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NEXT MEETING

AIRBRUSHING AND MARMITE MASKING DEMO - Ever wondered what Marmite was REALLY invented for? Brett Sharman shows us that there are other uses for Marmite besides spreading on your toast...
Tuesday 20th April - 7.30pm
Leys Institute (upstairs)
20 Saint Marys Road, Ponsonby



F4U-1D Corsair

Loading 5" rockets, USS Bunker Hill, 1945

BUILD THE SAME PLANE CONTEST p2

COMMITTEE

- | | |
|------------------------------|---|
| • Chairman
Martin Short | • Members
John Watkins
Duncan Sue
Peter Harrison
Brett Sharman
Mike Rather |
| • Treasurer
Kevin Benson | |
| • Secretary
John Dryburgh | |

NEWSLETTER EDITOR

Craig Sargent (09)418 3934
craig.sargent@xtra.co.nz

ADDRESS

- **POSTAL**
C/- Kevin Benson
87 Point England Road
Point England, Auckland 1072
- **EMAIL**
ipmsauckland@gmail.com
- **WEB**
ipmsauckland.hobbyvista.com
- **YAHOO**
groups.yahoo.com/group/ipmsauckland

FROM THE EDITOR

Welcome to the first "Scale Mail" - the relaunch and new look format for the club newsletter.

It has been quite some time since I last did this, so excuse any speed bumps while I get back into the groove - i.e. there is no "On The Table Last Month" in this newsletter, as neither the outgoing, nor incumbent editors, or secretary did any note-taking at the AGM.

I've set some conditions to step back into the Editor position. I've specified that all newsletters were able to be sent electronically. Work and family commitments mean I don't have time to staple, fold, address and mail hard copies any more. Kevin Benson has stepped to the fore (again) and offered to do the two hard copies we still need to send for members without electronic means of communications.

Pete has regularly pointed out in the past

that it is club members' contributions that make this newsletter what it is. Please get out those hidden talents you all have lying dormant and get an article written. Even if you write it the old fashioned way using ink and tree by-products, I can easily transpose it to an electronic format to be disseminated via the copper (or fibre if you are lucky enough).

Thanks also to Pete for his time in the role, it seems we have been playing tag team on and off for some time, but like Pete, when the time comes for me to pass this mantle next time (whenever that may be), I'll be declaring my retirement as newsletter editor.

Many thanks also to Mike Rather for the time and effort he has put into helping me with the graphical redesign and layout of the new look newsletter.

Craig

UPCOMING EVENTS

IPMS Nationals 2010

These will be held in Christchurch on the weekend of 2 – 3 October. Further updates will be advised as they are received from the organisers.

Model-X 2010

We will have the usual club stand at Model-X again this year. Bob Cox has further details.

UPCOMING MEETINGS

MAY – “Battle of France” theme / Quiz night

JUNE – “Korean War” theme / Specialist tools demo by Craig Sargent

JULY – Weathering workshop with Brett Sharman

AUGUST – Build the Same Plane finishes

SEPTEMBER – “Battle of Britain” theme / Sea bases demo by Pete Randall

OCTOBER – Working with resin detail sets with Craig Sargent

NOVEMBER – “Battle of France” theme / Resin casting with Henry Ludlam

DECEMBER – Group build “Animal Theme” finishes / Club Champ

IMPORTANT REMINDER

It’s that time of year again, and annual subs are now due. The schedule of fees is as shown below:

Membership	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

BUILD THE SAME PLANE CONTEST

“Build The Same Plane” contest kicked off in February and runs until August club night. Build any scale F4U Corsair you want to and build it how you want to; out of the box; highly modified; excessively detailed; what-if; warbird; raceplane; combat veteran – the choice is yours.

