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NEXT MEETING

Tuesday 17th August 2021 :
7.30pm

Sports Lounge

Royal Oak Bowls

146 Selwyn St, Onehunga

COMMITTEE

Chairman - Craig Sargent John Watkins

Secretary - Brett Peacock Lance Whitford

Treasurer - Mark Robson

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groups.yahoo.com/group/ipmsauckland

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Link from the IPMS Auckland Website

From the Editor

For this month's meeting we thought we'd do something a little different and that is to have a 'favourite tool' session. What this means is that we encourage you to bring along your favorite tool or tools and share your experiences. Maybe it's something special, maybe it's not that special but you use it in a special way or maybe it's just plain indispensable.

This month we feature a couple of short features about finished models and I would encourage you all to consider producing something similar. All it takes is a few photos of your work plus a few words of explanation, we don't need a novel. You don't need an expensive camera for this, as most cell phones are capable of taking very presentable photos these days. Remember this newsletter is what you make it.




IPMS NEW ZEALAND NATIONALS
COMPETITION AND DISPLAY
8-10 OCTOBER 2021
ROYAL OAK BOWLS, AUCKLAND

Less than 2 Months to go now!!

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2021/22 NOW DUE *******

Subs for 2021/22 now due -see below for club account details or see the club secretary

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
second Tuesday of each month
at 7.30pm

NOTE

We have a new meeting venue:
The Sports Lounge

Royal Oak Bowls

146 Selwyn St, Onehunga

August 17/8/2021. Tool night.

MODELLING EVENTS

Nothing 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.



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ICM 1/32 CR. 42 Falco

MODEL KIT N°32020

CR. 42 Falco

WWII Italian Fighter

ICM
Not in the Past



- This particular kit is the very first attempt of ICM to release CR. 42 plastic kit in 1:32 scale into the market
- Accurate copy of the prototype
- Highly detailed engine and cockpit interior

1:32

161 Parts on 5 grey and 1 clear sprues, 2 marking options, and templates for masking the Windscreen. About 40 parts are marked as “Not used” in this boxing. The Clear sprue has 4 parts.

\$NZ 159.00 from ModelRoom. (Yes, the cost of shipping to the bottom of the world strikes again!)

Designed by Fiat's chief aeronautical engineer, Celestino Rosatelli, the CR 42 was intended to replace the Fiat CR 32, upgunning and adding extra speed and agility. The Cr 32 had considerable problems during the Spanish Civil War, competing with the Russian supplied fighters like the Polikarpov I-15 and I-16 and Fiat promised the Airministry an improved successor. And, it was indeed better than the Cr 32 in almost every way. But it was much bigger.

Fiat began producing the Cr 42 in mid 1939, making it the last Biplane fighter to enter service before the outbreak of war. (There were some like the Antonov AN-2 and various sports planes like the Pitts that were produced starting after WW2, but none were intended as frontline fighters. The Cr-42 shared Fiat's production lines with the new Fiat G-50 Monoplane fighter. But, sadly, both were basically obsoleted by foreign aviation developments before ever firing a shot at an enemy.

The Cr-42 replaced the twin 7.7mm Mgs of the Cr 32 with twin Breda-Safat 12.7mm Mgs, both in the upper cowling. But the ammunition used was a Frangible bullet, that usually failed to do any damage to areas like armour or Engines. (This gun was the weak point of many Italian fighters, the MC 202, the G-50 and G-55 all used it. It wasn't until they replaced the guns with 20mm german cannon that the situation changed for the better, but by then it was already too late.

The Cr 42 certainly did deliver on Speed- its Maximum was 441 km/h and it's ceiling in service was 10,400 metres. Sadly though, its range was only a little better than its predecessor – only 780km.

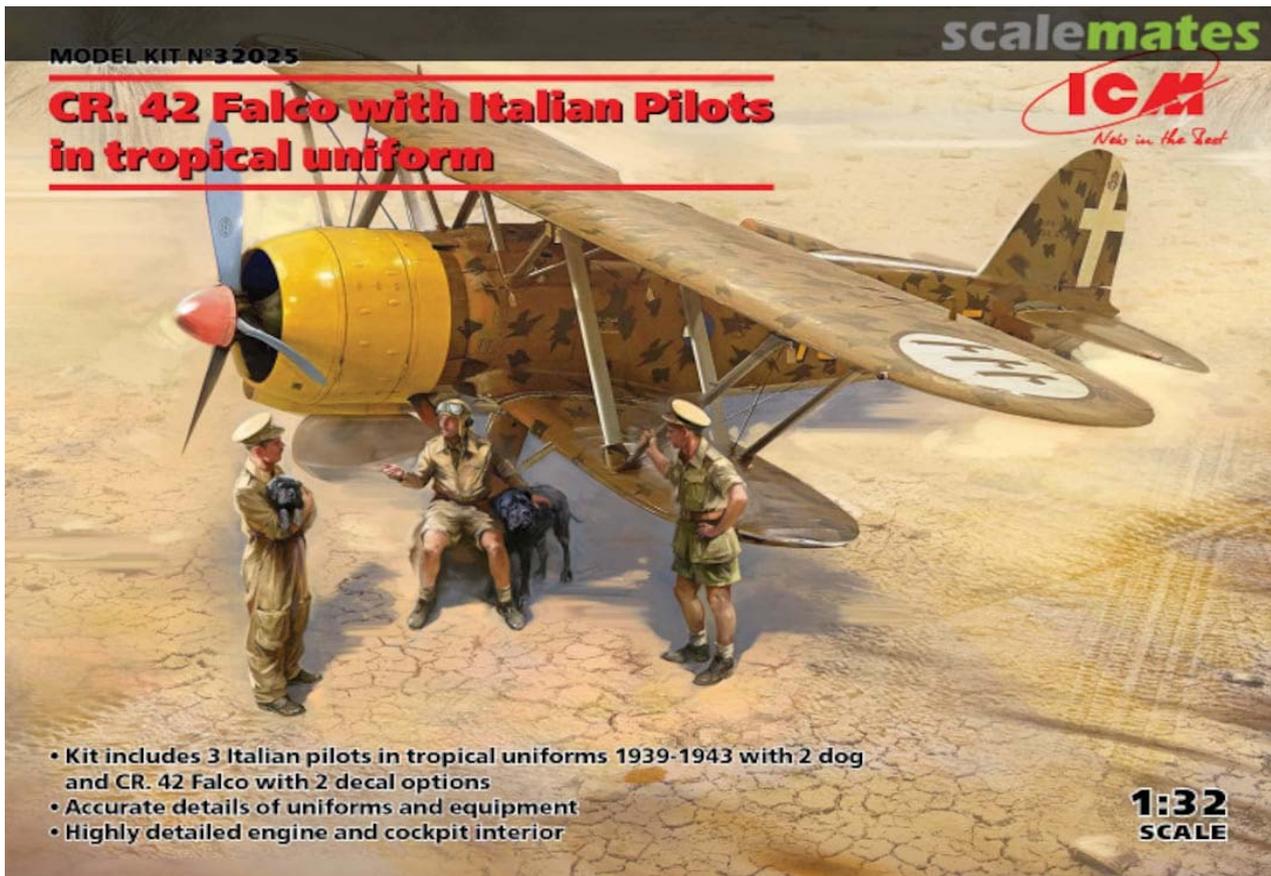


In my comments on the ICM 1/32 Gladiator kits I did mention that ICM had already announced this kit, starting with a Luftwaffe boxing to represent 2 Italy-based NachtSchlachtgruppen Aircraft. That boxing included bot unspatted and semi-spatted landing gear (see image above), and those parts are actually still in this box. 2 New sprues give you the “classic” CR 42 spats for the landing gear. Another boxing provides long exhausts, and sundry equipment for an Italian Nightfighter unit



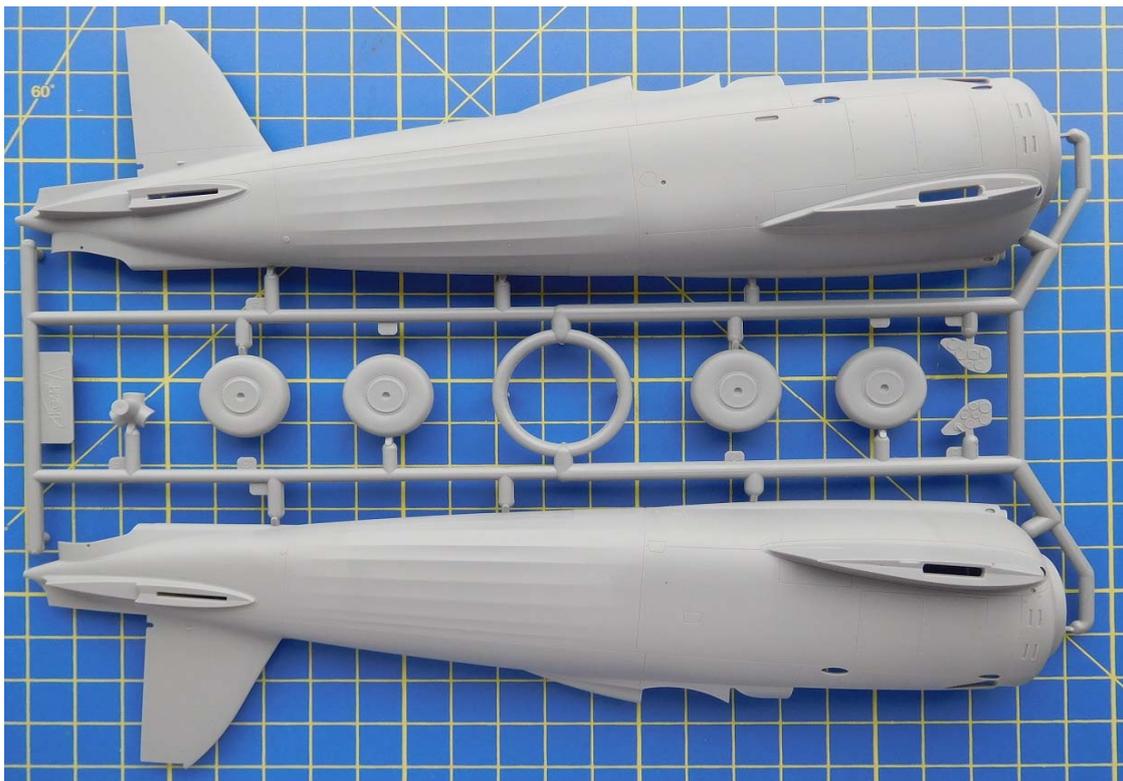
BTW, there is also a “Ground Attrack” boxing out! (hence the unused bombs!)

