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Bulletin Board

Polikarpov I-3

C-47 Dakota in RAAF and RNZAF Service

Tool Time

NEXT MEETING

OCTOBER

Tuesday 18th October
Leys Institute (upstairs)
20 Saint Marys Road
Ponsonby

COMMITTEE

| | |
|----------------------------|----------------|
| Chairman - Mark Robson | Craig Sargent |
| Secretary - John Swarbrick | Lance Whitford |
| Treasurer - Colin Smith | Henry Ludlam |
| | Peter Mossong |

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FACEBOOK:
Link from the IPMS Auckland Website

The Chairman's Bit

Congratulations to the place getters in the Model of the Year competition last month. Very sorry I was not there to see it, a last minute family emergency distracted me. Thanks to Craig and the other committee members who ran the show.

We had a grand total of 6 entries for this in the end, so went with one category and 1st, 2nd and 3rd.

In a very unscientific manner, the following are the results:

1. Bruce Salmon - 1/35 Seehund mini-submarine (manufacturer unknown)
2. John Darlington - Lotus 7 (not sure of scale/manufacturer)
3. Marks Davies - Rareplanes 1/72 Martin PBM Mariner GR.1

Practical Session

This month we are going to have a group tutorial on how to do exhaust stains. This is a topic that crosses the genres from aircraft (obvious) to armour subjects (less obvious perhaps) to science fiction and automotive modelling.

We want to explore methods that can be done with or without an airbrush and also using home made and commercial brews of "exhaust".

We will try to have an airbrush set-up for the demo but as always it works best if many members bring examples of their work both finished and incomplete.

IPMS Judging Exercise

To compare and contrast with last month we are going to have a competition judged to "normal" IPMS standards (if there are such things!).

You might want to bring the same models as last month, or perhaps others that you are planning to take to the Nationals next year. You could bring a complete model or one that is mostly complete to get input from "experts" that might allow you to correct mistakes before the competition is real. As always, entry is voluntary.

Incomplete Doom Mini Complete!

That peculiar caption means you should bring along your work on Shelf of Doom subjects, Minis, any incomplete models that are at an interesting stage and of course the completed models that give some of us hope that YES, some kits CAN be finished!

Cheers

Robbo.

CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



ModelAir

12 Kent St Newmarket
Auckland
p: 09 520 1236
10% on kits



Stoker Models

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



TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
Toyworld Westgate
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been pre-ordered)

(Note: not in conjunction with any other promotion)



Merv Smith Hobbies

27 Davis Crescent
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,
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BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2016/17 DUE *******

Subs for 2016/17 now PAST DUE - see below for club account details or see the club secretary at the next club meeting.

| Membership Type | Description | Cost |
|-----------------|---|--------|
| Full | Living in the Auckland Metropolitan Area | NZ\$45 |
| Out Of Town | Living 75km or more from central Auckland | NZ\$30 |
| Junior | Same rights as full membership for those under 16 | NZ\$25 |

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

Please add your details so we know who has paid.



EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd Tuesday of every Month at the Leys Institute (upstairs), 20 Saint Marys Road, Ponsonby

- October 18th - Auckland Club Night.
We have another of our popular practical sessions. We explore everything you ever wanted to know about producing realistic exhaust stains (and probably a lot you didn't want to know as well 😊)

MODELLING EVENTS

[Armistice in Cambridge 2016](#)

Might River Domain

Lake Karapiro

Cambridge

12th and 13th of November 2016

Polikarpov I-3

Small Stuff, 1/72 Scale

Reviewed by Mark J. Davies



Summary:

| | |
|-----------------------------|---|
| Catalogue Number: | 72003 – Polikarpov I-3 |
| Scale: | 1/72 |
| Contents & Media | Ninety grey and two clear resin parts, with decals for eleven options. |
| Price: | Available online from Small Stuff for <u>US\$55.00</u> |
| Review Type: | First Look. |
| Advantages: | Superb in all respects, includes a construction jig, phenomenal scale finesse and attention to detail, outstanding production quality. |
| Disadvantages: | It is almost too nice to risk spoiling by building it! |
| Conclusions: | <p>This is a stunningly good kit, with superb surface and interior detail, incredibly fine small parts, and unbelievable scale finesse. Production quality is superb; in fact, I can think of none better.</p> <p>Three years ago, I wrote that Small Stuff's I-14 was is the best all-resin kit that I have encountered; well this Polikarpov I-3 possibly just supersedes it when allowing for the kit's completeness, the inclusion of the assembly jig, the finesse and quality of parts, the extra information on paint schemes, and so on. I certainly rate it as one of the best kits overall that I have seen in 'The One True Scale'.</p> <p>It is such an exquisite example of the kit making art it is almost too nice to spoil by building and painting it!</p> <p>I cannot recommend it highly enough!</p> |

First Look

I have copied the background to the I-3 directly from Small Stuff's website:

The I-3 was a Soviet fighter designed by Nikolai Polikarpov. It made its first flight in 1928 and entered service the next year, becoming a primary fighter of the Red Army Air Force. The aircraft was powered by liquid-cooled BMW VI V12 engine manufactured in Soviet Union under the designation M-17 and armed with two 7.62 mm PV-1 machine guns. I-3 had a wooden fuselage covered in molded plywood with a duralumin cowling. The wooden wings were covered with plywood and fabric, while the tailplane was of duralumin construction with a fabric covering. About 400 I-3's were built remaining in service until the mid-1930's.

