

OCTOBER 2018



Sunday 12th September three of our membership showed off their skills at the Boscombe Down Aviation Collection's Family Fun Day. Dave B on the Dorset Wing Table and Mike H & Richard C on the Salisbury stand. Dave had a line up of unfinished planes, Mike was working on a Star Wars figure (that's what he said anyway) and Richard was working on another of his figures from the Tail Brotherhood series. Visit our website for a full report of the day.

Some serious modelling happening at BDAC Family Fun Day, plus some eating as well, looks very healthy.

Please Note:

Articles and news are always welcome for inclusion in this newsletter. **BUT** views and information thus expressed are solely those of the author(s) and do not necessarily represent the views of the editor or the club as a whole. **Editor: Richard Clarke**

Articles for the December 2018 Issue to me please by November 24th 2018 - Hard or Soft copy. Soft copy please email me clarker@godolphin.wilts.sch.uk - Hard copy in my hand at a club night.

Club News

AGM - 6th Nov 2018

We have are annual AGM on Tuesday 6th November, it will be a normal club night, bring along those WIPs purchases etc.

The committee is, as always up for renewal, if you want to stand as Chairman, Secretary or Treasurer please let me know by Monday 29th October.

Also if you want anything brought up or discussed at the AGM, then please let me have it by the same date. I can then draw up an agenda for the AGM.

Richard C.

Club BBQ

We had our annual club BBQ on Tuesday September 4th, the weather and nights drawing in, forced us to have it in doors, but nonetheless it was another great event. Thanks to Chris and Roisin for cooking up a storm in the kitchen and providing as all with the where for all to expand our waist lines, just a little bit more.



Club Website

I do hope your all visiting the clubs very own website. Yes?

Good.

It is expanding all the time, with blogs on our adventures to model shows and our club/theme nights.

We have some great build articles, mainly from Nick W which is a great asset to the club, not Nick (well he is) but his articles, it shows that we are a club that produces some great models and content.

You only have to look through the past years newsletters to see that.

Back issues of the Newsletter are available on the website.

If you have any content that you would like to share or ideas for the website then please speak to Richard C, remember its your club, we all have an equal say it what goes on.

On another note, we are coming to the end of our events calendar, so please starting thinking about what you want to be included in next years calendar, themes nights especially.

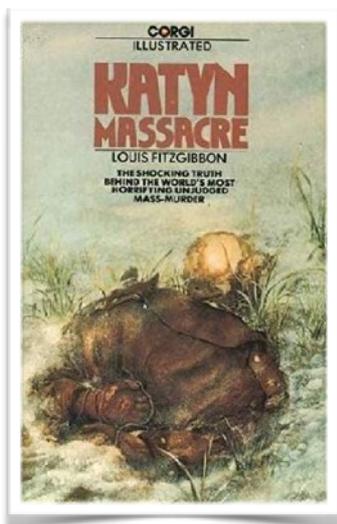
When in Rome

I think we all do the same thing on Holiday, check out any model shops we can find. Sometimes it is a great find with bargains and old hard to find kits. Other times it is a fail.

When in Cyprus in August I had a look and found TM MODEL STORE located in Nicosia. As we had a hire car and it would make sense to visit the capital, I found it easy to persuade the wife for a day trip. Surprisingly the town had not improved much in the 20 years since I was last there. I had checked on the web the opening times, but to my disappointment the shop was closed as we arrived. Even the next door restaurants didn't know why and no note was in the window. There were no published opening times at all. We spent about 4 hours in the town visiting other shops before returning but still no change. It was only a small but modern looking shop, about half the size of Salisbury Model Centre. The majority of kits were figures from what I could see through the glass. As the journey had taken 1 hour 40 I wasn't impressed but had had a nice day in the remainder of the town. Ironically the Facebook page for the shop says 'Always open' but no new updates on the page since 2016.

