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CORRECTION SET**

## NEXT MEETING

Tuesday 16th April 2019

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

## COMMITTEE

Chairman - John Swarbrick    Dave Stewart

Secretary - Brett Peacock    Lance Whitford

Treasurer - TBC

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## From the Editor

It's annual general meeting time again. This month's meeting will commence with the formalities followed by the usual round the table show and tell. We are always keen to have 'new blood' on the committee so why not give it a go. We have a lot to think about this year as we tee up for hosting the 2020 nationals.

It should go without saying that subs for 2019-20 membership are now due. Fees remain the same as last year at \$45 for a full member, \$30 for an out of town member and % 25 for Junior (under 16) membership. Don't forget that the preferred payment method for subs is a direct deposit via internet banking. Just remember to put your name in the reference so we know who you are. Bank account details are overleaf



# BULLETIN BOARD

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

Subs for 2019/20 now DUE -see below for club account details or see the club secretary  
at the next club meeting.

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

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*Please add your name and details  
so we know who has paid!*

## EVENTS

### CLUB NIGHT EVENTS

**IPMS Auckland Meet on the 3rd  
Tuesday of every Month at the  
Leys Institute (upstairs), 20  
Saint Marys Road, Ponsonby**

16th April          Annual General meeting

### MODELLING EVENTS

2019 IPMS nationals



### **2019 New Zealand I.P.M.S National Competition & Model Expo**

Air Force Museum of New Zealand, Wigram,  
Christchurch

7 & 8 September 2019

# BULLETIN BOARD

## CLUB SUPPORT

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

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



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10% off most items on presentation of IPMS Auckland Membership Card.

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# A CLOSE EXAMINATION AND PRELIMINARY BUY & BUILD GUIDE FOR THE HOBBY BOSS 1/32 NORTHROP P-61 BLACK WIDOW KIT

By Brett Peacock



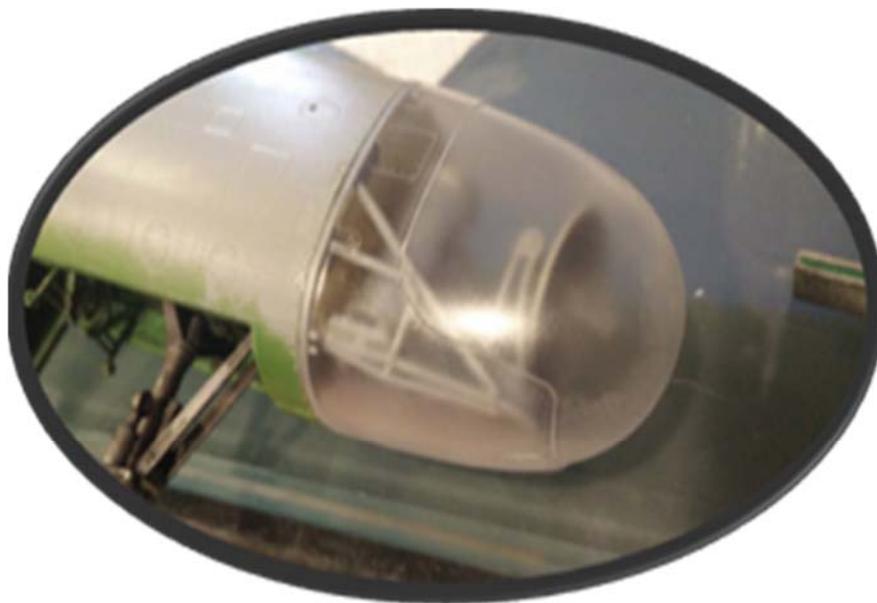
## Introduction:

While the Box top advertises that the kit within is a P-61B Black Widow, unfortunately there are, as is often the case with Hobby Boss and their Parent Company, Trumpeter, a number of errors and omissions in the parts within the box that make building an accurate P-61B “Problematic”. Unfortunately, these same errors also contribute to making a P-61A from this kit only slightly less “problematic” and this article is intended as a Guide to demonstrate the differences and also a guide as to where the fixes can be found as of 2019. (As these are all online sources, there are no guarantees that all will be available at any given period.

So, let’s begin with the bare plastic and how this affects which Model of Black Widow you wish to build. I am leaving out the P61C and the F-15A Reporter as both require some extra conversion work, so would not really be in the scope of this article.

First up: Hobby Boss provide the Radome for the nose radar in frosted clear plastic, an excellent idea but.... Only the P-61A had the radome unpainted and translucent...and that radome was 8 inches shorter for to aft than the dome on the P61B. (And, in 1/32 that difference is noticeable, even moreso than it was in 1/48 – Viz the GWH early release of a P-61 a few years back.)

Here are the two noses and the [Url](#) for the fixed nose. (I recommend Relish Resins in the UK, as I have dealt with them in the past and found them quick and reliable. BUT not all of their sets may be in stock so enquire by email as to status, as he has regular re-castings and will update you as necessary.) This is the Kit Radome as supplied in the kit (after assembly, here) Note that the radar inside is supplied in the kit, along with metal weights for the tricycle landing gear.



And here is Relish's Resin piece – Note that the B model had all radomes over-painted so there is little need for the radar set supplied unless you want the extra effort to model the radome opened out. Otherwise you can glue those nose weights in here, and leave the radar out. Below is the Relish Resins corrected P-61B radome.



<https://www.scalemates.com/kits/relish-models-rr09-relish-resins-1-32-p-61b-black-widow-corrected-nose--1150896> Note: This set also corrects the position of the nose Pitot, which was altered between the A and B models. Price as of 5/2019 is 10.20 Pounds Plus P&P

Moving aft we next get to the Main Cockpit, which is, fortunately, fairly well detailed, with a Clear molded instrument panel with an acetate backing. Of course there are various resin sets and Eduard do a Huge set for the entire plane (BIG ED) but that is up to you. I intend to add Belts and probably a Yahu Panel or Eduard Zoom set in there and leave it mostly OOB. The best set is probably the Avionix BUT it comes from Squadron and they charge "Interesting" Postal rates for any customer outside the US. Price is \$US 35.99 Check the links below for the Images. <https://www.squadron.com/1-32-Avionix-P-61-Cockpit-Gunners-Station-Set-p/blc32059.htm> . Avionix also do a resin detail set for the Radar Operator's area at the rear of the main fuselage: <https://www.squadron.com/1-32-Avionix-P-61-Radar-Operators-Station-p/blc32060.htm> at \$US 22.99! So you are looking at \$60.00 US BEFORE adding on Squadron's notorious postal rates. (I'm still mulling this set over, as I would have to get it in one hit...times 2 as I have 2 P-61 kits!) Still, If you are going to outlay \$NZ 350.00 on a kit (price I paid at Modelair some 18 months ago), you may as well try to make it the best model you can.

A bit further aft and we get to the Turret. This is also molded in Frosted Clear plastic, as is the whole top of the central Fuselage, and there we find a small snag. 1st, Many Black Widows (Both A and early B models) deleted the turret as it caused buffeting on the Tail-plane and elevator. Hobby Boss has thoughtfully provided a grey Blanking plate in the kit, to close off that hole. BUT a number of other P61B's retained the guns and had a fixed faired emplacement, and it was quite different to the turret shape. One of the Marking options (And I'll be dealing with those too, Later!) is "Lady in the Dark" who scored the Last Aerial Victory of World War 2, by shooting down a Japanese bomber on the night of the surrender announcement. The "Lady" had the fixed gun position! So all those paintings of her with a turret are wrong!



Here again, Relish Resins comes to your aid: <http://www.relishmodels.co.uk/relish-resins-1-32-p-61b-black-widow-fixed-top-turret.html> for a modest 10.20 pounds plus P&P. (there are others, but I recommend Relish.)

We have now largely finished with the Central Fuselage so let's move outboard to the engine nacelles and Booms...and we run straight into a couple of serious issues almost at once. The engines, the propellers, the gearboxes behind the spinners, and, lastly, the Exhaust system. Whew! Where to start? OK, Let's start at the front and wind our way back.

