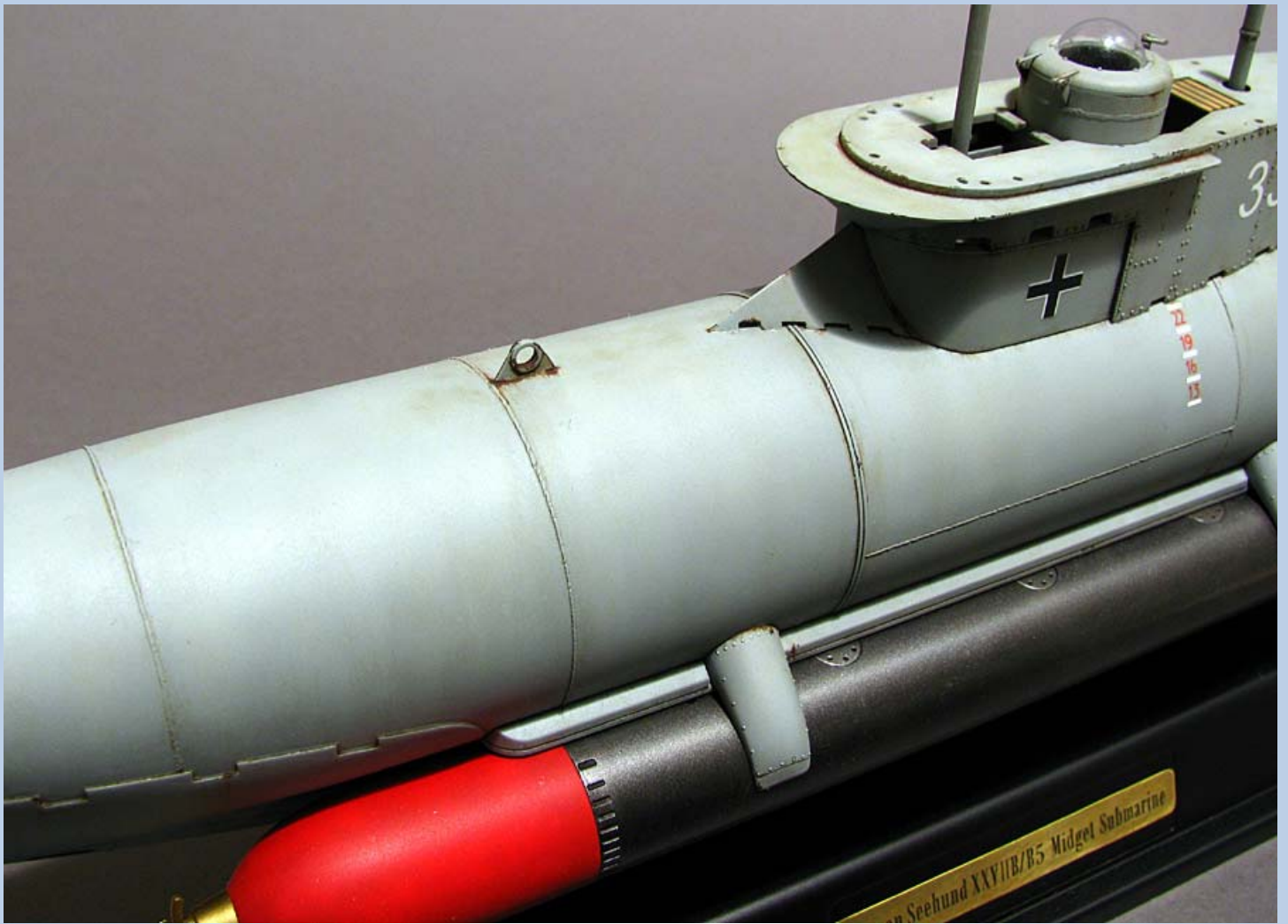
AK 013 Rust Streaks

AK 074 Rainmarks for NATO Tanks

Lastly I used Tamiya Weathering Master (Set A) Mud, for areas where the crew would goosetep about followed by highlighting raised detail with drybrushing of the original hull mix lightened with white.