Sibo

Book Review - Katyn Massacre



I bought this book from a charity shop for 20pence a bargain – I knew about the Massacre in the Katyn Forest but had not realized just how dreadful and the impact it had had on the Allies during and after the war. The book deals with evidence with statements from the various sources pertaining to how and why this dreadful crime occurred. From diaries found on the victims a more or less day to day account of the events leading up to the Officer's murders has been pieced together. Even now in 2018 no country or persons have been named as the true culprits. Neither Britain, America nor France is willing to name Russia as the prime suspect of this crime, even with the evidence from a truly international unbiased tribunal. 15,000 Polish officers went missing in 1940 after surrendering to the Russian army. No communication or notification as to their status has ever been acknowledged by the Russian Nation, only that they were taken from Poland to POW camps in Russia. No more was ever heard from the Officers after April 1941.

In 1943 the German army had advanced and captured Smolensk, and a small unit camped in the forest which had been off limits to any Russian civilians for years, came across several large mounds with newly planted trees on them. Curious the soldiers started digging, only to find bodies buried in mass graves. The bodies were identified as Polish officers from uniforms and other personal effects found on the bodies. Each officer had their hands tied behind their backs and a single bullet entry wound in exactly the same place at the base of their skulls. From the army list given by the Polish Government every single body exhumed was personally identified.

A fascinating yet macabre book 250 pages long and published by 'Corgi Books' long out of print. I read this in two days – if anyone wishes to borrow it to read please ask me.

Mike H

News for Overseas

The sun shone down in the dry August heat. From my sun lounger, perfectly aligned I squinted over my feet into the bright afternoon sky to watch the 13.20 Ryan air flight lift off from Luqa. My phone went ping, the August Newsletter had arrived. Panged with guilt for having failed again to send an article to support Richard in his task, I opened the mail and relished the excellent content while noting Richard and I have impeccable taste in holiday destinations.

The reason I was feeling guilty was that I had just finished an Eduard Lysander in 161Sqn SOE scheme when Richard sent the article about Eileen Nearne in the June Newsletter. Despite best intention I had failed to write an article to follow this up. Now being on holiday there was no excuse.....

Unlike Richard I did not visit the Malta Scale Model Shop as I had a large pre order from Hannants waiting for me to pick up in the UK but I did spend time in the very good Malta Aviation museum (see article below).

Colin W

Westland Lysander 161 Sqn Tempsford 1943

Original kit: Eduard 1/48; Thailand 2017



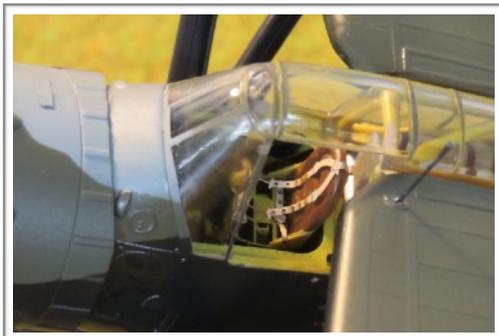
I always had a fascination with the SOE and visited what was RAF Tempsford some while ago when in the UK. There was a memorial on the airfield detailing the history of the airfield and I followed it up with a copy of "We landed by Moonlight" by Hugh Verity. The book is quite heavy going in that it lists almost every mission flown by the SOE pilots. It does however detail some of the changes made for the SOE variant of the Lysanders which was very useful to the modeller. There is also a good picture of Verity's plane 'BM J' which is the current identity of the Duxford Machine. The Duxford Lysander has for many years been hanging from the roof so while this is great to study the underside it's not much for anything else. I did manage to photograph the Lysander in Dulles

Air Museum Washington DC last year on my holidays which, while also hanging from the roof, is at least visible from an elevated walkway.

I originally bought the Italeri kit as it was the only Lysander in 1/48 but the kit was so poor I bought 2 sets Eduard PE to try and improve it. Eduard then launched a Lysander under Gavia label, later re-boxing it as Eduard. This kit is infinitely superior detail and construction and their PE was designed to fit this kit. My Eduard boxing came with another small fret of painted PE which duplicated some of the PE I already had but with the benefit of being pre-painted.

