



SCALE-MAIL

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NEXT MEETING

This month marks the 70th anniversary of the German invasion of France and the Low Countries. Bring along any model you have that fits the theme. Are you smarter than Homer Simpson? Martin will also be running a quiz night where you get to test your knowledge of all things model, military and general. Tuesday 18th May - 7.30pm
Leys Institute (upstairs)
20 Saint Marys Road, Ponsonby

COMMITTEE

- | | |
|------------------------------|---|
| • Chairman
Martin Short | • Members
John Watkins
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Captured Amoit 143 in occupied France, 1940



"BATTLE OF FRANCE" THEME AND QUIZ NIGHT

FROM THE CHAIRMAN

Tasty model releases still seem to be coming thick and fast, with some of the most desirable coming out of Eastern Europe - at least for a 72nd thrasher like me. I was able to drool over the latest AZ catalogue the other day, a P-47B to look forward to, the inevitable expansion of their Spitfire range, Supermarine Attackers, a Wildebeest, and Handley Page Harrows, to mention but a few... the latter really tickles my fancy

The theme night for this coming Tuesday is "Battle for France", so dust off your

Somuas and Char Bs, your Moraine MS406s and Fairey Battles, etc.

There will also be a quiz, so pack your thinking cap as well.

Lastly, there are still a few helpers needed for Model-X and Tuesday is your last chance to put your name down to help man the club display. It is always a fun day and you get free entry as an exhibitor.

See you Tuesday. Cheers,

Martin

FROM THE EDITOR

Thanks for all of the positive feedback from members, indeed from around the world, on the new look newsletter. Onwards and upwards. Spent a very enjoyable morning last weekend with my 3 year old daughter at the Auckland War Memorial Museum. She was intrigued by the red poppies she saw everyone wearing on ANZAC Day and wanted to know more.

The same weekend was also spent viewing the first of the DVD box set of the old BBC TV series "Wings" which aired on TV here nearly 35 years ago. I remember being allowed to stay up a bit later and watch the exploits of Sgt Farmer and co, against the Hun.

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 over Queen's Birthday weekend, June 5 – 7. Please see Bob Cox to let him know when you are able to help out. More

volunteers to man the stand are needed, as well as to supervise the building of kits by children. We will be having the build-a-kit sessions for children again this year courtesy of Thomas Holdsworths.

UPCOMING MEETINGS

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 – 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

VALOM 1/72 BRISTOL BUCKINGHAM B.1

By Mark Davies



Contents & Media

84 x grey styrene airframe parts, 7 x clear styrene canopy parts, 2 x grey resin engines, 1 x Photo Etch (PE) fret of small details, and decals for one aircraft.

Background

The Type 163 Buckingham was Bristol's response to specification B2/41, which was one of a line of specifications seeking a replacement for the Bristol Blenheim (which was well past its use-by-date in 1941). Prior to this Bristol had been working on their Type 159, a bomber development of the Beaufighter – which of course was a fighter development of their Beaufort torpedo bomber. This progressed to the Type 161, and then continuing specification changes with a multi-role flavour led to the Type 162 that was to be called the Beaumont. The Beaumont never progressed beyond being a design concept, as it had become too heavy for the power of the two Hercules engines specified. Therefore development moved onto the Type 163 powered by Centaurus engines and was called Buckingham. This design was proceeded with and first flew in February 1943.

As it turned out the Mosquito could do most things the Buckingham was required for, and faster with two fewer crew members.

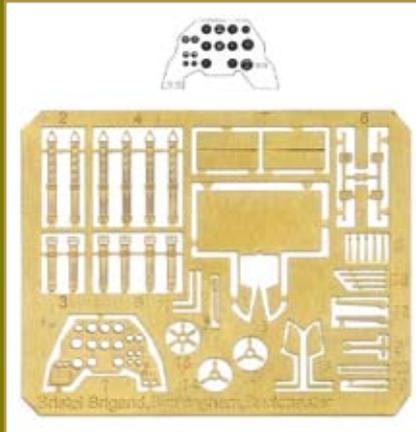
In addition, the Douglas Boston was proving adequate in the light bomber role previously undertaken by the Blenheim. Possibly the one advantage the Buckingham had was long range, and this made it appear to be a suitable type for the war against Japan, but this need was overtaken by events as WW2 ended.

