Romsey Modellers

Update.

January 2006.

Best wishes for the New Year, and I wish you every success and pleasure with your model making over the coming year.

Tonight we have a “Test Trout” competition, the theme being “X2”. So please enter your models and enjoy yourselves. Whether you interpret this as “times 2” or “X2” we leave to you, but if you enter two X2’s then you deserve extra merit!

Your entries can be of any scale or vintage (in other words a model you have had for some time or a newly completed one) that meets the “X2” theme, however imaginative your explanation!

Forthcoming Events.

London Model Engineering Exhibition.

The “South’s Largest Model Engineering & Modelling Exhibition” is in it’s 10th year and will be held at the Great Hall, Alexandra Palace from **20 to 22 January**. Opening times are 10.30 – 6.00 Friday & Saturday, 10.30 – 5.00 Sunday (Last admissions 4.00pm). Tickets are £9.00 excluding concessions.

Southampton Model Railway Exhibition 2006.

Is being held at the Eastpoint Centre, Burgoyne Road, Thornhill on **Saturday 28 and Sunday 29 January**. The show is open from 10:30 until 17:30 on the Saturday and 10:00 until 17:00 on Sunday. Entry is £4.00.

John Cox.

There will be a **Service of Remembrance** on **Saturday 28th January at 2:00pm** in the **United Reform Church in Romsey**. If you would like to go along, either let me or Les know so that we can let Kathryn Masterman know for the catering.

Fleet Air Arm Museum, Yeovilton.

I have booked 18ft of table space for **Model Show 2006** at the **Fleet Air Arm Museum, Yeovilton,** on **Saturday 11 February 2006**. This is a very popular outing for the club, with stands amongst the aircraft exhibits, so do make a note in your diaries to come along to this one.

Military In Miniature 2006.

The **Aldershot** Branch of the BMSS will be holding their show at the usual venue, The Princes Hall, Aldershot, on **Saturday 25 February**, from 10:00 to 16:00.

Eastleigh Model Railway Show.

Is being held at Fleming Park Leisure Centre, Passfield Avenue **Saturday 25 and Sunday 26 February**. The show is open from 10:00 until 17:30 on the Saturday and 09:30 until 17:00 on Sunday. Entry is £4.50.

Poole Vikings Model Club Annual Show.

This year’s Poole show is on Saturday 29th April at Parkstone Grammar School, Sopers Lane, Poole (off the A349). I have requested 18 ft of table space as this is another of the shows that is popular in the club. They asked how many club members will be attending and I said there would be five.

What the papers say……

Aeroplane

February 2006.

Ray Hanna... A tribute to the doyen of display pilots, and former leader of the Red Arrows, Ray Hanna (pictured right), who died on December 1, 2005.
The RAF's Plan to Kidnap Hitler... Niall Corduroy uncovers some fascinating facts from the Hitler Abduction files in the National Archives at Kew.
North American FJ Fury... US Military aviation specialist Robert F. Dorr describes the development and service history of the FJ series of jet fighters of the 1950s. Includes full list of survivors, scale drawings by Tim Hall and cutaway by Mike Badrocke.

In the Wulf's Lair... Ian Frimston and Paul Coggan report on the Fw 190 and Me 262 restorations taking place at JME Aviation.
Bending D-Dog... Bill Hodgson recalls his first deck landings in a Fleet Air Arm Firefly during 1945.
Year of the Rear... Melvyn Hiscock recalls the painstaking process of putting his classic Rearwin Cloudster back into the air.
The Unknown Soldier... Giuseppe Picarella reveals the true story behind the sole surviving Kawasaki Ki-100-Ib.
A Remarkable Life... A profile of Charles W. Cain, the man behind Air-Britain, who died in March 2005.
Gloster F.9/37... It could have been the most heavily-armed fighter of 1940. Roger Dennis provides a fresh look at its intended weaponry.

Fine Scale Modeler

February 2006

PORTFOLIO: Alfonso Berlana's 1/72 scale torpedo-boat trio
COVER STORY: John Vojtech's AC-130H Gunship
ARMOR HOW-TO: Heavy-duty Humvee
SHOWCASE: A Schneider Cup fantasy league
AIRCRAFT HOW-TO: Stretching Monogram's giant Huey
Resurrecting a classic S.E.5a
International Color & Camouflage Series: Falcon Colors
Workbench Reviews: Trumpeter USMC LAV-25 Piranha; Revell Germany ASK 21 Glider; Academy U.S. ambulance and tow truck; Dragon SdKfz 164 Nashorn; Dragon SdKfz 186 JagdTiger; Roden Opel Blitz (Kfz 305 4x2); Roden Fokker D.VI; JAG Collective USS Forrest Sherman.
History You Can Model: Grumman F-14 Tomcat.

