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Bulletin Board

**2019 New Zealand IPMS National
Competition & Model Expo**

Airfix 1/48 Hawker Hunter F.6

**Eduard 1/32 Messerschmitt Bf 109E -
1/E-3**

NEXT MEETING

Tuesday 17th September 2019

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

Chairman - Craig Sargent John Watkins
Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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e: lancewhitford@hotmail.com

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e: jaxbw@orcon.net.nz

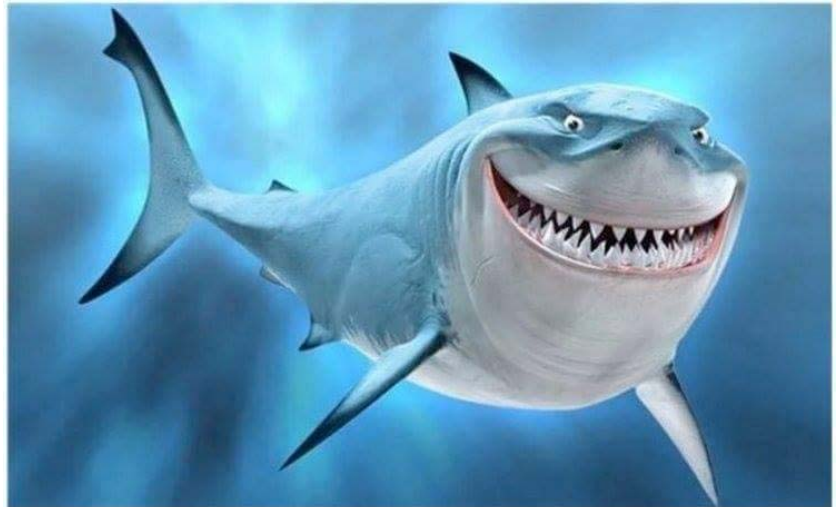
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From the Editor

New Meeting Time!! 8pm

The nationals have been and gone and the year is racing towards Christmas. The Armistice show in Cambridge is coming around again in November and that is always worth attending. After some questions as to it's continuance the model show and competition associated with Armistice will be happening which is very good news. This month we have an in-progress night where you can bring along all those 1939 themed projects you have been beavering away at of winter as a prelude to the final judging night in November.



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2019/20 NOW DUE *******

Subs for 2019/20 now past due -see below for club account details or see the club secretary

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

Note our new meeting time is 8pm

17th September Nationals report, preview of your 1939 creations and a round table discussion on how we conduct our meetings

MODELLING EVENTS



**9 & 10 November
2019**

Mighty River Domain, Lake Karapiro



BULLETIN BOARD

CLUB SUPPORT

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

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



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2019 New Zealand IPMS National Competition & Model Expo

This years nationals was held over the weekend of September 6/7 at the Airforce Museum in Wigram, Christchurch. The event drew a sizeable contingent of out of towners including a good representation from Auckland and at least one international visitor who happened to score best of show. The venue was excellent and the show was very well organized with a good range of models plus trade stands and displays from other hobby related clubs and groups. Here are some photos from the event .

Best in Show
2019 New Zealand I.P.M.S National Competition
Alexander Bigey, De Haviland DH-53



With thanks to
ACORN MODELS



2019 New Zealand I.P.M.S National Competition
Runner Up Best in Show



John Belcher
French Grenadier



Best in Class - Military

With thanks to

N.Z. Models



Brett Sharman

LRDG with 30 cal



Best New Zealand Subject

With thanks to



Craig Robertson

Triumph 3 HW



Best Paint Finish

With thanks to



Gordon Morrison
Q4 Phantom Drone



Best D-Day & Normandy Subject

With thanks to



Jialin Qiu
Spitfire Mk IV



Best in Class - Diorama

With thanks to

ACORN MODELS



Zane Purdon
95th Rifles



Best in Class - Ships

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Your Online Scale Model Centre
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PLASTIC MODELS
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Gordon Morrison
U-Boat Type VII C



Best in Class - Civilian Vehicles

With thanks to

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Michael Jones
Datsun 240Z



Best in Class - Science, Sci-Fi & Misc

With thanks to

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John Fenton
Star Wars A-Wing



Best in Class - Non I.P.M.S

With thanks to



*Charles Radford
Gaudian of the Deep*



Best in Class - Junior

With thanks to



*Ardra Heffer
Delta Dagger*



Public Choice Award

With thanks to

ACORN MODELS



Murray Foster-Lynam
LRDG Jeep



Best Club Display

With thanks from



Christchurch Meccano Club



Airfix 1/48 Hawker Hunter F.6

By Brett Peacock

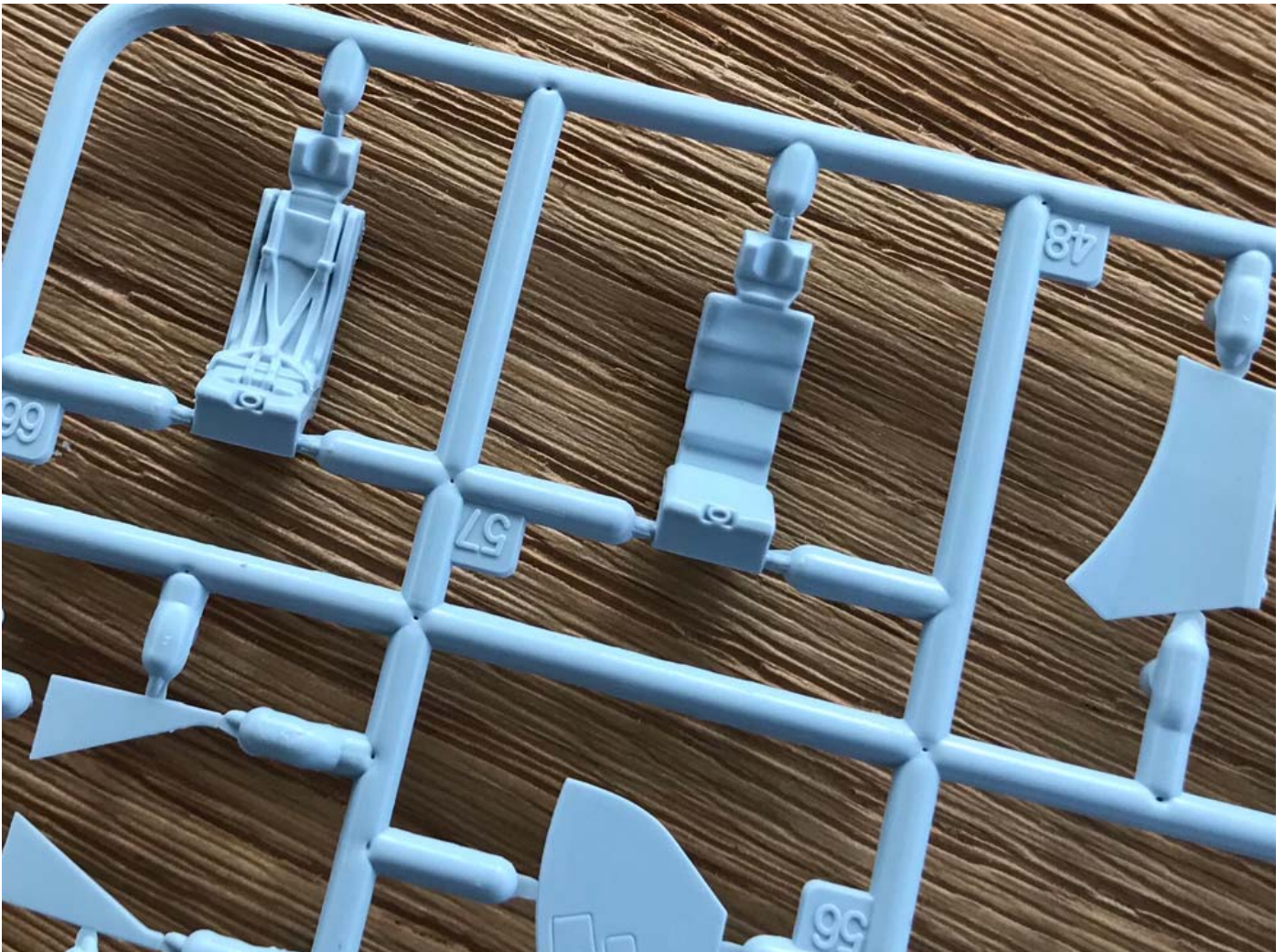
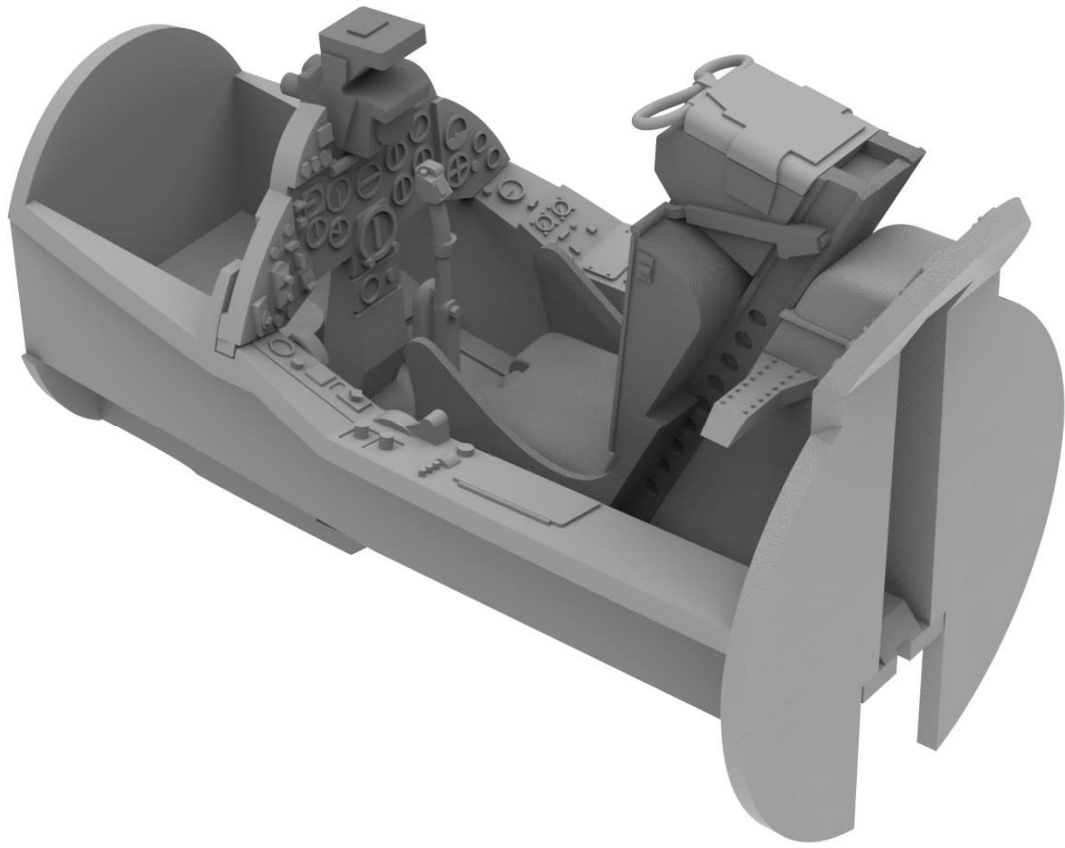


