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NEXT MEETING

Tuesday 16th June 2020

Freemans Bay Community Hall,
Function room
52 Hepburn Street, Ponsonby

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Link from the IPMS Auckland Website

From the Editor

It seems like ages ago since we able to hold a normal meeting but as of this month it's business as usual at the normal time and normal venue. We will hold our belated 2020 AGM and once business has concluded with that we have a pub quiz planned.

The committee are currently investigating the feasibility of holding the nationals as planned this year. A while ago it seemed to be too risky a prospect and that it would potentially be unlikely to be well patronised. With the change of rules in level one all that has changed. Also some noticed during the lockdown period that there was a small surge in interest in the hobby as people looked to find different ways to amuse themselves during isolation. There were some who were returning to plastic modelling after many years and some who were keen to try it for the first time. By holding the nationals we can promote the hobby and may be able to capitalise on the current levels of interest in terms of attracting new members.

In the mean time we look forward to seeing the fruits of your labour on the table at the meeting.

**A friend who has worked
in Chicago his entire life
tells me it's not that violent.**

He's a tail gunner on a school bus.



BULLETIN BOARD

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

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

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

IPMS BANK ACCOUNT NUMBER

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

June

AGM and Pub quiz

MODELLING EVENTS

Watch this space!

BULLETIN BOARD

CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



ModelAir

349 Dominion Road
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p: 09 520 1236



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10% on kits and modelling supplies



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SUPERMARINE SPITFIRE Mk I IN RAF SERVICE - 1936 TO THE BATTLE OF BRITAIN

(WINGLEADER PHOTO ARCHIVE NUMBER 1)

Book review by Pete M.



Hot off the press is this new photo archive book from Wingleader Publications in the UK. I received my copy this week and after a quick flick through it, I would highly recommend it for anyone planning a Spitfire Mk. I build, or for any aviation fan who likes to keep an updated library.

From the publisher's preface:

An introduction to the NEW Wingleader Photo Archive Series.

For quite a few years, Simon Parry and Mark Postlethwaite have been building up a huge library of original WWII aviation photos, partly as a hobby but mainly to help provide photos for the books that they publish. With over 30,000 now in the collection, they realised that they had more than enough to produce a series of photo books on individual aircraft types and sub-types.

They set out to make the series as ideally suited to modellers and artists as possible, so large photos, using A4 landscape format, and minimal text except for extended captions. Effectively their aim is to produce a 21st Century version of the Profile Publications series of books from the 1960s, using the latest technology to reproduce their wartime photos to the highest standard possible.

This series is unique in that it will be able to provide large format ORIGINAL photos up to full A4 landscape format width, which is at least 50% larger than any standard book can deliver. Combined with the specialist knowledge of a team of historians and contributors, each book should provide unbeatable and accurate references for any modelling or painting project.

"We chose the Spitfire Mk.I for the first book as, surprisingly, hardly any book has been solely devoted to the Mk.I. During the research for the project, we studied dozens of published Spitfire MkI modelling articles and found that nearly all of them were wrong, with the same mistakes repeated over and over again. As with our Battle of Britain Combat Archive series, we have gone back to source material for these books and studied original documents and period photos, and not relied on restored aircraft or modern books."

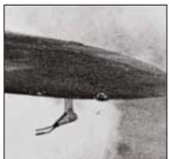
This book contains approx 130 original wartime/pre-war photos and 6 in-depth profiles with side-views plus and top and underside views.


In my humble opinion, this book well covers what the publishers have set out to do as per their objective and gives a very comprehensive profile of the Mk.I from the prototype K5054 through to the introduction of the Mk.II. Throughout the book they cover all the variations made to the airframes and the evolution of markings and schemes applied to the Mk.I's from the prototype until the end of the Battle of Britain when they were beginning to be phased out of front line service.

THE EVOLUTION OF THE MKI SPITFIRE

The MkI Spitfire received dozens of modifications during its production life, some more visible than others. These two photos show an early K series Spitfire alongside one of the last R series MkIs.

double pronged pitot tube on very early models only







although bulged on this example, the very early MkIs had flat canopies

early ring and bead gunsight


unarmoured fuel tank note the extra panel lines subsequently hidden by the armour plate

