



SCALE MAIL

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NEXT MEETING

Tuesday 15th August
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

COMMITTEE

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From the Editor

Firstly I 'd like to offer my apologies for the lateness of your newsletter this month. A combination of working all weekend and having my computer die on me has cramped my style somewhat lately. Hopefully my computer will be back to normal by next month no doubt at some exorbitant cost.

IPMS New Zealand Nationals - 2017

22 - 24 September 2017 Alexandra

IPMS 2017 Registration is now open! ONLINE

The Central Otago Model Society (COMS) is pleased to be this year's host for the International Plastic Modellers Society (IPMS) New Zealand Nationals - 2017.

Members of the IPMS meet annually at different locations around New Zealand to compete against each other at the highest standards of plastic model building in New Zealand. This year the competition will be held in Central Otago in conjunction with the Alexandra Blossom Festival in September. The COMS last hosted the competition in 2012 and looks forward to seeing some great new models this year, plus providing the public the opportunity to view plastic models constructed to the highest levels of modelling craftsmanship.

2012 Competition

Modellers competed in 10 different classes with awards made in 27 sub-classes and best of each class. In 2012, Greg Blick's 'Steyer 1500A Command Radio Car' was judged to be Best in the Show and the runner up was Barry Fitzgerald for his box diorama 'WW1 Phaltz D111a Hans Bohning'. Will Greg and Barry be competing for top honours in Alexandra again in 2017? With a further five years of model building under their belts since the COMS last hosted the event, visitors can be guaranteed to see new and superb quality models from all competitors.



Steyer 1500A Command Radio Car
Greg Blick - Best in Show 2012



WW1 Phaltz D111a Hans Bohning - Box Diorama
Barry Fitzgerald - Runner Up 2012

IPMS Entries

The COMS provides competitors with this website to record IPMS registrations and model entries. We found at the IPMS 2012 Nationals that pre-arranging model entries online takes a significant workload off the organising team on opening day.

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2017/18 PAST DUE *******

**Subs for 2017/18 now past 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

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

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

EVENTS

CLUB NIGHT EVENTS

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

MODELLING EVENTS

Nothing new to report This month.

BULLETIN BOARD

CLUB SUPPORT

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

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



ModelAir

12 Kent St Newmarket

Auckland

p: 09 520 1236

10% on kits



Stoker Models

Cnr Market Rd & Gt South Rd
Auckland

p: 09 520 1737

10% on kits and modelling supplies



TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
Toyworld Westgate
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been pre-ordered)

(Note: not in conjunction with any other promotion)



Merv Smith Hobbies

27 Davis Crescent
Newmarket
Auckland

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

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“Twofer” Inbox Review: Hong Kong Models:
1/32 Boeing B17 E/F and 1/32 Boeing B17 G
By Brett Peacock



B17 E/F NZ Retail: Unknown as yet. (I paid Sprue Bros US \$279.00 plus p&p of US \$80.00 for a total of 498.70 \$NZ according to my debit Mastercard. NZ price will differ.) Kit has 678 parts, 3 marking options on 3 decal sheets.

B-17 G: NZ Retail: \$525.00 from Modelair last year. Kit has 577 parts, 1 option on 1 decal sheet.

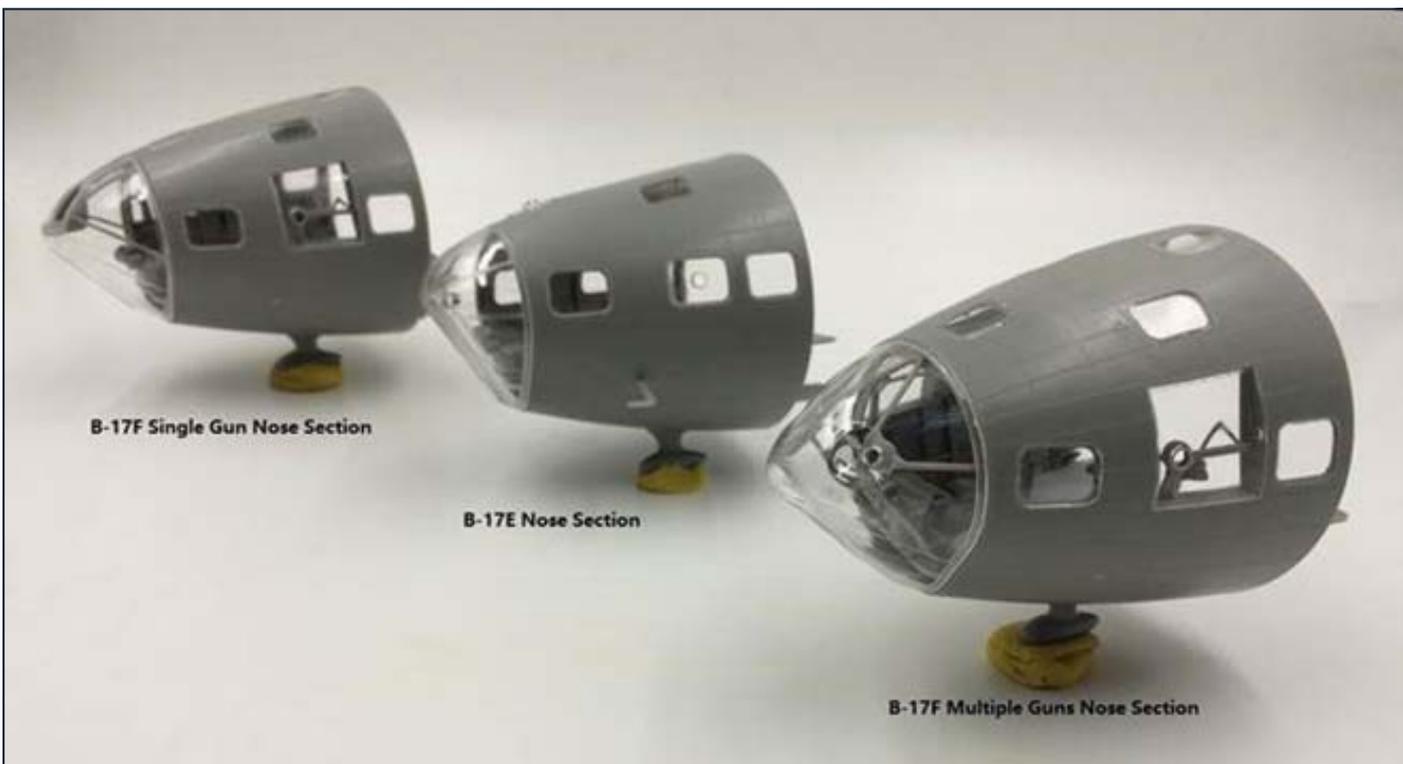
Note that as the two kits share about 80% of their parts I will be dealing with the E/F kit first, as it has the most parts, with comments pertaining to the differences in the G kit shown in ***Italics & Bold type***. (All images are courtesy of Mr Google, who is your friend online.)

The B17E/F kit is identical in wingspan to the G, but the E/F is 2mm longer. Both include a robust wall mounting bracket for vertical storage and optional position undercarriage.