Humbrol/Airfix kit #A09185 116 parts on 3 grey and 1 clear sprue trees, Cartograf Decals for 3 options & Instructions in the “new Airfix” style and booklet. New Zealand retail price approx \$110.00

Nice Evocative Box art showing the graceful lines of this 50’s jet fighter.

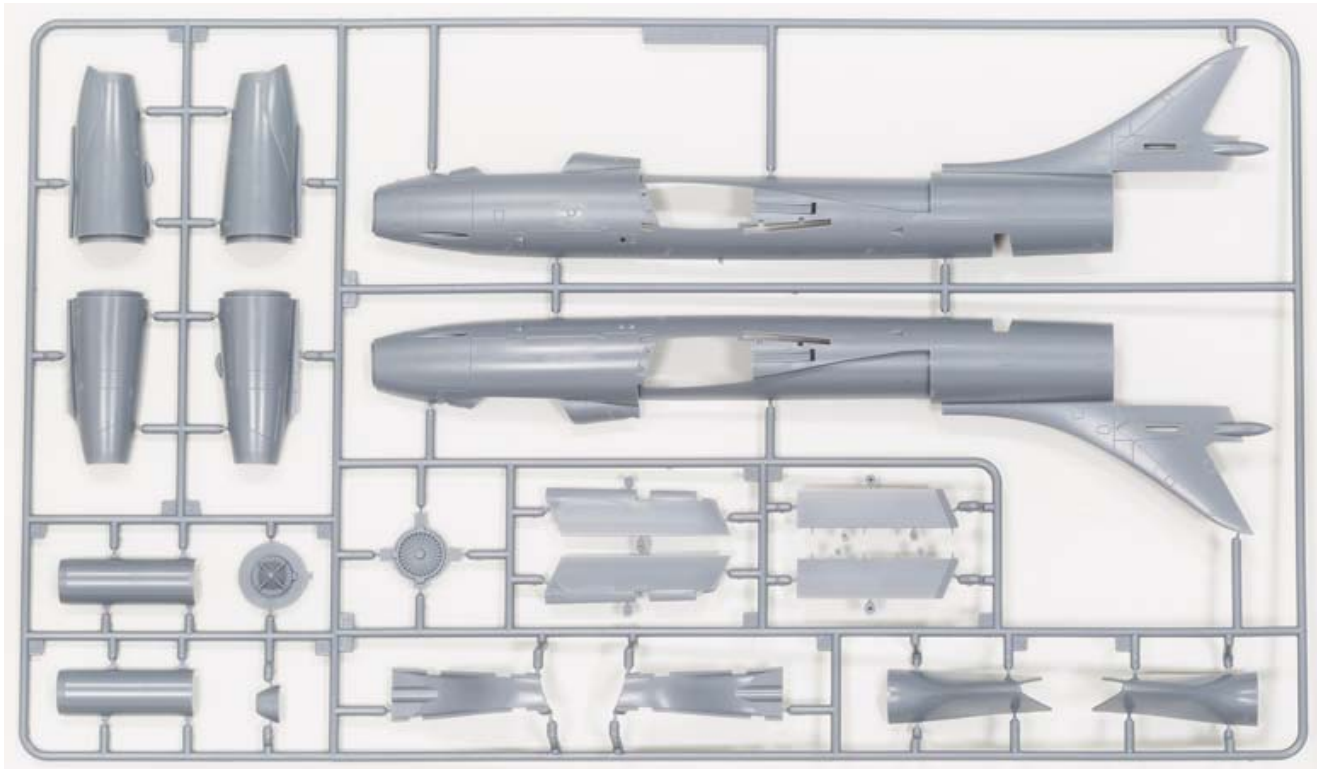
When the announcement of this kit arrived, it was greeted with quite a bit of relief, after all, there had not been a good kit of this iconic British jet in 1/48th scale before. Yes there were Older kits and the more recent Academy effort, which although it had a good general outline and shape, the Academy kit was, at best; “tricky” to assemble and had a grossly undersized cockpit area, being closer to 1/72 than 1/48. But the basis for a Hunter was there, provided you were willing to shoehorn in one of the resin sets for it, and had the fortitude to try to get the wings and fuselage to mate properly while preserving the correct geometry and anhedral.

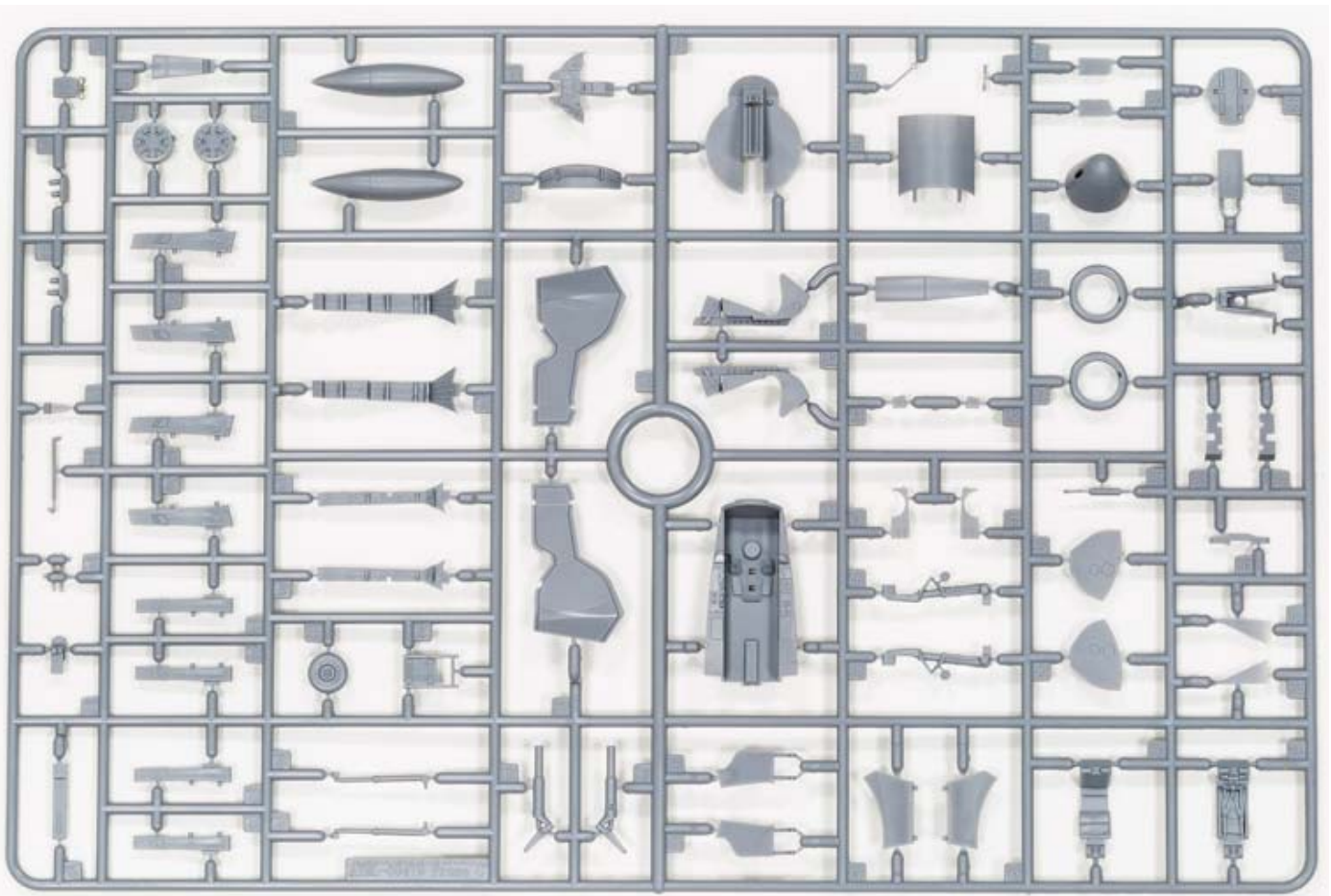
The Good news is that this kit definitely obsoletes all that has gone before. The wings and fuselage are beautifully engineered and the assembly process very simply locks everything together in correct alignment. (How do I know? Because I cut the main wings and fuselage pieces off the sprues, cleaned them up, and assembled them in place with tape. Everything fitted with minimal joints visible and once fitted the assembly was strong enough to remain together while being handled.)



