



SCALE-MAIL

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NEXT MEETING - MAY

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

COMMITTEE

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[Link from the IPMS Auckland Website](#)

THE CHAIRMAN'S BIT

Hi Everyone

At last month's AGM we voted in the new committee for 2014/15.

I would like to thank outgoing committee members John Watkins and Kevin Benson (Treasurer) for their contribution and support and in particular thank Barry Kelloway for taking up the treasurer's position this year.

We are still requiring a club member to take on club night tea & coffee duties this year, so if you're able to do this effectively without mixing up the beverages with superglue or paint, please come forth.

Congratulations to all the winners from the 2013 Model League and the Best of Competitions.

The new committee will have its first meeting in the next month to plan some additional items for club night's this year, including some workshops and a few hands-on activities. We welcome hearing your suggestions and we are keen to hear from any club members who are keen to present a brief workshop demonstrating a technique.

Next on the calendar is Model X 2014 on Queens Birthday Weekend. Please read on for more details, we look forward to seeing you there over the weekend.

Cheers Peter

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

Stoker Models

Cnr Market Rd & Gt South Rd
Auckland
p: 09 520 1737
10% on kits and modelling supplies

Apix Photographic Supplies

130 New North Rd, Eden Terrace
Auckland
p: 307 3177
10% on memory cards, tripods, and accessories.

Avetek Limited

Gwyn and Christina Avenell
28 Lauren Grove, RD 2, Papakura,
Auckland 2582, New Zealand.
p: +64 (09) 298 4819,
m: +64 (0)27 343 2290
e: aveteknz@gmail.com
www.avetek.co.nz
New Zealand Master Agents for:
Auszac ECO Balsa • Bob Smith Industries
- Cyanoacrylates and Epoxies • Airsail
International Kitsets

TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
Toyworld Westgate
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been preordered)

(Note: not in conjunction with any other promotion)

Capital Books

110 Featherston Street
Wellington
<http://www.capitalbooks.co.nz>

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

27 Davis Crescent
Newmarket
Auckland

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



Avetek Limited

BULLETIN BOARD

SITUATIONS VACANT – TEA MAN NEEDED

Every club night year after year Barry Burton has made the kettle sing and slaked our thirst with cups of tea and coffee for which we are eternally grateful. Thank you Barry.

This year barry is hanging up the apron and we need someone new to step in and provide a tonic for the troops.

If you're a club night regular please step forward and volunteer for a year. Club civilisation as we know it depends on a half-time cuppa. Come see Barry or myself at club night please.

Thank you in advance.

Build the Same Kit - English Electric Lightning Completion Deadline November Meeting

What could be simpler... everyone builds the same subject and comes up with the same but different! We put them all on the table, compare notes and pick a winner. The English Electric Lightning has been kitted by FROG, REVELL, HASEGAWA, and most recently AIRFIX with definitive kits in 1/48 and a new tool 1/72 kit for 2014. (Not to mention the Trumpy 1/32 kit and the soon-to-be-available Sword T2 and T4 kits...)

MODELAIR has kindly offered club members a special price of just \$25 for the new Airfix 1/72 kit... so what are you waiting for. Give them a call or call in and put your name on the list for when new stock arrives in May.

The challenge is all the greater given the bare metal finish that was often sported by the Lighting... get your afterburners fired up and your model finished by November!



BULLETIN BOARD

NEW MEMBERS AND SUBS ***** 2014/15 RENEWAL DUE *****

Subs for 2014/15 are due - 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

03 0162 0012960 00

Please add your details so we know who has paid.

WANTED - MODEL BUILDER

Competent Plastic Model kit builder wanted to build 1/48 scale "Fine Molds" Curtis R3C-0 and Porco Rosso Savoia S.21. new kits. For reasonable fee or equivalent flight time (Auckland Scenic flight for two in CT4 Airtrainer).

Contact Dave on 021 2748 019



EVENTS

CLUB NIGHT EVENTS

May 20th 2014

IPMS Auckland Club Night

June 17th 2014

IPMS Auckland Club Night

July 15th 2014

IPMS Auckland Club Night

MODELLING EVENTS

May 31st, June 1st & 2nd, 2014

Model X - Auckland
Details to follow

September, 2014

IPMS Nationals - Christchurch
Details to follow

EVENTS

MODEL X 2014

Model X is an annual extravaganza which showcases a wide range of hobbies. The event has run every Queens Birthday weekend for over 20 years .

IPMS Auckland has been a regular participant at this show from its early days and has consistently presented large and diverse displays of model making excellence. It is also an opportunity for the club to canvas for new members and share our knowledge and skills with show visitors old and young.

This year the club will be located in a large room of its own at the venue. We will have space for a large display on multi-level tiers plus an area for working on projects that the public can observe and enquire about.

The club will also run a series of Project Airfix “Build and Take Sessions” where we assist groups of children aged between 7 and 16 for an hour at a time to build their first model Airfix Spitfire. Believe me this can prove a challenge for some of our own club members afflicted with AMS (Advanced Modellers Syndrome)!

Typically we set up on Friday night from 6pm onwards, and this is simply a case of bringing models along as well as helping to unload the show barricades, table clothes and signage and putting up trestle tables and posters. Easy-peasy so please come along and help out, as many hands make light work. We have no display without your models so please be sure to bring along a few models, this year we have a large display space so please feel free to bring 10 or more models each if you can manage.

