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From the Editor

Planning for the nationals is proceeding well and we have several trade participants confirmed already. For all the latest news and announcements check out the nationals Facebook page by clicking the link below.

This month we will be having a workshop covering aspects of rigging, turnbuckles and making your own aerials. We will even delve in to the dark arts of stretching sprue and other thermo-plastic materials for those who may not have considered the possibilities.

NEXT MEETING

7.30 pm Tuesday 21/3/2023

Royal Oak Bowls

146 Selwyn St, Onehunga

Notice of AGM

It's that time of year again. Our 2023 Annual general meeting will be held on Tuesday 18th of April at the usual time and place.

COMMITTEE

Chairman - Craig Sargent Dave Fish
Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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FACEBOOK:
[https://www.facebook.com/groups/
ipmsauckland](https://www.facebook.com/groups/ipmsauckland)

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

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**

March 21st This month we are going have a workshop on doing rigging and making aeri-als.

April 18th AGM and bring, buy and swap



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THE KOREAN WAR THE FORGOTTEN CONFLICT

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

IPMS New Zealand Nationals 2023 link

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

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



Cnr Market Rd & Gt South Rd
Auckland
Ph: (09) 520 1737

10% on kits and modelling supplies

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HOBBIES

Unit 5/1 Greenwich Way,
Unsworth Heights, Auckland.

Ph: (09) 441 3562

10% on kits and modelling supplies



Merv Smith Hobbies

27 Davis Crescent
Newmarket
Auckland

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

Avetek Limited

Gwyn and Christina Avenell
28 Lauren Grove, RD 2, Papakura,
Auckland 2582, New Zealand.

p: +64 (09) 298 4819,
m: +64 (0)27 343 2290
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Trumpeter Beriev Be-6 “Madge”

by Mark Davies



Overview

This is a real ‘curate’s egg’ of a kit. It looks as if it was some master kit developer’s passion project that over-ran its budget and was handed off to the apprentice to finish and get it to market with no further expense. The result is an overpriced mixture of very good and very crude parts combined with precision and inaccuracies. I’ve listed the modifications and corrections I ended up making further down below.

Photo Essay of the Build

This is a link to 100 images, most captioned, showing the build’s progress with annotations on the numerous modifications and corrections. The blue text headings are links to a photo album covering that part of the build; just place the cursor on the blue text and right-click your mouse.

List of Modifications to the Kit:

Engines: <https://photos.app.goo.gl/UZURVWsX8E7p1Mad7>

- Remove ventral nacelle/wing panelling and scratch-build cooling air ducts from plastic-card.
- Replace kit cowl front with inverted B-29.
- Modify shape of cowl upper intake mouth to Be-6 shape using plastic-card and filler.
- Scratch-build cowl intake trunking to prevent see-through.
- Scratch-build small scoops in cowl mouth and add drain pipes outside this.
- Use R-3350 from B-29 after removing ignition harness and scratch-building magnetos.

- Scratch-build new inlet mouth for air intake scoop underneath cowl.
- Hollow out rearwards facing vent on top of nacelle.
- Scratch-build rear part of exhaust pipes.
- Replace kit propellers with B-29 items.

Wings & Floats: <https://photos.app.goo.gl/tKkfey3MftcYo5nY7>

- Reduce size of circular inlet in starboard wing, add matching inlet to port wing.
- Fit fuel-dump pipes and cut way when dry to fill their locating holes as not required.
- Shorten fuel-dump pipes and re-locate further back along wing chord.
- Fill engraved leading edge-lights located mid span and cut rounded tips off pitots.
- Scratch-build clear landing lights in leading edge near tips.
- Round off and refine slab-like wing fences near tips.
- Replace slab-like kit float struts with scratch-built streamlined section items.
- Drill holes in back of weapons pylons and wing to attach weapon release cables made of wire.