There is no shortage of markings options as the aircraft was flown by the following countries/units:

Argentina

El Salvador

France

Honduras

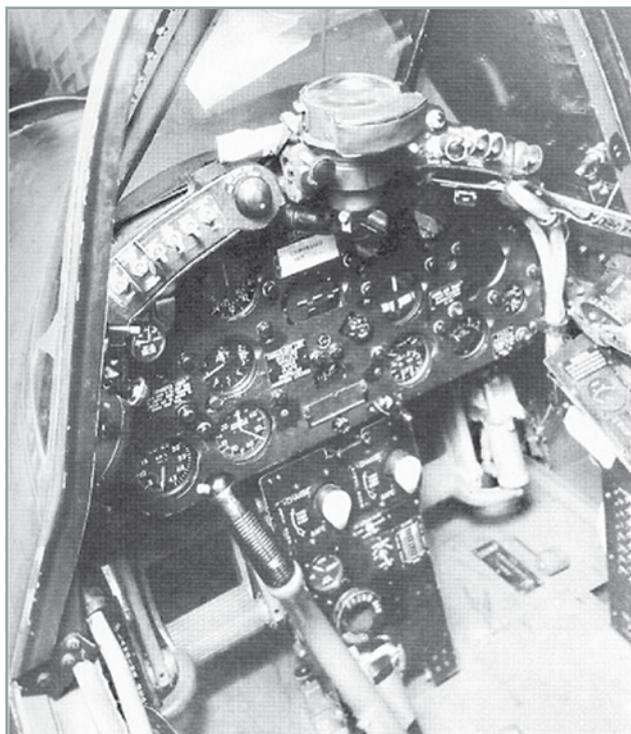
New Zealand (13 RNZAF squadrons)

Royal Navy Fleet Air Arm

US Navy

US Marine Corps

Bring your Corsair along as you progress so everyone can see how you are going.



F4U-Corsair

F4U CORSAIR - INTERIOR COLOURS By William Reece

F4U-1 Birdcage Corsair

Cockpit: Well this is tricky - the best evidence is black. Photos of F4U-1s taken at the time show the cockpits as being a very dark colour. The F4U-1 Erection & Maintenance manual calls for Dull Dark Green. Photos and some wrecks show flat black. A photo of 'Pappy' Boyington in Bruce Gamble's book, *The Black Sheep*, shows him sitting in a Birdcage with a black armour plate and upper seat. This a/c also has no headrest.

All other areas of the F4U-1 Birdcage Corsair would normally be 'Salmon'. Salmon is a pale pinkish/brown primer made by mixing Indian Red pigment with Zinc Chromate Yellow. The closest Munsell match is 2.5 YR 6/8, or between FS 32276 and FS 32356. This colour was applied to the whole F4U before the final camouflage finish. The landing gear bays were this colour. The insides of the main gear doors were Light Gray. Sometimes this was only over spray over the Salmon. Note: there were canvas covers on the inner and outer wheel bays that were

either Olive Drab, or Light Gray. The closest paint that I have found to the Salmon samples in my possession is PollyScale Railroad, Southern Pacific Daylight Orange.

The Erection & Maintenance manual calls for the wheel bays, engine cowling and accessory cowlings to be painted in Non-Specular Light Gray to match the underside of the aircraft. Recovered wrecks show these areas to be Salmon. Colour photos show the cowling interior to be Non-Specular Light Gray.

F4U-1A Corsair

Cockpit: FS 34151 Interior Green. All other areas of the F4U-1A were Zinc Chromate Yellow, FS 33481. Early F4U-1A's may have been Salmon. Landing gear: Light Gray or Aluminium Lacquer. This was true well into the F4U-4 production. Some a/c may have had Insignia white landing gear after overhaul or repaint.

F4U-1D Corsair

Cockpit: FS 34151 Interior Green. The

area above the consoles was black. This matches the Navy's directives at the time very well. Inside of the wheel bays and engine cowling were also Interior Green FS 34151. Wheel bays could have been Zinc Chromate Yellow, FS 33481. Landing gear was Light Gull Gray or Aluminium Lacquer. After overhaul aircraft could have had the landing gear, wheel centres and wheel bays painted Glossy Sea Blue.