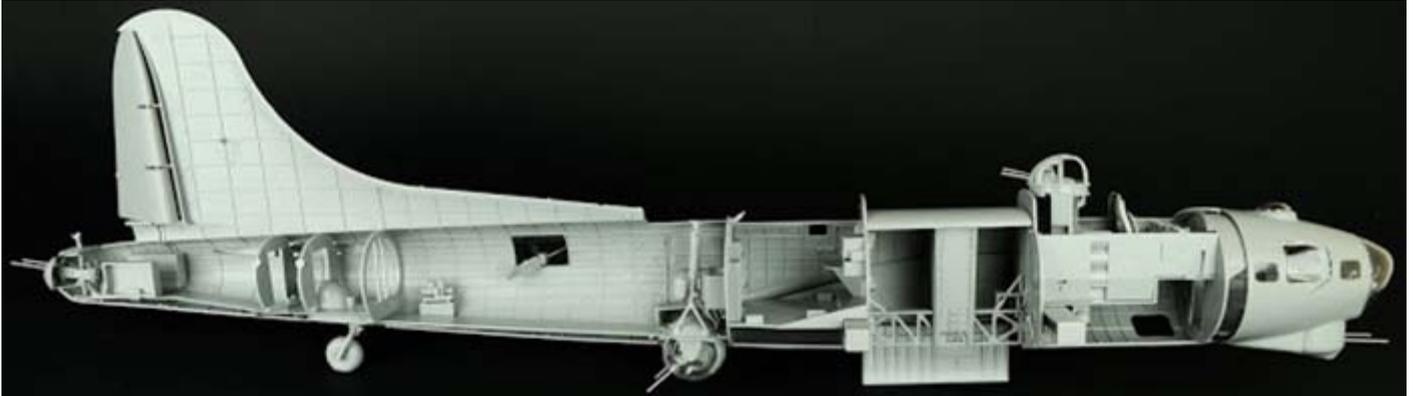
When I was young, at school, the thought of a 1/32 scale B17G kit was little more than a pipe dream. The absolute Biggest kit we knew of living in Whangarei (Although there were rumours that you could find such huge beasts in the US!) was the often mentioned, but seldom actually seen, Revell Beaufighter. And we thought that was HUGE! My, how times have changed. When HK announced they would be doing this kit, after all the “issues” with its’ original developer, it still seemed to be a bit unlikely... then they went and released it a few years back..... And mid-way through last year they followed it with a B17E/F kit. I had bought the G kit the previous year, so getting the E/F was a no-brainer... if I could afford it. A year later and I was still waiting for the kit to hit New Zealand, and my patience wore thin, so I decided to import it...cue Sprue Brothers’ website, and the kit was dispatched within 6 hours and it was on my doorstep in 7 days. The day AFTER the July Meeting! Still, very nice going, Gordon Kwan and team!!

So, what do you get for a (Pun intended) Grand Total that is something a bit over one thousand dollars, and especially, IS IT WORTH that outlay? I guess that depends on how much you are willing to spend and how much you love the Flying Fortress. For me, once I saw the First G model made up and displayed in Modelair, the answer was “Hell, yes!”

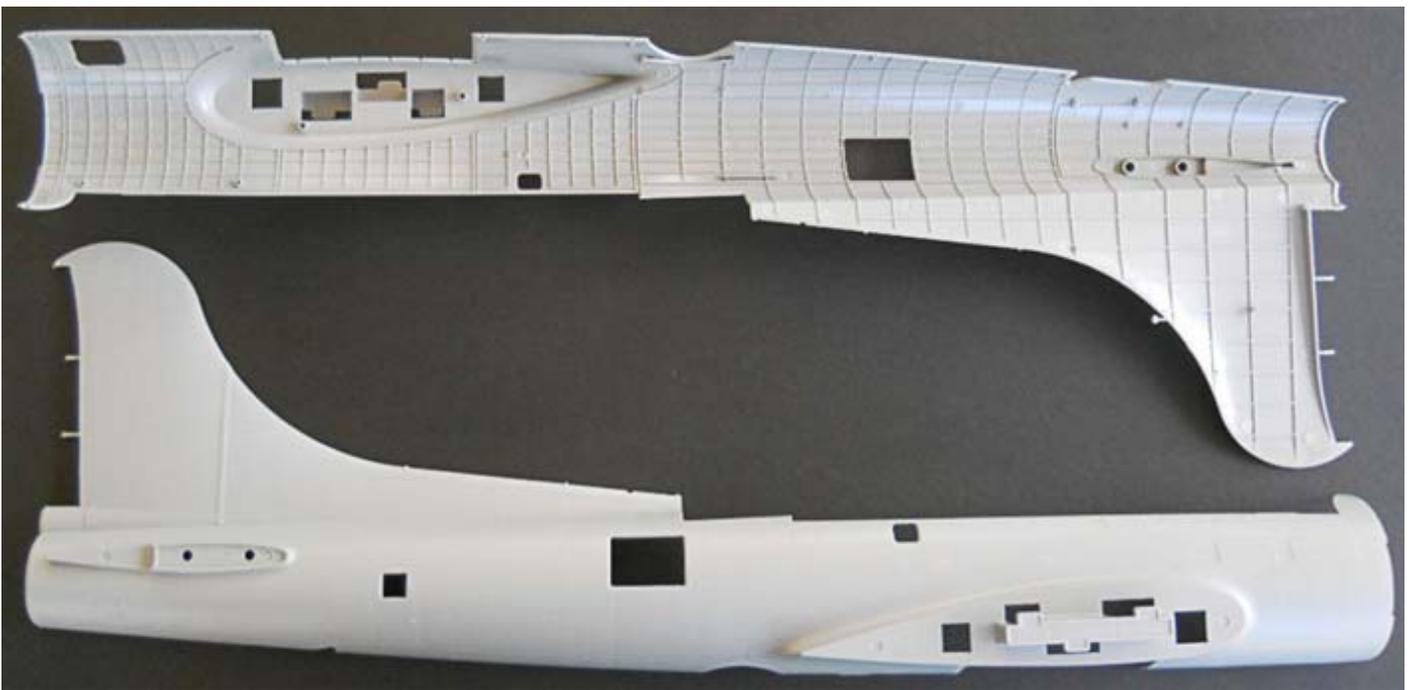
The E/F kit has parts for 3 variants, a standard E, and 2 differing F models, standard and later production. You can make a Standard E with a ball turret, but no alternate Bendix unmanned ventral barbette is included. There are 3 plexi-glass nose-cone options, (see image) the standard E, and two of the most common F noses, 1 for each “F” option. It also has revised upper turret parts, suitable for both the E and F models. It does Not include the Late F nose with cheek fairings or the Very Late F nose with a chin turret – the latter of which is something I only discovered even existed after buying the Warpaint book on the B17. To make the Very Late type, you would need to graft the single gun nose cap onto a G nose and blank off the cavity for the gun.



