Competition Evening.

We have two competitions running tonight. The first is the “Test Trout” trophy which is the Hobbyboss F4U Corsair competition. All models should be “out of the box” apart from you having a free choice on finish / decals. You will find the entry slips are slightly different tonight: there is an area for you to list any transgressions you have made to these rules!

The other competition is for the St Georges Trophy. This is for any subject in any scale that has a link with England.

Competition tables will be placed well clear of our model build area.

Events Since We Last Met.

Modelsport.

Many thanks to Paul Adams for the following report

Dan Parratt and I attended the 2nd annual Modelsport show, Telford – the UK’s only dedicated show for motorsport modelling enthusiasts. The Hotel function room serves to provide an adequate space for what is still a small gather of like-minded folk, but what I suspect will be quickly outgrown should the organisers wish to attract more traders and clubs.

This year, though still in the main room, we had a table to ourselves. Once again we were more than able to cover the table with a good and varied display of models, many old, but some new stuff too. Dan had completed his beautiful 1/12th scale Ferrari 330 P4 Le mans, I took my brace of MotoGP Yamaha M1’s, Dan had in kit form MG models new F1 Ferrari 156/85 and some computer images of the soon to be released MG Lotus 79.

The hall was full of some superb car and bike models. Four traders were in attendance, notably Steve Hemming of Hiroboy, who was busy all day at what was his first public show.

The day was complete when the boss turned up – it was nice to see Mr and Mrs Cooper enjoying some proper models!!

Much to our surprise we took home some hardware. Dan won Best Road Vehicle for his 1/12th Caterham Superseven JPE (prompting some confusion from us as it’s really a diecast model!) and I took the honours in Best Le Mans car for my ageing 1999 Toyota TS020, even if it did have bits falling off it! I missed Best bike to Andy Wright by a smidge who admitted he’d been at the top too long and immediately threw down the gauntlet and challenged me to beat him next year! Though there was no prize we won on the F1 questionnaire sheet, and we both did well in the memorabilia raffle, (thanks Les), which raised £185 for charity.

Next years show is already being planned for an April date.
Forthcoming Events.

Poole Vikings
The Poole Vikings Show is being held at Parkstone Grammar School, Sopers Lane, Poole (see map) this coming Saturday 21st April. We have 12ft of table space booked and I understand that Vic, Paul, Lisa, Doug & myself will be going along. Simon will be at the show with the South Hants club and Phil will be manning the F4 SIG stand. If anyone else wishes to come along then do let me know if you want to help man the club stand.
The hall will open from 08:30 for setting up. Public opening is from 10:00 until 16:00.

Military Book Fair.
Is being held at the museum at Middle Wallop on Sunday 22nd April.

Aviation Collectors & Model Show.
Is being held at K2 Centre, Pease Pottage Hill, Crawley, West Sussex from 10:00 on Sunday 22nd April.

Plymouth Premier Model Show.
Plymouth Main Guildhall from 10:00-16:00 on Saturday 28 April.
Contact Dave Watson 01752 518287 spotandjoe@blueyonder.co.uk

Romsey Club Visit to IPMS Salisbury.
Romsey Modellers have been invited along to Salisbury’s in-house model show and guest evening from 19:15 on Tuesday 1st May. The venue is The Scout Hall, Dennis Marsh House, Salisbury. They are making table space available for us to bring along some of our models. Please make a note on your diaries to come along and meet our like-minded neighbours! Here are directions to the venue:
Arrive in Salisbury at the Harnham roundabout (via Britford).
Turn right at the traffic lights, keeping in the RH lane & descend on the dual carriageway to the Exeter Street roundabout.
Turn right here, staying on the dual carriageway (LH lane this time!)
At the next (college) roundabout, filter left along the dual carriageway to St. Mark's roundabout.
Turn left here, still on the dual carriageway & descend the hill.
At the next roundabout (Castle Rd.) turn right, heading for Old Sarum & Amesbury.
Approx 200 yds, turn left signposted Liesure Centre.
Keep straight on at the mini roundabout, past the fire station & then turn right at the next cross roads. (Very narrow road - Cold Harbour Lane.
After about 100 yds, the road turns sharp left. At this point, the scout hall (Dennis Marsh House) is straight ahead of you. There is a narrow lane leading to allotments & the entrance to the hall car park is immediately left off of this. (I presume the scout troop members get sew-on badges for finding the place!)