Previous 1/72-scale Polikarpov I-3 Kits

I am aware of only one previous Polikarpov I-3 kit to 1/72 scale. It dates from around 1996 and was produced by the Latvian company Naktone. It has been re-boxed by AGA, Berkut and Encore in the past; and no doubt by others too.

The kit is limited run in nature with basic detail and is spoiled by heavy recessed panel lines in places. It has an undersized tailplane, an incorrect flat-topped engine cowl, poorly represented exhausts, no guns etc. I have read of build issues where the geometry and lengths of the cabane and interplane struts appear to be mismatched.

My instincts tell me that there must have been a vac-form I-3 somewhere along the line, but I can find no evidence of one.

Builders of early Soviet types and 1930's fighters in general should welcome this new release from Small Stuff.

The Kit

The kit comes in small at quite densely packed top-opening box. The resin parts are neatly divided and packed for safety in heat-sealed pouches (much like a CMR kit), whilst the decals have their own zip-lock plastic bag.

The kit's breakdown is conventional for a biplane fighter as is apparent from this image of the contents



The instructions consist of folded A4 sheet printed in colour, with assembly diagrams on one side and colour schemes on the other. They include a parts map and use very clear assembly illustrations, although older eyes like mine might benefit from scanning some areas for enlargement, or reading them with magnification. All text is in English. Detail colour call-outs are included, as is a rigging diagram.

The parts are beautifully cast on easily removed pour stubs. They are amongst the very best resin casting that I can recall seeing, and include some very small and incredibly fine pieces. A nice touch is that all parts are clearly numbered on their pour stubs, akin to mainstream injected kit sprue numbering. (Small Stuff out-sources its I-3 casting to Prop & Jet, who also produce their own range of kits.)

The fuselage halves include integrally moulded cockpit detail, to which is added some very fine separate detail parts that result in a delightfully detailed cockpit; although it will only be visible through a fairly small opening. The instrument panel is cast in clear resin, enabling the clear dial faces to be represented, although some careful masking of these with punched tape discs will be called for, or a steady hand to paint around them. A decal provides the dial faces (this is a separate tiny sheet packed with the main decal sheet, so be careful not to lose it).



Small Stuff Image

When I reviewed Small Stuff's stunning I-14 kit three years ago here on HyperScale commented that "Somewhat surprisingly, the rounded handgrip of the control column must be scratch-built from wire; although a resin former is provided to ensure the correct size and shape is fashioned by the builder. Perhaps this approach is due to a tooling issue." Well, with this kit, the handgrip is still separate, but it is provided as a resin part.

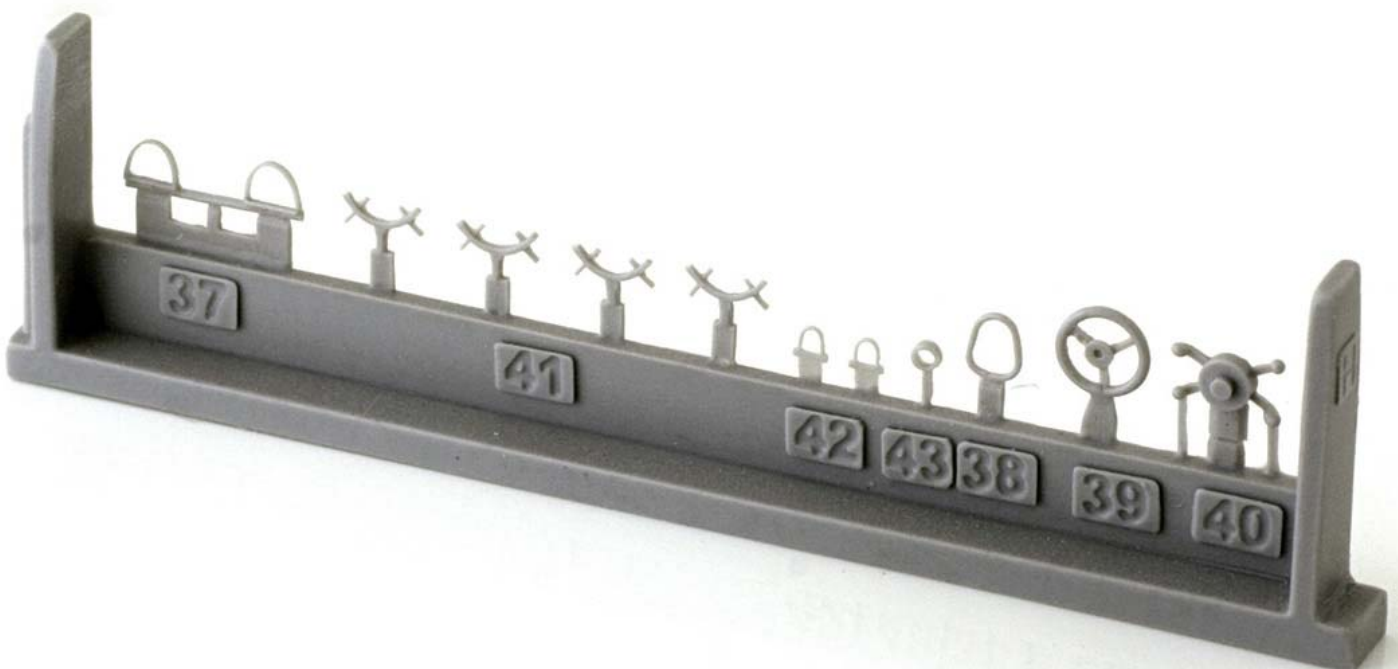
The small windscreen is made from clear resin. It is as fine as a folded acetate sheet screen would be, and incredibly delicate, and very close to true scale thickness. It is already very clear, but some may wish to dip it in Future before removing it from its casting block.



