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## NEXT MEETING

7.30 pm Tuesday 21/12/21

### Royal Oak Bowls

146 Selwyn St, Onehunga

## COMMITTEE

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

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FACEBOOK:  
Link from the IPMS Auckland Website

## From the Editor

After what seems like an eternity, this month marks the return of in person meetings again. We have the green light from Onehunga Bowls to resume our monthly meetings there provided we follow a few safety guidelines.

The requirements are pretty simple.

- Groups are limited to 100 or less
- All guests must be double-vaccinated and be able to prove this by showing their Vaccination Passport (digital or paper).
- Guests must sign in using the QR code or manual register
- Guests must remain at least 1m apart at all times

We do not anticipate any issues complying with any of that so it's full steam ahead. There is no formal agenda this month just a resumption of our traditional December gathering with a few beers to celebrate the end of another year. Don't forget to bring along those projects you have been working on in the last few months!



# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2021/22 NOW DUE \*\*\*\*\***

Subs for 2021/22 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  
second Tuesday of each month  
at 7.30pm**

**December** 21/122021. Christmas  
catchup .

### MODELLING EVENTS

Nothing to report this month ! (No surprizes there)

#### NOTE

**We have a new prmanent meeting  
venue:**

**The Sports Lounge**

**Royal Oak Bowls**

**146 Selwyn St, Onehunga**

# 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



Cnr Market Rd & Gt South Rd  
Auckland  
Ph: (09) 520 1737

10% on kits and modelling supplies

Constellation  
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Unit 5/1 Greenwich Way,  
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Ph: (09) 441 3562

10% on kits and modelling supplies



**Merv Smith Hobbies**

27 Davis Crescent  
Newmarket  
Auckland

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

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**Avetek Limited**

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# MODELSVIT F-51H MUSTANG 1:48

By Barry Burton



One of the many excellent kits emerging from the Ukraine and Eastern Europe at the present time of long sought after subjects.

The P-51H/F51H was a lightweight revision of the preceding mainline Mustang variants. Very few of the fittings and accessories of the 'H' model were common with earlier Mustangs, and it measured thirteen inches longer than the P-51D for example. The engine was a version of the Packard- Merlin which put out just under 1400hp, but had an emergency war rating of over 2200hp (5 minutes) utilising a water injection system. This made the F-51H one of the fastest Mustangs built (465mph @ 20,000'). The F-51H never served in any war but did excellent service in the Army Air Force both in regular service units and in the Air National Guard, from the mid to late 1940s to the mid 1950s.

A highly detailed cockpit with plenty of scope for super detailers, includes brass photo etch (easy to cut!). Not much scope for aftermarket replacement here. Moulding detail includes a firing button on the control column, signal pistol and North American logo on rudder pedals. I especially liked the indentation inside one fuselage half to locate the built up cockpit tub, this also has the effect of thinning the fuselage wall as well as positively positioning the tub in the correct location.

The moulded detail of various items is impressive. Extensive fine rivet detail, separate flap items (retracted or down) and detailed undercarriage doors etc. to name just a few. The only possible clue that this kit is limited run is the absence of any locating pins on fuselage or wing halves which is sometimes an advantage anyway. Without putting a micrometer over the kit components the accuracy of shape and number of items is truly impressive, the equal of and in many aspects surpassing mainline kits. The canopy mouldings both open and closed are excellent and fit well. Fully detailed mainwheel and tailwheel wells provided. The mainwheel cavity acts as a lower wing stiffener for the full width lower wing which in turn enables the upper wings to be placed accurately to the fuselage wing fairing without filler. A small negative point is that for some reason



The decals cover three National Guard colour schemes and one RAF scheme from 1945. I have used a bit of 'poetic licence' in the marking of my Texan machine by finishing it minus the colourful trims it carried during its lifetime.





