



# SCALE-MAIL

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## NOVEMBER MEETING

7.30pm  
Tuesday 19<sup>th</sup> November  
Leys Institute (upstairs)  
20 Saint Marys Road  
Ponsonby

### COMMITTEE

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FACEBOOK:  
Link from the IPMS Auckland Website

Hi All

I hope you're all having a great month. It was fun capping off the show with a celebration at last month's meeting.

A real highlight was the video that was produced by XY Brands and also noteworthy was the cake that Peter Foxley's wife Jules organised for the night.

This month I also had the pleasure of meeting with the Captain Musick Air Scout group who we helped out at their model gala earlier this year. They are keen for the club to be involved in promoting the hobby of model making to their members in the new year.

Now that the dust has settled I'm back at the modelling bench... chasing the elusive 30 kit target that our webmaster Rob has set.

It's also a good time to start thinking of some new ideas for club night and with the summer break not far away a time to recharge for a clear year of model making.

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

## NEW MEMBERS AND SUBS

Subs for 2013/14 are now overdue - 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.



# EVENTS

## CLUB NIGHT EVENTS

**November 19th 2013**

IPMS Auckland Club Night

**December 17th 2013**

IPMS Auckland Club Night

# BUY, SELL & SWAP STASH

**SUNDAY 24th November**

Mt.Eden War Memorial Hall  
TOY Collectors Fair  
Dominion Road AKL. 10.00 till 1.00pm.  
p: Allan 09-2724648  
p: Ross 279 0101 evg.

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

Visit their web-page:  
[www.aucklandhobbyfair.wordpress.com](http://www.aucklandhobbyfair.wordpress.com)

ALWAYS CHECK TO CONFIRM FOR  
DATES AND TIMES OF THE EVENT



Cartoon by [bizarrocomics.com](http://bizarrocomics.com)



# Italian Jobs

## Kits of Classic Italian Aircraft & Vehicles

## Reggiane Aircraft Re.2000 - Re.2005

Rob Willis

### Reggiane Re.2000 - Re.2005

The Caproni industrial group set up the subsidiary known as *Officine Meccaniche* (Mechanical Office) 'Reggiane' S.A. in the 1920's as an aircraft production plant primarily to manufacture American aircraft under licence. However Count Caproni later influenced a shift away from this purpose to one of producing home-grown aircraft designs, albeit heavily influenced by those American aircraft initially.

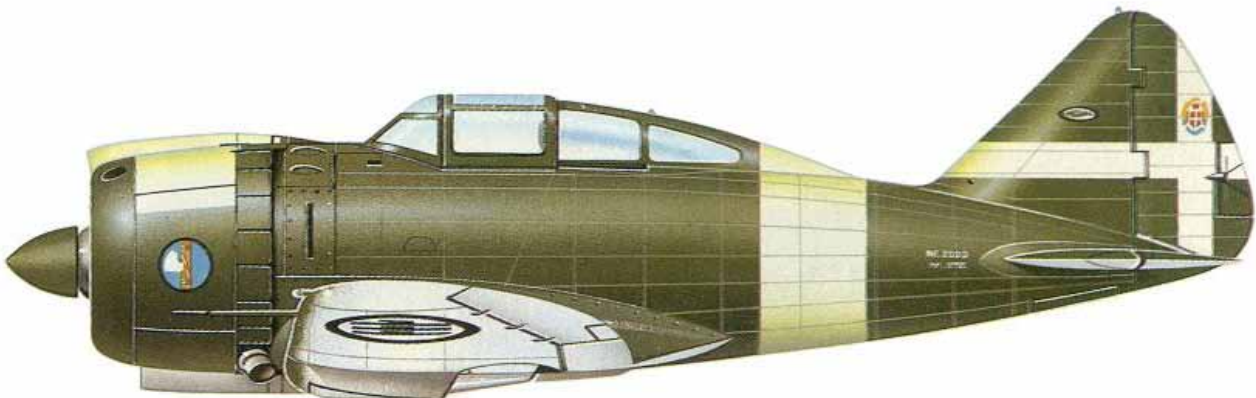
One such design was the Seversky P-35 – and you can see many design similarities in the early Reggiane aircraft, especially the Reggiane Re.2000.

