



# SCROLL MAIL

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## NEXT MEETING

7.30 pm Tuesday 17/1/2023

Royal Oak Bowls

146 Selwyn St, Onehunga

## COMMITTEE

Chairman - Craig Sargent    Dave Fish  
Secretary - Brett Peacock    Lance Whitford  
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EDITOR: Lance Whitford  
e: lancewhitford@hotmail.com

EMAIL: ipmsauckland@gmail.com  
WEB: ipmsauckland.hobbyvista.com  
YAHOO:  
groups.yahoo.com/group/ipmsauckland

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## From the Editor

Welcome to 2023 everyone. I don't know about you, but the unusually damp summer here in the city of sails has provided me with a bit more modelling time than expected. However, that's about the only positive I can take away from it at the moment. For our meeting this month we invite you bring along any projects you have been working on over the break and also any kits you plan to build for our 'beyond the comfort zone' theme build for this year. I know that some have already made a start on their build.

Also a small reminder that subs for the next 12 months are now due. As always, you can find fee and payment details on page 2 of this newsletter.

## The Nationals are coming

**IPMS NEW ZEALAND**  
**NATIONALS**  
**COMPETITION AND DISPLAY**  
**29 SEP - 1 OCT 2023**  
**VENUE: TBA, AUCKLAND**

## It's closer than you think !

Planning is proceeding well and we have had some interest in terms of sponsorship and trade stands already. The Committee will provide updates throughout the year at our monthly meetings and also on the nationals Facebook page. Follow the page to stay current with the latest news and announcements as they happen.

<https://www.facebook.com/ipmsnznats2023>

# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2023/24 NOW DUE \*\*\*\*\***

Subs for 2023/24 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 third Tuesday of each month at 7.30pm

**Venue: The Sports Lounge  
Royal Oak Bowls  
146 Selwyn St, Onehunga**

**January** Announce your Theme build choices

**February** Photo etch tips and techniques workshop

**IPMS NEW ZEALAND**

**NATIONALS**

**COMPETITION AND DISPLAY**

**29 SEP - 1 OCT 2023**

**VENUE: TBA, AUCKLAND**

# 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 Bristol Beaufort Mk I – 1/48 scale.

By Brett Peacock



Kit 48310, Price (on TradeMe) was \$130.00 plus P&P.

118 parts on 8 grey sprues (total) and 1 clear sprue. 5 Marking options (all RAF – Either Bomber Command or Coastal Command.) This package includes 1 grey sprue for the torpedo, which has a Transport trolley included and is available as a separate small kit. The box is the same size as the 1/48 Ju 88 kit from ICM, but the Beaufort is somewhat smaller being 28cm long and having a wingspan of 36.8 cm. ICM have also released a set of RAF paints in their range for this kit.

## History (the Boring bit! ) From Wikipedia.

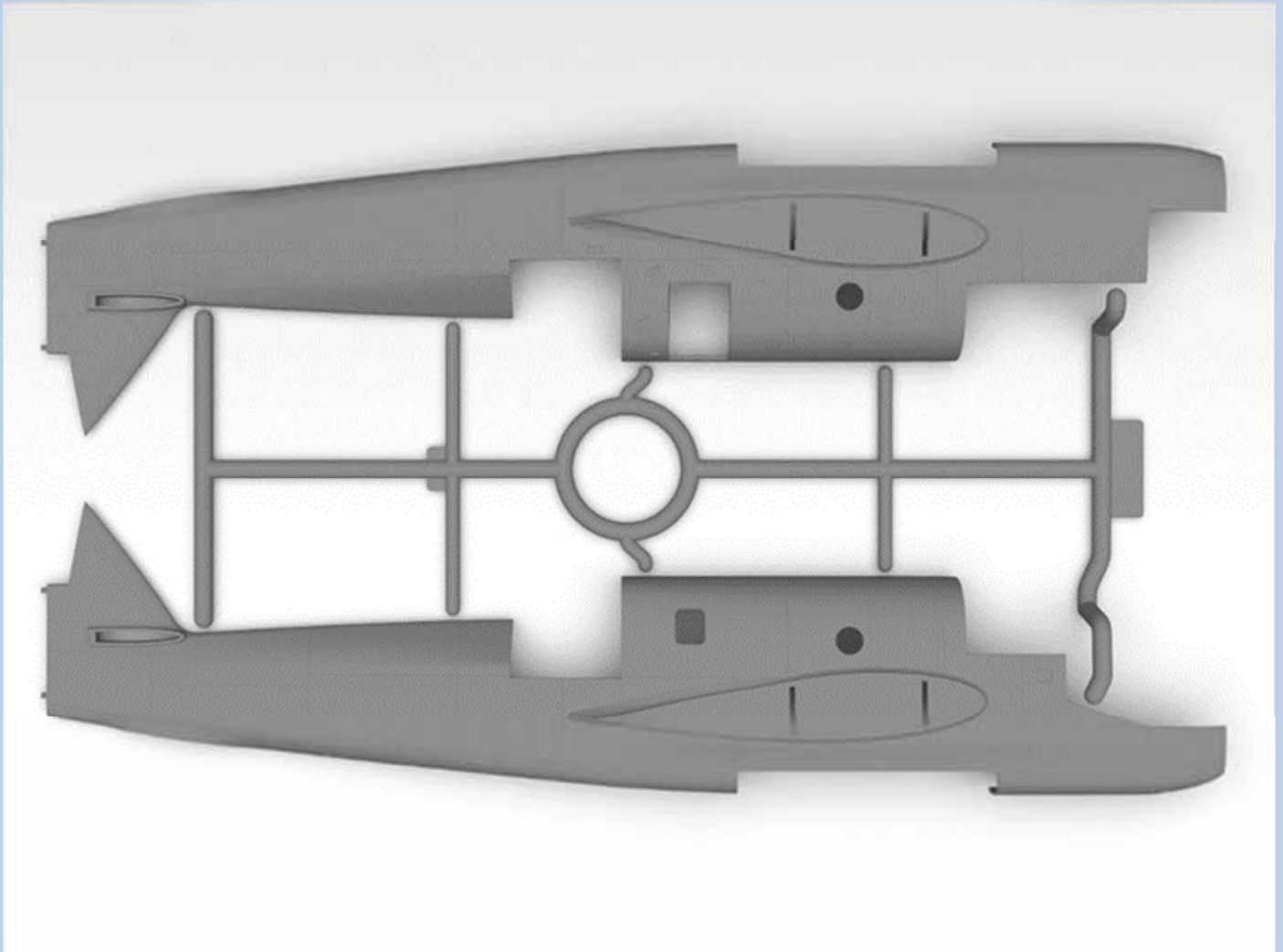
The Bristol Beaufort (manufacturer designation Type 152) is a British twin-engined torpedo bomber designed by the Bristol Aeroplane Company, and developed from experience gained designing and building the earlier Blenheim light bomber.[2] At least 1,180 Beauforts were built by Bristol and other British manufacturers. The Australian government's Department of Aircraft Production (DAP) also manufactured variants of the Beaufort. These are often known collectively as the DAP Beaufort.[3] More than 700 Australian-built Beauforts saw service with the Royal Australian Air Force in the South West Pacific theatre, where they were used until the end of the war.

Beauforts first saw service with [Royal Air Force Coastal Command](#) and then the [Royal Navy Fleet Air Arm](#) from 1940. They were used as torpedo bombers, conventional bombers and mine-layers until 1942,<sup>[4]</sup> when they were removed from active service and were then used as trainer aircraft until being declared obsolete in 1945.<sup>[5]</sup> Beauforts also saw considerable action in the [Mediterranean](#); Beaufort squadrons based in Egypt and on [Malta](#) helped interdict Axis shipping supplying [Rommel's Deutsches Afrikakorps](#) in [North Africa](#).

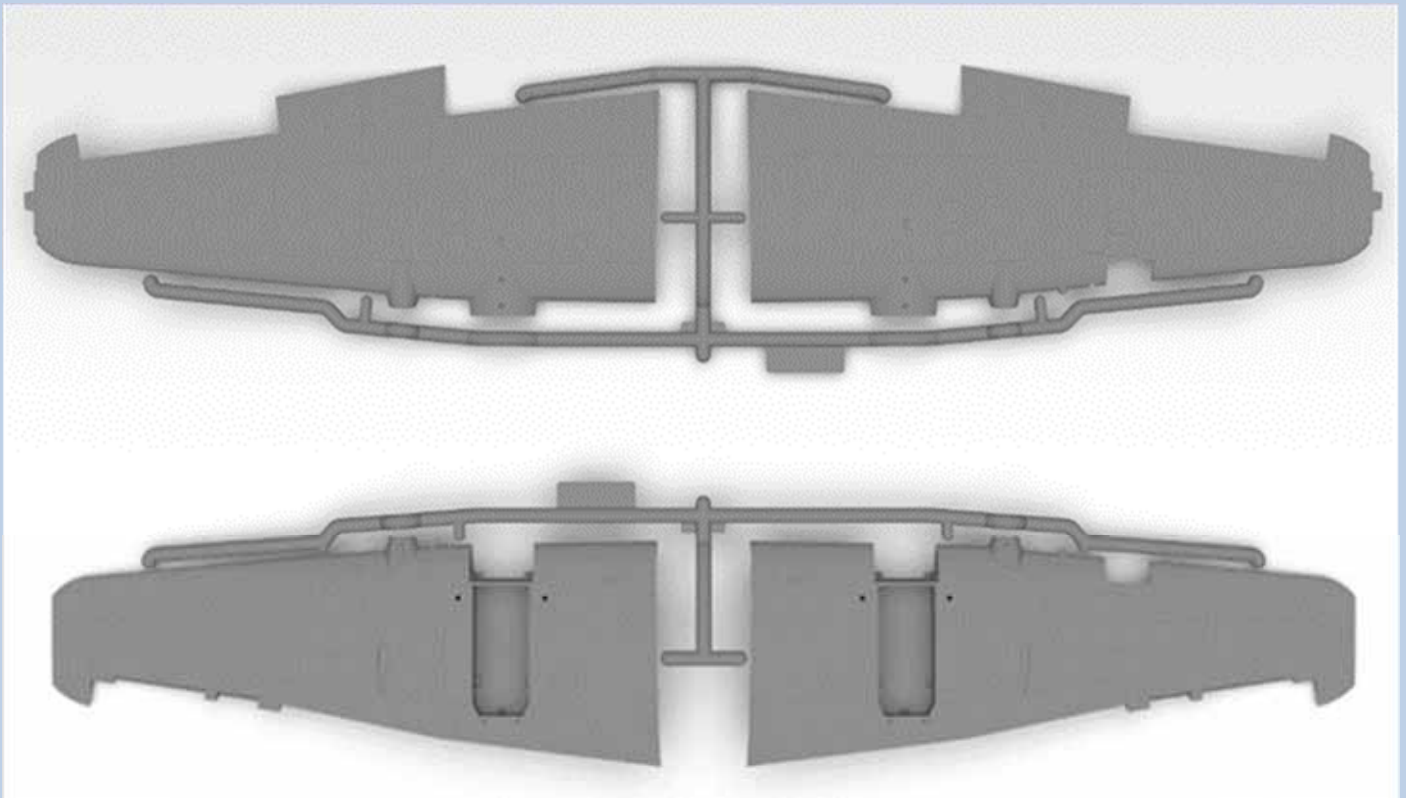


By 1939 the Engineers at Bristol correctly foresaw that the increasing speed of Germany's fighters (The Bf 109 and 110) would make the rather pedestrian pace of the Beaufort a hazard and set out to improve its performance. The resultant redesign was to produce one of the RAF's outstanding attack aircraft, the Beaufighter, which share about 65% of the basic machine tooling with the Beaufort, a very important factor as it meant minimal production disruption when starting Beaufighter manufacture, a very important consideration in resource strapped England between 1939 and 42. While the Beaufort has been rather overlooked by history it was an important type and was quite popular with her crews, who like the type's usefulness (Torpedo Bomber, Level Bomber and attack aircraft) as well as her decent if not perfect handling and it was at least faster than the other early war bombers, the Blenheim, Wellington and Whitley.