Starting with a desk full of instructions (4 sheets) I gradually built up the engine, fuselage and wings as sub-assemblies which looked great with all the PE. The engine was painted in burnt iron 61 with a black wash as was the cowl ring and exhaust. Neither of the museum aircraft had brass look to the cowl ring so I copied the Duxford Machines colour. I modified the rear cockpit according to the Appendix in the above book and noted that there was 'now space for 4 in extreme discomfort'. The radio was removed and the rear deck cut away, being replaced with just the structural members. The floor was extended rearwards but you would really need the Gestapo knocking on the door to want to be the 4th to climb in! The interior was painted interior Green 27. Most pictures show the flaps and slats down on the ground but without proper references I resisted temptation to cut these out. The large spatted undercarriage was assembled and fitted to the fuselage for painting.





With the fuselage done I started to add the glazing. The side windows had quite a curve compared to the fuselage and while trying to conform them to the fuselage I completely destroyed the Starboard glazing. A quick email to Eduard started the journey of a new fret to Thailand where it arrived 2 months later. The new glazing had much less of a curve and fitted very well with no effort. I cut out the pilots side windows but left the roof cover closed, again as per the pictures of SOE aircraft in the above book. Once this was assembled I masked and painted the fuselage, wings and struts. The upper camouflage was done with Medium Sea

Grey 332 and RAF green 330. For the lower fuselage, prop and spinner I used black 2 with 20% EDSG to lighten a bit. Finally the landing lights were painted in silver 11 with the lenses secured with a coat of Future.

Following another build on Britmodeller I had filled the locating holes for the struts on the lower wings to allow them to be drilled to fit later. I found I needed to shave 1mm from the lower wing roots to allow the wings to meet the top canopy, filler not being an option! This must have brought everything back to alignment as I drilled the new holes into the filler. I still think this was a good idea though as the angle of the undercarriage and the multiple parts coming together at the wing root mean precise alignment will be lucky.

Kit decals provided the bulk of the markings but for a different aircraft. Wishing to make 'J' I printed off the serial letters and aircraft code as well as an image of Jimmy Cricket which was painted on the nose. The homemade letters did not work too well over the black and were very different from the red in the kit ones so I replaced all the letters so they looked the same.



Unfortunately Jimmy disappeared into the black but at least he's there. Once the decals were on the kit ones were given a coat of Decal fix and then all were coated in Future. Final assembly then began with the addition of the engine, prop and spinner. Finally the beautiful and fragile PE boarding ladder was fitted to the port fuselage and upper and lower aerials added from Carbon fibre rod. The PE upright on the top of the cowl (gunsight?) is missing from both museum aircraft and not evident on pictures of SOE planes so this was omitted.

I have added a couple of pictures at RAF Tangmere where the 161Sqn planes landed to refuel and pick up their agents, in this case a man and woman (Agent Ruby) before heading off over France.

Hope you enjoyed the story

Colin W

Malta Aviation Museum

The Aviation museum is in the centre of the Island on the old airfield of Ta' Qali. It consists of 2 large Nissen Huts joined and 2 large hangers. The Nissen huts and many of the surrounding buildings obviously date from the airfield although a large sport stadium has been built on a lot of the land. The first Nissen hut contains the entrance, a Vampire T11 and a Seahawk. But very well presented. The second hut contains all manner of bits as well as the current 'work in progress'. There is at least 1 DC3 and a DH Venom flat packed in among the other parts.

The largest hanger contains a couple of rarities in a Meteor NF14 and a Fiat G91. In addition there is a Meteor F8, a DC3, BAC 111 nose, a and Cessna 02. On the helicopter scene there is an immaculate Bell 47 and a very complete Huey in Maltese markings. A complete Huey wreck in German markings sits in an assembly jig outside along with some other bits of a third machine.

The last hanger contains a Spitfire and Hurricane as well as a Bedford QL and some ground equipment. The Spitfire was abandoned, recovered, partly restored, dumped, recovered and finally restored but seems to be pretty original. The Hurricane crashed into the sea during the war and was recovered in the 90's and restored to a very good standard with some panels omitted to show the structure.

The only thing lacking is the Gloster Gladiator which is in the Malta at War Museum in Valetta where it is squashed into a small dark space 3M up. Not ideal conditions when such a good space is available elsewhere.

Admission was 7 Euros and get there on the 186 bus.

Colin W



USA Nationals Phoenix Arizona 2018

This years annual US National convention was held in the sky harbour area of Phoenix, Arizona.

The event is usually held at the start of August, and when this venue was announced a few years ago there were some concerns that the event area was going to be hot during that month.