Hull & Miscellaneous: <https://photos.app.goo.gl/UG6FE55HfmKjgcW26>

- Scratch-build left side control column (not supplied with kit).
- Move pilots' seats closer to control columns.
- Remove TV-style antennae represented by solid blocks moulded either side of cockpit.
- Scratch-build new TV-style antennae and their mounts.
- Remove port-side vent below cockpit and carve new open-mouth example from scratch.
- Drill out mouth of air-scoops mounted on canopy and on rear fuselage.
- Remove rear of small vent on fuselage rear and replace with open mouth made from cut tube.
- Replace nose cannon barrel with scratch-built item using hypodermic needles.
- Replace kit mid-upper turret with B-29 item with modified Soviet style gun mantlet.
- Replace turret cannon barrels with scratch-built item using hypodermic needles and plastic tube.
- Raise rear gunner's seat from keel to correct height to look out of his canopy.
- Add plastic-card rear wall to rear-gunners compartment to hide seams where tail-plane joins.
- Scratch-build rear-gunner's gun-sight.
- Replace rear cannon barrels with scratch-built item using hypodermic needles and plastic tube.
- Remove and refine sea-rudder, and add bottom hinge structure.
- Replace several antenna masts with scratch-built examples (kit ones look like power-poles).
- Don't fit APU exhaust part F63, it's a feature of the turboprop version, but fill in engraved lines marking its location.

Photos of the Completed Model: <https://photos.app.goo.gl/aKqYo3XvbensPdC6A>

Click on the blue heading above to view images of the finished model.

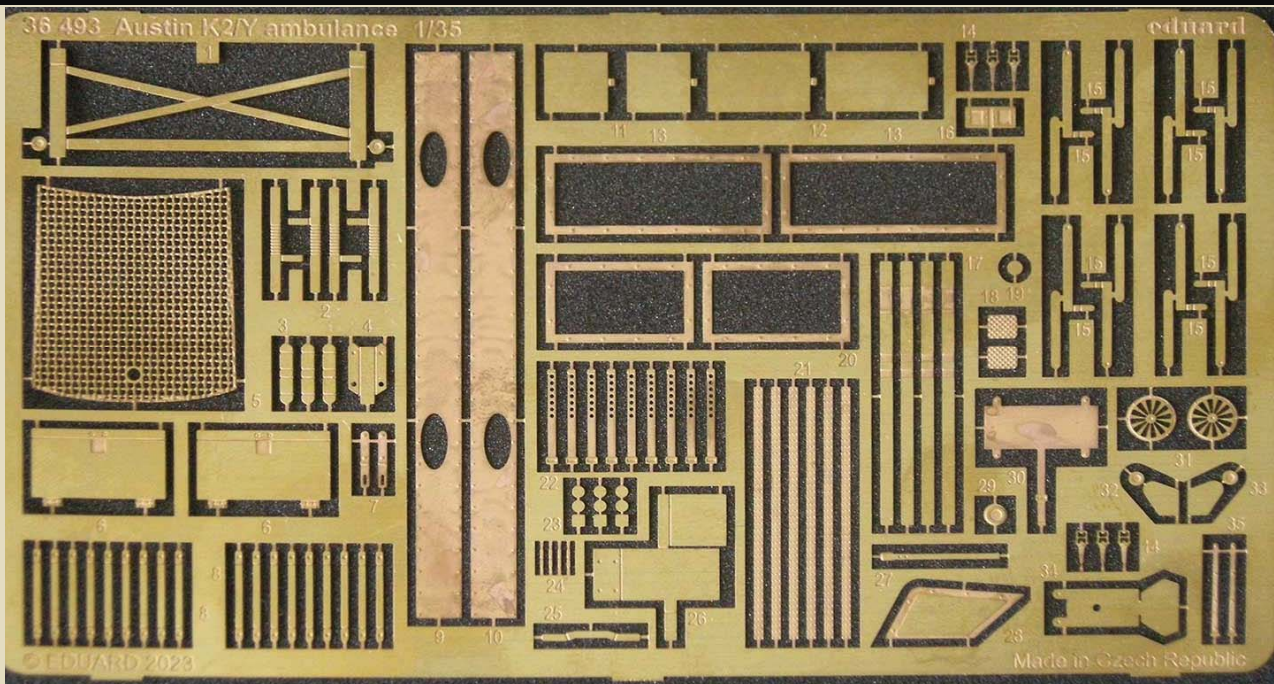
Build-Log Links

Click on the various links in blue in the table below if you wish to see the HyperScale build log and comments from posters at the time of the build (2016).