We require club members to help out over the weekend to man the stand and keep sticky fingers off the models and assist with the Project Airfix sessions. There is plenty to see at the show and usually lots of kit sets available for purchase from second-hand vendors, as well as modelling related books and accessories. The show is also a great time to meet your fellow club members and even do some model making together.

All rostered helpers will have their names forwarded to the show organisers who will supply a name tag at the registration desk that entitles you to free entry to the show for the weekend and complimentary tea and coffee.

You can add your name to the roster of helpers at the May club night or simply email club secretary Peter Foxley at: peter.foxley@xtra.co.nz

BUY, SELL & SWAP STASH

Collectors Toy & Model Fair

SUNDAY 27th July 2014

Mt Eden War Memorial Hall
487 Dominion Road
Auckland

10.00am to 1.00pm

Entry: \$6 per person

For future information on Collectors Fairs,
Hobbies Expo's, Swapmeet etc.

Visit their web-page:
www.aucklandhobbyfair.wordpress.com/events/

ALWAYS CHECK TO CONFIRM FOR DATES
AND TIMES OF THE EVENT

GROWING THE STASH

FACEBOOK.COM/THECOMBATWORKSHOP

WHAT MY PARENTS THINK I'M DOING

WHAT THE LIBERALS THINK I'M DOING

WHAT THE CONSERVATIVES THINK I'M DOING

WHAT MY WIFE THINKS I'M DOING

WHAT I THINK I'M DOING...

WHAT I'M ACTUALLY DOING



40 YEARS AGO...



...they were probably moaning about price and accuracy....

HAWKER TEMPEST Mk.V

Pacific Coast Models 1/32 Hawker Tempest Mk.V by Barry Burton



At last it is completed. Not without several problems I may add, not connected with the kit itself, but to this builder's mistakes.

Number one was the primer used in the finishing process. Because of the unaccustomed size of the finished model I used a general use type of primer not thinking to check whether it was lacquer or enamel. I later checked the can and it is not noted anyway. It sanded up nicely. The upshot was though that it provided inadequate keying properties so use of masking tape at a later stage of finishing caused wholesale stripping of the finish on removal, which on an RAF camouflage scheme poses major refinishing problems.

I decided to finish the model in the markings of a 486(NZ) Sqn. Tempest flown by Warren Schrader of Wellington. The Squadron marking on his aircraft was SA-A. This necessitated the sourcing of alternative decals. These were kindly made up for me by a fellow club member. The method of application of the decals was a new experience for me and a couple of attempts were required to achieve a good standard of finish.

The main characteristics of the kit itself were covered previously but can be summarised:

- The outline accuracy in my opinion is spot on and mouldings which were executed in a grey plastic were easily worked when necessary.
- Likewise the transparencies are nicely executed and a good fit.

There were several points in the construction that required the need for a bit more skill from the builder than the basic:

- The wing to fuselage join up needs to be thought out and accurate placement is essential. The sequence I used successfully was to firstly cement the lower half centre section to the lower fuse, followed by placement of the upper wing halves after accurately shaping the contour of the wing to filet joint. The lower wings halves were then cemented. A narrow sliver of plasticard was then needed on one wing joint at the lower point of dihedral.
- The upper section of the radiator cavity needed quite some work to position, fill and sand.
- I reworked the carb intake using the outer from the kit and replacing the inner tunnel with thin rolled brass sheet.
- I found the tailwheel needed repositioning to a more representative position.
- I found it easier to install the fully made up cockpit interior within one fuselage half before joining both halves.

All in all a very satisfying subject to build and I am grateful that one kit manufacturer has seen fit to provide a highly accurate example of this long overlooked and important subject.

My pictures on examination have provided a couple of finishing details that need attention and which have gone unnoticed until now - namely the painting of the canopy frame. This was brush painted unfortunately with rather old enamel which I had. The hand hold also needs some attention it appears.

I have tried to depict the aircraft at dispersal at Volkel, Holland in 1945.

Barry





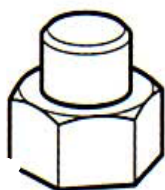
MENG'S NUTS AND BOLTS SETS

(or squirreling nuts away for the winter by Pete Mossong)

Being an avid detailer, I'm always on the look-out for any bits and pieces that can help improve my builds, and one item that until now has been underrepresented from the aftermarket guys, is really good styrene nuts and bolts. We have had to make do with the Grandt Line items (often poorly moulded and covered with flash), several brands of resin, PE (much too 'flat'), and some quite nice ones from Tichy Train Group and the Armory line from Gauntlett. The other option has been the hex punch and die sets from Historex and UMM.

This situation has now improved vastly with these newly released items by Meng. Each set is moulded on a sheet of grey styrene 120mm by 90mm, with four styles of bolt heads represented. These are simple hex heads, hex heads with washers, internal hex heads (Allen heads) and hex heads with a recess.

On sets A and B, the reverse side has the matching nut with a section of the bolt protruding from it.