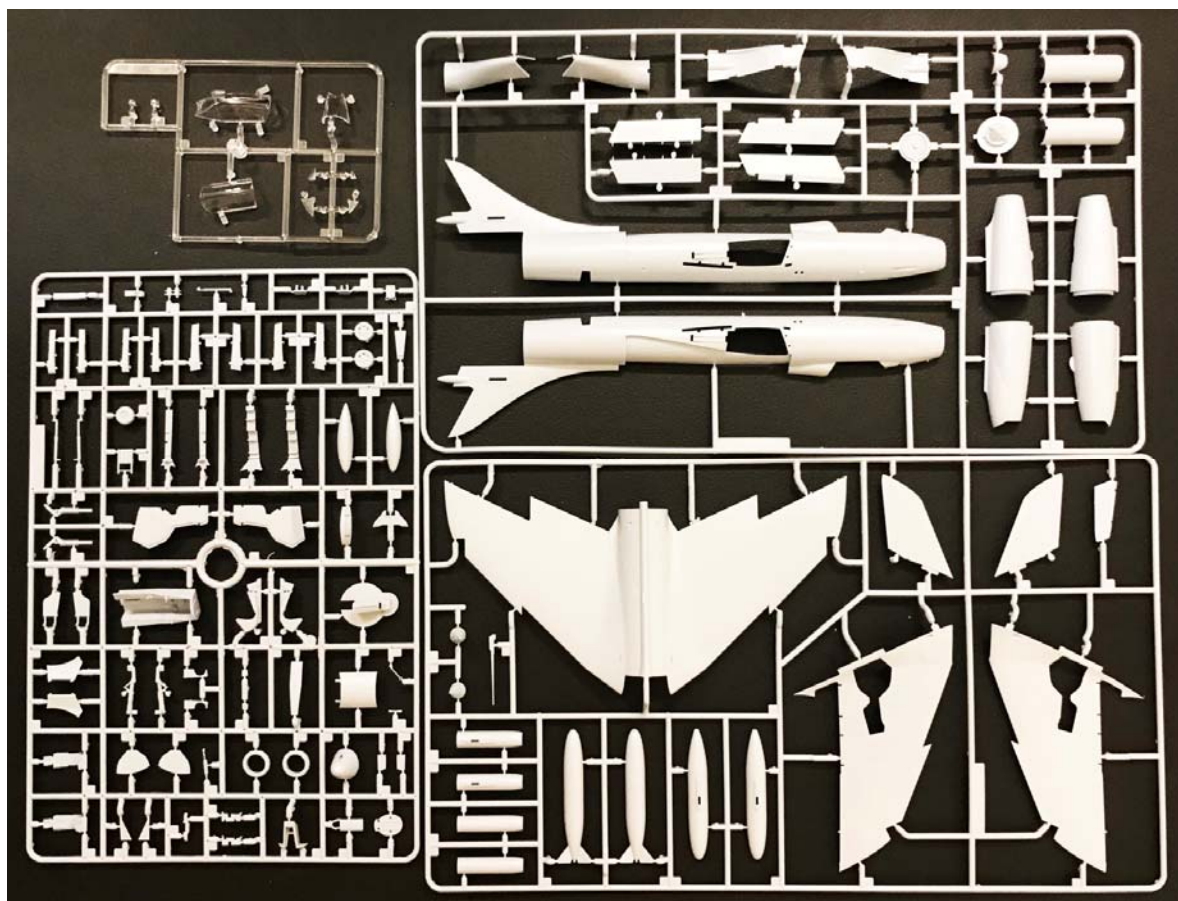
The cockpit certainly looks in scale and the 4 piece ejector seat, once painted black will pass for an ejector seat, but I suspect most purists will want a resin replacement. The rest of the cockpit is fairly Spartan, but little enough will be seen anyway, and it will be Black so a full resin cockpit may not be necessary. Oddly, Airfix give you the option to display it “Wheels Up” but no pilot figure is in the box! This is compounded by the choice of seat cushions – with or without harness molded on! (see photo)

The main parts come on 3 fairly sizeable sprue trees with 1 clear tree for the canopy and lights.



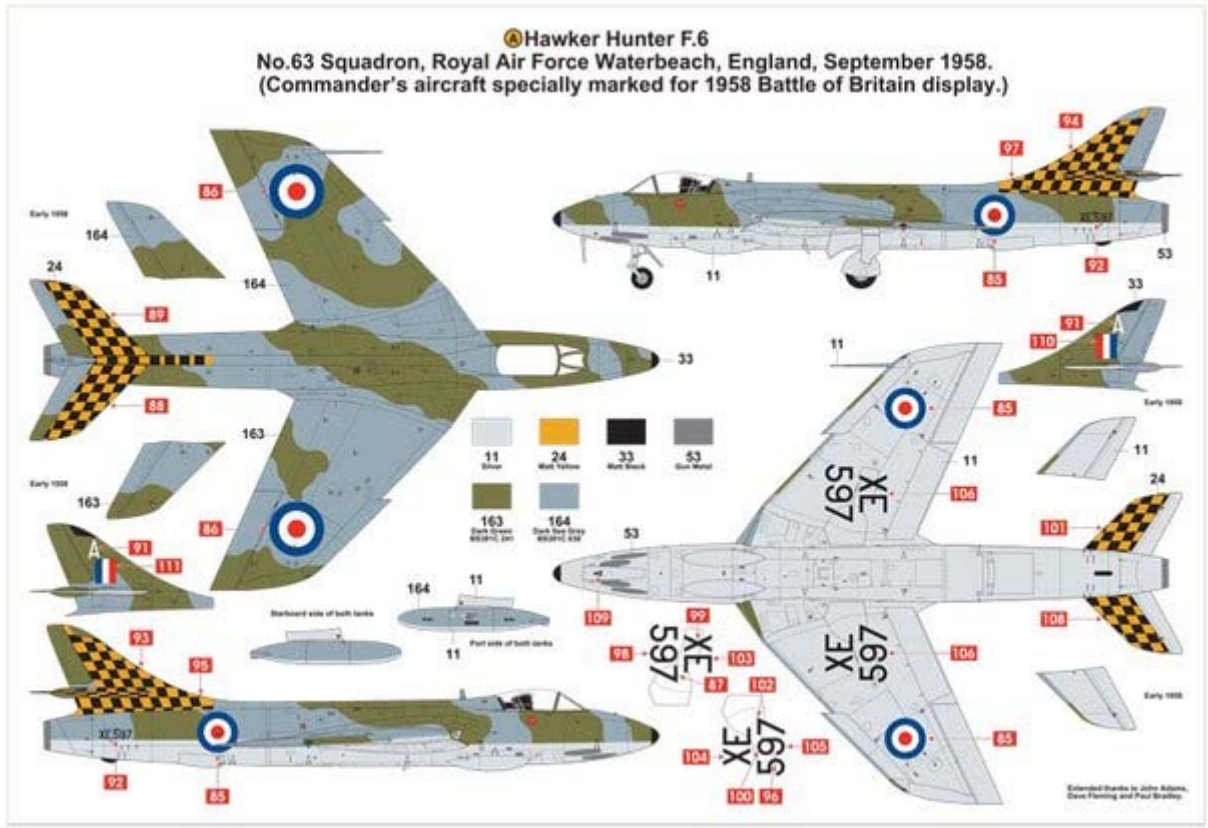


The grey sprues are moulded in a pale blue-ish grey, reminiscent of the old airfix "blue" plastic, but a bit more rigid and lighter grey in hue. And when I say the plastic is a bit more rigid, I mean the lower wings have a sharp edge and a rather dangerous point on the rear end. (See Wing sprue image above!) - Sharp enough that it drew blood from a fingertip when extracting the sprue tree from the nag! - Accompanied by a sharp exclamation and a four letter word!