Military In Scale.

January 2006, Issue No. 158, £3.50.

Aircraft:
Billy's Mitchell: The Revell 1/72 B-25J is a fine kit that replicates this superb, twin-engined bomber, to a tee. Mike Thompson gets to grips with the kit, offering up some constructional tips along the way
The Fighting Falcon: A perennial favourite, the F-16 makes for a great model. In this specially extended feature the editor builds the 1/32 Academy kit - Mark Rolfe adding to the party with some new artwork
Armour
The French Connection: Our resident modern armour modeller, John Murphy, gets to grips with Tamiya's latest 1/35 armour kit, the very impressive French Leclerc MBT. His opinion? Read on and find out...
Calliope: The first of our Sherman conversions sees us build this impressive rocket launcher using both Tamiya and VP kits. Step by step instructions will help you have a go too...

Firefly: Part two of our special feature. This time around we cobine an MR resins kit with Tamiya's basic M4 to build an impressive Sherman Firefly Ic. A small diorama helps set off the completed model...
A Very Fine CV... Haris Ali continues to avoid building more biplanes as he takes on Tamiya's latest 1/48 vehicle - a superb little Citroën 11CV
Three's The Magic Number: Ashley Webb enjoys WWII German armour a fact illustrated by the very impressive way he has finished this panzer III - with some very fine 'hand-painting' techniques...

Model Aircraft Monthly.

Volume 5, Issue 1. January 2006.

Australia's Spitfires
The defence of Darwin and beyond. *Glenn Sands* describes the role of the Spitfire in RAAF service in the Pacific Theatre in World War Two

Spitfire Colours Down Under, *by Neil Robinson*
Looks at the colour schemes of the RAAF's Spitfires - and models a quintet of Aussie Spits to 1/48 scale, whilst Jon Freeman offers nine pages of colour scheme artwork

Attack Tucano: Trainer with teeth *by Andy Evans*
Looks at Brazil's not so tame trainer

A Lancaster called 'Emily' *by Nick Greenall*
In the second of our two-part feature on building the Tamiya 1/48 scale Lancaster, Nick builds 'Emily', a Lancaster B.I, with some added local interest!

Making bomb rings *by Randy Lutz*
Describes how to paint the rings on conical shaped objects such as spinners or the noses of bombs

Ace of Aces *by Michael Ullman*
Offers some suggestions about late-war Jagdwaffe camouflage schemes and applies his research to two 1/32 scale Hasegawa Bf 109s he built in Erich Hartmann's markings

Nautical Nightfighter: Fairey Fulmar NF Mk II *by Tony O'Toole*
Builds the Warrior Model multi-media kit - in night fighter markings!

Scale Aviation Modeller International

Volume 12, Issue 1, January 2006.

Finland's Winter Warrior *by John Stokes*
Models Classic Airframes' 1/48 scale Polikarpov I-152

Albatros C.XII *by Wojciech Butrycz*
Builds the 1/72 AIRMO/Jadar kit of this WWI reconnaissance type

Gold Standard Hurricane *by Radu Brinzan*
Takes Revell's old 1/32 Hurricane and turns it into an IPMS Scale Modelworld Gold winner

The (Sea) Owl *by Mike Williams*
Upgrades the 1/72 Airfix Westland Lynx Royal Navy helicopter

Landlocked Otter by *Frank T Cuden*
Models an Otter that spent its early life in the icy wastes of Antarctica

IPMS Scale Modelworld *by Mike Jerram*
Photo report from Telford 2005

A Scale Aviation Modeller: Looking back at some of Paul Janicki's first 100 reviews
Airkraft Guide
Section Five in a 12-part series - sponsored by Airfix - FREE with Scale Aviation Modeller

Scale Models International.

Volume 36, Issue 418, January 2006.

Japanese Eagle: F-15 Washi *by David Francis*
The F-15J in 1:32 scale from Tamiya looks impressive with Tamiya's usual exquisite detail, well-illustrated instructions and a massive decal sheet.