NUTS AND BOLTS

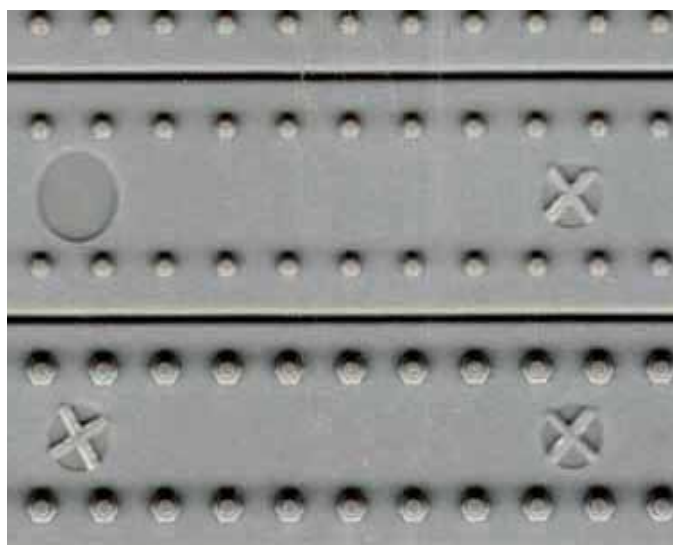
FOR VEHICLE/DIORAMA

SET A *Small*

SUPPLIES SERIES **SPS-005**



4 897038 550265 >



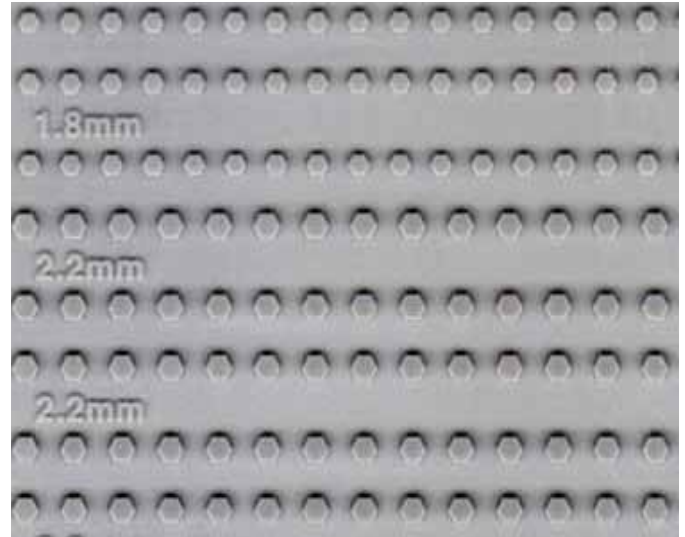
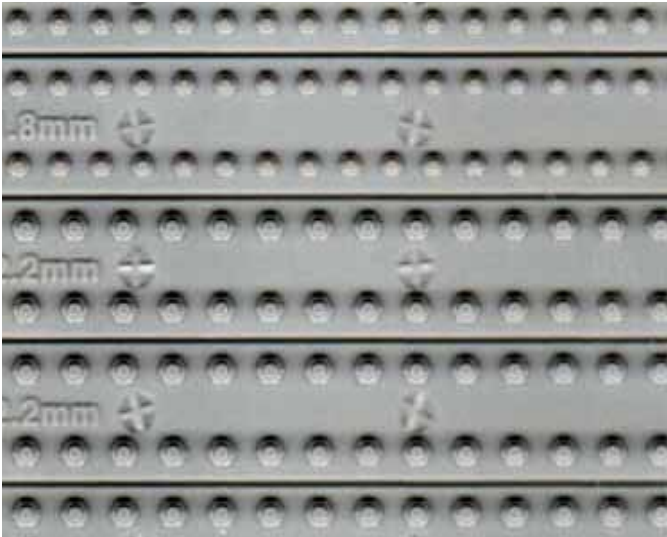
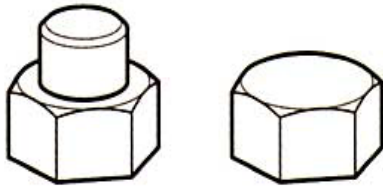
Set A (Small - top, above left and right) has approx 720 straight hex nuts and bolt heads in 0.8mm, 1.0mm and 1.4mm size on each side.

NUTS AND BOLTS

FOR VEHICLE/DIORAMA

SET A Large

SUPPLIES SERIES **SPS-004**



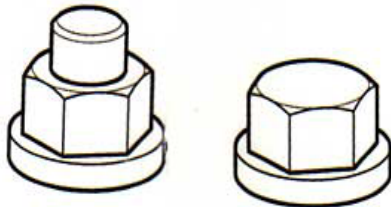
Set A (Large - top, above left and right) has approx 630 straight hex nuts and bolt heads in 1.8mm, 2.2mm and 2.6mm on each side.

NUTS AND BOLTS

FOR VEHICLE/DIORAMA

SET B Small

SUPPLIES SERIES **SPS-007**



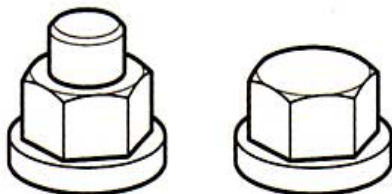
Set B (Small - above) has the same number of washer based hex nuts and hex bolt heads in the same sizes as set A (small).

