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NEXT MEETING

Tuesday 18th September 2018

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

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From the Editor

Another month, another newsletter. Thanks again to those who have contributed content you are the life blood that keeps this publication going.

Another reminder that we are not that far away from this year's nationals which are to be held almost in our back yard for a change. The event will be held in conjunction with the Annual Armistice show in Cambridge over the weekend of 10th-11th November 2018. There will be lots to see and do both in terms of the IPMS nationals and also the many other displays and activities that happen as part of Armistice. We are expecting a good representation of quality modellers from clubs covering the length and breadth of the country.

If you can't do the whole weekend then Cambridge is a good day trip from Auckland. For more details check out <http://www.kiwimodeller.com/index.php/forum/30-world-famous-in-new-zealand/32582-ipms-nationals-2018-at-armistice-in-cambridge>

That's all from me this month.



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2018/19 NOW DUE *******

Subs for 2018/19 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 Leys Institute (upstairs), 20 Saint Marys Road, Ponsonby

- 18th September

MODELLING EVENTS

- Nothing new to report the month apart from the upcoming Nationals in November.

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
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p: 09 520 1236



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15% Off the normal retail price on:

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(Note: not in conjunction with any other promotion)



Merv Smith Hobbies

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THE FUTURE OF MODELLING IS HERE NOW: 3D PRINTING AT HOME.

Pete M.

Over the past few years, many of you will have seen various forms of desk top 3D printers displayed at model shows, and until lately, the price to get one was still very steep to add one as a modelling tool. Most of these use a spool of various type plastic filaments which are heated to 'print' a shape on the print plate. The resolution on many of these was not very fine, and resulted in a 'stepped' print that then had to be refined. Most of these have been what is called an FDM printer (Fused Deposition Modelling).

(For a brief history of 3D printing, check out this link: <https://www.3dhubs.com/what-is-3d-printing>)

In the past few years a different technology has appeared called DLP (Digital Light processing) which uses ultraviolet light to solidify a liquid resin held in a vat. This results in far higher resolution prints and with current technology, results in an almost smooth finished object with only faint print lines appearing.

Last year, a Kickstarter program was launched for a low cost DLP printer called the Sparkmaker WOW, and several members of our club invested in this program. Check here for a YouTube vid of how it all works: <https://youtu.be/yIZMuufeEfc> it's far better than me trying to write it!!



After many delays, we eventually received the product (and in my case, missing the vital resins that were supposed to be part of the package)! I tried to contact the suppliers regarding the missing items, but to date I've not had a reply. I did a search for UV curing resins and found a supplier in Australia, Monocure 3D (<http://www.monocure3d.com.au/>) who luckily had a special on at the time. I ordered 2 1litre bottles of their silver grey resin and received them within 3 days.

After carrying out some simple initial set-up tips I had found and noted on the Sparkmaker Facebook page at: <https://www.facebook.com/groups/140657399943252/> I was ready to try my first print. Reading through many of the posts found on this site, I came to wonder if I had wasted my money as so many tales of woe emerged there, from the printer just not working through to multiple failed prints! I must have been lucky to have received one of the later production machines, as so far the only failures have been through my own fault.

My first print was a simple calibration 'disc' downloaded from the Monocure 3D site, processed for printing in the Spark Studios programme, saved to a sdhc card and it printed perfectly in about one hour.



My second print was a fail, as I had not set the exposure correctly, and all I got was a 'blob' sitting in the resin tank, and not attached to the build plate! After a re-set in the software, I managed the following chess piece rook downloaded from the net:



I now got a bit more ambitious, and tried a larger print of the Tardis from Dr.Who. It took nearly 20 hours to print (note this isn't the fastest of printers) and was still printing when I had to leave for work. Well. I almost had it, but missed most of the roof area as the vat ran out of resin! I next scaled the master down to 85% and got the following result after 16 hours:



I had the settings on a medium resolution print, so there is evidence of banding as the print slices were at the medium 0.50mm setting, not the super fine 0.25mm to speed things up a bit. Still, a pretty good result I thought.

Next up was a classic based on the three monkeys 'Speak no evil, Hear no evil and See no evil' using skulls. I had found this file at Thingiverse.com where there are thousands of useful designs for 3D printing.

I had set this for superfine resolution printing, and it took nearly 24 hours. There is some just noticeable banding which would disappear with a good undercoat.

