



SCALE-MAIL

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**Eduard 1/48 Vickers-Supermarine
Spitfire Mk XVI**

Aero Daimler Motor 120-hp

MK II 'Female' British Tank

NEXT MEETING

Tuesday 20th March 2018

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

Chairman - John Swarbrick Craig Sargent

Secretary - Brett Peacock Lance Whitford

Treasurer - Mark Robson Keith Bunyan

Mike Maran

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Link from the IPMS Auckland Website

From the Editor

I'm back in NZ and very happy to be home once more.

Again, thanks to those that have helped me keep this newsletter filled with content each month, I could not do it without you. All the same, it would be good to get more people actively involved in providing original copy.

Anyone with a computer and a smart phone can easily put together some rough content. I am more than happy to receive a bit of text in MS word or even a simple text file and a few quick pictures. I can clean up photos with Photoshop so don't worry if you think your efforts are not publishable. The structure and layout of text is not a problem, in fact the less structure the better sometimes as I have to work around my own page layouts. I can often add box art and other stuff from web sources so pictures are not always mandatory.

So why not give it a go? You might be very surprised with how your efforts scrub up. Come and have a chat with me at a club meeting if you have any questions or maybe drop me an email.

Lance

MOTAT Sunday -18 March

Hi Folks,

We are all set for Sunday at MOTAT. Thanks to those who have gotten back to me.

We can set up from 8:30 - 9:00 am this is at the Aviation MOTAT site. We're in our 'usual' spot in the Aviation Display hall between the Sunderland and the Avenger....

Pack up is from 3:30 to 4pm MOTAT closes totally by 5pm.

I'll see you there on Sunday AM.

Cheers
John

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2017/18 PAST DUE *******

**Subs for 2017/18 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 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

- **20 March** Club night
- **17 April** AGM
-

MODELLING EVENTS

MOTAT open day

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
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10% on kits and modelling supplies



TOYWORLD

Toyworld Henderson
56 Railside Rd, Henderson
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15% Off the normal retail price on:

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Merv Smith Hobbies

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

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Eduard 1/48 Vickers-Supermarine Spitfire Mk XVI

“Bubbletop” Weekend Edition

By Brett peacock



In-box review

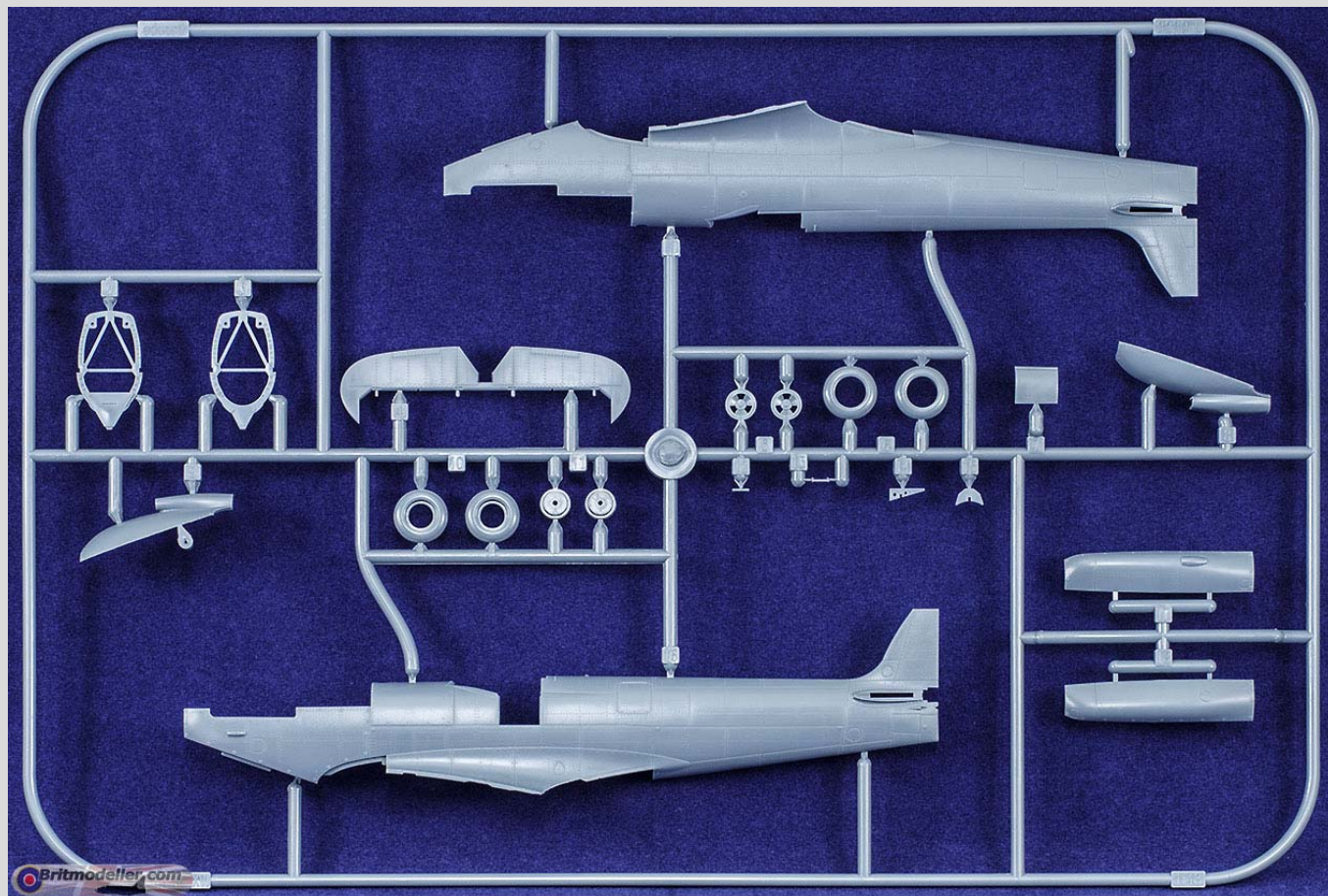
166 parts (PLUS 51 marked as “Not Used”.) on 4 grey and 1 clear sprue tree, 2 decal sheets (Markings for 2 aircraft and stencils.) Price was \$39.50 from The Model Room via Trademe.

Until now I have not been able to easily obtain any of the Eduard Spitfire family of kits in 1/48, so to find a stockist here in Auckland was a major bonus. Although I found the listing on Trademe the dealer was in Auckland so I elected to pickup the kit and found it was Alan Sanazarro’s Model shop “The Model Room” in Papakura, which was, admittedly, a bit of a drive, as I live in West Auckland and thank god for the new Tunnel. So, seeing as this is the first time I have gotten my hot wee hands on an Eduard Spitfire, an in box review must surely follow.

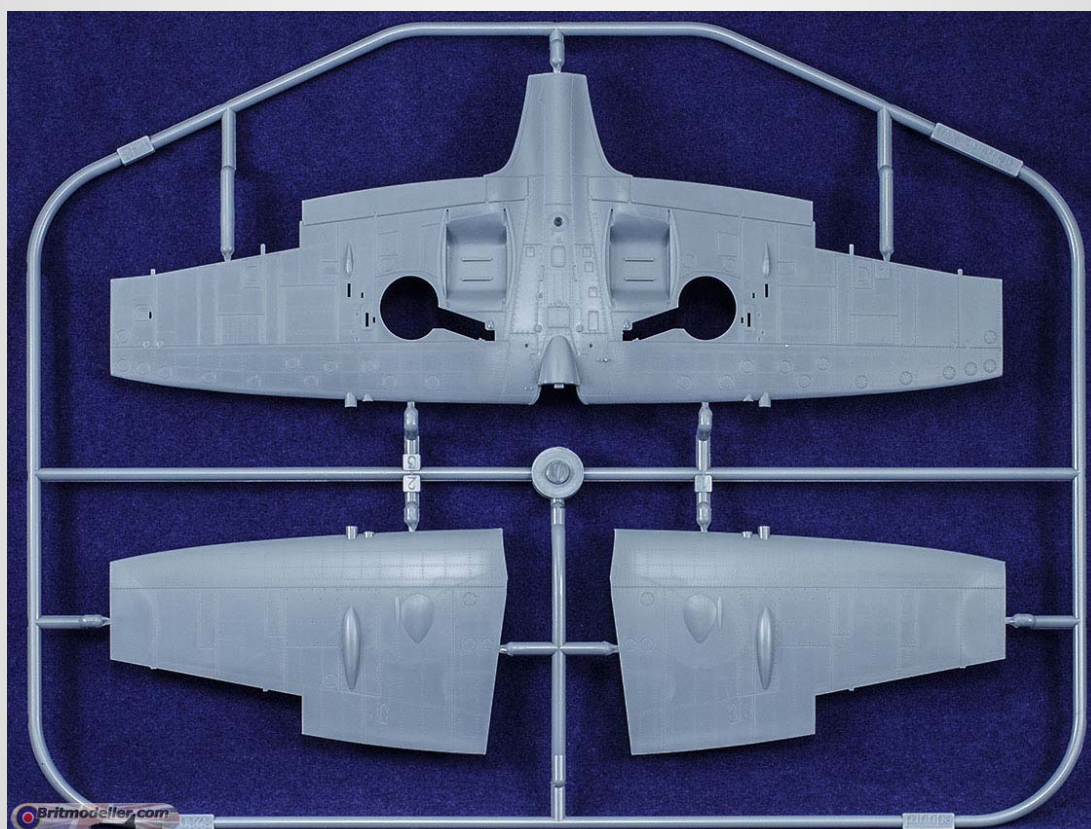
As can be seen above, the box art is plain, like most weekend series kits, but remains evocative. Also, like most weekend series kits there is no PE, resin or masks included - just the basic plastic, molded in Eduards’ new standard Tamiya-like mid-grey plastic. One departure is the inclusion of 2 marking options, both from the 1949 Cooper Memorial Air Race. The Cooper Air Race was a contest for Squadrons of the Royal Auxiliary Air Force, run post war. Aircraft raced in service colours with a coloured band (Squadron colours?) and a Number added. Option A is for an overall Silver machine and B has standard late-wartime camouflage. I have the Lifelike 1/48 set 48-007 for Spitfire XVIs which include JC Lind’s Mk XVI from 1945, so I will be using that on this kit. (Which is also one of the Tamiya 1/32 Mk XVI options! Oddly enough the Lifelike sheet also features option B of this kit, as well as The Central Gunnery School option from the old 1/72 Heller Spitfire XVI).

On to the Plastic!