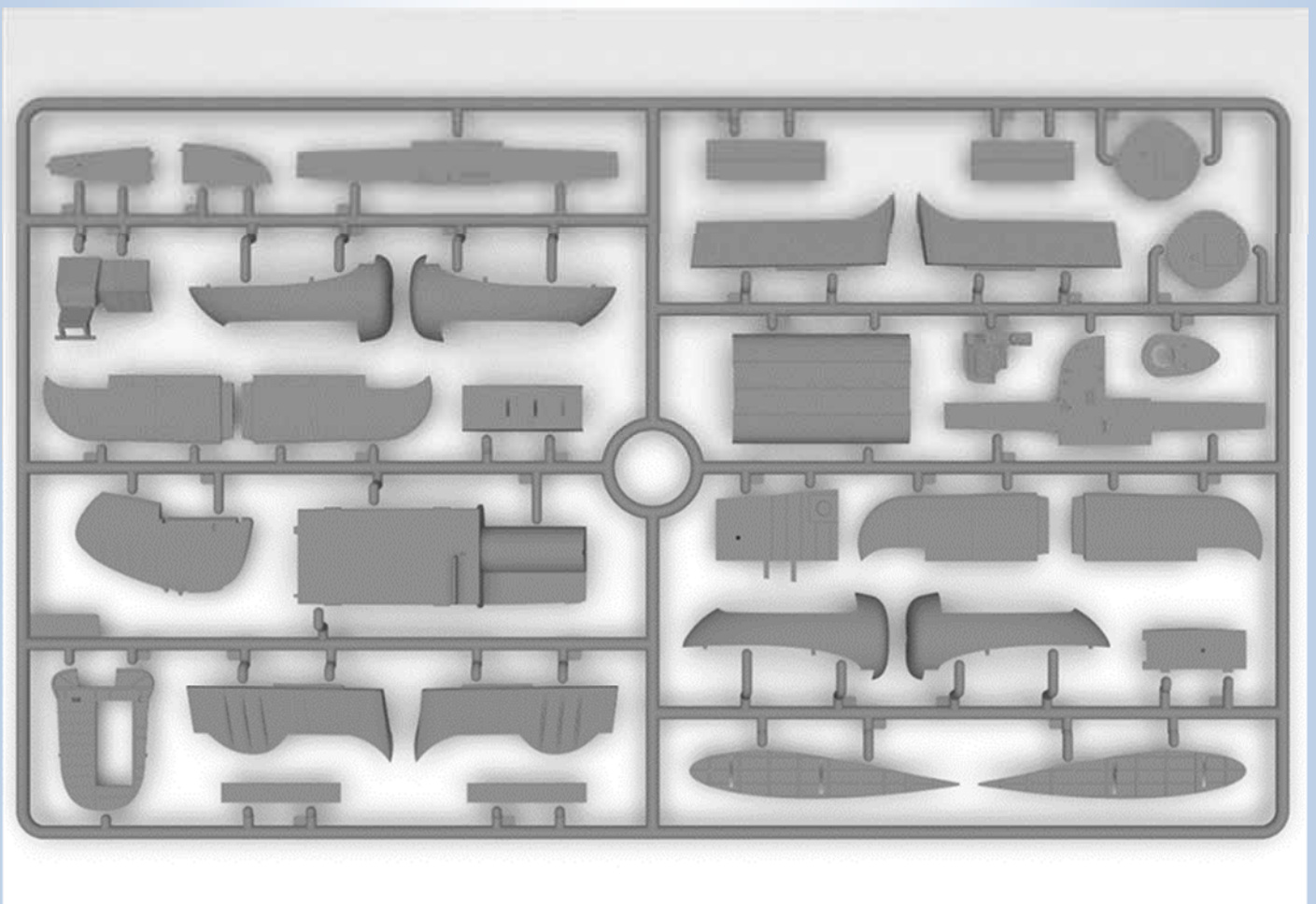
ICM have produced the (As far as I know) ever 1/48 scale kit in Injection moulding of the Beaufort, a counterpart to the recent Airfix 1/72 kit. There have been a number of 1/72 kits in the past – Frog and Airfix both did one in the 1960s, and the less said the better, unfortunately. There have been Vacforms and an Australian company, HiPlanes, did a series of kits of the DAP made Beauforts and their derivatives. Also recently Special Hobby and MPM both produced Beaufort kits. But all, as far as I am Aware have been 1/72. In 1/48 I believe there was a vacform kit (Maker??) and possibly a limited run Resin kit from Eastern Europe. So, all things considered the best description for this kit is “Long Overdue:... and so was it worth the wait? (The quick answer is “Oh, God, YES! This is a contender for kit of the Year for me!) Here are the sprue images (Credit to ICM’s Website: First up – the Fuselage halves. -All detailing is finely engraved and not really visible in the pictures.



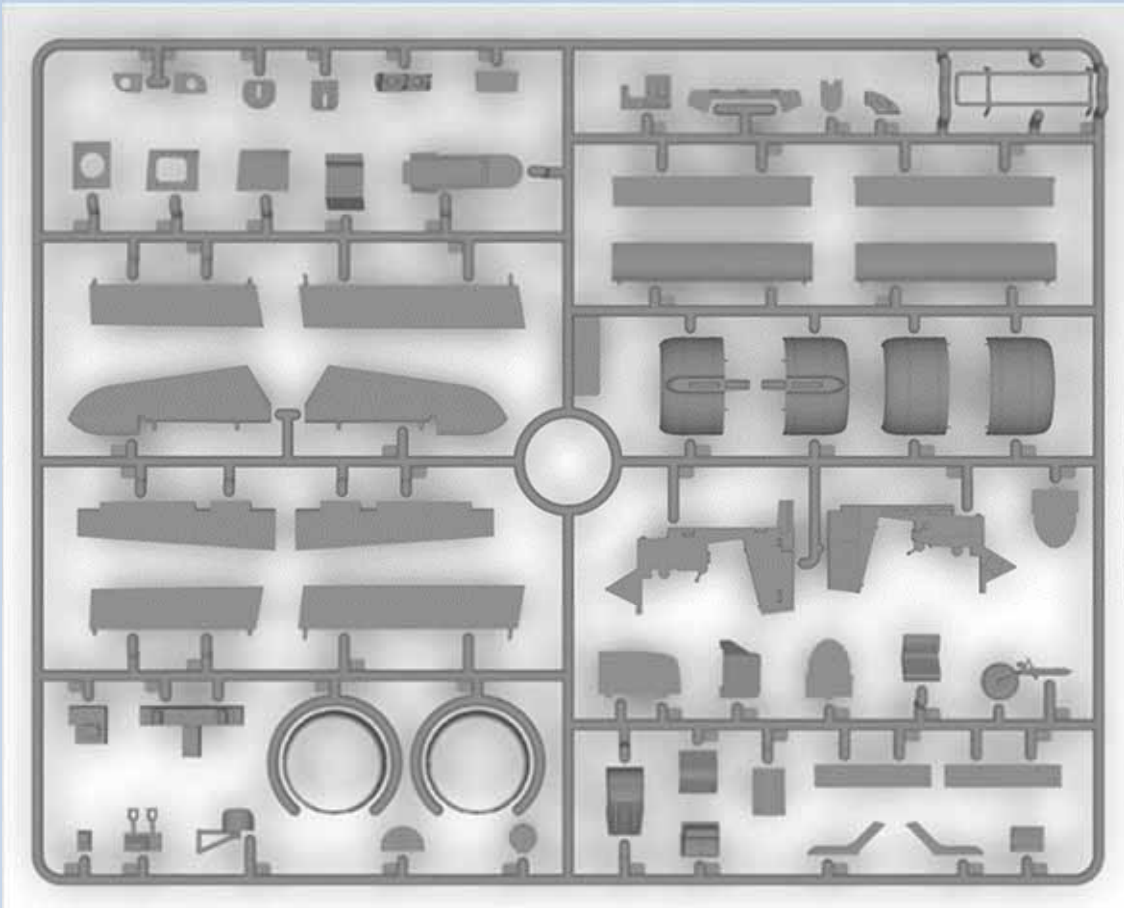
...and the wings. (What is not apparent is the exquisite detail on the inner sides)



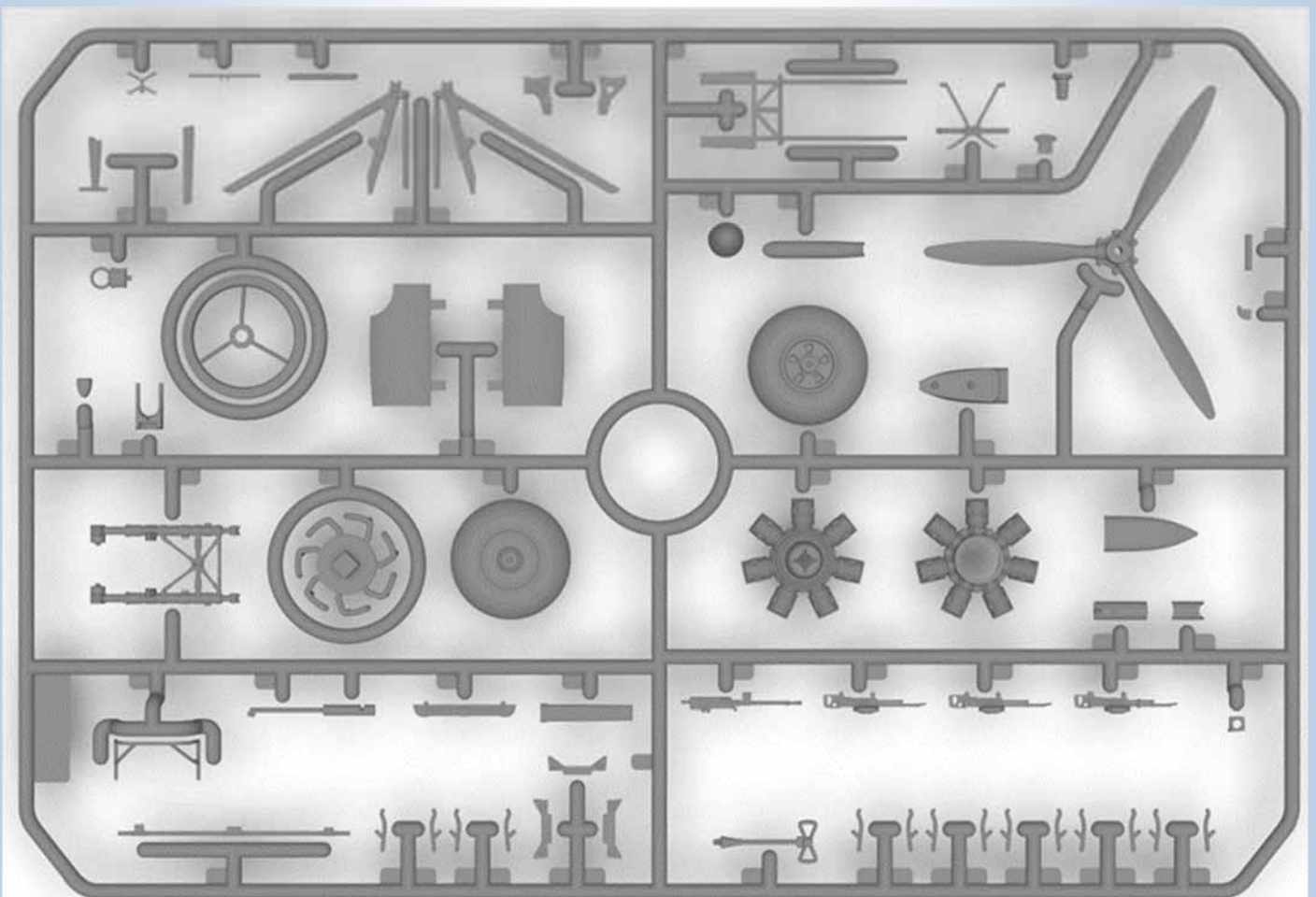
Wing parts, Interior parts and engine Nacelles, tailplanes and the Rudder.



Engine Cowlings, elevators, ailerons & flaps, more internals.

