



# SCALE-MAIL

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## NEXT MEETING

Tuesday 18th April  
Leys Institute (upstairs)  
20 Saint Marys Road  
Ponsonby

## COMMITTEE

Chairman - Mark Robson    Craig Sargent  
Secretary - John            Lance Whitford  
   Swarbrick  
Treasurer - Colin Smith    Henry Ludlam  
   Peter Mossong

## EDITOR

Lance Whitford

e: lancewhitford@hotmail.com

## WEBMASTER

Robert Willis

e: jaxbw@orcon.net.nz

EMAIL: ipmsauckland@gmail.com

WEB: ipmsauckland.hobbyvista.com

YAHOO:  
groups.yahoo.com/group/ipmsauckland

FACEBOOK:

Link from the IPMS Auckland Website

## The Chairman's Bit

### Man That Was Quick!

It is two years since I started my term as Chairman of IPMS Auckland and as the cliché goes, time has flown! I haven't achieved all that I wanted to achieve; I do tend to spread myself a bit thinly, but I think the club has rolled along nicely and the numbers of members attending and more importantly models on the table is as good as it has ever been.

Probably the biggest task left undone for me personally is having some sort of model show in Auckland, preferably with the idea of celebrating the IPMS NZ 50th Anniversary.

It will be up to the new chairman and committee to decide if this is a good idea (along with you the members) but we have plenty of money in the bank, a good cause and a lively and active membership so I would suggest this year is as good as any. I promise to be an enthusiastic soldier and who will work hard to assist the Chairman if this idea goes ahead.

### AGM 2017

As previously indicated next Tuesday 18.4 is meeting night and also the AGM. DON'T be scared to turn up! We are not going to drag you into a job. It seems we are in the highly unusual position of having 2 members who have not run a mile when asked if they would be Chairman, and enough committee members rolling over to ensure the retention of corporate memory. I think the AGM will take 20 minutes then it is business as usual.

### Practical Session

This month we have answered the requests of a number of members and have persuaded club stalwart and Modelair staff member John Darlington to do a session on using photo-etch. Many of us find this medium to be enticing but frustrating but as his employer I can attest to the fact that John seems to be able to make lengths of photo-etch ship railing lie magically in place like some modelling Dumbledore conjuring dinner for Hogwarts students. Come along and find out how he does it.

### Half Finished and Finished Models

If you have not recently brought along ANY sort of model to put on the table, how about making a big effort this month? Seeing everyone's projects in various stages of completion creates creative momentum that makes other members want to go home and work on a kit. So go on; bring something along!

### 2017 Theme Build

Remember that at the meeting last month we decided as a group that the Theme Build this year would be models in silver or natural metal finish. Could be anything from a Matchbox Hawker Fury to a Pocher Aventador, it just has to be silver or metal as the predominant finish. Judging will be at the December meeting.

That's it from me, have fun, and remember; buy local so you CAN buy local!

**Mark Robson**

# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2017/18 DUE \*\*\*\*\***

**Subs for 2017/18 now DUE - see below for club account details or see the club secretary at the next club meeting.**

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 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**

- April 18th - Auckland Club Night  
Annual General Meeting.  
Workshop on photoetch

## MODELLING EVENTS

**Model X 2017 - Queens Birthday Weekend**

West Wave Recreation Centre, 20 Alderman Drive, Henderson

Saturday 3 June 2017 – Monday 5 June 2017

IPMS Auckland will be there!