Overall the surface detail is some of the finest and most even I have seen from Airfix and is defined enough that it will not disappear under a coat or 2 of paint, but will still hold a wash well. Stores for the kit are fairly limited, consisting of 2 drop tanks and pylons and the external cannon fairings known at the time and ever since as “Sabrinas”.

Decals, as is now standard for Airfix are by Cartograf of Italy and cover 3 F.6 options as below.: 2 RAF and 1 Dutch AF.

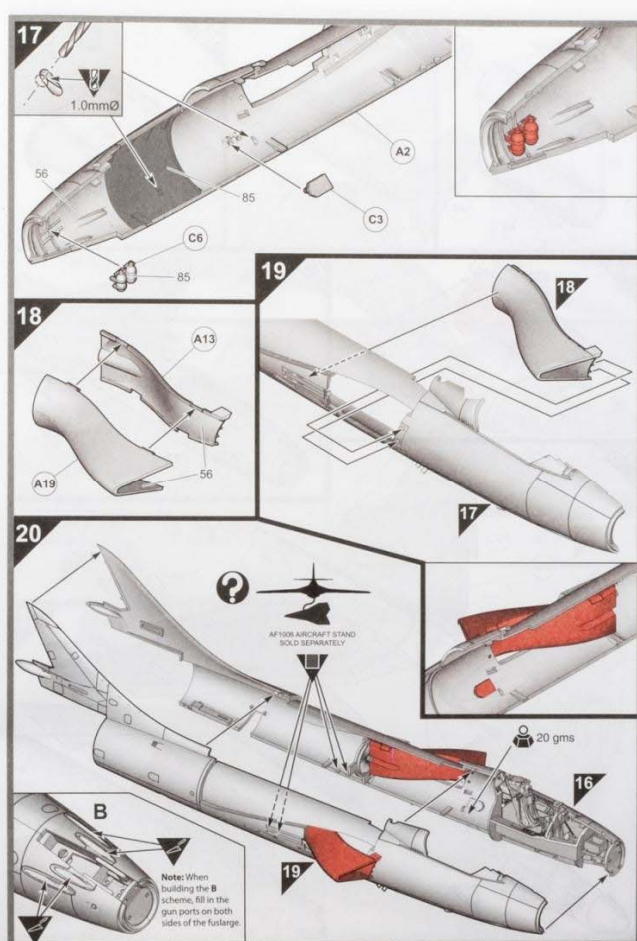
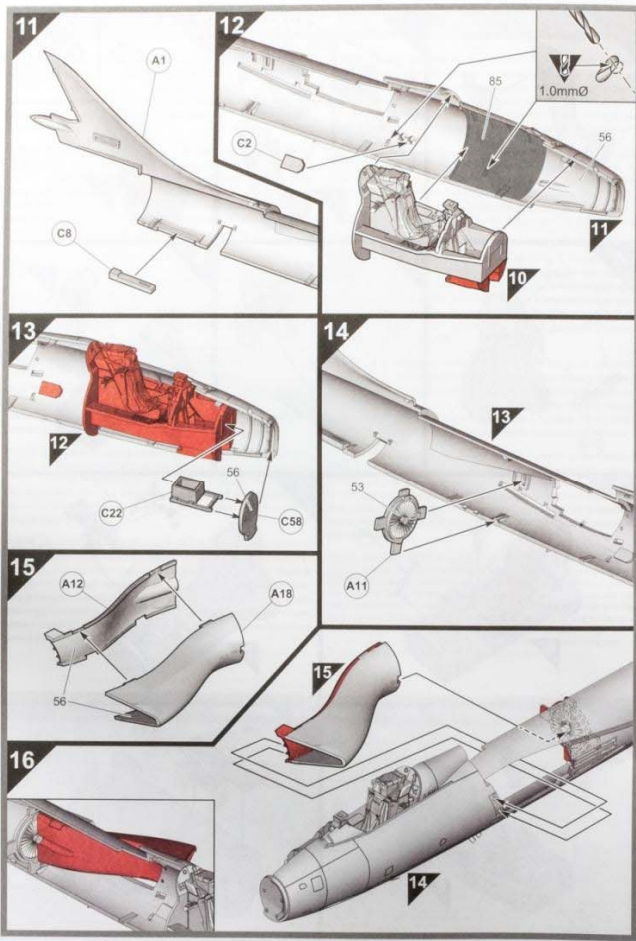


Hornby Hobbies Ltd, The Gateway, Innovation Way, Discovery Park, Sandwich CT13 9FF UK 61A09185 0718 JM



Hornby Hobbies Ltd, The Gateway, Innovation Way, Discovery Park, Sandwich CT13 9FF UK 61A09185 0718 JM

The rest of the Instructions are in the now standard "New Airfix" style:



1:48 Hawker Hunter F.6

A09183 SCALE MODEL CONSTRUCTION KIT | Wingspan: 214mm Fuselage Length: 291mm | Three Decal Schemes Included

GB Upon entering RAF service in July 1954, the Hawker Hunter F1 proved to be somewhat unsuitable and fell short of RAF requirements for a front-line fighter. However, by the time the improved F4 and F5 with Sapphire 101 engines were produced, but also one of the most widely used and versatile. The definitive F4 variant ensured the Hunter's place in RAF history as distinctive 'dogtooth' leading edge to the wing widely distinguishing it from the earlier marks as did the improved Rolls-Royce Avon 203 engine. Seeing combat over Saiz in what is called today during the Borneo campaign, the Hunter later excelled in FGA 9 guise as an excellent ground attack aircraft. In addition to RAF service the Hunter found a home with a wide array of export users. From Chile to India, Sweden to the Luberon, the Hunter could be found flying with a variety of air forces right up until the

FR Mis en service au sein de la RAF en juillet 1954, le Hawker Hunter F1 s'avéra être peu fiable, ne répondant pas aux exigences de la RAF pour un avion de chasse de première ligne. Cependant, lors de l'usage des versions améliorées F4 et F5 avec moteurs Sapphire 1011 par des escadilles de première ligne, le Hunter s'est converti en un appareil performant. Il est devenu l'un des avions les plus fiables et des plus polyvalents de l'histoire de la RAF. La version définitive F4, avec le plan de l'aile à bord de l'aile et le moteur Avon 203, a assuré le succès de ce chasseur. Le design de l'aile à bord de l'aile a permis de distinguer l'Hunter des autres avions de la RAF. Le Hunter a été utilisé dans de nombreux conflits, notamment pendant la campagne de Bornéo en Malaisie. Plus tard, le Hunter a excellé en tant qu'avion d'attaque au sol. Outre son service avec la RAF, le Hunter a été exporté dans de nombreux pays étrangers, par exemple au Chili, en Inde, au Soudan et au Liban. Jusqu'à commencement du

DE Nach dem Indienstnahme durch die RAF im Juli 1954 erwies sich die Hawker Hunter F1 zunächst als nicht besonders zuverlässig und ließ hinter den Anforderungen der RAF für Frontflieger zurück. Als aber dann die verbesserten Versionen F4 und F5 (mit dem Sapphire 1011 Strahltriebwerk) für den Frontfliegerservice übernommen wurden, war die Hunter zu einem schlagkräftigen Maschine geworfen. Sie wird seitdem nicht nur als eines der zuverlässigsten und optimal zweckentsprechend gebauten Kampfflugzeug angesehen, die jemals gebaut wurden, sondern ist auch zu den am meisten und vielfältigsten eingesetzten Flugzeugen ihrer Art zu zählen. Die definitive F4-Version mit dem Avon 203-Motor und dem 'dogtooth' leading edge des Flügels hat die Hunter ihren Platz in der RAF-Geschichte gesichert. Die definitive F4-Version hat die Hunter ihren Platz in der RAF-Geschichte gesichert. Die definitive F4-Version hat die Hunter ihren Platz in der RAF-Geschichte gesichert. Über den RAF-Einsatz hinaus wurde die Hunter in viele Länder exportiert und befindet sich weiterhin im Einsatz. Von Chile bis Indien, von Schweden bis zum Libanon lag die Hunter bis ins 21. Jahrhundert hin verschleudert

ES Al entrar en servicio en la RAF en julio de 1954, el Hawker Hunter F1 demostró ser bastante poco fiable y no logró satisfacer los requisitos de la RAF para un avión de primera línea de combate. Sin embargo, cuando los modelos mejorados F4 y F5 con motor Sapphire 1011 entraron en uso en las escuadrillas de primera línea, el Hunter se había transformado en un aparato de elevada efectividad y desde ese momento fue reconocido no solo como uno de los aviones más fiables y versátiles jamás producidos, sino también en uno de los más utilizados y con mayor número de unidades en uso. La versión definitiva F4 garantizó el éxito de Hunter en la historia de la RAF, con su distintivo borde de ataque "diente de perro" que los distingue de los modelos anteriores, al igual que el motor Rolls-Royce Avon 203 mejorado. Teniendo un combate sobre Saiz y en gran medida durante el conflicto de Borneo, el Hunter demostró su versatilidad en su variante FGA 9 como excelente aparato de ataque terrestre. Además de en la RAF, el Hunter ha sido utilizado en distintos países extranjeros. Desde Chile hasta India, Suecia o Libano, el Hunter prestó servicios en distintos frentes y en una gran variedad de misiones.