### **CONCLUSION**

This is a very easy kit to build and the fit is mostly very good and I would recommend it to anyone wanting an escape from AMS.





# Airfix 1/48 Boulton Paul Defiant Mk I

By Brett Peacock



- Kit# A05128 (2016 Release)
- 2 Colour schemes
- 113 pieces
- NZ\$ 59.00 from Modelair, Newmarket

## Historical Note:

Many aircraft have been built which, for one reason or another, have been counted as failures in their designed roles, yet have found a niche and filled it beyond expectations. For an example the Hawker Typhoon was designed as a fighter, to supercede the Hurricane, yet it suffered from many teething troubles, had deficient altitude performance and was soon discarded as a pure interceptor/fighter. It found its niche in ground attack, probably being the pioneer of the discipline we now refer to as "Close Air Support"

The Defiant was designed as a turreted interceptor and day-fighter, primarily tasked with the interception of bombers, a concept largely based on the old biplane Bristol Fighter F2B of the Great War, but, as with so many such ideas, what had worked reasonably well at speeds of 80 to 130 mph became vastly inadequate at 250 to 300 mph. What defeated the turret fighter concept was the lack of forwards firing guns (and a design inability to add them to the Defiant's wings) and the advent of faster single-engined fighters with such weapons as standard. The Defiant's few successes against the Luftwaffe fighters were usually the result of poor target identification by the Luftwaffe – understandable as the Defiant strongly resembles a Hurricane at a distance.

Once the Luftwaffe discovered the Defiant's lack of any forward firing guns, it's frontline daytime career was basically over.

Yet the Defiant found a niche, first as an interim, stop-gap nightfighter (at which it enjoyed reasonable success), then as an advanced gunnery trainer, where it shone, superceding less advanced trainers and other interim measures. A measure of the Defiant's success in this area, was that a number were supplied to the USAAF in the UK as gunnery trainers, where they were also widely accepted and praised. Later on, it was again adapted to become a gunnery target tug, and the second seat for the drone operator was an advantage still over other aircraft so deployed.

To the Kit, Jeeves!

I have always found it a little odd that the Battle of Britain period is so lopsidedly represented in the 1/48 scale kits of the participating aircraft. There are a plethora of kits of the Spitfire, Hurricane, Bf 109E, Heinkel 111.... but there are precious few kits of many other major types. Trumpeter released a kit of the Focke-Wulf 200C, but it is a later, post-BoB type, and a bear to backdate. Dragon have a family of Ju88's but NOT any BoB variants! ICM have just released a Junkers Ju88A-5 and recently a DornierDo 17Z & Do 215.. Maybe an A-1 variant is in the works, there. (An A-4 is pending release at the moment...)

Eduard and Dragon have pretty much cornered the market with very good kits of the Battle Of Britain era Messerschmitt Bf110C & D. Other important types of the era (eg the Heinkel He59 ASR) have been left for the Aftermarket/Cottage kit makers to fill the void.

The only involved Italian Bomber of the BoB period is the Fiat Br20M, only available from Classic Airframes and now Out of Production. Classic Airframes also did 2 Defiants, one very early on, and a second, much better offering just before they went belly up. Sector/Hasegawa did a rather nice Fiat G-50/50bis and Italeri have done a Fiat Cr42 so the Italian side has been rather better represented in 1/48 recently.

