



Contents

Bulletin Board

Trumpeter 1/48 Fairey Albacore Mk I

A Passion for PE

Revell 1:48 Bristol Beaufighter TF. X

From the Editor

As the year winds down we still have the nationals to look forward to as well as the 2018 theme build for Auckland members. Hopefully you will have produced more than the good intentions that are about all I have to show for my modelling efforts this year. Still there is always another year. Every year I say I am blown away by the number of kits coming out of subjects that I never would have expected in plastic. This year is no different. As old manufacturers fade new ones step up we live in truly wonderful times that I could never have dreamed of when I took up the hobby in the late 1960's. We have a lot to be thankful for.

NEXT MEETING

Tuesday 16th October 2018

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

Chairman - John Swarbrick	Dave Stewart
Secretary - Brett Peacock	Lance Whitford
Treasurer - TBC	Keith Bunyan

EDITOR: Lance Whitford

e: lancewhitford@hotmail.com

WEBMASTER: Robert Willis

e: jaxbw@orcon.net.nz

EMAIL: ipmsauckland@gmail.com

WEB: ipmsauckland.hobbyvista.com

YAHOO:
groups.yahoo.com/group/ipmsauckland

FACEBOOK:
Link from the IPMS Auckland Website



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2018/19 NOW DUE *******

Subs for 2018/19 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 3rd
Tuesday of every Month at the
Leys Institute (upstairs), 20
Saint Marys Road, Ponsonby

- 16th October

MODELLING EVENTS



Waikato Scale Model Club
2018
IPMS Nationals
Model Competitions
In Association with Armistice in Cambridge
10th and 11th of November 2018
Mighty River Donsale, Karapiro Dam, Maungatautari Road, Cambridge
Gates open at 09.00

Painting and Model building displays -

Trade Stands -

Club Displays -

Public Competitions -

Kits for Kids kit building tables -

Entrance to the main Armistice event will be required
and tickets will have to be purchased separately



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



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,
Auckland 2582, New Zealand.

p: +64 (09) 298 4819,
m: +64 (0)27 343 2290
e: aveteknz@gmail.com

www.avetek.co.nz
New Zealand Master Agents for:

Auszac ECO Balsa • Bob Smith Industries - Cyanoacrylates and Epoxies • Airsail International Kitsets

Trumpeter 1/48 Fairey Albacore Mk I

In Box Kit Review By Prett Peacock



Kit 02880, 105(approx) Grey & 6 Clear parts on 5 Sprue Trees. Markings for 3 options. Unusually, there are no PE parts in the kit. Cost (at Modelair) was \$80.00.

I have to admit that when I heard that there would be a mainstream kit of an Albacore being released, I did get a little bit excited... until the name Trumpeter was added to the news. To be fair Trumpeter (and their twin, Hobby-Boss) have released a number of rather good kits in many scales, but they also have a habit of... shall we be polite?... poor or faulty research on many of the more obscure types they try to make, and often on well known and better documented types also. (Not always, their Wyvern kits in 1/48 & 1/72 are superb as are a number of others... but sometimes they simply do not get it even close. So I decided to wait a while and listen out for any alarm bells about this kit... Then one turned up on Trademe, and almost the same week, Modelair received a large-ish shipment of Trumpeter from their new NZ agent, including this kit, for about the same price (including postage). As my balance was healthy I picked one up.

Quote from Tome Cleaver's history of the Aircraft from his Special Hobby 1/48 Albacore Kit Review on Modelling Madness.com

"The Fairey Albacore was designed by Marcel Lobelle in response to Admiralty Specification S.41/36 for a Torpedo-Bomber-Reconnaissance aircraft to replace the Swordfish. The prototype for a 3-seat biplane with a fully-enclosed cockpit flew on December 12, 1938, powered by a 1,065 hp Taurus II. Armament was a fixed forward-firing 0.303-in machine gun and one or two similar guns in the rear cockpit, with an 18-inch, 1,600-pound torpedo under the fuselage, or four 500-pound bombs under the wings and a top speed of 161 m.p.h..

The Albacore was obsolete at the time of its entry into service in 1940, and lacked the qualities that made the Swordfish successful. 800 Albacores were produced between 1940-43. Not only did the Albacore not replace the Swordfish, but when it was taken out of service in late 1943, the Swordfish remained in first-line service until the end of the war.

The first squadron to operate the Albacore was 826 Squadron, which had been specially formed for this purpose in March, 1940. The Albacore went aboard carriers in 1941, and there were eventually 15 Fleet Air Arm squadrons equipped with the plane.

The Albacore saw most of its action in the Mediterranean, where the aircraft participated in the Battle of Cape Matapan. Shore-based squadron flew night bombing missions in support of the Battle of El Alamein, while carrier-based squadrons took part in Operation Torch and supported the landings at Sicily and Salerno. 828 Squadron, which was taken off of HMS *Victorious* after the carrier made a run to Malta to deliver fighters, operated from Hal-Far, Malta, from September 1941 to July 1943 throughout the blitz. The Squadron performed night bombing attacks against Sicily and southern Italy, and anti-shipping strikes at night against Axis convoys throughout the central Mediterranean.

Outside of the Mediterranean theatre, the Albacore is best known for its participation in the Fleet Air Arm strikes on Petsamo and Kirkenes, Norway. Following the German invasion of the Soviet Union on 22 June 1941, Winston Churchill ordered the strikes in an effort to give practical support to the Soviets by hitting German lines of communication in northern Norway and Finland. Operation "EF" involved sending the high-speed minelayer, HMS *Adventure*, to Archangel with a large load of mines, while the air groups of HMS *Furious* and HMS *Victorious* struck Petsamo and Kirkenes respectively on July 30, 1941. These two ports were used by the Gebirgs Korps Norge, and it was believed German shipping would be present.

The mission was intended as a surprise attack, which proved impossible in the midnight sun conditions in the high Arctic. The element of surprise was lost when the Fleet was sighted by a shadowing Do-18 shortly before the strike was launched. *Furious* launched 9 Albacores of 817 Squadron and three escort Fulmars of 801 Squadron in one flight and 9 Swordfish of 812 Squadron escorted by three Fulmars of 801 in a second flight against Petsamo. Arriving at the target, the harbour was nearly empty and flak was heavy. The Albacores claimed the sinking of one small steamer while the Swordfish destroyed several jetties. One Albacore and two Fulmars were lost to enemy fire.

HMS *Victorious* launched 12 Albacores from 827 Squadron, eight Albacores from 828 Squadron, and nine Fulmars from 809 Squadron, in two flights to hit Kirkenes. Fully alerted, the Luftwaffe was waiting at Kirkenes with a mixed force of Bf-109s and Bf-110s, and the strike was a disaster. The attackers claimed to have sunk one 2,000 ton steamer, set another afire, with minor damage ashore. The escorting Fulmars claimed two Bf-109s and one Bf-110 destroyed, but losses were severe, with 11 Albacores and two Fulmars shot down and eight other Albacores damaged. In the face of these losses, 827 Squadron ceased to exist.

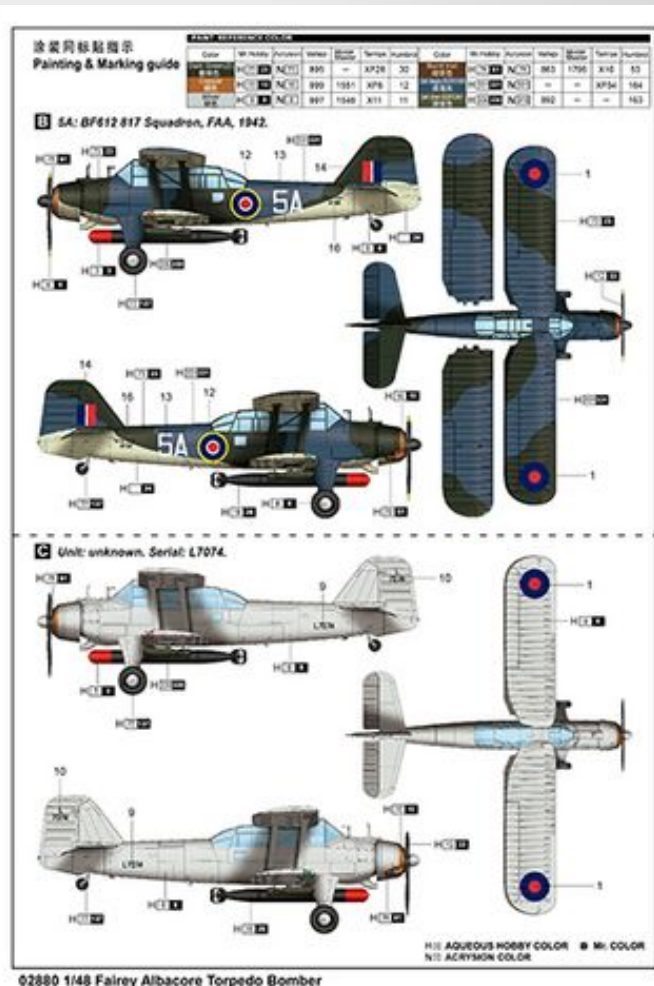
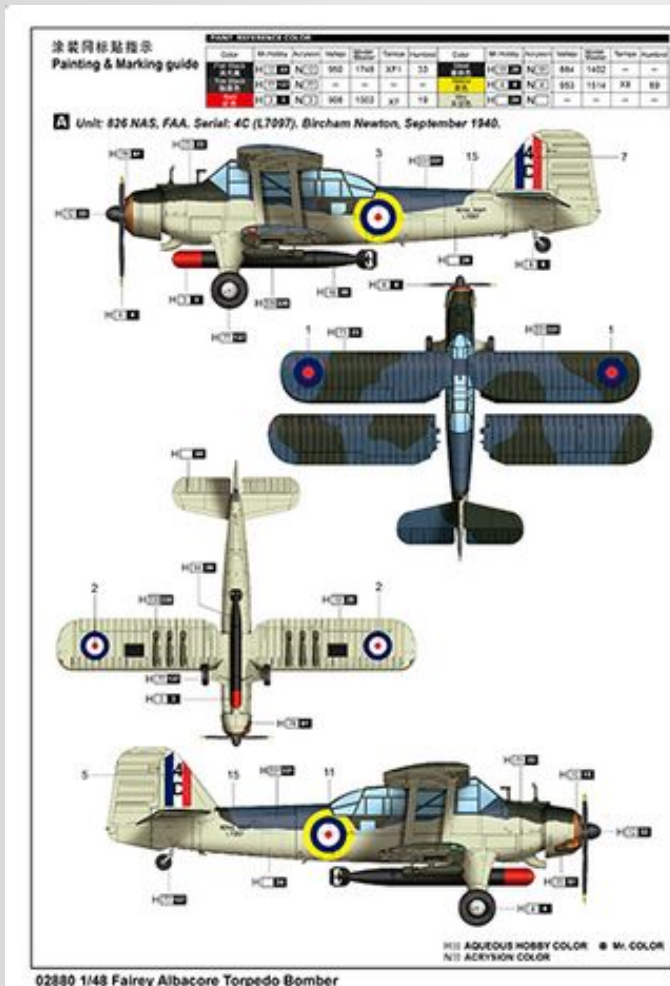
One Albacore claimed to have shot down a Ju-87 at Kirkenes, which if true made it the only kill ever claimed by an Albacore. The Stuka was part of a flight returning to Kirkenes from a bombing raid against Murmansk and became involved in combat against the Albacores accidentally.

The Barracuda began to replace the Albacore in 1943, with the last Fleet Air Arm squadron - 841 - being decommissioned in December 1943. The RCAF took over the Albacores of 841 and operated them during the Normandy invasion on anti-submarine and anti E-boat patrols.

The Albacore as an airplane was the victim of outdated thinking on the part of the Royal Navy as to what was going to be needed for carrier-based aircraft in the war everyone knew was coming. It was the last biplane ordered for the Fleet Air Arm. Despite its manifest obsolescence, the Albacore performed well under difficult circumstances. Its operation from Malta had a major impact on the war in North Africa.” T. Cleaver.



