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For Sale

NEXT MEETING

Tuesday 21 September 2021



COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor



Looks like the dream is over and we have finally woken up to reality. Over the last few weeks it has been looking increasingly likely that the nationals would go the way of last year's event. Today's announcement provides the final nail in the coffin for 2021 and it is with great regret that we have officially cancelled the event. We have explored other options but none were tenable for 2021. The nationals are scheduled for Dunedin in 2022 and we are hoping that the other clubs will support our desire to have another go in 2023. Surely that would be a case of 3rd time lucky. IPMS is not alone in having to cancel an event this year and we have recently heard that there will be no Armistice show in Cambridge this year either. Let's hope 2020 marks the return to regular shows with Wellington planning to hold an Expo in April while the nats are scheduled for later in the year.

September Meeting

With a physical meeting still off the table we have decided to run a virtual meeting on Zoom

To join the meeting click on the link below at 7.30

<https://us02web.zoom.us/j/87561330435?pwd=bGE5b3U1NjFQU2RjY2I1bTVwYUR2Zz09>

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

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**

September 21/9/2021. 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

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10% on kits and modelling supplies

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Eduard 1/48 Profi-Pack Messerschmitt Bf110G-4 (Nachtjager)

By Brett Peacock

Bf 110G-4

ProfiPACK

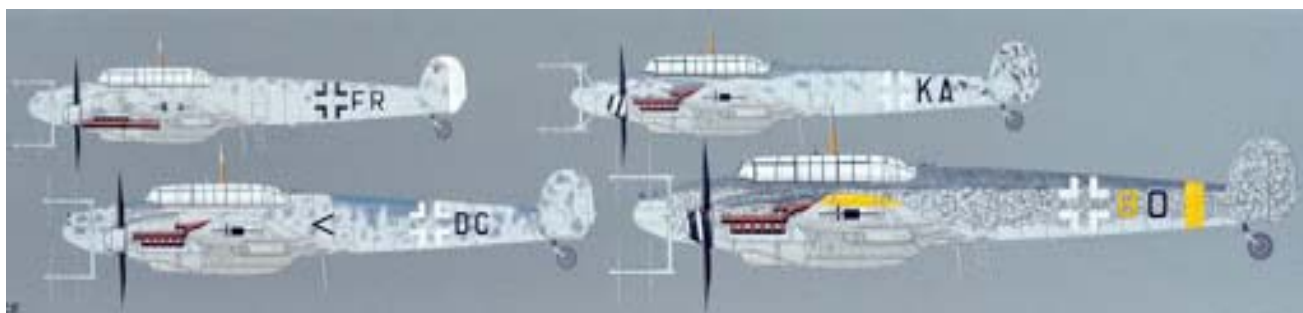


1:48 SCALE
PLASTIC KIT

eduard

Kit 8206. 345 Parts on 7 Olive and 2 clear sprues, 2 PE frets, 1 plain and 1 coloured, & decals for 4 marking options, 1 sheet of masks for the Canopies and windscreen & wheels. Over 100 parts are marked as "Not used" in this boxing. (The sprues they are on are common to all Bf110's and are included without changes. New parts are on new sprue trees. The Clear sprues have 12 parts, specific to the G models. One olive Sprue tree, **D** has over 60 parts, of which only 4 are used. (2x300l drop tanks), the rest are armaments for other types of the 110, and are not used on the G Night fighters. Your spares box will be happy, though!! :-)

I bought this from the Model Room second hand, for about \$75.00 - but they do have the current new priced kit of the Eduard 110 at \$140.00 in stock. Thank you to Covid for that....



The history of the type is reasonably well known – as a heavy Fighter and long range escort in the Battle of Britain its serious weaknesses were exposed, however, when used as a "Schnell Bomber" and light attack aircraft on the Eastern Front, it was rather more successful, ditto as a long range attack aircraft in the Mediterranean, until Allied fighter air-cover drove it from daylight skies by 1943. Adapted hastily in 1941 to a night fighter role, the plane excelled and most subsequent models were made as night fighters, culminating in the very successful G-4 with its sub-types and differing Radar sets. The Bf110 was the backbone of the Luftwaffe Night fighter defence of Germany from 1943 until the end. (Some were even outfitted and Night Intruders and used to attack airfields in England and France after June 1944.

The kits has a large-ish decal sheet with markings for 4 aircraft:

A: Hauptmann Wilhelm Johnen, 7/NJG6, Neubiberg, 1945. (Overall RLM 76 with pale RLM 75 mottling on the upper surfaces – 3Z+FR)

B: Unidentified machine of 8/NJG101, Fritzlär, 1945 RLM 76 undersides and uppers in all over RLM 75 with streaks of RLM 74 over the uppers. & sides in RLM 75 mottles. 9W+ BO.



C: Stab II./NJG1, Langensalzen, 1945. This machine was painted in the standard splinter type camouflage but differed in that the lighter grey was RLM 76 and the darker RLM 75, with mottling in 75 along the sides and fins. (Note:they have reversed the colour Identifiers in the instructions, calling 76 75 and vice versa.) Chevron & G9+DC. The pilot was probably Leutnant Dr. Leo Baro, the unit CO

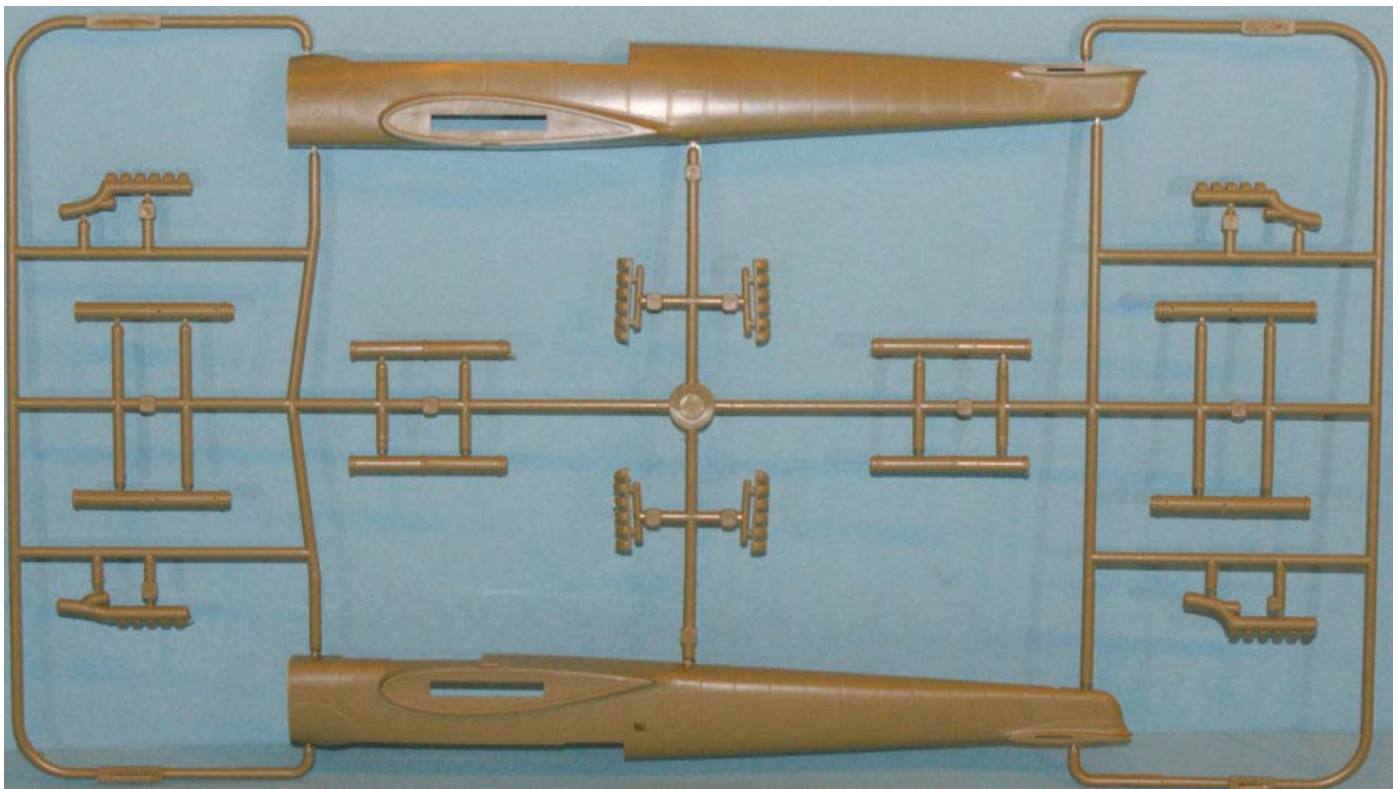
D: Werk Nummer 110087 of 4/NJG3, Kjevik, Norway, 1945. Paint work similar to option C but the mottling is lighter and faded and the port wing is RLM 22 Black underneath. B4+KA, probably flown by: Feldwebel Kurt Keilig (pilot), FW Kurt Schroter (Radio Operator) and Unteroffizier Karl Stramminger (Mechanic/gunner)

Apolgies- I was unable to find any image of the last two options online, but they are shown in profile on the box, as seen on Page 1 of this review.

