



SCALE-MAIL

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NEXT MEETING

JANUARY

7.30pm
Tuesday 19th January
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

COMMITTEE

Chairman - Mark Robson	Craig Sargent
Secretary - John Swarbrick	Lance Whitford
Treasurer - Colin Smith	Henry Ludlam
	Peter Mossong

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THE CHAIRMAN'S BIT

Hi everyone,

I've been slumming it at the beach till Monday and with no internet so this is a quick one from my phone.

Meeting this week

Paint-chipping demonstration by Brett Sharman, plus the next instalment of Rescue from the Shelf of Doom!

Continuing our series of practical sessions on weathering we will cover paint-chipping. All of the machines that we model suffer paint chipping if they remain in use long enough so methods of reproducing this are a necessary skill to produce realistically worn models.

We will have a bit of a round-table discussion then Brett Sharman will demonstrate his techniques. Anyone else is welcome to bring the necessary tools to show us how you do it, especially those armour and ship modellers among you.

Rescue from the Shelf of Doom - Version 2

This was quite a popular stimulus to finishing models last year so we will do it again in 2016. You have the January and February meetings to show us that kit from your part-finished shelf that has been languishing for months, years or decades, and then you have till the Christmas meeting to finish it/them.

Prizes to be decided!

Cheers

Mark

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

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15% Off the normal retail price on:
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110 Featherston Street
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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

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Newmarket
Auckland

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 due soon - 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

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Please add your details so we know who has paid.



EVENTS

CLUB NIGHT EVENTS

January 19th 2016 - IPMS Auckland Club Night

February 16th 2016 - IPMS Auckland Club Night

March 15th 2016 - IPMS Auckland Club Night

BLAST FROM THE PAST

Club Newsletter - July 1999

Using the Internet and Weathering

Following on from Junes meeting on washes, the July meeting will focus on weathering, which will include chipping paint, dry brushing, fading paint, pastels, etc. Kevin, Bill and Lance will be demonstrating various techniques to makes those factory fresh paint jobs, look like something that has seen some active service. Promises to be as informative and interesting as last months meeting.

Also, Mark Robson has arranged for a phone line, and I will have a computer and modem set up to demonstrate show how to use various search engines on the Internet for reference material, some interesting sites for model reference, and using newsgroups such as "rec.models.scale". If anyone wants a copy of some good Internet model related links (mostly aircraft) bring along a 3 1/2" floppy disk for a copy.

The Editor's Desk

Another month rolls by, and it's time to put finger to keyboard again. This month we have some good articles written by various members. It is good to see input from members, which helps to make this newsletter what it is. Please keep all those contributions coming.

I love all this cold wet weather; it certainly makes for some great nights modelling. Construction is progressing well on no fewer than 10 different kits, sort of a construction line process if you like. I think I need to build at a rate like this to have any hope of completing my collection in my lifetime. Having limited interests helps to limit kit buying I guess. It is interesting to note the different attitudes toward this from various members. The majority opinion seems to be "I would need to complete X models per month, every month, for X years, and if I live to 105, I will still have 2 more lifetimes of kits left". How many of you know that feeling?!

My collection currently numbers just fewer than 90, so it is still feasible to finish everything within a reasonable span of time. Still, as more and better tooled kits become available (which has to happen with technological advances), I guess even my limited stockpile is destined to rise.

So when does a kit 'builder' become a kit 'collector'? I was given an old Fujimi E-2A Hawkeye from which I was going to steal the wings to finish my E-2C kit. I was then told by a fellow modeller, with an expression approaching incredulity "You're not going to build that are you? The A model was retooled to make the C and that kit isn't available anymore". At what point should you stop and wonder why the collection of unbuilt kits in the wardrobe has long surpassed the amount one could build in the average human life expectancy?

Actually the E-2 wing thing raised another interesting point, and one which has been mentioned by other modellers. Looking into my completed models cabinet, I realised that every kit I have finished required, as well as all the aftermarket add-ons, at least one other kit of the same aircraft to build. What I mean to say is, to finish a single aircraft has required the purchase of a second model (be it the same kit for replacement of botched parts, or a different manufacturers models of the same aircraft for better detailed parts) to 'kitbash' with the original. Is this a common practice? How many get away with building one model using one model? Another symptom of AMS I guess. Anyway, see you all on Tuesday night.

Craig.

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The Chairman's Bit

Let's Get Dirty

I have had a good amount of positive feedback from last month's session on washes, especially from newer members who have not yet had the pleasure of turning a new looking kit into a real dunga. Hopefully, there are a few more converts to "Anti-Glossy Spitfire League" (I think I must be the chairman of this club as well). This month's meeting looks like getting even dirtier as we take weathering to the next stage. Some of the areas we intend to cover are: paint fading, chipping, exhaust/gun/fluid stains, dust, rust, mud, dirty footprints, etc., so be there and let's get dirty.

No Winter Blues

It's cold and pouring down outside as I write this, and reminds me that this is the time of year I enjoy the most. "Why is that", you ask? :

- I don't have to go outside and fill garden bags or take the dogs for a walk è more modelling time.
- The Mrs. isn't hassling me to take her out somewhere, and has locked herself in the lounge with the TV and heater è more modelling time.
- Heaps of league and rugby = something to listen to while modelling.
- My oil paint mixes don't dry up over night, and can still be used the next day.

Most other modellers are in a similar situation, and I always feel a general burst of enthusiasm around this time as the productivity increases, and finished kits pour off the production line. So here's to winter and long, cold, wet nights.

Kevin.

Academy 1/72 Fieseler Fi 156 Storch

by Mark Davies (photos from Academy)

A Cabinet Job

My sights were set on a "cabinet job"; something thrown together for fun that will look OK from a foot away and behind glass in normal house lighting. This is frequently my modelling standard, and I'm not usually as critical as my comments suggest, but in this case photographic evidence just completely contradicted much of Academy's approach. My comments here are only intended to suggest things you should double-check for yourself.



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First Impressions

At first, the kit appears quite reasonable and nicely moulded, though the fabric sag between the wing ribs seems exaggerated. It is rather lacking in cockpit interior detail (which is surprising given the standards of some Academy kits, and the fact that a lot can be seen under the glasshouse canopy). Also apparent is that all struts and mass-balances are overly thick, far more than the standards set by Italeri 20+ years.



