



SCALE-MAIL

IN THIS ISSUE

- From the Editor 1
- Notices 2
- Build
- HMS Queen Mary 3
by Pete Randall
- Review
- P-80C Shooting Star 6
by Mark Davies
- Stash 'n' Stuff 9
- Classifieds
- Build the same plane 10
- Change Vought Corsair
- On the table list 16
- Photo Gems - Keith's Photo 19
- Andover NZ 7624

NEXT MEETING

Battle of Britain 70th Anniversary
Theme Night and Making Sea Bases
with Pete Randall

Tuesday 21st September - 7.30pm
Leys Institute (upstairs)
20 Saint Marys Road, Ponsonby

COMMITTEE

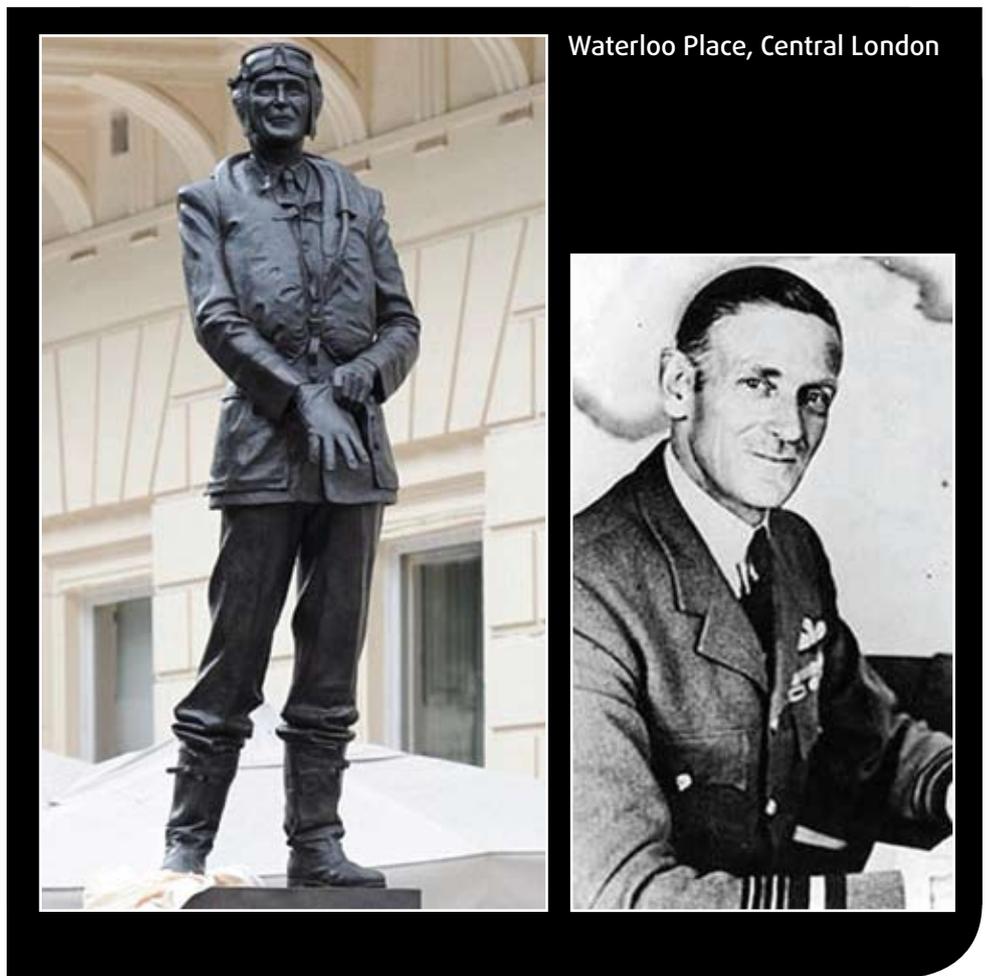
- | | |
|------------------------------|---|
| • Chairman
Martin Short | • Members
John Watkins
Brett Sharman
Henry Ludlam
Mike Rather |
| • Treasurer
Kevin Benson | |
| • Secretary
John Dryburgh | |

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



Waterloo Place, Central London

FROM THE EDITOR

Seems like New Zealand is weathering it's fair share of semi-Apocalyptic events with a large earthquake in Christchurch and the supposed "perfect storm" about to engulf us in all it's fury. I know of a number of modellers in the deep South who were impacted (no pun intended) by the recent shake up.