A modified Starboard fuselage provides the un-staggered waist gun position and the G models' open port has been plugged very well indeed, by a mould insert. There is a FAINT mark on the inner details, but the outer fuselage is almost perfect. The B17G kit is a late production series aircraft with Staggered waist windows and a Cheyenne tail gun position, which does limit your marking options, so you need to research your chosen markings thoroughly.



The E/F kit also includes a separate rear access crew door (Stbd) now, where the G kit (below) does not.

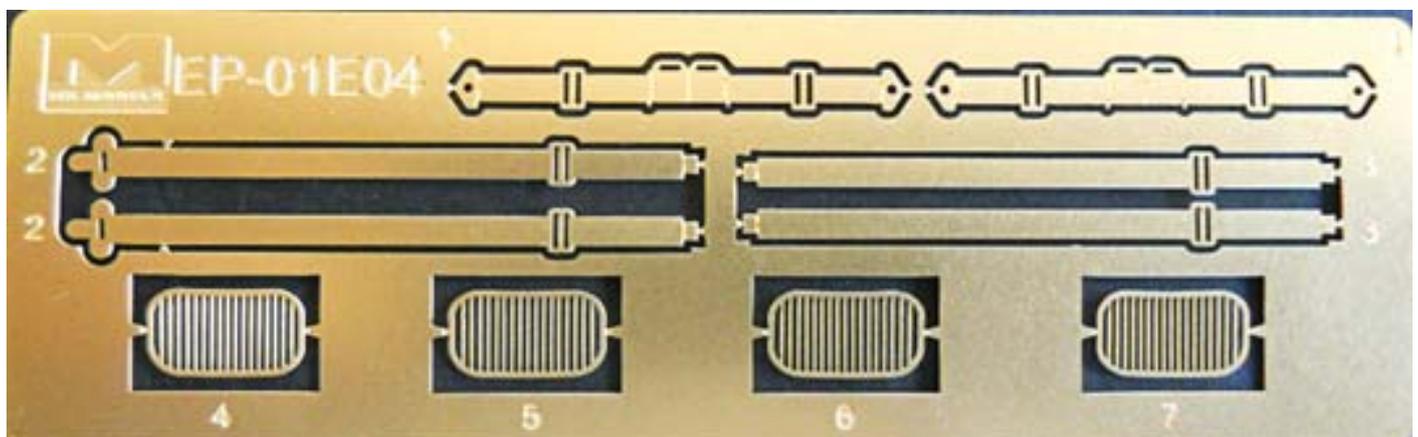


A standard tail position is in the kit, along with two nose fuselage sections, in 4 pieces, one nose for the E and a second for the majority of F models. The E kit also has the Early-style Engine cowlings with a Sharper profile and fewer cooling gills. Also with the E cowlings are a set of early, narrow propellers. The F and G shared a later cowling design and later, paddle bladed, propellers.

All mouldings are clear and sharp but there are some areas where Ejector marks will need to be hidden from view, even though a significant percentage of the interior will not be visible from the outside. The top decking can be placed without cementing it, to display some (but not all) of the interior work, but that is up to the modeller.



There are 47 sprue trees (including duplicates, multiples and all Clear parts (5 trees) in the E/F kit. The G kit has only 33 sprue trees including the same note re Duplicates and but only 1 clear, etc. That is a LOT of plastic to find well packed into a Huge box. There is No wasted space. (and how the heck they fitted 47 sprues into the same box volume as 37 I do not know!) Both kits include a small fret of Brass Photo etch with seat belts for the flight crew and intake grills. Both kits are moulded in a light grey, almost Hasegawa-like plastic and should be good to work with. All clear parts are excellent

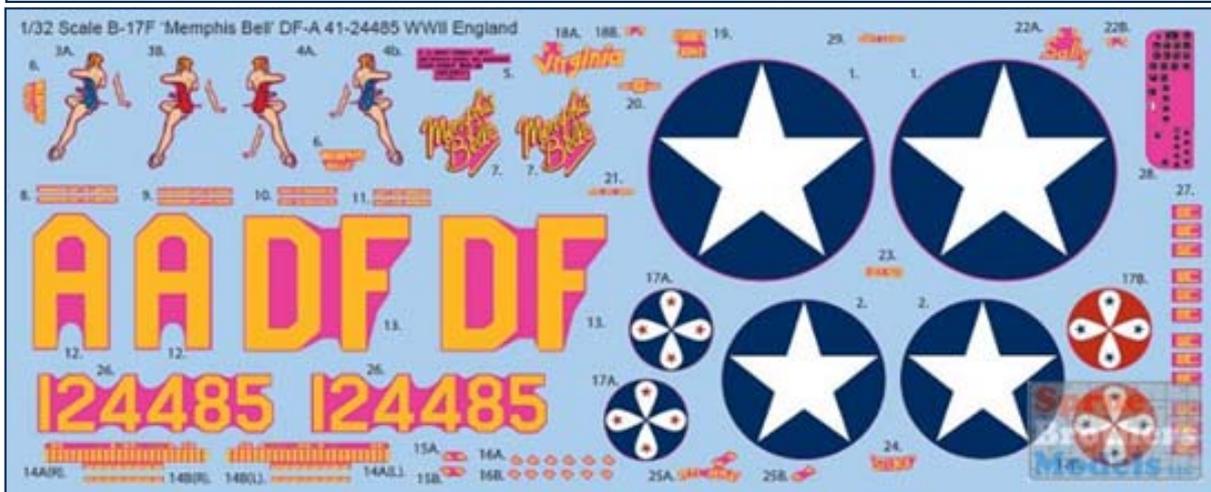
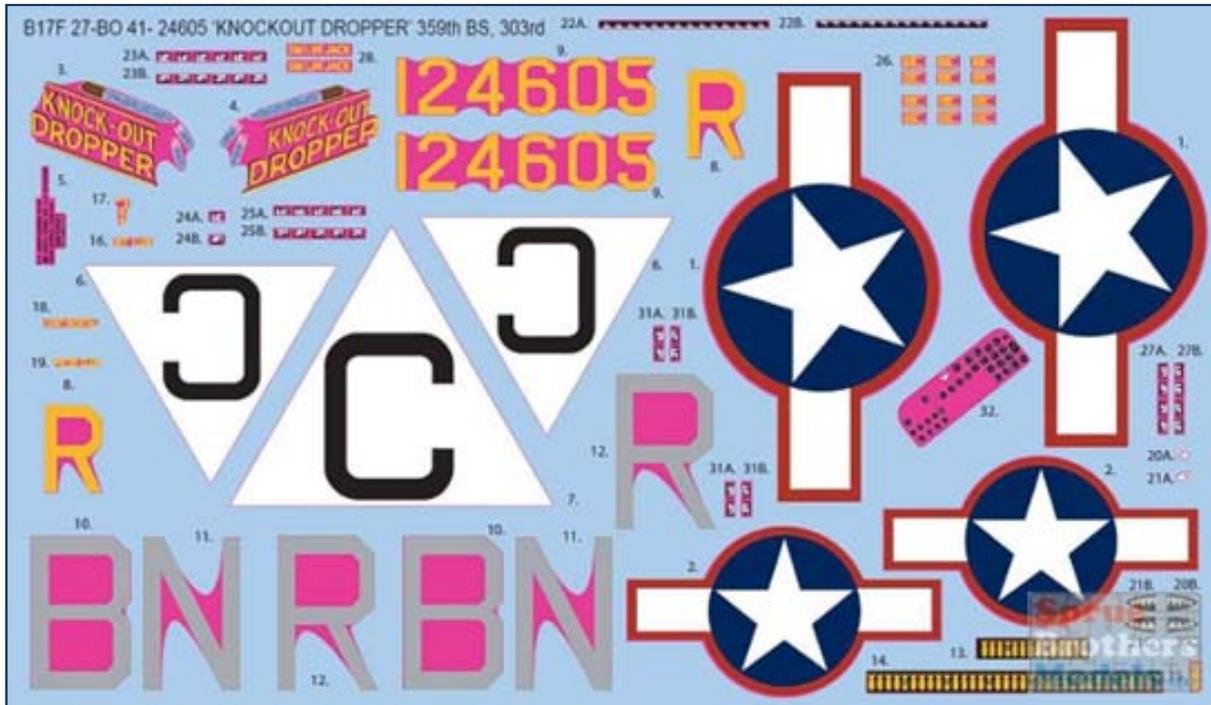