Part 1	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2358304#p2358304
Part 2	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2358998#p2358998
Part 3	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2360248#p2360248
Part 4	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2364068#p2364068
Part 5	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2366242#p2366242
Part 6	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2366556#p2366556
Part 7	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2367081#p2367081
Part 8	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2368546#p2368546
Part 9	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2368895#p2368895
Part 10	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2373864#p2373864
Part 11	https://www.tapatalk.com/groups/hyperscale/viewtopic.php?p=2374113#p2374113

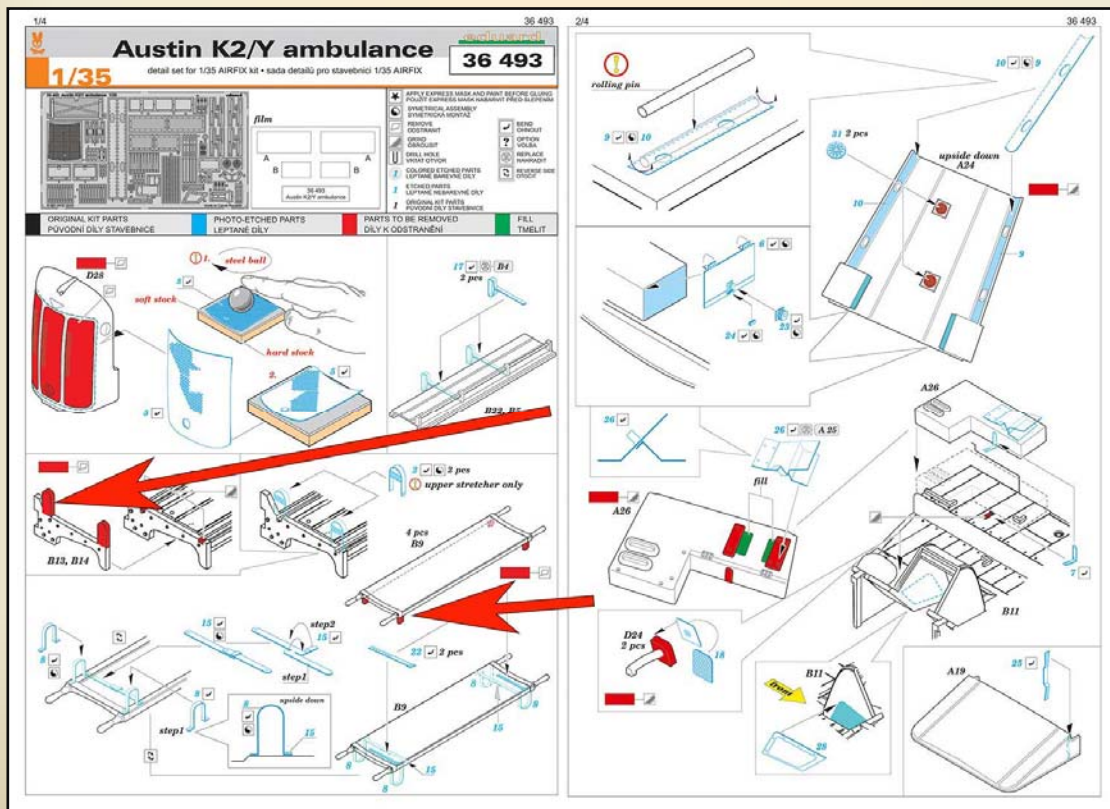
EDUARD'S P.E. SET FOR THE 1:35 AIRFIX AUSTIN K2/Y AMBULANCE. 36-493

A review by Pete M.