One important point perhaps is that the main undercarriage legs appear to have been moulded in a unweighted configuration (U/C leg/oleo fully extended length). This puts the undercarriage leg doors in a higher position relative to the mainwheels and raises the nose excessively when at rest on the ground. After finishing assembly I was dissatisfied with the ground attitude of the finished model so dismantled the main U/C legs and shortened them just under 2mm, cutting the length from just below the attachments of the leg retraction bracing arms. This turned out quite successfully despite the fiddly operation.

Overall this kit turned out to be a very satisfying build. Admittedly the undercarriage problem was a negative but unless you want to hang your completed model from the ceiling, the remedy is no way insurmountable.

Barry Burton

# Amusing Hobby 1/48 Focke-Wulf “TriebFlugel”

By Brett Peacock



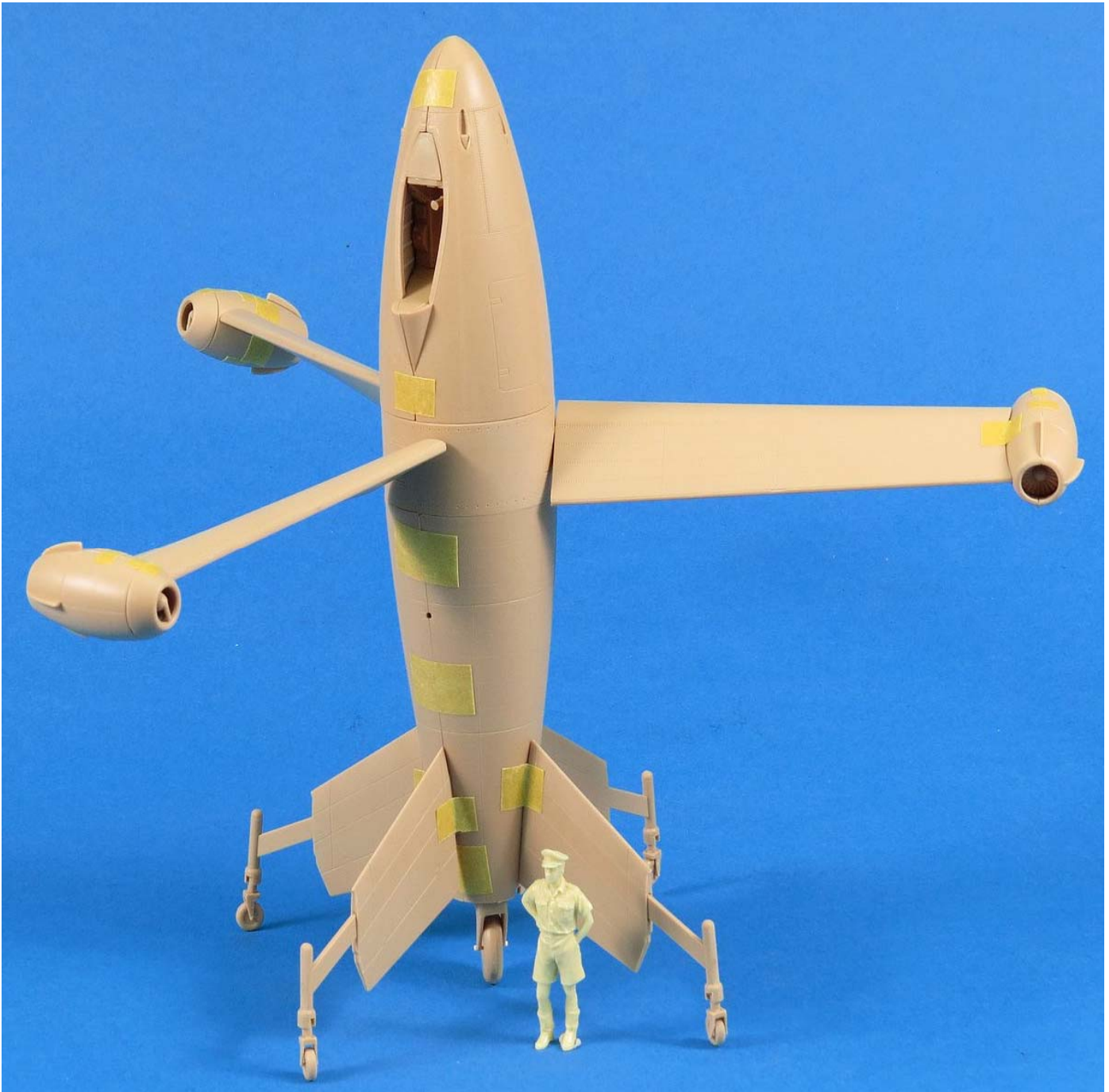
Kit # 48A001: 96 parts on “3”(actually 9) Tan sprue trees and 1 clear sprue tree plus 1 decal sheet. (2 of the main sprues: B & C are repeated 4x in the Kit. D Spue is one slide molded piece and A sprue is the Clear parts. Leaving 1x D sprue as the sole remaining tan sprue tree. (This sprue includes 1 slide molded part – the Mount collar for the Wiunglets.) The large decal sheet provides more than enough National Markings and styles as well as Options not shown in the 2 option colour guide in the kit. Reviews online indicate that up to 5 options were originally in the box.