F-16 Fighting Fulcrums! The USAF's Aggressive Falcon Units: Photo album

Giant Oddity - Floatplane Spitfire *by Trevor Pask*
Trumpeter's new 1:24 scale WW2 type - the Spitfire floatplane

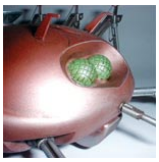
Vorsprung Durch Technik...
Ferrari 250 GT Berlinetta *by Jack Trent*
CMC's new 1:18 diecast release of this classic car is a faithful scaling down of the original - with 1141 parts!

John Player Special: Lotus 79 (1978) *by John Shinton*
The 1:20 scale, Studio 27 kit, builds into a fabulous replica of a lovely car - the finished model looks just right

Super Bikes & MotoGP: Two-Wheels In The Slot!
Scalextric have teamed up with MotoGP and BSB to launch an entire range of 1:18 scale highly detailed models.

Stalin's Organ: BM-13 'Katyusha' *by Angelo Picardo*
The Italeri 1:35 scale kit makes an enjoyable project

Morituri te Salutant: Gladiator 'Laequarius' *by Periklis Salisseotis*
Painting and detailing the Pegaso 54mm white metal figure



The chances of anything coming from Mars...
War of the Worlds *by Jack Trent*
A brief look at the promise of merchandising to come.

Scale Auto Magazine.

February 2006.
How to build better engines: It's in the details, by Tim Boyd
Twelve simple steps to a better engine
Fan belts the easy way by Alex Kustov: Better belts and pulleys in a few easy steps
After the Trophy Series by Tim Boyd: A history of select 1960s-1980s AMT kit series
NNL Toledo by Jim Haught: A "sneak peek" at the 26th Nationals
Roundtable 4: Finishing tips - From primer to clear, our panel of experts solves puzzling paint problems
Showcase: Top Brass by Jim Haught : Roger Lee's scratchbuilt 1960s dragster
Custom Clinic Photo Contest by Mark S. Gustavson: Results and critiques
SCIMA Model Contest by Jim Haught : A look at south-central Indiana's best models
1958 Ferrari 250 Testa Rossa by Alex Kustov: Building Model Factory Hiro's multimedia kit is a challenge - but worth it
Showcase: Dodge Stealth phantom by Wayne Stevents Jr. A fictitious Pro Modified.

Tamiya Model Magazine.

Issue 124 - *Published on January 19th 2006*
Armoured and Dangerous - Tamiya's new 1:48 Fw190A-8 is built and weathered by Marcus Nichols using Tamiya acrylics
Painting by numbers - Robert Doepp shows how he painted a Micheal Wittman figure using oils and Humbrol paints
Going Loco - Phil Stutcinskas amazingly well weathered CMK 1:35 Type 35 Friegslocomotive
Return to Guadalcanal - Frank Oudin builds Eduards 1:48 Bell P-400 Airacobra in a RAF camouflaged scheme
Scooby Doo, Where are you? - Aside from the terrible title this is a nice build by Patrick Watson of Tamiya's 2005 Subaru Impreza WRC

Start at the top - Drool over Iwata's Revolution CR and Eclipse HP-CS airbrushes. Marcus Nichols reviews two 'brushes' for the budget conscious.
Next Issue - *Published February 16th 2006*
Four to the floor - Dragons amazing new PzIV ausf.E gets a full review from new contributor Pete Usher
Early Emil - Hasegawa's 1:48 Bf109E is built complete with rivetted surface detail
Rally to the cause - Tamiya's long awaited Peugeot 307 WRC kit is reviewed.

Model Airplane International.

Issue 7 - *published on 26th January 2006*
• **Chip off the old block!** - Replicating paint chips on models is explained by Jeroen Veen
• **Scourge of the Atlantic** - Jamie Haggo builds the new 1:48 Focke-Wulf Fw 200 Condor from Trumpeter
• **Superdetailed Super Hornet** - Geoff Coughlin tackles Hasegawa's new 1:48 F/A-18F and adds a number of aftermarket update sets
• Plus all the latest news and kit, accessory, decal and book reviews.
• **Colour Profiles** - Richard J. Caruana provides colour profiles for all of our main features this month

Air Force Maintenance Reports

Here are some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews. I hope these guys don't get jobs in the civil airline business!!