And yet another boxing to be released will feature Italian Pilots in Tropical Uniform to go with the Cr 42 klit.

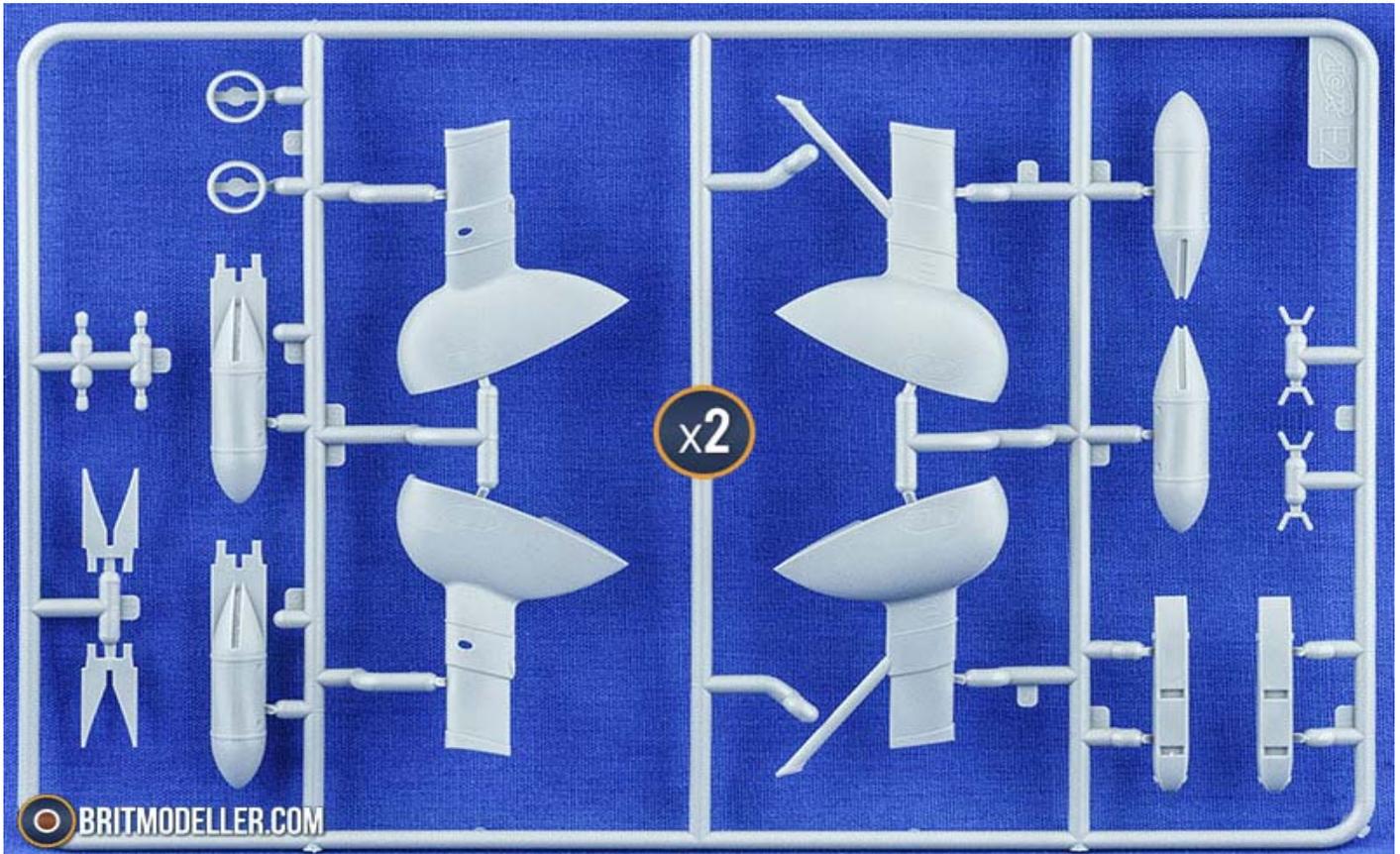
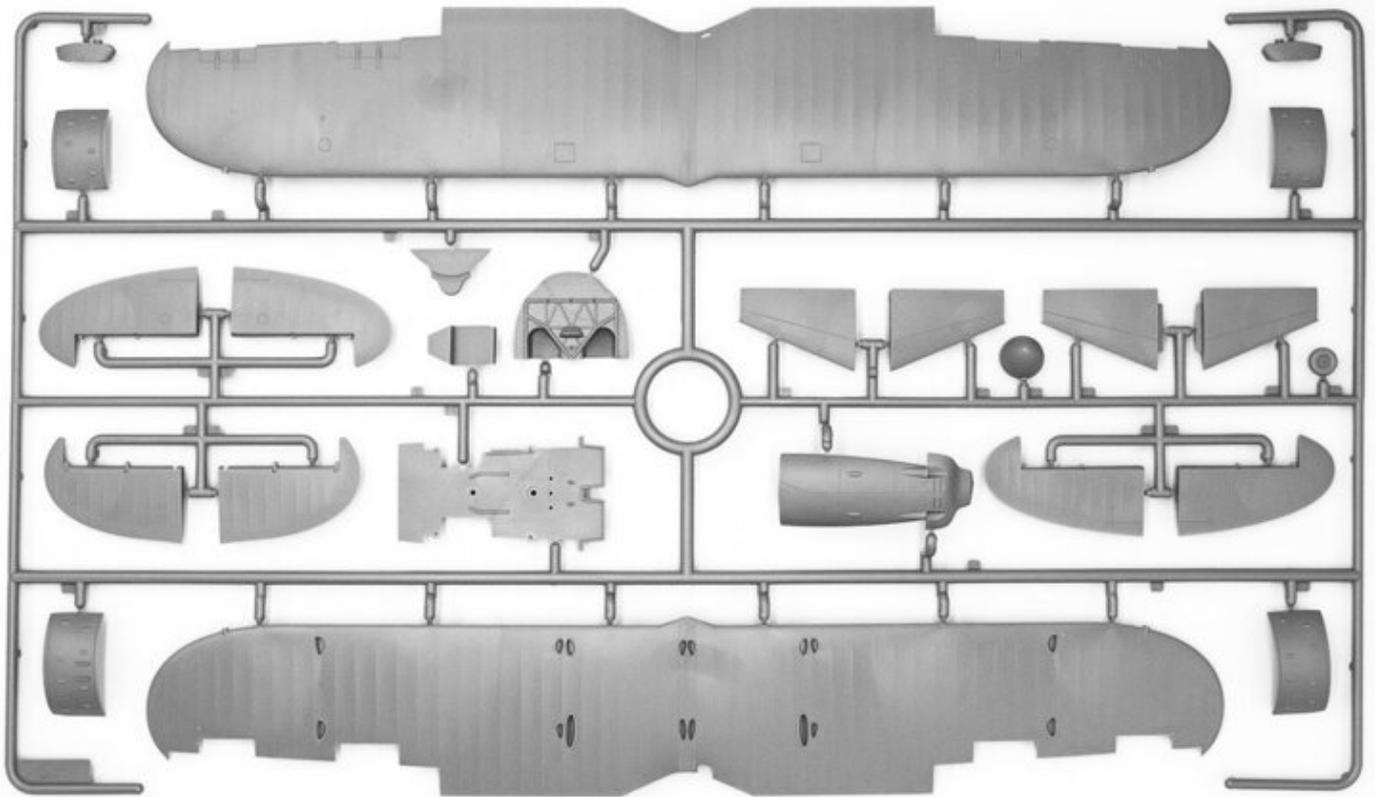


So we are suddenly “spoiled for choice!” (Note the seated pilot has his Doggo with him!)