My next challenge is to get to grips with 3D editing from scratch (I have a copy of Solidworks and a lot of help from Kerry Carlyle) and begin to design my own items to print. Lots of stuff I would like to produce for my own models such as detail parts and modifications/corrections that are not available commercially. A complete airframe/vehicle/figure can be produced using this printer, but due to it's small printing footprint, has to be printed as various smaller components to be assembled as with any plastic model!

Many pundits are predicting that eventually all of us will have some form of 3D printers in our tool kit, and will pay to download 3D models or components for home printing and bypass the boxed kits as at present. We'll see.

Footnote: Sparkmaker have just announce an upgraded printer with a full HD 1080p LCD screen that is promising much faster and even finer printing and have offered the required upgrades as a kit for those who have already purchased the original Mk.1 kit. Needless to say, I've ordered this.

<https://www.facebook.com/sparkmaker3d/videos/1025647500949207/>



Book Review. Panzer IV On The Battlefield 2

By Andrew Birkbeck

Product Type: Hard Cover Book

Title: Panzer IV On The Battlefield 2

World War Two Photobook Series: Volume 16

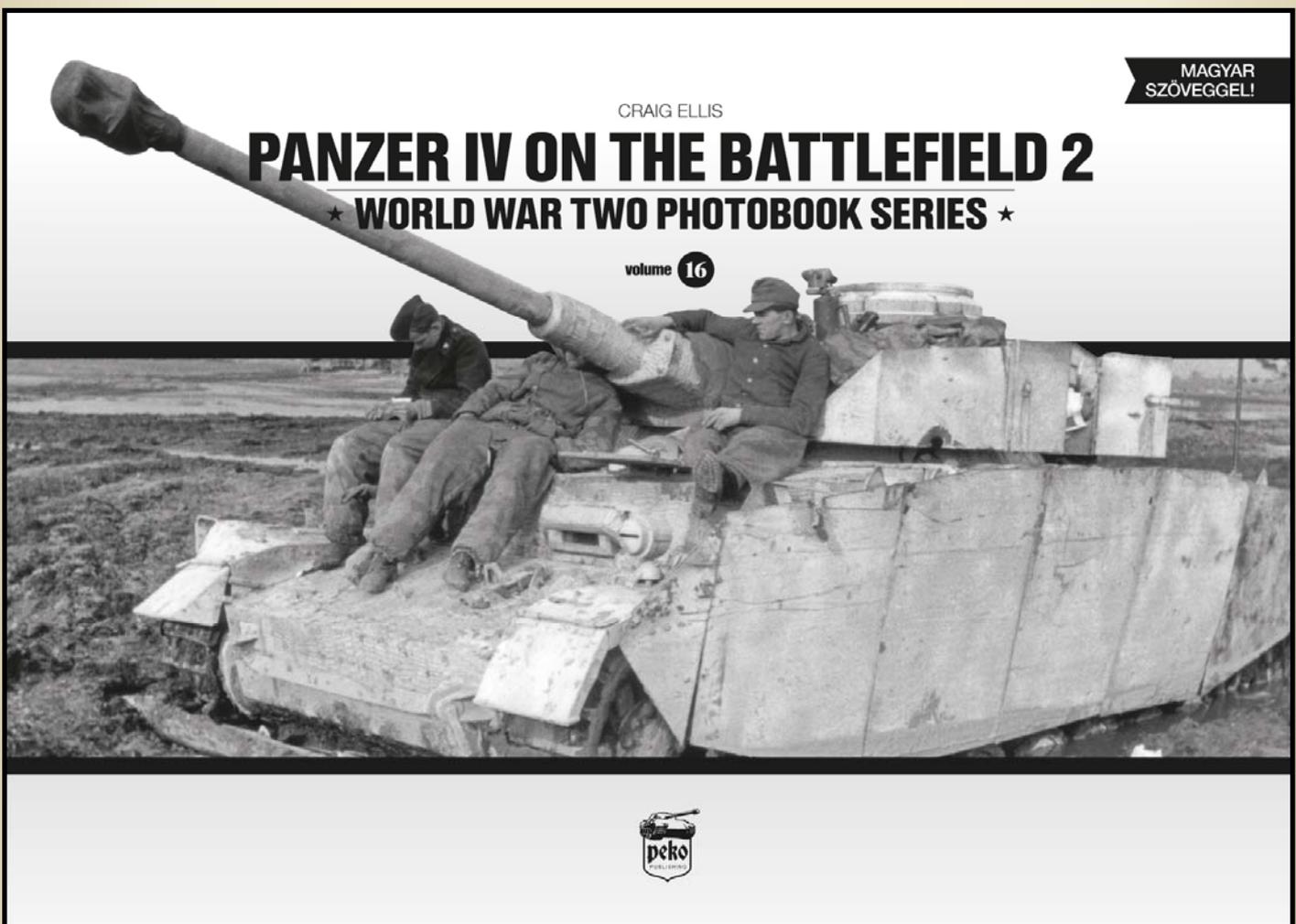
Publisher: Peko Publishing, Keszthely, Hungary

