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NEXT MEETING

NOVEMBER

Tuesday 15th November

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

Chairman - Mark Robson Craig Sargent

Secretary - John Lance Whitford
Swarbrick

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Link from the IPMS Auckland Website

The Chairman's Bit

It's a cliché because it's true; time seems to pass by faster the older you get. Apparently it's because as we age a period of time (a day, a week etc.) is a smaller and smaller portion of the life lived and therefore seems shorter in comparison. Remember how long the summer holidays seemed when you were at school?

I think there is a modelling slant to this too; as my stash gets bigger and my remaining years on the planet diminish I have this sense of anxiety that I am running out of time...as if I am actually going to finish 1400 models if I lived to be 300!

Does retiring make a difference to the perception of how fast the days are going by? Do the hours stretch out again like when we were 5? I'd be interested in the opinions of our senior members on this!

Modeller of the Year Award

This month we will be doing a popular vote on the club's modeller of the year. There are no set criteria; it might be breadth of subject matter, quality of work, number of complete projects etc..

So bring a representative sample of your work or pics of models that you cannot bring and we will have a friendly and fun vote on who deserves the title of Modeller of the Year.

Practical Session

This month the topic is scribing and riveting. Bring along examples of your work and the tools that you use. We have done this before we know, but it an endlessly evolving subject.

Cheers

Robbo.

Buy local so you CAN buy local!

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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15% Off the normal retail price on:

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BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2016/17 DUE *******

Subs for 2016/17 now PAST DUE - see below for club account details or see the club secretary at the next club meeting.

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

IPMS BANK ACCOUNT NUMBER

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Please add your details so we know who has paid.



EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd Tuesday of every Month at the Leys Institute (upstairs), 20 Saint Marys Road, Ponsonby

- November 14th - Auckland Club Night.

Modeller of the Year Award

Scribing and riveting - practical session

MODELLING EVENTS

[Armistice in Cambridge 2016](#)

Might River Domain

Lake Karapiro

Cambridge

12th and 13th of November 2016

Mirage F.1B/BE

Special Hobby, 1/72 Scale
Reviewed by Mark J. Davies



Summary:

Catalogue Number:	SH72291 – Mirage F.1B/BE
Scale:	1/72
Contents & Media	Sixty grey and ten clear styrene parts, four resin parts, with three decal options. (There are also numerous surplus parts.)
Price:	Available on-line from these stockists: CMK E-Shop for €16.63 , Hannants for £11.08, Squadron for US\$22.99 Modelimex for €14.26
Review Type:	First Look.
Advantages:	Modern, refined, good detail and very good value.
Disadvantages:	Apparently some trimming for wing fit is needed according to build accounts.
Conclusions:	<p>Special Hobby's Mirage F.1 is an excellent quality kit with one or two easily surmountable fit issues according to the build articles I have read. These issues should not deter anyone from building what are clearly the best Mirage F.1 kits in "the One True Scale" available.</p> <p>Pleasingly, Special Hobby chose to kit the two-seat F1.B, making only the second 1/72 scale kit of this version to be released. Even more pleasing is the fact that it comes with a complete two-seat fuselage rather than providing it as an add-on option to the single seat F.1C kit. I think that providing such a nice kit of a two-seat jet using only seventy parts is also a worthwhile achievement.</p> <p>This is delightful kit of an understandably popular jet, I think it is tremendously good value and highly recommend it.</p>

Background

The Dassault Mirage F.1 is a French fighter and attack aircraft designed and built by Dassault Aviation as a successor of the Mirage III family. The Mirage F.1 entered service in the French Air Force (Armée de l'Air) in 1974. Powered by a single SNECMA Atar turbojet providing 15,000 lbs of thrust, the F.1 has been used as a light multipurpose fighter and has been exported to about a dozen nations. More than 720 F.1s have been produced.

Dassault designed the Mirage F.1 as a private venture, using its own funds, as a successor to its Mirage III and Mirage 5 fighters, with the F.1 being a smaller version of the Mirage F2 being developed for the French Air Force. It was of similar size to the delta-winged Mirage III and V, and was powered by a SNECMA Atar 9K turbojet as used in the Dassault Mirage IV, but unlike its predecessors, it shared the layout of a swept wing mounted high on the fuselage and a conventional tail surface as used by the F2. Although it has a smaller wingspan than the Mirage III, the F.1 nevertheless proved to be superior to its predecessor. It can carry up to 43% more fuel, has a shorter take-off run and better manoeuvrability.

The first prototype made its maiden flight on 23 December 1966. Despite the prototype crashing on 18 May 1967 due to flutter, killing its pilot, an order for three prototypes was placed on 26 May 1967, the larger and more expensive F2 being abandoned.

The French Air Force also ordered 20 Mirage F.1B, a two-seat operational conversion trainer; these were delivered between October 1980 and March 1983. The extra seat and controls added only 30 cm to the length of the fuselage, but at the cost of less internal fuel capacity and the loss of the internal cannon. The empty weight increased by 200 kg, partly due to the addition of two Martin-Baker Mk 10 zero-zero ejection seats, in place of the Mk 4 used in the F.1C, which had a forward speed limitation. In all other aspects the F.1B is a combat-capable aircraft and it can compensate for the lack of internal space by carrying external cannon pods and fuel tanks.

Source: [Wikipedia](#)

Previous 1/72-scale Mirage F.1 kits

There have been four main single-seat Mirage F.1 kits in the past, these being from Heller (re-boxed by Airfix), Airfix (re-boxed by Heller and MPC), Hasegawa (re-boxed by Revell), and Esci (re-boxed by Italeri). Esci's kit was the only one to feature recessed panel lines but sadly is quite inaccurate in many respects.

I have read varying opinions as to which of the kits is most accurate, as they all have their good and bad points. I think it's best to avoid Esci and then pick a favourite from the other three based on your own research and which feature matters most to you. However, this is a bit of a moot point, as all of these kits have been clearly superseded by Special Hobby's recent F.1C releases (boxed as a F.1CE & F.1CG so far, with others likely). These share many parts in common with the F.1B kit that is the subject of this "First Look".

Until now, the only 1/72 F.1B kit was by Heller, where parts were provided for a single or twin seater in the same boxing (Note: some Heller boxings are the re-boxed Airfix tooling without a twin-seat option). Essentially, any considerations applying to Heller's F.1C also apply to their F.1B. Heritage Aviation Models produced a F.1B conversion set with resin & white metal parts of indifferent quality and dreadful looking vac-canopies; it is best avoided based on the images I have seen of it.

We have long been overdue a modern kit of the Mirage F.1 in both single and twin-seat configurations, so Special Hobby's recent releases are most welcome.

The Contents

The kit comes packed in a top-opening box with attractive art-work. The main sprues are in a re-sealable polythene bag, with the clear sprue, resin parts, and decals further enclosed in their own bags.

The instructions are an A5-sized booklet printed in colour on gloss paper with a brief aircraft history in Czech and English. The instructions include a parts map that identifies numerous surplus parts and use diagrammatic assembly stages.

The instructions are nicely produced and generally look clear enough to follow, but would benefit from using more pages with larger illustrations, as the entire assembly sequence is squeezed into just over two-and-a-half A5 pages. I suggest enlarging them and printing them on A4-sized sheets if you are over 40!

Detail colour call-outs are indicated by letters keyed to a table of colours with Gunze Aqueous and Mr. Color paint-codes. Four-view colours and markings diagrams are also provided within the instructions. These are nicely done and printed in colour, with generic colour names plus Gunze codes, whilst some include FS595 numbers as well.