Problem	Solution.
"Left inside main tire almost needs replacement."	"Almost replaced left inside main tire."
"Test flight OK, except autoland very rough."	"Autoland not installed on this aircraft."
"The autopilot doesn't."	"IT DOES NOW."
"Something loose in cockpit."	"Something tightened in cockpit."
"Evidence of hydraulic leak on right main landing gear."	"Evidence removed."
"DME volume unbelievably loud."	"Volume set to more believable level."
"Dead bugs on windshield."	"Live bugs on order."
"Autopilot in altitude hold mode produces a 200 fpm descent."	"Cannot reproduce problem on ground."
"IFF inoperative."	"IFF inoperative in OFF mode."
"Friction locks cause throttle levers to stick."	"That's what they're there for."
"Number three engine missing."	"Engine found on right wing after brief search."

Commemorations For 2006.

70 years ago on March 5th, prototype **Spitfire K5054** had its first flight (from Eastleigh I believe). Perhaps an excuse for us to put some Spitfires on our stand at Yeovilton to mark this local event?
75 years ago on September 13th, Britain won the **Schneider Trophy** outright. Wouldn't it be nice to have a few models of the entries at the Romsey Modelworld show to mark this.
If you know of any other noteworthy commemorations that are coming up over the next 24 months or so, please can you let me know.

New Releases.

Paul has a rant...
Tamiya's newly released 1:24th kit of the Peugeot 307 WRC landed on my door step last week, fresh from HLJ and, oddly, delivery by a little Japanese fella - HLJ's customer service is unsurpassed - you get personal delivery now!! Before TMMI get their mits on one for review I thought I'd give you mine. Why? Well, in a departure from Tamiya's normally well detailed rally car kits, Tamiya's new offering for car modellers is a plastic/diecast hybrid. For those not familiar with Tamiya's rally car kits, they have until now featured full underside/chassis detail and half an engine - just the bottom half you must understand, essentially curbside but with nice suspension, transmission and exhaust detail.

The 307 kit has a diecast chassis (surely the work of the devil), no real suspension detail, no separate crash plates, no exhaust, unless you count a plastic piece which looks like two pieces of rod glued

together. It gets worse. Because of all this weight from the chassis, it is fixed in place by two 3x10mm screws. Not only that but the floor pan (the bit the roll cage is fixed to) also screws onto the diecast chassis with two 3x8mm screws. At this point I've just checked the box to see if it has MFI written somewhere on it! There's more. Tamiya have started to issue etch sets to complement their car and bike kits. Because of this Tamiya have now opted to omit previous details, so you now get bare faces on the brake discs. If you want detail now, you'll have to fork out another £12 for the etched set or cannabilise another kit. All this after youv'e paid £32 for the kit. Nice one Tamiya. All this from the company that brought you the awesome 24th kit of the Ferrari Enzo....for less money

On the upside the body is well moulded, it has good interior and..... the box art's nice. I doubt you'll ever see this car model in many competitions. Tamiya's strategy to encourage new modellers by simplifying their car kits may shift some kits off shelves but does nothing for the seasoned modeller looking for detail and accuracy.

So MFI's new kit, (sorry, that's Tamiya isn't it) gets an overall rating from me of 4/10

Oh and another thing....this diecast chassis (the devils work you know) means more weight in the box and therefore a higher shipping cost from Japan!! Arrgghh!! You just wait 'til I see that Mr Tamiya...

Paul Adams.

More and more weathering products seem to be appearing on the market these days. The latest I've seen are from Tamiya and they have weathering powders (with a neat looking applicator) and sticks.

I was very impressed by photos in SAMI of MDC's forthcoming Hawker Typhoon model in 1/32 scale. Looks like a lot of excellent detail will be included.

Seen on Hyperscale recently were machine gun barrels in various scales from "Model Point". They look really good and worth keeping a watch for.

Off-topic Newspaper Items.

- Commenting on a complaint from a Mr. Arthur Purdey about a large gas bill, a spokesman for North West Gas said, "We agree it was rather high for the time of year. It's possible Mr. Purdey has been charged for the gas used up during the explosion that destroyed his house." (The Daily Telegraph)
- Police reveal that a woman arrested for shoplifting had a whole salami in her underwear. When asked why, she said it was because she was missing her Italian boyfriend. (The Manchester Evening News)

Environmentally Friendly Modelling.