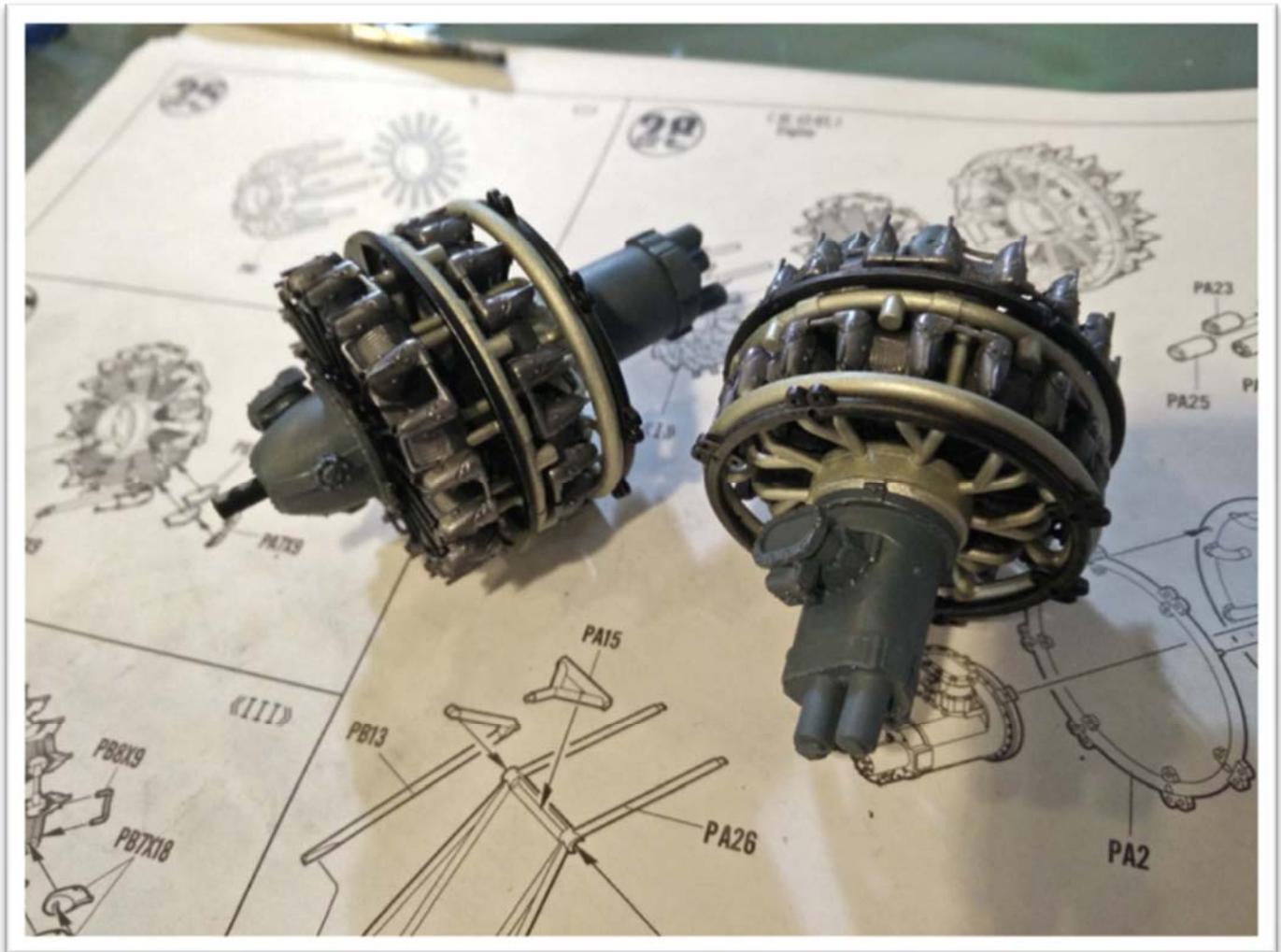
First the Spinners, Propellers and engine gearboxes are, to put it bluntly, plain WRONG. Hobby Boss provide the modeller with a standard R2800 gearbox with a spinner and 4 bladed propeller... and they are all incorrect. The P-61A & B used a spinner atop a fairing that covered almost all of the gearbox under it, right back to the base of the crankcase. The propellers are the wrong length, too short by a few MMs. And Relish again will ride to your rescue with a twin set for this. <http://www.relishmodels.co.uk/relish-resins-1-32-p-61-black-widow-propellers-and-spinners.html> . This set works out to 20.50 Pounds, or 10.25 per engine. Which is fairly reasonable, given the amount of resin in the set. It is a plugin fit to the plastic engine parts.



(Hobby Boss do provide an Alternate set of Propellers in the box, but they are for a P-61C and/or an F-15C Reporter, and I am unsure if that set is accurate as well!)

Next, as to the R2800 engines, they are very, very nicely done in grey plastic, but I suspect some purists would replace them with resin and etched harness, But honestly very little will be seen, especially if you paint the Clear cowlings provided. The only problem with the engines is that, for some VERY ODD reason, Hobby Boss completely omitted to include ANY Exhaust system whatsoever. And the P-61 had a very distinctive exhaust, that left distinctive weathering marks on the paintwork.

Below are two COMPLETED Hobby Boss Engines... Note what is NOT there.... and you may also notice the standard R2800 gearbox on the forwards face of the engine.... The long cylindrical object is the rear housing for the Impeller.



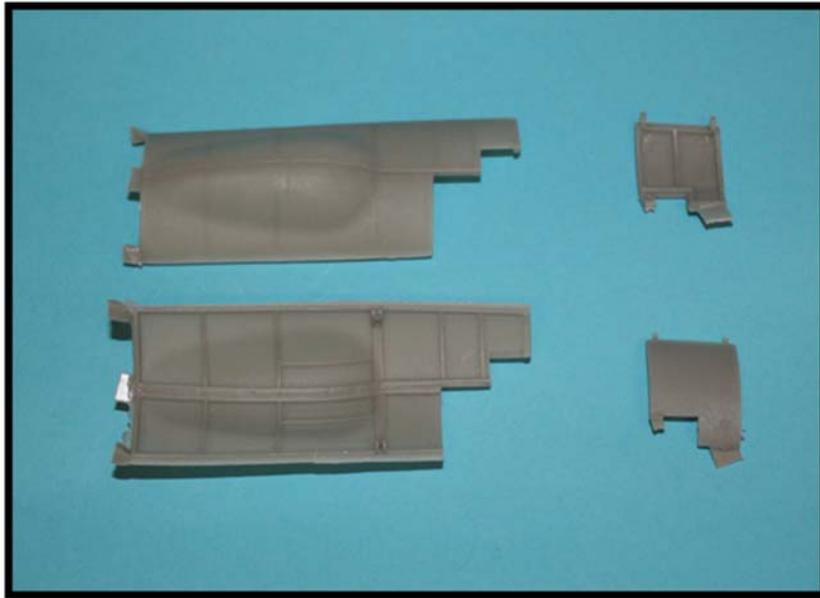
And again, Relish have done the hardest yards here, also: <http://www.relishmodels.co.uk/relish-resins-1-32-p-61-black-widow-exhaust-set.html> . I am reliably informed that this set fits exactly into place, with only a minor fettling to adjust. (and yes, that is a P-61's exhaust pattern !)



This set will cost 14.50 pounds plus P&P.

Well, that's the engines done. Next we travel outboard to the wingtips and the Airbrakes/spoilers. Hobby Boss provide these as Photo-etched parts, but tell you to install them backwards, so they open INTO the airflow, instead of rising up to deflect it a bit. One of the external Eduard sets has correctly configured PE parts for this, or you can always adapt the Hobby Boss parts.

Back inboard now and we get to another issue, this time with the Undercarriage bays and doors. First the Undercarriage bays – Hobby Boss provide you with an internal box to create a very nice and well details Undercarriage bay for each boom. The problem is that each bay has a rear bulkhead, to close off the boom interior, On the P-61A and B there was no Bulkhead which is, actually, a pretty easy fix. Do NOT glue the bulkhead to the rest of the Bay while assembling it, tape it in place until all parts have set correctly, then remove it BEFORE placing the bay into the Booms. And now we get to the Undercarriage doors. Hobby Boss gives you 2 doors per bay, which is correct...for a P-61A model. And the doors are very nice with detail inside and out. BUT, there was a change between the A and B model... Because of the lack of that rear Bulkhead! It turns out that the A model was unable to close it U/C doors on the ground and while operating in France, from unpaved airstrips, the Tires used to kick up a lot of debris into the wells, where the airflow deposited the debris... into the rear booms! This also happened on the Coral airstrips in places like Saipan and Guam. It didn't take a lot of debris to seriously affect the aerodynamic balance of the big night-fighter so Northrop looked to solve the issue before the B model was produced and his solution was very simple. The main undercarriage leg was situated to one side of the bay, so the door on that side was split into 2 segments and the retracting mechanism changed so that when the U/C was lowered, all 3 doors opened until the wheels locked down, then the two largest doors (Not the one where the U/C leg was, it was pretty small as it only had to have enough clearance for the oleo leg) would close again, keeping any loose debris out of the U/C bay. Simple, but very effective cure, immediately ordered into the B model. And yet again Relish resins are here to help you make an accurate B model P-61. <http://www.relishmodels.co.uk/relish-resins-1-32-p-61b-black-widow-undercarriage-doors-set.html> . The main doors are one piece as the B model had U/C doors closed on the ground.