F4U-4/5 Corsair

Cockpit: FS 34151 Interior Green. The area above the consoles was black. Inside of the engine cowling was Zinc Chromate Yellow, Interior Green or possibly Flat Black with the area ahead of the cylinder seal in Glossy Sea Blue. All other visible areas were Glossy Dark Sea Blue similar to the F6F-5. Landing Gear: Aluminium Lacquer or Light Gray. After overhaul aircraft could have had the landing gear, wheel centres and wheel bays painted Glossy Sea Blue.

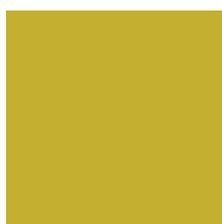


F4U CORSAIR - INTERIOR MODEL PAINT COLOURS By Craig Sargent

Zinc Chromate

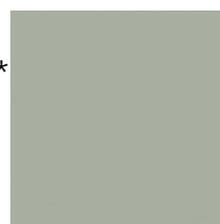
In its 'raw' colour, Zinc Chromate is yellow.

Humbrol 81
Mr Color H352
Tamiya XF-4
Xtracolor X408



Non-Specular Light Gray

Gunze H315
Humbrol 129 \ 183*
Mr Color H315
Tamiya XF-20
Xtracolor X13



Salmon Pink

Salmon Pink primer was raw Zinc Chromate with a red tint.

Gunze H29



Gloss Sea Blue

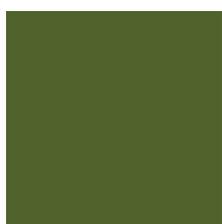
Gunze H54
Humbrol 77
Tamiya X-3 / XF-17
Xtracolor X121



Interior Green

Interior Green primer was raw Zinc Chromate with a black tint.

Gunze H58
Humbrol 151*
Mr color H351 \ H27
Tamiya X-28
Xtracolor X117



* Discontinued colour

MONOGRAM 1/72 NORTH AMERICAN F-82 TWIN MUSTANG

By Mark Davies



Background

The F-82 Twin Mustang came about to meet the need for a very long range escort fighter with performance on par with current single seat designs. At the time the longest ranged USAAF fighters were the P-38 Lightning and P-51D Mustang with ranges in the order of 2,000 miles. What was needed was a range of around 3,500 miles in order to escort long range bombing missions against Japan.

North American opted for the twin-Mustang design to provide a twin engine airframe without the additional of drag of two engine nacelles and one fuselage as per most conventional twins, or fuselage nacelle and two fuselages as with the P-38. It also had the benefit of providing for a second pilot to help cope with the lengthy missions envisaged (although the starboard second pilot's cockpit only had basic flight instrumentation).

The design was based on the prototype P-51F Lightweight Mustang (the F variant was to give rise to the post-war production P-51H). An additional fuselage section 57" long was inserted behind the cockpits to cater for additional fuel tanks and other equipment. The P-51F's wing panels were used without the gun bays for the outer wings, and new wing and tail centre sections were incorporated. The wing centre section carried the gun armament. Hard points for 4,000 lbs. of underwing ordnance plus rocket launchers were also installed. With four 110-gallon drop-tanks P-82A had a range of over 3,400 miles, and its top speed was some 30-mph faster than a P-51D at 468 mph.

The P-82 did not see service in WW2, and post-war it became the F-82. Its initial Packard Merlin engines were replaced on later versions with Allison engines because the USAF did not wish to pay a US\$6,000 license fee to Rolls Royce for each Merlin

produced. The Allison engine proved less reliable than the Merlin, and often had to have all spark plugs changed after each flight due to fouling.

The F-82 was mainly used as an all-weather interceptor and intruder. The use of a long bulbous radome ensured the radar scanned ahead of any interference from the twin props. The F-82 saw useful service in the Korean War but was phased out of service in favour of later jet types.

The Kit

The Monogram kit of the F-82 is an old one, and was one of the first Monogram kit I acquired when returning to the hobby about 12 years ago (prior to that mine was mainly a childhood experience of Airfix, Revell GB and Frog kits). I have seen a another kit of the F-82 which I recall looked like an inferior copy of the Monogram kit - I think it was Hobbycraft or possibly Kitech brand.