The kit was \$75.00 from The Model Room. (Thanks for keeping it aside, Alan!)

I was especially pleased to get this kit in 1/48 as the only other TriebFlügel kits I was aware of were the older Huma kit in 1/72 and the more recent 1/35 kit(s) released by .... Amusing Hobby and MiniArt



I do have to admit that I was under the impression that Amusing Hobby was yet another Chinese or Korean manufacturer, but, according to the box, and website given, they appear to be Japanese. (\*\*\*.co.jp...) Either way a couple of shots online show that it appears to assemble with few, if any, fit issues: Side note: It may be assembled on the Ground as shown, or in flight, with the U/C hidden by clamshell doors that open out 90 degrees to clear the ground level. (Not shown in image & those struts retract into the tails surfaces for flight.)



As you may surmise the “TriebFlugel” (lit: Thrust-Wing) was a Luftwaffe 1946 project... one on which work had begun and progressed to a wind tunnel stage at the close of Hostilities. The pilot's seat was aligned for horizontal flight, unlike one or two other tail launched projects. Projected armament was to be either 4x 30mm cannon (Anti Bomber) or 4x20mm cannon (Interceptor/Fighter), all mounted around the nose. Pilot escape was via firing 3 explosive charges to blow off the rotating wings, then a normal bail out to follow. Estimated top speed was not very high, some 560 KPH (420 Mph max) as the rotation of the wings was capped at 220RPM. Any faster would result in Metal fatigue and structural wing failure in short order.

Despite the helicopter-like take off and landing there would have been no torque to compensate for, as all the thrust was generated by (Firstly) RATO bottles on the outer ramjet pods, then by the Pods themselves after Ram Air ignition began. (The RATO Bottles would then be discarded) The cruciform tail would negate an residual effects.