The kit offers the original Argus V8 for the Fi 156 and MS500, and later Salmson 9 ABC radial engine versions for MS 502 Criquet (the MS 501 used a Renault 6Q inverted in-line). To compliment these are a tailskid and tailwheel, and two German and one French set of markings. I am not by nature an Academy basher, and have most of their kits, but unfortunately this kit has lots of inexcusable faults in my view.

I did a very rough measure up against quoted dimensions - it seems about OK for scale span, but about a scale 0.5 metre short, much of which I suspect is between the cockpit rear and fin leading edge (I measured the Argus engined version)

Nose

The nose cowling has several faults:

- It encourages you to assume there is a panel line around the circumference of the fuselage at this point, especially as it changes the downward contour of the cowling. In fact the cowling should be have a continuous panel line (I suspect a piano hinge) uppermost all the way along a smooth cowl contour windscreen to airscrew, requiring you to fill and reshape the nose contour and scribe the hinge line.
- The front of the cowling is also incorrect. The outline of the main air intake looks too flat at the bottom, and has a wire mesh effect. In fact it should be open and reveal the inverted Argus V8 engine's cylinders and pushrods (a representation of the first few cylinders would be desirable). It also has two raised rectangles each side and slightly above of the main intake, these should in fact be simple openings to better represent air intakes.
- There should also be a small, almost oval, opening midway up the cowling side toward its rear on the panel line, plus a circular oil tank filler on the top centre of the cowling just in front of the windscreen.

The Exhaust Shrouds/Duct Fairings

- The shrouds are the wrong shape; incorrectly getting wider to the rear in height, and should extend out more sideways at the front, then blend in more towards the rear. There should be a more obvious exhaust manifold/collector protruding a little at the front of the shroud.
- Unbelievably, Academy completely forgot about the two prominent exhaust outlets protruding from underneath the cowling in line with end of the exhaust shrouds. You will need to make these.

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Undercarriage

All struts are way too thick, aside from the streamlined fairings over the main undercarriage leg and shock absorber, which are only a little too thick. Unfortunately there are some other faults here too:

Most significant is the way the two lower horizontal v-struts connect. Their join at the apex is, according to Academy, supposed to join to rectangular plate a few mm down from the upper streamlined housing, making them horizontal when viewed front-on. In fact they should angle upwards to join the main-strut above the fairing. You will need to make your own, and remove the plate from the fairings.

The keel of the fuselage seems to angle too abruptly towards the cowl, meaning that the main undercarriage stays mount too much on the same line, whereas the rear should be the lower mounted of the two.

Getting really picky now (I was sick of finding errors - my closing comments explain why), the lower undercarriage leg and axle extend too far below the streamlined fairing, requiring these to be shortened and reattached. Commendably the undercarriage is compressed, and will benefit from a small inspection hole at the outside-bottom of the fairing, plus brake-lines.

Canopy

Canopy fit is poor at the rear, leaving a 1mm step at the top, and the canopy sides protrude outwards at the top as well. There is no simple remedy, as any reshaping will remove or alter the canopy framing thickness. The best solution might be to file to the right fit and then remove all moulded framing and polish, or replace some or all panels with other clear material, then paint or apply framing according to your preference.

Decals

The decals were in good register, but the white failed to cover dark colours satisfactorily. They were very thin, adhered extremely well, but were very awkward to work with. They probably didn't need the help bedding down, but they had no problems with Micro Set and Micro Sol.

Miscellaneous

The vertical struts between the wing underside and main struts are too small for the gap, meaning that new ones need to be fabricated (you need to anyway, as they are way too thick). The tailskid lacks a canvas cuff, although these may not always have been used. The airscrew has a curious thin extension to the blades at the hub (the Storch had a wooden prop, and none of my photos show the extensions).

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The landing light is too tear-dropped in shape, requiring its front to be flattened. You will need to refine the three 1mm thick mountings for the slats underneath the elevators. None of the photos I have seen show the antenna and teardrop for the DF loop mounted, but I know that the Heller kit offers them too.

The Really Sad Part

I had decided to build the Storch in the colour scheme offered by the Heller kit, being chocolate brown overall with D-Day type stripes and French markings (looks nicer than it sounds). As I said this was to be a quick-build "cabinet job", and so I slapped everything together with some rudimentary thinning and replacement of various struts, and an inexcusable acceptance of the canopy's faults.

I only noted all the other errors after I'd painted, prior to gloss varnishing and decalling! Fortunately I'd kept enough surplus chocolate brown for touching up the corrections. I made do with the cowling and undercarriage, but lived with a 'mesh' air intake, as I couldn't find motivation to build the inverted Argus V8.

Conclusion

It's far easier to say what should be done than doing it. My model was always intended for viewing with my model visual improvement system (12" away, behind glass, under inadequate lighting), so if you want to see it visit me at home, as I'm too embarrassed for the Storch to visit the club! (Interesting to note that these problems are evident on the company built kit too, so it would seem these are kit problems, not builder problems - Ed.)



Revell 1/72 Tornado IDS "Tigermeet" Update

Also for any of you who had were interested in this kit from last month's review, I received this e-mail from a friend who works on Tornados:

"The wings on the Revell kit are too long. If you assemble them without modification [when swept forward] the slats sit inside the wing glove; this would make it rather difficult to extend them. This is what led me to further check out the wing to see where Revell made an error. While the slats are too long, the flaps are the correct length, but sit too far outboard of the fuselage. Easy fix for all of this is to rescribe the slats (use SMI plans), which is not as hard as it sounds, remove the mounting pins for the wings and glue the wings further inside the fuselage. Another thing to note is that the Revell wing tips seem a bit flat, they should be rounded on the ends. Watch out for the plastic, it's really soft."

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Member Profiles - Peter Mossong

I built my first model in 1957 or 1958 when I purchased the Airfix F2B Bristol Fighter from Woolworths (in the days when they were a variety store - not a foodmarket!) during a visit to relatives in Nelson. I recall building half of it in the car on the trip home to Blenheim - the car must have reeked of 'Octopus' glue!

The next I can recall building was an Airfix Spitfire my father sent home from the U.K. in 1958, when he was on a course with Rolls Royce to study the Avon engines for our soon to be purchased Canberras. After this I was hooked, and all my pocket money B.C. (Before Cigarettes) went into the purchase of the almost monthly Airfix releases. I also purchased most of the 1/72nd Revell releases of the early '60s - the ones with the frameable box art and sliding canopies - cool! As with most of my schoolmates' models, these were suspended from the ceiling in the bedroom I shared with my younger brother - and soon, as there wasn't much room left for any more, a culling followed using a slug gun I had received for Christmas. I also built some of the 'Eagle' 1/1200th(?) warships during a short stay in hospital having my tonsils removed.