Finally, we get to the last “issue”, which some may not think is an issue, but I do. Hobby Boss give you plastic Wheels and Vinyl Tires for the Main and Nose wheels. Unfortunately, Relish do not provide here, and we have to go back to they of the “Interesting” international postage – Squadron, who are the Sole distributors of True Details resin, and they do a set of P61 wheels and tires in all 3 major scales 1/72., 1/48 & 1/32. <https://www.squadron.com/P-61-Wheel-Set-p/tdp32220.htm> .

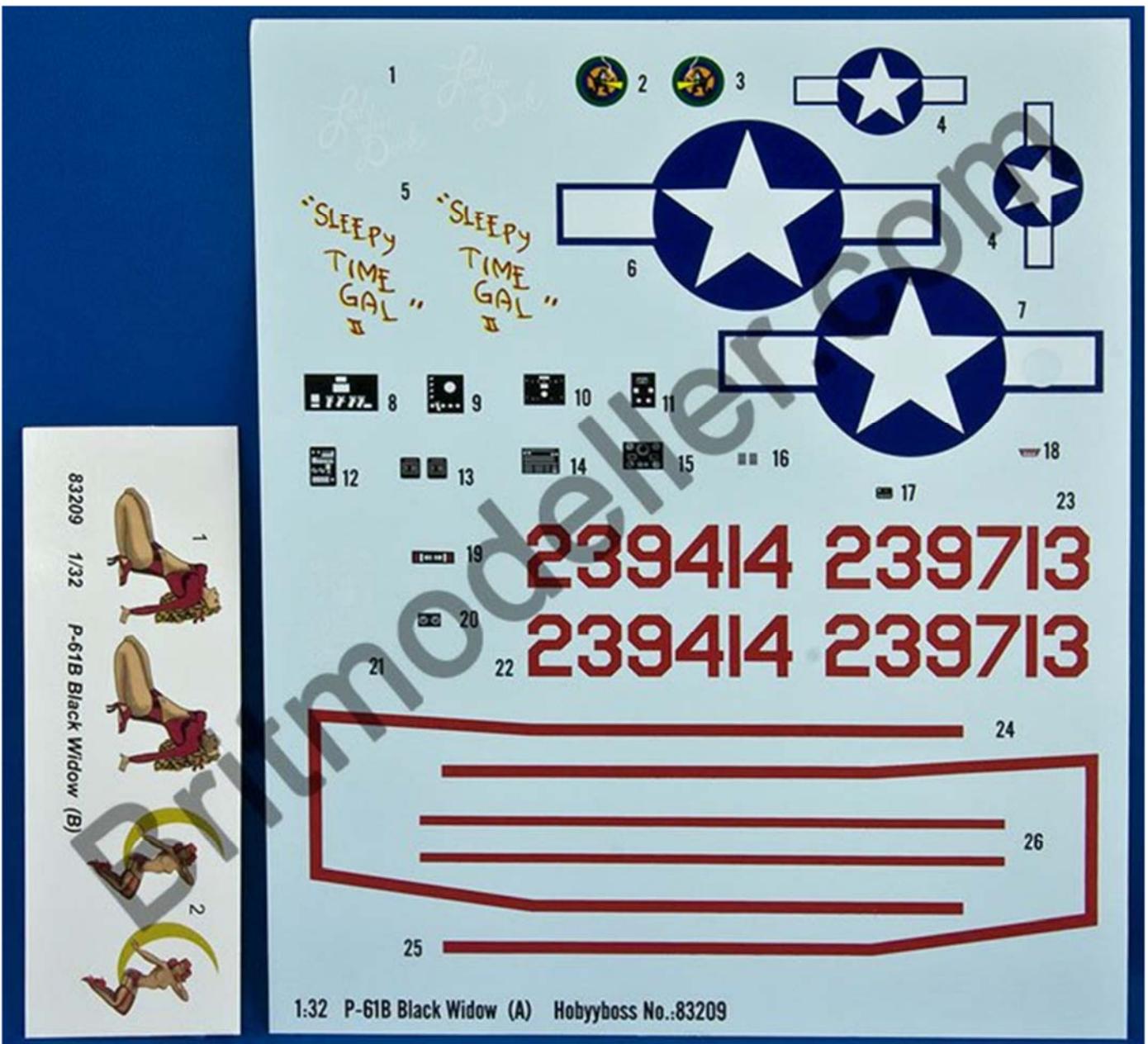


I have already bought 2 of this set, and it is, indeed, very, very nice, and well worth the outlay of US\$ 11.99 per set. (plus P&P, which will probably double that!)

I know that all of the preceding sounds like a lot of time and effort, but I have tried to show what is needed to produce both an A and a B model of the P-61 by judicious selection of extra parts to include. I will summarise the list for each type at the conclusion of this article.

But now we get to the final "issue" the decals in the kit. Oh Boy, where do you begin?

Stencilling? Present, but the red walkways are like a scale 6 inches wide, so way too thick. (& incomplete) The serial numbers given are... incorrect. (and too large.) "Lady in the Dark's" actual serial was 239408, not 239713 and I believe the number for "Sleepy Time Gal" is also incorrect. The national Insignia are OK on the Booms but is far too big on the wings. (Although the Boxart shows them smaller than the decals given!) "Lady in the Dark" is shown in a red dress, it should be Blue. "Sleepy Time Gal's" artwork is kind of anaemic. I bought the 1/32 MS320262 Superscale decals for "Lady in the Dark", which is correct. The other options are for "Midnight Madness" and "Cooper's Snooper", all from the same unit out of Iwo Jima in 1945. The super scale sheet has correctly sized stars and bars and serials and some better stencils, but no red walkways.



For my A model, I bought Kits World sheet 132018 with "Moonhappy" and "Nightie Mission", both of which are Olive Drab over Neutral Grey and flew from Saipan in 1944. Unfortunately the Kits world sheet had no stencils or national Insignia, so I will probably have to scrounge what is useable form the two kit sheets, unless I can get another 1/32 AM sheet with Walkways, stencils and insignia for the P-61.

Addendum: Hobby Boss include 7 castings in metal. Of these, 4 parts are weights -, 2 flat weights to slot between the cockpit floor piece and the nose undercarriage roof, and 2 more which assemble as part of the radar assembly within the clear nose part. If you decide to use the resin nose, omit the plastic radar parts and glue the metal ones directly inside the resin nose. The other 3 parts are very nice metal Landing gear legs for the Main (2 off) and 1 nose undercarriage. Like the Radar, they join to plastic assemblies for alignment, but should easily take the weight of the model.



In conclusion, I hope you have found this little journey to be of some help and I have endeavoured to provide the best information I have, yet I still have one unresolved issue that I need to sort before I can get started on my kits. I want to do my P-61A as "Moonhappy" but none of the photos of the original aircraft show her armament configuration. Profiles show a standard P-61 with a Turret. All of them show this configuration, without any stated provenance, yet as I said, no photo I have seen shows if she had a Turret, no turret or even a fixed barbette. Does someone out there happen to know, or can point me at a source? I really like "MoonHappy" but I want to do her justice!

## Aftermarket Summary: P-61A

You will need: All Links are in the article.

- Wheels and Tires (True Details – from Squadron)
- Spinners, Propellers and Gearbox (Relish Resin)
- Exhausts (Relish Resin)
- 4 Gun Barbette (Relish Resin) (optional)

## P-61A & P-61B

### You May Want:

- Avionix Cockpit sets (Squadron) Main cabin and Radar Op area.
- Eduard External detail set for Spoilers – (Eduard)
- After market Decals for the Scheme you choose.

## Aftermarket Summary: P-61B

### You Will Need:

- Extended Radome - (Relish Resin)
- Wheels and Tires (True Details – Squadron)
- Undercarriage Main Doors – (Relish Resin)
- Spinners, Propellers and Gearboxes – (Relish Resin)
- Exhausts – (Relish Resin)
- 4 Gun Barbette – (Relish Resin) (optional)

Well, I hope that this has been of some use and I'll be getting back to In Box Reviews soon.

Brett Peacock

## For Sale

Scale Aviation Modeller International (SAMI) magazine

Volumes 1 (1995) – 19 (2014)

Complete volumes from issue 1 in official green SAMI binders

All magazines as new from smoke free owner. Valued at over \$2500 to buy and many issues long out of print. Opportunity to purchase part of aviation modelling history at a fraction of the cost. Will not sell individual issues or volumes, must go as a set. Due to weight of magazines, pick up is best method of collection as shipping/postage likely to be high.

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# DORA WING'S 1:48 PERCIVAL VEGA GULL (civil registration) (KIT DW48015)

Another look in the box by Pete M.