Popham Aerojumble.
Is being held on Bank Holiday Monday 7 May.

Southdowns Model Show 3.
This is being held at Lancing Parish Hall, Lancing, West Sussex on Saturday May 12. Contacts are Paul Janicki on 01403 782638 or Craig Wells on 0273 279635. If you are interested in having a club stand at the show then let me know and I’ll see if space is available.
IPMS Gloucester Model Show 07.
Is being held at Churchdown Community Centre, Parton Road, Churchdown, Gloucs GL3 2JH on Sunday May 13th from 10am to 4:30pm. Contact is Alan Firbank on 01452 610605 afirbank@aol.com.

Model 2007.
IPMS Torbay & S Devon with Torbay MMS will have their show at Torquay Town Hall (Castle Circus) on Saturday 26 May from 10am. Contact is Les Wells on 01803 844977, weIlzy_2002@yahoo.com.

IPMS-UK Salisbury Model Show.
Will take place at the usual venue of Wyvern College, Church Road, Laverstock, Salisbury SP1 1RE on Saturday 3rd June from 10am until 4pm. We have 12ft of table space at this year’s show so please let me know during next month’s meeting who will be coming along, as space is tight and pre-planning will be needed.

What the papers say…….

The Aeroplane.
A Truly Remarkable Aviator: a tribute to the legendary Alex Henshaw
DATABASE: The Bristol Beaufort: the much underrated and often-forgotten Bristol Beaufort general reconnaissance and torpedo bomber, originally intended for use in the Middle and Far East, but which played its part in defending British shores on the outbreak of war, and which was later built in large numbers in Australia. Includes scale drawings and cutaway. Well worth getting if you are thinking of building the Special Hobby kits in either 1/72 or 1/48 scale.
The Wasp and The Goose: the mighty Pratt & Whitney R-4360, and its use in the massive “Spruce Goose” Howard Hughes Was My Co-pilot: Former Hawker Siddeley test pilot Tony Blackman recalls his memorable flights with the enigmatic aviator in 1973
The Genesis of Decline: In May 1957 Duncan Sandys issued that Defence White Paper - Barry Jones laments its terrible legacy 50 years on
The Tiger Club: 50 Exuberant Years
Nothing left to prove - but the Vimy will fly on!

Air Modeller April
NF-104 - Fanch Lubin modifies the Hasegawa kit to model this experimental Starfighter.
Aboukir Spitfire - an improvised high altitude Spitfire modelled by Vince Blackburn
Ultimate A-8 - Eduards new FW 190 A-8 test driven by the Editor
Macchi Mc. 200 saetta - the Pacific Coast Models kit
Xtreme Detail - The F-104 Starfighter
Spot On - Emmanuel Pernes explains how he modelled a distinctively finished Bf 109 F2

FineScale Modeler.
I’ve been reading some very negative comments about this magazine on an internet forum. I have to say that this edition doesn’t look to have very many features in it...
COVER STORY Start - or restart - your modeling
SHOWCASE: A massive Stalingrad diorama
Geoff McDonell's 1967 Shelby Mustang GT350
AIRCRAFT HOW-TO Converting a Mustang to a racer
ARMOR HOW-TO Detailing a die-cast Sherman
Profile: Darren Roberts
History You Can Model: Boeing B-52 Stratofortress

Military In Scale.

AIRCRAFT
HUNTER IN HIDING... Juanjo Dominguez Calvo builds the Hasegawa 1/72 GR.3 kit, adding
plenty of detail along the way

**VAMPIRE!** Haris Ali build a jet! Proving that he really is a master of all trades, Haris builds the Classic Airframes 1/48 kit ‘almost’ from the box...