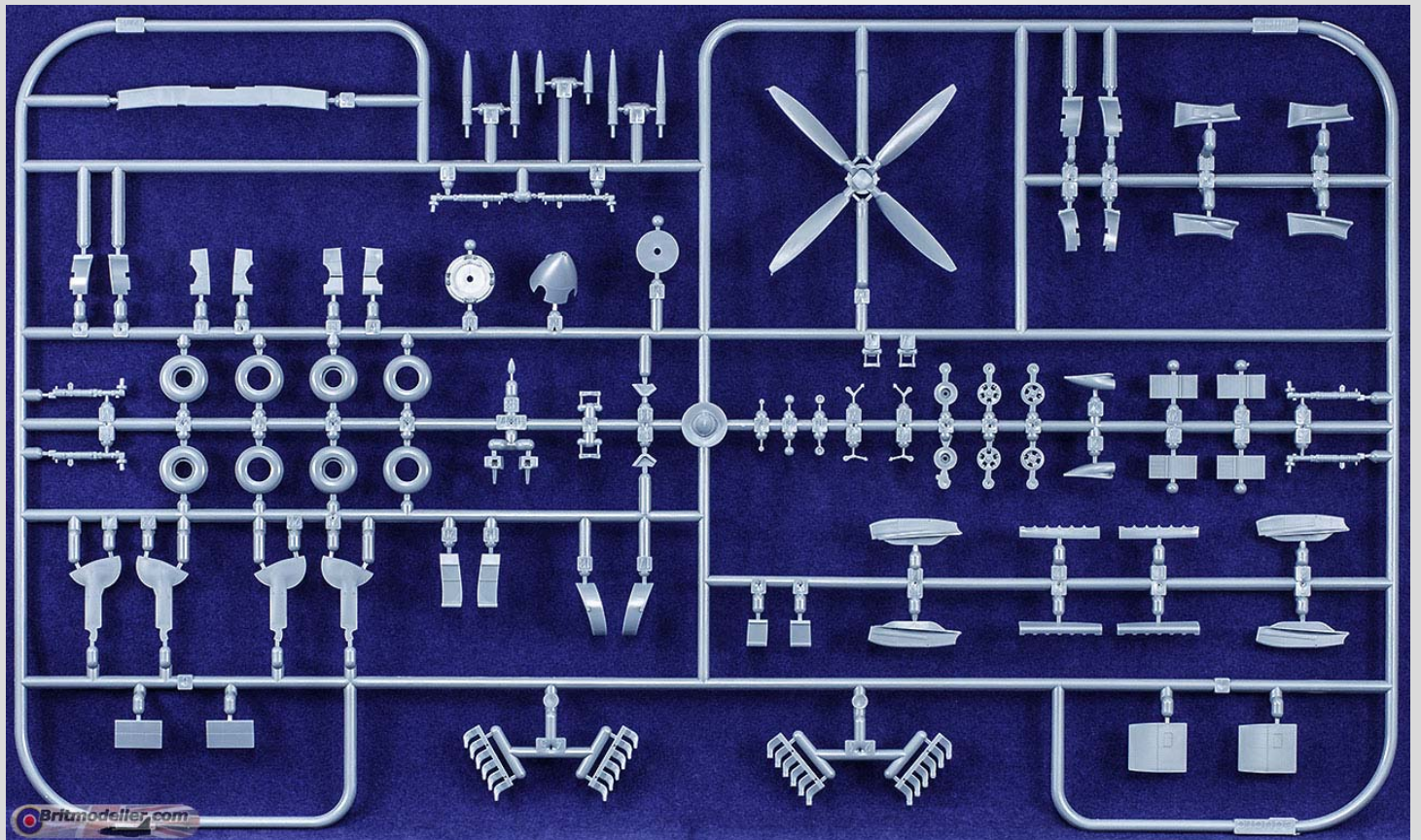
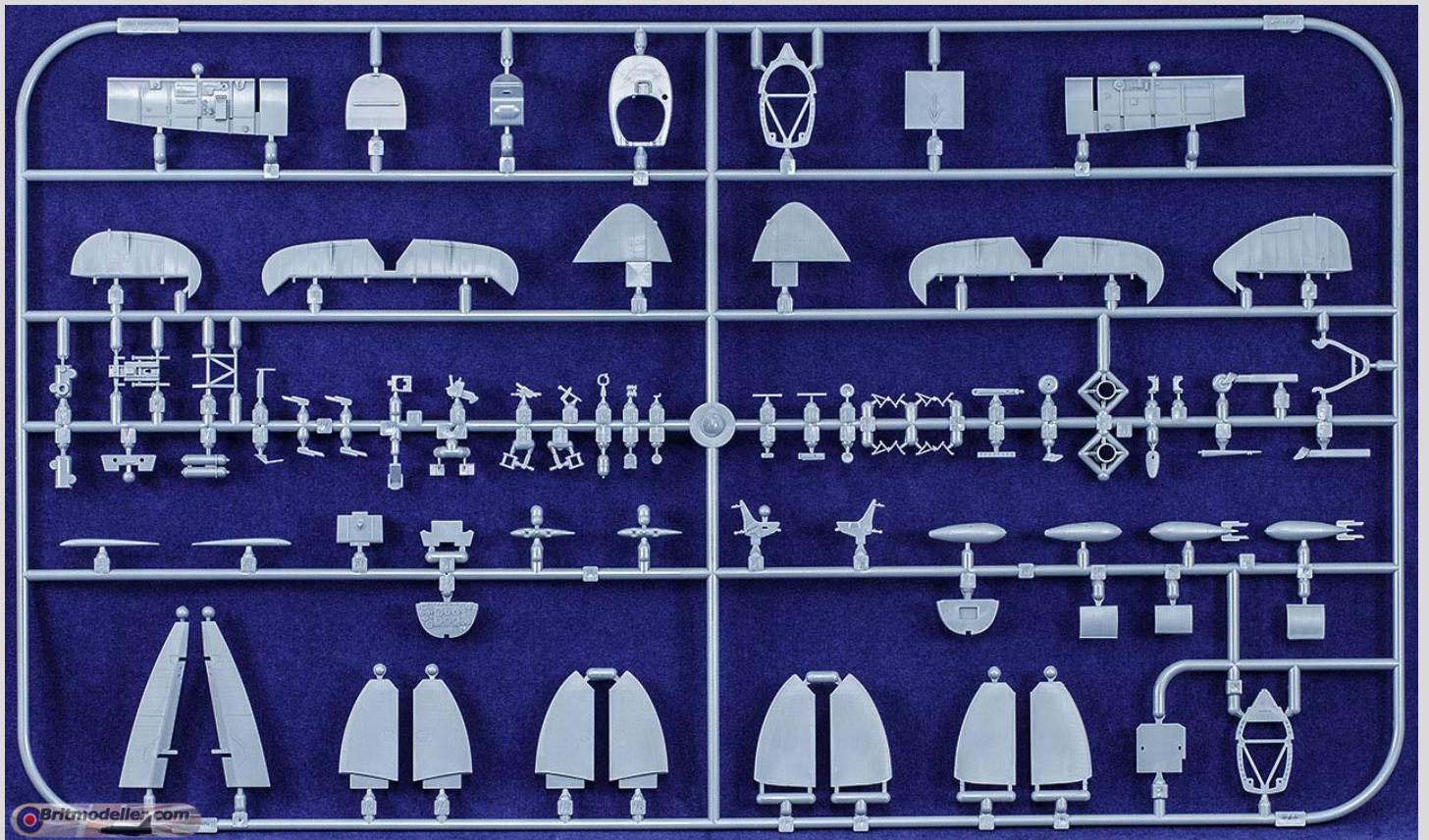
Sprue L. This is the sprue which is specific to the Bubbletop Mk XVI...



Sprue K, Which is the standard "E" wing with 3 spoke wheel bulges.

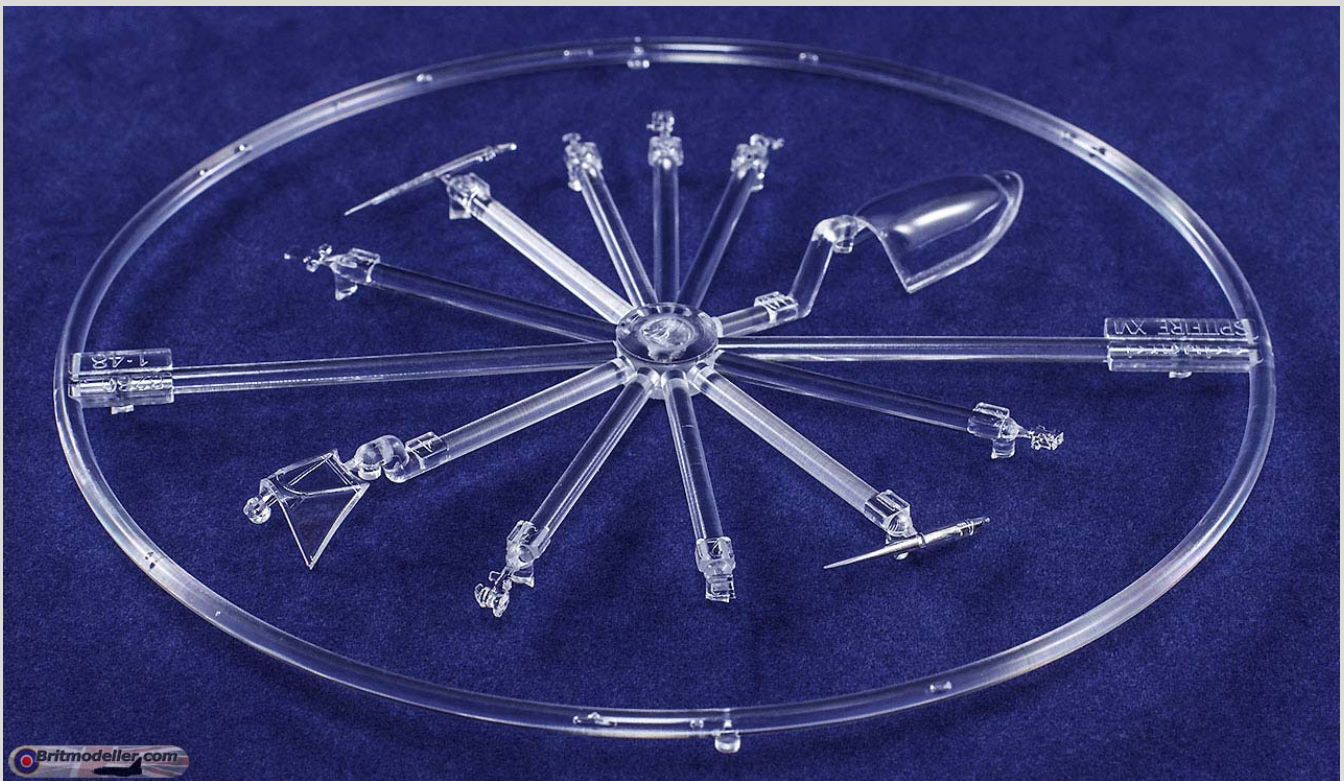


Sprues F & G which are common to all Spitfires by Eduard.



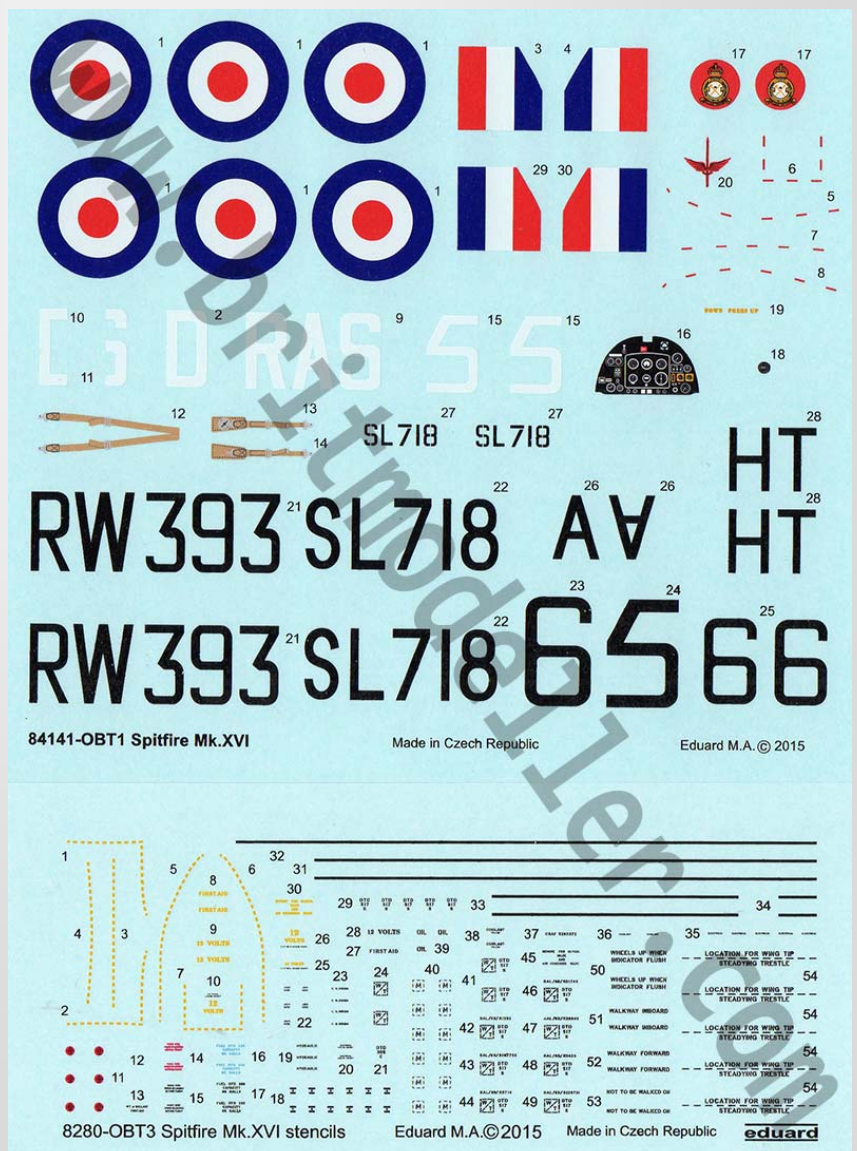
The eagle-eyed will notice the many options, some duplicated on the Mk XVI sprue with differing details present. (note the Rear Frame for the Cockpit and the Packard Merlin engine cover, for examples). The 4 Sprues come paired in two resealable bags with the Clear sprue in a Ziplok bag.