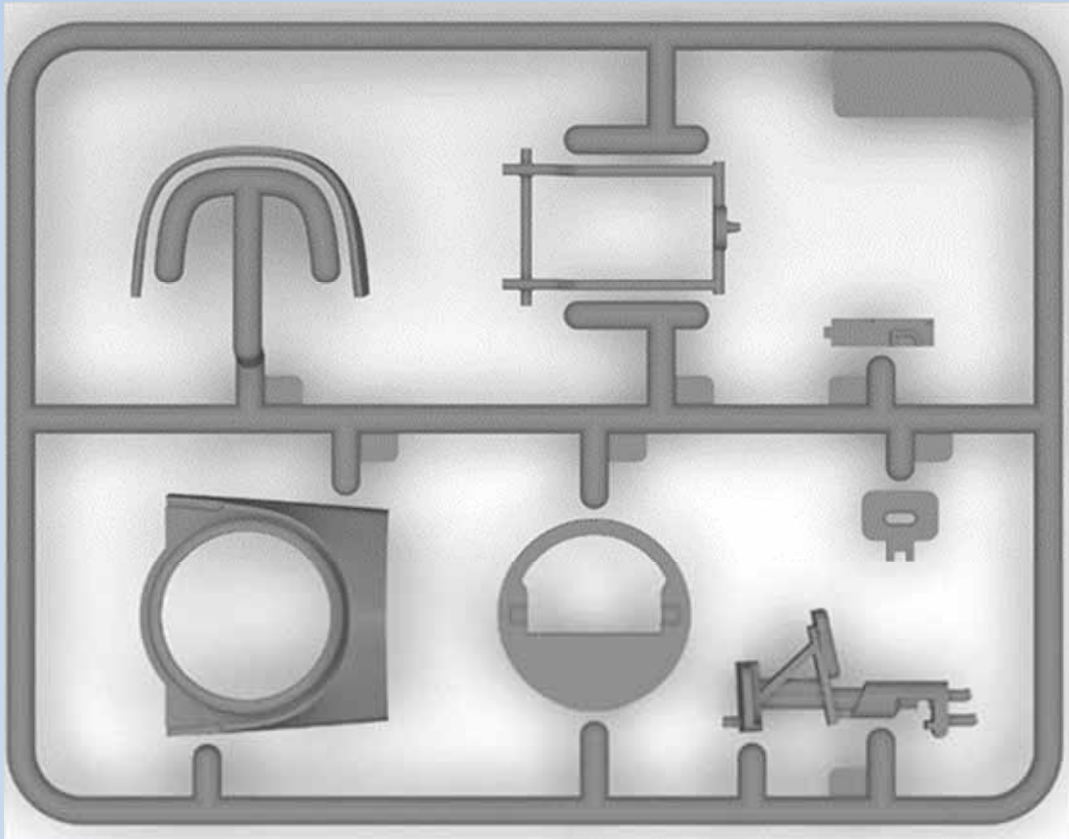


Here are the engines (2 of this sprue) and the complex but surprisingly sturdy undercarriage and weapons

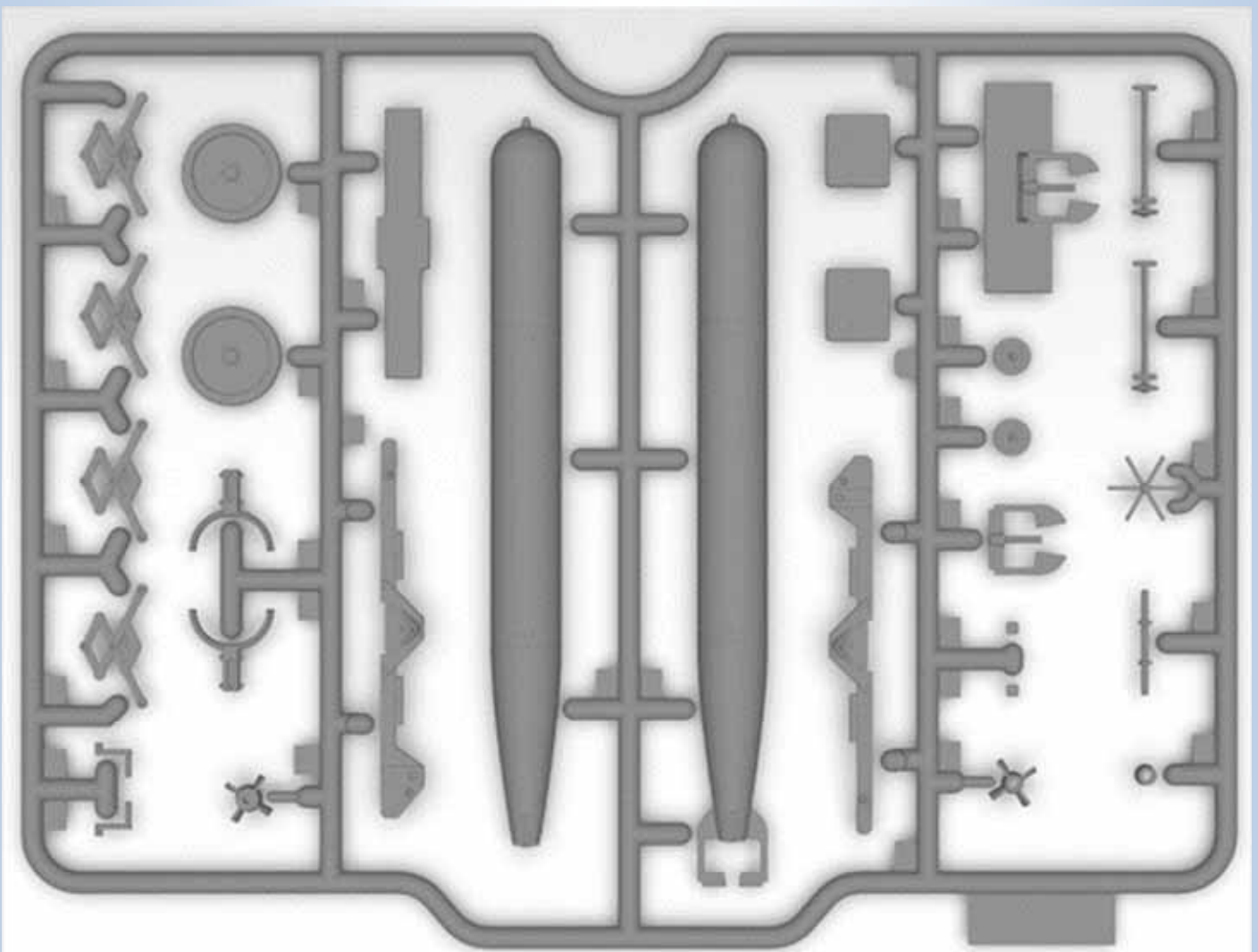




And this small sprue is for the Turret – specifically for the MK I.

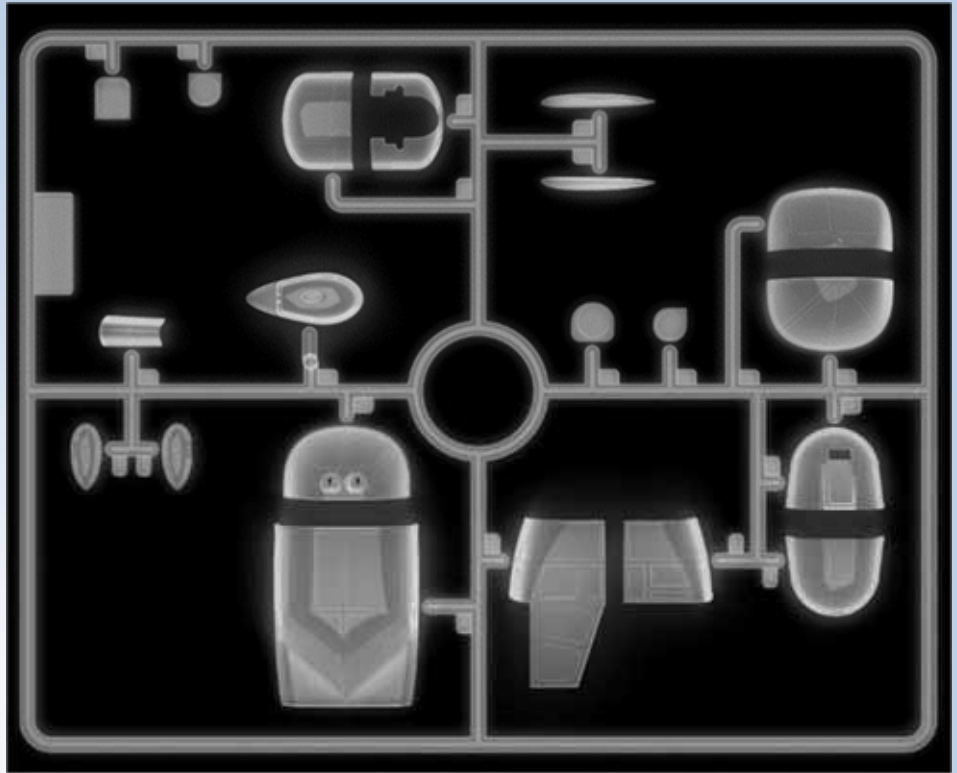


Last grey spue is for the Mini Kit of the British standard 18 inch Torpedo – Note the trolley parts

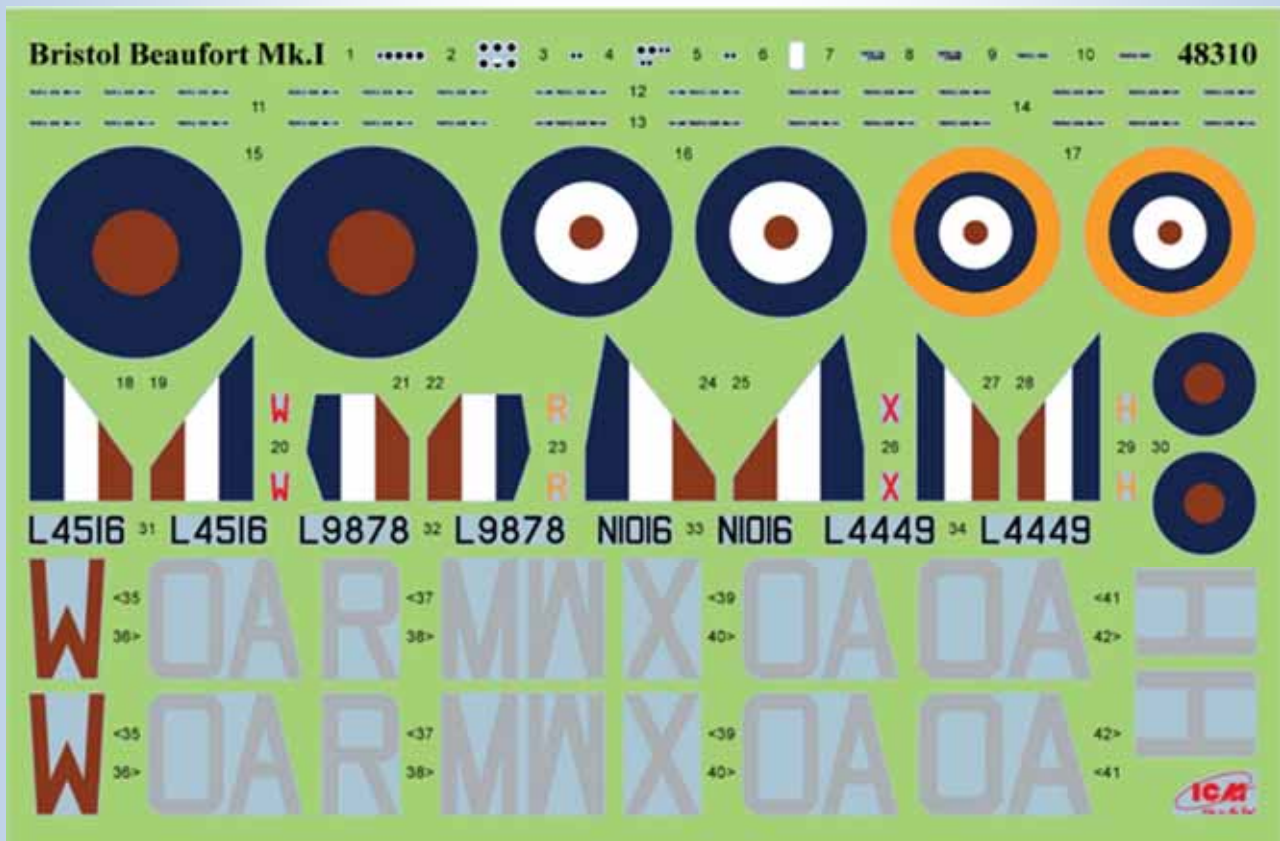


Finally, the clear sprue:

And it is VERY clear. (Note the 2 Turrets supplied, only one of which is needed for the standard Mk I.