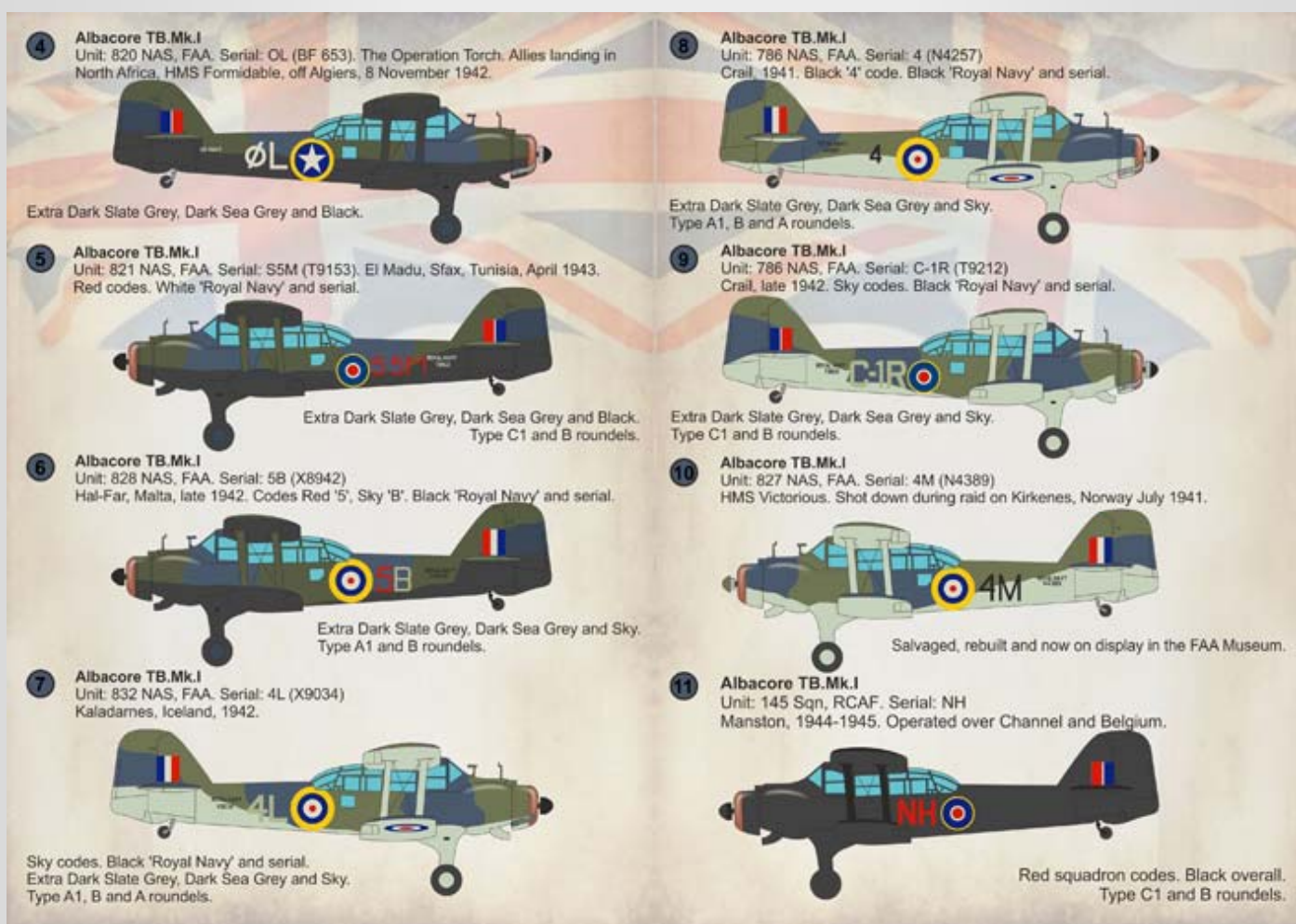
The Trumpeter kit comes in a trim, rather shallow box with a nice painting of the subject dominating the top. Inside are the instructions, decals and four grey sprue trees in 4 bags and 1 clear tree separately bagged with foam wrapping for extra protection (full marks for packing this well. There is not a whole lot of spare volume in the box although the sprue trees are not close to the same length or width as the surrounds – the bags are larger and provide extra padding. The instructions are as we expect from Trumpeter, a black and white booklet, but they have definitely improved their colour callouts as every stage had painting information provided. The colour paint guide has 3 options, two in FAA colours (almost!) and one in Silver overall. And it is here that the first issues with this kit arise. They give all colours as RAF colours, Not Fleet Air Arm – IE they say paint the camouflage as RAF Dark Green and Dark Sea Grey over Sky, and not Extra Dark Sea Grey and Dark Slate Grey over Sky. Both Camouflage options are FAA machines and would have been far more likely to be in FAA colours as the Fleet Air Arm was the sole operator and passed its aircraft onto the RCAF. The silver option has serials and upper-wing roundels but no other markings (L7074) and I have no reference at all for, or knowledge of, this scheme. It is labelled “unit unknown.”



To compound this issue, the markings given are still in Trumpeters (poor) interpretation of RAF wartime roundels – Vermilion Red and Navy Blue with Lemon Yellow trimming... ick. Plus the Code letters on Option B are printed in white, and probably should have been Sky or Sky Grey. Oh, well, at least the serials are... Ok. (Yes the scan below is very close to the actual decals in the box! (Just no light blue film!))



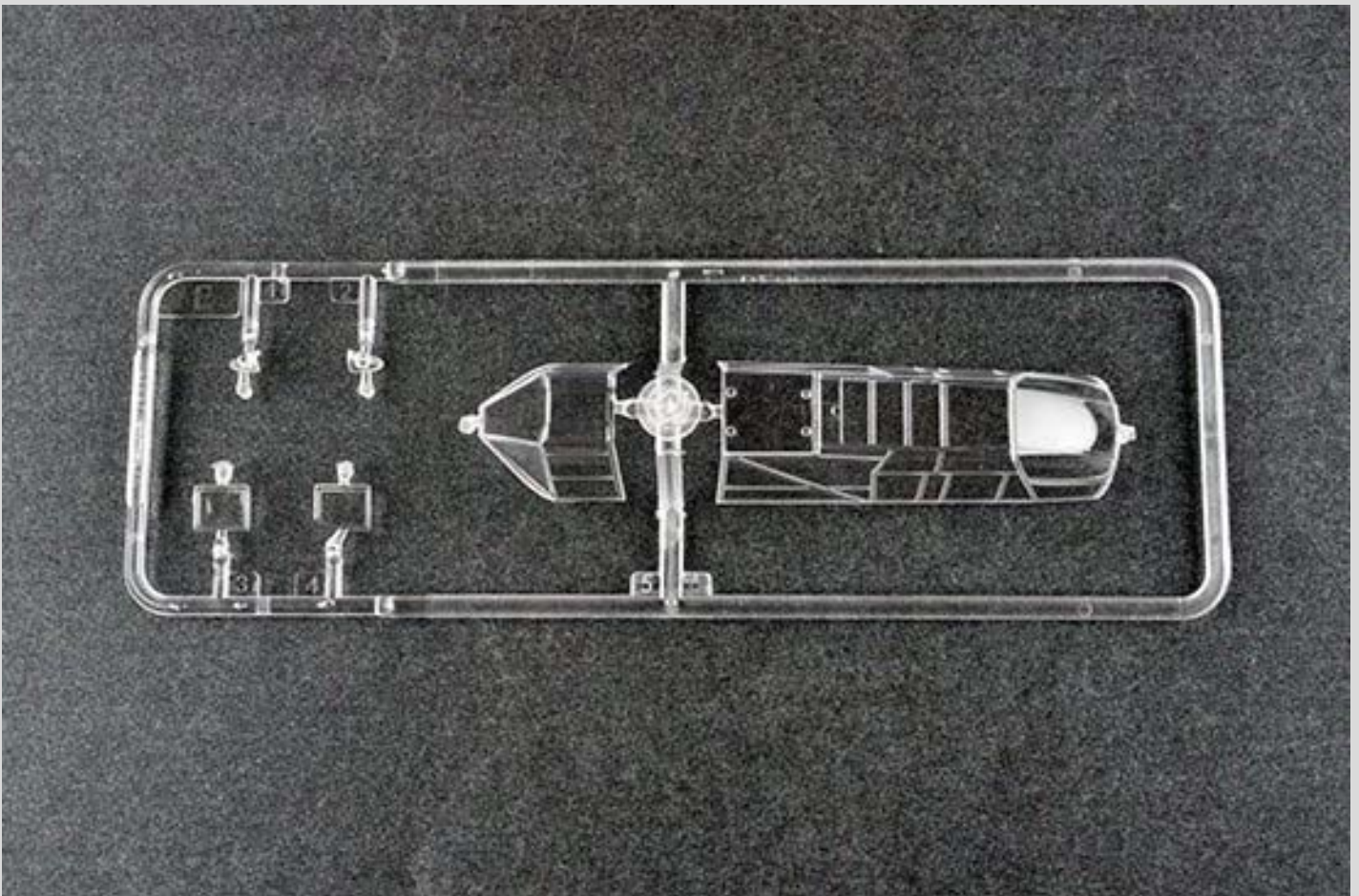
There are a number of varied markings for the Albacore, including night bombers, with Black undersides over the Sky, desert camouflaged machines from North Africa, Arctic machines and Anti sub and anti U boat schemes, mostly in FAA colours and variations, all needing just the right codes and serials and the right references for painting - Like the ones below for example:



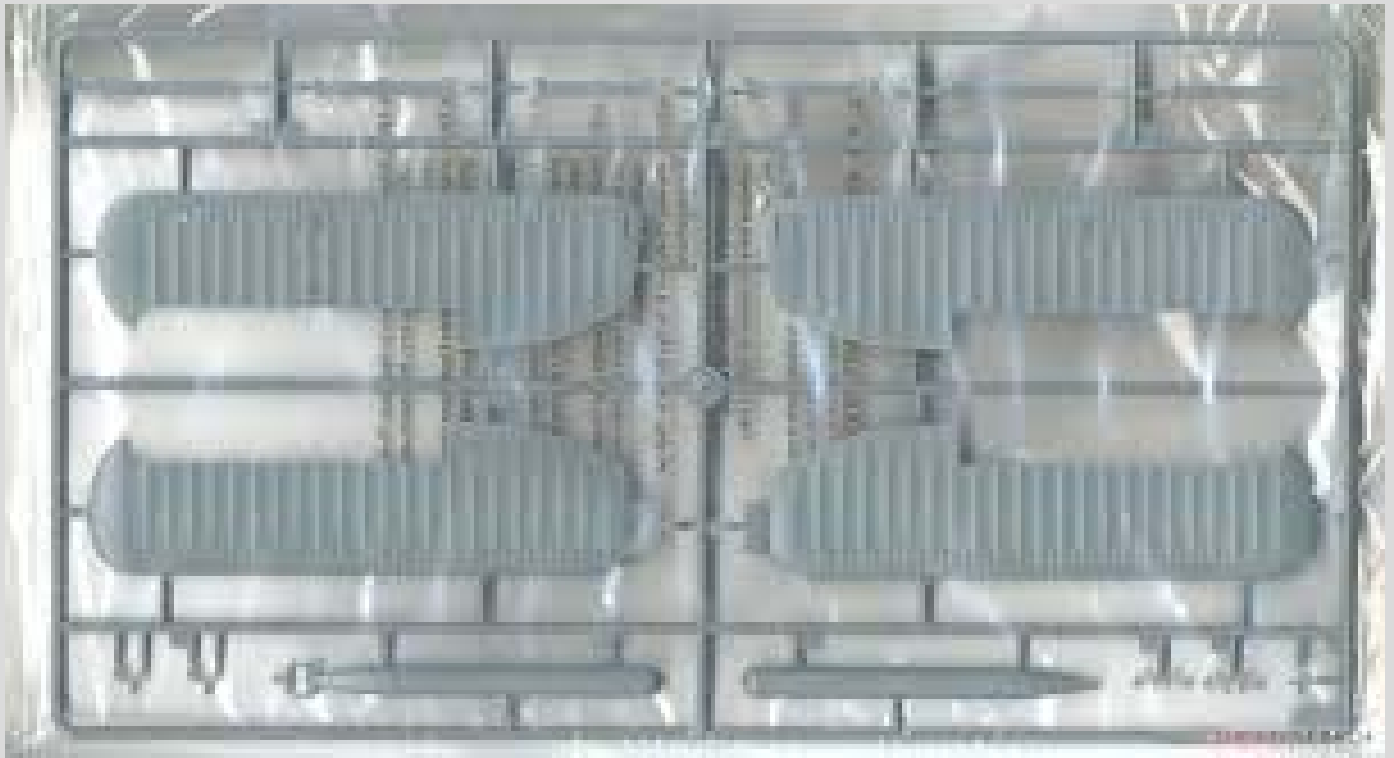
On to the plastic, which is moulded in the standard pale grey that Trumpeter use, and an early preview on Hyperscale bemoaned the overly heavy fabric effect. I am pleased to report that it is not as heavy as I feared, but is still a tad over-emphasised and would benefit from a careful sanding to reduce the effect. Also the upper wing Leading edge slats are present, but not defined by a panel line, simply differing in texture from the fabric covered area. Five minutes with a straight edge and scribe will fix that. The fuselage is delineated by fine engraving as it not a frame and fabric structure like the Swordfish. The small 14 cylinder double row Taurus radial engine is a very nice, 5 part construction which then goes between the 2 halves of the cowling and hiding the seam will be your biggest issue there.

All inter-plane struts are single pieces, but the top and bottom wings both fix into set mounting points – the top wing at the top of the large glasshouse canopy, similar to the Westland Lysander.

All control surfaces except the slats are separate and poseable but must be fixed in place once posed. A torpedo and six bombs are provided for arming, but the instructions fail to indicate that this is for Trumpeter & Hobby Boss. The canopy (below) is 2 pieces and extremely clear.



I know it sounds like I have been trashing this kit from the outset, but if you want a 1/48 scale Albacore, then this is going to be your best option, although Special Hobby also released a 1/48 kit, that is... problematic to even find, now. As to its accuracy...well, I have no references, but it should go together very well (Trumpeter kits almost always do...), and just in the box it does actually resembles what I know about the Albacore in shapes and outlines, but how closely I don't know for sure. I do know that the cockpit provided seems just a bit "Generic" rather than detailed, but it does provide adequate detail to enhance and I can guess that someone may help us out with resin. There is no provision for rigging the biplane, but the cover art does provide a wealth of information on the layout and density (or not!) of rigging you may be looking at. References will assist here also.



As a side note, it does rather closely resemble the Special Hobby kit in outline and some details, but in other parts, breakdown differs substantially, especially in the Undercarriage.

