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HEAVY FIGHTER

NEXT MEETING

7.30 pm Tuesday 20/6/2023

Royal Oak Bowls

146 Selwyn St, Onehunga

COMMITTEE

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From the Editor

Normal newsletter service resumes this month now that I am back to reality after a good break.

We are almost half way through the year and the nationals are coming up fast. Planning is going well at this stage. We are currently looking to establish an online entry and registration facility which we are hoping will reduce the paperwork when the show opens. We are still keen to get as many people involved in the running of the event as we can and so if you can help at any point over the weekend of the show then let the committee know. We are looking to start fleshing out a roster for the weekend and the sooner we know who can help and when the easier that will be.

At this month's meeting we will be having a round table discussion about using the various types of paint mediums such as lacquers, enamels, acrylics etc. In this we can discuss the strengths and weaknesses of the different mediums and how we can best use them in isolation or in conjunction with others. Add to this the dimension of brands and this could be a wide ranging discussion.

IPMS New Zealand Nationals 2023 link

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



**IPMS NEW ZEALAND
NATIONALS
COMPETITION AND DISPLAY**
29 SEP - 1 OCT 2023
VENUE: ROYAL OAKS BOWLS, ONEHUNGA,
AUCKLAND

THE KOREAN WAR THE FORGOTTEN CONFLICT

THE KOREAN CROSSING
38TH PARALLEL
JUNE 25, 1950
COURTESY
1ST CAVALRY DIVISION

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**

20/6/23 Round table on paint types and usage
June

18/7/23 Show us your Si Fi. A chance to find out more about Sci Fi modelling
July

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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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Hobby Boss 1/48 "Corsair Mk. 2" Title: Chance-Vought F4U-1A Corsair in FAA Service. By Brett Peacock



Kit number is: 80395.

The kit was [priced at \$58.00 (NZ) and thanks to Constellation Hobbies There are 190 "plus" Parts on 9 Grey Frames and 1 Clear Frame of Parts. (9 parts including 3 clear parts, are marked as unused) w/ 2 Decal options on the sheet:

1: Royal Navy 757 Sqdn, FAA JT260/P54 SEAC/PRO 1944/45

2: Royal Navy 759 Sqdn, FAA, JS636/Y2F ETO/MTO 1944/45

Both are in standard FAA 'Temperate Sea camouflage'

The unused parts are related to other Corsair sub-types. Notable the F4U-1 "Birdcage" – and later types such as the F4U-1D. This all arrives in a surprisingly large box, almost about Eduard's size for a "Profipack" Tempest, but a little bit shallower.

The cowl and Cowl flaps are on separate sprues, allowing for F4U-4 models and later to also be easily included in the range. (As does the Fuselage and wing pieces. This kit has the FAA "Clipped tips on the outer wings, & not a "user cut here option!) We'll done indeed Hobby Boss. OK, There IS one small minus – the Fabric outer panels on the outer wings are a very little bit over-emphasized, but not nearly as badly as other fabric surfaces on other HB kits.

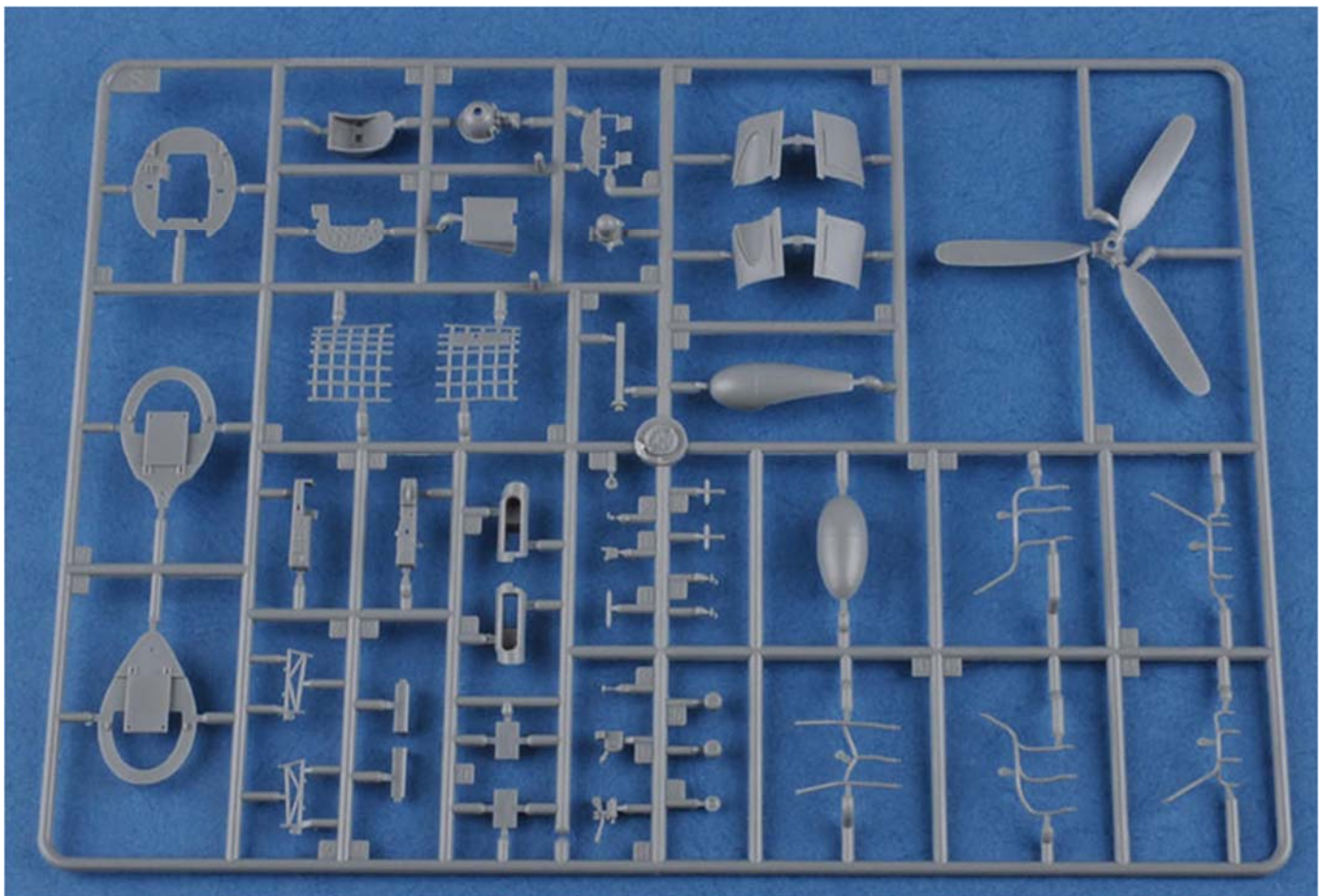
On to the contents:

Let's get the first elephant in this room out of the way: The Decals. They ARE a slight improvement on most HB RAF decals. The yellow is less lemony, but not yet RAF Yellow. The Red and Blue roundels on the ETO option are still too bright BUT the SEAC/Pacific Option Roundels look very close to correct. The Blue is properly dull, and the painted out white ring is obvious, if a tad bright – see image above on fuselage. The wing roundels look very good. (I'm not familiar at all with that particular option, so cannot comment on the sizes etc.) Number 2 Elephant: NO RUBBER Tires!! Number 3 Elephant: Colour callouts: The only interior colour call is what parts to paint black. The exterior upperside colours are given as Dark Green and Dark Sea grey and NOT the FAA standard Extra Dark Sea Grey and Dark Slate Grey with Sky (which is called correctly, BTW) undersides,

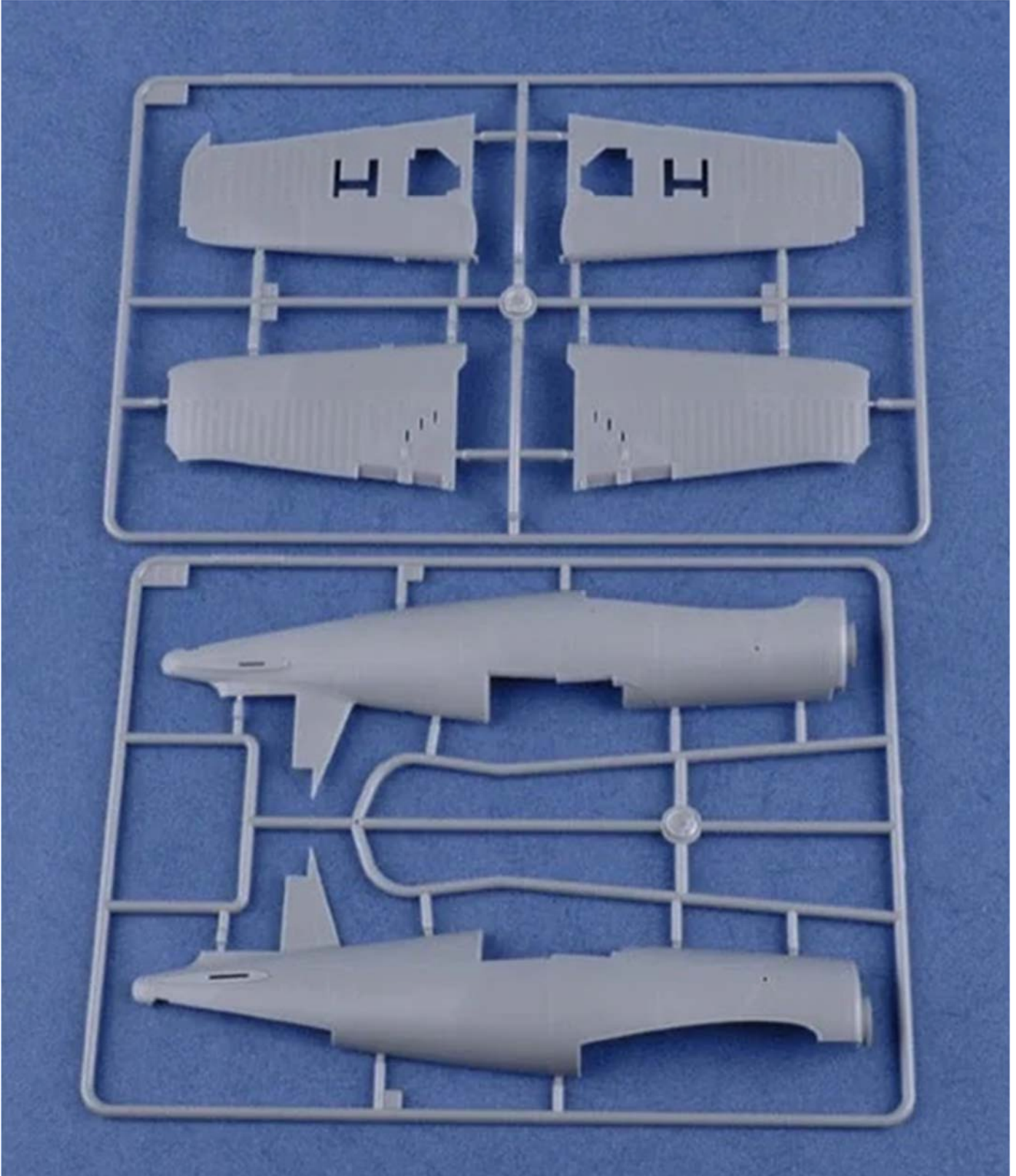
As usual all sprues are bagged separately and very well protected by foam wrap, around very fragile or easily scratched parts like the canopies.