Small Stuff Image

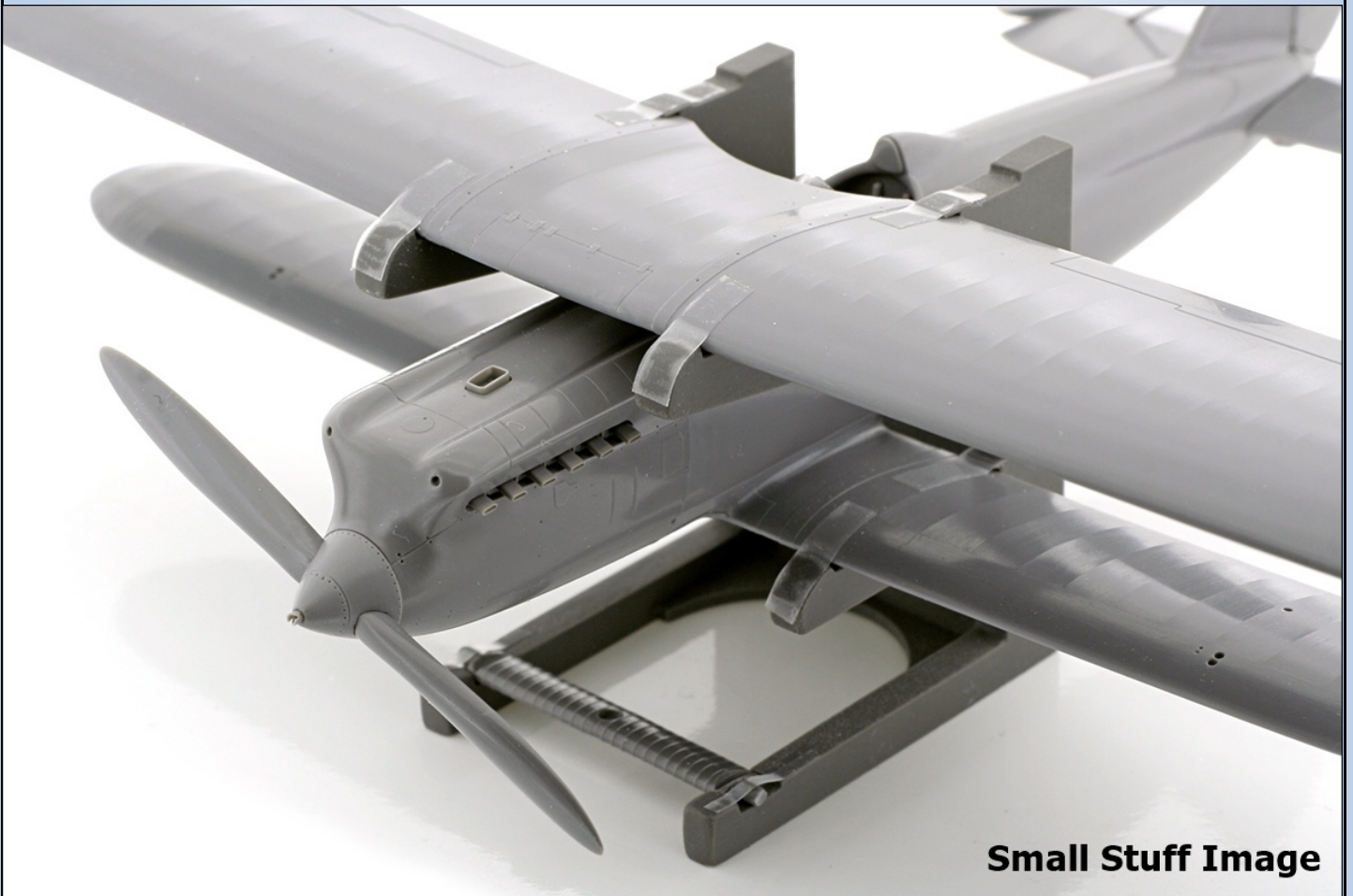
The airframe features some stunningly realistic surface detail, with possibly the best scale rendition of fabric-covered flying surfaces I can recall seeing in 1/72. The metal cowl has some incredibly fine recessed panel lines and fasteners, so fine in fact, that care will be need to apply very light paint coats if it is to be retained!

Other components are equally stunning, whether it is the radiator, guns, exhausts, gun-sight, struts etc; and some are unbelievably delicate, just look at the bomb-rack sway braces and underwing tie-down loops! (Part numbers 41 & 42 respectively below):



The kit even includes the rods that link the flying and landing wires at their mid-point where the rigging wires cross each other (another first in this scale I think). Another point worth mentioning is the choice of solid disc or fabric-covered spoked wheels.