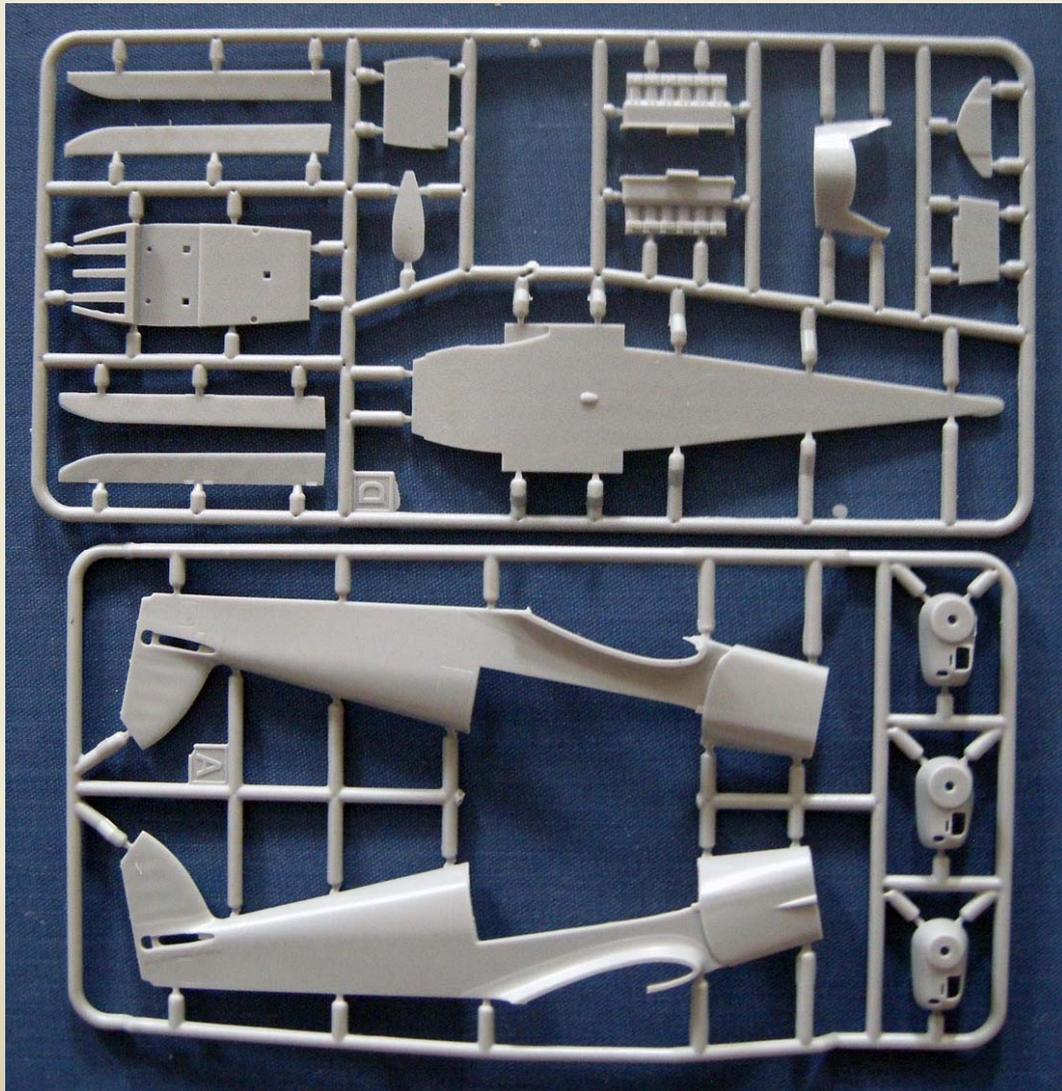
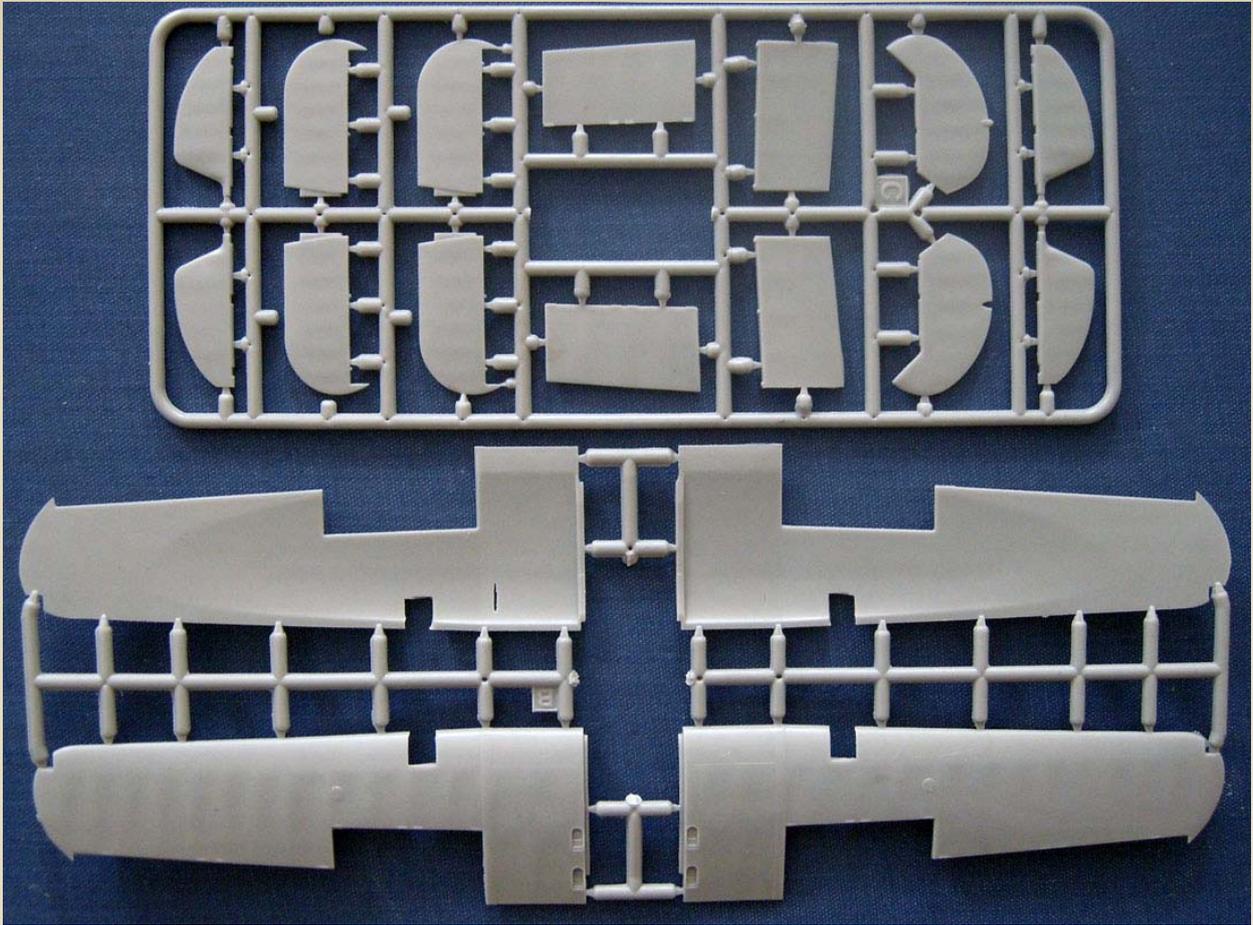


And now for something completely different from me.. a civilian aircraft kit!