The nine grey sprues are very sensibly laid out with separate frames vffro the Fuselage, wing outers and engine and cowling. See flowing parts images (Foam removed for clarity)

Note the radome for the F4U-1N Night fighter and the Rear fuselage side lights for the same aircraft – all marked as unused in this kit) The odd "Trellis" pieces are for the cockpit sidewall framing. The seat is a trifle thick, but the AM should bear replacements, even with harnesses. The piping is for that R2800 engine so this will make it AFAIK, the first 1/48 scale Corsair kit with a complete engine and exhaust system that is accurate to the real one. While the side consoles, seen up close are probably acceptable the Main Instrument Panel is bland and relies on a rather bland decal. This IP, a seat and harness would be the only real upgrades really needed in that cockpit

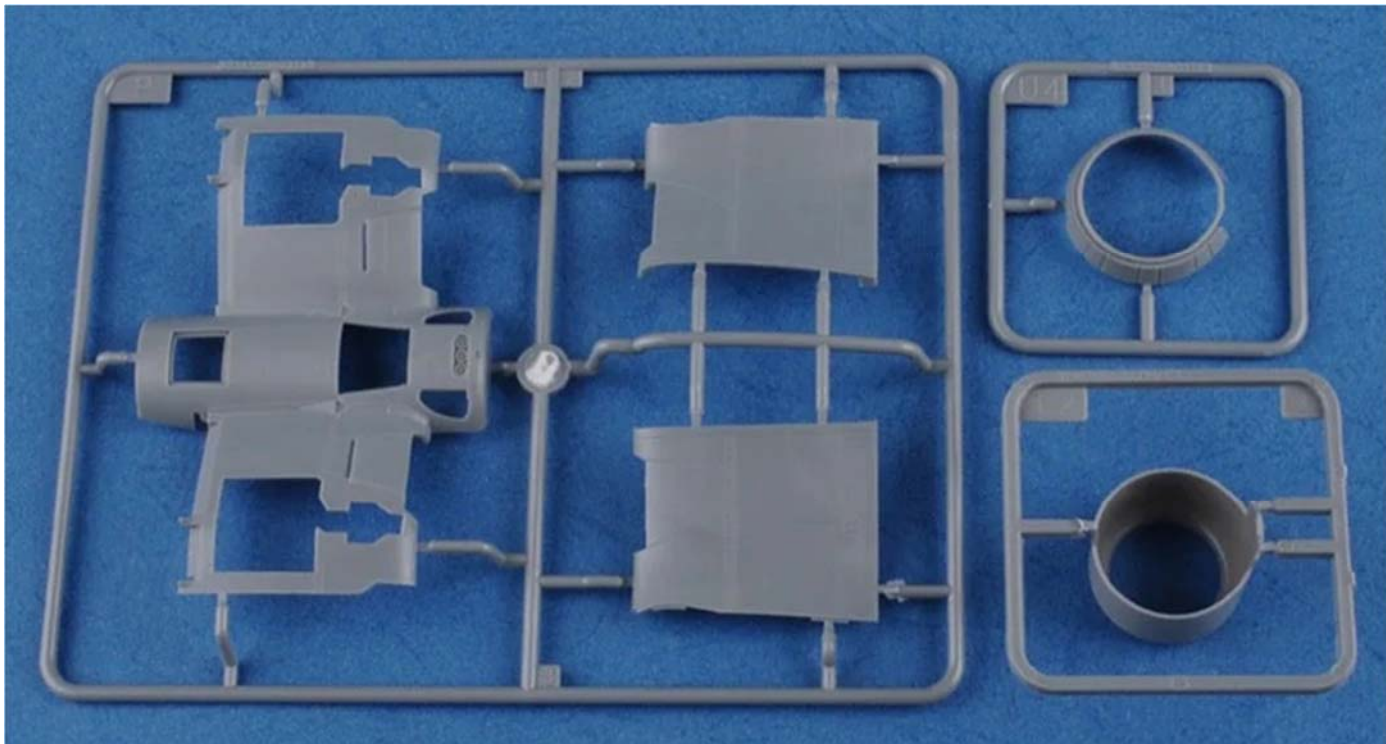


Next it the 2 Separate fuselage and wing (outer) sprues. Note that they are the only parts on each set, and the Clipped wingtips are already moulded in place. This layout means that all types of Wing are possible from these sets of moulds and that a bubble canopy Late Corsair such as the F4U-7B and the AU-1 are probable/possible future releases. This wing set also show that the kit will feature pose-able gun and ammo bay covers and interiors are provided for, but will be a strong attraction for thew Aftermarket. One small surprise was that there was no "Stores" for the plane – no drop tank or Tanks, no rockets and no bombs – BUT I am unsure if the FAA even used them on the Corsair. I think so, but I'm not sure. The only weapons frame has the gun and Ammo bays, ammo belts and .50 call Mgs.

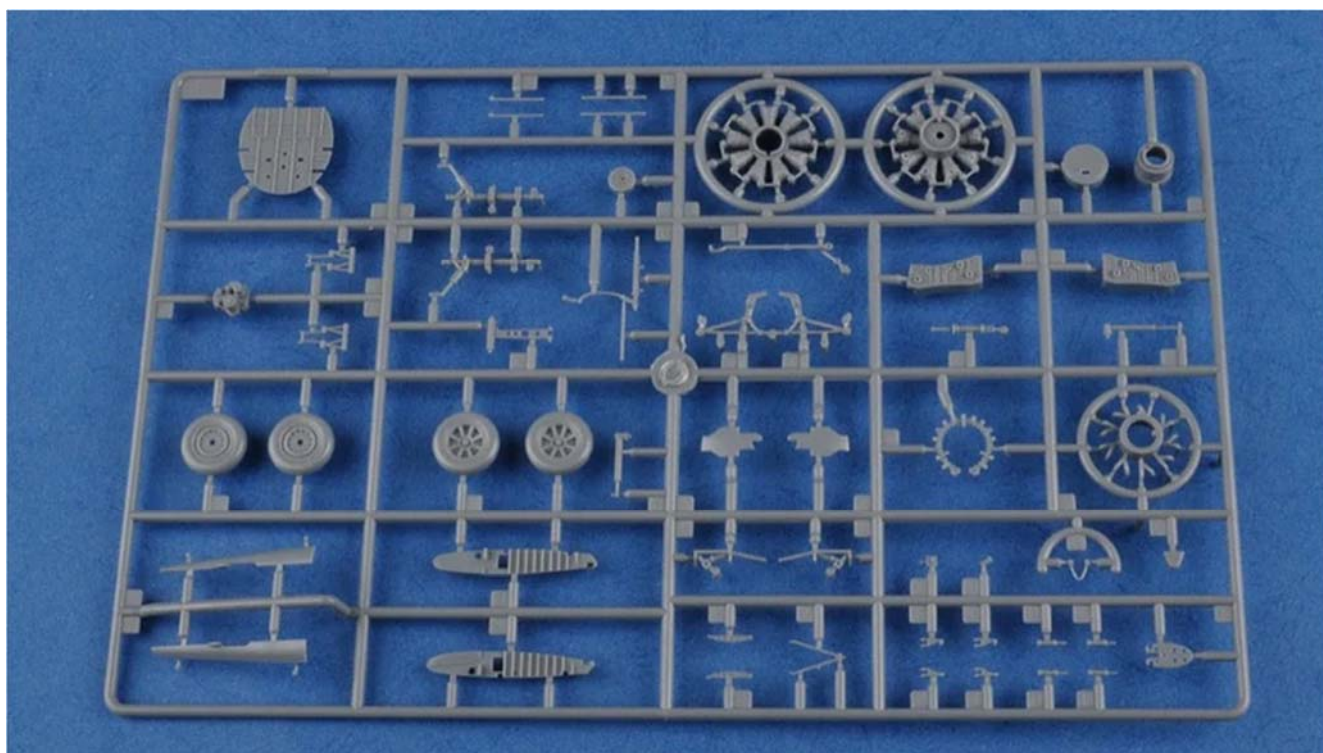


Next comes the wing centre section sprue, this would be applicable to all models, AFAIK, and does have flashed over locations in the gull section for the Drop tanks and Bomb racks, but no centreline rack location. (?yet!) Note the rectangular opening for the cockpit floor "Window".

The other two separate sprues are, as previously mentioned, for the Cowling and cowl-flaps (Opened only) This means later cowls/flaps (F4U-4 and later) will be easy to add into the mix.