Another standout feature of this kit is the one-piece assembly jig. This aligns both top and bottom wings, and the undercarriage legs. It is the best biplane assembly jig I have seen included with any kit because, being cast in resin, it can include little to slide over the trailing edges of the flying surfaces. It provides a lesson to all kit makers, regardless of the kit media used, how it should be done.



Some may think I have been carried away over this kit, but like Small Stuff's I-14 kit that I mentioned earlier, it has just left me almost speechless when handling the parts. To put things in perspective, as subjects go, the I-3 is not one I am passionate about as such. For me it is an attractive enough early 1930's fighter for sure, and an important early Soviet type; but I my opinions and praise have not been swayed in the least by the subject choice.

For those interested how this gem was developed, check out [this link](#) to Small Stuff's website showing some of the mastering process.

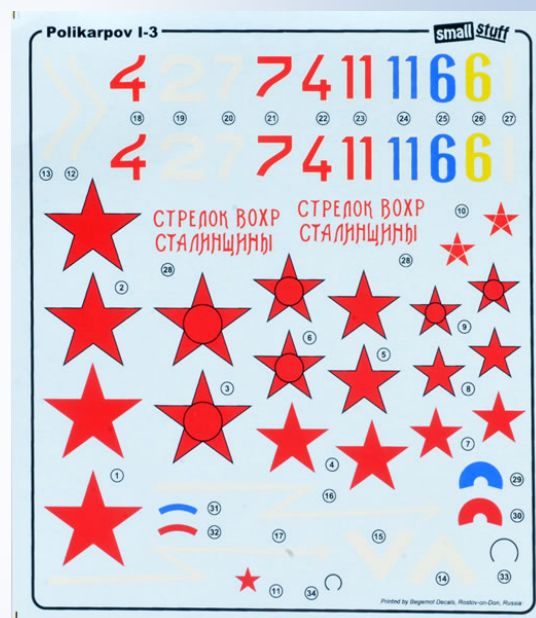
Here are some of Small Stuff's website images showing the assembled and unpainted model:



Colours & Markings

I-3's apparently all came in the same colour scheme of green over light-blue with aluminium engine cowls. The kit has decals for eleven machines with various unit and personal markings. More on these, including supporting photographs and helpful notes, can be found on Small Stuff's website by [clicking here](#). This is just another example of just how good and how professional this company is.

The decals are printed by Begemot Decals and appear to be very good quality.



Conclusion

This is a stunningly good kit, with superb surface and interior detail, incredibly fine small parts, and unbelievable scale finesse. Production quality is superb; in fact, I can think of none better.

Three years ago, I wrote that Small Stuff's I-14 was is the best all-resin kit that I have encountered; well this Polikarpov I-3 possibly just supersedes it when allowing for the kit's completeness, the inclusion of the assembly jig, the finesse and quality of parts, the extra information on paint schemes, and so on. I certainly rate it as one of the best kits overall that I have seen in 'The One True Scale'.

It is such an exquisite example of the kit making art it is almost too nice to spoil by building and painting it!

I cannot recommend it highly enough!

Thanks to Small Stuff Models for the review sample and use of images.

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Review Images Copyright © 2016 by Brett Green

C-47 Dakota in RAAF and RNZAF Service

DK Decals, 1/72-Scale

Reviewed by Mark J. Davies



Summary

| | |
|--------------------|---|
| Catalogue Numbers: | 72035 – C-47 Dakota in RAAF and RNZAF Service |
| Scale: | 1/72 |
| Contents & Media | Decals for twelve subjects with colour-printed painting & markings guide. |
| Price: | Available on-line from: Red Roo Models for Aus\$17.00 , and Hannants for £8.33 . |
| Review Type: | First Look. |
| Advantages: | Excellent production quality, great value. |
| Disadvantages: | None noted. |
| Conclusions: | These are superbly well produced decals. They provide some interesting and attractive markings in 'The One True Scale' for C-47 and RNZAF or RAAF fans alike. They also represent excellent value. Highly recommended. |

First Look

The C-47 was widely operated by a number of Allied air forces, including the RNZAF and RAAF. This is a most welcome set providing no less than twelve interesting options.

