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Photos from our June Meeting

## NEXT MEETING

Tuesday 21st July 2020, 7.30pm

Freemans Bay Community Hall,  
Function room  
52 Hepburn Street, Ponsonby

## COMMITTEE

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

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groups.yahoo.com/group/ipmsauckland

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Link from the IPMS Auckland Website

## From the Editor

**New Meeting Time: We are back to our old 7.30 start time for meetings.**



The countdown has begun and wheels are in motion for the 2020 nationals. We hope to bring you more details very soon.

This month's meeting will feature a 'pub quiz' which will be teams based and prizes will be up for grabs. No doubt there will be plenty of discussion about the nats as well. We had a great turnout for our first meeting after the enforced break. There was a very encouraging number of models on the table last month and we look forward to seeing some more this month. With the change of venue last year we continued with the 8pm start time with the bookings that got transferred from the Leys Institute. I am pleased to announce a return to our traditional 7.30 kick off. I know that some members with further to travel found the revised times challenging.



# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2020/21 NOW DUE \*\*\*\*\***

Subs for 2020/21 now due -see below for club account details or see the club secretary

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

*Please add your name and details  
so we know who has paid!*

## EVENTS

### CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd Tuesday of every Month at the Freemans Bay Community Hall, 52 Hepburn Street, Freemans Bay, Ponsonby

**Note our meeting  
time is back to 7.30 pm**

July

Pub quiz

### MODELLING EVENTS



# BULLETIN BOARD

## CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



### ModelAir

349 Dominion Road  
Mount Eden  
Auckland  
p: 09 520 1236



### Stoker Models

Cnr Market Rd & Gt South Rd  
Auckland  
p: 09 520 1737  
10% on kits and modelling supplies



### TOYWORLD

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

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been pre-ordered)

(Note: not in conjunction with any other promotion)



### Merv Smith Hobbies

27 Davis Crescent  
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Auckland

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

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### Avetek Limited

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# Airfix 1/48 P-51D Mustang (Early version) Kit A05138 – A quick look

By Brett Peacock



Price (in NZ) \$59.00 (from Modelair & Model Room)

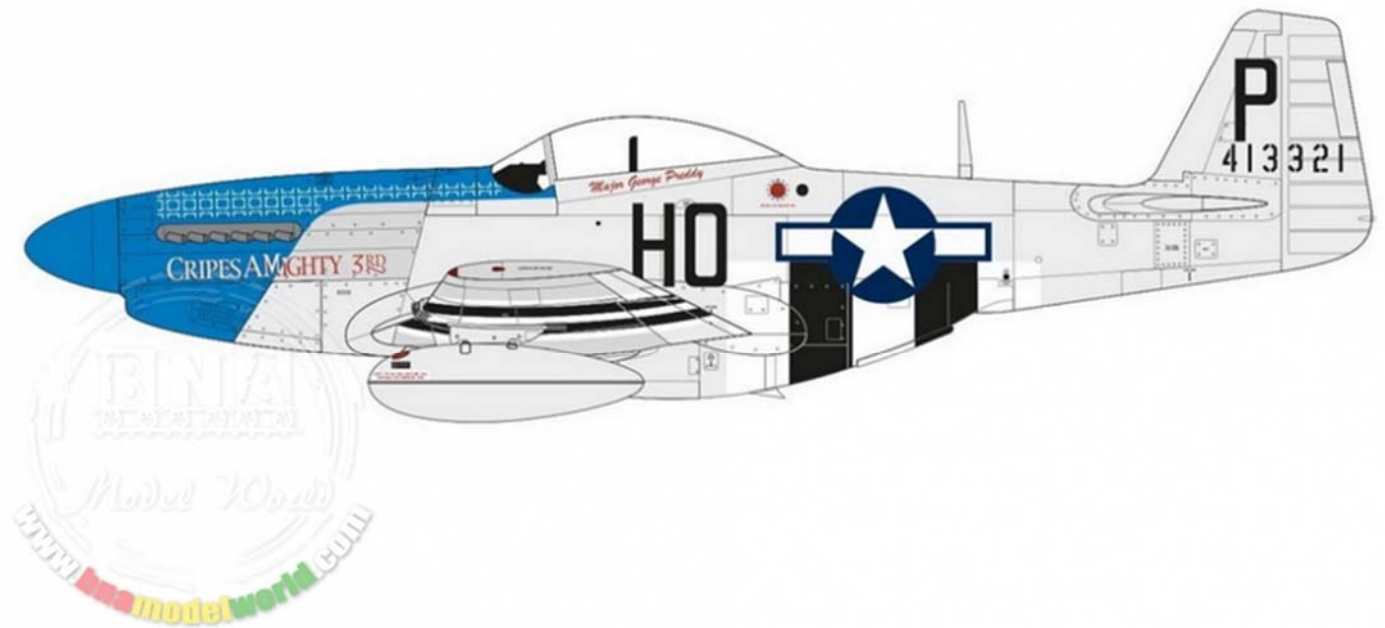
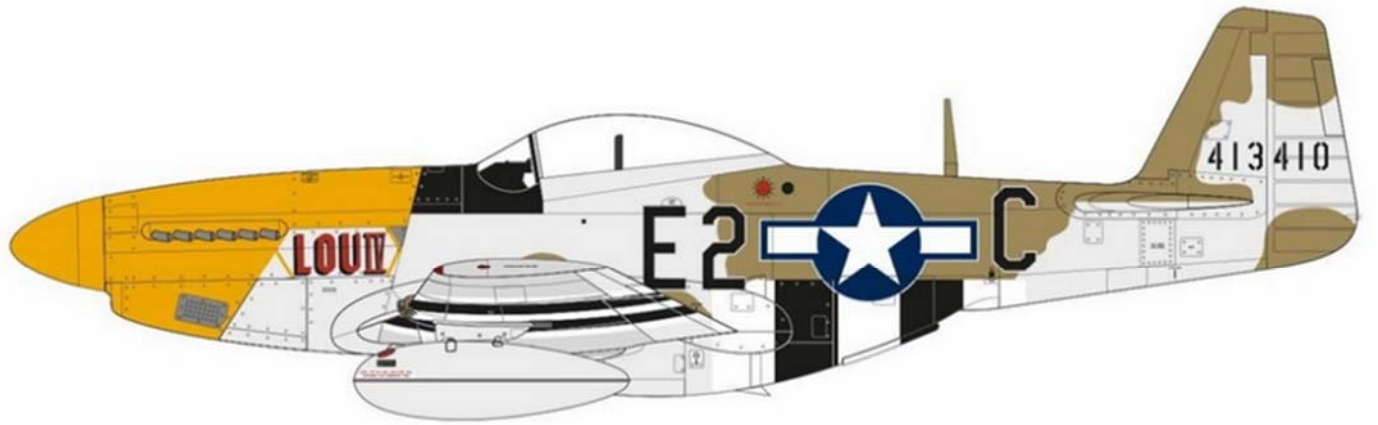
This is the fourth boxing of the Airfix Mustang released so far and it turns out that this may be the best of the available boxings to buy, in terms of value for contents. While it does lack the Cuff-less Hamilton Standard Propeller part, it includes all 3 types of Fin, The fillet-less fin , the Field applied Kit (aka the “Swayback” as it is slightly curved) and the standard straight factory-fitted fillet, thus the modeller is able to model any of the P-51D configurations (Bar the Pacific based VLR Mustang, which may yet appear in another boxing!) There is only 1 new sprue tree, for the Fin - sans fillet, and all the other standard sprue trees are present, so both the other standard fillets are present also.