SE När RAF började använda Hawker Hunter F1 i juli 1954 visade planen sig vara något opålitliga och otillräggliga att uppfylla RAF:s krav på ett jaktflygplan vid frontlinjen. När de förbättrade versionerna F4 och F5 med Sapphire 1011 motor började användas av flygförbanden vid frontlinjen hade dock Hunter utvecklats till en effektiv maskin som idag betraktas som en av de vackraste och till största delen pålitligast tillgängliga flygplanen som någonsin har producerats samt även ett av de mest användbara och mest mångsyftiga. Den definitiva F4-versionen garanterade Hunter sin plats i RAF-historien med sin "hundstanskanal" vingled, tillsammans med den förbättrade Rolls-Royce Avon 203-motorn, till slut kunde jaktflygplanet urskiljas från tidigare versioner. Hunter-plånen användes över Saiz och under Borneo-konflikterna, och användades senare med stor framgång som stridsflygplan under kriget i FGA 9. Utöver sin tjänst i RAF har Hunter även exporterats till många andra länder. Hunter användes till exempel i Chile, Indien, Sverige och Libanon till och med 2000-talet. Numera används Hunter i

Airfix would like to thank the IWM at Duxford, John Adams and the Tongmere Aviation Museum for their help with the development of this model.

FOR BEST RESULTS:
Surfaces to be painted should be clean – before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:
Some parts in the kit may not be required to build the model specified.

HORNBYY HOBBIES

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Conclusion:

Most people know that I am largely a modeler of World War 2 subjects, but I do like to venture beyond that era on occasion, and the Hawker Hunter is one of those rare jets that appeals to me on its looks, which just scream its name: Hunter! (It helps that, like one or two others at the time (The Draken and the Lightning), it just looks like it's moving at speed, even when its halted on a runway! This kit gets a "Highly Recommended" from me, and should it win some awards, I should not be surprised as it is one of Airfix's best releases yet, IMHO

Eduard 1/32 Messerschmitt Bf 109E-1/E-3

By Brett Peacock



Kit #1105. Purchased at The Model Room, Papakura, Retails at \$141.00 (NZ)

Historical Note: (From Eduard's July 2019 INFO - monthly)

Linked Here: <https://www.eduard.com/out/media/InfoEduard/archive/2019/info-eduard-2019-07en.pdf>

Arrival

The Spanish story of the Messerschmitt Bf 109 E started during the autumn of 1938. The exact delivery date of the first batch of three Bf 109 E-3s has not yet been determined, but it is known that production of the E-3 variant had begun in October 1938 at the Erla Maschinenwerk GmbH factory in Leipzig, and in November 1938 at the Messerschmitt AG factory in Augsburg, respectively¹. *The first three 'Emils' were assigned with fuselage codes 6•87, 6•88 and 6•89, and, similarly to all the Jumo-engined Bf 109s that had been already used by the Legion Condor, were not fitted with radio equipment, as can be evidenced from the photos which reveal the lack of antenna masts and wiring on these machines in the early period of their service.*

This also initially concerned the aircraft from the next batch, which mostly likely consisted of five Bf 109 E-3s (coded 6•90, 6•91, 6•92, 6•93 and 6•94)³ and four Bf 109 D-1s (coded 6•95, 6•96, 6•97 and 6•98). Their arrival date can be traced thanks to Uffz. Herbert Schob of 2. J/88, who meticulously recorded in his logbook the codes of all aircraft he flew in Spain, including those in which he conducted functional flight checks from Leon airfield, between December 3, and December 12, 1938 Only one serial number of the aircraft from this batch is known, this being WNr. 715 of Bf 109 E-3 coded 6•925, which places this machine in the middle of the first production run from the Erla factory (90 aircraft from the WNr. 667-756 range). Further aircraft were gradually delivered and assigned with fuselage codes from 6-99 to 6-131. This allowed the reequipping of three Staffeln (squadrons) of the Legion Condor's fighter group, Jagdgruppe 88, with new machines, although a number of Bf 109 Ds were retained in service.

Some of the oldest Bf 109s of the A and B variants, could therefore be handed over to the Spanish nationalist fighter unit, 1a Escuadrilla of Grupo 5-G-5, which was formed at the end of December 1938 at Recajo-Logroño airfield, but took part in fighting only from March 8, 1939. A total of 41 Bf 109 Es were sent to Spain before the end of the Civil War. Most of them represented the E-3 variant, whose armament consisted of two 7,92mm MG 17 machine guns in the fuselage and two 20mm MG-FF cannon in the wings. However, there were also at least seven Bf 109 E-1s in Legion Condor service, which were armed with four MG 17 machine guns. On the basis of the available photo reference, the following aircraft may be identified as the E-1: 6•1187, 6•119, 6•1208, 6•121, 6•1229, 6•123 and 6•12410. These machines most likely belonged to one of three batches manufactured by AGO Flugzeugwerke GmbH at Oschersleben and Gerhard Fieseler Werke at Kassel, starting in January 1939. The photos known to this author do not allow the identification of the variant of 'Emils' coded 6•113, 6•114, 6•129 and 6•131 with all certainty, whilst a photo of 6•103 has yet to surface.

Last months of fighting

Quite little is known about the actual combat use of the Bf 109 E in Spain. After the end of the Battle of the Ebro, the Legion Condor was ordered to rest until December 1, 1938, with only Staffel of the Jagdgruppe 88 remaining in combat readiness. At that time, the whole unit was based at La Cenia airfield located in Tarragona, on the southern province of Catalonia. The latter was the target of the next Nationalist offensive, which would be launched on December 23, 1938. Before that, the Jagdgruppe lost two of its aircraft on the ground in result of a Republican bomber raid on December 16, whilst its pilots, namely Lt. Theodor Rossiwall of 3. J/88 and Lt. Horst Tietzen of 1. J/88, claimed two I-16s on December 20 and 21, respectively¹¹. It is generally acclaimed that during the first days of the offensive, poor weather conditions prevented the German fighter pilots from flying many combat sorties¹², although the flight logs of Uffz. Herbert Schob and Uffz. Gerhard Halupczok reveal that between December 21 and 27, both NCOs flew no less than twice each day¹³. In the air battles conducted between December 28 and 31, the Germans claimed the shooting down a total of 17 enemy aircraft. The successful pilots were again Lt. Tietzen of 1. J/88, as well as Lt. Heinz Bretnütz, Lt. Wilhelm Ensslen (3), Oblt. Alfred von Lojewski, Lt. Wolfgang Redlich, Uffz. Schob, Fw. Georg Schott (3) and Lt. August-Wilhelm Schumann (2) from 2. Staffel, Uffz. Freund, Lt. Wolfgang Lippert, and Oblt. Hubertus von Bonin from 3. Staffel, and Lt. Kurt Hörmann from Stabskompanie¹⁴. It is unknown what Bf 109 variants they had flown during these missions, with exception of Uffz. Schob, who usually piloted his old, trusty Bf 109 D-1 coded 6•60¹⁵. The new year 1939 began with another victory for Lt. Ensslen of 2. J/88, who claimed an I-16 over Valls, one of the main Republican airfields. The latter, along with Vendrell and Villafranca, was the subject of successful strafing raids performed by the German fighters on January 12, 1939, and eventually became the new home of Jagdgruppe 88 from January 21 to February 1, when the unit moved to Sabadell airfield, five days after the fall of Barcelona. In January, the Germans claimed a total of ten air victories¹⁶. The enemy aircraft, mostly identified as 'Ratas', fell prey to Lt. Ensslen (2) of 2. J/88, Oblt. Karl Ebbinghausen of Stabskompanie; Oblt. Helmut-Felix Bolz, Oblt. von Bonin, Lt. Josef Fözö, Obfw. Müller (2) and Fhr. Heinz Tornow of 3. J/88, and the commander of the Jagdgruppe, Hptm. Walter Grabmann. Only one pilot was lost: Lt. Karl-August Böttcher was shot down over Mollet by anti-aircraft fire on January 29, 1939. Next month brought the Jagdgruppe another six victories¹⁷: two claimed on February 3 over the Republican airfield Figueras by Oblt. von Bonin and Fhr. Tornow of 3. J/88, one by Lt. Ensslen of 2. J/88 on February 5, in the same area, and three on February 6 over Vilajuiga airfield, which were claimed by 1. Staffel pilots: the squadron's commander, Hptm. Siebelt Reents, Uffz. Gerhard Halupczok, and Uffz. Heinz Irminger. The latter is officially recorded as lost in an air accident on May 11, 1939, but both the Lt. José alcó San Martín's testimony and reliable research from Juan Arraez Cerda reveal that Irminger was one of the two victims of the aforementioned Republican pilot, the other being Uffz. Heinrich Indemuth of 1. J/88¹⁸. It appears that both lost Messerschmitts were actually Bf 109D-1s from the final delivery, coded 6-96 and 6-98. On February 10, the Nationalist troops reached the French border at Perthus pass. Catalonia was now conquered. The next and final target was Madrid, the capital city of Spain. Jagdgruppe 88 moved to a new base at Barcience-Torrijos on March 11. Due to the lack of opposition in the air, the German fighter pilots mainly flew surveillance and reconnaissance missions during that period. The last air victory of the Legion Condor is believed to be scored by Oblt. Hubertus von Bonin.