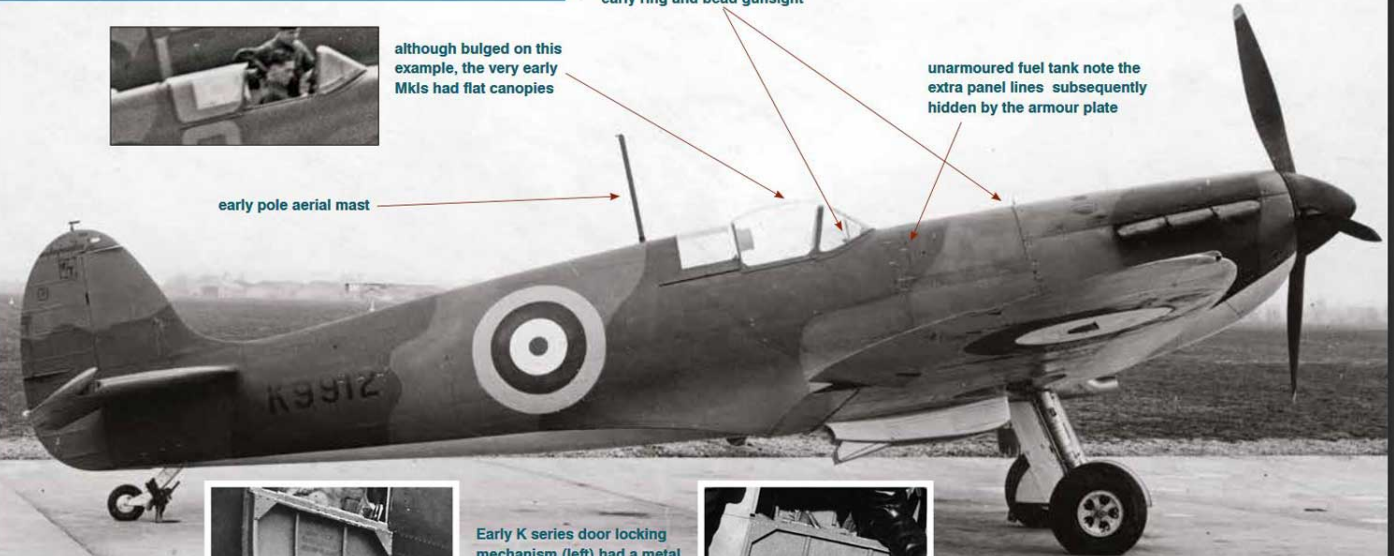


early pole aerial mast



Early K series door locking mechanism (left) had a metal ring between two wires.
Later MkIs had a handle and bolt mechanism (right).





*K9912 also appears elsewhere in this book and ended up burnt out on a beach near Dunkirk, see pages 16, 17 and 37.

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Crisp clear photos are used to illustrate the changes and comprehensive notes are given to support them. The A4 landscape format allows this to a far greater extent than usual so one gets a greater appreciation of them.

Colour plates come with notes for modellers showing the stand out points of each, and these are backed up by a photo of the actual airframe being shown.

SPITFIRE K9911 YT-E 65 SQUADRON

Modeller's notes

Aircraft:

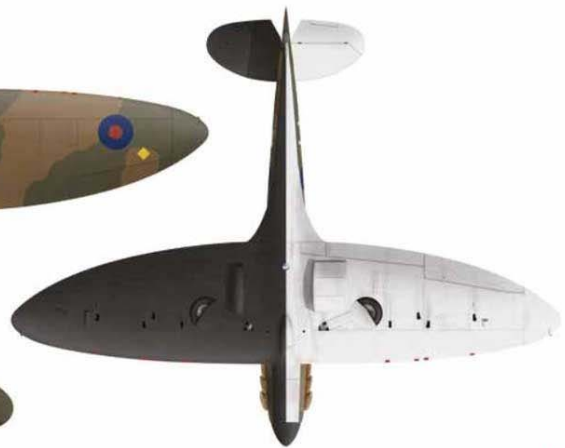
- Early pole aerial
- Bulged cockpit canopy
- Armoured windscreen
- Mount for night vision exhaust shield
- Standard pitot tube
- Reflector gunsight but with bead mount on cowling
- Red patches on guns
- DH 3 bladed propeller
- No voltage regulator behind pilot's head

Colours:

- 'B' camouflage scheme
- YT-E in light grey
- Black and white undersides, (no stencilling)
- Low demarcation line on nose
- Reduced size upper wing roundels
- Yellow gas detection patch on starboard wing

Discussion points:

- This aircraft shows signs of being repainted as the pattern on the port wing and fuel tank are non standard.
- The small gas patch may have been repeated on the port wing as seen on several other aircraft.



Sections cover the prototype K5054, the entry into service beginning with No.19 and No.66 Squadron, one page covering the 'Speed Spitfire', The early wartime period from October 1939 to June 1940 showing changes in the markings and colours.

THE EVOLUTION OF MARKINGS



When N3035 was delivered to 66 Squadron in October 1939 the official markings were black and white undersides with toned down national markings of just red and blue roundels. The serial number was also removed from its usual position on the fuselage and may have been applied in small numerals on the tail fin.

The 66 Squadron groundcrew applied the unit's LZ codes and individual letter K on either side of the roundel and were one of the few squadrons to re-apply the serial on the fuselage, although uniquely in grey paint.

Just a month or so later, an order was received to add a white ring to the fuselage roundel to aid identification after a series of 'friendly fire' incidents. The groundcrew clearly didn't want to repaint the codes so just enlarged the roundel to slightly overlap the letters.

In May 1940 with the invasion of France, the Spitfire squadrons were sent to patrol the skies over Dunkirk and quickly needed far more visible markings in the hectic combats that were taking place. Roundels were added under the wings, a fin flash applied to the tail and a yellow outer ring applied to the fuselage roundel. With the urgency of the situation, the groundcrew must have assumed that the markings were more important than the code letters and so further obliterated them.

With the action over Dunkirk dying down, the pilots were not happy with their very visible black and white undersides, and so orders were sent out to repaint all undersides of RAF fighters in 'Sky', which was interpreted in many different shades by squadrons due to the lack of official supplies of the colour.

OCTOBER 1939



DECEMBER 1939



MAY 1940



JUNE 1940



a page covering the 'gas' warning markings:

GAS PATCHES

A noticeable feature of a number of Spitfire MkIs was a square or diamond shaped patch, usually seen on the port wing. This was a gas detection patch which changed colour in the presence of poisonous gas.

It is fair to assume that they were introduced shortly after the outbreak of war, being very easy to apply, either as a fabric patch or directly using special paint. They were light yellow/green in colour and if patched, would have dark/red tape around the edges. The most popular position is as seen in the photo of a 602 Sqn Spitfire top right. The main factor was of course for it to be in a position away from any removable panel. Smaller versions were also seen in front of the aileron as seen in the two images near right.