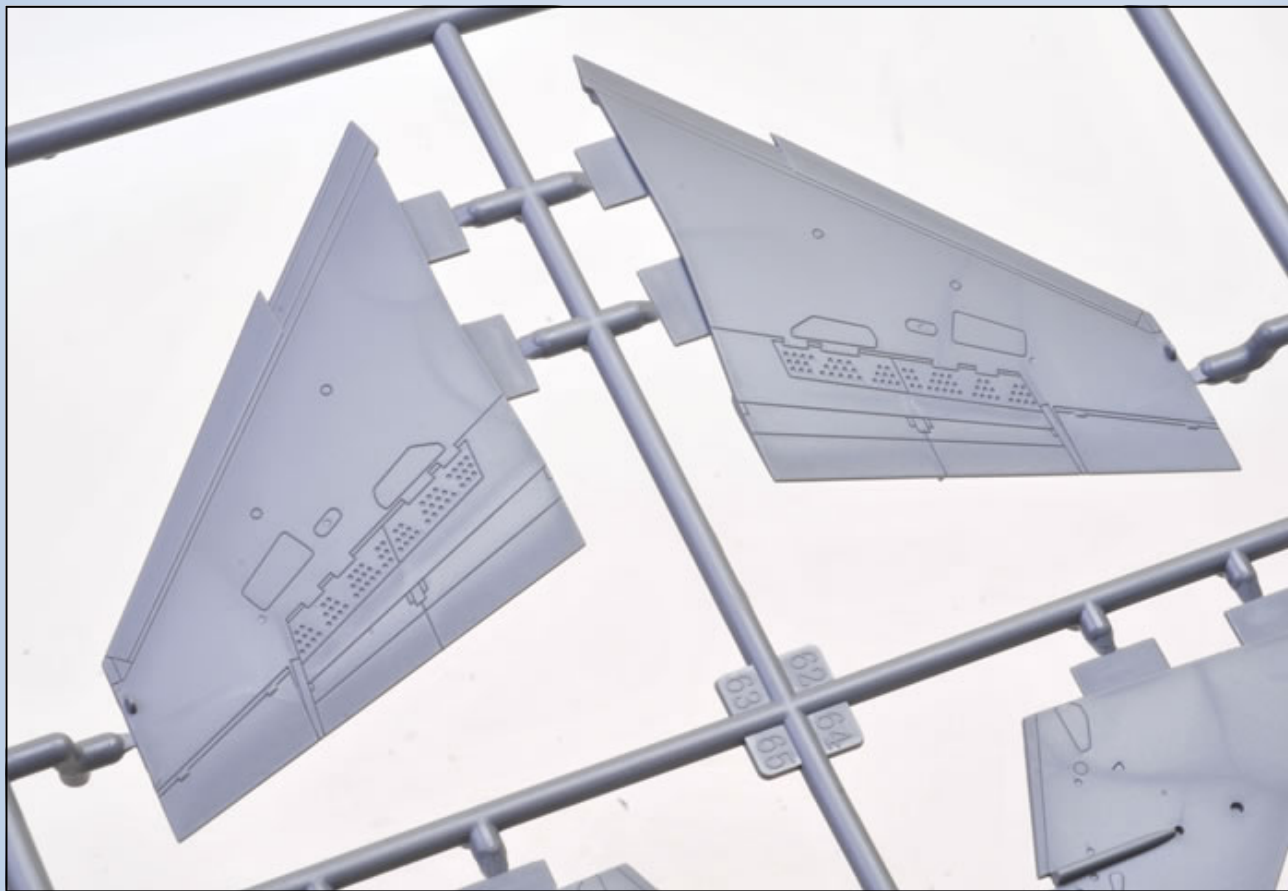


The sprue gates are fine enough, and the mouldings are very crisp and clean. Special Hobby have previously been associated with limited run kits in the past; but this one has locating pins appears to be more long-run in nature. The clear sprue is crisp, with nice clear and acceptably thin canopies. The resin parts also appear flawless.



The Kit

The airframe surface detail is very nicely done with the delicate recessed panel lines with some appropriately raised panels around the wing-roots. The first impression on viewing the sprues is that this a very nicely engineered kit, and one that its designers have taken obvious pride in creating.

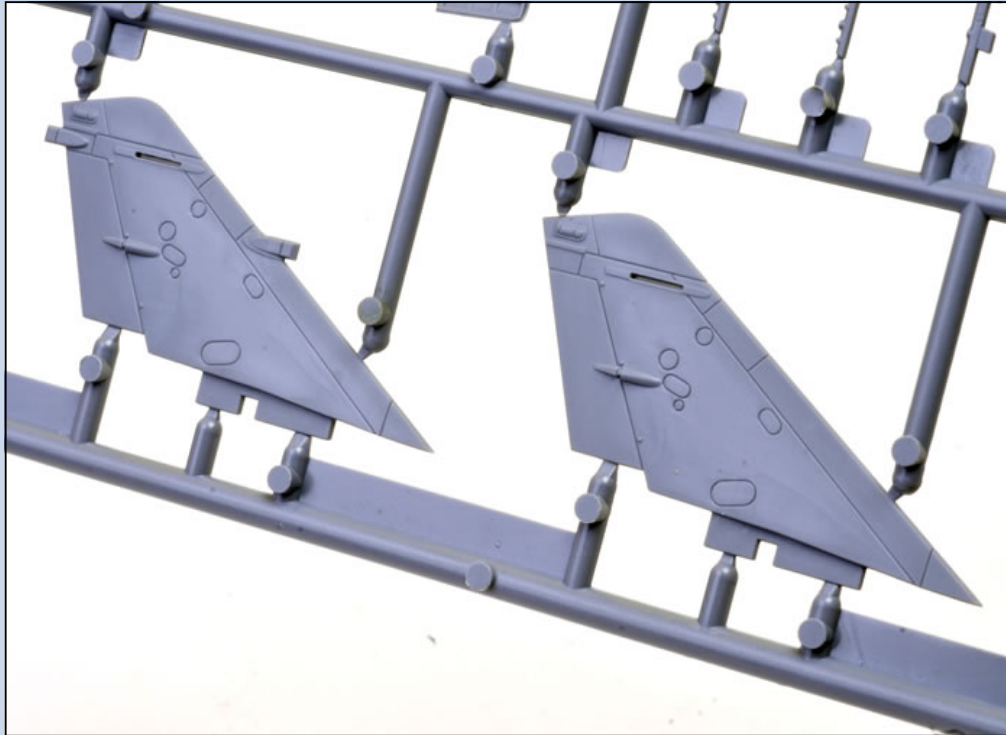


Cockpit detail is good for the scale, being more than adequate for a closed canopy model, and at least acceptable for the open option provided by the kit's multi-piece canopy. Either way, I think most will wish to at least add seat harnesses to what are otherwise good ejection-seats for injection moulded items. Decals are provided for the two instrument panels which feature some 3D detail.

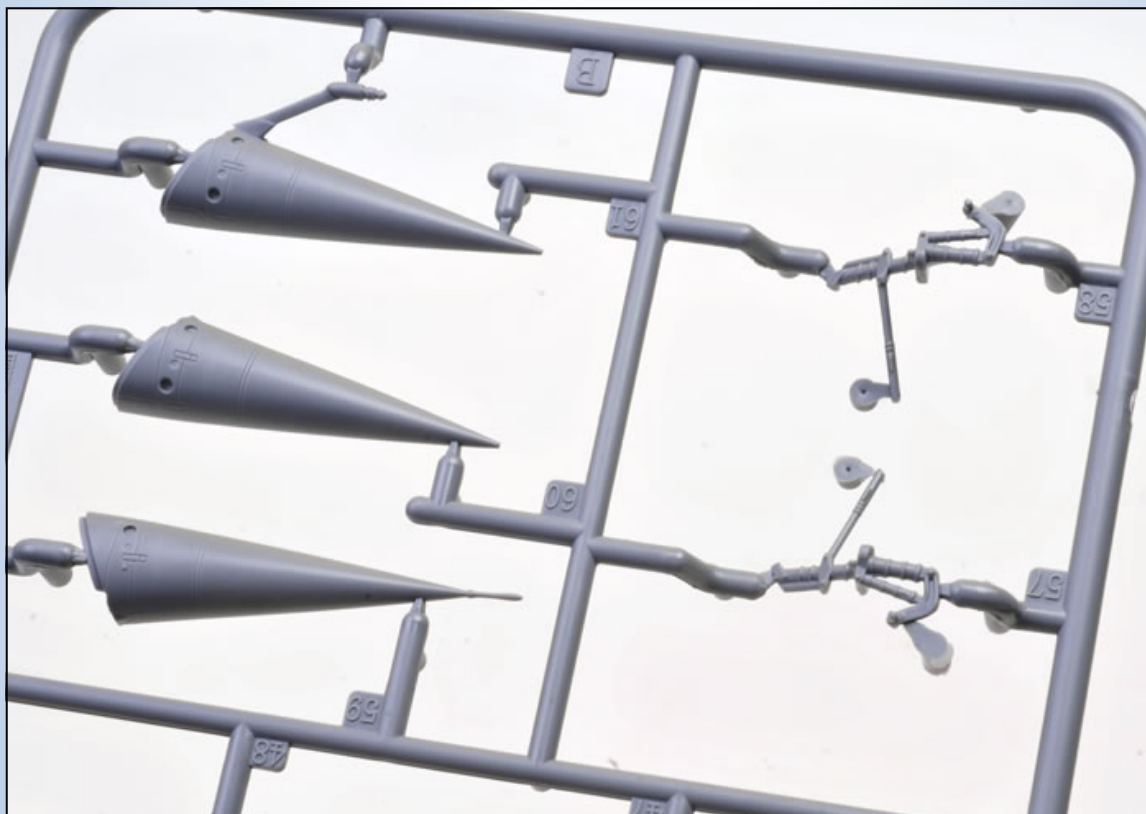


The instructions mention some CMK “Quick & Easy” detail enhancements sold separately; these being a resin [exhaust nozzle and after-burner unit](#) with PE flame holder, a pair of resin [MB-10 seats](#) with PE harnesses, and replacement resin [wheels](#). (Also listed in the instructions are two Cyrano IV radar options, and single MB-4 and MB-10 seats; but these apply to the Mirage F.C kits.)