Makes you wonder why we do some of the things we do - such as spending a lifetime building replicas of our favourite scale subjects which in a moment of nature at it's worst are reduced to their near original component state or worse.

What would you do if faced with a similar situation? Rebuild and repair what you could? Replace what you had lost with a new incarnation? Or simply write it all off and start with a clean slate?

This month marks the 70th anniversary of the Battle of Britain, where residents of the United Kingdom faced a much worse loss of life and property, through man-made devastation and were faced with a similar question, but on a grander scale and, with a much greater impact on their way of life.

From amidst all of this destruction, it has most-recently been a Kiwi who has received renewed attention for his role in preserving the British way of life. Sir Keith Park, who oversaw the air defence of Britain from the attacking Luftwaffe, finally has his statue erected in London at Waterloo Place - truly fitting to show how New Zealanders can rise to their best in times of great adversity.

Craig



UPCOMING EVENTS

IPMS Nationals 2010

The 2010 International Plastic Modelers Society New Zealand National Competition will be held at the Woolston Club, Christchurch over the 1st - 3rd October 2010.

In spite of recent events in Christchurch, and barring another

major shake, we have been advised that this event will still go ahead. Might pay to make sure any parts of your model which may be susceptible to failure due to violent shaking are well reinforced...

More information, including classes, schedule of events and competition rules is available at the IPMS

Christchurch Club website

<http://www.wix.com/ipmschch/IPMS-Chch>

Scale Models Expo

19 - 21 August 2011
Wellington

Further details to be advised as they are made available.

UPCOMING MEETINGS

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 overdue. The schedule of fees is as shown below.

Please note that any unpaid subs now incur a \$5 penalty fee. There were too many subs remaining

unpaid last year and this impacts the club's ability to be able to hold events.

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

COMBRIG 1/700 HMS QUEEN MARY

By Pete Randall



Queen Mary was a really majestic looking ship

HMS Queen Mary was commissioned into the Royal Navy in September 1913. She was a half sister to the Lion class battlecruisers HMS Lion and HMS Princess Royal, having been built some time after the other two and was extensively modified and improved to the point that she was really a new class of ship.

Queen Mary was a really majestic looking ship, 214m long with a beam of 27m and displacing 32,000 tonnes. She was powered by two paired sets of direct drive steam turbines developing 56,000kw driving four propellers which gave a speed of 28 knots. steam was supplied from 42 Yarrow water tube boilers burning both coal and oil.

Main armament consisted of 8 x 13.5" guns with two each in four turrets. Secondary armament consisted of 16 x 4" guns located in casemates in the forward and aft superstructures. 2 x 21" submerged torpedo tubes were fitted, one on each side. 4 x 3 pounder quick firing guns were located above the aft boat deck.

Queen Mary was part of the 1st Battlecruiser Squadron under the command of Rear Admiral Beatty. She took part in the Battle of Heligoland Bight in August 1914, her next and final action was at the Battle of Jutland in May 1916. The opening moves of the Battle of Jutland saw the British and German

battlecruiser squadrons engaging each other in a massive gunnery duel and Queen Mary was hit a number of times. One shell is thought to have exploded in the forward 4" casemate detonating poorly stowed ready to use ammunition and cordite charges and the flash penetrated down the ammunition hoists to the 4" magazine which also detonated. The explosion vented aft into the forward boiler room and forward into B 13.5" magazine which also exploded. The ship broke in two near the foremast, the forward section sank immediately with the aft section driving over the top of it. Another hit on top of Q turret, the amidships turret, caused

another explosion of poorly stowed ammunition and charges, the aft section then rolled over and sank, there were only 3 survivors out of a crew of 1275.