The decal sheet



The 5 options in the box are:

1: A Beaufort Mk I, L4449 in 1939 Red & Blue only roundels – so immediately post Munich Crisis. It is in Dark Green and Dark Earth over a silver underside, and configured as a bomber in late 1939

2: Option 2 is the Same aircraft, now in No 22 Sqdn, (L4449) and coded OA-H but with red, white and Blue roundels of the 1939/40 pattern with Medium Sea Grey undersides. Based at North Coates, Lincolnshire in the Summer of 1940. Configured as a Torpedo Bomber.

3: L4516 of 22 Squadron – December 1940 with Dark Green/ Dark Earth Uppers and Black undersides coded OA (Grey) and W (Red) form North Coates in Lincolnshire. Again configured as a Torpedo Bomber

4: N1016, OA-X, no 22 Squadron, RAF St Eval in April 1941. Again, Dark Earth and Dark Green over Medium Sea Grey and a Torpedo Bomber.

5: L9878 of 217 Sqdn, RAF St Eval in Autumn of 1941, This time in Coastal Command colours (Dark Slate Grey and Extra Dark Sea Grey, Codes are MW-R with a black underside. And carrying a torpedo.

The comprehensive Instruction sheet (With Colour profiles and paint guides) is standard ICM format and cover everything you will need, including options and the Torpedo and trolley. Also in their instruction are a set of mask templates for the clear parts, now a standard item for ICM As long as you pay attention, you should be able to model the options for each marking accurately.

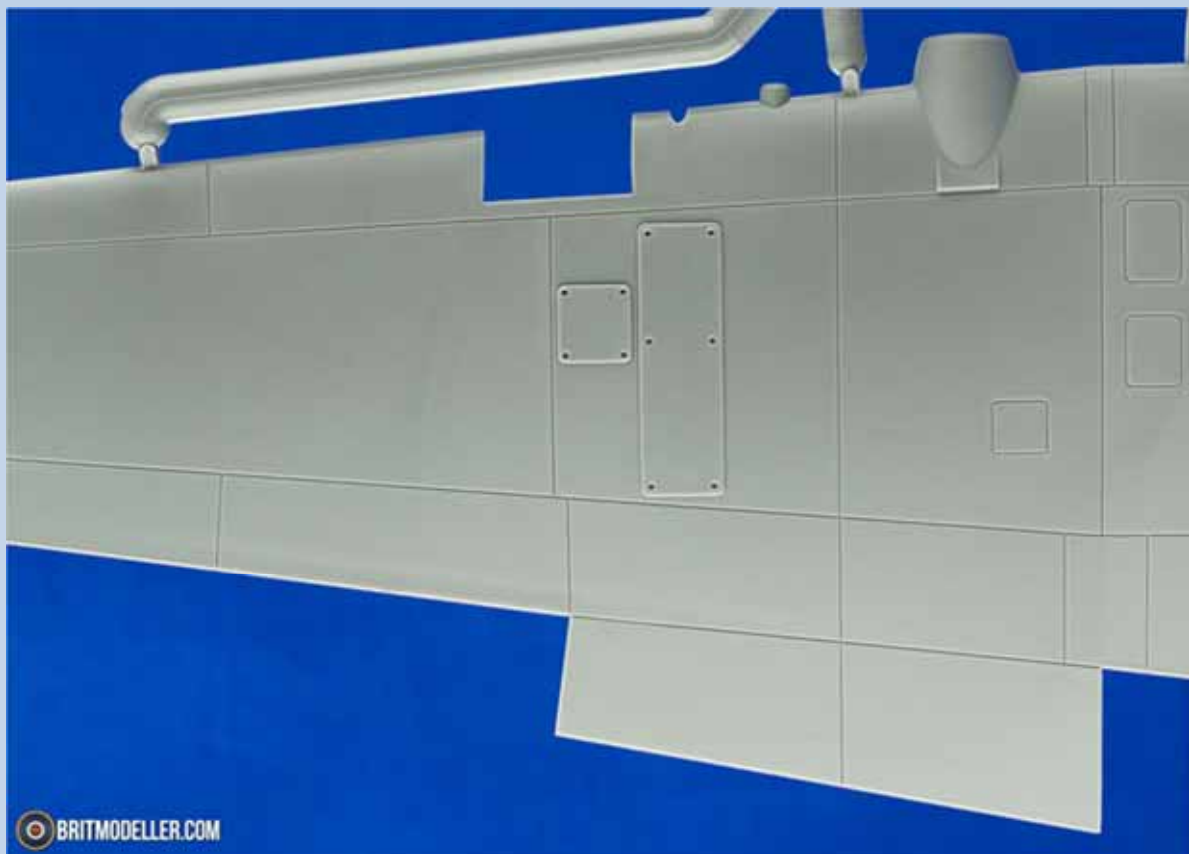
Conclusion: Well, 2022 is over and this kit was late (I received it just before the December meeting), but, to me, this is the Kit of the Year for 2022. It has a complete interior, 5 marking options and is a long overdue kit of the type, and clearly ICM are planning to model other variants, like a MK II, a Mk I Tropical (now Out!) and possibly even an Aussie DAP Beaufort! Bring it on!

PSD, OF course I had just finished writing this review when I found a great shot of the details on Britmodeller, so, without ado here are a couple of them.

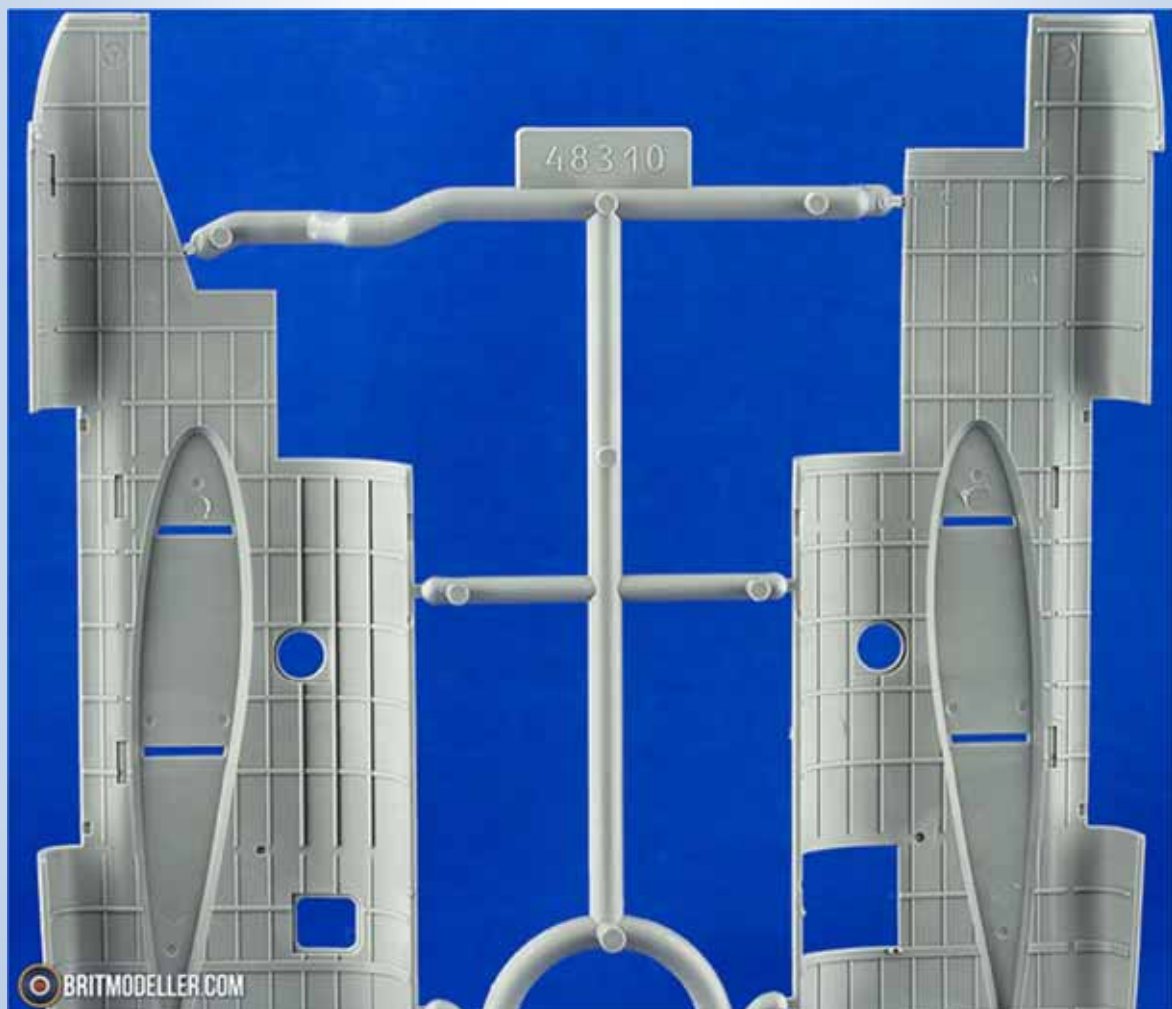
First the external details – Fuselage in close up



Now the wing surfaces in close up.



Lastly the interior of that fuselage – Note that those ejector pin marks will be hidden, either behind a blanking plate for the wing root or by details added.



WINGLEADER PHOTO ARCHIVE NUMBER 18: AVRO LANCASTER PART 3  
MKs II, VI, X, Type 464 and B.I (Special) 1942-1945 By PETER ALLAM

A review by Pete M.



This latest issue in the Wingleader published series of books is a follow on to their Lancaster series and covers the radial engine Mk.II, the rare Mk.IV, the Canadian built Mk.X, the type 464 (Dambuster) and the B.I (Special) in their usual A4 landscape format.



The first section covers the Mk.II and of course, this was the Bristol Hercules radial powered version produced due to a perceived possible shortage in supply of the usual Rolls Royce Merlin. All of the differing items to the standard B.I/III are well covered with notations where required. It appears that the B.II's were mainly operated by Canadian Squadrons.



Early production Mk.IIs with Hercules Mk.VI engines, DS602 and DS604 both feature long carburettor intakes, black propeller hubs, unpainted cowl gills, original position trailing aerial and standard bomb doors. Although only two serial numbers apart, DS602 has the earlier grey trestle markings as opposed to DS604's later standard dull red, and as seen on other Mk.IIs, both aircraft's nose 'Steady Here' markings (arrowed) are located on Former 'E', one former aft of the usual position. Contrary to common belief, an FN50's taboo rollers had nothing to do with preventing the gunner from shooting at his own aircraft. Instead, they prevented the gun barrels from striking the airframe, and although the majority of Lancs had a turret fairing, the system functioned equally well without one, as seen above on DS602.

## LANCASTER Mk.II DS842 JI-F 514 SQUADRON, 1944



### Modeller's notes

- No cabin vent holes on inner leading edges.
- No fuselage windows.
- Short carburettor intakes.
- Un-tapered oil coolers.
- Mandrel aerial under nose, possibly unpainted.
- Monica aerial under rear turret.
- Thick, angle tipped Rotax propeller blades.
- Early style bulged bomb doors.
- No mid under turret or fairing.
- No port observation blister.
- See aerial in later position aft of cockpit.
- Silver wheel hubs, very common on Mk.IIs.

Right: Surrounded by curious USAAF personnel, the Hercules Mk.XVI's un-tapered oil coolers can be seen to advantage in this view of DS842.