## 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

12 Kent St Newmarket  
Auckland  
p: 09 520 1236  
10% on kits



### 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  
1 Fernhill Dve, Westgate

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)

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### 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

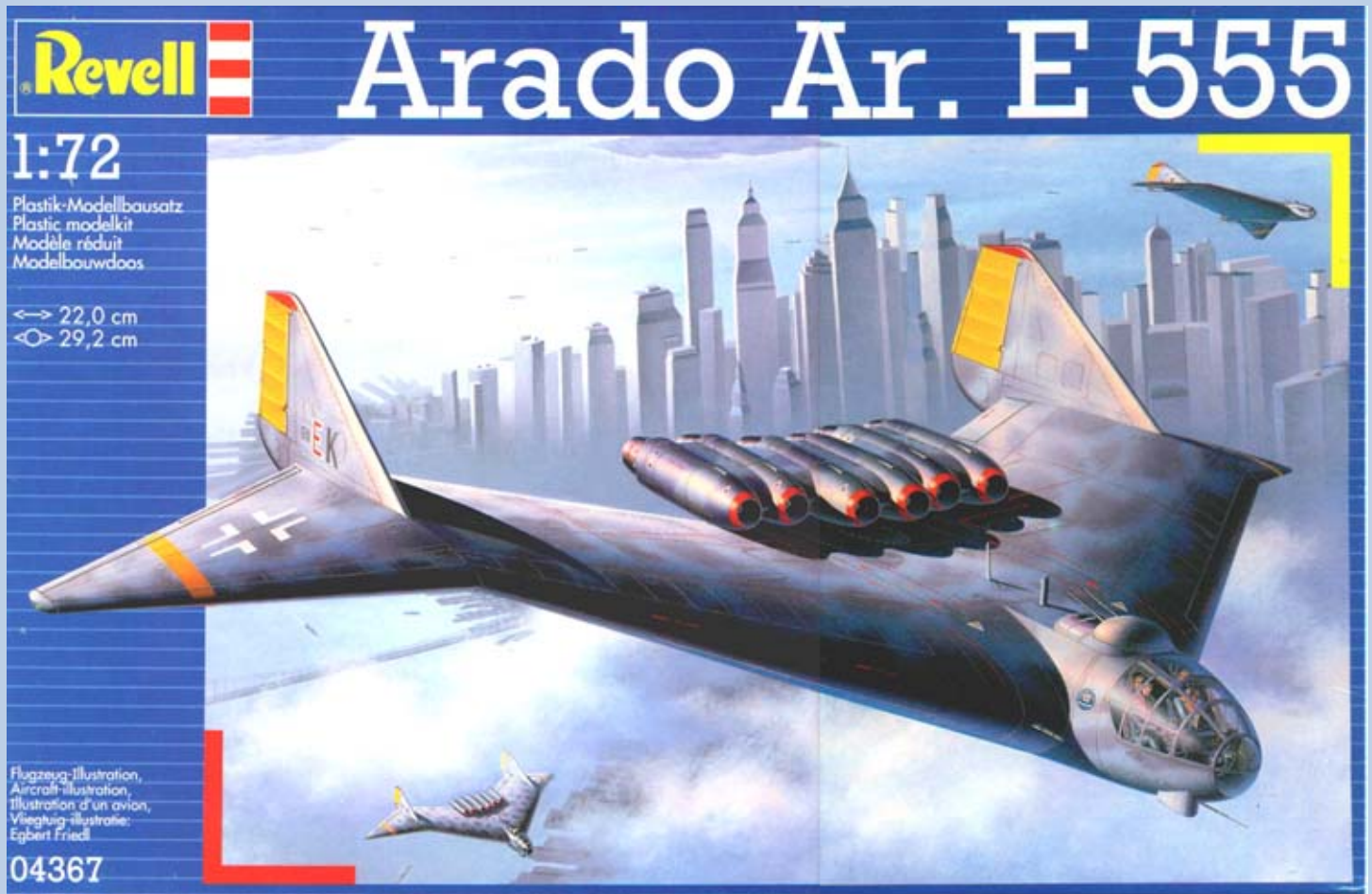
Gwyn and Christina Avenell  
28 Lauren Grove, RD 2, Pakura,  
Auckland 2582, New Zealand.  
p: +64 (09) 298 4819,  
m: +64 (0)27 343 2290  
e: aveteknz@gmail.com  
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# Arado Ar. E 555