As the fear of a gas attack faded, so did the presence of the patches and they were rarely seen on Spitfires from September 1940 onwards although there were exceptions even into 1941.

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the addition of armour and pilot protection:

PROTECTING THE PILOT

As soon as war broke out, it was noted that the Spitfire provided very little protection for its pilot. Dowding, the Commander in Chief of RAF Fighter Command, was very insistent that armour be added to his Spitfires and Hurricanes, despite the official view that they were so fast that nothing could shoot at them from behind!

First came a thin sheet of metal over the fuel tank designed to deflect bullets fired at an angle. Then came the armoured windscreen, shortly followed by the 6.5mm thick head armour which was mounted behind the pilot's headrest. The final piece of armour for the pilot came in the form of a 4.5mm thick sheet of metal that was inserted behind the pilot's seat.

Possibly the shortest pilot ever to sit in a Spitfire! The seat armour can be seen in the foreground. The cut out corners were to allow the plate to fit around equipment.

King George VI inspecting an early Spitfire, note the basic framework behind the pilot's seat without any armour.

A diagram showing the head armour (blue) which was placed behind the seat armour (green).

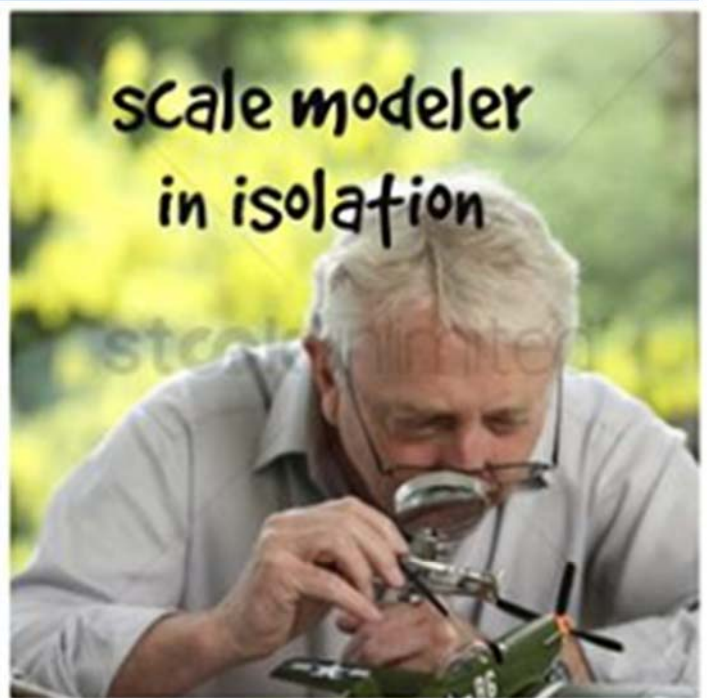
30

Two great pages cover the evolution of the Mk.I with comprehensive notes to show these and a section covering Dunkirk (and of course, an illustration of Al Deere's N3180 KL-B Kiwi) noting the No.54 Squadron aircraft using the metal Rotol prop and blunt spinner, and being the first to have the TR1133 VHF radios so no aerial wire.

The next and largest section covers the Battle Of Britain period (with two pages showing Spitfires captured by the Germans) and many photos of aircraft and airfield scenes taken during this time. Notes are given regarding the marking and colour scheme changes that occurred during the battle and the many variations of these!

Overall a very well put together volume, and well worth adding to ones library. If Wingmaster's can carry out their stated aim of further books such as this, then I am sure I will be purchasing more depending on the subject. Highly recommend by me!

<https://www.wingleader.co.uk/shop/spitfire-mk1-wpa1>



ICM 1/32 RAF Pilots in Tropical Uniform & 1/32 Gloster Gladiator Mk II.



In-Box Review:

For this review I will concentrate mostly on the Pilots set, as the difference between the Mk I and Mk II Gladiator is Markings and about 15 parts on one new sprue Tree.



The main differences between the Mark I and Mark II Gladiator are some changes to intakes, a different Gearbox for the Radial engine, a revised cowling and exhaust system and a 3 Bladed Propeller. In the Cockpit the instrument panel is revised quite dramatically. And That is it. Apart from the New Sprue tree (labelled F) all the other parts are the same, you will have a spare 2 bladed Watts Propeller for your spares box as that is still present.

The new 3-Bladed propeller is a Fairey-Reed and certainly looks the part.

There are decals for 4 Mark IIs, (Sadly an extensive search on Google failed to find any images of these options.)

1: 247 Squadron, Roborough UK, August 1940. Serial N2308/HP-B

2: 80 Squadron, Greece, December 1940 Pilot M.T. StJ. "Pat" Pattle, Serial N5832, no codes.

3: 1 Squadron, SAAF, East Africa, 1940. Serial N5852, No codes.

4: 615 (County of Surrey) Squadron, St Inglevert, Northern France, April 1940. No Serial, Code KW-T.

