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belts

NEXT MEETING

Tuesday 120h August 2019 from
8pm

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

Chairman - Craig Sargent John Watkins
Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor

New Meeting Time!! 8pm

Another month rolls around and with it another meeting. This month we have a workshop and it's all about the details, surface details to be precise. If you've ever wondered how to restore that piece of detail you obliterated in order to get some part to fit or perhaps if you want to go the extra mile and add a few rivets that some manufacturer decided weren't that important then join the discussion and find out how others have solved those tricky problems.

The nationals are coming up in a couple of weeks and a few of us will be making the trip to the mainland for a weekend of models and good company.

I thought it might be good look at some ideas of how other clubs deal with the problem of show security.



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2019/20 NOW DUE *******

Subs for 2019/20 now past 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

Note our new meeting time is 8pm

20th August Tips and tricks for adding and restoring surface detail

17th September Nationals report, preview of your 1939 creations and a round table discussion on how we conduct our meetings

MODELLING EVENTS

2019 IPMS nationals



2019 New Zealand I.P.M.S National Competition & Model Expo

Air Force Museum of New Zealand, Wigram, Christchurch

7 & 8 September 2019

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

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Auckland
p: 09 520 1236



Stoker Models

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10% on kits and modelling supplies



TOYWORLD

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15% Off the normal retail price on:

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(Note: not in conjunction with any other promotion)



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1/32 Focke Wulf FW190 A-8/R-2 "Sturmbock" Kit No. 03874

In-Box Overview by Steve McLaughlin, shared by Revell on Facebook



Evolved basically as an alternative to the Messerschmitt Bf 109 fighter, it may never have been allowed by the Reich officialdom had it not been for the choice of a non-strategic (yet controversial) radial engine.

It's prototype first flew on June 1 1939 and production deliveries began in late 1940. As is widely known, it suffered an extended period of teething troubles: engines caught fire, hydraulic systems leaked, propellers failed, exhaust gases poisoned the pilots, cowlings flew off at high speeds, canopies jammed in emergency... in fact it was so troublesome that the entire development programme almost got cancelled with the pre-production series.

But after a multitude of changes, production was approved just in time for it to enter aerial combat over the Channel in the summer of 1941. There, it immediately made the Spitfire Mk. V obsolete, causing the Fighter Command's so hardly gained self-confidence to plummet down to new lows. The rest, as they say, is history.

For four consecutive years it kept even or ahead of Allied fighters through successive versions, always retaining its sparkling flying qualities combined with superior armament and legendary ruggedness. It also excelled in the ground attack role, replacing several other aircraft types in the process, including the Ju 87 Stuka.

It stood for about 40% of German single seat fighter production, but unlike the Bf 109, remained highly competitive until the very end of the conflict.

This remarkable product of the Focke-Wulf Flugzeugbau profoundly influenced fighter thinking in other countries. In Britain, it is directly responsible for the specification F.2/43 to which was designed the Hawker Fury, and F.19/43 which produced the Folland Fo.118 fighter project, also owing much to the German design. In Soviet Union, the highly successful Lavochkin La-5/La-7 line of fighters bear the same resemblance.

Today, I guess it ranks among the top three aircraft modelling subjects of all time. It deserved it.

The "R8" was an improved bomber destroyer, nicknamed the "Sturmbock (Battering Ram)", with armor protection for the pilot and around the front of the engine, plus an MK-108 30 millimeter cannon in each outboard wing position instead of an MG-151/20. The armor allowed the Sturmbock to close in on a bomber and then kill it with the MK-108 cannon, using tail-chase tactics.

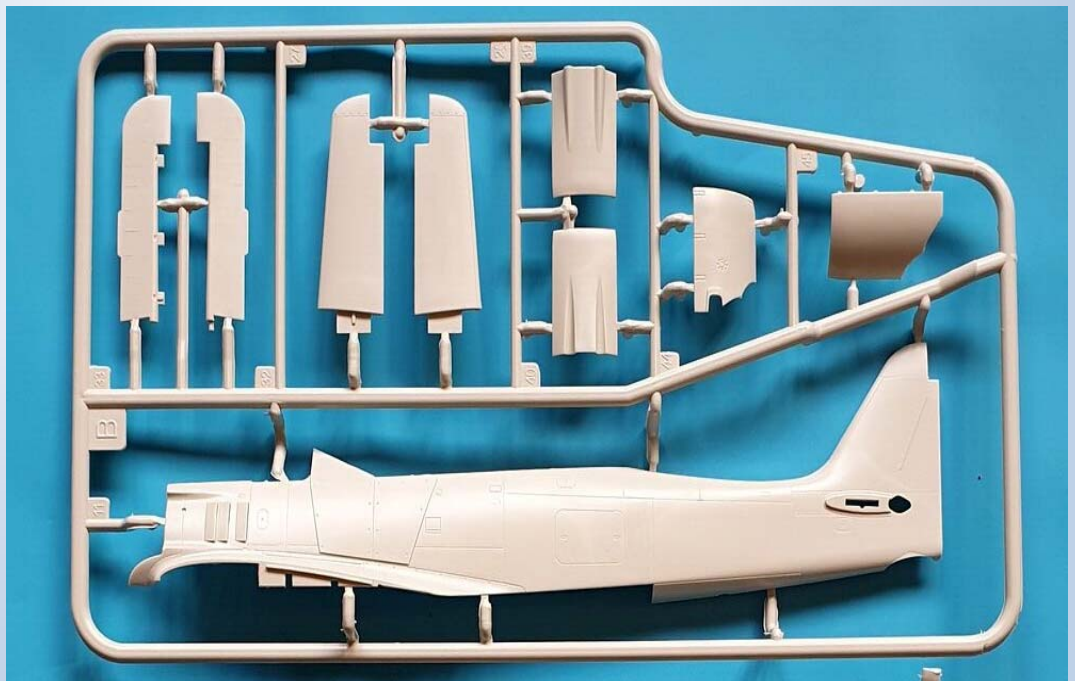
There were other experiments with heavily-armed bomber destroyers, but the increasing presence of escort fighters presented the Luftwaffe with a nasty dilemma. If the the FW-190's armor and firepower was increased to deal with the bombers, the Focke-Wulf would then find itself out-classed in air combat with Allied fighters. If its armor and armament were reduced, the FW-190 could hold its own, but it would then find it difficult to take on bombers.

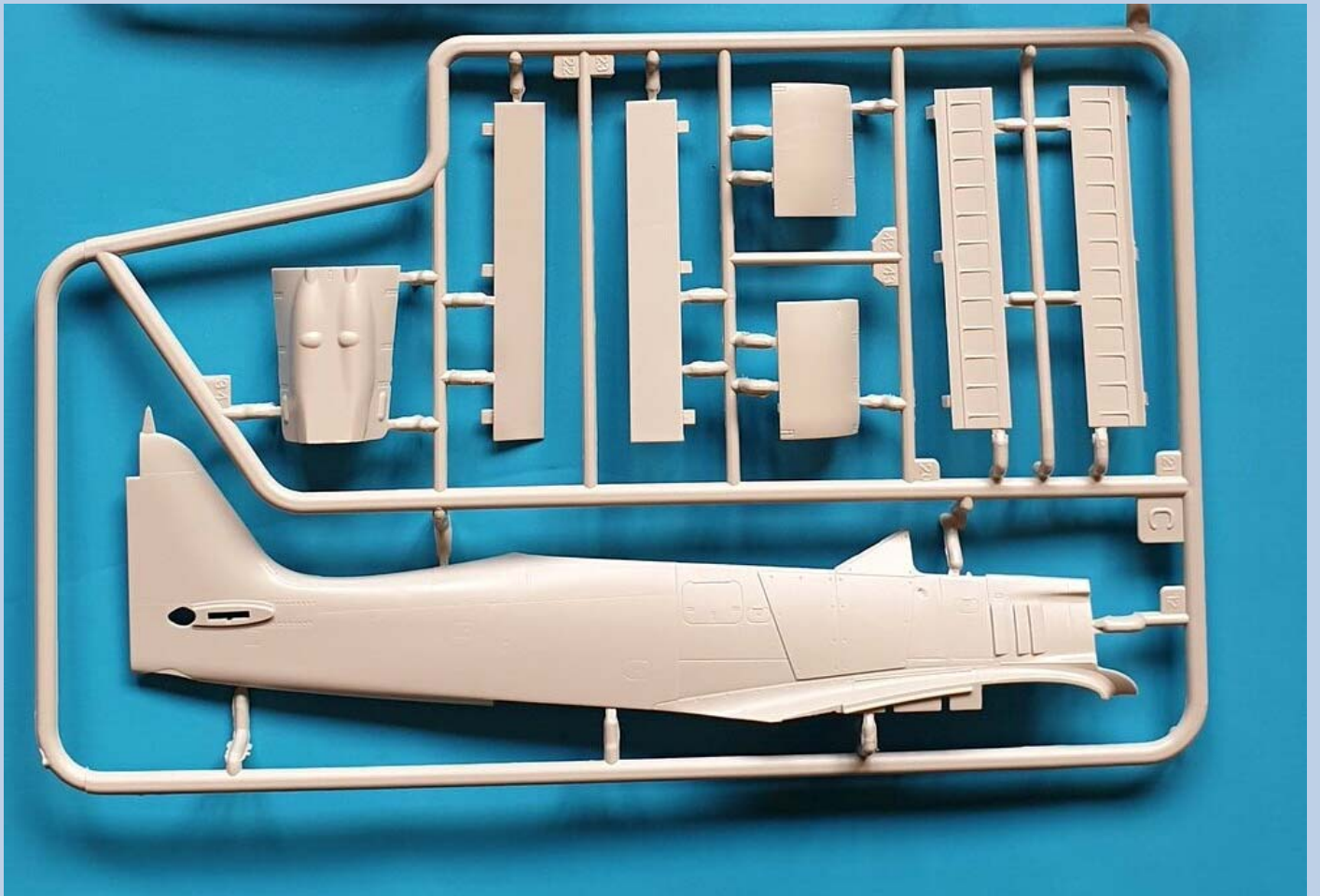
As a result, the Luftwaffe established the "Sturmgruppe" tactic, in which a mass of FW-190s Sturmbocks would attack a bomber formation from behind, while they were protected from Allied escort fighters by Bf-109Gs optimized for dogfighting. Sturmgruppe pilots often wore "whites of the eyes" jacket patches, with two white crescents set side-by-side, to indicate their dedication to point-blank attacks. The first Sturmgruppe missions were conducted in July 1944 and proved devastating. However, the USAAF quickly adapted to the tactic, sending escort fighters in the lead of the bomber formation to pounce on Sturmgruppe formations and break them up, and scheme gradually ceased to be effective.