My model is the Combrig 1:700 resin kit. Combrig, a Russian company, specialises in pre dreadnought and dreadnought era capital ship models and has a reputation for high quality resin castings with superb detail and the Queen Mary kit lives up to that name. The kit consists of a one piece waterline hull combining deck and lower superstructure, individual turrets, funnels, bridge structure components and a vast amount of minute parts for deck fittings including ventilators, skylights, coaling winches, capstans, cable reels, masts, yards, booms and gun barrels. There are two brass PE frets but no railings.

There is no generic PE set for the Queen Mary produced by any of

the after market manufacturers so I purchased the White Ensign Models PE set for the Combrig HMS Tiger battlecruiser kit which contains railings and lots of other components that would be very useful and along with the trusty spares box construction began.

The first job was to sort out the slight bowing of the hull in the fore and aft plane by screwing it permanently to its sea base after first adding a 0.5mm plastic section to the underside of the hull to allow for the waterline when the plaster for the sea was added.

The bridge structure was built up layer by layer using white glue to ensure that parts were located correctly before applying superglue. extra flag and search light deck supports were added where necessary from brass rod. Signal flag lockers from 3mm lengths of 0.040 x 0.060" plastic strip were added to

the rear of the flag deck. The section of superstructure that the compass platform sits on had to have a 0.5mm thick packer added so that the search lights could fit underneath. white glue applied to the railings was used to represent canvas covers. The railings around the compass platform were of a taller 4 bar type so 1:600 scale PE railing was used here.

All of the resin masts and yards were replaced with brass rod for extra strength and straightness and for the same reason the starfish platform on the foremast was changed to a PE version from a HMS Rodney / Nelson set. The boat launching derrick for the aft boat deck was replaced with the much more realistic item from the Italeri 1:720 scale HMS Hood kit.

Derricks, from 0.025" plastic rod, used for coaling the ship were added to the main deck at the amidships and aft blast shields for Q turret.



“All of the resin masts and yards were replaced with brass rod...”



The resin torpedo net booms located along the ships sides had locking brackets added from 0.5mm wide strips of electrical tape with a drop of superglue to locate them in place. two sets of torpedo nets were made from embroidery thread with two lengths each about 300mm long twisted tightly together with a watered down mixture of white glue brushed over the entire length. When dry it was fixed along the shelf on each side of the hull outside of the guard rails and trimmed to the correct length.

The three funnels each had a

horizontal rib from stretched sprue wrapped around them approximately half way up. The resin waste steam pipes at the ends of the funnels were replaced with 0.020" brass rod. The fore funnel had sirens made from the ends of 1:35 M1 carbine barrels added to each side along with steam supply pipes from brass rod.

The ships boats are little works of art themselves, especially the 50' steam pinnaces and the admirals barge, these had PE grab rails, steering wheels and life rings added. The sailing cutters had PE oars and rudders added, along with masts and

wrapped up sails from brass rod and tissue paper. The 27" whalers on the davits also had PE oars and rudders fitted.