In conclusion, This is a rather expensive (But still way cheaper than the Tamiya Swordfish plus Rigging set) kit for the amount of extra work that may be required. With the enclosed canopy and wings mounted to the upper part of that canopy the sparse and generic cockpit may not be visible as you may think, once completed, so it then becomes a buyers' decision. Just how badly DO you want an Albacore and how much extra work will you want to put into it? For a start you will need aftermarket decals at a minimum. Are there any owners of the Special Hobby kit who have marking options they wish to trade? Or even have a SH Albacore kit for sale?



A Passion for PE

By Lance Whitford

I recently acquired a few PE sets from Japanese manufacturer, Passion Models. Passion Models are a small concern who produce their own range of accessories as well as reselling a range of selected brands. Their PE offerings are predominantly focused on original Tamiya kits and 3rd party kits rebranded by Tamiya. New releases often follow on closely on the heels of the big T's newly released military kits. This month I will be looking at 2 such offerings. The first covers the Tamiya M10 tank destroyer that has been out for a while now. The second is aimed at Tamiya's recently released M3 late kit.

The PE sets are packaged well with the frets sealed inside a clear envelope which is attached to a suitably stiff sheet of cardboard. This in turn is enclosed in a larger clear envelope which also encloses the folded instruction sheet. Both the reviewed sets come with excellent double-sided instruction sheets. The frets are well produced and in my opinion have a reasonably high level of useful contents.

Starting with the M10 set we can see that many of the overscale details or simplified kit parts can be replaced. The obligatory light guards, front and rear are dealt to (with a plug for Passion Models light guard bending tools in the instructions). New grouser racks are provided to add a little finesse. Some numbers and symbols are included which can be used to embellish the cast final drive and gun mantlet. Interior details are limited but useful in sprucing up the big open topped turret. Brass base plates are provided for the ready rounds stored in the turret. Tool brackets and straps are provided to dress up the crude kit parts and fine chains are included for securing retaining pins which is a nice touch.

Produced by M.S. Models
Passion Models

P35-122 DESTROYER
アメリカ軍 M10駆逐戦車
対応キット: タミヤMM35350

M10

組み立てる前に必ずお読みください

- エッチングパーツは薄い金属シートで鋭利な部分もあり、取り扱いの際は、怪我をしないようにご注意ください。●パーツを切り離す際は、エッチング用のニッパー、専用ハサミを使用するか、カッティングシートの上でカッター等で切り離してください。●プラスチックとエッチングの接合には、瞬間接着剤もしくは2液性エポキシ樹脂を使用してください。エッチング同士には半田付けも可能です。●温度の高い所に長時間放置すると変色し、劣化の恐れがあります。●対象年齢: 14歳以上

PLEASE READ BEFORE ASSEMBLE

- Photo Etched parts is very thin metal sheet, and there are some incise point. Please do not injure when you handle it. ●If you cut-off parts, please use sole use nipper for PE, sole use scissor for PE or use cutter and on cutting sheet. ●Plastic-to-PE requires use CA glue or two-part epoxy glue. It is possible to use solder for PE-to-PE. ●There are possibility of occurrence of rust or alodidroom of surface if you keep high humidity place for long time. ●Keep out of reach of children. We recommend for age 14 and over.

製造・販売: M.S. Models 〒312-0012茨城県ひたちなか市馬場2660-240

Lot number ロット刻印

上段 Above Number
1234567890
下段 Below Number
1234567890

LOTナンバーは自由に組み立ててください
Make Lot No. as you like

機銃銃ラック Machine gun rack (48)

Tail light guard 尾灯ガード

尾灯ガードの取り付け位置に
プラスチック製のガイドを
カッティングシートの上で
カッター等で切り離して
ください。
It has a bridge in the middle
of light guard as a guide

簡易な一体型の
ガードを用意
しました
Integrated guard is
included

ベルト Belt (48)

プラスチックで
ベルトの輪を作ります
Make a buckle of belt
with Plastic paper

ハッチストッパー Hatch stopper (40)

0.5mm 金線等で
0.5mm wire

Light Guard ライトガード

電極保護キャップホルダー
Electrode protecting holder

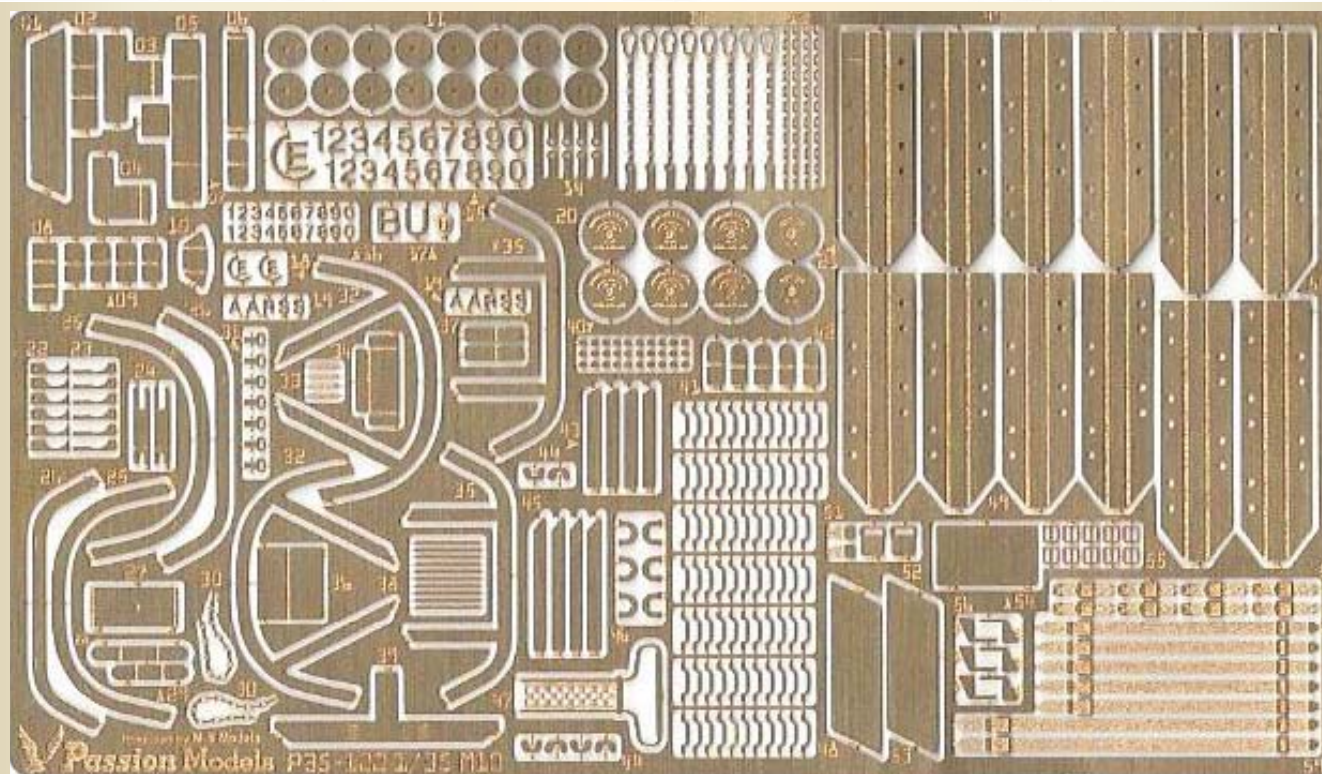
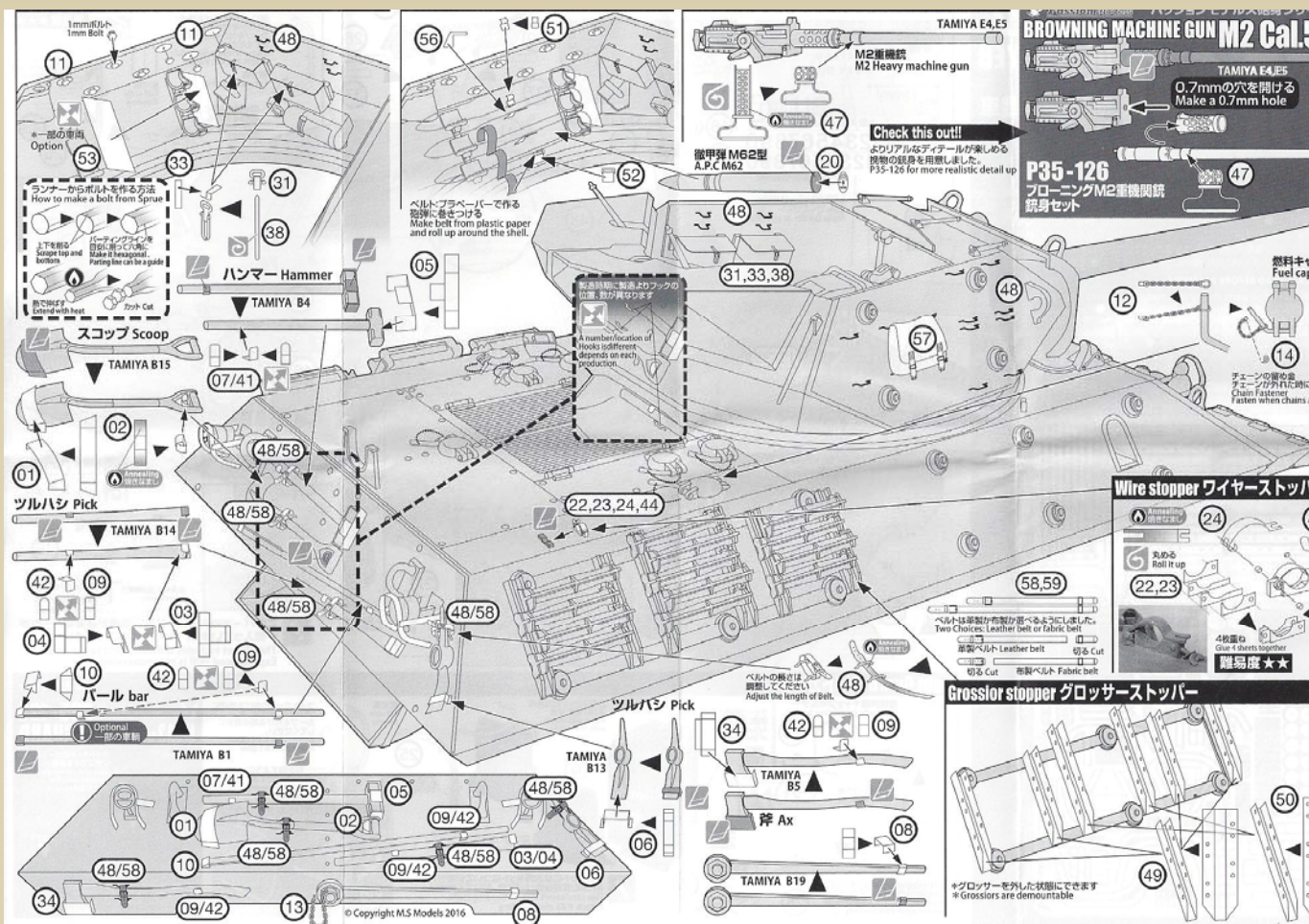
このパーツの制作に、高度な技術が必要なパーツが
入っています。チャレンジしてください。
This PE set includes difficult parts to assemble.
Experienced skill is recommended.

P35-123 LIGHT GUARD

ライトガードのカップを正確
にエッチング加工する必要があります。
Easy and convenient
bending tools for
M4A3 light guard

このセットには組み立てはついていません
This set doesn't include bending tools.
Attach #45 after bending