Around this time, I had discovered clear matt varnish and the first of the aftermarket decals, so many varied schemes were tried out. I also built solids from balsa wood using the three views from the old RAF Flying Review magazines when there were no plastic kits of the aircraft I wished to model. During this time I was mainly building aircraft, but also did a few of the AMT Hot Rods starting to appear in the shops, and built a series of waterline ships with hulls carved from solid pine, and masts and rigging from balsa and cotton thread.

When my Father was posted to Auckland in 1965, everything was 'carefully' packed for the trip north in the family car - unfortunately most didn't survive the trip, so a further culling of the collection took place. I didn't do much modelling over the next couple of years (School Cert. time, Girls etc.), but had purchased and built a few of the Airfix 1/76th AFVs until I discovered the first of the Tamiya 1/35th offerings (I think their original Stug. III). I was now a dedicated 'Tankie' and purchased all releases as they appeared from Tamiya and Italeri. At this time, I had begun experimenting with weathering and dry lettering from Letraset sheets.

I joined IPMS in 1978 when the club was meeting in the old NAC building in Victoria Street (now the Post Centre), and rapidly became involved with displays, and the joys of Committees. During the mid '80's I had a break as the club nights clashed with those of the Auckland Motorcycle club, so a toss of a coin found me attending the Motorcycle club meetings and missing out on the IPMS.

In 1986, I rejoined IPMS, when the meetings were being held at MOTAT, and for a change, decided to build a few aircraft again - picking 1/48th scale as a good size to add the extra detailing that I had begun to add to my armour models. I think I was probably one of the first to do my aircraft weathered, and not factory fresh as most in the club were doing at the time - almost heresy! Since then, I have been involved with the club in most positions on the Committee, and with all displays/Nationals/Regionals/etc. that the club has participated in. I am the present editor of the club's magazine, "Scale Dimensions", and keep the library of magazines received from other IPMS clubs around the world.

Over the last few years I have been suffering from A.M.S, and haven't done much modelling, but have still been purchasing kits of aircraft that interest me - mostly RNZAF types, their Japanese opponents in the Pacific, and 1/48th WW1 kits. I am presently building the Revell 1/32nd Hawker Hunter as a commission (the reward is a back seat flight in the NZ Warbirds Mustang), and building up a website covering the RNZAF in the Pacific (Address: <http://www.geocities.com/CapeCanaveral/6879/index.html>),

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as well as trying to answer questions from modellers around the world on RNZAF colour schemes, and markings arising from it. I now tend to call myself a 'Cyber-modeller'!

Member Profiles - Colin Whitehouse

Interests: Aeroplanes and ships of the Fleet Air Arm and US Navy.

Born: England

Modeling assets: Dedicated room next to garage.

Modeling handicaps: Married with one daughter.

My first model was a mistake, mind you so was the last one. An uncle sent a Duplo bulldozer to my elder brother and a Ferrari Le Mans car kit to me. I think he got our names mixed up. Dad did a good job and I helped (as you do). I don't remember how old I was but it was a long time ago. Years later I remember Mom coming back from shopping on a Saturday morning with an Airfix series 1 kit (in a plastic bag) for each of us which cost 16p (\$0.48). Bought in the morning, made in the afternoon, smashed in the evening and by bedtime in more bits than Mr. Airfix would ever have imagined. Probably more fun than I've had building a model plane for years. Humbrol Paint was 11p (\$0.33) a can and when you had all the colours (black, blue, brown and green), you could build anything. Tanks, planes, trains, cars, space ships, ships, figures - we churned them all out. So many that I've built most of the stuff still in the 1999 Airfix catalogue.

As I progressed to buying my own kits, I found they were best opened and fitted together on the bus going home. Most parts made it home, where the finished articles started to look something like the picture on the box lid. Destruction at the hands of Adolf Galland, or Johnnie Johnson, was well into the 2nd week after building. Sensing an opportunity for some peace and quiet one Saturday afternoon every month, Dad took me to the Aero, Space and Vehicle Club (ASVC) on the outskirts of Birmingham. This was around 1976 at the wise age of 11. I was in this club for 7 years, and still keep in touch with some of the members. At the time I wanted to be a pilot as we all did, and decided to build RAF training command subjects, all aircraft being in the red, white and light grey scheme. Displays were frequent and competition was good. There being 6 million people in the Midlands, we travelled up to 100km to enter competitions and do displays. All planes were 1/72nd scale and 1/48th was for obscure US imports only.

Having finished training command, I started to build kits for each US Navy plane used since 1945. While I managed to buy all the available kits, only about a dozen got made before I built a Phantom. There I got stuck, for around 5 years. Resembling St Louis in the '70s, I churned out Phantoms in all shapes, colours and nationalities. For the 25th anniversary of the first flight in 1983, another member and myself put together a display of 25 x 1/72nd scale Phantoms and were able to select the best 25!

Leaving the area to go to the frozen wastes of Leeds University, I decided that University Students didn't sit at home building model planes, and there were other ways to have fun. There were, and three years later (after sobering up a bit and starting work north of London), I found myself in a strange town where I knew no one and was living in a tiny flat. Nothing to do but watch TV and work. So I went home and dug the gear out, building a couple of Phantoms and starting some vacforms.

Production was then off and on as girlfriends came and went (I think in that order) until I got married. Then it was off for a long time until I was posted to Thailand. Up the jungle there is little to do some evenings other than get modelling again. Remember this is a family newsletter! I started into 1/48th scale Phantoms, but by now realising that I was not going to make it to my 145th birthday, I gave up on the US Navy and

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started on the Royal Navy. Fewer planes meant I had more chance of finishing. Now things are so bad I'm on the New Zealand Navy and they've only had 2!

Like most modellers my collection of unmade kits far exceeds the made ones, partly due to the low production rate and also the general attrition as we wander around the globe. At some point I began a 1/350th USS America and it is still 'work in progress'. Unlike most part built kits this is over 3' long and is a little on the large side. Present work in progress includes 1/48th Wasp, 1/72nd Swordfish, Rippon, Skyraider, Seaking, 1/144th VC.10 and 1/350th USS Enterprise. My ambition is to build a silver plane that captures the look of the jets of the '50s, and maybe finish the carrier.

