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NEXT MEETING

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

COMMITTEE

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Secretary - Brett Peacock	Lance Whitford
Treasurer - Mark Robson	Keith Bunyan
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Link from the IPMS Auckland Website

The Chairman's Bit

Hello to all members.

Hopefully the last few weeks have been treating you all well and you have been getting some time at the bench progressing your latest build. Firstly, apologies for disappearing at short notice at the last meeting. We had a chimney fire at home and my Wife needed some moral support. No damage occurred and the Fire Service were 'very nice'. Thanks to those who took up the slack after I departed.

The last few weeks have seen the club attend the Model X show over Queens Birthday weekend.

We had a great display of models on show, lots of kids through the Airfix make and take sessions and what felt like a lot of people through the doors. Thanks to everyone who helped out over the weekend. Special mention to Bob and Arthur for help with the break down and set up and Brett Peacock and John Weir who were there pretty much all weekend. I managed to only come away with one additional kit for the stash so that was a good outcome for me although I was sorely tempted by an Airfix 'Moonraker Space Shuttle'. Mainly for nostalgic reasons. I sent Holdsons a thank you Email from the club for their support of the 'make and take' which they appreciated.

Looking forwards we have our club build the same theme contest running this is a silver or metallic subject and we're busy beavering away on planning for an anniversary show for the club 50th celebration. I look forward to seeing you at the next meeting.

Regards

John

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

- June 20th — Metallic finishes. A must for those joining our theme build for this year.
- July 18th — Airbrush maintenance. A session on consistently getting the best from your airbrushes by using some basic practices

MODELLING EVENTS

Model X 2017 - Queens Birthday Weekend

West Wave Recreation Centre, 20 Alderman Drive, Henderson

Saturday 3 June 2017 – Monday 5 June 2017

IPMS Auckland will be there!

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

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British Infantry Tank Mk. III Valentine Mk.II/IV

Tamiya kit No 35352

Reviewed by Andrew Birkbeck



Scale: 1/35

Model Type: British Infantry Tank Mk. III Valentine Mk.II/IV

Price: Kit US\$ 52.00

Product / Stock #: 35352

Product provided by: <https://www.tamiyusa.com/>

During the 1930's and the early period of the Second World War, British tank tactics involved having two types of tanks: the faster Cruiser tanks that would act as mechanized cavalry or break out vehicles, and the slower, more heavily armored Infantry tanks that would lumber into battle at a speed commensurate with supporting infantry maneuvers. Of the Infantry tanks produced, the Valentine series was the most numerous, accounting for 30% of the entire British tank production of the Second World War: 7,315. Production took place in Canada as well as the United Kingdom. Nearly 4,650 Valentine tanks were provided to the Soviet Union under the Allied Lend-Lease program. A total of 12 variants of the Valentine were produced, the majority being the Mk.II/IV vehicle produced here by Tamiya.

Given its significance to the British, it isn't surprising that a lot of Valentine kits have been produced over the last 30 or 35 years. Starting in the 1990's, Accurate Armour of Scotland produced a couple of Valentine kits in the hobby's most popular armor scale, 1/35th, and these were fashioned mainly from cast metal and resin. Starting in the mid 1990's and continuing into the 2000's, a series of injection plastic kits appeared from various Eastern European firms such as VM, Toga, Alanger, Maquette, Ark Models etc. Some of these were reboxings of one another, and the VM kit was reboxed by Dragon Models. Then using the latest state of the art molding technology, more recently we have seen a raft of Valentine kits from MiniArt of the Ukraine (as many as 10 kits?), as well as Far Eastern producers such as Bronco and AFV Club. Looking over the latter, some of these appear to my eye anyway as sharing molds with MiniArt's kits? These latter kits all come with lots of parts, including photo etched brass. Enter Tamiya with their new Valentine kit, without any photo etched brass (which many modelers dislike as a medium), and legendary Tamiya parts fit.

What's in the Tamiya Box

- 7 sprues of tan plastic parts
- 1 sheet of water slide decals with 3 different marking options
- 6 vinyl poly caps
- 1 black and white instruction booklet, 12 pages, with 23 assembly steps and incorporating a markings and painting guide, plus a 4 page "historical" sheet, including a line drawing schematic and short English historical section (the rest is in Japanese, German and French).

To start with, the parts presented by Tamiya in this kit are what we have come to expect from this company over the last many years: made of very good quality plastic, with the detailing to a high standard. There is zero flash, and I spotted no sink marks, though there are ejector pin marks on some parts, especially the track links, though all were dealt with easily. Finally, where other firms might provide the modeller with ten parts to make a sub assembly, Tamiya gives the modeller three. Some find this great, others not so. I am of the former variety.

Historically Tamiya has provided the modeller with a one piece main hull tub, to which other parts are attached. Of late I have noticed that Tamiya has moved away from this concept, and has been providing the modeller with a separate hull floor part, two main hull side plates, together with a front and rear hull plate. This was true in their recently released SU-76M (kit 35248), Sherman M4A3E8 (kit 35346) and M40 SPG (kit 35351). This continues with this new Valentine kit. Initially this had me concerned about potential alignment issues, but this has not proved the case, with everything lining up nicely provided the instructions are studied carefully, and parts are test fitted prior to the application of model cement/glue.

Tamiya's Valentine instructions cover a scant 24 assembly stages. Start by going through and checking to see which sections/parts apply to the vehicle you are building, as there are a number of alternative parts throughout the construction stages, Russian vs British North Africa, including the vehicle's use or non-use of fender side skirts. The modeller then starts construction with the vehicle main hull parts, of which there are remarkably few, Assembly Stages 1 through 5. Tamiya cautions the modeller in Section 2 to make sure they follow the recommended sequence of assembling the two lower hull side plates, and the front and rear plates. In Section 5, there are two vision ports to be installed, parts A4, which have ejection pin marks that need carefully scraping with a hobby knife, and sanding with some sandpaper.