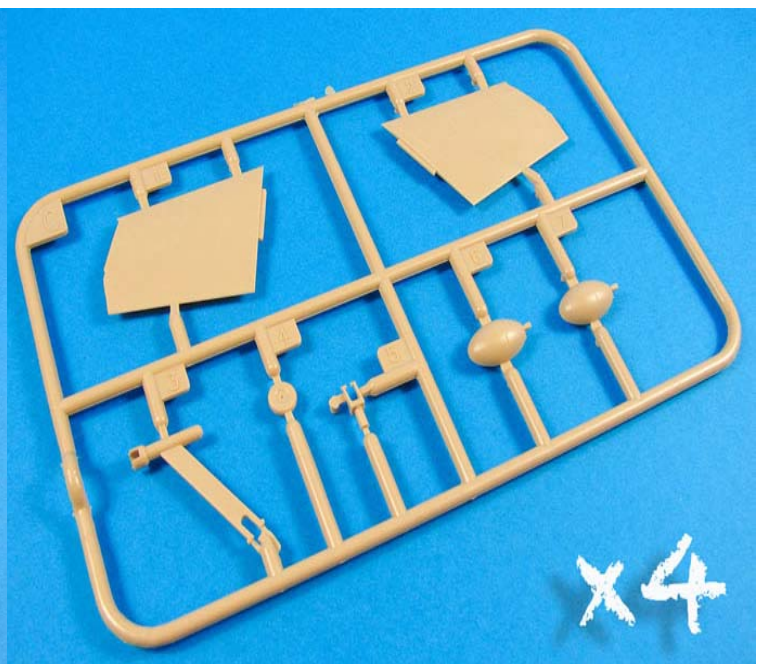
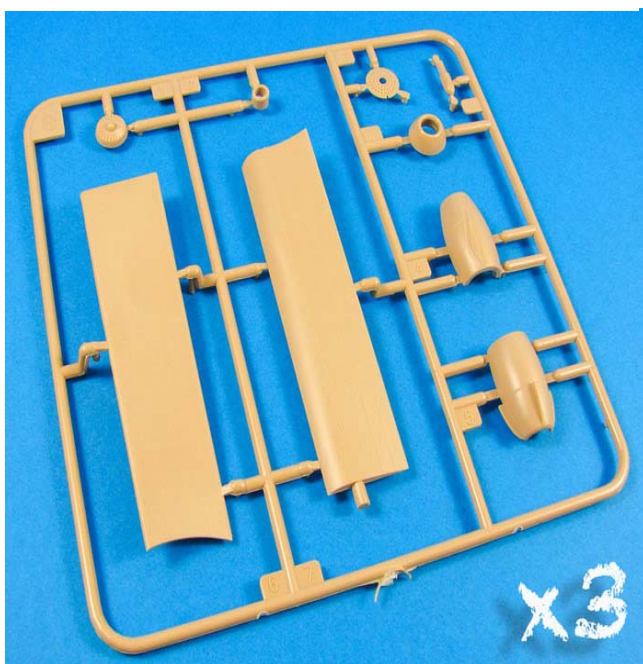
So... On to the kit itself..

As mentioned the kit is molded in a light tan plastic and clear (including windscreen, canopy and gunsight). Sprue A: (Very clear an minimal distortion on the bulged canopy. Bagged separately from the rest )