Markings for two aircraft are provided,

A: Sn 42413410, E2-C, “LouIV/Athlene” flown by Colonel Thomas J Christain, 375<sup>th</sup> FS of the 361<sup>st</sup> FG. In NMF and uppers in OliveDrab over that, with a yellow nose. (Evidence has emerged that at least a portion of the Uppers were also in Dark Blue also. Airfix simply has OD shown, but they do show the overpainted D-Day striping on the Uppers.)

B: Sn 42413321 “Cripes a Mighty 3<sup>rd</sup>”, flown by Major George E Preddy Jr., 328<sup>th</sup> FS of the 352<sup>nd</sup> FG, in Overall NMF with a Blue nose. Both machines sport extensive D-Day striping.

The comprehensive decal sheet, by Cartograph, features extensive stencilling, including Cockpit placards and instruments, as well as all the necessary markings and insignia. I also especially like the box artwork, which is in my opinion, the best artwork of the 4 boxings. (The original P-51D, the F-51D (Korea & Postwar ) and the P-51D/K (UK markings, which as yet, I have not bought or reviewed.)



I am just going to summarize by reiterating that this P-51 kit does have a small issue (Which I pointed out in an addendum, published here previously in the Newsletter) but that should NOT discourage anyone from buying this kit which, while not as “Uber” as the recent Eduard Kit, is very much an advance on most other Mustang kits, including the Tamiya, which is now almost 30 years old and not as accurate. (Mostly let down by the wheel wells.) I am leaving out the Meng kit as it is (a) A “No-Glue snap together, and (b) very Pricey at over \$NZ 120.00 the last time I saw one in Hobby City. Airfix’s Mustang is also cheaper than Eduard’s kit, although I suspect that a Weekend edition of the Eduard kit will be a little cheaper than this Airfix version.

Buy with confidence- I am already starting on my 2<sup>nd</sup> build of this kit! (and Number one is still on the pile awaiting finishing!)

## In Box Review: Sword 1/48 Armstrong Whitworth Meteor NF. 14

By Brett Peacock



Kit # SW48011, Price \$126.00 from Modelair, Mt Eden.

101 parts in grey plastic

- Six parts in clear
- Decals for two marking options:
  - WS 776 J, 85 Sq. RAF, Church Fenton 1958, S/Ldr Miroslav Liškutun
  - WS 833 MS, 72 Sq. RAF, Church Fenton 1956, Wing Commander Maurice Shaw

The Gloster Meteor NF Mk.14 was the final night fighter version of the Meteor, featuring an improved clear-vision sliding canopy and slightly more powerful engines than the earlier. The NF Mk.14 also featured an auto-stabilizer, which much improved its stability at high altitude and was the first-night fighter variant to carry ejector seats.

There is some disagreement over the length of the NF Mk.14. Some sources suggest that it was longer than the earlier night fighters, with a longer radome designed to carry an improved radar set that was eventually not installed, while other sources report the Mk.14 to have been the same length as the Mk.12. This author has examined the photographic evidence, which suggests that the two marks were indeed the same length (assuming that each photograph did indeed represent the mark allocated to it).

The first of the 100 production NF Mk.14 flew on 23 October 1953 with deliveries beginning on 6 November. The last of those aircraft was completed in May 1955, and was the last Meteor to leave the production line.

The NF.14 entered service with No.25 Squadron, in March 1954, and became the standard night fighter until the eventual arrival of the Gloster Javelin, the long-delayed dedicated jet night fighter. The NF.14 was a popular aircraft, which gained the nickname "Queen of the Skies", although by the mid-1950s it was becoming obsolescent – aircraft such as the English Electric Canberra bomber could out-perform it at altitude, causing problems during RAF exercises.