NUTS AND BOLTS

FOR VEHICLE/DIORAMA

SET B Large

SUPPLIES SERIES **SPS-006**



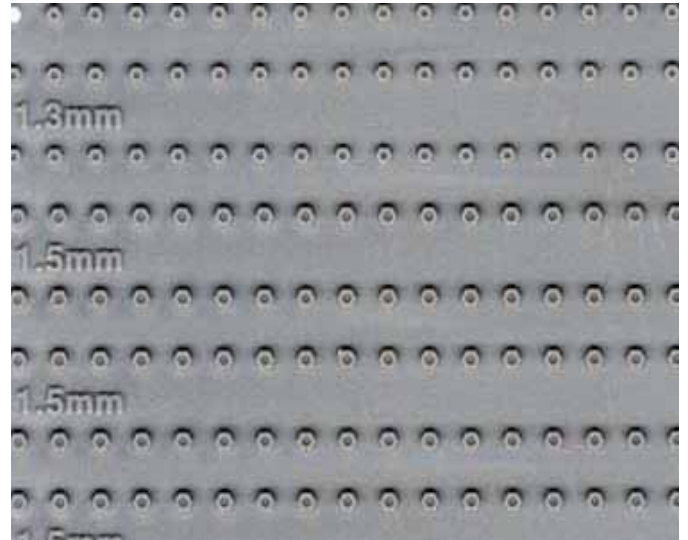
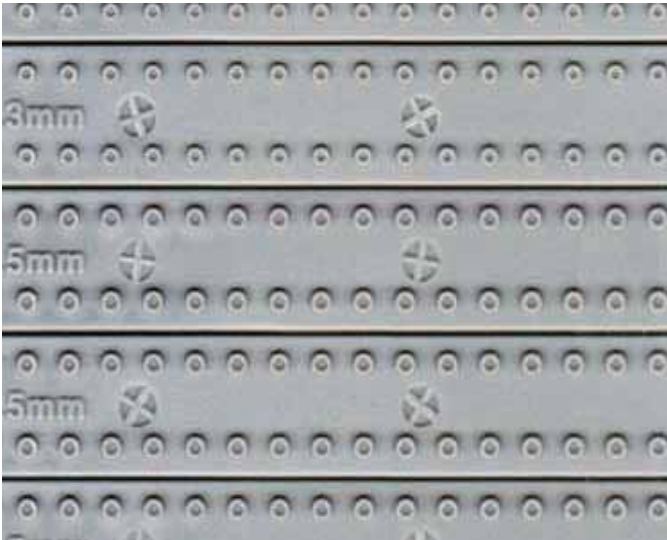
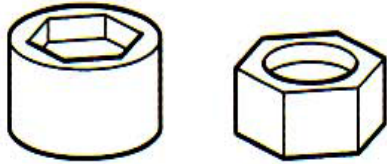
Set B (Large - above) has the same quantities and sizes as set A (large).

NUTS AND BOLTS

FOR VEHICLE/DIORAMA

SET C

SUPPLIES SERIES SPS-008



Set C (top, above left and right) has approx 630 internal recessed heads on one side, and the same in hex heads with recessed heads on the reverse. Sizes are from 1.3mm, 1.5mm and 1.7mm on each side.

All of these are very sharply moulded, and I couldn't see any moulding faults or flash in my examples. All that is required to use them is a few quick passes at the base with a new scalpel blade (or a very thin razor saw), a quick pass over a sanding stick, and they are ready to use.

Meng also do a set of conical rivets in this same line, but I didn't get these as I have a good supply from the Tichy Train Group line.

The range of sizes provided means they are useable in all the common scales, and not just limited to armour.

Cost was US \$2.99 a set plus postage from Lucky Models (www.luckymodel.com) in Hong Kong.

Most highly recommended by me....

Pete M.

Caudron CR.714

The Caudron CR.714 (or Caudron-Renault CR.714) was a French single-engine, single-seat fighter entering service in 1938. The aircraft also carried the nickname "Cyclone" - although based on the general shape of the aircraft, you wonder where they got that from....

History

In 1934 the Technical Service of the French Air Force was given specification "C1" for a light fighter aircraft to replace the obsolescent Dewoitine D.510 (and previous models). Design and construction requiring the least strategic resources would be given preference.

The Caudron company had been quite successful at that time in the field of fast transport aircraft and training aircraft - for specification C1 they redesigned the fighter-trainer Caudron C.690 to become the prototype CR.710. First flight of the CR.710 was on the 18th July 1934. This was soon followed by a second prototype. The

CR.710 had a rigid chassis and was heavily armed with two 20-mm cannons. It was constructed mainly of birch wood with reinforcement where required in magnesium. The engine was a measly 450 hp V-12 engine Renault 12R03. The basic idea was to construct a type that did not have to resort to important raw materials and/or engines. Unfortunately the combination of a low powered engine and wooden (aka, heavy) construction resulted mediocre performance and subsequently in a significant re-design.

The successor, named Caudron CR.713, received a new rear end and retractable landing gear (main) resulting in improved aerodynamic properties. The corresponding prototype first flew in December 1937. Since the Armée de l'Air initially showed no interest in the type, Caudron promoted the aircraft abroad, including to the Soviet Union, which eventually bought three airframes. At the same time, the design was revised again - aerodynamics were improved and the two-bladed propeller was replaced with a three-blade version. The new (or newer...) prototype, called Caudron CR.714, flew on



Above: Caudron C.690M, 1938

the 6th of July 1938. A little later in the testing phase it was fitted with four 7.5-mm machine guns mounted in under wing (and then blended into the wing) gondolas. The Armée de l'air started to take notice of the new type, mainly due to production delays of other types, the advantages of the design in that it used non-strategic materials and was powered by engines not required elsewhere. The subsequently ordered 200 airframes.