**HARRIER GR.3 – IN DETAIL** ‘Mr Harrier’ himself, Andy Evans, tells the story of this famous ‘jumpjet’, offering up some detailed images along the way

**CAMOUFLAGE AND MARKINGS** Mark Rolfe illustrates the De Havilland Vampire NF.10 and provides detailed information on colours and marking for builders of Classic Airframes’ new kit

**ARMOUR**

**FIREFLY** Tamiya’s 1/48 Sherman with plenty of painting hints and tips

**BRÜMMBAR** Never one to shy away from a challenge, Steve Van Beveren virtually scratchbuilds an early Brümmbar, using Tamiya’s 1/35 Panzer IV as a base

**LUFTWAFFE ON WHEELS** Luciano Rodriguez slows down a little as he builds the delightful Krupp Protze truck in 1/48. Detailed information will help you build a similar model...

**KING-SIZED KV!** Our cover feature this month sees the Editor build Record Models’ stunning 1/16 KV-1E. Huge and superbly detailed, this may well be kit of the year – already..!

**Military Modelling.**

Mil Mod have revamped their website at long last: I hope they continue to maintain it! Go to [www.militarymodelling.com](http://www.militarymodelling.com) and you will find forum topics on armour, figures, dioramas, general modelling, painting & weathering, tools & techniques and reference information.

One thing you can’t get as of yet are details of the contents of the current issue of the magazine.

**Scale Aviation Modeller International.**

*Vol 13, Iss 4, April 07, £3.95.*

This month’s issue has build articles on MDC’s 1/32 Kawasaki Ki-61 Tony; Grumman Cougars (Fisher’s in 1/32 and Fonderie Miniature in 1/48); Magna Models 1/72 Short Belfast, Testors 1/48 OV-10A Bronco, Tamiya’s 1/72 F4D Skyray and Classic Airframes 1/48 Supermarine Walrus. There is also the final part of Gary Hatcher’s series on 1/144 scale models.

I particularly like the article on the racing Walrus and it is accompanied by photos of other racing aircraft of the more familiar variety: Mustangs, Lightnings, Spitfire, etc built as part of the IPMS-UK Air Racing & Record-Breaking SIG. Well worth closer investigation if you are a member.

**Tamiya Modelling Magazine.**

*Issue 139, May 07, £3.25.*

This issue is dominated by autosport models. Yet again the interests of we hard pressed aircraft modellers get pushed aside for the model car fraternity! It’s enough to make you want to say “if you can’t beat them, join them”. Particularly once you look at the quality of the builds. We have Tamiya’s 1:24 Ferrari 260 Modena given a lovely paint job by Alex Kustov, Tamiya’s 1:12 Porshe Turbo RSR Type 934 by Jon Winter and, in an exercise in modelling perfection, MG Models Ferrari 156 “Sharknose” by our very own Dan “Halley’s Comet” Parratt (who has earned this nickname as we only seem to see him once in seventy years!)

There is also a short article on Zero Paints which are pre-mixed colours for Automotive kits available from [www.hiroboy.com](http://www.hiroboy.com) or have a word with Paul Adams if you are interested in finding out more.

There is just a single article on an aircraft build. Mind you, it is a stonker! Wayne Hui has built a super model of Monogram’s 1:48 Marauder with lots of additional detail work.

For those “trackheads” amongst us, Robert Doepp has done a staggeringly good job on superdetailing and painting Tamiya’s 1:48 Tiger 1, Ausf. E. Quite stunning!

*None of the other magazine websites have been updated at the time of my writing this issue of Update.*
New Plastic.

News that has caught my attention over the past month is Hasegawa’s “Follow me” Willys Jeep MB in 1:48 scale that will look great placed alongside your aircraft models or simply built as an Army vehicle. Far superior that the diabolical Frog-Fumar one I built to go with my Mustang!

There is also word that Tasca will be releasing an armoured car model in 1:35 scale. Whilst I don’t consider armoured vehicles to be “my cup of tea”, I do like armoured cars and Tasca make some stunningly impressive kits. So when this one comes out I’ll be sorely tempted (and no doubt it will end up as loft insulation alongside my Tamiya M20 armoured car kit!)

I saw brief mention of a 1:48 B-52, but have no other details. I guess Phil will be interested in this one, although goodness knows where you can find the space to keep it. On a more practical basis, Eduard will be bringing out a Bf 110 kit during the third quarter of this year.