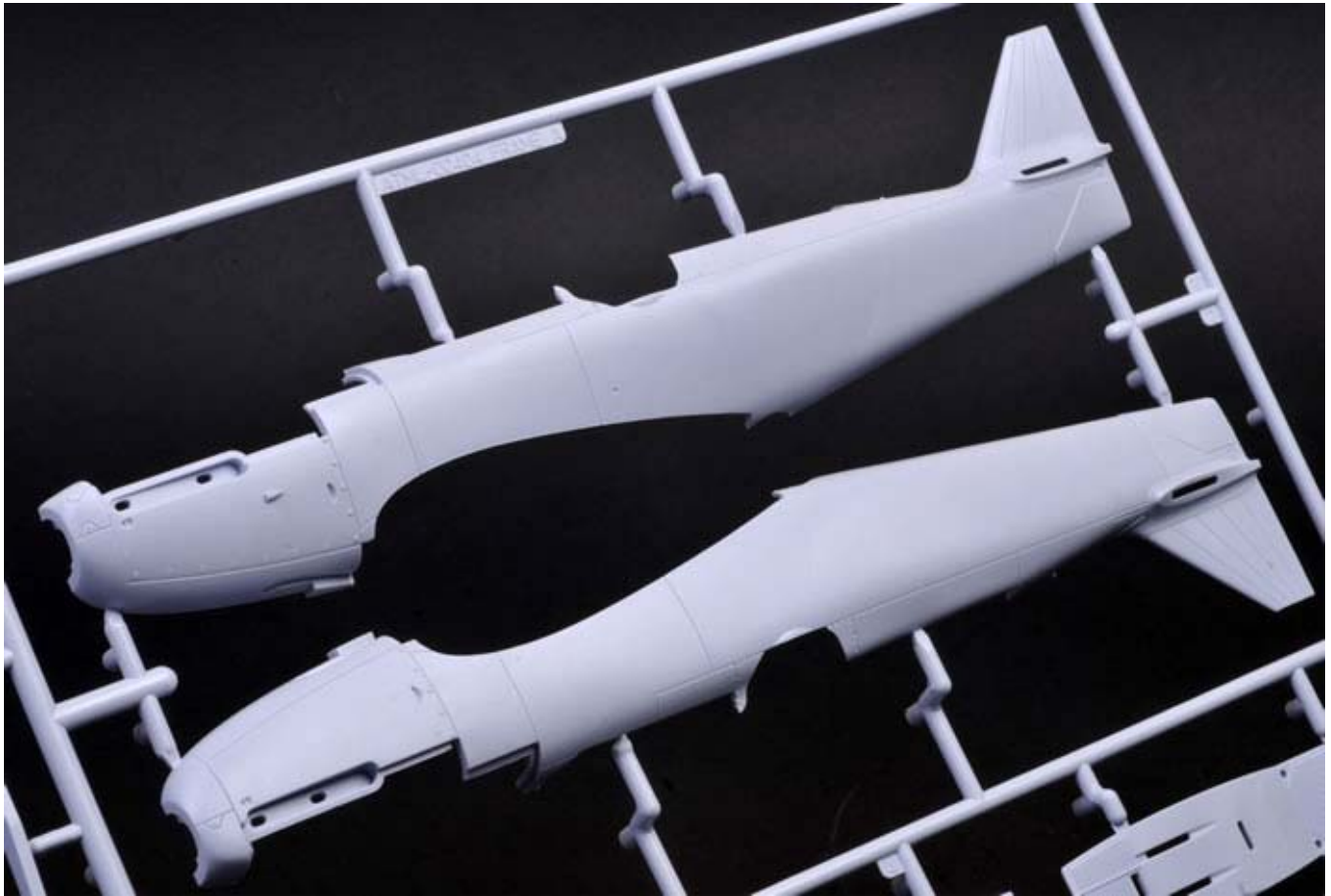
The renaissance of Airfix in the past few years has been little short of a revelation. A while ago they started with a Spitfire I, which had a few issues, but was acceptable, then followed it with a new Bf109E and managed to produce kits that could make any E subtype, from the E-1 to E-7. Then, 2 years ago, they released both a Spitfire Mk Vb and a Hurricane I, to great acclaim and now they have released a Defiant. Hallelujah! A DEFIANT!

And what a kit it is....