Finally we have the clear sprue:

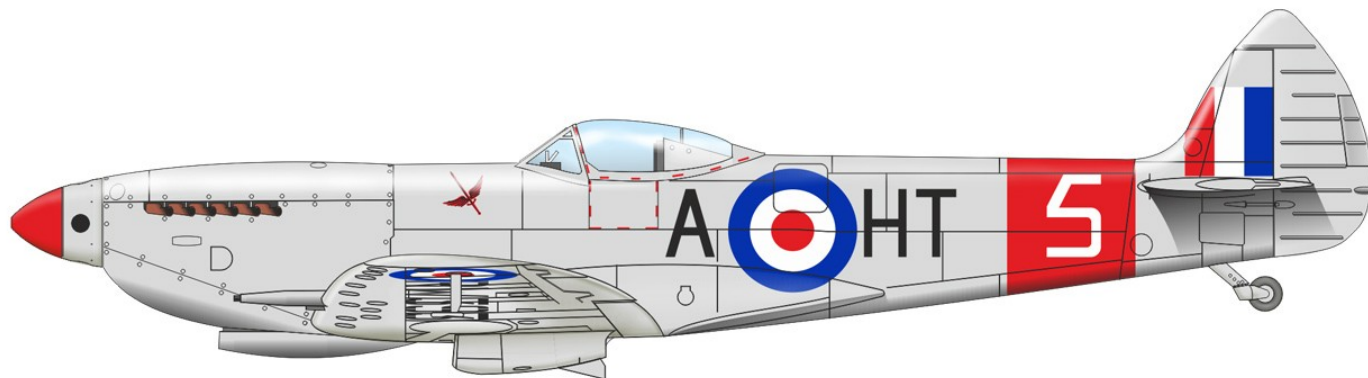


My example had the Canopy cover detached in the bag, which I understand is not uncommon. Thankfully, it appears undamaged. Also on this sprue are the clipped wingtips, gun-sight and various clear lights.

The kit decals: (the lower 1/4 of the image is the separate stencil sheet. Note the Instrument panel decal on the upper sheet as there is no coloured PE. Even a compass decal is there, as are decal seatbelts!)



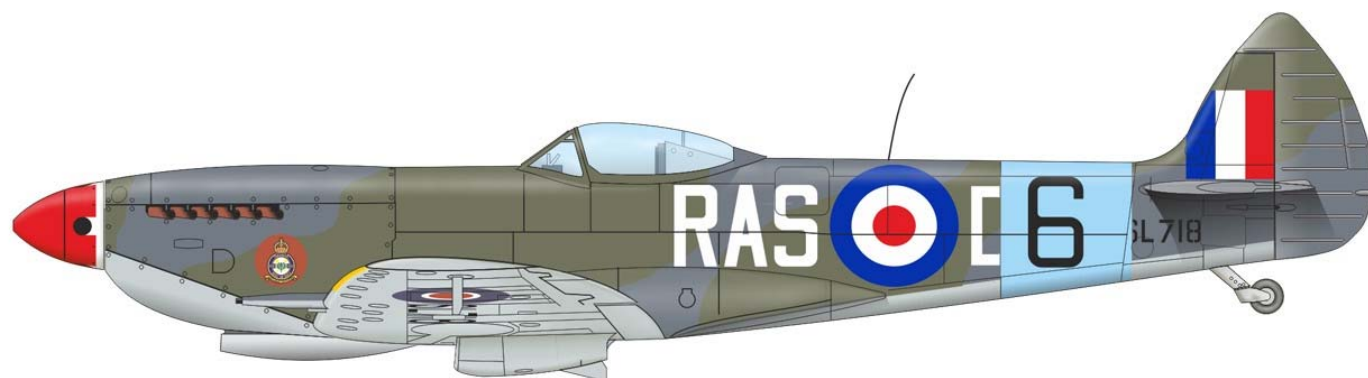
Option A: RW393, 601 Sqdn RauxAF, HT-A/5, Cooper Air Race, 1949



eduard

© Eduard - Model Accessories, All rights reserved

Option B: SL718, 612 Sqdn, RauxAF, RAS-D/6, Cooper Air Race, 1949



eduard

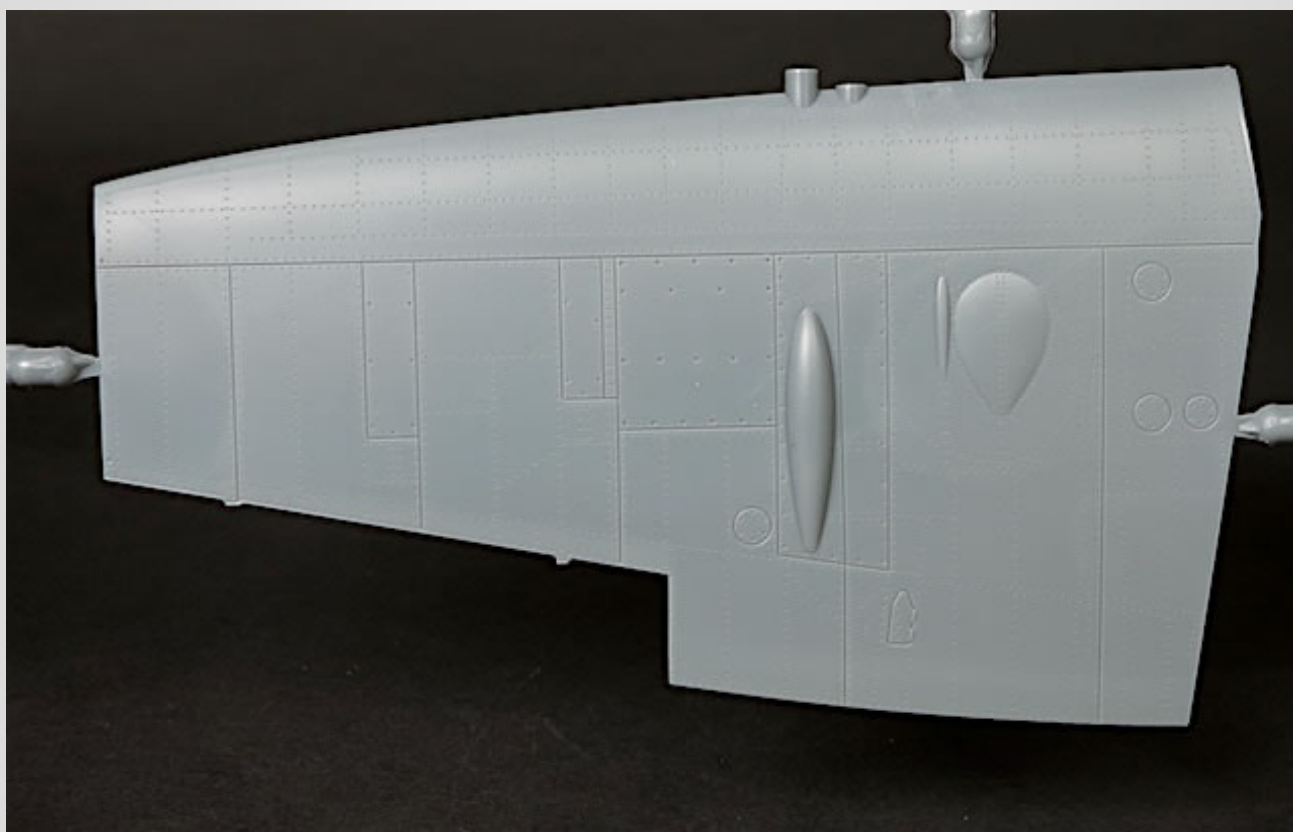
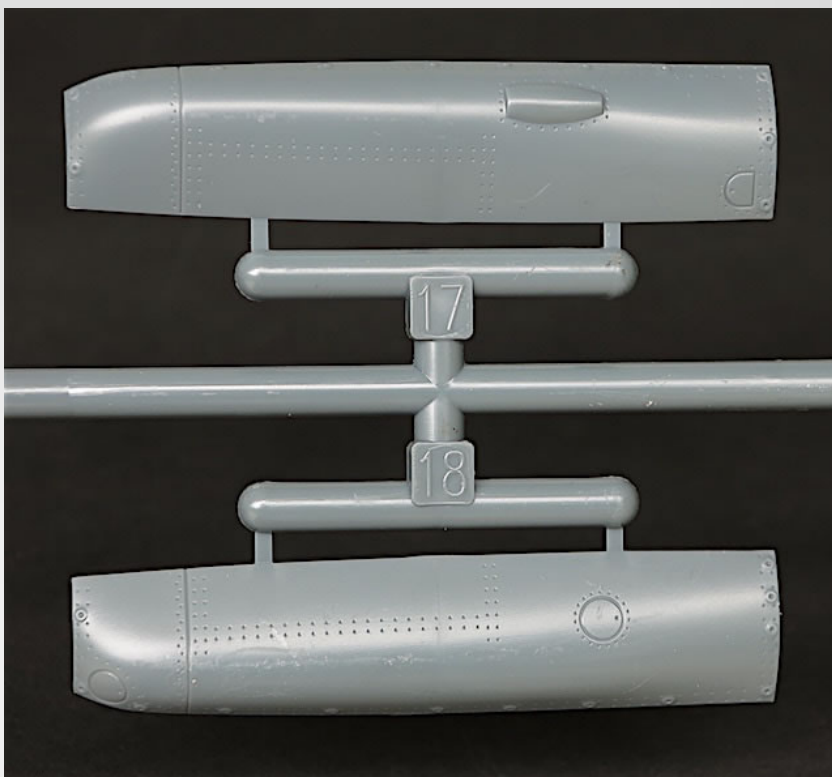
© Eduard - Model Accessories, All rights reserved

There is some controversy over the rear fuselage band on B: it may also have been Yellow, but as only Monochrome photos have been found, it is unclear. Eduard have opted for the Pale Blue choice.

Much has been said about Eduard's family of Spitfires, but I can only state my own impression of this kit. The surface detail is Exquisite, with fine rivets and incised panel line, fully the equal of Tamiya's 1/32 kit. The assembly looks to be straight forwards, with a single caveat (well known and easily fixed with a resin replacement – That 2 part upper cowling! I will be ordering a couple ASAP!) But I have not heard of any anguished howls from the notoriously finicky (Anal?) spitfire experten out there about a micro millimetre being misplaced somewhere. I'm sure it's not perfect, but it is very, very nice indeed. Sadly the photos of the sprues do not show this fine detail very clearly so....

The shot on the left is of the Halves of the upper Cowling, close up, showing both the detail, and the problem – there should not be a join in the middle! (and eliminating it will be tricky!)

Conclusion: this is a definitive Spitfire kit, probably the best on the market. And Eduard have kits of the Marks VII, VIII, and IX as well as sub-variants of them – C wing, E wing Mk IXs for example. If you want to make a 1/48 scale Merlin Spitfire of the period between 1943 and 1950, this is the kit you want to start with. I know that this will not be the last Eduard Spitfire I buy...and why did I wait so long?