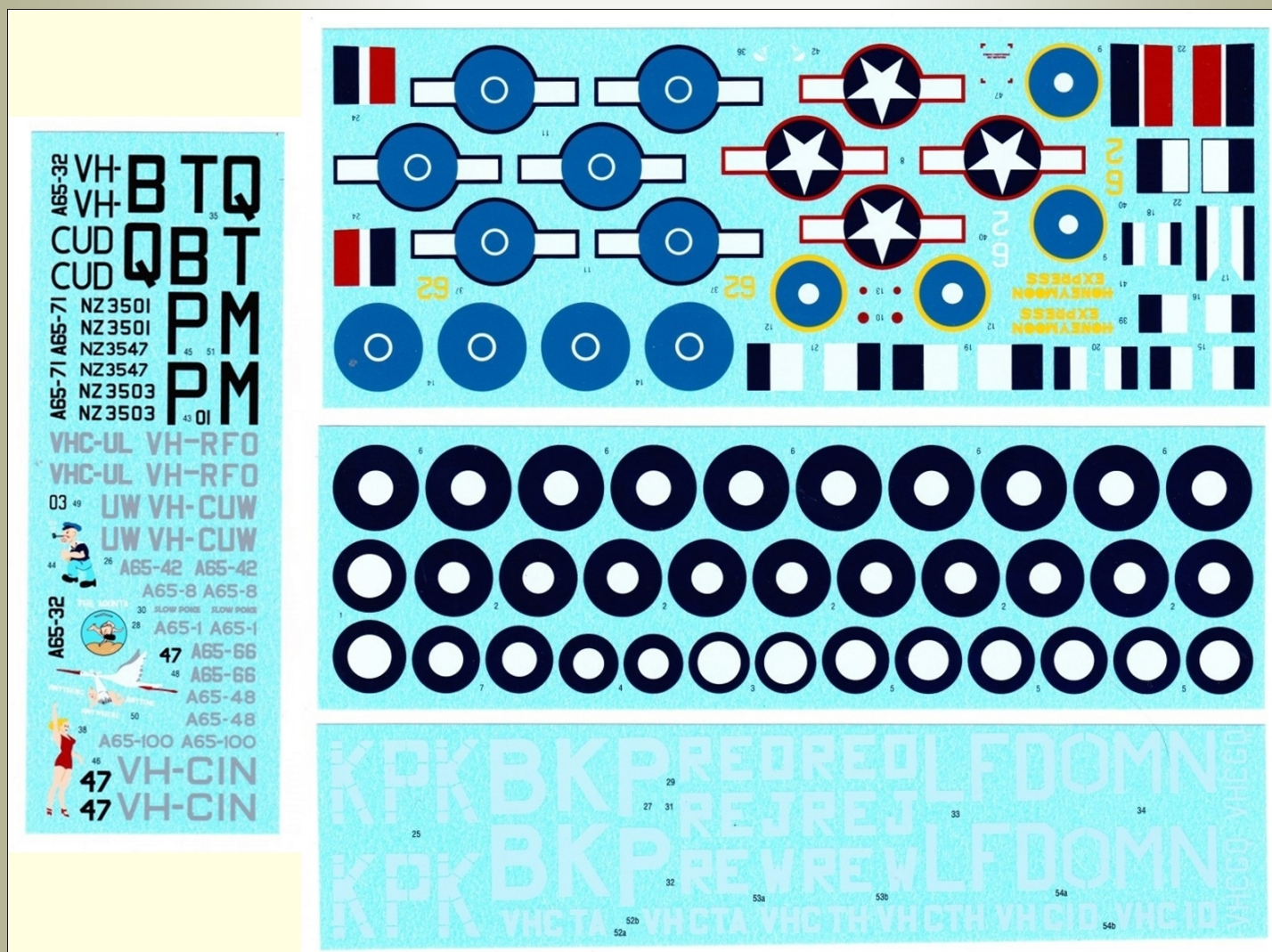
I know that DK Decals used a number of global contacts to assist in the research of this and several other recent RAAF & RNZAF releases. DK Decals acknowledges the assistance of Ed Russell of Red Roo Models and Steve Mackenzie in this set's case.

The decals

The decals are supplied in the ubiquitous A-5 zip-lock plastic bag, although the packaging method is more unusual in that the single A-4 page of instructions are folded in three to enclose three decals sheets and their protective talcs.

The instructions are very nicely produced in colour on glossy paper, and clearly indicate markings placement. A brief note regarding the aircraft and its station location is listed in a separate box and keyed to each subject. Colour call outs are listed using RAF/RAAF names as well cross-referencing them to the Humbrol and Agama paint ranges.