Mass production began in the summer of 1939, but was delayed due to teething problems with the Renault engine. There were other issues as well - it was found that the CR.714 had great difficulty with full military equipment to gain altitude quickly enough, and the four 7.5-mm machine guns were considered to be inadequate. The Armée de l'air cancelled the contract

after the completion of the 90th airframe and gave the more promising Arsenal VG-33 the absolute priority. The aircraft acquired were declared unfit and would eventually be sold. 50 machines were eventually sold to Finland. Six airframes were delivered before the end of the Battle of France but were never used because they were regarded by the Fins as too dangerous to use.

Of the remaining 90 there are conflicting accounts of what happened to them. Initially, only nine machines were delivered by March 1940 to the Armée de l'air. It was originally planned to equip an existing Polish squadron with the 714 and send them to Finland. There, the unit should be used against the aggression of the Soviet Union. This was abandoned and instead a unit was formed and stayed in France. The unit was

Groupe de Chasse I/145 "Warszawski" (Warsaw) (GC I/145). Formed in May 1940 it was initially tasked with defending Lyon, however the unit was moved after only a few days to Villacoublay near Paris, to protect the lower valley of the Seine from attacks by the Germans. The site had the advantage of being close to the Caudron works.

At the start of hostilities GC I/145 had 35 CR.714's of which only 18 were operational. The Polish pilots in these machines struggled against the Luftwaffe. Among the well-known problems with the rate of climb and weak armaments were still further teething problems with the Renault engine, which tended to blow it's sump when under full revs (and often in the heat of a battle). Adding to this the fact that there was little ground staff experienced with the new type meant there were many issues with keeping the aircraft serviceable. The

squadron was to be upgraded as soon as possible to the more reliable Bloch MB.152 (so not really an upgrade...) but the loss of the Battle of France and subsequent French surrender meant that never happened.

Despite their fragile equipment, the Polish pilots and the Caudron CR.714 gained a reputation as a fiercely determined group of pilots. With four losses in actual battle to twelve confirmed kills (four Dornier Do 17, three Messerschmitt Bf 109 and five Messerschmitt Bf 110) and two probable victories they didn't fare too badly. On 11 June 1940, when the war in France was already decided, the survivors fled along with other Polish pilots to England (unfortunately without their aircraft (or perhaps fortunately..)) - many of the pilots flying with the RAF during the Battle of Britain.



Above: Caudron C.710, 1939

Further Development

On the basis of the construction of the CR.714, Caudron developed three further variants of the design. Three prototypes were produced and tested.

The CR.715 was essentially a CR.714 with a license-built Italian Isotta-Fraschini Delta RC-40 engine, which exceeded the Renault engines power by 300hp.

It quickly became apparent that the wooden structure was not capable of handling greater power or aerodynamic stresses, so a new prototype, the CR.760, was built completely constructed in duralumin. The armament was increased to six 7.5-mm machine

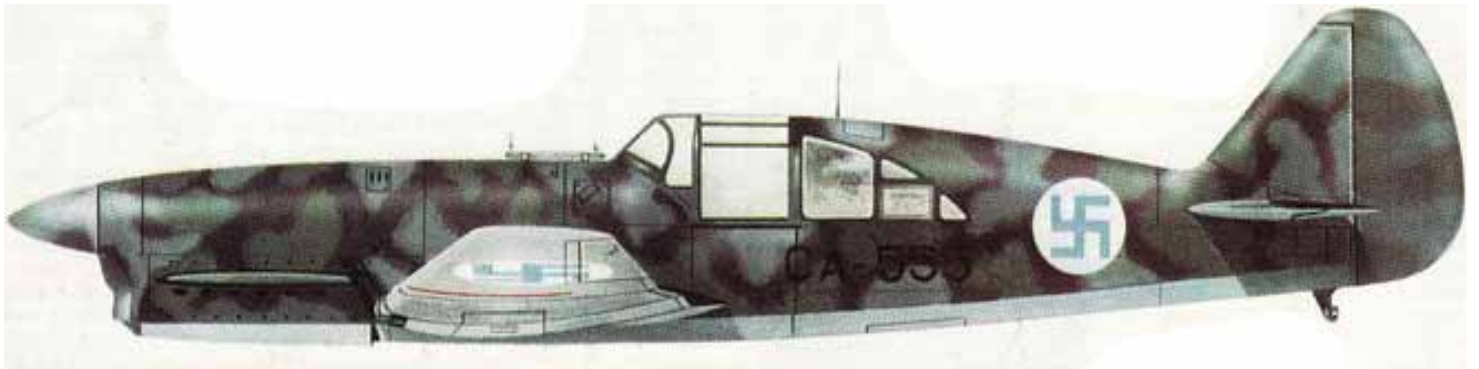
guns. In the first test in April 1940, the new variant was significantly more promising than CR.714. She was easy to control and had a good power to weight ratio. The Germans captured the prototype before any further development was carried out and eventually used it for target practice....

The second prototype of the CR.715 variant was equipped with an air-cooled Renault 626 engine with turbocharger and received a redesigned airframe. It flew as the CR.770 in November 1939. During the first flight an engine failure led to the test pilot making an emergency landing. The project was abandoned in favour of CR.760. The CR.770 was destroyed at the approach of the German troops in Guyancourt.