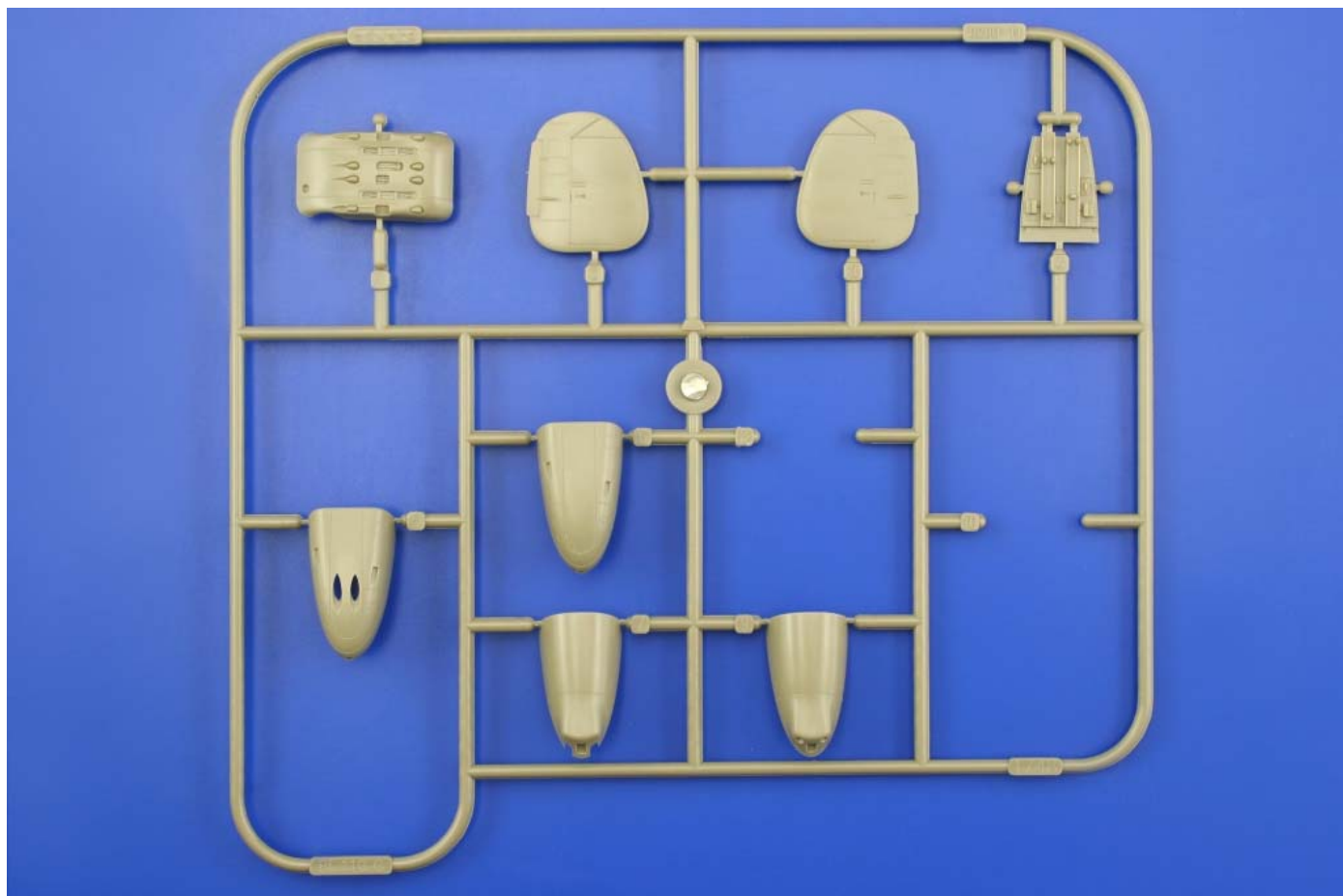
The KIT parts: (Examples of the sprues are shown. shown, not the entire contents.)



New sprues for this kit: First the Fuselage with exhaust shrouds.



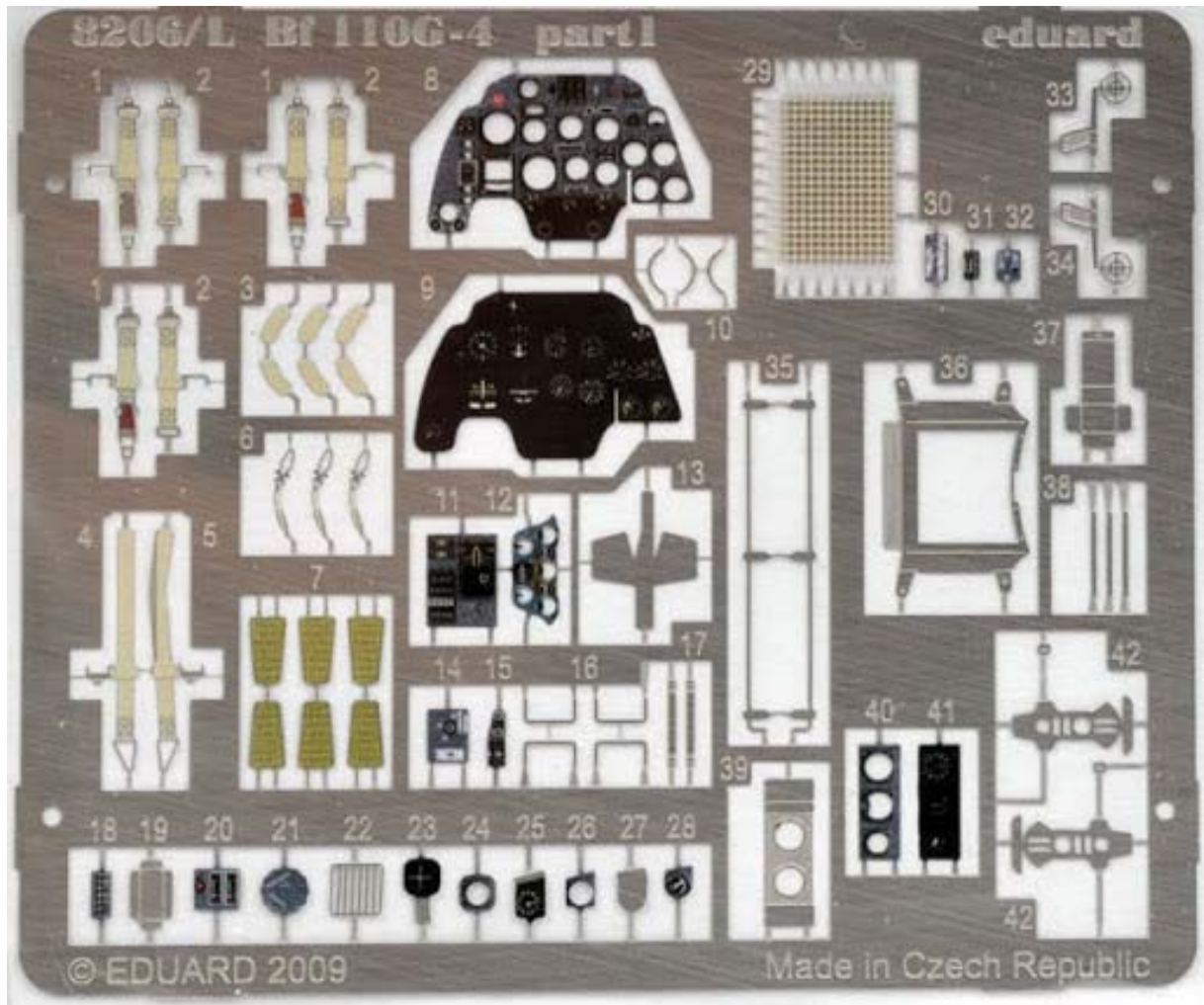
Next - Modified Fins and Rudders, Nose caps for new guns, Bomb-rack and Gun mounts. (The rudders have the enlarged trim tabs found on most (not all) G-4s



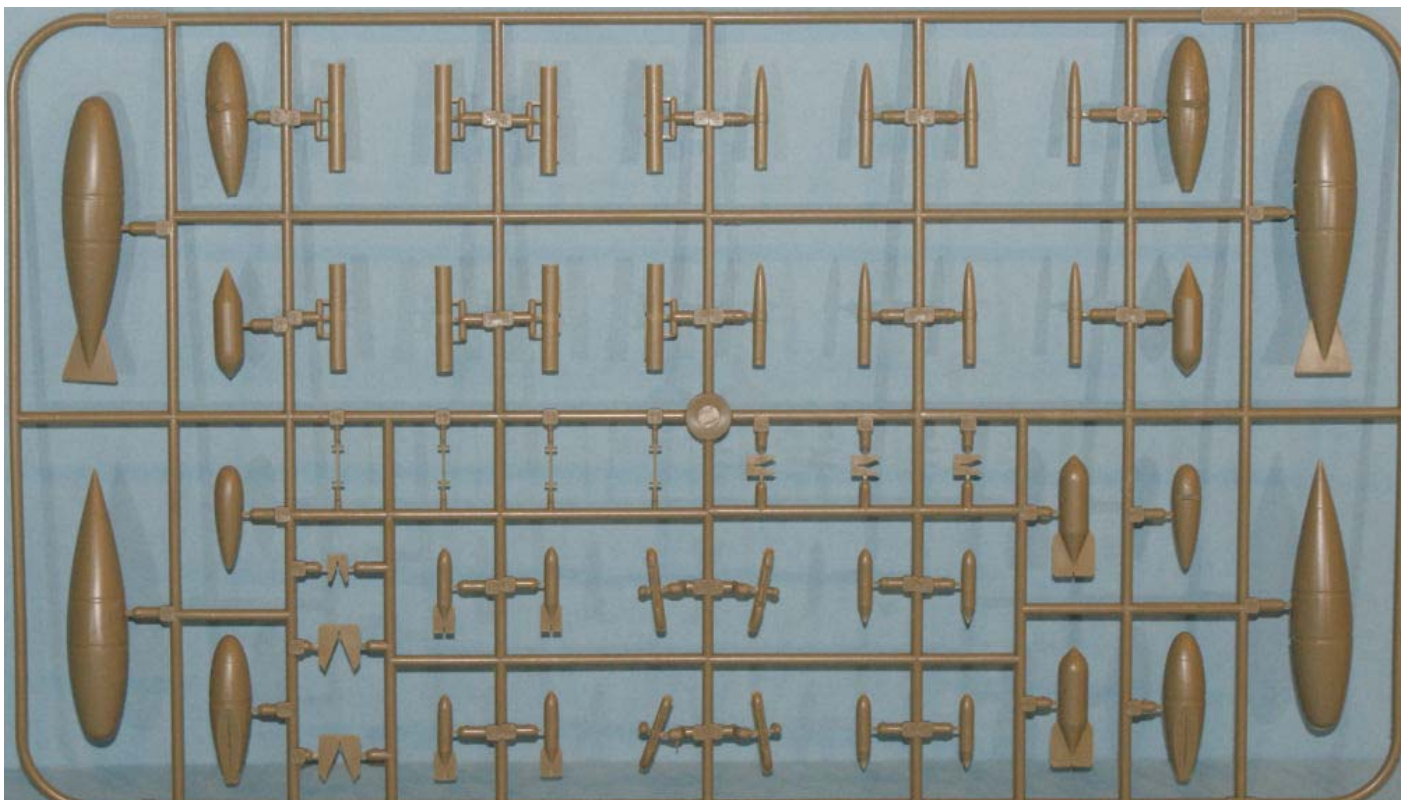
Clear parts: The Left Tree is new, the right standard.