Buckingham B.1 orders were reduced by around 75% at the war's end, and of 119 on order 65 were completed as Buckingham C.1 high-speed long-range transports. This was surely a fast but very inefficient use of 5,000 HP to transport just four passengers! The remaining B.1's were also to be converted to C.1's, but it seems most were scrapped. A crew-trainer derivative was produced in

limited numbers and known as the Buckmaster.

Ironically the most significant derivative was to take a leaf out of the Beaufort/Beaufighter story, and take the Buckingham bomber's wings, engine and tail and add a new fuselage to produce a torpedo and strike fighter called the Brigand. These saw service in the 1950's whilst Britain quashed various colonial insurgencies. Design flaws and reliability issues meant the Brigand never challenged the Beaufighter's operational reputation – but that's another story.

Valom have established a good reputation for filling sought-after gaps in the 1/72 pantheon of injected kits with some very interesting multi-media releases. Their Buckingham/Buckmaster/Brigand family of kits falls firmly into this category. I'm aware of this trio being kitted previously in resin by



Magna Models. Magna's Buckingham was ok according to a build review in *Scale Aircraft Modelling*, February 1998. No doubt there have also been some vac-forms as well. Regardless, a modern injected kit of this series of aircraft is still very welcome.

First Look

The kit comes in Valom's standard and adequately sturdy top-opening box with artwork that leaves no doubt about the Buckingham's slightly portly and pugnacious lines. The contents are sealed in a cellophane bag, with the clear parts, resin engines, PE and decals further

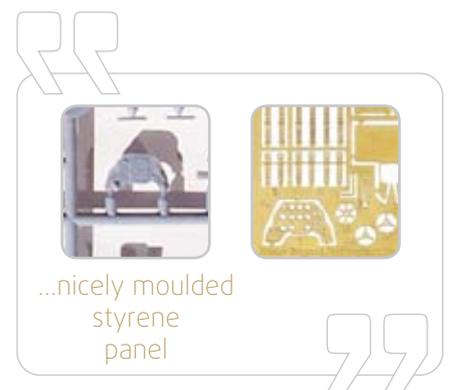
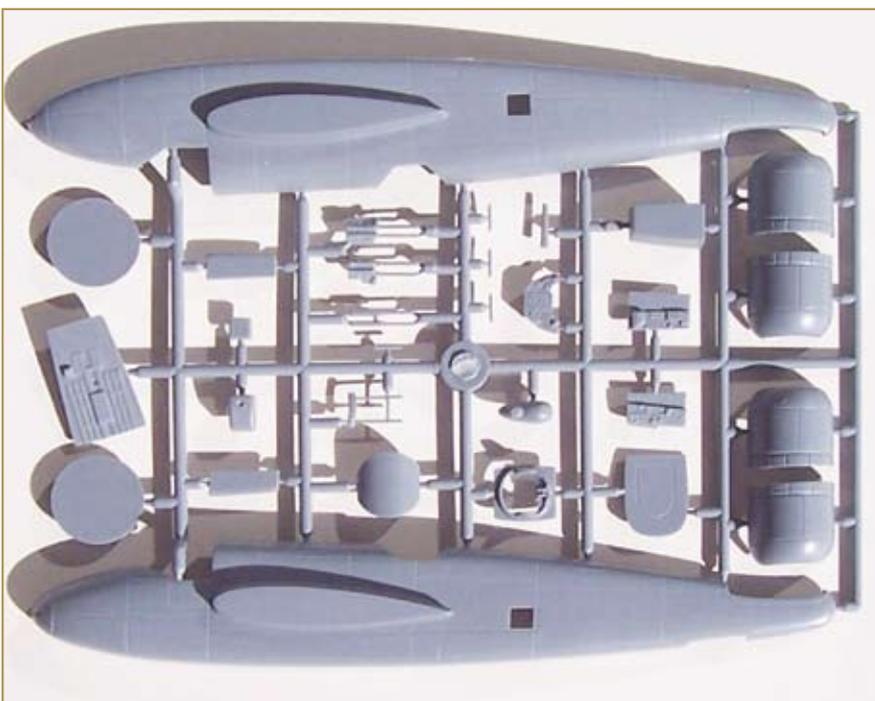
sensibly protected in their own little bags.