簡易な一体型のガードを用意しました
Integrated guard is included

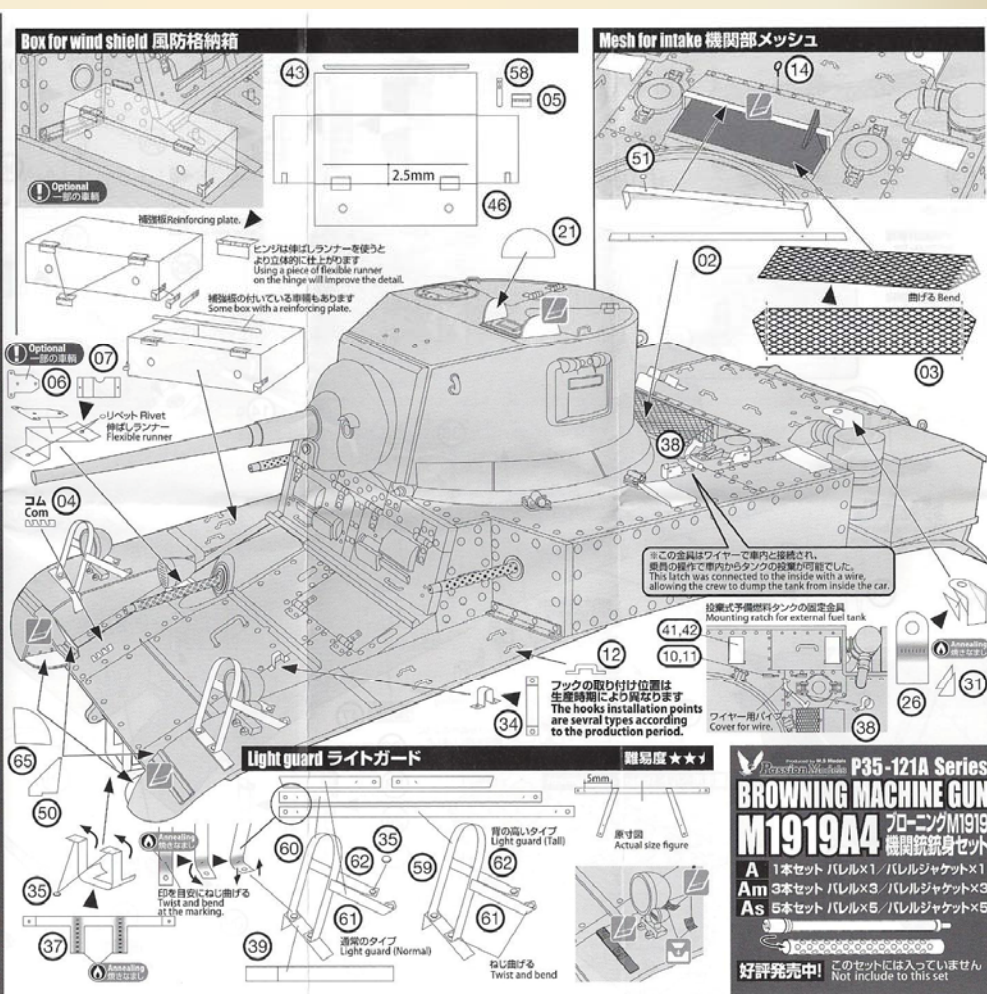


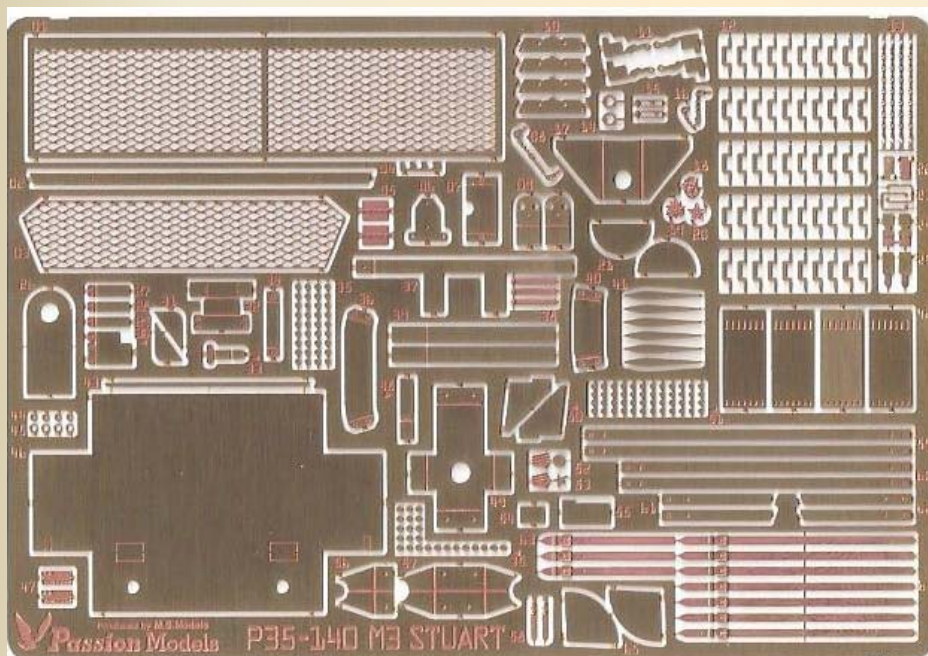
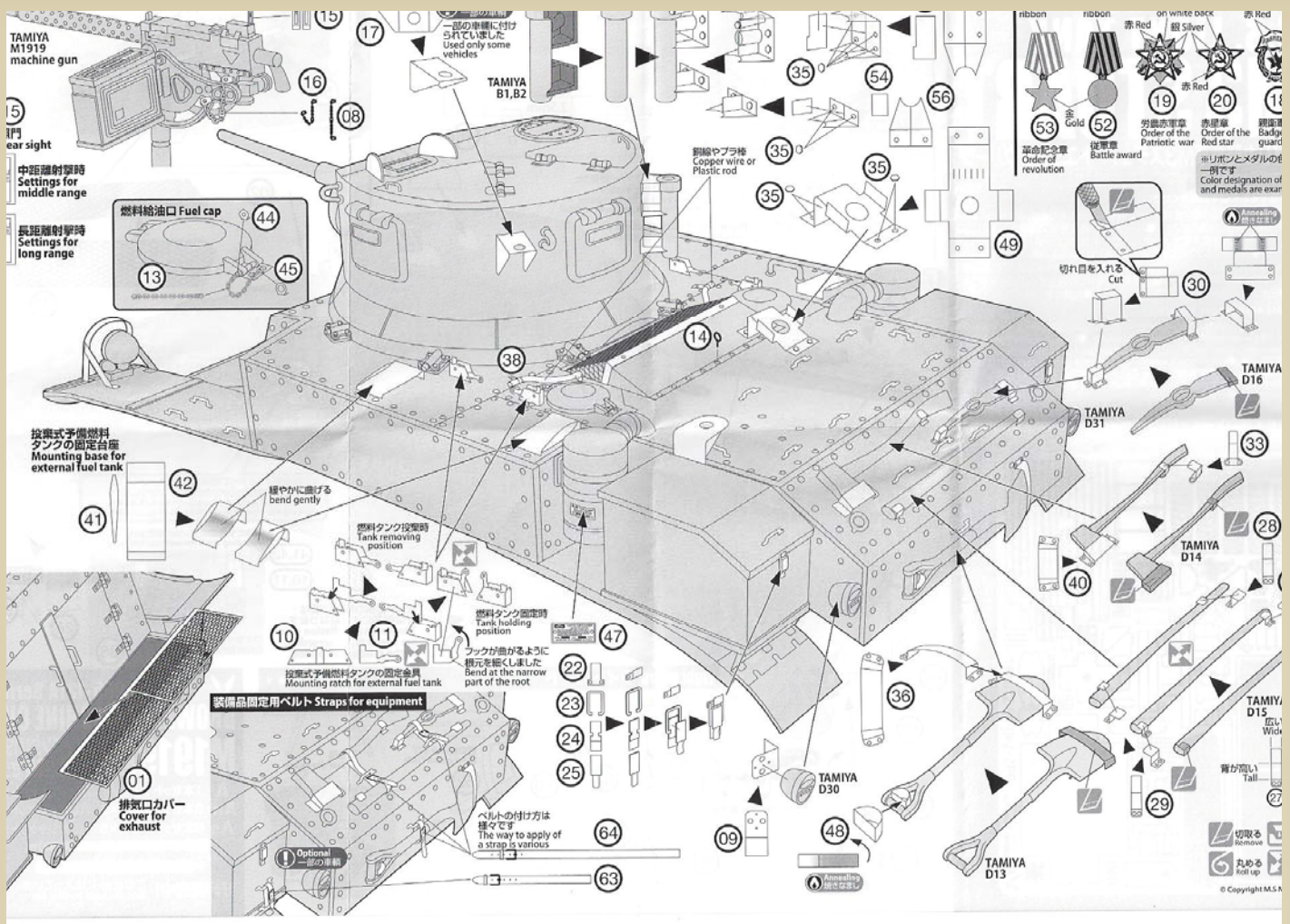
A
A

number of footman loops (Those little tie down things that adorn WWII U.S. tanks) are supplied although I prefer to make my own out of fine wire combined with punched lead or plastic weld beads which to me look more authentic. The larger than life view above gives a nice overview of what you get for your money. The purchase price was 900 Yen which comes in at under NZ\$15 and makes the set very good value in my book.

The Stuart set is of a similar ilk to the M10. It comes in at 1000 yen which again is a very reasonable price for a what I believe is a very good PE set. The instructions are again nicely produced, being both comprehensive and very easy to follow. As with the M10 set, there are few parts that I would not want to use to add the level of refinement that the Tamiya kit deserves.

As you would expect Passion Models give you nicely done mesh parts to replace what Tamiya supply as solid bits of plastic. The essential light guards and transmission mounted step are well represented as are parts to replace the radio aerial mountings. A new mounting for the horn is a nice touch. A stowage box is provided for the right front track guard but check your references before using this. The instructions point you towards buying some replacement .30cal gun barrels also from the Passion Models range. RB models provide an alternative which is probably a better value option. The mounting brackets and quick release fittings for jettisonable fuel drums are included although I think these are generally more applicable to the later M3A1. Again we see replacement parts for the footman loops but as with the M10 I think that 3d wire looks better than 2d PE. There are also pieces to replace the rooftop periscope side protection plates and I'll need to do a bit more research to determine whether will be too thin or not.





I suspect the parts designed to replace the mounting plates for the turret AA mg pintle as shown in the instruction sheet may be a little on the lean side. A nice touch is the provision of a small range of Soviet medals. All in all another great value set from passion Models.

Revell 1:48 Bristol Beaufighter TF. X

By Pete Mossong



KIT #03943

A LOOK IN THE BOX BY PETE M.

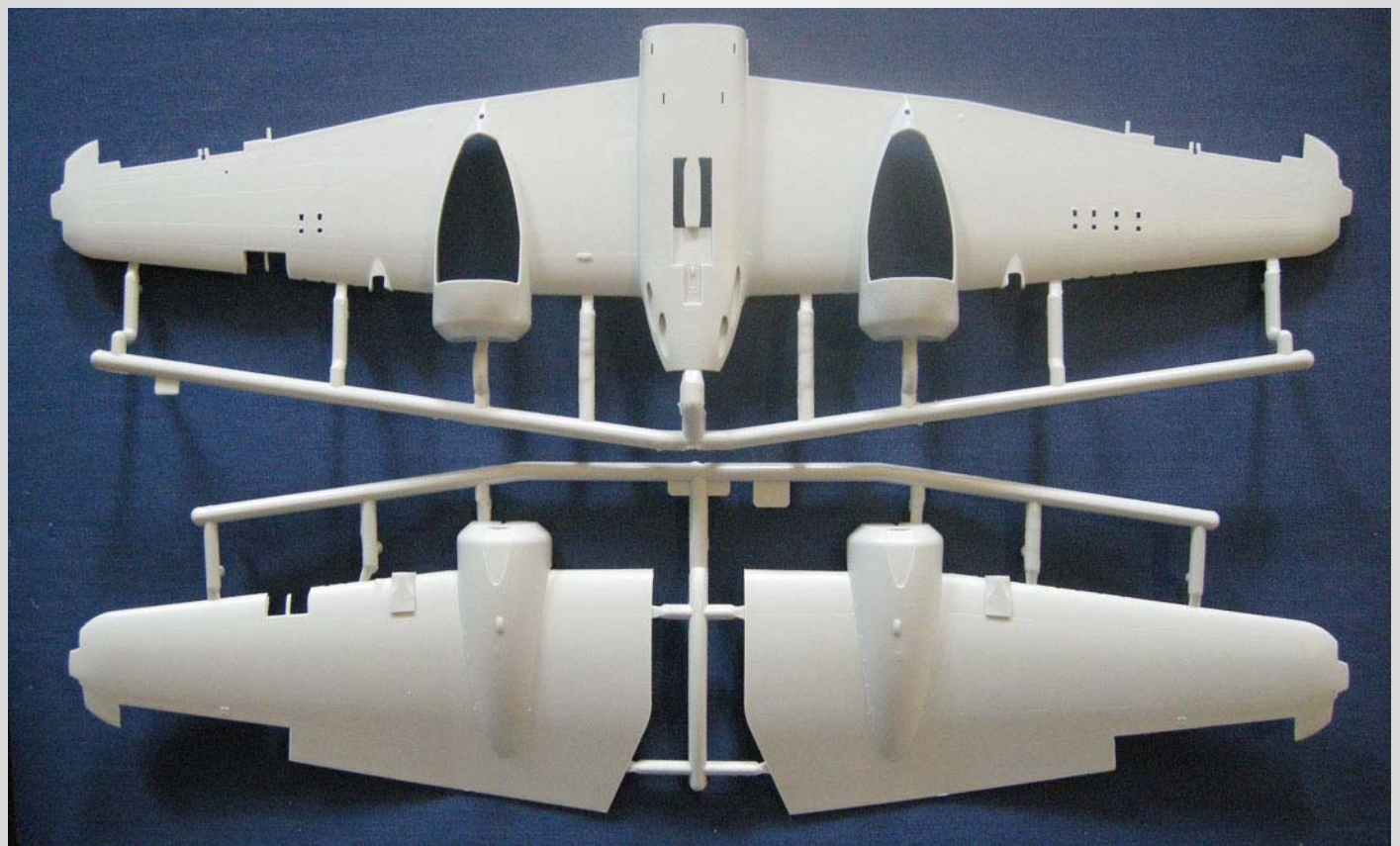
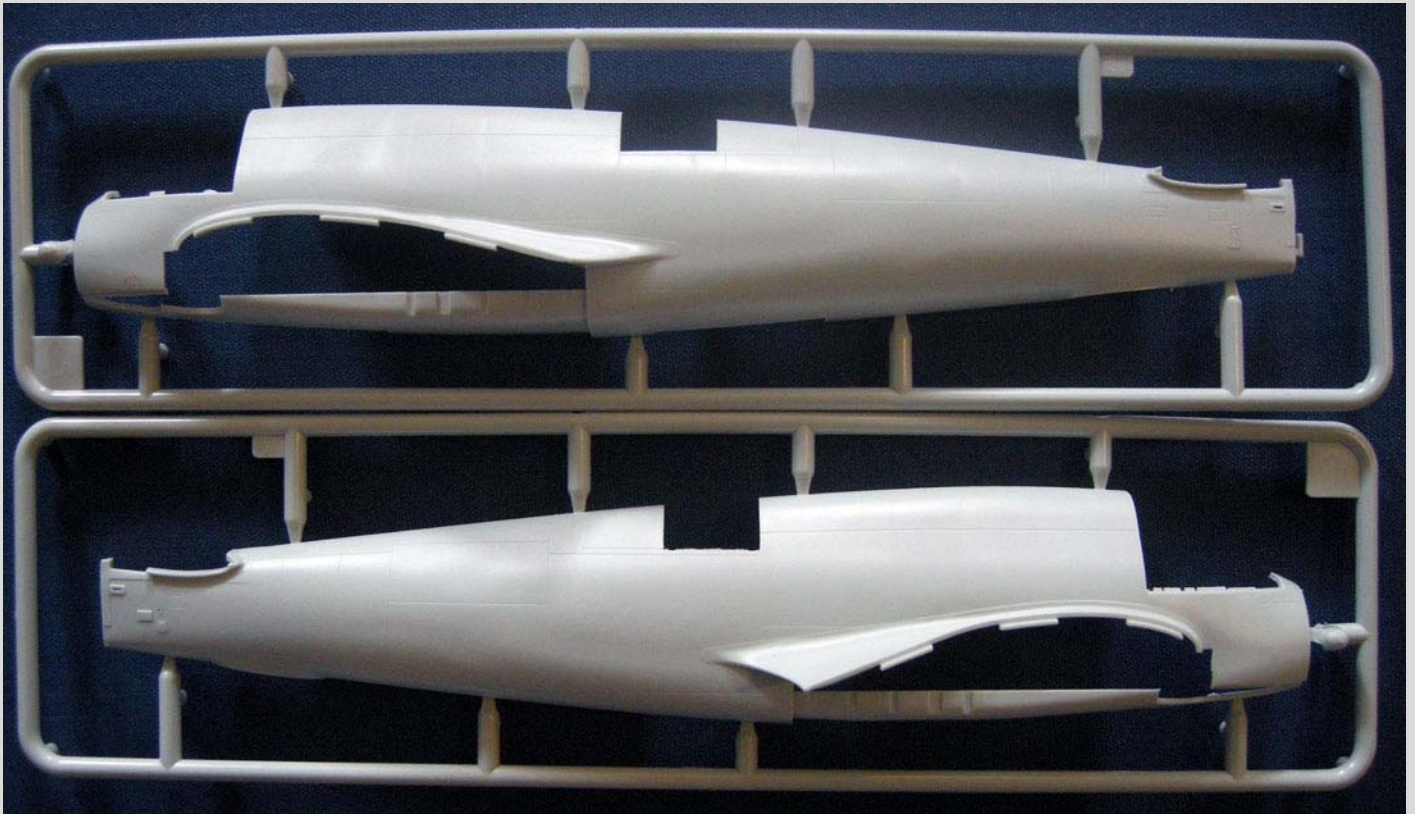
This kit has finally arrived on the shelves after the well publicised 're-arranging' of the Revell group of companies over the past months, and appears to have been well worth the wait.

