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NEXT MEETING

Tuesday 219 October 2021

Click below

[Meeting link](#)

COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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Link from the IPMS Auckland Website

From the Chairman

Details of the club-night Zoom meeting will be in the preceding newsletter for each month that we have a virtual meeting, until we are able to resume our get togethers at the Royal Oak Bowls Club.

It's certainly been an interesting few months of lockdown modelling wise with the launch of the Kotare Models brand headed by Mark Robson and ably managed by Richard Alexander. Their first announced kitset, a 1/32 Spitfire Ia (late) including markings and box art for Kiwi pilot and legend Alan Deere looks to be a sure winner and is garnering huge interest globally. This promises great things for the future of this company which includes a large number of ex-WNW staff. Knowing what the previous company produced means that we can be assured of a spectacular model kitset.

Interestingly, soon after the announcement of the Kotare Spitfire, Border Models announced they had the ex-WNW 1/32 Lancaster tooling and were planning to release a limited number of kits, a rather cryptic announcement which has left many wondering at the longevity of this kit. With an expected price of somewhere in the range of NZ\$1000-1500, you are going to have to REALLY want a big scale Lancaster, although it looks to be as impressive as we have come to expect from the test shots that were doing the rounds under the helm of WNW.

Add to that Eduard's new 1/48 Zero and Wildcat announcements continues the run of updated and new tooling to current standards of subjects that are continuous big-sellers. Certainly, a good time to be a large scale WWII modeler. The slew of new kits that have previously not been well served in the mainstream continues to grow week by week.

Between the lockdown and all of the new releases, hopefully everyone's creative juices and bench time have meant some productive output. Please feel free to share what you are working on in our Zoom calls, and we are also working to revive the IPMS Auckland Facebook page so you can post your work and questions there.

One thing that we will need to do once we start our in-person meetings again is adhere to requirements of both government and the bowling club. We do not know what that will look like as yet, but we are pretty certain that at a minimum it will include facemasks, signing-in/tracing/attendance sheet and... vaccination. Given how much this message is being driven home in all forms of media, we expect that vaccination will be a requirement of any social gatherings going forward, and we have a responsibility to ensure all members are as safe as possible, so if you are planning to attend meetings, I would encourage you to get vaccinated, if you haven't already.

In the meantime, stay safe, be kind and model on.

Craig.

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2021/22 NOW DUE *******

Subs for 2021/22 now 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

03 0162 0012960 00

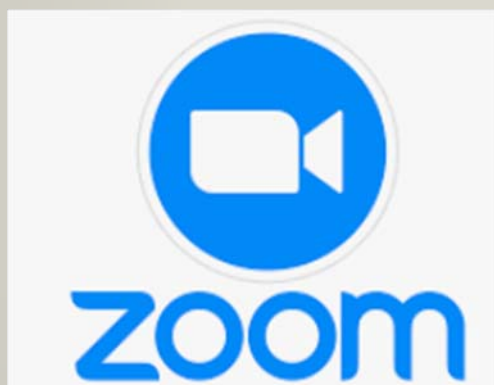
*Please add your name and details
so we know who has paid!*

EVENTS

CLUB NIGHT EVENTS

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

October 19/9/2021. Zoom virtual
meeting. Click on the link
below



MODELLING EVENTS

Nothing to report this month !

NOTE

**We have a new permanent meeting
venue:**

The Sports Lounge

Royal Oak Bowls

146 Selwyn St, Onehunga

BULLETIN BOARD

CLUB SUPPORT

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

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



Modelair

349 Dominion Road
Mount Eden
Auckland
p: 09 520 1236



Cnr Market Rd & Gt South Rd
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Ph: (09) 520 1737

10% on kits and modelling supplies

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HOBBIES

Unit 5/1 Greenwich Way,
Unsworth Heights, Auckland.

Ph: (09) 441 3562

10% on kits and modelling supplies



Merv Smith Hobbies

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

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Infinity Models (Associated with HpH) Curtiss SB2C-4 HELLDIVER (aka The SonofaBitch, Second Class!) By Brett Peacock



There are 8 sprue trees of medium Grey Plastic (288 Parts) and 1 sprue tree of very clear plastic (31 Parts) for a total of 319 parts. There is also a HGW made set of seat belts and a PE fret which includes the buckles etc for the Seat belts, sight for the rear MG and a few sundry details. A largish decal sheet with option for two markings is the final piece of content. All sprue trees are individually bagged. Price in New Zealand was a very steep \$355.00 (retail) from The Model Room and I suspect, given the largish box size and weight, you may not be able to land it here for less than \$300.00 after Mr Postage and Mr Taxman has their say. (All images are courtesy of Mr Google.)

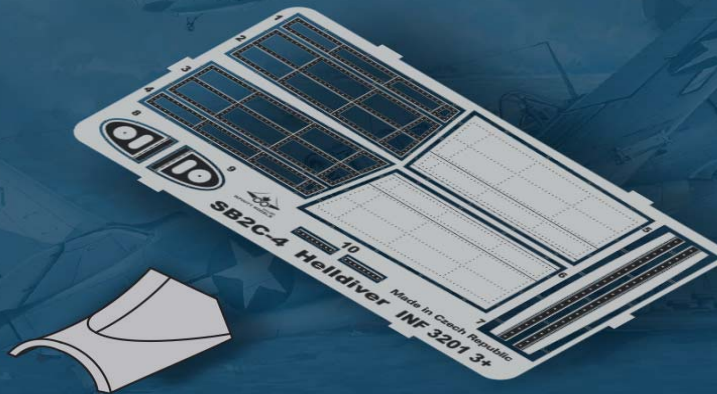
Infinity Models are Part of the HPH/MPM/FLY group in the Czech Republic and this was originally released as an HPH Resin Full kit a few years back. It must have sold well because it was announced that an injection moulded kit would follow on (The Resin kit would knock you back about 650 Euros!!) This is the First release of that follow up. There is now a second release pending, this time with USN Atlantic markings (see below) and a French Aeronavale option has also been announced.

OF Special Interest: Infinity advertise an Upcoming 1/32 Aichi D3A1 "Val" on back of the Instruction booklet!

So... First things first, this is definitely a Limited run kit: Albeit one well up to the best that MPM have produce (MPM handled the Plastic moulding.) They make no bone about this: it is clearly stated on the box that the kit is intended for advanced modeller. In an effort to keep costs down Infinity have released detail sets for the kit, with PE by Eduard and resin parts by HPH. These detail sets include a coloured PE set for the Cockpit, PE Flaps/Dive brakes and a PE/Resin Open Gunner's Hatch. But, like the kit, they are not particularly cheap. Also in Resin is separate Control surfaces and a Wingfold set and a Bomb Bay interior. Capping it off is a Weapons set with 2x 500 lb bombs, 1x 1000 lb bomb and 8x HVAR Rockets. After some thought, I have decided to get the Open Gunner's hatch and the Weapons Set. And, should my finances hold up, the Bomb Bay.



1/32 SB2C-4 Helldiver opened gunner position



INF3201 3+
Made in Czech Republic

Additional set for scale model kit

ASK
DISTRIBUTION

DETAIL SET  NUMBER OF PARTS: 13 pcs

Designed to replace the SBD- Dauntless, the Helldiver was largely (And Boy it was LARGE!) a disappointment to the US Navy. Development was plagued by problems and it did not even get to training units for deployment until 1944. Once in service a new issue arose. Fully laden it was somewhat underpowered despite the P&W R 2600 engine in the cowling. It could carry almost 4x the load of the Dauntless, but was only marginally faster and just as sluggish in aerial manoeuvring, despite the larger control surfaces. It did have an advantage in guns, with 2x 20mm cannon in the wings and a twin .30 cal flexible mount for the Observer/Gunner. Once it had dropped its bombs, the cannons and rockets made for a powerful Ground attack/Anti-shipping aircraft, but proved somewhat vulnerable to AA fire as well as any enemy fighters. It certainly earned its nickname in the Navy: "The SonofaBitch, 2nd Class!"

The Helldiver did not remain in the USN inventory long after the end of WW2, most being relegated to Training units and Units hacks very quickly, and had vanished from service by 1947. The final production run of the plane went straight from factory to scrap heap without ever serving. In short the failure of the Helldiver was a sign of the end of Curtiss as a Navy supplier of aircraft, and shortly thereafter the company was bought out and vanished.