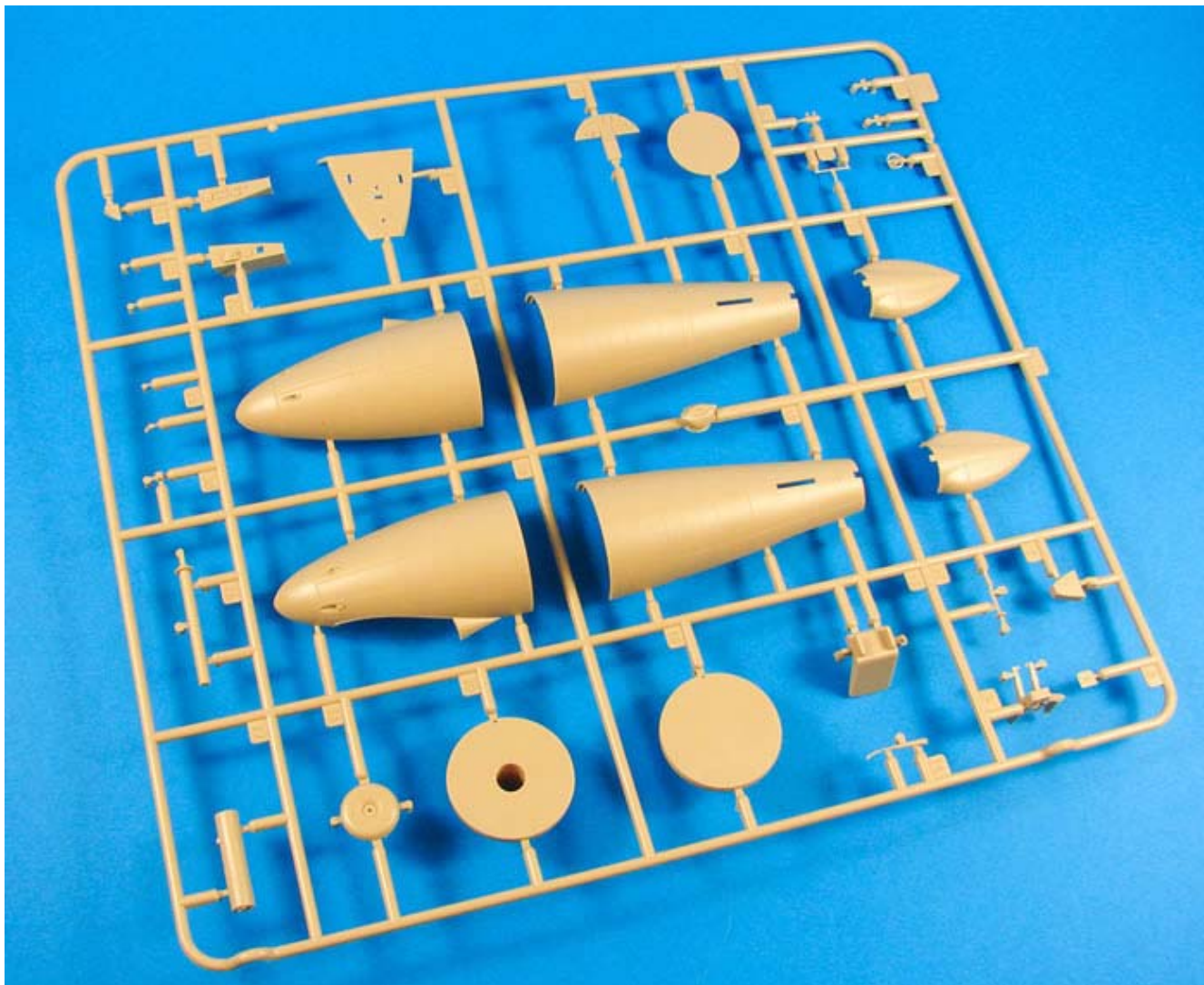


Spue B and C – 4 of both included (despite the 3x on B)