The Kit

This kit enables just one aircraft to be built, either an E-1 (light fighter) or an E-3 (Heavy Fighter.)

The Bf-109E-1 had 4 Mg17 7.9mm Machine guns, 2 in the cowling and 2 in the wings.



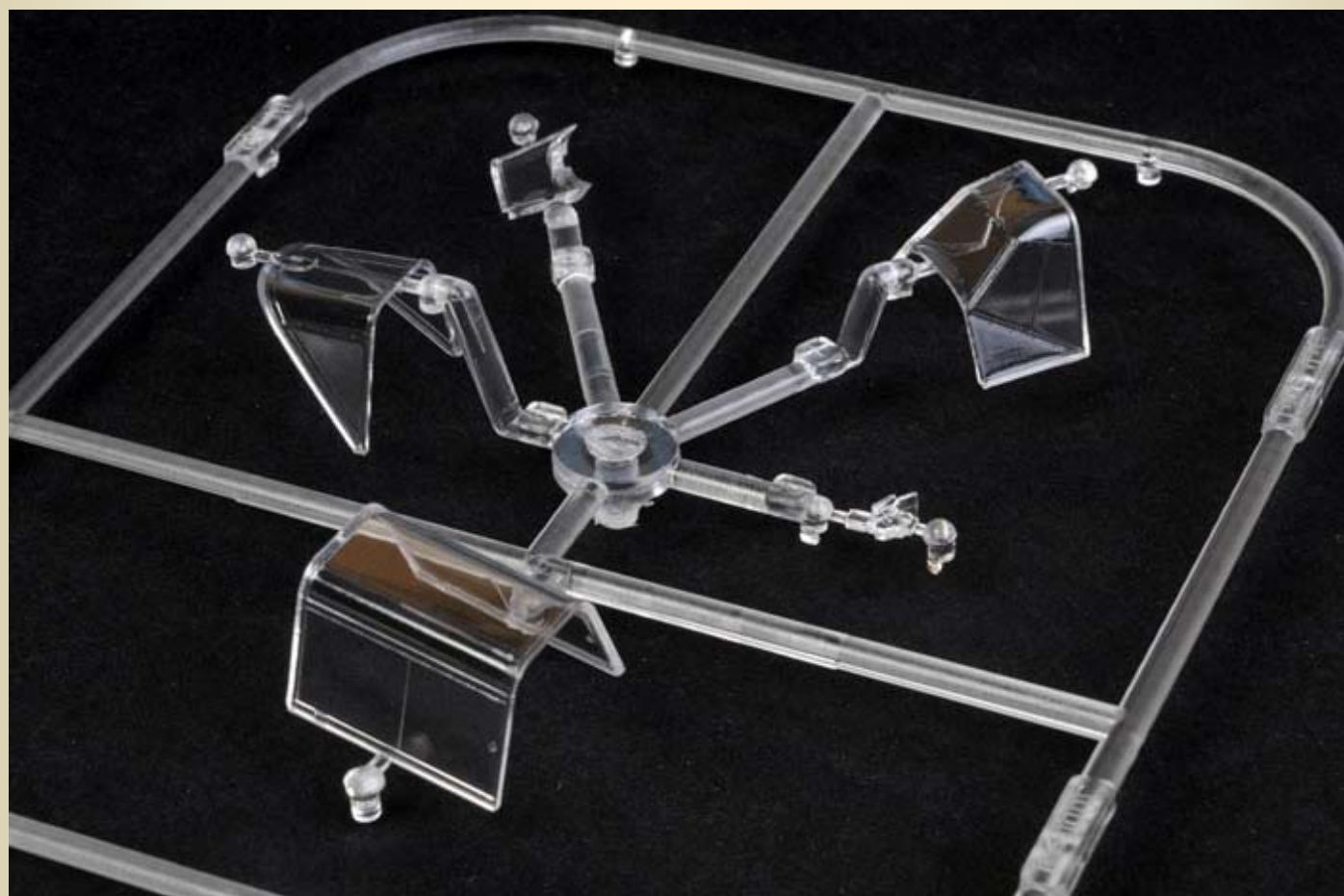
The E-1 wing

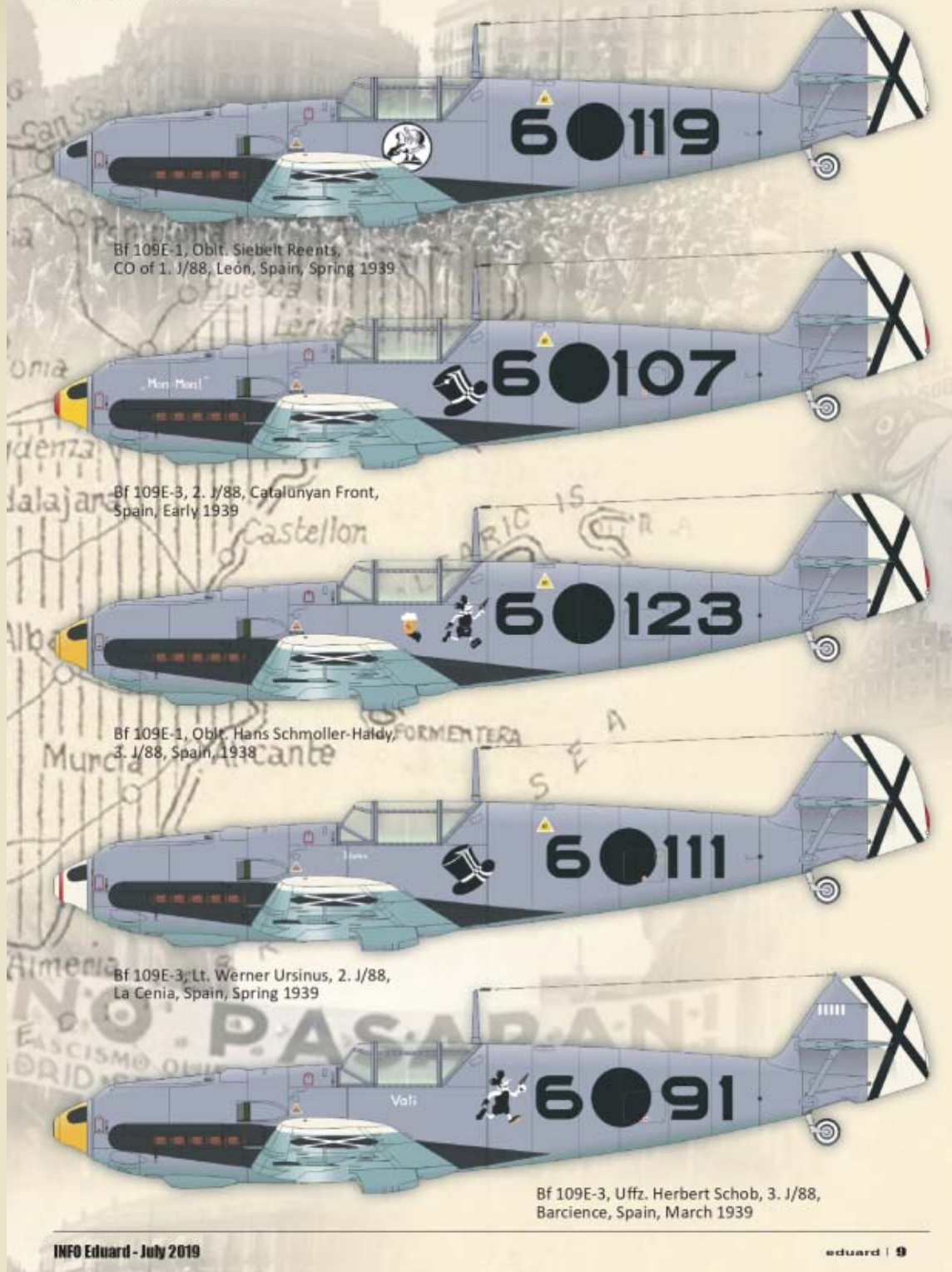


The E-3 (cannon armed) wing

The Bf109E-3 had 2 Mg17 7.9mm Machine guns in the cowling and 2 MGFF 20mm drum-fed cannon in the wings., with a characteristic bulge just inboard if the cannon for the ammo drum on the underside. (The E-1 lacked this bulge and the external cannon barrels, having an inset blast tube for the MG.s)

Both the E-1 and E-3 shared the same style of canopy until the later type was introduced in mid 1940. This is the only type in the box. f-109E-1 had 4 Mg17 7.9mm Machine guns, 2 in the cowl- ing and 2 in the wings.





The kit has markings for 5 aircraft of the Legion Condor, 2 E-1 models and 3 E-3 models.

6-119 and 6-123 are the E-1 Options. 6-91, 6-107 and 6-111 are E-3s.