Aero Daimler Motor 120-hp

Weiner Modelbaumanufactur, 1/16 Scale

by Mark Davies

Summary:	
Catalogue Number:	WMM 16001
Scale:	1/16
Contents & Media	106 resin parts, 12 machined metal pieces, 1 PE fret with 101 parts, various wire and rod stock, plus instructional booklet.
Price:	Available on-line from Weiner Modelbaumanufactur: Kit for <u>€156.00</u> (Includes Tax) Finished Model for <u>€1320.00</u> (Includes Tax)
Review Type:	First Look.
Advantages:	Very good quality, excellent detail.
Disadvantages:	A lot of very fine holes required to be drilled, with no precise dimensional location guidance provided. Also no scale plans or templates to guide wire bending and plumbing fabrication.
Conclusions:	<p>This is a product with real niche appeal due both to the subject and its scale. This fact, and what is a quite hefty price tag for a small model, will naturally restrict numbers building this kit. Of course if money is no object, you can buy the finished article from the manufacturer; but this option is I suspect for a different readership group to HyperScale's.</p> <p>Some of the minor criticisms concerning drilling holes and lack of dimensions for plumbing fabrication will matter little to most modellers prepared to tackle this kit, as it should be apparent that a "shake & bake" it is not. Likewise, the sequencing of the instructional steps is only ever a guide.</p> <p>This is a quality effort from a most interesting manufacturer. It is expensive, but the price seems fair to me, given the engineering and quality of the kit, and of course the limited quantities it is likely to sell in.</p> <p>The potential to produce a super-detailed model of this classic engine is sure to find some enthusiastic enough to buy and build this kit. I am happy to recommend this kit to such modellers.</p>

BACKGROUND

Design and development

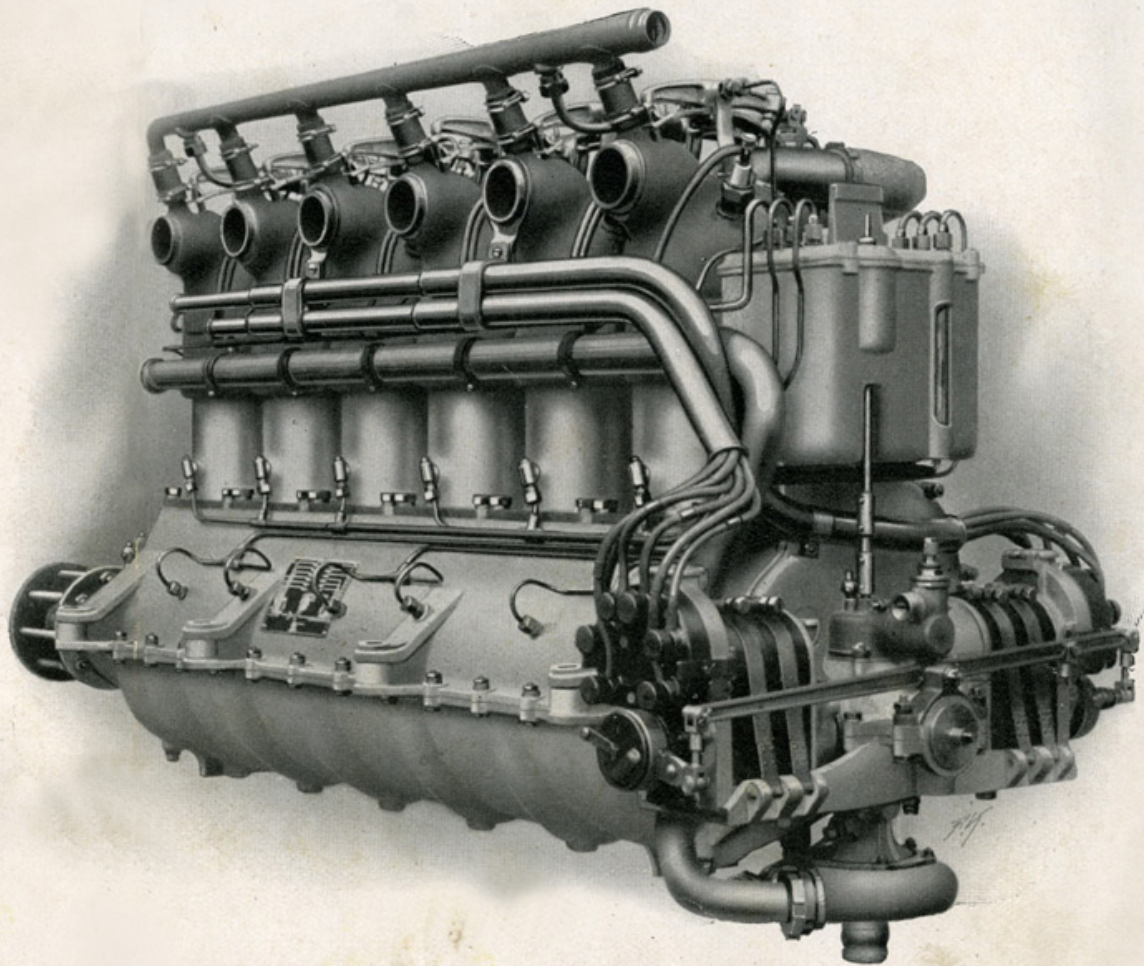
The first Austro-Daimler six-cylinder engine was designed by Dr-Ing Ferdinand Porsche to be an aircraft engine from the outset. Of high quality manufacture the Austro-Daimler was modestly rated at relatively low rpm, which gave the engine family a reputation for robustness and reliability.

Features of the Austro-Daimler included welded steel water jackets, (originally copper), seven main bearings and large diameter inclined inlet and exhaust valves opened by dual action push-pull rods and closed by spring pressure.

The Austro-Daimler inspired many imitators such as the Mercedes D.II, Benz Bz.IV, Beardmore, and Hiero 6. Modest availability of the Austro-Daimler engines forced some aircraft manufacturers to substitute Mercedes (the German Daimler company) engines in their aircraft, due to greater availability.



AERO DAIMLER MOTOR

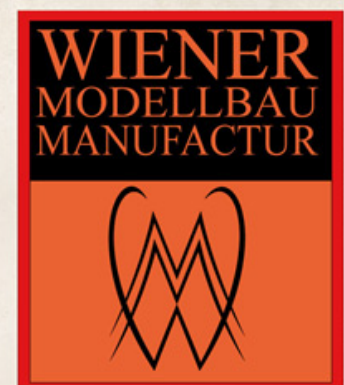


Modellbausatz des 120 PS Motors | Modelkit of the 120 h.p. Engine

WMM 16001

Maßstab 1/16

Scale 1/16



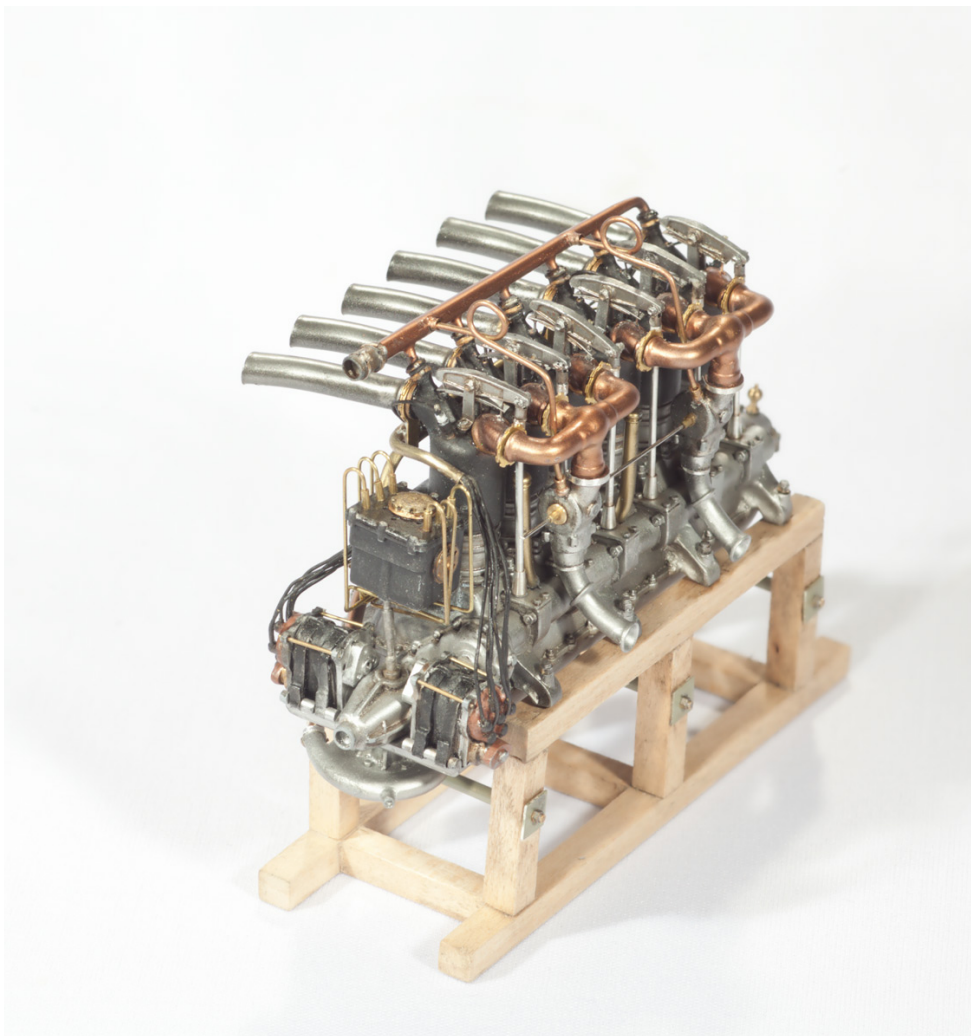
Variants

- Austro-Daimler 90 hp 6-cyl. The original low capacity version developing 90 hp (67.11 kW), introduced in 1910.
- Austro-Daimler 120 hp 6-cyl. Up-rated with a capacity of 13.9 l (848.23 cu in), from 130 mm (5.12 in) bore and 175 mm (6.89 in) stroke, developing 120 hp (89.48 kW) at 1,200 rpm, introduced in 1911.
- Austro-Daimler 160 hp 6-cyl. Developing 160 hp (119.31 kW), introduced in 1913.
- Austro-Daimler 185 hp 6-cyl. Developing 185 hp (137.95 kW), introduced in 1916.
- Austro-Daimler 200 hp 6-cyl. Up-rated with a capacity of 15.03 l (917.19 cu in), from 135 mm (5.31 in) bore and 175 mm (6.89 in), developing 200 hp (149.14 kW) at 1,350 rpm, introduced in December 1916.
- Austro-Daimler 210 hp 6-cyl. Developing 210 hp (156.60 kW), introduced in late 1917.
- Austro-Daimler 225 hp 6-cyl. Developing 225 hp (167.78 kW), introduced in 1918.

