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NEXT MEETING

Tuesday 18th February 2020 from
8pm

Freemans Bay Community Hall,
Function room

52 Hepburn Street, Ponsonby

COMMITTEE

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From the Editor

Can't believe it's February already. There is a lot happening this year. We have settled on the dates for the 2020 Nationals. The plan is for Friday 2nd October to Sunday 4th. We are in negotiations with a venue and hope to be able to confirm this in the near future.

We have decided to try and stay at the new meeting venue for our monthly get togethers unless a better opportunity presents itself.

This year's theme build will be 'For Valour'. Essentially we are looking for models with a direct association to an event that resulted in 'a mention in despatches' or higher award for bravery such as a medal or bar to a medal.

We have also planned out a programme activities for the next few months.

This month's meeting theme will be the model with the most interesting back story. A \$50 Modelair voucher awaits the winner. Note there will be a maximum of 2 models per entrant.

In March we have decided to run a workshop on specialised finishing techniques such as marbling adding tonal effects.

April finds us without a proper meeting venue and as a result we have decided to hold our AGM and run a Pub quiz at Galbriath's Ale house. Teams will be 3 people and Modelair vouchers will be awarded to the winners.

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2019/20 NOW DUE *******

Subs for 2019/20 now past due -see below for club account details or see the club secretary
at the next club meeting.

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 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 new meeting
time is 8pm**

- February 18th** Most interesting back story
for a model
- March 17th** Specialised finishing tech-
niques
- April 21st** AGM and Pub quiz

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.



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349 Dominion Road
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15% Off the normal retail price on:

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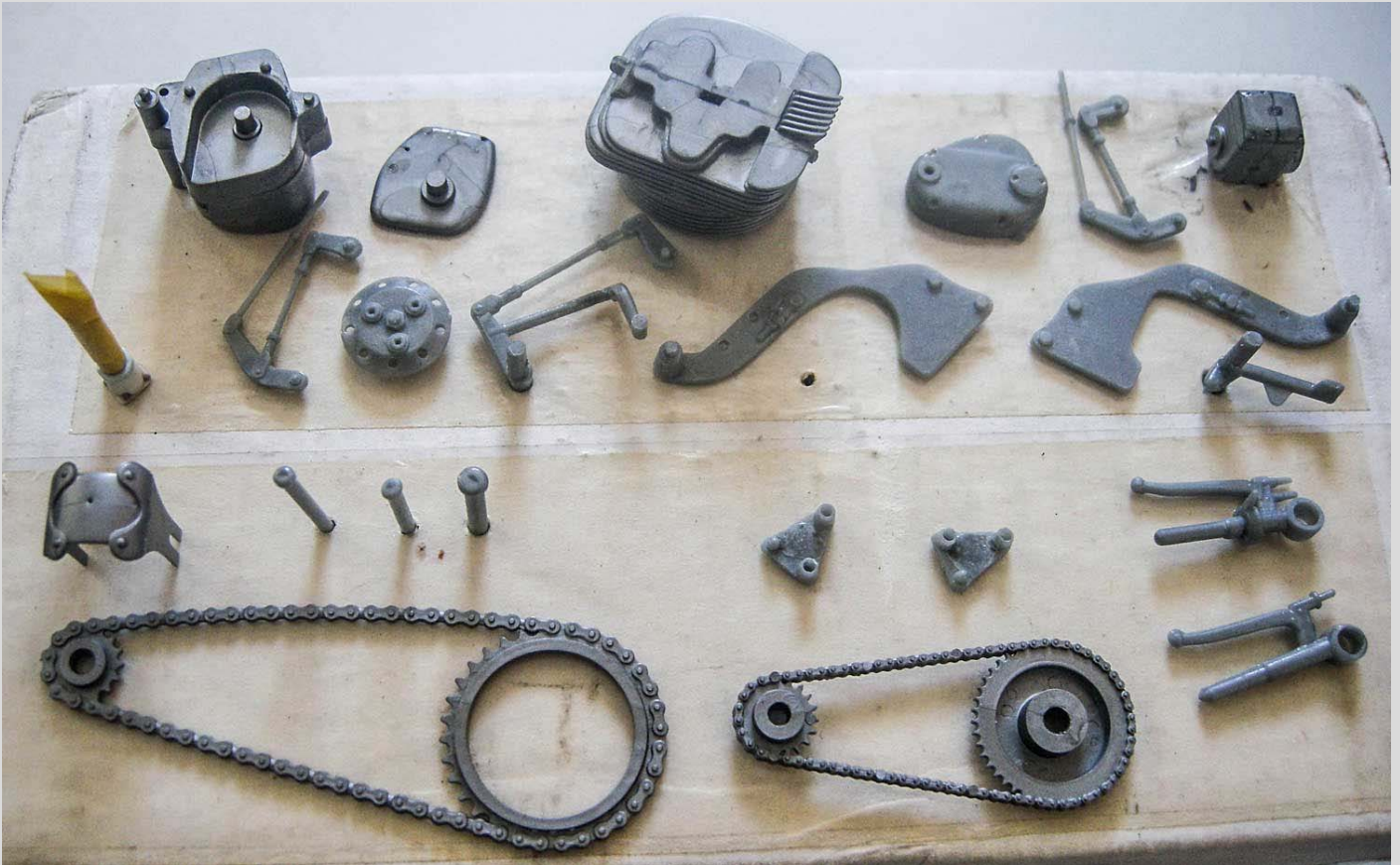
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REVELL'S 1:9th NORTON MANX 500 (kit 07934)

Part 3 by Pete M.

Unfortunately not much to show on my progress with this build over the past month! Many sub-assemblies are now prepared for undercoating after hours of fettling and scraping off the mismatched moulding seams..I think I have mentioned before that I HATE this part of a build!



I've just realised after looking at the above photo that I still need to add a few more details to some of those parts..damn, but at least spotted before I got the undercoat on them....

More to come.

Film Review 'Midway'

By Brett Peacock



Just got back from seeing "Midway". While it's not as Egregiously f*cking awful as "Pearl Harbor", its no "Tora Tora Tora", either. I wish Hollywood would hire technical advisors for aerial combat scenes - SBDs do NOT fly like X-wings and Tie Fighters...and gunsights are for calculating lead, not centering on the enemy aircraft for the shot, and according to the people who knew him, the character of Dick Best could best be summed up as "Consummate Professional"...not Effing Cowboy. Apart from those gripes it was at least a fairly good summation of the early stages of the Pacific War, leading up to Midway, although the cursory treatment of the Coral Sea was a little bit....strange. (And so was the almost complete miss when it came to covering the Japanese counterblow on Yorktown. Most weird of all was the TOTAL absence of any kind of US fighter planes - No F4Fs, No F2As, no P-40s...at all. (All were found at Midway, but were so ineffective that the after action report specifically mentions how bad they had performed. From this movie you would get the impression that the US Navy and Army Air force had no fighters at all! So, is it worth watching? To an extent, yes, but the issues (Technical or story) do not really do a lot of harm, as the story is focused on Dick Best, Wade McCluskey and the Intelligence staff around Nimitz,

It is at least better than the 1978 Midway (Bartlestar Stockfootage) as it left out any romantic subplot masquerading as important stuff....