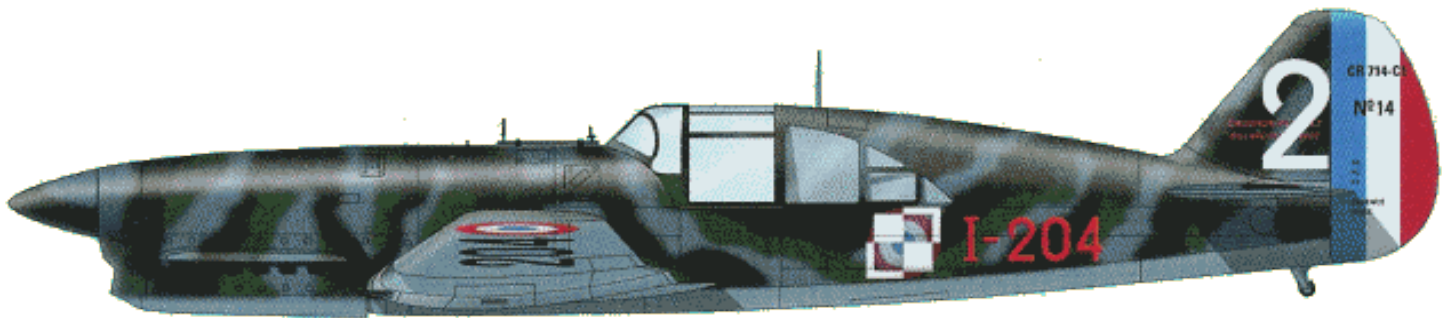
Allo allo!

Kits of Classic French
Aircraft & Vehicles

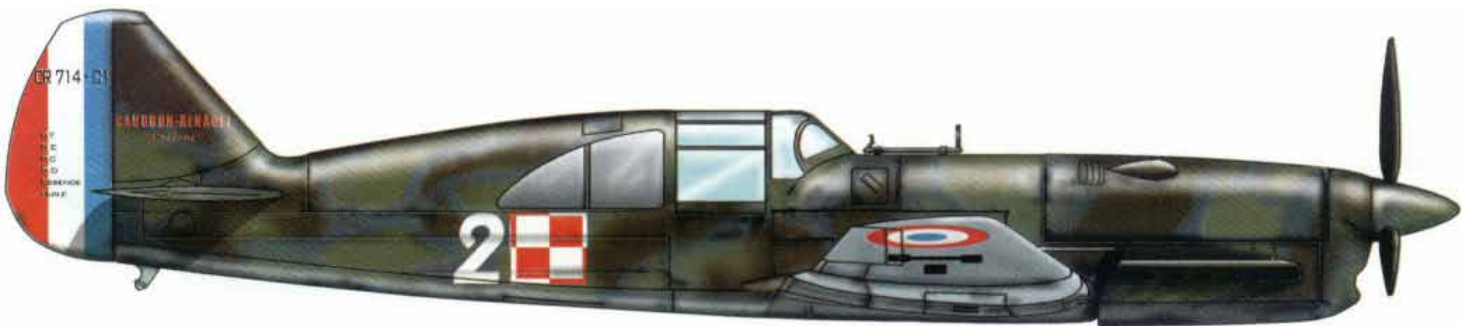
Caudron CR.714



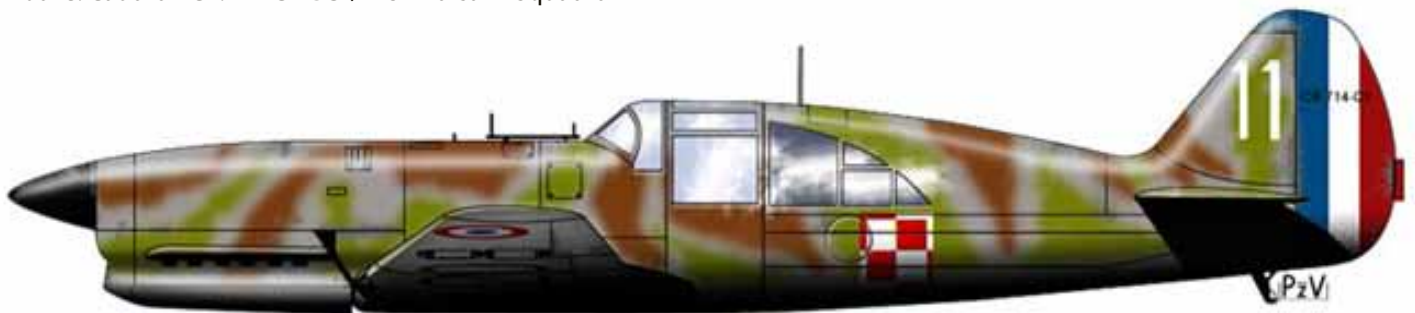
Above: One of only six Caudron CR.714 C1's delivered to Finland



Above: Caudron CR.714 C1 GC I/145 "Warsaw" Squadron



Above: Caudron CR.714 C1 GC I/145 "Warsaw" Squadron



Above: Caudron CR.714 C1 GC I/145 "Warsaw" Squadron

Allo allo!