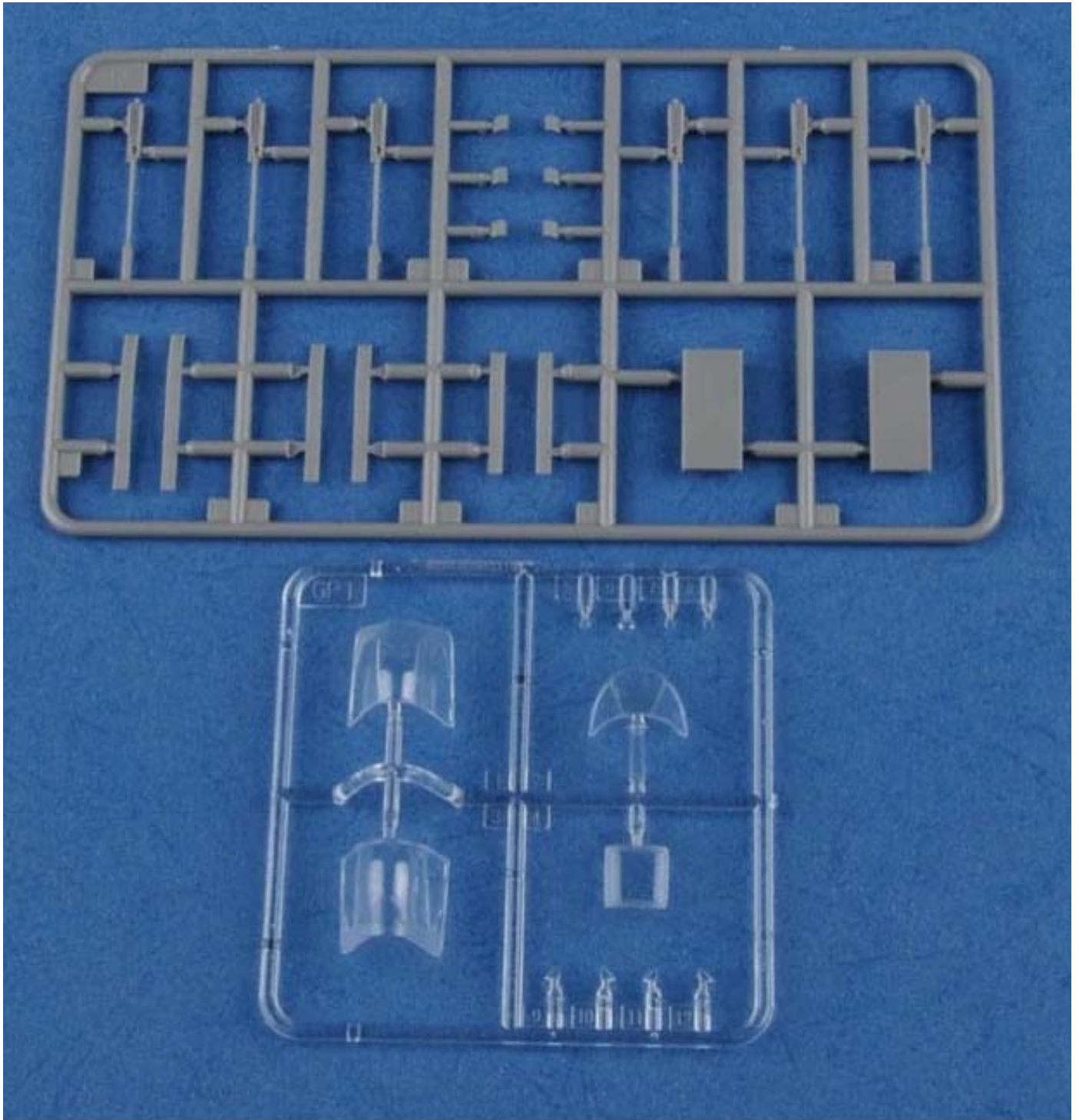


Next up is the R2800 Engine: and Hobby Boss have done quite well with this... Better than their R28000(NOT) in the 1.32 A-26!! It is a full double row with piping etc and here we also find something mentioned (just) in the instructions – You can Model the plane with FOLDED WINGS! The wheels and some undercarriage parts are also on this sprue tree, all protected by a foam wrap.

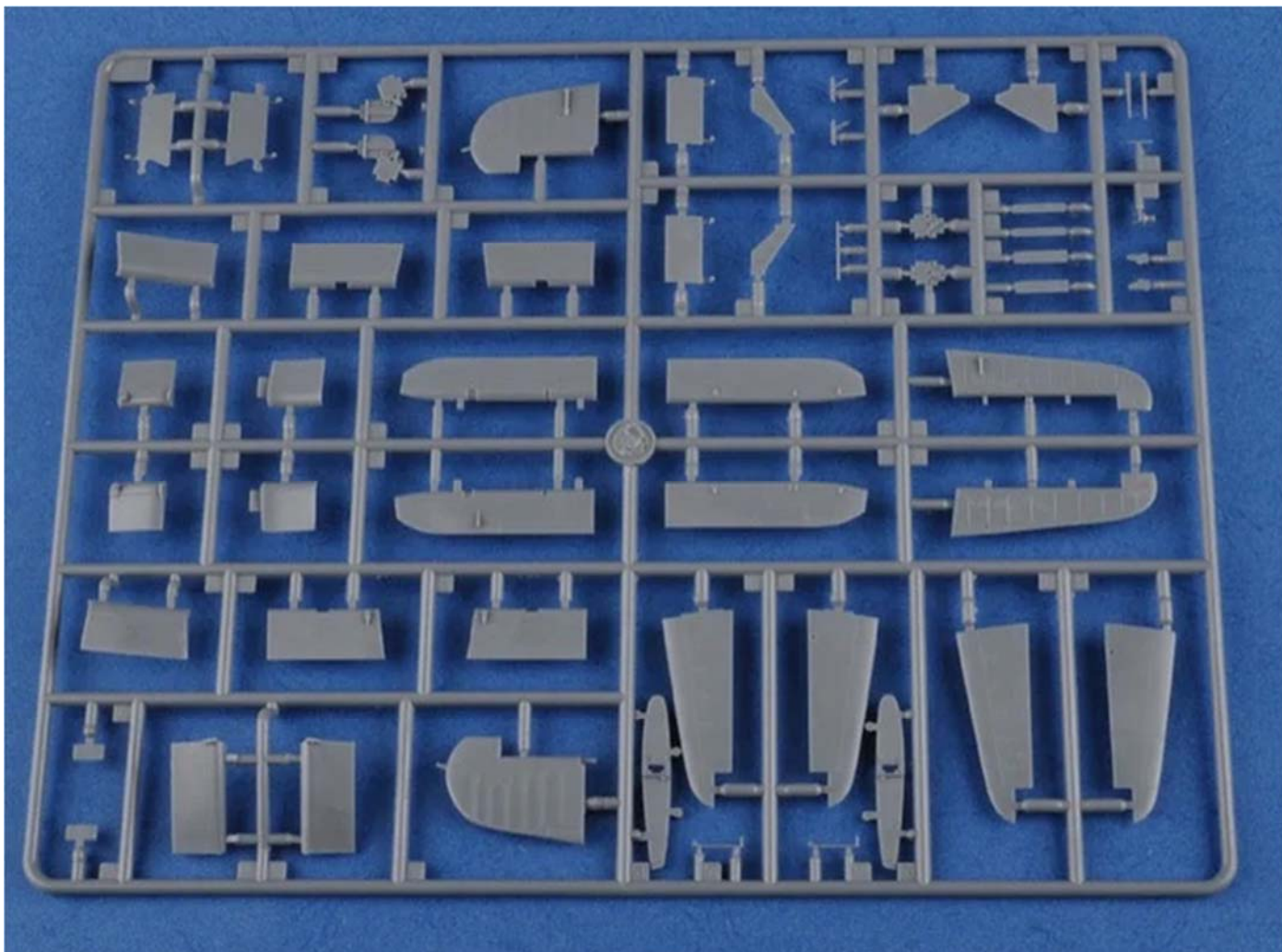


Next up is the Weapons pack and the Canopy. (only 1 hood will be used v- the one with the struts across the top quarter, The other is for the Corsair Mk 3 (F4U-1D) This sprues also includes lights and a window for the underside. Now, I could be mistaken, but I thought that floor window was deleted for sheet metal after the F4U1- "Birdcage" series. Easy to fix – Paint the Bugger!

The weapons fit consists only of the Gun bays, Guns and Ammo belts as noted previously.