So, on to the actual kit. The grey plastic is very finely done with state of the art engraved and some raised details and fine recessed rivets over most of the external surfaces. I compared it to details on Eduard kits, and, despite the Eduard being smaller scale (1/48) this detail is at least as nice,

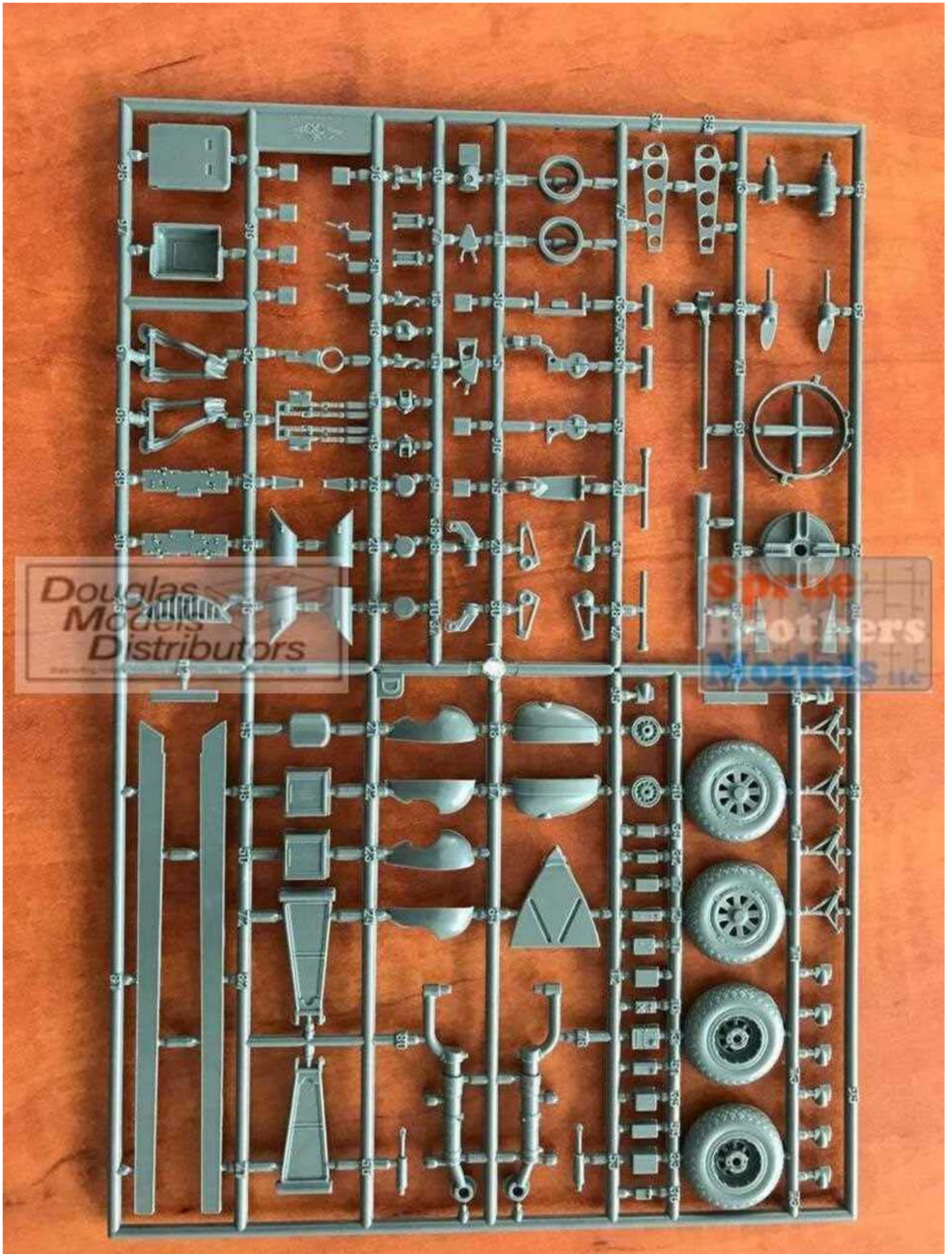


The Helldiver is a surprisingly large single-engine plane, the assembled airframe (with Cowling) is 35cm Long, has a Wingspan of 47.8cm (Almost ½ a metre!!) and stands 14 cm high. (And with 319 parts,

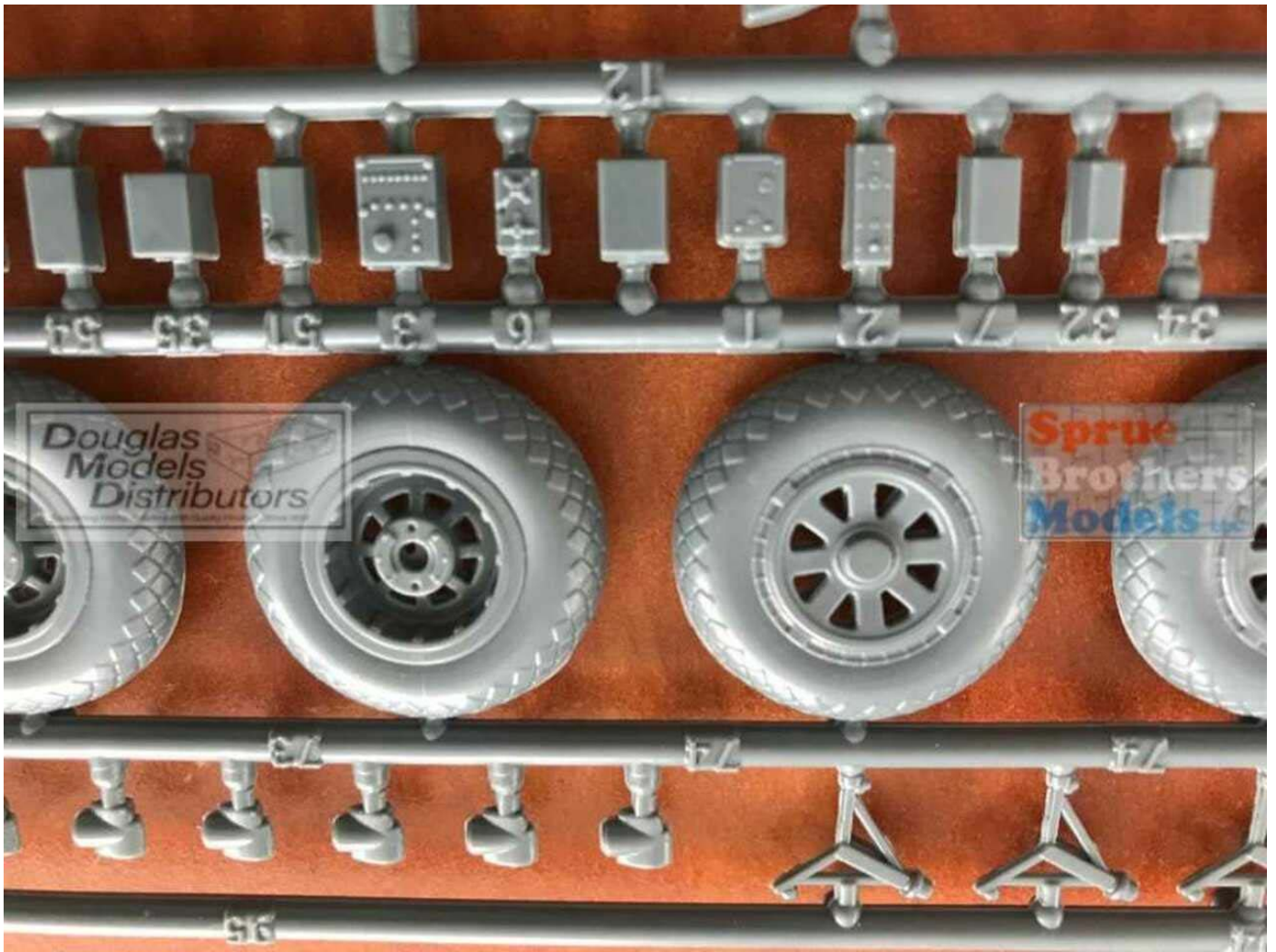
you cannot accuse Infinity of skimping on details in the box. It is perfectly feasible to produce a very eye-catching model solely from the contents of the box. Below is the upper wing and fuselage half.