The Kit

Here we have the third incarnation of Revell's 2015 new tool FW190. First we had the F-8 ground attack variant followed by the A-8/R-11 nightfighter. What we now get is the A-8/R-8 Sturmbocke. Now I know Revell have labeled this an R-2 but I believe that they have got this wrong. As with many other WWII Luftwaffe aircraft the first part of the variant code usually refers to an engine or design change, such as FW190 A-4 or Bf109 G-2. The second part usually refers to weapons/equipment set up, such as R-1, R-2. (R stands for Rustsatze, field modification package). Now the R-2 package simply replaced the outer wing 20mm cannon with Rheinmetall-Borsig's mighty 30mm MK108 cannon. However, the R-8 package was fitted with armoured panels either side of the cockpit and thick armoured glass panels either side of the canopy. And that is the version Revell have in this box.

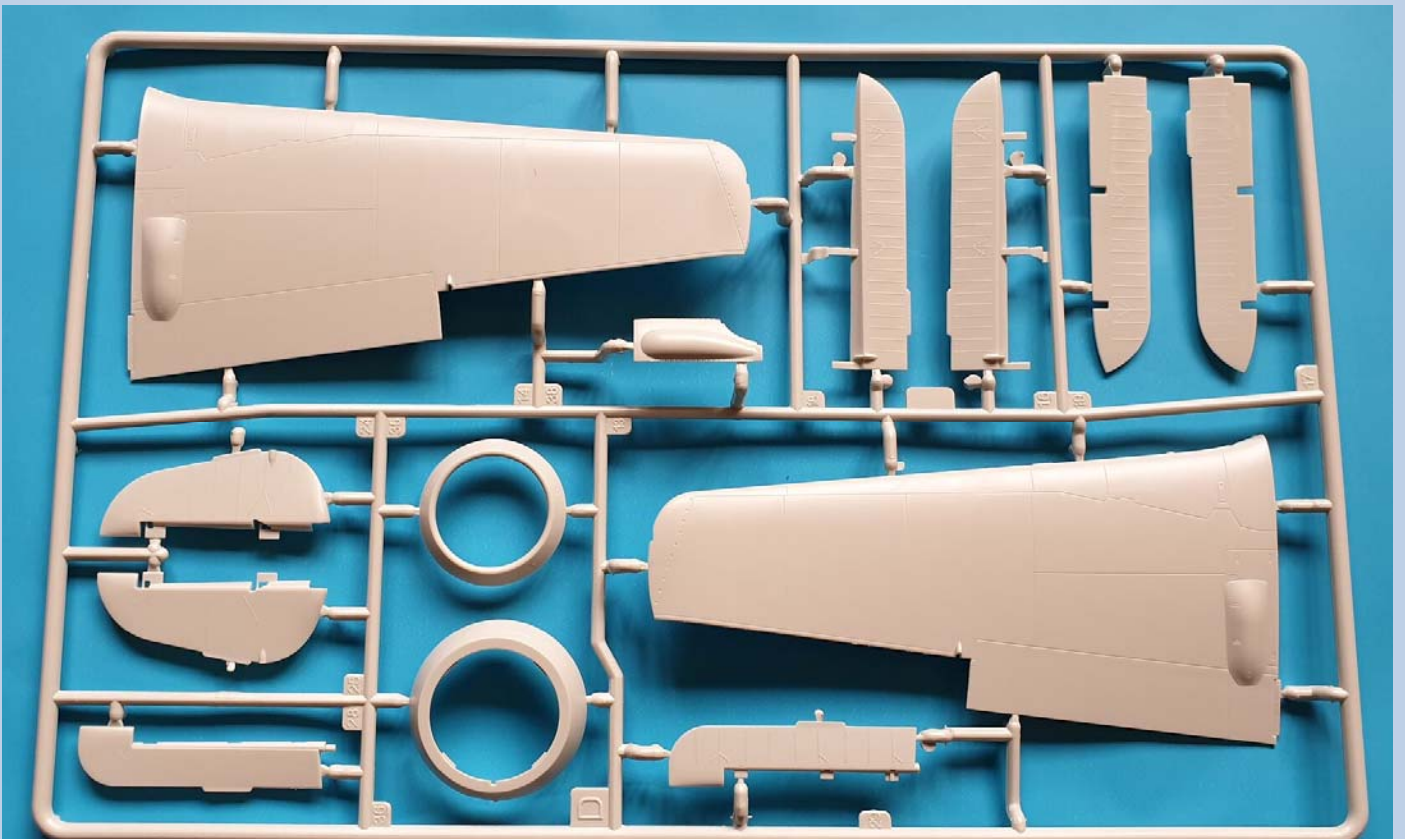
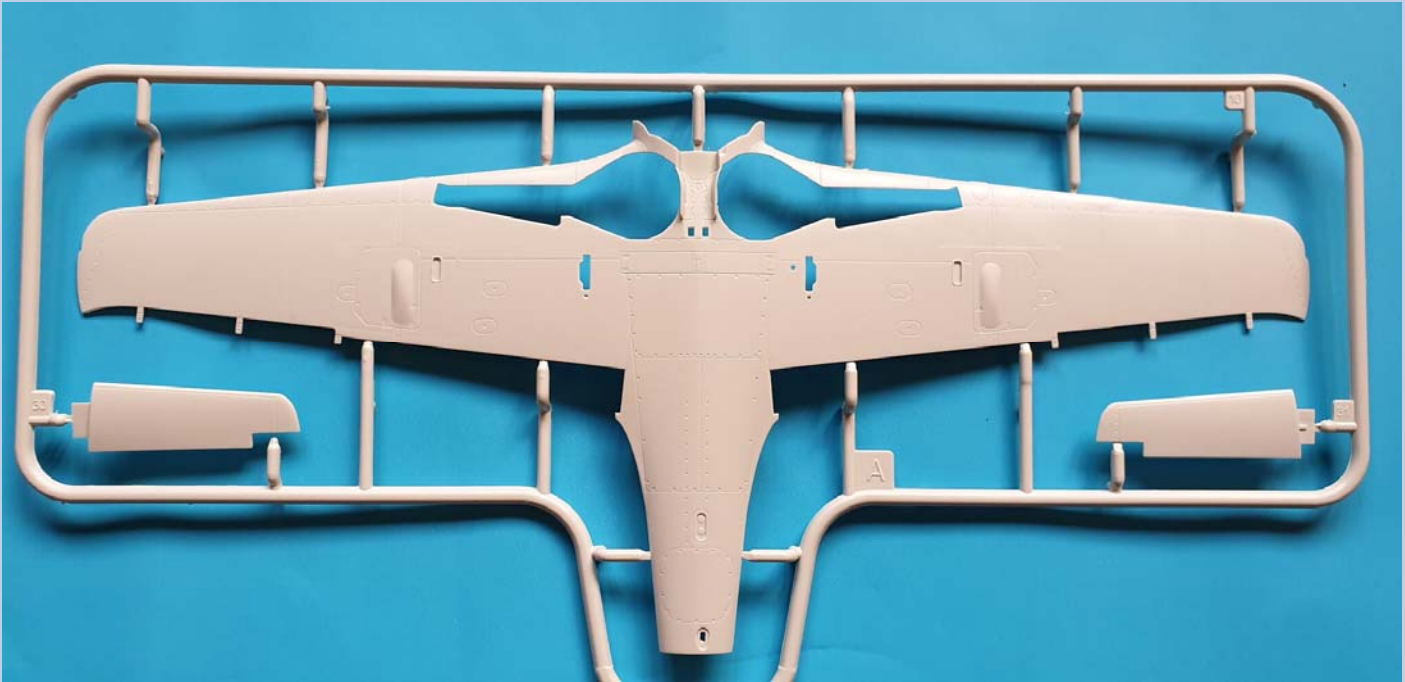
So, what do we have inside this time? Lets have a delve and keep our fingers crossed as the FW190 is my favourite aircraft, especially the Sturmbocke.