Assembly Stages 6 through 10 cover the construction of the vehicle running gear, including the suspension arms, plus the road wheels, idler wheels and drive sprockets. In Stage 7 comes the first decision to make for alternative parts, Russian vs British idler wheels. Stage 9 covers the assembly of the drive sprockets, which utilize a vinyl poly cap. Make sure that when this is installed in Stage 10, no glue is allowed to interfere with the free movement of this subassembly on its mounting post. This is because a free moving sprocket is important for the proper alignment of the tracks in Assembly Stage 11. Tamiya utilizes a link and length approach, with lengths of track for the upper and lower sections, while individual links are used to wrap around the idler and sprocket. Make sure you have the track pieces aligned facing the right direction, and follow Tamiya's recommended assembly order, as clearly documented in the instructions.

Stage 13 covers the one-piece fenders for the vehicle, and these align nicely into their hull side slots. Make sure to utilize the Mk.1 eyeballs to assure proper sit from front to rear. Next comes the vehicle stowage boxes (2), Stage 14, again alternative parts are involved here for Russian vs British boxes, though the difference is almost imperceptible! Still, Tamiya goes to the trouble of moulding this apparent, small, difference, so good for them. Stages 15 through 17 cover the attachment of various small parts to the fenders, such as the on board tools, engine exhaust muffler and pipe, exhaust shield, plus two part headlights. I left off the muffler unit, the muffler/exhaust shield and the headlights so that they could be painted separately, and also to protect the fragile headlights during assembly handling.

Stage 18 in the instructions covers the British North Africa schemed vehicle (so skip if doing one of the two Russian options), and its side skirts. Again, follow Tamiya's specifically laid out assembly scheme, in order to get the skirts on straight. Stage 19 is for the Russian vehicles and their front and rear mud flaps.

Moving on, we come to the turret. The turret is a small affair, holding as it did a two-man crew. There is excellent cast detail on the appropriate parts, and the fit of the parts is exquisite. In Stage 21, you will see again some ejection pin marks that need carefully removing with hobby knife and sand paper, parts A5. Also in Stage 21, you will see that Tamiya chose to mould the main 2 pounder gun in two parts. NOT, as is traditional, in two halves, but instead one main length, and an end cap. One would have hoped Tamiya could have accomplished this in one piece, but for whatever reason, not. You will need to prep the two parts, D3 and D15, and then test fit carefully, and glue, monitoring the glue process to make sure there is no part movement before the two parts set up firmly.

Tamiya provides the modeller with a choice of open or closed turret main hatches, and if they are left open, the kit comes with two well detailed, multi part, half figures (waist up). The commander figure comes with a mike, to which some wiring should be added, and is nicely animated. The gunner is less animated. However, with there being no turret interior, if someone looks closely they will notice a void, which perhaps should be filled with some rudimentary scratch building of the gun breech etc??



Colour and Markings

Tamiya provides a small decal sheet for this kit. The decals are well printed, the colours opaque. If you have used Tamiya decals before, these will offer no surprises. The schemes are as follows:

A: British Army, Unit unknown, North Africa, 1941-42, overall "Sand"

B: Red Army, Unit unknown, Sothern sector of Eastern Front, 1942, Overall 4BO Green

C: Red Army, Unit unknown, Overall 4BO Green

Having already built a Russian vehicle when I built one of the MiniArt Valentine kits a few years ago, I decided to build the Tamiya one as a British North African version. This has a large number "3" on the right fender side-skirt. Unfortunately, Tamiya only provides a paint listing from their rattle can range, TS-46 "Light Sand". I MUCH prefer to use my airbrush, as it allows for superior paint application control. I also like to do post shading, which to me seems impossible with a rattle can. I would have appreciated if Tamiya had gone to the trouble of giving us a mixing formula using their bottle paint range as well as the rattle can colour? Instead, my research indicated that a vehicle in this theatre of operations, and at this time period would have been painted overall green in the factory, and then over sprayed upon arrival in North Africa at a local workshop in "61 Light Stone". I found the following formula for this colour utilizing Tamiya acrylic paints:

7 pts XF2 White + 2 pts XF59 Desert Yellow + 2 pts XF3 Yellow

Or using Vallejo acrylics, 70976 Buff





Once I was happy with the “worn paint” effect, I let the model sit for a couple of days, before air-brushing a few light coats of Tamiya X-22 Clear Gloss to seal the model, and prepare it for decaling.

The marking scheme for my North African Valentine couldn’t have been simpler: a large “3” on the right side of the vehicle, on the fender skirt, together with two small vehicle ID numbers either side of the turret. Six smaller decals were employed on the front of each fender to depict the rubber areas. I utilized Gunze Sangyo’s Mr Mark Softer and Mr Mark Setter decal setting solutions for this project. Once dry (24 hours), the decal areas were over sprayed with some thin coats of Tamiya X-22 Clear Gloss.