References Anyone?

by Mark Robson

In the last couple of weeks, I have had one of those experiences that illuminate the whole subject of collecting references for a project. Many of you will know that I have been drooling over Dynavector's de Havilland Hornet for a while now, and am scraping up the courage to actually start constructing it. I have done the destructive work of cutting it out and removing the F3 spine and fin, but construction takes a lot more guts!

Reference material for this aircraft is thin on the ground. My good friend Richard, obtained the Alan Hall Warpaint publication, which is very good, especially as Hall didn't write it, so the grammar is acceptable. By the way, don't let anyone tell you that these monographs are just rehashed articles from SAM; in at least three cases that I have seen (Javelin, Shackleton and Hornet), they constitute the best single reference source yet. There are some wonderful photos in this publication, including some excellent cockpit shots, but there is nothing on the wheel wells. I know I could bodge something up that looked like a Mosquito, but, I am crap at imagining things to do with engineering, and as the undercarriage leg is totally unlike the Mossie, there must be some substantial differences.

Last year I loosely sorted my ever-growing collection of aeronautical magazines into boxes that cover different subject areas, e.g. RAF post-war etc, but the Hornet section was sadly lacking. Luckily the newsletter editor's friend from Wellington was up in Auckland with his laptop, and computerised index, and came up with an article in Scale Models magazine in the early 90s with drawings of the u/c bay. Remarkably, the magazine was in store at the editor's house and I walked away with said article. It is by Australian modeller Kevin Clayton-Green and details the construction of a 1/24th Hornet, which is just mind-boggling. Now, I have that issue of the magazine (it is the one with the Dalek on the cover for all you sad Dr Who fans), but I'm afraid my scattergun filing system is not up to the mark. This shows that it doesn't matter how much reference material you have, if you don't have it organised it is no good to you. It would seem logical to me that instead of each individual modeller creating their own data bases it would be logical to share ideas and efforts, and make it much more a group effort - any takers for the role of organiser?

The Hornet Warpaint brings up some interesting points. For instance, the famed RN test pilot "Winkle" Brown rated the Hornet the best aircraft he had ever flown, out of a total of over 500 types. Sadly, many of the airframes went straight from the factory to maintenance units, then the scrap yards, and of course none were preserved. If the war against Japan had progressed, the Hornet would have been built in large numbers, even though de Havilland didn't really want to design it in the first place, being focused on modern jet types. One factual discrepancy in the book concerns the extended spine/fin and lengthened tailplanes that were a feature of the F3 and later marks. The book states that all F3s came off the line with these fitted, and many F1s had them retrofitted and also gives a breakdown of production by serial.

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However there are a couple of photos that are captioned F3, and the aircraft have F3 serials, but they obviously have the early style fin. Any light on this matter would be appreciated.

During this same few weeks I have been in email correspondence with Roy Sutherland of Cooper Details fame. He kindly offered to put some Hornet wheel well drawings in the mail, and wouldn't you know it, it was the same article! I don't feel so bad though as he is building the Dynavector Scimitar, and I happen to have a ridiculous number of photos of the FAA Museum example which are now on their way to him. Coincidentally, the one area of that aircraft that he has photos of is the cockpit, which I could not get access to, so between us we have a full set it seems.

Of course, all this reference material raises the question, can you have too much? This sounds like heresy, but I think it is certainly true that you can have too much information, and it can bog you down. I think this is partly due to the fact that few of us can construct a model that really looks like the full size machine. If you have a photo that shows the intricacies of the bay that houses the Scimitar's tail hook and tail bumper, are you duty bound to try to replicate it? For myself, if my limited skills are insufficient to do that it tends to put me off trying the model at all. This is true for me when regarding another Dynavector kit, the Sea Vixen. I have more info on this aircraft than any other, but I'm waiting until I acquire a few more skills before making a serious stab at it. Weird huh?

While on the subject of references, I'm going to air one of my pet peeves. In scientific literature there is a strong convention that every statement that is not common knowledge (or a new finding that constitutes the point of the publication) has to be referenced back to the original article where the fact, or opinion, first appeared. At the end of each paper there will be a long list of sources that may be several hundred in number. I can assure you that this is a pain to produce when one is writing a paper, but essential to ensure "checkability" of statements made.

In modelling journals, there seems to be a creeping cancer of self-congratulatory criticism of kits without thought of referring to the source of the data used to judge the product. You know the sort of thing, a reviewer writes "the nose is grossly out of proportion, and plans indicate that the wing planform is sadly awry". Well, whose plans were used, and how accurate are they? If a colour scheme is claimed to be wrong, where are the colour photos to prove it, and how do we know that the manufacturer doesn't have a different set of photos that show that the subject did in fact look like that on a particular day?

Manufacturers of course could help by quoting their sources for drawings and colours, but this might be a bit too communicative for the big boys. We are actually very privileged that the enthusiast market is catered to by companies like Tamiya who will re-tool a kit like the Meteor that contained a perfectly understandable flaw, when the vast majority of their market couldn't care less. Also, the smaller producers such as Dynavector and Aeroclub often love the subject even more than we do, and would not deliberately get it wrong. In these days of e-mail, it is perfectly reasonable to actually contact the guy who designed the kit and ask, "did it really look like that?"

As magazine purchasers, I think we have a duty to tackle those reviewers who think they know best just because they own a set of plans for a given subject, and trash a perfectly acceptable kit.

Happy Modelling,

Mark Robson

PS. Could we please all make an effort to refer to the Beaufighter TF.X as the TF.Ten, not the naff-sounding TF.Ex!?

Short S-23 'C-CLASS'

Review by Mark Davies



CMR 1/72 Short S.23 C-Class Empire Flying Boat

Background

In 1936, the S.23 Empire Boat represented quite a departure from Short's earlier biplane flying boats. It was thoroughly modern for its time with a relatively highly loaded monoplane, large flaps, sleek twin deck hull and spacious luxury accommodations. It was designed to meet an Air Ministry requirement to implement the Empire Airmail Scheme (no doubt this influenced the S.23's name). This called for a mail and passenger carrier to link Britain to destinations within its far-flung empire. In particular it was to serve on routes to Australia and South Africa, and later New Zealand, where the various legs were generally around 800km.