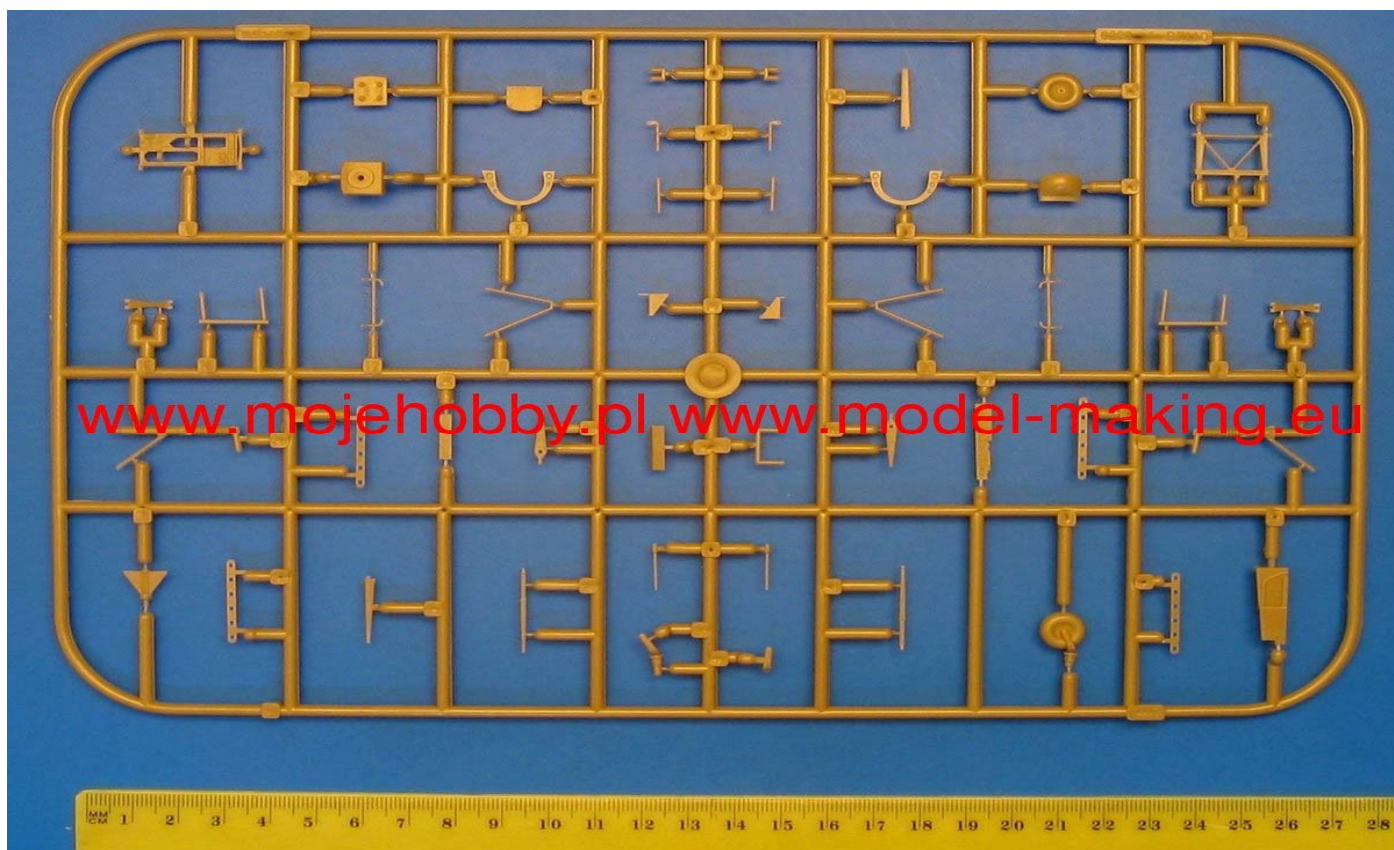
Obviously the interior coloured PE is new. The metal only external is standard.



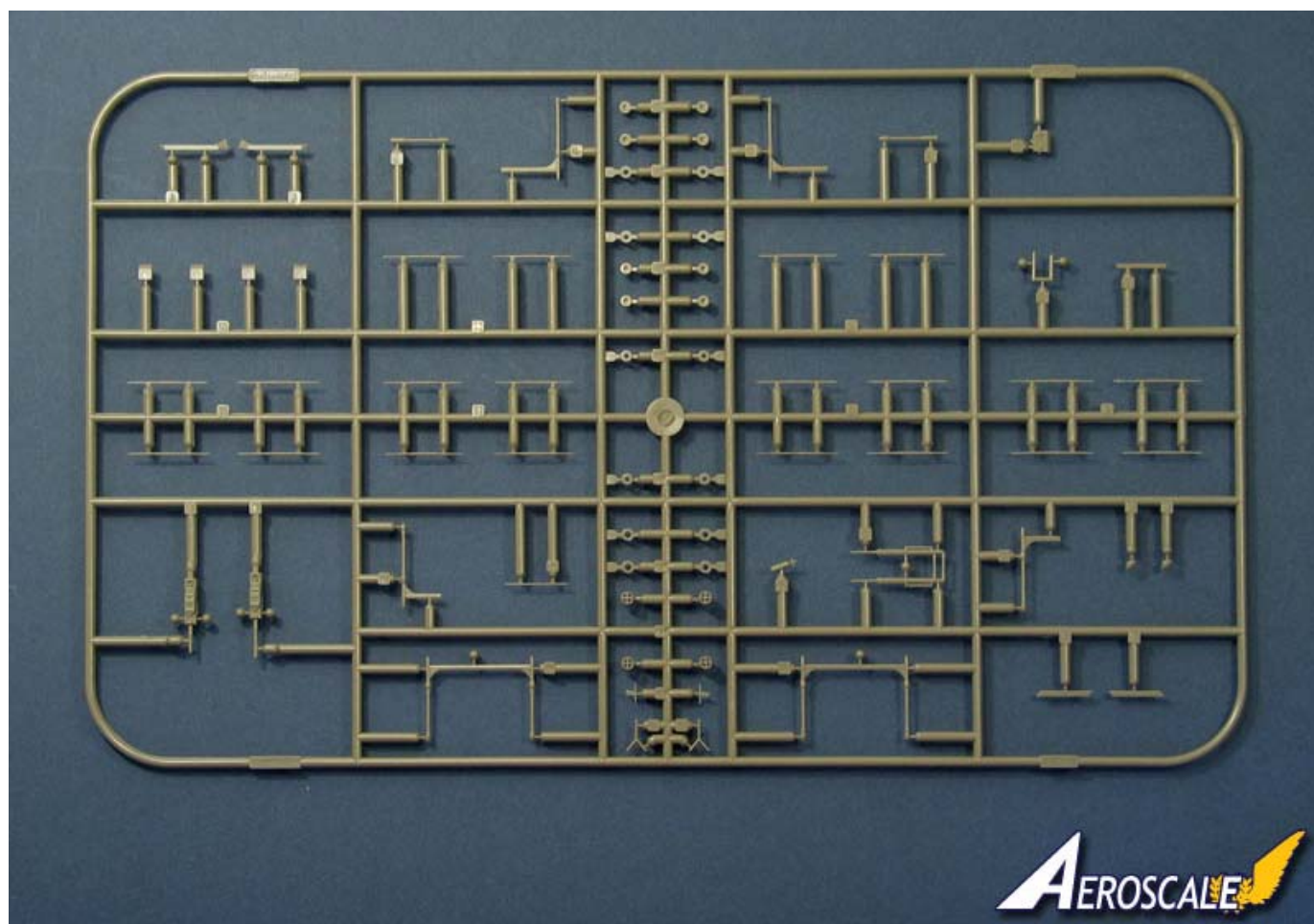
This is the kit standard sprue D. Only 4 parts are used here... The smaller ovoid drop tanks next to the largest 900litre tanks with fins in each corner. The rest are for your spares box!