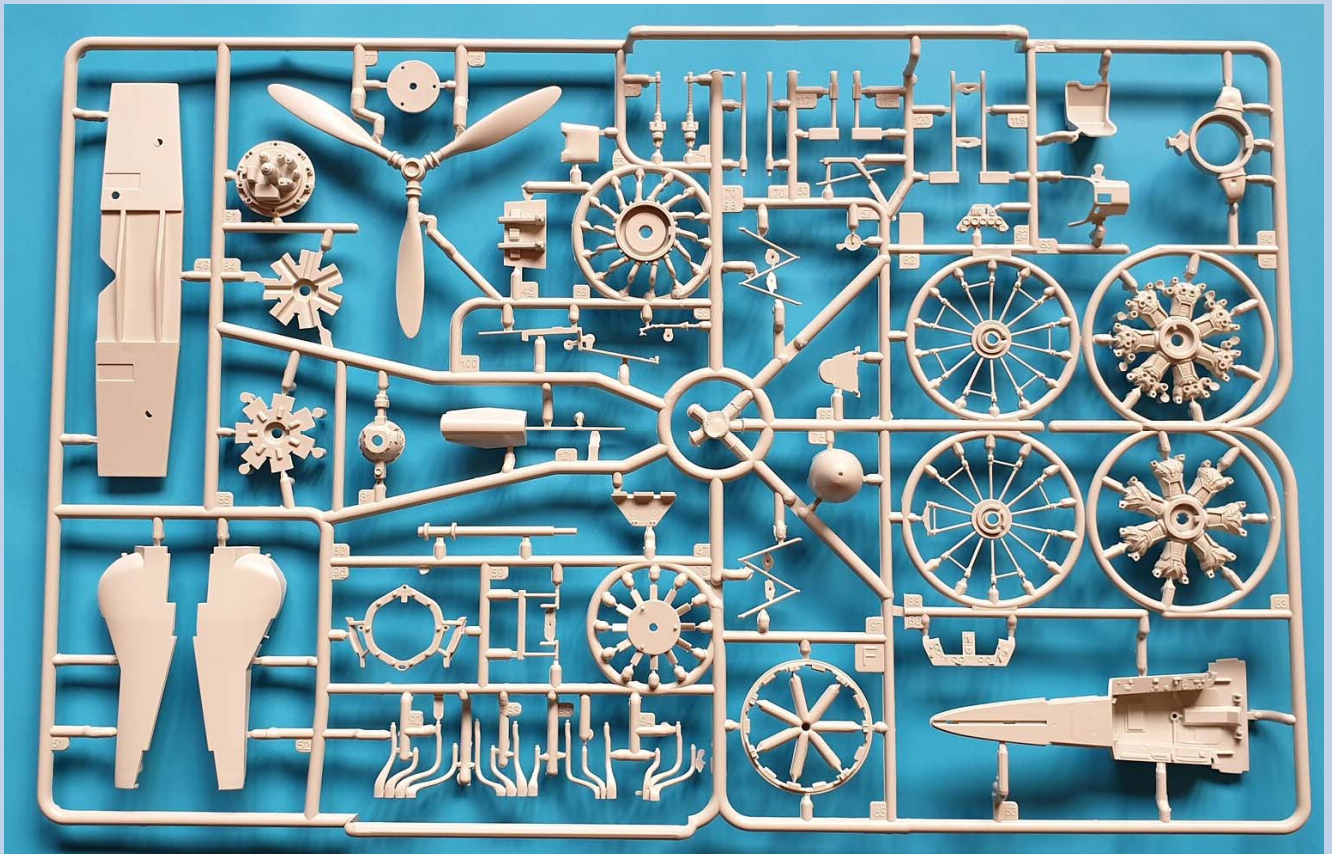
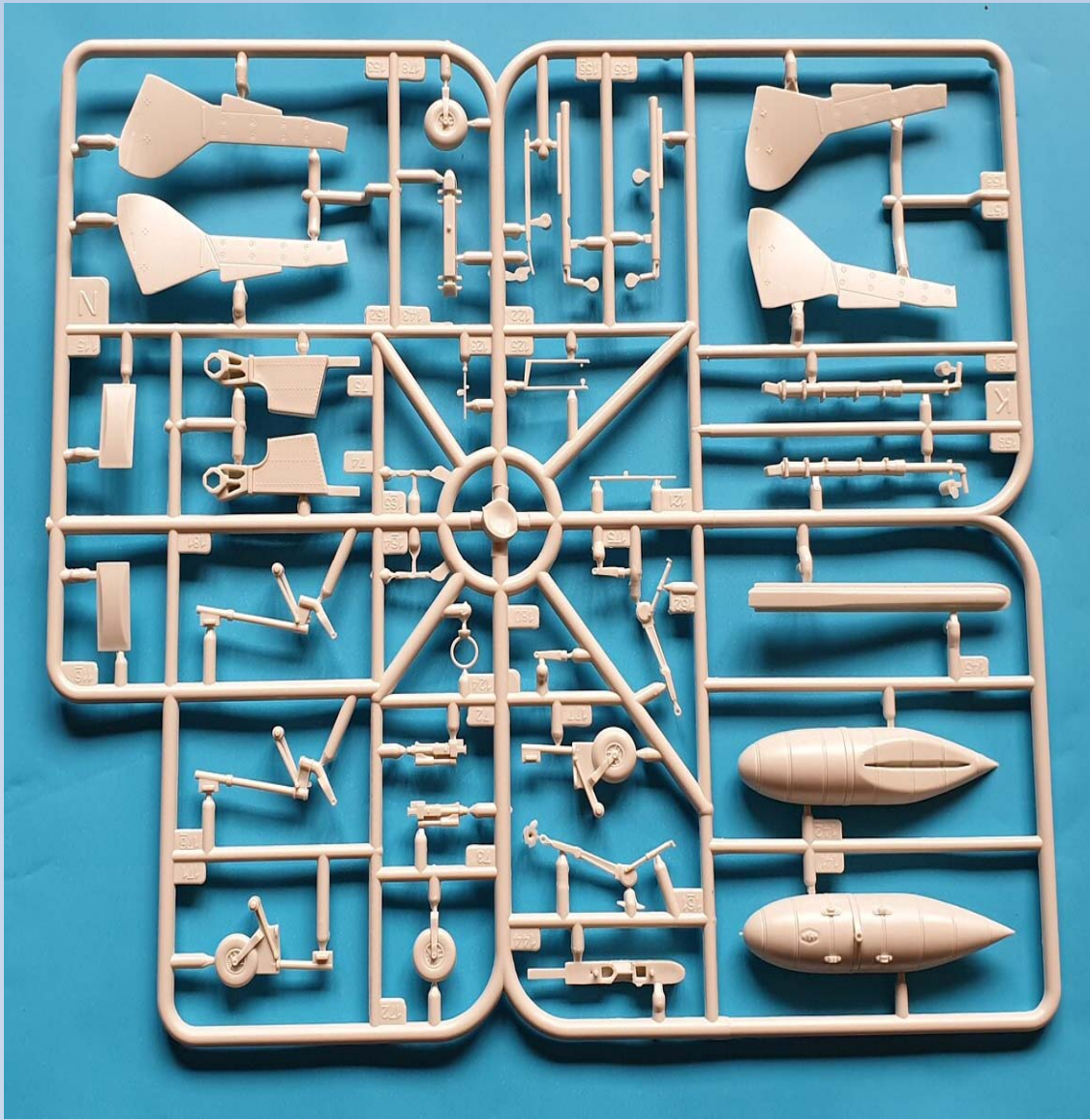