Price: Kit \$41.95

ISBN #: 978-615-5583-08-7

US Distributor's Web Site: <https://www.casematepublishers.com/panzer-iv-on-the-battlefield-volume-2.html#.WxRhKUgvyUI>

Product provided by: Casemate Publishing: <https://www.casematepublishers.com/>



Around 1970, Monogram Models released a “Panzer IV” kit in 1/32nd scale. There was no mention on the box top as to what version (Ausführung) it was, simply that it was a Panzer IV “with 75mm gun”. As military vehicle historians dug deeper into the history of German military vehicles from the Second World War period, they learned that the Panzer IV, for example, was produced in a series of “Ausführung”, or versions: Ausf. A, Ausf. B etc. Eventually model firms figured this out too so that by the early/mid 1970’s, Italeri was producing kits such as their “German Tank Pz.Kpfw. IV Ausf (H)” while Tamiya had their “Panzerkampfwagen IV Ausf. H”.

As historians dug deeper into the records, it was discovered that within a series run, changes on the tank manufacturing lines produced distinctive “Early” or “Initial” variants of the tank, together with “Mid” and “Late” production variants. Dragon Models seemed most into this sort of kit, with 2010 seeing for example the release of a “Pz.Kpfw. IV Ausf. H Late Production”. Or “Pz.Kpfw. IV Mid-Production Autumn ‘43”. And some great books began to appear on the subject such as those from Thomas Jentz and Hilary Doyle in their “Panzer Tracts” series. Finally, it was figured out that not only were there differences within an Ausführung production run such as “Early” and “Late”, but there were also differences in vehicle fittings based on which manufacturing firm produced the vehicle. So, for example in the case of the Panzer IV, within the month of January 1944, there were three different firms producing the Panzer IV: Krupp, Vomag, and Nibelungenwerke. And each firm had their own little “tweaks” on the theme on any given day. Who would have guessed!

Craig Ellis is well known to WW2 German vehicle modelers as a meticulous researcher, and he seems to specialize on the Panzer IV. This is his second book on the Panzer IV in the “Peko Publishing” library, and it is a gem of a book. The book is printed on good quality paper, and the pages measure 11.5” by 8.25”. The book starts off with a 3-page written Introduction to the Panzer IV, pointing out that the tank’s production should sensibly be divided into two main stages, Kurz (short) and Lang (long), as in Panzer IV’s main gun barrel length. Initially the Panzer IV had a short barrelled L24 75mm gun designed to fire high explosive shells in support of the infantry. And initially the Panzer IV Kurz vehicles were very good at their job. However, with the invasion of Russia by German forces in 1941, the German military ran smack bang into Soviet army tanks with very thick Armour and armed with more powerful main guns than previously experienced by the Germans. A change needed to be made to the Panzer IV’s main armament to deal with this new threat. So, starting with the Panzer IV Ausf. G, a new more powerful weapon was deployed in the turret of the tank, a long barrelled L43 75mm gun, derived from the Pak40 anti-tank gun.



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A daruval felemelt toronynak köszönhetően jól látszik a toronykosár. A toronnyal együtt forgó küzdőtér jelentős előrelépést jelentett a háború kezdetekor használt, kevésbé jól megtervezett elődökhöz képest. A szabadon látható belsón megfigyelhető egy apró érdekesség: a kosár jobb oldali tartólábára erősített doboz, amely a tartalék géppuskacsövet rejtette magában. Ez bármilyen más szögből nézve rejtve marad. A “611”-es lövegcsövének végén pár győzelmi gyűrűt is láthatunk.

With its turret hoisted clear of the superstructure the design of the turret basket is obvious. This rotating crew compartment had been a major advantage over less well-engineered adversaries at the start of the war. One small feature that is evident, with the turret free, is a case for spare MG barrels mounted on the outside of the right basket support. From any other view this features is virtually invisible. 611 appears to have a few kill rings painted on to the end of its barrel.