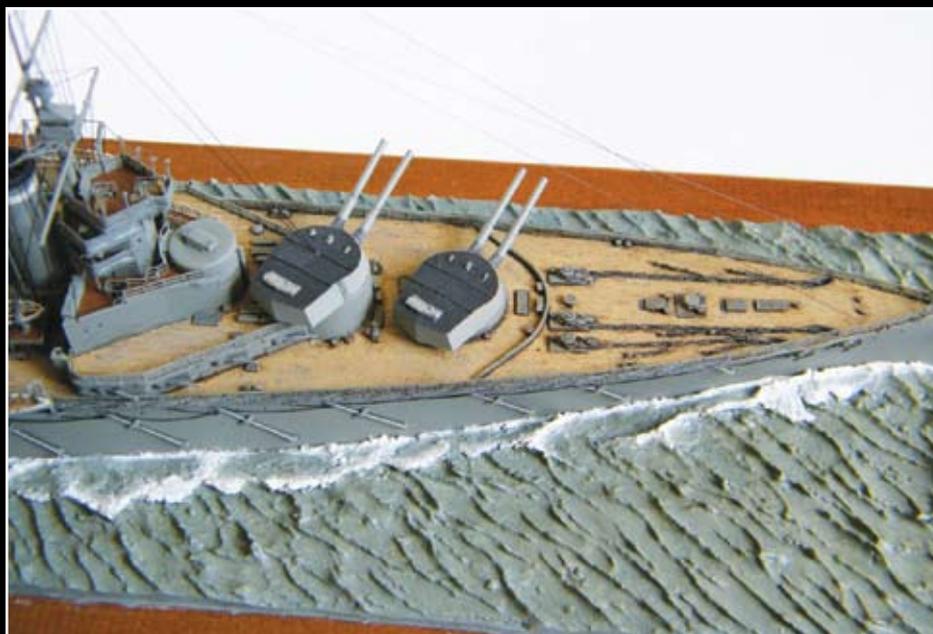
Painting was done entirely with Humbrols and the rigging from stretched sprue, getting the correct tension on the long runs of rigging from the mast heads to the bow and stern had be be carefully done by applying a small heated screw driver close to the thread of sprue to get it to spring tight without touching the screw driver and snapping.



The three funnels each had a horizontal rib from stretched sprue wrapped around them approximately half way up.



HMS QUEEN MARY



SWORD 1/72 P-80C SHOOTING STAR

By Mark Davies



Product Info

48 x grey styrene, 2 x clear styrene, 5 x resin parts, and decals for two subjects

A Small Titular Error

Yes, the title should really read F-80C as the P for Pursuit designator had been replaced by F for Fighter by the time the C model of the Shooting Star was involved in the Korean War. However, P-80C is the description used on Sword's box-art, and so it is used here in the title to the kit's review.

Background

By mid-WW2 America was in a position to design and manufacture jet aircraft thanks to the British sharing their jet engine expertise, by providing built-up engines and

licensing various designs for US manufacture. The first US jet aircraft to fly was the Bell P-59, which proved to be a rather overweight and uninspiring design. Another and altogether better design was the Lockheed P-80. It was the product of a brilliant Lockheed "Skunk Works" design team led by "Kelly" Johnson. The first airframe was developed and delivered within a staggering 143 days.

The prototype, known as Lulu-Belle first flew in January 1944. Following a crash a second prototype designated XP-80A was built. 12 pre-production YP-80A's and one F-14 photo-reconnaissance version followed this. Four of the YP-80's

were transferred to Europe in January 1945. However a crash led to their grounding and no combat occurred before VE Day.

The production P-80A looked much like Lulu-Belle but was in reality different in many areas having been designed for improved performance and mass production. Major external differences included rounded versus squared wing and fin tips with increased span and height respectively. Also the P-80A had wing-tip tanks, splitter plates and bleed vents in the intakes, and a landing light in the nose. Despite being bigger than Lulu Belle, performance was much better with a more powerful engine installed.

I have numerous Sword kits, and this one is quite typical in that the plastic has a more shiny finish than many other Czech brands.



They began to first enter service from July 1945. The P-80B was very similar to the A, but had water-alcohol injection system for the engine, an ejector seat with a slightly different shaped canopy, and a radio-compass in place of the nose landing light. In 1947 a P-80B modified as an XP-80R captured the world air speed record at 623.73 mph. But such were the times and pace of aircraft development that this record would be broken frequently over the years to come.