The Fuselage builds in three sections, the nose, main and tail gun sections. In their E/F kit you begin by choosing which option and building the nose for that option. (You cannot change your mind easily either, as enough interior parts are provided for only one option when built.) You then progress onto the main section, including the full interior. HK models have modified some parts from the G kit in this area, both making it more accurate (a Fictional small floor step in the radio compartment in the G kit, fixed in the E/F kit...) and accounting for some detail changes between the F & G models. The G kit has you begin with the Main Fuselage and Cockpit, and then making and adding the other two sections. After the fuselage is completed, assemble and add the tail planes and rudder then you progress onto the wings, starboard first, then port. Next, add the wings to the fuselage. Following that you get to assemble all four engines, paint them, then add them, including cowlings to the wings. By this time you should be fitter, from manhandling this monster around. It's only 11 mm short (+/- 1/2 inch!) of 1 metre across the wings and it will weigh a LOT. (Probably over 2 kilos.)

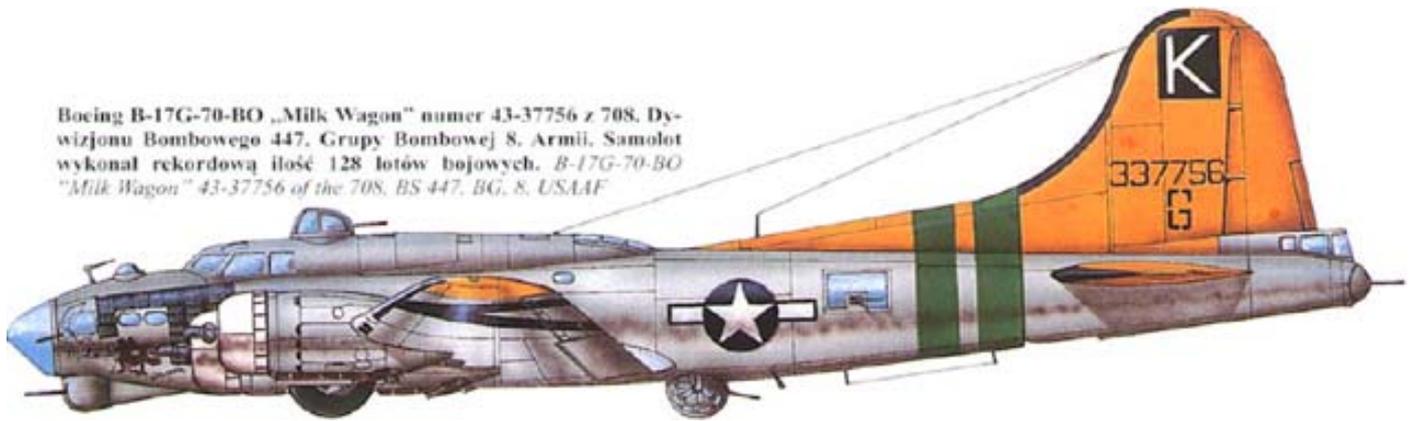
The 3 E/F kit options are all of famous examples: “Memphis Belle” & “Knock-Out Dropper” are the 2 England based F models and the Australian based “Chief Seattle –from the Pacific North-West” is the E model. The kit markings for the “Belle” are as she appeared on the post-tour War Bonds tour of the USA, and not as she was in combat over Europe. (Remove all crew station name IDs and the wheel cover art for that. Yes, they do give you the hub caps to put this wheel cover art on - They were not used in combat for weight considerations.) The “Memphis Belle” was famous for being ‘first’ 8th Air Force plane to achieve 25 missions (she actually was not, but that was not widely known until much later.), “Knock Out Dropper” was the First 8Th Air Force Bomber to complete 50 and then 75 missions over enemy territory. Note that the only stencils appear to be Propeller emblems and each manufacturer’s Data serial Plate. All three are in Olive drab over Neutral Grey with the two F options featuring some Green camouflage on the uppers.



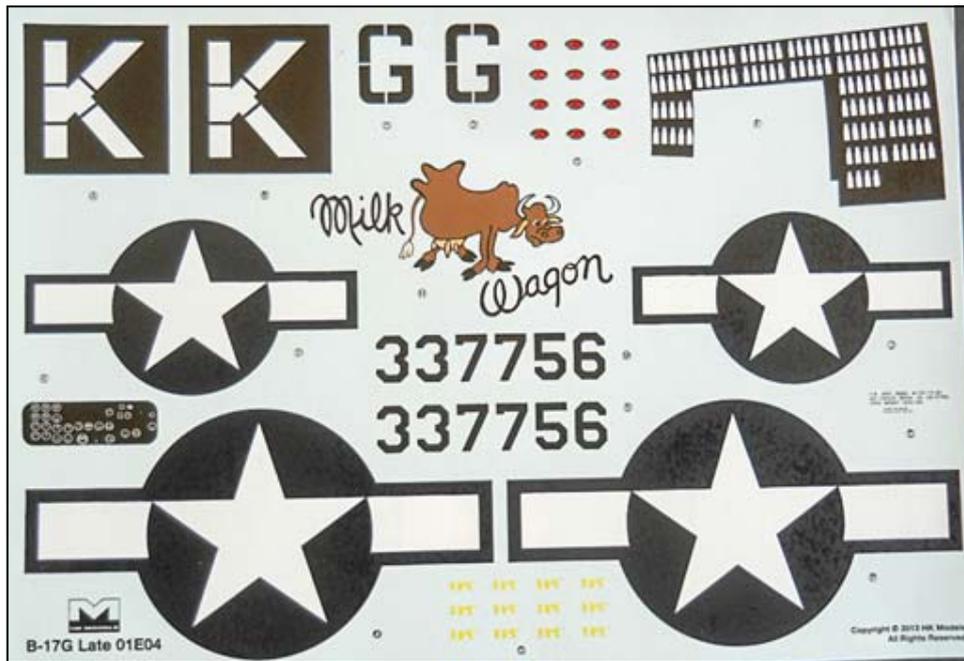
Also in the E/F box is a large multi-page instruction booklet and 3 sheets of Decals (but only 1 decal sheet in the B17G) Having never built any HK kits, I cannot speak to the decals' use-ability, but they are clean and clearly printed, with a mild gloss finish. I have not heard of many complaints, apart from the lack of Stencilling, (there is some, but nowhere near enough for what was standard on the aircraft - Especially on the G kit sheet.) 'Kits World' in the UK released a B17 Stencil sheet packages (With national insignia) which addresses this, and it should be a given for a serious modeller to buy it as all B17s left the factories extensively stencilled . (Later re-paints notwithstanding!)