The following section covers the rare Mk.VI (converted from 9 Mk.III's) to prove the fitting of the late 2 stage Merlin in the Universal Power Plant to be fitted to the Lancaster's successor, the Lincoln and the projected Tudor airliner. During flight testing of the Mk.VI, it was found that the Universal Power Plant format with its annular radiator/oil cooler and reduced drag combined to a noticeable increase in performance over the standard Merlin engine bombers. Due to its successor in the Lincoln beginning production, no further Mk.VI's were produced.

# LANCASTER MK.VI



In order to facilitate service trials of the two-stage Merlin and Universal Power Plant (UPP) planned for the Avro Lincoln and Tudor airliner, commencing in late 1943 Rolls-Royce Hucknall installed UPPs in nine Lancaster Mk.IIIs, thus converting them to Mk.VIs. Although engine handling and servicing were found to be problematic, the Mk.VI showed a noticeable performance increase over a standard Lancaster. While some aircraft were retained for development work by Rolls, several Mk.VIs like JB675 seen here served on PFF squadrons.

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LANCASTER MK.VI  
MERLIN



Design to simplify manufacturing and reduce cost, the circular, constant cross-section of the Rolls-Royce Universal Power Plant is seen to good effect in these views, as are the annular radiator/oil cooler and single carburetor intake. Like the majority of Mk.VIs, this example is fitted with AS148 Hamilton Standard-Nash Rehevisor paddle blade propellers.

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LANCASTER MK.VI

Although most were kept by Rolls Royce for further development work, several were issued to pathfinder squadrons due to their increased performance.

## LANCASTER Mk.VI ND673 F2-V 635 SQUADRON, (AUTUMN 1944)



### Modeller's notes

4 x UPP engine installations.  
Faird over nose turret.  
Rear view blister under bomb aimer's position.  
Late pilot tube position.  
Spinners, mid-upper turret and H25 all installed operationally.  
Eyewitness describes both Monica and Booster aeriels fitted.  
Exhaust shrouds possibly carried operationally.  
Extra aeriels may have been fitted, depending upon Ops.  
White underwing code letters added post-war.

Right: An alternative angle on ND673 at Farnborough in 1948.  
Although of great interest, these two views do not accurately represent an operational Mk.VI from 1944!



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Next up comes the Canadian built Mk.X. When several other manufacturers and shadow factories were set-up to implement Lancaster production in the UK, Victory Aircraft was set up in Canada as a Crown Corporation in 1941 and eventually 430 Lancaster's (Mk.X) were produced using Packard Merlin engines and many North American sourced components for electrics, radios and instruments.

## LANCASTER Mk.X




It was soon obvious that Lancaster production requirements would exceed the parent Avro company's capabilities and so an Avro Production Group was formed comprising other manufacturers and shadow factories. In late 1941 the decision was made to expand the group by adding a production facility in Canada, and a Crown Corporation named Victory Aircraft was formed for this purpose. Using Packard Merlin engines, and North American components in the aircraft's electrical system, instruments, and radios, Victory eventually produced 430 Lancaster Mk.X aircraft, one of which NB783 is seen here. The aircraft has later style bulged bomb doors with smoothly faired forward sections.

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Although visually identical externally to the B.I/III's produced in the UK, there were many small differences on the Mk.X and these are well covered in this section. As with the Mk.IIs, many of these appear to have been issued to the RCAF squadrons in the UK.

## LANCASTER Mk.X KB799 VR-W 419 SQUADRON, (WINTER 1944)




**Modeller's notes**


- Paddle bladed props.
- Late style pitot tube.
- Gloss paint on nose and spinners.
- 2-Rings in Bomb Aimer's blister.
- Moose emblem, black and white on yellow background.
- Yellow(?) painted vent behind front turret.
- Delivered with bulged bomb-doors, these tended to be replaced by standard ones once in England.
- H25 usually added in the UK.

Top right: Although he never flew the aircraft operationally, 419 Squadron CO W/C Douglas Hagerman RCAF is seen here with the newly arrived KB799.

Far right: 419's Sergeant Fred Hardman strikes a pose on 'The Moose'. The various stencils beneath the right-hand Moose are of interest. Although the definition of the acronym itself remains disputed, the 2" high letters 'W/T' indicate that the airframe is electrically bonded throughout. Forward of the W/T is a Victory Aircraft Limited (VAL) Part No. stencil, while DTD 308 ('Smooth Night') indicates the specification of the black paint.

Below right: An operational view of KB799 showing the gloss paint applied to the nose and spinners and the yellow(?) painted heating vent (arrowed).



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(img\_9)

The next section covers the Type 464 (Provisioning) Lancaster, or as it is commonly referred to, the Dambuster model. 23 B.III's were converted to carry the Barnes Wallace designed and Vickers produced type 464 Upkeep 'Bouncing Bomb' for attacks to be carried out on the German hydro-electric dams in the Ruhr Valley in an attempt to further destroy the German industrial infrastructure.

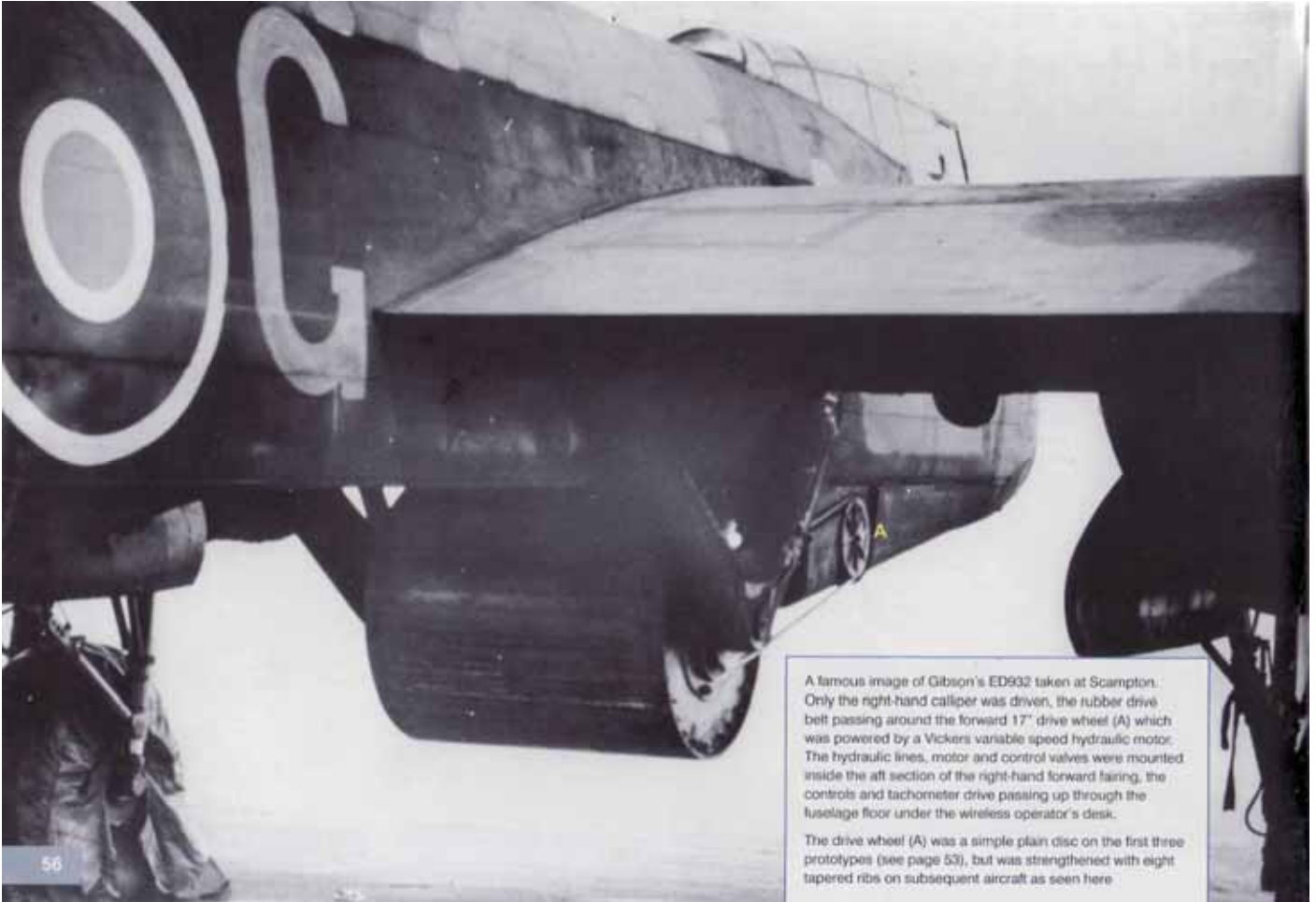
## TYPE 464 (PROVISIONING)



The Type 464 (Provisioning) Lancaster received its designation from the weapon it was designed to carry, the Vickers Type Number 464 Upkeep 'Bouncing Bomb'. Twenty-three Lancaster Mk.IIs were converted, ED817 being the second of three prototypes. Although this aircraft dropped the first live Upkeep, it did not take part in Operation Chastise and is seen here after the raid having replaced ED910 AJ-C which was test during the operation. In common with all Upkeep aircraft, the mid-upper turret has been removed and replaced with a crudely doped/paired sheet metal panel, and although not fitted with an actual gun, the aircraft has the ventral machine gun position (arrowed, see page 53).

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The modification carried out are well covered with many photos and descriptions showing the bombs, mounts and ancillary gear required.



A famous image of Gibson's ED932 taken at Scampton. Only the right-hand calliper was driven, the rubber drive belt passing around the forward 17" drive wheel (A) which was powered by a Vickers variable speed hydraulic motor. The hydraulic lines, motor and control valves were mounted inside the aft section of the right-hand forward fairing, the controls and tachometer drive passing up through the fuselage floor under the wireless operator's desk. The drive wheel (A) was a simple plain disc on the first three prototypes (see page 53), but was strengthened with eight tapered ribs on subsequent aircraft as seen here

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## LANCASTER Type 464 (Provisioning) ED915 AJ-Q 617 SQUADRON

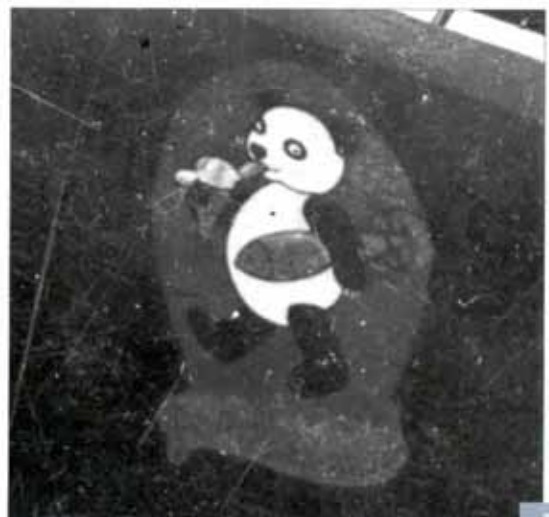


### Modeller's notes

- Mid-upper turret removed.
- Large bomb-aimer's blister.
- Observation blister both sides of cockpit.
- VHF aerial under nose.
- Spotlight shroud under nose.
- Type 464 modified bomb bay.
- Rear spotlight mounted in rear escape hatch.
- Gee aerial in cockpit.
- Upkeep weapon painted either Red Oxide or black.
- Monica aerial probably fitted after Dams raid period.

Right: Just visible in this shot of ED915 is the forward spotlight shroud (arrowed).

Far right: Named after a toy Panda carried on every operation by his flight engineer, Joe McCarthy's Lancs all wore nose art featuring a Panda and the name 'Chuck Chuck' along with the phonetic for the aircraft's code letter. ED915 AJ-Q Queenie Chuck Chuck's Panda was armed with a large bomb and refreshing ice cream cone!



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The final section covers the B.I (Special) which was designed to carry the largest of the RAF's bombs, the Grand Slam and the Tallboy. Often missed is the fact that the undercarriage on this mark was the strengthened type with larger wheels as used on the B.VI and the Lincoln.