I would give it 3 & 1/2 stars out of 5. (Pearl Harbor got 1/2 a star from me... mostly for actually getting the place and date right.)

PS I left out my other flying gripes - Like Zeros flying up Honolulu Boulevards at 20 feet, shooting, between palm trees, and of 200 planes in one shot, flying about 5 feet apart! (Or the one about attacking the Marshall Islands - Which looked SUSPICIOUSLY like Hawaii - le High Islands, not coral atolls as they actually are!)

SEE PLANES....ERR... I MEAN: SEAPLANES!

BY BRETT PEACOCK



Hasegawa 1/48 Nakajima E8N1 Type 95 Model 1 Reconnaissance Seaplane "Dave"



Hasegawa 1/48 Mitsubishi F1M2 Type Zero Model 11 Observation Seaplane (Early version) "Pete"

三菱 F1M2
零式水上観測機
一一型

(標準水上観測機)

Mitsubishi F1M2
TYPE ZERO
OBSERVATION SEAPLANE
(PETE) MODEL 11
(JAPANESE NAVY OBSERVATION SEAPLANE)

1:48 SCALE KIT



HASEGAWA CORPORATION



Hasegawa 1/48 Mitsubishi F1M2 Type Zero Model 11 Observation Seaplane (Standard version) "Pete"

Technical Note: If an Aircraft has a fuselage designed and shaped like a boat – it is a "Flying Boat". If it has Pontoons apart from the hull, or fused to it (Like the Grumman Duck), then it is a Seaplane! A Catalina or Sunderland is a flying boat. The Pete, Dave & Jake are Seaplanes. Amphibians can be either, just as long as they can be landed like an aircraft, on a runway.

Historical Background. (Thanks to Scalemates, FSM & Modelling Madness.)

Nakajima E8N1:

The Nakajima E8N was a Japanese ship-borne, catapult-launched reconnaissance seaplane aircraft of the Second Sino-Japanese War. It was a single-engine, two-seat biplane with a central main-float and underwing outriggers. During the Pacific war it was known to the Allies by the reporting name "Dave".

Ordered into production and designated Navy Type 95 Reconnaissance Seaplane Model 1 in October 1935. A total of 755 E8Ns were built by Nakajima and Kawanishi, production continuing until 1940. It was subsequently shipped aboard all the capital ships then in service, 16 cruisers and five seaplane tenders.

It was used successfully in the Second Sino-Japanese War not only for reconnaissance, but also for dive-bombing and artillery spotting.

One E8N was purchased in early 1941 by the German Naval Attache to Japan, Vice-Admiral Wencker, and dispatched on board KM MUNSTERLAND to rendezvous with the German auxiliary cruiser Orion at Maug Island in the Marianas. The meeting occurred on 1 FEB 1941, and Orion thus became the only German naval vessel of the Second World War to employ a Japanese float plane.

Some aircraft remained in service with the fleet at the outbreak of the Pacific War, and one flew reconnaissance from the battleship Haruna during the Battle of Midway. They were soon replaced by more modern aircraft such as the Aichi E13A (Jake) and the Mitsubishi F1M2 (Pete), and reassigned to second-line duties.

Yamato was the biggest battleship ever created. She carried seven aircraft like the E8N intended for reconnaissance and spotting the fall of her 18.1 inch shells. In the Second Sino-Japanese War, these aircraft extended the effective radius of action of large capital ships by keeping them apprised of any enemies in the area. By the time of the Pacific War, however, these biplanes were largely obsolete and were replaced by newer types after the critical Battle of Midway.

Mitsubishi F1M2

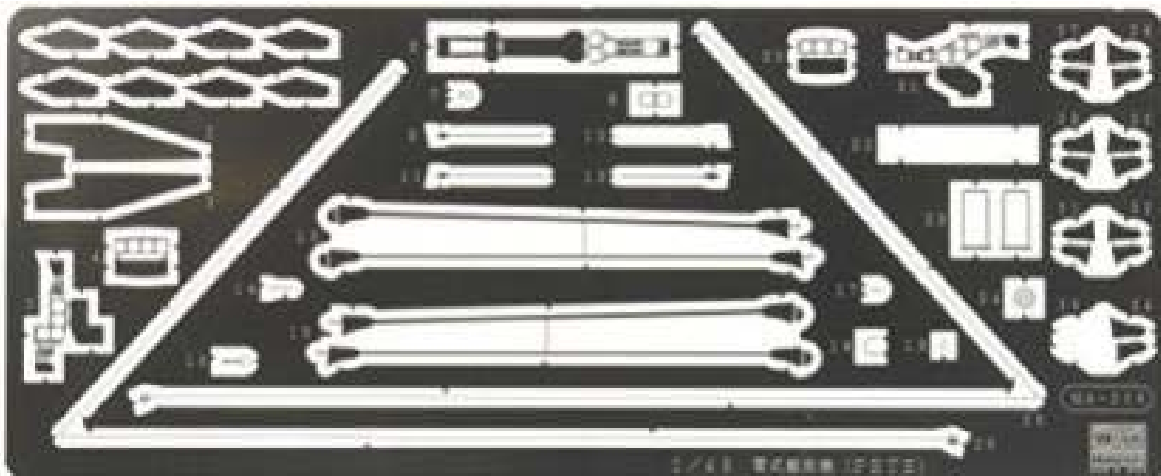
The Mitsubishi F1M (Allied reporting name "Pete") was a Japanese reconnaissance floatplane of World War II. Between 1936 and 1944, 1,118 were built. Four were preproduction F1M1 aircraft as well as an unknown number of F1M2-K trainers. The Navy designation was "Type Zero Observation Seaplane" (零式水上観測機). (Not to be confused with the Zero fighter.)

The F1M1 was powered by the Nakajima Hikari MK1 radial engine, delivering 611 kW (820 hp), a maximum speed of 368 km/h (230 mph) and operating range of up to 1,072 km (670 miles) (when overloaded). It provided the Imperial Japanese Navy with a very versatile operations platform.

Optionally armed with a maximum of 3 x 7.7 mm machine guns (2 fixed forward-firing and one flexible rear-firing) and 2 x 60 kg (132 pound) bombs

The F1M was originally built as a catapult-launched reconnaissance float plane. However the "Pete" took on a number of local roles including area-defense fighter, convoy escort, bomber, anti-submarine, ocean patrol, rescue and transport. The type fought dogfights in the Aleutians, the Solomons and several other theaters. Though it was not really much of a 'ship buster', the PT 34 was sunk 9 April 1942 by "Petes". The "Pete" was highly maneuverable and not at all an 'easy kill', with many able to escape US fighters in the hands of a good pilot. In actual fact several of the less capable Allied fighter types, such as the F2A-2 Buffalo and F4F Wildcat were downed by skillful F1M2 pilots, who elected "fight rather than flight", a testament to the esteem the crews held for such an ungainly looking, but oddly attractive little plane...

