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Models on the table last month

NEXT MEETING

7.30 pm Tuesday 21/6'2022

Royal Oak Bowls

146 Selwyn St, Onehunga

COMMITTEE

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From the Editor

We are practically half way through 2022 already and the gloomy June weather has well and truly set in. Perfect modelling weather!

We are going to run a modelling 'clinic' at this month's meeting. This is an opportunity to draw on the collective experience of our membership to help solve those problems that have got you bogged down or stalled on your projects whether current or past. So bring along those projects and let's see if we can help you solve those dilemmas and get back on track.

As a reminder, don't forget to pay your subs if you haven't got around to doing that yet.

Theme build

Support Ukraine

There is still plenty of time to complete an entry for our November theme build night. Entries can be a kit by a Ukrainian manufacturer (No Russian markings please) or a Ukrainian subject from any manufacturer



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2022/23 NOW DUE *******

Subs for 2022/23 now due –see below for club account details or see the club secretary

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

**IPMS BANK ACCOUNT
NUMBER**

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Please add your name and details so we know who has paid!

EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the second Tuesday of each month at 7.30pm

**Venue: The Sports Lounge
Royal Oak Bowls
146 Selwyn St, Onehunga**

June Modelling clinic. Bring your project that has a technical block or problem; consult the hive mind and get a solution.

MODELLING EVENTS

IPMS NZ nationals October 1-2, Dunedin

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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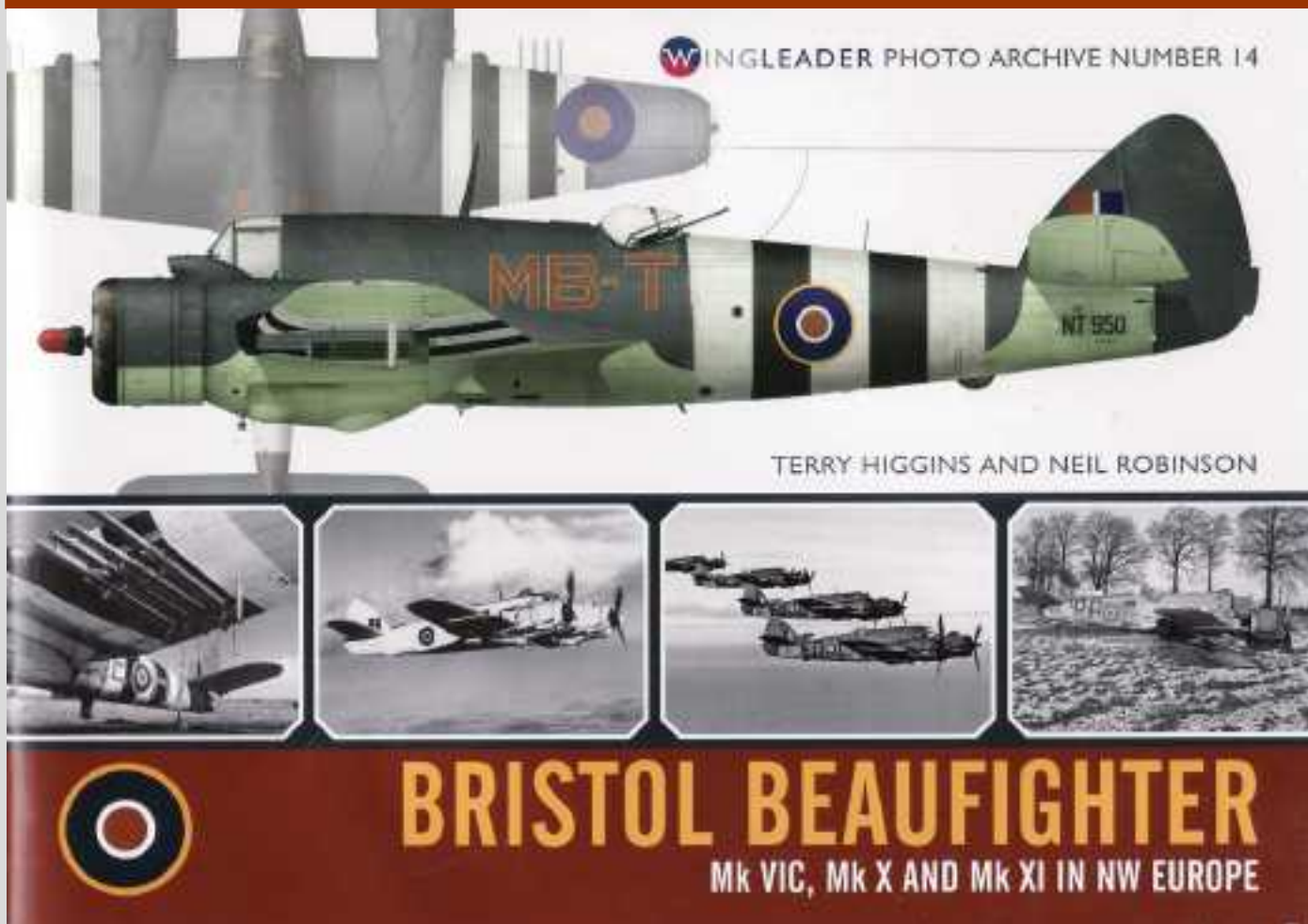
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BRISTOL BEAUFIGHTER Mk VIC, Mk X AND Mk XI IN NW EUROPE WINGLEADER PHOTO ARCHIVE NUMBER 14 BY TERRY HIGGINS AND NEIL ROBINSON

Book review by Pete M.



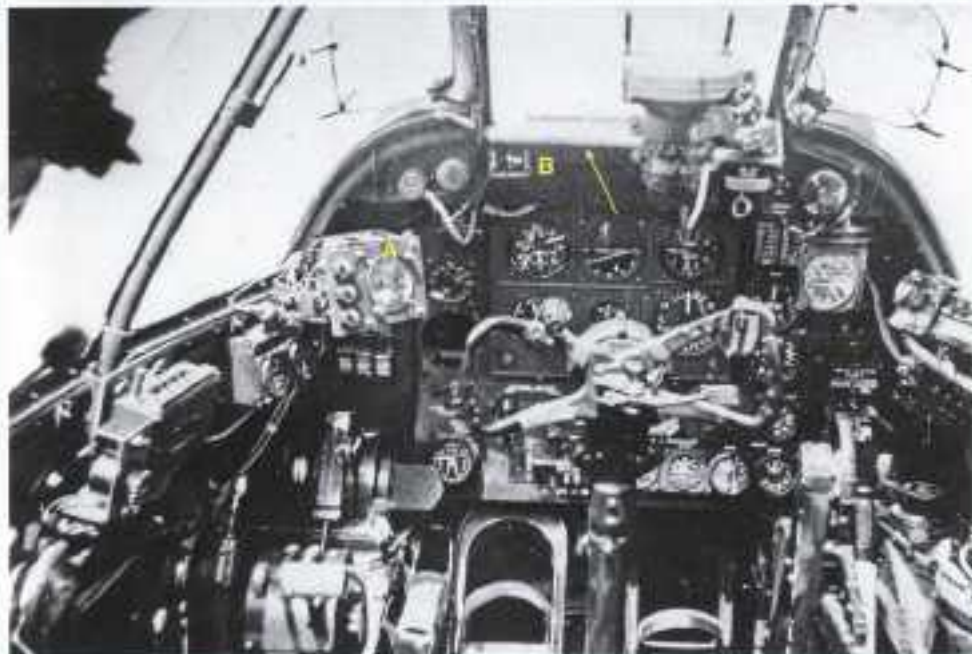
This latest publication from WINGLEADER covers the later model Beaufighters from the Mk VIC through to the Mk XI in North West Europe, concentrating on the Coastal Command Strike Wings.