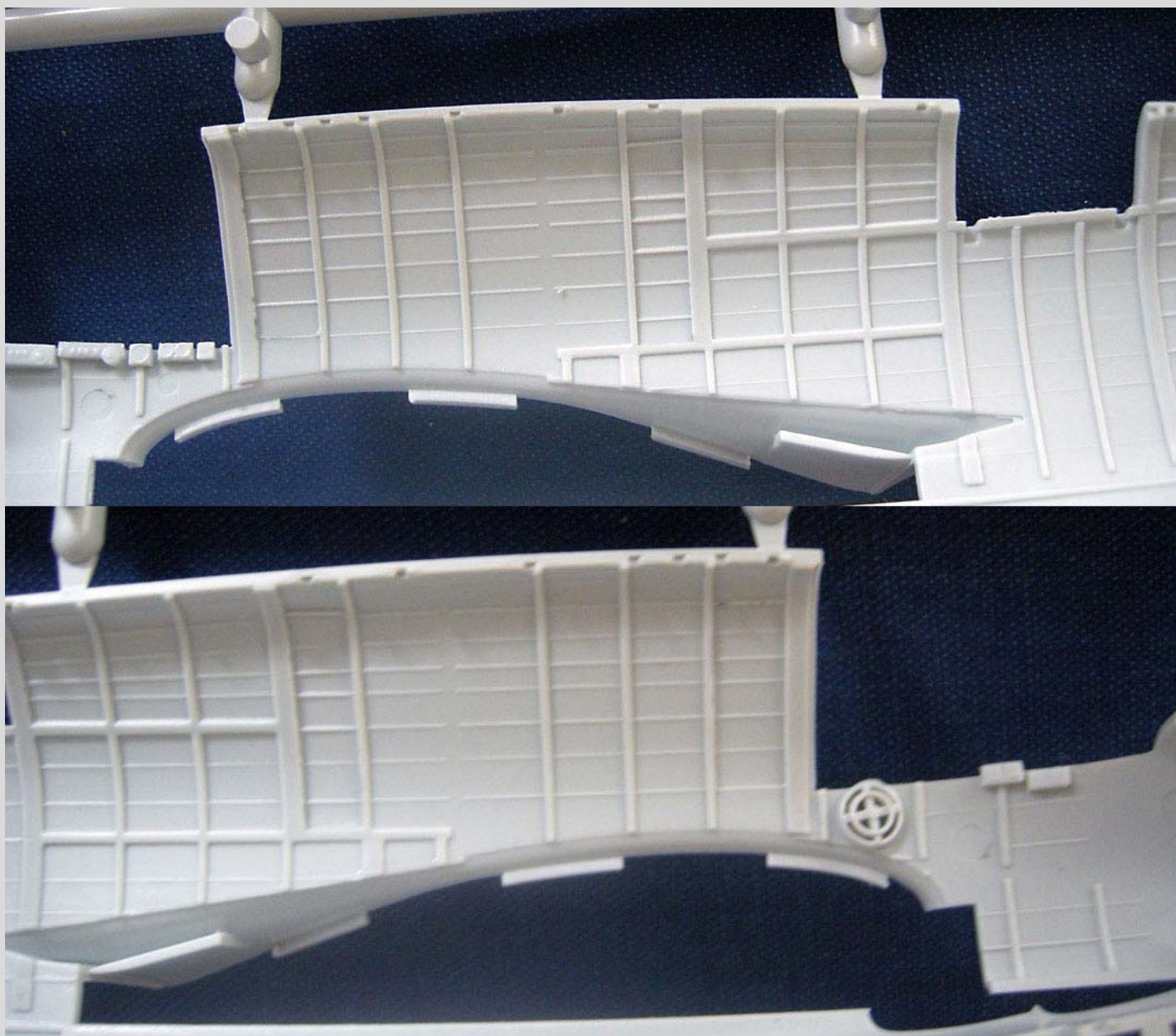
Until now, the only 1:48 scale 'Beaus' have been the Falcon vacform and the Tamiya kits. This new kit appears at first glance to have well and truly superseded both, and also offers the promise of extra variants being 'popped' by Revell in the future going by the way it has been designed and several extras still evident on the sprues.

The kit comes in an end opening box that many of the European manufacturers seem to favour. Moulded in a light grey plastic, there are 16 sprues (3 of which are duplicated) one clear sprue, one small decal sheet with markings for two aircraft that includes stencilling, and a 28 page instruction 'manual' printed in colour. I have found no sign of flash, and shouldn't with a brand new kit from one of the 'Major' players! The surface is very smooth, and panel lines are finely engraved. No rivets are evident, so those of you who wish to add them will have to get out 'Rosie The Riveter' or use your favourite tools or method to add these. The fasteners around panels are also just evident, but most will vanish under a coat of paint.

The main components follow a similar breakdown to that of the Tamiya kits, other than the lower wing half which is moulded as a full length section but without the flaps and ailerons moulded in as with Tamiya's. These are provided as separate items that can be posed as required. The upper wing sections do have the basic internal details moulded into the upper flap area, and a spar is provided to block off this construction and also provide some extra strength.

The fuselage upper wing root fairing has several locating tabs moulded in to make sure the upper wing is well supported, so should make for a cleaner joint. I do recall having a bit of bother with this area on the Tamiya kit when I built it several years ago!

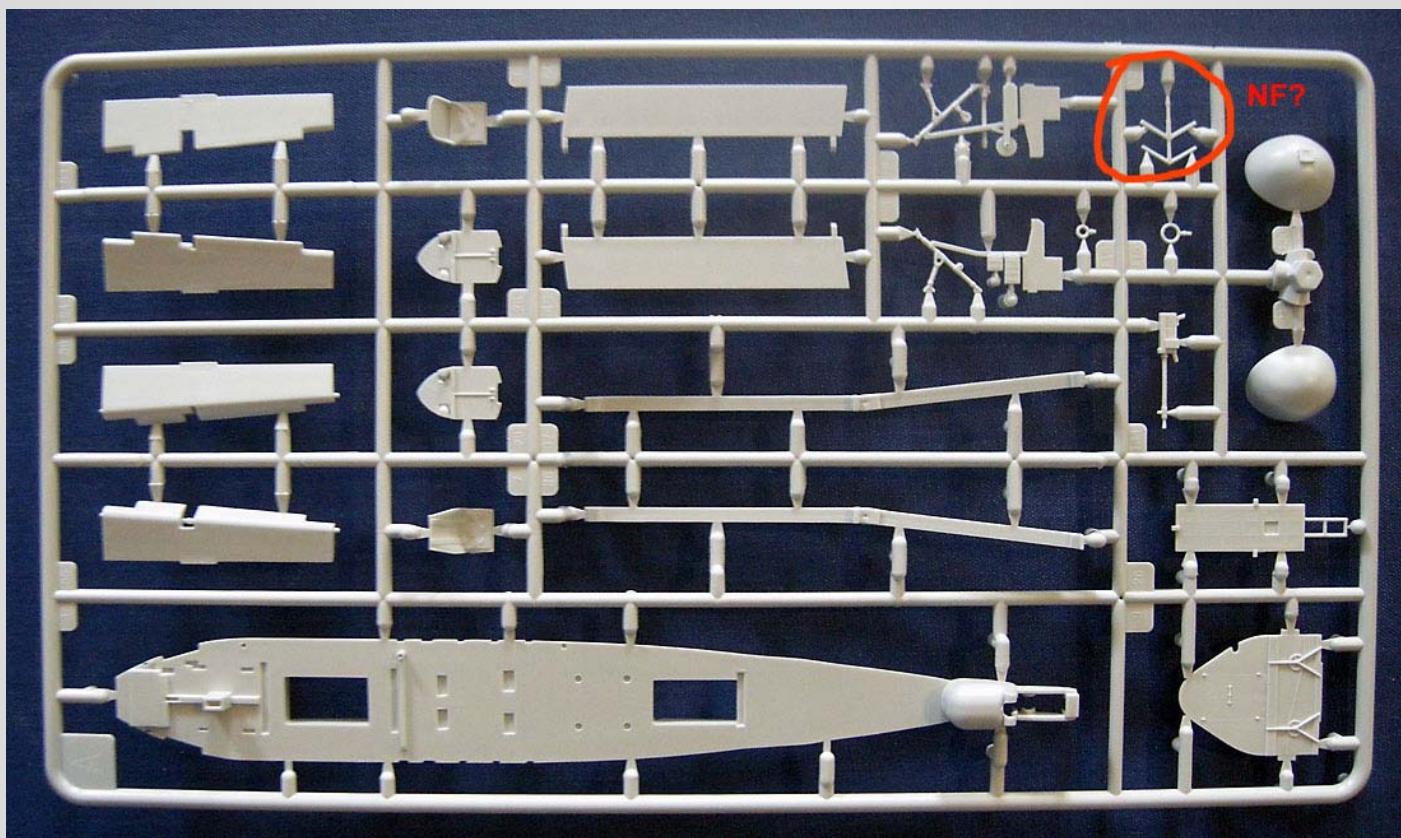
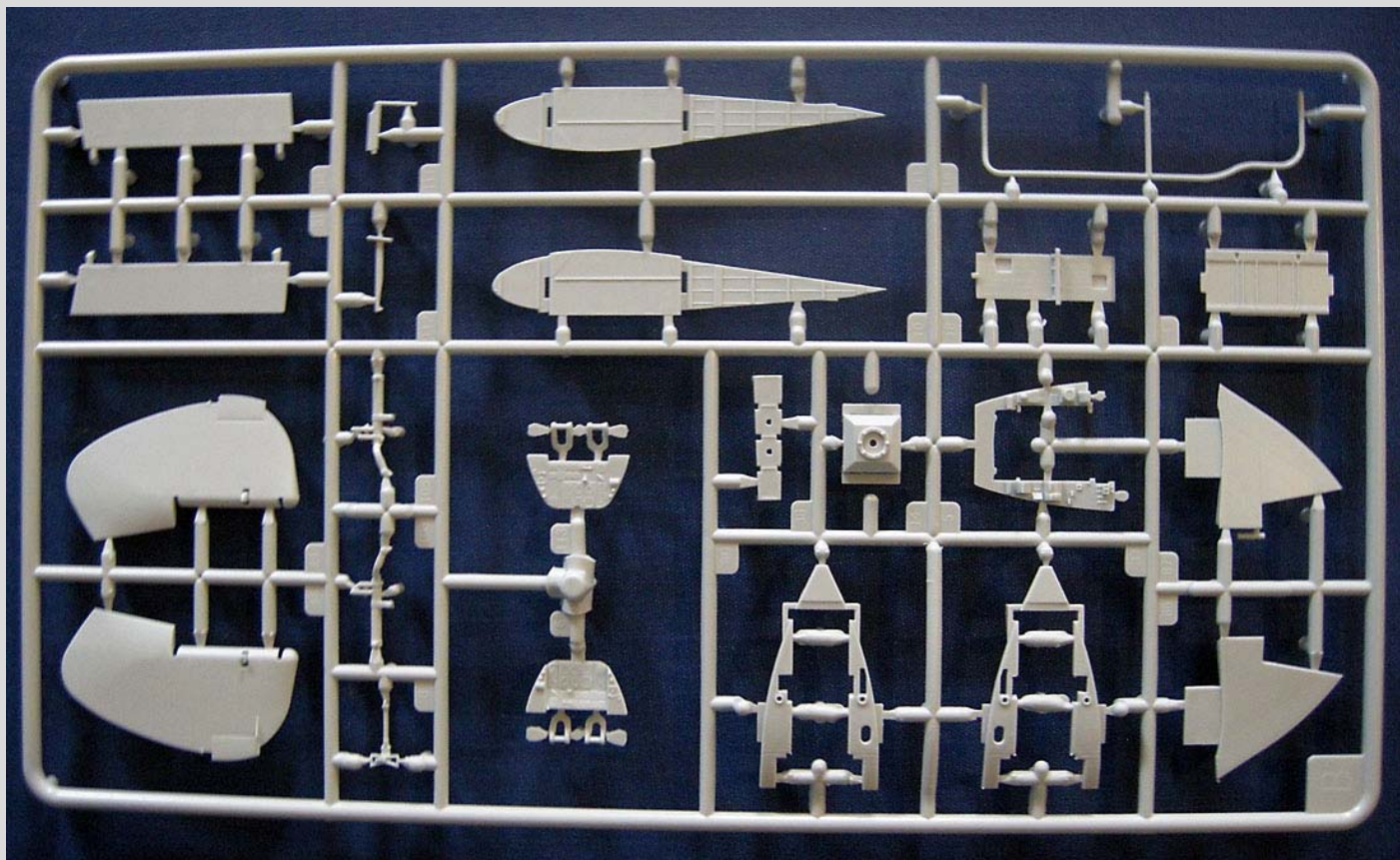