I then applied some dark brown “wash” to the model, utilizing oil paint and odourless mineral spirits. Once allowed to dry for a few hours, the excess wash was mopped up with Q-tips dipped in a little thinner. The oil wash was then permitted to dry out for a couple of days. Once dry, some coats of AK Interactive’s Ultra Matte Varnish AK183 were applied via an airbrush. I use this unthinned, straight out of the bottle, and it provides the “matt-est” finish in the business. This was allowed to dry for 24 hours, before a couple of rust oil paint colours were utilized. Small amounts of the oil paint were mixed with odourless mineral spirits in a mixing palette to produce a “wash”, and with a pointed brush, I set about “rusting” the vehicle. Hinges, rivets etc. Contrary to some peoples’ views, rust DOES form in the desert, especially where parts are worn down to the bare metal, thanks to sand abrasion. Again, the oil paint was allowed to dry for a few days, and another light coat of AK183 Ultra Matte Varnish was applied. I then took a Buff coloured oil paint, and put various “dots” about the model, and blended these into the matt surface utilizing a soft paint brush and odourless mineral spirits. This gave the vehicle’s surface a suitably “dusty” appearance. Once dry for a couple of days, another thin coat of AK183 Varnish was applied.

The model was initially primed with my favourite primer, Tamiya rattle can Light Grey Fine Surface Primer in the 180ml can. This product goes on great, dries to the touch quickly, and after being allowed to cure for a few days, sucks down onto the plastic parts like a limpet, and thus does not obscure any of the fine detail of the kit. I then sprayed the model with Vallejo acrylic primer Russian Green. Why Russian Green? Because I wanted to replicate the green paint applied to the Valentine at the factory, but didn't have the precise British Green. "Close enough" works here. This was allowed to cure for two or three days.

I then sprayed the model with hairspray. This could have been done via a rattle can of hairspray, but I wanted more control, so bought some hairspray in a pump container. I added a small amount of Vallejo airbrush thinner to my Iwata gravity feed airbrush, and then "pumped" some hairspray into the cup, and thoroughly stirred it and the thinner with a paint brush. This was then evenly airbrushed over the entire model. Once the hairspray had been allowed to dry about a half hour, I mixed up some Light Stone 61, utilizing the Tamiya mixture mentioned above. This paint was then airbrushed over the entire model, and allowed to air dry for a half hour. I then got a small container of luke-warm water, a small chisel paint brush, and a "soft" toothbrush. I dipped the paint brush into the warm water, and applied it to a small section of the model, and started to agitate the paintbrush back and forth. After a short time, the Light Stone 61 paint began to "wear" off. I also used the toothbrush to likewise softly scrub the Light Stone paint. The surface "foams" a bit as the paint is worn away. Take a paper towel and cut it into small sections, and use the paper towel to dab up the foamy liquid, a mixture of water, Light Stone paint, and hairspray. Work away in small sections, scrubbing/rubbing away the paint until you get the amount of wear and tear that you are looking for. Period photographs of British Valentines in North Africa clearly show substantial paint wear in many instances. Start off with the underside of the model, to make sure you are happy with the results you are after. You can also practice this technique by getting a sheet of Evergreen white plastic,



Finally, the tracks. These were very carefully painted with Vallejo's Track Primer 70304 with a brush. After a 24-hour curing period, a light rust oil color was chosen, mixed into a "wash" utilizing odorless mineral spirits, and applied to the tracks. This helps break up the monotone color of the Vallejo track color.

To conclude: this is a superb new kit from Tamiya, being well detailed, easily constructed from relatively few parts, with excellent fit and overall engineering. If you want to include this very important British Infantry tank in your collection, and shy away from mega part kits, or kits with photo etched parts, then THIS is the kit for YOU! My sincere thanks to Tamiya USA for providing the review kit.



Hawker Hurricane Mk I Tropical

Airfix 1/48

By Brett Peacock



In-Box Review;

127 parts plus 1 decal sheet - 2 Marking options.

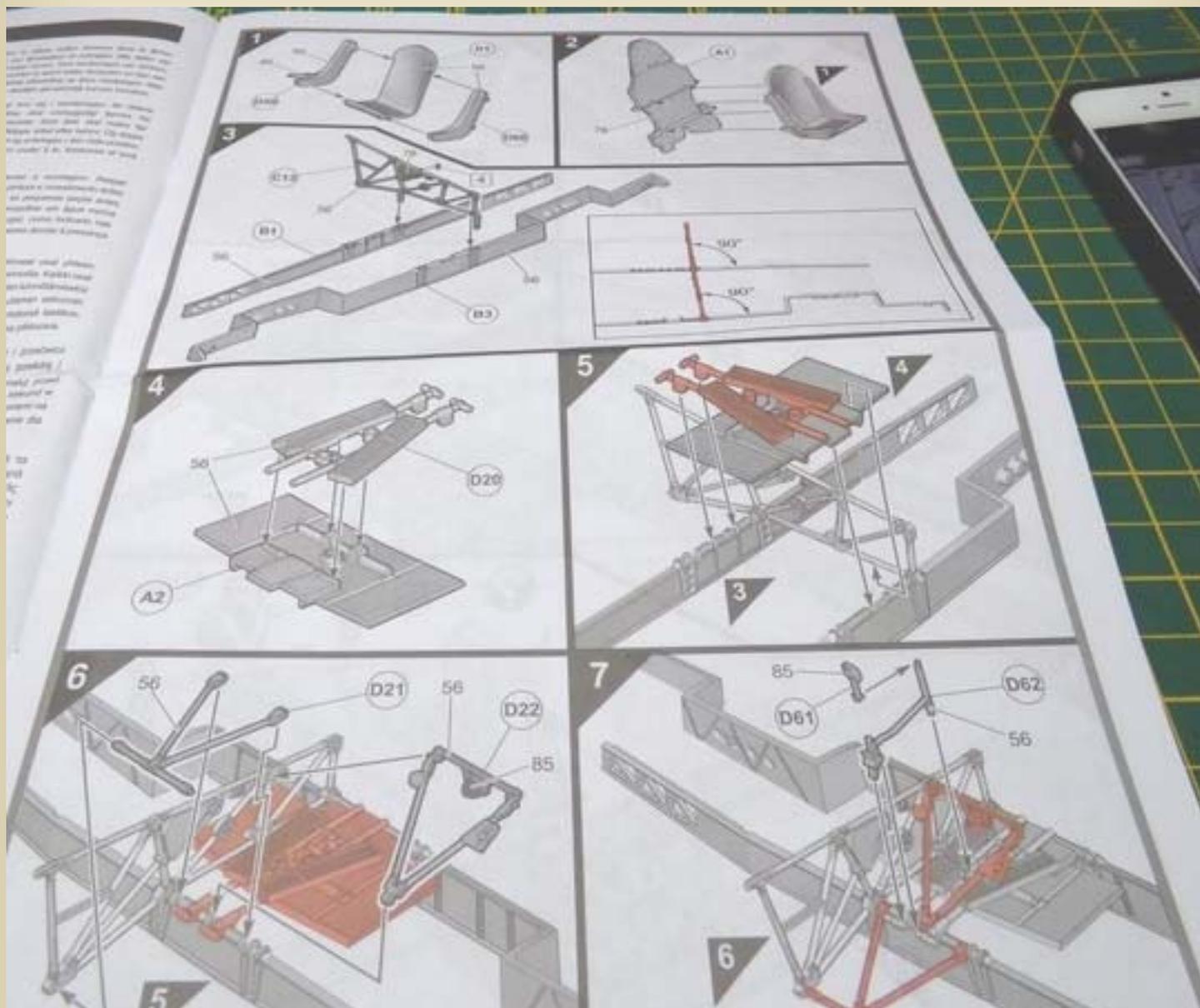
This kit share the exact same sprues as Airfix's previously (2015) released Hurricane Mk I (Battle of Britain) and no parts have been added or deleted, so it is possible to build any Mk I Hurricane from the parts provided – Standard, Tropical or Sea Hurricane. All you need are the correct decals/markings.

