



SCALE MAIL

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HAWKER HURRICANE Mk.I IN RAF SERVICE -NW EUROPE -1935 TO THE BATTLE OF BRITAIN (WINGLEADER PHOTO ARCHIVE NUMBER 3)

In memorium— Henry Ludlam

NEXT MEETING

Tuesday 20 Oct 2020 : 7.30pm
Freemans Bay Community Hall,
Function room
52 Hepburn Street, Ponsonby

COMMITTEE

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Link from the IPMS Auckland Website

From the Editor

We are back in business after a frustrating period where our dreams of holding the 2020 nationals faded away as the weeks of level 2 wore on. On a brighter note we have got agreement from other clubs around the country to reschedule the event for 2021. It is planned to be in the same October timeframe and details are yet to be confirmed. It does give us breathing space and some hope that we will be able to proceed without the shadow of COVID 19 hanging over our heads. This month's tome includes a tribute to Henry Ludlam who's sudden passing during the lockdown stunned us all. It's hard to believe there won't be a table full of helicopters on show at this month's meeting. This month we have decided on having a bring buy and swap night. And as usual, don't hold back on bringing along those projects you've been working on over the break, whether completed or in progress. November is our planned theme night for the year with this year's theme being 'For Valour' where models must have figured in the award of a medal or commendation. December will be our traditional Christmas celebration with a few beers at avenue yet to be confirmed.

I still hear those voices



telling me : **BUY ANOTHER
MODEL KIT !!!!!**

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2020/21 NOW DUE *******

Subs for 2020/21 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

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 Freemans Bay Community Hall, 52 Hepburn Street, Freemans Bay, Ponsonby

**Note our meeting
time is back to 7.30 pm**

October	Bring buy and swap
November	Theme build night. 'For valour'
December	Christmas windup and drinks. Venue TBC

MODELLING EVENTS



7 & 8 November 2020

9:00 am - 4:00 pm

Website <https://www.facebook.com/ArmisticeinCambridge/>

A number of club members plan to make a weekend of it. This event is still worth a day trip from Auckland if you can't spare a whole weekend.

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

349 Dominion Road
Mount Eden
Auckland
p: 09 520 1236



Stoker Models

Cnr Market Rd & Gt South Rd
Auckland
p: 09 520 1737
10% on kits and modelling supplies



TOYWORLD

Toyworld Henderson
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Toyworld Westgate
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
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- 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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Trumpeter 1/32 Lockheed P-38L-5LO "Lightning"

By Brett Peacock

1:32 SCALE

Lockheed P-38L-5-LO Lightening **mates**



Kit # 02227, Parts: 360+, Price (NZ) about \$200.00 (If you can find it! I think I snagged the last one in stock!)

Many years ago (We're talking about 1970-ish!) one of the first 1/32 scale kits I built as a youngster was the Revell P-40E and then a Spitfire. The Third was the Revell P-38 and I well recall what a bear it was to put together, even compared to the other two. Between then and now there was only ever the Revell kit, then in about 2002 the then new Chinese company, Trumpeter released the kit, which instantly obsoleteed the Revell kit, more than trebling the parts count and including good representations of both Allison engines. (from memory the Revell kit has a curious engine like blob to insert into one nacelle!).

I did not buy the kit previously as I always considered it just a little out of my budget, but I have recently (Thanks to My Tamiya!!) spent \$181 dollars on the new P-38H special Edition kit, so I bit the bullet and, as Modelair had this on display, splurged and bought it as well! Dorland was confident he could order more – which, as it turned out, was not the case, this was the last one in the warehouse!

I won't start with a history – most modellers will have some idea of that already. Trumpeter chose to model the P-38L, the final mass produced variant, which all had dive brakes as standard fit to cure the issue of diving at speed, which plagued the earlier types. However, by leaving off the PE brake surfaces and sanding the mounts flush to the underside of the outer wings and a little judicious rescribing in several other spots, a P-38 J is also achievable. (The final J-15 production Block also had the Dive brakes fitted, so you need to check the production block of your subject if doing a J model.)

Onto the Plastic: Which consists of 16 Sprue trees of pale grey plastic and 1 clear sprue tree. There is also 2 rubber sprues and 3 Vinyl Tyres. A small bag contains about 14 metal pins and there are 2 PE frets, one for the hinges and the other for grills and sundry cockpit details. An internal box contains the PE frets, rubber/vinyl parts, clear parts and 3 small grey Sprue trees. (see below)



The cockpit parts are a trifle “plain” but can be dressed up with both the kit PE and an Eduard set which is still in their catalogue. They also do an external detail set and an Undercarriage set. I am sure someone does a set of wheels in resin for it also. Buckles and loops for the harness are on the PE fret, but the belts themselves should be supplied by the modeller. Trumpeter do give you the dimensions to cut from your favored material.