With the hot summer currently being enjoyed in the UK this did not compare to the temperatures in Phoenix during the event. Every day of the convention the early morning temperature was on average 91degrees Fahrenheit then rising by late morning to 110, and that's where it stayed till late evening good thing the event was not outside as I'm sure some exhibits would have melted in that heat.

The organising chapter in Phoenix have held the US nationals on several occasions, the last being held in 2010. They are well practised in how to run this premier event in the US model show calendar, but at times struggled to get members registered on the first few days. The usual procedures that are employed at these conventions are that all IPMS members register with the organisers and in this registration pack that you receive are the event pin badge and decal sheet, once registered then models can be entered into the competition.

The US nationals are very different to the UK event as the main part of the show is geared around the competition and it gives the chance for all US members to display their models in the competition room. The total for this year seemed to down on previous years and this was confirmed after I had been talking to the contest organisers.

The traders or vendors room as our American friends like to call them seemed to be lower in their presence and there were several traders who usually appear at this event were missing, not sure if this was due to the weather or the distance involved in getting to Phoenix. I must say looking at the traders that were at the event the quality of goods on offer was a little disappointing and for the premier event held in the US it could have been better, this was the thoughts of many American members that I spoke to over the few days that the show was running.

The competition was held in the adjoining hall in the convention Center and usually took several days to see all the models. I was personally asked by one of the chief judges if I would like to partake in judging some of the aircraft categories and as Mike is a judge at ScaleModel World I took up the opportunity for this. It was interesting to see how they organised such a huge competition and dealt with the usual problems associated with running this kind of event.

It proved really useful and ideas were swapped about how IPMS(UK) run things and how they do things, and needless to say we learnt things that can improve both competitions. Hands across the water helping out.

I have attended several of these conventions over the past few years and this one was a little disappointing with regards to traders but the quality of models in the competition still improves year on year. I would like to thank Mike Fleckenstein and Bill Devine's for inviting me along to judge at this years event and hopefully if any UK members can get to the US nationals I would recommend the trip.

Next years event will be held at Chattanooga, Tennessee. between the 7th and 10th of August 2019 so plan your summer vacation well.

Tony H

Cutty Sark

I have in my stash a Revell 1:96 scale of the Cutty Sark. It was always a promise I made to myself to build her in my more senior years as on a regular basis I would visit her berthed down at Greenwich whilst I was stationed in London in the mid 60's and 70's.



On a warm summers' day, I would take the ferry from Westminster pier down river as far as Greenwich. Whilst on board the ferry sitting back and viewing London from the Thames it really was like stepping back in time to the age of sail, exactly 100 years and has always remained imprinted in my mind.

Cutty Sark was built by shipbuilders Scott & Linton in Dumbarton on the Clyde and was launched on November 22nd 1869 and her name was taken from the Robert Burns poem "Tam O'Shanter". She was all ship, as seasoned seafarers used to say. With lovely sharp lines and excellent balance, it gave a foretaste of speed and power she was soon to produce.

In her time Cutty Sark would carry the first crop of tea from Shanghai & wool from Australia to London or New York, also Coal, Jute, Oil, Scrap Iron & Buffalo horns all stored below in her holds. The greatest rival to the Cutty Sark, was Thermopylae which was launched in 1868 and they would engage in many a

fierce race under full sail, to be the first into port from China and Melbourne to get the best prices in London and New York. Her record-breaking journey from Shanghai to London, was 73 days, a run of 15,000 miles and could cover 300 to 400 miles a day.



Both Cutty Sark and Thermopylae were known as the Greyhounds of the sea. In 1888 Cutty Sark was en-route to Australia, having hit the doldrums had lost all speed and late in the evening recorded in her log a steamship on her port-bow fast approaching and overhauling her. By midnight the wind had regained its power and once again Cutty Sark was under full sail. The steamship Britannia was to record at 4am, a clipper fast approaching on her port-bow and by

4.30am recorded that they had been overhauled by said clipper. The order was given to increase to full power, but to no-avail, Cutty Sark beat the Britannia into Sydney by four hours.