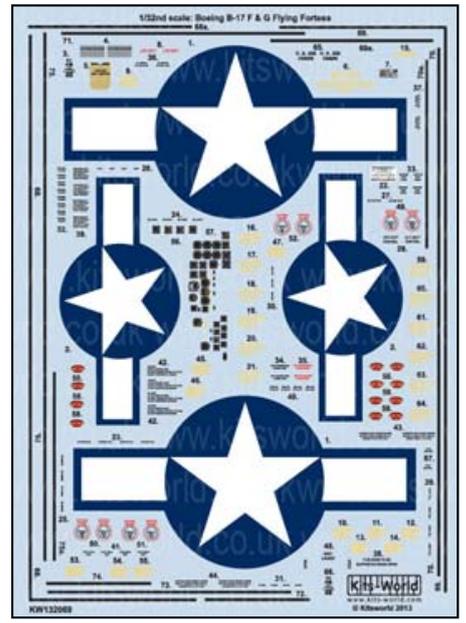
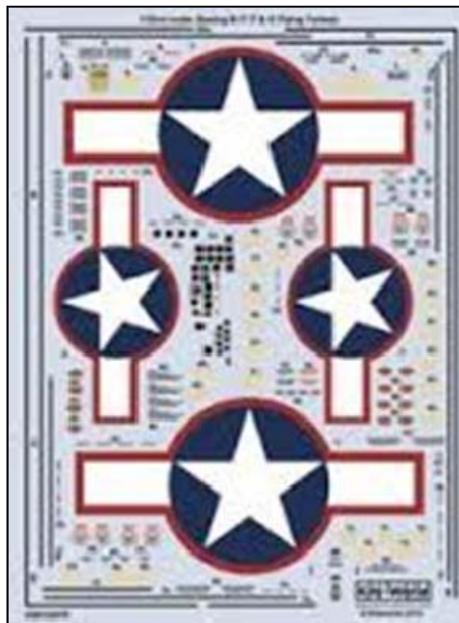
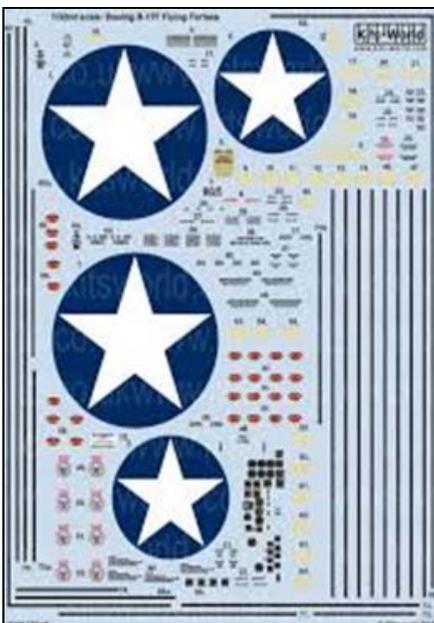
The G kit has the lesser well known "Milk Wagon", which was unpainted except for Group and Squadron ID markings.



Boeing B-17G-70-BO „Milk Wagon” numer 43-37756 z 708. Dywizjonu Bombowego 447. Grupy Bombowej 8. Armii. Samolot wykonał rekordową ilość 128 lotów bojowych. B-17G-70-BO "Milk Wagon" 43-37756 of the 708. BS 447. BG. 8. USAAF



Again, note the lack of Stencilling. - For comparison here are the 3 stencil/insignia options from the Kits World decal packs. (L to R: 1942 B17E/F, 1943 F and standard F/G.) These sheets are ALL larger than the HK G decal sheet and include walkway strips.



For my chosen B17G model, I'm investigating buying a spare E/F starboard fuselage and building one of "Milk Wagon's squadron mates, the very famous "A Bit O' Lace, which had the earlier, un-staggered waist guns with the later Cheyenne tail guns. The subject of the old 1/72 Airfix B17 from the 60's, and one I never actually made as a kid. But here is Roy Cross' awesome original artwork



As for my E/F kit I have decided not to use any of the kit markings and instead will finish her as a RAF Fortress Mk IIa (B17E) of Coastal Command with Extra Dark Sea Grey and Dark Slate Grey uppers and Overall White for the rest. I'm leaning towards the lower option, simply because it was based in Ballykelly! (Northern Ireland) and flew the Iceland passage.

.... (btw, her clothes should be red, not white.)



Or



But here is the catch with all large scale kits: in 1/32 scale and larger, the decals actually become more problematic. Personally, I would restrict decaling to any stencils and leave the larger markings (National Insignia, formation, Squadron and Group markings to being masked and Painted. (I bought the Maketar masking set for this job) For individual aircraft names and any nose art would probably have to decals also unless you have a knack for painting them. And in this scale that will show up any flaws. A big advantage to painting the markings is that they can be weathered along with the rest of the airframe, whereas decals can be difficult to weather to the same degree.

The Instruction Booklet in the E/F kit is quite good and clearly indicates which option is for which scheme, with good colour callouts, BUT I would STRONGLY recommend carefully indicating which options are unused, with a red or yellow highlighter BEFORE beginning any part of building the model. It would be all too easy to confuse yourself while engaged in making the kit. The E/F kit booklet has good clear CAD drawings, and they are larger and clearer than those of the G kit booklet. The G kit instructions are a bit more problematic as the standard of the hand-drawn line drawings is not as high, or as clear, and that's without any real options in the kit, but they do cover the basics, including colour callouts. The drawings are also significantly smaller than the E/F instructions. I would call them adequate at best.

Another aftermarket set I would recommend investing in, is a set of turned brass MG barrels for all the guns from Master Models of Poland, as the plastic ones will prove very delicate. It will not be cheap (about \$50.00 NZ plus post) and currently there is only a set for the G available, so you will need about 4 .30 cal barrels as the nose guns in the E and F were usually .30 cal. The Late F mounted a single .50 cal.



In Summary: The Hong Kong Models 1/32 scale range has grown by leaps and bounds since their original release of the B17G kit some years back (2013?) and their release of a second B17 E./F shows that they are serious about LARGE scale planes. (I also have their Dornier Do335A kit, also a very good kit) and I'm currently seriously thinking about buying their still-forthcoming Avro Lancaster which was supposed to be out by now.