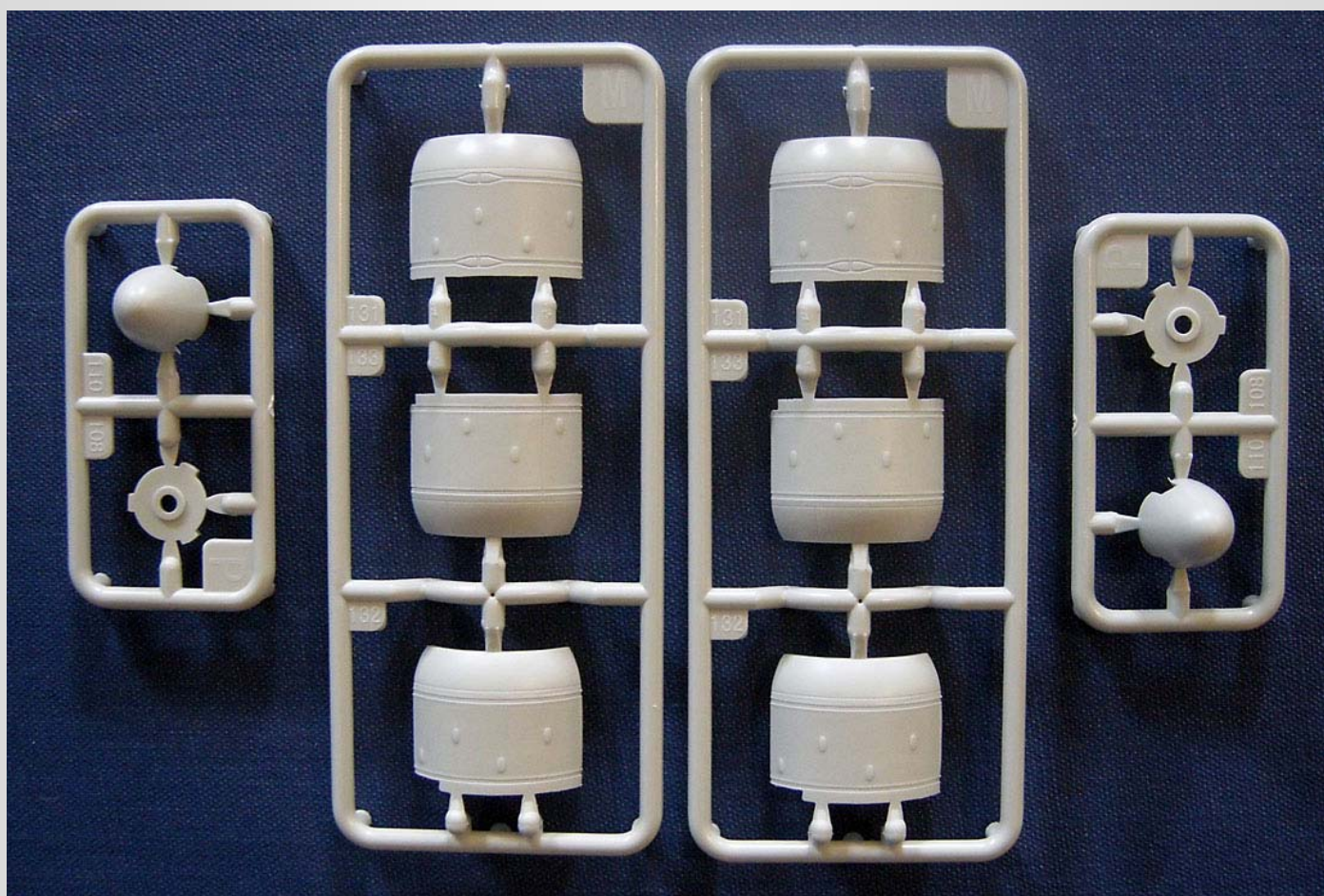
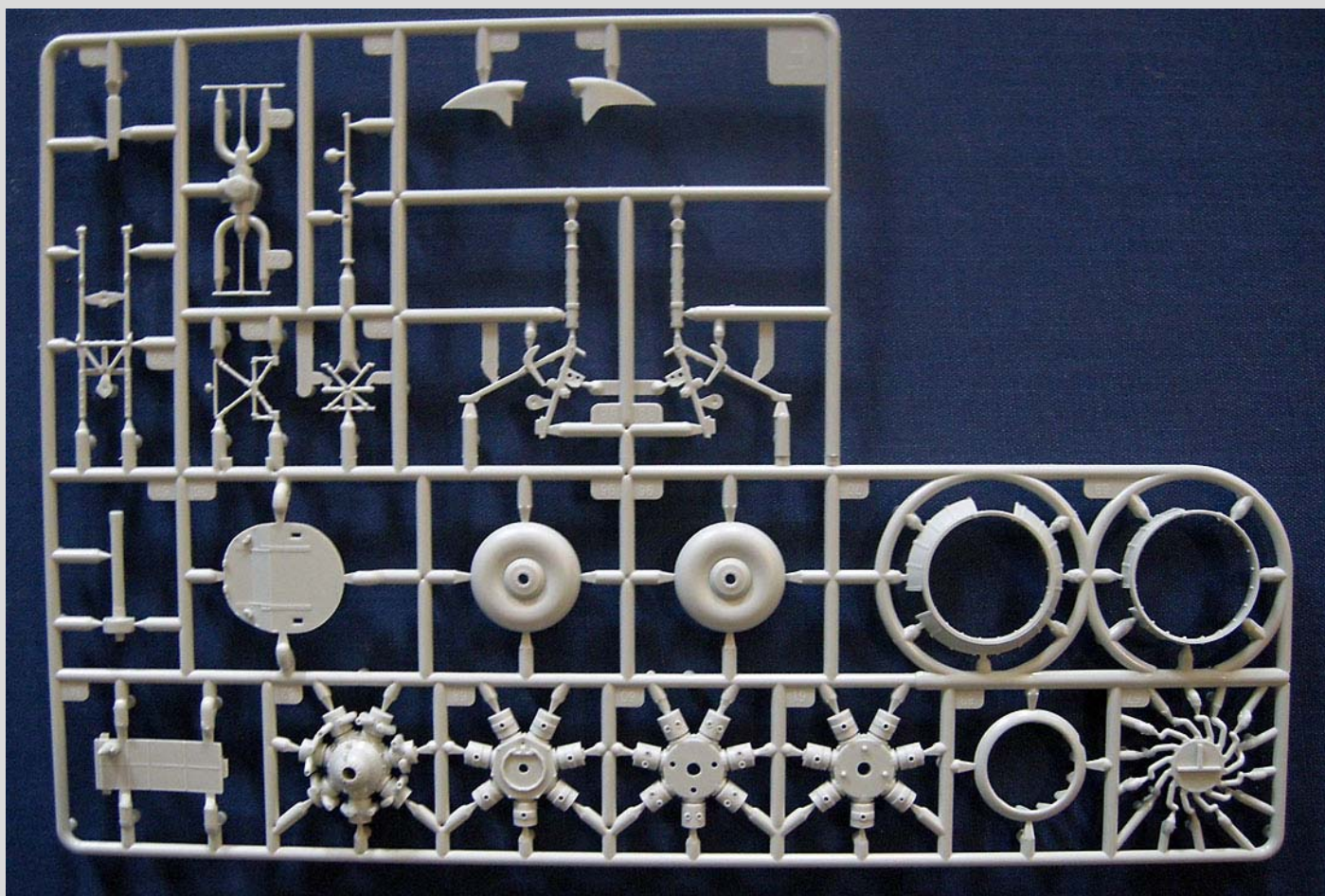
Internal ribs are moulded into the interior of the fuselage and the floor is built up in a similar manner to the Tamiya kit with a multi-part pilots cockpit, the escape doors and 'tunnels' for the pilot and Nav/Gunner, the 20mm cannon magazines, a nav/gunners seat, and the armoured bulkheads. This also incorporates wing root blanking panels.

There are no other detail parts supplied for the area behind the pilot's position where the main radio/radar black boxes live in racks on the real aircraft, and these will have to be added by the modeller as this area can be seen through the cockpit! there are also several other items missing from this area that will need to be added for the more 'anal' amongst us!

There are no details incorporated into the rear position other than a basic rear former with spare Vickers ammo cans and flare storage as an alternative to a rear armoured bulkhead with closed doors. If the rear canopy is fitted in a closed position, not much will be seen here, but if positioned open, then more will have to be added around this area.

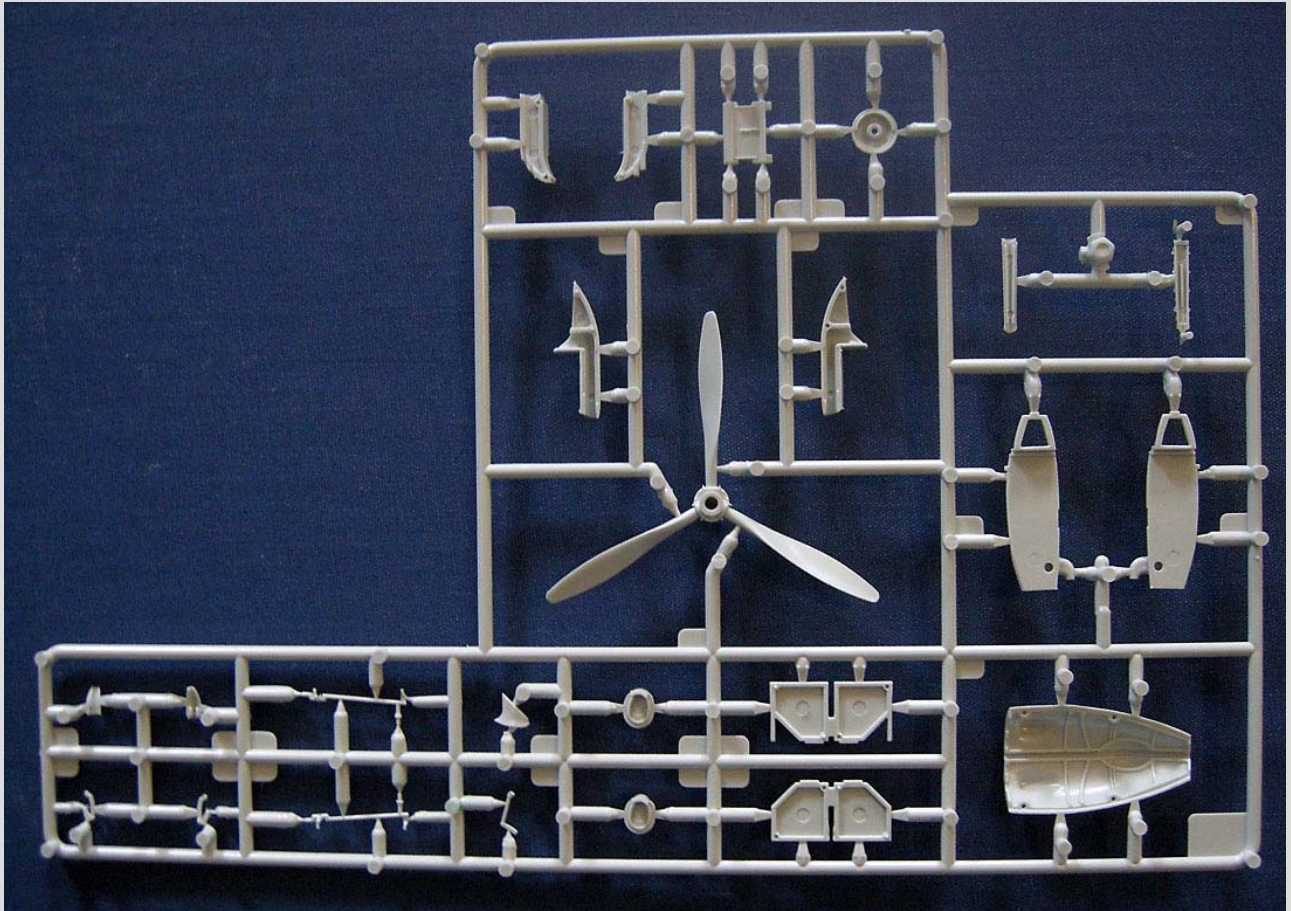


The other departure is the way Revel have supplied the main engine nacelle covers, as they supply these in three sections so these can be left off to show the engine detail. The nicely detailed Bristol Hercules engines come as multi part sections incorporating the rear intake tubing and the front exhaust tubing and collector ring. The cowl gills come in both closed and open styles to further enhance the build. Both short and long intakes are supplied and the exhaust outlet pipe incorporates the two intake tubes that are so prominent, and the 'Porcupine' exhaust tailpipe.