The biggest difference in the assembly is that you need to perform some minor surgery on the bottom wing to accommodate the new lower cowling and air filter mount, the air filter (so prominent on the Tropical version) is a two piece assembly. The other difference is that you use only one of the spinner/propeller options. Every other stage and parts are the same as for the standard Mk I Hurricane.

There has been some criticism (Mostly from people who think that they are too old and wise to actually read instructions) of the design method Airfix have used to build up the cockpit interior, but it is a closely accurate way to build what was on the real aircraft a very complex and interconnected area, with no convenient walls to give the modeller or kit designer) an easy short cut. Other reviewers have commented that if you take it step by step and triple check every part and assembly alignment, you should have few, if any, fit or alignment issues. One even stated that if an issue is found, it will be down to hurrying the assembly. I, for one, think that having a truly accurate Hurricane cockpit probably compensates for the extra fuss and bother....

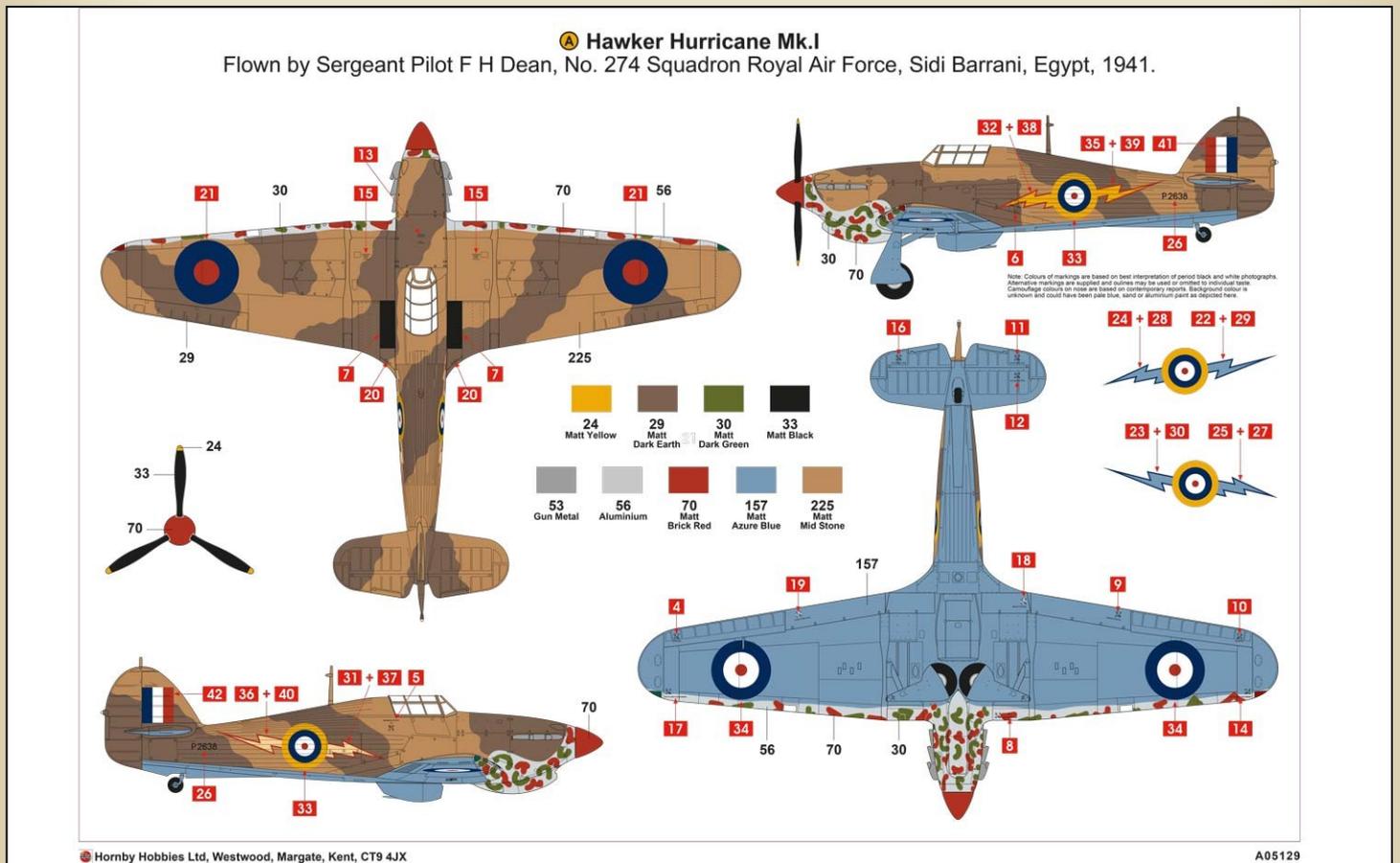
Once the main fuselage/cockpit/wing assembly is correctly done, most of the rest of the kit is really a simple process, but again, with the undercarriage, care will be needed, as it is also closely represents to the actual aircraft, and Airfix give some very detailed close-ups in the instructions to aid in this.