My thanks go out to Hobby City in Mt Wellington for the E8N1 kit, the "Detail Up" parts and the Standard F1M2 kit. Modelair in Dominion Road get the credit for the F1M2 Early version. The E8N1 retails at a rather high \$80.00 + or - and the detail up parts at about \$45. The F1M2 is a more standard current price of about \$65.00, but as yet I have been unable to price or find the "Detail Up" set for it. (These sets are PE and include rigging and some other details for the kit, including an ignition harness, cockpit parts and gunsights etc.) Below is an image of the F1M2 set: (Does anyone know where I can find 2 of them? I do not want to start working on my Petes until I have these to add to them.)



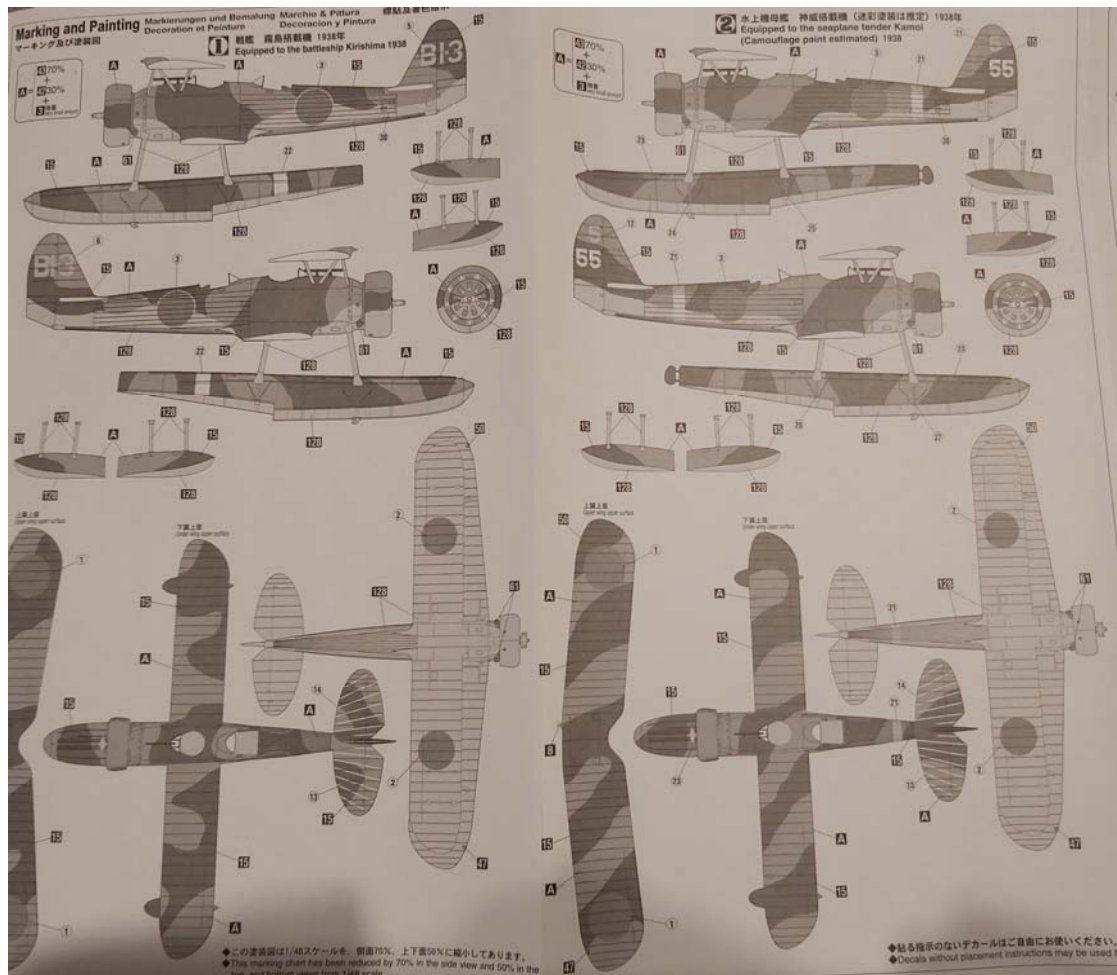
As I have noted in other reviews of Japanese Pacific war aircraft, Hasegawa seem to pull out all the stops to cover these in as much detail and variants as possible, and even the E8N1 kit, although largely obsolete by December 7th, 1941, is exquisitely detailed, inside and out, and the optional detail PE set complements it well. The F1M2 is similarly well thought out and detailed and even the base kit would easily be sufficiently detailed for many modelers. - For what it's worth the difference between the "Early" and standard version of the F1M2 is a very slightly modified cowling (1 NEW Part) and engine gearbox (2 parts already on the standard kit, marked not for use). The same detail set will upgrade both kits. As always the parts come in pale grey, hard plastic, so typical of Hasegawa. The E8N1 kit as 7 sprues of Grey plastic, 1 small Clear sprue and a sprue of 4 vinyl collars, only 1 of which is necessary to enable a turning propeller. The "Detail Up" parts are on a large silver PE Fret, with fairly comprehensive instructions included:



The Tamiya curved scissors are for scale.

Also found in the E8N1 box are parts to assemble a very nice Beaching Trolley, always a nice touch in any Seaplane kit. There are 2 marking options, both in the China Theatre IJN Dark Green and Earth Brown camouflage over IJN grey-green undersides. One was from the IJN Battleship Kirishima the other from a Seaplane Tender, the Kamoi.

Despite the superficial resemblance it appears there was no standard camouflage pattern used. The F1M2 kits both have 12 Grey sprues and 2 clear sprues, along with 1 sprue of 4 vinyl collars. Again only 1 of which is needed for the Propeller. Only 1 grey sprue differs. In the Early version the Cowling is on Sprue J and the Standard Cowling is on Sprue K. 1 Clear sprue also differs. The early version windscreen part is on Clear sprue Q while the standard version has Clear sprue R. Unlike the E8N1 kit, the standard instructions in both F1M2 kits include the supplication of the optional Detail Up parts. Also included in the parts are a Beaching Trolley, as in the E8N1 Kit, but specific to the F1M2.