The Empire boats offered very high standards of passenger comfort and luxury that was roughly equivalent to first class rail travel of the time and second to none internationally. Having spent a few hours exploring my way through a restored Short Solent (you could say the grandchild of the Empire) I can attest to the space and comfort of the Short's flying boats.

Initially the S.23 was unable to achieve transatlantic crossings. Two aircraft were lightened and fitted with extra fuel tanks, but this was to the obvious detriment of payload. Experiments were made with the Short Mayo Composite aircraft consisting of an Empire flying boat carrying a small and sleek four-engined Mercury seaplane; but this piggyback system was limited to carrying mail. Experiments involving in-flight refuelling after take-off by three Harrow bombers were made, but this was an even more absurd proposition than the Short Mayo Composite. Ironically, during WW2 it was found that Short's maximum take-off weights for the S.23 were too conservative, and it turned out that the Empires could take off with enough fuel to

cross the Atlantic. It seems incredible that simply experimenting with overload conditions was not tried ahead of the earlier far more complex solutions!

The Empires were called C-Class boats by Imperial Airways, and were also operated by Australia's Qantas and New Zealand's TEAL. There were three main versions of the Empire boats, these being the S.23, S.30 with Perseus sleeve-valve engines and higher operating weights, and S.33 with a later version of the Mercury engines used by the S.23. Several S.23's were inducted for military use; some being classed as S.23M and fitted with power operated gun turrets. Others continued to provide important links throughout the war between the various theatres and outposts of empire. Perhaps the most significant development of the Empire design was the Sunderland military flying boat that saw sterling service during WW2 and beyond. There were also three S.26 or G-Class boats built. These looked similar to the C-Class, but were larger and differed in hull and other design areas because of experience gained with the C-Class.

Sixteen of the forty-two Empire boats built survived the war, and the last was displayed in Auckland, New Zealand until being scrapped in 1954. This was a sad ending to a truly successful design. However its direct descendants lived on for a while in New Zealand with TEAL's use of Solents on pacific tourist routes, and the RNZAF's use of Sunderlands on maritime patrol duties into the 1960's.

Previous Short S.23 Kits

Frog Penguin in the mid-1930's produced both the S.23 and S.30 as very early injected 1/72 kits using a Bakelite type plastic (now worth a fortune as collector's items). Much more recently both Conrail and Airframe offered 1/72 vac-form kits, and sometimes these appear for 2nd hand sale. Welsh Models has also released 1/144 scale vac-form.



Therefore, it can be seen that CMR has filled an important gap in both Golden Age and flying boat modelling circles with what must be the definitive kit of the Empire series boats. Now let's face it, even if you don't fit into these demographics, you'd have to be a tad strange to find no appeal in such an impressive and gorgeous flying boat – or am I being too presumptuous?

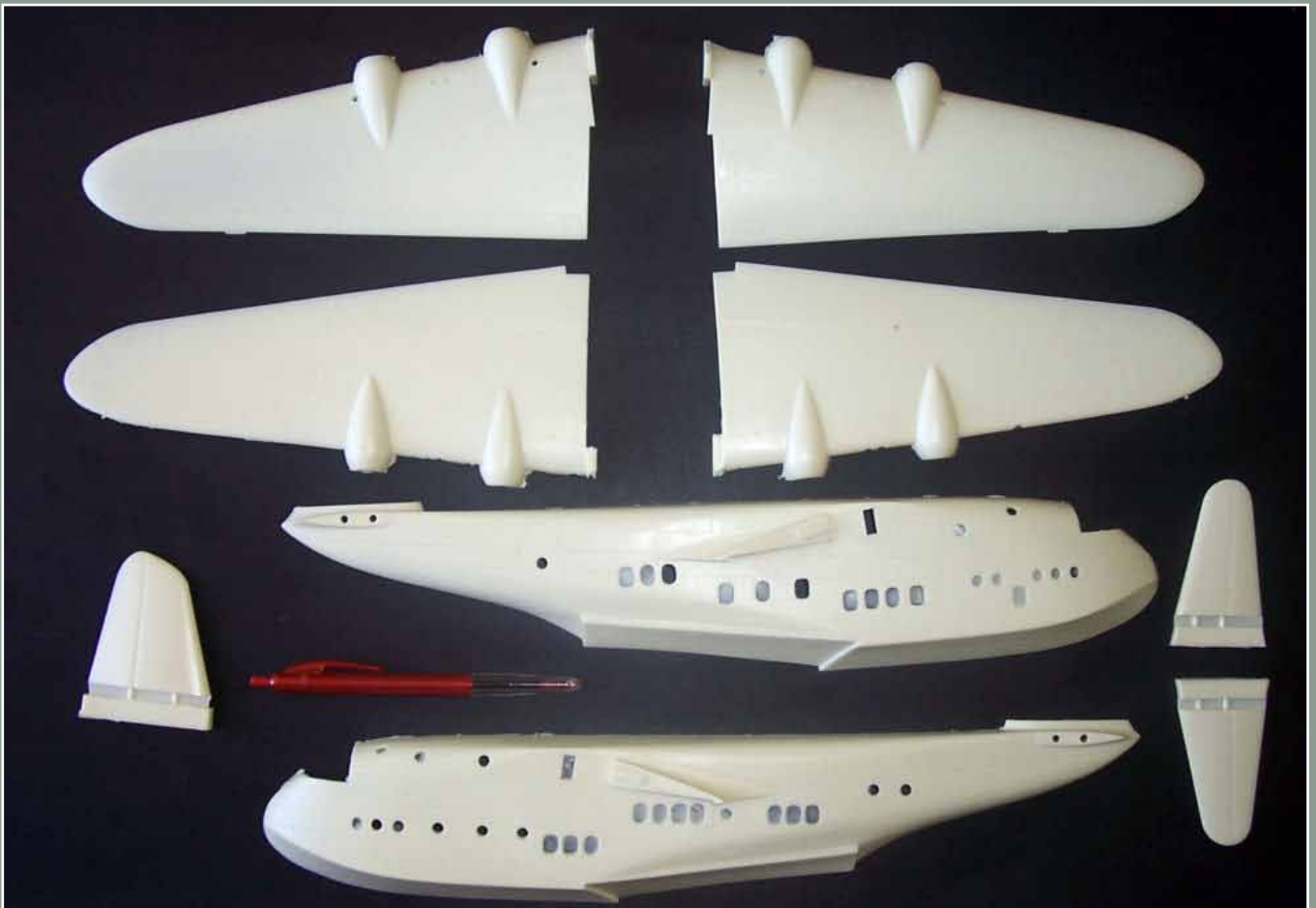
The Kit

The CMR kit comes in large and sturdy top opening box, and the cream resin parts are in various heat-sealed plastic bags. Instructions, decals, clear parts, pre-cut canopy mask and pre-coloured PE fret produced by Eduard are similarly bagged. My first impression was of being presented with a truly top-quality multi-media kit. As an aside, CMR also offer a Perseus-engined Short S.30 kit as CMR-202, which obviously will have much in common with their S.23 kit.