The instructions themselves are in the new style Airfix standard with the previous stage picked out in red so you can "Air-check" your work in the current stage, spotting any problems before you continue.



The last two pages are a full colour guide for the two decal options.

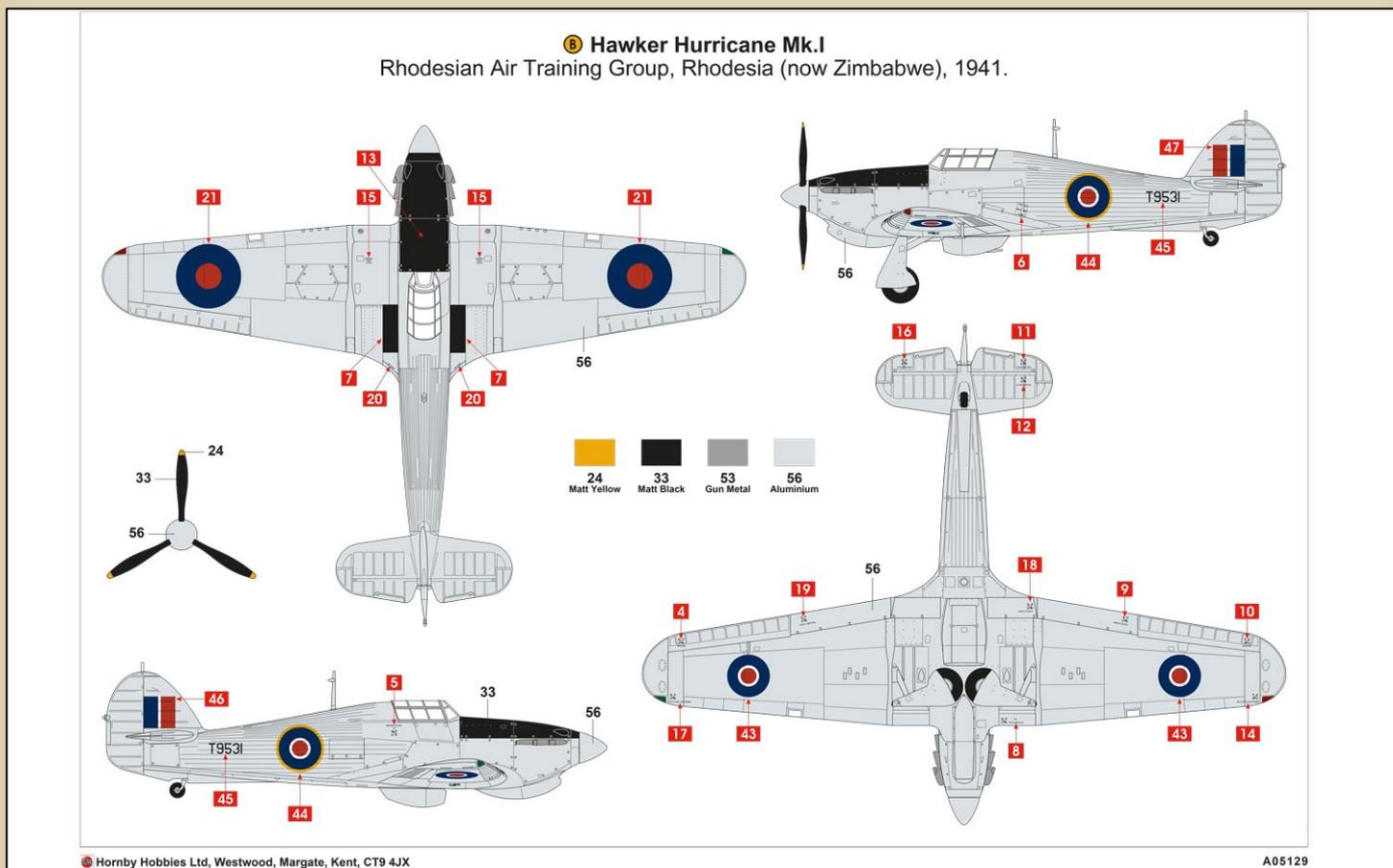
1. Hurricane Mk I, 274 Squadron, Sidi Barrani, Egypt, 1941 – Flown by Flt Sgt F. H. Dean



This is in RAF Desert standard (Dark Earth, Middle Stone over Azure Blue) with an “Italian” styled camouflage on the leading edges of the wing and around the lower nose. Airfix suggest aluminium with dark green and roundel red patches. (This has been supported by recent research.)