And so, on to the kit. In the past I have almost universally praised ICM for their Moldings and their engineering in these 1/32 scale kits, and this kit does not change that. Just kae a look at the parts: Take note of the subtlety of the fabric parts on the fuselage halves

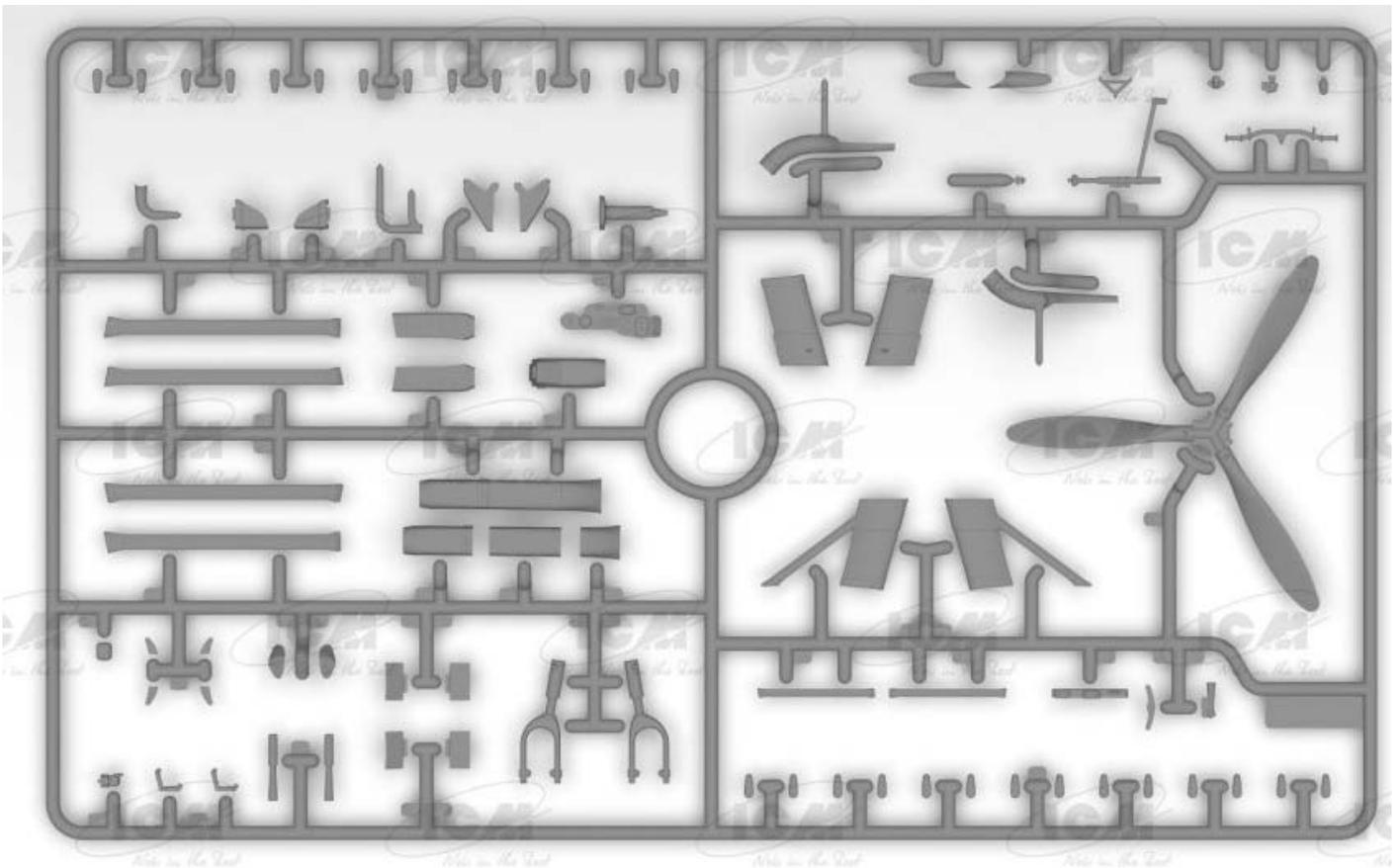
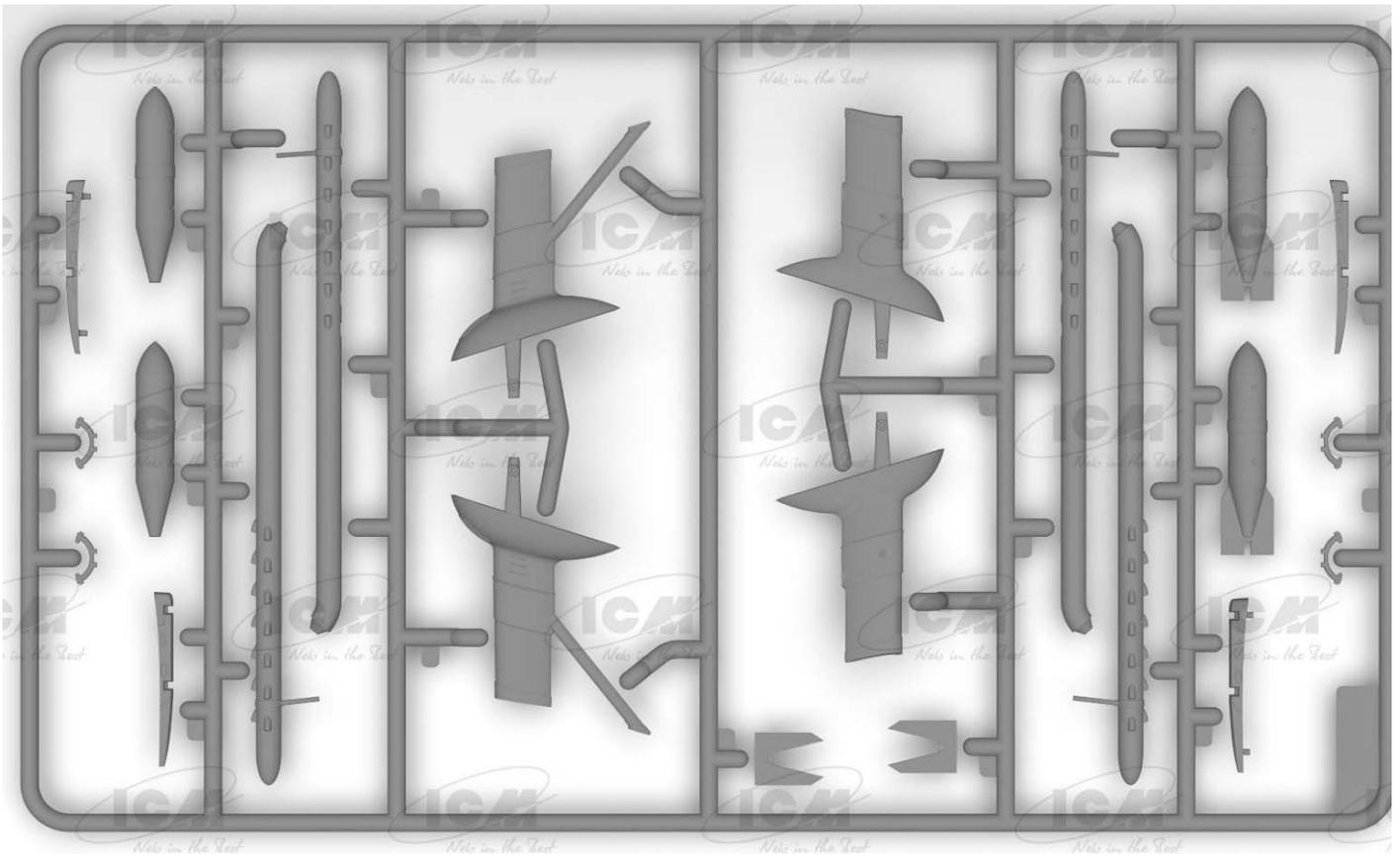


This is duplicated on the upper wings (and the lower winglets on another sprue. This is the new sprue with the standard "Classic" Spats. (You get 2 of them, and the bombs are not used.)

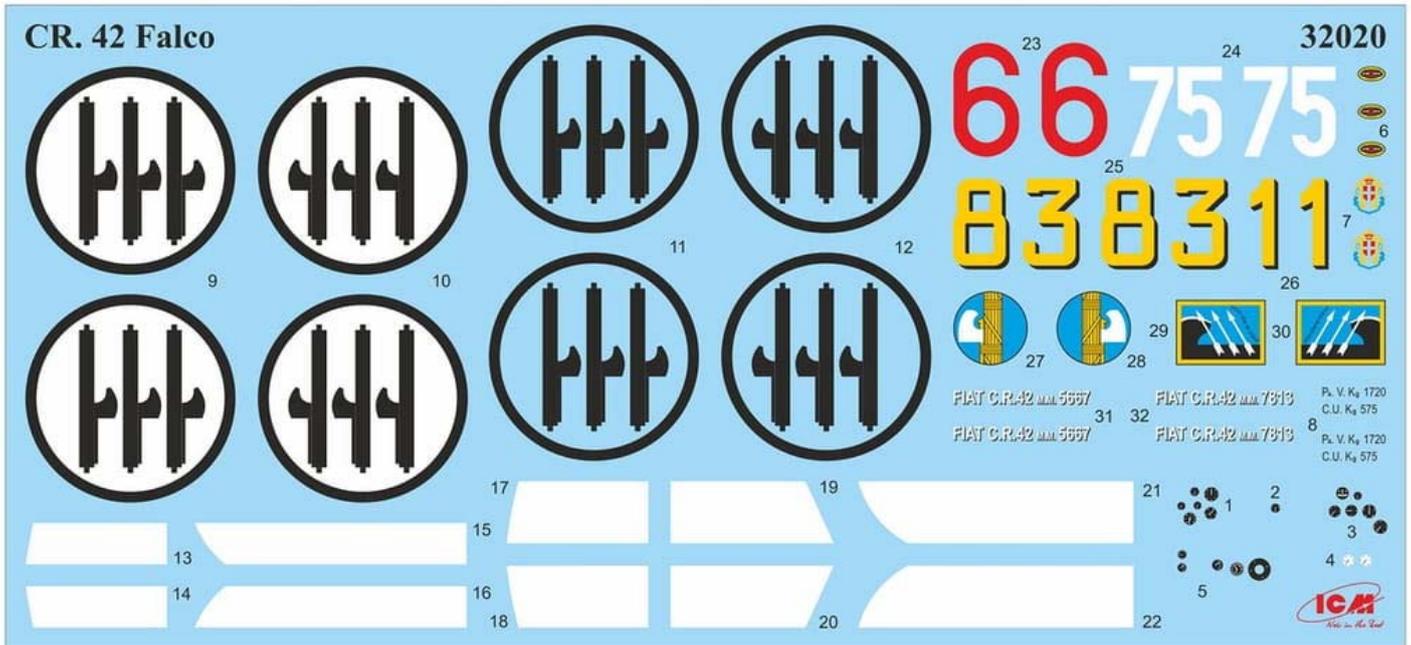


For comparison, here is the Half spat sprues still included in the kit. The long tubes are the Nightfighter /NachtSchlact grupper flame hidens.