The instructions consist of six pages of diagrammatic assembly instructions with notes and colour call-outs in English. Four pages of colour plans cover eight marking options, although they are all essentially similar. An additional page provides a guide for use of the pre-cut canopy and hull windows mask. This is a real bonus making masking so many curved side windows nice and easy. Three more pages provide a brief history of the type, and notes on each individual aircraft covered by the kit.

Starting with the flight deck, the modeller is presented with more detail than is really needed with a closed cockpit. However, far better this situation than not enough. A combination of very fine resin castings and pre-coloured PE parts should result in a beautiful sub-assembly.

The major airframe components are extremely well cast with very straight and lightweight castings. In fact after minimal clean up they will be just like a handling injected styrene kit parts. Surface detail is recessed and nicely done, giving a real sense of the multi-panelled look of the original. Assembly of the major

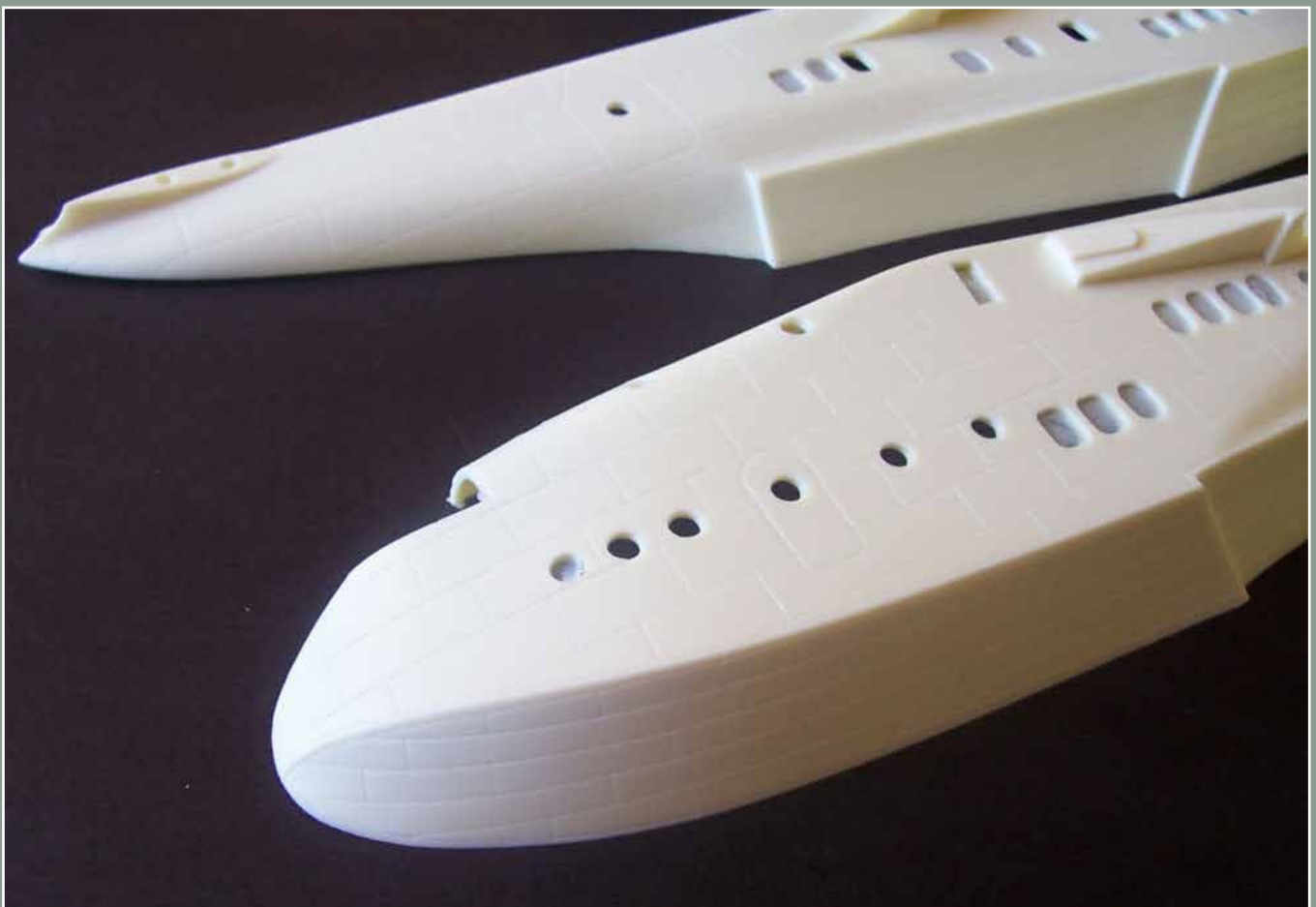


components is as you would expect for an injected flying boat kit. There is also a fuselage bulkhead for rigidity, and a wing spar to aid wing alignment. Some may wish to reinforce the join between fuselage halves with some styrene sheet, but the fit is so good I'm not sure this will be needed.

The S.23 had a lot of windows, and CMR provides these as clear resin parts to plug the holes in the fuselage. The latter tend to have a wafer thin skin of resin that will need to be removed. Test fitting suggests the clear parts will be a very snug fit (I also found this the case with my CMR Avro York that used the same system). The clear resin is useable as is, but a light polish and coat of Future will enhance window clarity. A choice of media for the cockpit windows and roof is available in the form a clear resin piece of two vac-form acetate mouldings. The former is good, but again a light polish, more so on the inside, and some Future will boost clarity. Whilst I happily use vac-from canopies, I think this time that the resin option will be tempting for the sake of simplicity and blending in of the join line with the fuselage. Anyway, it's nice to have a choice in this regard.