The kit is quite crisply moulded with fairly prominent raised surface detail. Although a bit basic the cockpit interiors are probably better than many from 1960's and 70's. They have smooth instrument panels for instrumentation decals, gun sight, floors and seats, some radio gear behind the head armour, control columns and faintly raised outlines on the fuselage sidewalls which can be made to stand out with careful painting. Main wheel well detail is above average and the six-.50 cal Brownings with their ammo supply can be displayed under a removable panel in the centre wing section.

The worst part of the kit is the unrealistic and slightly cumbersome mechanism to enable the canopies to slide open. Added to this are rather thick, and in my case slightly discoloured clear plastic (plus a cracked windscreen as it happens).

I can't comment on the kit's decals, as mine was second hand kit without

them. But generally in my experience old Monogram decals look dreadful and I have never used any. The instructions were quite adequate for the task of completing the kit, which included the option of no radome and Christmas tree rocket launchers and rockets, as well as two drop-tanks.

The Build

I'd waited a long time to build this kit, and had originally planned to put a lot of effort into it. However I was being pushed for time on a twin-engine group build I was participating in. I was building a Trumpeter Wellington GR XIV for this but was concerned I would not finish on time, and needed a quick-build twin as a back-up project.

I had a look through my stash for an interesting and simple to build twin-engine job I could sling together quickly. The Monogram F-82 seemed a good subject, as it was simple to build, and would need just one overall colour. The decider was that I had some Falcon Canopies and Super Scale decals with a colourful markings option.

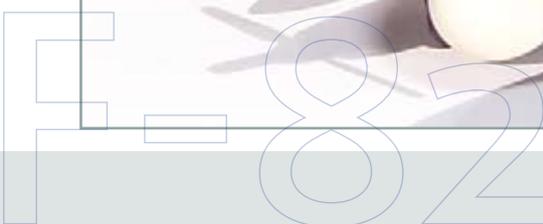
I ran with the kit cockpit interiors but made two radarscope hoods for

the 2nd pilot, and used the Super Scale instrument decals. Some AML PE set belts were added to dress the seats, and the slots for the sliding canopies were filled in. Assembly was a breeze with the fit of parts being generally very good. The only tricky fits I found were the very front of the fuselages where the props mount. Here the kit has an insert for the prop to mount in that also forms the upper part of the nose intakes, and the fit was a bit indifferent. Also the prop spinners and their base plates needed some fairing in with filler. The Falcon canopies were easily dealt with and were a definite improvement over the kit items. The decals proved good to use despite some fairly large pieces (the medium blue under the stars is part of the decal).

Conclusion

This was a rushed build and an even more rushed paint job. As it happens I finished my Wellington in time for my group build. As things stand the kit probably deserved a less rushed and more focussed effort, but it looks ok in the middle of one of my display cabinets.

Still the best 1/72 kit of the F-82, I'm sure the Monogram kit could be built into something really good with some extra effort.



CZECH MASTER RESIN (CMR) 1/72 DE HAVILLAND VAMPIRE F.3

By Mark Davies



Contents & Media

48 x cream resin airframe parts, 7 x black resin undercarriage parts, 1 x clear resin nose transparency, 1 x Eduard coloured photo-etch (PE) fret of 33 parts, 2 x vac-from acetate canopies & 1 x Eduard pre-cut mask, decals for 9 aircraft



Background

The Vampire was Britain's second production jet fighter. It came into service just a little too late to see action in WW2, but became a huge export success serving in a variety of roles and versions.

The Vampire Mk.I had an endurance of around 45 minutes. The F.3 was the second operational version of the Vampire, and developed to improve on this limited endurance. This

was achieved by the adoption of a long-range wing with more internal tankage and the ability to carry drop-tanks. These changes extended endurance up to 3 hours and 20 minutes, depending on mission profile.