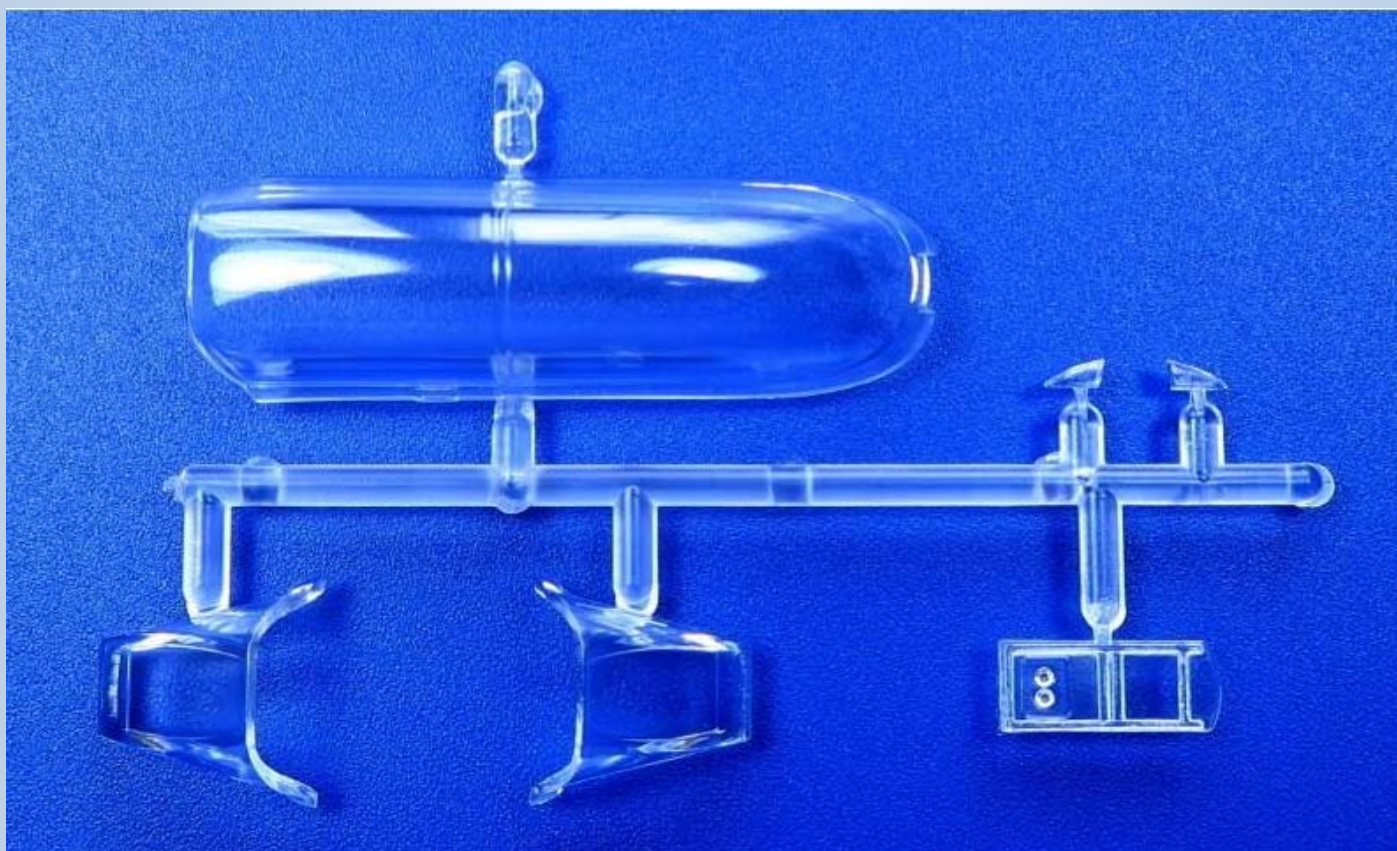
The Meteor NF Mk.14 began to be replaced by the Javelin during 1957, with the last UK-based squadron changing over during 1959. The last RAF frontline operator of the type would be No.60 Squadron, which was equipped with the Meteor from October 1959-September 1961 at Tengah, Singapore, where it provided night cover for British forces engaged in the Malayan Emergency.

From June 1959 until 1965 a number of NF Mk.14s served as training aircraft, first with No.2 Air Navigation School and then with No.1 Air Navigation School. These aircraft had their armament and radar removed, and the radar replaced by a UHF radio set.