Here are several of the Grey Plastic Sprue trees:





As can be seen, the moldings are very typical of Trumpeter and the detailing on them is also very like other trumpeter kits, with fine recessed and sometimes raised rivetting and delicate recessed panel lines.

There is one curious choice – the Mirror panels on the inner engine nacelles, which aided the pilot to visually confirm his nose gear was properly lowered, have been molded as if they are clear inspection panels! (see Below)... This is not a huge deal as it is simplicity itself to fix. Paint the clear parts (External surface!) in gloss black while still on the sprue tree and then in Alclad (or similar) Chrome. Mask with Tamiya tape and fit to position..... After painting and weathering the airframe, unmask for a mirror gloss panel.

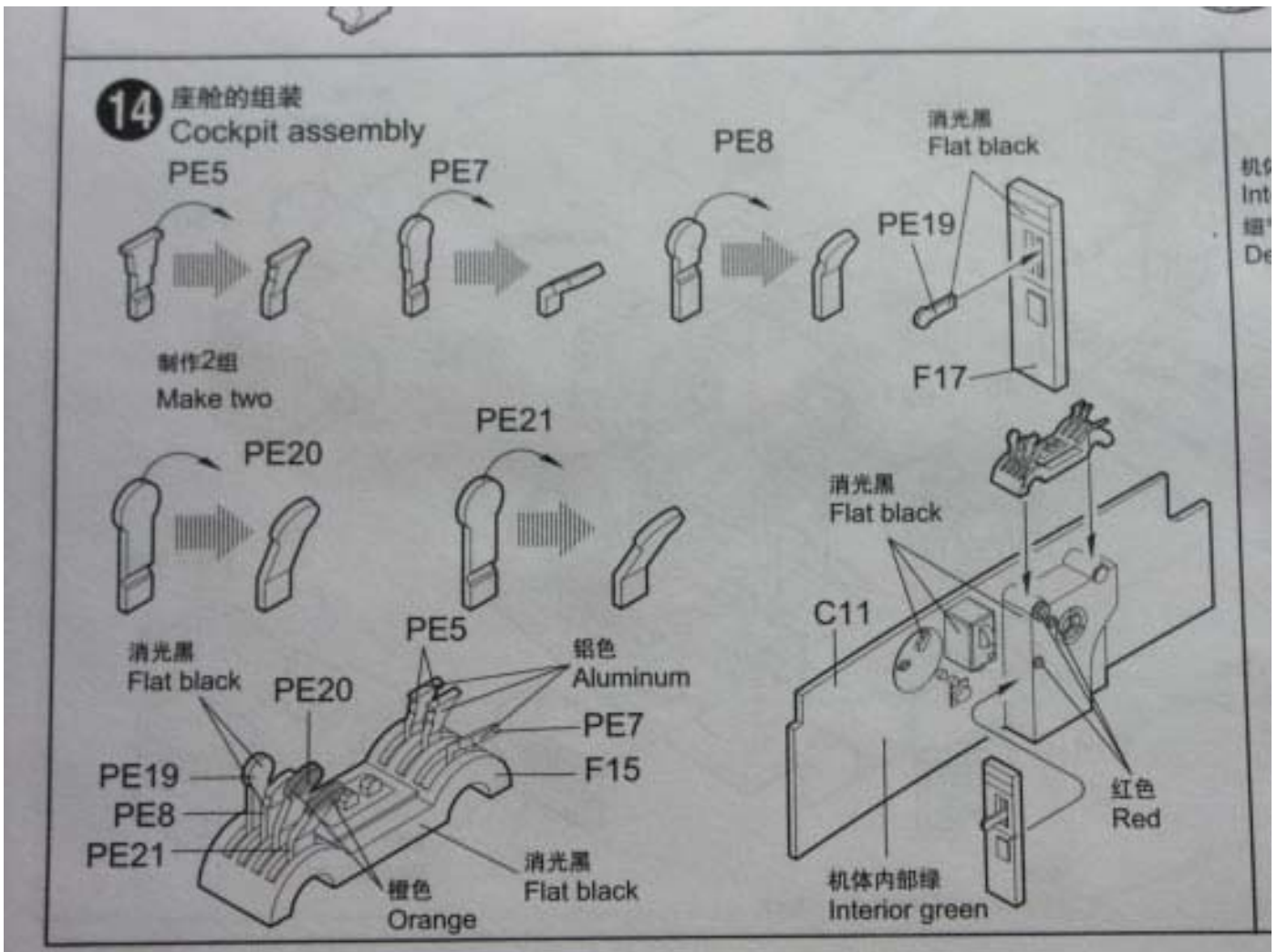
Like their P-47 kit, the engine and all its associated supercharger trunking are represented, even though it will mostly be invisible to the outside. (But the hollow molded engine will also be a good place to stash away a little weight to aid in preventing a “nose lift” occurring.) While Trumpeter do not provide a cast metal undercarriage, the plastic parts look quite robust enough to hold the weight (60 grams is Trumpeter's recommended weight!)