Also due around the same time will be Revell’s 1:350 kit of the Bismark battleship. From the one or two pictures I’ve seen, it looks to be a stunner and if you have the Tamiya kit in your stash I would seriously suggest off-loading it now.

If anything else comes to your attention, please let me know and I’ll pass it on to others.

Plea for help!

I mentioned last month that I would be introducing this new section into the newsletter. It can cover a broad range of topics such as “How do I do this?”, “where did I go wrong?”, etc. It can also be used to notify others of your current and near-term future builds so they are aware of what you are working on and can discuss it with you, offer reference material or decals, etc. As you all seem to be coping admirably, maybe this new section will have only a short life! However, let me start the ball rolling by saying that I am currently working on Academy’s P-38E and will shortly be starting Academy’s CH-53E “Sea Stallion” helicopter once my order for photoetch gets delivered (yet another instance, like Revell’s Rafale, where I saw the completed kit at a model show and thought it was gorgeous. I know little about helicopters (or jets), but could not resist the temptation and just had to build one for myself). The Sea Stallion will be a major project and so if you have any reference material about it then I would love to hear from you. I will also be building Revell’s single seat Eurofighter Typhoon and Trumpeter’s F9F-2 Panther as quick builds alongside the helicopter, so any information about these would be welcome as well!

Squadron Leader Neville Duke DFC, DSO, AFC, OBE.

I am sure many of you will have heard the news that Squadron Leader Neville Duke died on Saturday April 7th at the age of 85. Sqdn Ldr Duke had landed at Popham airfield after feeling ill whilst flying. He collapsed on leaving the aircraft and died in hospital that evening.

It is very sad to loose yet another of our fine aviators, coming as it does so soon after the demise of Alex Henshaw.

On the Workbench – 1.

Revell Dassault Rafale M

Revell’s 1:48 kit goes together well to make up into a great model of a stunning looking aircraft. At first I queried why it should have a “Skill Level” of 4 as everything seems to go together without too much difficulty. I realised why when I got to the undercarriage assembly: you need dexterity and speed to be able to fit the legs along with the various linkages. If you built the kit with the undercarriage retracted then a beginner could build it without too much trouble.

Whilst I don’t get overcome with emotion looking at jets (but distinctly get wobbly knees looking at a Spitfire, Corsair or Bearcat) and have only built one other jet kit (the Premier Models BAE Hawk T1A), I do like aircraft with nice big cockpits. I also bought the Airfix Jaguar at the knock down price of £5 to use for practice painting of the Rafale scheme, but actually ended up finishing it in RAF colours. Both kits were built “from the
box” at the same time, but I’ll only cover the Rafale in these notes. I decided against doing a highlighted and
shaded paint job as I was looking for a quick “fun” build and to try out one or two new techniques.

The transparent items were segregated from the other kit parts and kept in a sealed bag to protect them from
damage and dust. I put the decal sheet in an A4 plastic wallet so it didn’t get damaged either. The
instructions come as an unstapled booklet and this was frustrating to use: I was always getting the pages
mixed up and could never go straight to Revell’s mysterious paint guide without wasting time searching for it.
It would have been a good idea to have stapled the sheets together at the outset. There was also a
correction sheet, so I took a little time scoring through the erroneous bits on the instruction sheet and adding
notes of paint colours. Revell list a whole range of grey mixes, with some matt and others semi-gloss: it was
difficult to decide which shade was darker than another, which is probably the most important thing the
builder wants to know.

I tried one or two shortcuts to see how they worked out. The first shortcut was to paint the smaller parts on
their sprues. The parts still need to be cleaned up which meant mould parting lines had to be removed.
There was very little flash. The cockpit assembled well and I left the ejector seat out until very late in the
build. Revell give some green decals for the plasma displays, but these were too big: so I just painted the
displays in. The fuselage comprises upper and lower halves: the cockpit assembly and wheel well for the
main gear are glued to the lower half before the halves are assembled together, trapping the canard wing
between them. There was some distortion between the two halves and I found it necessary to glue the
halves together in sections, starting at the nose as far back as the jet intakes then, once this had set, along
the wing root and tail. It was not possible to get the wing root area completely flat and I needed to add some
plastic card and sand this down before the wings were fitted.