According to the box data the Early version has 124 parts and the Standard has 123. The Early version has marking options for 4 planes, 2 in overall IJN Grey-Green, and two with IJN Dark green uppersides over the Grey-green. The standard version has 3 options all on IJN Dark Green over IJN Grey green. Below is the parts layout of the Early version. (Note Sprues J and Q)

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0907 ART No. 09874

Having made a tentative start on my Early version I can safely report that the fit of parts and engineering is well up to 2010 Hasegawa standards and no filler has been required...yet. (The build came to a halt because I need the "Detail Up" parts to continue from this point.

I have been slowly accumulating my collection of WW2 Pacific Aircraft in both 1/48 and 1/32 and I can safely say that both of these kits will form part of that. Whilst I cannot speak to the fit and engineering of the E8N1, It did appear after the F1M2 so the assumption is that the fit and engineering should be at least to that standard. (Yes the E8N1 seems expensive, but it is also quite a large aircraft, probably almost the size of a Fairey Swordfish, and Tamiya are selling their kit of that for in excess of \$120 locally, so \$80 odd seems pretty reasonable. The F1M2 is smaller, but a more complex aircraft – despite its cleaner lines, so again 60 to 70 dollars seems a good price currently.

I highly recommend all 3 kits, (and their detail sets if you can find them!)
But Hasegawa...PLEASE can we get a decent 1/48 E13A1 "Jake"?? (I have the Nichimo kit so I know whereof I beg!)

AMG's 1:48 SCALE HAWKER HART Mk.1 (Kit No.48902)

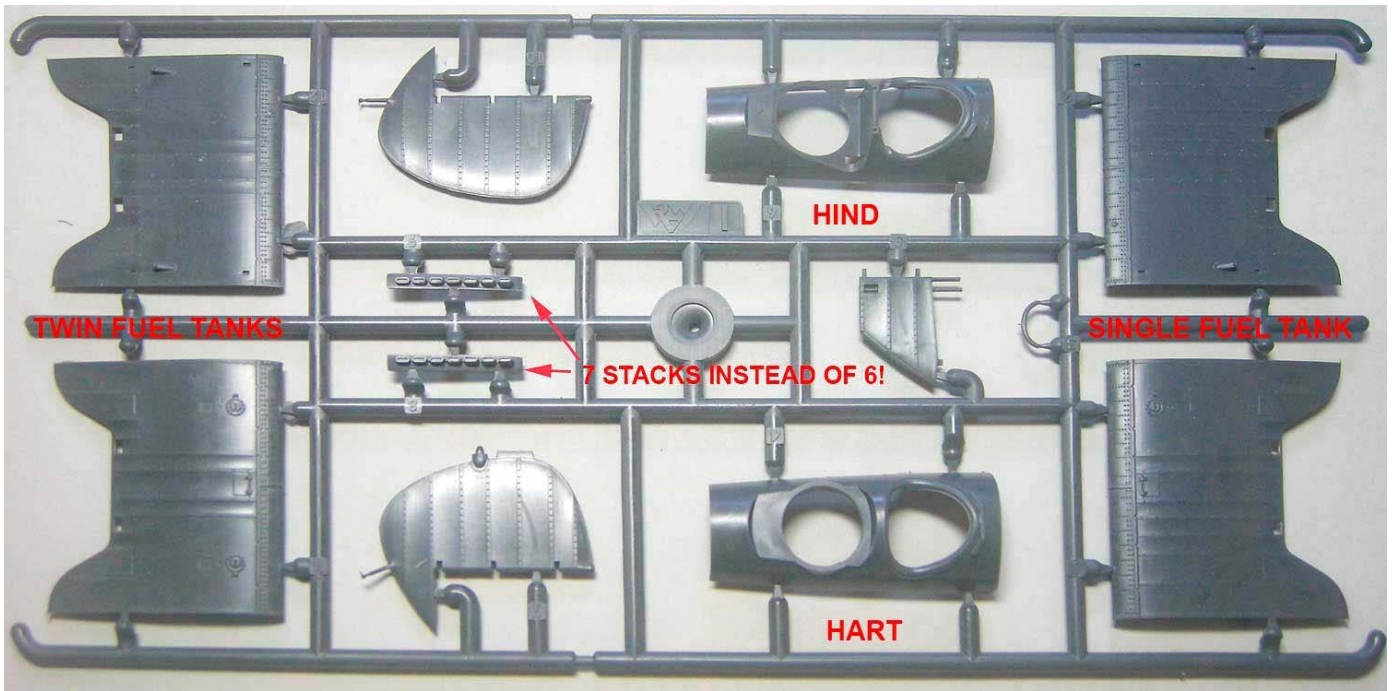
A 'look in the box' by Pete M.



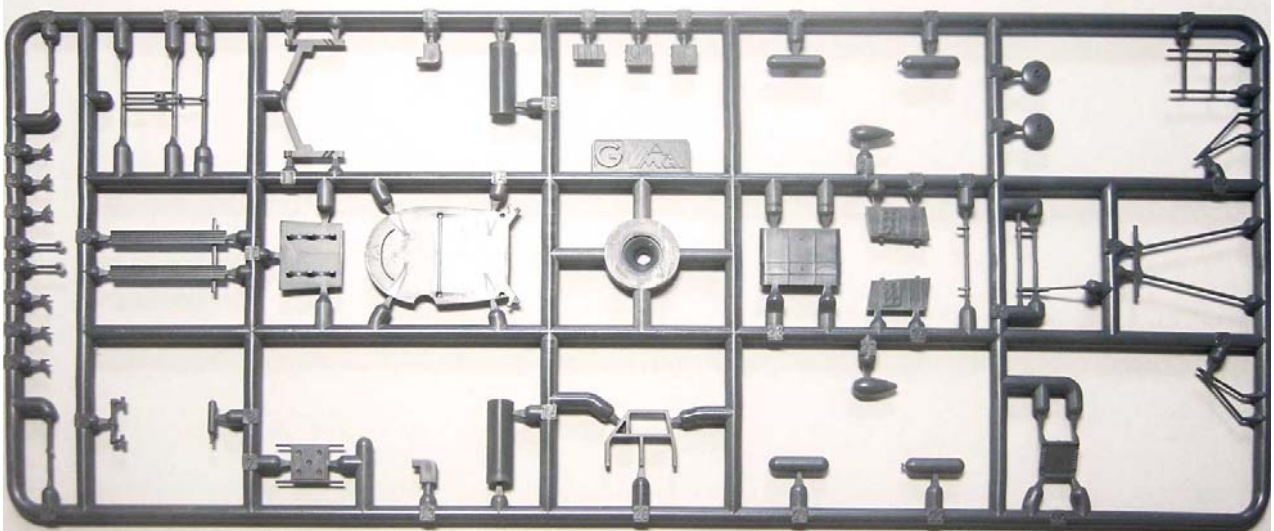
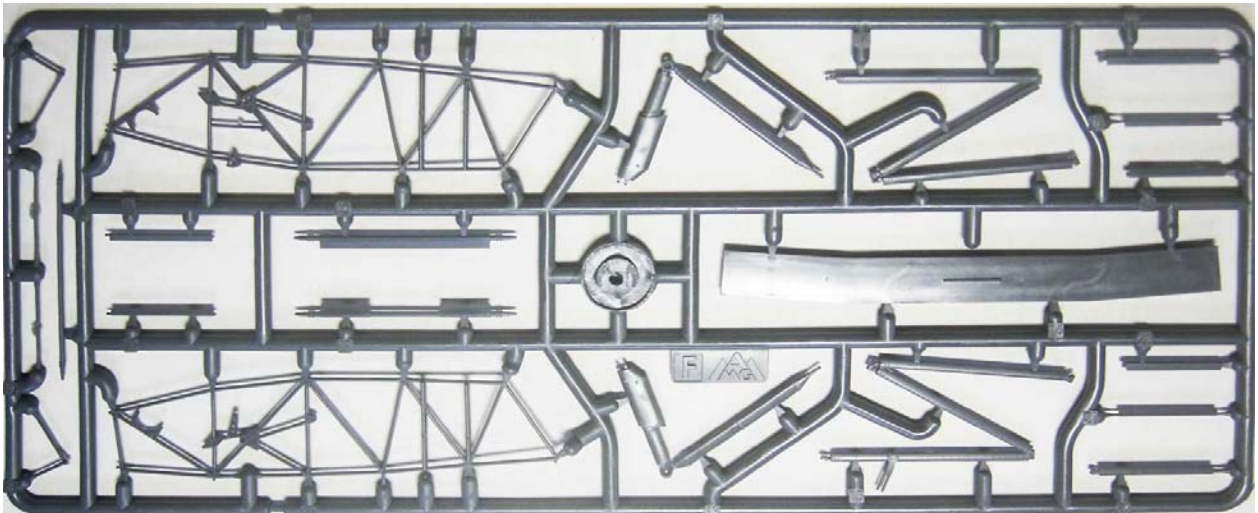
Released last year by Arsenal Model Group (AMG) from the Ukraine, this kit is the first of the Hawker Hart family to be released in injection moulded form in 1:48 scale.