Given the Avro modification number 1693, the Lancaster B.I (Special) was designed to carry both Grand Slam and Tallboy bombs. In addition to a single prototype conversion, 32 production examples were built of which PB995 was the first, all being completed with Merlin 24s and A5/159 paddle blade propellers. The aircraft spent its entire life as an A&AEE trials machine and as seen here when photographed at Boscombe Down in early 1945 she wore standard night camouflage with a full complement of turrets. As with all subsequent aircraft PB995's front turret was later removed and faired over, the bulky Stabilized Automatic Bomb Sight (SABS) being a standard fit on the B.I (Special). Sometimes seen on Merlin Lancs (although usually obliterated by exhaust staining), the light-coloured square (arrowed) visible on the port outer nacelle is the engine oil tank access panel bearing the legend 'DTD 472B OIL'.

All the salient points on the Special are covered in this section with good sharp photos showing the bombs in place and their mountings, altered rear turret, and faired over front turret.



Left: 617 Squadron C.O. G/C Johnny Fauquier with his regular aircraft PD119 YZ-J. Of note are the trailing aerial shroud (A), cabin heating air exhaust vent (B) beneath the wing leading edge and main spar struts TIT JACKING PADS HERE (C). Below the rather crudely finished bomb bay fairings two adjustable bomb crutches (D) are visible, while resting on the Grand Slam are the electrical release and retraction cables (E). The Grand Slam itself has been noticeably marked by steel slinging cables during ground transportation.

Below: A nice close-up of the restraint shackle underneath YZ-T PD113 (also seen on page 65). Normally electrically operated, the shackles' back-up mechanical release was a modified version of the glider and Upkeep manual release system, the operating T-handle being located on the pilot's floor forward of the flap lever. Visible here are the bomb release unit electrical cable (F), release unit ice guard (G) and manual release cable (H).



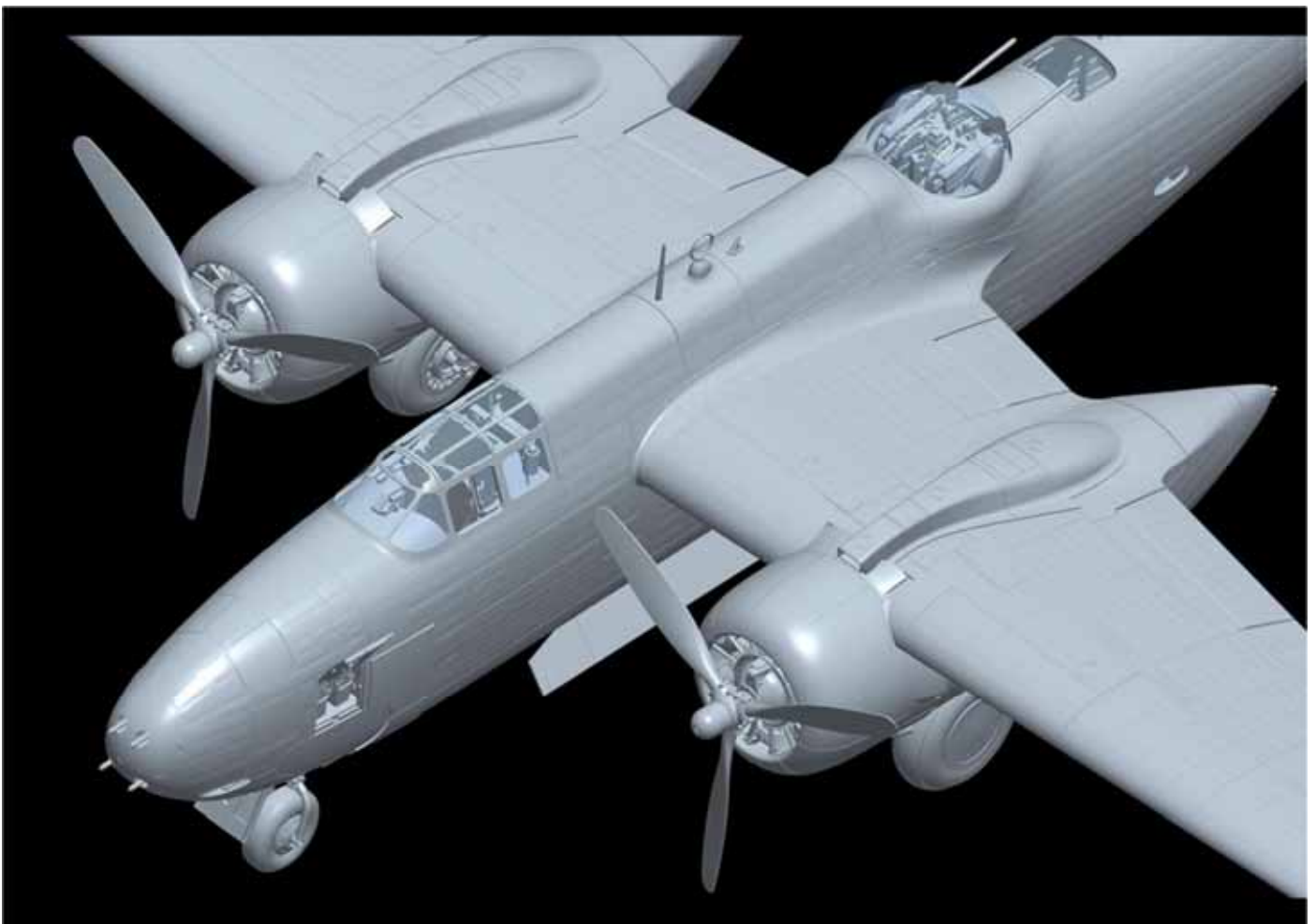
Once again, I can highly recommend this addition to one's library or for anyone building the current crop of Lancaster kits in any scale.

# Hong Kong Models Kit News

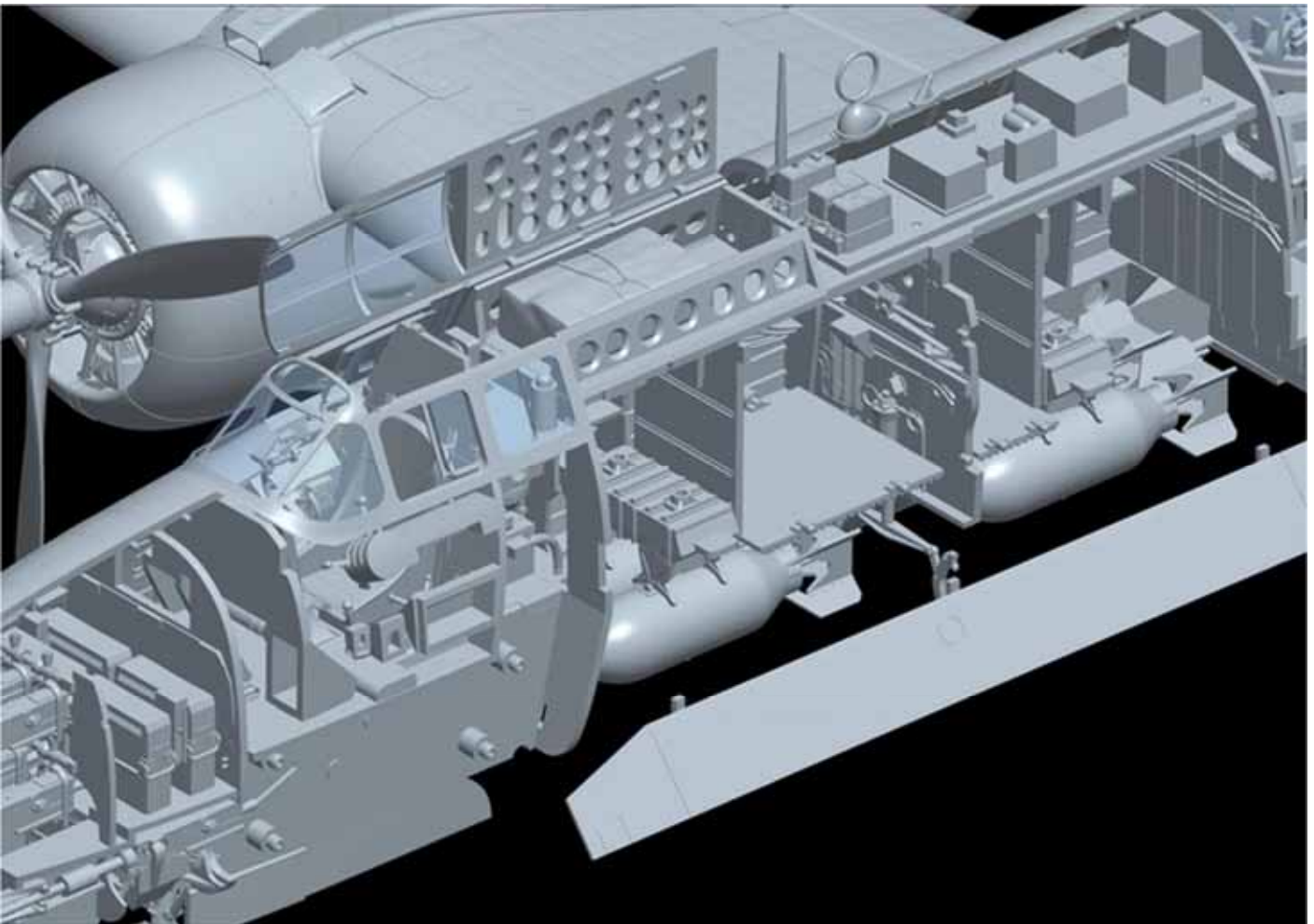
By Brett Peacock

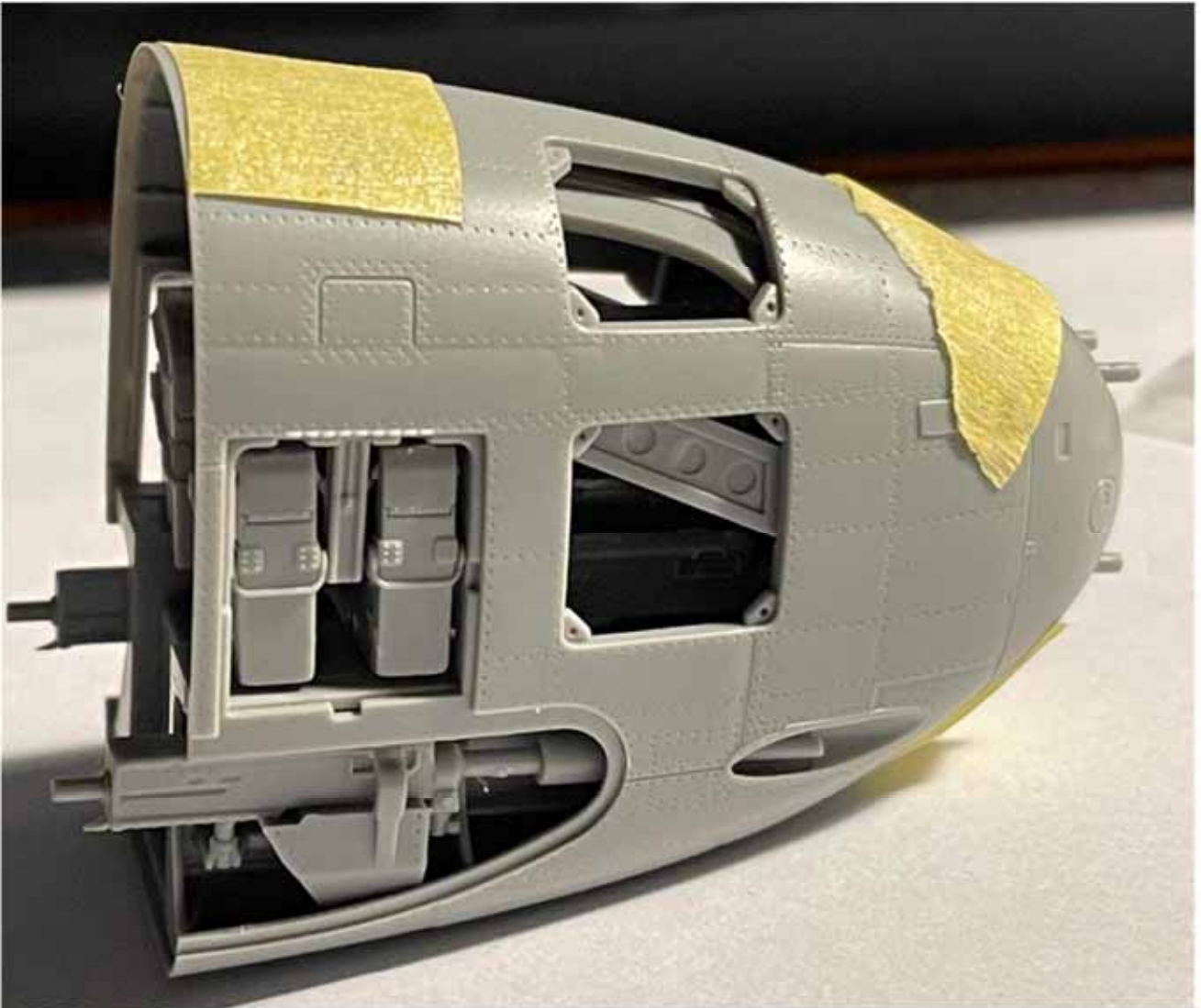
## **NEW KIT ON THE HORIZON AND PROMISES HAVOC!**

Yes, the new 1/32 scale kit from Hong Kong Models (HKM) will be a 1/32 scale Douglas A-20 Havoc/Boston and is apparently set for a 2023 release! Chances are that it will be scaled down to 1/48 as the now elderly AMT kit is really starting to show its age and lack of good detail. The 1.32 kit certainly remedies that and a scale down would be very welcome.