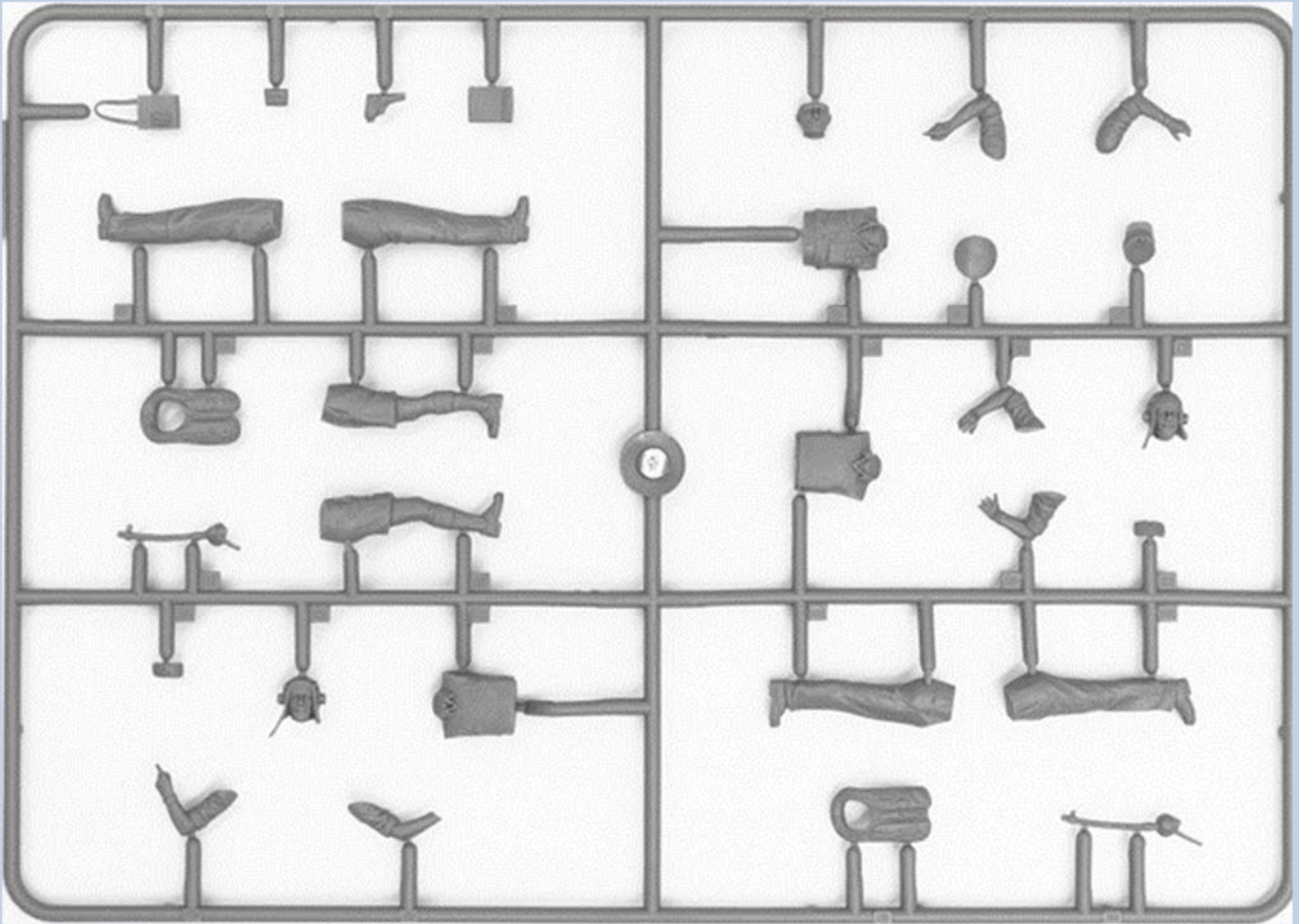
The first 3 are in the "Shadow-shading" Camouflage (Dark Earth & Dark Green uppers, Light Earth and Green Mid, over sky undersides.) and the fourth is similar but uses the 50/50 Black and white undersides

The decals provide all the roundels and codes (RAF and SAAF) and serials with a few stencils. The Fin flashes are left for you to apply the red (or Orange for the SAAF option) and blue portions over a painted white fin. All my positive comments for the Mark I also apply to this newer kit, and the Sea Gladiator is now out, including the options to make the Legendary "Faith, Hope and Charity" from the Siege of Malta! Darnit, I might just have to splurge out and get that one, too!

My conclusion for this kit is the same as for the Mark I, it has been a very long wait, but it was sure worth it for a kit this excellent!

Now, onto the RAF Pilots....

The kit consists of a single sprue tree and a sheet with painting guide on one side and simple assembly guide on the other. It comes in a smaller box version of the Large ICM Box and sleeve with a very nice painting of the 3 figures contained, two pilots, discussing a mission with their "boss", with a slightly "ghosted" Gladiator behind them. One wears shorts and an open neck shirt the other a pair of Drill longs and a short sleeved shirt, both wear flying helmets. The "boss" wears a peaked cap and tropical khakis. The painting is a fairly close match to the figures (Some



The sprue.... And the WASP set art.