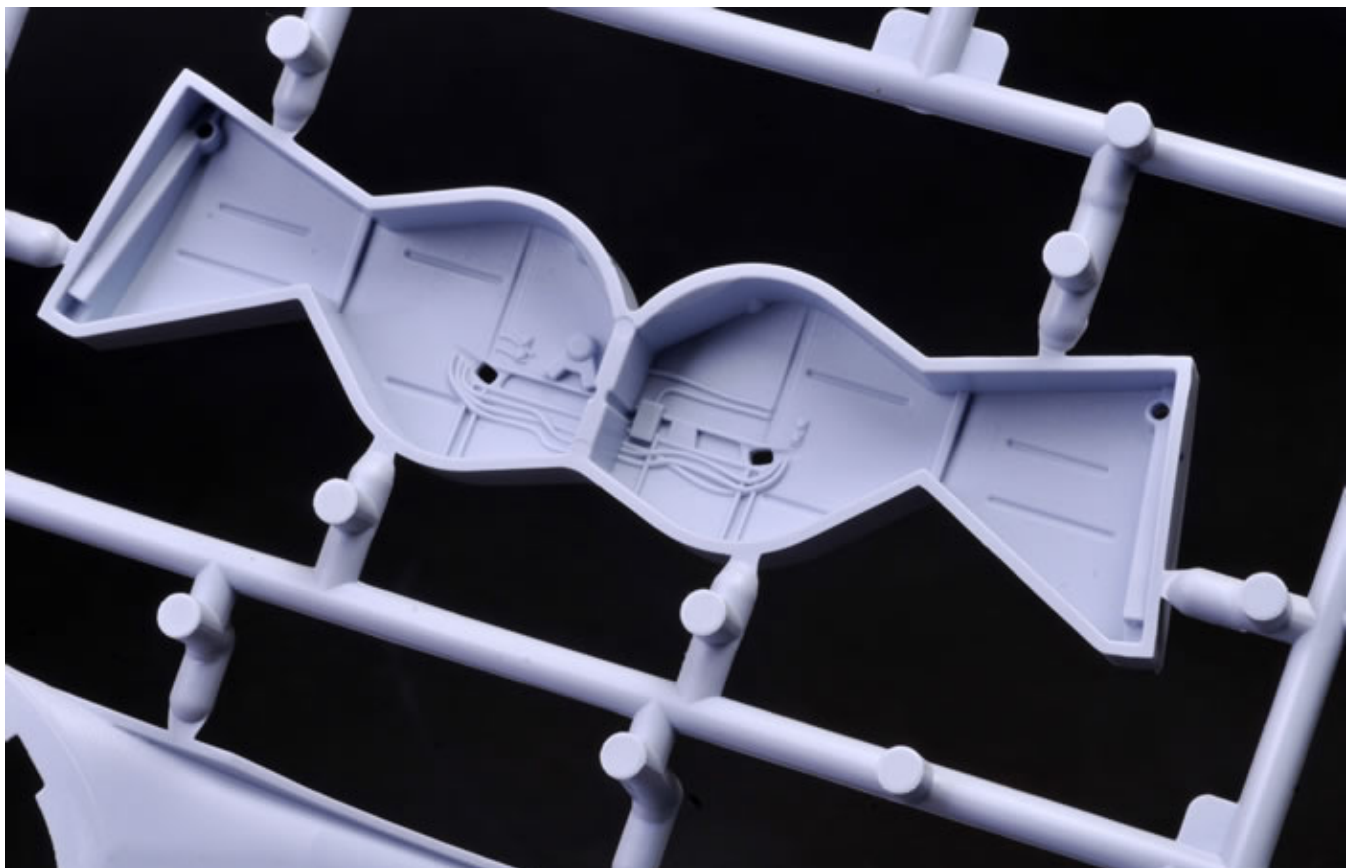
Coming in the new standard red box with a nice cover painting of a Defiant in combat the kit consists of xxx parts, on 4 light blue grey sprues and 1 clear sprue. Instructions are in the now standard CAD format with color part position information. Construction is covered in 71 easy to follow steps, with options clearly shown. Options include: Undercarriage up or down, positionable control surfaces, radio masts and turret, and 3 different canopy positions. There is a full interior from the firewall to the rear shelf behind the turret, but no pilot or gunner is included, which I find a little strange as they clearly wanted to give the "in-Flight" option to the modeller. (the nice pilot from either their Hurricane or Spitfire Vb kit may do for the pilot...but the gunner?)