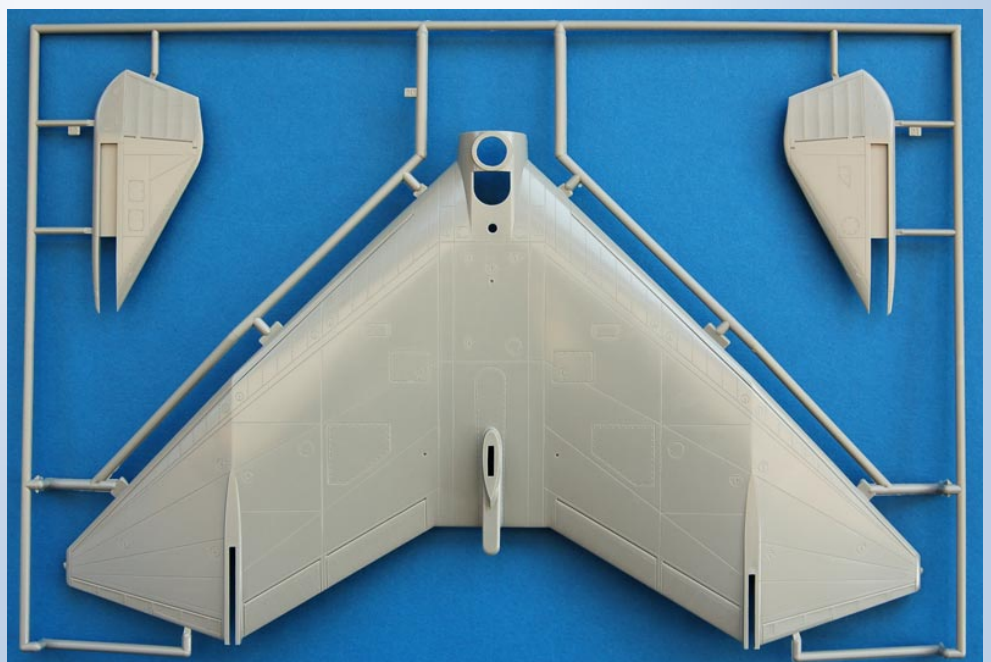
Revell 1:72 In Box Review

by Brett Peacock

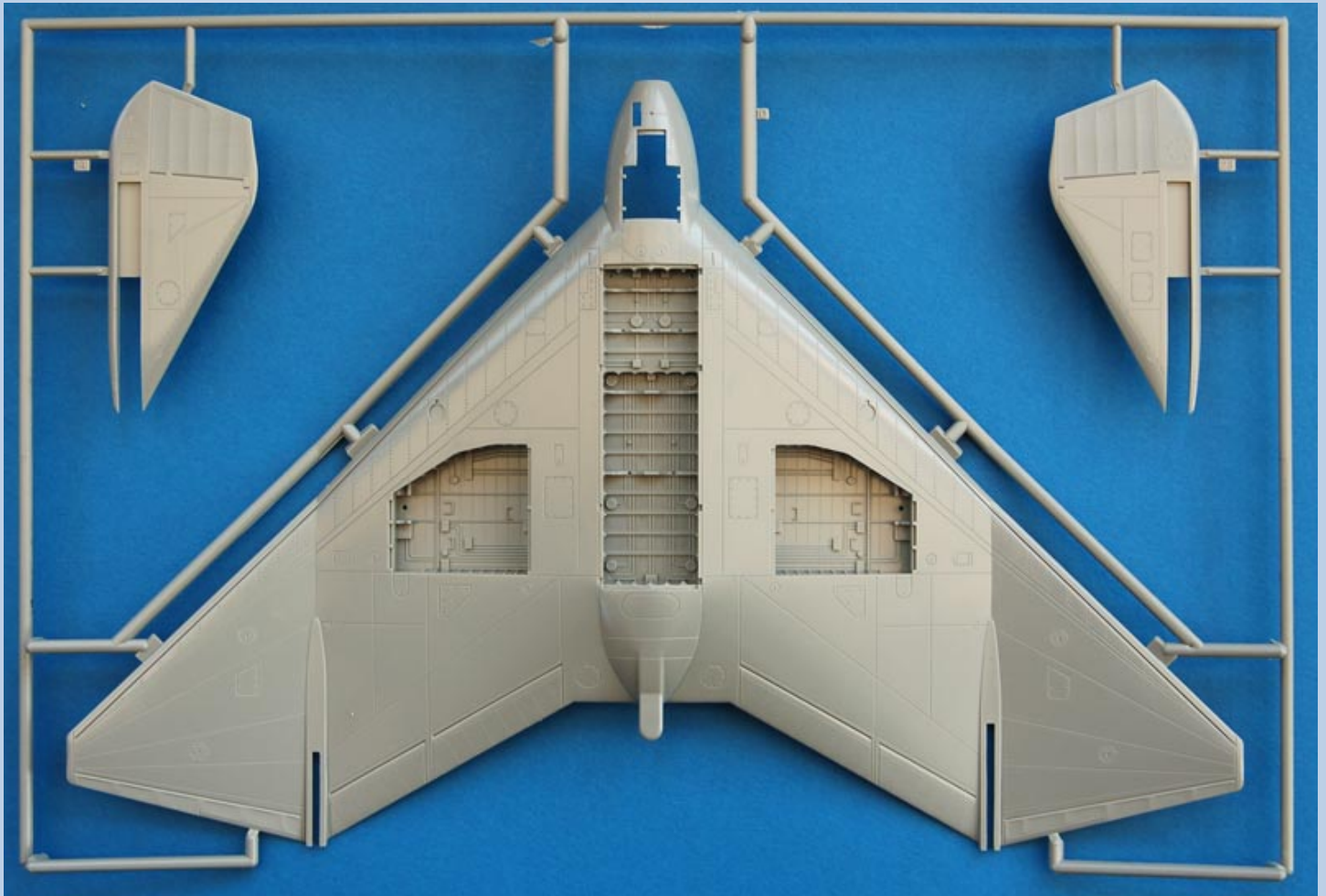


98 parts on 3 grey and 1 clear sprue plus 1 decal sheet. Pictures sourced from Britmodeller - all images credit to that webpage.

One of the larger “Luftwaffe ‘46” kits the Arado (E)555 is now about 14 years old (the first review I found was dated 2003. I may have even reviewed it back then, but I cannot recall doing so, now. (that’s before my ‘coronary episode’ so the details are just a wee bit fuzzy!) I do remember building and painting it back then and can safely report that it is a very quick and easy build with minimal gaps and misfits. In fact the worst flaw I can recall is a plethora of sink marks on the main undercarriage doors – caused by the heavy internal structure on those doors. A shim of your thinnest card stock will save a ton of sanding as the doors have minimal external detail