The Introduction then goes on to explain that there were three producers of the Ausf. G and follow on Ausf. H, those being Vomag, Nibelungenwerke and Krupp. A useful list of the main features present on each vehicle from each manufacturer is provided. The Panzer IV as a tank came close to cancellation during production of the Ausf. H, but was saved thanks to the intervention of General Guderian, who became involved with Panzer production. As this occurred during late Ausf H production, there was also a handover from Krupp as the main Panzer IV manufacturer, to Nibelungen.

The guts of this book, however, is the 100 pages of black and white period photos. Each page is limited to one photo, the photos being very large at 10.25 inches by 6.25 inches in size. For the most part these are well reproduced, and under each photo is a detailed description of what the vehicle represents, in terms of Ausführung as well as the vehicle's manufacturer, and any identifying features that makes this so. The photos are new to me and come from various private collections. All the photos are of long barreled Panzer IV's, and there is a great variety from blown to bits, to fully intact.



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A jobb oldali sárvédőn látható egyetlen tartalék lánctag alapján ez egy Krupp gyártású jármű. Akárcsak a gyár legtöbb korai gyártású páncélosán, a Zimmeritítés itt is viszonylag mély rovátkolású. A toronykötényezésen a Nibelungen Werke megoldásához hasonló a Zimmeritítés, de itt hat keskenyebb sorban láthatóak a függőleges minták. A jobb oldalon a II. sorozatú köténytartó sínen a két első háromszög már csonkított, míg a bal oldalon még az eredetiek láthatóak. Jól megfigyelhető a toronykötény hátsó ajtószárnyának átfedéses kialakítása.

The presence of an individual tracklink on the right fender tells us this is a Krupp vehicle. Its Zimmerit pattern is quite deep as was most early Krupp application. The turret Schurzen pattern also consists of horizontal bands of vertical marks but unlike Nibelungen Krupp applied 6 narrower bands. On the right side the series II rail has the first two triangles cut down whereas on the left side they are still all complete. A good view of the overlapping mounting of the rear Schurzen door.

If you have a strong interest in WW2 German tanks as I do and knowing the importance of the Panzer IV (the only Panzer to see continuous production during the war), then this book is a gem definitely worth having for your reference library. Great photos, well produced, and expertly captioned: what's not to like? HIGHLY recommended, period. My thanks to Casemate Publishing for providing this book for IPMS USA to review. Casemate have been a supporter of the IPMS USA National Convention the past many years by having vendor tables at the event, including this year in Phoenix.



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Ebből a szögből jól látható a Bosch-lámpa Vomag által kivitelezett csatlakozása – a vezeték kimeneti nyílása előrébb van a fényszóró vonalánál, ezért némileg hátrafelé hajlik. Meglepő módon a torony oldalán még megtalálható a kinézõnyílás, holott a páncélos többi jellemzője már későbbi jegyeket mutat. A 116. páncélososztályt az 1942 nyári hadművelet alatt a 16. (gépkocsizó) gyaloghadosztály mellé rendelték. A Kaukázusban vívott harcok során a német egységek közül ez a két alakulat jutott a háború során a legmesszebb keleti irányban.

From this angle the Vomag style of Bosch headlights mounting is clear, the cable bends rearwards as it exits the glacis plate before heading up to the headlight mount at an angle. What is unusual is the turret having side visors in conjunction with later chassis features. Pz.Abt.116 was assigned to 16.Inf.Div.(mot) during the 1942 Summer offensive and while fighting with this unit in the Caucasus managed to push the furthest East of any German unit during the war.



Revell AG - 1/32 North American P 51D-5 NA Mustang. (Early Version) . In Box Review

By Brett Peacock



Revell AG Kit # 03944, 158 parts on 9 Pale Grey and 2 Clear sprue trees. Decals for 2 options (Credited to Barracuda/Roy Sutherland). Full colour Instruction booklet in the New and very much improved Revell style. (No more recycled Toilet tissue and newsprint!) Price in NZ currently unknown, imported direct from UK at about \$NZ 60.00 - including Post. Time to arrival was 8 days! (All images are courtesy of Mr Google and my Storage hard drive!)