The layout and style of this will be familiar to those that have purchased previous books in this series, with most photos chosen for their clarity and sharpness where possible. Exceptions are noted where a particular point is required to be mentioned.

The first chapters cover the Mk VIC noting all the modifications and recognition features of these models.

This is followed by a short chapter covering the Mk XIC which had no torpedo capability but did incorporate the possibility of using wing armament or the extra fuel tanks. They were capable of mounting rockets or 250lb bombs on wing mounts, or under the forward fuselage.

The major part of the book covers the TF X in all its variations and most of the modifications that were applied to this mark.



LATE TF X COCKPIT

The cockpit of all operational late-war Coastal Command TF3Xs - either converted to or built with the modified tailplane - featured a white decal with red lettering "Warring Modeller Tailplane" fixed to the structure above the central part of the main instrument panel (andward - although sun glare has rendered it unclear in this photo). The first variation of the AYCA AirP radio altimeter indicator and control assembly (A) is also conspicuous here - the large 'scabbled on' box mounted to the port windscreen side quarter frame, just above the left fuel gauge box and the trio of landing gear indicator lamps on the port side main panel. Other instruments, including the BA05 indicator (now to starboard), had to be re-arranged to accommodate this modification. Other items of note include the RP system switch (B) to port of the main panel, the gun sight assembly into the firing position (unusual for a patrol aircraft) just starboard of centre, and an otherwise standard control yoke with late war detail mods, including a flip-leaf thumb switch to starboard. The presence of the RP master switch and the RP firing button on the wheel (to port) in combination with the lack of torpedo sight all indicate that this aircraft belongs to an RP-specialist squadron.

Another late production modification readily apparent in most photos was the large red and green fuel cock control wheels replaced with a set of levers adjacent to the pilot's left elbow. This change, which may have become a factory item very late in the NV series, was to become standard on all RD series TF3Xs. At around this same time, the fuel system was modified to provide for the 200-gallon drop tank (which was not used by the RAF until after the European war - see p25).

An interesting item in the above photo is the note regarding the change to the fuel cocks from the usual green and red control wheels to a set of levers. This began late in the NV series production, and was standard in all of the RD series production. To my knowledge, no 1:48 scale kit of the TF X has this option as all have the wheels. The only aftermarket cockpit set I have seen with the levers is the long OOP set from Cutting Edge. In 1:32 scale, even the Model Monkey resin printed TF X cockpit set has only the wheels option.

One item I did note in this section is the modification to simplify the engine nacelles later in the war, and this was usually accompanied by a different propeller assembly and the addition of spinners to the props.

The balance of the chapters covers the armament options in more detail with many notes and comments for the modeller or aviation enthusiast

For those wishing to build an aircraft of No.489 (NZ) Squadron, (erroneously referred to in this book as No.489 Squadron RNZAF) There are several photos of this squadron's aircraft (one of the credits given for these is for Bevan Davidson) and my last illustration covers one of the late model TF X's of No.489 with the radome nose, spinnered props and fin strake.



As with my previously reviewed books in this series, almost a one-stop reference and highly recommended by myself.

RIVET COUNTER GUIDE #1 CORSAIR COCKPITS F4U-1 FAMILY
By **DANA BELL**
Review by Pete M.

Rivet Counter Guide #1

**CORSAIR COCKPITS
F4U-1 FAMILY**



DANA BELL

This book is the first in a new series by noted author and researcher Dana Bell, and covers the cockpits and details therein of the -1 series of Corsairs built by Vought, Brewster and Goodyear. Dana's preface is shown below

So, Who is a Rivet Counter?

Rivet Counters are fascinated by the technical minutia of a subject – by the reasons a system appeared the way it did, how it was operated, why and when it changed, who was responsible for a design, and how that design performed. Rivet Counters have an appreciation of each detail for its own sake, a sort of an “Ah, that’s why that was done” effect that comes with an understanding of past engineering efforts, a joy in learning about past practices.

These books are presented for each rivet-counting reader’s enjoyment. No one should expect to learn how to fly, rebuild, or recreate an aircraft after reading any of these guides – though, hopefully, each reader may come away with an improved appreciation for past design practices.

Finally, a note: the best of Rivet Counters are quick to offer support when asked, and slow to share unwelcome criticism. Let the spirit behind these books support enjoyment of a subject, without the need to nitpick the efforts of other modelers, illustrators, or writers.

Being a huge Corsair ‘fan’ myself, this was an essential purchase to go with the previous publications covering the Corsairs put out by Dana.

INTRODUCTION

It's been ten years since I began researching the Corsair. At the time, Steve Wiper of Classic Warship Publishing agreed that the announced 1/32nd scale Tamiya kit would create a need for a more detail-oriented book on the type, and I had wanted to find the answer to one question: what distinguished the F4U-1A from other variants? At the time there were numerous well-researched books on the aircraft, but they tended to disagree on the specifics of designations.

Our timing was perfect. The National Archives processing staff had recently improved access to a number of US Navy Collections, including several that were rich with early Corsair information. Two years of digging revealed a treasure trove of new technical data on the Corsair, uncovering the answers to questions I hadn't even thought to ask. Faced with more rich material than would fit into a single book, Steve agreed that we needed two volumes just to cover the F4U-1 family aircraft. The results were published in 2014 and 2015*

Even with the second volume, we were forced to cut away numerous details that just couldn't fit. The majority of cockpit revisions were easiest to trim, so only the most critical could be included.

A book dedicated to those details was too specialized for the majority of book sellers and distributors, but as a self-professed Rivet Counter I'm taking the chance that enough enthusiasts will be interested to justify a short-run, self-published volume on the topic. Time will tell...