This kit has fully articulated control surfaces, including the Flaps, all using the Metal Pin and PE hinges that Trumpeter use in many other larger scales. (The flaps have two options, fully up, or fully down, with differing lengths of hinge for each. They don't move. Builder online report having the flaps down means the model is quite tricky to handle and it may not be possible to add them after assembling the main wings.)

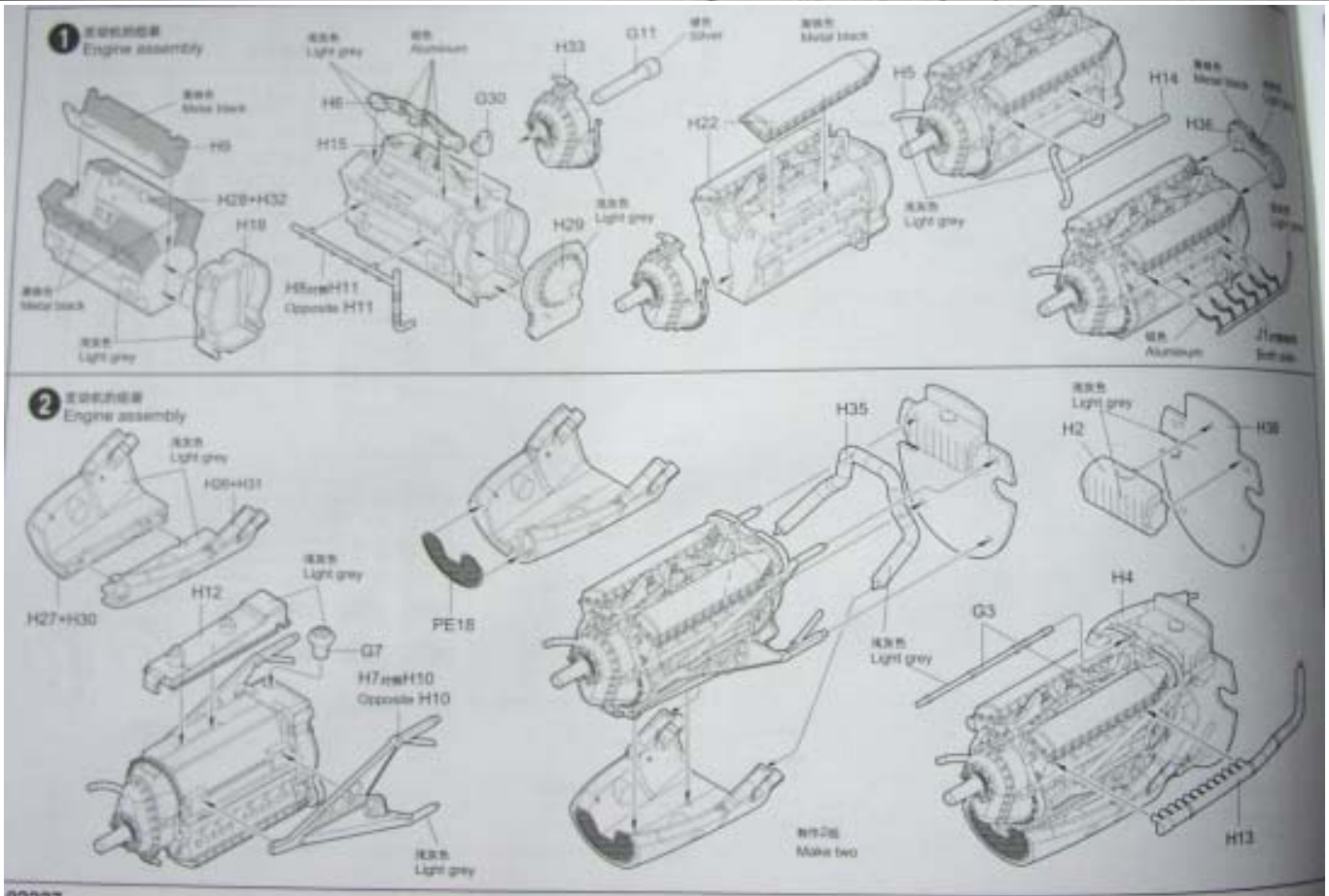
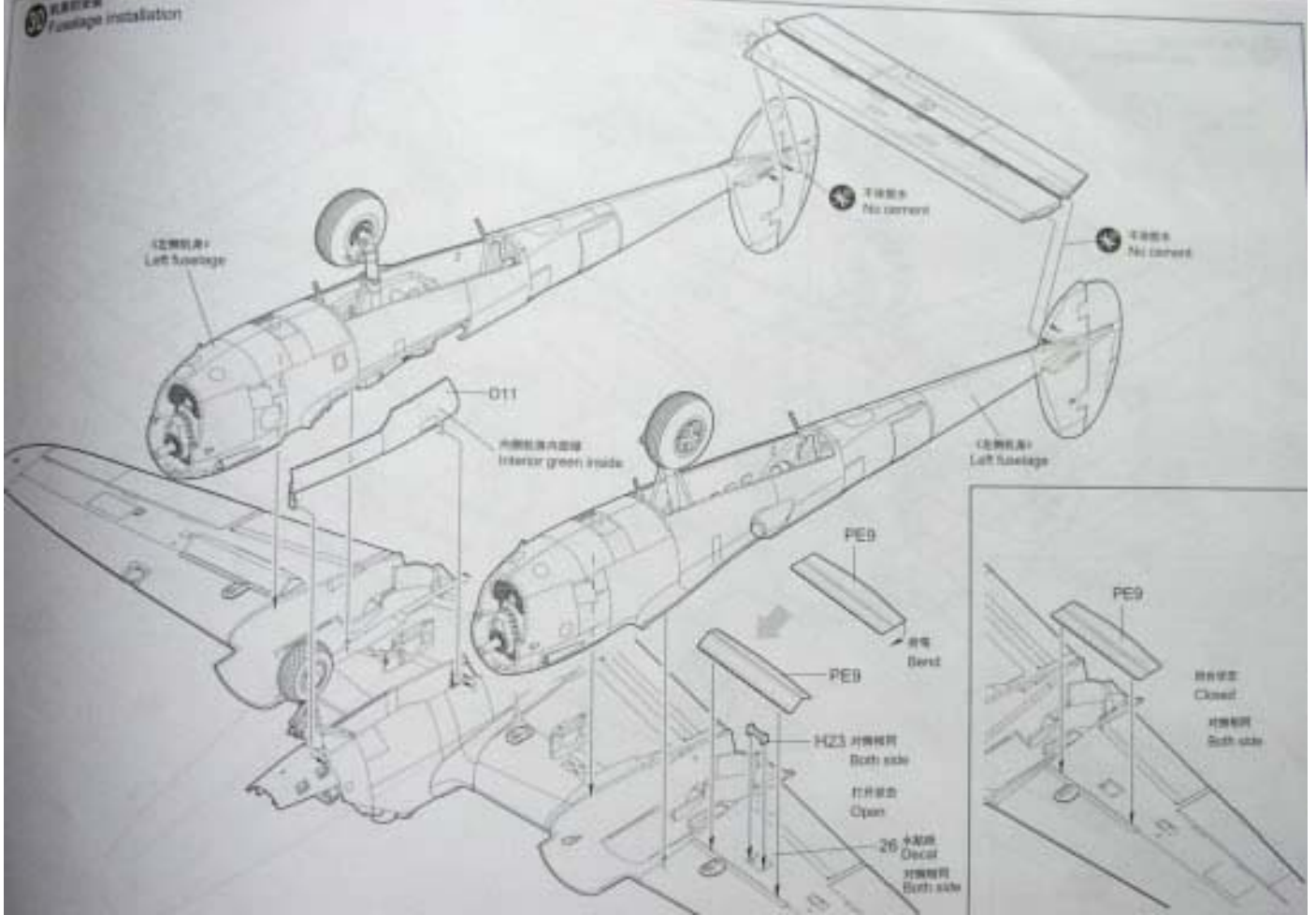
There are two marking options provided, First is a P-38L-5LO flown by Major Donald Campbell of the 36th FS of the 8th FG in 1944. It bears the number 20 and a cartoon of a deer (or Moose) on the nose with White spinners with 2 narrow black bands. There are White tips to each tail fin with a black trim. The second option, S/N 4425568, is the more famous “Itsy Bitsy II” flown by Major George Laven of the 54th FS of the 343rd FG in the Phillipines in 1945. It has extensive black trim (including the Anti Glare panel) and a scoreboard with a number of trains on it. On each engine cowling is a hand making a rude gesture! (Trumpeter spell his name as “Lavin”, incorrectly, on the colour chart, but the decal pilot plate has it correct.)