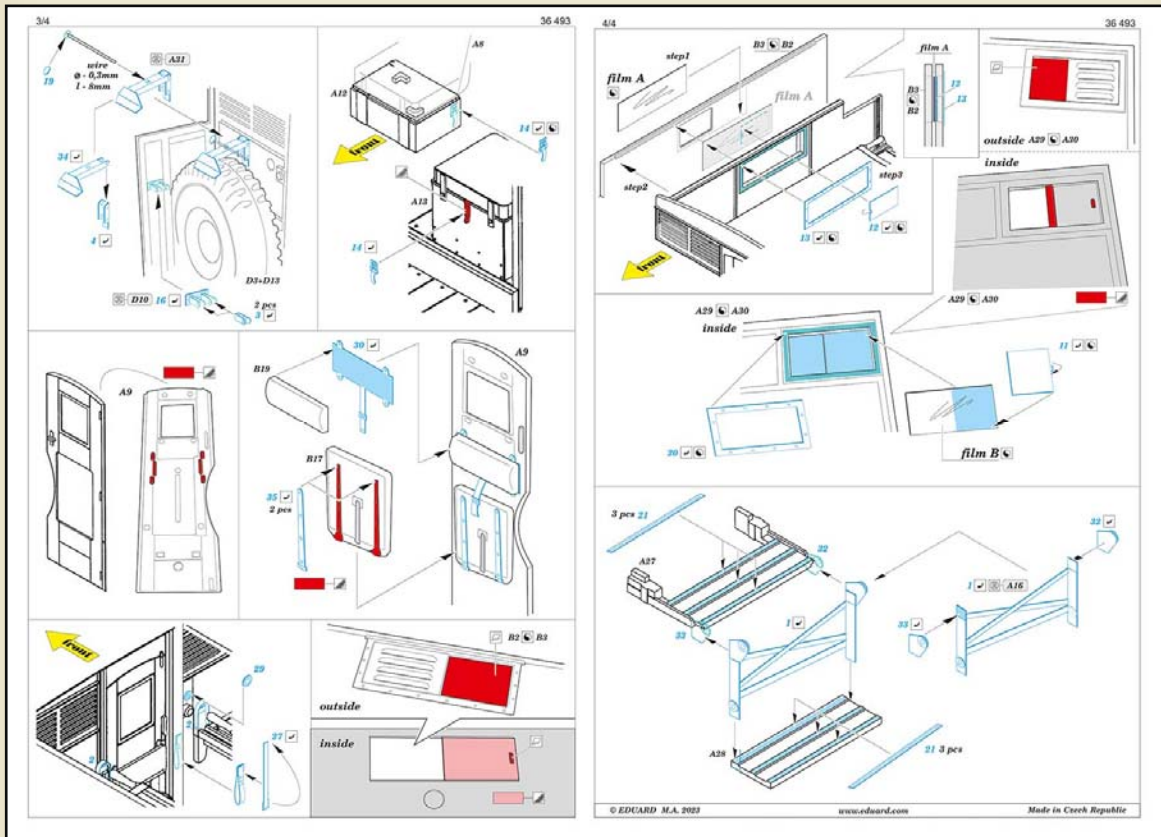


The recently released 1:35th scale Airfix kit of the Austin K2/Y ambulance while a lovely rendition, is somewhat simplified in several noticeable areas when compared to the similar kit from Bronco. The Airfix kit has a tiny photoetch sheet with a bridge classification plate and its mounting strap, two plates for the fore and aft Red Cross markings and two surrounds for the roof exterior ventilators. For some of those finer details this new fret from Eduard addresses many of those items.