And here is the standard sprue with the un-spatted wheels



In a very real sense this means that this kit can be built as any of the others, provided you can source the decals, or make your own masks Speaking of which – here are the kit decals:



As is the norm with ICM these past few years the decals are in perfect register and the colours appear opaque (That blue background does NOT show through!) You will also not the instrument dials for the four panels in the cockpit!

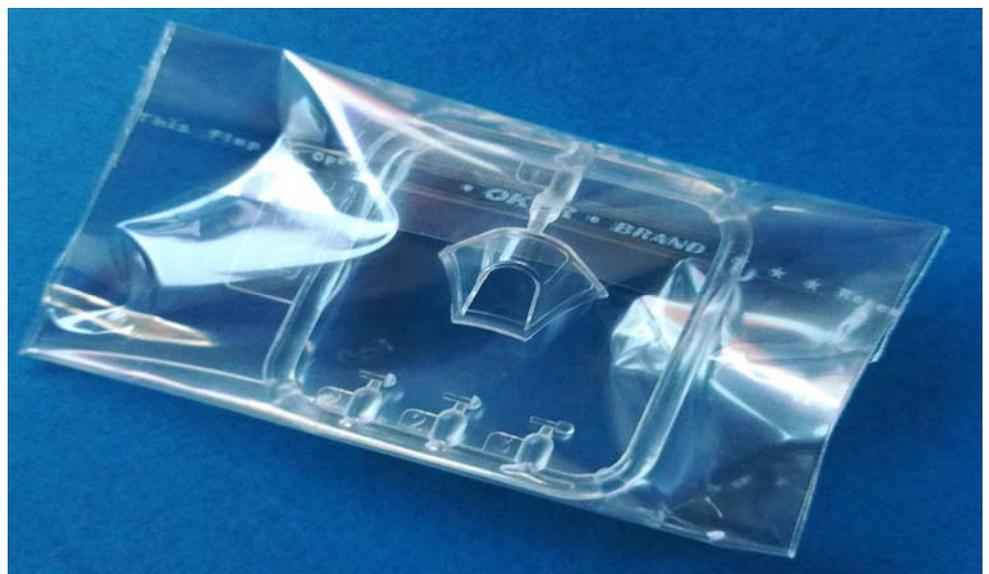
The markings are for 2 aircraft: 1 from the latter stages of the Battle of Britain, and one from the Air War over Malta.

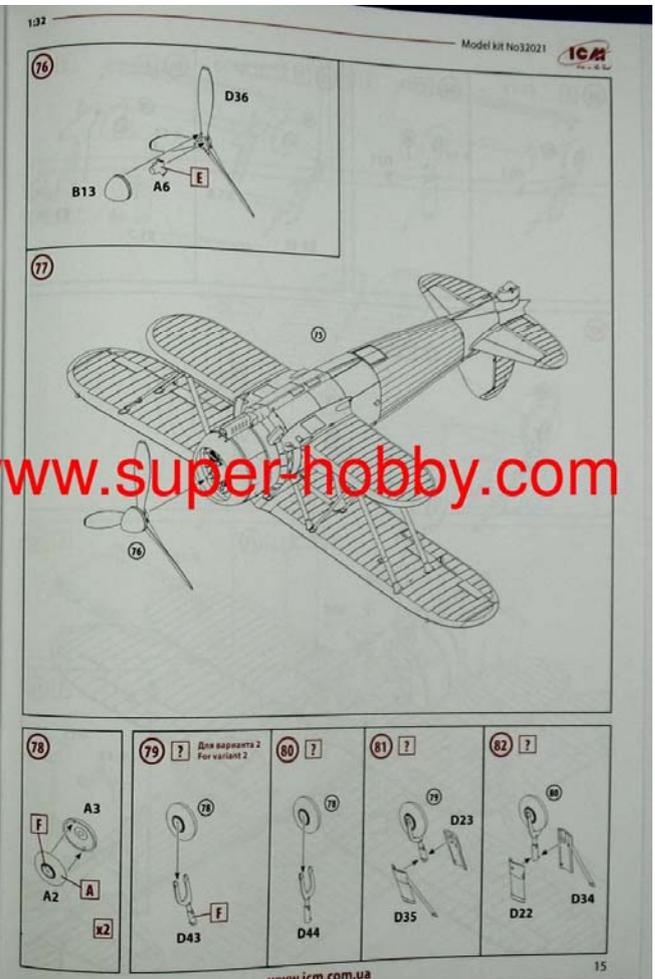
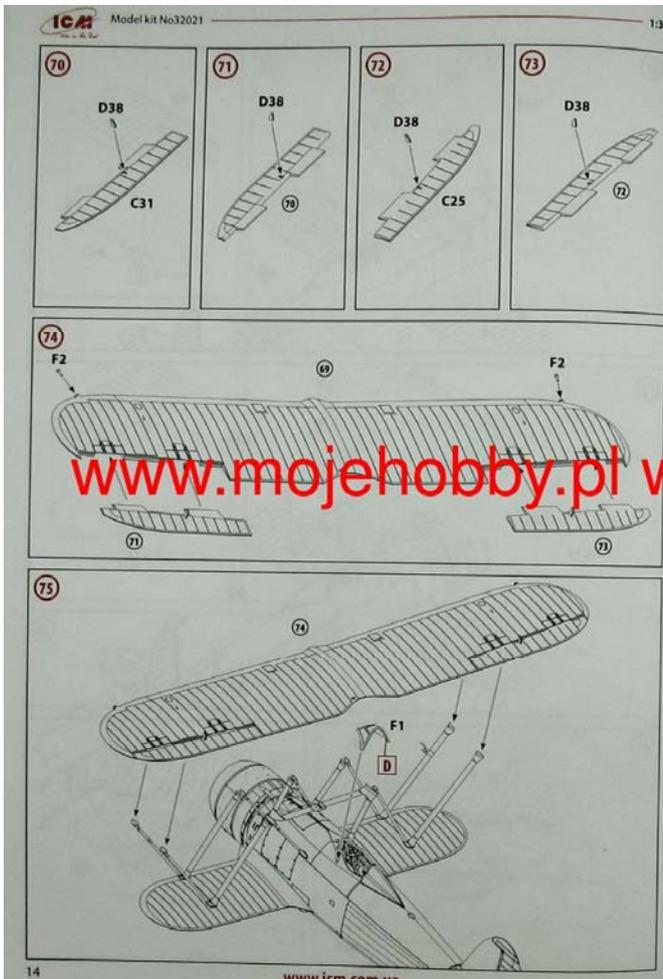
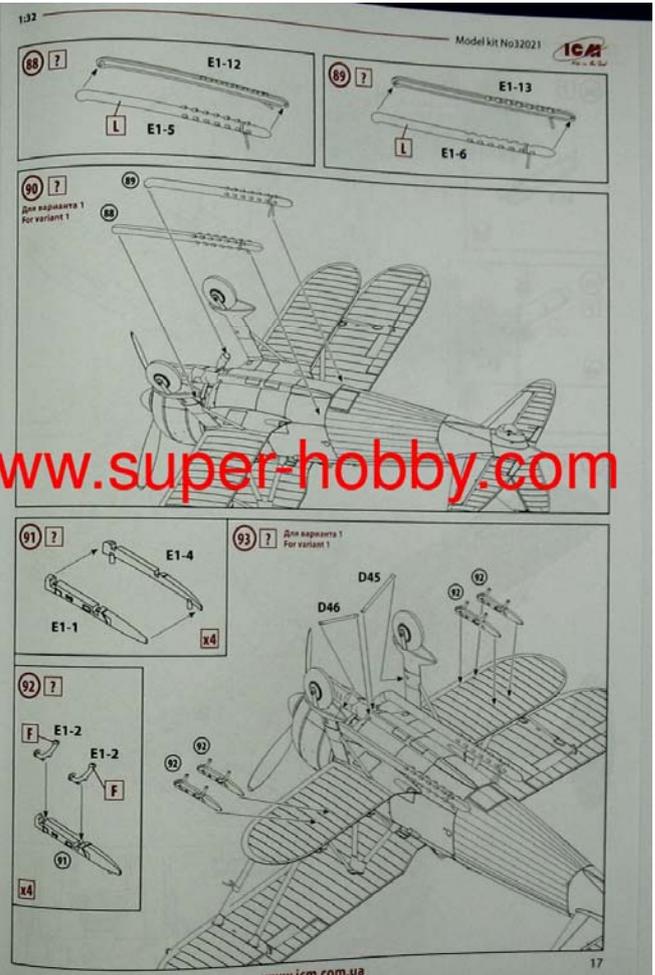
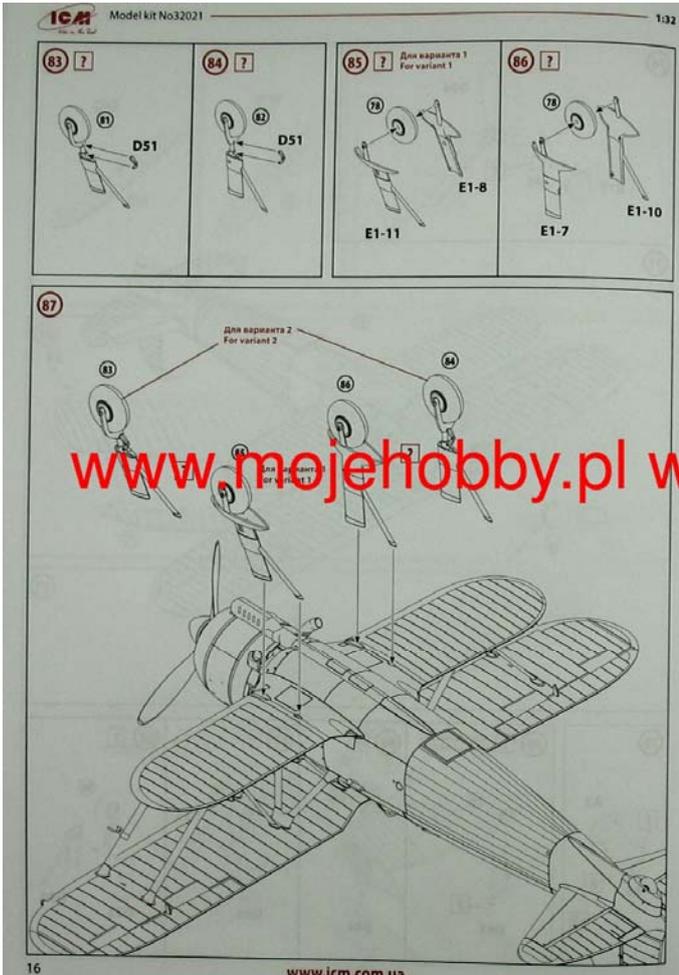
The first is from the 83 Squadriglia, 18th Gruppo, 56th Stormo based in Ursel, Belgium in November 1940. It has Italian Blue grey undersides, a red fuselage band and Sand yellow uppers with olive and Redbrown mottling, per the box art. Yellow 83-1 is on the fuselage sides. (I suppose I'm grateful they did not include the over-done 85-13 which seems to adorn all the other kits of this Fiat!)