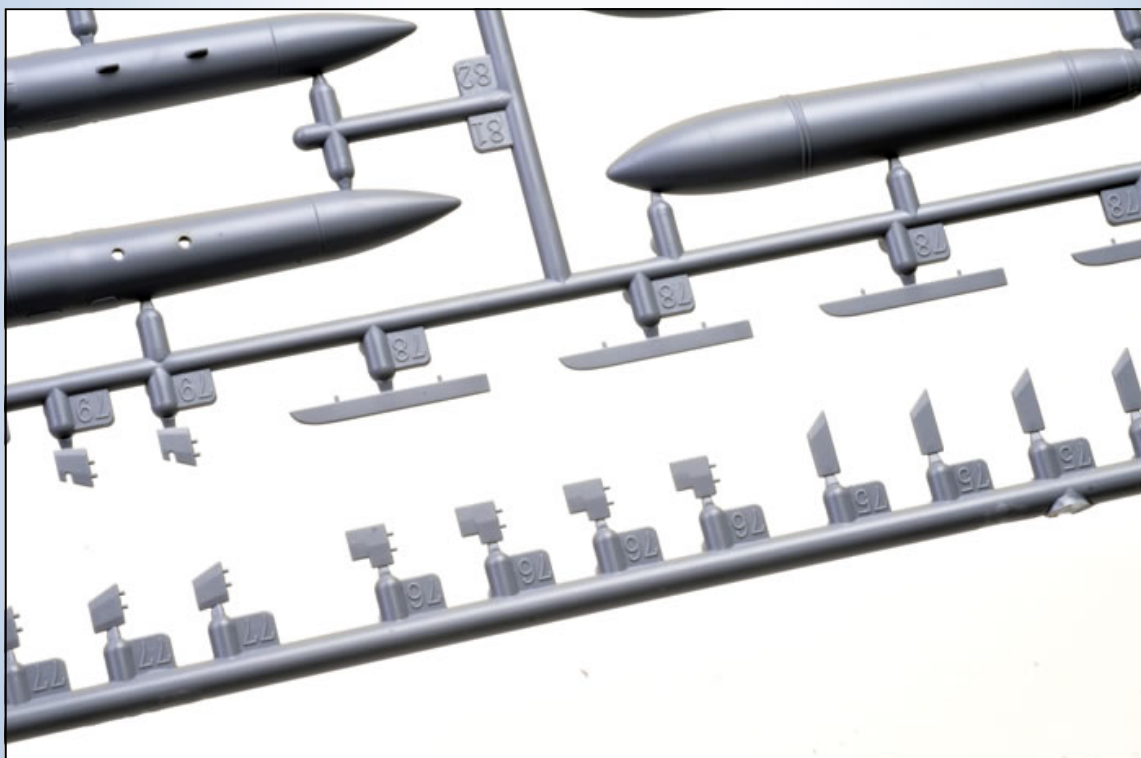
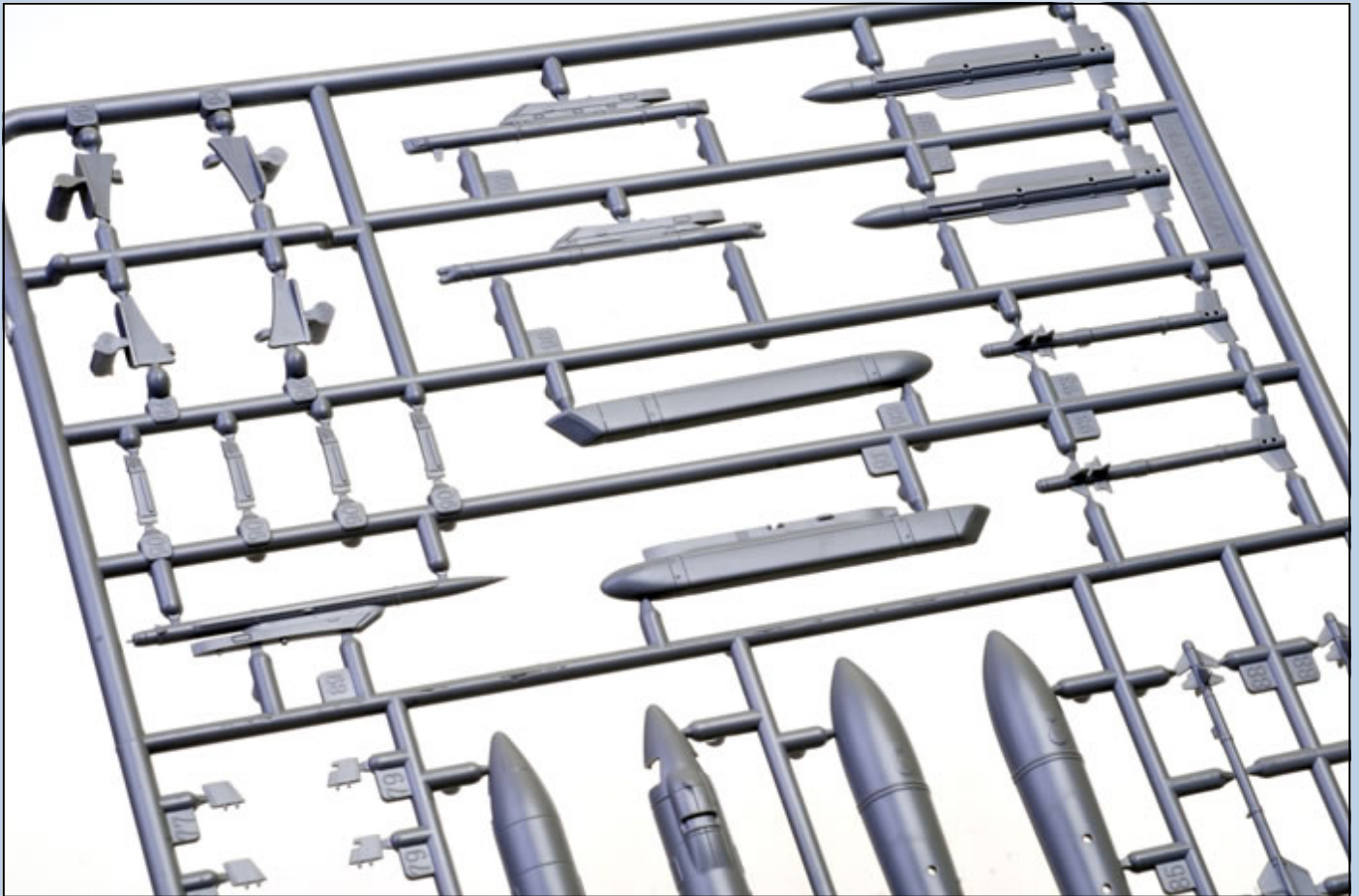
Assembly appears to be quite straight forward, especially given what is a low parts count for a relatively modern jet. This reflects some well thought out engineering, and the fact that Special Hobby chose to provide a complete two-seat fuselage, rather than the alternate cockpit and nose section approach often adopted by kit manufacturers.



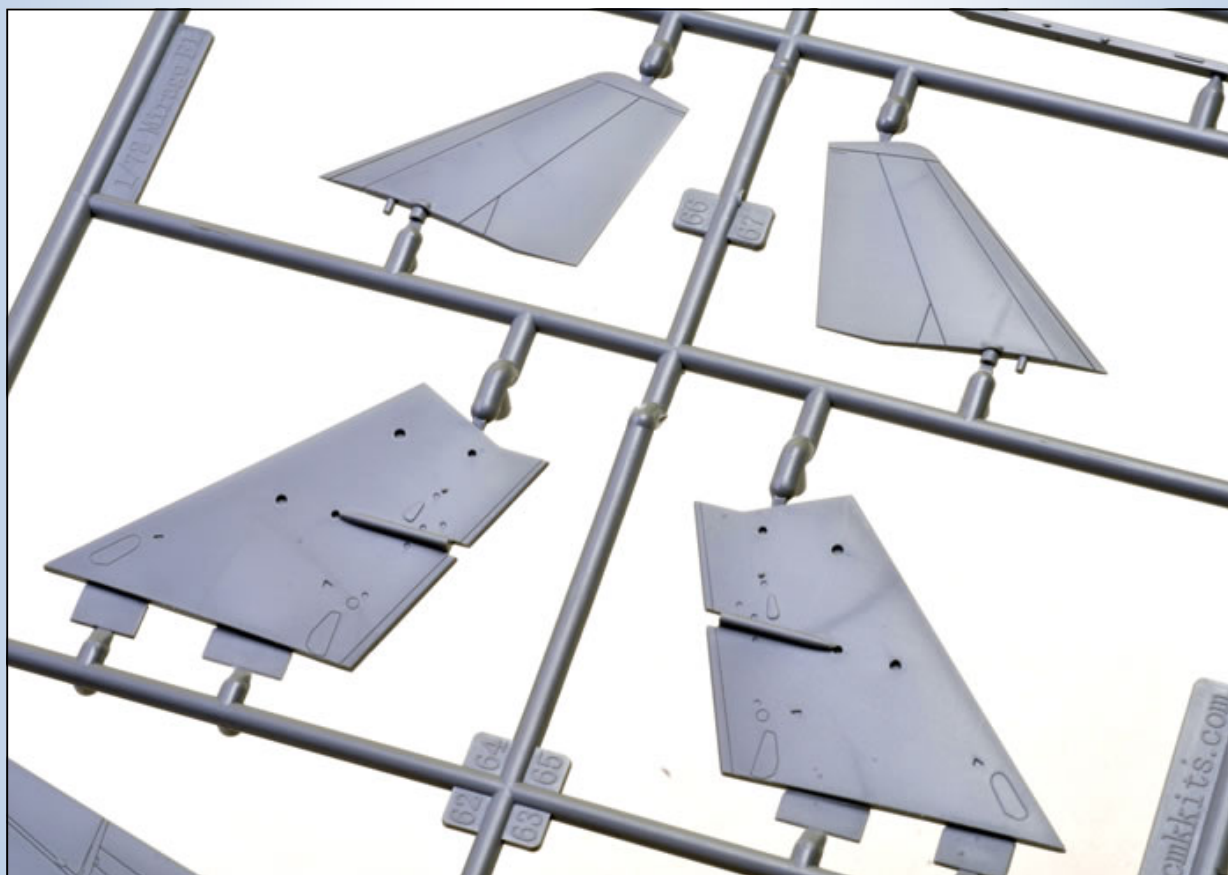
I am unsure why the two wingtip missile rails and pair of chaff dispensers are provided as resin parts, as there is nothing about them that precludes their being moulded in styrene. Both apply to the Spanish markings option, so perhaps they were an afterthought once injection tooling was already completed.