However the drop-tanks were found to cause some stability problems. This led to a change in tailplane design from the Mk.I. The fin shape was made rounded and increased

in chord by 4.5", and the horizontal stabiliser was reduced in chord by 1.5" and lowered slightly. Bullet-shaped fairings were also added to smooth out buffeting around the junction of the vertical and horizontal tail surfaces. The opportunity was taken to fit the more powerful Goblin 2 that increased static thrust by 200 lbs. compared with the Goblin .1

In all, 202 Vampire F.3s were built.

The Kit

I'm unaware of the Vampire F.3 being offered in 1/72 scale previously. It seems CMR will offer all of the major operational versions of the Vampire family, and so, this is a very welcome kit.

The kit comes packaged in CMR's now standard sturdy top opening box. The parts and decals are in heat sealed plastic bags, which in turn are sealed in a further bag with the instructions and photo-walkaround. The straightforward instructions consist of double-sided A4 pages. The parts map and constructional illustrations are very clear and easy to follow. More double-sided pages give comprehensive colours and markings plans. Colour notes and other written instructions are in English. Five more double-sided pages provide an excellent photo walkaround focused on various detail aspects of the aircraft.

The kit's resin parts are in CMR's usual cream resin, and very nicely moulded with minimal presence of pinholes. A little flash is evident in a couple of places, but this can

be removed easily and in seconds. There is a choice of fuselages to accommodate the RCAF version with a clear panel just forward of the windscreen (provided as a clear resin part that will benefit from a little polishing and some Future/Clear).

This clear panel was associated with the Canadian direction finding (DF) equipment fitted. I don't know why it was transparent, although I have seen DF loops enclosed by transparent teardrop fairings on some WW2 bomber photos. Perhaps a plastic type material conducive to the passage of radio waves was needed, and clear Perspex fitted the bill.

The undercarriage is in a black resin that provides greater strength than the cream resin for fine weight-bearing parts.

The kit is awash with detail. Considerable attention to detail has been paid to the cockpit, wheel wells and flap bays. Detail levels are further enhanced by the pre-coloured Eduard PE set provided.