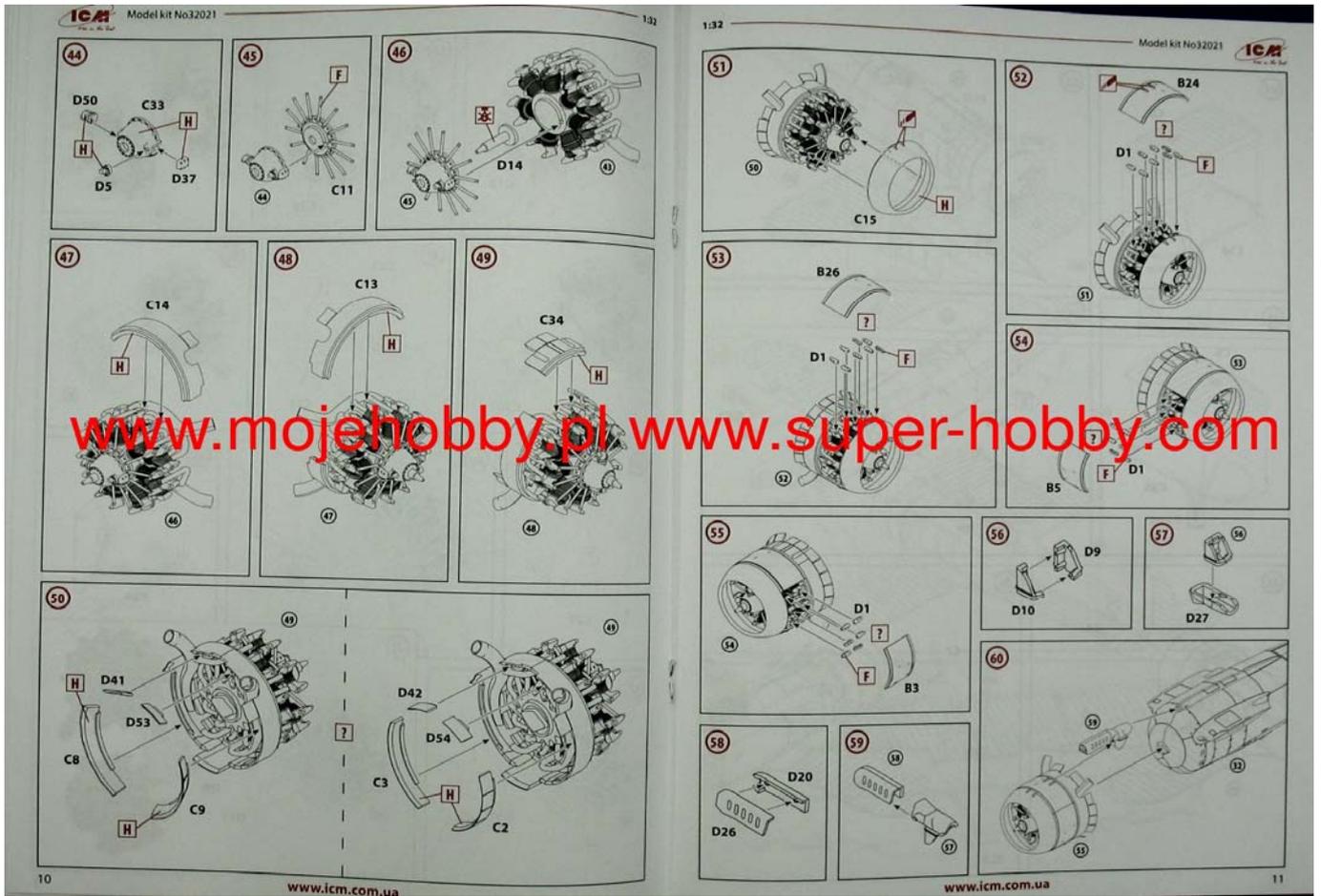
The second is from the 75th Squadriglia, 12th Gruppo Autonomo C.T. Based in Sicily in June of 1941.

The camouflage scheme is as for the first option, but the narrow red band is now a wide white band and has no gruppo/Squadriglia insignia. White 75 and Red 1 are on the fuselage sides.

The clear parts are very clear (and are bagged separately in the main package) and the instructions are typical of current ICM kits, line drawing, but they have the information and colour callouts that you will need.







My conclusion is fairly straightforward: There are precious few Italian fighters of the WW2 era in any scale, so the arrival of one of the most important and widely used ones is significant, and the kit holds up it's end of that. It is a very, very nice kit and, should you happen to own a Gladiator or Sea Gladiator, then you have the makings of a true Malta Story!



Tamiya 1/72 Mosquito NF.30 Conversion, 110 Sqn, IDF/AF

By Craig Sargent



Background

On February 17th 1951, a deal was signed between the Israeli and French governments to transfer 67 ex-French Air Force Mosquitoes to the IAF. The aircraft, bought by the French from the British after the end of World War II, and veterans of fighting in French Indo-China, were in a bad state of repair and the French were glad to be rid of them, selling them at low prices which allowed Israel to buy a large number. Only on June 11th, after an extensive overhaul, did the aircraft begin arriving in Israel.

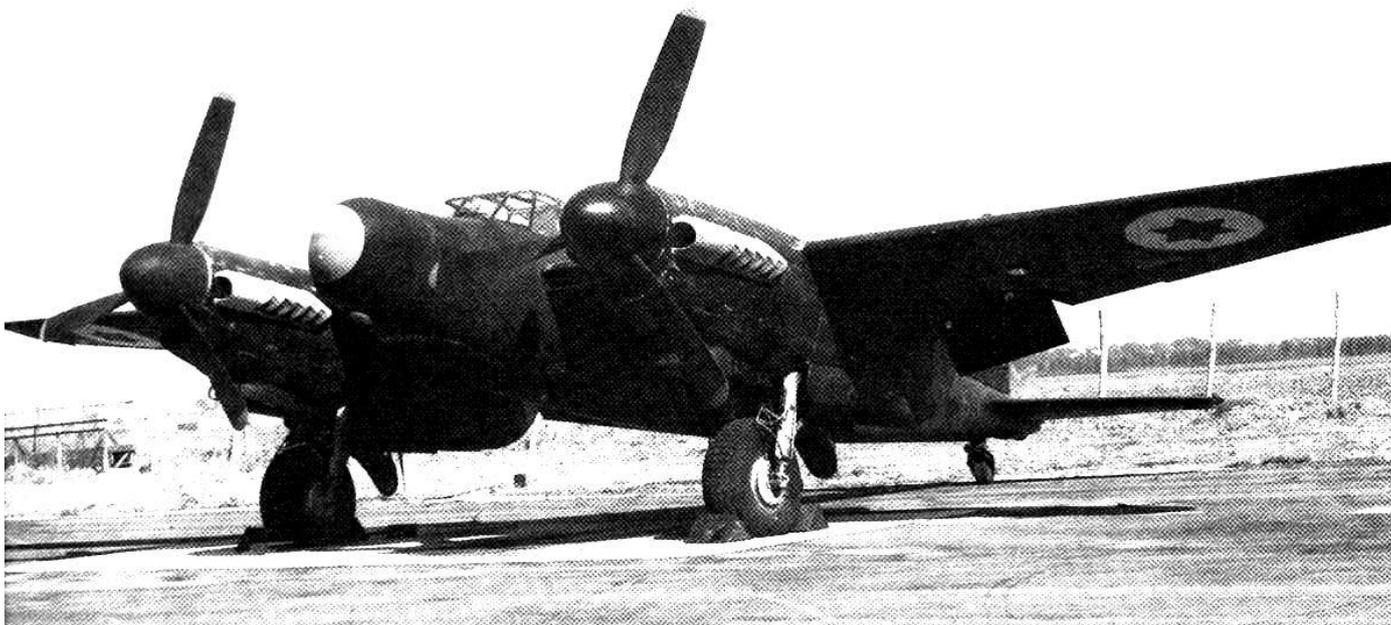
The new Mosquitoes were of 4 different variants:

- FB Mk. VI - 40 fighter bombers.
- PR Mk. XVI - 4 photo reconnaissance aircraft.
- NF Mk. 30 - 20 night fighters (devoid of their radars).
- TR Mk. 33 - 3 training aircraft.