Another standard sprue.



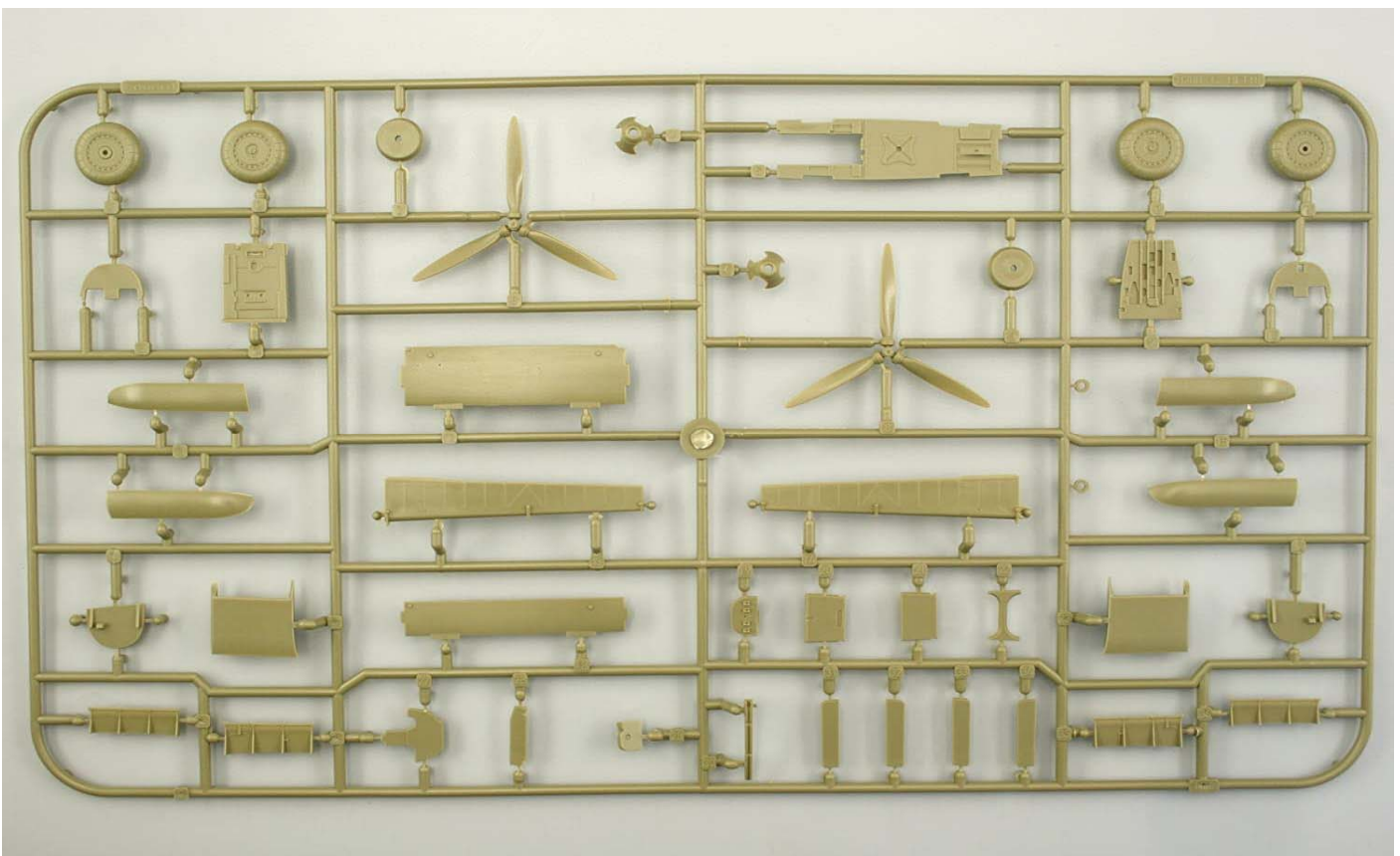
Sprue T, which as the weapons specific to this kit, and the Radar mounts and antennae. These are very delicate and maybe should have been bagged separately, rather than with other sprue trees.



Note that Eduard kindly show which radar fit belongs to which option: The L shaped mounts are for A,B and C while D had the earlier, Mounts with bracing struts between the Mounts.. They also show which option (A) had the diagonal slant to the aerials and which were vertically aligned. (Well done Eduard!!)

(A has slanted aerials, B, C and D are all vertically aligned. Even many decal manufacturers miss this detail, although most catch the differing mountings. They also include details of building the cockpit with or without the twin "Shrage-Musik" installation and which option to apply it to. All painting details are included, typically for Eduard, and each step is clearly pointed out, but can be quite "Busy", so the modeller needs to read them carefully before committing to glue.

This next sprue is also a standard issue in the kit, but there are some "Not for use" parts in it, notably the early styled thin Propellers, the early instrument panel and several cover and panels.



The instruction manual is the classic Eduard type with a potted history and pasts tree map inside followed by the instructions in Eduards standard style. 4 colour profiles and a Stencil guide round out the contents.

Bf 110G-4

8206

GERMAN WW II HEAVY FIGHTER 1:48 SCALE PLASTIC KIT



Messerschmitt Bf 110

The first pages of history for the famous Zerstörer Bf 110 were written at the end of 1934, when C-Amt RLM (the technical branch of the Reich's Air Ministry) issued a specification for a two seat, twin engine aircraft to fulfill a need within the Kampfzerstörer category. Submitted proposals came from Focke-Wulf (Fw 57), Henschel (Hs 124) and BFW (Messerschmitt Bf 110). In the spring of 1935, the RLM changed its thinking on the spec, and cancelled the universal Kampfzerstörer category in favor of two specific types, the Schnellbomber and the Zerstörer. The new concept of a heavy fighter of the RLM were best satisfied by the Messerschmitt design, which wasn't really dictated as much by the original specifications. The first prototype, the Bf 110 V1, first flew May 12, 1936, and the modified second prototype V2 was submitted to the Erprobungsstelle in Rechlin on January 14, 1937. Four development aircraft, A-01 to A-04, powered by JUMO 210Da engines, were delivered at the beginning of 1938. A production run of 45 Bf 110Bs began in July, powered by JUMO 210Ga engines, delivering some 500kW (680hp). At the end of 1938, the production line for the high performance DB 601 finally got going, and these were mounted into the first major Bf 110 version, the Bf 110C. The Bf 110C, as was the case with the Bf 110B, was armed with two MG FF cannon, mounted in the fuselage below the cockpit floor, four MG 17 machine guns mounted in the nose and one rear firing MG 15 machine gun manned by the gunner/radio operator. There was a crew of two. The Luftwaffe received a total of 169 Bf 110Cs by September, 1939. The first combat experience of the type in Norway and France uncovered a small operational radius, unsuitable for an escort fighter. The first attempt to remedy the shortcoming came in the form of a large, underfuselage conformal type external fuel tank, called the Dackelbauch. The Bf 110C-3, adapted to carry this tank, were redesignated D-0. Results were not entirely satisfactory with the D version, and so there was a reconstruction of the fuel system, after which aircraft of the D version carried two drop tanks under the wings, and a small oil tank under the fuselage. The Bf 110D also standardized a longer fuselage, by way of an extension at the rear carrying a life raft and other emergency survival gear. This was a feature also evident on some subsequent Bf 110Es, which were equipped with bomb racks under the fuselage and wings. The majority of Bf 110Es were powered by the DB 601N engines. The following Bf 110F received the DB 601F engines housed in reshaped nacelles, with newer, more rounded spinners, aerodynamic features taken from the Bf 109F. Upgrading efforts were noted in the armament as well, where the MG FF were replaced by MG 15s. Significant changes came with the Bf 110G, powered by new DB 605 engines. The rear firing MG 82Z double gun appeared on the G-2, and with the G-4 came the replacement of four forward firing machine guns with two 30mm MK 108 cannon. The G-4 also saw larger rudders mounted. The Bf 110 went through not only technical changes throughout its career, but also through a development of its operational use. It entered the war as a heavy escort and attack fighter. By the time of the Battle of Britain, it became apparent that the aircraft, in the role of escort fighter, had been pushing the envelope of its capabilities. On the contrary, as a defensive weapon against British bombers, the Bf 110 made an extremely good showing of itself, and remained a deadly foe through to the end of the war. The placement of RAF bombing operations within nighttime hours from 1941 brought the Bf 110 into the realm of nightfighting on the Western Front. On the Eastern Front, they excelled as fast fighter bombers. Their earlier role as a day attack fighter was still fulfilled not only on the Eastern Front (where they were employed throughout the war successfully even as the originally envisioned escort fighter), but also on the Western Front into the depths of the summer of 1944, where the role was abandoned primarily, and finally. As a nightfighter in the G-4 version, thanks to a heavy forward firing armament and radar, they soldiered on literally until the very end of the war. As such, it was the nightfighter role that would prove to be the most significant for the Bf 110 during the course of the Second World War.