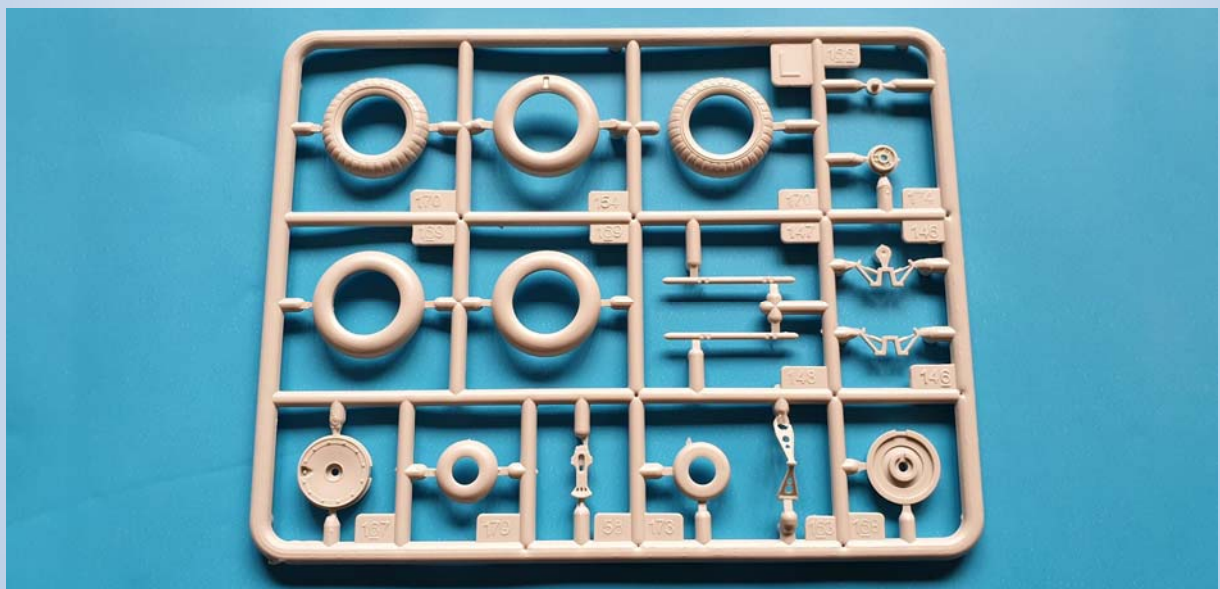
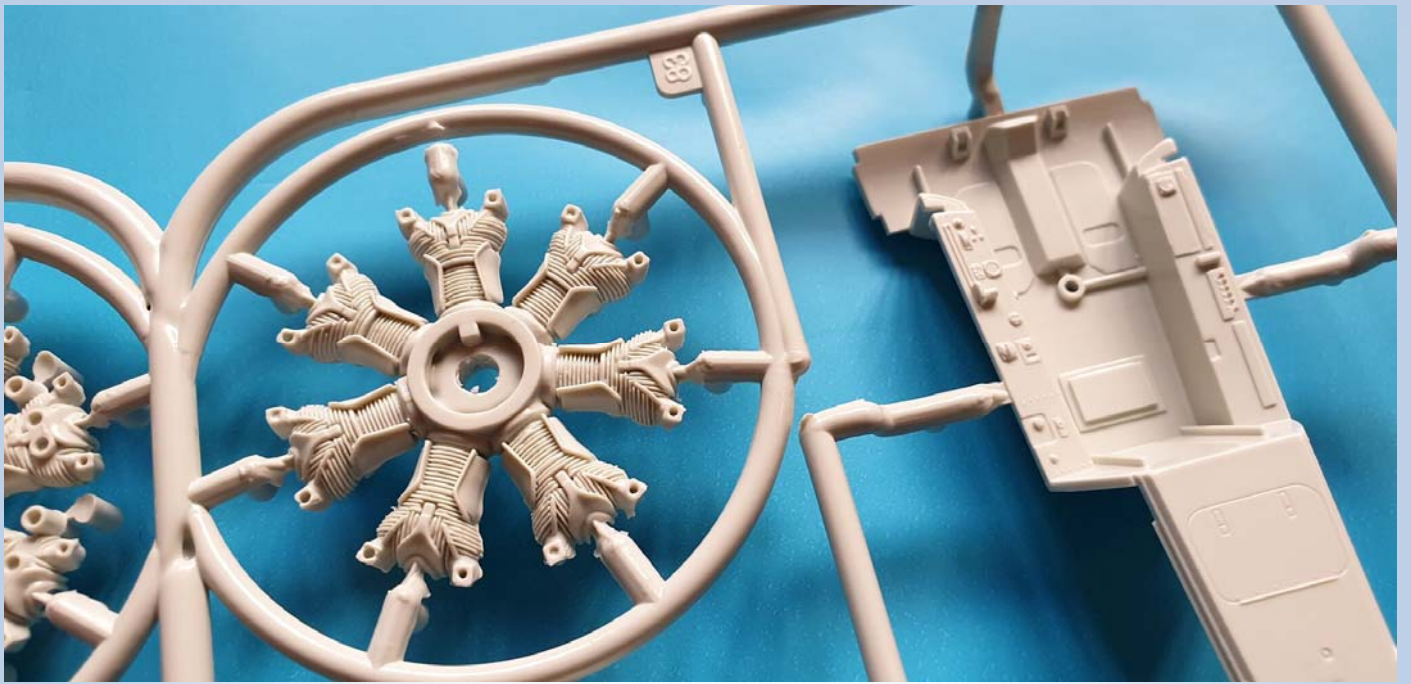


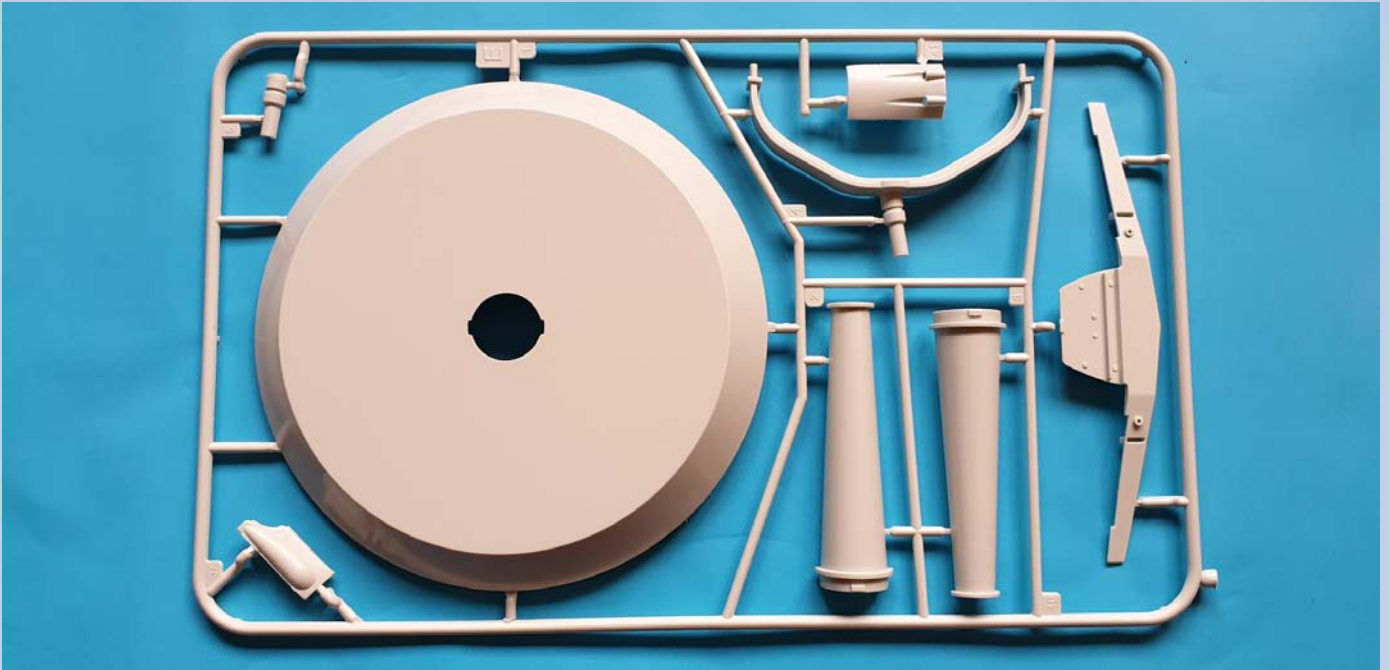
Close up of the armoured panel.