Both B17 kits are very well researched, but they are not perfect: one minor visible flaw - the fuselage directly forwards of the cockpit windscreen is not flattened slightly, making the windscreen not high enough by about 1 or 2 mm, and the aforementioned fictional step in the radio compartment. – but is not really that visible from outside. and the new E/F kit improves on the original enough that I can see an early G kit being released at some point with the standard tail guns and un-staggered waist guns... or even possibly both tail guns. This would broaden the options considerably. I can also see them eventually releasing an Early B17 kit (C/D had the same wings and Early style cowlings and engines/propellers and, internally, everything from the bomb-bay to cockpit (Not counting the upper gun turret) would be the same, only the rear fuselage and details there and some of the nose compartment would differ from the E.

Talking with those who have built it and reading reviews and watching video builds online, (Alan S. for example) the one major criticism is that it is just so darned BIG! Fit of parts etc is good, not quite Tamiya good, but good, it's mostly accurate and you need to take care to ensure everything aligns properly. Search on You-Tube for build logs and video reviews for more than I can convey here.



At about \$500 NZ dollars a pop (Not including any aftermarket!), it's not a kit to go collecting willy-nilly, but as an investment for your own time and money, it'll keep most modellers happy for a good Looooonnnnnnggg stretch as they make, paint and weather this monster! And if you're going to spend 500 dollars odd on it, then some Aftermarket add-ons are probably a given, in that you will want to make it the best that you can make it, simply to justify your outlay...

Rumour has it HKM are now looking at the B-24 Liberator for an upcoming release. Which would be all to the good. If Hong Kong Models care to do something very big and German, dare I suggest they look at a Focke-Wulf Fw 200C Condor and/or a Heinkel He 177 Greif? Of course they could (but won't) go out on a limb and produce a Blohm und Voss Bv 138 trimotor flying boat.

Alternatively, why not produce a Halifax or Stirling to follow the Lancaster, if the RAF is chosen? I would get certainly any and all of them, if I could afford them.

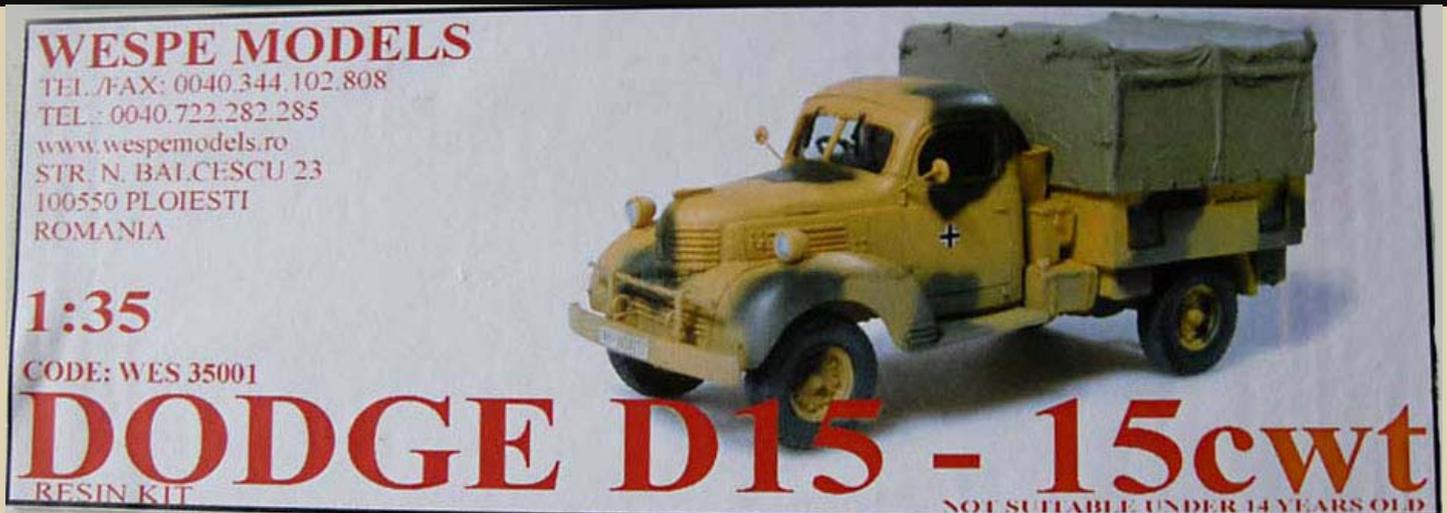
Watch for an upcoming look at the HK Dornier Do335 A.

(Spoiler: It's both Pretty and Good!)



WESPE MODELS 1:35 DODGE D15 (KIT WES 35001)

Pete M.



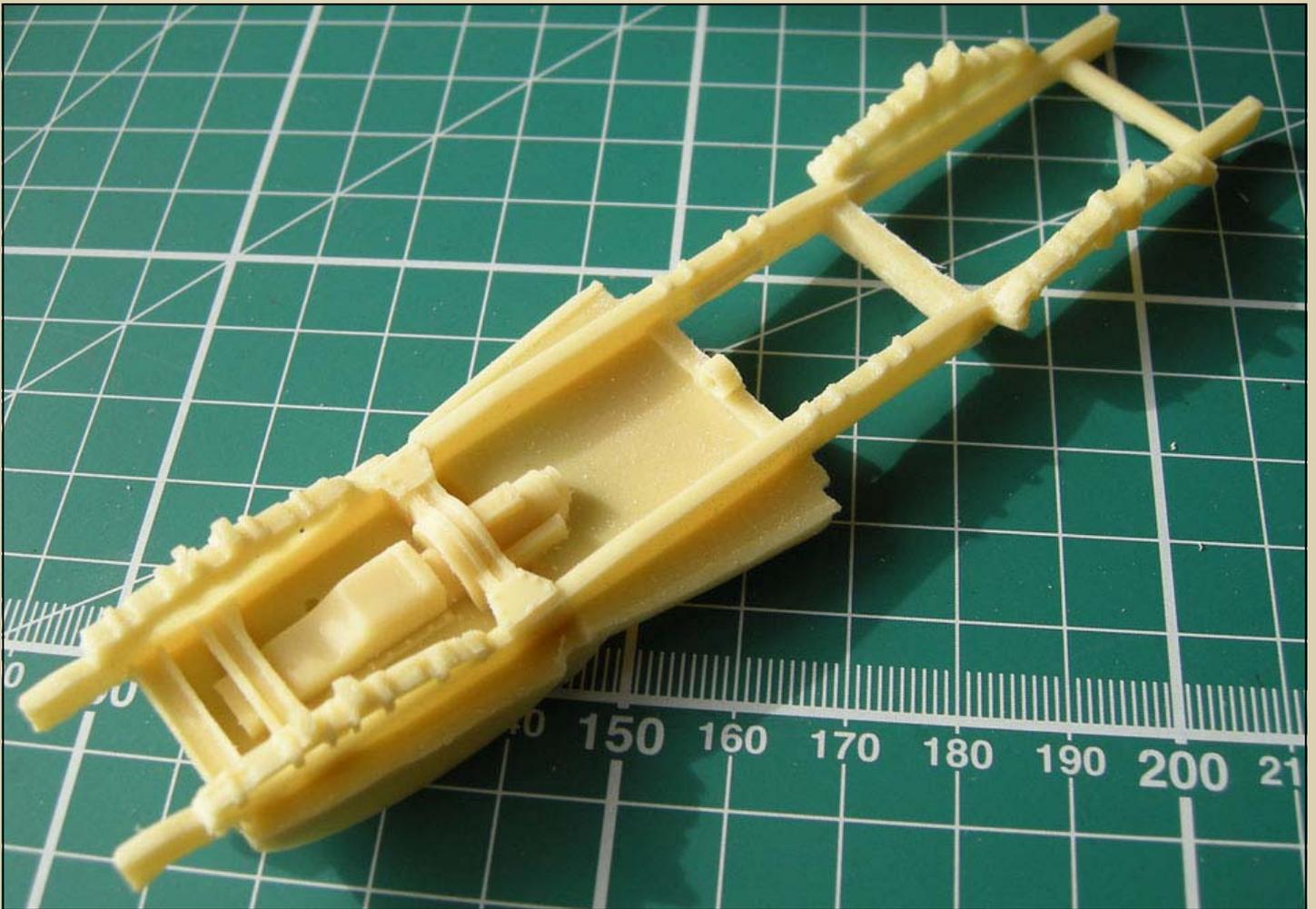
Until lately, an often neglected area of WWII vehicle models in 1:35 scale has been the many Allied armies 'B' echelon vehicles that helped keep an army going, supplying everything needed at the front lines such as ammo, food, mail and even troops. These vehicles just don't have the 'Glamour' of the actual front line tanks and suchlike!