From the images (CAD) it appears it will be an A-20G or possibly an A-20J model, but there are also images of what is probably a Test Shot, so 2023 may not be a “Vapourware” date for the release of this kit in 1/32. I think it is pretty obvious that a glass nose version will be in the works, also, and the earlier versions are (B/C) are not far off either.





# Airfix Announce a 1/35 Ferret Scout car

By Lance Whitford

The 2023 Airfix range has been announced and Amongst the news came the announcement that an all-new Ferret was on the way. The Ferret entered British service in 1952 and served throughout the cold war period up until 1991. This is the first time one has been offered in 35th scale styrene.



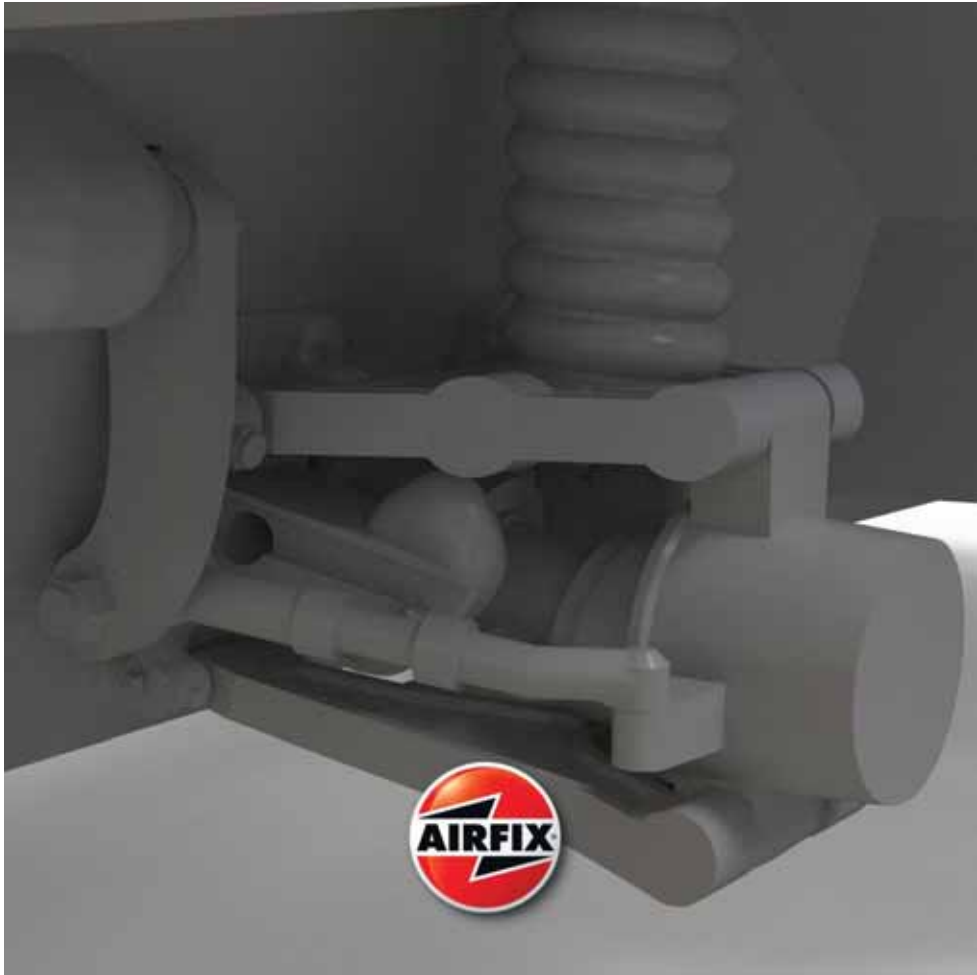
## 1:35 FERRET SCOUT CAR MK.2

A1379 MODEL KIT - MAQUETTE À MONTER - MODELLBAUSATZ - MODELLO A SCALA - BOWKRIEDEL - MAQUETA PARA MONTAR - PLASTBYGGESAT - RAKERNISSARJA - MODELO PARA CONSTRUIR - MODELBYGGESAT - ИМОДТОУМЕНО МОНТАЖ



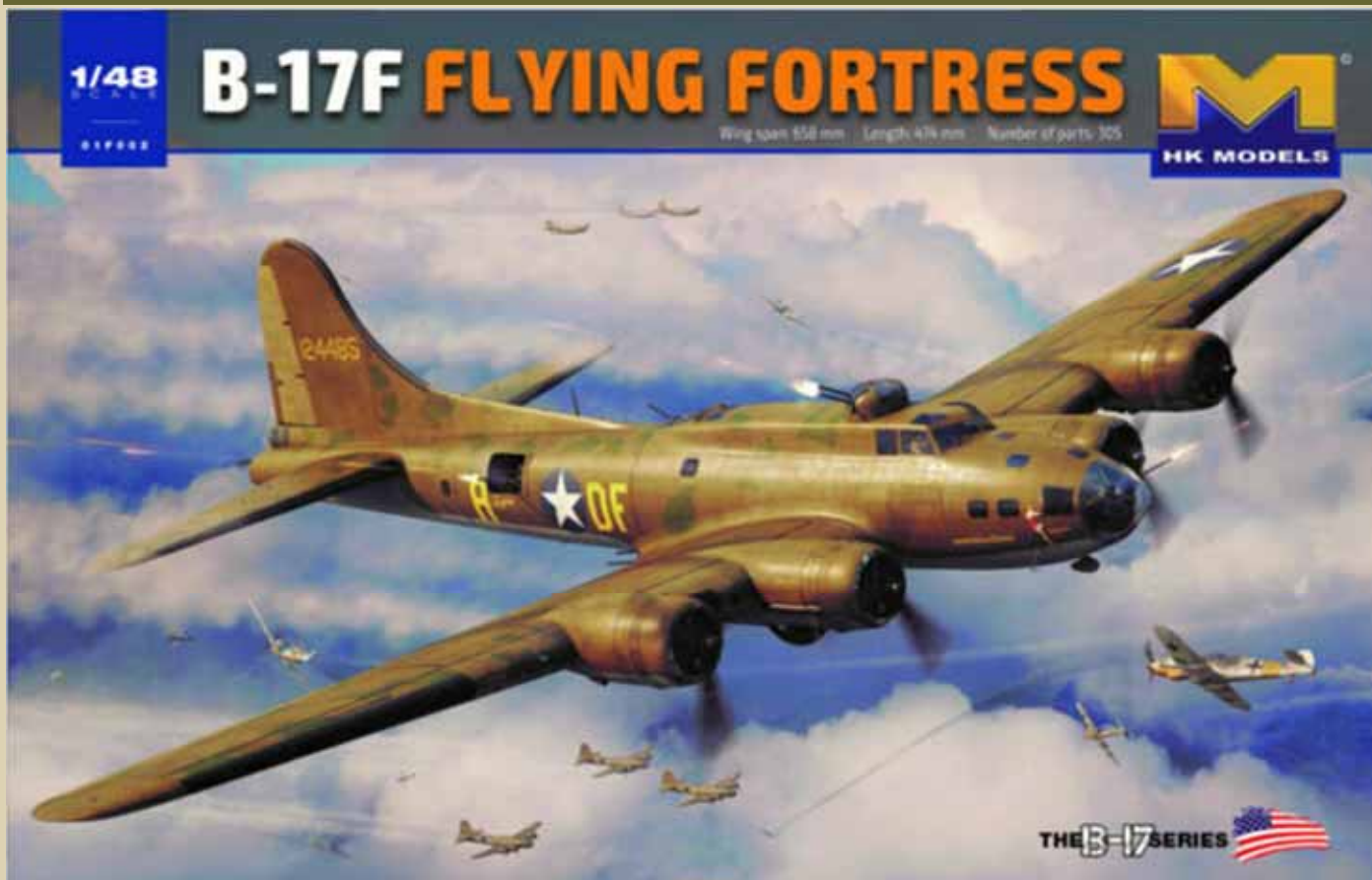






# Hong Kong Models 1/48 Boeing B-17F

By Brett Peacock



Price: (On a TradeMe Auction) was NZ \$280.00 (approx., not counting P&P which was another 14.00)

305 parts on 18 grey and 2 clear sprues. Wingspan is just shy of 67cm and length is just over 47cm.

Extras in the box included the Eduard "Big ED" set for this kit, 5 packs (8 Sheets of a mix of plain and Colour PE, 2 sheets of Canopy and wheel ,masks This is why I outlaid the money as that pack alone is worth over \$100 in New Zealand!)

There are 2 marking Options in the box: First. Yet AGAIN another set for the "Memphis Belle" – DF-A from the 324<sup>th</sup> BS, 91<sup>st</sup> BG at Basingbourne, UK in 1943 (Honestly anyone would think that was one of the only options allowed in a kit of this plane!!!) Yet again the markings are for her US post-tour journey around the US, raising money. For her active service you need to omit all personal markings/nameplates except the 'Memphis Belle' name and nose art. All the rest was added stateside. The "Belle was an early (B-17F-10) [production aircraft with the .30 nose guns in the clear nose dome. She was in the standard 1942 OD with Medium green blotches uppers and Neutral Gray undersides.

The Second option is more obscure: "Old Faithful" from the 358th BS of the 303rd BG, Molesworth, UK in 1943 coded VK-N, a mid to late production B-17F-50 with the dome mounted .50 cal gun in a reinforced mount. "Old Faithful" was simple OD over NG. Personally I am going with Aftermarket, looking for "Miss Ouachita" a machine lost over Holland/Belgium, claimed by Heinz Baer.



So...is it any good? Well the simplest answer is Yes, it is very VERY good and obsoletes it's sole competition the rather plain (and Over-sized) B-17F kit originally by Revell in the 1970's. – It was a direct Pantograph of the Monogram G kit and then backdated to an F, only nobody told them it was about 3.5 to 4% too big – a known hazard of pantographing a model- this made grafting the F-nose onto a G kit something of a real issue)

The two options of an early and Late machine also are welcome but I do not see why they did not include an E style Nose as the B-17F-1 to 3 series were essentially late E models brought up to F standard. Similarly they could also have included an early G nose as the last production F models (F-55) and the First production G models were externally identical – INCLUDING that chin-turret!) I suspect an E Model will follow as will the very early G. (I strongly recommend getting the Warpaint volume on the B-17 by Kevin Darling as he details all the series modifications and the artwork identifies all the Production series of each chosen subject.

Enough with the overall: Onto the kit.