Though the Archives hold fascinating Corsair documents, there are still many pieces of the story missing. For example, few records document Brewster's history building the F3A Corsair – post war lawsuits following the Navy's closure of the Brewster plant resulted in nearly *all* contract and BuAer records being pulled by legal teams. While those records disappeared into some archival black hole, what remains is enough to dispel any notion that Brewster Corsairs were poorly built or less capable than their Vought and Goodyear counterparts. Also still hidden is a complete, organized set of Corsair service bulletins and their revisions – such documents would provide answers to the few remaining questions.

It is worth mentioning that the Archives' files on the Vought F4U-4 seem complete enough to justify further research on that next-generation Corsair. The F4U-5 and subsequent variants are less well covered at this time and may need to await the efforts of a much younger researcher at some point in the more distant future!

Most of us expect that aircraft were built in the same order as their assigned serial numbers – not true in the case of the Corsair. To help make sense of when each factory change began, this volume lists most changes in construction number order, with Bureau of Aeronautics serial numbers (BuNos) in a secondary position. A complete list of Vought, Brewster, and Goodyear serials can be found on pages 71 and 72.

The photos on these pages come from official reports and files – other than the National Air and Space Museum's restored F4U-1D on the opposite page, all photos were taken during the 1940s. Needless to say, this book is focused on details that were less critical to contemporary photographers. Out of necessity, many of our images are cropped from larger photos with a resultant – but unavoidable – drop in quality. Several photos have been recropped and reused on different pages in the hopes that a reused image is still better than no image at all.

Most of the drawings shown here are reworked from company drawings, with several others drawn from contemporary photos. (A special note of thanks to my son Mack who helped with so many of these drawings!) Consider all of these schematic sketches; they are not created to scale or precise detail. This will be particularly clear with component lettering, where company draftsmen were more concerned with what a label said than the font used on that label. Those contemporary drawings were created in black and white; consider the colors added here an indication of how components were finished, not precise representation of the original colors. Black, in particular, is depicted in grays for clarity, even though none were actually painted gray.

As always, my thanks to the many researchers and authors who have helped with this project. Also as always, any mistakes, typos, or omissions are mine alone.

* ISBN-13s 978-0-9857149-7-0 and 978-0-9857149-9-4

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The layout and variations between the models from the prototype XF4U-1 to the late model Goodyear FG-1D's are well covered by Dana and each section is well illustrated by clear photographs, scrap views and notations covering each part or modification. Where possible, there is a table showing construction numbers and Bu. of Air Numbers showing when each modification or change occurred or was carried out from. One major item that comes through in this book is the sheer number of changes carried out in the cockpit when it was converted to the 'raised' version after the complaints from the 'users' regarding the visibility issues arising in the so called 'Birdcage' models of the -1. Not only the seat position and its mountings, but the control column, footboards and many other major items were revised. Once again, photos and scrap views well show what was done in the 'pit'.



(Above) As noted, there were few changes to the main instrument board during production of the Dash-1 family, but numerous changes above, below, and around the panel. This FG-1A (BuNo 76510) has most of its armament switches moved to the eyebrows, a rocket control panel to the right, and a flare pistol cartridge box below. Arrows mark the chart board rails - the chart board was part of each pilot's navigational equipment, carried to the plane before flight. Since the Navy's chart boards came in several sizes, the Corsair's chart board rails were adjustable to hold the different boards in position.



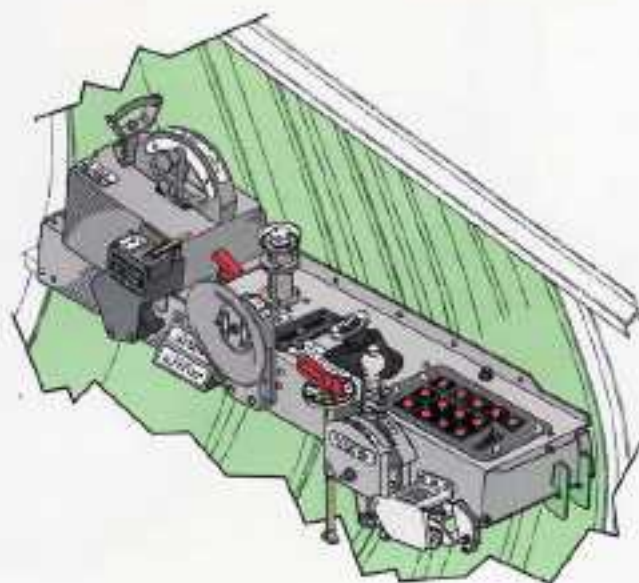
Pilots of most nations learned to monitor their blind flying instruments to prevent accidents in times of reduced visibility. For much of WWII the US had no standard arrangement of those instruments, while the British Beaufighter panel, was identical on nearly every British-built military aircraft. British Corsair pilots, however, flew with unmodified American blind flying panels - panels in which not a single instrument was positioned like it's British counterpart. Comparing the Corsair panel (left, listed first below) with the British Beaufighter we have:

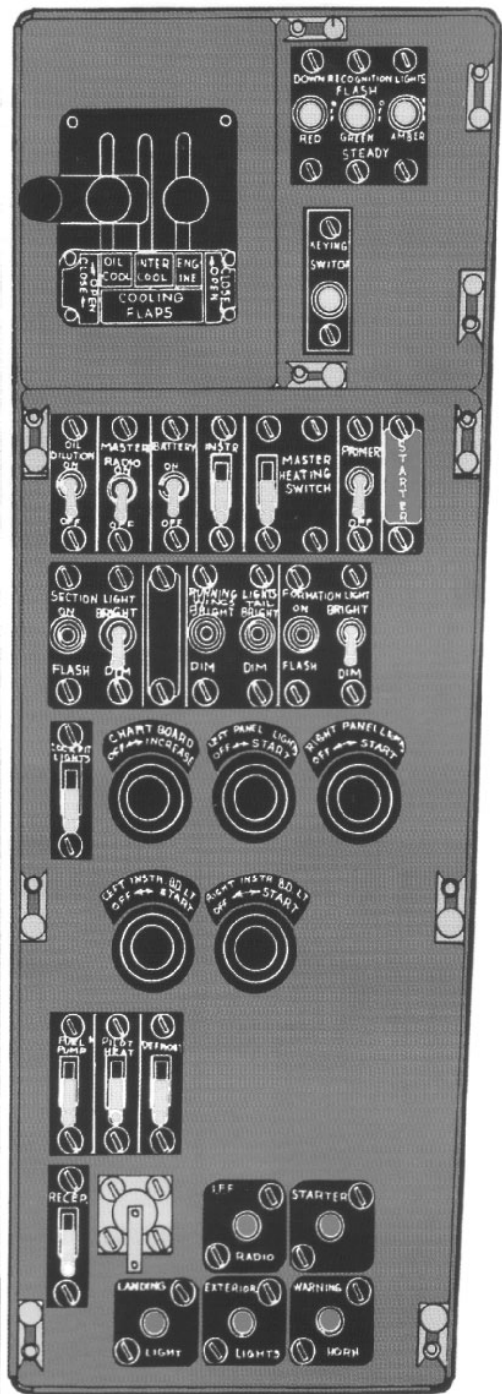
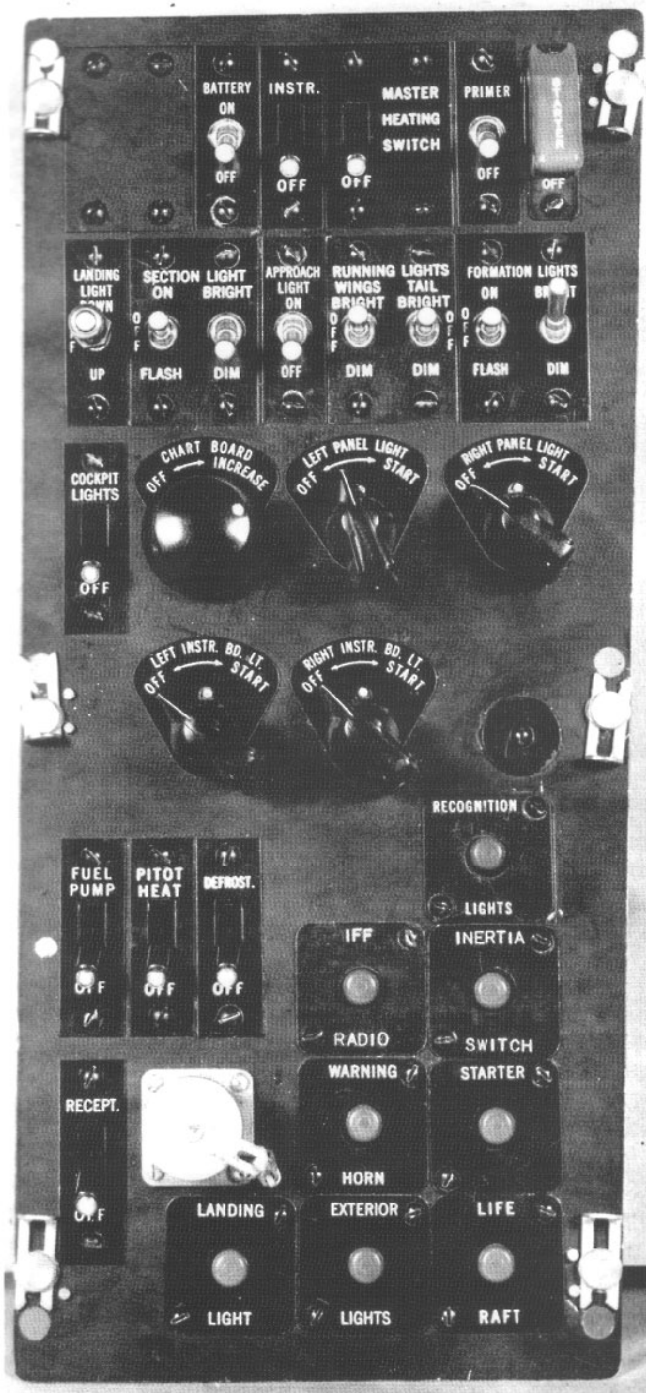
- Top left: directional gyro vs air speed indicator
- Top center: remote compass vs artificial horizon
- Top right: artificial horizon vs vertical speed
- Bottom left: air speed indicator vs altimeter
- Bottom center: turn and bank vs directional gyro
- Rate of climb vs turn and bank

The variations to the instrument panels and engine controls are well covered, as are the variations to the side panels and controls, once again, noted in tables to show when they were introduced.



(Above) One of the first Corsairs, photographed in May 1942, shows the cockpit's left side. At this stage in production the pilot would find flap, engine, trim tab, wing fold, armament, fuel selector, bomb release, and tow target controls within easy reach. *(Below, left)* An April 1943 photo shows components installed in another Corsair's left side prior to final assembly. Two CO₂ tanks could force landing gear down in an emergency (smaller tank) or dilute gasses in the wing tanks (larger tank) to prevent fires or explosions. *(Below, right)* The right hand console saw numerous modifications during Corsair production, but its position at the widest part of the fuselage remained unchanged; raising the console in the Project 108 Corsair would have constricted the cockpit.





The pilot's main distribution box carried nearly all of the cockpit's electrical switches. (Mounted on the left console, armament system electrical switches were the major exception – see page 50.) An early panel photo (above, left) and a later panel drawing (above, right) show some of the numerous revisions made as the Corsair's electrical system evolved.

The aftmost section of each panel included red push button circuit breakers, with the later panel deleting the life raft, inertia, and recognition breakers. To the left are the aluminum-capped

helmet wiring receptacle and its on/off switch. Both boards include a master switch for the cockpit lights, and rheostats for each individual light. Above were individual exterior light switches and the primer and (beneath a red safety cap) starter switches. Although not shown in the photo, both panels were topped by the cooling flap levers (see the opposite page) and the downward recognition light panel. Each of the three lights (red, green, and amber) could be turned on or switched to "flash" for the pilot to key the lights in Morse code.

A large section covers the cockpit canopy and windscreen changes carried out, and the reasons for doing so.

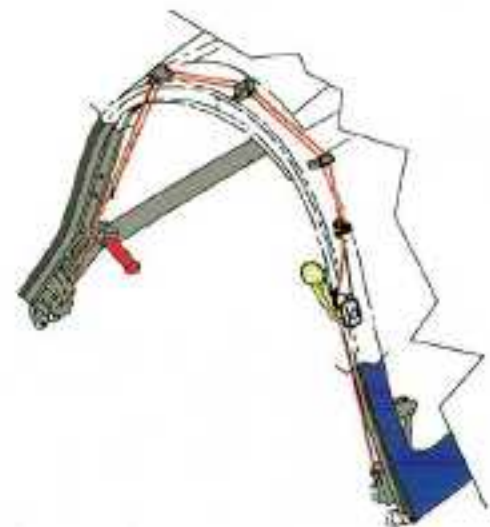
Despite the completely new framework and glazing, the Project 108 canopy was able to use many of the same fittings as the original Birdcage canopy. (Either canopy fit the canopy rails of both aircraft versions, though the windscreens only mated with the appropriate model canopy.) Both canopies used the same track guides and emergency release hardware – the pilot pulled the red handles (right, top and center) inboard, then pushed them forward releasing the canopy's forward end from the lower forward brackets. Pushing the handles upward then released the after fittings from their roller bearings, allowing the entire canopy to be thrown from the aircraft. The Birdcage kickout panel was eliminated.