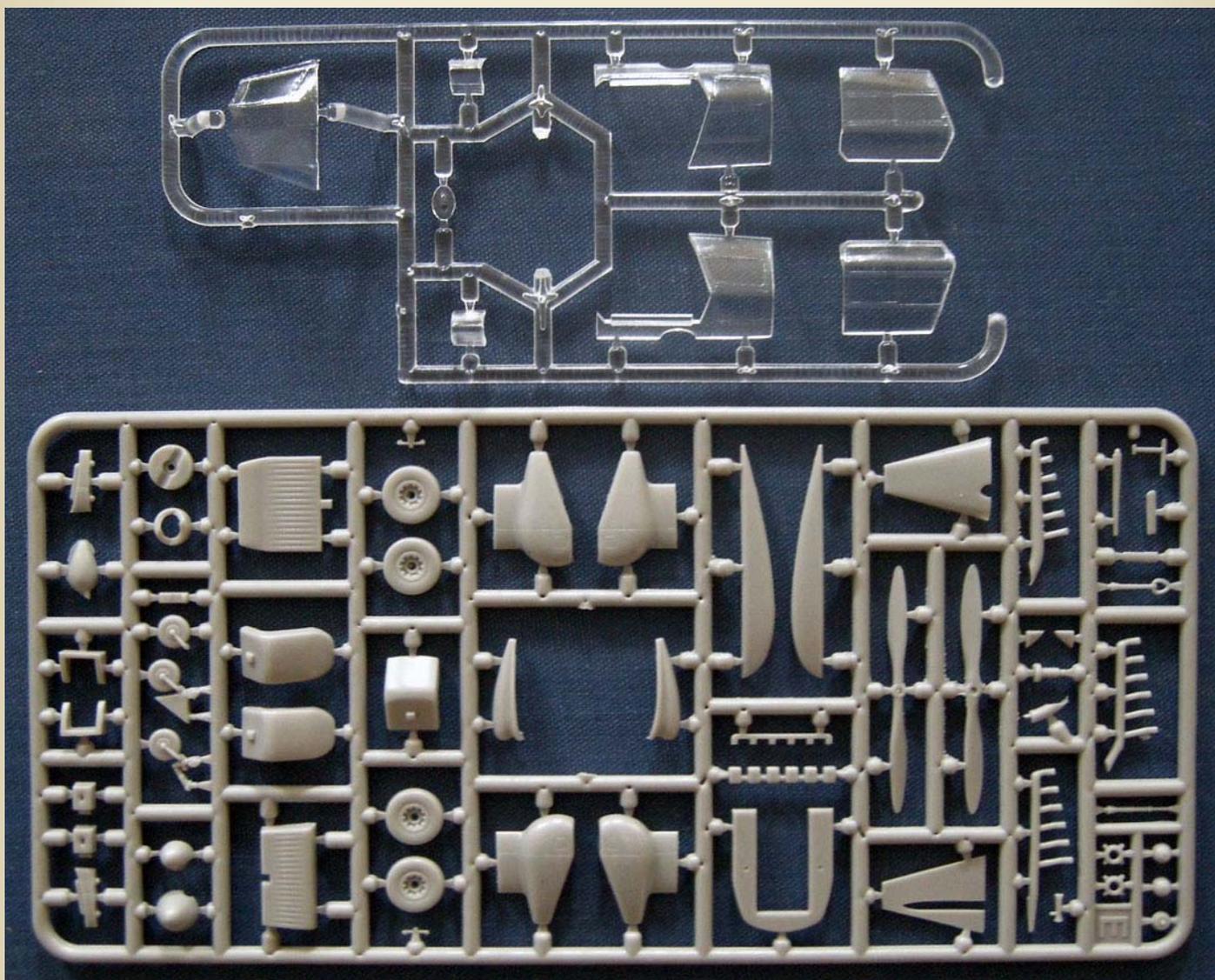
When I saw the announcement of this version of the Vega Gull from Dora Wings, I had a cunning plan. Could it be converted to the earlier model Gull VI to build Jean Batten's G-ADPR record breaking aircraft, one of New Zealand's most historic aircraft that still exists and is on display in the international terminal building at Auckland International Airport in Mangere?

Searching the 'internet' found few good plans but some references to conversions done in 1:72 scale which suggested a basic scale 6" narrowing of the fuselage width in the cabin area and a few other minor alterations. A discussion then followed after contacting John Adams (of Aeroclub fame) as he has been credited by Dora Wings for much help in the design of their series of Percival kits in both 1:72 and now 1:48 scale.

John's reply was that yes, he too was looking into this conversion as well as he had just received the kit from Dora Wings! I'll keep you updated on any developments on this subject, so now to the actual kit review for those wanting to make this kit from what's in the box!

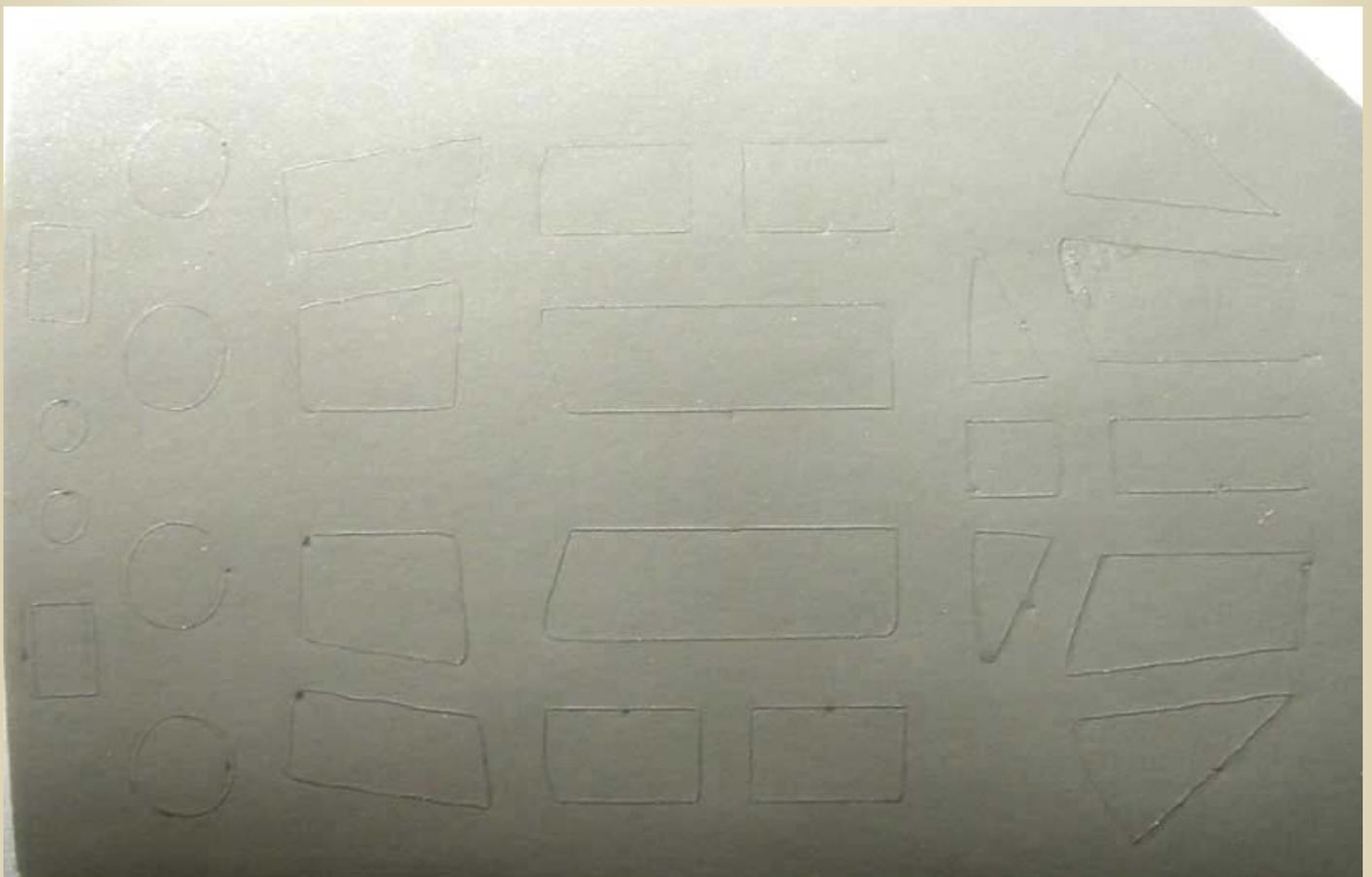
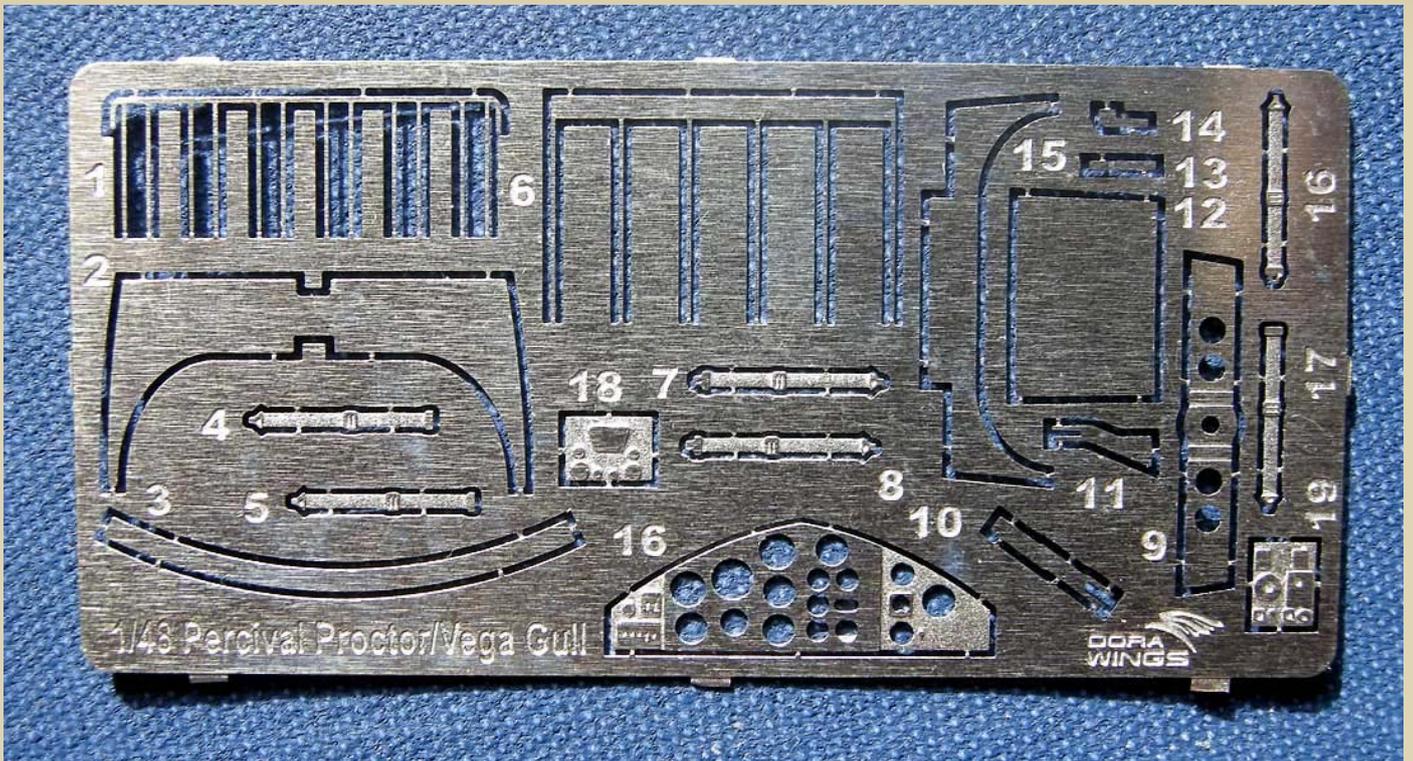