The wing halves went together well. The instructions tell you to open up holes for ordinance pylons to be
added but the holes were already open on mine so I skipped this stage. Only when it was too late did I
realise that two pairs of holes were missing: so do check thoroughly! There was some plastic shrinkage
along the upper leading edge and this was filled using a couple of applications of Mr Surfacer 500.

The fin and rudder come as two halves. Take care on assembly that
the bottom edges (which fit to the top of the fuselage) are
completely level, otherwise the fin will sit at an awkward angle (look
at my model and laugh). You have been warned! Also make sure it
is glued nice and solidly as I found that with all the underwing stores
in place (which Paul Adams refers to as bling!) it is about the only
place the model can be lifted without knocking something off! Before
painting the aircraft, it is worth assembling the underwing fuel tanks
so everything can be painted at the same time. All items were
washed (to remove mould release agent, skin oils and sanding dust)
and dried off. The cockpit and wheel well were masked off using
pieces of card trimmed to fit and pushing down onto wodges of
tissue paper. The edges were sealed with Maskol. A wooden stick
pushed up the jet pipe(ouch!) was used to hold the model for
painting. Grey Halfords primer was applied to the undersides of the
model and white on the top (okay, I said I wasn’t going to do light
and shade, but this is as far as it went!). This was the first time I
have tried this idea and it was generally successful, although the
white was perhaps a little too stark and next time I will apply an
undercoat of pale grey on top before continuing with the paint
scheme. The primer was given a light sanding with Micromesh, but I
later found problems with acrylic paint not adhering well and I think
this was because I used too fine a grade of abrasive (no problems
with enamels, though). Airbrush painting commenced with pre-
shading of panel lines using dark grey acrylic paint (my first try at
this technique). I used Humbrol enamels for the main scheme and,
although I tried matching the grey colour to photos of the aircraft, it
turned out to be too light. I then mixed in a little dark grey and this
time I was happy with the results (although I later realised the tanks
were still too light). Some micromesh was lightly used to make the
surface ready for glossing. Tamiya clear gloss TS13 was decanted from an aerosol can into an airbrush
bottle (not a job you want to do in the house; the stuff has an awful smell of solvent!) A 3” length of large
drinking straw was placed over the nozzle to direct the jet of lacquer into the bottle. Before using this in the
airbrush, it is necessary to drive the propellant out of the solution. I did this by dipping the base of the bottle into a jug of hot water: you will see a stream of bubbles rise from the lacquer as the propellant vaporises (so don’t do this with the lid on the bottle!). No need to rush: there is plenty of time before the lacquer starts to dry.

I connected the bottle to my airbrush, but if yours uses a cup then just pour some of the lacquer into it and then put a lid on the bottle to preserve what’s left. I applied a light coat first of all and left it for a minute or two to provide a “tooth” for the next layer, which was applied very wet. After this had dried thoroughly, I gave it another light abrasion with micromesh and applied a second coat, and this came up lovely and smooth.

The decals were applied with the use of setting solutions. The following day, residues of the solution were wiped away using a soft cloth moistened with water. I then applied a third gloss coat to seal the decals in: this gave them a painted on look.

After a period of a few days, I used a mix of dark grey oil paint and Liquin (one of the types of medium for use with oil paints) and painted the panel lines. This was a time consuming, but not difficult task. This was then left to dry for at least a week before a matt coat was applied (I use Testors Dullcoat through an airbrush).

The model was now ready for some detailed parts to be added. Amongst these are some tiny navigation lights on the transparent sprue. The locating pins on these were picked out with silver paint and then the undersides were coated in Tamiya Clear Red or Green as appropriate. These were glued in place using a dab of PVA glue, followed up by thin superglue applied by a chisel pointed cocktail stick. The surround was brushed in grey, although this did not come out as well as I would have liked. Next time, I’ll fit the lights before the aircraft is painted and use masking solution over the lamp lenses.

The underwing stores needed some persuasion to fit. Maybe I should have fitted the pylons before painting the aircraft: something else to try out next time round!