This scheme also gives you the option of a yellow (with thin red edging) or Azure with roundel blue edging) lightning bolt on the fuselage roundel. But why they chose to make the yellow of the bolt differ from the yellow edge of the roundel, (even on the box-art!) I do not know. Error, sorry, Aero-master also had this scheme in an old sheet I have, and they show the bolt as white with no edge! I guess it's off to Google for some more information...

2. Hurricane Mk I, Rhodesian Air Training Group, Rhodesia, 1941



This option is overall silver with a black anti glare panel on the upper nose. I doubt it would be Unpainted, Silver dope overall being more likely. (As any unpainted metal would only apply to the metal skin and not the fabric covered rear fuselage.)

There is one bonus, you will get a spare set of roundels and fin flashes from the kit, whichever scheme you choose as it gives you both Pre-1941 and post-1941 standard. The decals, as usual for new Airfix, are by Cartograf, so there should be no concerns about registration colour density or accuracy. (Other than the single concern noted – probably due more to Airfix than to the decal supplier...)

Quick Summary – You could build this kit using the Battle of Britain Boxing kit, but then you would need to source decals. This kit gives you two options, one quite well known and one a bit more unusual. And you do not have to puzzle out how to get that pesky Airfilter to fit! But you can say the same about the Sea Hurricane parts. In all this was a sound move by Airfix and makes maximum use of the mouldings... besides, everyone loves the Desert campaign, don't they?

Verdict:

The. Best. Hurricane. Kit. In. Any. Scale. (Tom Cleaver – modelling madness)

And it has some of the Best Box Art I've seen from New Airfix!