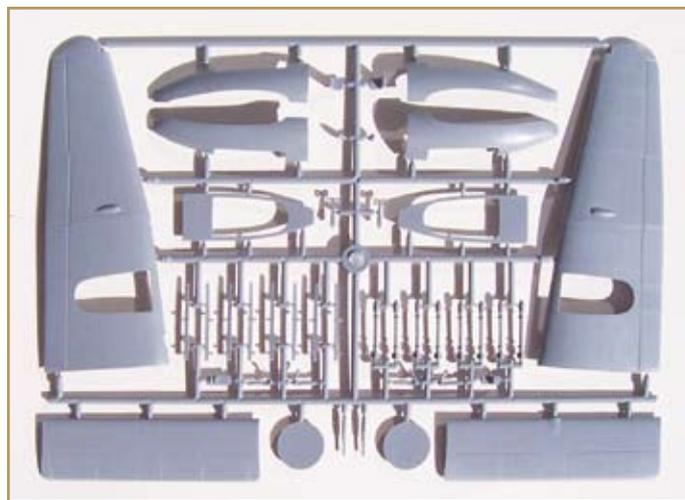
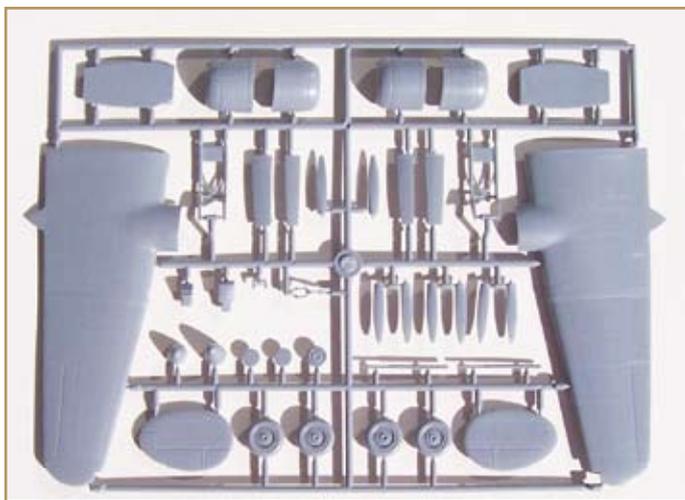
The instructions are again to Valom's usual standard, printed on glossy paper and folded to form a booklet. They provide an aircraft history in both Czech and English. A parts map soon reveals that the spares box will be getting some goodies because the wing, engine and tailplane sprues are obviously shared by the Brigand and Buckmaster kits. The assembly diagrams are clear to follow with just occasional instructions in Czech and English as needed. The painting and decaling guide is in colour, and

a stand-out feature of Valom kits is their cross-referencing of colours to FS 595B, and the paint ranges of Humbrol, Agama, Model Master and Gunze Sangyo.

The Kit

The kit parts are all clean and crisply moulded on three sprues with small sprue gates. The parts have very delicate recessed panel lines, and include extremely finely done rivets that are well done and unobtrusive. If you don't like them a light sand or extra primer coat should eliminate them. I suspect most will want to keep them.