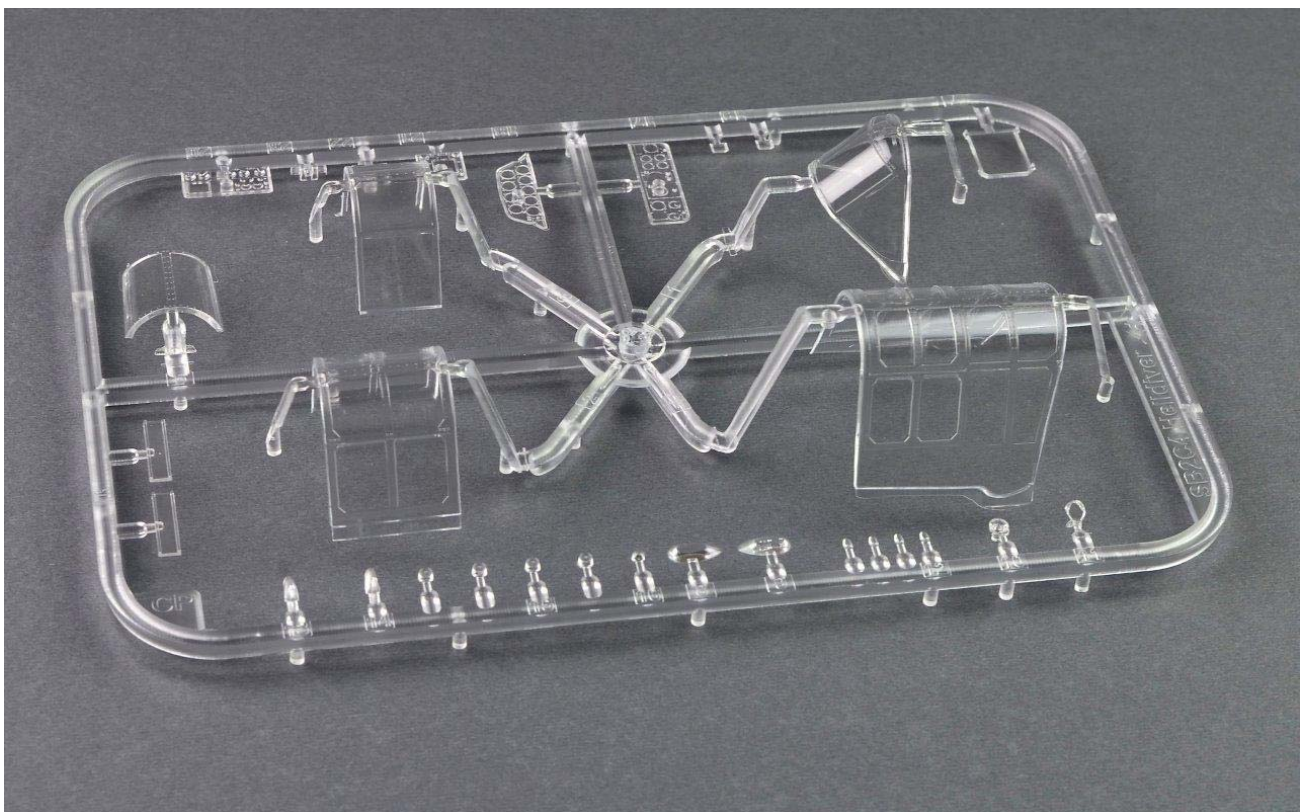
One of the detail parts sprues – Including Landing gear, some engine details and exhausts



A close up of the treaded tires in the kit.



And the Clear parts, and , yes, Eduard make a Mask set, thankfully!

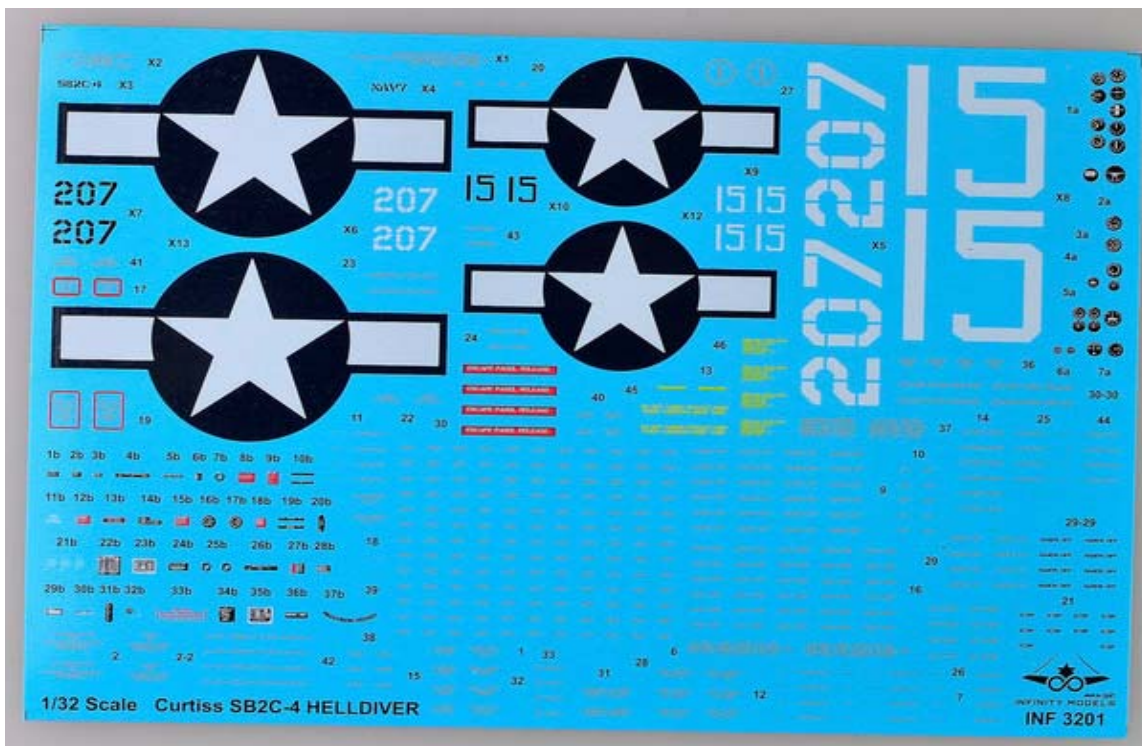


The next sprue had the main spar, tailplanes and Cowling, firewall, spinner and propeller blades as a feature.

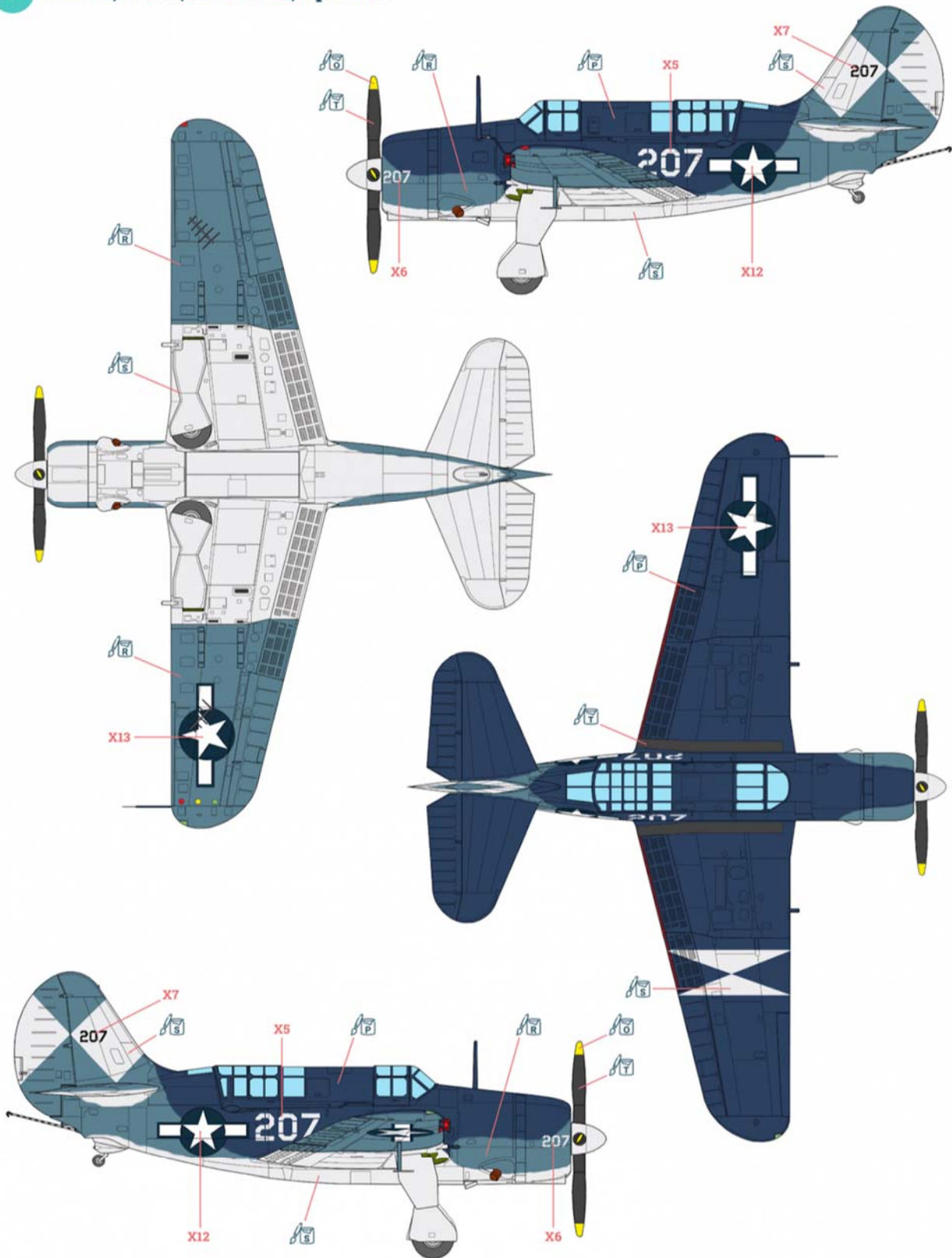


And this is the Decal sheet for the two following options:

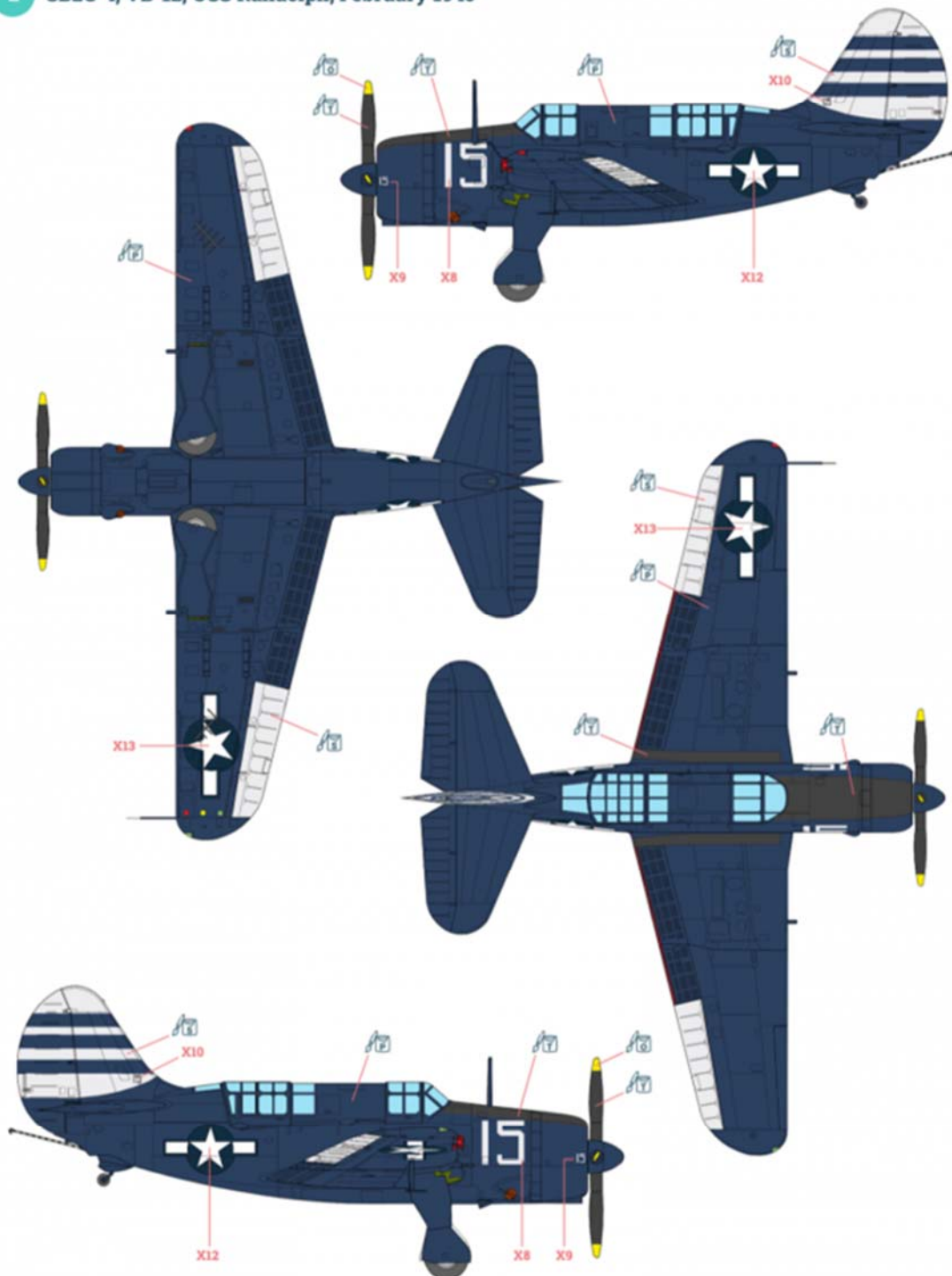
- 1: VB-83, USS Essex, April 1945 in classic USN 3 colour Camouflage
- 2: VB-12, USS Randolph, February 1945.in Overall Glossy Sea Blue with white markings.



1 SB2C-4, VB-83, USS Essex, April 1945



2 SB2C-4, VB-12, USS Randolph, February 1945



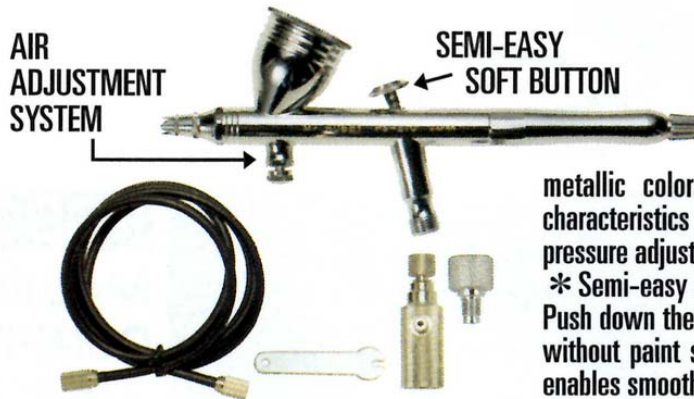
I don't know about anyone else but I am going for the Essex version! There is just something rather boring about Gloss Sea Blue on a Helldiver!

In conclusion: I bought this kit because one of the first US plane models I ever built as a child was the Original Monogram Helldiver from the early 60s. (It was a Lincoln Toys rebox with different artwork from the Monogram, in fact I did not discover that it was a Monogram kit until the late 70's!) So, this was nostalgia rearing its ugly mug!

GSI Creos Mr. Airbrush Procon Boy PS-270

By Lance Whitford

PS270 Mr. PROCON BOY FWA PLATINUM 0.2 DOUBLE ACTION TYPE



DOUBLE ACTION TYPE **0.2mm nozzle**
10cc cup

* Air adjustment system

The spray can be easily adjusted for metallic colors, quick drying paint, and other paint characteristics by simply controlling only airflow - no pressure adjustment is needed.

* Semi-easy soft button

Push down the button to adjust the fineness of the needle without paint squirting out when pulling the button. This enables smooth spraying whenever you pull the button.

Many modellers will not associate the GSI Creos/ Mr hobby brand with high quality airbrushes, I know 12 months ago I didn't. At the time I had decided to augment my workhorse airbrushes with a couple of reasonably high-end Iwata models. I obtained an Iwata HP-CH 0.3mm highline airbrush with and was very happy with that to the point where I was looking at getting an HP-BH 0.2mm brush to complement it. I stumbled across some previews of the Creos Platinum series brushes which consists of 2 models – the PS-270 and PS-289. These are identical apart from 3 components, the needle, nozzle and nozzle cap. The 270 is set up as a 0.2mm brush while the 289 is 0.3mm. The reviews indicated that performance would be as good as the Iwata HP I was looking at but at a better price point. I decided to take the plunge and order a 0.2mm PS-270 to see for myself.

The standard package consists of an airbrush with an airline and connector that work with GSI Creos aerosol type airbrush propellant cans. Needless to say, I didn't have much use for the extras. Instructions are included and these are predominately Japanese with some illustrations. If you know your way around an airbrush there is nothing earth shattering there if not then the pictures will give you enough information to be dangerous.

The photo on the right shows the PS-270 compared with the Iwata HP-CH. The extra length of the body forward of the tail cove is notable here



The fit and finish on the brush is excellent as expected. One of the best selling features to me is the removable 4-piece spray head which means the nozzle can be cleaned without removing it with the associated risk of damage. When I looked the joint between the head and the main body was virtually invisible to the point it looked like they were a single part. The overall design is quite different to the Iwata HP-CH but there are some common parts. This is not surprising as I understand that most Japanese branded airbrushes come out of the same factory. Iwata don't have their own factory and smaller players like Tamiya and GSI Creos certainly don't. One obvious common part is the needle chuck assembly which is interchangeable. The basic needle diameter in both my HP-CH and PS-270 is the same at 0.51mm and both have chamfered rear ends. In contrast my Chinese airbrushes all use 0.47mm thick needles and have no dressing at the blunt end.