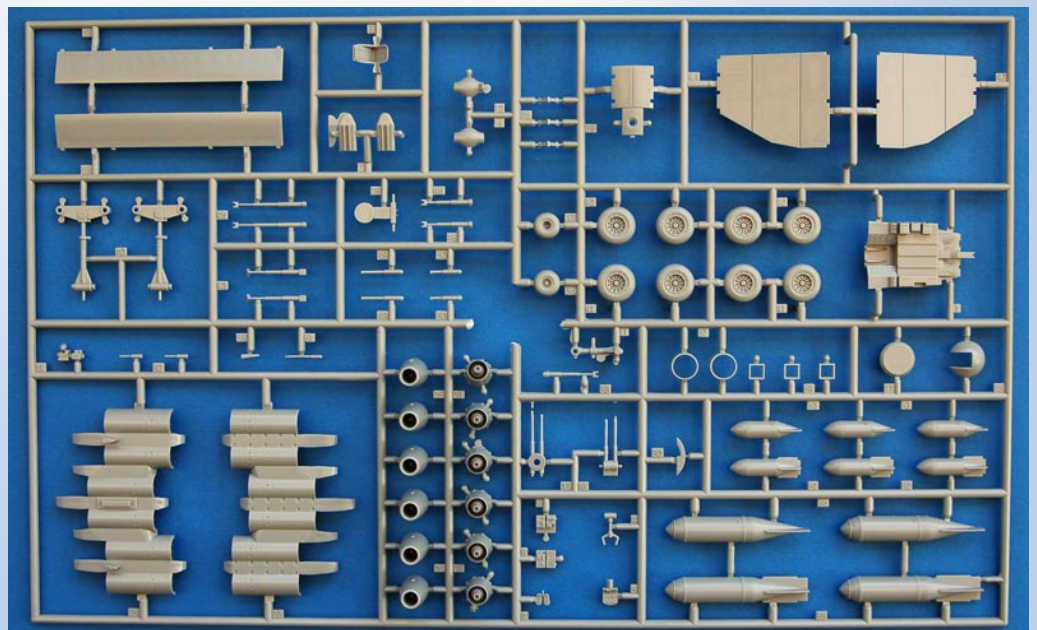


Revell have done a lot of logical "Imagineering" to provide a detailed (for 1/72 scale) cockpit out of the box and the wheel bays are also fairly well imangeeered for structure and location, as is the open bomb bay with bomb load to place in it. All control surfaces are fixed and the flaps are moulded closed. Armament consists of two fixed cannon in the wing roots, one each side of the cockpit and two further cannon in a rear facing streamlined turret, just aft of the canopy. A further 2 guns are mounted in a stinger remote controlled position at the rear of the main fuselage/wing, under the 8 jets engines which are mounted over the centre section.

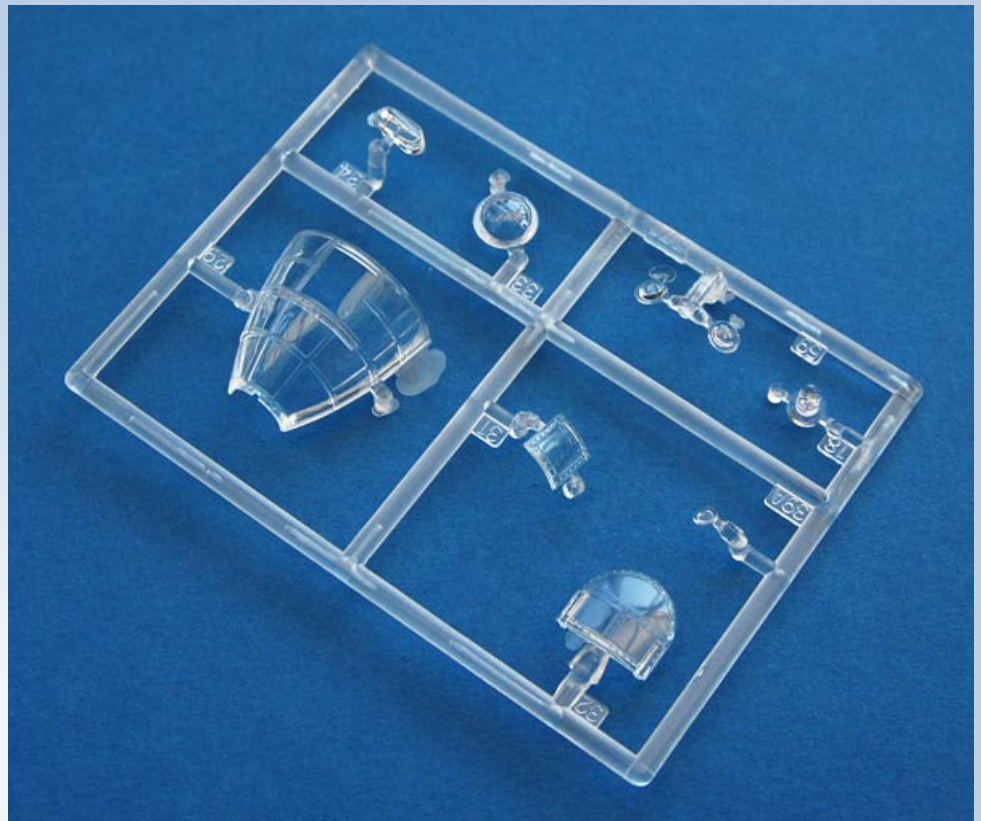


The main bulk of the aircraft would have been the huge thick wing, designed to carry enough fuel to fly from Germany to the Eastern Seaboard of the USA and back. Even in 1/72 scale the result is a fairly impressive size,