I am far from a Mirage F.1 expert, but for me the kit captures the key elements of the real plane's appearance very well. This includes the appealing overall shape, and distinct characteristics like the splayed main undercarriage legs. I have read a couple of magazine build articles about Special Hobby's F.1C (Airfix Model World, August 2016, and Scale Aircraft Modelling, July 2016), and a very useful build log of the Mirage F.1B by Britmodeller's "Mountain Goat". He is clearly a Mirage F.1 fan with many useful observations, minor corrections and pertinent comments to make about Special Hobby's F.1B; his build log can be viewed by clicking [here](#).



There is a distinct air of quality to the whole kit, and one is left with the feeling it will be a breeze to build. However, this is not quite the case as some published build articles reveal. It seems that fit is generally very good, but the wing mounting tabs are too thick for the holes the must insert into. Also the base of the rudder leaves a too wide gap that simple shimming with plastic card can easily fix. So, some trimming and fit adjustment is needed, although from what I have read nothing is too demanding to remedy in order to get a good result.

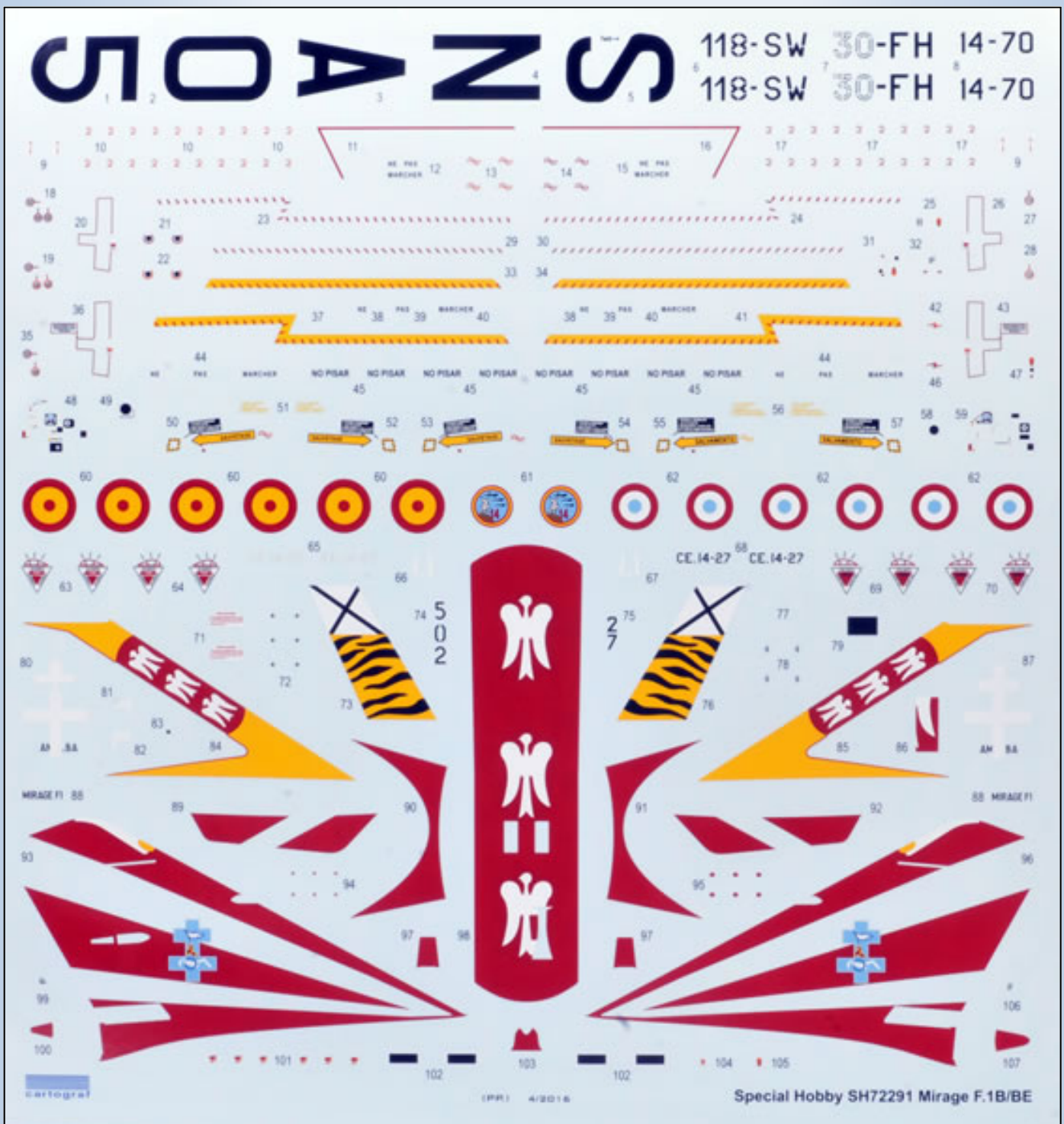


Colours & Markings

Three appealing markings options are provided, two French and one Spanish. The options are:

- Mirage F.1B, 118-SW, No 502 Escadron de Reconnaissance 2/33 "Savoie", BA 118 Mont de Marsan, June 2014.
- Mirage F.1B, 30-FH, No 151 Escadron de Chasse 3/30 "Lorraine", BA 112 Reims, September 1991.
- Mirage F.1BE, 14-70, Matricular Militar C. 14-27, Ala de Caza no 14, Escuadron 142, Albacete – Los Llanos AB, Ejercito del Aire, 1988.

The decals appear to be superb in all respects, and are printed by Cartograf.



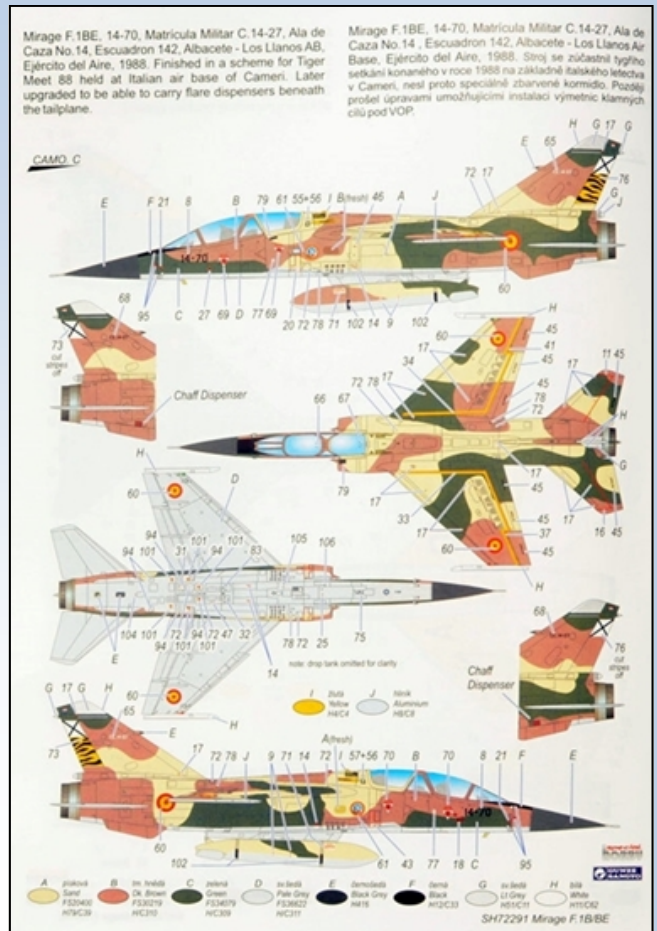
Conclusion

Special Hobby's Mirage F.1 is an excellent quality kit with one or two easily surmountable fit issues according to the build articles I have read. These issues should not deter anyone from building what are clearly the best Mirage F.1 kits in "the One True Scale" available.

Pleasingly, Special Hobby chose to kit the two-seat F1.B, making only the second 1/72 scale kit of this version to be released. Even more pleasing is the fact that it comes with a complete two-seat fuselage rather than providing it as an add-on option to the single seat F.1C kit. I think that providing such a nice kit of a two-seat jet using only seventy parts is also a worthwhile achievement.

This is delightful kit of an understandably popular jet, I think it is tremendously good value and highly recommend it.

Thanks to [Special Hobby](#) for the review sample.
Review Text Copyright © Mark J Davies, 2016



Lockheed Hudson in RNZAF Service

DK Decals, 1/72-Scale

Reviewed by Mark J. Davies

The image shows the product packaging for the 'Lockheed Hudson in RNZAF Service' decal set. At the top left is the website 'www.dkdecals.cz' and at the top right is the product number '72032'. The DK Decals logo is centered at the top. The title 'Lockheed Hudson' is written in large green letters, with 'in RNZAF service' in red below it. Two illustrations of the aircraft are shown: one in a yellow and brown camouflage scheme on the left, and one in a blue and white scheme on the right. Text in the center states 'Includes 17 camouflage schemes'. At the bottom, it says 'DKdecals © 2016', '1/72' in a green circle, and 'Made in Czech Republic'.