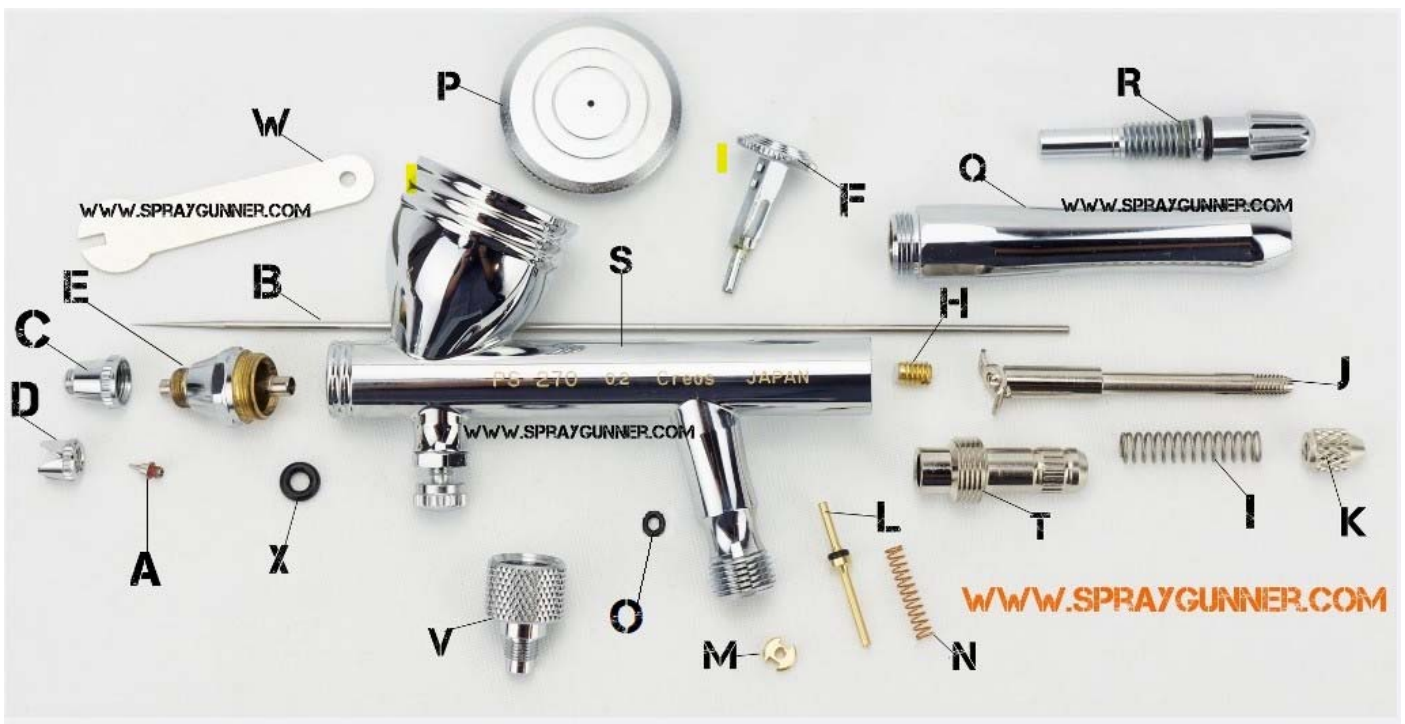
The identical needle chuck assemblies between the 2 brushes are partially shown here



The first thing that strikes you when picking up the brush is that it is relatively long, especially from the trigger to the tip. There is a nice heft to it and it feels nicely balanced when in use. The air valve stem is canted backwards and there is no protrusion sloping forward in front of that to get in the way and I think that helps. The trigger is canted forward in line with the valve stem and this is quite nice out of the box. It is possible to do some minor tweaking of both the valve spring and the needle tension spring to suit personal preferences. I have experimented with



The basic air connection is a standard 1/8th inch fitting like most Japanese airbrushes use. The first thing I did was screw a quick connect fitting to that and I was good to go. Feature for feature the ps-270 matches the Iwata apart from the plus of a removable head unit on and the lack of cutouts on the tail cone the 270. The cutouts are designed to help if you get a stuck needle, giving a place where the needle chuck can be pulled back with more force than can be applied from the trigger alone. I'm quite conscientious about cleanup after paint session so stuck needles are pretty much unheard of for me these days, besides if the needle gets stuck chances are it's time for a thorough clean. I think that the contour of the tail cone of the PS-270 is very comfortable and adds to the nice feel. Another feature common to both the HP-CH and the PS-270 is the mac valve mounted on the underside of the body behind the spray head. I do a lot of small volume work where mixing is done in the paint cup and I find the MAC valve great as the air pressure will usually need fine adjustment with each new paint fill in order to get the perfect mix of medium and propellant.



In summary I like the PS-270 so much I bought a second one as a backup and I fully intend to get a PS-289 at some stage. The combined cost of my 270's was less than my Iwata HP-CH although to be fair I paid local prices for that. I have only seen one local source online for GSI Creos Mr Hobby airbrushes so far and that is Hobby Station. On checking, it looks like the Platinum series brushes are all sold out at the moment there and when last in stock, those were priced at \$235 . Recently I came across a company called Spray Gunner in Florida which seems to have the U.S. agency and their pricing and shipping are pretty good. They also carry a good range of spares which is important. I haven't done any comparisons myself but I understand that on the whole the spare parts are cheaper than Iwata equivalents. The most likely requirements there being replacements for damaged needles or nozzles caused by operator error, especially when doing close-ups with the needle cap removed. After I my positive experience with the 270 and still more Youtube reviews I decided to order the top Creos model, PS-771 but that's another story.

Eduard 1/48 Vickers-Supermarine Spitfire Mk Ia Dual Combo

Spitfire Story: "The Few"

By Brett Peacock

eduard
DUAL COMBO

*Spitfire Story:
The Few*

**Modell
des Jahres 2021**

ModellFan

Das führende deutschsprachige
Magazin für
Plastikmodellbau

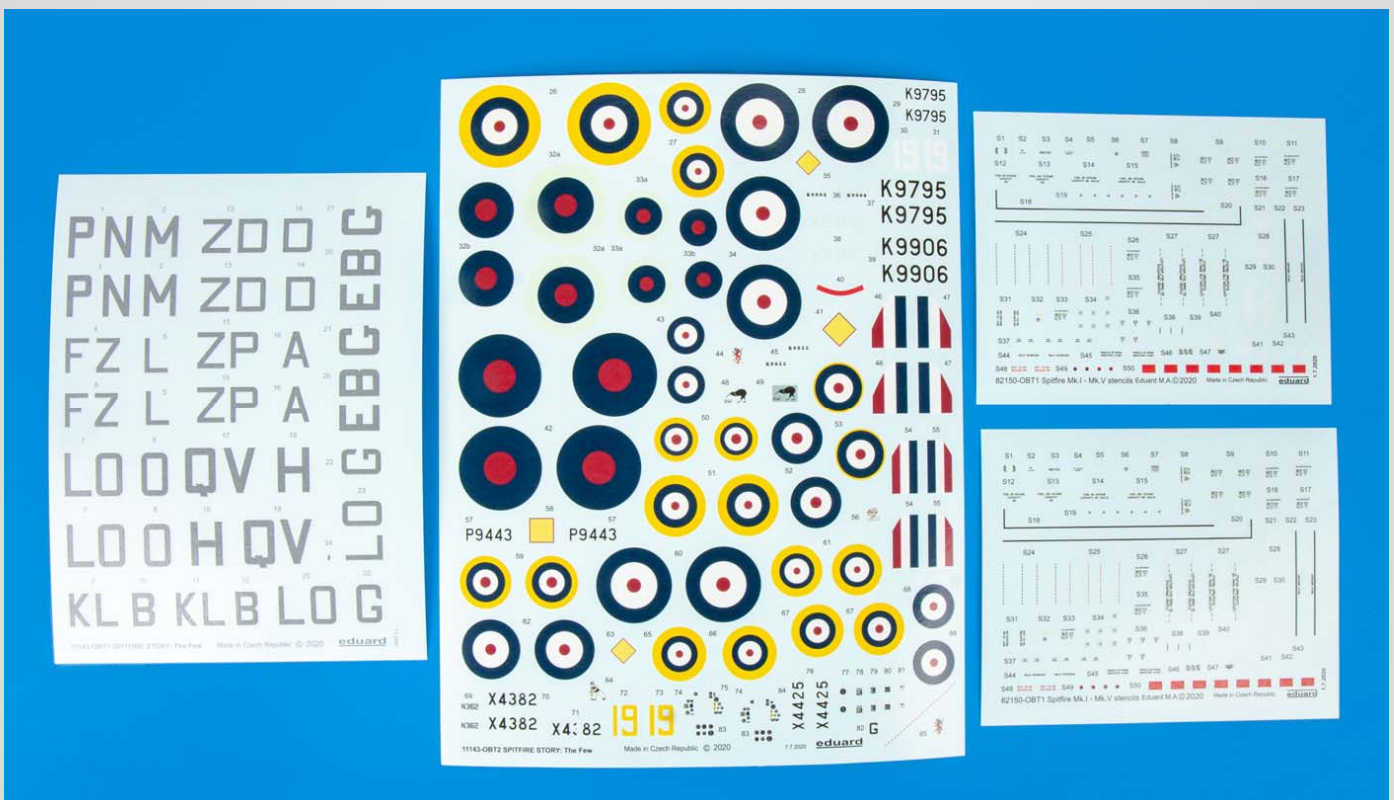
LIMITED EDITION

1/48

(This kit is now OOP, but the Mark 1 “ProfiPack” and “Weekend Edition” kits are currently still available.) My sample came from Modelair and cost \$150.00, but it did languish there for the better part of 7 months!