The kit follows a conventional parts breakdown for a WW2 twin-engined bomber, and looks as if it will build in a straightforward manner. I think that the parts fit should be good, although there is no way to be sure without building. Not everyone will like the butt-fit of the wings to the protruding wing-roots. Care will be needed to ensure the wing sections are matched before the wing halves are cemented together, and gentle sanding both faces against a perfectly flat surface may prove beneficial in ensuring a flush join.

The modeller is directed to scribe two lines in the flaps either side of the cowling (the distance for these lines is given in mm). I can't say if these are an oversight or something that varied between the Buckingham and Brigand, but it's easily addressed. The detail parts are nicely done with a well furnished cockpit and gun turret (although the kit design means this must face fixed to the rear). The main wheel wells have some detail that will meet the needs and expectations of most modellers.

The clear parts are acceptably clear, although a slightly thinner section

on the turret would have been nice, but this is a minor quibble. Many will be happy to have the wingtip lights supplied in clear to save the effort of making their own or resorting to painted lights.

Two beautiful resin Centaurus engines are provided. These have high levels of detail on both rows of cylinders and the cylinder heads; there are even some engine ancillaries to each engine's rear. Of course most of this will go unseen behind the Buckingham's close-fitting cowls. The props are moulded as four separate blades with a spinner each, and the instructions direct you to drill out the holes in the spinners to mount the blades. This reflects the limits of Valom's tooling, and where to drill is indicated by a small pit in the spinner, so it's an easy task to accomplish.

As with most Valom kits, a PE fret caters for seat belts and other small details (in fact it is here where the spares box again scores nicely with leftover seat belts). A PE instrument panel with photo film is provided, and I should think will look good installed. However I could not help

but notice that it is somewhat differently shaped to the more three-dimensional and nicely moulded styrene panel (see photo-page 5). It may be that one style is for the Brigand and the PE is better suited to the Buckingham, but the same PE is used for all three related kits. If the PE panel is to be used then I feel you should reverse the styrene panel to serve as its base and mounting panel, rather than fix the PE to the detailed face of the styrene panel as the instructions indicate.

The decals appear to have good opacity and are well registered.

Conclusion

All in all this appears to be a quality rendition of an interesting type. I've mentioned a couple of very minor niggles, but these are not substantive enough to be repeated here. Good levels of surface and interior detail mean that most will be happy building straight from the box without additions or changes; but who will get tempted to expose those engines?



CZECH MASTER RESIN (CMR) 1/72 DE HAVILLAND VAMPIRE FB.5

By Mark Davies



Contents & Media

109 x cream resin airframe parts and weapon parts, 7 x black resin undercarriage parts, 1 x Eduard coloured photo-etch (PE) fret of detail parts, 1 x plain PE fret of missile fins and mounting clips 2 x vac-from acetate canopies & 1 x Eduard pre-cut mask, decals for 6 aircraft



Background

The Vampire was Britain's second production jet fighter. The Vampire MK I had a very short endurance. The next production version, the F.3, improved on this by adopting more internal tankage and the ability to carry drop-tanks, although the drop tanks led to some changes in the tailplane. The opportunity was also taken to fit the more powerful Goblin 2 that increased static thrust by 200 lbs.

By 1948 the RAF had decided that

the Gloster Meteor was the better of its two available jet fighters for continued development in the interceptor role until the next generation of jet fighters became available. However, the Vampire had a number of attractive features, and was well suited to specialise as a fighter-bomber.

Accordingly, de Havilland developed a strengthened wing with thicker skin, 1ft was clipped from each wingtip to enhance low-level handling, and extra strong points for up to 2,000 lbs. of underwing stores

were added. The undercarriage was also strengthened to cope with the faster sink speeds on landing due to the higher wing loading. The F.3's Goblin 2 engine was retained. In all more FB.5's were to be produced than any other Vampire, 930 being built for the RAF and 88 for export.