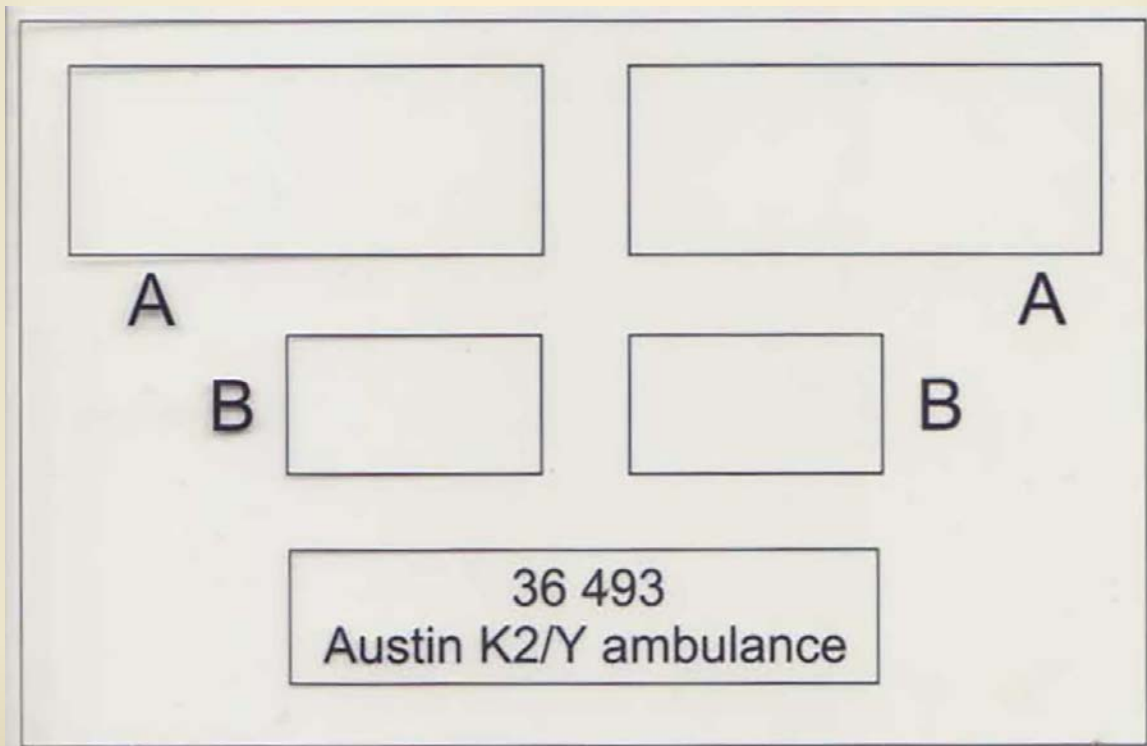
A new grille is provided to replace the solid moulded one in the kit but will require some very careful cutting out of the existing moulding. Many smaller details are provided to upgrade the cab interior including control pedals, a reinforcing panel for the interior engine cover and several other internal detailing items.



Moving back, a new spare wheel securing bracket is supplied along with fittings and brackets for the interior door assembly. Next, the interior of the ambulance body comes in for many detail parts such as sliding doors for the side window hatches, roof interior upgrades and ventilator fans, and the most important, new legs for the stretchers and the stretcher shelves which Airfix have moulded as solid 'blobs'! Further straps and details are also supplied to enhance the stretchers, shelves and window framing inside the body.



Moving to the rear, further items are provided to enhance the fold down rear step assembly. The final items are supplied as a small clear sheet to replace the kits rear body windows.



This set appears to me to be the first time at least 99% of the items supplied in photoetch will be useable!!!

As a following note, the NZ Army used many of this model Ambulance in both Africa and Italy, and there were several colour schemes and variations in the markings in use. Photos are from the NZ National Archives.



New Zealanders outside the first Advanced Dressing Station to be established in action in Italy, during World War II. Photograph taken in Casalanguida circa 19 Nov 1943 by George Frederick Kaye. The vehicle obviously came via Egypt as it has an Arabic serial under the WD number. 4th Field Ambulance (99 in White under Silver Fern on Black base). NZ National Archives DA-04614-F.



R Aiken (Waverley) at a World War II advanced dressing station of the 4th New Zealand Field Ambulance in northern Italy, writing the details on the kits of patients who are to be evacuated either to a MDS, CCS, or General Hospital. Photograph taken circa 10 September 1944 by George Frederick Kaye. Note: CAUTION-RIGHT HAND DRIVE on L/H door. NZ National Archives DA-06637-F.



Members of a New Zealand Field Ambulance Unit in Italy (NZ 6th Field Ambulance...86 on a black base) receive their Christmas dinner. Photograph taken on 25 December 1943 by George Frederick Kaye. NZ National Archives DA-04939-F

SCALE MODELER



What my friends think I do.



What my mom thinks I do.



What society thinks I do.



What modelers think I do.



What I think I do.



What I really do.

NEOECO NCT-SJ83 Airbrush

By Lance Whitford



I saw this airbrush on Ali Express and was intrigued by the design. Unlike many Chinese offerings it appeared to be a totally new design with some interesting features. I decided to get one to see how it performed. It comes in 2 colour options, black and red and I chose the black version. You can buy the basic brush which comes with a 0.3mm nozzle setup or alternatively there is a set which includes a lot of extras such as alternate needle/nozzle sets for 0.2mm and 0.5mm plus an air hose, cleaning tools, air filter and larger interchangeable paint cups. Replacement needle/nozzle sets are available either singly or in a set of 3 covering the range of nozzle sizes.