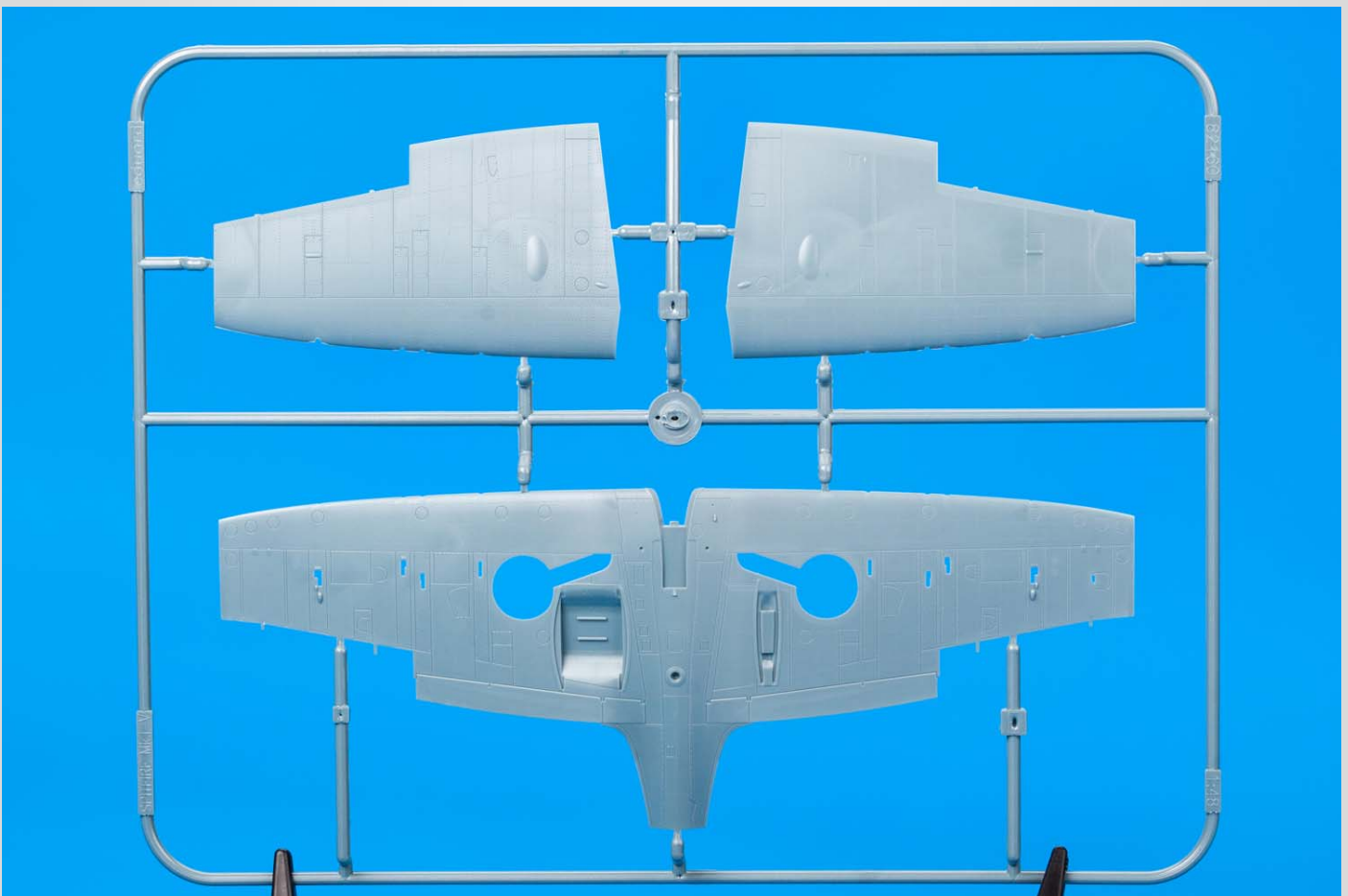
There are 358 grey plastic parts of which 58 are not used in this boxing. Of the 42 clear parts, 20 are not used. There are also 2 Colour PE frets and 1 set of masks and 1 resin standing pilot figure, allegedly that of F/O Douglas Bader. As stated this is a Dual Combo kit, which means it has two complete kits of the Mark 1 Spitfire, so, With the exception of the fuselage sprue (Of which there are 2 differing ones : Sprue C & D). All the other sprues, and PE are doubled up, that is to say you get 2 of each. (And Quite a Few spares for your parts stash!)

Also in the kit is a Mask set for the 2 clear sprues included. A 4 decal sheets cover options for no fewer than 10 aircraft, from Service entry in late 1938 through to the end of the daylight Battle of Britain in November 1940. This includes differing Roundels, Serials, codes and stenciling for 2 aircraft. More on this myriad of options later.



Recently I reviewed, and am still building the new (2018) Tamiya 1/48 scale Spitfire Ia and have found that it has one or two minor flaws, notable the nose has a very slight fore to aft curve and is about .3mm too high. Fortunately this is a very difficult flaw to spot unless you know what to look for – The Mark Ia had a flat straight profile from the oil tank forward to the top of the spinner. Airfix got that spot on in their older Mark 1a kit. The Airfix kit also has a slightly (0.1mm) deeper undernose profile. But the Airfix kit has other issues with some detailing, especially regarding the wings.

So, how will this Eduard kit line up? Well, first up, the extremely nice Tamiya Kit detailing and engraving, while state of the art, has little rivetting and Eduard, true to form have provided extremely fine rivets over the airframe, and their panel lining and raised details are at least on a par with Tamiya's... so, a marginal gain for Eduard in the details



As usual, Eduard seem to have “pulled out the stops” when researching... For one easy to find example...

In the Tamiya kit Option B is listed by Tamiya as:

K9906, FZ-L, No 65 Sqdn, Pre-WW2. (this is the option I am building

By way of contrast, the Same aircraft is an Option in the Eduard kit and is listed thusly:

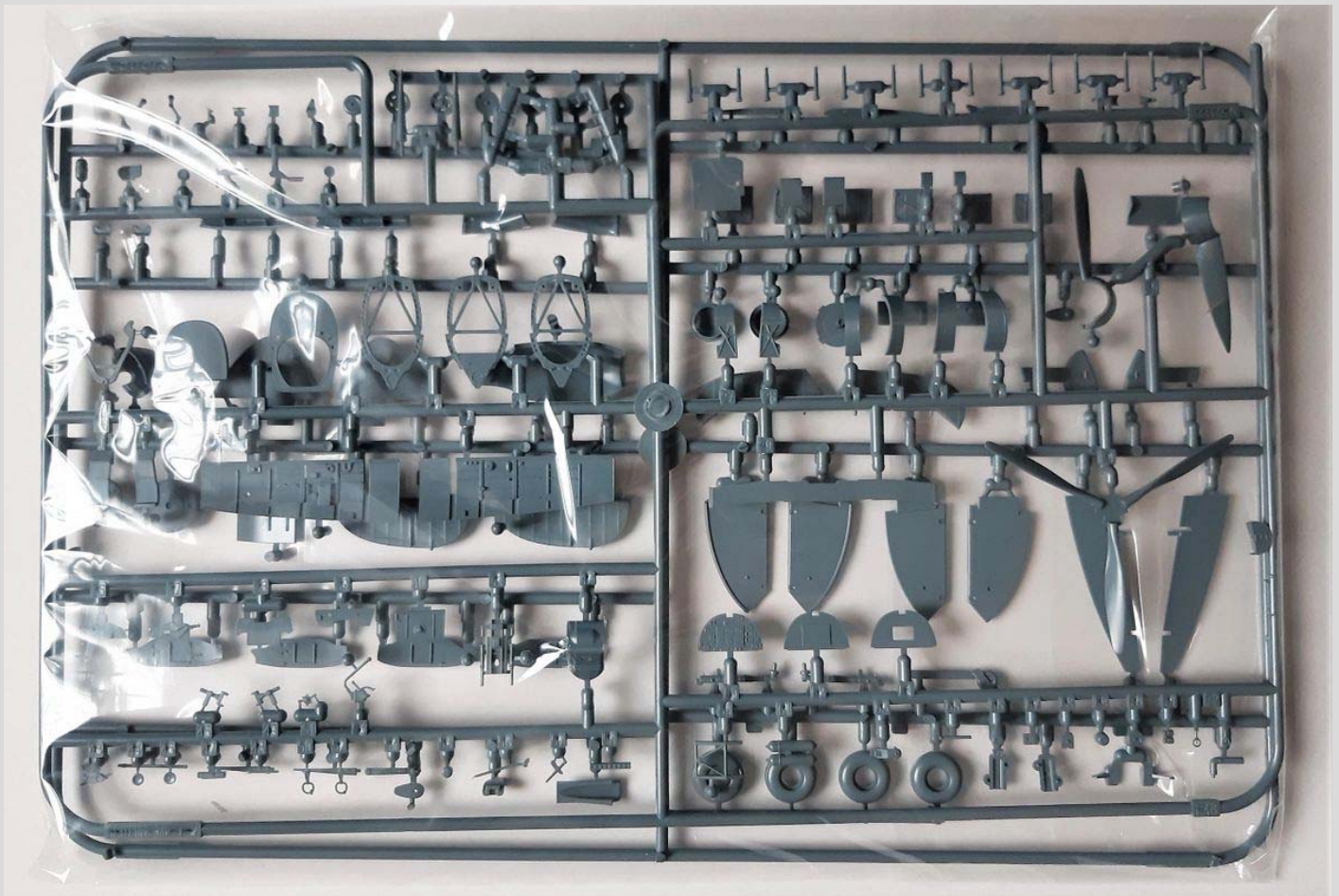
K9906, Flown by F/O Robert Stanford-Tuck, No 65 Sqdn, RAF Hornchurch, Essex, Summer 1939. In the instructions it is also shown as having the early style Post antenna and a 3 Bladed de Havilland Propeller.