First located at Ekron (Tel-Nof) AFB, the Mosquitoes quickly moved to Hazor where the 109th Mosquito squadron was formed, comprising of three sections: operational, training and reconnaissance. A fourth section for night fighting was set up with the arrival of the Mk. 30s in 1952.

On August 23rd 1953 the Mosquito squadron's training section formed a new squadron, the 110th, in charge of training, and a number of Mosquitoes of each variant were transferred to it.

The night fighter Mosquitoes, the NF Mk. 30s, also suffered a great deal from the local weather. Delivered devoid of their radars, these aircraft were fitted with the American APS-4 naval radar and wore a black livery. In 1953 they formed the IAF's first night fighter squadron but the poor performance shown by the new radars, the poor maintenance and the corrosive local weather hampered their operation. Night fighter operations eventually began only with the arrival of the Meteor NF.13s in 1955.



The Model

Having already completed builds of 110 Sqn F-16s (a unique two-seat F-16D 'Barak' – the only two-seat F-16 used by the squadron for a short period; and Ilan Ramon's F-16A 'Netz' used to bomb the Iraqi nuclear reactor in 1981), I looked to see if it was possible to build the lineage of squadron aircraft in 1/72. At the time, everything was available for their Skyhawks and F-16s, but no kits existed of their Mosquito NF.30s (or Vautours or Meteors but that has since been rectified).

That meant to build the Mosquito NF.30 would require the Tamiya newly released Mosquito NF.XIII/XVII and an aftermarket set of two stage Merlin engines. At the time, the only engines suitable were a resin set from HiTech of France. The resin was hard and brittle, but did smell of honeycomb when cut.

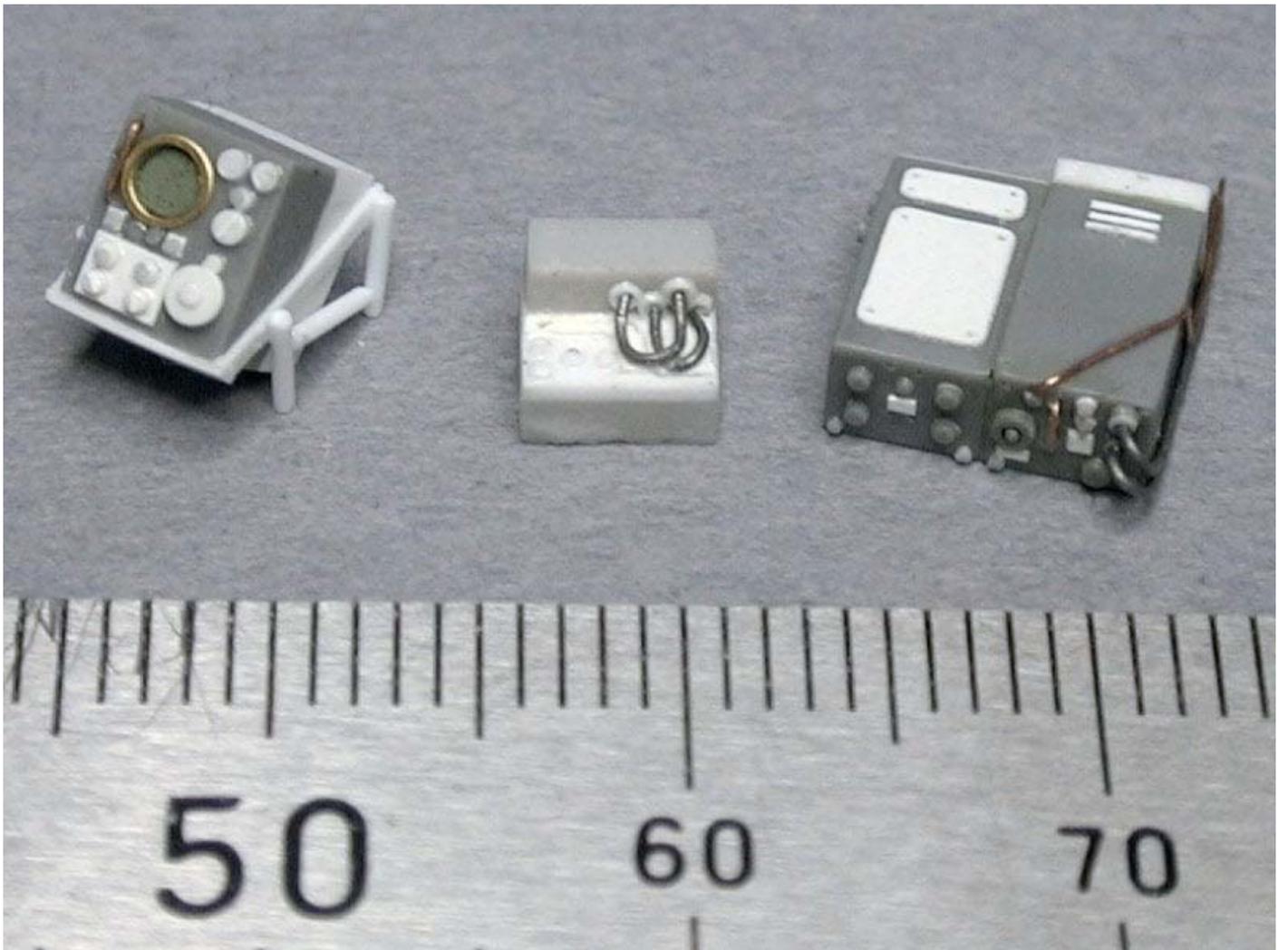
I digress. The engines needed a lot of work, and some hacking and rebuilding ensued, as they weren't quite right. I scratch built some of the cockpit equipment, and used a resin copy of the Hasegawa Mosquito fin and rudder to correct the Tamiya too-tall-tail. I stole the paddle blade props from a Hasegawa Mosquito, added a new wing leading edge taxi light in the starboard wing, converted the bomb bay doors and added radar dipoles in the wingtips from copper wire.

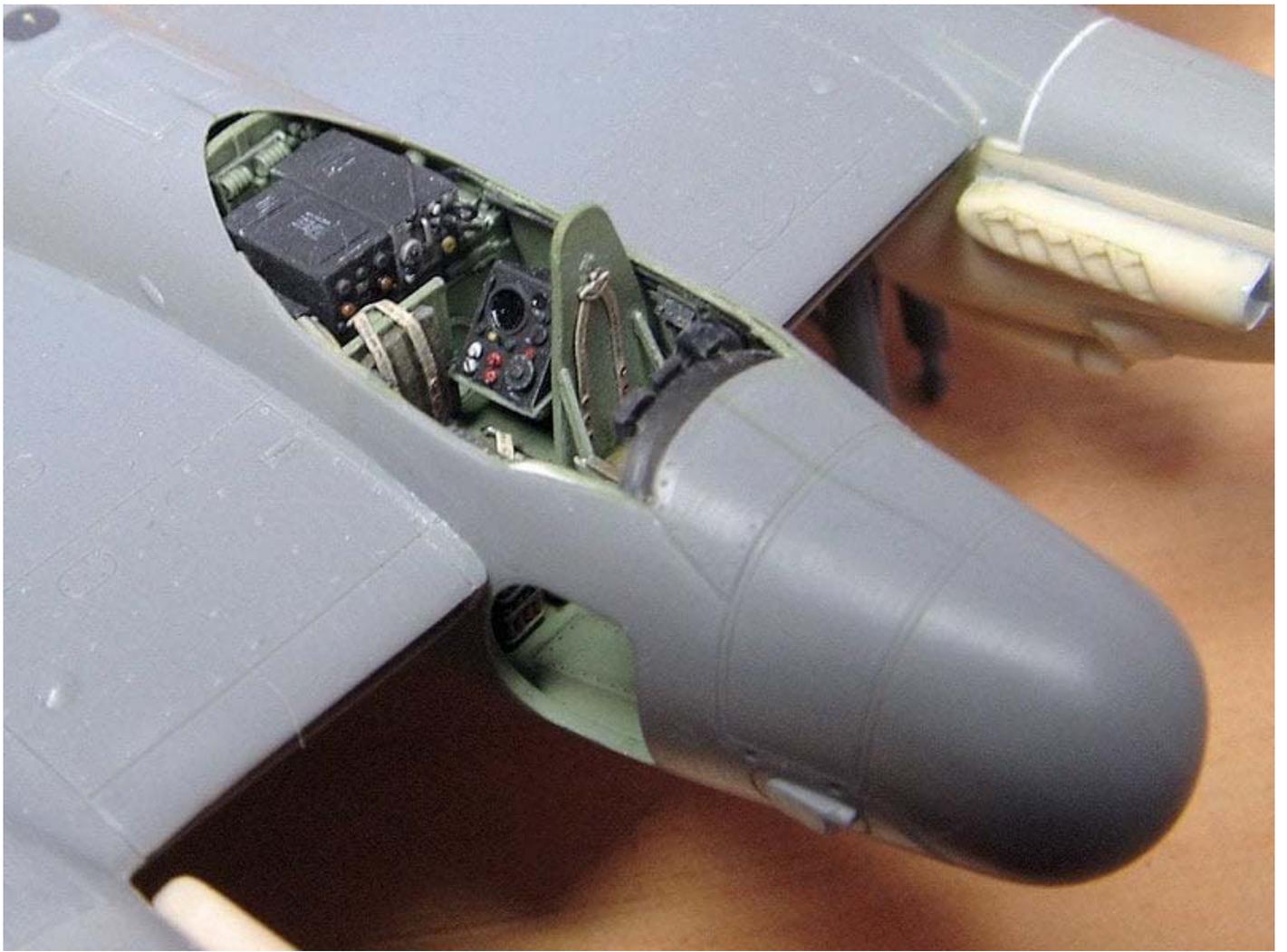
The crew entry door was opened during the build and a ladder scratch built from lengths of copper wire. Decals came from an Isradecal sheet, and many layers of paint, oils, washes and pigments were added to replicate a war weary aircraft exposed to the heat and dust of Israel. The final scheme was based on the piecemeal smattering of photos of the aircraft in IAF service, which is hardly surprising given that the aircraft, like many types in the formative years of the IAF, did not remain active for very long.