Moving onto the various ancillaries you are again confronted with delicate and very clean castings, none of which should present any hassle to remove from their very fine attachments to the casting blocks. The engines are nicely detailed, and I'm pleased to say have the forward facing exhaust manifolds from each cylinder to join to the collector rings on the cowls. There are also 18 inlet manifold pipes to add to the rear of each engine. However, unless the cooling gills on the cowls are opened they will not be seen, so I for one will not be fitting them. The cowls themselves are delicate and perfectly rounded. The props are finely done and without pinholes at the tips (something that can be a curse of resin props). In fact I have not found pinholes anywhere else worth mentioning.

There is a choice of small and large wing floats; the latter allowing the two boats that flew the Atlantic route to be built. The package is rounded out with some nicely moulded beaching gear, various radio antennae,



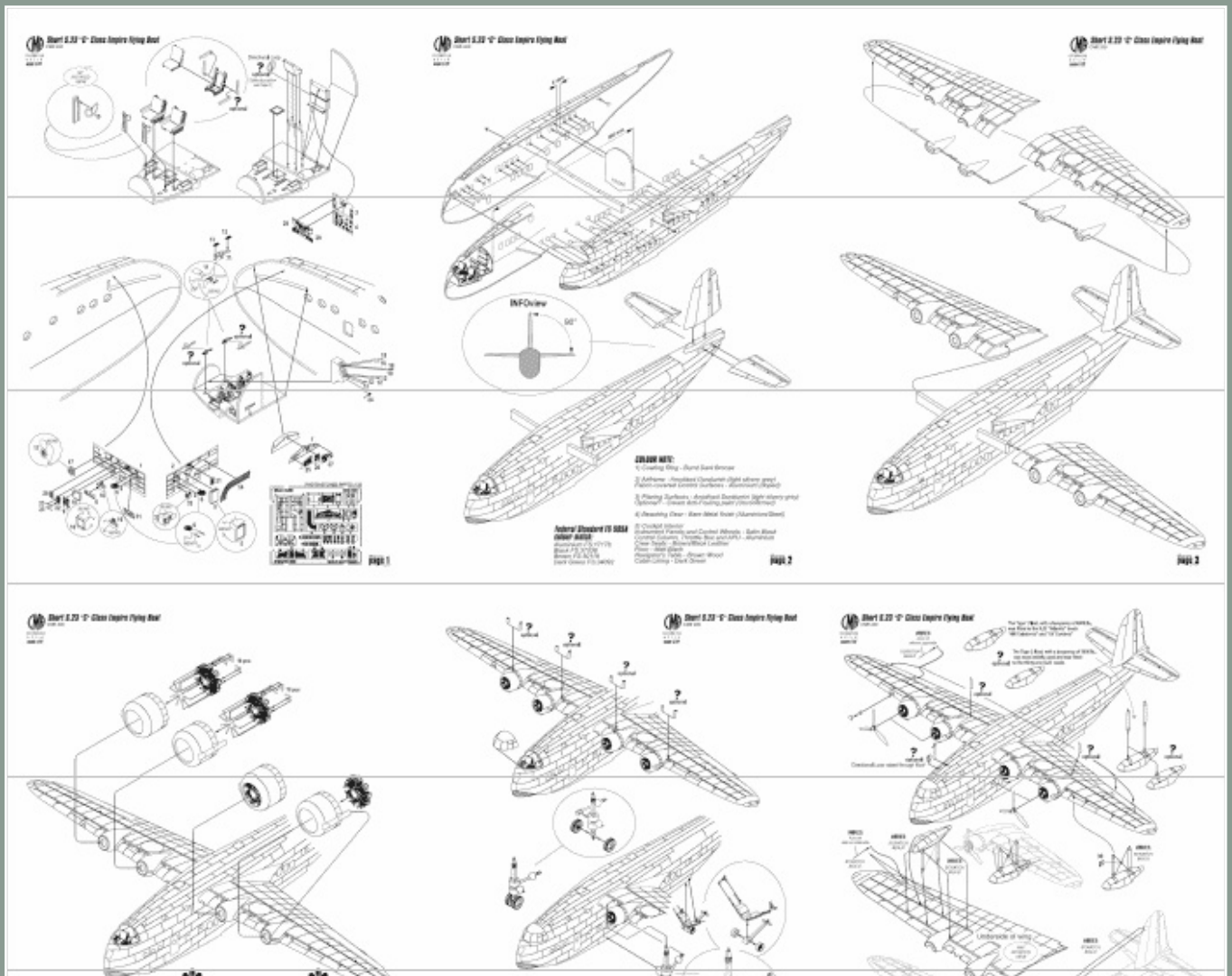
choices of exhaust, and control horns, and even PE brackets to mount on the crossed bracing wires of the float legs.

Markings

Taking a leaf from Henry Ford's book of Model T colour choices, the S.23's operators decided that your C-Class can be any colour as long as it's Anodised Aluminium (unless you choose to do a RAAF wartime camouflage scheme which is catered for by a Red Roo Conversion). Fortunately the dark blue registrations will add a splash of colour to this bland finish. Decals are typical of CMR, being well registered and suggest good opacity. Based on past experience they should be very good to use; but like most Czech decals they will be quite thin and need to be floated into position, as they tend to adhere extremely well once there is no fluid under them. Aircraft options covered are:

- G-ADHL - "Canopus", Imperial Airways London, July 1936
- G-ADHL - "Canopus", Imperial Airways London, 1937-1939
- G-ADVB - "Corsair", Imperial Airways London, 1937-1939
- G-ADHL - "Canopus", Imperial Airways London/BOAC, late 1939 to early 1940
- G-AFBL - "Cooee", British Overseas Airways Corporation, from August 1942-onwards
- VH-ABF - "Cooee", QANTAS Empire Airways, prior to August 1942
- VH-ABD - "Corio", QANTAS Empire Airways
- VH-ABG - "Coriolanus", QANTAS Empire Airways

I was struck with some amusement at the name Cooee, as in the Antipodes you associate this word with old ladies with blue-rinsed hair as they poke their heads around the door to an call "cooe!" in a hi-pitched voice



to determine if anyone's home. Well it seems that "cooee" is in fact an Australian Aboriginal call used over long distances. So many years ago it must have drifted into the more general Aussie lexicon and, despite the Tasman Sea dividing us made it into Kiwi use too (Fortunately, old ladies saying "cooee" aside, Kiwis don't sound like Aussies at all!).