Until now, one had only the Aeroclub vacform Demon kit to use as a basis for the Hart/Hind and Demon family in this scale. AMG acknowledge the help given to them by John Adams of Aeroclub in the design of this kit so it should be very accurate if they have stuck to John's drawings!

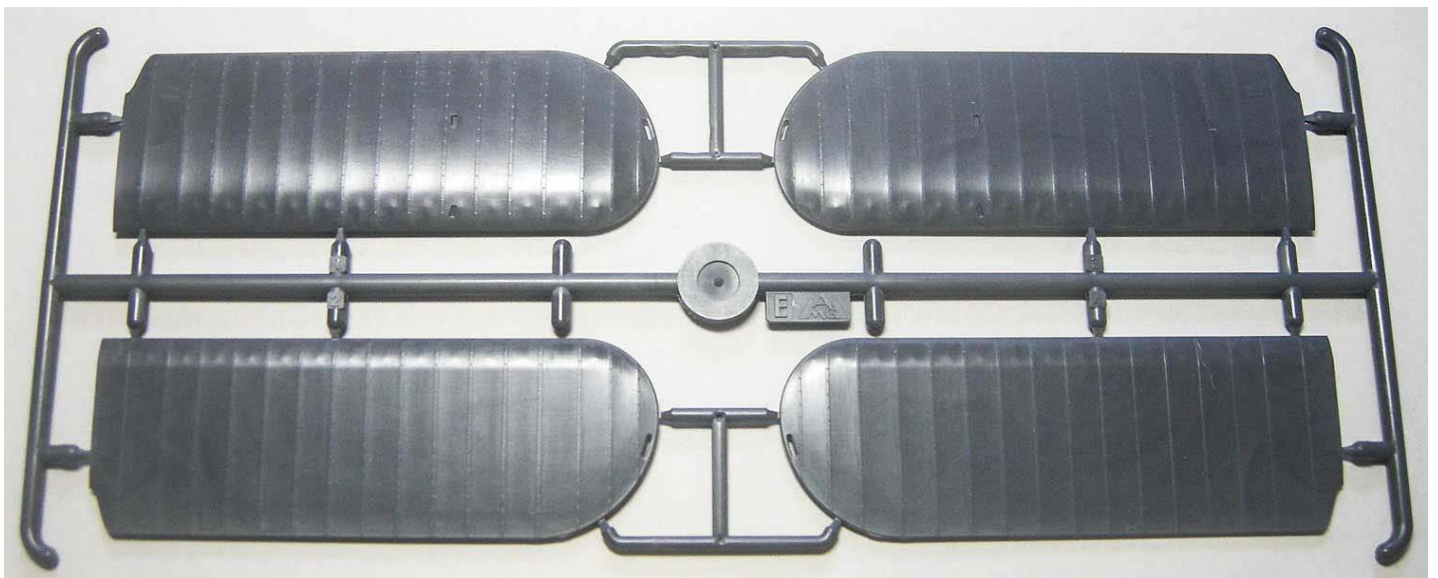
Moulded in a dark grey styrene, there are nine sprues of very finely detailed components, two decal sheets, a PE fret, a small length of wire and a clear acetate sheet with printed instruments to be used for the panel and the remainder for the windscreens.