The Kit

CMR is working its way through all the major Vampire variants in 1/72 scale, and the FB.5 is the latest of the single seat versions. There have been two 1/72 major injected

Vampire FB.5 kits in the past, an old one by Frog and the much better Heller offering (re-boxed by Airfix, Revell and others) which can be made to result in a nice model. Judging by its previous releases, CMR seems to be taking the position of offering the definitive version of any given Vampire mark. This latest kit follows the established format of previous single-seat Vampire releases and is described below. 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 excellent 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 no pinholes or other obvious flaws. A little flash is evident in a couple of places, but this can be removed easily and in seconds. The undercarriage is in a black resin that provides greater strength than the cream resin for fine weight-bearing parts.

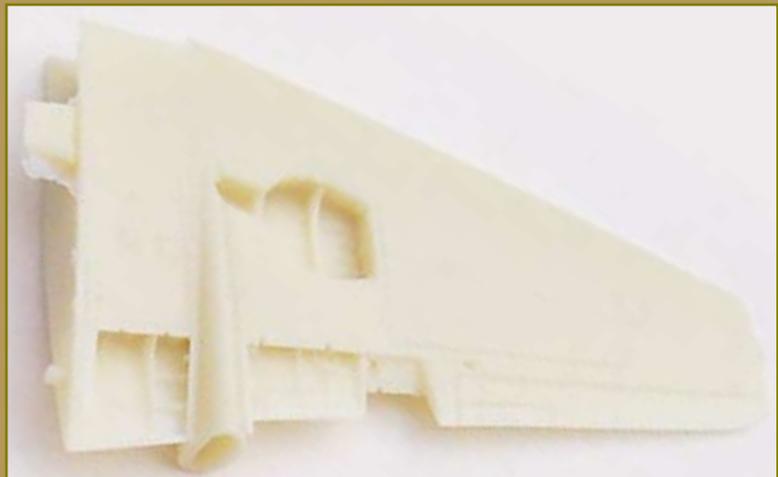
The kit is awash with detail. Considerable attention to detail has been paid to the cockpit, wheel wells and flap bays. Detail levels are further enhanced by the pre-coloured Eduard PE set provided. With its dainty gun-sight and comprehensive interior this is a model many will want to have an open cockpit. Two copies of the canopy provide for insurance 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.

A lot of parts are associated with

underwing loads appropriate to the fighter bomber-version and include:

- Two each of 250, 500 & 1,000lb. HEMC bombs,
- 60lb. S.A.P./H.E. Shell, No.1, Mk.1 Rocket Projectiles
- 25lb. A.P. Shot, No.1, Mk.1 Rocket Projectiles
- 60lb Concrete Practice Shell, Rocket Projectiles
- 25lb. Shot, Practice (Concrete) Rocket Projectiles
- Mk.8 Rocket Projector Rails
- Two 100 Imp. Gallon External Wing Tanks

The rockets have the option of ether resin or PE tail fins (the latter having a PE jig to keep the fins at 90 degrees from each other. Another PE option that will look great, but will also be quite challenging, are the mounting clips that sling the rockets from the rails each other. A nice aspect of the instructions is the inclusion of painting notes for the weapons giving warhead and stripe colours etc. Decals are typical of CMR, being well registered and suggest good opacity.