By 1895 Cutty Sark was no longer making money and was sold to the Portuguese and was renamed The Ferreira and sailed for 27 years under her new name. In 1920 she was sold again and was renamed The Maria-Do-Amparo and was refitted in London. On her way home to Portugal she was driven into Falmouth by a channel gale where she was seen by an old admirer. A new chapter in her life was about to begin. A Cornish captain Wilfred Dowman had fallen in love with Cutty Sark, and in 1894 he recalled when he was an apprentice seaman he had seen her sail past at full speed. Seeing the ship in Falmouth 28 years later he decided to buy her back from the Portuguese for the sum of £3,750, and she was given her old name back and the red ensign, Cutty Sark was home where she belonged.

In 1924 the ship was re-rigged and restored as a clipper, she was presented to the Thames Nautical Training College at Greenhithe where in 1938 she joined HMS Worcester as a training ship.

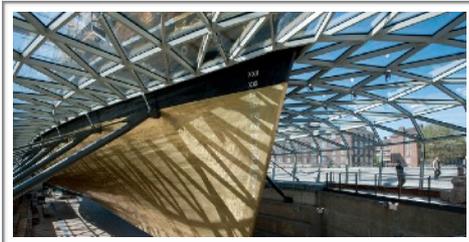
After lengthy discussions about her future, Cutty Sark was moved to a mooring off Greenwich, HRH the Duke of Edinburgh brought together a committee to raised funds to build a new dock at Greenwich so as to fully restore her for public exhibition and was dully gifted to the newly formed Cutty Sark Society.



After two major fires that severely damaged her she was once again fully restored to her former glory and a blue glass cover was placed around her to give the impression of her at sea, under which visitors can walk around her copper covered hull and see the collection of ships figure heads and visit the shop and café.

Cutty Sark has earned her place in our nautical history, a proud and elegant lady of the sea.

Ray R



Revell Covette C7.R 2016 Daytona



My entry in the Revell contest this summer was a departure from my normal builds; cars have never been my thing. But after ending up with Revell's 1/25 scale Corvette C7.R I thought I'd at least look at it and from there I ended up having an enjoyable build that was only delayed by painting which also in the end introduced me to a new product that has increased by armoury of useful tools.

The kit is Revell Germany number 07036, the same kit as Revell USA brought out as number 85-4304. The pleasing difference is the US kit has all the parts in white plastic while

in Europe the kit has yellow body parts and black engine parts with a sprue of chrome and some tinted clear parts. By doing this the kit moves into the simpler end of builds but it was still labelled as a level 3, and painting would be required to make the model stand out. Simplification was also present in some areas of fit. The wheels fitted to metal axels and the roll cage had oversized attachment points. Finally (and very welcome) the black surround of the glazing was also pre-finished.

With this level of simplification a great model could be done from the box, but I wanted to make it more personal so incorporated some changes, by doing this I felt it wouldn't be considered a cheat for entering into our contest.

As we have already said that the kit can be assembled from the box to a good standard I'll not give a blow by blow build. I'll highlight the kit's quirks and then in the next paragraph go through the changes I made.

The engine builds up nice but the whole transmission is simplified and this is almost a curb side model with no underside detail. I say almost as the hood can in fact be removed so using different blacks and adding extra decals to the engine compartment really lifts this area. The interior is nice and fits well but the majority of detail is moulded in place needing painting to bring it out. The complex roll cage should be fitted after the entire interior is in place; I made the mistake of leaving one item out thinking it could be passed through the cage opening. It could be done but only with a lot of flexing. The fixing points are large but if you have all glazing in place these are not noticeable. The doors cannot be posed open as they attach to a recessed surface. Many parts seemed almost to be clip fit, and opening up location holes sometimes was needed to allow a little bit of room to adjust. This is noticeable in the doors which were not quite flush. This affected the door decals which also failed to sit correctly on the doors. This was easily remedied with a slit through the decal with a scalpel.