Like their Spitfire kit you build up the cockpit as a unit which is then placed between the fuselage halves and cemented together. A few more parts then you begin working on the wings, which are 5 parts plus 2 rib/spars boxes and the wheel well. Once that is assembled you finish off the details (like landing lights etc and match this to the fuselage. All very straightforward and from all reports, a robust, well aligned, construction is the result. From there on you start on the turret and the details like the Propellor, Undercarriage and Canopies.



Curiously the cockpit assembly includes the forward main oil tank between the firewall and the instrument panel and the cover for it is part of the upper cowling piece, yet there is no provision to display it. Which begs the question of whether they intended to have it open, then changed their minds. Also found on the sprue trees are a number of parts which are not used, and it does not take a genius to discern that most of these are radar aerials for the nightfighter version. I am unsure if there is any substantial dimensional difference between the Mk I and Mk II Defiant, but quite a number of Mk I's ended up as radar equipped Nightfighters, so a Nightfighter boxing is almost certainly not far away. Xtrade-cals from Hannants have already released a sheet for this kit if alternative schemes are wanted. As to a future Mk II? I do not know. If they do, they may choose to make it adaptable to a target tug as an option.

Markings in the Kit are for 2 aircraft, both are illustrated in full colour in the instructions.

The last page of the instructions is a complete airframe stencil guide



A: L7026 PS-V of 264 Sqdn, Martlesham Heath, Suffolk, in standard 1940 Fighter command scheme of Dark Green/ Dark Earth over Sky

B: N1572 KO-I of 11 (Army Co-Op) Sqdn, Hatfield Woodhouse, Yorkshire, September 1940.

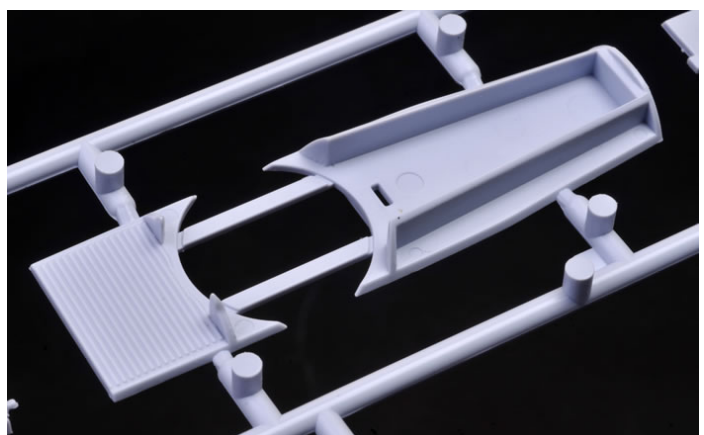
Also in DG/DE over Sky.

The smallish, but rather complete, decal sheet is by Cartograf of Italy and the colours appear to be very precise and accurate. Also on the decal sheet is a set of instruments for the beautifully moulded Panel in the cockpit.

Conclusion and Recommendation:

This is quite possibly the best kit from "New" Airfix, thus far, and it is certainly both long awaited and long OVERDUE! As a special bonus it is also a very, very nice kit. Long may "New" Airfix continue, Brexit notwithstanding.....

Very highly recommended.



# GALLERY

CLUB NIGHT MODELS

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

[http://ipmsauckland.hobbyvista.com/galleries\\_2017.html](http://ipmsauckland.hobbyvista.com/galleries_2017.html)



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.