Kits of Classic French Aircraft & Vehicles

Caudron CR.714

Modelling the Caudron CR.714

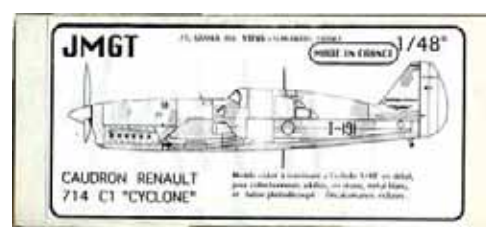
Being that the aircraft was produced in relatively small numbers and is quite an unknown aircraft in comparison with the usual suspects, the options to model the Caudron CR.714 are limited - I guess I should review aircraft that are easier to model....

In 1/72 Heller, Italeri, SMER, RS Models and Plastyk all make versions of the CR.714 that are still available (Plastyk are also listed as ZTS Kits on some websites). Most of these kits have been around for a while and are re-released occasionally - Italeri and Heller both have re-issued the kit in the last few years.

In 1/48th there are only two options that I could find - one is the Battle Axe kit which is near-impossible to find these days, the other a resin kit from JMGT - JMGT do a range of the Caudron aircraft including some exotic racing aircraft from the 1930's but the CR.714 seems to be out of production at the moment.

Azur have recently released the CR.714 in 1/32 - which is very much a surprise given the obscurity of the type...

Rob



Above: 1/32 Azur Caudron CR.714 built by Acturus (<http://www.pwm.org.pl/viewtopic.php?f=13&t=24181>)

A SHORT REVIEW

Hobby Boss 1/48 Messerschmitt Me262 A1a/U3 by Brett Peacock



Hobby Boss have a “variable” – being the kindest word - track record with their 1/48 scale kit range, especially relating to their WW2 subjects. Some of their kits are really quite nice (eg their Grumman Avengers) and others are...frankly, pretty awful. (eg: their P40 easykits). And some, like their Focke-Wulf Ta152C vary between those extremes. (the cowling and radiators are just SOOOO wrong!) So it was with some trepidation that I parted with a fairly large sum (for me) of cash at Modelair to purchase one of their Me262 kits, having heard some quite good comments about them.

Well, I'll be buying more of them, not only are they quite a lot cheaper than the excellent Tamiya 1/48 Me262 - and they make a variety of types, not just the A-1a Fighter and A-2a Bomber, but also they include internal details that the Tamiya kit does not. AND they still manage to include a cast metal nose piece to stand the kit on its U/C correctly. Plus a 2 seater subtype is nearing release to boot!

To the Kit - the A1a/U3 (or the Photo recon variant for short) Hobby Boss correctly include the camera bay equipment and the external fairings for the lenses and it appears they did research on the sub-type as the new fuselage halves include the camera fairings on the upper nose, and they are smaller and a little more slender than Dragon's renditions of them (which made it look a little “Dolly Parton-ish” to my eye. And the upper nose tip has a cannon barrel, which is correct - many had a single MG151/20 cannon for self defense. Unfortunately they also (incorrectly) include 2 small cannon apertures on each side of the nose tip and tell you they are 30mm MK103's. These need to be removed and puttied over. (the box art does NOT show them and all the research I found states the single 20mm cannon was the sole armament. If you really want to be correct remove the plastic 20mm barrel (its way too big) and replace it with a suitable metal tube for a 20mm cannon barrel.

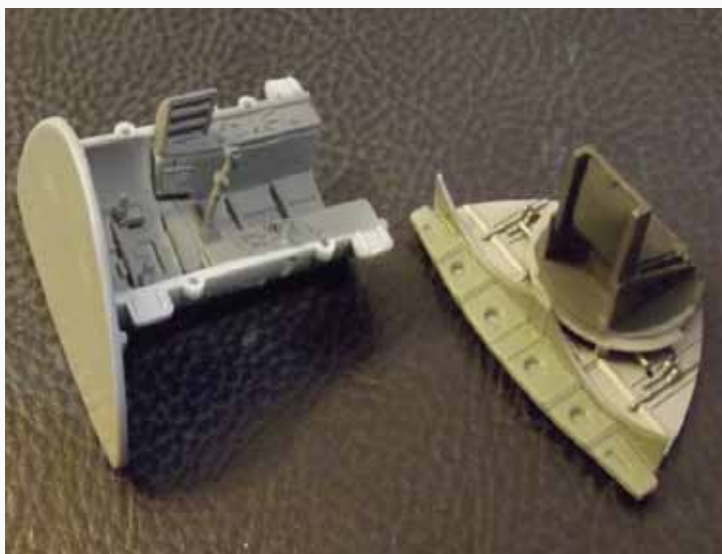
The plastic parts themselves are very well moulded, no flash and fit together almost like a Tamiya kit. I especially like the way they break down the cockpit, it makes assembly and painting it a doddle. Overall this kit is a vast improvement over the Dragon (ex Trimaster) kit, and about par with the Tamiya kit.

Another small detail - Hobby Boss have included the rear fuselage radio hatch as a separate part and include parts (radio rack and radios, compass, etc) to go inside this area to detail it. Two different types of Nosewheel and Leg (one marked "Not for Use" and a positive fit for the main legs also score over the Dragon kit. (One small minus - the mainlegs seem a bit long - possibly moulded extended fully.)