In normal operations, the canopy opened and closed from the outside by pushing a button at the canopy's right side (right, upper). The original flat button was later modified to a dome to improve access. When moving the canopy from inside the cockpit, the Birdcage's overhead handle was replaced by a lever inside the left side of the forward rail. The cable releases were similar in both canopies.

The Project 108 canopy carried cast aluminum alloy deflection armor above the pilot's head, but here most of its bulk was inside the canopy, nearly flush with the exterior plex.

Rearward vision was improved by the use of a single VS-23890 mirror atop the forward canopy frame with a single VS-23891 mirror on either side. (See opposite page.)

Being taller, with fewer frames, the Project 108 windscreen greatly improved forward visibility. Additionally, the armored glass was mounted on quick release clips for ease of cleaning. A screen fit over the top of the defroster vent to prevent objects and (in one case) fingers from getting trapped in the fan below.

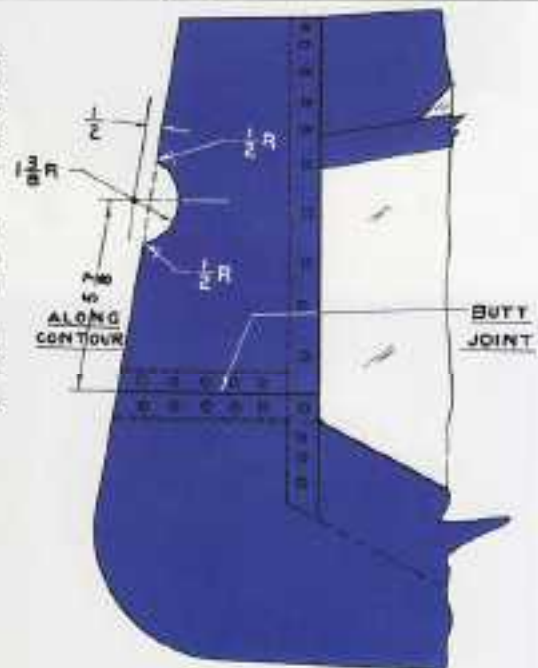




As seen **below**, the frameless canopy resulted in probably the cleanest-looking of all the Corsairs. Slimmer, and designed to fit the Project 108 framework, the production one-piece canopy (**above, left**) eliminated most of Vought's earlier bubble canopy issues. From mid-1944, it was installed in 1,375 of Vought's 3,750 Project 108 Corsairs and 1,906 of the 3,714 built by Goodyear. (Brewster was closing down as new canopy deliveries began.)

Vought's flat windscreen (**above left and right**), replaced the curved plex and forward armored glass with a single piece of armored glass that performed both duties. Approved in December 1944 for FG-1Ds (the last -1 Corsairs still in production), the flat windscreen may have been installed as a retrofit.

In June 1944 pilots reported numerous radio failures during landing approaches. Opening their canopies, they accidentally shorted out the command radio antennas. Adding a notch to the canopy frame (**above, left, and drawing, right**) solved the problem.

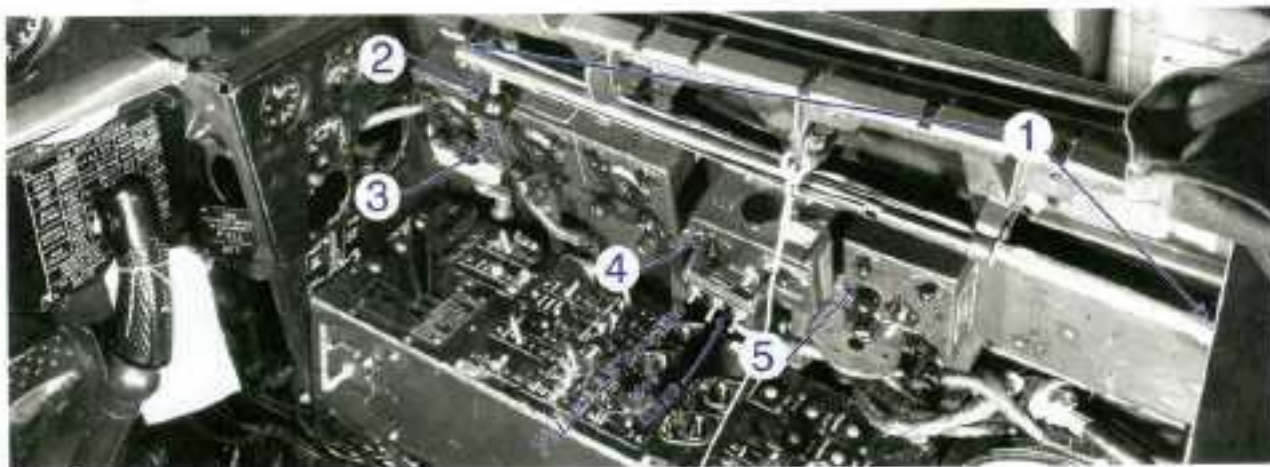


FACTORY INTRODUCTION – ONE-PIECE PLEX CANOPY

F4U-1D	C/N 3325	BuNo 57284
FG-1D	C/N 2102	BuNo 76240
F3A-1D	Not applicable	



The radio fit (including homing devices) is well illustrated showing all the variations to the radio controls on the starboard cockpit side, but it is missing information on the fit used by the Fleet Air Arm's Corsairs which used British radios and homing devices and different controls to those of the US Navy, Marine and RNZAF Corsairs (note my highlighted text in the following photo)



The second Corsair to carry the ATA/ARA suite, BuNo 02280 (C/N 0128), was the first to test the ZB-X homing installation. The tube (1) beneath the canopy rail contained the ZB antenna extension/retraction rod; pulling the knob (2) up manually extended the antenna beneath the fuselage. Each of the three ARA remote control boxes (3) connected to a receiving unit in the radio compartment (opposite page) while the single ATA control box (4) operated the pair of transmitters. The original ZB-1 control box (beneath the ATA box) proved unnecessary once the homing signal was routed through the ARA receiver. The ZB-X controller (5) worked in conjunction with the first ARA box to follow VHF homing signals. Continuing VHF radio shortages meant the ZB-X would wait until 1944 for Corsair production installations.

VHF SETS – While MHF command sets sufficed for air-to-air communications, it was the RAF's experiences in the Battle of Britain that convinced the US military of the VHF radio's value for air-to-ground and improved air-to-air communications. Still, the US Navy entered World War II without an approved VHF set, and it was January 1944 before VHF radios were installed on Corsair production lines. Antennas for Corsair all VHF sets comprised a wire through the dorsal fuselage, aft of the canopy; nearly all VHF antennas were enclosed in a short plastic or wooden antenna mast.