The P-80C was the last major fighter variant. I went into production in 1948, and later that year following the formation of the USAF it became the F-80C. Compared to the P-80B it had a more powerful engine, a

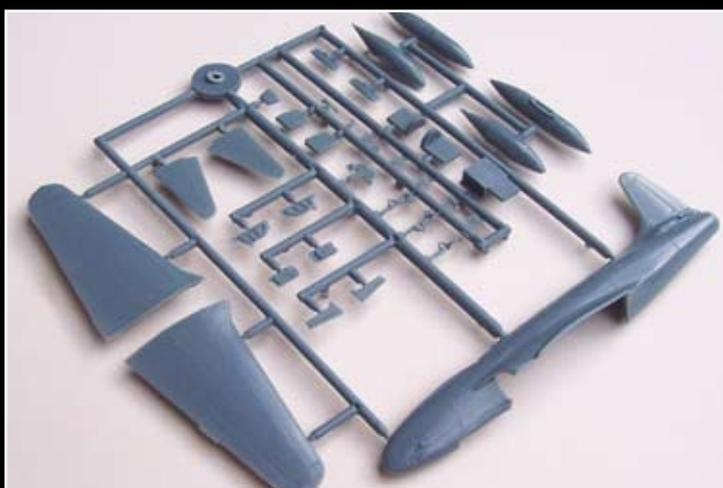
canopy extractor extension behind the canopy, and the pitot was moved from the tail-fin to under the nose. The F-80 and its photo-reconnaissance derivative, the RF-80, were to see combat during the Korean War. The F-80C was outclassed as a fighter following the introduction of the MiG-15 by the communists, and was increasingly used in the fighter-bomber role whilst the F-86 Sabres dealt with the MiGs.

A good first generation jet, the F-80's export success was relatively modest and confined to six South American nations. However it was also developed into the extremely successful and widely used 2-seat trainer as the T-33 Shooting Star.

This design was further developed into a radar-equipped after-burning all-weather interceptor as the F-94 Starfire. Often overlooked is another highly modified development of the T-33 for US Navy use, known as the T2V -1/T-1A Seastar. This had a raised cockpit line, leading-edge slats, tail hook for carrier landings, and was the first US aircraft to have boundary layer control using engine bleed-air. But that's another story.

Previous 1/72 F-80 Shooting Stars

I'm aware of three previous F-80 kits (I'll drop the P-80 designation



“The F-80 and its photo-reconnaissance derivative, the RF-80, were to see combat during the Korean War.”

as I think all were F-80C's). Airfix produced a very nice kit from the period when they were noted for good outline, acceptable levels of detail and fine raised panel lines. Perhaps a bit dated now, it can still be made into a nice model. Some years ago Gran released a kit which seemed similar to the Airfix offering, but from what I have read was a dog to build and had terrible decals; and so probably best avoided! RVHP also offered a resin kit about 13 years ago. It was basic without instructions or decals and had variable quality detail. When compared to the Airfix kit its only edge seems to be that it offered engraved panel lines, but for a much higher price.. Chances are only a few 2nd hand kits are available. So given that the Airfix kit is showing its age a bit, I feel that a modern and readily available injected F-80C kit is most welcome. (Although not reviewed here Sword has also released RF-80 and T-33 kits as well.)

The Kit

The kit comes in a typically Czech end-opening box with attractive artwork on the front.. The instructions provide a parts map, and easy to follow diagrammatic assembly format. There is also a brief history of the aircraft. Text is in Czech and English. Painting and decal guides are quite adequate black & white shaded 4-view drawings. Generic colour call outs are provided for detail parts and airframe.

I have numerous Sword kits, and this one is quite typical in that the plastic has a more shiny finish than many

other Czech brands. All parts are quite cleanly moulded with very fine engraved surface detail. Sprue gates are narrow, and some small amounts of flash are present in places, but this can be easily removed. The resin parts are produced to high standards.