Engineer Roberto Longhi had worked in the American aircraft industry for a number of years before returning to Italy and joining Reggiane in 1936. He and technical director Antonio Alessio developed the first of the Reggiane series, the Re.2000 Falco (Falcon), based heavily on the P-35. The development was in response to a competition announced by the Regia Aeronautica in 1938 for an interceptor fighter.

They retained the basic fuselage and wing structure of the P-35 but made many modifications, particularly around the aerodynamics of the cowling. This, along with

modifications to the landing gear (the P-35 landing gear was semi-retracted, the Re.2000 was fully retracted) resulted in a speed of some 25 mph faster than the P-35 (top speed of the Re.2000 was 514kph at 5000m). And this was with an engine of less power than the P-35 (986hp vs the 900hp P-35).

The construction of the Re.2000 was quite different to the typical Italian aircraft of the era - extensive use of aluminium, the innovative installation technique of the rivets and the construction of the wing as one piece with a central caisson. However this wing, which although providing the Re.2000 with great fuel capacity, plus early unreliable engines and



Above: Reggiane Re.2000

only two low calibre machine guns, gave the Regia Aeronautica an excuse not to introduce the Re.2000 into widespread use. Instead the RA opted to stick with tried and true obsolete aircraft instead of a modern (for the time) fighter. Officially the reasons were concerns around the wing fuel tanks - being of larger capacity and unsealed, they were deemed to be too dangerous for a front line fighter.

The RA used only a handful of Series I aircraft in the end. The *Regia Marina* (Italian Navy) used a number as catapult launched aircraft in a similar vain to the British CAM ships. 80% of production was used

by other countries - Sweden and Hungary were both customers - Sweden using the type built under licence through the war until mid-1945. Also supposedly the RAF were interested and a tentative order had been placed, although the deal mysteriously fell through as war with Germany (and its allies) loomed on the horizon...

To address the short-comings of the Re.2000, the Reggiane engineers started to look at design improvements. With the development of the Macchi C.200 into the C.202 by fitting the Daimler Benz DB 601 engine, naturally Reggiane looked in the same

direction and the Re.2001 Falco was born. The new improved fighter sported a streamlined cowling and two radiators under the wing for cooling. The Re.2001 also had a new 3-spar wing with armoured fuel tanks. The overall performance was up on the old model by some 50kph (a top speed of 568kph at 5,500m). The RA subsequently ordered 200 units followed by a further 550 - all production of the Re.2000 ceased in favour of the new aircraft.

Next in line was the Re.2002 Ariete (Ram) - this was a continued development of the Re.2000 retaining the original aircrafts radial engine, specifically for the ground

# Italian Jobs

## Kits of Classic Italian Aircraft & Vehicles

Reggiane Aircraft  
Re.2000 - Re.2005

attack role. Slower than the Re.2000, it was however better armed and armoured. A larger more reliable engine (although 'reliable' and 'Italian' don't always mean the same thing when used in one sentence...). Production was steady up until the Italian Armistice in 1943 at which point production continued under German 'ownership' for the Luftwaffe. Some 60-odd aircraft served in the Luftwaffe in the ground attack role. Other aircraft served with the RA and Co-Belligerent forces.

The final development of the Re line was the Re.2005 *Sagittario* (Sagittarius, the Archer). This was in many ways a complete new design, although retaining many of the design features of the Re.2001.

The aircraft was noticeably longer and sleeker, with a larger elliptical wing - a much cleaner design overall. Other improvements were in the landing gear which retracted outward (instead of rotating 90 degrees and