My own modelling investment was as follows. Drill out all the indents on the bucket seat before adding the seatbelts. Extra placards were added in the engine and cabin areas. Removal of shine and seams on tyres. Painting the pre-finished body; that was where the problems started. Using Humbrol 69 from a spray can went well for the first two coats, what was meant to be a 3rd and final coat left a dimpled 'orange peel' surface that was obvious to see on the smooth body shell. The model sat for a few months, I was disappointed as I'd been enjoying the build but did not want to face removing all the yellow paint. Thankfully I was told of a product used to polish out imperfections on real car bodies. **Meguiar's ScratchX 2.0.**



Marketed in the UK by 3M, the blurb reads, 'Meguiar's for isolated scratch and scuff removal, ScratchX 2.0. This new formula has been specifically developed for hand application to quickly remove isolated scratches, fingernail marks, paint transfer and parking lot scuffs. Unique micro-abrasives correct these defects fast and are completely clear coat safe. Not just a "cover-up", ScratchX 2.0 is a special formulation designed to completely remove scratches, ensuring that once they are gone, they stay gone!'

Well it did exactly as promised, reducing the orange peel effect on the yellow paint and restoring a shine. It also restored my enthusiasm in finishing the model, so final interior painting was completed. Headlights were painted noting the box art and instructions showed differing colour arrangements and the body shell fitted. There was a little mismatch at the rear that needed some sanding to bevel the edge to allow a snug fit.

During the time this model was 'resting' I found on line some figures by MAIM of 1/24 bikini girls posing alongside cars. The art work looked good even if the price was steep – at £20 plus it was near the cost of the car kit. I was disappointed when it arrived. The figure was a single 3D print that had a fine but noticeable texture of lines caused by the 3D printing process. It also had a lot of supporting framework that was brittle. I removed it with snips but found each attachment point left a small pockmark; her skin looked like a bad case of acne. Both things (the lines and pockmarks) were removed with sanding but it was a lot of work for a single figure as every area needed attention. (I have also purchased a T-72 crewman from MAIM that turned out to be 3D printed. Having a Soviet head set on means this will be even harder to remove print lines, beware of CAD box art.) The figure painted up nicely, I wanted her sat on the car and found the best contour match put here at the rear near the wing. Not the ideal place aesthetically, but by having the eyes turned it worked.

My display idea was to have her in the act of cleaning, (the fake cleaning that photo shoots have of glamour models). The irony was after decaling the car I would be weathering it, hiding the shine I'd

worked hard to restore. I masked lots of areas with lines to mimic wipe marks and sprayed a light mud colour all over including areas of glazing. Once the masking tape was removed very fine trickle lines of the same mud colour were added following contours and gravity. To sell the idea further small amounts of clear epoxy glue were dabbed in long lines to simulate rivulets of water. After using the epoxy to fix the figure a tiny square of foam was attached and epoxy spread around it. I wanted to keep the bonnet



off to show the interior engine bay keeping with the photo shoot theme. A bucket was placed on its side with epoxy water and foam made by stirring white pigment into epoxy as if spilled out onto the floor.

My verdict once finished? The car kit was really enjoyable, easier than many kits due to simple part breakdown and it made a refreshing change of pace even with the paint problem. The 3D figure was nice once done but the clean up was more of a chore than I liked. The water effects look almost as I hoped. It's no winner but as a diorama I'm happy to add it to my collection.

Sibo

Small Scale Spitfires

The annual Air Cadet competition for squadrons in Dorset and Wiltshire, known as Wing Activity Day or "WAD" includes modelling as one of the categories. Each year a particular kit is nominated for the "set model" - one class for adult staff members, and one class for the cadets. The models have to be built strictly "out of the box" - no aftermarket is allowed - using the kit decals and with the undercarriage down. Several of you will already be familiar with the competition, having kindly organised the event or volunteered to judge the entries.

And so it is that I find myself departing (again!) from my preferred 1:48 scale Fleet Air Arm subjects to have a go at Revell's 1:72 Spitfire Mk Vb - the 2018 WAD "set model". Thinking that, if I'm going to build one little Spitfire, I might as well build three, I also dug out the two Airfix Mk 1 kits I have in the stash, to compare the merits of each...