In May 1943 the Pacific Fleet's commander in chief demanded immediate installation of VHF radios in their Corsairs. Although BuAer had been working on the problem, the only available sets were Western Electric **WE-233A** VHF voice transceivers – and they were available in very limited quantities. Given the joint designation **AN/ARC-4**, in June sets were sent to NAS Anacostia to equip VF-17 (which at that time was forming up for deployment on board *Bunker Hill*). By July enough ARC-4s were ordered to equip the Corsairs of air groups 5, 17, 30, 31, and 32. CincPac's August 1943 decision withdraw Corsairs from carrier operations saw new VHF sets diverted to other aircraft, and through the year's end most Corsairs relied on lower frequency radios.

The January 1944 introduction of the **ARC-5** command set brought the Corsair its first widespread use of VHF radios. At the same time the Navy was developing an improved version of the ARC-4: the **AN/ARC-1**. (The somewhat confusing designation reversal resulted from the ARC-1 entering development before the WE-233A was redesignated ARC-4 or the ATB/ARB was redesignated AN/ARC-5.) The ARC-1 provided ten VHF communications channels and was designed to easily replace the ARC-5's VHF components. Testing began on 28 Jul 1944, and by 17 August the set was approved for full production. In a 6 November service change, BuAer ordered the ARC-1 to replace the VHF units of all US Navy Corsairs equipped with the ARC-5. While the change skipped over British Corsair production, it included all aircraft eventually transferred to the Royal New

Zealand Air Force:

Requirements for the ARC-1 quickly outran production capabilities; by February 1945 BuAer restricted that radio's installation to aircraft bound for combat in the Pacific. It would be September 1945 before enough ARC-1s were available to replace all the older Corsair VHF sets.

FACTORY INTRODUCTIONS/SCHEDULED REPLACEMENTS - VHF SETS

ARC-5 begins. ARC-1 replacements begin in late 1944, though not in UK Production.

F4U	C/N 2225/BuNo 49760 thru production end
F3A	C/N 0605/BuNo 11163 thru production end
FG	C/N 0751/BuNo 13742 thru production end

ZB HOMING SETS – ZB equipment decoded and interpreted ground-based and ship-based homing transmissions to provide pilots with audio Morse navigational signals. By encoding the signal transmissions, US pilots could be guided safely to base, while enemy aircraft were denied similar vectors. The original ZB-1 read MHF signals, while the improved ZB-3 (redesignated AN/ARR-1 in mid-1943) converted VHF signals. The ZB-X (AN/ARR-2 from mid-1943) also used a VHF signal. At 15,000 feet the ARR-2 could guide pilots home from 275 miles away.

Corsairs were provided with a Vought-Sikorsky-designed retractable ZB antenna. A simple tube and handle along the right canopy frame pushed the antenna through the bottom of the fuselage or retracted the antenna to limit damage from ground handling. In May 1945 BuAer ordered the retractable antenna replaced with a fixed unit.

All in all, a most valuable addition to one's Corsair section of the modellers reference library! A 'must have' when building the Tamiya 1:32 scale kits and very helpful for their 1:48 kits as well.



The National Air and Space Museum's F4U-1D (BuNo 50375) was Fought's 2815th Corsair and the 26th -1D built. Most cockpit features had been introduced on the F4U-1A, with updates to manage the -1D's fuel, arm, and radio revisions. The cockpit paint is generally Interior Green (approximately 34151 or FS5956), with subassemblies such as the seat, joy stick, and rudder pedals finished in the same Dull Dark Green (a touch darker than 34092) paint first used on the Birdcage Corsair. Most of the instrument panels are Instrument Black, with smaller placards in unpainted black plastic. Note the gunsight mirrored in the rectangular reflector atop the windshield's armored glass panel. (NASM)

PS771 GSI Creos Mr. Airbrush Custom 0.18mm



A while ago, I started looking at available options for a high end detail airbrush, and initially I was considering the Iwata custom micron range. I did a lot of research online for prices and reviews as I was looking at a significant investment. During the course of that I came across a number of reviews on YouTube of the Mr Hobby GSI Creos PS-770 and PS-771. These models are identical apart from the finish. The 770 came with a satin chrome finish which combined with Creos quirky styling gave the airbrush a bit of a steam punk look. The 770 has been superseded by the 771 which sports a conventional shiny chrome finish. The reviews I watched came from a variety of people, many who use airbrushes professionally as artists and some like me who are just hobbyists. What grabbed my attention is that the PS-771 reputedly comes out of the same factory as the Iwata range and has design and build specs equivalent to the Iwata Custom Micron range. The Custom Micron CMC Plus looks the closest to the PS-771 but sports a 0.23 mm needle while the 771 uses a 0.18 needle like some other Micron models. The heads and needles are interchangeable between the 771 and the Micron range even though the external styling of the head is slightly different, the differences are effectively cosmetic.

So what makes the PS-771 so attractive? Firstly, there is a significant price gap between the PS-771 and the Micron range. The only local stockist of the range of Mr Hobby airbrushes that I know of is Hobby Station. They retail the PS-771 at \$459. Iwata Microns start at over \$800 in NZ so clearly the PS-771 represents excellent value for money by comparison.

Mr Hobby don't have a wide range of airbrush models at this level like Iwata do but the PS-771 has key features that I believe are of great appeal to modellers. Firstly, it is top loading and comes with a tapered 10ml cup which works for small touch-ups and also larger jobs like free-hand camouflage on a whole model. The fine needle/nozzle combination can spray properly thinned fluid media at a very low velocity. The velocity at a given pressure is the same as the Micron range under test and this is important when getting very close to your work. The higher the velocity coming out of the nozzle, the more reflection and deflection of the air stream can occur and this 'blowback' can make doing detail work just that little bit more difficult.

Here are some of the key features

- 4-part head system for perfect airflow and easy cleaning.
- 10ml gravity cup for longer, non-stop runs.
- Built-in air valve (aka MAC valve) to adjust pressure right on the airbrush.
- Numeric needle adjustment dial for setting your own paint-flow limits.
- Handle with cut-in for easy access to needle lock-nut.
- Adjustable trigger tension.
- Needle seal made of solvent-resistant PTFE material.
- Stainless steel needle is triple polished so paint flow can start even at lowest pressure settings.
- Standard 1/8" connector



The picture above shows the full parts breakdown

Note that the needle adjustment screw and middle part that connects the main body to the tail piece are anodized in a black finish.

What's in the Box?

The airbrush comes in a plastic case which is reasonably sturdy with a well fitting foam insert to support the brush. I don't keep my airbrushes in their boxes in normal use but it's there if needs be.

Along with the handpiece you also get a small spanner for removing or tightening the nozzle and also an airline with connections for an aerosol propellant can. This will not be useful to most users and it seems to be a Mr Hobby thing as the same accessories are also supplied with their PS-270 and PS289 models which I also have.