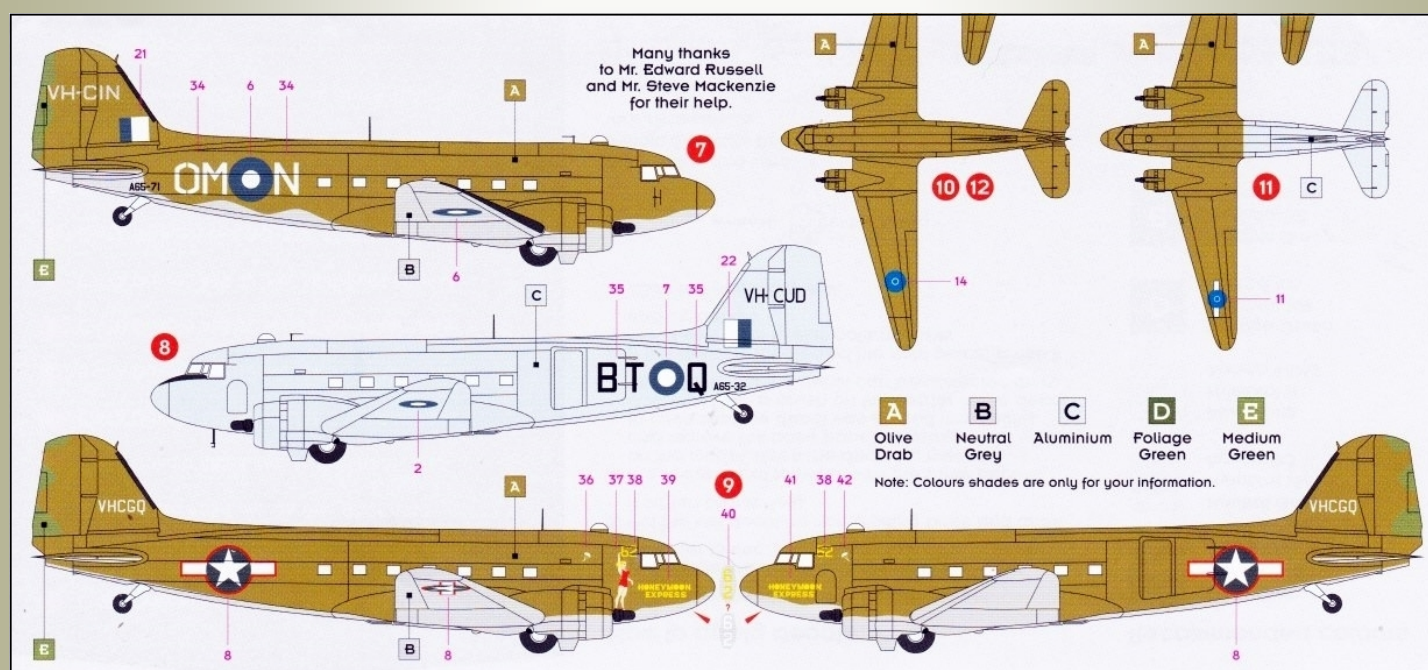
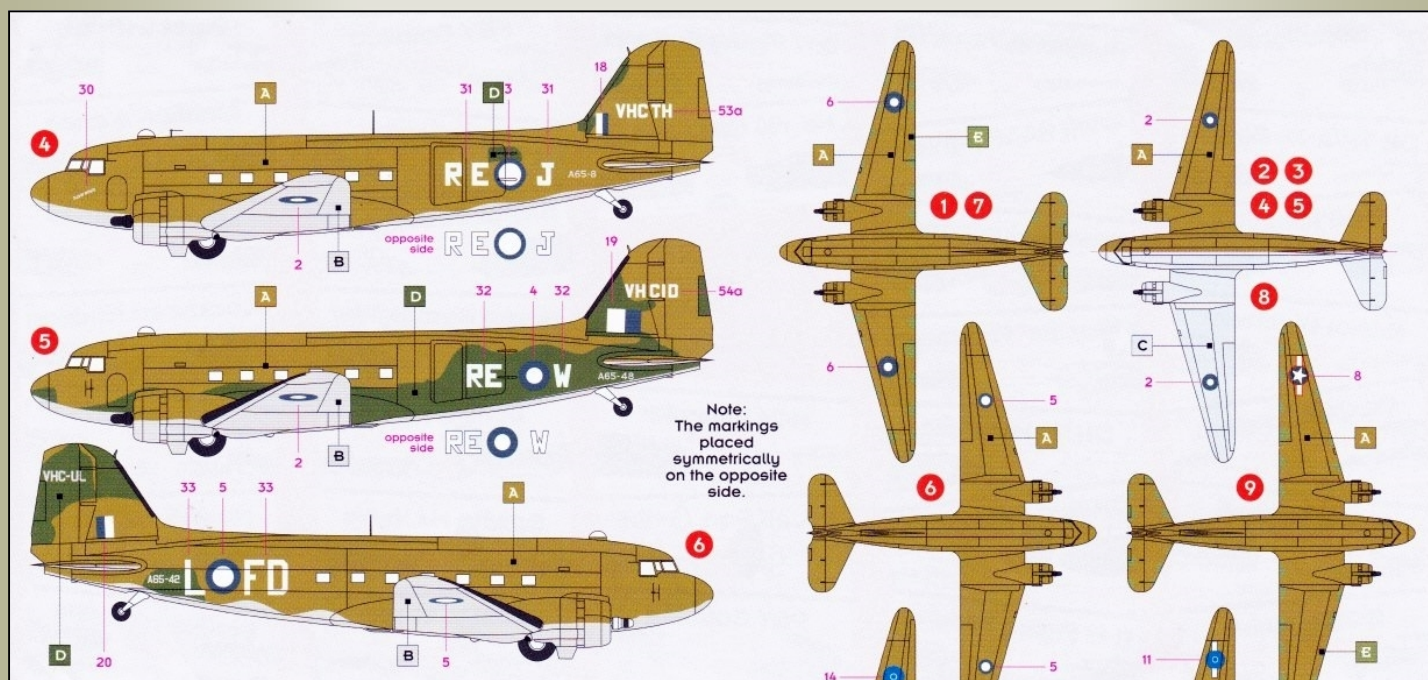
Each scheme is illustrated using a single side-profile view, except one that has both sides shown due to non-symmetrical marking application. These profile views are about as small as one would