The decal sheet was researched by Eagle Editions, so I am guessing that it will be largely very correct and useable. It certainly looks good. (The large red warnings are for the under wing Air-brakes)

The clear parts are very typical of trumpeter, very clear and well executed, although if you want to model an open canopy a little cutting of the wind-up side windows will be required and no open option is provided. The windscreen join is on a panel line, like much more recent kits are



And now we come to the instruction sheet, which is laid out in the typical Trumpeter style and do cover most requirements, But... and it is a big but... the drawings are not as clear as they could be, often the modeller will be left in the dark as to the exact placement of some parts. The Under-carriage, main and nose both, is one example of this. Several parts are simply unclear as to how they join and/or align with smaller parts, and if you get it wrong, it may not assemble as required or worse throw out the fitting of aother assemblies and parts. You will have to test fit and tack parts in place until you are sure it is right, before committing to cement.



Color callouts also need to be checked. For example the instruction would have you paint the Wheelbays, nose and main, in "Interior Green" which sounds logical, as Earlier models did indeed have Interior Green U/C Bays....but the J and L models were often delivered in bare metal after mid 1944, and that extended to the Undercarriage Bays. If it is a NMF Lightning, it had natural metal undercarriage bays! (The parts of the bays that they callout as Black were, indeed black.)

There are a number of Aftermarket decals sheets for the P-38 available and there are even conversions to backdate it to a J or H model, possible even earlier types...Google should be a friend for this... I am looking around for something at present.

So, the Short Conclusion: This is a very nice kit, expensive but there is a Lot of work to get this finished, making it fairly good value for money in terms of hours per \$\$\$. It is very well detailed, perhaps even a little excessively so, but, should you decide to do a Cutaway model, the basis is there already. It closes a gap in my 1/32 collection of American WW2 Aircraft, which is not large, although some of the models Are! (2x B-17s (E/F & G), 2x P-61 Black Widows, 1 Airacobra, 1 Buffalo (Finnish), 1 P-47N and 1 Mustang, (I also have 2 P-40s, but they are for Kiwi flown aircraft!) I know the Lightning is by no means a new kit, but, having overlooked it until now, I feel a review is justified.

Peter Mossong has sent this note regarding the passing of Andy Scott in the UK. Andy was the leader of the IPMS UK's New Zealand Aviation Special Interest Group and a long standing hall manager at the Scale Model World show at Telford. Dave Stewart and I first met Andy at Telford in 2001 and we have been firm friends since then. He was considered to be an 'Honorary Kiwi' by his mates down under.

RIP Andy.

A very rare picture of Andy (in yellow) sitting down...Telford 2019.



HAWKER HURRICANE Mk.I IN RAF SERVICE - NW EUROPE - 1935 TO THE BATTLE OF BRITAIN (WINGLEADER PHOTO ARCHIVE NUMBER 3)

Book review by Pete M.



MARK POSTLETHWAITE



HAWKER HURRICANE Mk I

IN RAF SERVICE - NW EUROPE - 1935 TO THE BATTLE OF BRITAIN

Following on from my previous review of their Spitfire Mk.I publication in Wingleader's Photo Archive series comes No.3 covering the Hawker Hurricane Mk.I from the prototype K5083 to the end of the Battle Of Britain.

From the publishers:

"We chose the Hurricane Mk.I for the third book to compliment the hugely popular Spitfire Mk.I that we published recently. This book follows the Spitfire book's format taking a roughly chronological look at the first few years of the Hurricane in RAF service. It is limited to Hurricane Mk.I's in RAF service in NW Europe and covers pre-war, The Munich Crisis, The Phoney War, The Battle of France and of course the Battle of Britain. Because of the sheer amount of material we had, we went to 88 pages with this one."

This book contains approx 150 original wartime/pre-war photos and 6 in-depth profiles with side-views plus and top and underside views.

Throughout the book they cover all the variations made to the airframes and the evolution of markings and schemes applied to the Hurricane Mk.I's from the prototype until the end of the Battle of Britain. Crisp clear photos are used to illustrate the changes and comprehensive notes are given to support them. The A4 landscape format allows this to a far greater extent than usual so one gets a greater appreciation of them.

Colour plates come with notes for modellers showing the stand out points of each, and these are backed up by a photo of the actual airframe being shown.

HURRICANE VY-K P3408 85 SQUADRON



Modeller's notes

Aircraft:
Standard mid P series aircraft
Metal wings
Night flying shields

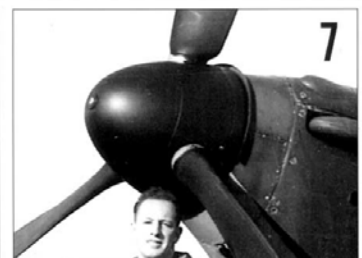
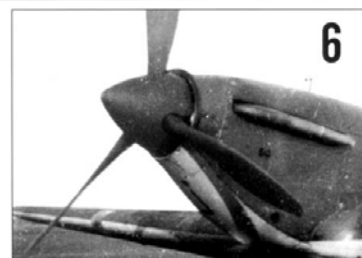
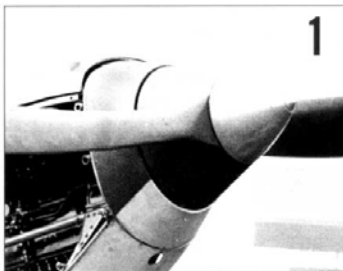
Colours:
'B' camouflage scheme
Sky undersides
NO red patches on guns
Gas patch port wing

Discussion points:
The profile is based upon the photographs of this aircraft in July, so at that point there were no underwing roundels. It would have received them around mid-August so they could be added if desired. The heavy weathering of dust and oil is apparent in the July photos but again the aircraft would have been cleaned up at some point.
The heavy weathering on the upper wing surfaces is seen on a few 85 Squadron aircraft at this time and appears to be retouched areas of paint. The best theory is that the groundcrew didn't have brown or green paint and so applied what they had, either Sky or grey is perfectly possible. The gas patch may have been repeated on the starboard wing.