General characteristics

- Type: 6-cylinder liquid-cooled inline engine
- Bore: 130 mm (5.12 in)
- Stroke: 175 mm (6.89 in)
- Displacement: 13.9 L (850.5 cu in)
- Length: 1,690 mm (66.5 in)
- Width: 520 mm (20.47 in)
- Height: 1,040 mm (41 in)
- Dry weight: 320 kg (705 lb)

Source: Wikipedia.org



FIRST LOOK

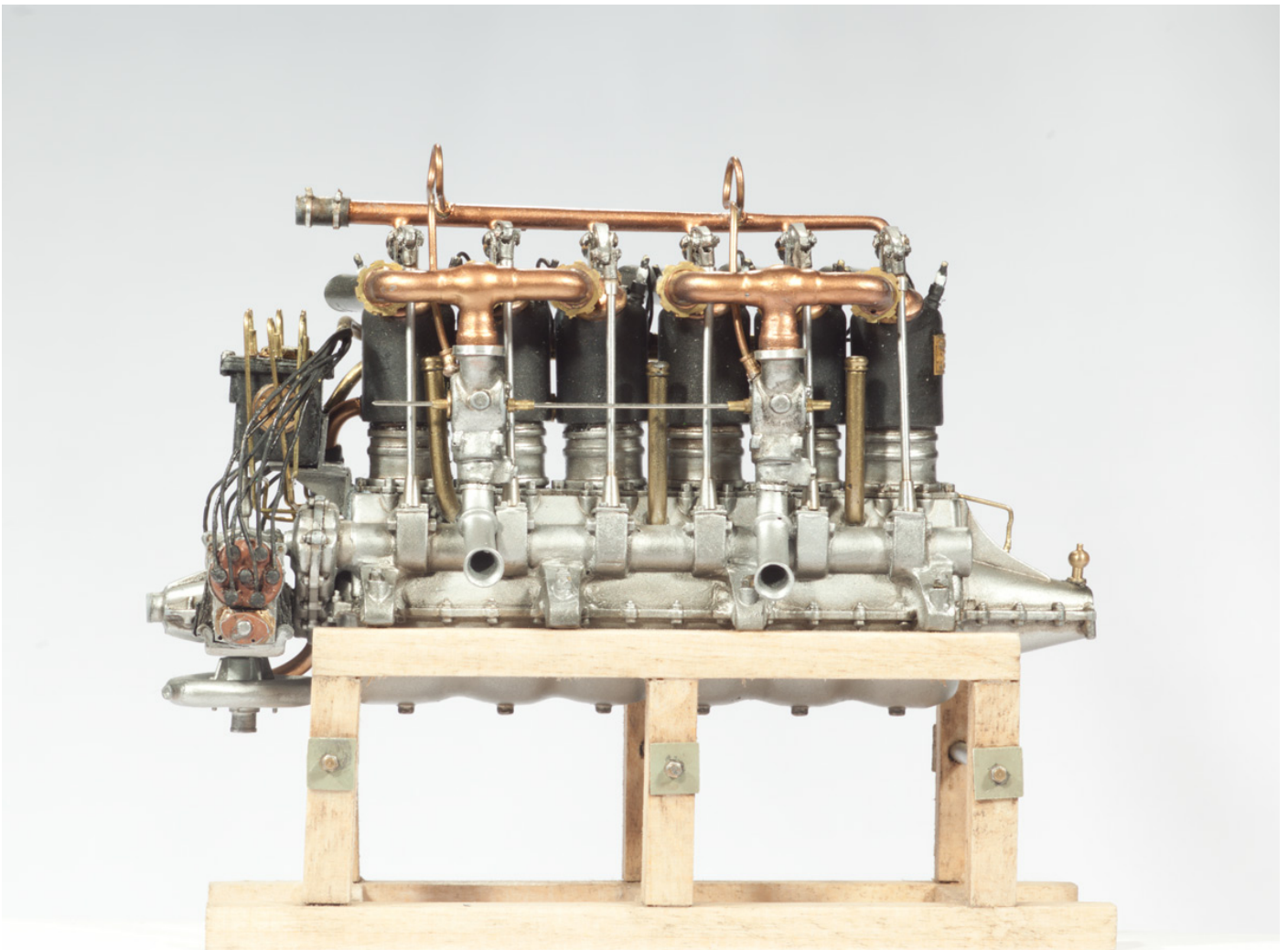
The Kit Manufacturer

The kit is made by Weiner Modelbaumanufaktur, an Austrian company I was unaware of until this lavish kit arrived from Brett Green for review. I took a look at their [website](#) and discovered an intriguing range of aviation, naval, military and figure subjects in a variety of scales. They supply some as both kits and finished models. I encourage readers to check their range of products.

The Contents

The kit comes in a very good quality and sturdy top-opening box with attractive artwork. Within is a beautifully produced instructional booklet, and a series of clearly labeled zip-lock plastic bags containing the kit components. These are cushioned and wrapped in a few cases by strips of bubble-wrap. The pack is fairly tight, and no doubt this reduces movement in transit.

The components are mainly medium grey resin, although some parts are darker grey or in cream resin. This is not case of different resin properties for different applications (like CMR's black resin in undercarriage resin for example), but simply different coloured brews. There is also a PE fret, some machined metal parts, and bag of fine metal rods and copper wire



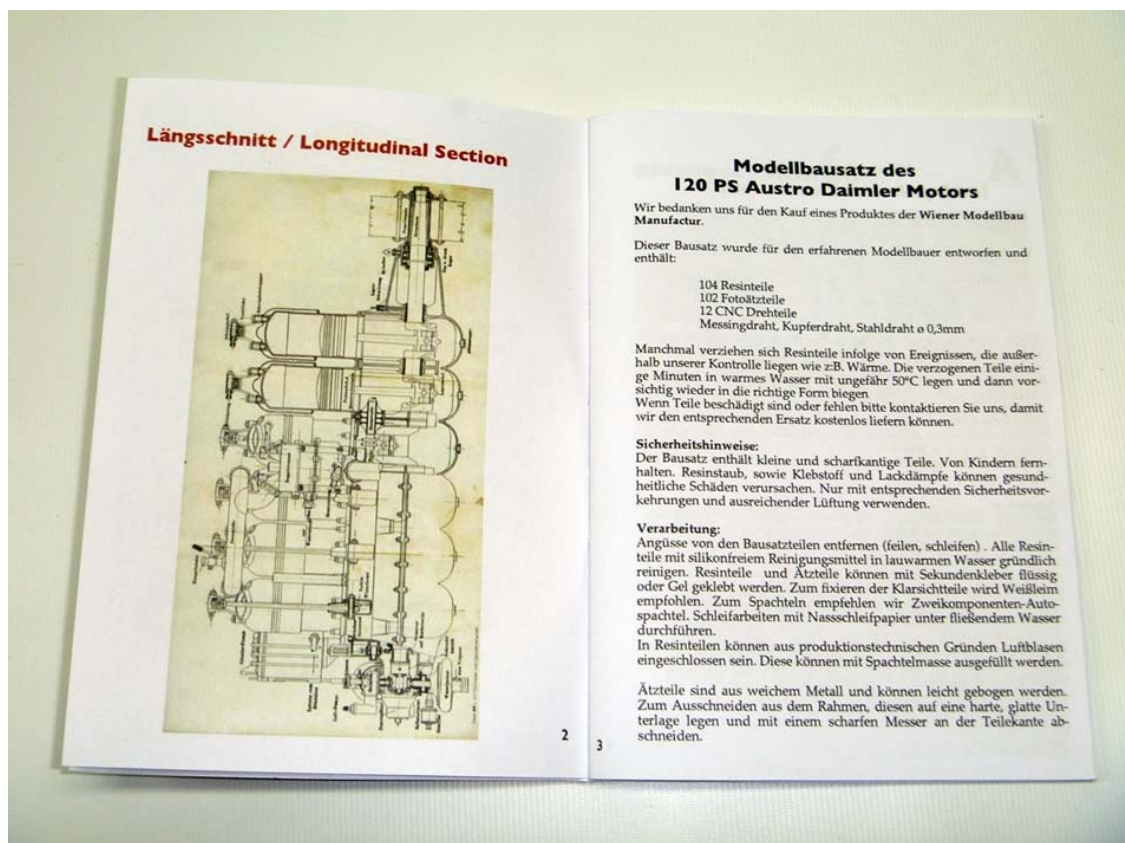
The Instructions

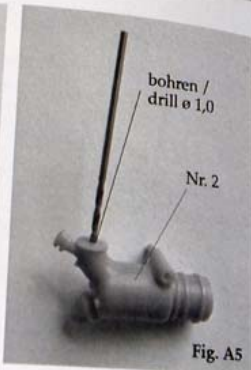
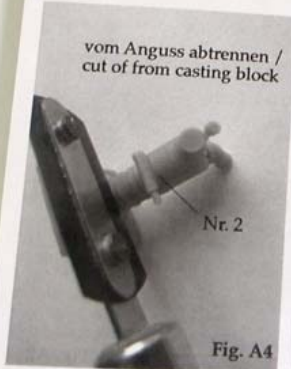
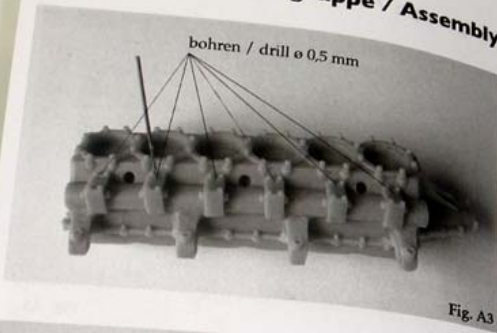
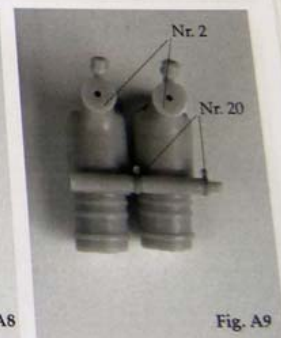
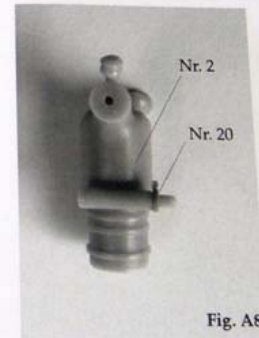
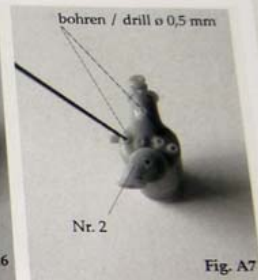
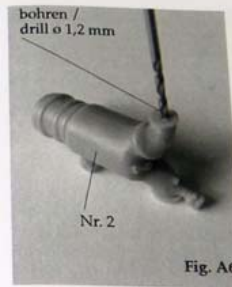
The instructions are provided by a fairly small but excellent quality booklet. These are very clearly printed and break assembly down into stages that correspond with the labelled bags of contents – A nice touch, and one that simplifies coming to grips with the relatively high parts count. The instructions use good monochrome photo images with printed text to identify the parts and their quantities.

There are a lot of parts that need to have holes drilled in them, often with a very fine 0.5-mm bit. In many cases this is to locate wire strengtheners used at various joins. Many of these based on my resin assembly experience seem to be overly cautious, as a resin-to-resin butt-fit would seem sufficiently strong; an example of this being the exhaust pipe to cylinder-head join. In other cases, many of the holes will be needed to receive metal rods, wires and so on as detail parts.

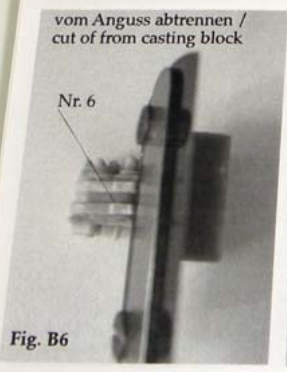
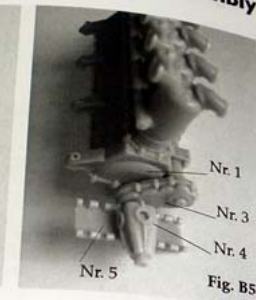
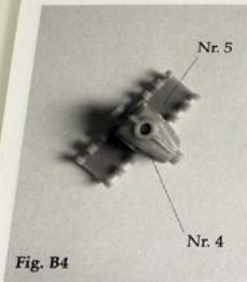
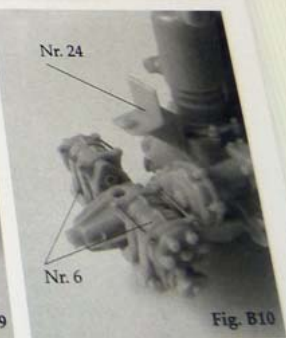
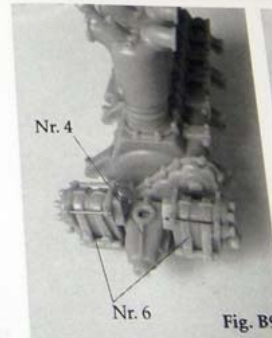
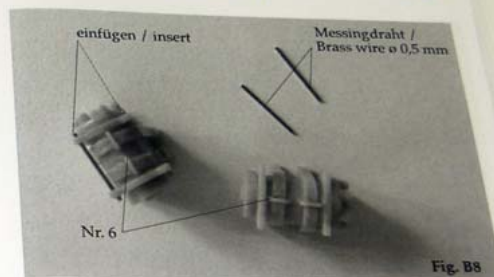
I can see builders of the finished kit either being expert at drilling fine holes, or sick and tired of broken drill bits. Often the location that holes must be drilled is only indicated by a printed arrow on a photo, with no supporting dimensional information; nor is there a mark cast on the parts to indicate hole locations. I was also surprised to see the instruction directing holes be drilled in the crankcase after the cylinders, exhaust and cooling pipes had been fitted to the engine. I think that it would make far better sense to drill these holes in the crankcase before any other parts are added to it. Obviously, a thorough familiarisation with the instructions is needed before assembly starts, and no doubt builders will make their own sensible changes to assembly steps after doing so.