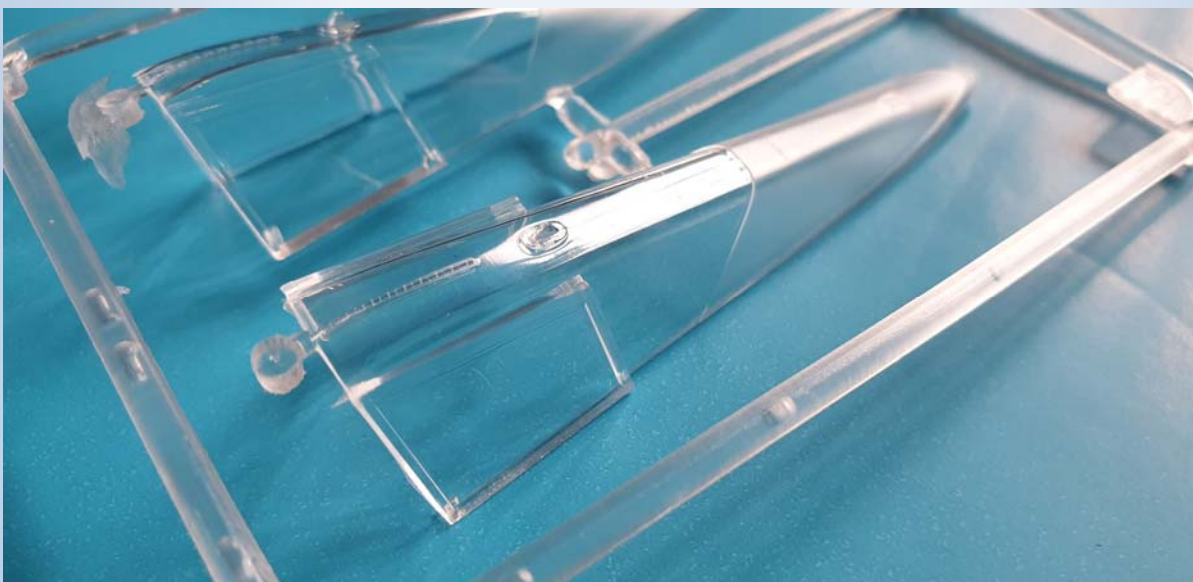


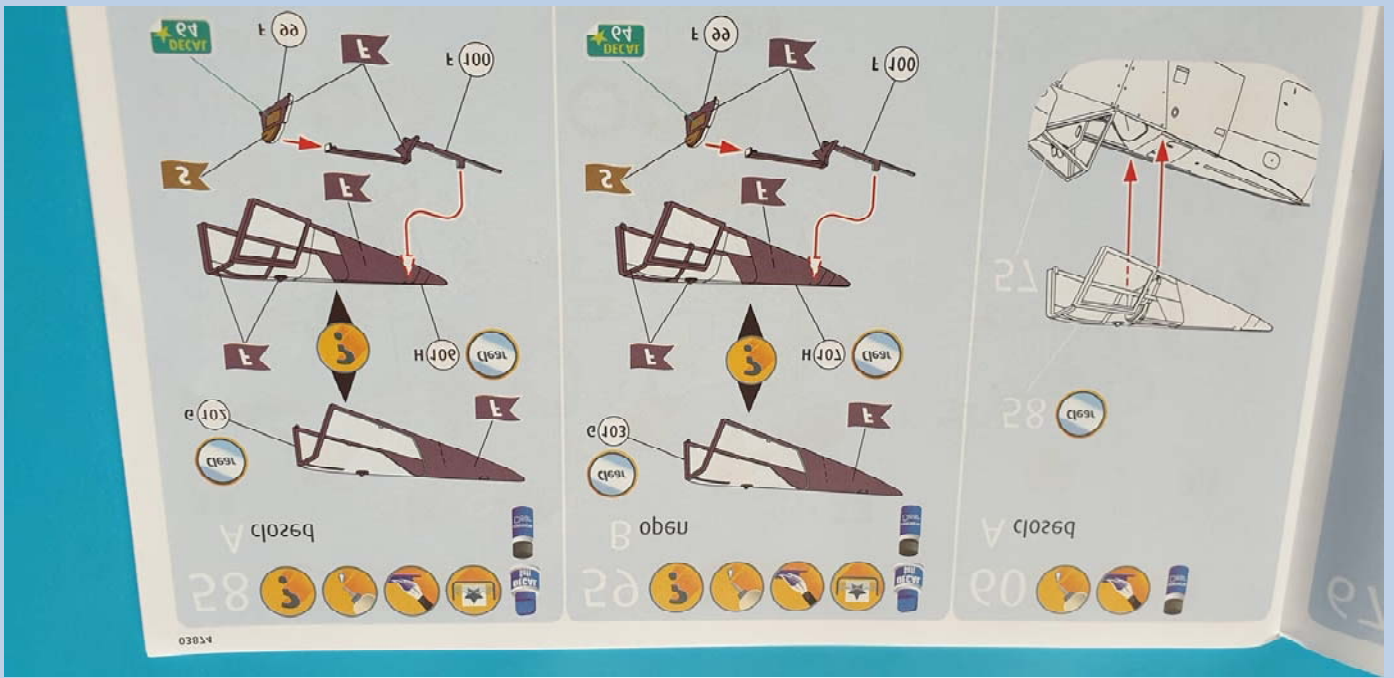




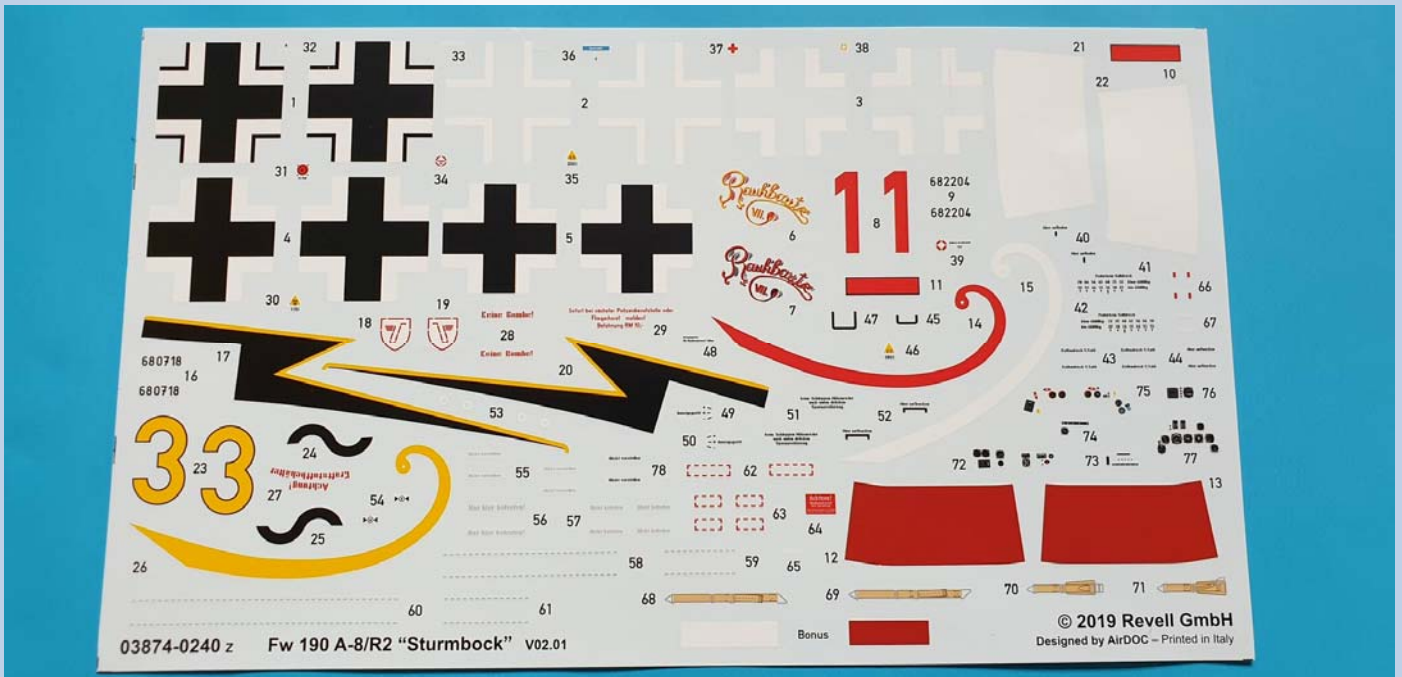


As you can see you get two each of the armoured and plain canopy. The reason being that one of each is slightly pinched in at the front and that is for the open option. This is because the FW190 canopy rails go 'in' towards the rear and supplying a pre-pinched in canopy means you don't have to put undue pressure on the clear parts which could result in cracking. How very thoughtful of Revell.





DECALS





LEVEL 5

1 2 3 4 5

03874-0379



Fw190 A-8/R-2 „Sturmbock“

Beiliegenden Sicherheitstext beachten / Please note the enclosed safety advice

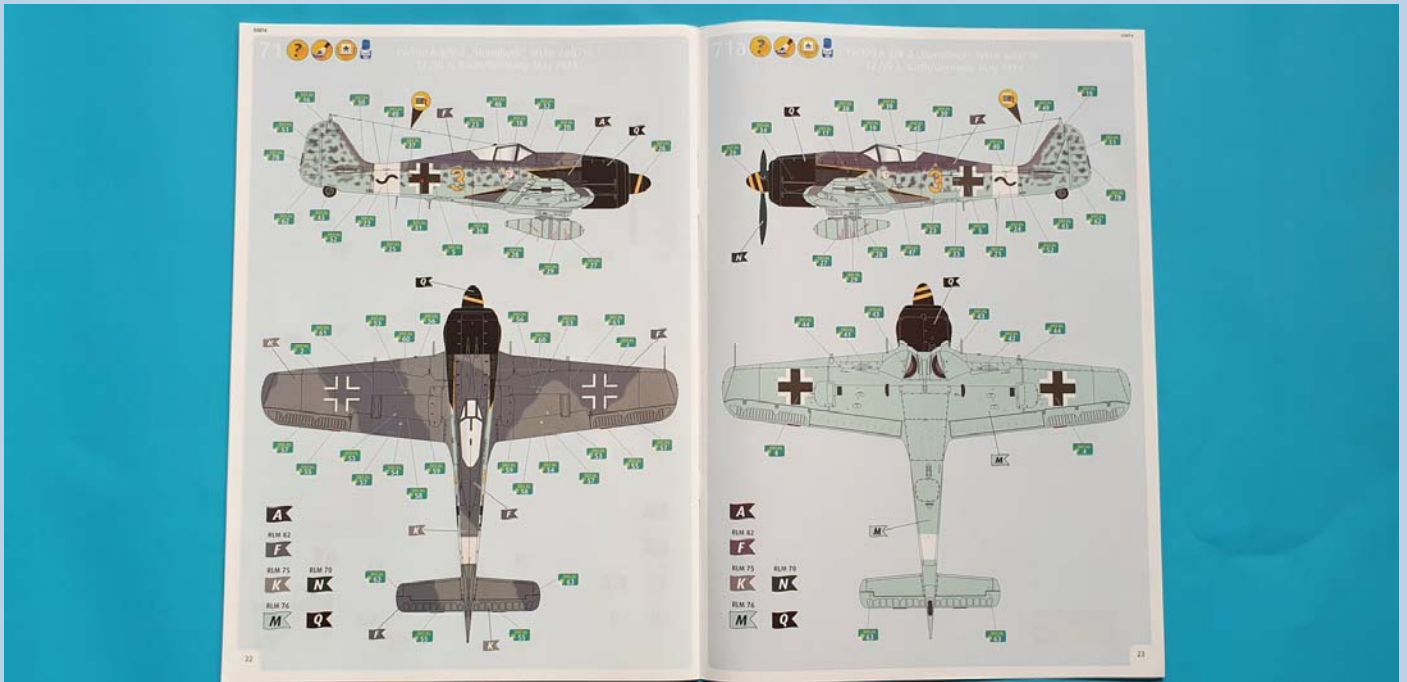
- ☞ Beiliegenden Sicherheitstext beachten und nachschlagbereit halten.
- ☞ Please note the enclosed safety advice and keep safe for later reference.
- ☞ Respecter les consignes de sécurité ci-jointes et les conserver à portée de main.
- ☞ Houdt u aan de bijgaande veiligheidsinstructies en hou deze steeds bij de hand.
- ☞ Seguire le avvertenze di sicurezza allegate e tenerle a portata di mano.
- ☞ Observar y siempre tener a disposición este texto de seguridad adjunto.
- ☞ Ter em atenção o texto de segurança anexo e guardá-lo para consulta.
- ☞ Overhold vedlagte sikkerhedsanvisninger og hav dem liggende i nærheden.
- ☞ Ha alltid vedlagt sikkerhetstekst klar til bruk.
- ☞ Beakta bifogad säkerhetstext och håll den i beredskap.
- ☞ Huomioi ja säilytä oheiset varoitukset.
- ☞ Соблюодать технику безопасности, сохранить инструкцию для дальнейших обращений.
- ☞ Przestrzegać załączonego tekstu dotyczącego bezpieczeństwa i mieć go zawsze pod ręką.
- ☞ Dodržujte tento příložený bezpečnostní text a mějte ho po ruce.
- ☞ A mellékelt biztonsági szöveget vegye figyelembe és tartsa fellelőzásra készen.
- ☞ Respektujte příložený bezpečnostný text a uchovajte ho pre budúce použitie.
- ☞ Respectați textul de siguranță atașat și păstrați-l la îndemână.
- ☞ Σηλαζαίτε πρiloζηνή βεζπεζνοσtnή text a ραζαβαίτε πρiloζηνή text za βεζπεζνοσtnή i ρo δρῑζτε πoδ ρῑζκα za ρραβκα.
- ☞ Prilolena varnostna navodila izvajaite in jih hranite na vsem dostopnem mestu.
- ☞ Λάβετε υπόψη οαο το συννημένο κείμενο ασφαλείας και φυλάξτε το ώστε να ανατρέχετε σε αυτό όποτε χρειάζεσται.
- ☞ Ekteki güvenliκ talimatların dikkate alıp, bakabileceğiniz bir şekilde muafaza ediniz.