Over the past few years, several model producers such as Mirror and IBG have begun to issue some of the more important vehicles such as the Canadian CMP range of trucks in all their variations, several variants of the Diamond T trucks, and IBG and Thunder have recently begun to release variants of the Scammell tractors and tank recovery vehicles. Some of these have been produced before as resin kits, but for the majority of modellers, injection kits rule the roost.

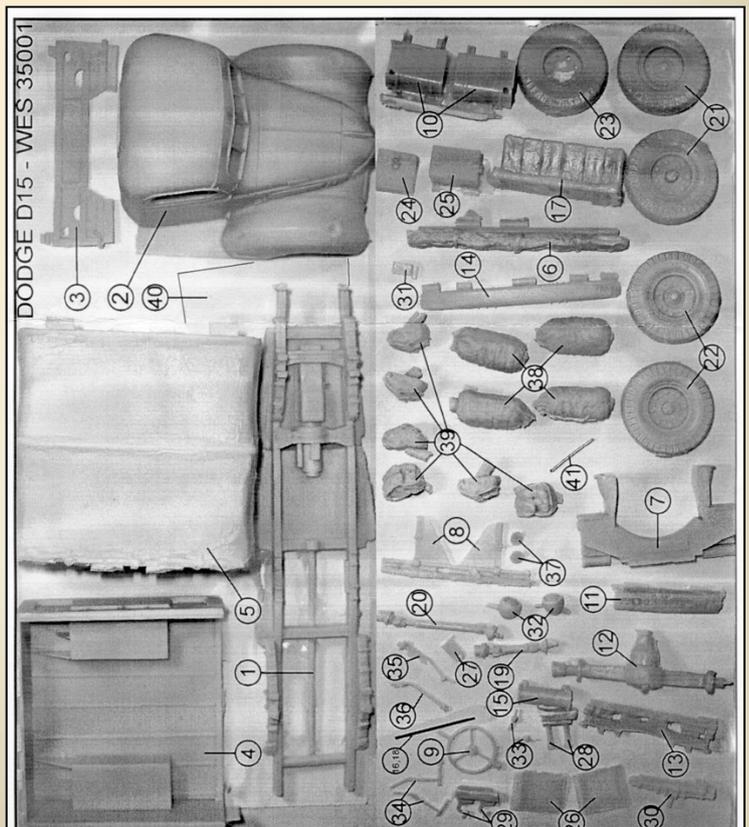
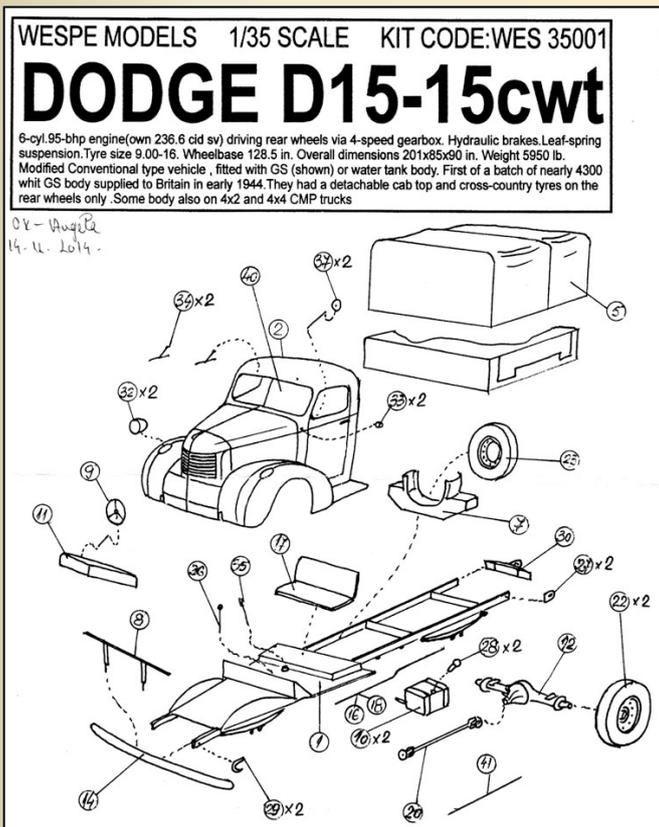
The subject of this article is the Canadian produced Dodge D15/T222 2x4 15cwt truck used in many of the operational areas, and usually very noticeable in photos of the rear areas. Based on the pre-war civilian Dodge trucks, they were slightly modified for military use, and over 4000 were supplied to Britain and her allies.



Many of the components are very simplified, and items such as the chassis and springs are moulded as one piece.



Instructions are provided as a photo of the items with numbers, and an exploded diagram. No painting instructions are given, and no decals are supplied with this kit.