Crisply moulded in a light grey plastic, the kit has very fine panel lines where required, and finely rendered fabric effect on the main flying surfaces and rudder. The flaps, ailerons and elevators are all moulded separate, and positionable as required. Three differing nose cowls are given to cover the variants (not all are required for this boxing). Two optional tailwheels are also supplied along with three variants of the exhaust system. The wheels are very nicely done, but of course, mostly disappear inside the fixed undercarriage spats. A basic engine assembly is included, of which, only the very front section will be visible unless the cowl panels are removed by cutting them open! Ignition wiring leads and the pushrods are provided on the



The transparencies are crystal clear and even include the riveting/screws required on the framework! Landing lights and wingtip position lights are also provided but not all the featured aircraft had these fitted.

The cockpit assembly includes optional joysticks, rudder pedals, a compass holder and compass, three bucket type seats and the usual bench seat in the rear (note, most of the record breaking options given with the decals provided would have most likely had a long range fuel tank in this position as well as an extra oil tank fitted..these are not supplied in the kit). The instrument panel comes as a plastic backing with the usual 'sandwich' assembly of a photo panel (missing from my example, and others going by comments on the forums) and a photo-etched outer panel. Many smaller details for the cockpit and the airframe are included on the PE.



A small pre-cut mask set is provided for the canopies and wheels. Unfortunately, these don't photograph that well!

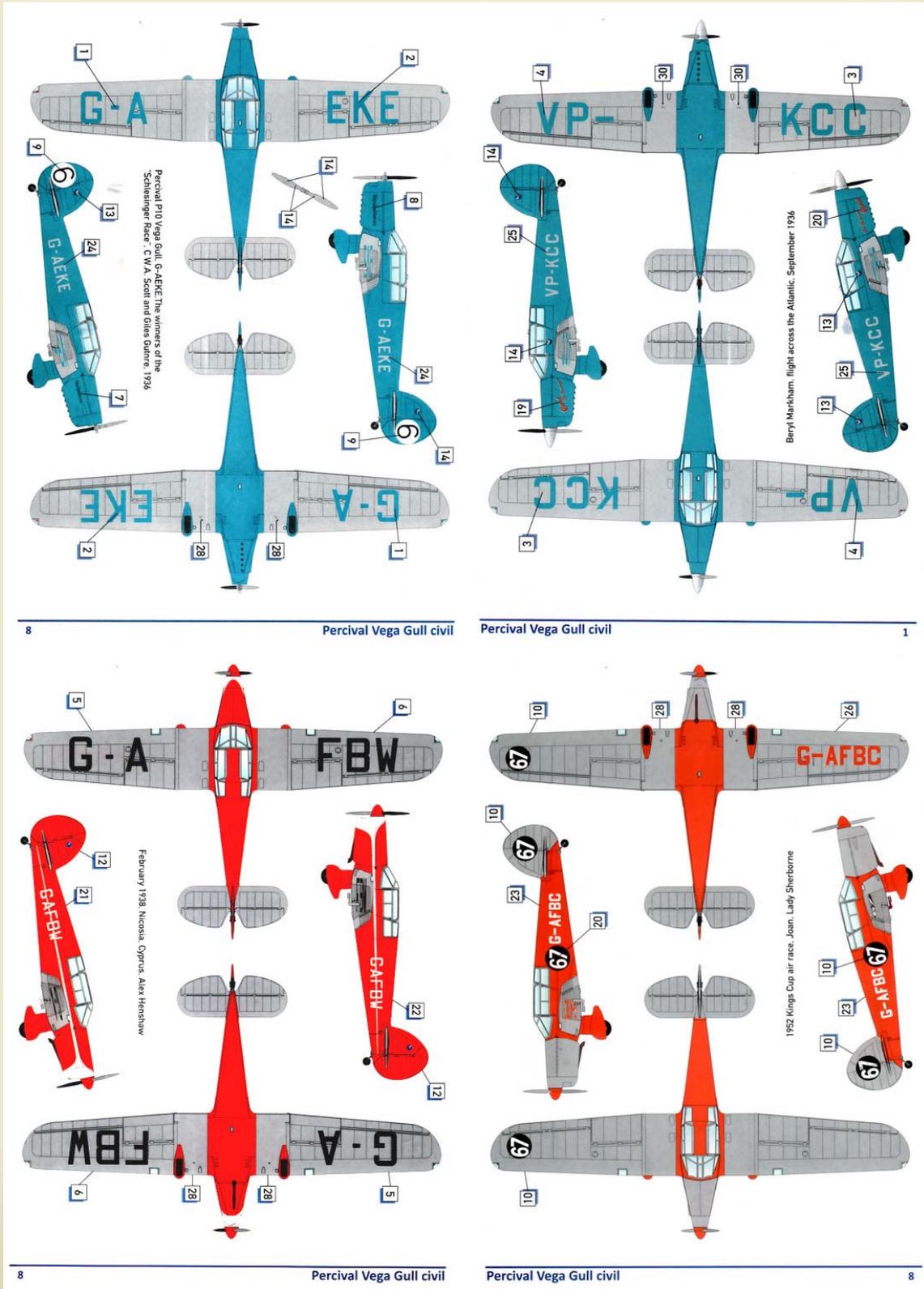
Very well printed decals are for:

A) Turquoise and silver VP-KCC flown by Beryl Markham on her Atlantic crossing, 1936.