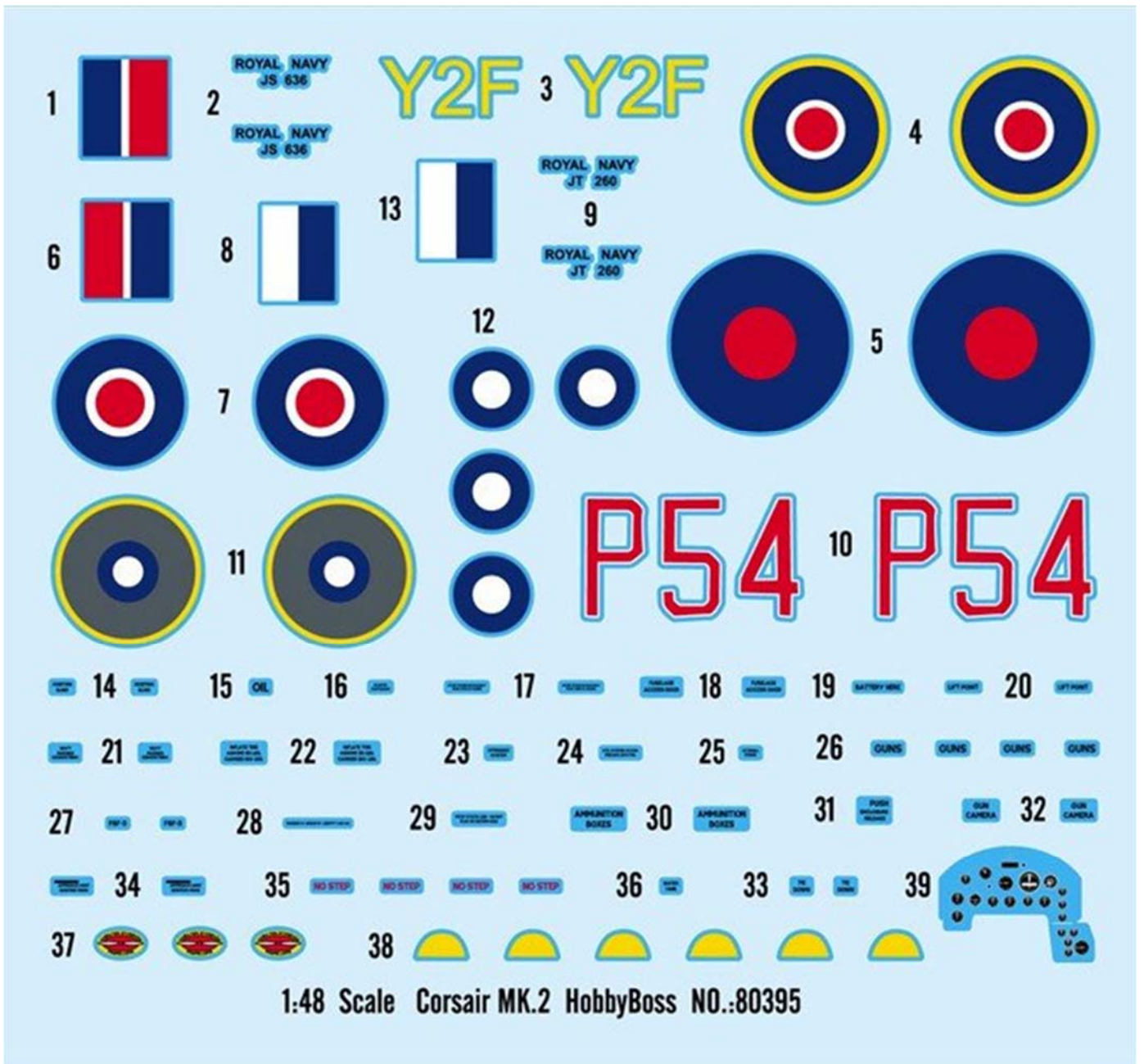
The last sprue is the sundry control surfaces, which although not indicated in the instructions, should be simple enough to pose deflected as per any landed Corsair would show. This includes Ailerons, Elevators and Rudder – But Not the Flaps- they are fixed up. There are also a couple of rear bulkheads and Gun and ammo bay covers on this sprue, as well as the stub wing spars, in both deployed and folded configurations. (Again this choice is barely shown in the instructions, so PAY ATTENTION!



The decal sheet:

As I pointed out the Red and Blue of the ETO/MTO Option is not RAF standard Roundel red or Roundel Blue. The PTO, SEAC option is better. At least that dull, dark Roundel blue is 'right' to my eye. The overpainted ring is just the same as the ETO Blue so may be a little too much. AS I said I do not really have the reference to comment of the sizes and configurations, but I am sure that the AM will have some other, better options for Fleet Air Arm Corsairs. Or will soon. And, yes, that

Instrument panel decal is really that bland.



The instructions are improving Hobby Boss, but you still have a long way to go, just to match Airfix/Revell and Italeri. They are still typical HB/Trumpeter instructions, you can build the kit from them, but have to do a bit (well, quite a LOT) of research) just to get it right. At the very least, you now identify the Aircraft and their unit! And there are SOME internal paint calls. Now if you could only get the external paint calls correct.

Option I: JT260/P54 757 NAS (SEAC/PTO) 1944/45

Option II JS636/Y2F 759 NAS (ETO/MTO) 1944/45

标贴与涂装 **Corsair MK.2**
 MARKING & PAINTING イギリス海軍 コルセア Mk.2 英国 "海寇" MK.2战斗机 HOBBY BOSS

I Royal Navy, 757 Sqn, FAA, Corsair Mk.II, P54 (JT260).

Color	Mr Hobby	Valyo	Model Master	Tamiya	Humbrol
A	MR01	—	—	854	164
B	MR02	802	—	—	163
C	MR03	—	—	—	—

NO. 80395

© Some parts may not be available in your country. Please check your local hobby shop for substitute.

标贴与涂装 **Corsair MK.2**
 MARKING & PAINTING イギリス海軍 コルセア Mk.2 英国 "海寇" MK.2战斗机 HOBBY BOSS

II Royal Navy, 759 NAS, FAA, Corsair Mk.II, Y2F (JS636).

Color	Mr Hobby	Valyo	Model Master	Tamiya	Humbrol
D	MR01	800	DN0	851	163
E	MR02	—	—	—	—
F	MR03	801	196	851	163

NO. 80395

© Some parts may not be available in your country. Please check your local hobby shop for substitute.

Even the Box artwork is rather better than many other Hobby Boss kits!



In Conclusion: I have to confess to being rather surprised: Hobby Boss actually get this kit LARGELY “right”, and what they need to fix in this kit, is actually Fixable (the Decals/instructions) without a major remould or adding different and redone sprues. Is this as good as the Tamiya F4U series? Not quite, but it is close in the quality of the moulds...damn close. Being HB, I am fairly confident that it will fit very well together and produce a very acceptable outcome for any modeller. And they have designed the kit to get a large number of variants from it. Price-wise it is within \$10.00(NZ) of the Tamiya kit (which I last saw new at 65.00 approx) and I have a feeling that placing the two of them side by side (Unless there is some MAJOR dimensional error by HB) most will be hard pressed to tell the Tamiya F4U-1A or D apart from a HB F-4U-1A or D. (Using kit decals might be a giveaway for HB though! □) So, this kit Corsair Mk II is real value for your money and very nearly matches the Tamiya kit overall. Better yet, you no longer have to commit wing-tips amputation to get a FAA Corsair!

DYSON ROLLS OUT NEW JET ENGINES

dotATravelBloqqr



**AEROCRAFT'S BRISTOL BEAUFORT COWLING CORRECTION SET
FOR ICM'S 1:48 KIT
by Pete M.**

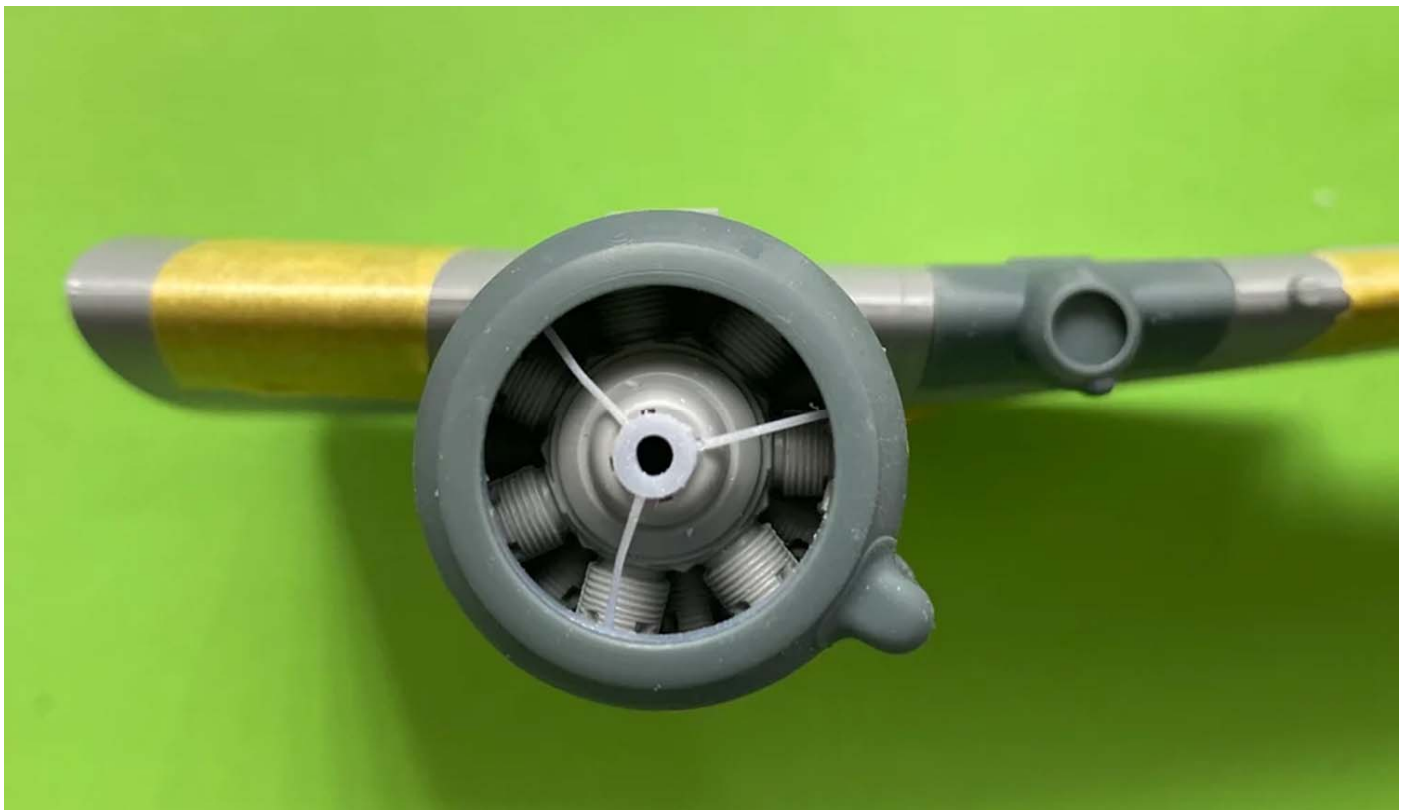


This is a set of 3D designed and printed parts that will improve the look and appearance of the Taurus engine cowlings and oil cooler housings for the ICM 1:48 scale Bristol Beaufort I. The opening diameters on both the kits items are too large.