The basic airbrush costs around NZ\$55 including GST and shipping from Ali Express while the more elaborate set shown on the right comes in at around NZ\$80.

A single replacement needle/nozzle set is around NZ\$17 while a set of 3 sizes is around NZ\$24 so these won't break the bank.

When buying the brush on its own it comes fitted with a 0.3mm needle/nozzle setup which is a good size for modelling use.



Needle cap design

The airbrush comes with an unusual trumpet like needle cap. This is a press fit and is quick to remove. Like all airbrushes, the most precise spray patterns are achieved when the needle cap is removed. Removal and replacement of the cap is quick and easy. The only other brushes I know of the do something similar come from Harder and Steinbeck.

One thing they don't tell you is that the needle cap can be conveniently attached to the rear of the brush ensuring it doesn't get lost while operating with the cap off which is a nice feature.

Iwata Microns offer something similar but their needle caps are threaded and need to be screwed of and on rather than having a quick and simple push fit like this.

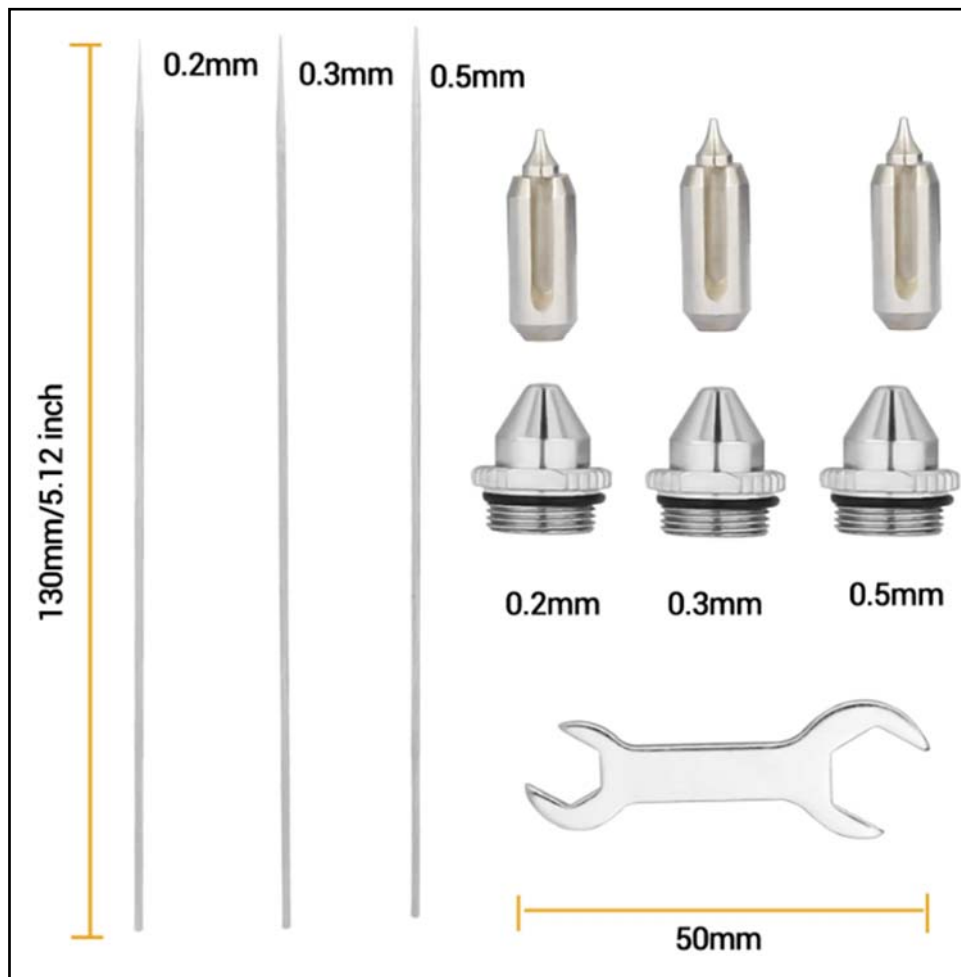


Floating nozzle

Many Chinese brushes use fixed nozzles that are screwed into the main body or in some design a removable head unit. In either case it is quite common for the needle to not centre exactly with the nozzle aperture. The reason for this is that the Chinese brushes do not have as finer tolerances as the more expensive brands such as Iwata etc. This can sometimes cause problems with very fine work but in most cases the brushes do perform fine. A key benefit of a floating nozzle type design is that it will self-centre, which mitigates the effect of the tolerance differences. There are some other Chinese models that have this type of nozzle, in a style reminiscent of a simplified Iwata Eclipse design. This air brush airbrush uses a new unique design with 3 equally spaced air channels ensuring consistent flow and pressure around the tip.