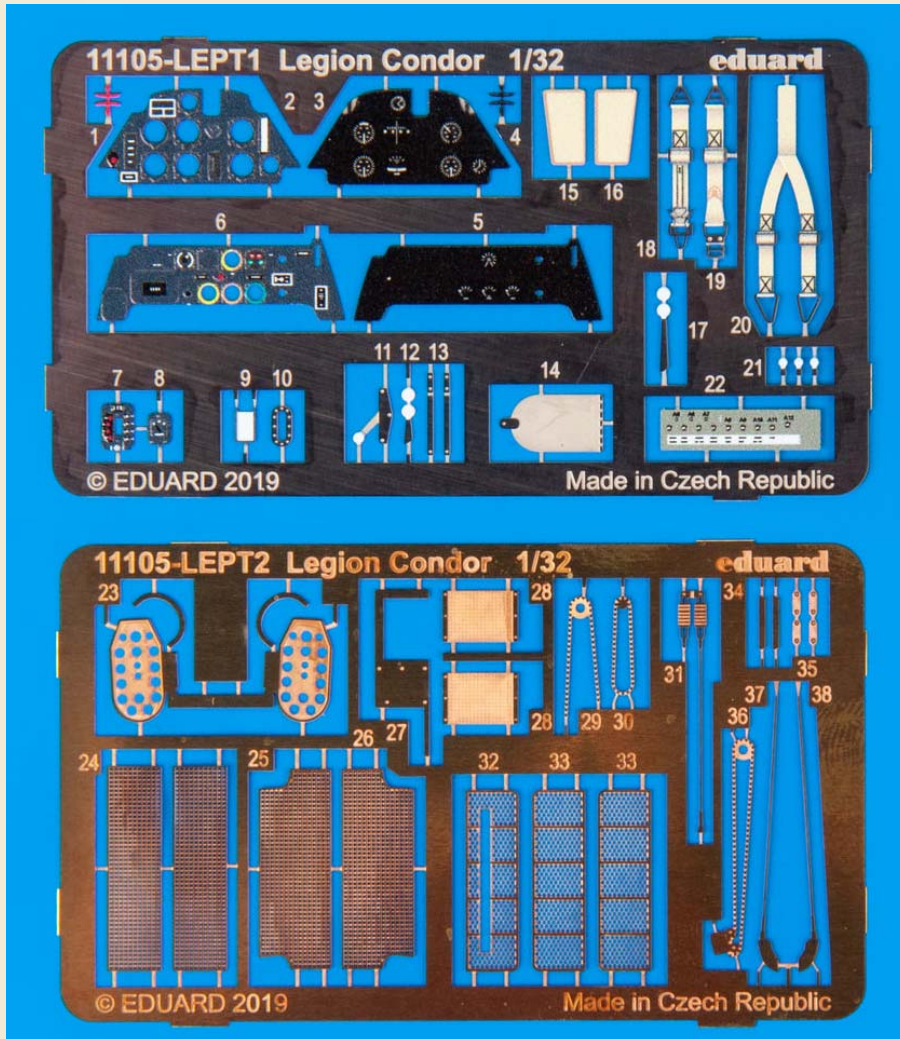
The kit contains 1 Sheet of Canopy and wheel masks, 2 sheets of PE, 1 coloured for the cockpit and 5 Brassin resin parts for the Main Wheels, 1 tailwheel, and the tailwheel strut and bay.

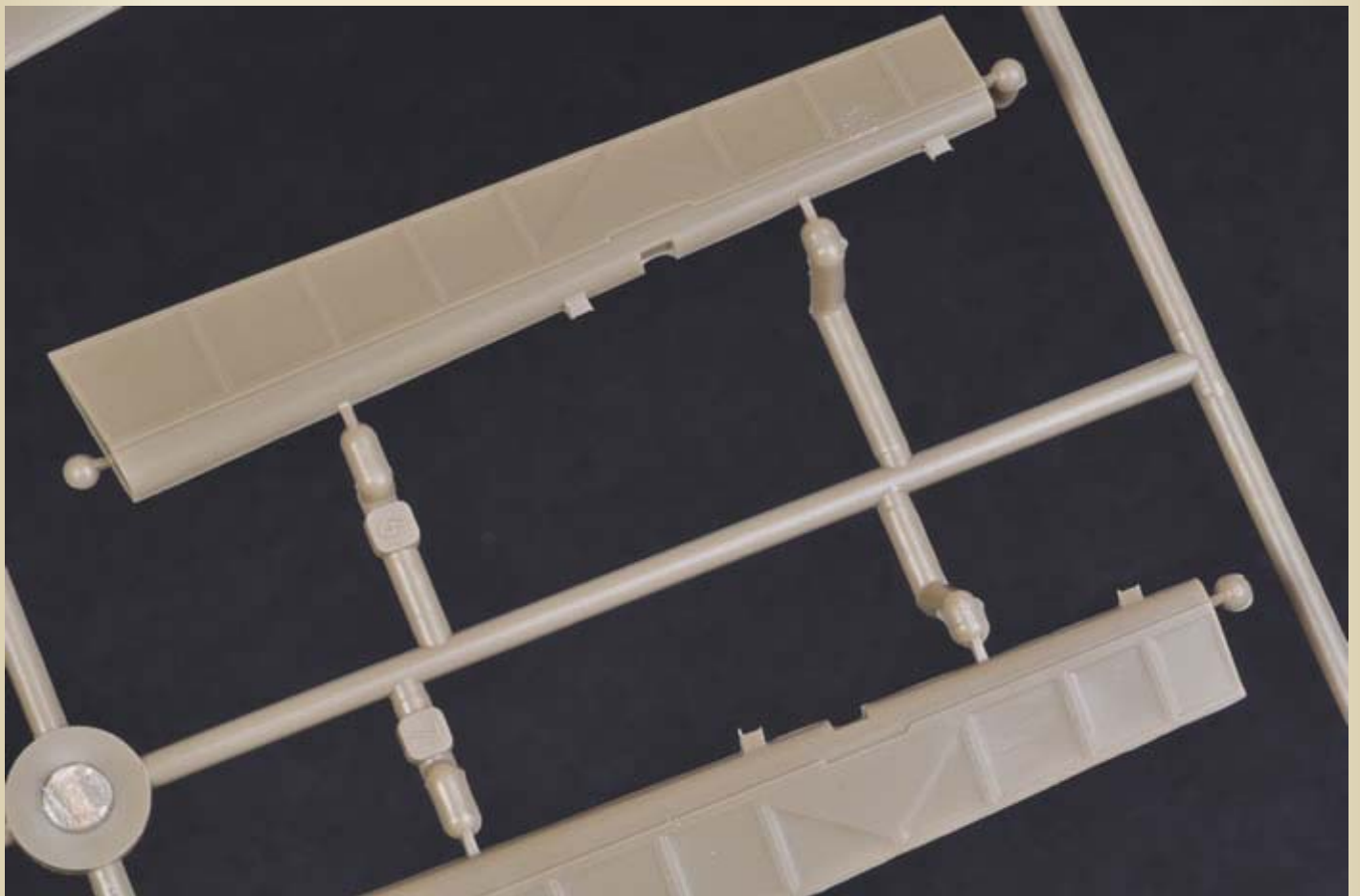
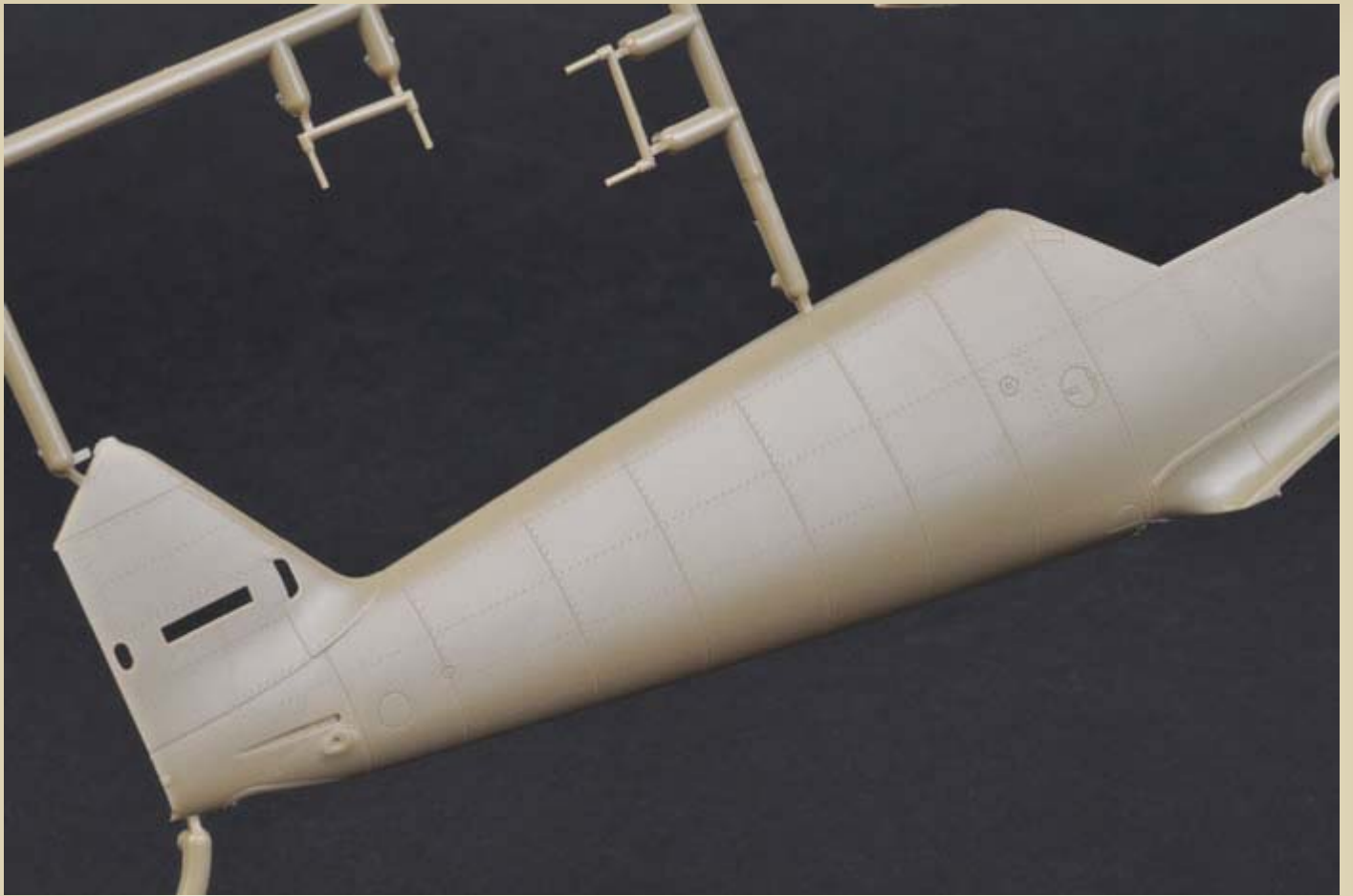
There are 7 grey and 1 clear sprues, in 2 bags, one for the fuselage and both wing sprues (Two of the sprue trees are for the 2 sets of wings, one for the E-1 type and the other the more usual E-3 (and later) type. 1 decal sheet of modest size contains the markings and stencils, but does not include the walkways (Which may not have been applied in Spain)