www.mojehobby.pl www.model-making.eu

The Bf 110G-2 version

The evolution of the Bf 110 line was to continue in 1941 with the introduction of the Me 210, a result of the development of the original design coupled with combat experience. Major ongoing problems with the prototypes and unspectacular results in combat halted production of Me 210 at under 300. The role of the heavy fighter and fighter-bomber for the Luftwaffe would need to continue to be served by the Bf 110, calling for a list of changes and modifications. The installation of the newly developed DB 605 engines (1470hp at higher performance) allowed for the development of the stronger and aerodynamically refined 'G' version, represented in combat by the G-2 and G-4. Although the G-2 variant (Eduard Cat. No. 8205) found its role especially as a heavy day defender, the domain of the G-4 was that of the night fighter. The nocturnal air war over Germany in 1943 saw the RAF targeting German industry and logistical centres, The night fighter was a distinctive piece of equipment that found widespread use on both sides. The droning of RAF Lancs and Halifaxes was an almost nightly ritual over German cities, factories and harbors. Night fighting Mosquitoes were tasked with dispatching German defenders before they could intercept their bigger brothers. The Luftwaffe countered with a sophisticated system of radars and central facilities connected to the night fighters bases in a ground control intercept network. Night air combat was very different from that of day light dog fights not only due to physical conditions, but also through the necessary development of specialized tactics. Instead of aerobic maneuvering and jockeying, it became preferred to slowly position behind the target, get in close, and hit hard. Naturally, acquiring a target in low light presented the need for entirely new approaches on its own. Aircraft during this timeframe needed new armament combinations and electronic equipment to maximize usefulness. Generally, there was no great use for single-engine developments, although there were successful evolutions of the Bf 109 and Fw 190 in this role (Eduard Cat. No 1144). The bulk of that duty was carried out by twin engine types whose original role was either that of heavy day-fighter or, more likely, as bombers, such as the Bf 110 (Eduard Cat. No. 8206), Ju 88, Ju 188, He 219, Me 262 (Eduard 442.1), and others. The Bf 110G-4 was the most prolific of all of them. The required equipment for the G-4 was an on-board radar system, mainly the FuG 202, FuG 220, FuG 212 (+SN-2) and FuG 218. Part of the basic armament was often the installation of 30 mm MK 108 cannon in the nose, and 20 mm Schräge Musik cannon (slang term for 'Jazz Music', prohibited in Germany at that time) used when the target was above and slightly ahead of the attacking fighter. Although the Luftwaffe was unable to stop the RAF raids, which steadily increased until the end of the war, the Bf 110G-4 and their crews deserve great respect for their combat success.



6./NJG101, Fritzlar, 1945

CESKOU VERZI TEXTU MALEZNETE NA
www.eduard.com/info/photos/8206

The only other 1/48 kit of the Bf 110 G-4 that I am aware of is the now rather elderly (and somewhat inaccurate) "Revellogram" kit that dates back 30 years or so. I have built this one in the past and while it was good at the time, it could also prove "tricky with a notoriously awkward wing alignment. The version I built was by Promdeller... (this one) Was it a "Bad" kit? No. It was just a bit tricky and the information given for the marking options was shown to be out-dated... Would I build it again? Yes, if I have AM decals for it, of course. But Eduard's G-4 I have to say, does make this kit rather obsolete now. And that is my conclusion to this review....



RiBO Cordless Airbrush kit TM80S

By Lance Whitford



In the last few years there have been some innovations in the compressor field including the advent of USB charged cordless compressors. The largest consumers of airbrush products are found in the beauty industry and these cordless devices offer a very user-friendly for a range of products which I can hardly begin to comprehend. The initial designs looked like an aerosol can with an airbrush screwed on top.

These typically had a stop start switch to turn the compressor on or off. The next generation introduced a standby mode with the airflow being turned by depressing the trigger button of the attached airbrush which physically opened the air valve and started the compressor. The next innovation and one that interested me was the addition an air pressure switch that meant that the airbrush could be mounted on the can or alternatively connected via a standard 1/8th connector hose. I decided to buy one of these out of curiosity and another source of amusement in this locked down life we lead these days.

As can be seen from the photo above the compressor is surprisingly tiny. While some of the earlier compressors offered 2 pressure settings this one has a single pressure setting which is advertised at 30-32 PSI which I have no way of validating at present. Adjustable pressure is vital for fine spraying and fortunately there are easy solutions to this. There are a range of airbrush options to chose from that come packaged with this compressor. I went for one with a built-in MAC valve which gives total variability form zero to full available pressure. Another alternative is a quick change fitting with built in MAC valve. I find these slightly less convenient but they do the job just the same. Another benefit of this design is the capability to fit a moisture trap

Looking at what you get in the set it covers most bases from painting to the all important cleanup with a pictorial set instructions provided just in case.



On unpacking I was keen to see how well the compressor worked. Fortunately the batteries had an initial charge so I was able to try things out immediately. The compressor certainly does not have the oomph of my usual compressor but to be fair has enough pressure to spray most hobby paints, whether base coating or spraying fine details or anything in between.

As mentioned earlier the point of difference with this setup is the ability to attach your airbrush straight to the can or use a normal air hose. As far as pressure is concerned I detected very little difference in either mode.



Connection 1:
Connect with airbrush through hose



Connection 2:
Directly connect with airbrush

After the initial tests set the compressor aside and charged it up. Working time on full charge is quotes as between 1-2 hours and as I have not put it to that level of testing I can neither confirm nor deny those claims. The fact that the compressor only comes on when you want to spray must help minimize battery wastage considerably.

I added an in-line moisture trap and fitted a standard quick connect fitting on the business end and was keen to see if any of that affected the usable air pressure. I'm pleased to say that again there was no noticeable drop in pressure. The great thing about the connections, both direct and via the air hose is that they can connect to many common brands of air-brush including most Japanese types. I tried out a number of brushes to see how they faired. The brushes I tried included an Iwata HP CH, a Mr Hobby PS-270 and a number of generic Chinese



types and all performed well. All these brushes had nozzles in the range of 0.2mm—0.5mm which from my point of view covers most of the bases that the average modeller needs.

In summary, I wish these were available when I started out many eons ago. I had to use a Badger 200 with a tyre adapter until I could afford a 'real' compressor and this is a quantum leap forward from those days. I don't see this compressor replacing my permanent set up in any way but if I were starting out then this is a great way to get into airbrushing. The fact that you are not limited to using the airbrush that comes with the compressor provides plenty of opportunity to grow in terms of bigger, brighter and better airbrushes and compressors without breaking the bank. I also like the ability to use the compressor with a moisture trap as I have had bad experiences with Auckland humidity.

I will use this compressor for things beyond modelling applications just because of the portability and convenience factor. I am also considering using this setup in the fresh air when working with some of the more noxious primers that work so well. This type of paint is more than a match for my extractor fan and I'd rather keep it outside the man cave. I can see that if you are on the road it is not out of the question to pack this up and take it along for the ride.

Eduard 1/48 Messerschmitt Bf 109G-10 “Erla” (Weekend Edition)

By Brett Peacock



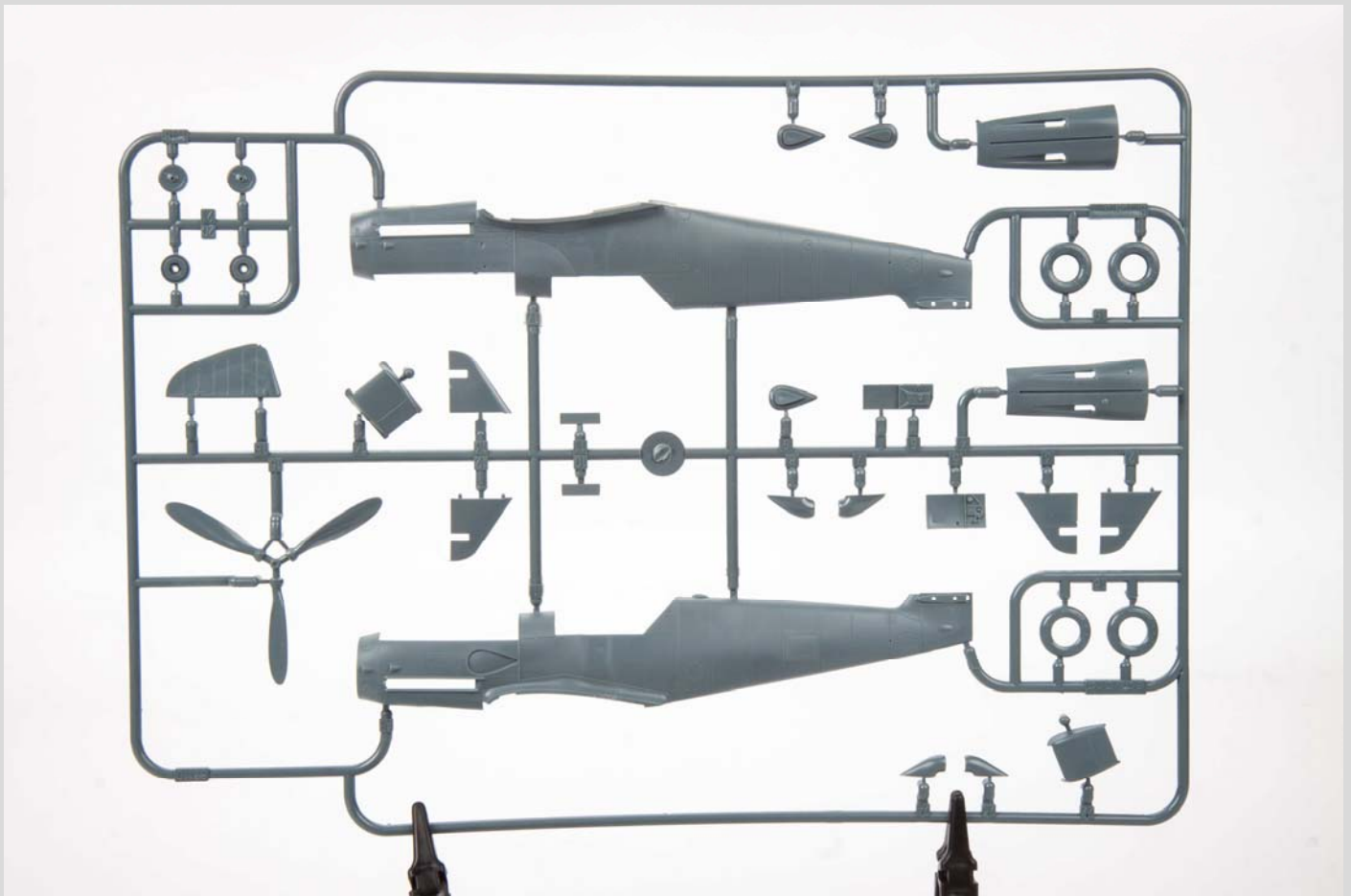
4 marking options: 3 Luftwaffe and 1 ANR Italian. Price \$55.00 from The Model Room in Papakura.