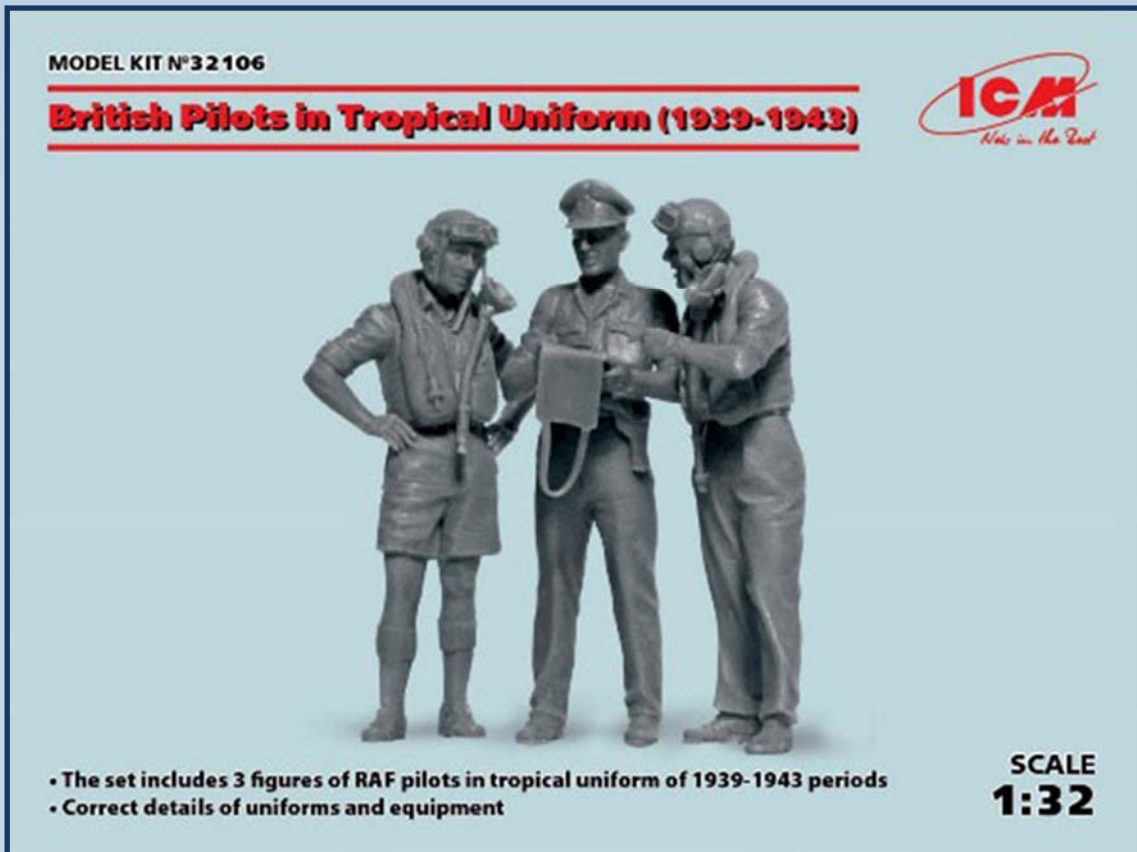
MODEL KIT No32108

US WASP (1943-1945)

ICM
News in the Best

SCALE
1:32

- The set includes 3 figures of WASP female pilots of 1943-1945 periods
- Correct details of uniforms and equipment



The assembled figures from ICM.

Looking through the range of figures available from ICM, I can see that I will have to invest in quite a number of them, notably this one:



Conclusion: If you want decent 1/32 figures, ICM are giving you a good reason not to invest everything into Aftermarket Resin or Castings. These figures are very nice, indeed. They are posed very well, and naturally with a vignette in mind from the outset.

New Kit Highlights



MODEL KIT No32042

Gloster Sea Gladiator Mk.II

WWII British Naval Fighter

- This particular kit is the very first attempt of ICM to release Gloster Sea Gladiator Mk.II plastic kit in 1:32 scale into the market
- Accurate copy of the prototype
- Highly detailed engine and cockpit interior
- 4 versions decal sheet is included

1:32
SCALE



Fw 190A-6 1/48

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ProfiPACK
edition

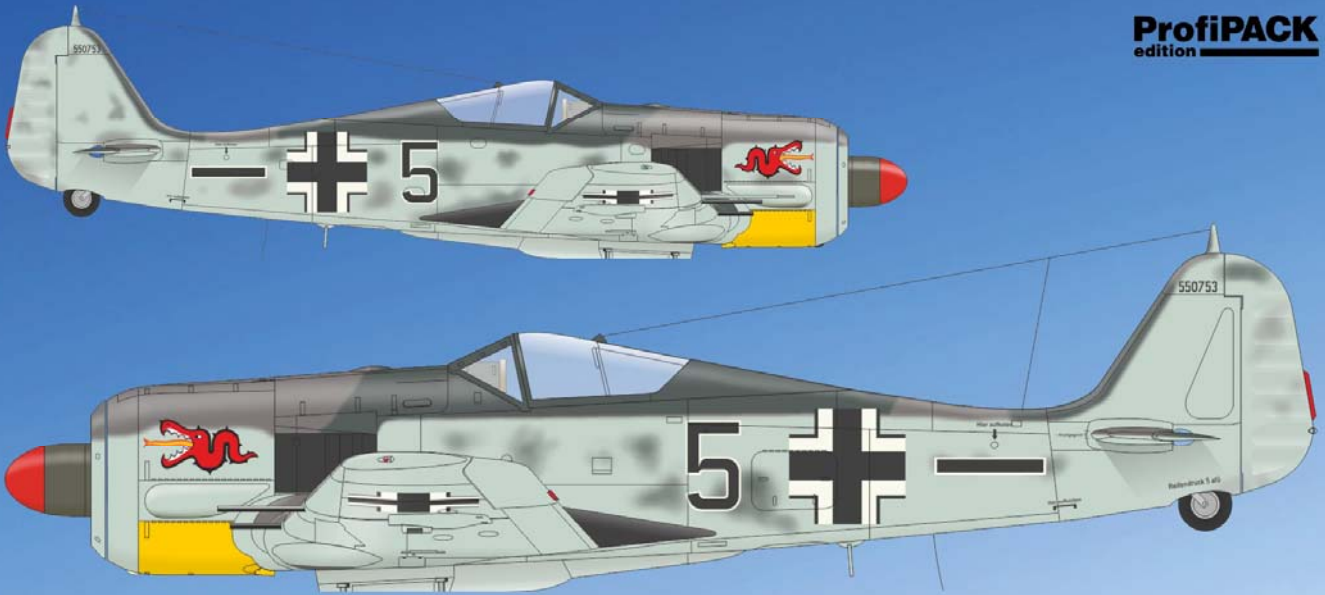
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Fw 190A-6 1/48