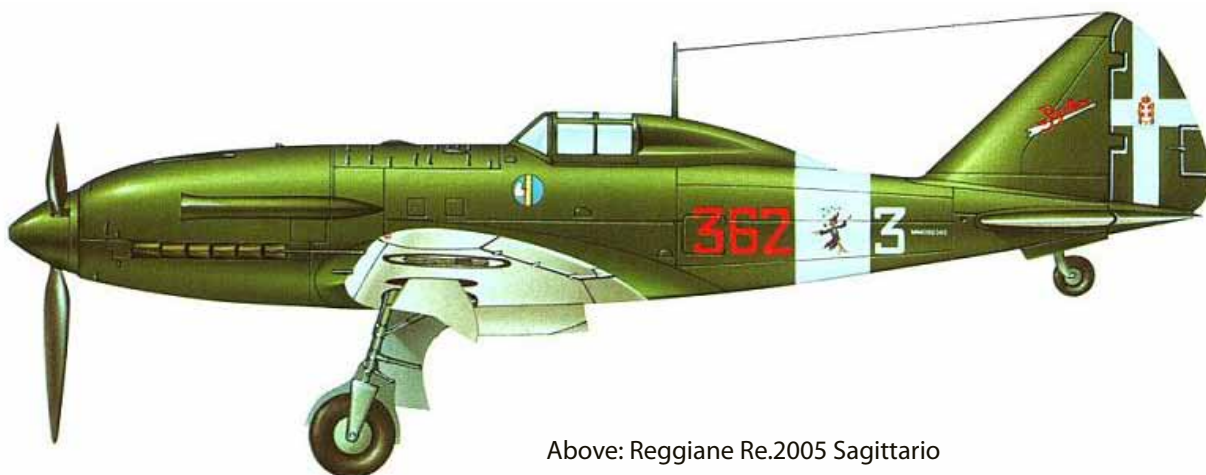
Above: Reggiane Re.2001 Falco

backwards) giving a wider, more stable stance on the ground. Upgraded armament included three cannon - one each in the wing and one firing through the propeller hub, and two machine guns mounted above the engine in the cowling.

The biggy though was performance - top speed now being 678kph at 6900m. A specially prepared engine was supplied from Germany for one of the prototypes which resulted in a top speed of 720kph. The standard production aircraft rolled off the line with a Fiat engine

(a licence-built DB 601 engine) giving a standard speed of around 670kph.

Only around 30 machines were produced and in service with the RA by the Sept '43 armistice. Aircraft in the RA fought against the Allies in their defence of Naples and Rome. Germany 'acquired' 12 aircraft that were flown to Germany after being fitted with DB 605 engines, their fate being unknown. One aircraft ended up in Rumania where it is believed to have seen combat.



Above: Reggiane Re.2005 Sagittario

# Italian Jobs

## Kits of Classic Italian Aircraft & Vehicles

Reggiane Aircraft  
Re.2000 - Re.2005

### Modelling the Re. Series Aircraft

Well, there is good news and bad news on the modelling front. If you're a 1/72nd modeller there are still quite a few kits of the Reggiane series around. Special Hobby and Sword kits are still readily available, along with kits from RS, Pavla and Super Model (which are re-released every so often).

Aftermarket accessories are also catered for in 1/72 with a number of decal sets, photo-etch detailing sets and masking sets available.



The bad news is if you model in 1/48th, the selection of kits is very slim. The only one I could find available online anywhere is the Italeri 1/48th Re.2002 Ariete - also boxed and released by Tamiya. I've built this kit and it's ok - not a great kit and has a detail error with the fuselage spine - a correction set is available from Quickboost.

If you want to model the rest of the range, unfortunately your choices are pretty limited. The now defunct Classic Airframes modelled most of the range, including the Re.2000 (in early and late versions), the Re.2001 (in a few versions as well, the main difference being decals), and the best looking one of the lot, the Re.2005. Finding those kits now is extremely difficult and even if you can, there are no guarantees of a great build - decals may have perished, or in the case of one of the kits I managed to get hold of, the vacform canopy has yellowed and is pretty much unusable.

Flying Machines did a few of the Re. Series, but again, pretty hard to find these days. Even the NZ company Falcon produced the Re.2005 in either all vacform or low-pressure injected plastic/vacform - a hard build even if you could find the kits.

But there is salvation I guess in the form of a 1/32 Re.2005 released by Pacific Coast Models. Still available from PAC Models and reasonably priced at \$70 US - grab a Fiat G.55 while you're at it! These are short-run kits very much in the same vain as their Mk IX Spitfire and recent Tempest kits - so plastic, resin and etch make up the content of the kit.

So there you have it, a summary of some interesting aircraft you can't model (except in that odd 1/72nd scale...!)



# Curtains Up on Soviet Air Power

Dimitri Berdebes



In August this year my wife and I made a trip to Eastern Europe, which took in Russia (Moscow and St Petersburg), Ukraine (Kiev), Poland (Krakow) and Germany (Berlin).

I hadn't planned on visiting any aviation museums prior to going but the time became available so with the aid of our trusty tablet and a wifi connection I was able to locate 3 aviation museums, these were in Kiev, Krakow and Berlin. All came with Google maps, directions and recommendations from past visitors.