B is the Winglets and Ramjets, D is the Cruciform tails and gear



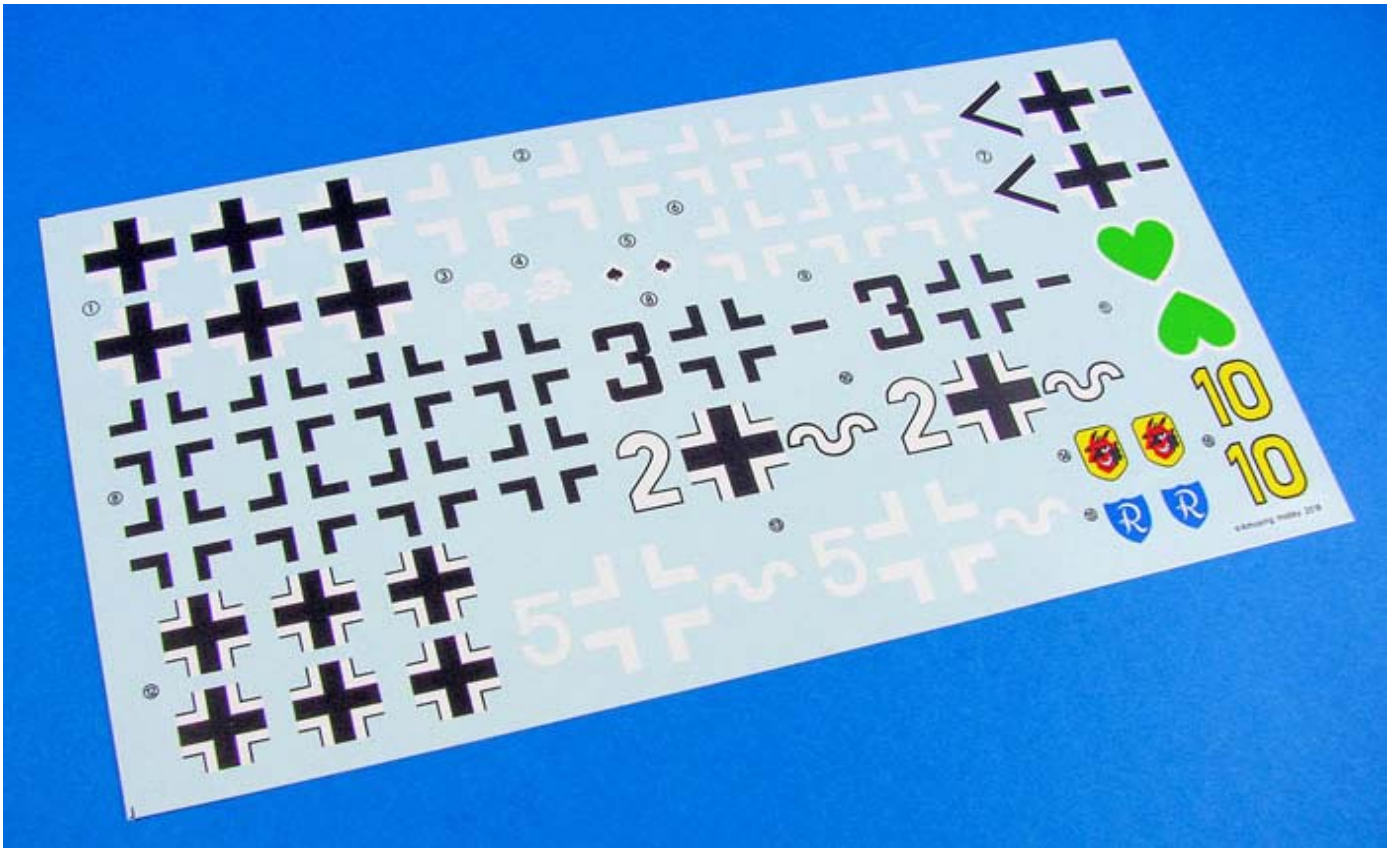
And, overleaf is Spue D: Main fuselage, Cockpit, landing gear and Collar (not shown)