Sections cover the prototype K5083, the various spinners fitted:

SPINNERS



Over the course of just two years, the Hurricane MkI propeller and spinner appeared in many different shapes and sizes.

- 1) The first to be fitted was the wooden Watts 2 bladed fixed pitch propeller which was still in use right up to the Battle of France.
- 2) A few Hurricanes had the 3 bladed de Havilland propeller designed for the Spitfire. You can see in this photo how the spinner is fractionally larger than the nose cowling.
- 3) This photo shows the de Havilland 3 bladed prop designed for the Hurricane, note how it fits the cowling exactly and is more pointed than the Spitfire spinner.
- 4) The classic blunt Rotol spinner, designed for the Spitfire MkII and noticeably bigger than the front cowling. This appeared on the majority of Battle of Britain Hurricanes.
- 5) The specifically designed Rotol spinner for the Hurricane first appeared on late MkIs towards the very end of the Battle of Britain. This bullet spinner had some minor variations but would become the standard spinner for future MkIs.
- 6&7) The Hurricane spinners were well known for throwing oil over the windscreen so eventually an oil collecting ring was installed. Number 6 is a rare example of a ring behind a DH spinner on a 303 Squadron N series aircraft. Number 7 is on a 615 Squadron Hurricane in November 1940, note how they only cover the top half of the cowling.
- 8) See page 79 for yet another very rare type of spinner that was fitted to a few Hurricanes in the Battle of Britain!

Fabric and metal wings:

Two easy recognition features for fabric winged Hurricanes are the position of the landing lights, (further inboard than the metal winged version) and the shape of the gun access panels.

On the fabric wing version, the panels were square and rectangular whereas the metal winged version had angled edges to each panel.

On the metal winged version, the outer edge of the landing light lines up with the inner edge of the aileron.

FABRIC WING

FABRIC

Another small difference between the fabric wing and the metal wing was the presence of a small extra hole (arrowed) amongst the cartridge ejector slots under the fabric wing. The metal wing had just four holes.

METAL

METAL WING

The entry into service beginning with No.111 Squadron in January 1938, the Munich Crisis period, The early wartime period, the addition of armour and pilot protection, a two page section covering Edgar James Kain (a Kiwi of course, and the first RAF 'Ace' of WWII):

HURRICANE 'P' PADDY III 73 SQUADRON

Modeller's notes

Aircraft:
 Early pole aerial
 External armoured windscreen
 Early 2 pronged pitot tube
 Ring and bead gunsight
 2 Bladed wooden propeller
 Fabric wings
 Two piece cowling ring
 Ejector exhausts

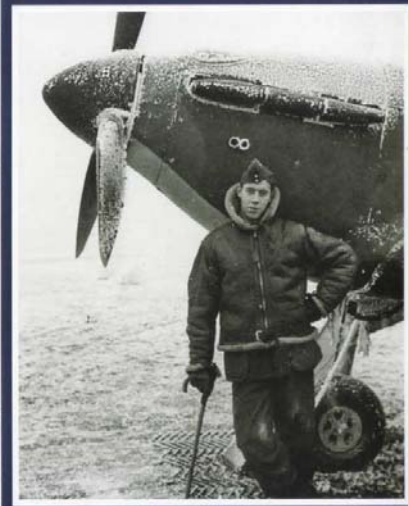
Colours:
 'B' camouflage scheme
 Black and white undersides
 Small upperwing roundels (reduced from y/b/w/r)
 Large roundels underneath the wings

Discussion points:
UNDERSIDES. This aircraft had a black port outer wing, white starboard outer wing and aluminium everywhere else. The black was extended to the centreline from the rear of the wings to the spinner, the nose ring is a replacement and has white on the starboard half.
 Being an old fabric winged aircraft, the paint may have faded in the fabric areas more than the metal areas.
 Spinner tip is anybody's guess but was often a dull green.