Summary

Catalogue Numbers:	72032 - Lockheed Hudson in RNZAF Service
Scale:	1/72
Contents & Media	Decals for seventeen subjects with colour-printed painting & markings guide.
Price:	Available on-line from: <ul style="list-style-type: none">• Red Roo Models, not listed at the time of writing but anticipate a price of Aus\$17.00, and• Hannants for £8.33.
Review Type:	First Look.
Advantages:	Excellent production quality, great value.
Disadvantages:	The instructions are unclear regarding fin-flash placement on inboard side of tailfins.
Conclusions:	These are superbly well produced decals. They provide some interesting and attractive markings in 'The One True Scale' for Hudson and RNZAF fans alike. They also represent excellent value. Highly recommended.

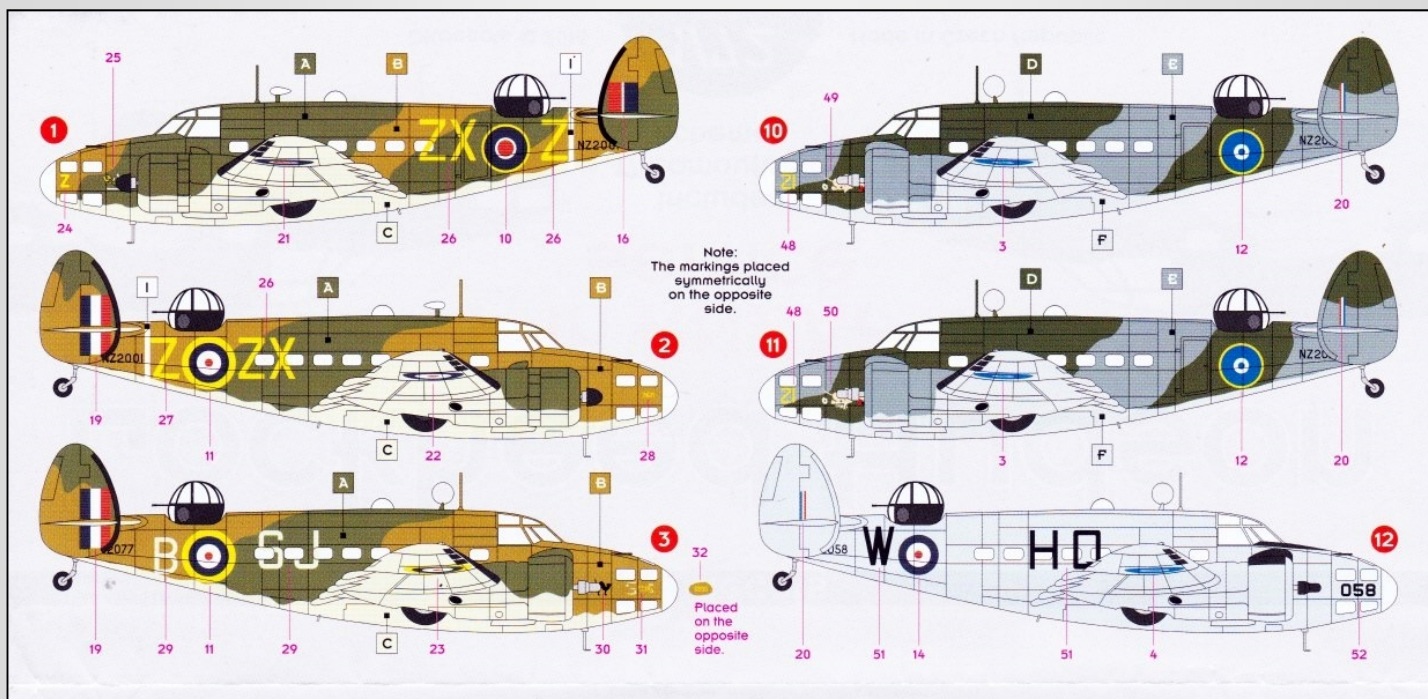
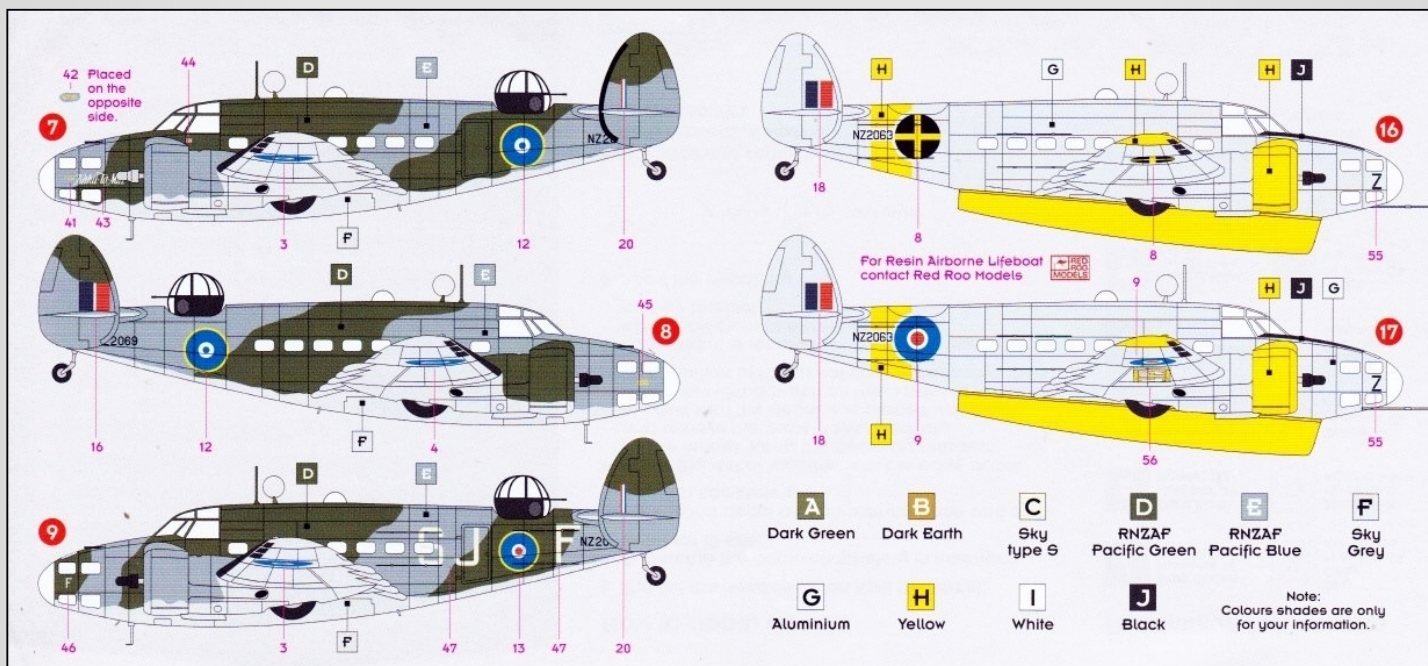
First Look

The Hudson was widely operated by a number of Allied air forces, including the RAAF. This is a most welcome set providing no less than sixteen quite varied and interesting options.

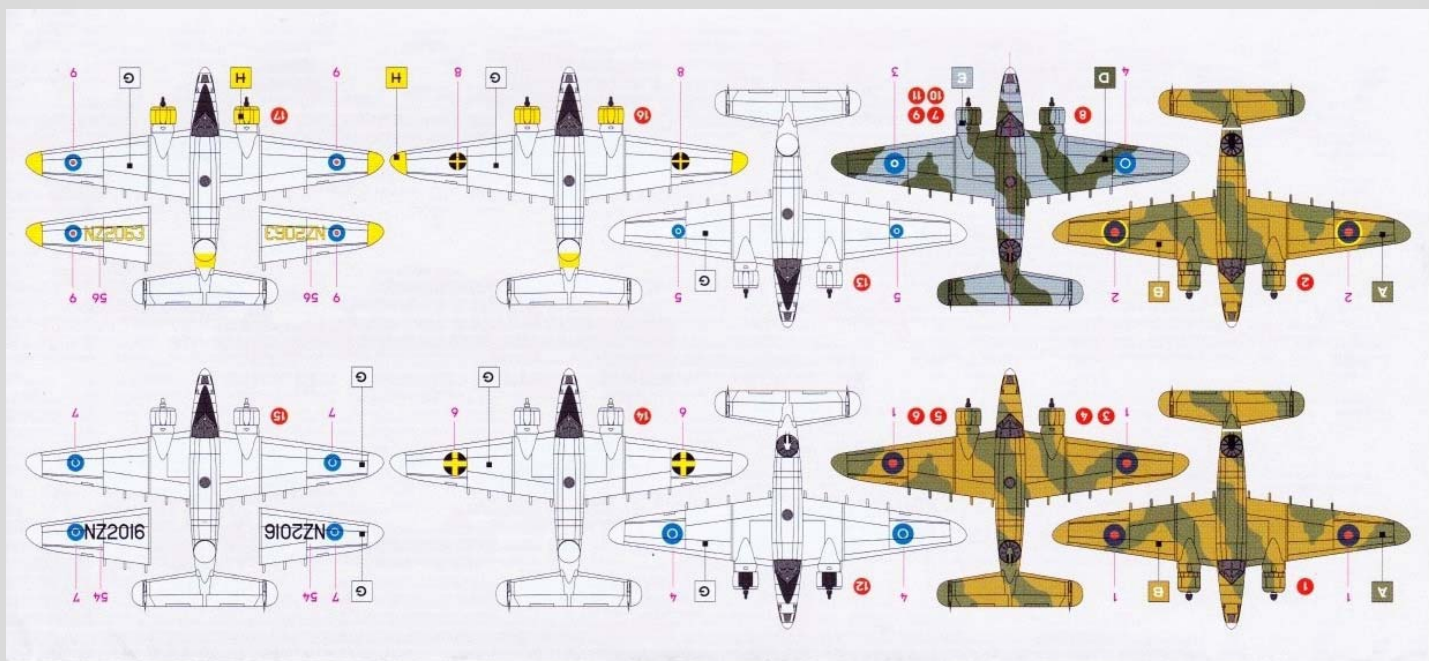
I know that [DK Decals](#) used a number of global contacts to assist in the research of this and several other recent RAAF & RNZAF releases. DK Decals acknowledges the assistance of Ed Russell of Red Roo Models and Nathan (Barf) Boshier in this set's case.