When Revell announced this kit just over a year ago there was a fairly loud, collective “Meh, so what?” from many Modellers in the UK and USA. After all, Revell (and Monogram) have pretty much produced a plethora of Mustangs (in various scales including 1/32) over the years, and with the Uber kits from Tamiya and Zoukei Mura arriving a few years ago it appeared the market for 1/32 was full... or so it seemed. That changed fairly fast when the first examples reached the advance reviewers. Revell had extended their 1/32 philosophy and produced a winner with Minimal Extras (Like No engine or Wing gun bays), an accurate outline and a simple to assemble, but a detailed, where it NEEDS to be, kit.

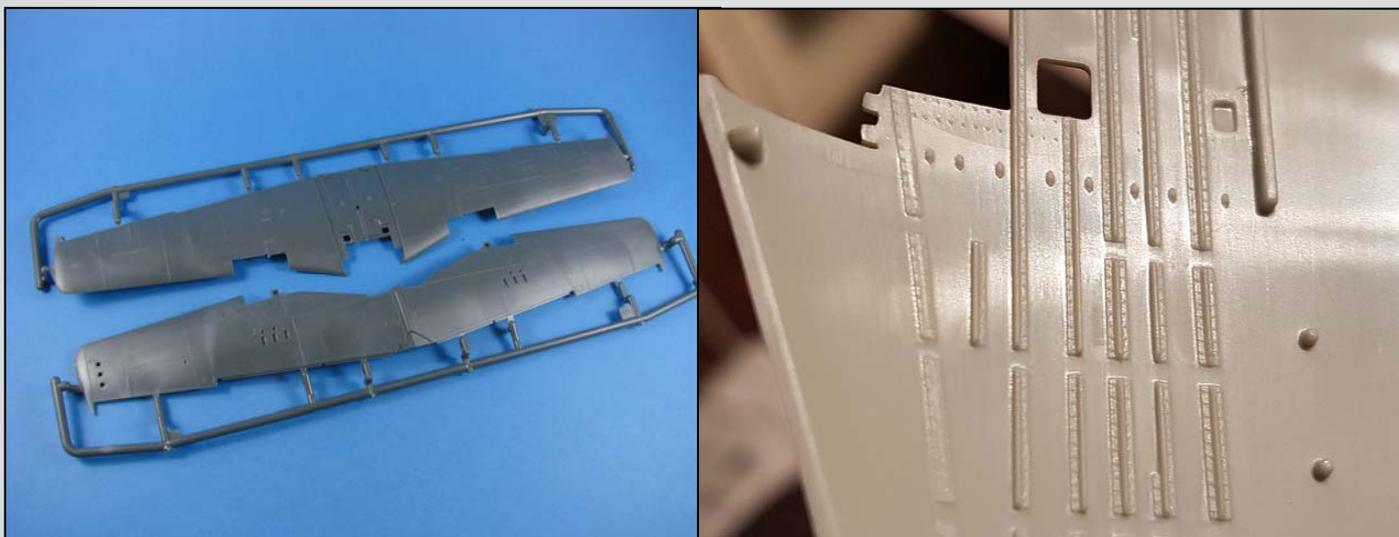
My example arrived fairly well packed against the Vissictudes of International Airmail with that large, well filled, benighted end-opening, “heavy paper” (as opposed to actual cardboard) box arriving un-rumpled with all contents A-OK. And surprisingly, as it arrived in the rain, it was dry – having been entirely sealed in a plastic wrap by the packer. I had already bought a set of 1/32 decals to use on a D-5 Mustang from Kits World and EagleCals as I have long harboured a hankering to model Lt. Arval Roberson’s famous “Passion Wagon” in its’ RAF Dark Green over RAF Medium Sea Grey colours with spectacular nose art and red and yellow spinner and chequer-board nose from the 357th Fighter Group. (AKA the Yoxford Boys). “Passion Wagon”’s next Pilot, Charles D (Chuck) Weaver added 2 more kills before adding a fin strake to her. 413-691 was then passed to another squadron where she retained the nose art but gained a new name and had new ID Codes painted on. Charles Weaver then flew a brand new NMF finish P51D with a new, unnamed, nose nude. (also on the Kits World and Eagle Cals sheets)



There are a number of parts that are optional in the kit, and some point to other variants being planned. For a start, there are 3 sets of nose vents, one set is blank, one has simple drilled perforations and one with actual external vents. And the kit has 2 seats, a wholly metal early type and a later frame and canvas backed bucket seat. (Probably not used in a D-5 but may have been retrofitted later) Similarly there are several cockpit bits and pieces that are marked as not used, and any parts specific to a D-5 series are found on one separate sprue tree, this includes the filletless tailfin. So we can expect Revell to produce a D-10 and later series, and perhaps even a Pacific VLR & P-51K Mustang Boxings. Other options in the Kit are a set of 500lb bombs, and a choice between 75 Gallon metal and 108 Gallon pressed paper drop tanks. Most photos of the original "Passion Wagon" show her with the 108 gallon tanks as the 75 Gallon tanks did not enter USAAF service until shortly after D-Day in June of 1944. You are also able to build the kit with the Gear up but there is no provision of a mount for a stand at all.