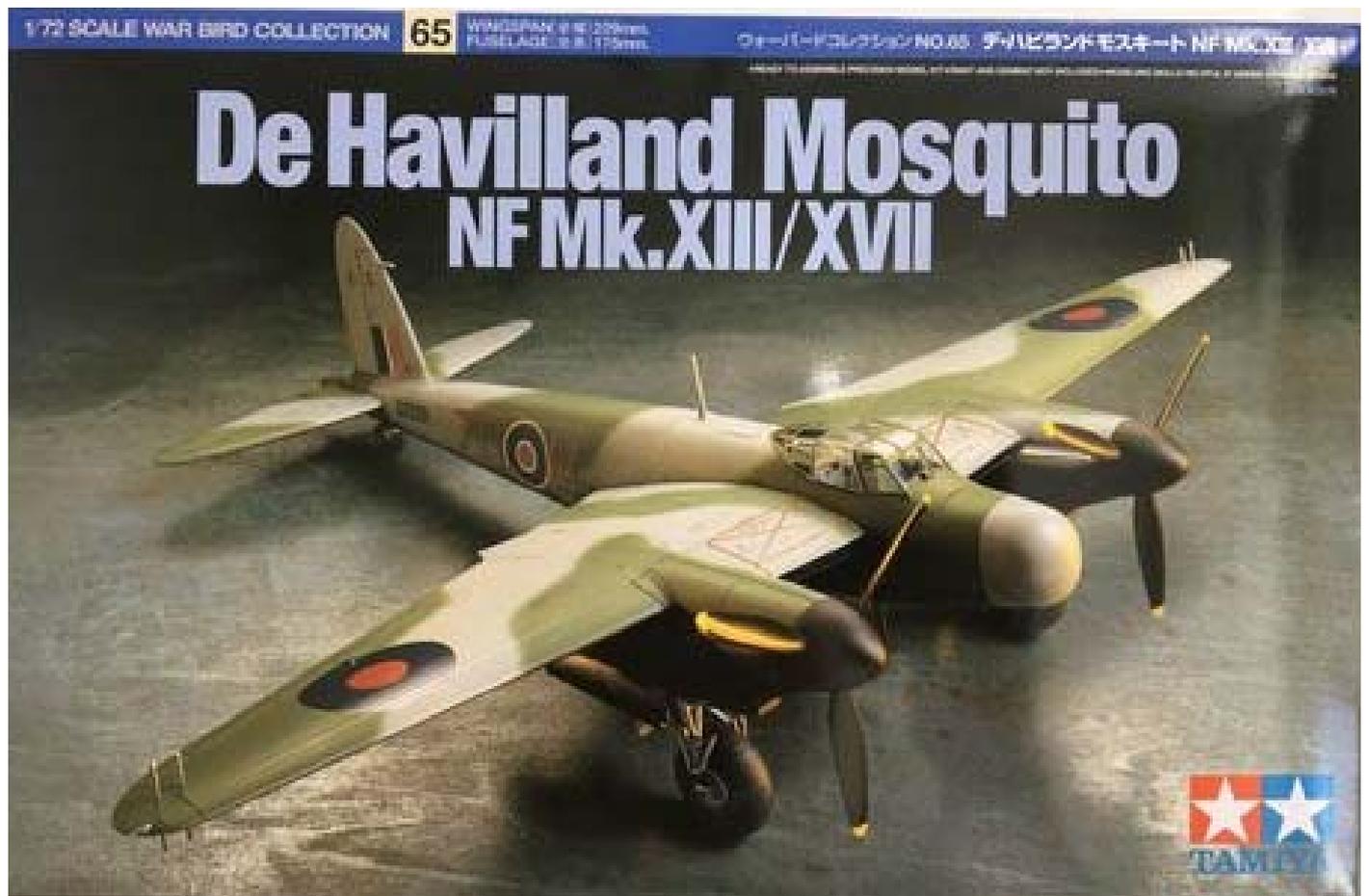
The final untold part of this story is that the model was started in 2001 when Tamiya released the new night fighter variant of their 1/72 Mosquito, but was not completed until 2014 owing to a lack of sufficient information, and lack of a few necessary items for the build. With 3 out of the 17 types flown by the squadron complete, this may take me some time.











Italeri (ex ESCI) 1/9th Kettenkrad

By Steve Evans



The kit itself is obviously big, but it is from 70's molds and there are lots of inaccuracies and poorly molded parts. It took a lot of time and effort to accurize it. There was a bit of work inside the cab to try and match the real vehicle. In this scale, you can't get away with too much. Nuts were put on the drive wheels and all the ends of the track pads. The whole construction was very frustrating, as nothing really fits well. If you tackle this kit, you will need perseverance and patience. It almost went in the bin multiple times. It still needs a tail light, but I ran out of the aforementioned patience.

The two figures are from Jeff Shui in Hong Kong. He is the only one who sculpts figures to fit into these large 1/9 scale kits. He has some great figures (1/16th and 1/9th scale), but beware, there are quite a few molding flaws and parts do not fit, so some Magic Sculpt, or similar will be needed to make things look presentable before painting. All in all, it was worth the effort in the end.

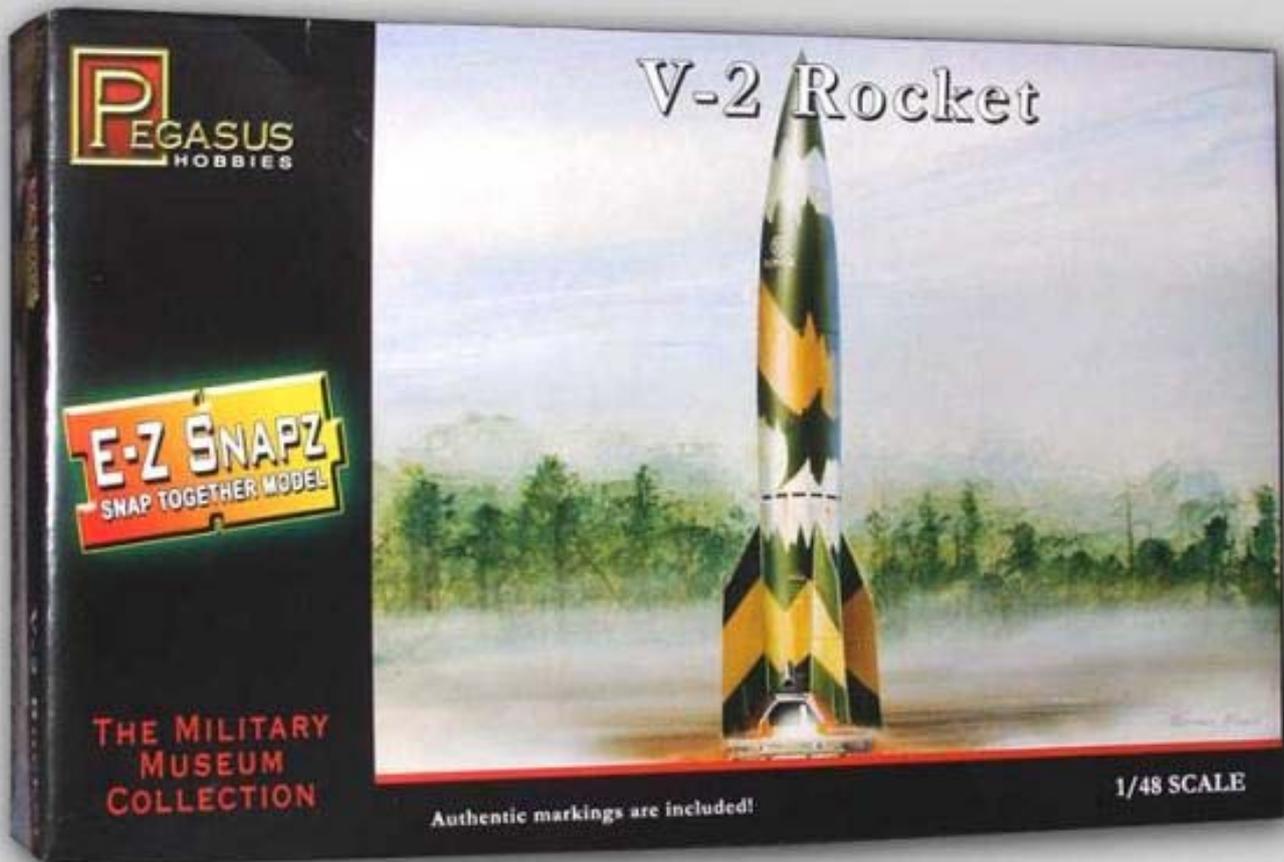






Pegasus 1/48 V-2 Rocket (A-4)

By Brett Peacock



About 7 or 8 years ago I can recall reading a rather apologetic review in a modelling Magazine about a new Hawker Hurricane kit. The reviewer really liked this kit, but was having difficulty explaining why he like a “Snap-fit” kit. That review was of the Pegasus Mk I Hurricane.... And here is another Pegasus kit, the A-6, known widely as the V-2. Like the Hurricane it is in 1/48 scale, which matches it better to any 1/48 Aircraft collection, rather better than the 2 (2!) 1/35 scale kits of the same subject - From Takom and Dragon! And not to forget the odd 1/69 scale Revell effort!)