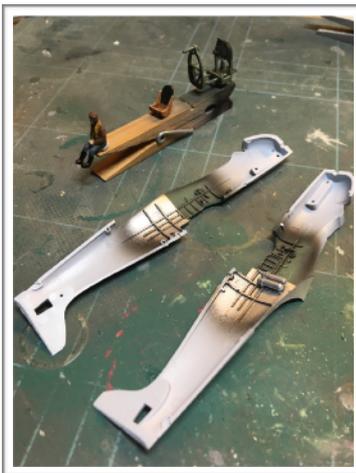
On opening the box, two things are striking about the Revell kit, one good, the other bad. On the plus side, the surface detail is really nice. The panel lines are very finely engraved and look just right for this scale. A major detraction, however, is the complete lack of any attempt to portray the distinctive "gull wing" curves of the Spitfire where the trailing edge of the wing meets the underside of the fuselage - the kit's centre section is almost completely flat and most un-Spitfire like. There are two schemes - both in the dark green/ocean grey/medium sea grey colours. The only option is that one airframe has the clipped wingtips, the other the more familiar full span elliptical form.

One of my two Airfix kits was a starter set - meaning no optional parts; only the main markings for a single scheme provided on the decal sheet (no stencils, gun patches etc); and an end opening box. The other is the "mainstream" version - a top opening box, optional parts including the early two bladed propeller and flat canopy, and a full set of decals with options for two different schemes. The engraved detail looks much heavier than the Revell kit - typical of more recent Airfix releases - and rather out of scale for a 1:72 model.



More differences become apparent as construction begins. The Revell cockpit is basic. It features an un-prototypical solid, flat floor and a rather shallow looking seat moulded

as part of a solid rear bulkhead. Behind the pilot's head is more fiction - a flat section with a "black box" on it. There is no pilot; but there are belts moulded into the seat back and there is raised detail on the instrument panel to give you the option to paint it if you don't want to use the decal provided.



The Airfix cockpit looks much more like the real thing - a front and rear framework, the front including the instrument panel and the rear the mounting brackets for the seat. Connecting the two are the control rods from the rudder in a more open structure. The instrument panel is featureless - you have to rely on a decal (or upgrade to an etched or resin replacement) for the detail. Airfix give you the option of manning your aircraft - I decided to include the pilots in both; partly to avoid spending money on etched brass harnesses and partly to hide the rather thick edges to the kit seat. The Airfix cockpit being more accurate in not hiding

the space behind the seat, they also give you the two (oxygen?) bottles that fix to the port fuselage side in this space.

For all three kits I followed my usual practice of spraying the cockpit components black, before then going over them with Tamiya's Cockpit Green. For the Airfix kits I masked off the green, and sprayed the areas behind the seat silver. A wash of thinned oil paint and a dry brush with a very pale beige and the details were nicely highlighted.

The interior of the Revell kit fitted inside the fuselage halves without problem. The more fiddly Airfix cockpits were another matter - I struggled to work out how the two bulkheads were supposed to fit to the fuselage sides (my mistake - there's a perfectly clear diagram in the instructions...) It looked like it would be very difficult to get the fuselage closed around the cockpit. In the end I decided to abandon the suggested construction sequence and glue the fuselage together before fitting the cockpit from underneath. It turned out that the instrument panel was a little wide and needed sanding down to get a decent fit. I also found that the locating pins on the Airfix kits were actually a hindrance to a good fit as they seemed too large for the holes they are supposed to fit into and so I sliced all but one (the cowling below the engine) off.

The wings, tailplanes and rudder of the Revell model also fitted together very well. Some filler was needed on the seam along the top of the nose and at the aforementioned join of wing trailing edge and fuselage - where the plastic was very thin and almost seemed "short shot"; but generally the fit was good. The wingtips (I decided on the full span option) required a bit of care to try and ensure that they followed the line of the wing and blended in as smoothly as possible. I test fitted the clipped tips too and they were much easier.

With the Airfix kits the main components fitted together very nicely. Only a small amount of filler was used to hide the seam along the top of the nose.

I painted the Revell kit first. Following my tried and trusted methods, I pre-shaded the panel lines in black before moving on to painting the Sky fuselage band and masking this off. Then it was on to the medium sea grey undersides. For this colour and the ocean grey on the top I used a set of Akan acrylic paints (from our most excellent local model shop...) specifically for this scheme. I tried to freehand the dark green, but, especially in this scale, I could not create a fine enough border between it and the grey. I also did not like the shade of green - to my eyes it looked like it had too much yellow in it - so I broke out the Blu-Tak and my Tamiya dark green and this produced a result I felt much happier with.