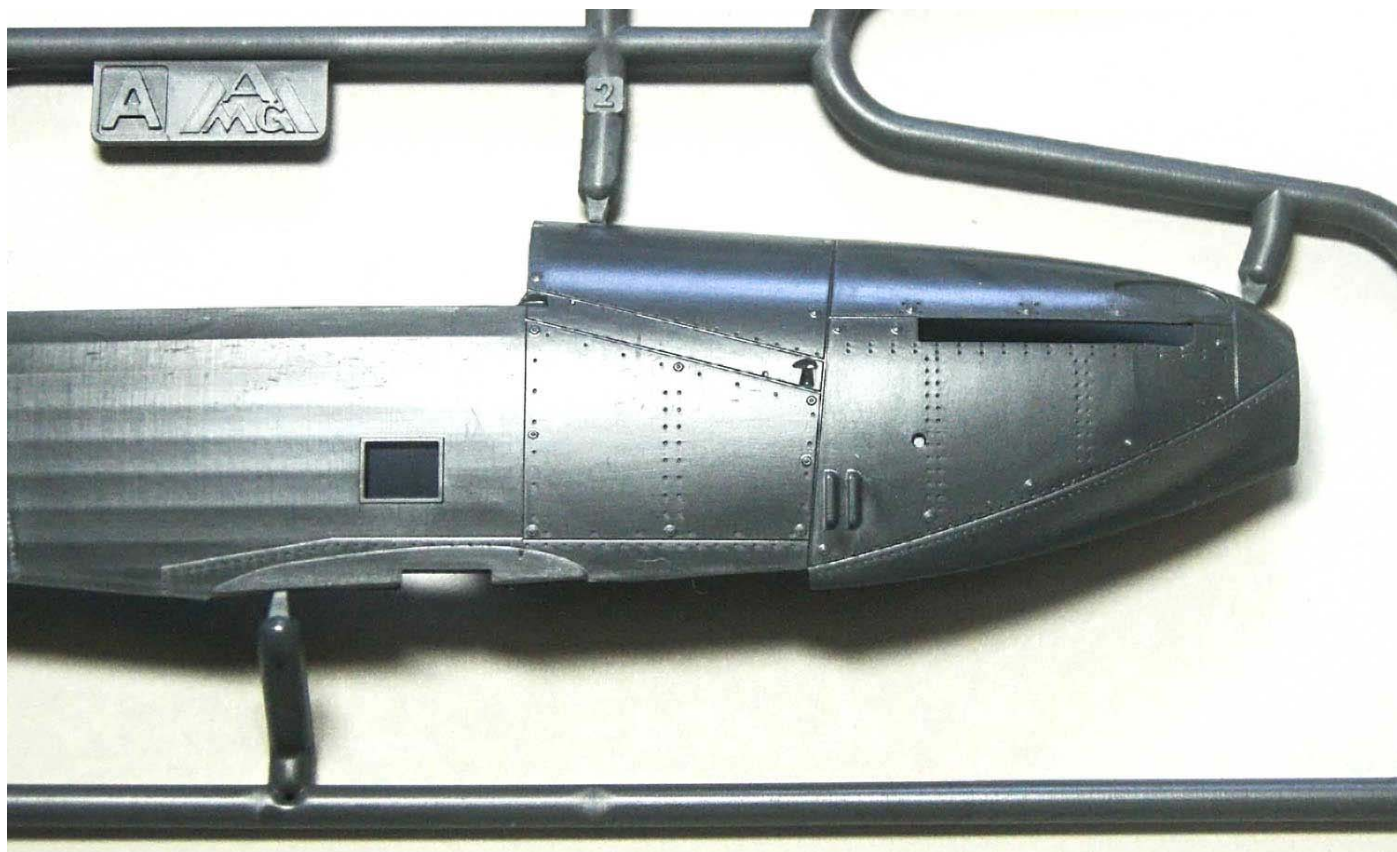
There are several bonus options in the kit, both a Hart type upper decking, and the Demon/Hind upper decking with the sloping rear gunners position. There is also the provision for either the single upper wing fuel tank centre section or the more common twin tanks. This gives a great bonus in that a Kiwi Hind can be built almost straight from the box, other than the exhaust system which on the Hinds we received was known as the 'Rams-head' or 'Rams Horn' type. The standard Harts used a straight six open pipe system, of which AMG have erroneously moulded as seven pipes!



The tubular fuselage interior framework is very nicely done and includes almost all of the required interior fitments including the forward firewall/bulkhead, the upper cowl fuel tank, foot-boards and control stick and rudder pedal assembly, the rear floor panel including the cut-out for the bomb sight (not supplied but one of the lovely Vector Mk.IX sights..VDS48-114 can be used), the bombing electrical selector panel, a rear mounted camera and many other visible components such as the oxygen cylinders mounted over the camera position. Incorporated into the rear floor section are wing spars for the lower wing mountings, no 'butt' joints here!



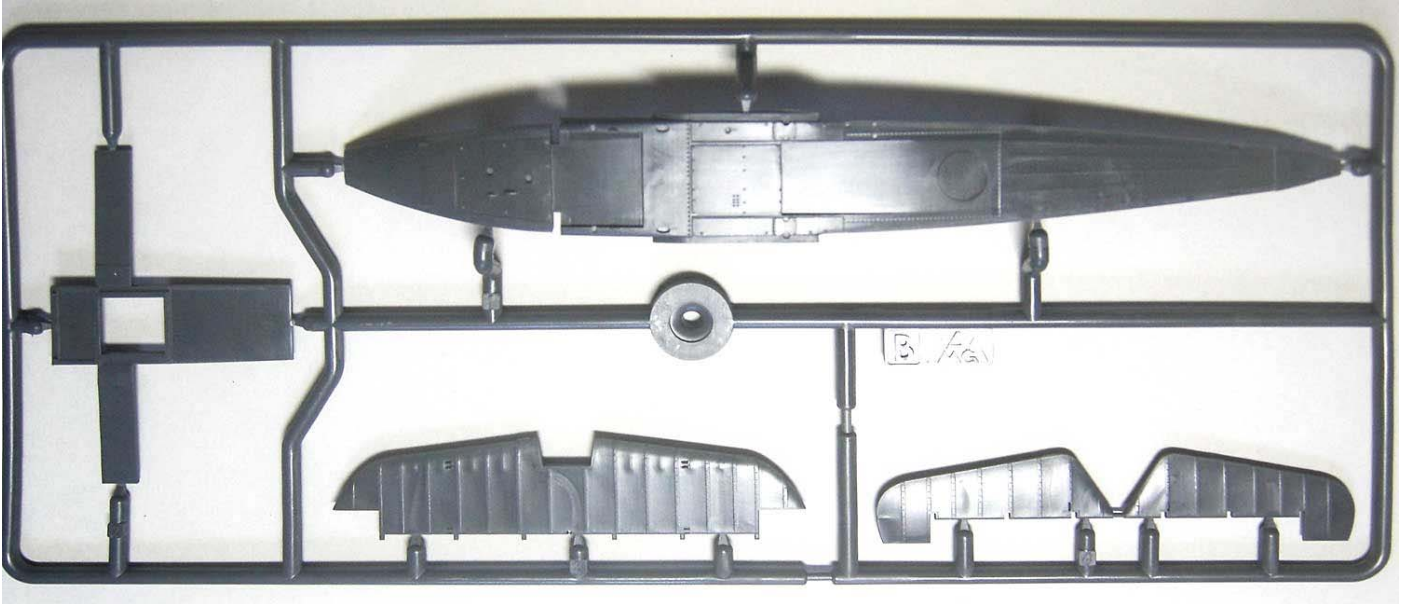
The wings are supplied as upper and lower halves for each set, the upper wings include separate positionable ailerons, and as mentioned earlier, the choice of a single fuel tank or the twin tanks for the centre section. Ribbing is finely depicted with nicely done rib taping with just slight 'dipping', not overdone at all. A flat spar is provided to join the outer upper wing sections in place to the chosen centre section and set the correct dihedral.



The fuselage sides are crisply done, and incorporate fine stringer details for the rear covering, and most necessary rivets and fasteners for the metal forward sections.