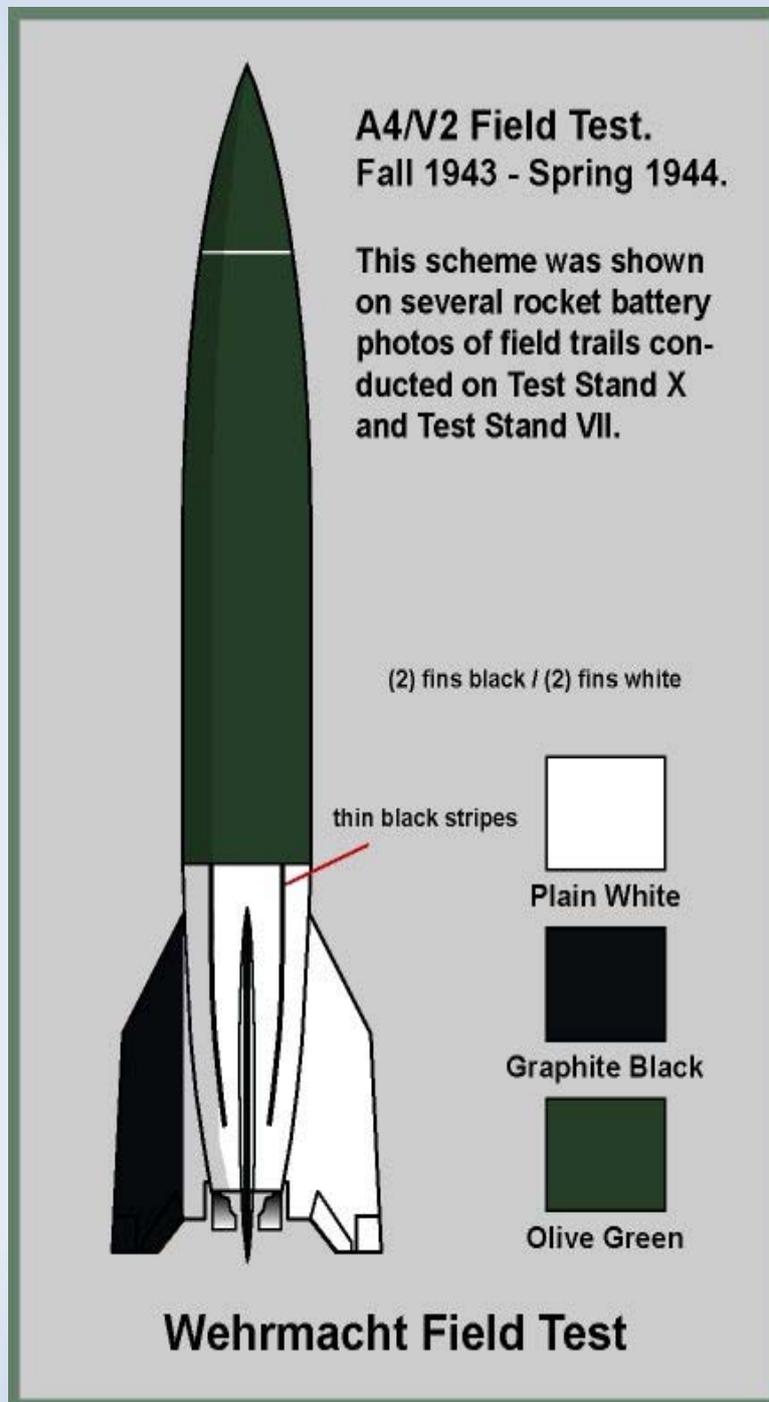
The kit consists of 14 parts in dark olive plastic with a single small decals sheet and a very concise and small instruction leaflet. (PAY ATTENTION to the steps – even with only 14 parts I almost managed to stuff up the rear engine section!! Fortunately I was able to get the section apart and reassembled correctly..... Three of those 14 parts are, by the way, for a launch stand, and a reasonably accurate one, at that. Oh, and the kit cost \$29.95 New Zealand from Hobby City.

The plastic is quite thickly molded, almost 2 to 3,mm in places - but the fit of all parts is tight enough that glue is optional (Like I am NOT going to glue it together, eh?) Including the stand, the rocket is about 32cm or just over 12 inches high when finished. (the A-4 is about 29.5 cm from tin base to top of nose cone.)



I do have one small caveat: The plastic has a very fine pebbled texture on the outer surface and has well and finely engraved details INCLUDING rivets. Most of this detail would be lost if you prime and sand...

The Instruction leaflet does give one basic painting instruction, one based on the box art with Olive green, Sand and Light Grey in a 3 colour splinter pattern. The decal is for what looks like a Werk Nummer and unit ID number in white. There are a number of other options, and some do not require markings at all



Over all my conclusion is fairly simple this is a good kit in a scale not tackled before and despite is "Snap-fit" origins, any competent modeller can produce a show worthy model from it.

Models on the table from our July meeting





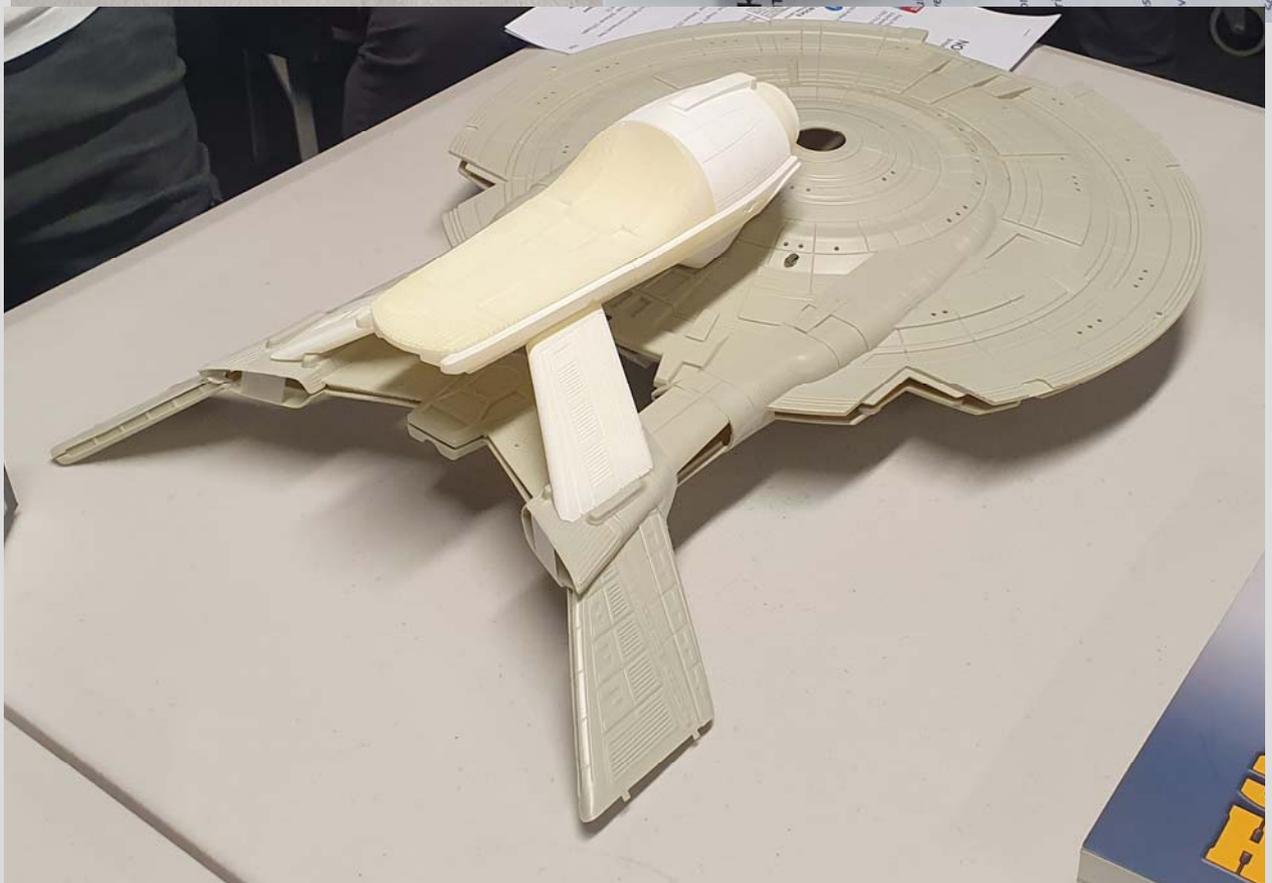


B-24J Liberator, 178 Squadron, KH406 "V"



B-24J Liberator, 178 Squadron, KH406 "V"







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.