I've made a start to the old Hasegawa kit of the Curtiss BF2C-1 US Navy Hawk that I mentioned in November's newsletter. Here are a few notes about what I have done so far, highlighting where things went well and where they didn't……

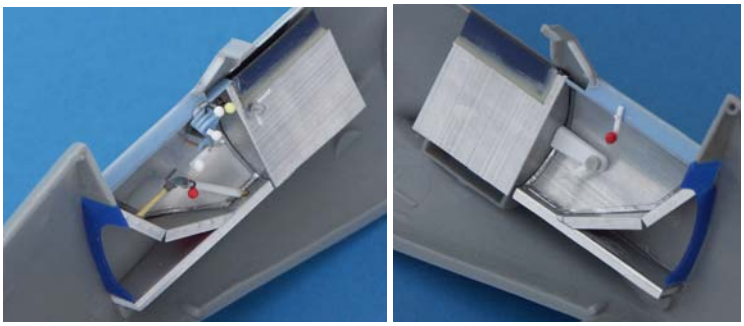
As is usual, I kicked off with the cockpit. I have found very little reference material for this area of the BF2C-1, but have some good digital close-ups of its predecessor, the BFC-2. Now, the physical differences between the two versions are a lot bigger than the Type numbering suggests: the most notable being that the earlier version has fixed undercarriage and my one has retractable. Raising and lowering was by hand winding a chain drive, but I have no details as to what this arrangement looked like or where it was sited in the cockpit. There is (or rather, was) some crude internal detailing moulded into the fuselage walls, but this looked nothing like what was in the photos, so I cut it away with a rotary burr in my miniature electric drill and cleaned up with wet-and-dry paper (used wet, with the paper and model frequently flushed with water to remove debris).

Having done this, I also altered the profile of the raised fuselage behind the headrest using abrasive paper wrapped around a medium sized knife handle. I started with coarse (100 grit) paper to get the basic shape, and then went progressively smoother, finishing with 600 grit. The photo shows the modified fuselage half attached to its unaltered opposite. The plastic has been sanded quite thin in

places. The cockpit hood slide rails were also cut away and I'll fit scratch built replacements later on. Panel lines were re-cut using an Olfa-P cutter using thin brass strip (held in place with Blu-Tack) as a straight edge (very difficult to get right and it is a job I hate doing).

The photos of the real aircraft show some structural metalwork visible within the cockpit, but no stringers or fabric covering, so it looks as though these were covered by thin sheet metal panels. The panel work also encroaches into the cockpit area near the instrument panel and, possibly, the gun breeches and cocking mechanism would be visible, but these are not shown on the photos of the museum exhibit I am using and, from looking at photos of the BF2C-1, I think the guns are mounted further forward. I used paper templates to cut panels from a used soft drinks can. The templates were trimmed until they were a close fit to the kit parts. Much of the panel work is identical on the port and starboard sides, so just a single template was needed: mark one side P for Port and the other S for Starboard to help you make sure you make a left and right handed panel (I ended up making two starboard panels by mistake, but don't tell anyone)!

When making each panel from aluminium, I first cut an over sized piece from the can to work on. Sometimes the curve of the can is useful and sometimes not. The curvature can be easily changed, or the piece made flat, by placing it onto some foam rubber and putting a roller over it: I use a medium sized X-Acto handle as my roller. You also need to decide whether to leave the paint / plastic coating in place or to sand it off. I normally leave it on and airbrush primer on to provide a key for paint. However, cyanoacrylate adhesive doesn't bond well to the untreated surface so I do strip the coating off if I am making detail parts that need a strong adhesive bond. Incidentally, the vapour from the adhesive effects me badly for a day or two, so I try and do as much gluing in a single session as I can and dose myself up with anti-histamines beforehand. If you find yourself getting flu-like symptoms (seriously runny nose and fits of sneezing), you may also have the same allergy!



Folded seams were represented by strips of thin lead foil glued in place with Humbrol Clear Cote.

Details such as the throttle quadrant are made up from layers of plasticard. Levers are soft iron wire or plasticard. The knobs are some from "hundreds and thousands", which means my having to indulge in eating children's sweets to get valuable parts for my models (yes, I'm a martyr to the hobby)! Hopefully they won't melt when the paint goes on. I think the details have ended up over-scale, giving the cockpit something of a "Wallace and Grommit" look, but it is not too bad. The crank and chain drive was located on the clear space on the starboard side (but I suspect it was probably on the opposite side so the pilot did not have to change hands on the stick between winding up the undercart and using the throttle).

Instrument Panel.