Did Tamiya just stop researching as soon as they found the scheme? (I have noticed they rarely identify individual pilots in their kits in 1/48th scale.) I venture to say that Tamiya simply give you options where Eduard give you the relevant information on the options in order to make an informed choice. Happily, having the Tamiya Kit means I can now easily decide to build 1 of the Duo with the Watts Propeller (options A or B) and the other as Al Deere's KL-B with the Rotol propeller (The ONLY Rotol option given in the box, AFAIK.

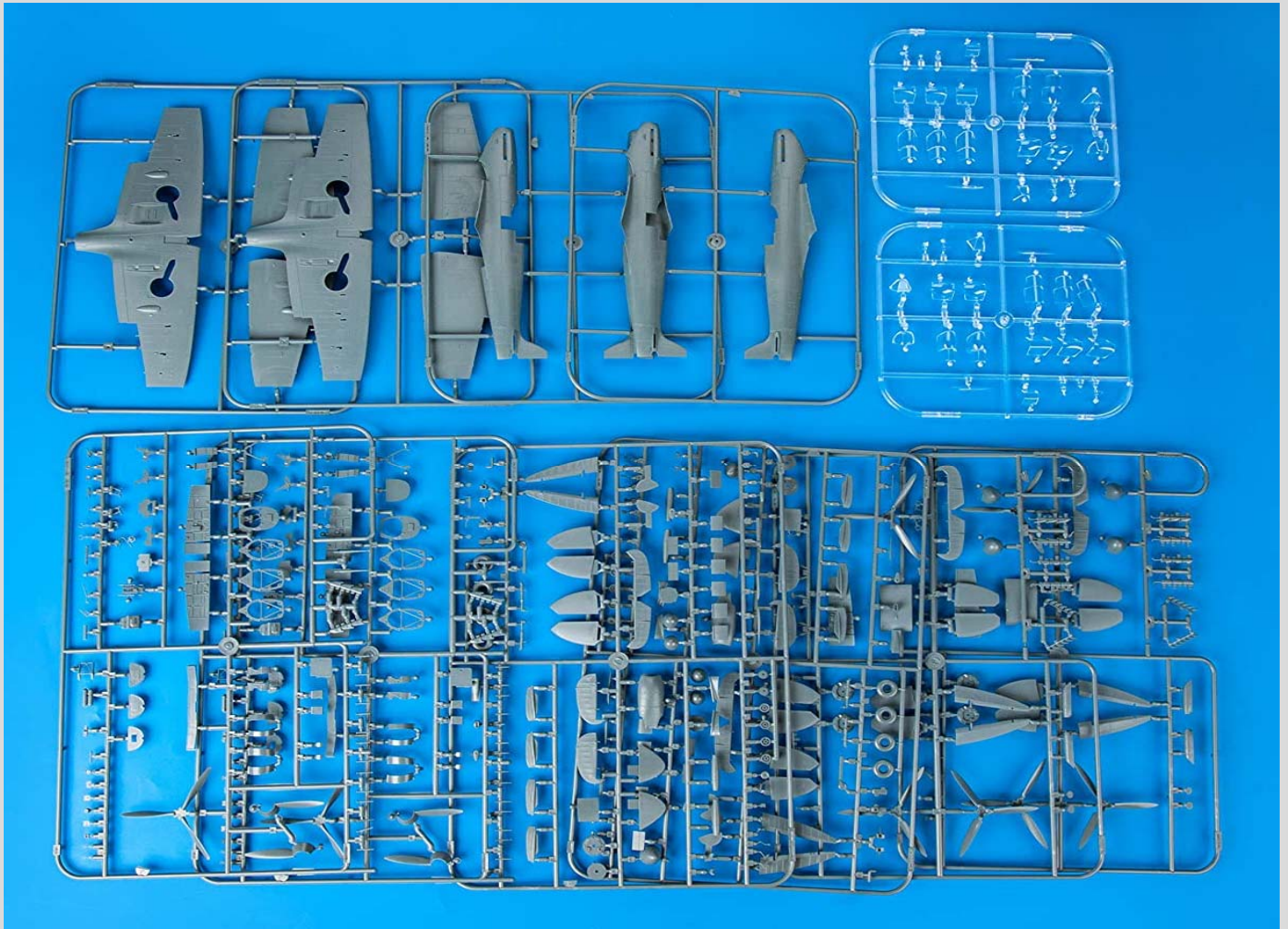
The Marking options, as stated, cover the period from November 1938 through to November 1940.

The biggest changes were in the Roundel types used, their sizes and the manner in which the underside of the plane was painted. It began with simple silver dope paint, then the wing undersides were painted in Black and White, with the front and rear fuselage left silver along with the tail-planes. Then the whole aircraft was divided left to right in Black and white before all were repainted in Sky, all underneath. Not complex at all... until you realised only a few photos show anything at all of the underside!

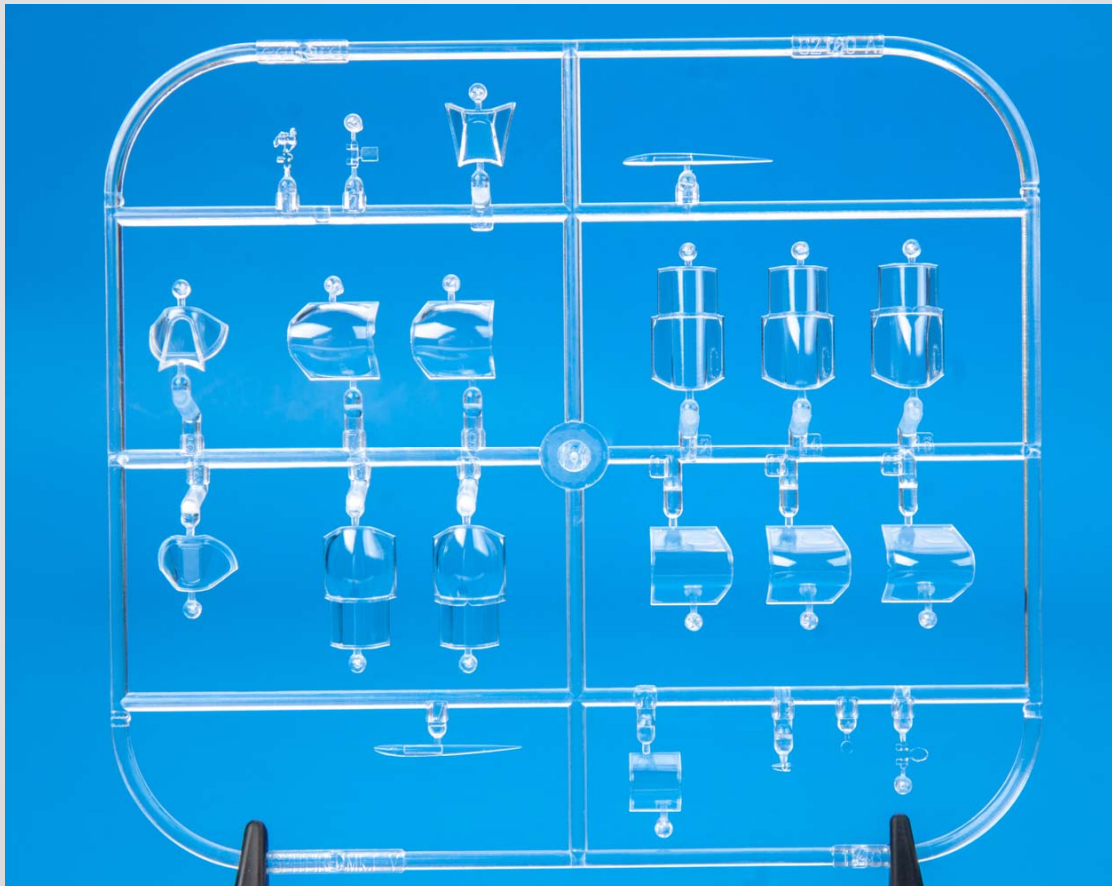
This sprue is common to all the Eduard early (Up to Mark V) Spitfires. Note the Watts 2 blade prop to Top Right.