I am enjoying the process learning to get the best out of the PS-771 and improving my airbrush skills. The MAC valve is very smooth and precise and provides a linear increase in airflow as you release it. Some of my cheaper brushes have this feature but these are nowhere near as smooth to use.

I have adjusted both the air valve tension and the trigger tension to suit my tastes I substituted a softer spring in the air valve. This is not a reflection on the brush but simply a personal preference.

I also added a self adhesive foam pad to the trigger and this gives me a little more trigger height and a very positive feel. I have a range of these pads in different shapes and sizes and experiment with each different airbrush to see if any improve my experience. The pads are basically just little self adhesive feet to prevent objects from scratching furniture.

Another tweak I did was to replace the crown cap on the nozzle assembly with a 2 pronged piece which I got from Ali Express. This has the advantage of making it easier to do back-flushing when the cap is on as I can squeeze the prongs between my fingers and get a perfect seal. I usually have to slip something over the tip if using a crown cap for back-flushing which I consider a pain. The brush will function ok with either type of cap but the best results come from spraying with the nozzle cap removed. The cap provides protection when not spraying and can be removed of and re-fitted quickly and easily. The standard 1/8th inch air connection works with the quick connect fittings I prefer to use. These make switching between airbrushes during a paint session a quick and easy task.

These shots show the visible tweaks I've made to my brush i.e. the 2 pronged nozzle cap, the trigger pad and quick connect fitting



In summary The PS-771 is an excellent piece of equipment. The Japanese quality is evident in all aspects of the componentry and the overall finish is first class.

The PS-771 provides the characteristics of a Micron in terms of feel, predictability and precision but at a more affordable price. While I can't say that from first hand experience I am confident in the credentials of the reviewers whose advice led me to making a purchase.

I would thoroughly recommend the PS-771 to any modeller who is considering upgrading to a premium detail airbrush.