The instructions do not include colour call-outs, but here are some colour images of the finished model included within their pages and on the cover. A far better guide due to the larger size of the images is to refer to Wiener's website. I have included these images with this "First Look". Please note that the kit does not include the "wooden" trestle featured in the images of the finished model.

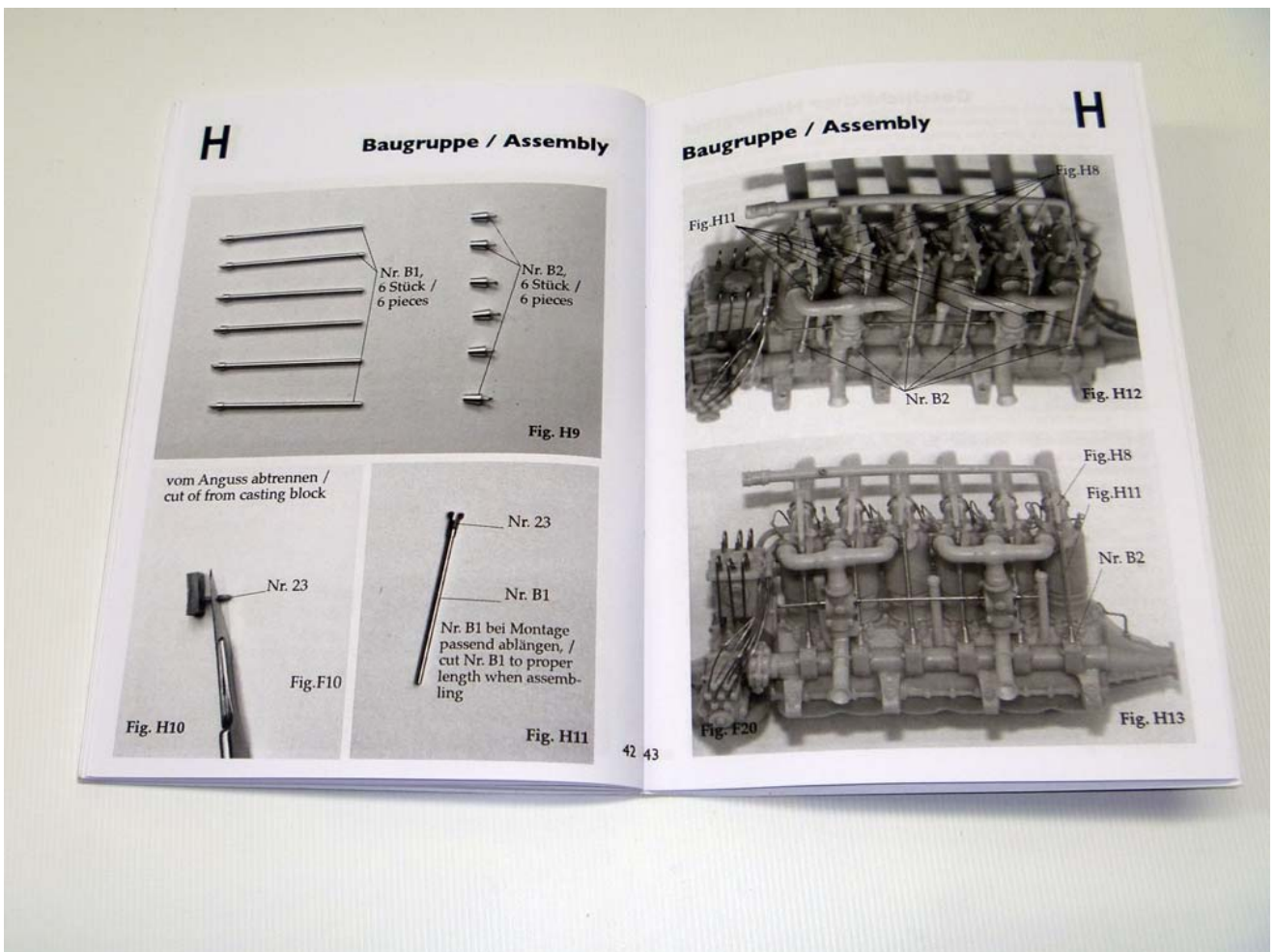
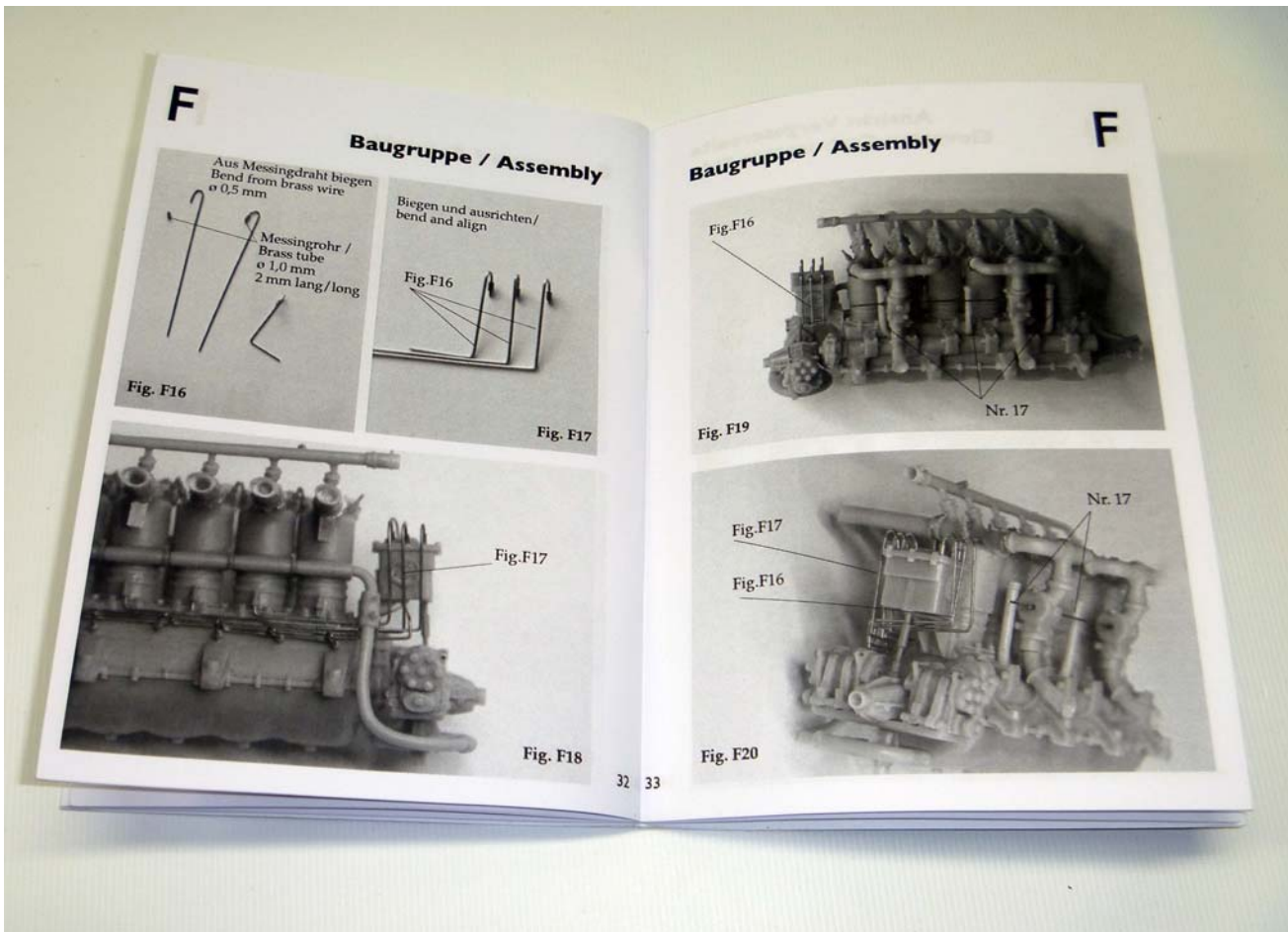


A**Baugruppe / Assembly****Baugruppe / Assembly****A**

6 7

B**Baugruppe / Assembly****Baugruppe / Assembly****B**

10 11



The Kit Components

The resin parts are all very good quality. There were two or three instances of small parts that had broken during transit, but these had been saved by the careful bagging. I have included these parts in the accompanying images. Casting blocks should generally be easy to remove.

The machined metal parts and PE fret are also very good quality items; and the wire and metal rod stock seems equally good.

Despite its large scale, there are still many very small parts, particularly PE ones. Care will be needed to avoid losing any.

Challenges include the extensive drilling already mentioned, and bending the stock metal rods and wires to provide various oil plumbing and ignition conduits for the engine. The instructions mention that the oil system layout advised is but one of many variations used, as period photos show different connections and tubing paths being used. Perhaps this is one reason why no resin formers are provided to guide bending the metal stock. As with drill-hole locations, the builder will need to establish dimensions from comparison of the kit parts to instructional photos; it is a pity that no 1/16-scale plans or templates are provided to guide this fabrication.



CONCLUSION

This is a product with real niche appeal due both to the subject and its scale. This fact, and what is a quite hefty price tag for a small model, will naturally restrict numbers building this kit. Of course if money is no object, you can buy the finished article from the manufacturer; but this option is I suspect for a different readership group to HyperScale's.