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W. Nr. 550473, Fw. Walter Nietzsche, II./JG 300, Rheine, Germany, Summer 1943

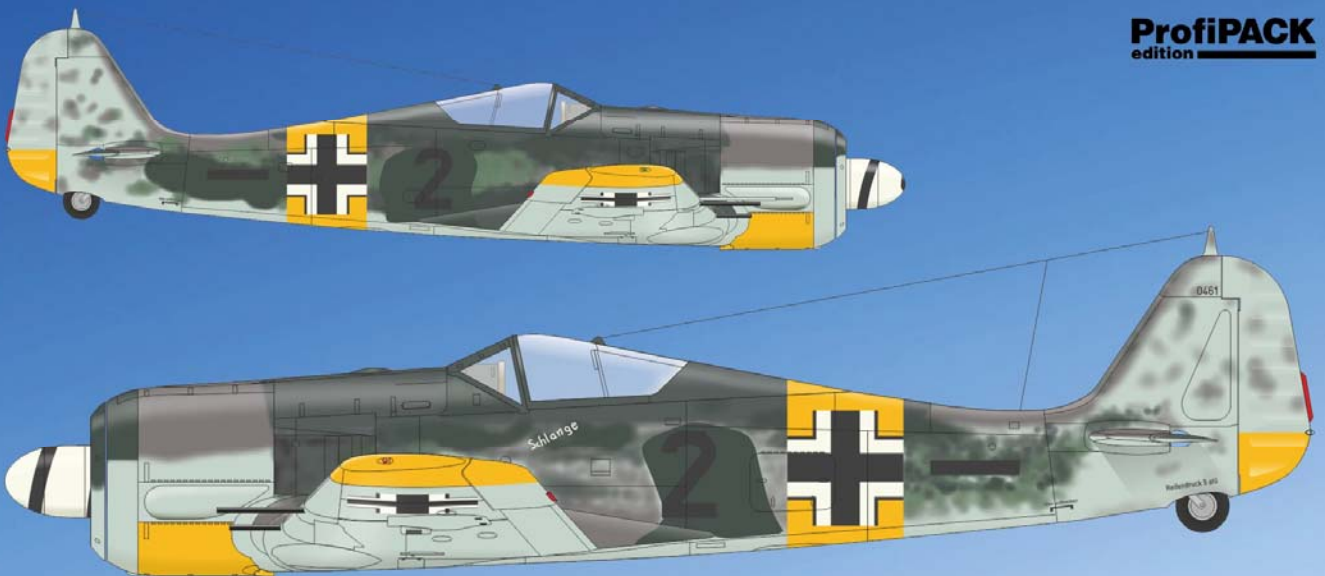
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Fw 190A-6 1/48

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W. Nr. 550461, Oblt. Helmut Radtke, 5./JG 54, Immola, Finland, Summer 1944

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Fw 190A-6 1/48

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W. Nr. 550453, Hptm. Friedrich-Karl Müller, Stab./JG 300, Bonn-Hangelar,
Germany, October 1943

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Lt. Heinz-Günther Lück, 1./JG 1, Deelen, the Netherlands, August 1943

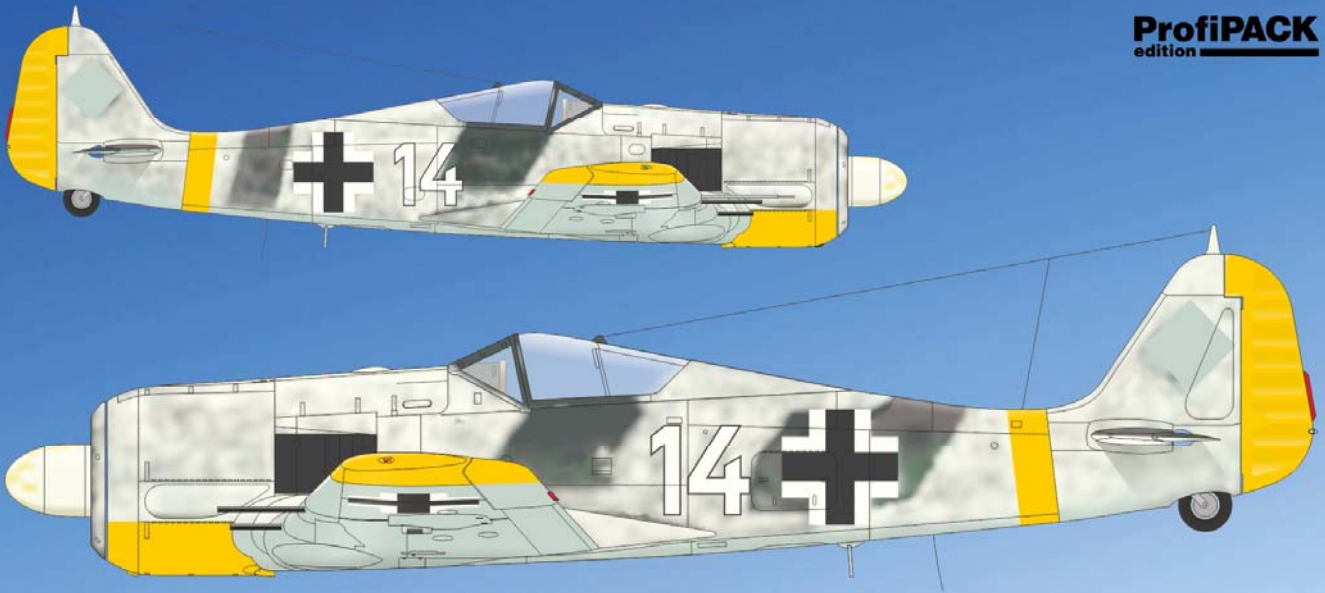
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Fw 190A-6 1/48