Edgar James Kain, a young New Zealander with 73 Squadron in France, became the RAF's first 'Ace' of WWII and was made internationally famous by the press at the time. As such, the squadron received many visits from the press and many useful photos were taken such as these of 'Cobber' Kain with his Hurricane 'Paddy III'. As the serial was overpainted, it's difficult to identify which airframe Paddy III was, but the aluminium centre section, the two bladed prop and the replacement nose ring (from another aircraft with white and black paint under the nose), would suggest a mid L series aircraft. Note how the camouflage has been hand painted and has covered the top corner of the P.

'Cobber' Kain actually flew several Hurricanes in France including the more modern ones with the DH three bladed propeller. The photo bottom right shows Kain in front of one of these Hurricanes in the snow that was a major part of the winter of 1939/40.

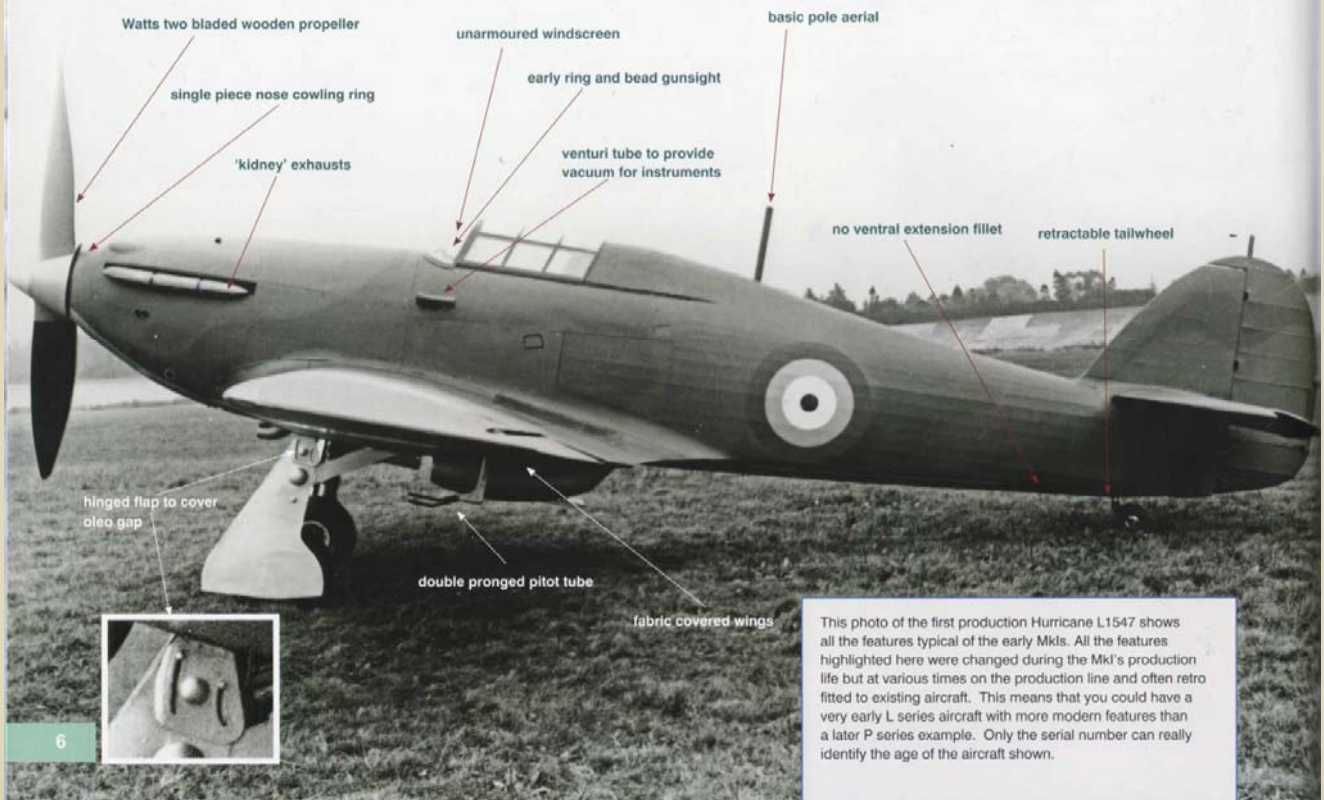
After flying over 80 operational sorties, 21 year old Eddie was finally due to return to England on 7 June 1940. He took off for one last beat up of the airfield but misjudged his aerobatics and crashed, killing him instantly. A tragic waste of such a young life.