Award Winner

SEAWINGS, the Flying Boat web site, awarded it "Model Kit of the Year 2008" and "Award of Excellence 2008"; click here to read the citation.

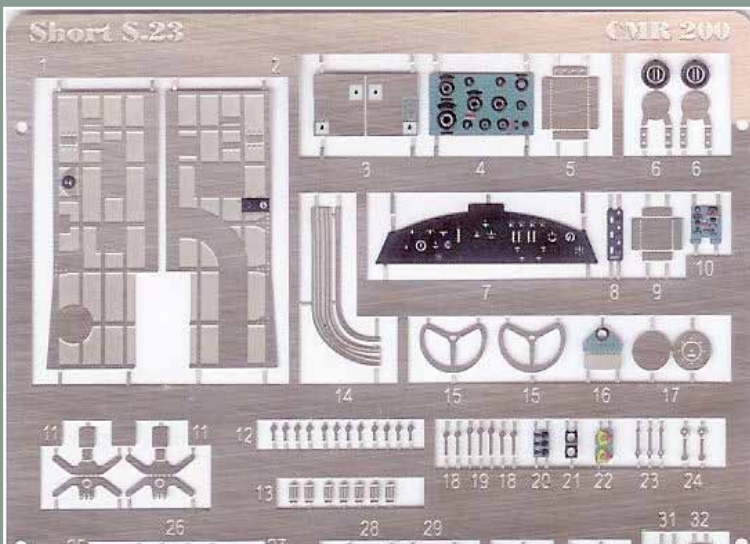
Conclusion

This is a superb offering setting very high standards for resin multi-media kits. As an experienced resin builder I feel confident waging that this will be only a little more difficult to build than most comparably sized injected flying boat kits.

Just the thing for flying boat and "wings of peace" fans; or for that matter those who just want something different that will stand out amongst their other models. I highly recommend it.

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Note: the kit is available from Hannants but at £143 you have to be keen....



Online Trading

Ever bought goods online from hobby shops locally or offshore?
Share your experiences with good/bad traders here.

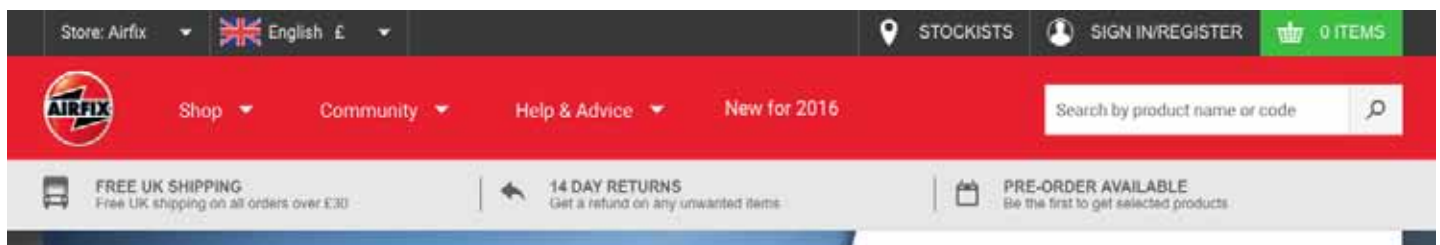


www.hobbyterra.com

I was seduced by the recent release of the Tupolev Tu-22 in 1/72 by Modelsvit - so searching the web for a source I came across HobbyTerra based in the Ukraine - they specialise in many USSR and Eastern-bloc subjects by manufacturers from the same region. Initially I considered giving it a miss, based on my aversion to risk involving companies from some countries but I found a few reviews of their service on some creditable forums so decided to bite the bullet. Signing up was easy, ordering was easy and payment was via PayPal - so at least you have some protection of your funds if the transaction goes south.

I received regular updates on the progress of my order - processing, packing, shipping, etc. About 10 days later I received a nice flat parcel which I couldn't work out how they had gotten the three kits I'd ordered into it.... The package revealed the kit boxes had been sent unassembled and flattened, with the kits themselves carefully packaged in bubble-wrap and padding.

So overall a great experience and highly recommended if you're after some rather unusual subjects.



www.airfix.com

So I've always wanted an Airfix 1/12 Blower Bentley - I bid on a second-hand kit on TradeMe and one myself a partially started, first release Bentley. Woohoo! Except on closer inspection I found many parts missing - some of the smaller parts I probably could have lived without - but a few major parts were missing - the most prominent being the chrome radiator surround.... Two of the five rubber tyres had slight perishing as well - pretty much impossible to fix.

Queue Airfix spares department - I emailed them and itemised the missing parts including a full set of tyres - hardly worth replacing just a few! A few days later I received an email from Airfix confirming they could supply the parts for £10, plus £6 for postage - payment by bank cheque or credit card over the phone. So a phone call later and the order was confirmed. About 10 days later a small package arrived in the post and hey-presto, I had a complete kit!

Excellent service from Airfix and I've heard from others who have had positive experiences getting missing or damaged parts replaced. Many other manufacturers could learn from this - now I just have to build the bloody thing!



GALLERY

CLUB NIGHT MODELS

This month we're trying something a little different with the gallery.

Instead of trying to squeeze the photographs from Club Night onto these pages, we've decided to try a new gallery format on the clubs website. This means larger images with higher resolution - so you can see all those previously unnoticed finger-prints in hi-def.....

So, for your viewing pleasure, please visit the gallery pages for 2015 on the website or get there by following this link:

http://ipmsauckland.hobbyvista.com/galleries_2016.html

LAST WORDS



For those of you who have always wanted an accurate Saab J29F Tunnan in 1/48th - here it is. Pilot Replicas have released their latest kit being the first of 3-4 versions of the 'Flying Barrel'. Downside is its only available from Rebell Hobby in Sweden so far at around \$107 plus postage. But given the latest Hobby Boss release is 1/53rd scale and a similar price (granted without the postage) it doesn't seem too bad.

So you can now build almost all the Saabs from the J21 (an odd twin boom pusher aircraft), the Tunnan, the Lansen, the Viggen and the Gripen...

I know you're all thrilled.

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.

Also remember to check out the 'On the Table' galleries which will now be on the website only.

...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 or have a chat with me at Club Night.

Cheers
Rob