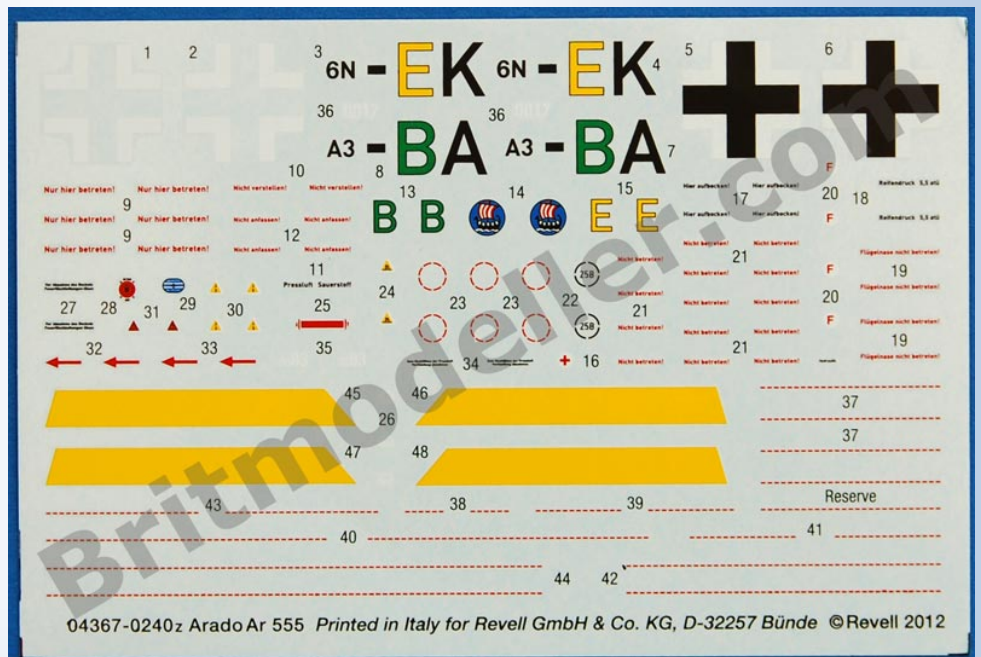
and Revell, remarkably, moulded the whole wing in 1 upper and 1 lower section. I'm currently (very off and on) working on the Italeri (ex AMT) Northrup XB-35 kit in 1/72 and the entire wingspan of the Arado is about  $\frac{3}{4}$  of the span of 1 wing of the XB35. That kind-of - sounds like a small kit, doesn't it? Well, the XB35 model you could use as a boomerang to bring down a dinosaur. The Arado, on the other hand might bring down a deer...



The smaller clear fret is 9 parts, all competently, if a little thickly molded. The main parts are the canopy, astro-dome, upperside & bomb-aimers' window and landing light cover with navigation lights as extra. All in all, for an aircraft that never even reached the mock-up stage, and existed only on paper, it is a fairly well thought out kit, offering a good deal of pleasure and imagination to the keen modeller. (My example set me back about \$35.00 Plus P&P on trademe.)



For those who have a plethora of 1/72 spares of German WW2 weapon pylons, weapons and Fuel containers, your imagination is your only limit to configure the load-out and mission. (I have seen one Arado build online, with no fewer than 4 Hs 293 Glider bombs mounted under it.) Revell are content to offer a small variety of standard German bombs to mount in the Main Bomb-bay.