Included are a total of 8 parts in the set, cowlings, engine spiders, exhausts, and oil coolers. You will note dark and light coloured resin parts, the dark grey are printed in 8K resin for detail, but are more brittle, and the spiders are in light grey as the resin is a little more flexible.



This set will correct the engine cowls, and includes the 'spider' support assembly and the exhaust collector ring missing from ICM's kit.



MICROMIR'S 1:48 FOKKER G-IA HEAVY FIGHTER Kit 48-016 (Or too few, too late)

By Pete M.



In November 1936 the prototype Fokker G-1 heavy fighter caused a sensation when exhibited at the Paris Airshow which in those days did not have a flying display but only a static exhibition in the Grand Palais. The concept of a twin-boom twin-engined fighter (later adopted for the Lockheed P38 Lightning) was revolutionary at the time.

Demonstrations had already been given to the Netherlands Army Air Corps at Soesterberg, and considerable interest was shown, resulting at the end of the year in an order for 36 aircraft to be designated G-1A. In order to ease the spares situation it was stipulated that these must have 830hp (619kw) Bristol Mercury VIII engines which were also to power the T.V bomber and D XXI fighters already on order for the air corps.

This decision brought further delay because although G-1A production began immediately, there was a hold up in the supply of engines. Thus the first production aircraft to fly, actually the second of the batch, became airborne only on 11 April 1939. It remained with the makers for production testing and modifications and the first aircraft was delivered to Soesterberg on 10 July 1939.

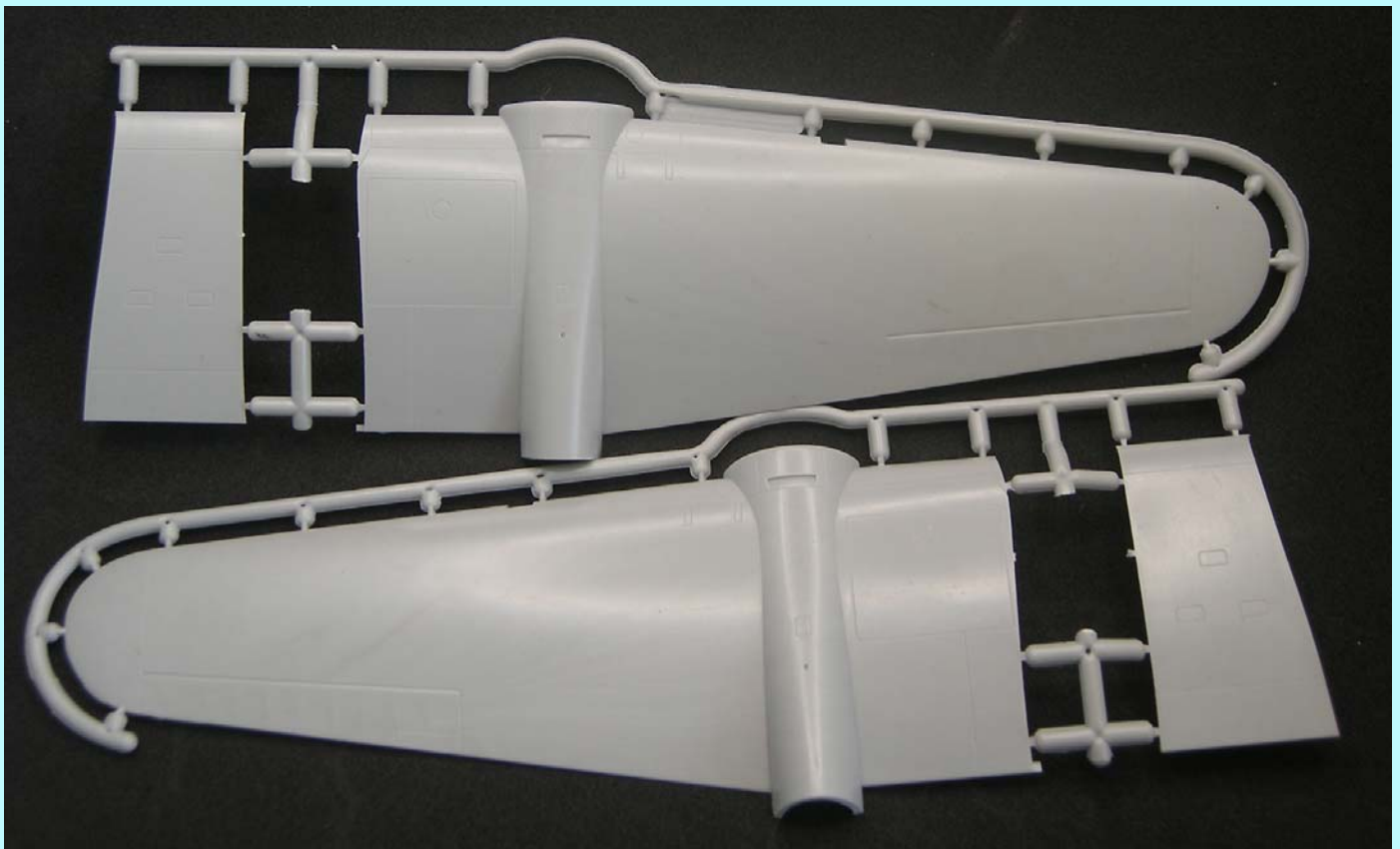
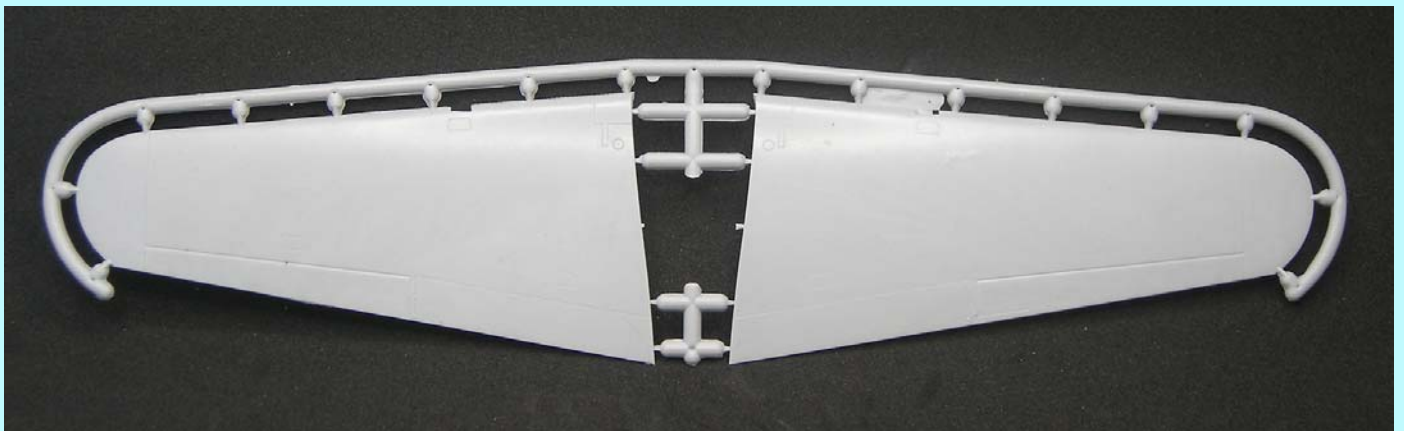
Possibilities of export orders followed the aircraft's debut at Paris and a number of foreign pilots came to Fokker to fly and evaluate the G-1B export version. Orders were placed by Finland (26) Estonia (9) Sweden (18) and Republican Spain (12), while a licence-production agreement was in negotiation with Denmark and another with Manfred Weiss in Hungary. The Dutch embargo on weapon exports before World War II killed the Spanish order, but the Finnish batch was under construction when war broke out and a ban was then placed on its export. After lengthy negotiations a contract was drawn up to permit the G-1B's export on 17 April 1940, by which time 12 had been completed apart from armament.

When Germany attacked the Netherlands on 10 May 1940, 23 G-Is were in service. 12 with the 4th Fighter Group at Alkmaar and 11 with the 3rd Fighter Group at Rotterdam/Waalhaven. The G-Is were