The cockpit is reasonably well catered for with a styrene tub, joystick and instrument panel plus coaming, along with a nicely detailed resin ejector seat and gun-sight. Some may wish to add some items to the tub sidewalls, as these are a bit plain. Resin inserts provide excellent detail for the nose and main wheel wells, the latter include the inside detail for the ventral air-brakes. Resin also caters for the landing lights fitted to the front undercarriage leg. The clear canopy is injected, provided as two parts, and is quite thin in section.

Most of the finer styrene parts are well moulded with acceptable detail, but the wheels fall just a little short of ideal. Their spoke pattern is not quite as crisp as it might be, revealing the limitations of Sword's moulding technology. I think resin wheels could have been justified here. To be fair, they are not bad, but not perfect either. As an aside, there are two patterns of nose-wheel, so make sure you use the right one.

Two 500 lb bombs and a choice of standard or Misawa tip-tanks is provided. The bomb pylons are nicely done with a suggestion of sway-brace lugs.

Construction sequence and parts

breakdown is generally conventional for the type, but the horizontal split of the air intakes could make for possible fit and seam problems. However tooling the intakes as a one piece would have led to a circumferential seam that could be just as awkward, so it will all come down to how well the parts actually fit. Aside from this aspect it looks as if it should be a very straightforward build.

The two decal options are quite attractive. The anti-glare panel is also provided as a decal, and this should help avoid having to mask varying radius curves. Some quite extensive stencilling is provided for, along with a separate decaling guide for this stage of finishing. Both schemes are for USAF fighter-bombers serving in Korea during 1950. Decals look to be well registered with good opacity.

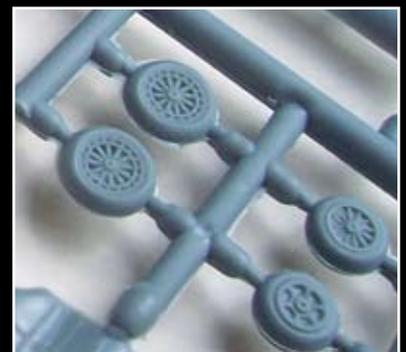
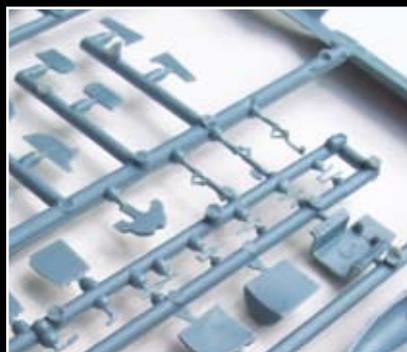
Conclusion

This is a really nicely engineered kit that is produced to generally high standards. It has the potential to produce a very good model of the F-80C, and is a distinct advance over the most readily available alternative from Airfix. Definitely recommended.

So well done Sword! You've given us modern kits of the P/F-80C, RF-80C and T-33, so how about a new F-96 Starfire and/or T2V-1/T-1A Seastar next?



“Most of the finer styrene parts are well moulded with acceptable detail, ”



Stash 'n' Stuff

Need to BUY, SELL or SWAP stuff?

Place an ad for it.

Send Craig your message and he'll drop it in here for you. Ask for what you want, include your name, contact phone number, email address and a photo if it helps.

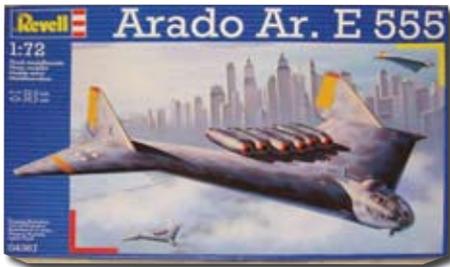
Email your message to;

vmfa451@xtra.co.nz

Wanted to buy

Arado Ar. E 555 Revell 1/72 scale
I can't find this one either. I'll pay a fair price if you can help me.
Contact Mike at;

mike@quantumcreative.co.nz
Office (09) 6300 526
Home (09) 521 0617
Bat phone 021 666 264



Pilots Wanted

1/72 - 1/48 - 1/32 scale
I want pilots mainly in 1/72, but a few 1/48 and 1/32 would not go amiss. I notice most model makers do not tend to use them in their model cockpits, but I do so if anyone wants to donate a few pilots to me I would be grateful to repost them from their spares box into active service again.