All very well but we still had to find the right bus and go in the right direction, got it right once

but felt this added to our overall tourist experience. The locals were generally helpful even though there is the language barrier; we just think every one speaks English.

The first museum was in Kiev, the Ukraine State Aviation Museum. All the exhibits are outside and are very weathered.

It was interesting standing there looking at all these aircraft I've read and researched over the years, the highlight was the Tupolev Bear (above) I managed one photo before the camera battery died on me that is one photo for the entire visit. Lesson learnt; charge that battery before the trip, DOH!!!

The Polish Aviation Museum (Muzeum Lotnictwa) in Krakow was the second one on the list. This museum had purpose built display hangars with professional displays and also outside exhibits which were weathered.

The Luftwaffe Museum at Gatow, Berlin was next, again with professional displays indoors and outside. Was getting a bit museumed out by now so it was on to the local markets to sample the produce, nice.

Enough waffling from me on to the pics.

Cheers Dimitri.





Above: Sukhoi Su-7,  
Polish Aviation Museum.



Right: Junkers Ju-52, Polish  
Aviation Museum.

Right: Tupelov Tu-134, Polish Aviation Museum.



Below: no idea, but damn they are ugly, Polish Aviation Museum.





Above: North American F-86,  
Luftwaffe Museum



Right: a face only a mother could  
love, Luftwaffe Museum



Above: Messerschmitt Bf109G at the Luftwaffe Museum



Left: intake of a Mig 17, Polish Aviation Museum



Above and below: the covered display at the Luftwaffe Museum



For more images, check out the Gallery page on the IPMS website:  
<http://ipmsaukland.hobbyvista.com/galleries.html>

# In-box Review

## Kinetic 1/48 Northrop F-5A Freedom Fighter

Ok – so I tend to get side-tracked very easily when I’m pottering with my models. I sometimes lurch from one model to the next, often putting kits back in their boxes for months, if not years because something new and shiny comes along. Another tendency I have is to get caught up in the idea of themes - I try not to build the same model too many times but often think that a series or theme relating to the kit I’m building would be quite interesting. One theme that sticks is the life-cycle of something – like the first and the last. And then there is one aircraft with multiple colour schemes – not content to choose one, I’ll buy the same kit with intent to build a number of schemes.

So that brings me to the F-5A – this one sort of snuck in under the radar – while some of the online community was either wetting themselves about the latest 1/32 from Tamiya, or bemoaning that it wasn’t in 1/whatever-is-my-favourite scale, or complaining that there weren’t enough rivets on the doo-hickey, Kinetic slipped in with a few releases.

I’ve always like the F-5 series, but find many of the schemes a bit boring. I’ve built the AFV F-5E kit in an Aggressor scheme which

was a great build, and have another in the pile along with an AFV F-5F. I’ve also got a Classic Airframes F-5B somewhere in the stash and am currently building a 1/48 Wolfpack T-38 – so now you get an idea of the family tree I’m constructing.

One thing I have to say right from the outset though is why oh why Kinetic have you used an end-opening box! They are more than inconvenient and usually the first thing I do with these boxes is to cut out any relevant artwork and dump the rest – as really once the kit starts coming together, the box is useless.

However, the kit itself is lovely – probably one of the better mouldings from Kinetic. I have a few of their kits and this one would be the best. The panel lines are finely moulded, although not as fine as Tamiya or Hasegawa, but still acceptable and should look better under paint. Moulded in light grey plastic on seven sprues, plus a sprue of clear parts rounded off by a small photo-etch fret with slime lights and frames for the chaff/flare launchers.

The main fuselage is made in multiple pieces with various inserts obviously catering for other versions in the future.

For example the engine louvre doors are provided as inserts – blank for the A version, louvred for the E/F version. Inserts on the nose and ventral panel are also included. The forward fuselage is separate from the rear, again most likely catering for a future two-seat version – which might mean the Classic Airframes kit gets pushed further down the to do list....

The only thing to be wary of is the multiple part assembly of some of the kit – the AFV kit has 4-5 parts that made up the intake trunk and if you didn’t get them lined up, subsequent filling and sanding would obliterate the fine panel line detail – so care with the similar assemblies on this kit will be needed. I also read somewhere that the panel inserts on the nose are not the same thickness as the holes they go into – so some packing may be needed to bring the inserts flush with the exterior.