The kit supplied instrument panel looked nothing like that in my photos (but may nevertheless be correct for all I know) and would be a pig to paint up: so I discarded it. A card template was carefully trimmed to fit within the two fuselage halves. This time it was not symmetrical owing to differences in internal profile between the two halves. So it was marked up "front" and "back" and the centre of the two halves marked so it would line up correctly. This was put into the computer scanner and loaded into photo editing software. A digital photo of the BFC-2 was selected and stretched / rotated to (roughly) correct the photo angle. A copy of this was then shrunk down to fit the scanned-in template image, printed off and used to mark

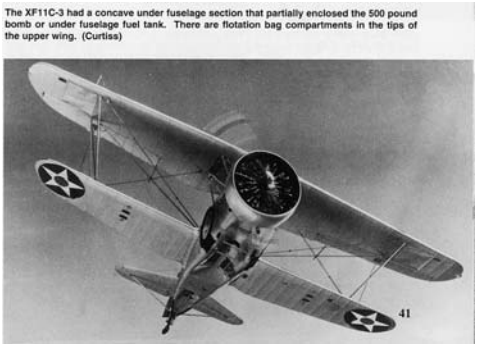
the centre position of each gauge on the plasticard replacement panel (in fact it was just the central, raised part of the instrument panel) and holes were drilled out (and countersunk) for each gauge. Do the drilling before cutting the panel from the sheet. This piece was painted very dark grey and set aside to dry.

A piece of clear plasticard was cut out to the shape of the card template and glued to the back of the painted panel. It produced both the “glass” for the gauges and the rear section of panel that would be glued into the fuselage. Johnsons Klear was brushed around the edges and into the instrument dials and, once dried, Mr Surfacer was applied around the outer edge of the raised panel. The outer parts of the panel were then painted very dark grey.

Each instrument was then printed out on photographic paper and attached to the rear of the panel using Humbrol Clear Cote. A layer of this was then applied over the rear face to seal it all up.

Cockpit Floor.

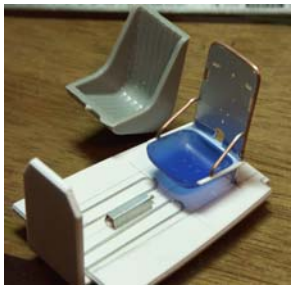
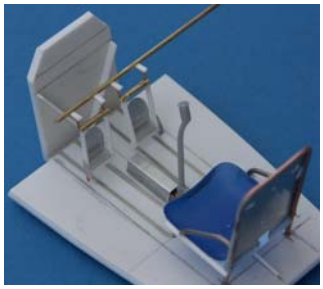
Guess what: I didn’t use this part from the kit either! I decided that the detailing was not quite where it should be, so I used it to mark out a replacement in plasticard. Details were added using fine copper wire and folded aluminium drinks can. Pieces of brass and plastic rod were used for the various shafts and push rods. One major thing I haven’t been able to decide upon is whether there were viewing windows in the fuselage underside: a photo of the prototype indicates there were windows, but the kit does not include these and they do not appear on drawings of the production units. If windows were fitted, then there would be no floor at all!


The XF11C-3 had a concave under fuselage section that partially enclosed the 500 pound bomb or under fuselage fuel tank. There are flotation bag compartments in the tips of the upper wing. (Curtiss)

Seat.

The kit part for this doesn’t look right at all. The seat pan was measured up and a plunge mould made from Milliput attached to a piece of wood. A female piece was cut from plywood to fit over the plunge mould, leaving sufficient clearance for the thickness of plasticard I was using. I attached the plasticard to the female mould with drawing pins and marked the edges of the opening on the plasticard so I could line it up with the plunge mould. I was uncertain how hot the plasticard had to get to become softened: I tried boiling water first of all (nowhere near hot enough, and the damp nearly ruined the female mould!) so tried the oven; also a waste of time. However, the very easy way of doing it is using a hot air gun. No problem!

The moulding was marked and cut to size. Plasticard detail was added at the back and sides.

The rear frame of the seat was bent from copper wire and glued into holes drilled into the floor plate. The height was set by trial fitting between the fuselage halves. The seat panel was cut from aluminium soft drinks can to fit the wire frame. Cut-outs and holes are added as per the reference photographs. The slots were made by first drilling holes and then using a fine rotary burr in a hand holder to cut the shape. Very fiddly and difficult to get both slots the same. The edges of the aluminium were filed sharp so they would not leave a step when attached to the wire frame. Once glued, the edges were treated with Mr Surfacer 500.

The rudder pedals were made from aluminium can, plasticard and brass wire. I am glad to be doing my bit to put used drinks cans to good use! Next step is painting and shading: I’ll let you know how I get on.

Next Meeting: February 15

Happy modelling! Pat Camp Tel: 02380 266828, email *pmjccamp@supanet.com* or *Patrick.camp@jet.uk*