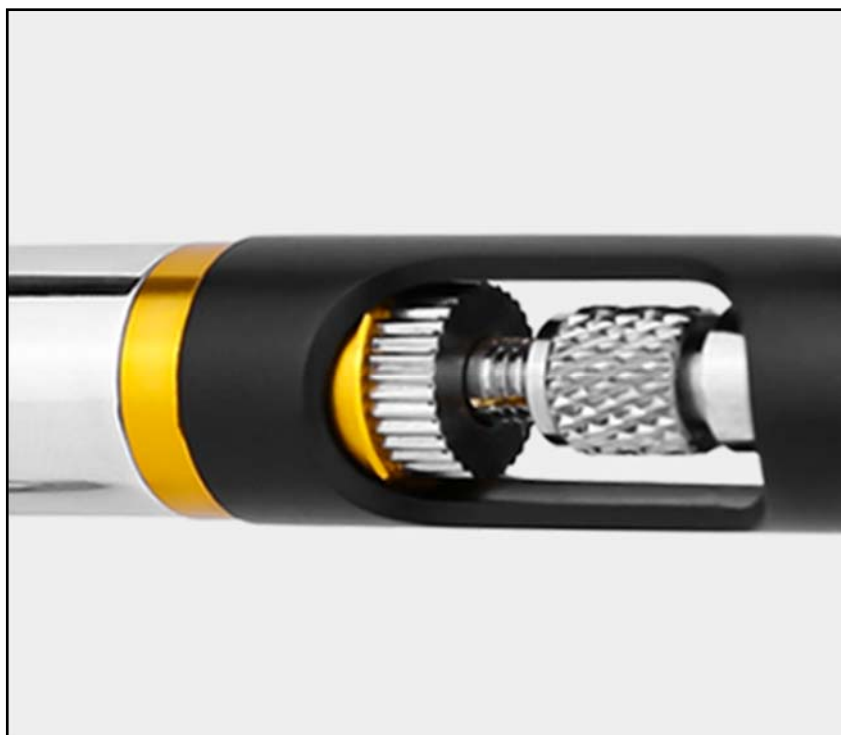


On the right we can see the full range of needle/ nozzle options available. Another benefit of this type of nozzle design is that swapping between nozzles or replacement is very quick and easy. The spanner is a generic one with only the larger end being required for this brush.



The trigger tension adjuster is exposed in the tail piece which enables adjustment without the need to remove the tailpiece. Nice to have but not essential.

Other features that I like that are widely available on other Brushes include a MAC (micro air control) valve. I use these all the time. I often spray at lower pressures but when I need to change colour or cleanup after a session I generally want full pressure. The MAC valve makes it easier to adjust and fine tune the pressure back to the optimum for whatever I'm spraying .



The tail piece features a cutaway which is common place on airbrushes

The main idea here is to help free a stuck needle without removing the tailpiece and it can be used to retract the needle when cleaning instead of pulling back on the trigger. Not a feature I use a lot to be fair.

There is also the obligatory needle limiting screw at the back which again is pretty standard, the main benefit of this one from my perspective is being able to use it to hold the needle cap when spraying 'naked'.

The 9cc paint cup is well tapered which helps when only small amounts of paint are required. It is also removable and larger types can be fitted if required. The trigger design and removable air valve are conventional designs. The needle is the same as most other 0.3mm Chinese airbrushes and these are readily available from any number of suppliers for under \$5..

What's in the Box?