On to the actual kit. Revell have made some very well thought out changes in the engineering of this kit. For example the underside of the upper wing has the base detail of the wheel well roof molded on it. And the wing spar mounts the rest of the structure detail on an insert to go between the wing halves. And, yes the upper and lower wings are single piece halves, with an Insert for the forwards wing root and MGs. No dihedral issue here! And with an internal spar, it will be strong to boot.



Similarly the Cockpit has been cleverly designed to be simpler than the Tamiya kit cockpit but no less detailed, with sidewalls and floor, boxes and levers being separate where necessary, and mounting the large radiator complex and tail wheel bay beneath, before trapping all between the fuselage halves. The front of the cockpit includes a representation of the Firewall, so adding an After-market Packard Merlin may not be as onerous as you may think.



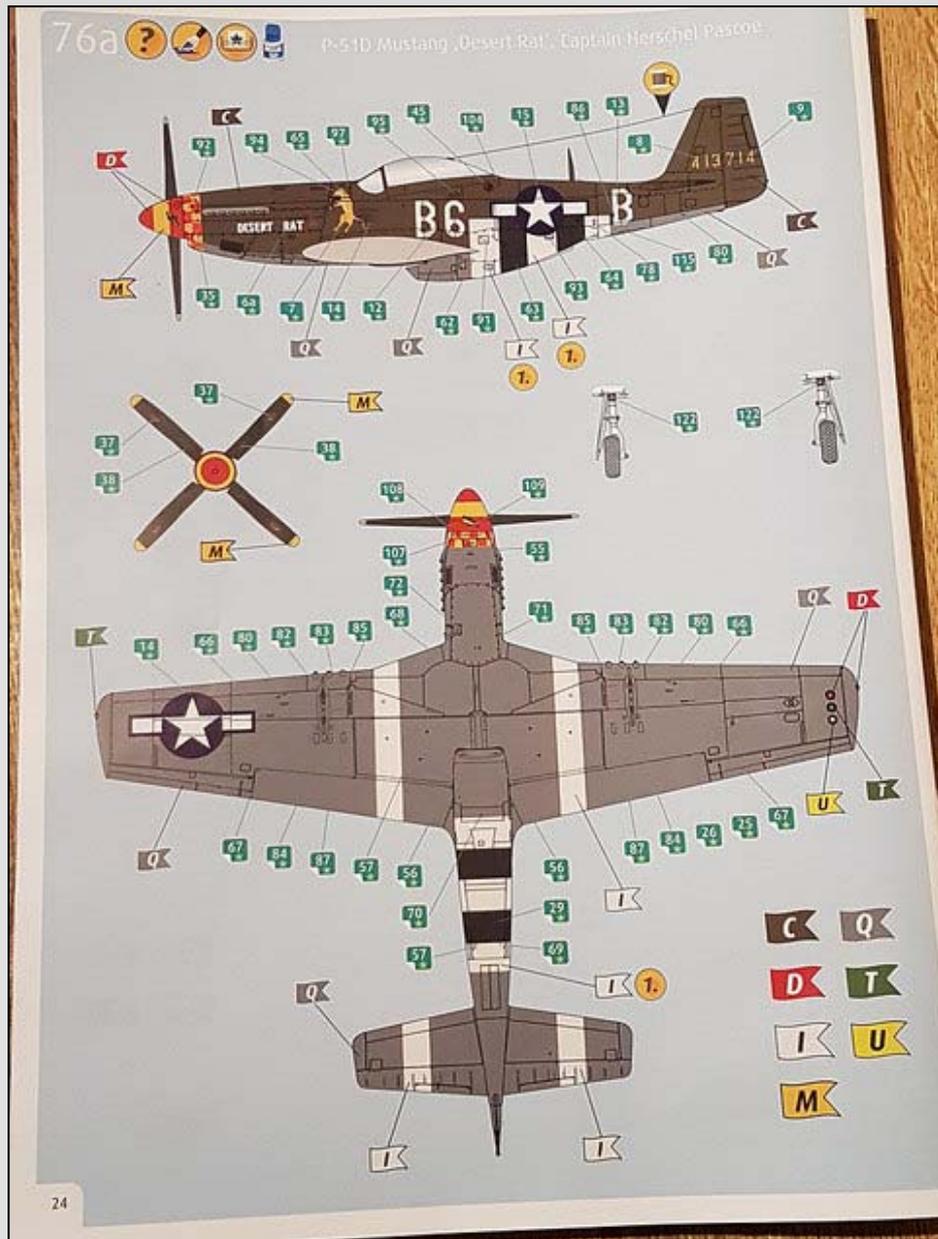
Although the lack of separate cowling panels might! Speaking of which, this kit includes a set of exhausts to mount and an entirely separate Shroud to mount around them, so it is possible to have an unshrouded exhaust stack option in the kit. Even Tamiya's 1/32 Uber Mustang simply gave you shrouded and unshrouded exhaust options as separate pieces! Kudos to Revell for this.