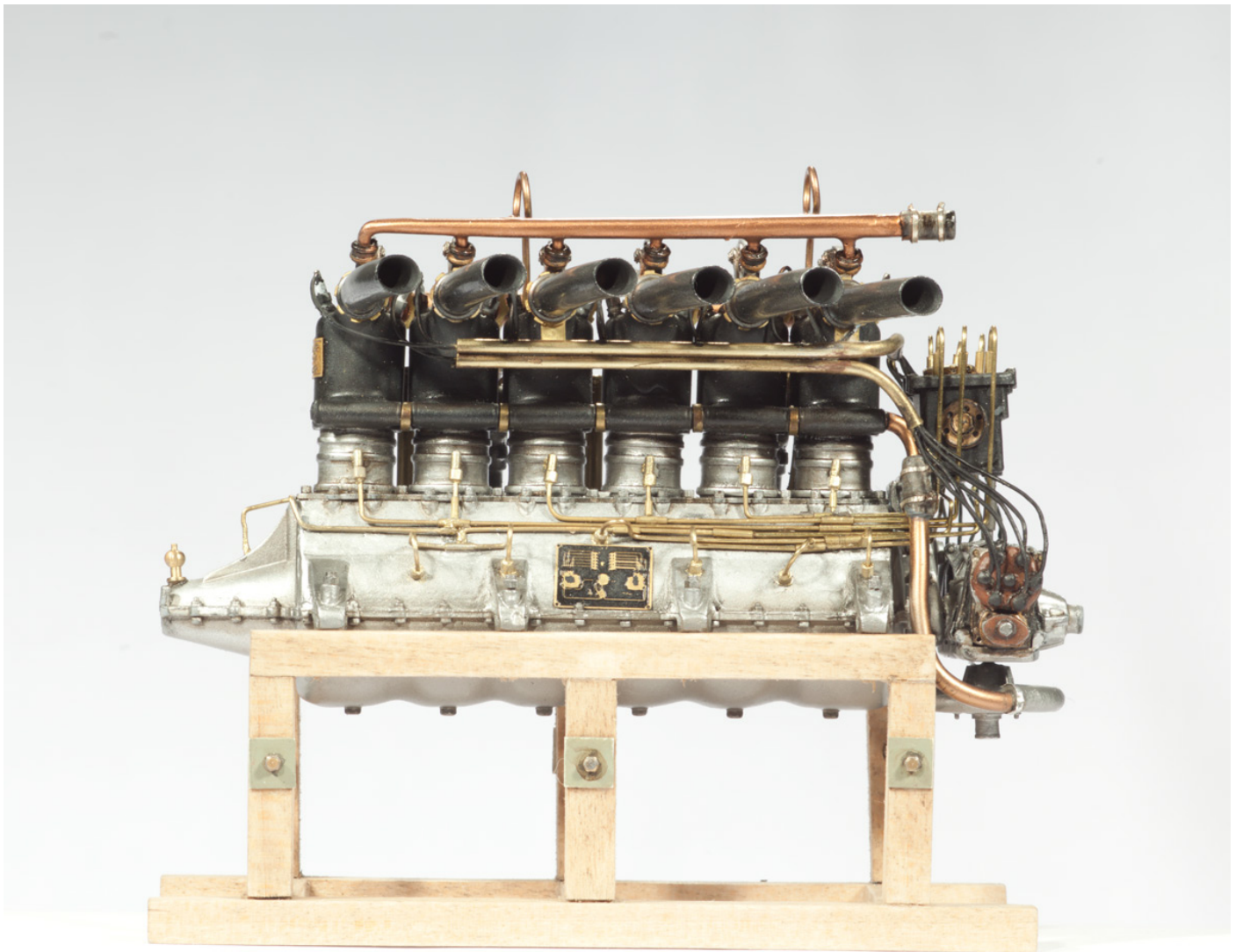
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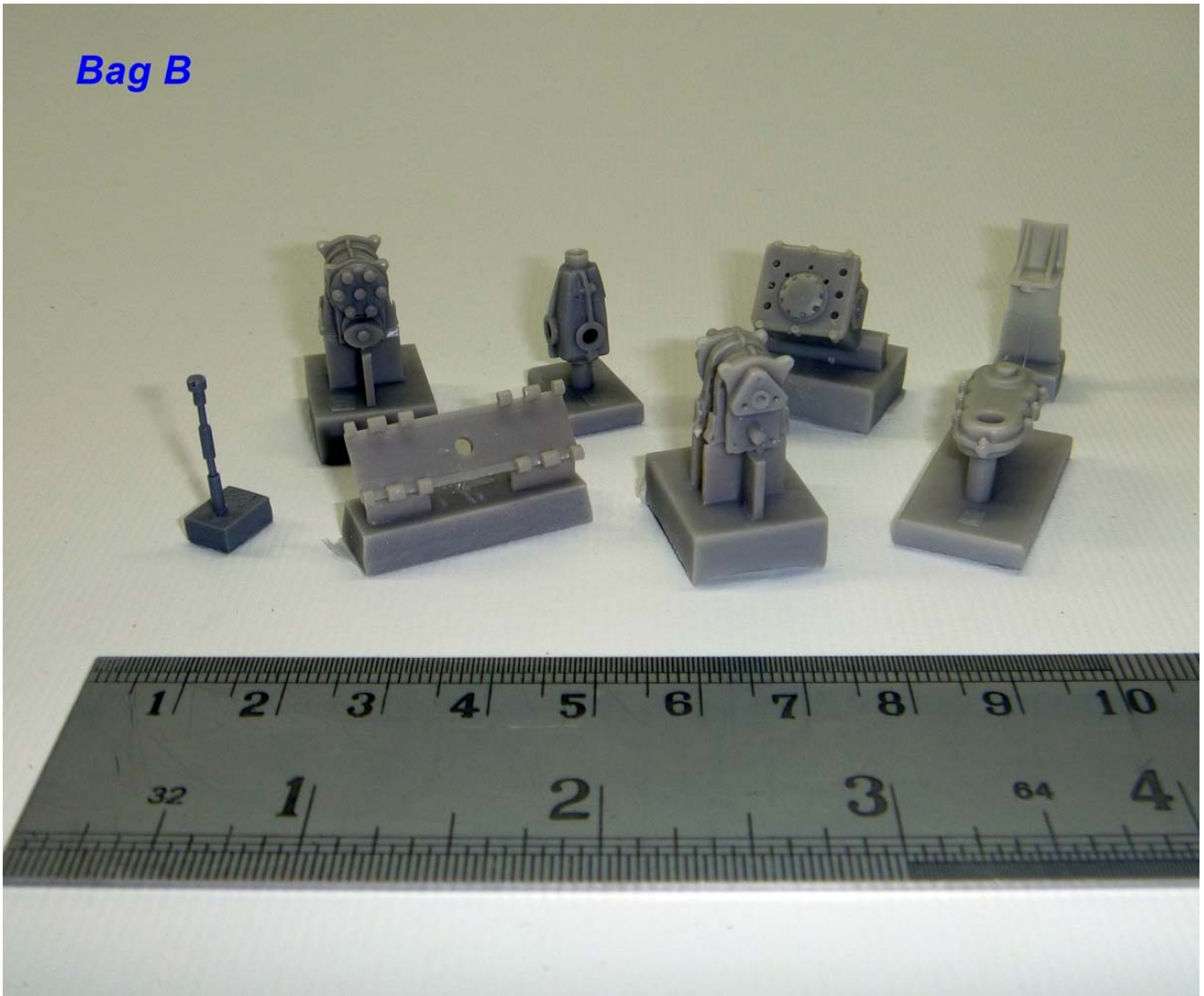
The potential to produce a super-detailed model of this classic engine is sure to find some enthusiastic enough to buy and build this kit. I am happy to recommend this kit to such modellers.

Thanks to [Weiner Modelbaumanufaktur](#) for the review sample.