The options on the kit are quite staggering given the diminutive size – detailed cockpit (although the detail is a bit soft here and there), positionable canopy, optional boarding ladder, two types of gear strut, full length intake ducts, positionable control surfaces and speed brakes.... And then there is a range of underwing



Above: one of the versions I plan to build (model built by Matthias Becker, posted on [www.britmodeller.com](http://www.britmodeller.com))



stores – not just auxiliary tanks (take note Hasegawa...) but missiles, rocket pods, underwing and wingtip fuel tanks, wingtip missile rails and a few bombs. Nice.

Colour callouts are Gunze Mr Color although matches are listed in Gunze Mr Hobby Color and Vallejo also.

The decal sheet (or should I say sheets - the individual aircraft codes are on a separate sheet) is by Cartograf and is frankly phenomenal in the choices – basically 6 air forces are represented but each have variations giving a total of 16 airframes. Having said that, I'll be combining kit markings with an after-

market decal sheet to do an aircraft from the Royal Netherlands AF... You know, just to make full use of the excellent decal sheet....

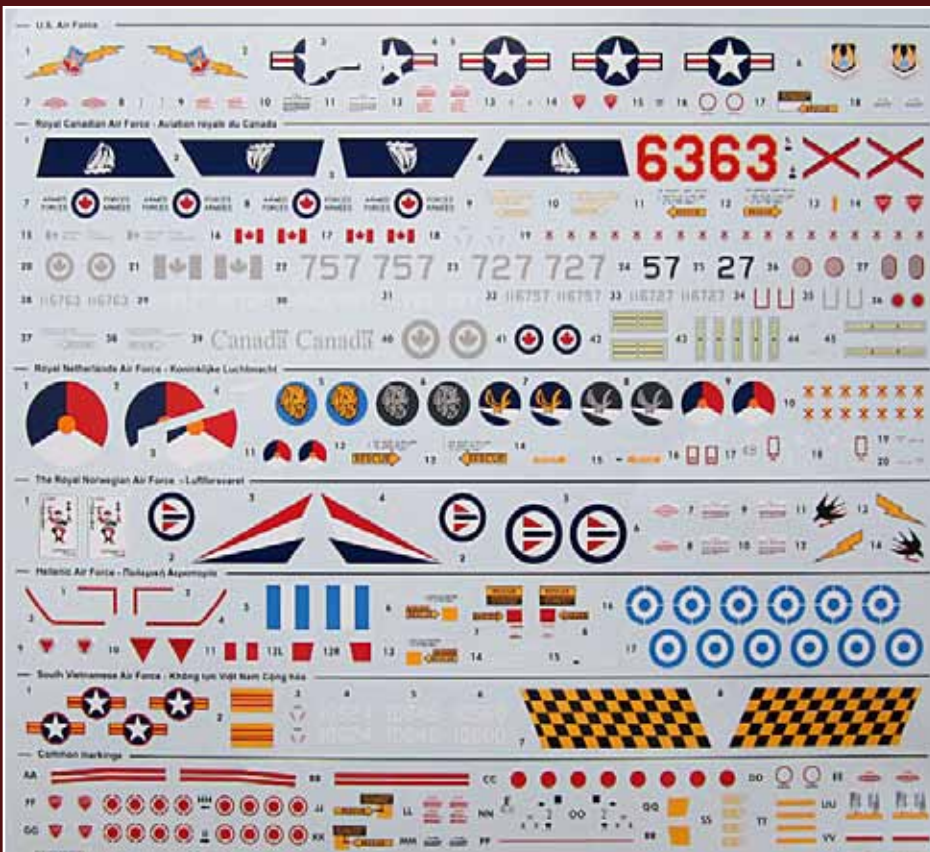
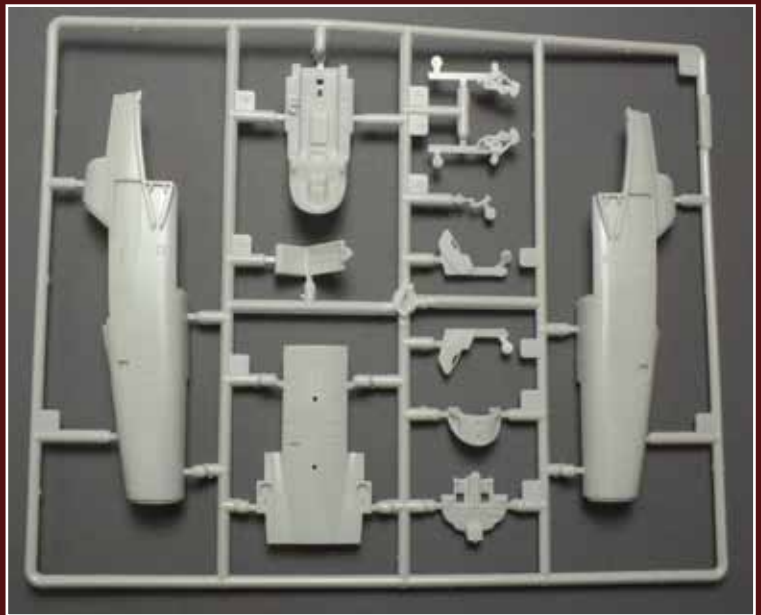
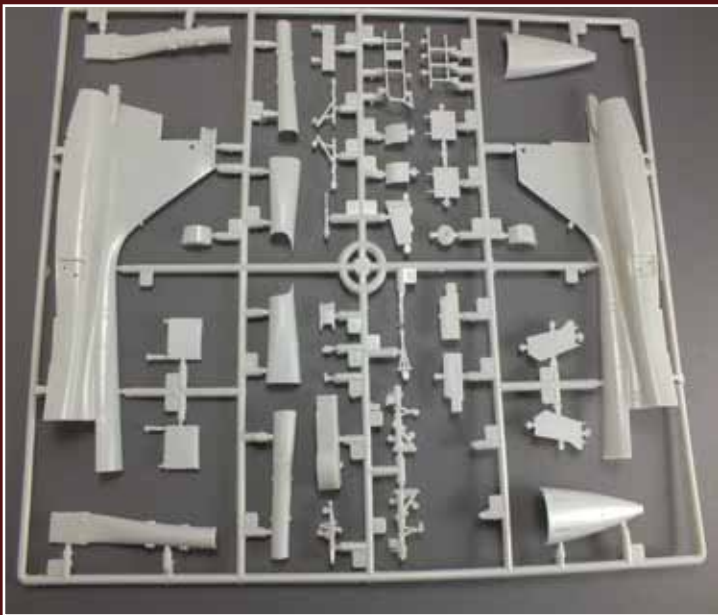
You know what they should do, market the kit in two versions, one with markings and one without – otherwise every time you (read me) buy another kit to do another version, you end up with 80% of the decal sheet left over – that way you could buy 3-4 kits and one decal sheet. Brilliant! I should be in marketing...