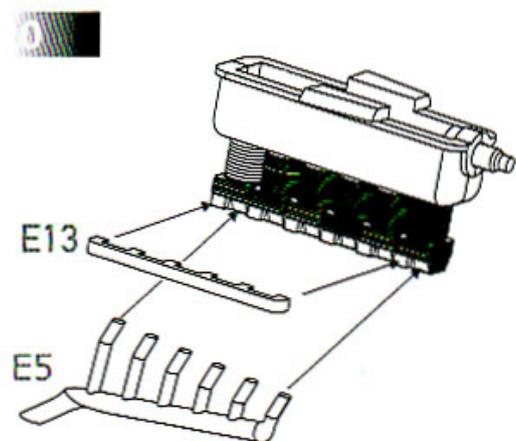
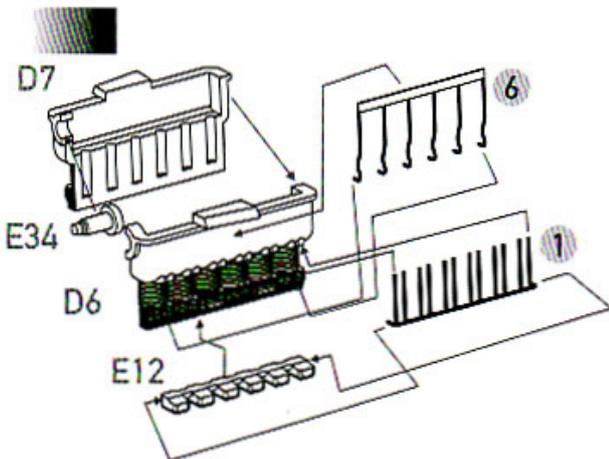
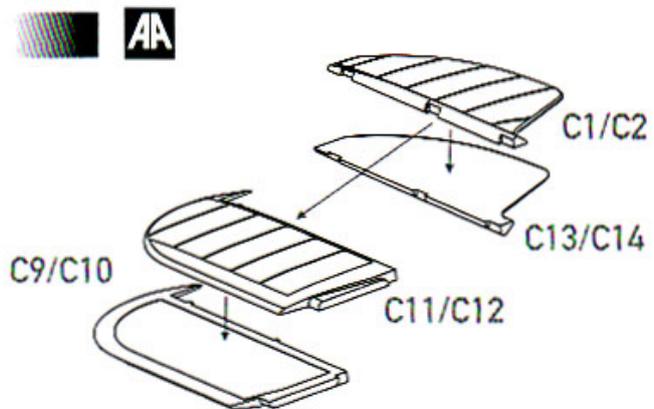
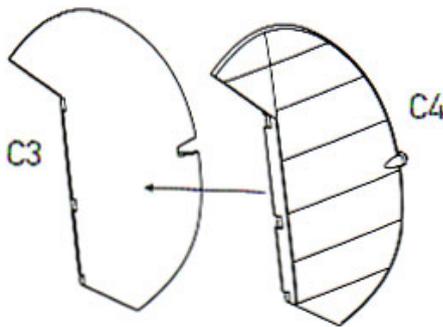
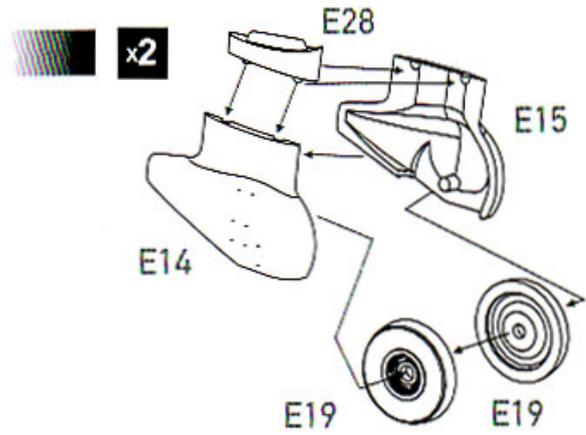
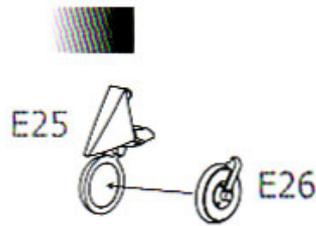
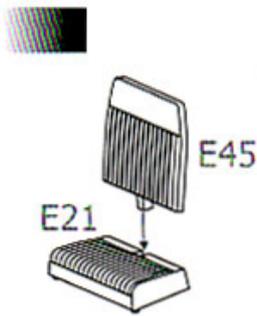
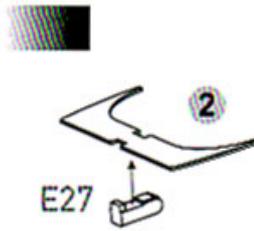
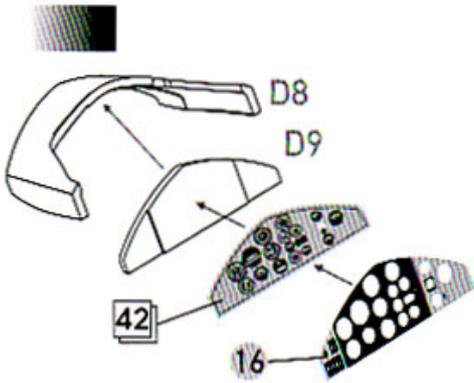
B) Turquoise and silver G-AEKE from 1936 Schlesinger Race flown by C.W.A Scott and Giles Guthrie.

C) Red and silver G-AFBW as flown by Alex Henshaw in 1938.

D) Red and silver G-AFBC as flown by Joan Lady Sherborne in the Kings Cup races in 1952. The turquoise was apparently the Percival 'House' colour, and much discussion about it can be found on the [britmodeller.com](http://britmodeller.com) forums.



# ASSEMBLY INSTRUCTION



The full colour instructions are largely pictorial with little text, and will take a bit of study before committing the kit 'to the knife'!



Overall, a very nice kit from this newer Czech manufacturer of one of the 'Golden Age' civilian aircraft of the 1930's. They also do the military versions built for service during WWII. Well done Dora Wings, and may we see more of these interesting aircraft from this era.

Many Vega Gulls came to New Zealand and several still survive here. Check out the following for further ideas on building a Kiwi Gull:

<http://rnzaf.proboards.com/thread/21790/new-zealand-percival-aircraft>

P.s. I feel a trip out to Mangere armed with my camera will be required very soon!