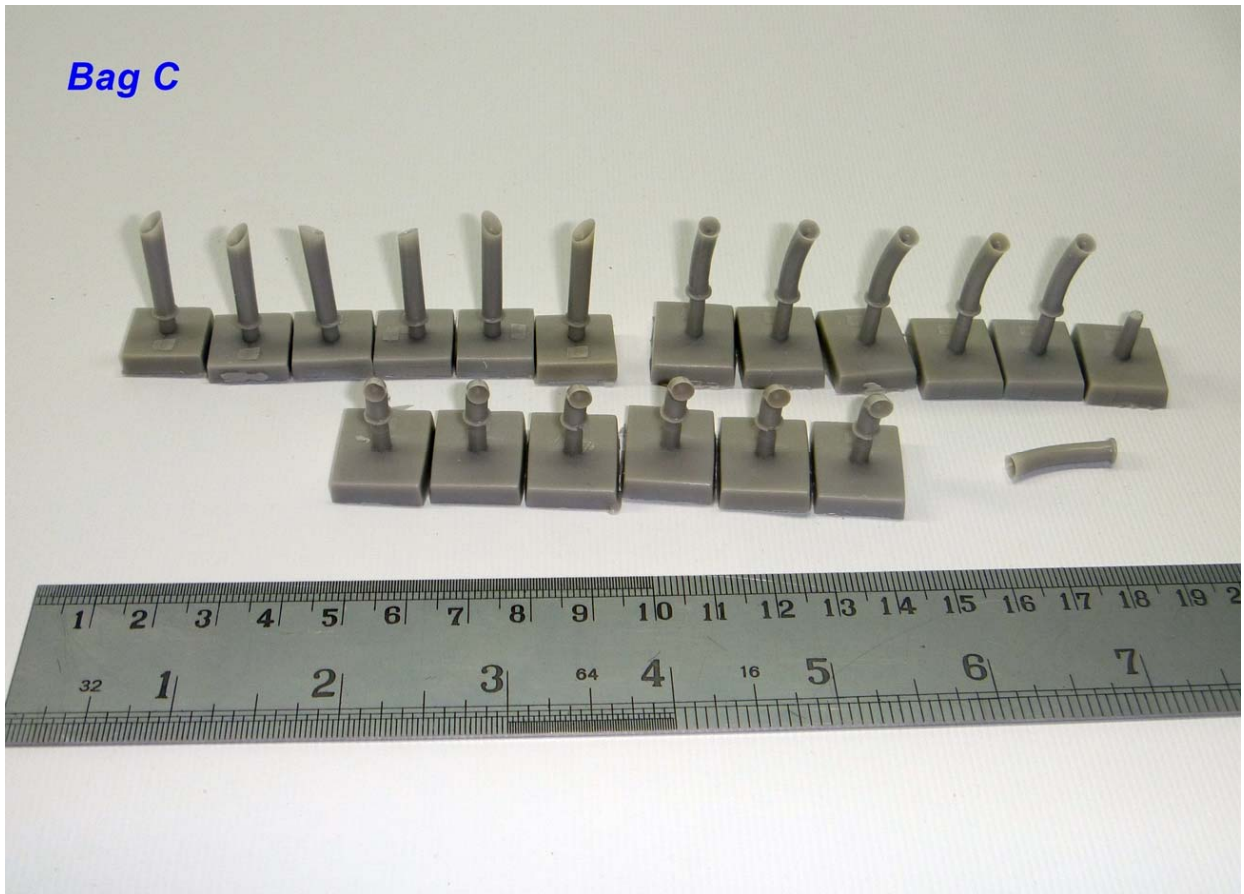




Bag B



Bag C



Bag D



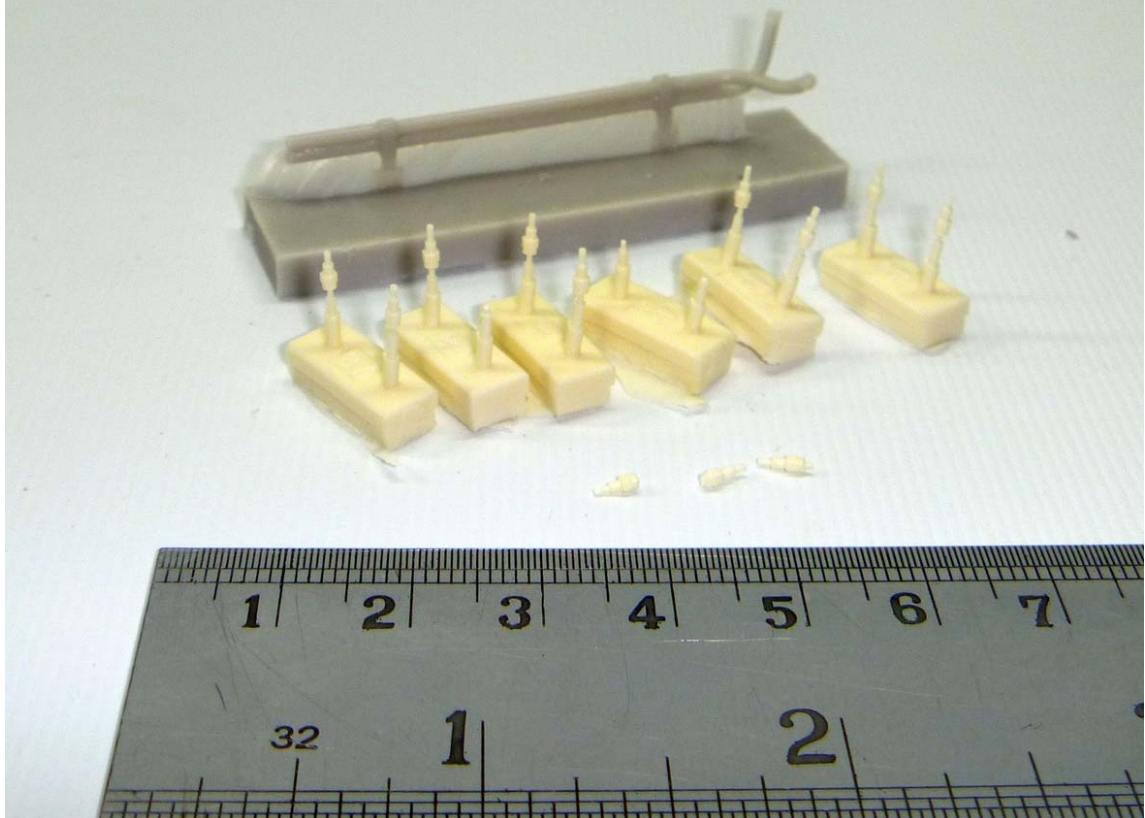
Bag E



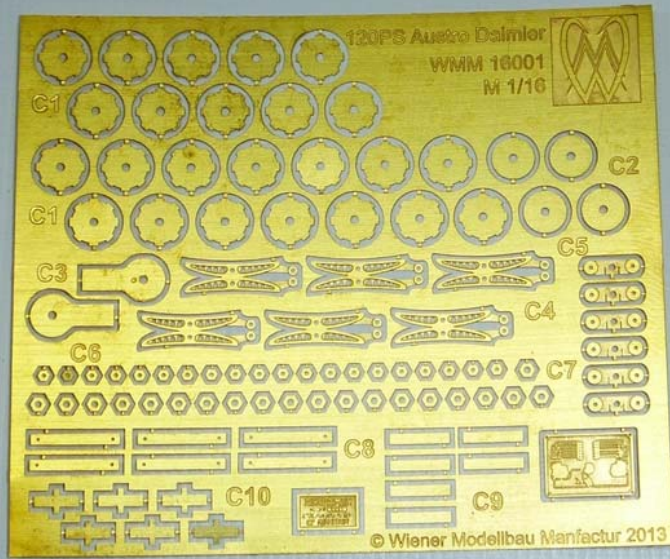
Bag F



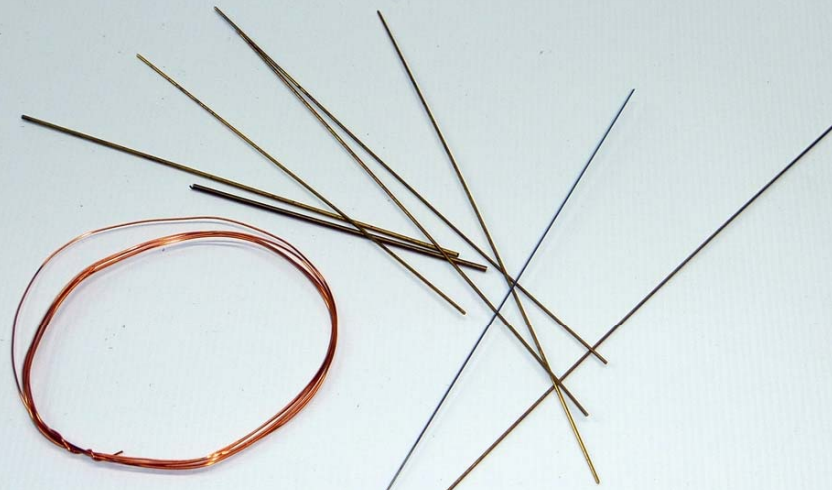
Bag G



PE Fret



Wire & Rods



MK II 'Female' British Tank

Master Box 1/72-Scale - by Lance Whitford

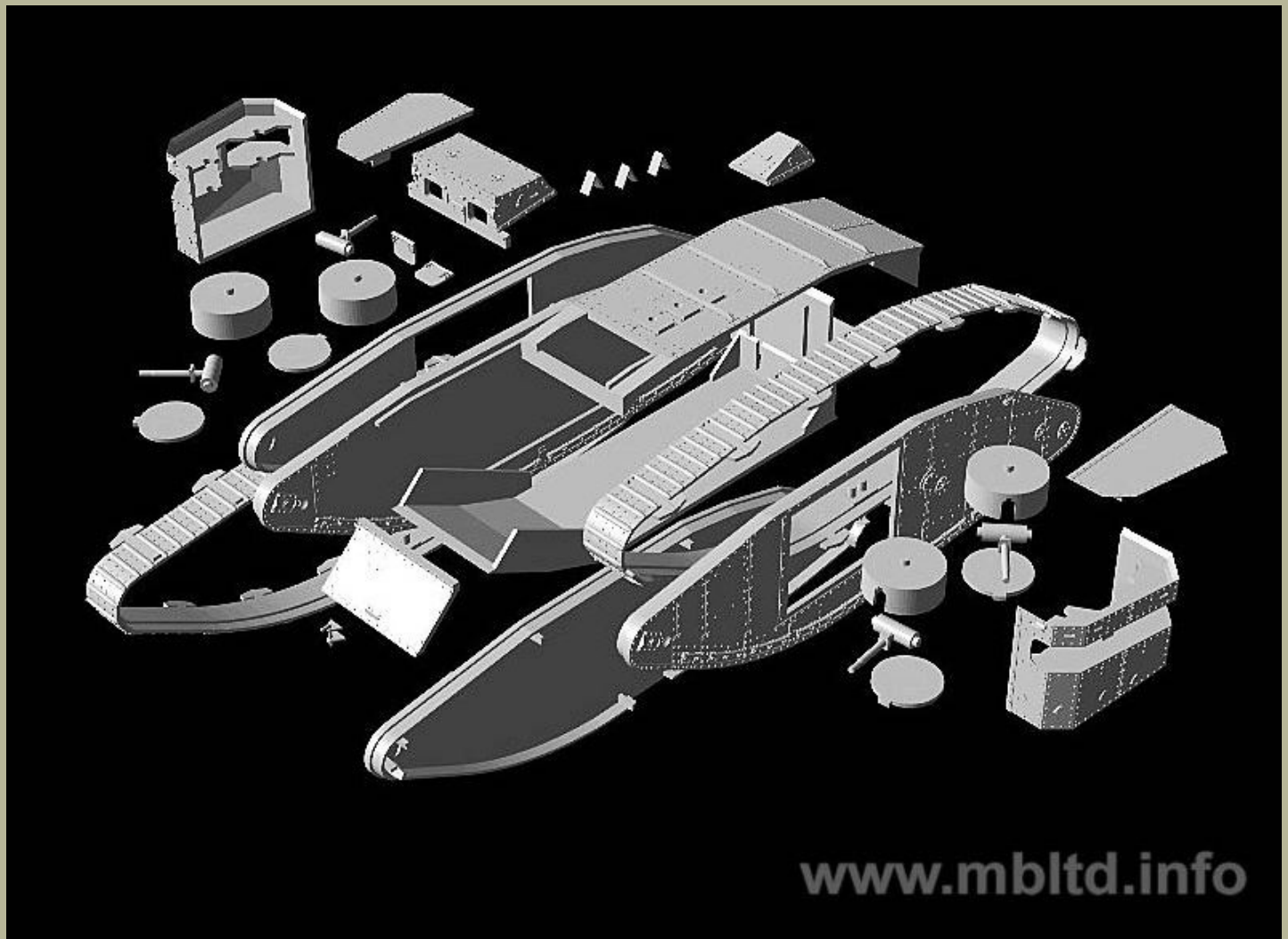


I picked this kit up on a whim and decided to use the project to get in a little OOTB fun while taking a nostalgic trip back to my braille scale roots. I saw the kit on sale at a very attractive discount. The unusual colour scheme consisting of a plain Khaki hull with camouflaged sponsons caught my eye. This unusual combination apparently arose by grafting surplus MK I sponsons onto MKII hulls. The Mark II's were built as training vehicles without armament and the conversion to gun tanks due to tank shortages around the time of the Arras battle in 1917.

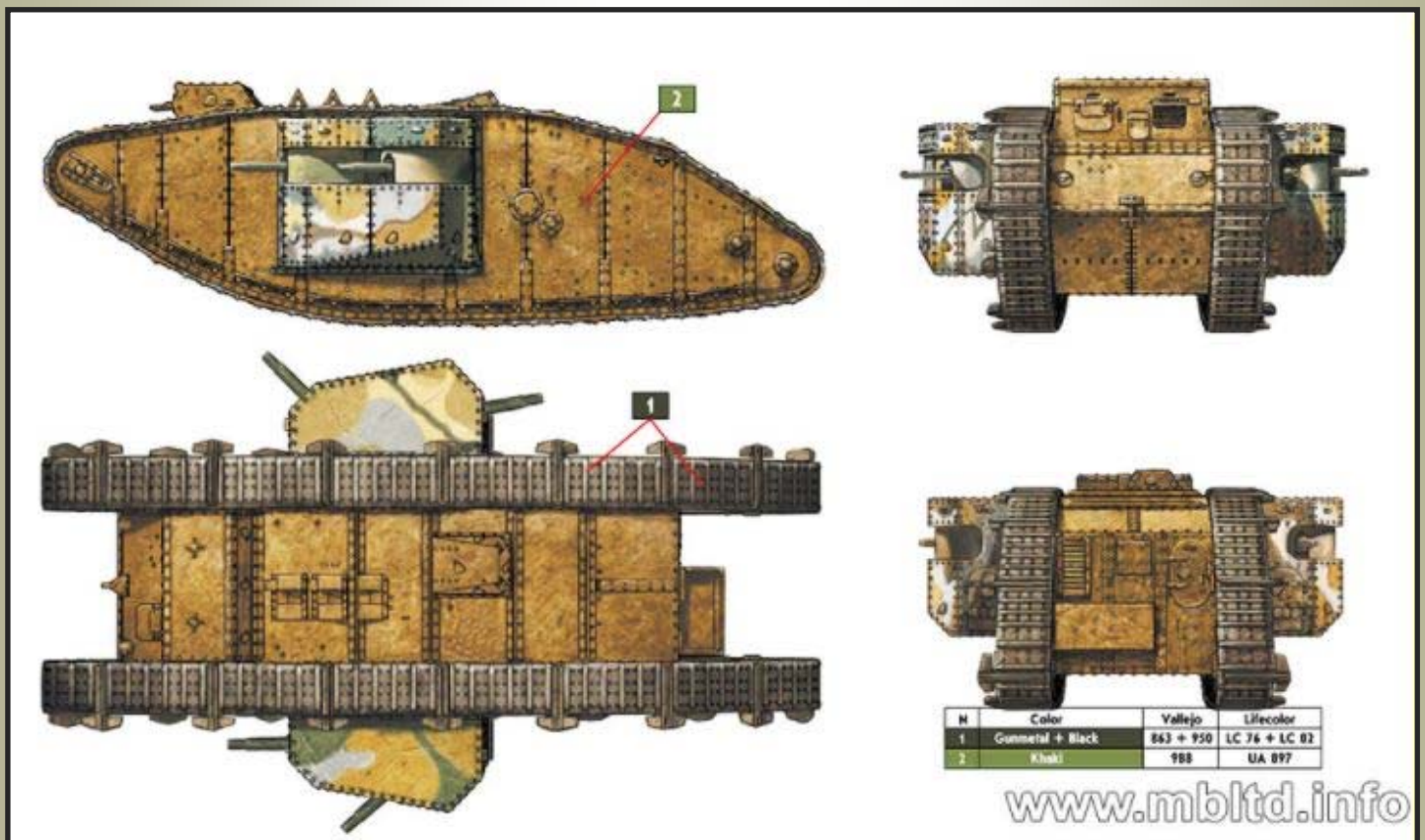
The 100-year anniversary of WW I has sparked a flurry of great war offerings in a variety of scales. Master Box have produced a good range of these interesting early British subjects. I am no authority on this period or the British heavy tanks of the period but I deliberately avoided doing too much research that might slow me down. Although the original plan was to build OOTB I did tweak a couple of details. More of than later.

For the most part the kit went together well with very little to cause any aggravation. I pretty much followed the kit instructions as there was no obvious reason to deviate from them given the small parts count. I ended up replacing the pointy exhaust vent covers on the hull roof with new ones made from styrene strip after damaging the originals while trying to remove them from the sprues. The replacements do look much better than the originals so the small effort was worth it. I thought the towing pintle on the hull front was very chunky so it was replaced with plastic strip and rod as well. The vinyl tracks are the worst part of these kits in my opinion. They are hard to cleanup but do the trick in the end.

The following exploded drawing from the master Box Web site shows the parts breakdown well.



The box art and particularly the scheme below was what initially attracted me to the kit.



The kit was finished using a variety of paints. Base Coating was done with Tamiya acrylics. The sponson camo was hand painted using AK acrylics. There were no markings in evidence so nothing to do on that front. Weathering consisted of the usual filters and washes with light dusting with pigments to finish. I made a small simple display base for the for the model to finish it off.







Overall, the build was a very pleasurable experience. There were relatively few parts to worry about and they largely went together without drama. The Vinyl Tracks could use replacing if you wanted to go all out on the kit although I'm not sure what if any options are available I ended up finishing the whole project so quickly I'm planning to do more like this from time to time. I get so hung up on some projects that it can take the fun away while this project was all fun.

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.