Anyway, so what else can I say about the kit other than I guess the proof will be in the building....

Price and availability – well I got this one from Lucky Model and it was priced at \$23 US – so about \$29. For a 1/48 kit with this many options and markings, that's a bargain. I bought it along with a few other kits to offset the postage – probably added about \$6-7 to the kit, but even so, still great value.

Cheers

Rob



# GALLERY

ON THE TABLE - OCTOBER 2013 CLUB NIGHT





# GALLERY



# SIGN OFF



Above: 1/48 Tamiya Reggiane Re.2002 Ariete

## LAST WORDS

Well not much for me to say this time round. Modelling for me has been a bit on the lite side this month with other things going on. I have a small pile of kits all sitting around the 80-90% completion mark so should be able to complete them by December club night. That should bring my total builds for the year to around 31-32 - so I'm looking forward to glory and accolades from Mr Harrison!

Nothing to report this month in the Online Trading section either. I bought a few things off TradeMe but not much else. I have my eye on a few things that are due for imminent release - new 1/48 Banshee coming from Kittyhawk, 1/48 Fouga Magister from Avante Garde, 1/32 F-104 from Italeri, the recent release of the Spitfire prototype by Alleycat and of course the 1/48 Airfix Gloster Javelin. So my budget for the next few months is already spent (in my mind of course)... Might even be tempted by the 1/24 Hawker Typhoon recently announced by Airfix for next year. Plus more F1 cars coming from Ebbro... make it stop!!

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](mailto:jaxbw@orcon.net.nz) or have a chat with me at Club Night.

Cheers  
Rob



# SCALE-MAIL