The Collar for the Wing mountings



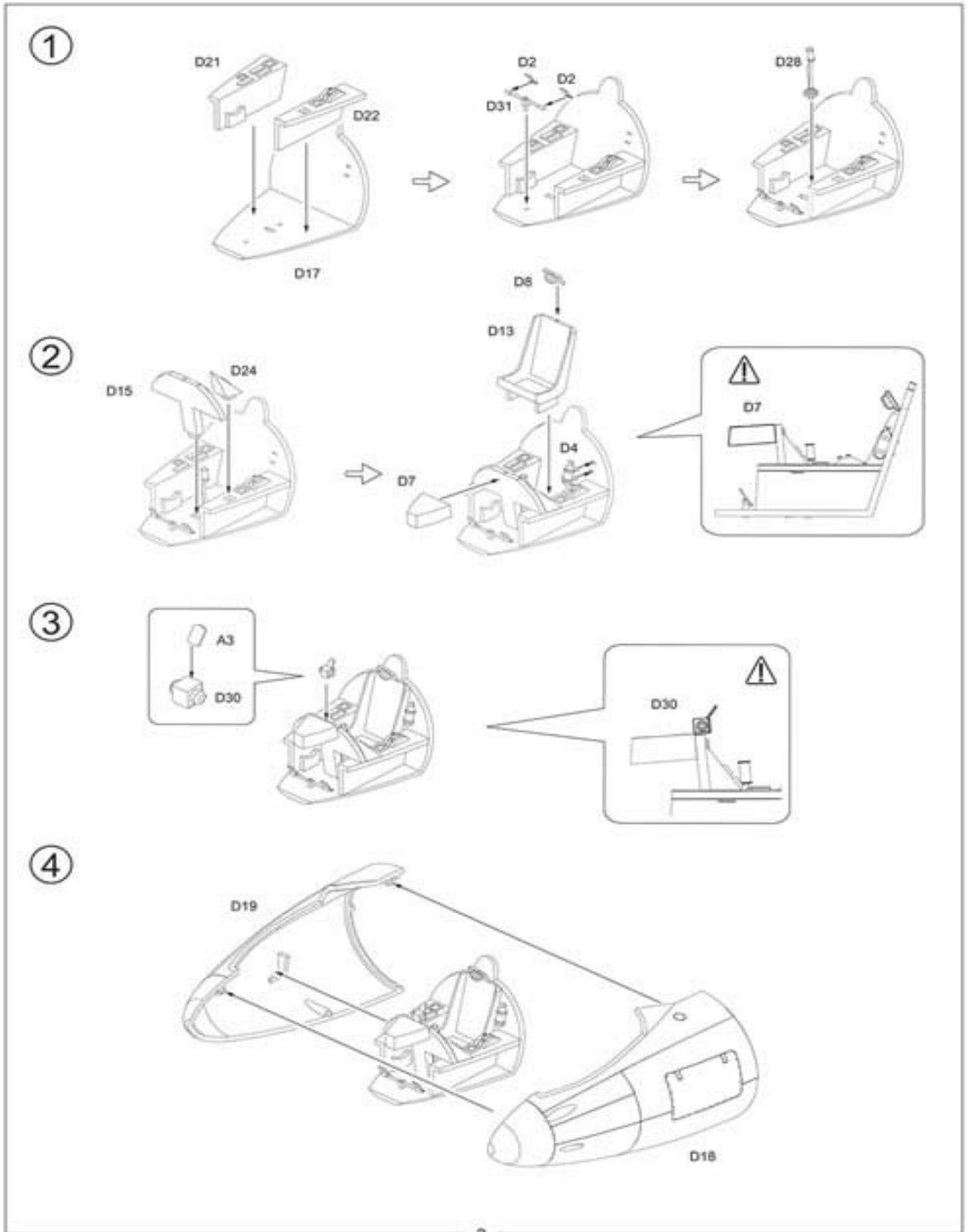
Lastly are the decals.... and the Instructions.



You will note that there 5 marking options on the decal sheet, yet the colour guide only has 2 options. Either there is a sheet missing from the kit, or this has been eliminated from the boxing at source. I lean towards the latter as the box art show s a third option found on the decal sheet: White 5, but the colour guide shows White 2 or Yellow 10. BTW all paint callouts are for Ammo/ Mig acrylics abut some/most helpfully give the corresponding RLM Numbers.