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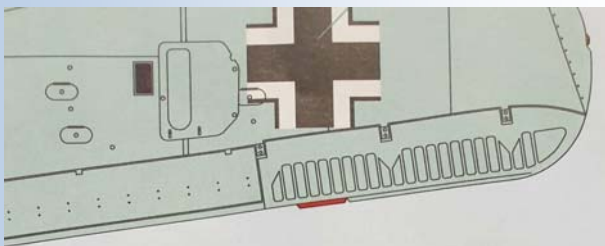
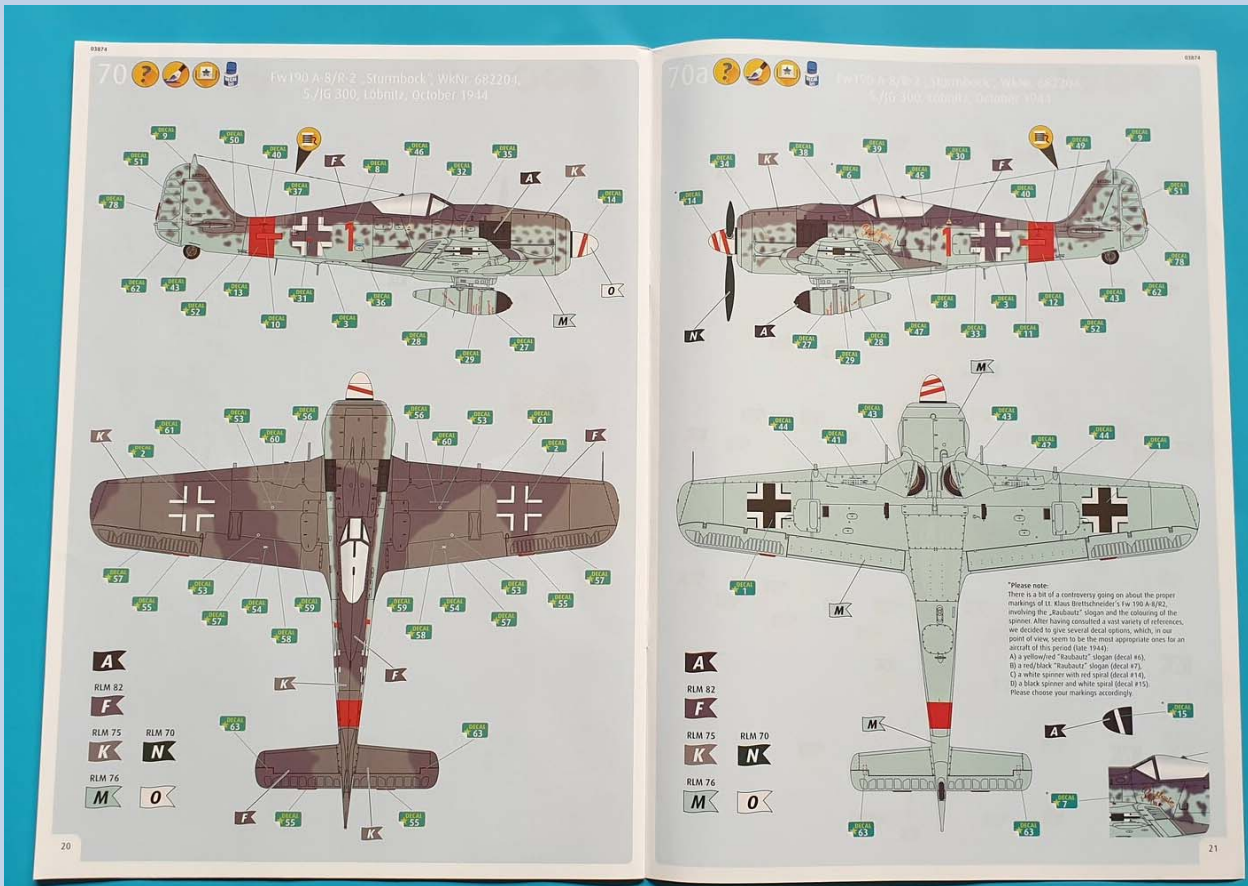
Marking options

12./JG3 Udet. Barth/Germany, May 1944. WkNr. 680718. I believe the pilot to be Otfried Baisch

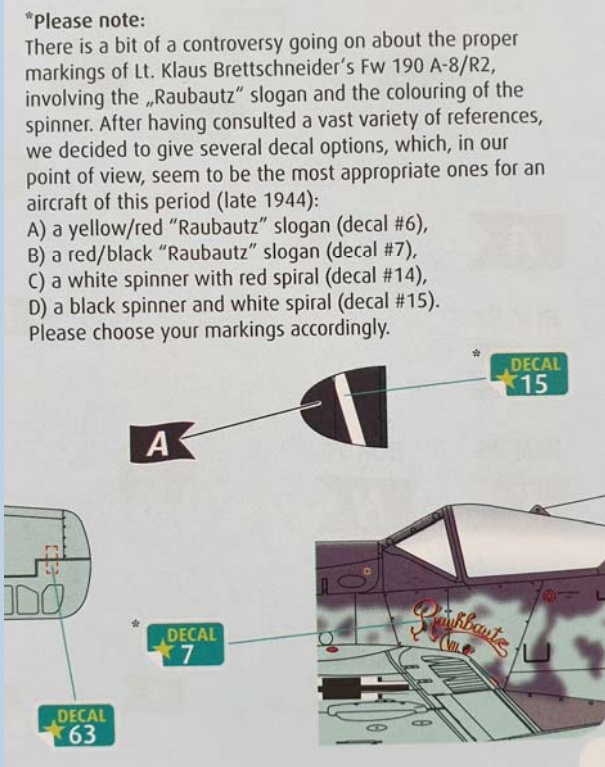


Otfried Baisch on the right, with his brother.





Klaus Brettschneider sitting on the cockpit sill of Red 1.



Conclusion

Well, what can I say? Its another re-issue of Revell's superb 1/32 FW190. Did I say it was my favourite aircraft? And a fine job they have done. The moulds are holding up very well, with no flash or sink marks. Their basic moulds are modular so I can only hope and pray they release some early Anton's in the future, especially A-4,5, & 6. The marking options are ok, but if you don't fancy any of them there are aftermarket ones out there. Personally I'd be happy doing 'yellow 3'.

However, there is just one last thing. When I saw the first issue (2015's F-8) I really couldn't believe that in such a 'modern' and excellent kit they would go and do something ridiculous. What am I talking about?

The tail wheel, that's what? Revell, why oh why did you think it was acceptable in this day and age to mould the wheel as part of the strut? What were you thinking?