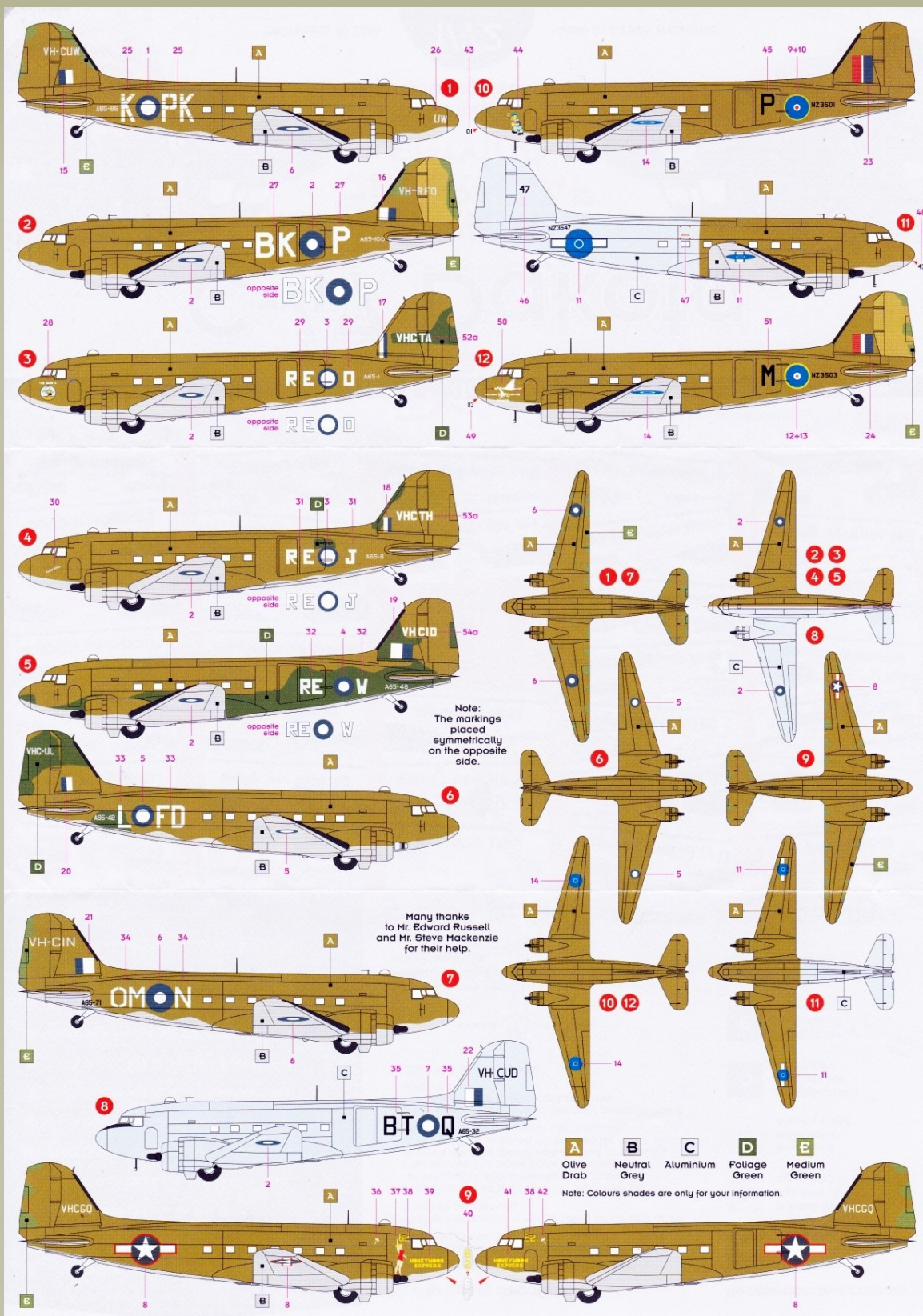


It is apparent that one scheme is neither Kiwi nor Aussie, this being Option N° 9, a New Guinea based USAAF Skytrain with a [Directorate of Allied Air Transport](#) call-sign.

The decals are printed by BOA Agency appear to be of superb quality, with excellent registration, good colour density, and a gloss finish. I also suspect that they may be a little thicker than some Czech decals as it is possible to feel them raised from their backing paper. I am confident they are not too thick by any means, just that I suspect these will be less fragile and prone to folding over on themselves than some other Czech decal brands.

The decals come supplied on four separate sheets, and include sufficient national insignia for about nine schemes; making a good excuse for C-47 group build with your mates.





Conclusion

These are superbly well produced decals. They provide some interesting and attractive markings in 'The One True Scale' for C-47 and RNZAF or RAAF fans alike. They also represent excellent value.

Highly recommended.

Thanks to [Red Roo Models](#) for this sample.



This Month I thought I'd share a few simple tips and tweaks I've come across that have helped to improve my airbrushing experience.

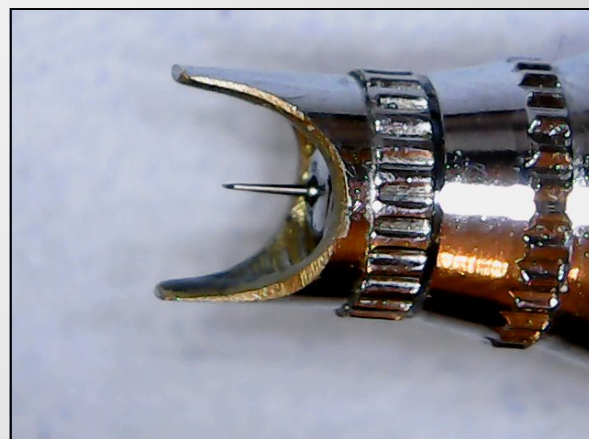
Customised needle cap

The primary function of the needle cap is to protect the tip of the needle from contact damage. Traditional needle caps are tube-like but generally have either a slight taper or widening flair to their shape. Needle caps like these can pose problems when trying to spray the finest lines where getting the point of the needle as close as possible to the work is the aim. Once you get really close to any surface with a tubular needle cap you can get problems with the airflow around the needle which will adversely affect the spray pattern. Traditional airbrush artists often remove the needle cap completely when doing ultra-fine work to circumvent this. The problem with removing the cap is that it increases the risk of getting too close and damaging the needle tip.