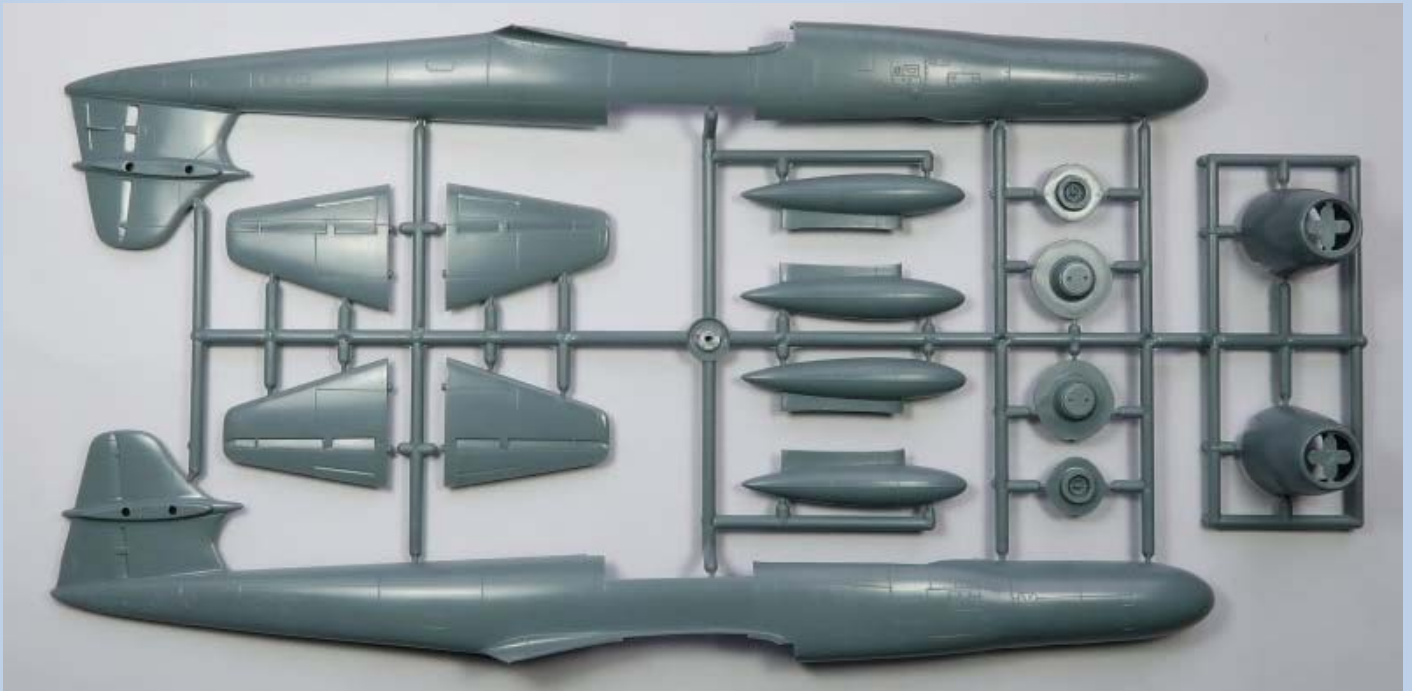
Back in the dark days when I modelled 1/72 aircraft I had several of the Old Matchbox Meteor NF 11,12 & 14 kits, largely in order to be able to use the AeroClub conversion sets to make the F8, T7 and U 16 marks. Oddly, one ended up being made from the box as an NF 14 and I discovered that, despite its rather ad hoc and ungainly appearance, I rather liked the old bird! So I was naturally both pleased and curious when I saw Sword had listed this kit a few months back. Then a couple of them turned up in Modelair, and I had some credit balance to burn....

I do have to admit that this is the first Sword kit I have purchased, although I have seen several before, mostly in 1/72, and from reading the reviews of those kits I was just a little nervous – would it be a short run doddle or a short run to the Shelf of Doom.

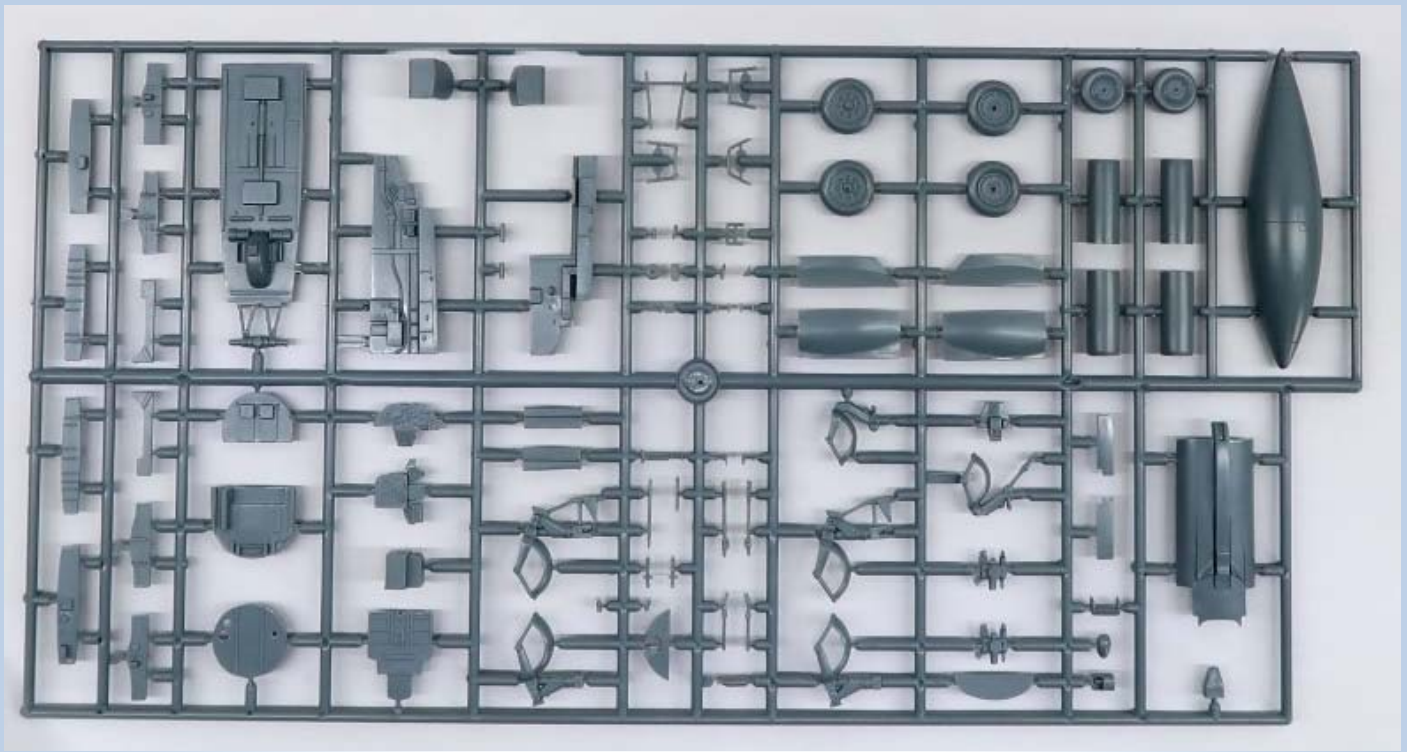
The entire kit comes in a very large Ziplok baggie with a separate ziplok for the clear parts within. Six Clear parts are very, very nicely molded with minimal distortion and include navigation lights and 2 windscreens (Although it is unclear in the instructions how the option is applied to each of the two paint schemes.)