and, the other bag contains all the rest of the Sprues, including the ziplok bag for the clear sprue.

Overall, it is a neatly presented and thoughtfully arranged package, if somewhat on the high price side of the spectrum in New Zealand. The box-art is attractive, even though it and the colour guides tends to perpetuate the doubt about the actual upper-surface colour in Spain. (ie: Was it RLM 02 or RLM 62? (ie: Grey-Green as against Green-Grey, (GrauGrun or GrunGrau) respectively. Most modern thought leans towards RLM 62, as that was applied beforehand to earlier 109s (C & D models) and others such as the He51.) Looking at a number of photos, I lean toward the RLM62 side, myself, and fortunately straight Tamiya XF22 is a fairly good approximation of this colour.

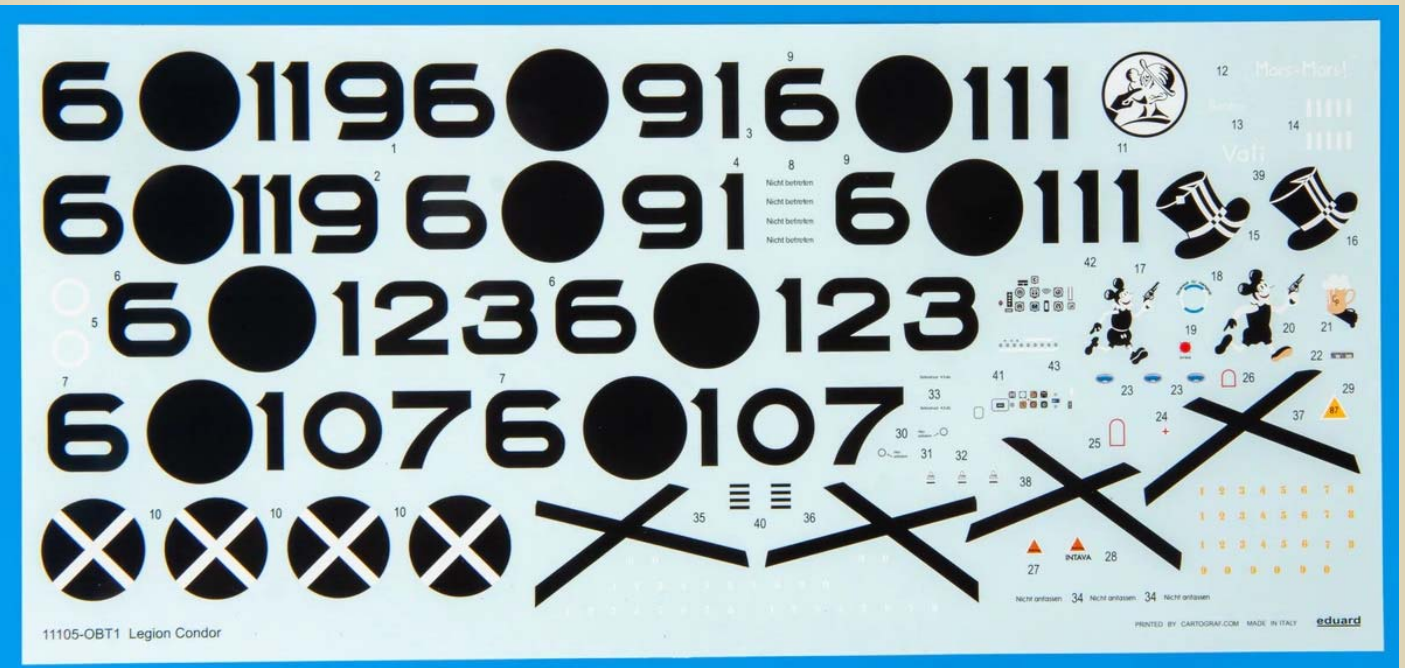
The surface detail is well up to current Eduard standards and is fine recessed panel-lines with equally fine riveting overall. The colour PE will certainly produce an outstanding cockpit straight from the box and the unpainted etch will enhance other parts of the kit to that standard also. The Brassin Resin parts will do the same.



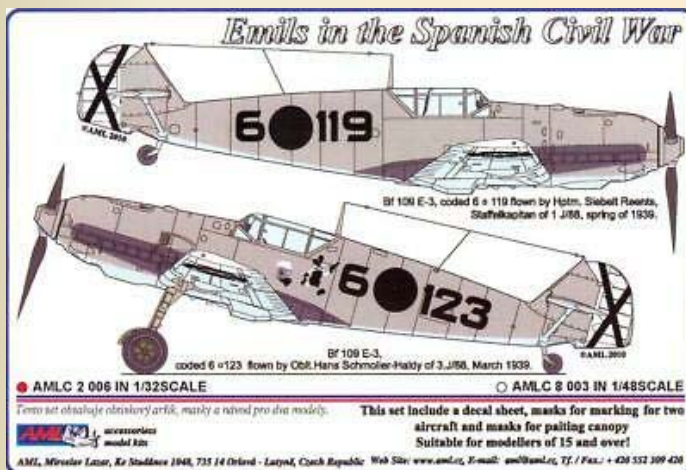


As can be seen, the plastic itself is finely detailed and, according to reports, assembles with little extra effort required. (the kit plastic is a Tamiya-like medium grey, not light olive as in this image.)

Lastly we come to the Decal Sheet. As noted earlier it has some stencilling but no walkways. I am unsure if this is correct, but will be checking to see if it is.



The decals are very nice but an online review drew my attention to 1 issue: Those 4 black circles with a white Cross in them. Those are the 4 wing insignia...and they are too small. Even Eduard's own artworks and many photos show the real size, which touches the edge of the Slat and extends rearwards to about 10cm or so onto the ailerons, Placing these against the kit wing shows that they will, at no point extend onto the ailerons if the leading edge touches the slat, making them almost 20-25% too small. This is a serious issue...However... I found a Mask and decal sheet set at Hannants.co.uk for under 7 pounds which has a set of 1/32 Masks for 6-119 and – 123 (Both erroneously listed as E-3s!).



This is AML set AML 32006, which also includes a small decal sheet for the Individual insignia and some of the Numbers, should you wish not to mask and paint them. The wing masks are correctly sized. There are also a few other decals for 1/32 SCW markings you can try, if masking and painting is not your choice. So, for me, this issue is "Not a Biggie" as the mask set was a handy 5 or 6 pounds from Hannants.(who seem to have sold out now). You can try <http://www.czechkits.com/132-masks-for-emils-the-spanish-civil-war-p-1596.html>.

(160 kr is about \$10.00 +or- NZ.)

Thankfully, because my preferred choice is 6-119, as flown by Siebert Reents.

In conclusion, If you wish to produce a good 1/32 scale kit of the Bf-109E as it appeared in late 1938 and 1939 in the Spanish Civil war, then this is the kit for you, with only one small caveat – those wing roundels. I spent the extra for the mask set and it is worth every penny (including postage from the UK - From Hannants to my door was 9 days, in total.) Yes, it was pricey in New Zealand. But I am happy to support my local Model shops as far as I can.

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.