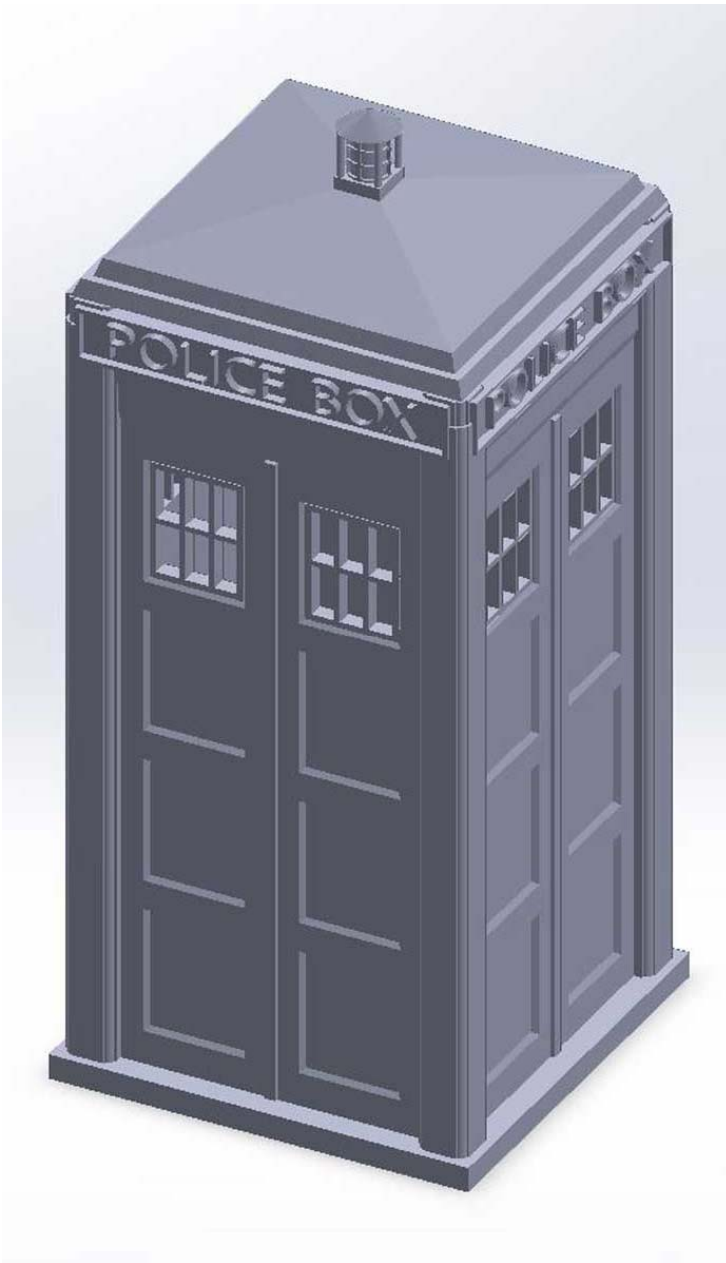
The tail wheel aside I would highly recommend this kit.

Many thanks to Revell for the review sample.

The TARDIS

And now for something completely different from Pete M.

Yay, I've finally managed to complete something from my shelf of doom! You might recall an earlier article I wrote regarding resin printing, and one of the examples I used was the TARDIS from Dr.Who. The print file (.stl) came from Thingiverse.com.

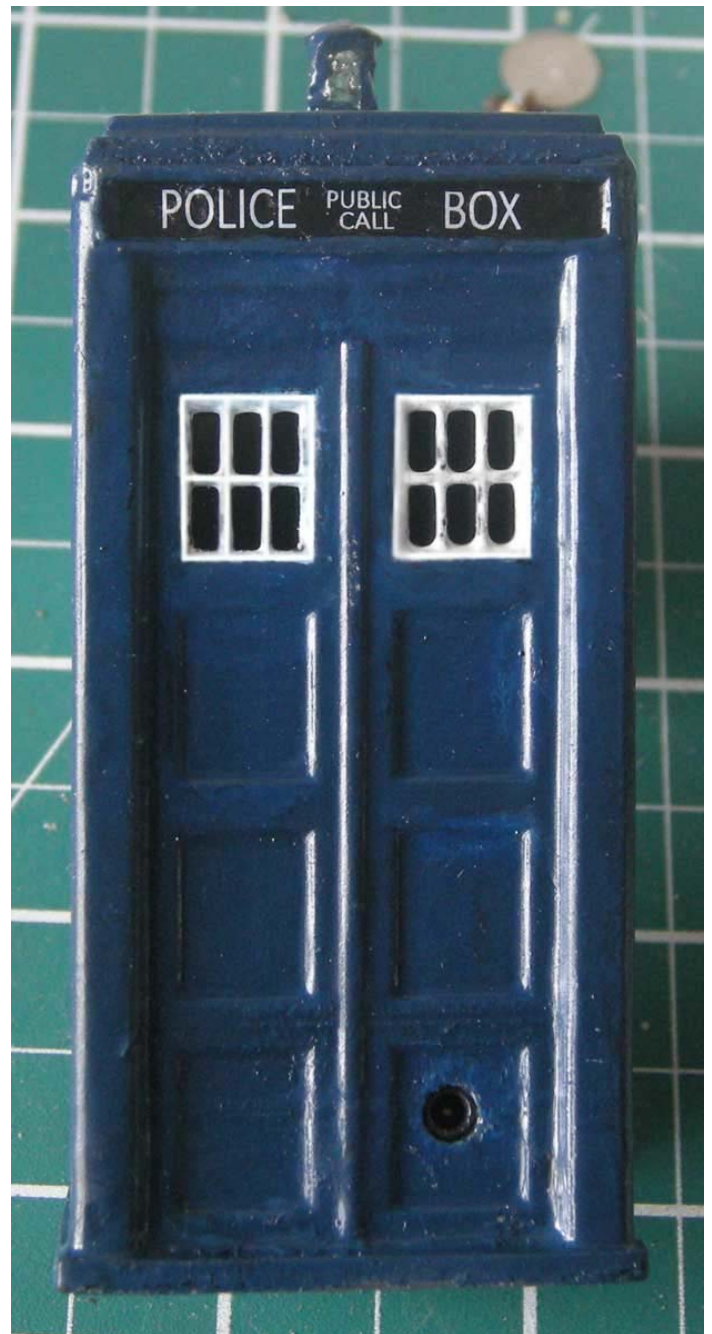


This was printed on my Mk.1 version of the Sparkmaker WOW 3D printer on a quick setting hence the many layer marks that still show. I have since upgraded the components to the newer FHD version which prints at a higher resolution and at a faster rate. I along with many buyers of the upgrade had problems getting it to work, but Kerry Carlyle (who also has this same printer) has managed to sort it out for me..thanks mate.

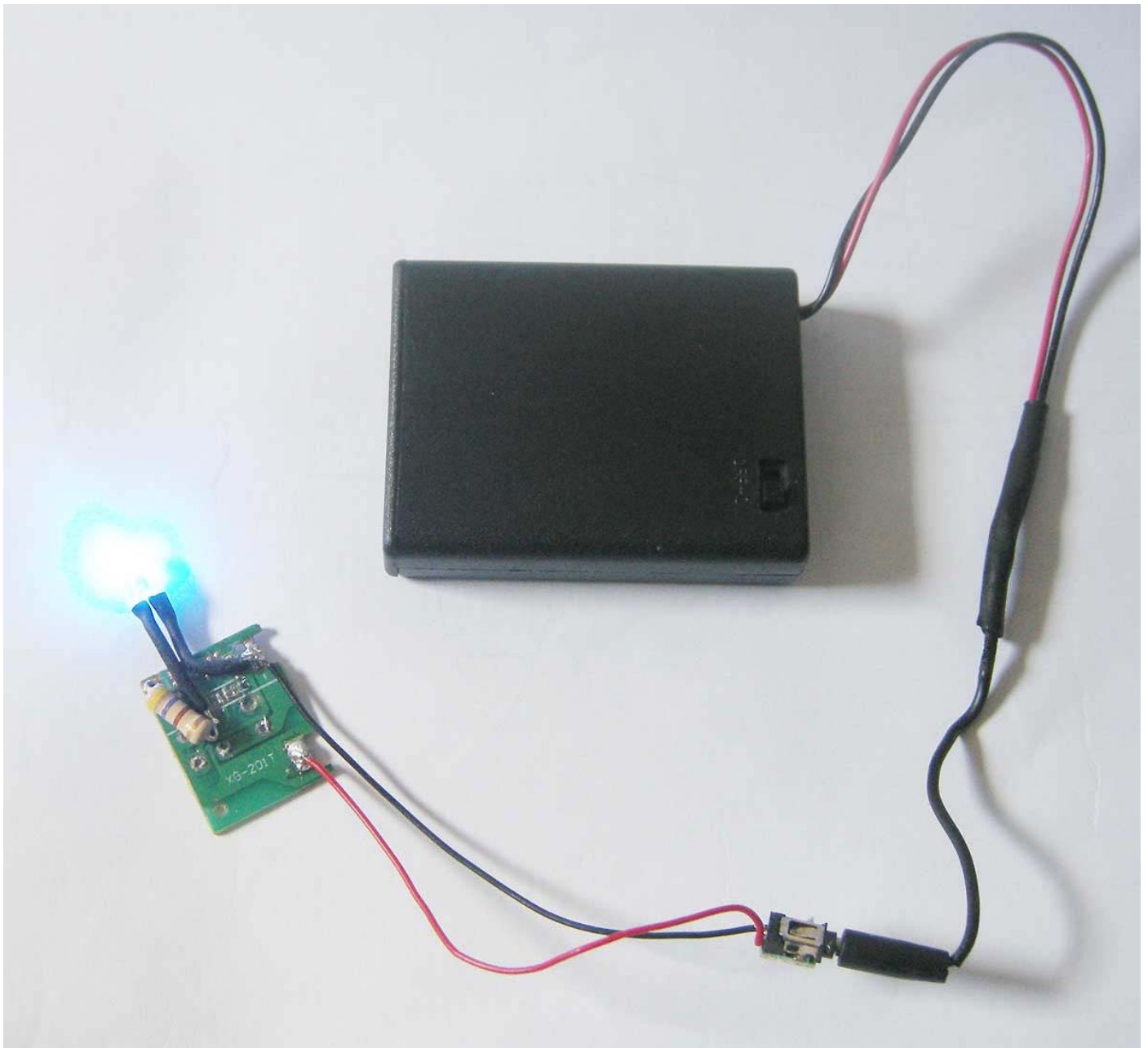
I wasn't happy with the moulded lettering on the print which is completely wrong, and carved and ground it off..not as well as I should have in hindsight. I also drilled out the inside of the lamp on the roof which was moulded solid and then gave the unit a sprayed coat of matt black as an undercoat then masked off around the windows and spayed them off white.