The main parts come on 3 larger grey sprues and one small grey sprue hold the engine intake fairings. (Shown here attached to the Fuselage sprue) Also on this sprue are the Drop Tanks.







The small parts include the belly tanks, cockpit and undercarriage parts. Wheels come in 4 halves, but I may invest in a set of Barracuda resin F.8 wheels as they are the same in both marks of Meteor.

I was impressed by the box art:



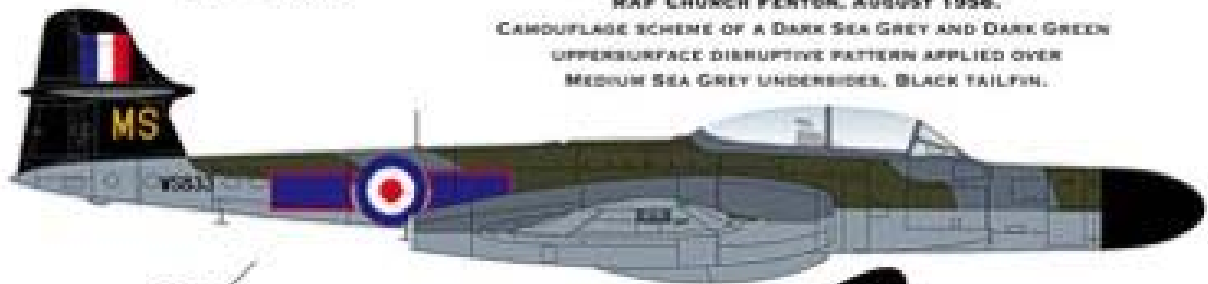
...until I checked the decals and instructions and found that this option was the Bland one! This is 85 Sqdn. The other, 72 Sqdn option has Blue flashes, edged in red, flanking the fuselage roundel and a striking Black tail fin and rudder! (see next page) THAT is an option I really like! (Alley Cat conversions chose this aircraft (WS833) for one of their sets!



# OPTION 12

GLOSTER METEOR NF.14, W5833, 'MS' FLOWN BY WING COMMANDER MAURICE SHAW, C.O. OF 72 SQUADRON, RAF, RAF CHURCH FENTON, AUGUST 1956.

CAMOUFLAGE SCHEME OF A DARK SEA GREY AND DARK GREEN UPERSURFACE DISRUPTIVE PATTERN APPLIED OVER MEDIUM SEA GREY UNDERSIDES, BLACK TAILFIN.