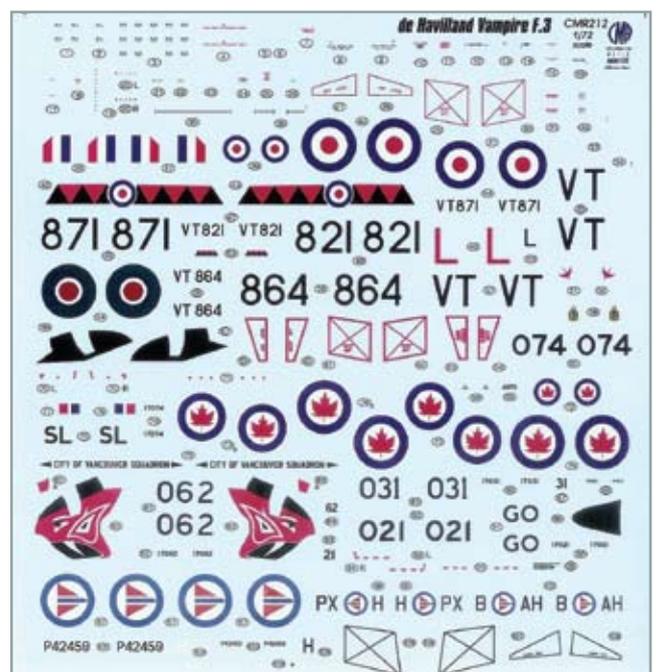
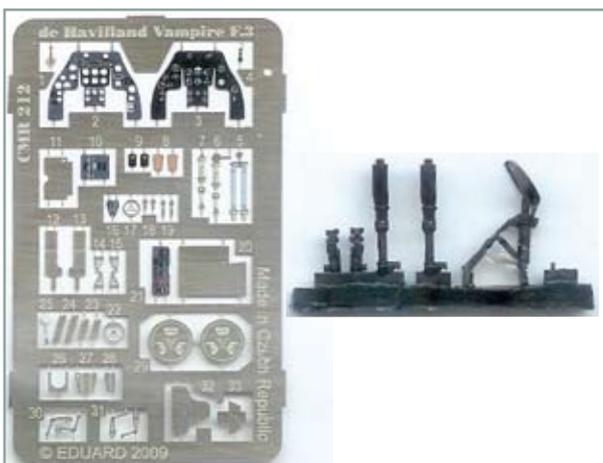
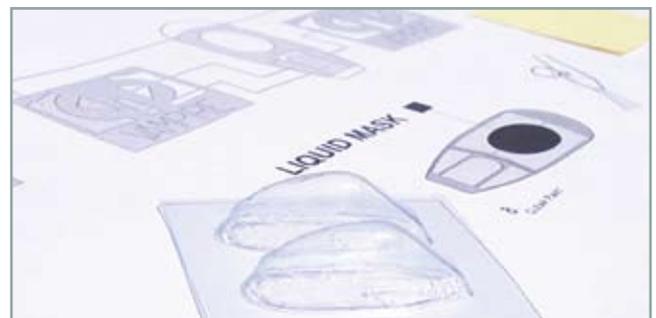
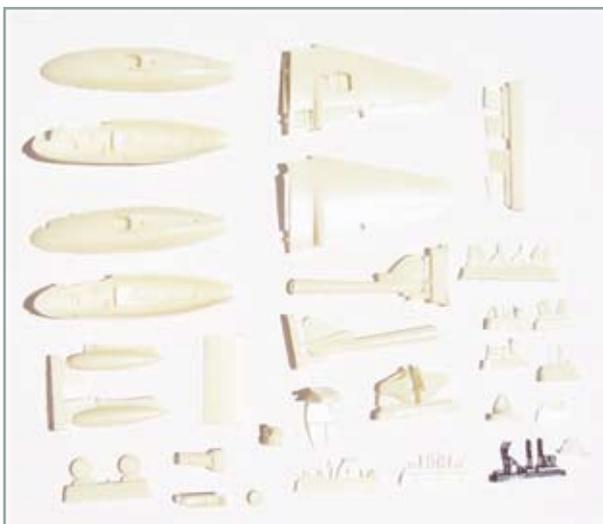
Two copies of the canopy provide for

assurance or practice when cutting out. They come with an Eduard pre-cut mask which simply serves to make life easy when it comes to painting.

Decals are typical of CMR, being well registered and suggest good opacity. Based on past experience they should be very good to use; but like most Czech decals they will be quite thin and need to be floated into position, as they tend to adhere extremely well once there is no fluid under them. Markings for three RAF, four RCAF and one Norwegian AF schemes are included. All have silver airframes, but most still have some distinct splashes of colour through squadron bars, hi-visibility and other markings.

Conclusion

This is a superbly executed kit. Despite its tiny details and twin-boom layout it should go together in a straightforward manner. Suited to modellers with some resin and multimedia experience. A superb kit and highly recommended.



ON THE TABLE

Images of models on the table at the last meeting.
Details are noted where known.



Accurate Miniatures 1/48 F3F-3 by Barry Burton



Hasegawa 1/48 F-8D Crusader conversion by Craig Sargent



Italeri 1/48 Gripen by Colin Griffin



Amour by Gary Boxall



Amour by Gary Boxall



Amour by Gary Boxall

ON THE TABLE



Tamiya 1/48 F-84 by Graeme Manson



1/72 Whirlwind by Henry Ludlam



Fujimi 1/72 F/A-18A Hornet RAAF by Henry Ludlam



Airfix 1/48 Buccaneer by John Darlington



Hasegawa 1/20 Testa Rossa 250 by John Darlington
(check out the hand painted pin striping)



1/32 Air America Iroquois by Jonathan Squires

ON THE TABLE



1/72 Gloster Whittle Pioneer jet by John Watkins



1/35 tank by Lance Whitford



Kinetic 1/48 E-2C Hawkeye by Peter Vander Schaff