Decals for 2 aircraft, an anonymous recon machine of NAGr 6 at Lechfeld in March of 45 and White 2 of NAGr 1 at Zebres in May 45 - both feature on the full colour paint guide. I am a little wary of the suggested schemes, and recommend that the modeller checks their references for further info as many 262's used the standard upper-surface scheme and only varied in how the fuselage was painted. (i.e. the wing uppers remained in late war greens/brown and splinter style.) I have not had any issues with Trumpeter or Hobby Boss decals apart from their habit of making silly errors in style or proportion. These ones all look very nice indeed. The instruction sheet is a model of probity and clarity, although it is still the old-fashioned B/W drawing style.

The photos show some of the parts breakdown during assembly and the boxart. The only filler was used around the spurious cannon ports. Dry-fitting of the main components shows almost no filler will be required in final assembly.

So, to sum up; it's very nearly as good as the Tamiya Me262, it's cheaper too and has more subtypes available to buy and its better than the Dragon one by quite a margin. It assembles easily and if you do the extra research, you'll find it is really a walk in the park, modelling wise. What is not to like, and why are you waiting to get at least one of these.?



GALLERY

ON THE TABLE - APRIL 2014



Above: Fujimi 1/72 Mig-21 - Last Flight JG1



Above: Fujimi 1/72 Mig-21 MF 'Czech' AF Last Flight



Above: Dragon 1/72 Mig-15 Soviet AF



Above: Airfix 1/72 Kamov K25A Hormone - Soviet Navy



Above left & right: Airfix 1/72 Airfix S31 (Spitfire PR XIX)

GALLERY



Above: Hasegawa 1/72 Mitsubishi J2M Raiden (Jack)



Above: Hobby Boss 1/72 Mitsubishi A6M5 'Zero'



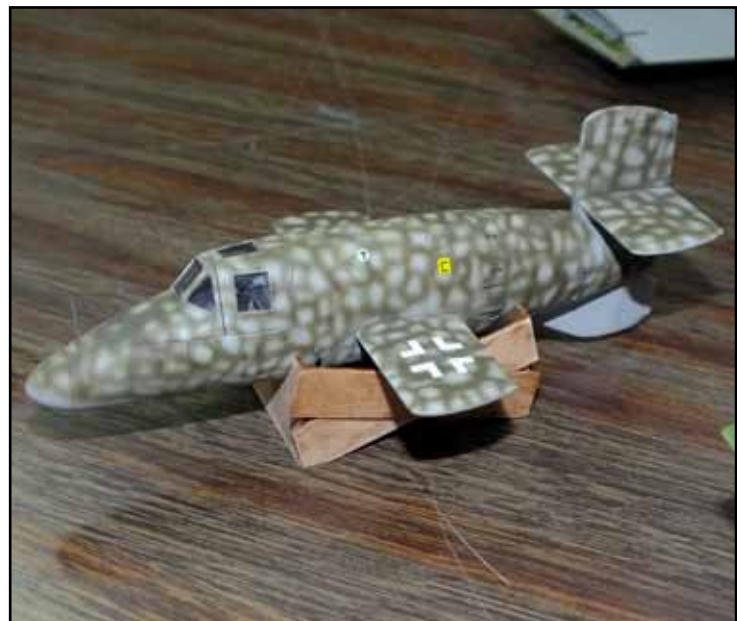
Above: Airfix 1/72 Focke Wulf Fw190 A8 'Red 4'



Above: Airfix 1/72 De Havilland Vampire T11



Above: Airfix 1/72 Airfix Folland Gnat



Above: Dragon 1/48 Bachem 'Natter'

GALLERY



Above: Great White Shark with Tuna



Above: Matilda!



Above: Tamiya 1/48 V1

GALLERY



Above left and right: Gunze Sangyo 1/24 Triumph TR2 Le Mans



GALLERY



Above: 1/72 De Havilland Sea Vixen FAW 2



Above: 1/72 Lockheed F-104G Starfighter



Above: Matchbox 1/72 T-2C Buckeye



Above: Airfix 1/76 Bedford 4 Tonne truck



Above: Tamiya 1/35 Ford Mutt



Above: Trumpeter 1/35 Zil-157 6x6

GALLERY



Above left and right: The Flying Kombi! Scourge of the European Theatre...

A few In Progress



Above: Trumpeter 1/32 A-1H Skyraider



Above: 1/48 Messerschmitt Bf109G

SIGN OFF



Above: 1/12 Airfix 1930 4.5 Litre Bentley by John Darlington

LAST WORDS

Nothing new to report from me - I'm still up to my eyeballs in house renovations so have not been modelling much. Lots of things floating around with painted interiors and glued body parts, but nothing with paint on the outside... I think last count I have around 15 models sitting patiently waiting for a trip to the spray shed. Unfortunately with the deadline my wife has set for the house to be finished I can't see that happening in the next few months!

Speaking of airbrushing, I've had a health scare recently requiring a small stay in hospital. One of the discussions I had with the surgeons was around lifestyle & occupation - in particular if I smoked, worked in a tannery or was a car painter. One of the possible causes of my problem is exposure to the dye found in things like paint... So a cautionary suggestion to look at how you use your airbrush - I know we all laugh in the face of political correctness and health and safety, but it costs bugger all to make sure you use a good respirator when you spray, and even better, knock up a spray booth with a filter and extractor fan - we might look at this in a future newsletter.

...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



SCALE-MAIL