**Black**  
 BLACK  
 MS  
 STRIKE METEOR NF.14  
 REVELL METEOR NF.14  
 MATCHBOX METEOR NF.14



**Dark Sea Grey**  
 MS  
 STRIKE METEOR NF.14  
 REVELL METEOR NF.14  
 MATCHBOX METEOR NF.14



**Red**  
 MS  
 STRIKE METEOR NF.14  
 REVELL METEOR NF.14  
 MATCHBOX METEOR NF.14

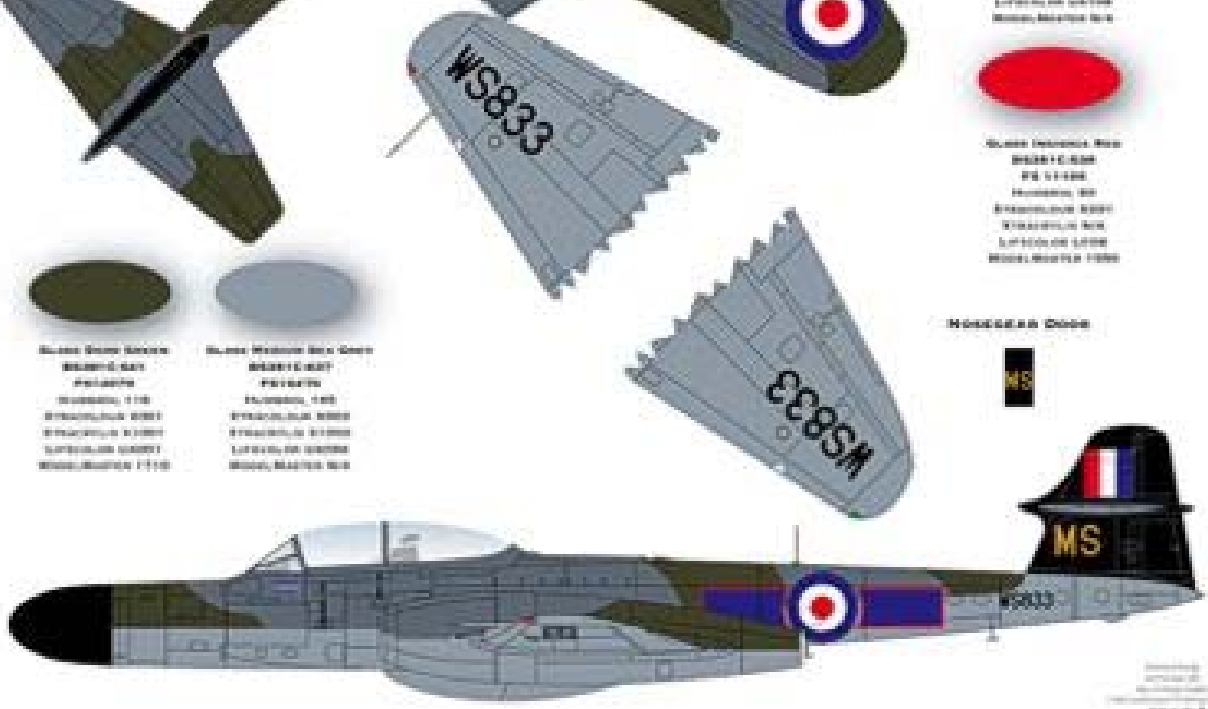


**Dark Sea Green**  
 MS  
 STRIKE METEOR NF.14  
 REVELL METEOR NF.14  
 MATCHBOX METEOR NF.14



**Medium Sea Grey**  
 MS  
 STRIKE METEOR NF.14  
 REVELL METEOR NF.14  
 MATCHBOX METEOR NF.14

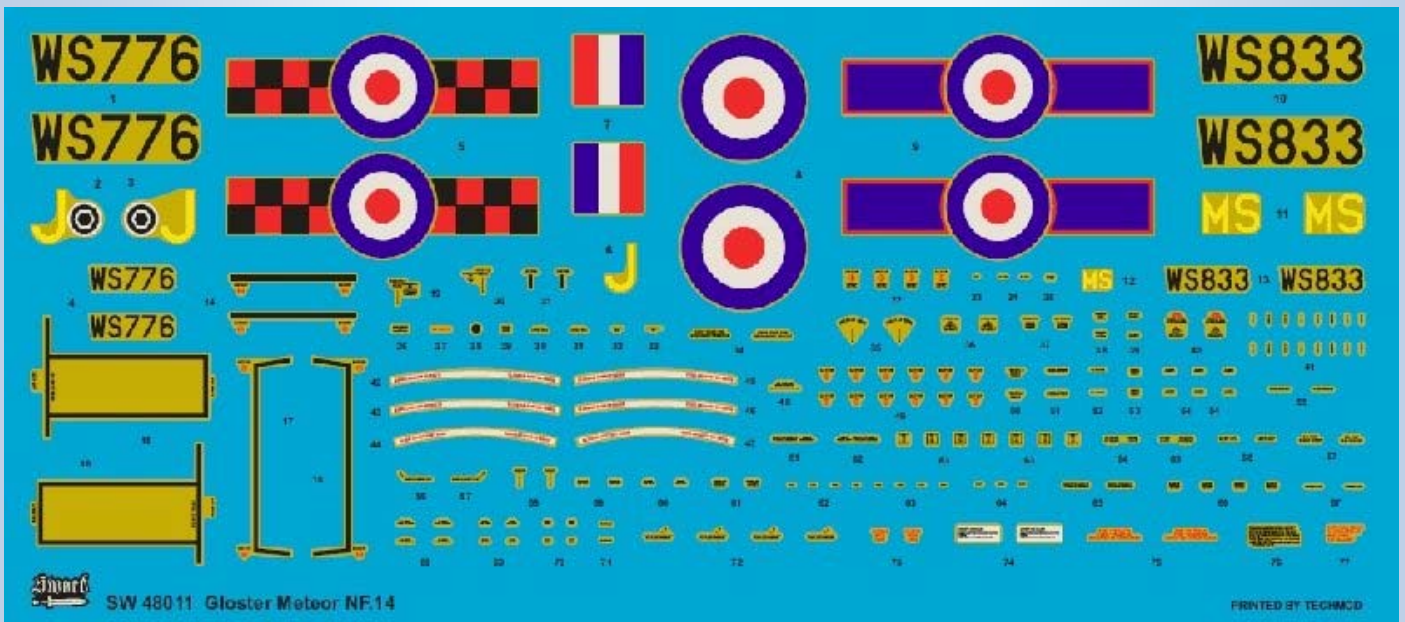
**NOSEMARK CODE**



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While the moldings are typically done for advanced limited run kits, with some unfortunate ejector pins and sometimes a little flashy about some finer edges, none are egregiously intrusive or obvious and should not be overly onerous to clean up. External detail is finely engraved and some of it raised where it should be, so there are few complaints there. Certainly, in the box, it looks like a late model Meteor, and the parts provided should be more than adequate to produce a good replica of the last Meteor in RAF Frontline service. And, for those so inclined, there should be adequate parts and conversions now available, to do most, if not all, two seater Meteors.

The large decal sheet is printed by Techmod in Poland, and looks to be of a high standard, and includes extensive stencilling, as well as all the individual markings needed for both schemes. One cautionary note: Somehow the Colour guide instructs you to paint the Upperside grey as Medium Sea Grey and the Underside as Dark Sea Grey. This of course is reversed: the **UNDER-SIDE should be Medium Sea Grey and the UPPERSIDE in Dark Sea Grey**. Apart from that single caveat, I cannot think of any reason why you should forego buying this very nice limited run kit.



Conclusion: If you love British 50's jets, this is a "must have" and it has not one but 2 very attractive options. At \$126.00 it is not that cheap, but then again the Airfix F8 and FR9 Meteor kits are only 10-15 dollars cheaper here in New Zealand!



# On the table.

## Photos from our June Meeting

A healthy selection of models on display from our first post-lockdown get together.



