Another small improvement over previous 1/32 Revell kits of late (like the He219, Bf109G and Ar 196 – they have finally stopped molding unconvincing seat belts in place, and left it to the After market to provide.

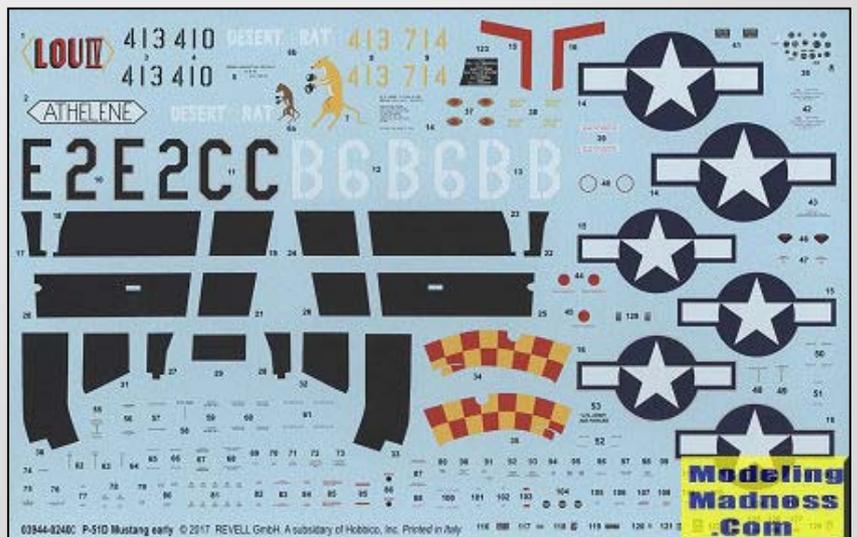
Those are all the positives...what about the rest? Well, the rumours of trouble with the clear parts are well founded. Mine has a distinct ripple in the main front windscreen, the flattest piece of clear plastic looks just it almost melted and refroze, so there is a wavy ripple in the flat piece, the rest looks OK in comparison. One small caveat rather than a negative is that another way Revell kept the parts count down was in the Undercarriage doors. They have to be cut apart to show a lowered U/C on thin engraved lines on the internal side. The rear doors for the tail wheel come moulded onto the side walls of the bay. Omit these and use a single door cover for a raised U/C. And that, literally, is the only issues I have found in the kit. The wheels could stand replacing, (Barracuda does a lovely set, including choices of tread) but that is optional. Everything else seems fine, even the Hamilton Standard Cuffed Props look OK, but I'm no expert on that.