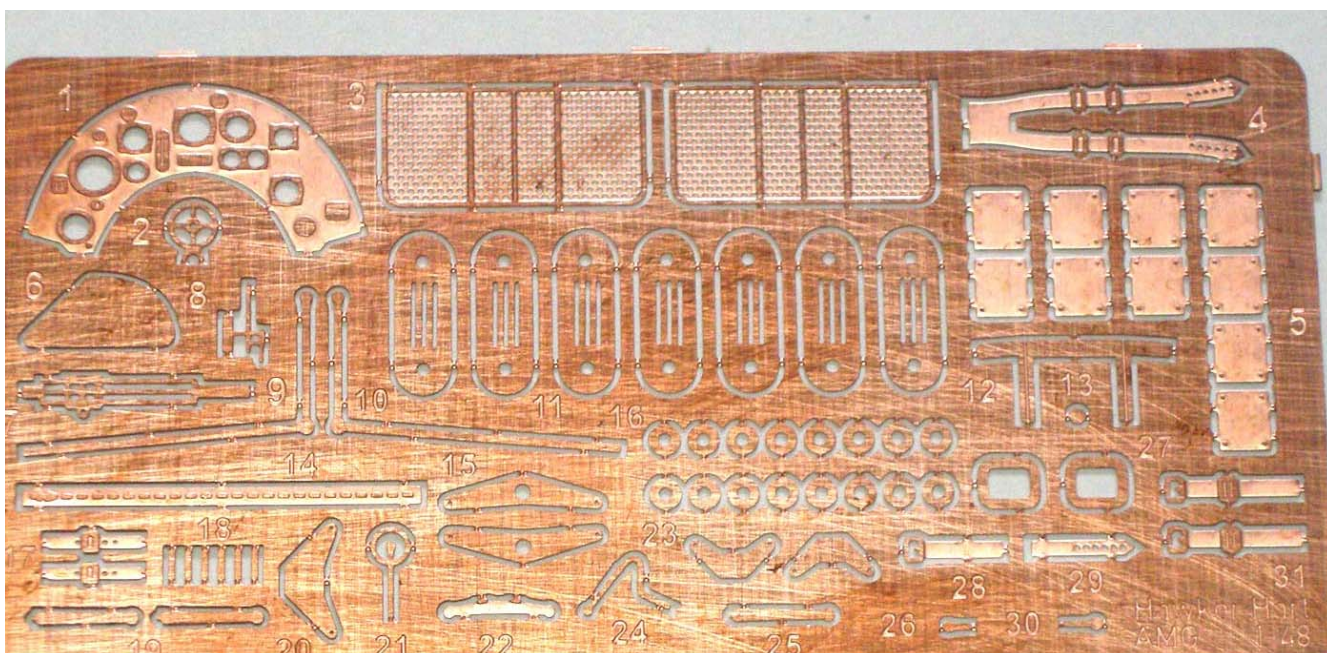
The upper sections of the 'turtledeck' come in several sections, the standard Hart cockpit set-up and the Hind/Demon set-up with the sloped rear gunners position then a final rear cover that goes over the camera and oxy bottles.

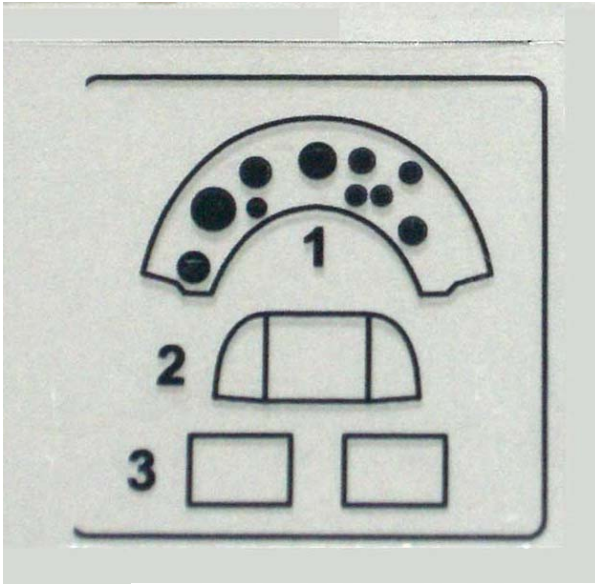
The instrument panel comes as a 'sandwich' style with a rear bulkhead, a photo film then a PE panel. The compass is provided as a small plastic disc but will need a decal added from the decal box!



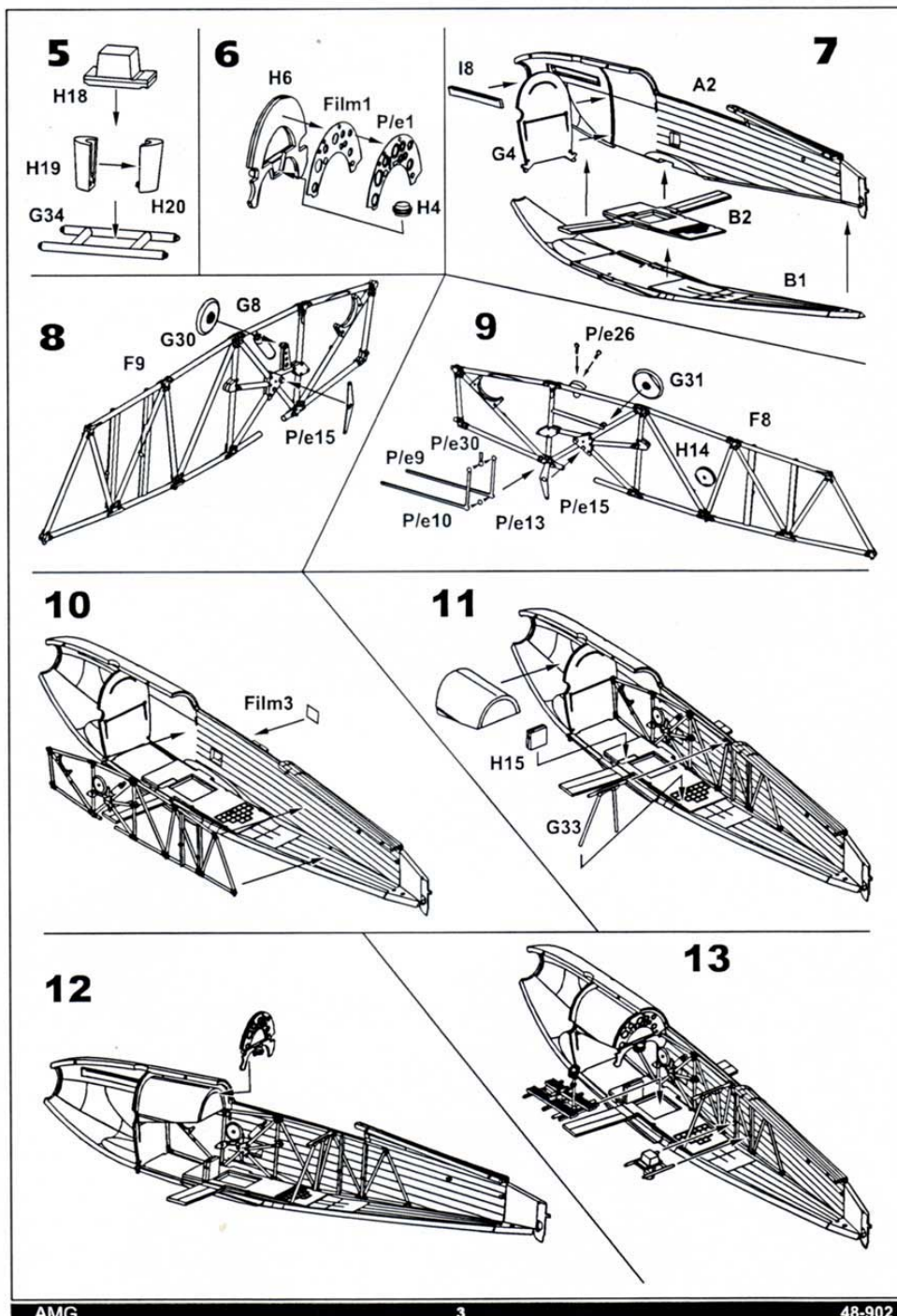
Unusually, the bottom of the fuselage is done as a single part that curves up to meet the fuselage sides at the nose section. The sliding panel that covers the bombsight is moulded in place and there is a circle moulded into the rear that covers the camera port. The horizontal tail planes are moulded in one piece but do have separate positionable elevators. The tail fin and rudder also come as separate parts and the rudder is positionable.