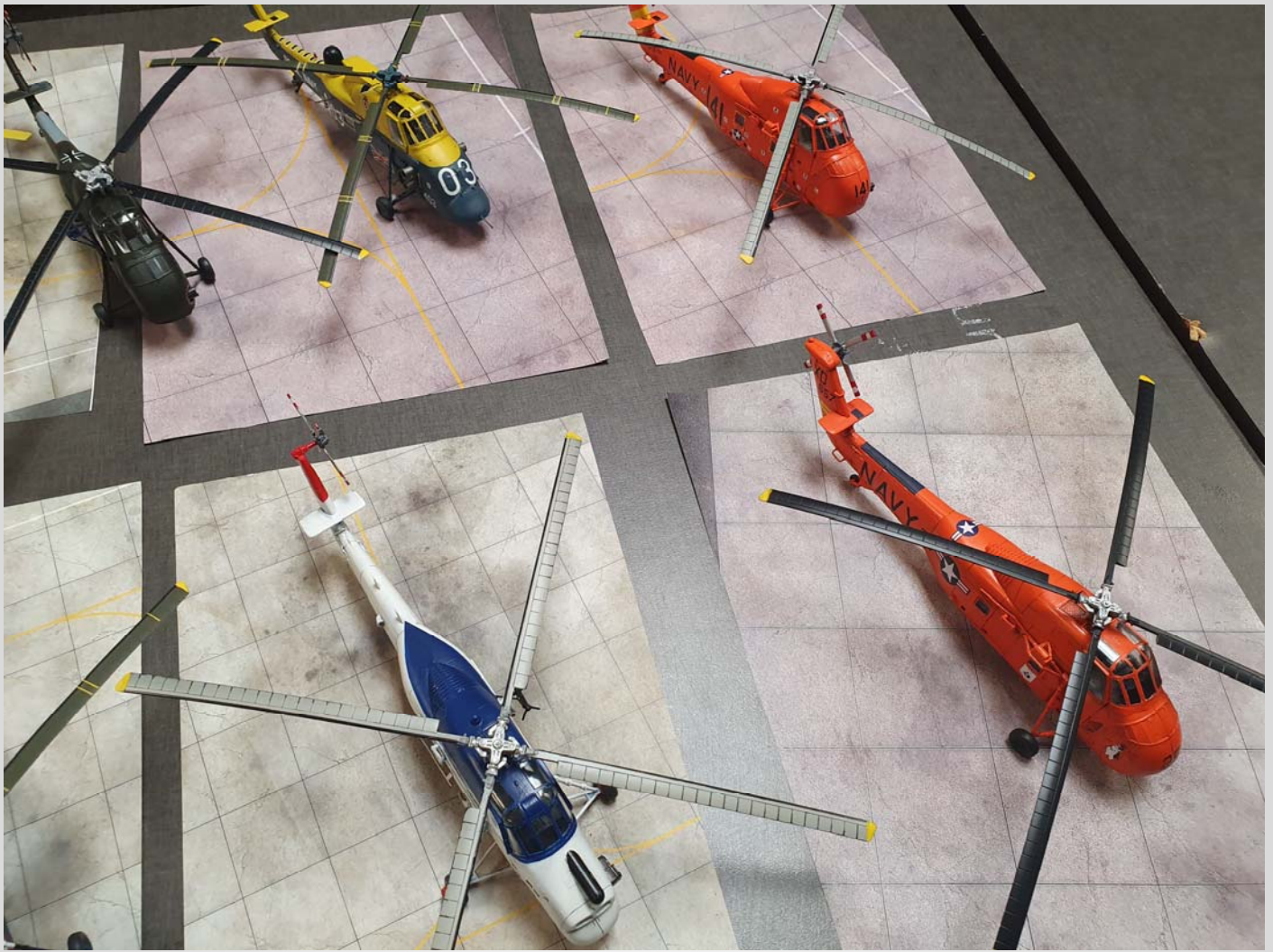




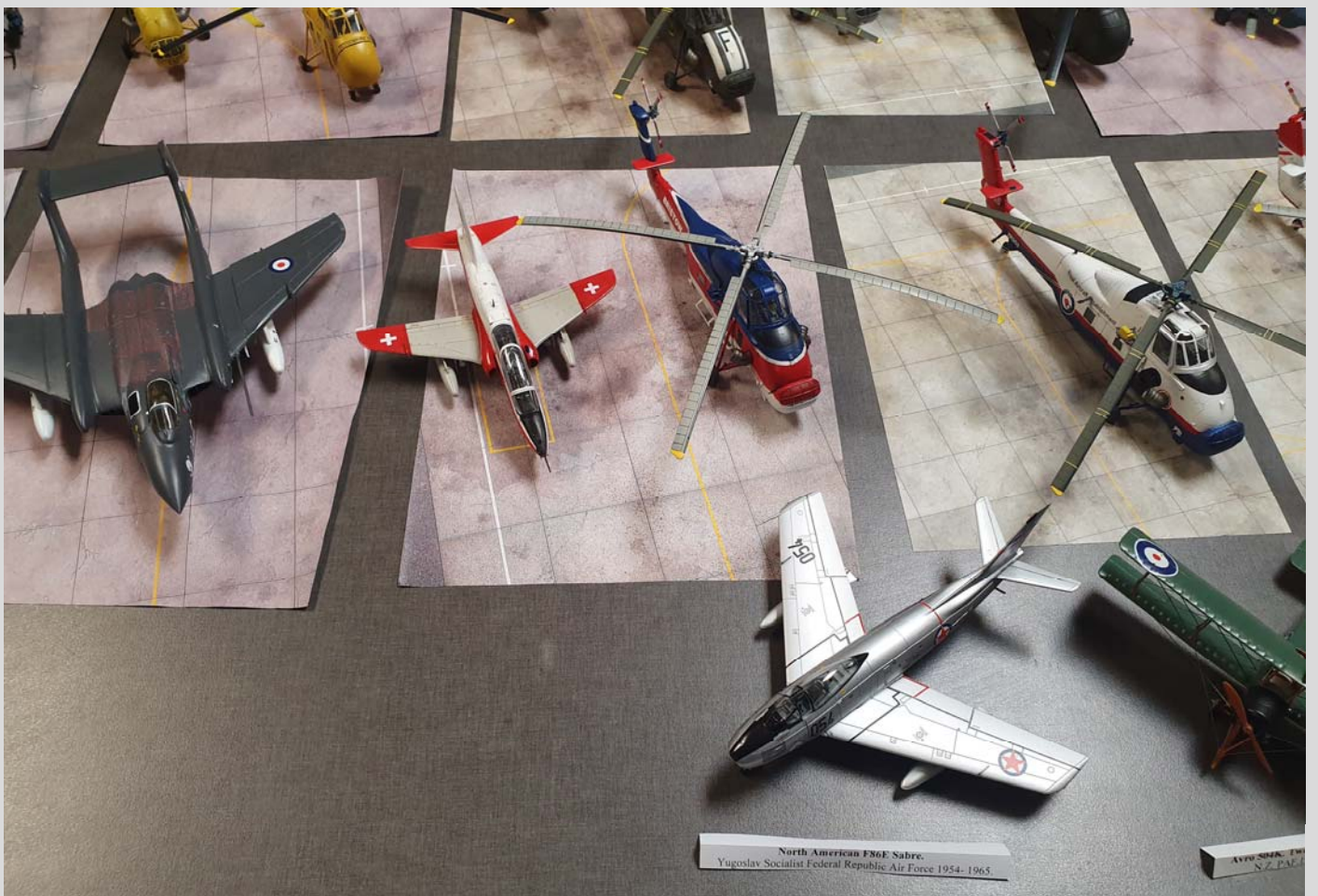












North American F86F Sabre,  
Yugoslav Socialist Federal Republic Air Force 1954-1965.