The instructions are very nicely produced in colour on glossy paper, and clearly indicate markings placement. A brief note regarding the aircraft and its station location is listed in a separate box and keyed to each subject. Colour call outs are listed using RAF/RNZAF names as well as listing those that are DuPont equivalents. All colours are further cross-referenced to the Humbrol and Agama paint ranges.

Each scheme is illustrated using a single side-profile view, and scheme No3 has a small note for a non-symmetrical marking application. These profile views are about as small as one would want them to get, but are fit for purpose; they can be improved by scanning an enlargement as I have done here.



Plan views are much smaller, but include panel lines to aid correct placement of national insignia, and so again are adequate.



Some Hudsons had fin flashes displayed on both sides of each fin, whereas others had them only on the outboard sides. The instructions are unclear on this point, although the decal sheet numbering groups all fin flashes in sets of four, which implies both sides. I really feel that scrap views should have been included to make this point more clearly.

A note mentions that all camouflage patterns are a reconstruction of possible appearance. I take this to mean that the patterns apparent in reference photos has been extrapolated to correspond standard patterns, as only rarely will photos showing all sides of a particular subject be available.

Red Roo Models include a note with the sheets they sell giving this advice concerning aluminium versus Sky-Gray undersides on early Hudsons:

There is some disagreement over the underside colours of early Hudsons. An Air Ministry document of 21 Nov 1939 called for 'silver' but some respectable authorities say it was in fact the Du Pont/Lockheed best effort at RAF Sky (called Du Pont 71-021 Sky Type S Gray or colloquially Sky Gray). WW2 colour and B&W pictures of Hudsons before delivery are indeterminate. The underside colour does not look shiny but could be dull Aluminium dope or a light grey colour. If you are confused don't worry - so is everyone else. Putting Hudson Underside Colours in your search engine will bring up useful links on Britmodeller and Hyperscale. Books by Ian Baker, David Vincent and Dana Bell all contain useful references and pictures. A suitable default may be to mix a little grey in your aluminium paint or a little aluminium in your grey to have a bit each way and make a perhaps realistic colour.

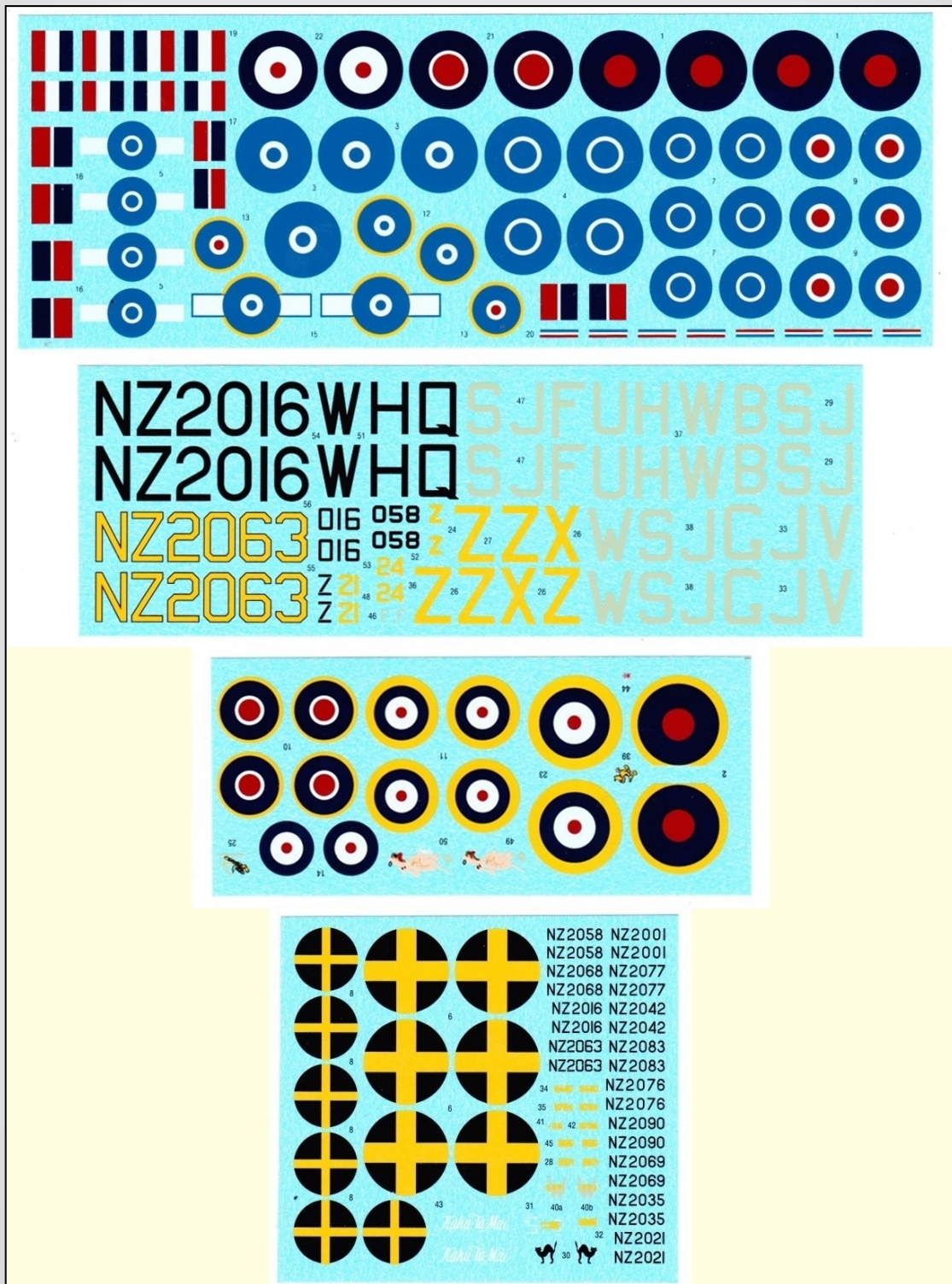
A further Red Roo matter concerning this sheet is that schemes N^{os}16 & 17 feature an airborne lifeboat, and there is small note to say that this can be sourced from Red Roo Models. This item is currently in development and is not yet listed on Red Roo's site. These schemes also have a different pitot style

The decals

The decals are supplied in the ubiquitous A-5 zip-lock plastic bag, although the packaging method is more unusual in that the single A-4 page of instructions are folded in three to enclose three decals sheets and their protective talcs.

The instructions are very nicely produced in colour on glossy paper, and clearly indicate markings placement. A brief note regarding the aircraft and its station location is listed in a separate box and keyed to each subject. Colour call outs are listed using RAF/RNZAF names as well as listing those that are DuPont equivalents. All colours are further cross-referenced to the Humbrol and Agama paint ranges.

Each scheme is illustrated using a single side-profile view, and scheme No3 has a small note for a non-symmetrical marking application. These profile views are about as small as one would want them to get, but are fit for purpose; they can be improved by scanning an enlargement as I have done here.



Schemes

The schemes covered by this set are listed in the scanned image below:

1 Hudson Mk.V NZ2001, No.1 OTU RNZAF, Ohakea, 1942
2 Hudson Mk.V NZ2001, No.1 OTU RNZAF, Ohakea, 1941
3 Hudson Mk.III NZ2077, No.1 Sqn RNZAF, Whenuapai, 1942
4 Hudson Mk.III NZ2042, No.3 Sqn RNZAF, Guadalcanal 1942
5 Hudson Mk.III NZ2083, No.2 Sqn RNZAF, 1942
6 Hudson Mk.III NZ2076, No.1 Sqn RNZAF, 1942
7 Hudson Mk.III NZ2090, F/O Max McCormick No.9 Sqn RNZAF, New Caledonia 1943
8 Hudson Mk.III NZ2069, No.3 Sqn RNZAF, Espiritu Santo 1943
9 Hudson Mk.III NZ2035, No.1 Sqn RNZAF, Whenuapai 1943
10 Hudson Mk.III NZ2021, No.3 Sqn, Guadalcanal 1943
11 Hudson Mk.III NZ2021, No.3 Sqn, Guadalcanal 1943
12 Hudson Mk.III NZ2058, Gunnery Training School, Ohakea 1944
13 Hudson Mk.III NZ2068, No.41 Transport Sqn, 1944
14 Hudson Mk.III NZ2016, ASR service, Norfolk Island 1946-1947
15 Hudson Mk.III NZ2016, ASR service, Norfolk Island 1946-1947
16 Hudson Mk.III NZ2063, ASR service, North Island 1946-1947
17 Hudson Mk.III NZ2063, ASR service, North Island 1946-1947
All camouflages are reconstruction of possible appearance.