As can be seen the fuselage is divided just forwards of the Cockpit to allow for the different noses to be fashioned for each type. The rear crew entry can be posed open or closed and the separate tail gun position allows for a "Cheyenne tail turret in the later G models or the standard Barbette for the the E,F and early to mid-production G's. All those tabs mean that there are very few, if any on the well detailed interior parts. The waist gun positions are correctly opposite each other and the clear parts feature an optional open or closed gun window. NOTE: These nose parts are G parts as there was no shot of an F fuselage that Google fu could find. The main fuselage is as it is in the F kit.



The lower image is the Early F nose with the two .30 cal weapons mounted on the glass. The later F nose is next:



Note the reinforced mounting for the .50 cal nose gun

In this view the completeness and details of the full kit can be seen: Full nose, Cockpit and Bombay as well as all aft crew positions: (Yes, it is a CAD render but all of this is in the kit.)



So, What else has been brought over/scaled down from the very nice 1/32 scale B 17 F kit (Reviewed here recently)?

Well... for starters, the single most egregious flaw in those lovely 1/32 kits is Gone-burger: The circular profile in the nose from the astrodome rear to the windscreen, it is now flattened a little, making the windscreen the correct height in proportion, not short as in the 1/32 kit. It's the kind of flaw that, once you know of it, you cannot unsee it. Second that beautiful Bombay detail is now complimented by position-able Bay Doors and a full load of 1000 lb HE bombs. The Radio operator roof gun now has optional open and closed covers. But. Best of all, those wings, just as in the 1/32 kit can be slotted into place without glue, easing storage and transportation issues! (If only they had done that for the Tailplanes too!)

Compare this to the old Revell kit, which has a bare bone nose position, a cockpit and some details around the waist guns... and that was it, your whole lot, bucko! That kit has 'Ruled the Roost' for the B-17F for over 40 years and should be retired now. (I do have one and it is showing its age and my example was pressed in the late 90's.)

In conclusion, If you want a decent, modern kit of a 1/48 B-17F (or G! They make those too!) then the HKM kit should be your "Go-to" first choice. Yes, it is expensive, and I obtained mine via Trademe, but the G kits have appeared there also recently at a similar prices but minus the BIG ED sets. Do not let that discourage you, even at a ballpark \$300.00 NZ, it is a sizeable kit and very detailed.



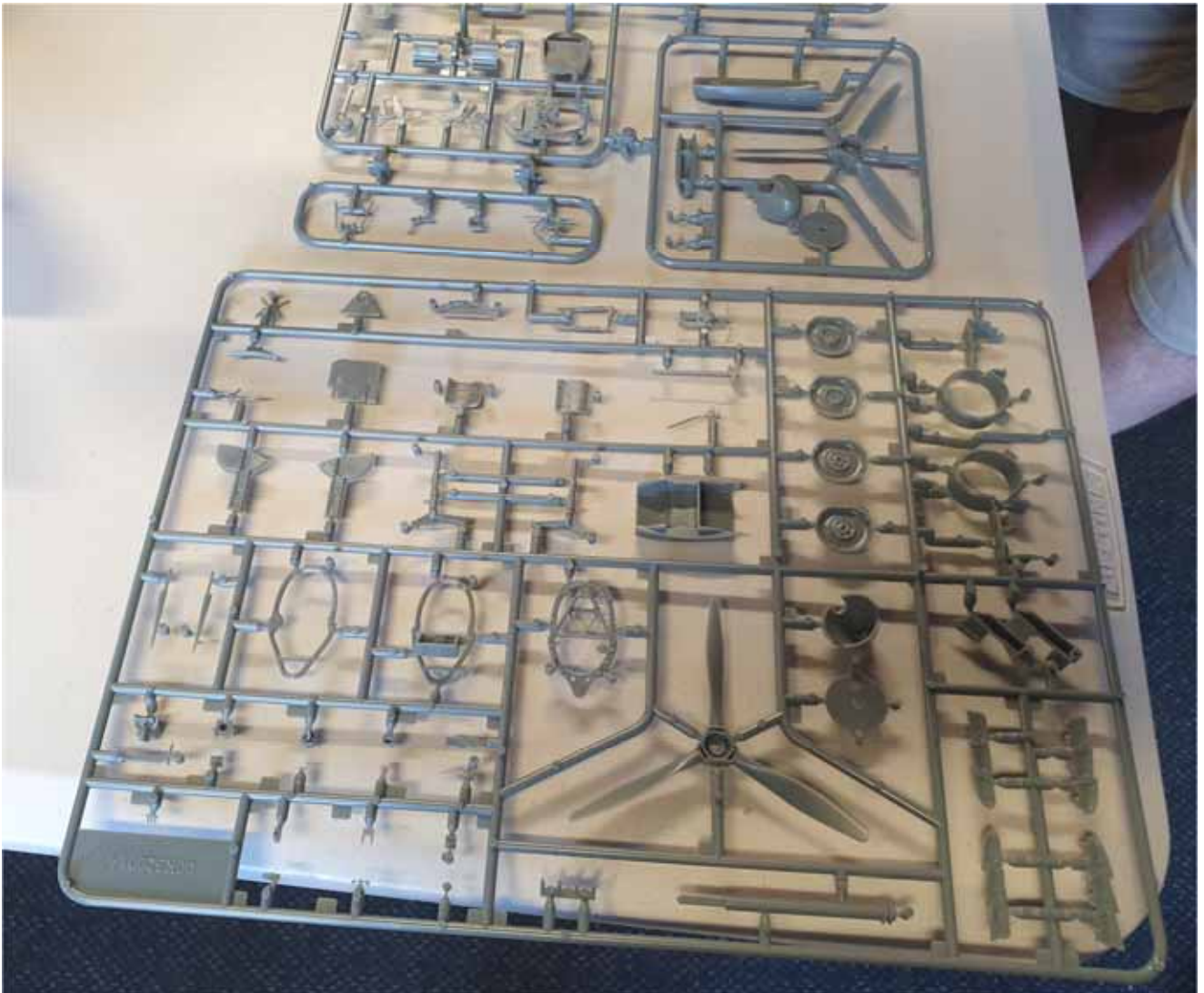
# On the Table

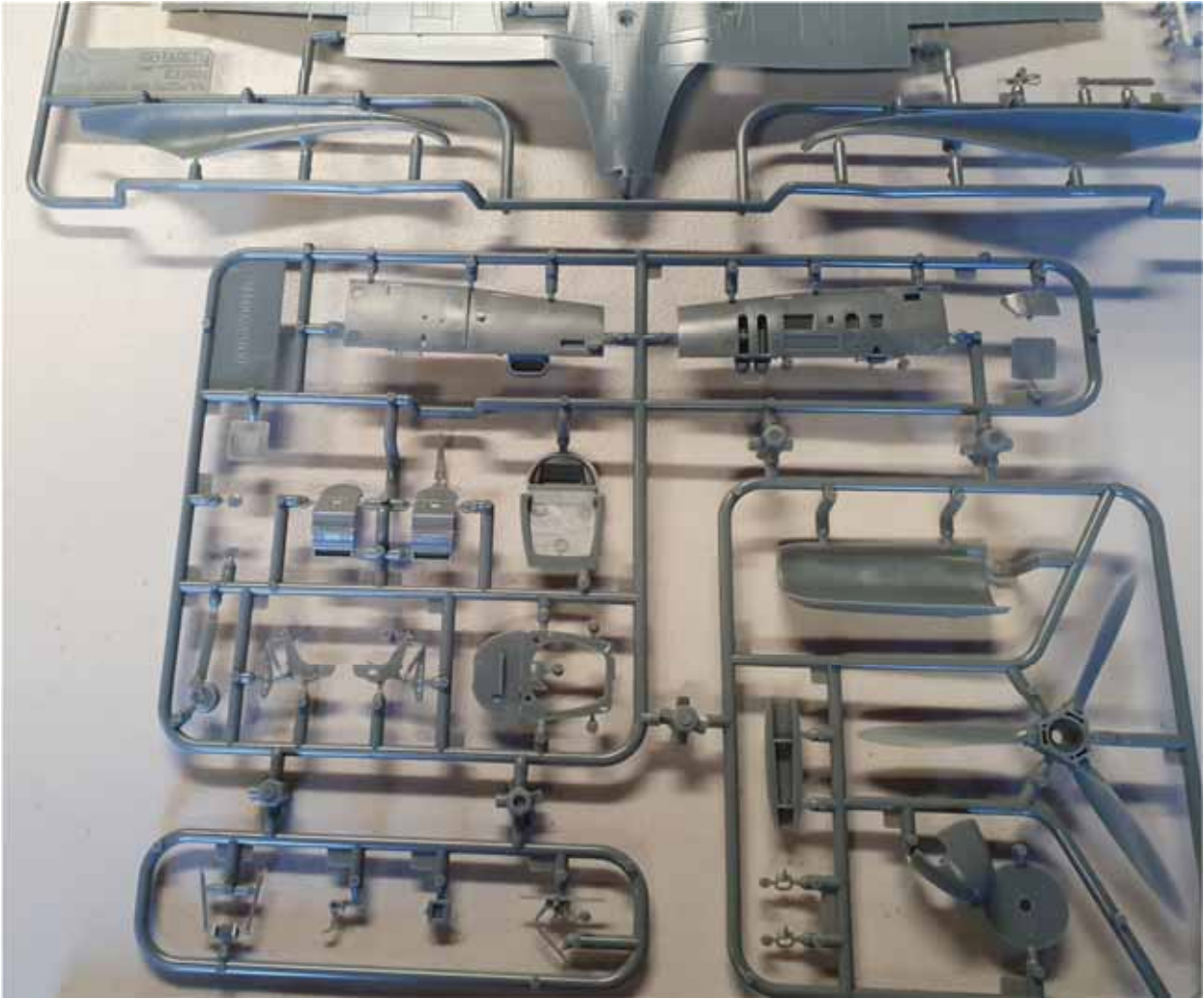
A great turnout this month with a highlight being a pre-production Kotare Spitfire along with sample sprues and decals. Also on show were a set of 3D printed upgrades for the exhausts

































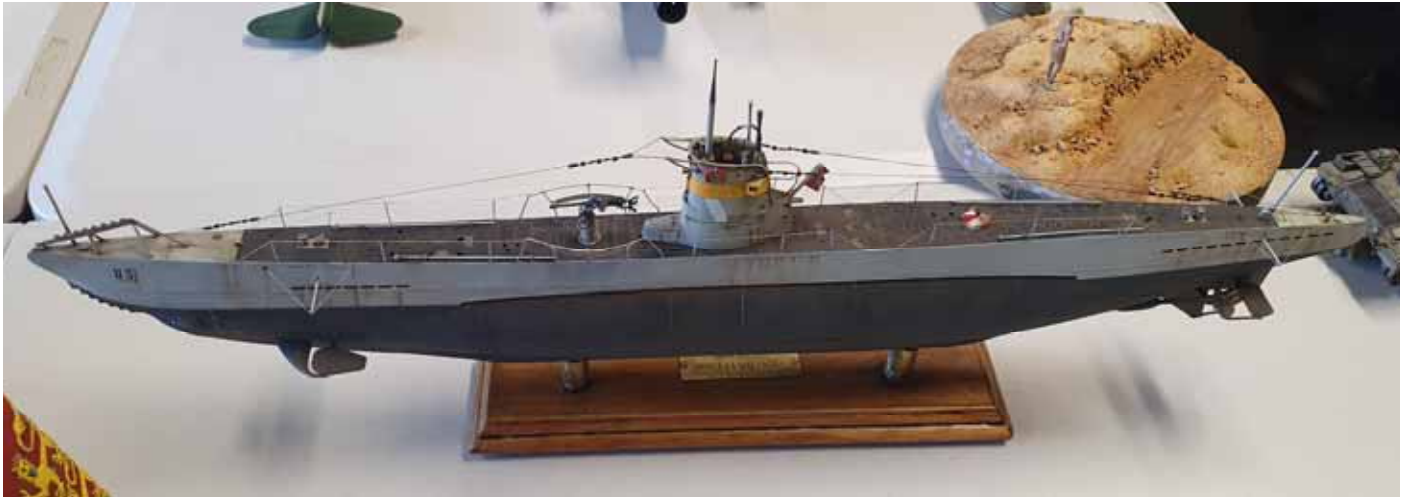




















# GALLERY

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.