AVRO SIKSK. TWO  
S. Z. PAU...

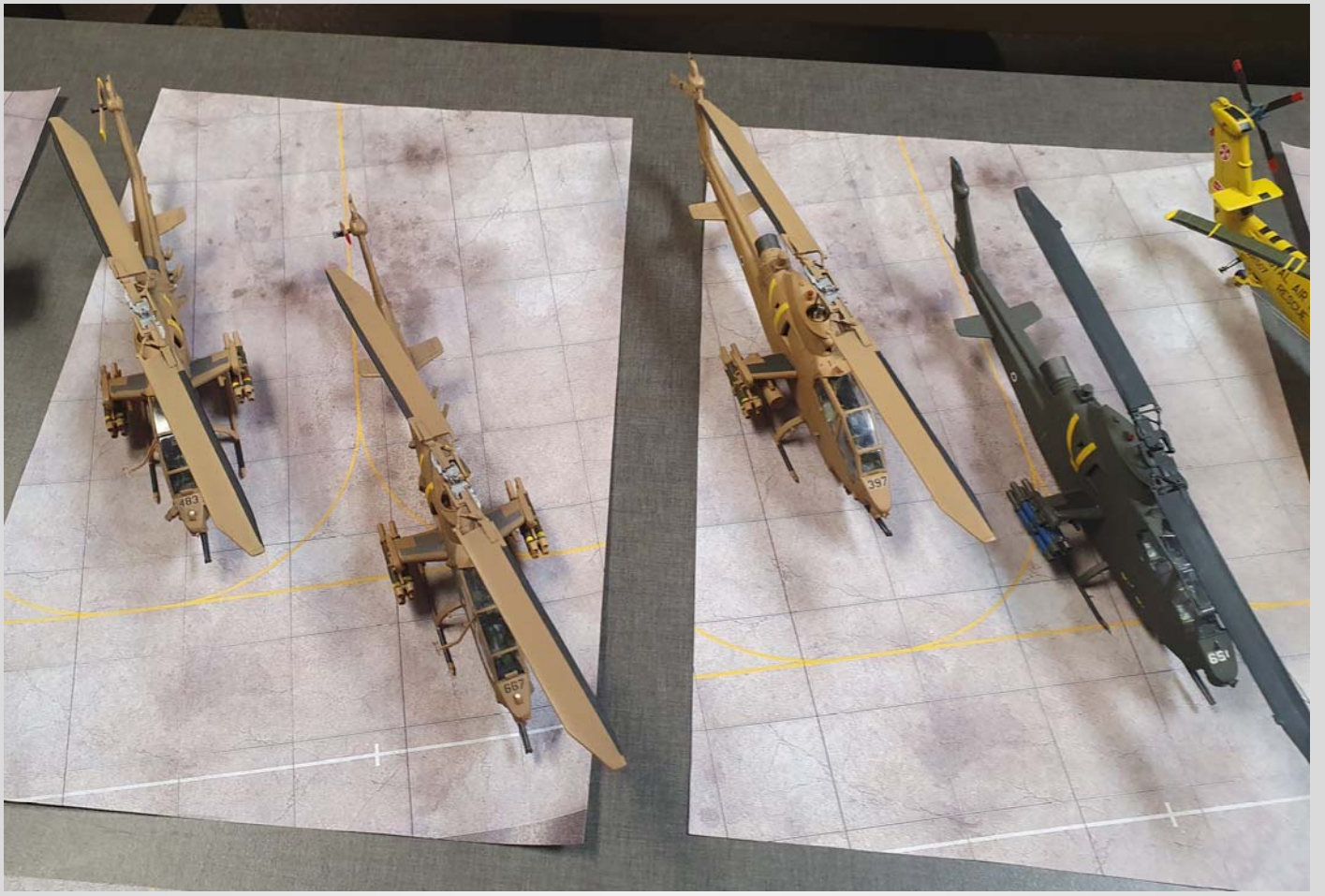














# GALLERY

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.