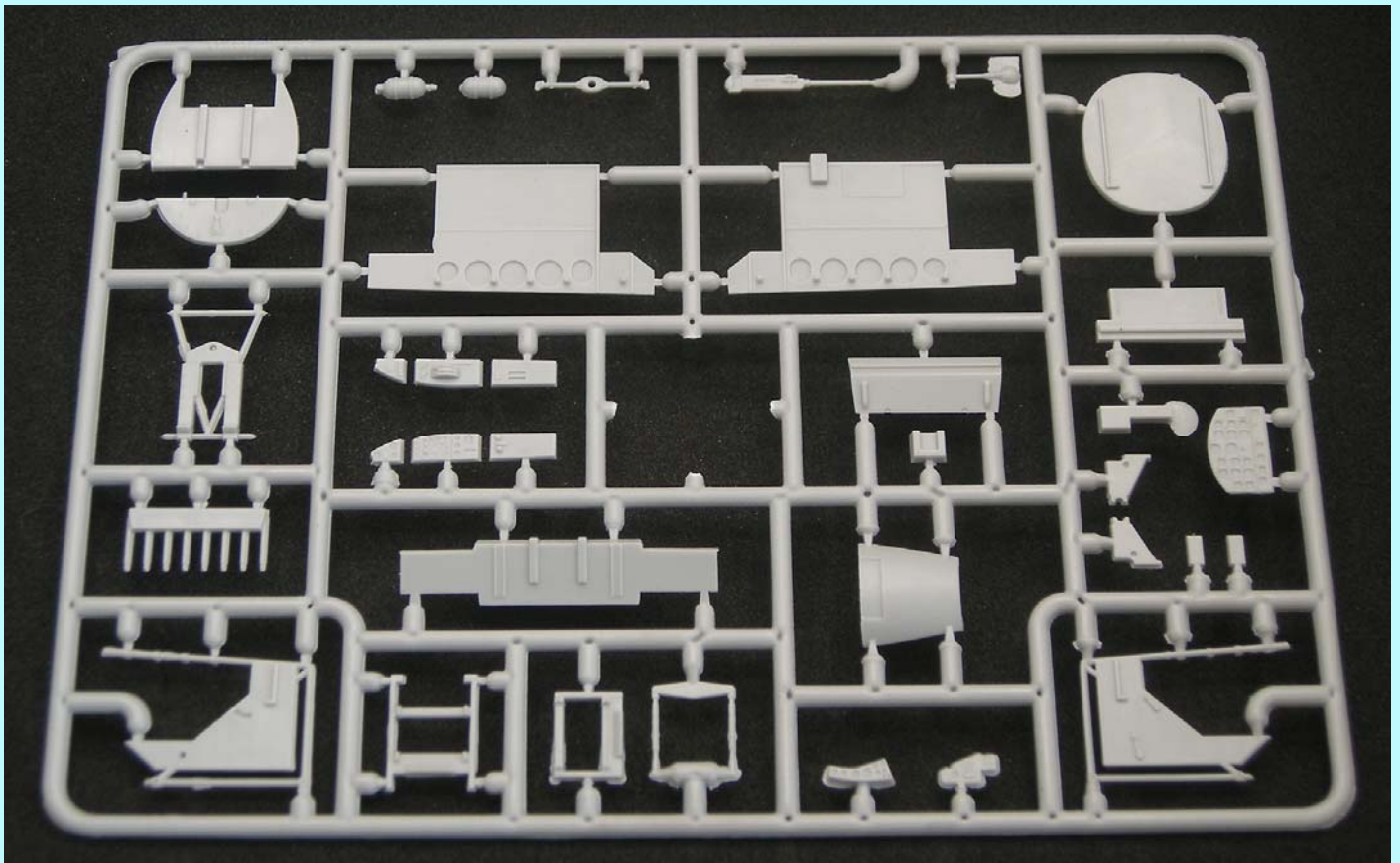
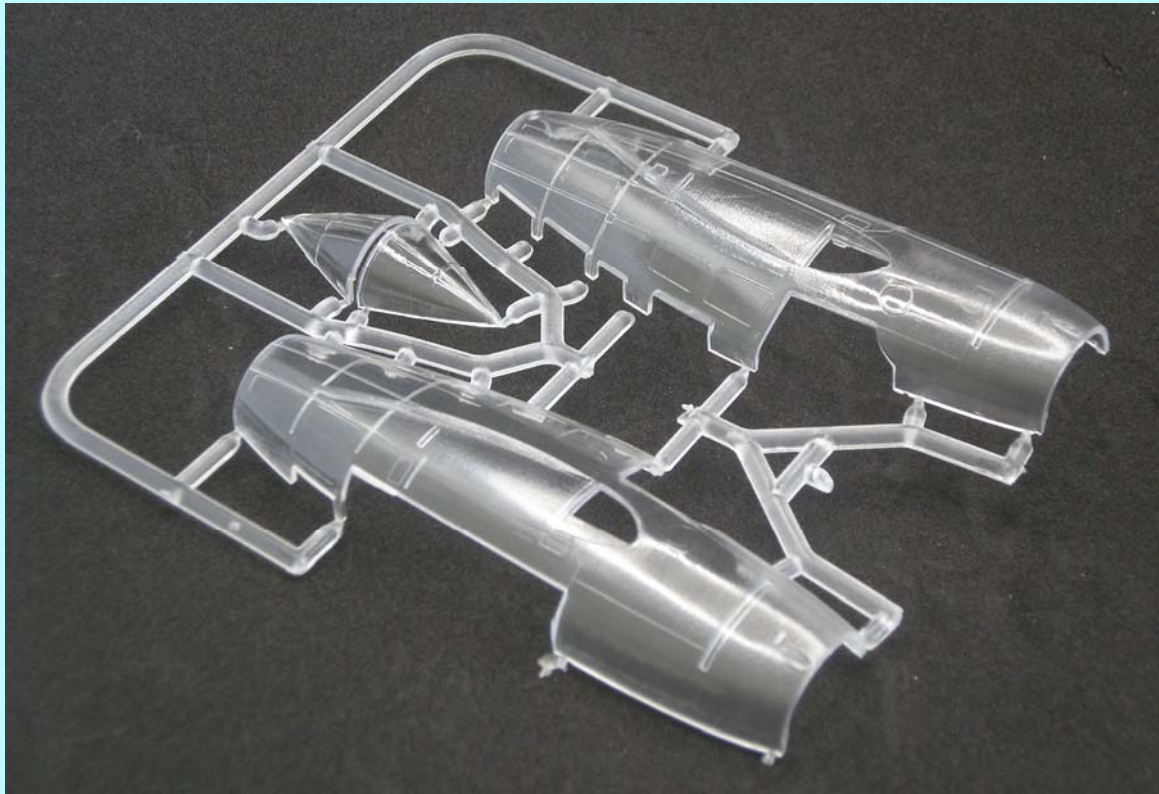
successful in destroying several Junkers Ju 52/3ms during the early stages of the German invasion, but by the 5th day, when Dutch resistance ended, only a single example remained air-worthy. (From MicroMir's instruction sheet)

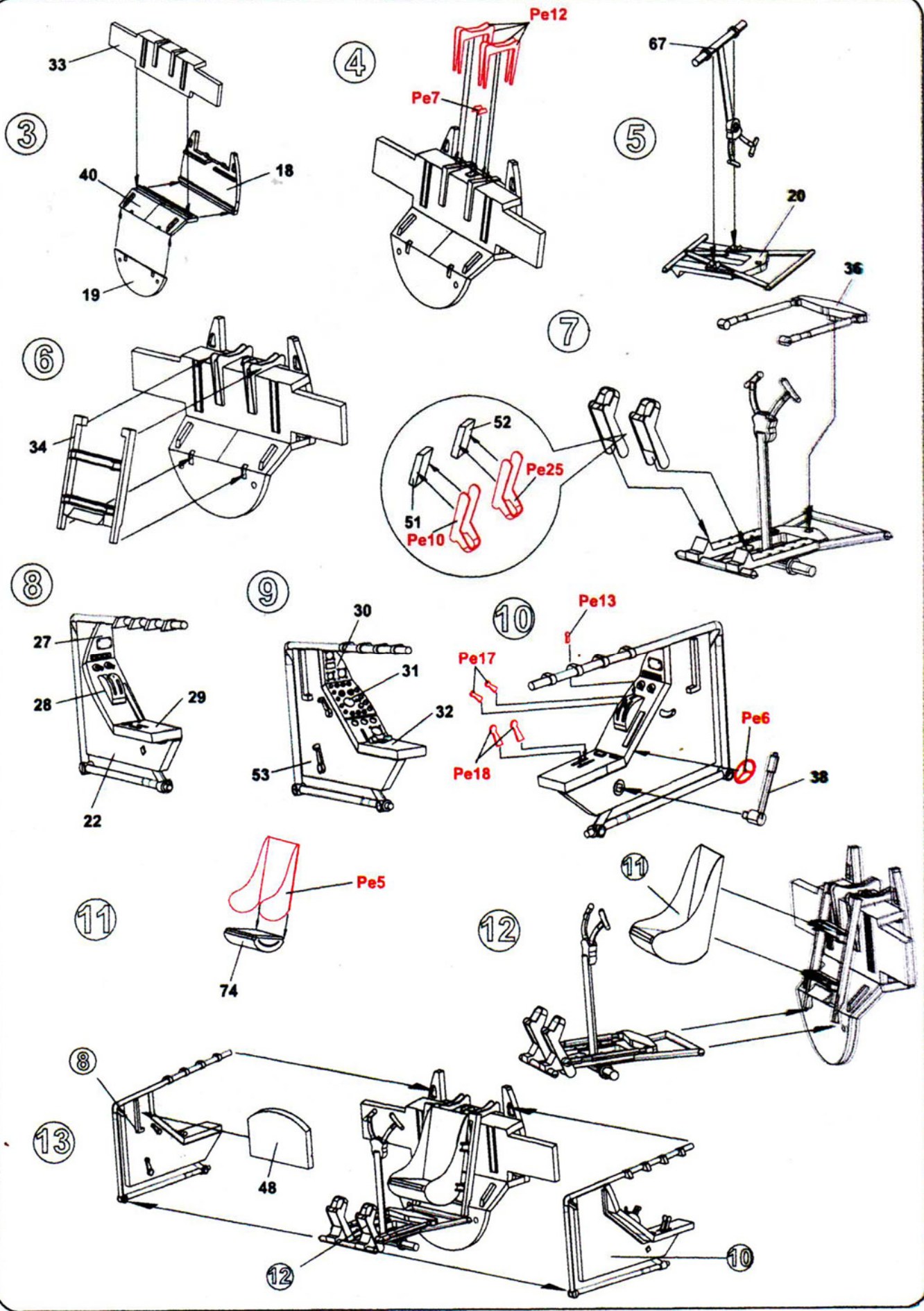
The Fokker G-I has always been of interest to me as I recall when I was a lad that one of the old RAF Flying Review magazines had an article and 3 view that prompted me to build one carved from balsa wood as I did back then if there were no available plastic kits of any certain aircraft. My effort has long since vanished, but when the MicroMir kit 'surfaced' in one of my news feeds, I had to purchase it to add to my 'Interesting Twins' stash!

Crisply moulded in 8 trees in a pale grey styrene, two clear trees, a box containing 3D printed engines and cowls, a photo etched sheet with seats and some interior details, a pre-cut mask set for the transparencies and a well printed decal sheet, there is pretty much all required included in the box!