British WW2 Anti-Submarine Bombs

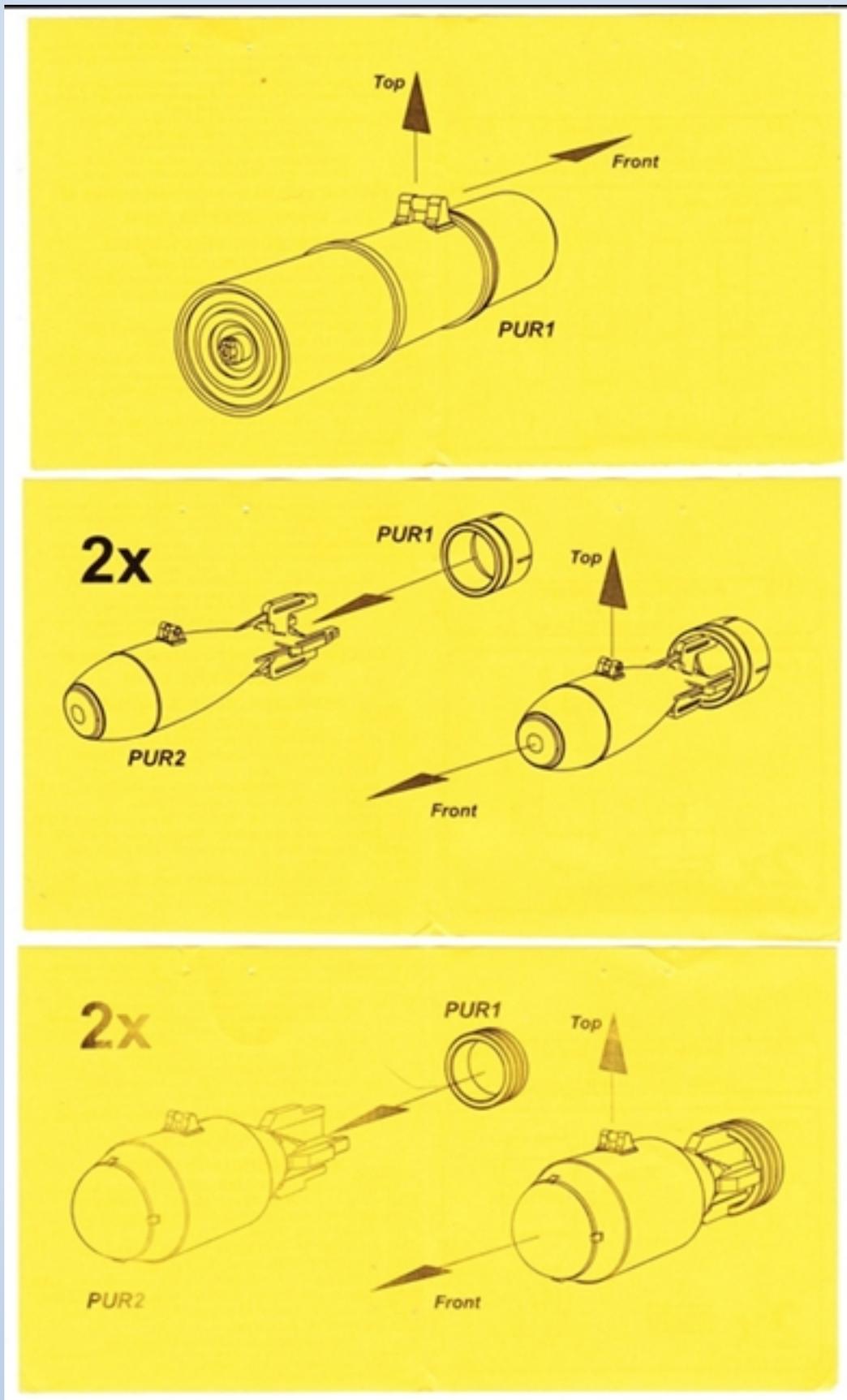
CMK, 1/72 Scale
By Mark J. Davies



Summary:				
Catalogue Number:	7352 – Anti-Submarine Bomb 250lb Mk.VIII 7353 – Anti-Submarine Bomb 500lb Mk.IV 7354 – Anti-Submarine Bomb 600lb Mk.I			
Scale:	1/72			
Contents & Media:	7352 – Four bombs, four resin parts. 7253 & 7254 – Two bombs, four resin parts.			
Price:	Available online from these stockists:			
	Stockist	250lb	500lb	600lb
	CMK	€8.50	€8.50	€8.50
	Hannants	£6.33	£6.33	£6.33
	Modelimex	€6.82	€6.82	€6.82
	Hobby Link Japan	¥1,040	¥1,040	¥1,040
Review Type:	First Look.			
Advantages:	Excellent quality, rarely offered aerial ordnance accessory.			
Disadvantages:	No painting and markings advice provided.			
Conclusions:	These excellent quality anti-submarine bombs are most welcome; I highly recommend all three.			

Anti-submarine weapons are amongst the most overlooked aerial ordnance accessories I can think of, so these three British ASW bombs are from CMK are most welcome. They stand to add interest to a number of Coastal Command and FAA subjects.

Each set of bombs comes packed in a cellophane plastic blister pack stapled to a card header. The small folded instruction sheet in each pack is not required, so simple is construction, although paint and markings information, which would have been useful, is not provided.



For those interested, I have checked my copy of British Explosive Ordnance 1946 for colour and markings information and can advise the following:

250lb Mk.VIII

Dark-green overall with a ½" red band 1" from the nose, and a 1" light-green band 4½" from the nose.

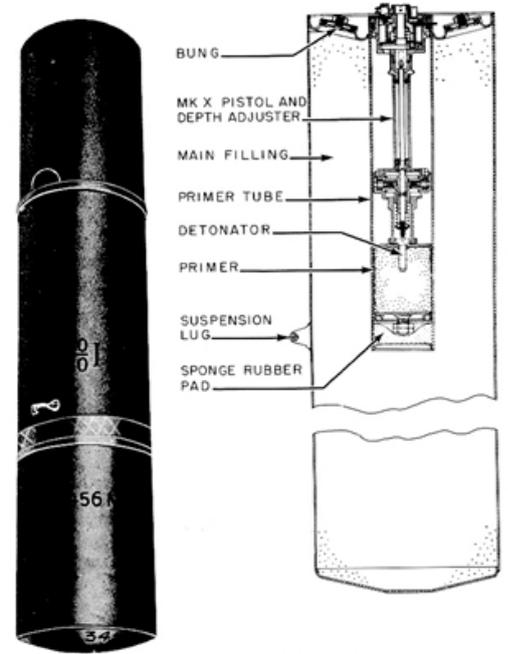


Figure 34—D.C. 250-lb. Bomb Mk VIII

500lb Mk.IV,

Dark-green overall with a ½" red band 1" from the nose, and a 1" light-green band 6" from the nose.

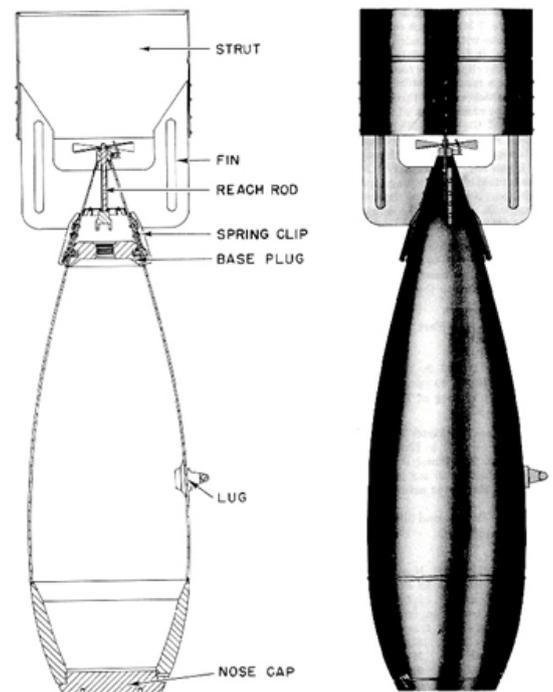
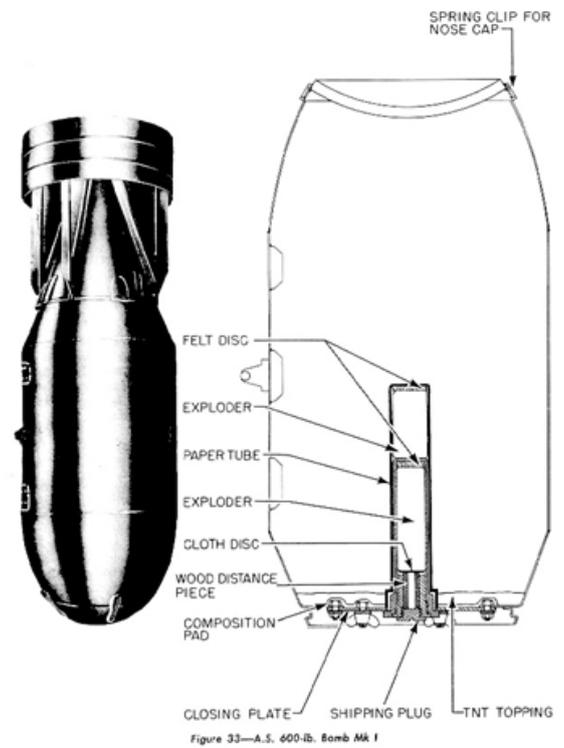


Figure 32—A.S. 500-lb. Bomb Mk IV

600lb Mk.I

Dark-green overall with a ½" red band and a 1" light-green band around body (exact location of bands not provided).