(Note: This kit was a recent (August 5th or thereabouts.) review on Hypoerscale by Brett Green.)

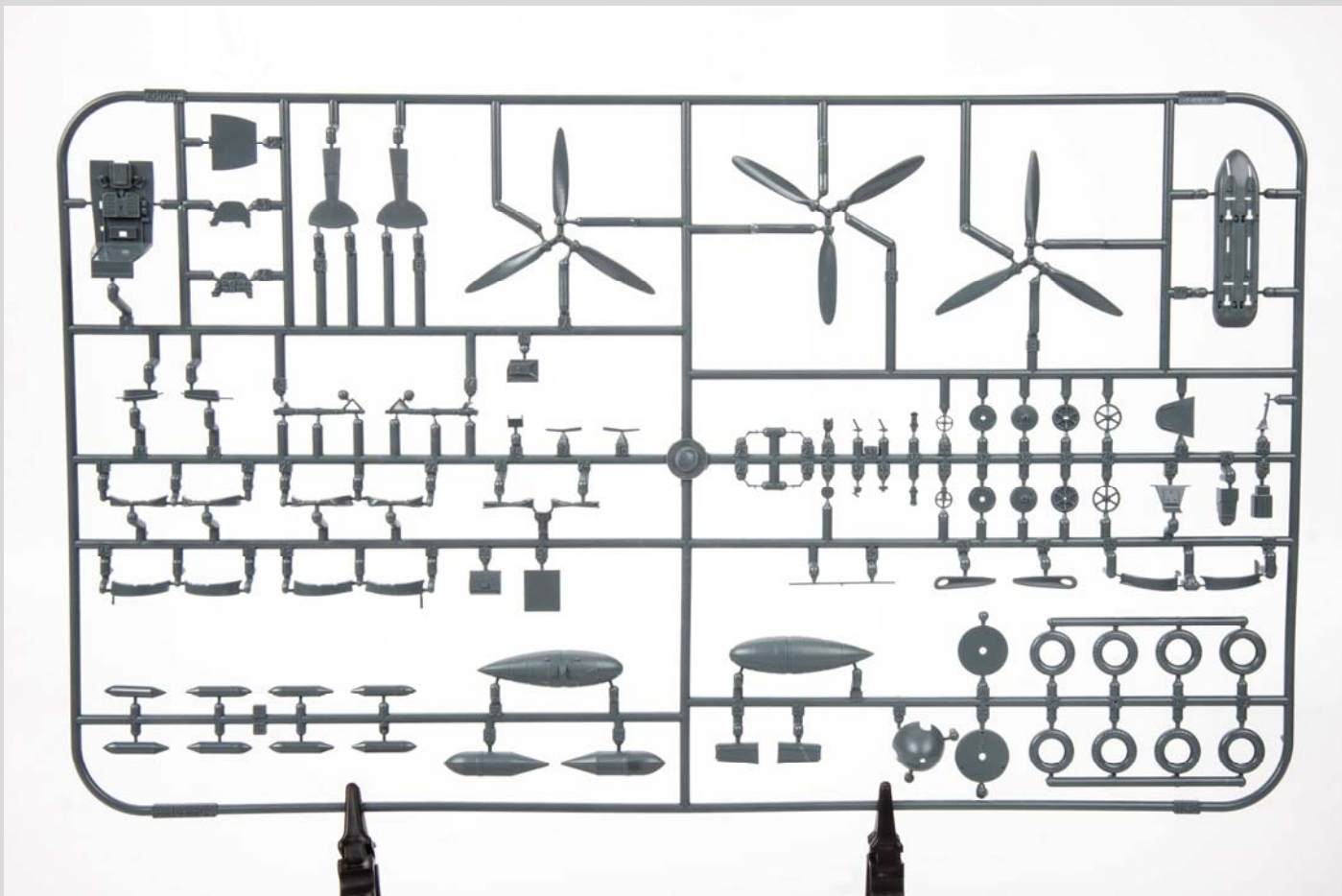
http://www.hyperscale.com/2021/reviews/kits/eduard84174reviewbg_1.htm

One of the outcomes of the unfortunate fire at the Eduard facility has been a stylish revamping of their boxes and the weekend Edition kits seem to have a small upgrade also. The Instructions are now on glossy colour paper, just like the Profipacks, and the number of marking options has also increased from 1 or 2 to 4. I do have to comment that the art on the new styled box is very, very nice indeed!

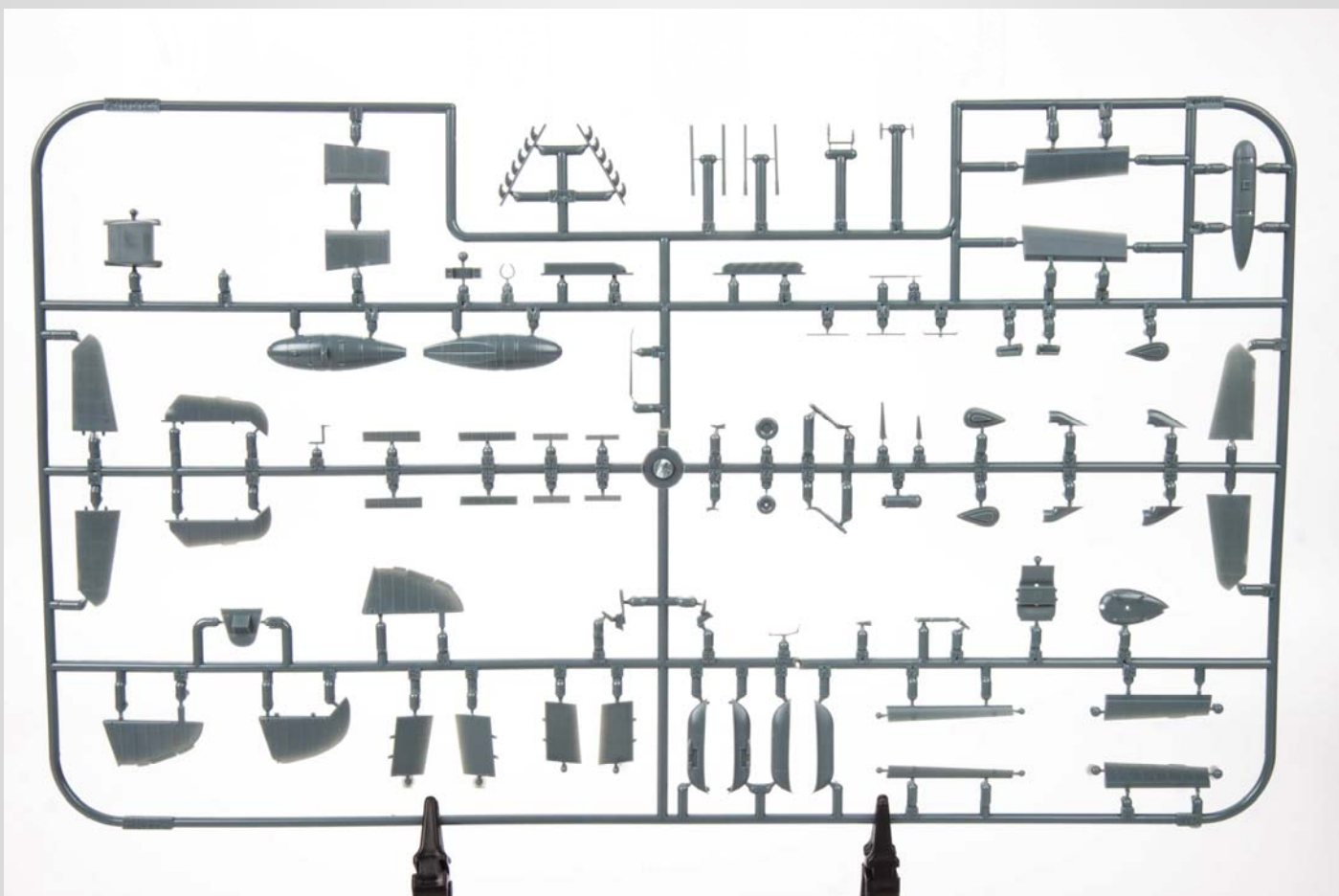
There are two new sprue trees in this boxing, one to cover the Erla made fuselage, and Eduard helpfully point out the major difference between this and the MTT Regensburg and WNF made G-10s – That being the lack of the forward nose bulges behind and under the spinner found on those others. The other “new sprue” is the standard 109G wing sprue with the kidney shaped wheel well bulges on the upper surfaces. (Many G-10s had the enlarged chordwise bulges, but that seems to have been a MTT and WNF feature.)