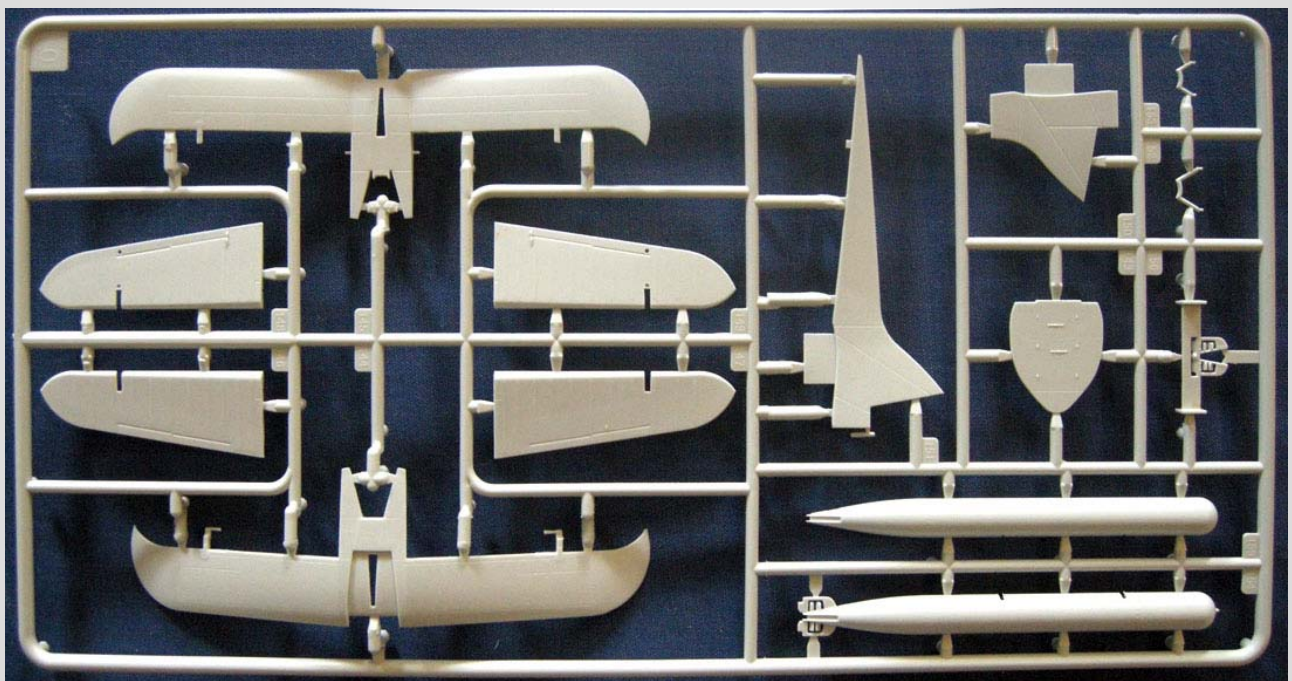


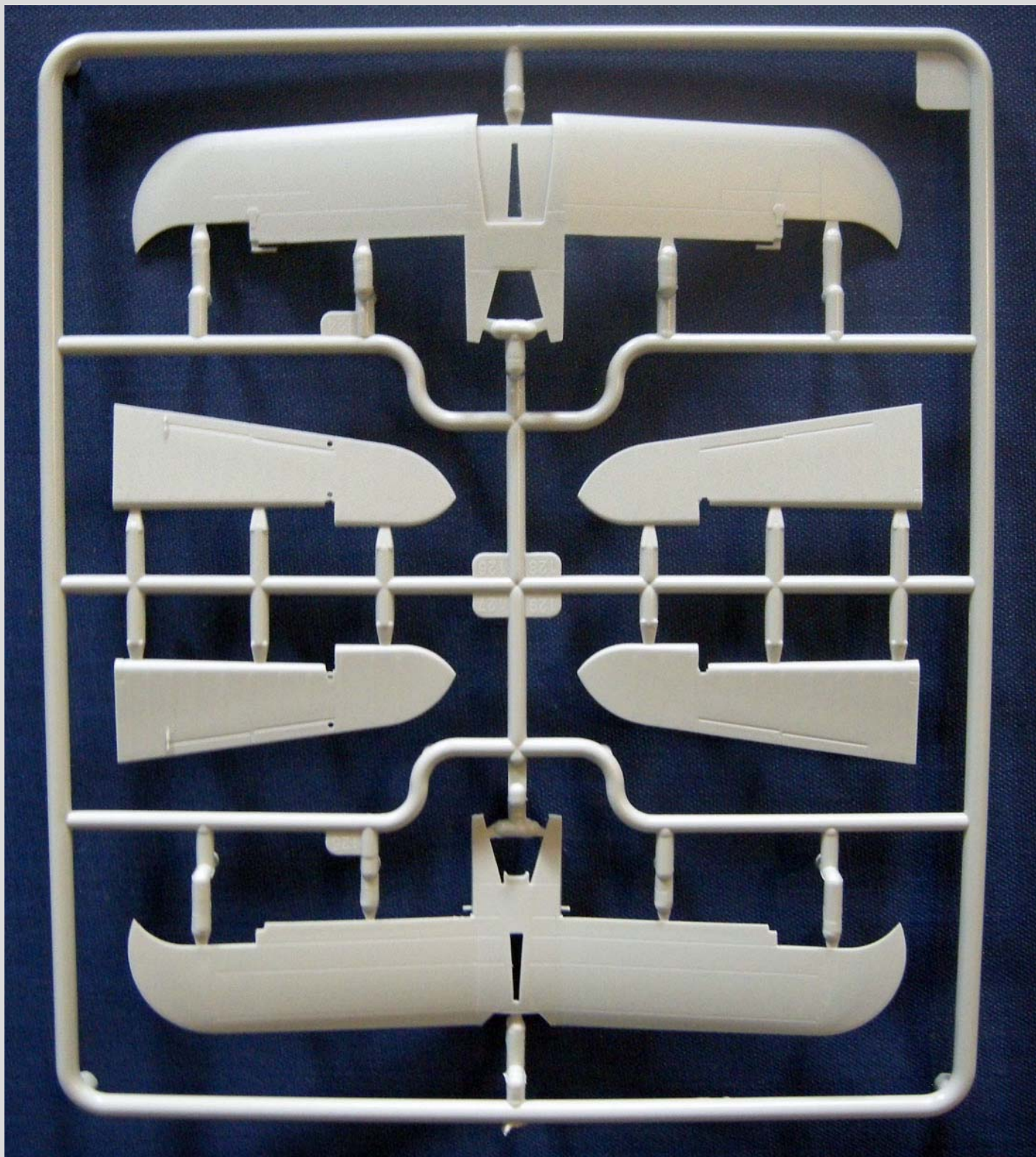
The wheel wells are fully detailed inserts that are built up into the lower wing sections. The main undercarriage is a multi-part unit, and is well detailed. The wheels come in two halves without any bulging or flattening.

The undercarriage doors come in one moulding, and if the model is being built with extended landing gear, will have to be carefully cut in half. They do incorporate very nice internal detailing. The tail wheel assembly comes as either extended or retracted form. The props appear a little anaemic to me, being a little bit slim in plan view? I feel Tamiya made a better go at these. Prop spinner cones and backing plates are provided to use as necessary.



The horizontal tailplane assembly comes as two options, the early type or the later type. This is one area where further research is necessary going on the build choice if not using the kit supplied marking options.





The very clear transparencies supplied include the pilots canopy with the roof hatch as a separate item, the late model rear canopy as a one piece section incorporating the hatch area so it can be posed open, the wing landing light cover and the wing tip navigation light covers.



The rudder is a two part moulding, and the optional fins are supplied as two parts for the standard early type, and the longer fin strake type. Optional parts are supplied for the three styles of noses used on TF.X's, the short plain nose, the short nose with the strike camera port, and the thimble nose for the radar.

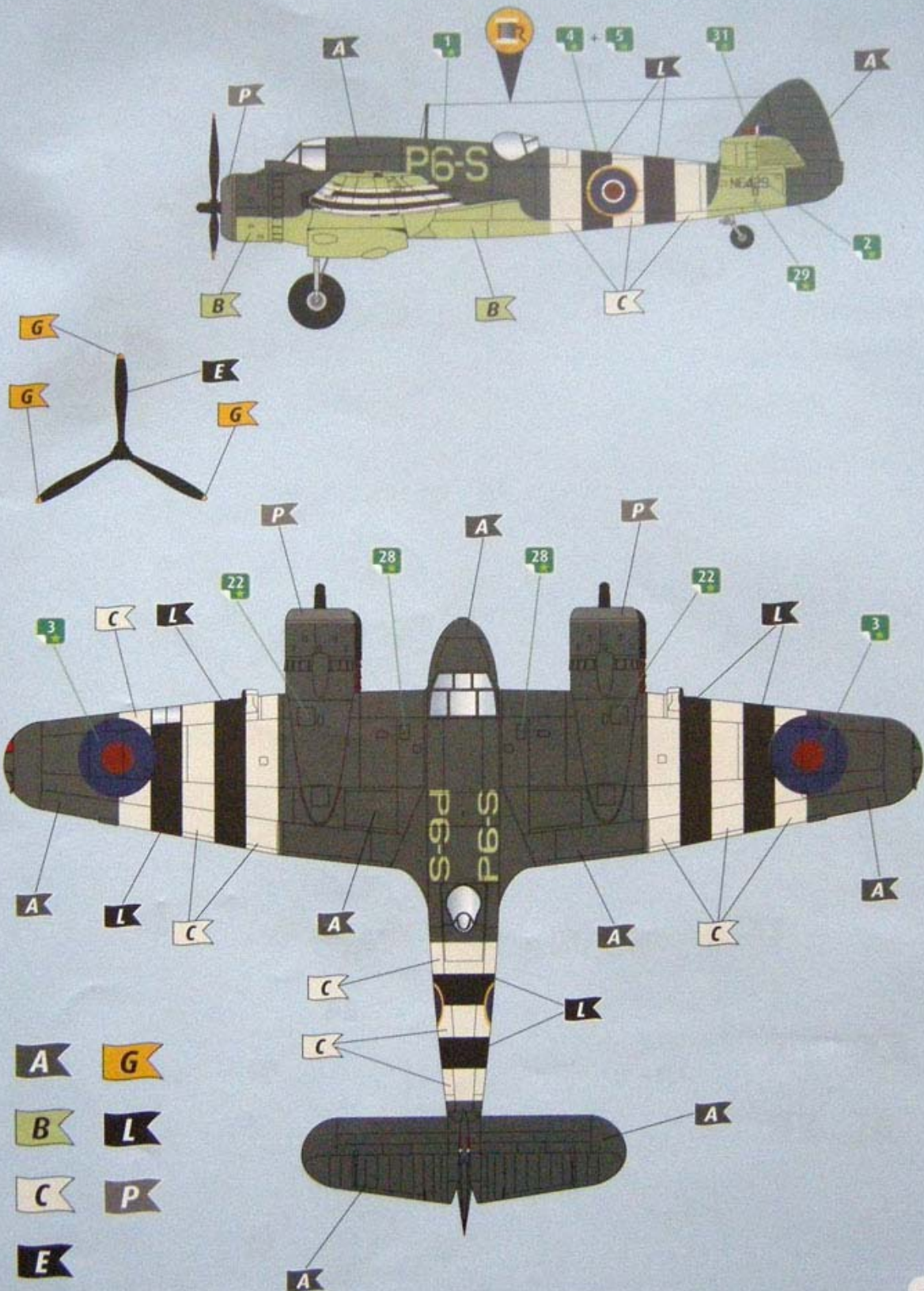
The sprues also contain a few clues to the possibility of further Beau types coming from Revell, with a set of underwing rocket mounting plates, an 'arrow head' radar aerial and a second instrument panel that appears to be for a night fighter variant. From what is supplied here, one can build a late Mk.VI as well as the featured TF.X. With a set of aftermarket rockets and launch rails, one could build any of the later Coastal Command Beaufighters.