...nicely moulded with no pinholes or other obvious flaws



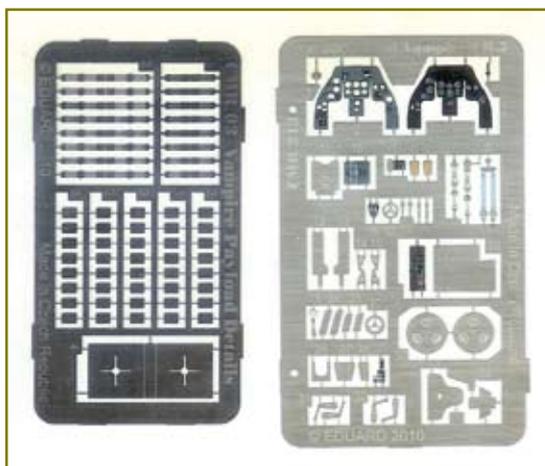
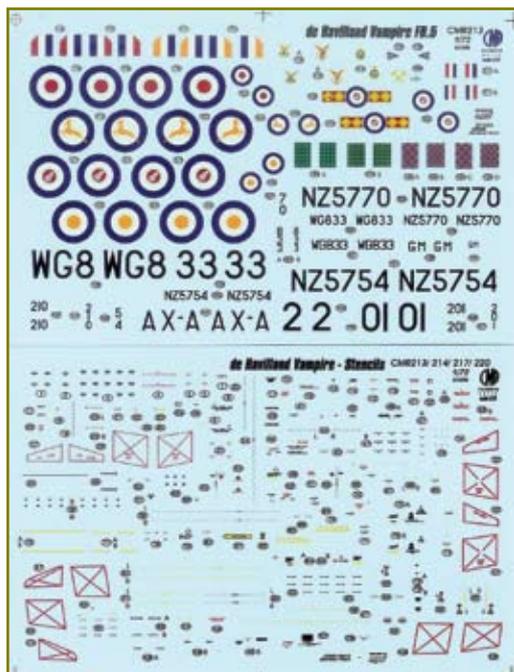
Based on past experience they should be very good to use; but like most Czech decals they will be quite thin and need to be floated into position, as they tend to adhere extremely well once there is no fluid under them. Markings for one camouflaged and five overall high-speed silver schemes are provided, these being:

- WG833 'GM', Wing Leader, Nos. 603 & 612 Squadrons, Royal Auxiliary Air Force, early 1950's

- WG833 Wing Leader, Nos. 603 & 612 Squadrons, Royal Auxiliary Air Force 1954
- NZ5754 No.75 Squadron, Royal New Zealand Air Force, Ohakea, October 1963
- NZ5770 "Yellow Hammers" Display Team, No.75 Squadron, Royal New Zealand Air Force, 1969
- 201 South African Air Force, February 1950
- 210 'AX-A', No.1 Squadron, South African Air Force, AFS Waterkloof, April 1950

Conclusion

This is a superbly executed kit with very high levels of detail and a good choice of underwing loads. Despite its tiny details and twin-boom layout it should go together in a straightforward manner. Surely the definitive Vampire FB.5 kit: Highly recommended. Thanks to Czech Master Resin for this review sample.



VAMPIRE

FB.5



HERITAGE AVIATION MODELS LTD 1/42 HARRIER GR.3

Cockpit & Jet Nozzle detail sets

By Mark Davies



First Look

Heritage Aviation Models (HAM) is an established producer of resin detail sets, conversions and kits of mainly British subjects, often filling important gaps in terms of what's available.

Both sets come in sturdy acetate blister packs, with the contents in polythene bags. No instructions are included, which means in the case of the cockpit set the modeller will need to research painting details, especially for the ejection seat. No mention is made on the packaging as to the kits the parts are intended to improve, but this guidance is provided on the HAM website.

The cockpit set is far better than the kit parts, but I feel it falls a little short of the standards set for 1/48 scale cockpits by the best Czech producers. The seat detail's quite good although hard to see in the photos. The Harrier does not have much on the sidewalls of the cockpit tub, but a check of photos will show a few bits missing but these can be scratch-built if wished, and likewise

for the instrument panel which lacks the sight and prominent pad at the top. There is no sidewall detail, so this set is more suited to a closed canopy situation where this absence will not be too apparent. However for the price the set probably offers quite good value as an improvement on the kit.