The small parts that were left on the sprue were sprayed with Alclad primer and then airbrushed in their particular colours. I used Alclad “aluminium” for the undercarriage legs and various struts and these came up a lot brighter and shinier than I wanted (the problem is normally the other way round!). I used Modelmasters “steel” for the wheel centres and this was followed by a wash with dark grey. Discs of Frisk film were punched out to provide masks over the centres so the tyres could be sprayed dark grey. Shadows were brushed in afterwards.

One of the things I have trouble with is canopies: they are so difficult to keep unblemished! The ones supplied in the kit are very well moulded, but still benefited from some extra polishing. The parts were carefully cut from the sprue and the edges cleaned up. Dry fit the parts to the airframe and do any corrections now, rather than later. I have a polishing fluid that was applied using a soft, lint-free dampened cloth. Two or three applications were needed to get a satisfactory result. I then dipped the parts into Johnsons Klear. I’ve had problems doing this in the past and have had unsatisfactory results, so my expectations weren’t high! This time I used self gripping tweezers to hold the edge of the part and dipped it into the bottle cap filled with Klear. When you raise the part from the pool, do so slowly and look for any blemishes. I found it really useful to use a broad, flat brush to draw away any bubbles and specks that stopped the coating settling uniformly over the surfaces. I also returned the part to the pool and repeated the process until I was completely happy with the result. When the part was eventually removed, I used the corner of a tissue to soak up any pooling at the corners of frames before placing it onto a soft tissue and putting a cover over to keep dust away. When dry, it was reasonably easy to remove the clear parts from the tissue. The frames were masked by applying Tamiya masking tape. This was done with a light touch to minimise the chance of adhesive residues being left on the clear parts. I used a number of strips shaped to reduce the need for stretching of the tape over the compound curves. I then used a chisel pointed cocktail stick to press the tape into the frame crevasses and, with a new #15c blade, trimmed around the glazed area and peeled away the excess tape: not a job for the weak hearted! The results were pretty good and all in all I really enjoyed this quick build of the kit and recommend it to you all.

On the Workbench — 2.

Academy P-38E Lightning.

This 1:48 scale kit is having a few additions made along the way using Squadron/Signal’s Walk Around book as my main reference. There is also a CD-ROM containing photos of a restored P-38 (an L version) that was issued free with SAMI a while back. The kit is ex-
Mick Burton (IPMS Portsmouth) loft insulation and use has been made of a True-Details photoetch set (intended for the Monogram kit) that came from the late Brian Press.

Work has progressed as far as the cockpit. The kit parts are cleanly moulded and fit together well. There are a couple of large ejector pin marks on the bulkhead and these I filled with Mr Surfacer 500 (wonderful stuff, along with the 1000 grade variety). Various electrical boxes were added from cropped Evergreen plastic strip, switches from fine copper wire, hoses from (wrapped) guitar strings and items from the etched metal set using cockpit photographs in the reference as a guide. Blobs of PVA glue were used to form knobs on the various levers, switches and window winders. The electrical boxes in the compartment behind the seat don’t match up with the photos too well, so I only carried out one or two additions here. I did toy with building it all from scratch but decided against it as this is to be a relatively quick build.

Since these photos were taken, the cockpit has been given a spray coat of Alclad primer. The early versions of the Lightning had the cockpit finished in Interior Green (later versions were zinc chromate as used for all other internal spaces on the aircraft). I used Humbrol Forest Green 150 as a dark undercoat followed by a topcoat of Interior Green 151 with a touch of yellow added, applied where the light would catch through the cockpit opening. This was not light enough, so I added a little Forest Green 150 to WEM ACUS11 chrome yellow and airbrushed this to the highlighted areas. The various consoles and panels are finished in black, so I applied Tamiya Panzer Grey to these and used Lifecolor black to shade. The next step is to pick out details and sharpen edges by applying paint using a hand brush: I’ll let you know how I get on next month!

Next Meeting: May 16

From next month our club nights will start from the new earlier time of 7:30 in the evening.

Happy modelling! Pat Camp Tel: 02380 266828, email patrick.camp@btinternet.com