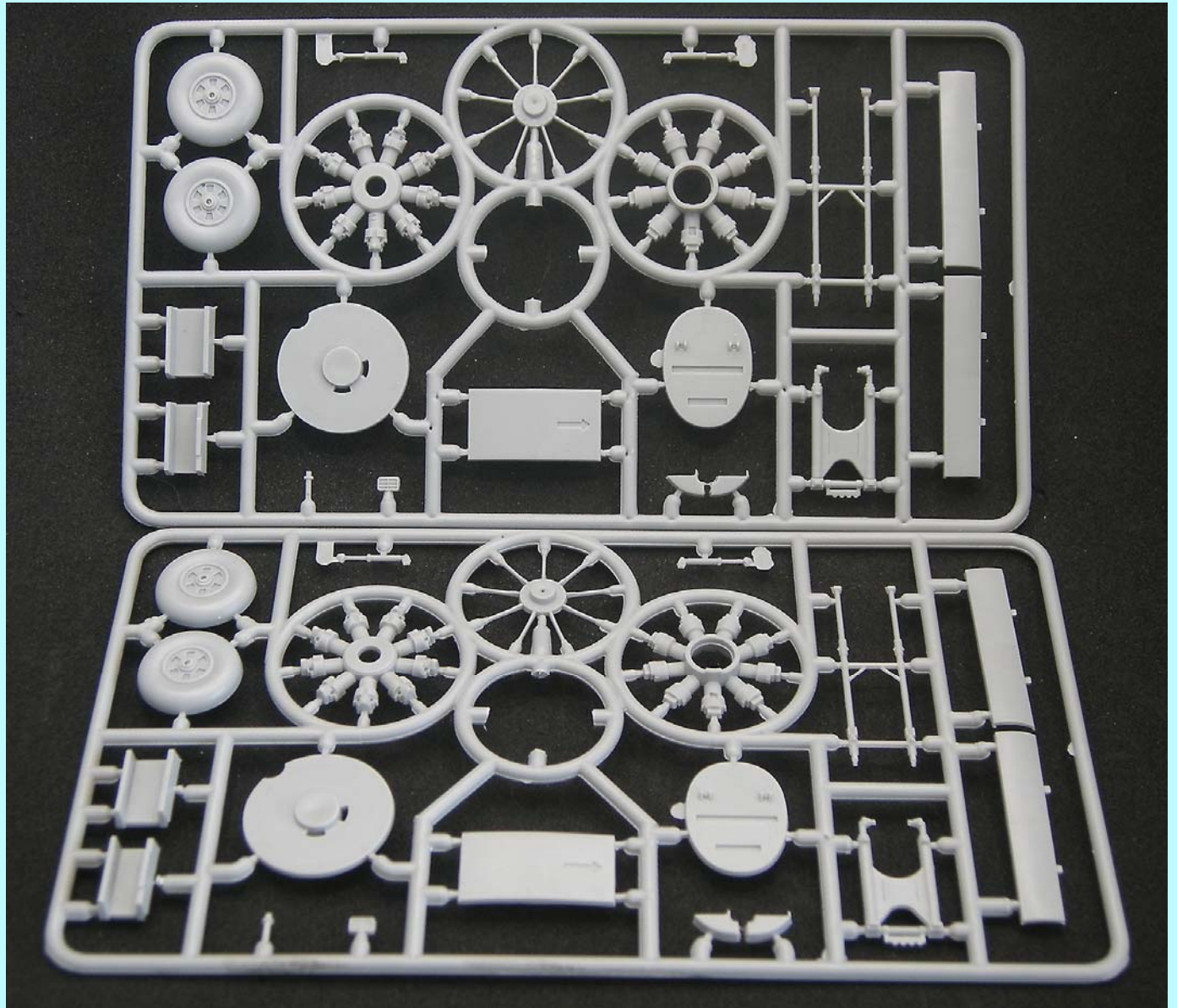


The surface detailing is very fine but there is a small amount of flash evident. The fuselage 'pod' comes as a clear moulding to which are added many details in styrene and PE, and does appear to match what I have found on-line. A bomb bay is supplied with basic detailing that can be left open or closed.





The two booms, undercarriage and wheel bays are very finely moulded along with a very well done set of wheels. The engine assemblies give two choices, a basic set in styrene, and a set of fully detailed 3D resin printed items with a full rear engine assembly and resin nose cowls with the exhaust collector ring and exhaust pipes! The cowl flaps are included on the PE sheet.



The instructions come as four double sided A4 sheets, with some basic colour notes for the interior.

The two colour schemes used on operational aircraft are given on two sheets along with paint notes with Humbrol and closest Fs. numbers given.

Нанесення декалей та фарбування
(Application decals and paints)

Fokker G-1A "Mercury"

Fokker G-1A 3 AE ВПС Нідерландів, травень, 1940р.
Fokker G-1A # 3 JaVa of Luchtvaartafdeling, 1940.

paint	FS	Humbrol
	4077	10
	6360	168
	0059	172

Схема забарвлення для літаків б/н 301 - 318;
на літаку б/н 319 бежий та зелений кольори були поміняні місцями.
Painting scheme for airplanes b/n 301 - 318, on the 319 airplane the beige and green colors were reversed.

Сріблястий (Silver)

Нанесення декалей та фарбування
(Application decals and paints)

E-mail: info@mikro-mir.com
mikromir.dnepri@gmail.com
www.mikro-mir.com

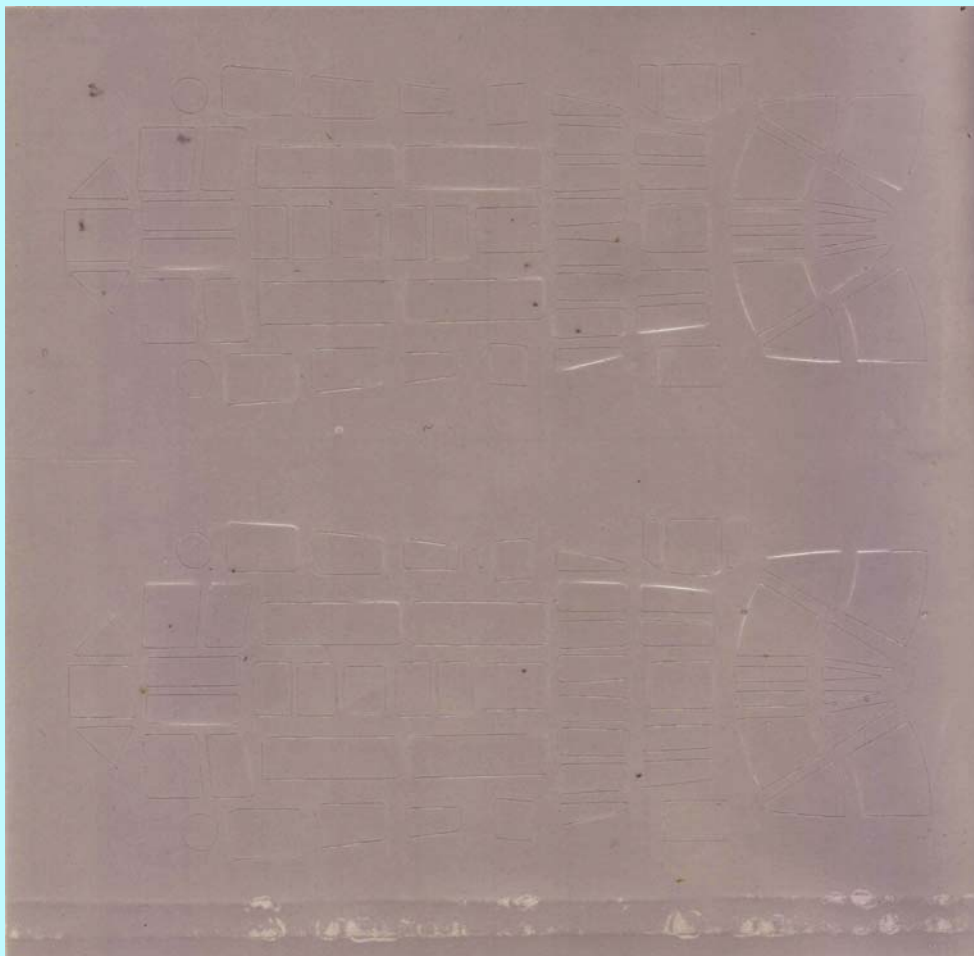
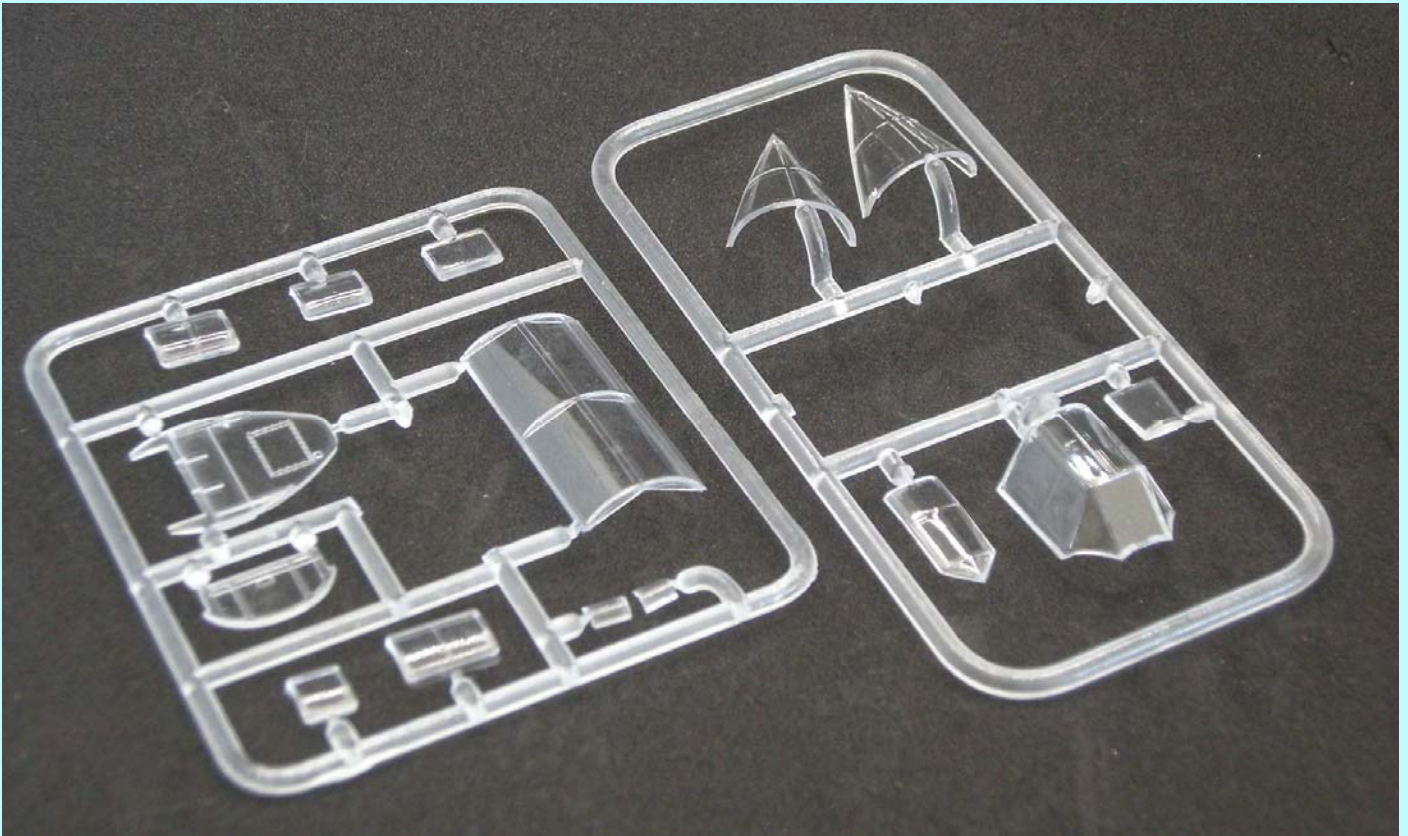
Fokker G-1A "Mercury"