How to apply decals

1. Cut out the needed detail from the sheet.
2. Submerge the decal completely in lukewarm water for 15 sec.
3. Put the wet decal on non-blotting base and allow it soften completely.
4. Place the decal together with the base paper on the model. Keep the decal by tweezers and remove the base paper carefully. In case that the decal was placed incorrectly, add eater with a brush on the border of the decal. The position of the decal can be corrected then.
5. If the decal is located on the right place, press it with a soft cloth to eliminate all water and air bubbles.
6. Allow the decal dry well.

Recommended colours

A Dark Green Humbrol 30 Agama B1	F Sky Grey Humbrol 64 Agama B6
B Dark Earth Humbrol 29 Agama B2	G Aluminium Humbrol 11 Agama 46Me
C Sky type S Humbrol 90 Agama B5	H Yellow Humbrol 154 Agama 02
D RNZAF Pacific Green Humbrol 149 Agama A16	I White Humbrol 34 Agama 01
E RNZAF Pacific Blue Humbrol 96 Agama A5	J Black Humbrol 33 Agama 07

Information and contact:
e-mail: dkdecals@seznam.cz
www.dkdecals.cz

Dealers:

Recommended 1/72 Kits:
Hudson Mk.I/II/III/VI MPM, Revell
Hudson Mk.IV/V Italeri

Conclusion

These are superbly well produced decals. They provide some interesting and attractive markings in 'The One True Scale' for Hudson and RNZAF fans alike. They also represent excellent value.

Highly recommended.

Thanks to Red Roo Models for this sample.
Review Text Copyright © Mark J Davies, 2016

Handy Decalling Advice

Submitted By keith Bunyan

Keith came across the following posts on Britmodeller and felt that they would be worth sharing.

Subject: Re: [72ndscalesUSmilair] Applying Hasegawa decals

<http://www.britmodeller.com/forums/index.php?/topic/235008098-dealing-with-thick-decals-ie-tamiya/#comment-2464801>

"The best way to get all Japanese decals (Fujimi, Hasegawa, Tamiya etc)to work as they're supposed to is use hot water and the correct setting solutions. You'll need a bottle each of Gunze Mr Setter and Mr Softer. Micro sol and others won't work as they're formulated differently. Do not use Gunze on Microscale or Cartograf decals as it will chew right through them.

Dip the decal in hot water, it doesn't need to be boiling but it does need to be fairly hot. The temperature of a drinkable tea will do. The glue is heat activated and is what makes up most of the thickness. If you dip it in cold water you'll spend the rest of the day waiting and cursing.

Lay down some Mr Setter, this is in the blue bottle. It acts as an additional glue. Slide the decal onto it and into position and leave it alone. The decal should wrinkle a little.

Give it 10 mins or so and go over the decal with a brush with a little Mr Softer (green bottle) on it. Use sparingly as it is extremely hot. Too much and it will damage the paint, especially the weaker acrylics. The decal will now wrinkle a lot. Do not touch it as it is almost liquified at this point.

Once it is dry it will have smoothed out and will lay down beautifully over just about any raised or recessed detail you care to think of. Used properly it is probably the best conforming decal process in the industry. Used incorrectly and you'll be just another guy complaining about crap Japanese decals."

Michael McMurtrey

IPMS-USA #1746

IPMS-Canada #1426

Carrollton, TX

As always Michael, good advice.

I build a lot of Hasegawa kits, mostly F-4s and F/A-18s, and it seems to me there are differences in the decals in almost every kit. At one time I was told Hasegawa used several different decal vendors. We know Cartograf was one of them. I had a couple kits where the decals were more like vinyl than normal stuff. They were great. A little stretchy/flexible but very thin. Others have been rather brittle and very difficult to keep together. Others would not snuggle down over bumps or recesses no matter what solvent I used.

Almost all of my recent builds have been recent releases so I would not think age would be a consideration.

I would also suggest caution using that Green capped Mr. Solvent on any decals. It is great stuff, but as stated, it can actually destroy some decals. I tend to try to work decals into shape after applying solvents like Micro set. You cannot do that with the Mr. Solvent.

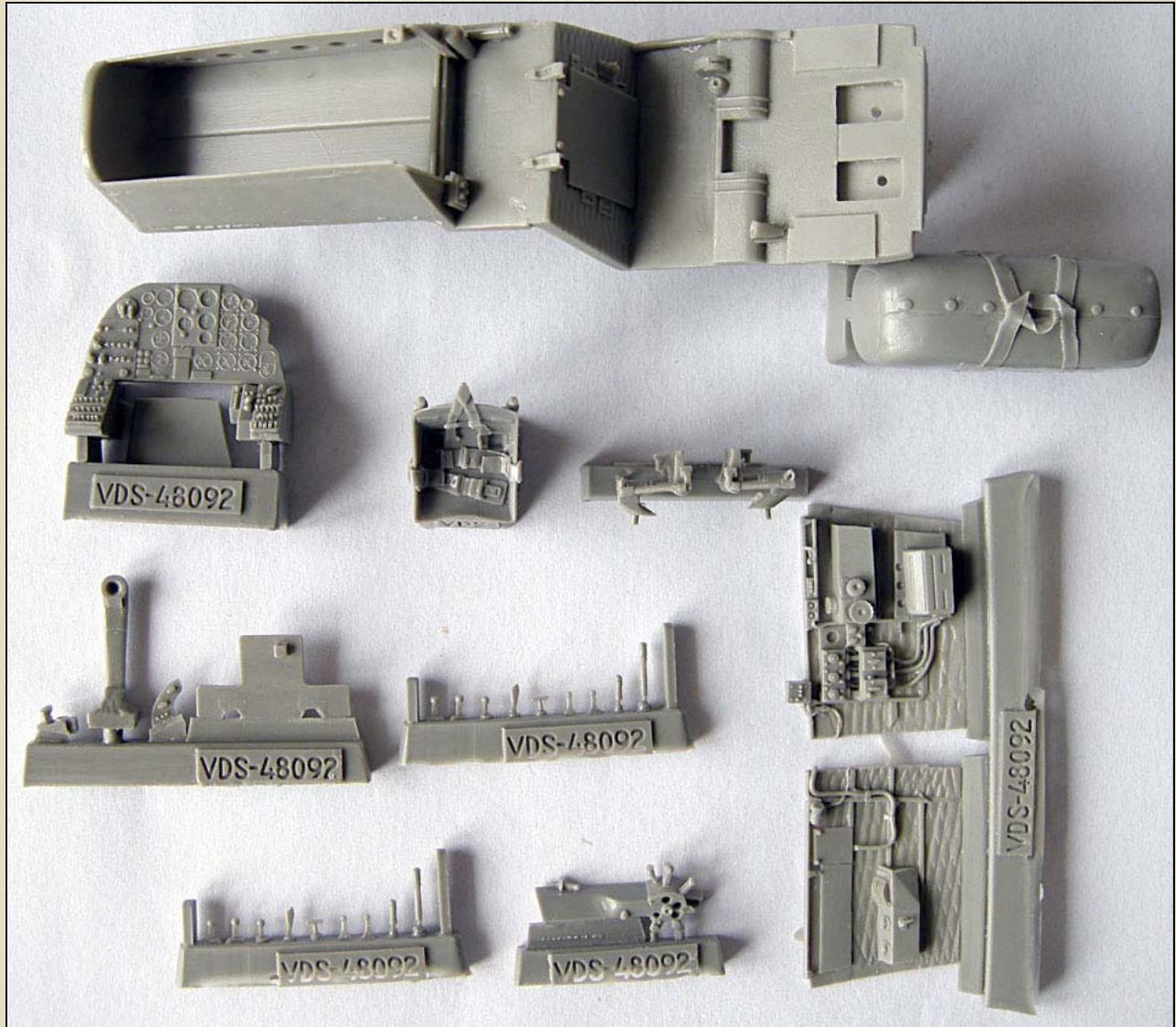
Posted by: Norm <n.sfiler@frontier.com>

RESIN ROUND-UP

Another 'Peek in the box' By Pete M.

Vector's 1:48 A-20 G/J Boston/Havoc cockpit set VDS48-092.

I picked up this set (along with several others) during my last visit to Scale Model World at Telford, and it is one of the usual beautifully produced resin detail sets from Vector.



Designed to enhance the older AMT Boston/Havoc kit which has acceptable, but basic detailing in the pilot's cockpit area, the set includes a new cockpit floor and rear shelf (with a new life raft to go there); new cockpit sidewalls with the soundproofing 'quilting' and full detailing.