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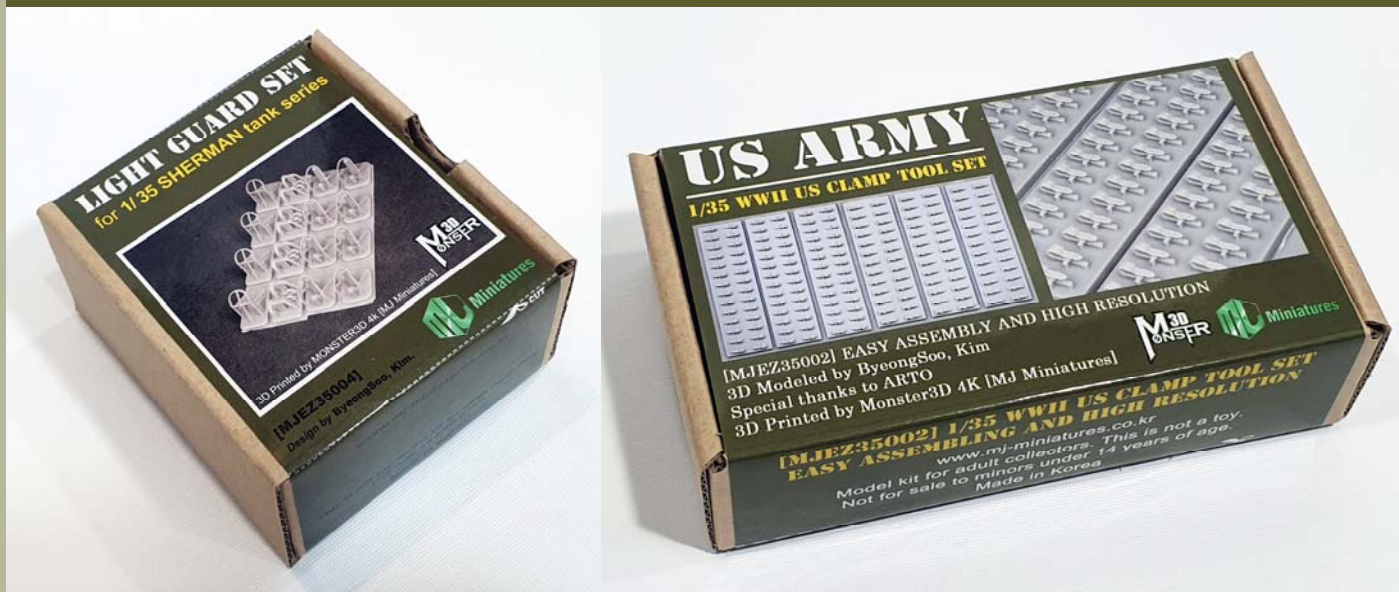
Fw. Günther Josten, 1./JG 51, Bobruysk, Soviet Union, January 1944

Cat. No. 82148

www.eduard.com

M J Miniatures U.S. Detail Upgrade Sets

By Lance Whitford



MJ Miniatures a Korean company known for producing resin figures. Recently they have branched out into producing 3D printed upgrade sets for 1/35 scale military models. Their first offering was a set of German tool clamps followed by a set of tie downs for WWII U.S armour. They have followed these with is a set of light guards for Sherman tanks and another set depicting slings for a variety of U.S. weapons.. I recently purchased the U.S. tie down and Sherman sets and these are the subject of this review. The parts are very well packaged with all parts on a single carrier which comes in a plastic bag which is in turn surrounded by bubble wrap and of this in a very sturdy cardboard box.

The Sherman set contains enough parts to do 4 models. I opened 2 sets and interestingly one was printed in light grey while the other was a translucent black. There are front and rear light guards as well as the siren guard seen on late Sherman's. As a bonus there are 2 tow rope clamps which look very nice. The all the guards come as one piece including the complex siren guard. The only assembly required is to attach the 2 tubes that hold caps for the light sockets which get fitted when the headlights are removed. Technically I'm sure they could have been printed as part of the guards but having them separate makes sense because there was some variation in their position in reality. I was keen to try these out and had a project on the bench that I could use the on.



It is well worth visiting MJ Miniatures Facebook page where they have a video and a series of photos showing how best to remove the parts from their carrier. The light guards are cleverly designed so that the feet can be separated using normal sprue cutters like the ones shown here. MJ recommend that any other cutting of connective material should be done before cutting the feet. The plastic they are made of is hard enough to hold the correct shape while being somewhat flexible. This makes handling the parts very low risk. I have bought a number of 3D printed items over the years and these are by far the best I have seen. The surfaces of the parts are perfect with none of the striations that some PE printing leaves behind. The elasticity of the parts is great compared to some of the brittle 3D printed parts I've purchased in the past.