Conclusion

These excellent quality anti-submarine bombs are most welcome; I highly recommend all three.

Thanks to Special Hobby for the review samples.

Review Text Copyright © 2017 by Mark Davies

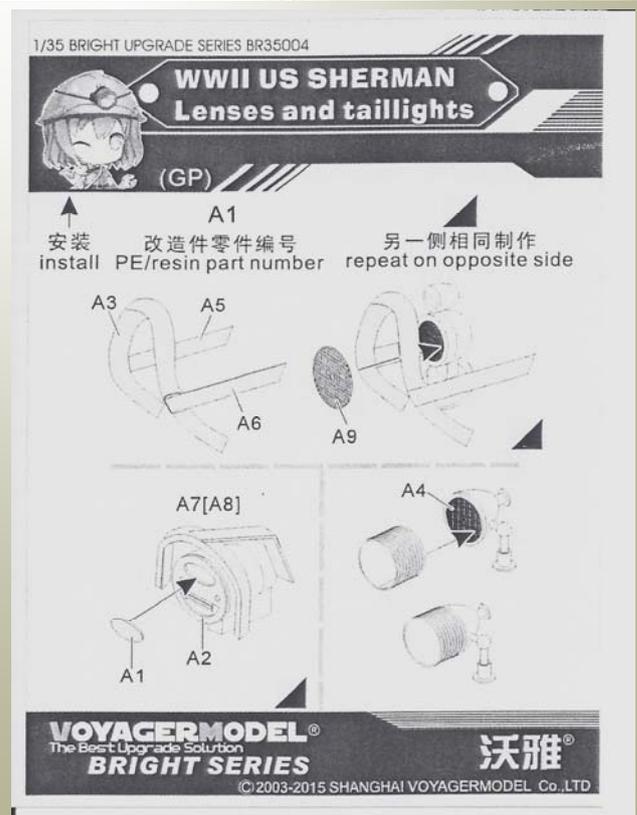
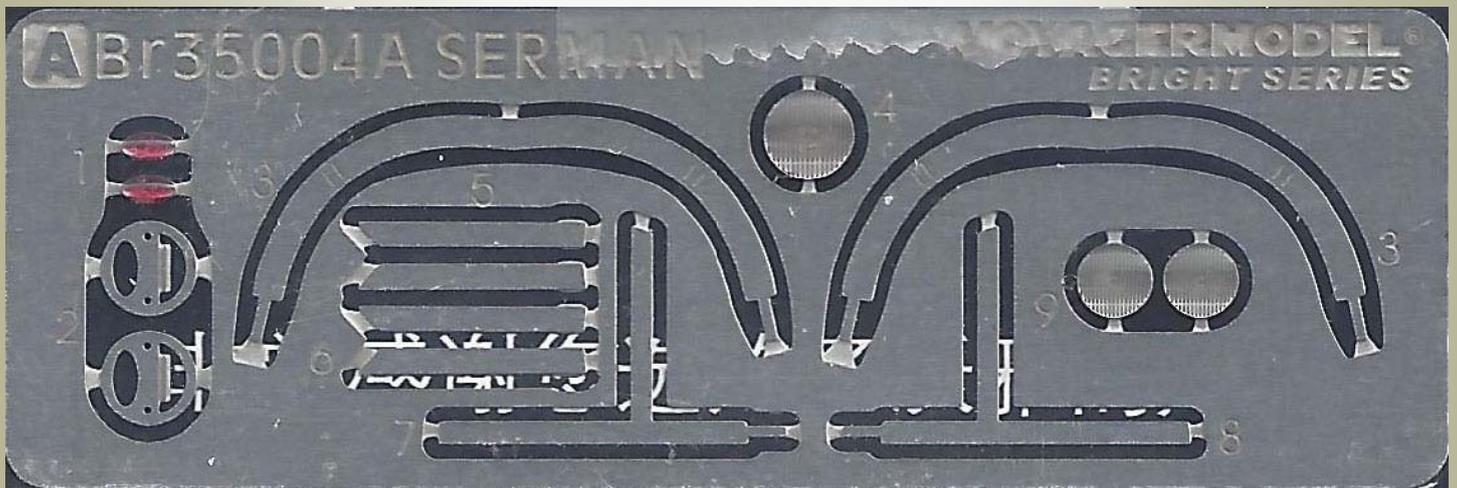
US Sherman Lenses and Taillights

Voyager 1/35 scale

First look by Lance Whitford

Voyager have been around for a while now and like many of the players in today's market are looking to do something that is a little different. The 'Bright' series combine traditional photo etch parts with clear and coloured resin to allow modellers to add a little more realism to the various lights that adorn afv's both old and new. This set is designed for any 1/35 Sherman and provides headlight lenses, tail light lenses and a lens for the searchlight that was common on late model M4's. In addition there are brush guards in traditional PE for both headlights and tail lights.

I really like Voyager headlight guards for a number of reasons. Firstly the PE is not too thin and floppy like some. Secondly they feature 'locating pins' which can be inserted into pre-drilled holes to ensure the parts are attached in the correct location with more strength than parts that are simply glued to the surface. Thirdly the side braces for the headlight brush guards are separate parts meaning they can be adapted to both early and late 47° Sherman hull fronts which is something that many competitors PE sets don't offer. I can't wait to try these out.



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.