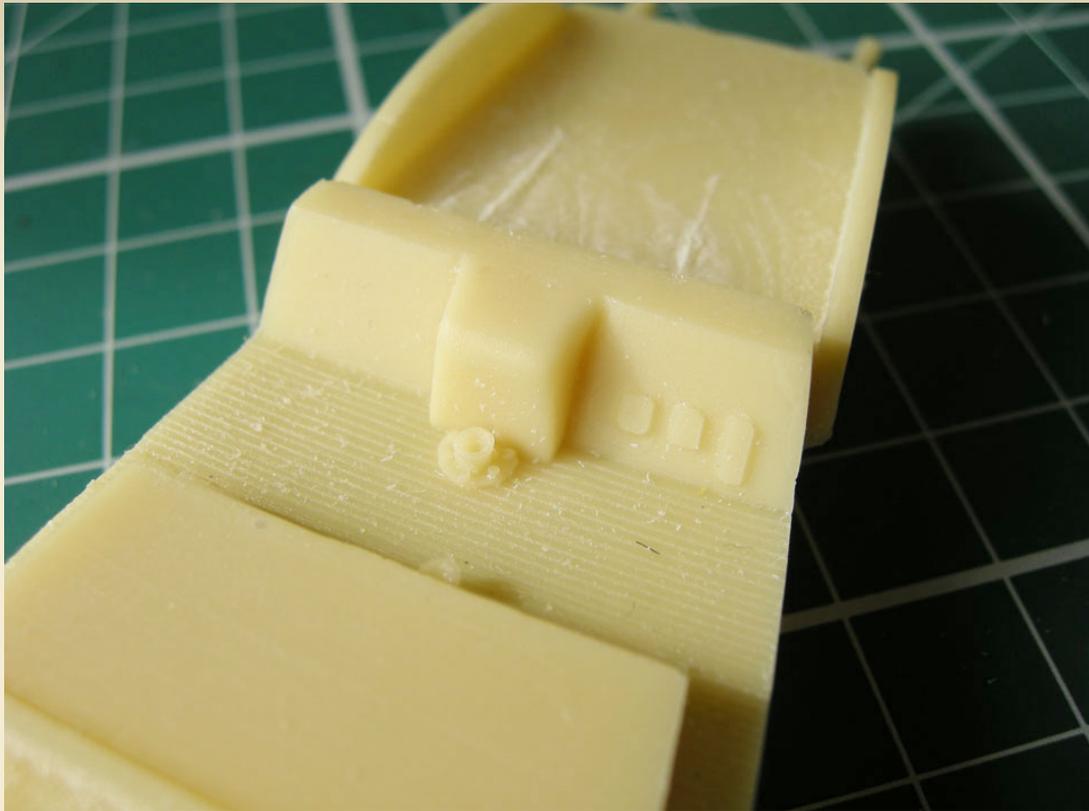




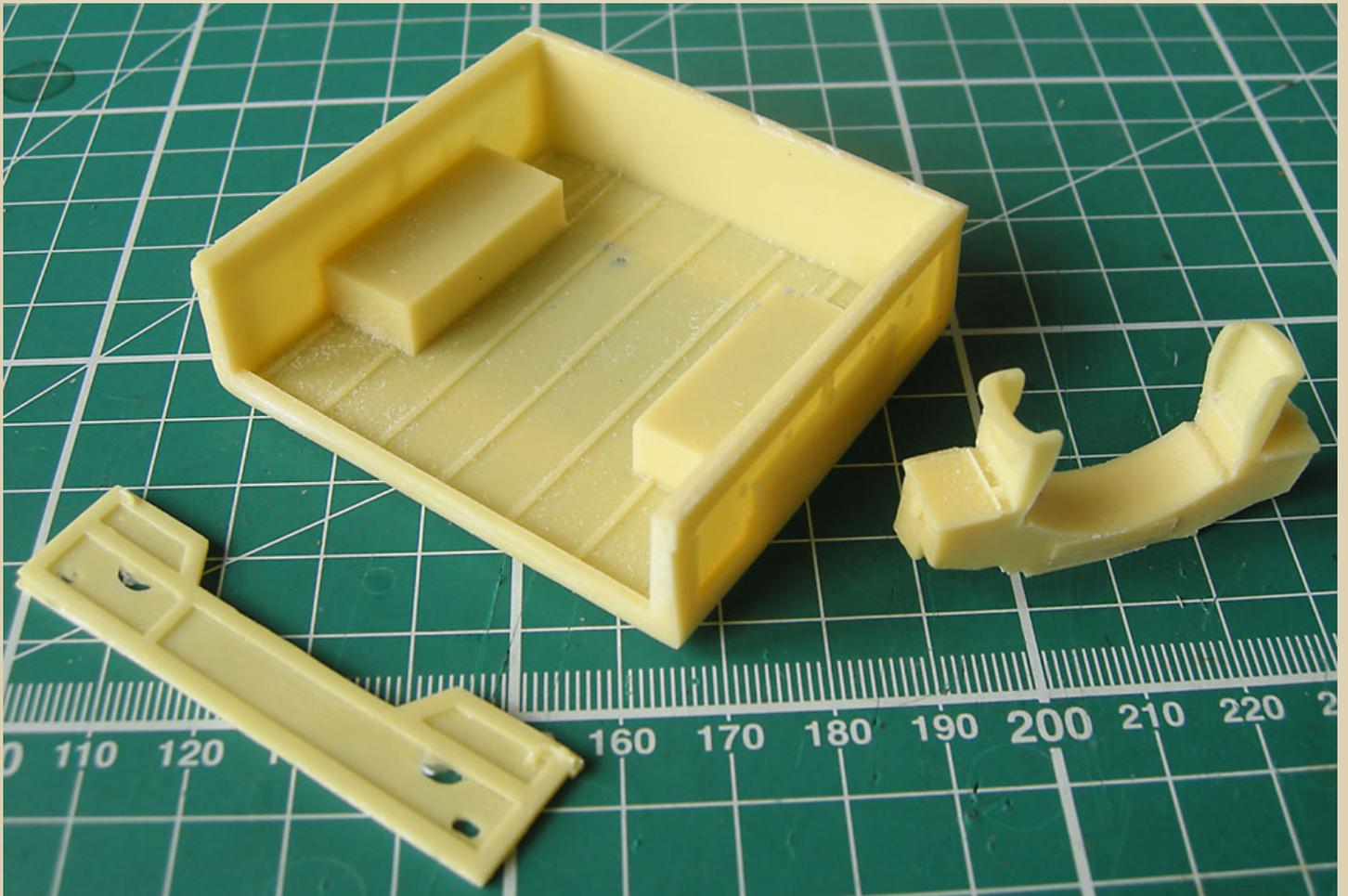
The cab is a one piece moulding, and will require further careful work if one wants to open the doors and the bonnet and grille louvers etc. A sheet of clear acetate is provided for the windscreen and windows.



The cab interior has the floor details supplied as part of the chassis, and the seat is a one piece casting. The dash and controls are very 'rough' and will require a lot of extra work to refine them.



The rear tray is very similar to the standard CMP types, and is cast as three parts, the main tray, the rear tail flap, and the spare wheel holder assembly.



Five wheels are supplied (1 for the spare) and have a diamond type tread pattern that appears most common in all the photos I have of these trucks.



The last items included are a set of packs and duffle bags, and several lengths of wire to build the canopy supports. The main canopy is a one piece resin moulding, and would be much better being fabricated from paper or two part epoxy. The rear canopy section is a resin representation.



Overall, as I noted in my introduction, basic, but reasonably accurate, and still the only game in town!

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.