My brush came well packed in a sturdy cardboard box which includes a spanner, a small dropper and a connector for a flexible plastic air line. No complaints there. A parts breakdown sheet is supplied in the box but the airbrush represented there has a number of differences to this model. This is not uncommon with Chinese airbrushes and thankfully you don't need to be a rocket scientist to breakdown and reassemble the brush.



The first order of business was to strip it down and see what it is made of. This was a straight forward process and the array of parts is shown below. The finish on the parts seems very good on first inspection.



I ran a few tests with the airbrush to see how it performs. The first thing I noticed was that the trigger seemed to be quite stiff, both in its up and down motion and when pulling back. These things are a matter of personal taste which is why airbrushes usually have ways of tweaking the feel. I adjusted the spring tension in the air valve. This can easily be done with a pair of needle nosed tweezers if you don't have a special tool for this. I also adjusted the tension on the needle return spring. The fact that the adjustment knob was accessible without removing tail piece was handy. The trigger was still a little stiffer than I like initially but I found it softened up a little after I ran a few test shots of paint through it.

I used Tamiya acrylic thinned with their version of laquer leveling thinner for testing (they call it retarder type). I mixed up a small batch of paint and thinner and then calibrated the MAC valve to the paint by starting with the valve closed and then opening it up slowly until it flowed to my liking. I found that the paint atomized well and provided good coverage, both with and without the needle cap fitted. I would remove the cap when doing finer work but retain it for more general work due to the protection it offers to a clumsy user. The 0.3mm needle is a general purpose size so it's never going to spray lines as thin as one of my 0.18 brushes. However, after a bit of practice with the brush to get used to the feel of the trigger I found that I could spray quite fine lines with no gaps or sputtering. I also found that I could spray the paint at a lower air pressure than some of my other Chinese brushes. This is useful for detail painting and I would be interested on seeing how it would perform with the 0.2mm needle/nozzle setup because of that.

Basic cleaning for colour change or session end is straight forward, blasting thinner or cleaner through and back-flushing in between. You can't back-flush the gun when the needle cap is on fitted to its shape and side apertures but you can remove it and carefully pinch the tip of the needle and seal the nozzle off that way. All airbrushes with crown type caps have similar limitations to this so nothing I haven't dealt with before. The next level up of cleaning is to remove the nozzle cap and nozzle which is also straight forward. Take care when reassembling as the nozzle cap must be tightened to the point of creating an air seal but you never want to overtighten anything on an airbrush. To get a gauge on how tight that is, put the cap on and tighten by hand till it has started to feel tight, put some water in the cup and press the trigger. If air bubbles come through into the cup then you don't have a seal. Keep tightening the head up gradually with the supplied spanner until the bubbles disappear. Once you've done that a few times you should be able to do it by feel.

In conclusion I think that this is a pretty competent unit with some nice features at a price that won't break the bank. If I were buying it as a main airbrush I would go for the combo set with the extra needle and nozzle combinations and accessories to get maximum flexibility from finer detail at 0.2mm through to laying down thicker primers using a 0.5mm setup. While I went for the black version, the red option as shown below is not unattractive either.



Kiwi creates miniature LA landmarks and sells them to the stars

From 1 News Sunday 5 march



To view clip click [here](#)

By Mark Crysell, SUNDAY reporter

Kiwi, Kieran Wright, straight out of Napier, is making it big in Los Angeles by cutting the City of Angels down to size.

He creates meticulous miniature models of famous LA landmarks and sells them to the city's most famous residents, Hollywood stars, rock gods and goddesses, the A-listers.

Household names like Ringo Starr, Christine Aguilera, Slash and Quentin Tarantino.

The buildings Kieran chooses are not the ones you would expect; burger joints, theatres, music venues and hotdog stands but they celebrate a golden age when the car was king and Los Angeles was the centre of the entertainment world.

Buildings that were built to catch the eye as you drove by with names that tweak the ear.

Architectural styles you may never have heard of, Googie, Dingbat and Programmatic - but you'll know them when you see them.

Kieran lost his job during Covid and took the time during lockdown to teach himself learn how to make models.

It's now his living but to many, it's even more than that.

As Los Angeles paves over its past, replacing it with endless identical shopping malls and glass box buildings, Kieran has found a way to help preserve the city's architectural heritage.

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.