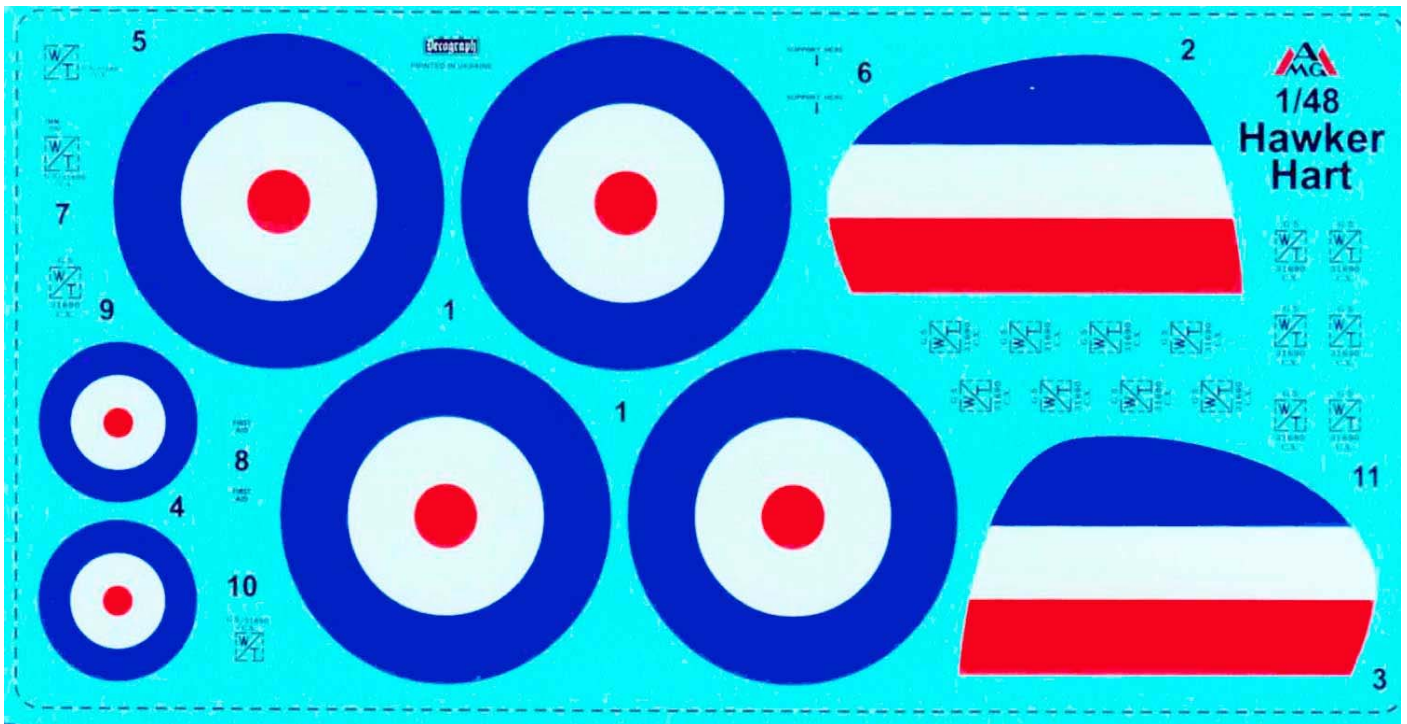
The underside coolant radiator comes as a plastic 'case' assembly with a PE matrix added to detail it. The 'Vickers' oil cooler also comes on the PE fret.





The instructions come as 2 A4 sheets printed on both sides then folded to A5 size. They are mostly pictorial form only but no colour notes are given for the internals, one has to do some further digging here! They will require careful scrutiny as they are not that clear in some areas of construction! The last page covers the airframe stencilling supplied on the decal sheet. The external airframe colour instructions are supplied on a further A5 sheet. NOTE: There are no rigging instructions given, once again, further research is required!





The main decal sheet covers 3 overall silver RAF Harts: One from No.601 Squadron (County of London) based at Hendon in 1934; One from No.33 Squadron based in Egypt in 1935, and one from No.11 Squadron based in India in the mid 1930's. The printing is all within register and the colours appear to be spot-on for the pre-war colours used.



Overall, a beautifully produced (if slightly expensive) kit of one of the classic pre-war Hawkers, and I'm sure we will be seeing more of this 'family' from AMG going on the breakdown of the kit.

A small tip for printing inkjet decals at home.

By Pete M

I have recently purchased a Canon inkjet printer due to now being unable to use the great laser printer I had been using at work to produce my decals. I have been on a learning curve with the inkjet and have found it to have one or two advantages, and one or two disadvantages over the laser.

One major problem I have encountered is the ink takes a long time to dry properly compared to the almost instant toner printed by a laser. I always overcoat my prints with Micro Decal Film to seal them on to the decal paper and usually brushed it on...WRONG for the inkjet as I have found...



Even after leaving them to dry for a week then brushing on the film caused them to bleed as per the lower example in my photo! Time for a re-think and I decided to try a sprayed application of the film. So far so good, no bleeding, and a test has shown no adverse reaction to most setting solutions.

I thinned it 50/50 with lacquer thinners and misted it on in several light coats and it appears to have worked well. Time will tell....

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.