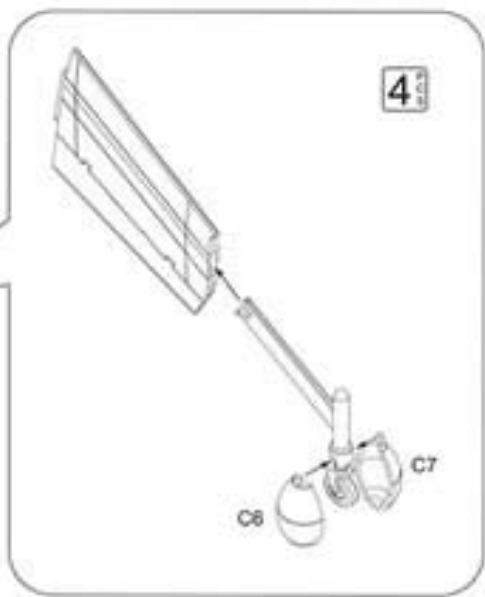
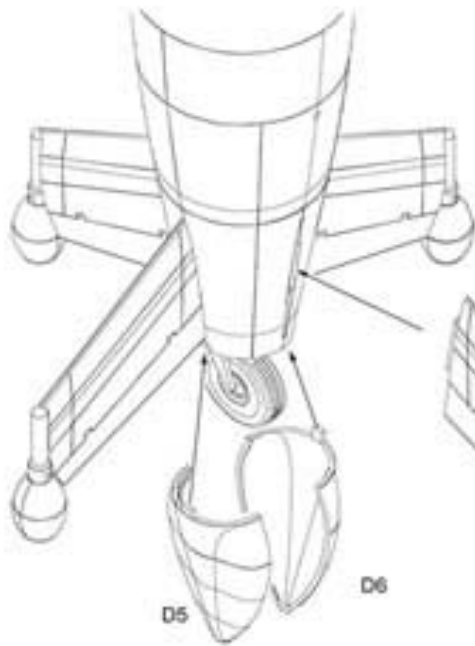
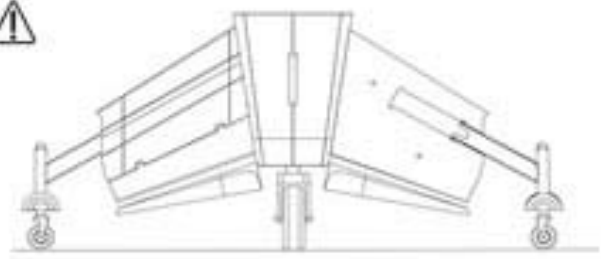
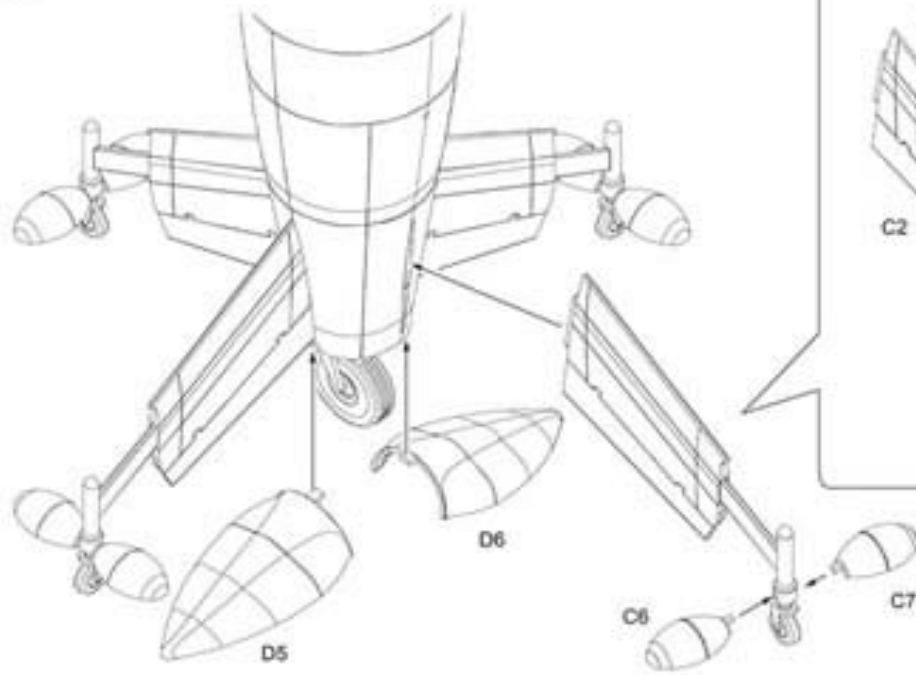


If I was to criticise anything significant in the kit, it is the total lack of Painting directions for the details like the Cockpit, and Landing gear in the instructions.



And, yes, the instructions are classic line drawings but they do convey the build more than adequately.

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# 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.