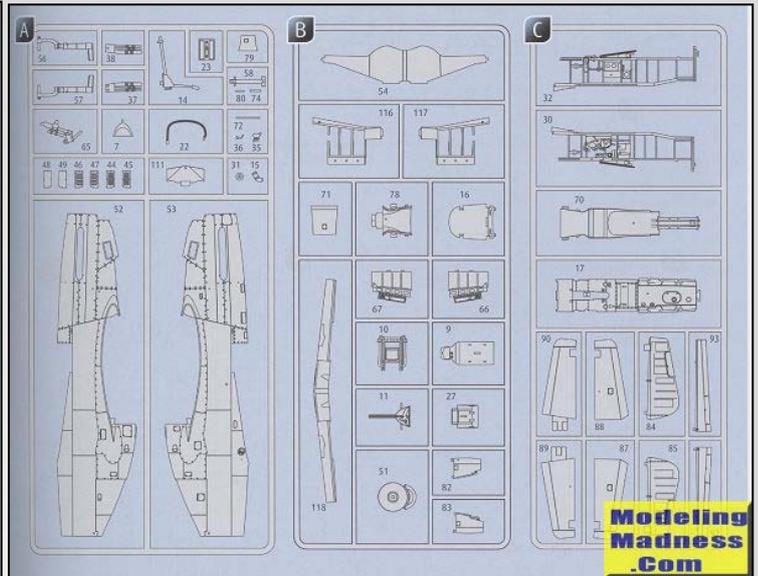
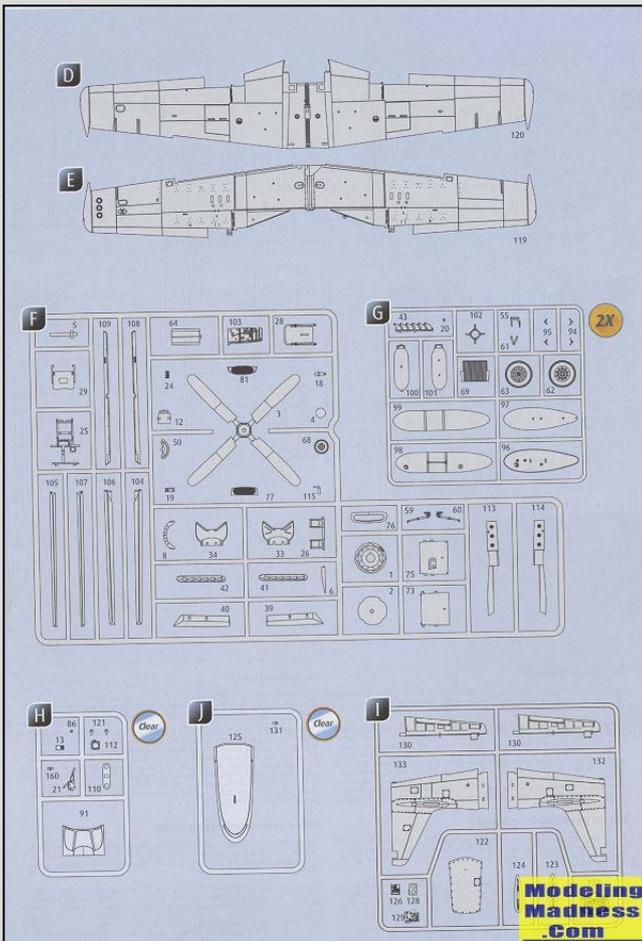
As mentioned the Decals are for 2 options, one is for Colonel T.J.J. Christian's well known "Lou IV/ Athlene" 413410/E2-C and the second is a fellow Yoxford boy to "PassionWagon", 413716/B6-B flown by Captain Herschel Pascoe, and named "Desert Rat".



The decals are flat in finish, in Perfect register, and quite thin, but they are not as matt as many Revell decals of the past, so I suspect they may have been printed by Cartograf, albeit uncredited. (The giveaway is that although Copyrighted to Revell AG, they were printed...in Italy!) A comprehensive set of Stencils, placards and instruments are included on the kit decal sheet, probably due to Barracuda's contribution to the markings



As mentioned the Instructions are in the New Standard of Revell, printed on thin glossy paper in a booklet, fully visual with only notes in various EU languages and all colour calls are to Revell's own paints, although they are named also to aid in cross-referencing to other brands.



I am sorry but images of the rest of the instructions are somewhat limited, online.

To conclude: For all those who have looked with envy at the Tamiya or the Zoukei Mura Uber Mustang kits, Revell has produced the right kit for you. It will still be half the price of those kits when it reaches our shores (Soon, I hope!) and more variants should be following it. In fact, looking at the parts layout again, I think that it would only take some fairly limited additions to the basic sprues in

order to enable a good P-51B/C kit to be made. (New wings (top, bottom and wheel well piece), forward fuselage halves, cockpit floor piece and sidewalls and wing root fairings.

This kit may not have all those lovely internals (Engine!) but the rest of the details provided is still much more than adequate even for the most fastidious detailer. On top of all that, it is good value. I, for one, would buy at least 1 more of any future releases of other variants.



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.