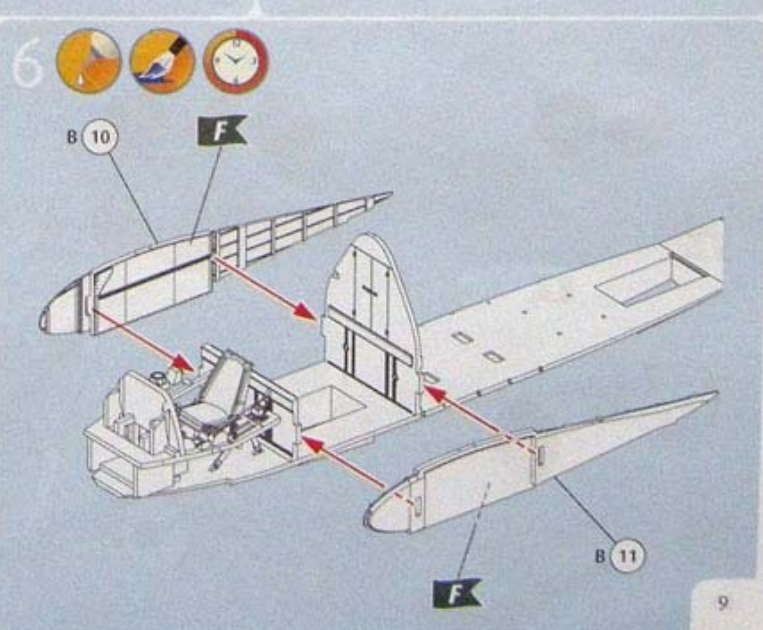
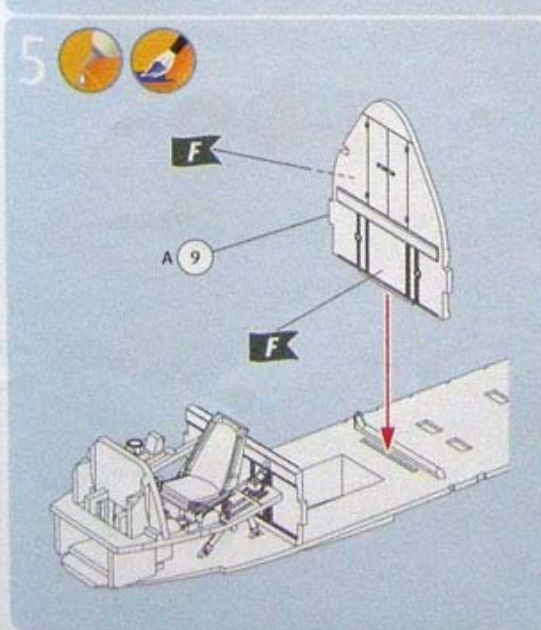
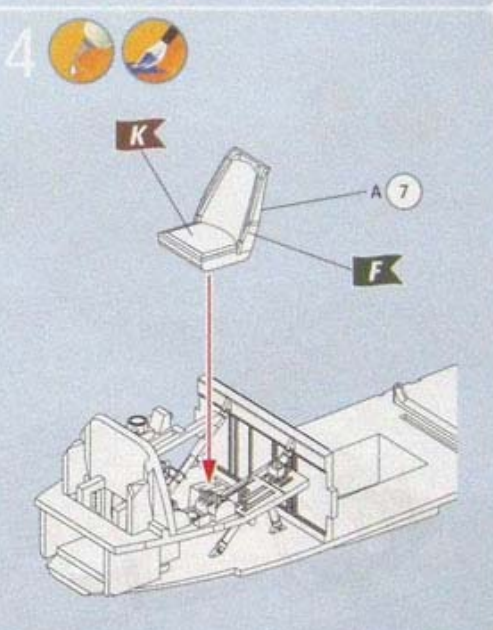
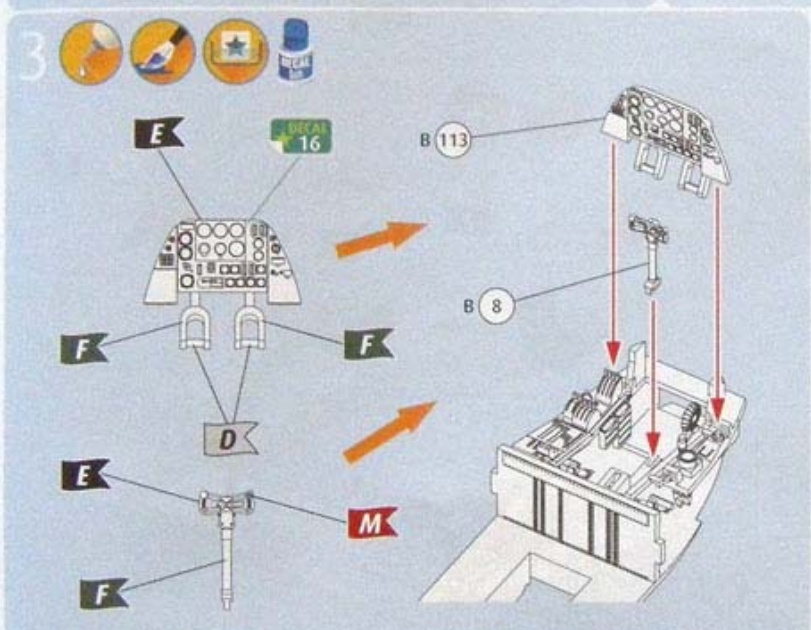
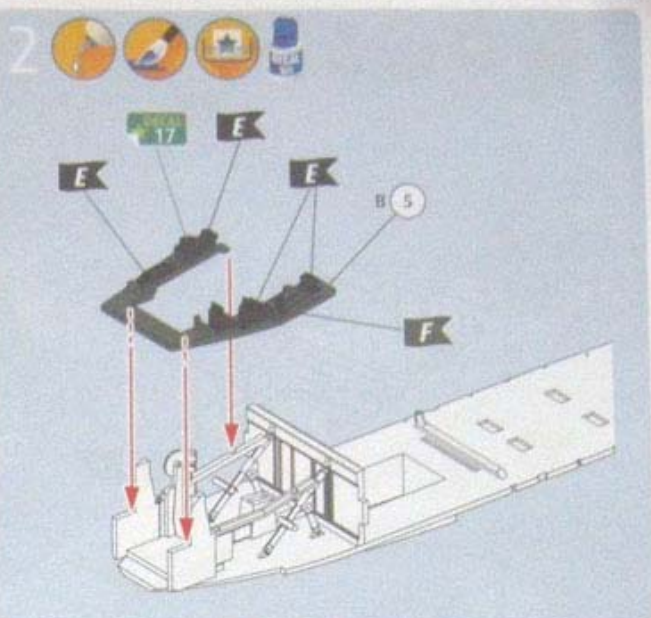
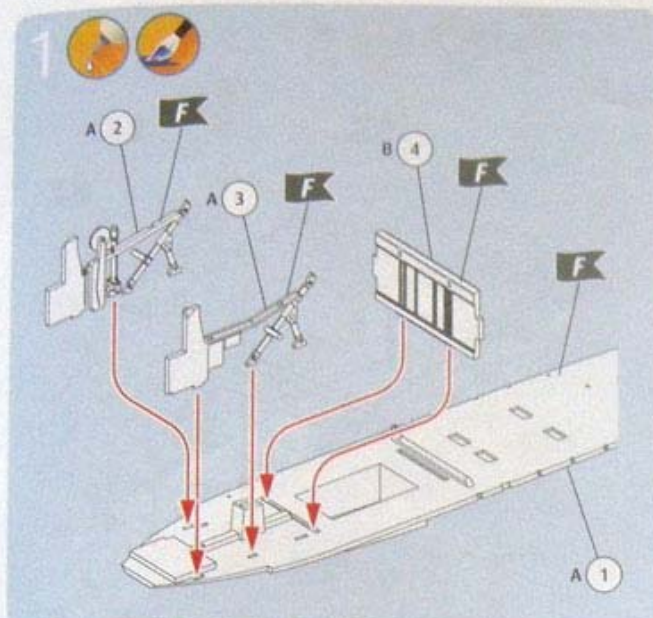
The instruction 'manual' comes as a 28 page full colour printing in A4 size, giving sprue maps, options and colour options and paint colours (Revell paint numbers only) so some further research will be required if using non-Revell paints! 4 views are given for the markings supplied with the kit, a TF.X of No.489 (NZ) Squadron based at Langham during July 1944 wearing invasion stripes, and a thimble nosed TF.X of No.254 Squadron based at North Coates in May 1945.

78



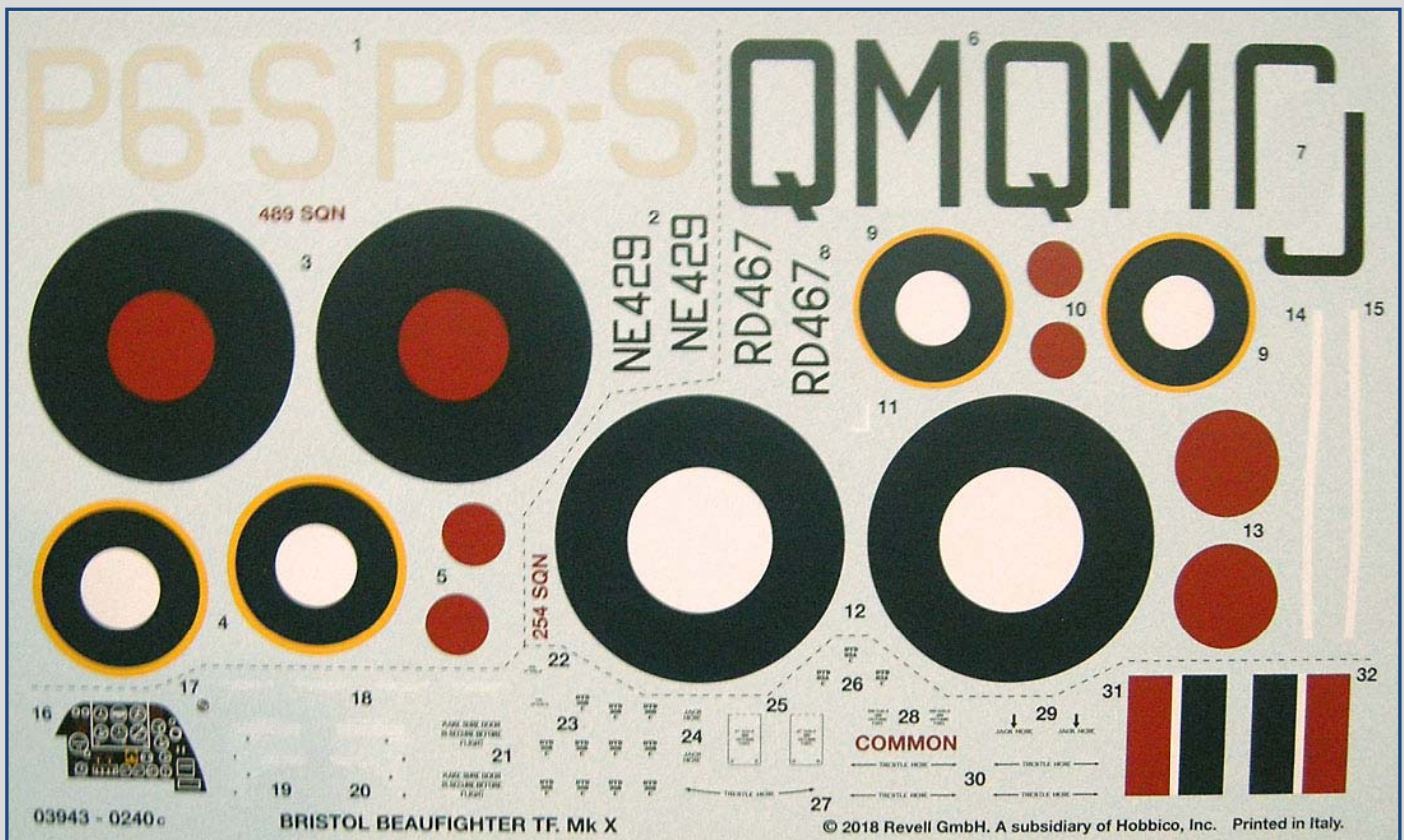
Bristol Beaufighter TF X, No. 489 (NZ) Squadron,
Royal Air Force, Langham, England, July, 1944





The small decal sheet has markings for the two aircraft mentioned above, and includes most of the stencilling required, even down to the stencilling on the 20mm magazines. The colours are very good matches, and appear to be in register. The sheet is labelled 'Printed in Italy', so one would surmise they have been produced by Cartograph, so should be very useable.

For those wishing to build other options, I can highly recommend the Aviaeology sets that come with full documentation for each aircraft option. <https://www.aviaeology.com/>



Overall I feel this is a very good job from Revell, and gives us a nice blank canvas to work with incorporating all the latest advances that have come with plastic moulding since the Tamiya kit first saw the light of day. Don't get me wrong, The Tamiya kit is till a good kit, but I still feel that it was rushed into production too soon at that time without all the research being properly carried out..hence those damned battle repair patches on the wings!

I'd like to add a further note that the armament being carried by P6 S while based at Langham during the D-Day landing operations would have most likely been 2 x250lb bombs on the outer wing hard points, and 2 x 500lb bombs on a mounting under the forward fuselage. No.489 (NZ) Squadron's operational record lists mostly these load-outs during this period.

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.