The photo's below show the guards installed on my Russian M4A2 build. I haven't added the light socket cap tubes yet and I didn't use the tow shackle clips as I had already fitted some resin ones to the model. The complex nature of the siren guard is evident. These parts are provided in styrene in most kits and are always overscale. In the past I have replaced these with photoetched parts but that always involved a lot of cursing and swearing as I tried to get them bent to shape and soldered together. MJ's one-piece rendition looks fantastic and is a breeze to use. I used gel type superglue to attach them as this gives a little wiggle room. Once I was happy with the position the glue was set with a bit of accelerator and a little more gel was added for strength.



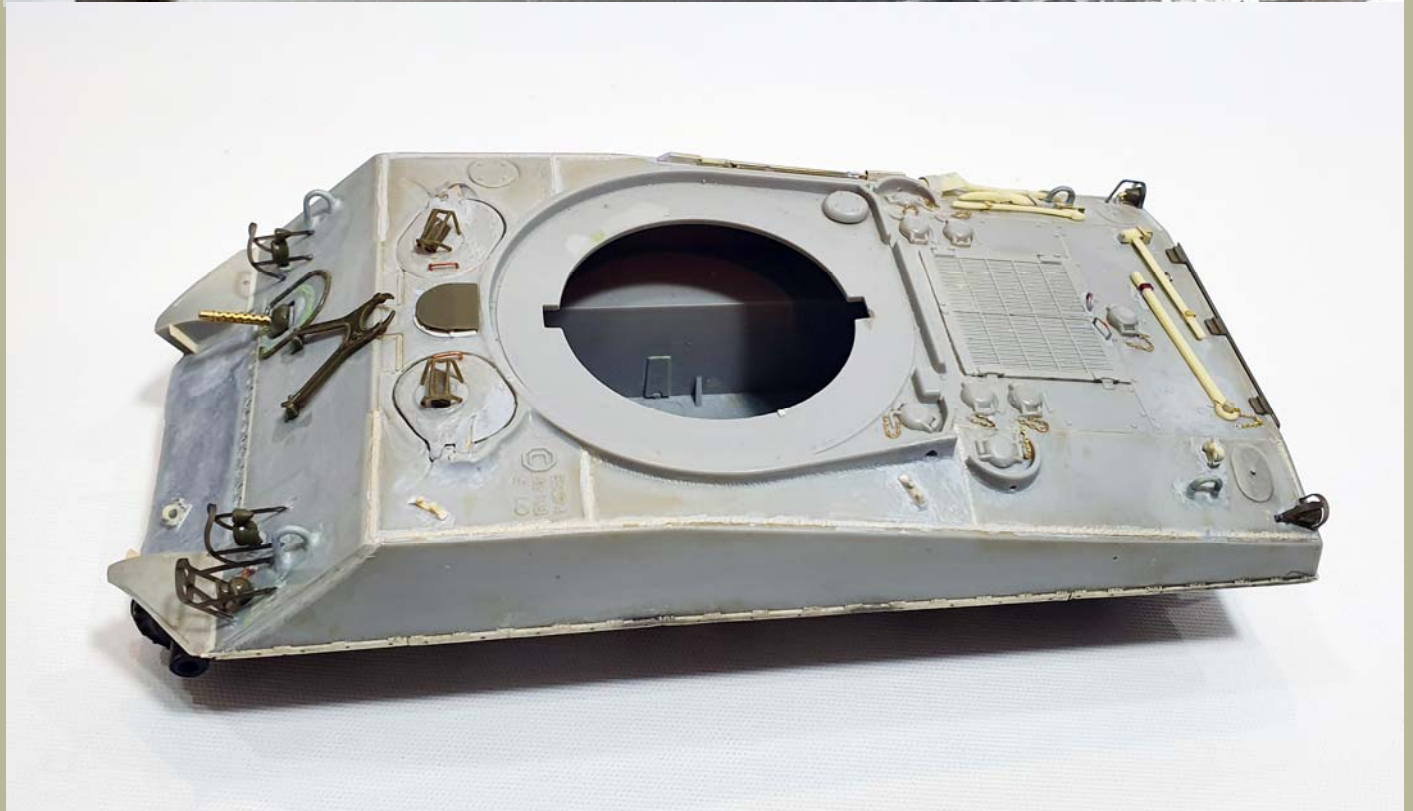


The guards for the rear lights were just as nice as the front set and again very easy to fit.



I have not tried the tie down strap set yet but have seen these used by other modellers and was suitably impressed with their results. U.S. vehicles used a combination of brackets to position the tools and retaining straps secured with buckles. The straps passed through wire called footman loops that were welded to the vehicle. MJ provide one piece straps that include the footman loops. There are 2 styles provided as there were a variations in how the straps were meant to be used. The straps are attached to a single carrier sheet as shown below and are easy to remove and clean up. In some cases the tool being secured may need to be cut at the point the strap passes over it , shovels being a classic example of this but that is not a huge ask. Because the material they are printed in is flexible and strong it an alternative may be to care fully cut the strap where it won't be seen and slip this over the tool. I'll give this a go when I get time. I will use these on my next project as I had already fitted most of the tools on my M4A2





In conclusion I have no reservations about recommending both of these sets. Both sets offer a combination of scale fidelity and ease of use. I will most definitely get some of MJ's other sets and hope that the range continues to expand .

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.