According to Heritage Aviation's website the engine nozzles provide an improved shape over the kit items (presumably they feel this applies to both brands of Harrier kits they mention). I don't have 1/48 scale Harriers but have looked at Internet sprue shots and have access to many good shots of Harrier GR.3 nozzles. Whilst Heritage Aviation's nozzles do improve on the kit examples they fail to resemble the real thing as much as they could in this scale given the medium they are cast in. They lack the subtle shape of the originals, the thinness of section, completely lack the small but noticeable pressed ridges on the exterior of the sides of the nozzles, and are missing some detail on the vanes. (I should mention that the pressings are more noticeable in some photos than

others, so there may have been a slight variation in nozzle fitments.) Regardless of this Heritage Aviation's nozzles look slightly clunky and a bit messy inside the vanes, and are not as deep or clean as would be ideal. However, for the price they might appeal to those who simply want to improve on the kit nozzles.

Conclusion

The exhaust nozzles really could have made a better job of exploiting the finesse of resin and are missing some important external detail. They do however offer a quick trouble free solution to improving on the kit parts.

The cockpit set is quite good, and will lift the Airfix kit without doubt. Praise would be higher were it not for the Central and Eastern European resin producers showing us just what can be achieved with resin cockpits in this scale (but to be fair often at a higher price). Still I feel comfortable in recommending this detail set.

Thanks to Heritage Aviation Models Ltd for the review sets.

ON THE TABLE

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



Tamiya 1/32 JSU152 by Gary Boxall



Master Box 1/35 Daimler Dingo Mk.1 by Gary



Pete's HMS Maori



Trumpeter 1/700 HMS Maori by Pete Randall



Academy 1/350 Bismarck by Bob Beaver



Tamiya 1/48 Fw190A by Gary Boxall

ON THE TABLE



Revel 1/72 Sea King by Henry Ludlam



Another Sea King by Henry



Hasegawa 1/48 Apache by Henry



Italeri 1/48 Apache by Henry



Italeri 1/48 Wessex by Henry



1/72 Bell UH-1 by Henry

ON THE TABLE



Another Revell Sea King by Henry



Hasegawa Corsair 'Eggplane' by Dimitri Berdebes



Airfix 1/48 Buccaneer by John Darlington



Hasegawa 1/72 F-111E by Scott Glenn



Eduard 1/48 Mirage IIIC by Colin Griffin



Hasegawa 1/72 Curtis P-40N by Alan Sanazarro

ON THE TABLE



Wingnut Wings 1/32 Bristol F2B by John Darlington



Pioneer 1/48 Yak 15 by Dimitri



Tamiya 1/48 P-51D Mustang by Gary Boxall



Gary's P-51D



Hasegawa 1/72 Spitfire Mk.I by Brett Peacock



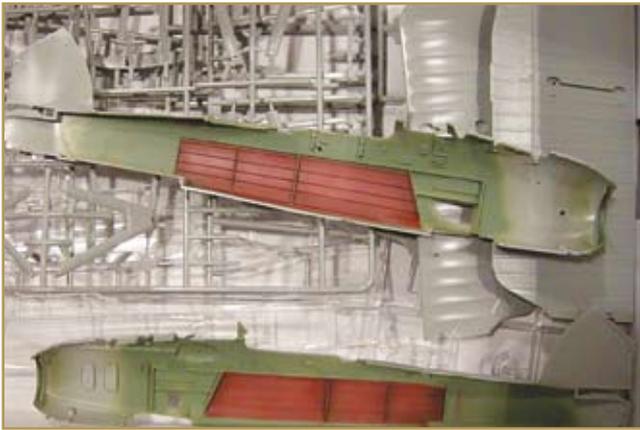
Tamiya 1/32 Spitfire Mk.IX by Gary Boxall



Tamiya 1/48 F4U-1D Corsair by Gary Boxall



Tamiya 1/48 F4U-1D Corsair by Craig Sargent



Trumpeter 1/32 Fairey Swordfish by Brett Peacock



ProModeller 1/48 Junkers Ju52 by Graeme Manson