Many thanks in advance.

Peter Harrison

peter.h@apix.co.nz
Office (09) 307 3177
Home (09) 818 6427
Bat phone 021 387 626

Build the same plane CHANCE VOUGHT CORSAIR The voted favorites



Tamiya 1/48 RNZAF F4U-1D Corsair by Brett Sharman

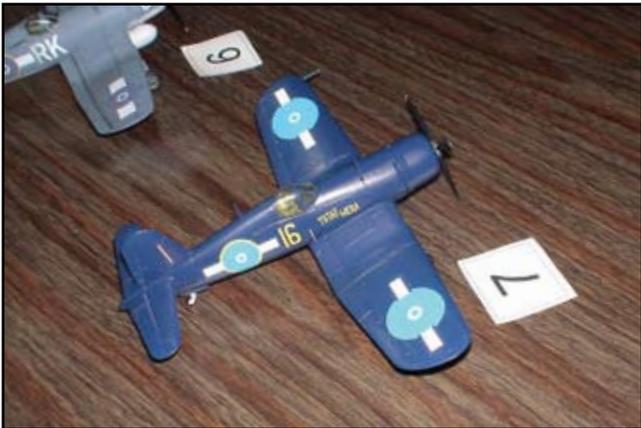


Tamiya 1/72 RNZAF F4U-1D Corsair by Dimitri Berdebes

ON THE TABLE ... and the rest.



ON THE TABLE



ON THE TABLE



ON THE TABLE



CHANCE VOUGHT CORSAIR



ON THE TABLE



Tamiya Stegosaurus by Peter Foxly



Fine Molds 1/48 Snowspeeder by John Weir



Fine Molds 1/72 TIE Interceptor by John Weir



Fine Molds 1/72 Jedi Starfighter by John Weir



Hasegawa 1/72 B-24J Liberator by John Darlington



Hasegawa 1/72 B-24J Liberator by John Darlington

ON THE TABLE



Airfix 1/72 MiG-15



1/72 MiG-21



1/72 Spitfire XIX and Corsair by Dimitri Berdebes



Williams Brothers 1/72 Curtiss C-46 Commando by Al Sannazaro



Airfix 1/72 Spitfire IXI by Dimitri Berdebes



Classic Airframes 1/48 Canberra conversion by Pete Mossong

ON THE TABLE



1/72 scale Monoplane by Pete Harrison



Airfix 1/72 MiG 15 by Pete Harrison



Tamiya 1/32 F-14B Tomcat conversion by Craig Sargent



Bill Bourke's work in progress



Classic Airframes 1/48 Westland Whirlwind by Graeme Manson



Lance's 1/35 Sherman



RNZAF Andover NZ 7624

I have started scanning my photos and the intention is to provide a photo for each issue of the magazine. This month's photo is RNZAF Andover NZ7624. This is in the RAF Desert Scheme in which our Andovers arrived after purchase from the RAF. This aircraft is particularly interesting in that it still has the Kiwi stencil below the cockpit. I understand that these were applied in the UK on both sides by New Zealand personnel.. Unusually for a post war RNZAF aircraft it has red spinners which were almost

certainly a carryover from RAF service. Does anyone know the unit? An interesting modelling subject. There is a reasonably good resin kit in existence but it would be stretching one's budget considerably to cover the five RNZAF schemes carried by this type.

See ya,
KEITH.

Keith Bunyan