Next I masked off the windows and applied a coat of dark blue that was close to the photos of the real thing found on the 'net'. Several coats of 'Kleer' acrylic floor polish were then brushed on. Next job was some clear UV curing resin added to the sides of the lamp.

The decals were made using my ALPS printer and applied using Micro Set and Sol with a final coating of Micro Liquid Decal Film. Another coating of 'Kleer' was applied over the decals to lock them in. This is where I found I hadn't got the old moulded on lettering completely removed as smoothly as I should have!!!!



I then finished it off with the addition of some simple electronics to fit in a flashing blue LED to replicate the lamp at the top. I found all the components required at Jaycar after doing a Google search on flashing LED's. The LED and printed circuit board were glued inside using Araldite epoxy glue as was the internal plug for the power input.



GasPatch 1/35 .30 & .50 Cal Ammo belts By Lance Whitford



AMMO BELT FLEXIBLE CAL.30 1/35 AMMO BELT FLEXIBLE CAL.50 1/35

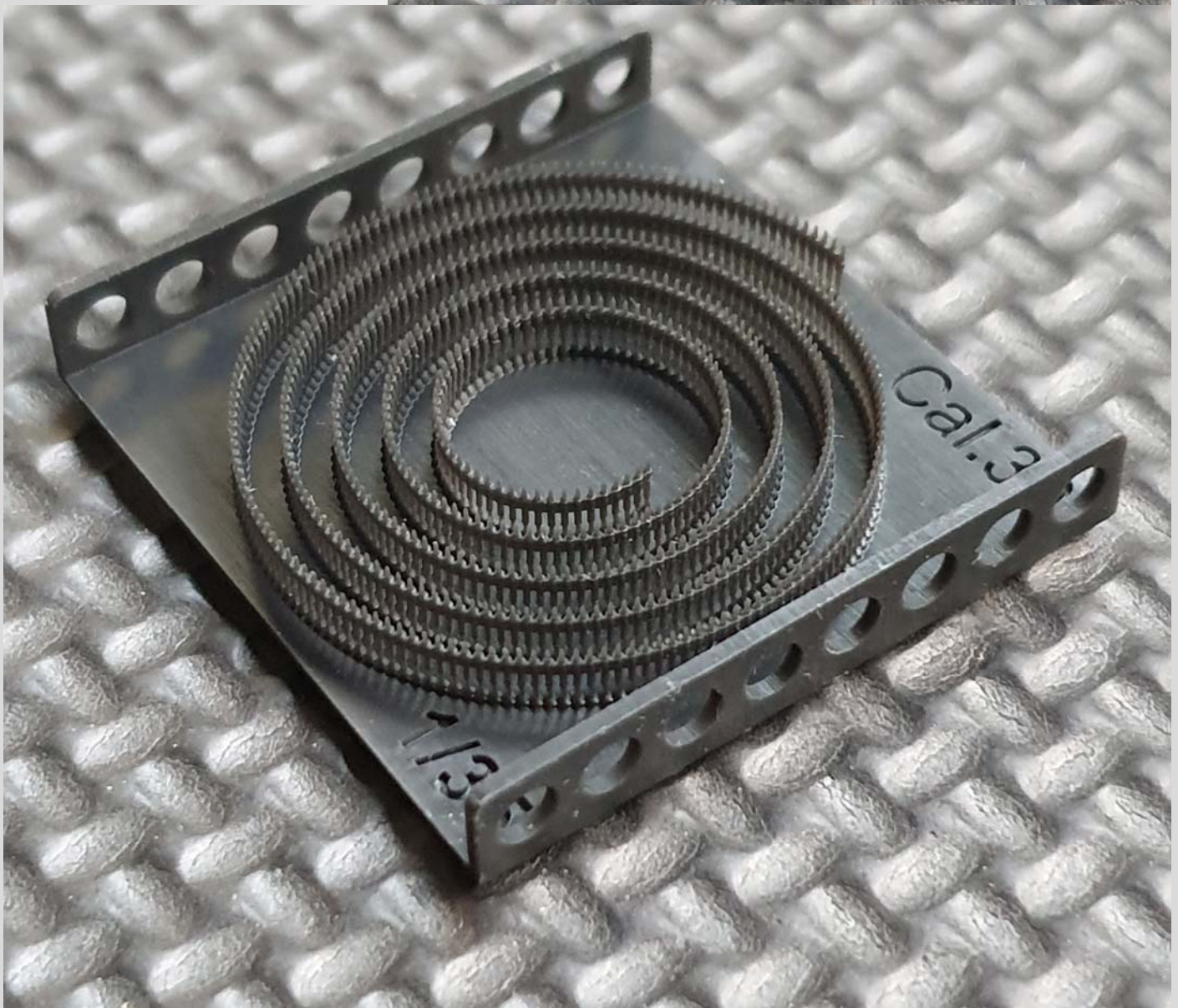
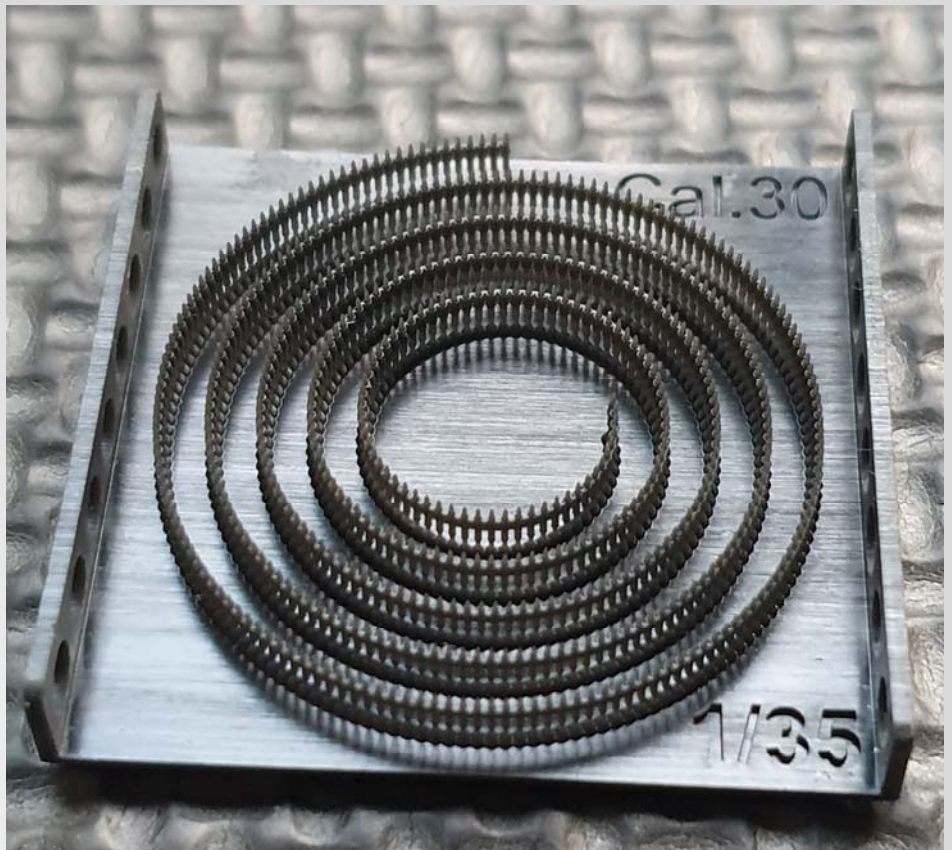
I recently got a newsletter from BNA Model World that included the GasPatch range of flexible MG ammo belts. There wasn't a lot of detailed information but I thought what the hell and decided to buy a couple of items. Gaspatch are a boutique producer based in Greece as it turns out. It appears that the bulk of their range is aimed at aircraft modellers but obviously there is a bit of crossover when it comes to machine guns and ammunition. Looking at their web site, they produce some very fine machine guns in a variety of scales albeit at prices that are not aimed at those with shallow pockets.

GasPatch produce a decent range of ammo belts across variety of scales and the price is not prohibitive at around \$15.00 a set. The majority of the range is pitched at aircraft scales like 1/24 and 1/32. There are a number of items in 1/35 for armour modelers and a few in 1/48th which will appeal to both armour and aircraft modellers. The belts are 30cm long which provides enough for use on a number of projects.

The castings come very well packaged as shown on the right.



The ammo belts are cast in a dark resin in a spiral pattern with the bottom of the cartridges being attached to the main casting block. Two side walls are also present on the casting block to provide additional protection against damage. I have not tried to remove any yet but the process should be straight forward using either a fresh blade in our hobby knife or a razor saw.



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.