After the main colours were complete, I masked around the the leading edges and painted them first white and then yellow. After a coat of Klear the decals went on with the help of some Micro Sol - unusually this had the effect of attacking one patch of the underside grey - but it was only a small area on one wingtip and I was able to touch up with a brush. The decals were a little thick and did not "snuggle down" quite as fully into the panel lines - not helped by the lines being so fine in the first place. I also applied the upper wing roundels over the top of the black walkway lines - which I think is correct - but it left two rather noticeable ridges across the roundels - I should have cut the walkway lines to length around the roundel...

The details parts fitted well and, with a panel line wash, some pastel exhaust stains and coat of matt varnish, soon the kit was complete. Looking at it in its finished state, I feel that the windscreen is perhaps a little too raked, and the spinner is definitely not quite the right shape, but it looks like a Spitfire and I'm quite pleased with the result.

Similarly, for painting the Airfix pair, I pre-shaded the panel lines and stated with the undersides. For the earlier of the two schemes, this meant the half-and-half black and white, with silver control surfaces. I used Tamiya acrylics for these and, for the black, their Nato Black allows some variation to the panels.





For the second scheme, the underside is Sky, save for the port wing, which is black, and so a similar technique was used.

Being earlier machines (Mk I's, as opposed to the the Revell Mk V), the upper surface colours were Dark Earth and Dark Green.

I started with the Dark Earth - Vallejo - and painted the whole of the upper surfaces to avoid any gaps between the camouflage colours. Then it was out with the Blu-Tak again and more sausages to create a nice tight, but not totally hard edged demarkation between the colours. Looking at the instructions, the pattern seemed very "squiggly" and so I tried to twist the Blu-Tak into various sharp curves and twists to reproduce this. Rather than trying to mask the Dark Earth with dozens of tiny pieces of tape, I used Humbrol's Maskol instead and this worked well and certainly saved a few hours of tedious work cutting up tape.

As I was now spraying the green over the brown, the pre-shading effect was rather lost under the two layers, and so after the first coat of green (again I used Tamiya Dark Green), I added a little Nato Black to the colour cup of the airbrush and went over the panel lines, just to make the finish more consistent between the two colours.

Removing the masking is always a satisfying moment, but I was a bit frustrated that a new pack of Blu-Tak seemed to be of a particularly soft and chalky texture, which left a residue on the surface of one of the models. I have read that White-Tak is the way to go, so will try this next time...

Decals went on nicely over a coat of future - as the panel lines are deeper on these Airfix kits the decals did seem to settle into them more easily. Such is the depth of the panel lines, however, that I decided not to apply a panel line wash - the pre and post-shading seemed to be enough.

The tail-wheel leg on the Airfix kits seems to be too large to fit into the slot provided under the rear fuselage, and had to be trimmed - otherwise the detail parts, including the distinctive two bladed propellor, flat canopy and pole antenna mast of the early scheme, all fitted well.



Comparisons between kits usually end with a verdict, so here is mine...

Whilst the Revell kit goes together nicely, and the surface detailing is very refined, the lack of curves around the lower trailing edge of the wing is a problem that cannot be remedied without drastic (I would say almost impossible) surgery, and it's a pity the cockpit is inaccurate and the spinner is not quite right - although these could be resolved more easily with after-market items.

Airfix have always been good at Spitfires - they must have sold millions of them by now - and these are no exception. Dave B tells me the windscreen is a little

wide - and I think he's right - and the panel lines are a bit heavy. They are also not quite as easy to build as the Revell version - but once finished they really look the part to my eyes and so I would rate them as the better of the two kits.

Nick W.



Calendar of Events

October	2nd	Theme Night: "WW1"
	13-14	Bovington Model Show
	16th	Club Night
November	6th	AGM
	10th/ 11th	Model Show: IPMS Telford – Scale Model World
	20th	Club Night
	23rd	<i>Last call for Newsletter items</i>
	25th	Bugle Call
December	4th	Club Night
	18th	Theme Night: "Wacky Races". Our annual self powered model race