paint	FS	Humbrol
	4077	10
	6360	168
	0059	172

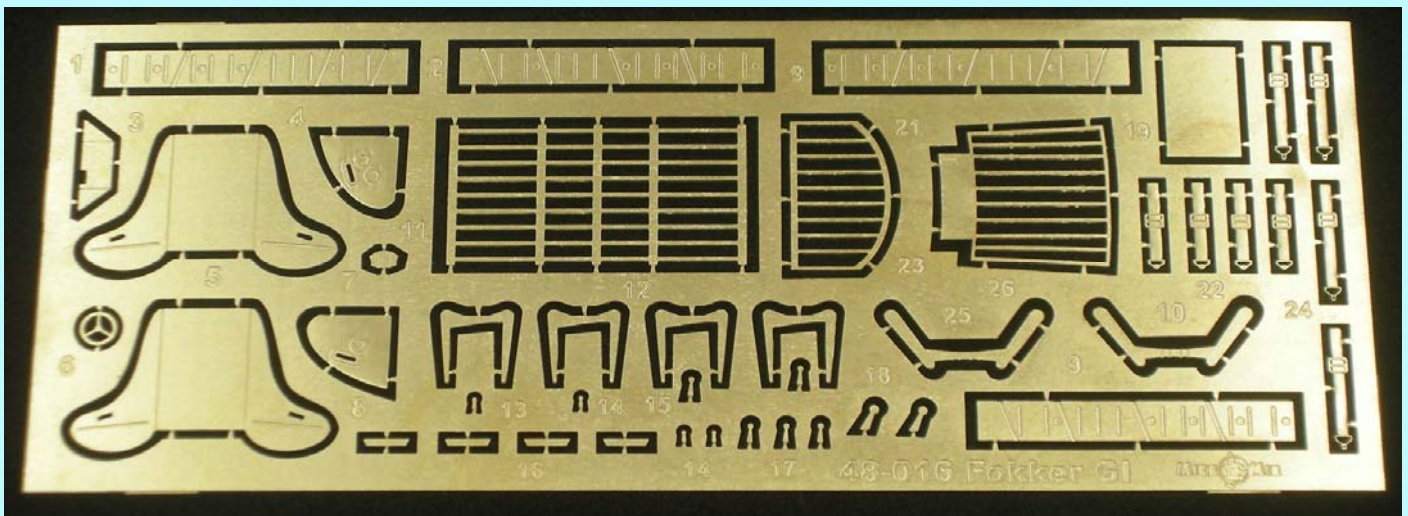
Сріблястий (Silver)

Made in Ukraine

The transparencies are very clear and will benefit with using the supplied masking sheet.



The decals appear to be in good register and cover three of the operational aircraft. Note..the white numbers and markings are VERY hard to see on the sheet as it has only a very pale background, not the usual blue!



This kit is the usual 'short run' kit produced in Eastern Europe, and has no locating pin or holes so some 'basic modelling skills will be required'. The surface details including the very finely reproduced fabric of the elevators and ailerons look pretty good to my old eyes!

Top marks go to MicroMir and all the other Ukrainian model companies putting out these kits during this trying time for them.

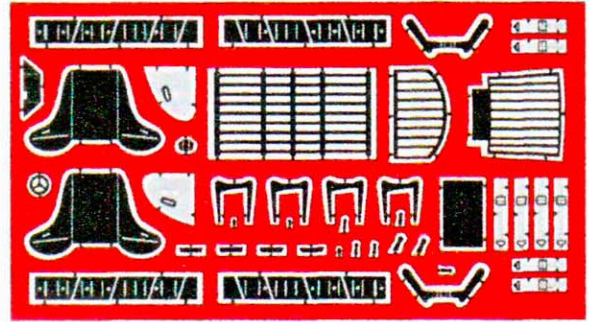
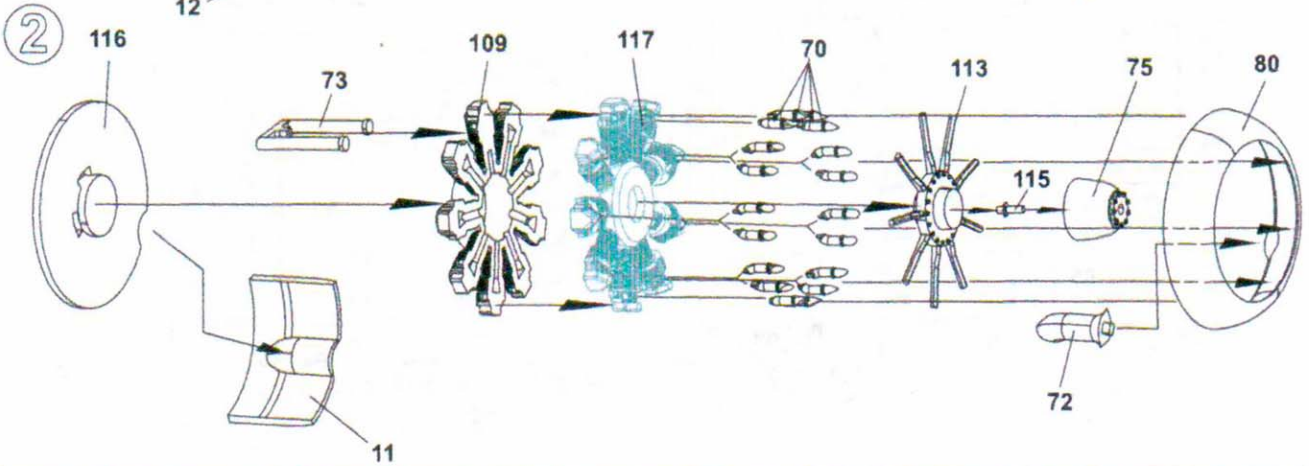
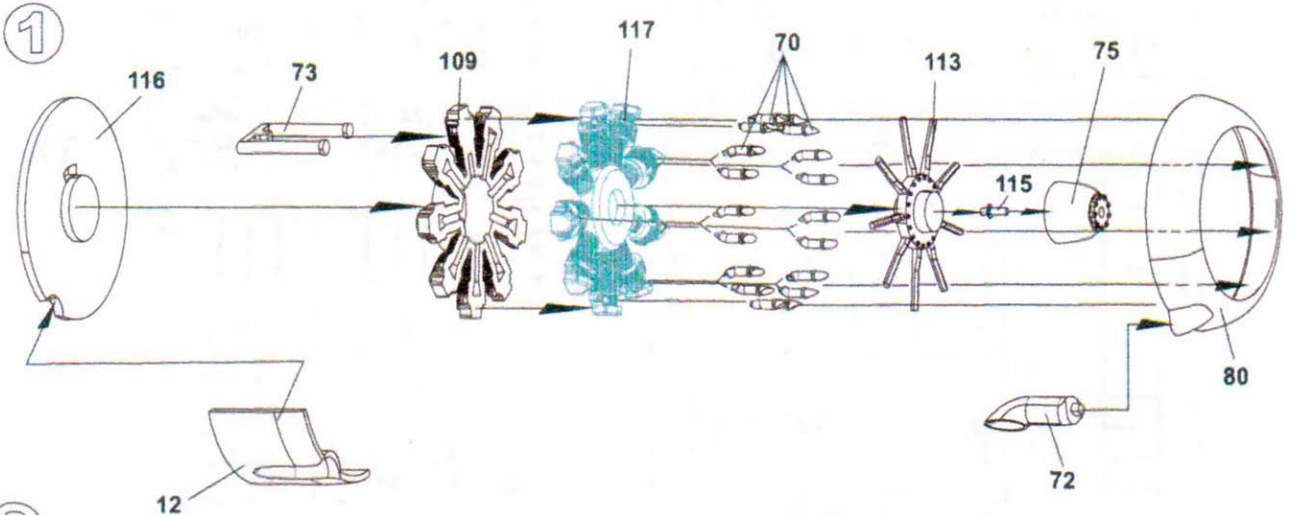


Photo Etched Parts



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.