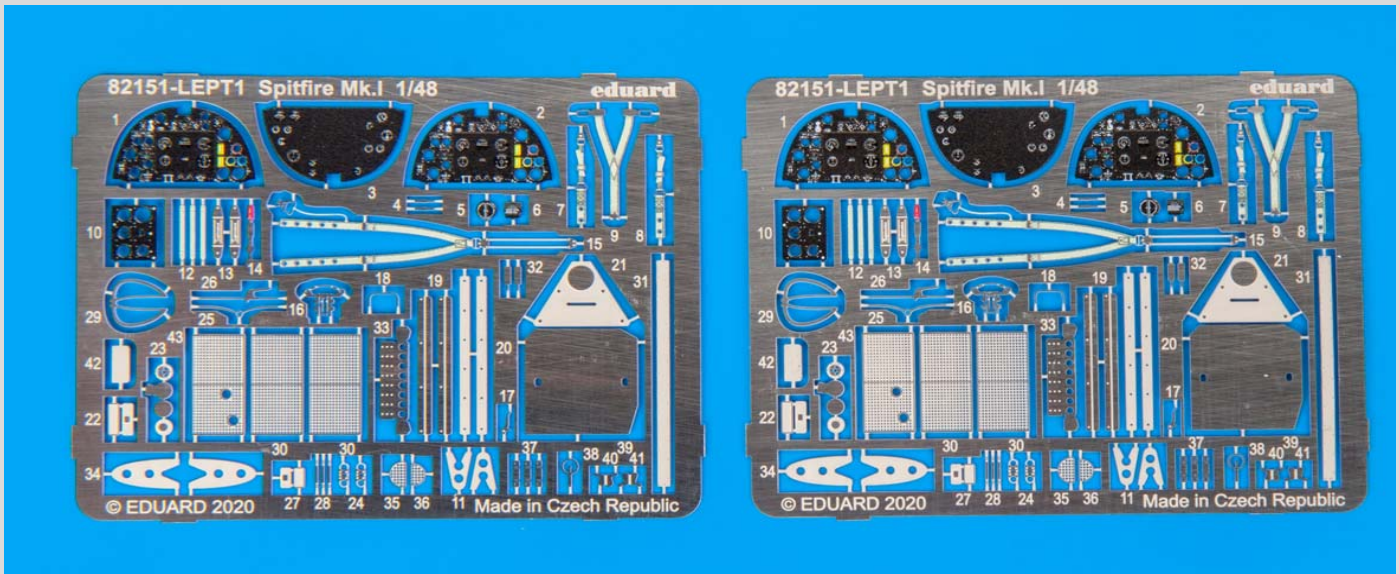
Box contents, less the decals and Masks and PE frets.



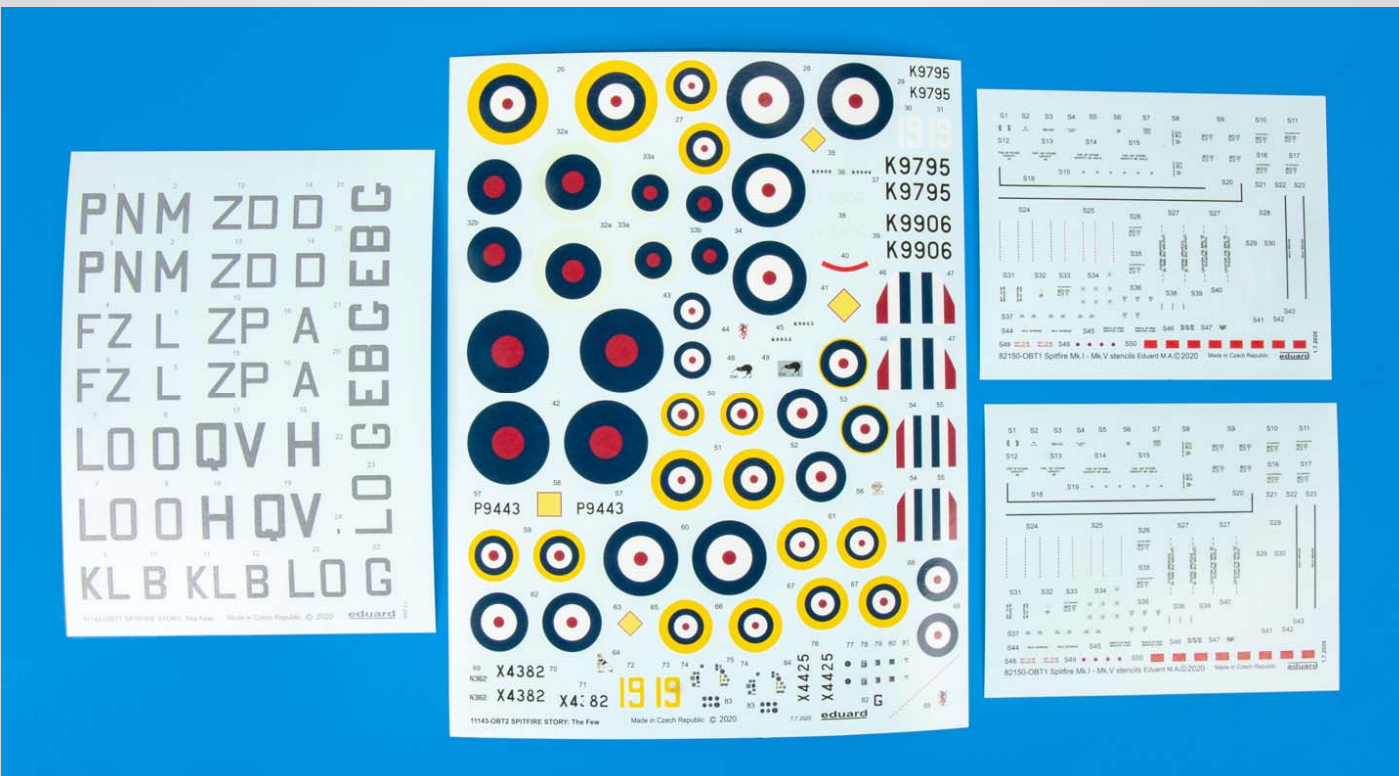
The Clear Sprue: 2 of in Kit. Note that some of the parts will be for the Eduard Mark II and V kits.



The 2 PE Frets.



And the 4 decal sheets, 2x Stencils and 1 of Roundels & Serials and 1 of Codes. Register is perfect of all of them in my example.



And lastly below are the 10 marking options. (From top to bottom.)

- Option A: K9795, 19 Sqn, RAF Duxford, Cambridgeshire, October/November 1938.
- Option B: PN-M, No 41 Sqn, RAF Catterick, North Yopksire, Spring 1939 (Serial unknown)
- Option C: K9906, FZ-L, F/O R Stanford-Tuck, No 65 Sqn, RAF Hornchurch, Summer 1939
- Option E: N3180, KL-B, P/O Alan Deere, No 54 Sqn, RAF Hornchurch, Essex, May 1940
- Option F: P9443, ZD-D, F/O D Bader, No 222 Sqn, RAF Duxford, June 1940.
- Option G: K9953, ZP-A, F/Lt Adolph Malan, No 74 Sqn, RAF Hornchurch, Essex, June/July 1940
- Option I: X4425, QV-H, F/Sgt, George Unwin, No 19 Sqn, RAF Fowlmere, Cambridgeshire, August/September, 1940.
- Option H: N3162, EB-G, P/O Eric Locke, No 41 Sqn, RAF Hornchurch, August/September 1940

Not Shown: (And I cannot find any image online!!)

Option D: K9955, LO-O, F/O A A McKellar, No 602 Sqdn, RAF Drem, East Lothian, Scotland, March 1940. This Spitfire claimed the first Luftwaffe kill over the UK when intercepting an He111 Raid on Scapa Flow.



So, in Conclusion: This is surely one of the best kits of a spitfire on the market, with the slim margin over the Tamiya kit, it is surely worth the price and the Duo Combo adds even more value for the modeler. (So much so that I have already begun to set the wheels in motion to obtain the "Tally Ho!" Duo Combo set which gas a Mk Ila and a Mark IIb within it! Thanks to Alan at Model Room.)

While you may not find the Mk Ia Duo Combo kit currently, the ProfiPack and Weekend kits of the MkIa are easily obtainable and you can buy in confidence.



DECALS

sometimes they don't make it to the model

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.