On the table at our May meeting

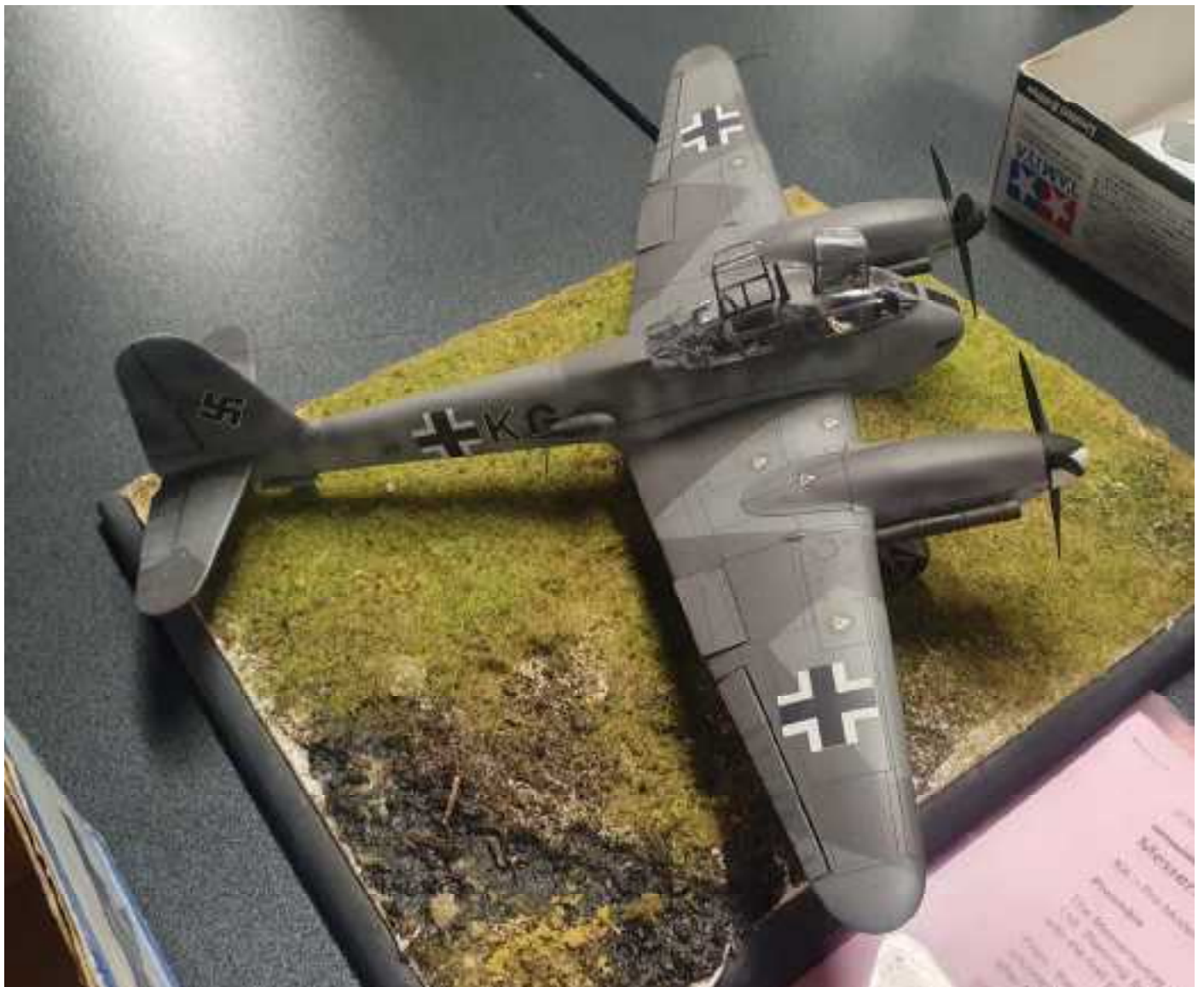






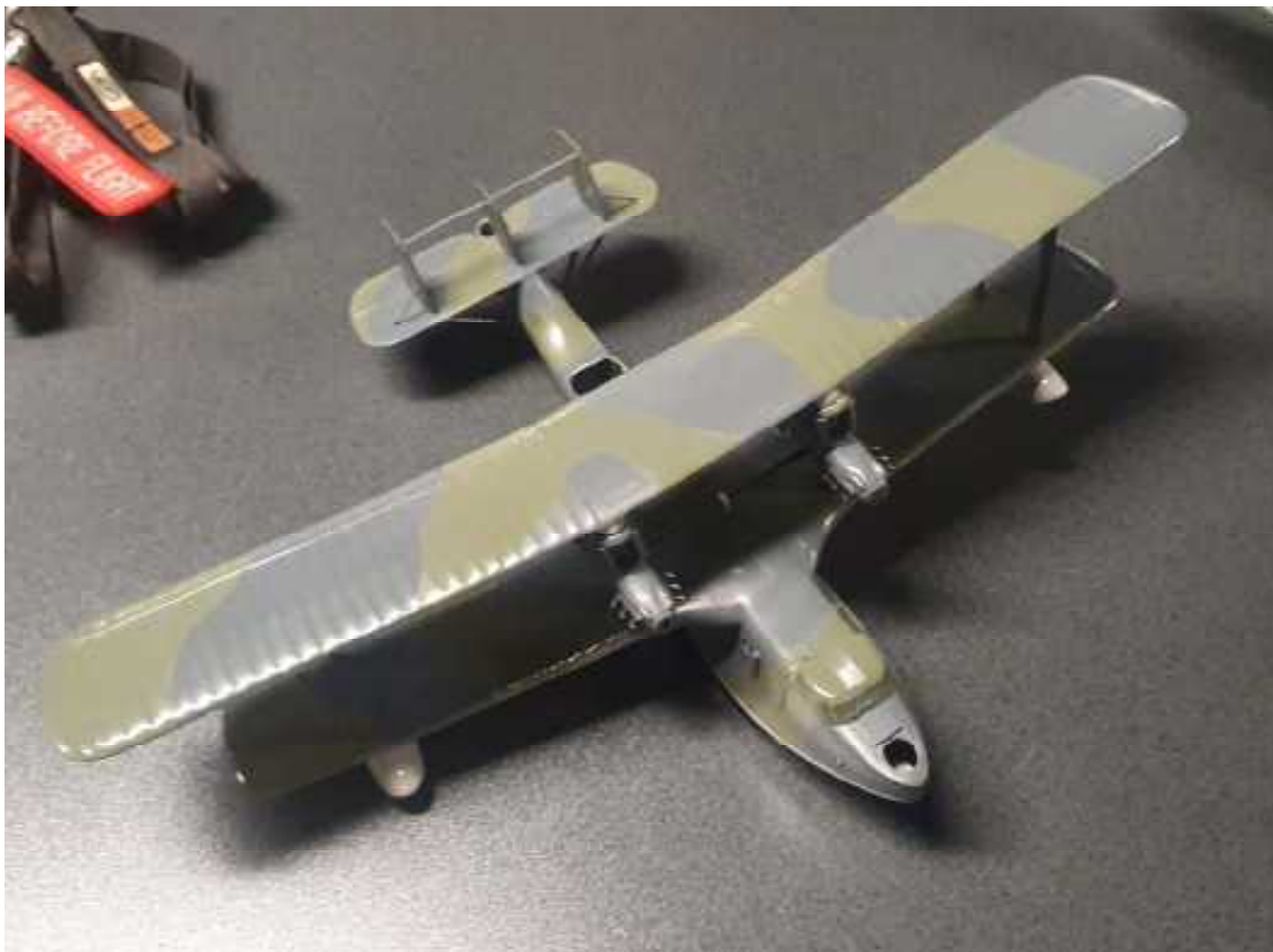




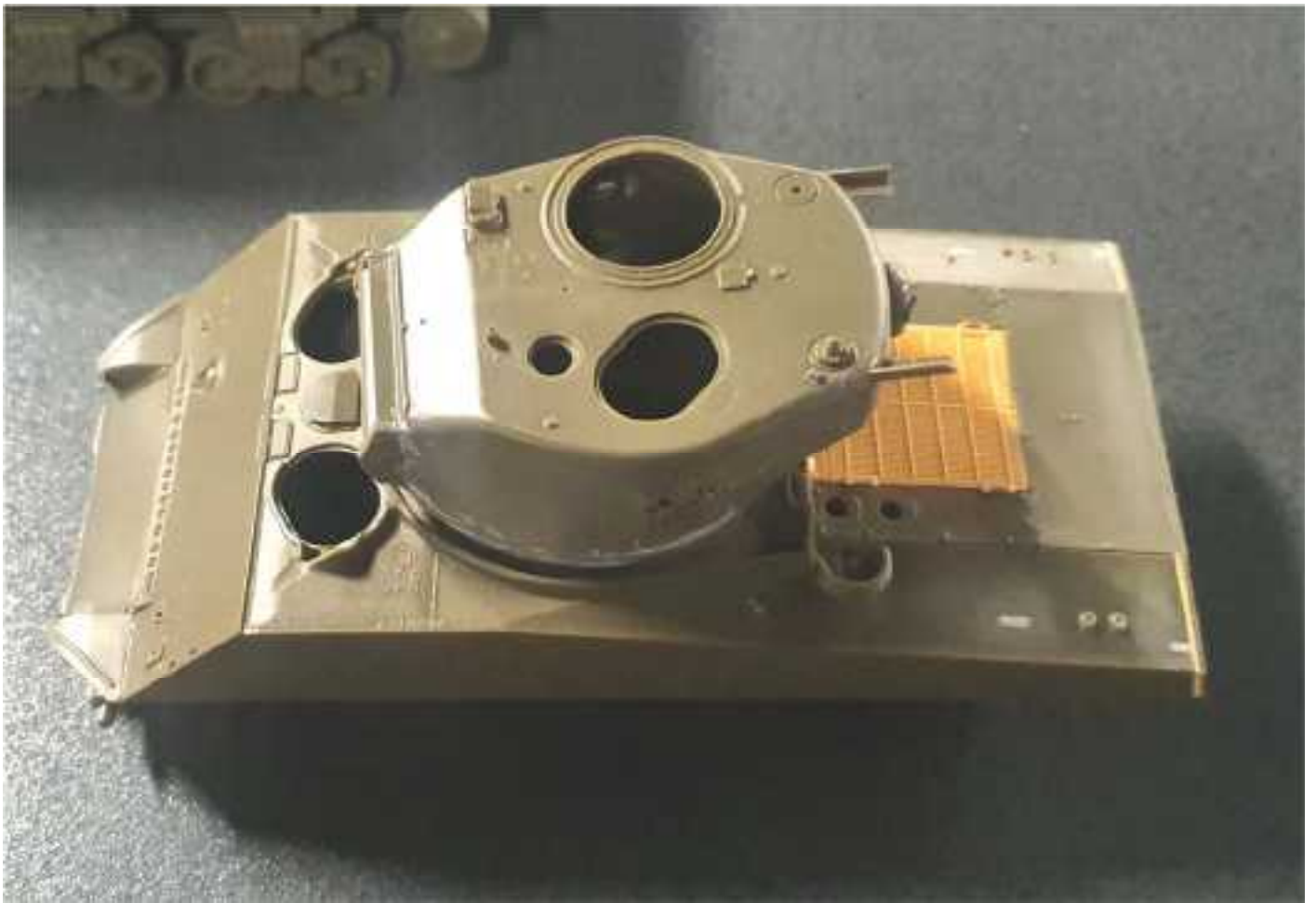


















GALLERY

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.