A new instrument panel is provided that just requires careful painting and dry-brushing (or can be further detailed with instrument decals from Airscale or Waldron)



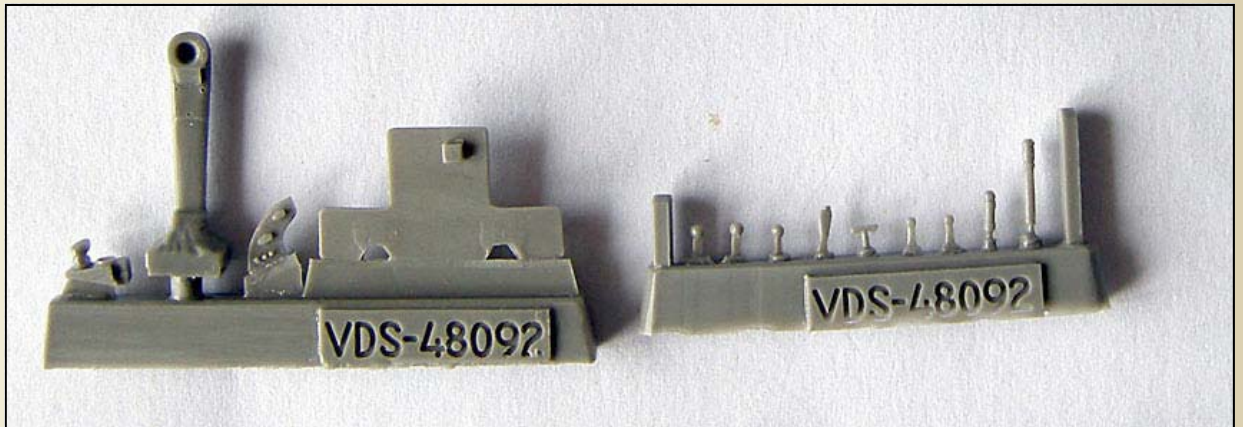
Also included is a new throttle quadrant assembly .



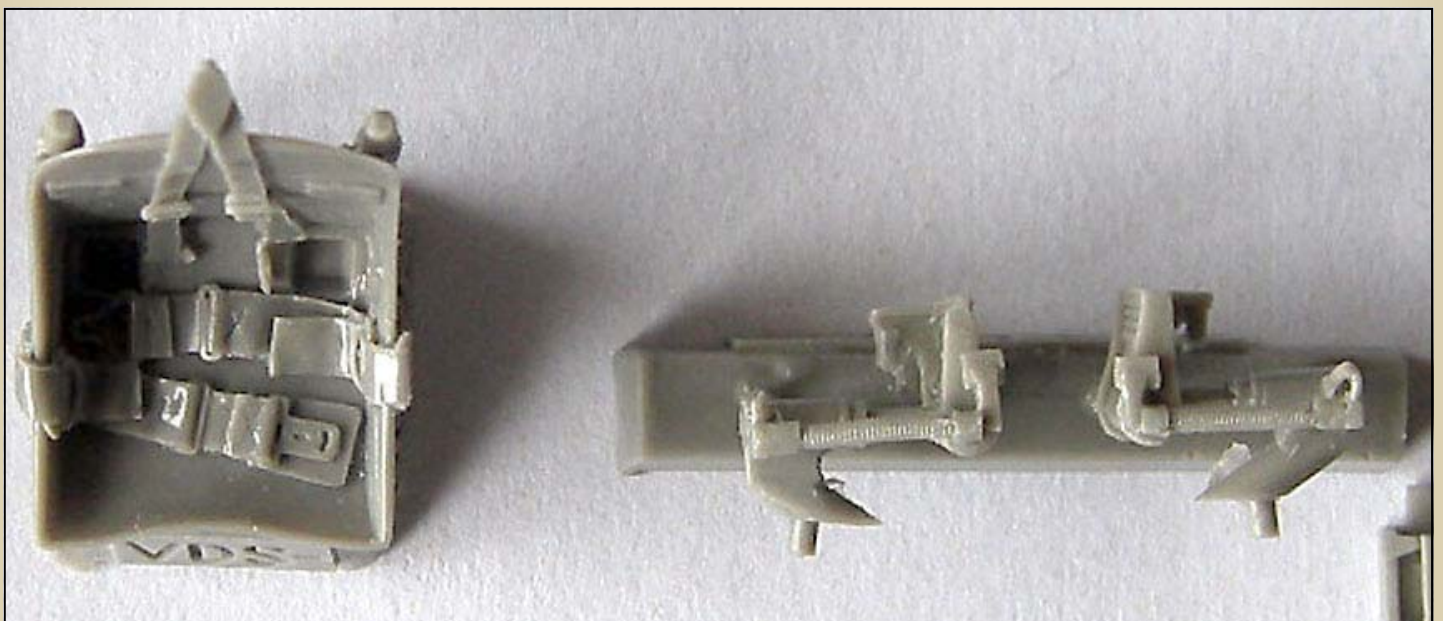
A fully detailed set of rudder pedals



A new control wheel support and various levers.



A new seat with moulded seat belts

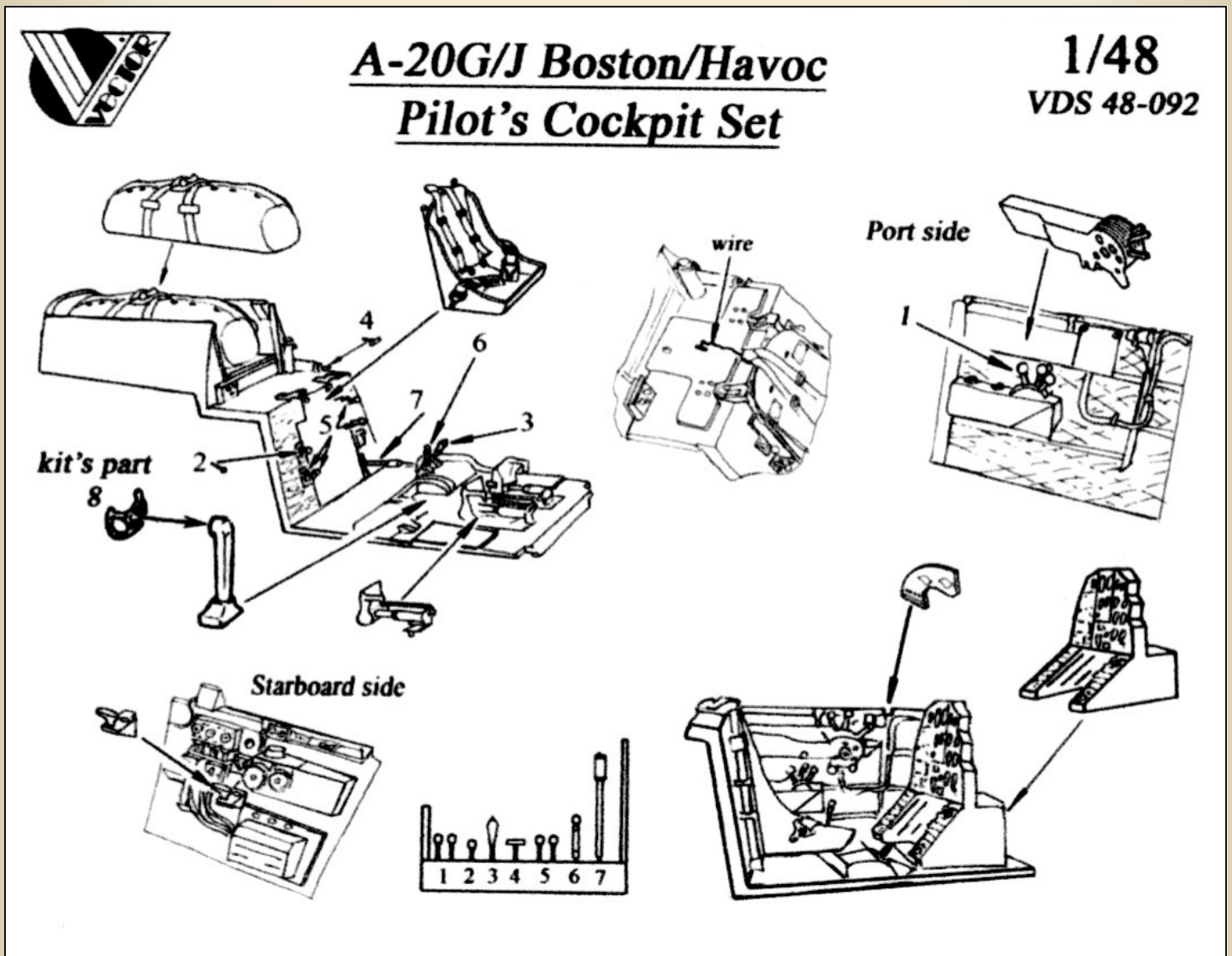


The instructions comprise of a small sheet of paper with several diagrams noting where the items are to be fitted.

All these are sharp and clean, and will require a minum of clean-up after removal from their moulding blocks. There are no obvious 'pinholes' in any items in my sample.

A great addition for one of the older kits out there, and to my mind, this is what resin detail sets are really needed for..to bring these older kits up to modern day standards regarding some of the detailing that was not available due to moulding limitations 'back in the day'.

Good one Vector, and may we see many more similar sets for kits such as this.



GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

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



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.