These days many airbrushes that are designed for fine work come fitted with crown style caps which offer good protection while reducing interference because the cut-outs between the prongs offer improved airflow compared a tubular design. Some manufacturers such as Harder and Steinbeck, Badger and Paasche now offer twin pronged caps further minimising interference to the airflow around the needle when operating at close quarters. The compromise of this design is that the needle protection is reduced compared to the other designs. Nevertheless I warmed to this idea as a result have fitted my finest tipped airbrushes with twin pronged caps with pleasing results. I made these by filing down original needle caps of a crown design. I found an economical source of these and bought some for the exercise rather than risk my original caps.



Left . The original crown cap from the example airbrush which was replaced with my pimped out version.



Right. My home made 2 prong cap fitted to an airbrush that is reserved for fine work with a 0.2mm nozzle.



Left. The aftermarket cap I purchased to make my 2 prong cap from.



Right. The final result of my modifications ready for fitting.

Needle polishing

One of the keys to maintaining good spray patterns with an airbrush is to have a smooth needle surface. After reading a few posts from professional airbrush artists I became aware of the subtle influence that the surface finish of the needle can have on the final finish. As a result my current practice is to examine all new airbrushes I get to gauge whether the working surface of the needle is rougher than it should be.

If I can see that the needle needs a bit of refinement I chuck the back end of the needle into a cordless drill and begin my polishing process. I should mention that it is only necessary to polish the front section of the needle. i.e there is no point in going back any further than where the needle actually comes in contact with paint. If you polish further back you could reduce the seal on the needle bearing and have to tighten this to compensate. The needle may look prettier if fully polished but that is about the only 'benefit' of polishing the whole thing.



The home handyman cordless drill I use for this process is ideal because it operates at very low speeds and is very easy to handle. Don't make the mistake of trying this with a drill that operates at a relatively high speed. This is because if you get the needle off-centre it is likely to start flailing around and ultimately bend the needle (lesson learned the hard way).

I start the polishing process by rotating my needle against a 1200 grit sanding pad then move on to 2000, and finally 3000 grit pads. I apply a drop or two of water to each pad for lubrication. After the 3000 grit stage I give the needle a light once over with a little 'Brasso' metal polish and the job is done.

If you use your brush frequently then give it the 'Brasso' treatment every time you strip it down to do a deep clean to help maintain an optimal surface finish. The concept of periodical needle polishing applies to any type of airbrush.



A longer trigger means more control

With finer work you want to have as much control over the needle movement as possible. Another tip I picked up from airbrushing forums was the idea that increasing the trigger height is one way to achieve just that. I have tried this on the airbrushes I use with 0.2mm nozzles which I reserve for the finest work and must say that I am pleased with the improvement in control that it brings. My method of extending the trigger is very 'Heath Robinson' in nature. I simply use the inexpensive pool cue tips that I came across in my local Rebel Sport outlet.

I attach these to the top of the trigger with Blu-Tack. The Blu-Tack is strong enough to hold the tip on firmly while still making it easy to remove when I want to strip down the airbrush for a deep clean.

The accompanying photos should illustrate what I mean pretty clearly.

One thing I would say is that pool cue tips can vary in thickness so try and find ones that give you a good amount of height. Fortunately that seems to mean the cheaper variety. Give this a try as it can work effectively with all types of airbrush.



How to backflush a crown tipped airbrush

Back flushing your airbrush is a useful method of mixing the contents of your colour cup (especially if like me you mix in the pretty much everything in the cup) and also as part of the cleaning routine. Back-flushing usually entails covering the needle cap with a finger and then working the trigger as you would to start painting. The air flows back up the needle channel into the paint cup and the bubbles produced by doing this provide a natural agitation to the liquid contents which can help mix your paint or loosen dirty particles — good stuff.



The standard backflushing technique simply won't work with a pronged or crown type needle cap fitted to an airbrush as there is no way to achieve a seal with your finger. After a flash of inspiration I came up with a simple solution which works really well. I use one of the small droppers that seems to come with most of the airbrushes I have bought lately and simply chop off the tapered bit at the front. Once this has been done I can slip the business end of the dropper over the spray head and push on it until I get enough of a seal for the back-flushing process to work.

RESIN ROUND-UP RESPONSE

Courtesy of Pete Mossong

Here is a small correction note to my August newsletter article on the Attack Squadron C-130 engine article sent by Fred Horky (IPMS USA and an old C-130 pilot)

Peter...

Thanks for the latest "Scale Mail"! It looks great.

As an old C-130 jockey, I was delighted to see that somebody has finally done a better T-56 and Ham-Standard prop for the C-130E's and H's. (Who can forget the abortions that Airfix called "engines on that first 1/72nd C-130 all those years ago?)

However, I do have one bone to pick, where you mention that "...a new underside (Oil Cooler) flap is provided, along with the TACAN aerial also prominent on each nacelle underside." A TACAN antenna?

Check out this extract from a Lockheed service bulletin about the T56 oil system. It is from page 4: the key phrase is at the end of the third paragraph where it says ".....and out the nacelle drain mast to the atmosphere".

<http://www.lockheedmartin.com/content/dam/lockheed/data/aero/documents/global-sustainment/product-support/Service-News/V18N3.pdf>

GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

http://ipmsauckland.hobbyvista.com/galleries_2016.html



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.