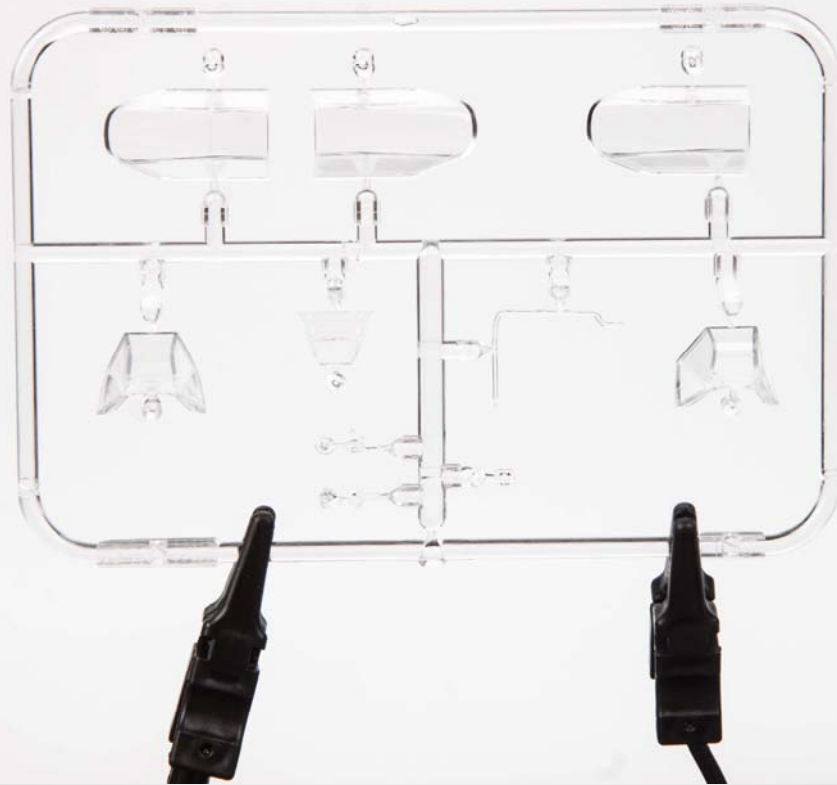
The other two grey sprues are where most of the spare parts are found as they cover general fittings found on most if not all 109Gs.



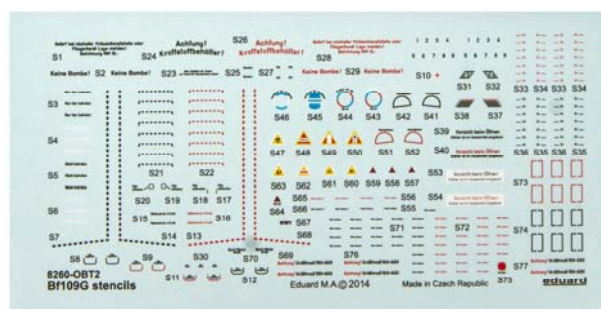
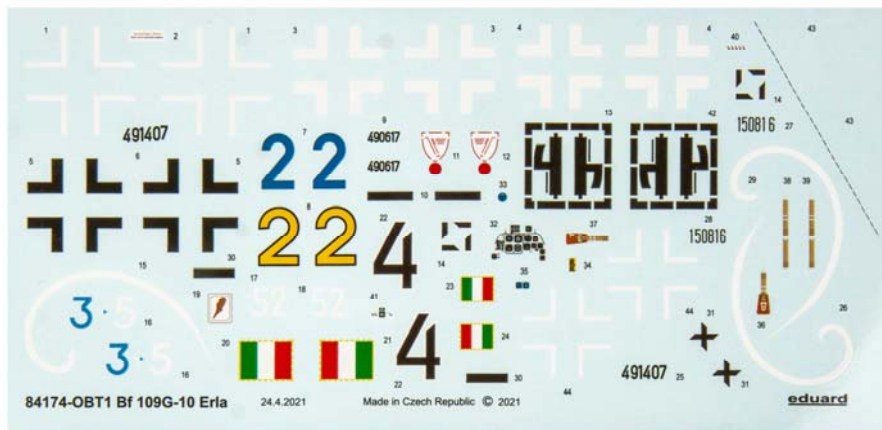
Note: None of the 3 propellers in the above image are used in this kit. The one for this kit is on the new Fuselage sprue.



The clear sprue features 3 "Erla Haube" canopies of which only one (The middle of the 3) is used. Again this sprue is found in other boxings of later war 109s.



Below are the two decals sheets – One is for stencilling data (Enough for 2 airframes!!) and the top sheet has the individual Aircraft marking options Parted out Hakenkreuzen are shown but my sample also had 2 complete Hakenkreuzen in the top right area (Partitioned by the dashed line) Seat belts are also provided as decals

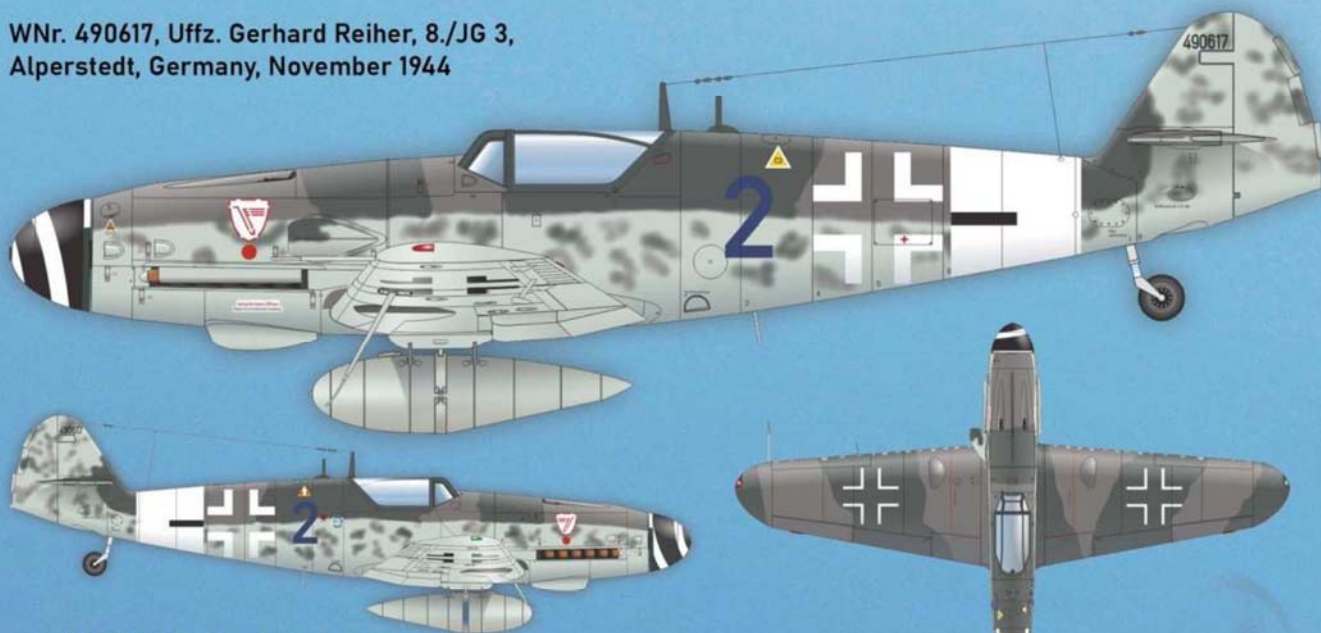


The marking Options:

WEEKEND
edition

eduard

W.Nr. 490617, Uffz. Gerhard Reiher, 8./JG 3,
Alperstedt, Germany, November 1944



Cat. No. 84174 @ eduard.com

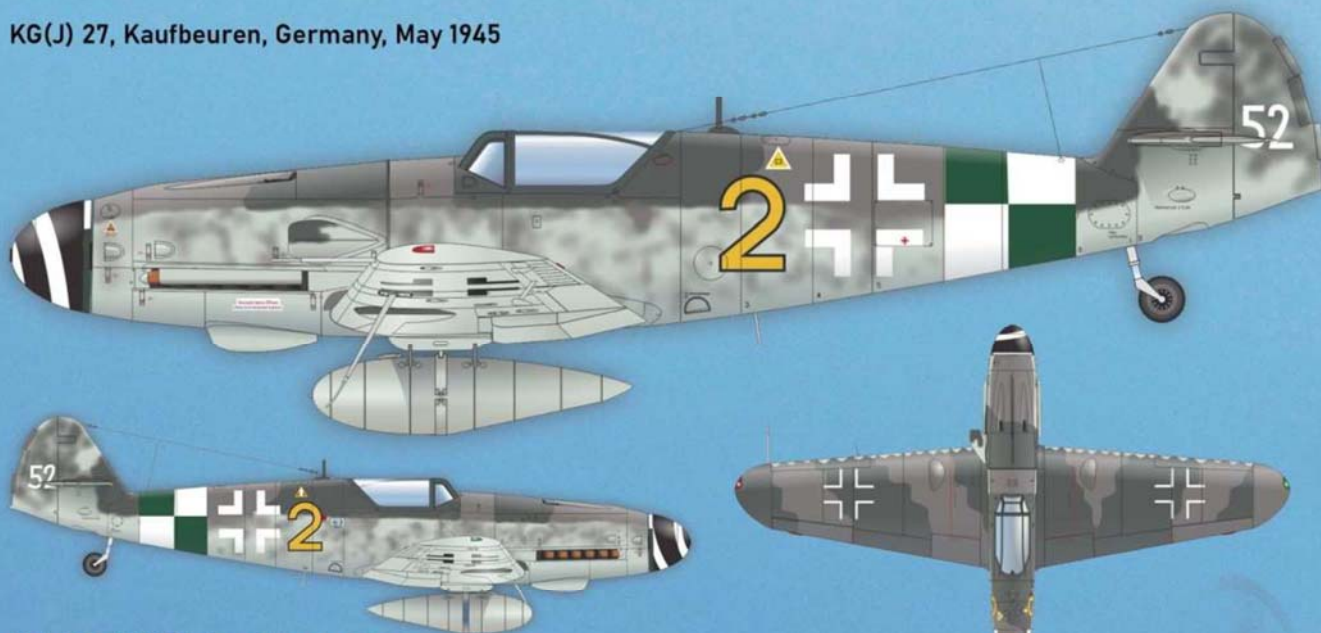
Bf 109G-10 Erla

1/48

WEEKEND
edition

eduard

KG(J) 27, Kaufbeuren, Germany, May 1945

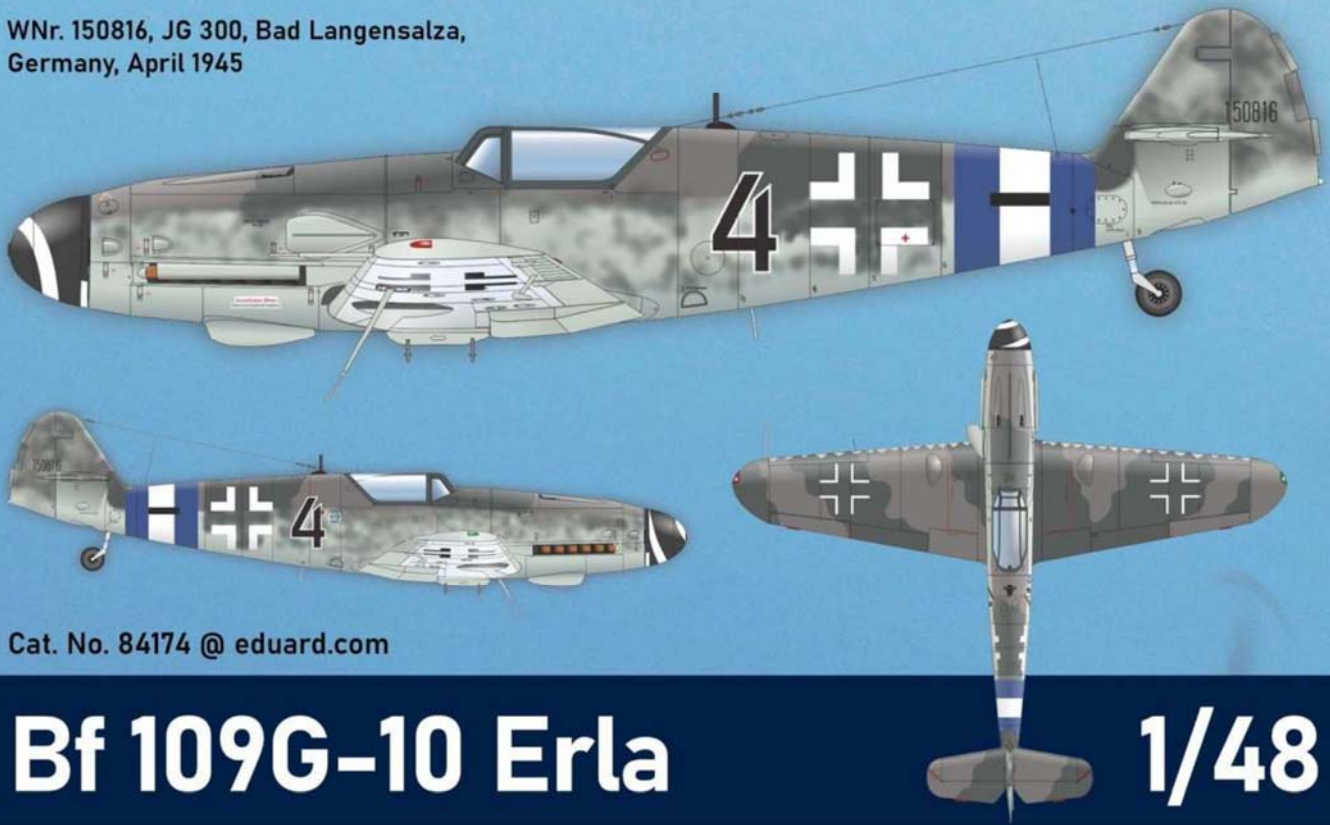


Cat. No. 84174 @ eduard.com

Bf 109G-10 Erla

1/48

W.Nr. 150816, JG 300, Bad Langensalza,
Germany, April 1945

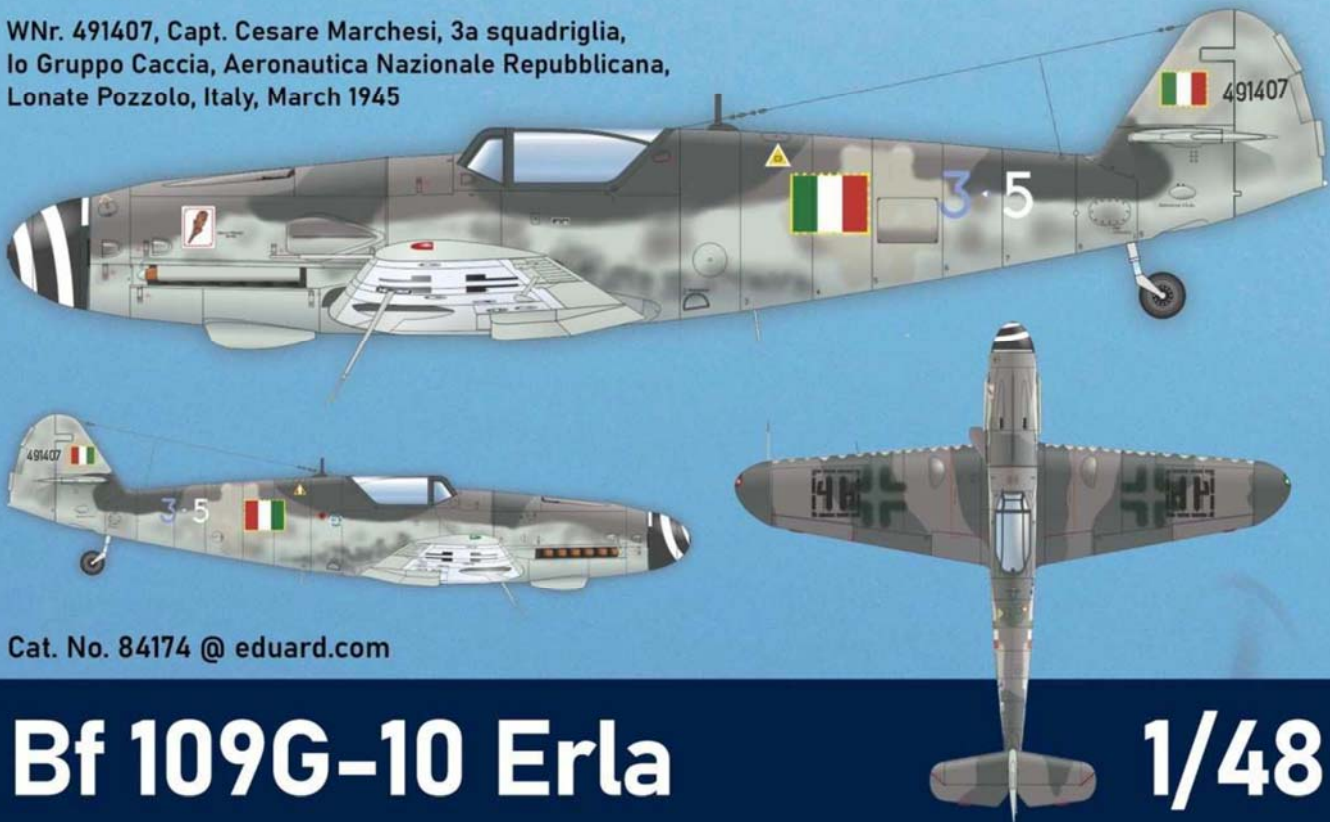


Cat. No. 84174 @ eduard.com

Bf 109G-10 Erla

1/48

W.Nr. 491407, Capt. Cesare Marchesi, 3a squadriglia,
Io Gruppo Caccia, Aeronautica Nazionale Repubblicana,
Lonate Pozzolo, Italy, March 1945



Cat. No. 84174 @ eduard.com

Bf 109G-10 Erla

1/48

One small note about the last option: Eduard say to paint out the Crosses on the upper wing with RLM 70 Black Green, but I am given to understand that it was more likely to be overpainted in Italian Dark Olive (Verde Oliva Scuro) as the fuselage crosses were painted out in Italian under-side Blue-Grey. However that information is now some years old and may have been superceded by new research.

Eduard have definitely "lifted" their game with the new style of "Weekend" kits, and at a mere \$55.00 to \$60.00 NZ (& in NZ!!), they are more likely to find new customers with the increased choice of markings to be found in each kit. (Consider the Tamiya 109G-6 is over \$85.00 and any Hasegawa 109 will set you back over \$60.00, currently - IF you can find it!)

Buy with confidence!



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.