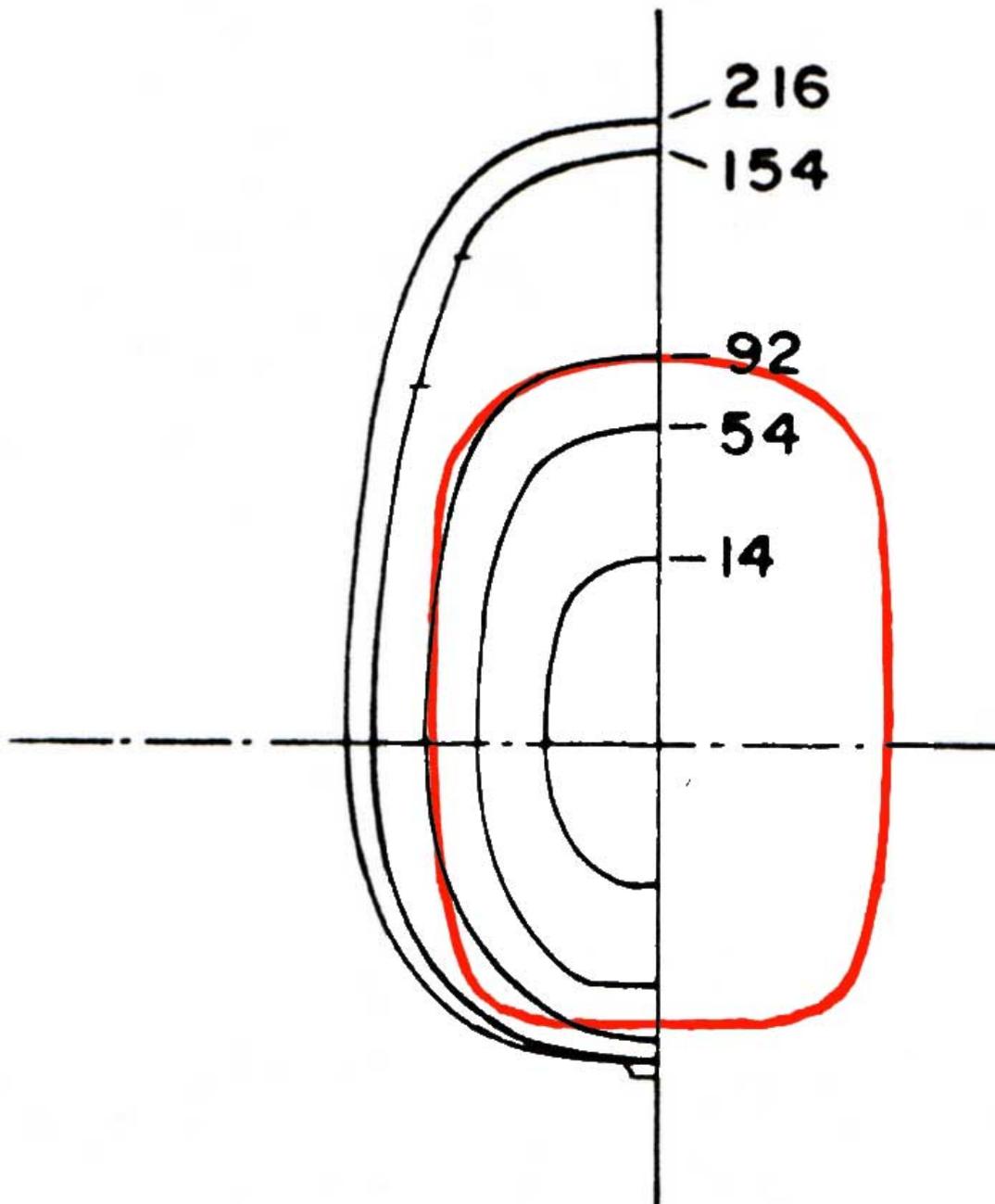
# DMOLD'S 1:48 PV-1 VENTURA NOSE CORRECTION SET DM48027

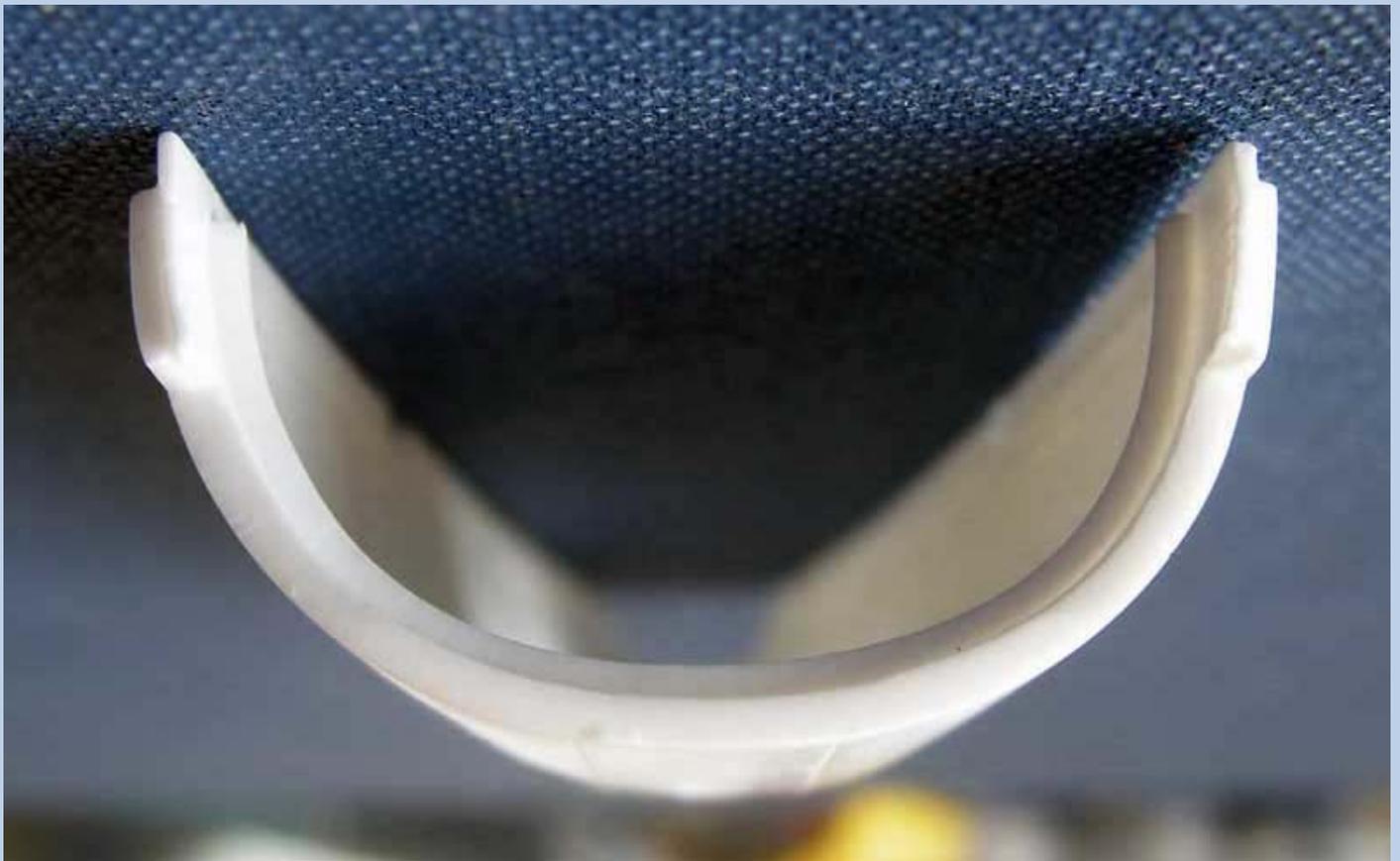
Another 'look in the box' by Pete M.

When Revell's 1:48 PV-1 Ventura was first released, the obvious faults with the wrong propellers and poorly shaped engine nacelles were soon pounced on and correction sets by several aftermarket resin producers soon followed.

One item that did not appear to have been commented on at the time, was the contours of the lower nose section of the fuselage being too 'squared-off' in shape.

TRACING OF KIT FUSELAGE AT STATION 92 IN RED





The black sections are from the PV-1 Erection manual, and the red is a tracing taken from the Revell kit. The upper section shape is still slightly wrong, but close enough for government work!

Dmold have now come to the party with a small resin correction set to re-do this area, consisting of a new lower nose section cast in a white resin, and a re-profiled front bomb bay bulkhead to suit.

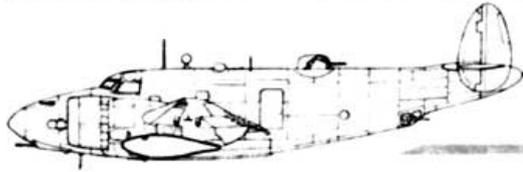




There are some small areas of flash that will need to be cleaned up but no sign of any moulding flaws in my sample.

The new casting is designed to be inserted after cutting along existing panel lines on the kit, so should be a reasonably simple job for most experienced modellers.

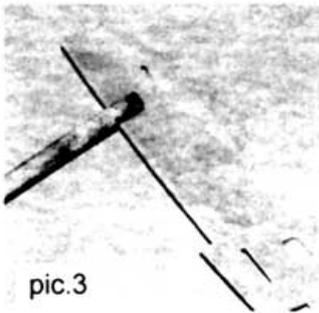
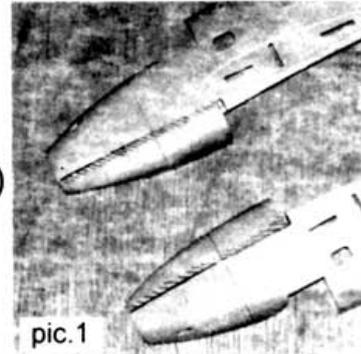
Unfortunately the instruction sheet isn't the best reproduction, but can still be followed!



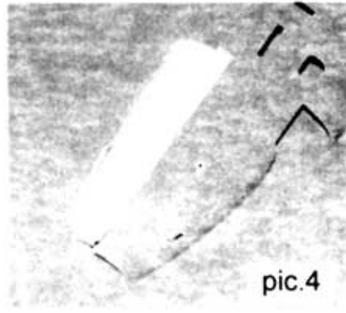
This correction set is intended for Revell 1/48 PV-1 Ventura kit

Follow the steps below to apply this correction set.

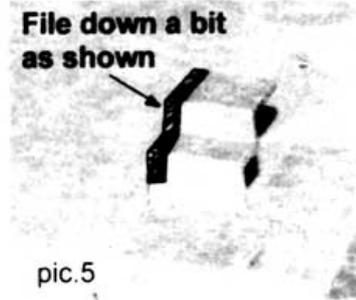
- Firmly glue the nose sections to the main fuselage and cut off the lower portions of the nose sections along the panel lines as shown at the pic. 1
- Adjust (file down) thickness of the wall and dry fit the resin part to exclude any step on the external surface. Note, very minor, subtle adjustment is required (pic.3,4)
- Adjust (file down) the cockpit step and the bomb bay part as shown at pic.5 and 6
- Complete fuselage and attach the resin replacement part (pic.7) Note, small steps should appear between the replacement part and fuselage corners as shown at the pic.8. File down these steps.



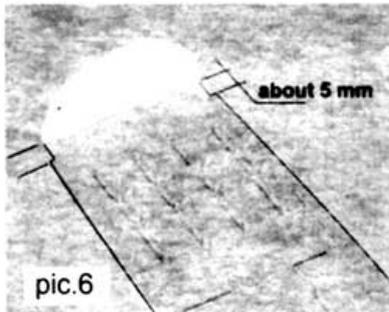
pic.3



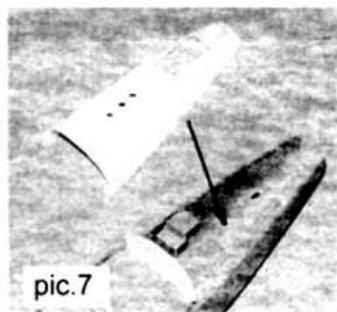
pic.4



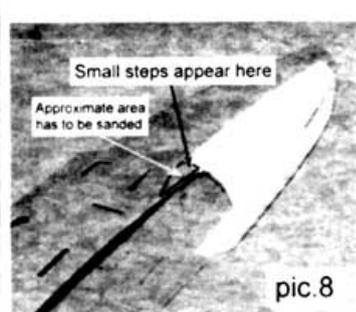
pic.5



pic.6



pic.7



pic.8

**DM48027(8)**  
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This simple up-grade will vastly improve the 'look' of the nose of the PV-1, and with some work, I'm sure will also work on the Ventura II kit.

Dmold also does a correction set (including the nose) for a closed bomb-bay as apparently some modellers have experienced problems with the Revell kit's assembly.

For further comments, check out the following on Dmold's website:

<http://dmold-modelworks.com/contents/en-us/p36.html>

# 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.