40

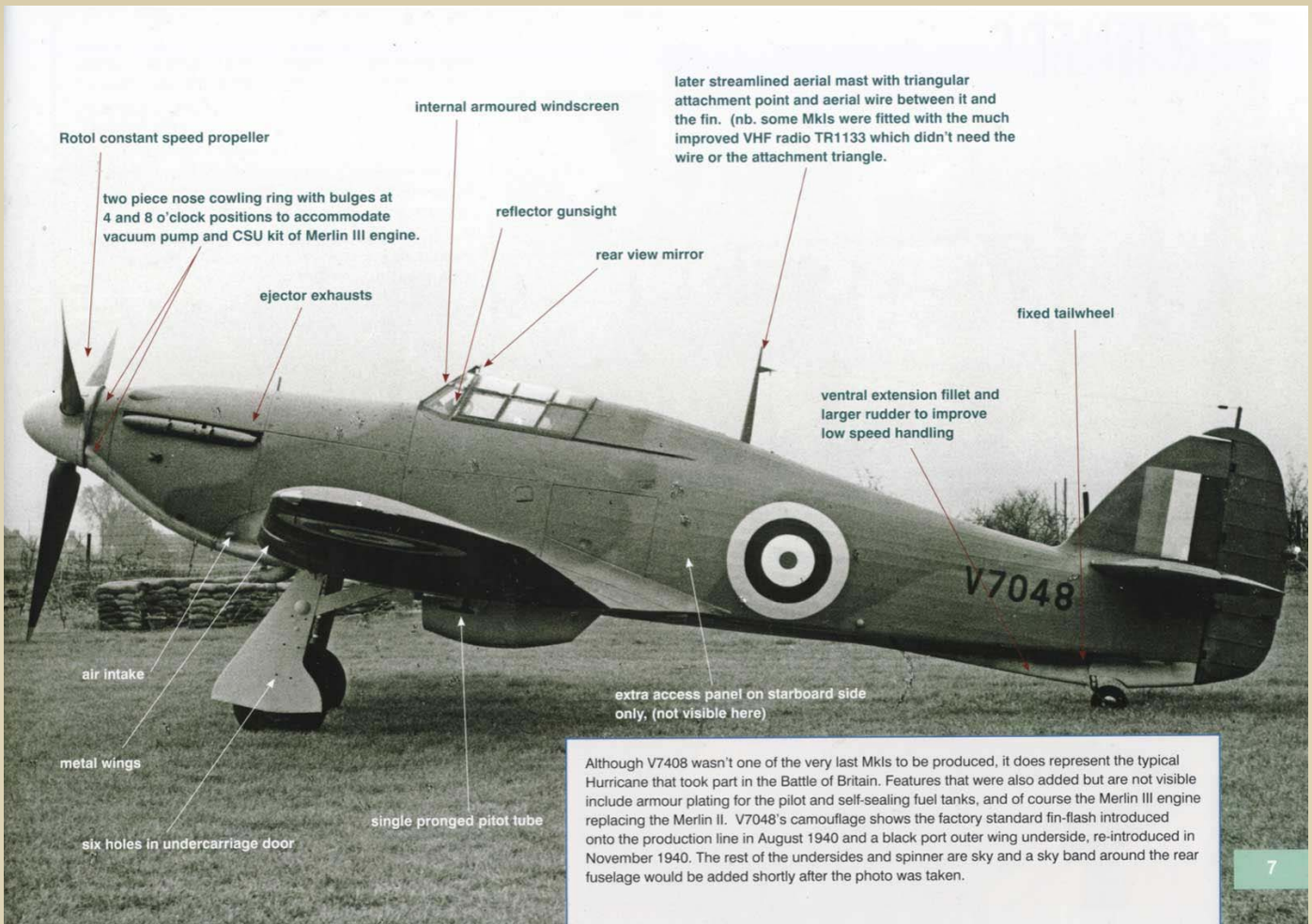
The application of gas patches, many photos covering the ground crews servicing the aircraft, the Norwegian Campaign of May-June 1940, The French Campaign, and finally The Battle Of Britain. As with their Spitfire book, two pages cover the evolution of the Mk.I with comprehensive notes to show these

THE EVOLUTION OF THE MKI HURRICANE



This photo of the first production Hurricane L1547 shows all the features typical of the early MkIs. All the features highlighted here were changed during the MkI's production life but at various times on the production line and often retro fitted to existing aircraft. This means that you could have a very early L series aircraft with more modern features than a later P series example. Only the serial number can really identify the age of the aircraft shown.

6



Once again a very well put together volume, and well worth adding to ones library. If Wingmaster's can carry out their stated aim of further books such as this, then I am sure I will be purchasing more depending on the subject. Highly recommend by me!

<https://www.wingleader.co.uk/shop/hurricane-mki-wpa3>



In memorium—Henry Ludlam

Many of you will be aware that Henry Ludlam passed away suddenly during the last lockdown period. Over the years since arriving in NZ Henry has made a significant contribution to the on-going success of the club. He was a fixture at club events and also assumed the chairmanship for a period in the late 2000's. Most recently, he was instrumental in finding us a venue for our since cancelled nats. Henry and his never-ending procession of new helicopter models will be sorely missed. Here are a few photos we would like to share as a reminder of the ever jovial Henry 'the helicopter' Ludlam.







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.