The decals are equally nice, offering two "What-if" schemes from 2 Kampfgeschwadern which did exist and would likely have been receivers of any produced examples...(I'm a bit tempted to do a KG40 machine, the successor to the Fw200C Kondor!) The kit options are for Kg100 and KG 200. As is "normal" with Revell of Germany, no Hakenkreuzen are supplied on the decal sheet at all. Mr Spares-box to the rescue, here!

The KG100 machine is in RLM 76 all-over with upper side patches (like a Nightfighter!) sporting yellow ID bands & rudders, and a touch of red trim. (see Boxart picture above) The Kg200 option is painted more like the USAF F15 air superiority scheme with several LARGE patches of RLM 75 over the RLM76 main paint. The fins are painted in the more normal, nightfighter-like, small blotches, as are the engine covers. This machine also has Yellow Rudders, but no ID striping.

The instructions are the old-style Revell, printed on recycled newsprint in Black, with a Sprue map and colour callouts keyed to Revell's own range of paints, but they do use the Correct RLM colour numbers and call red, red etc.. So finding substitutes is very simple.

Overall, this is one of the better kits of a non-existent subject currently sort of available, and I can recommend it to anyone who enjoys something just a wee bit out of left field.

# Messerschmitt Bf109F-4

Eduard 1/48 scale Kit 82114

In Box Review By Brett Peacock

## Bf 109F-4

ProfiPACK  
edition



1/48 scale

eduard

184 parts (78 marked as "Not Used".) 2 PE frets- 1 pre-painted, 2 decal sheets and 1 canopy mask set.

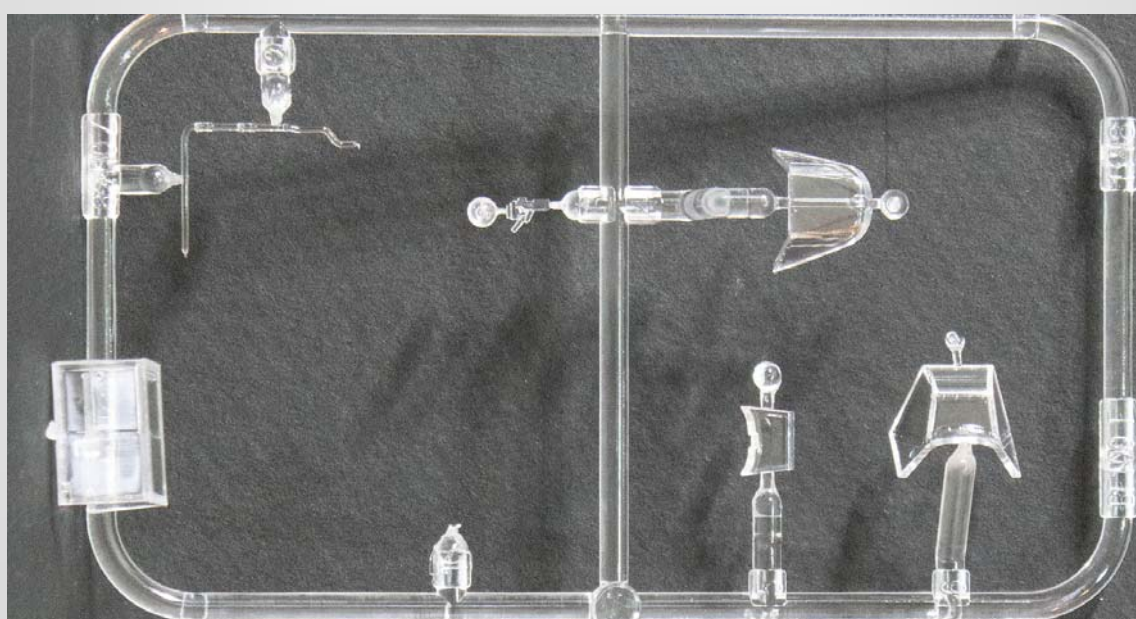
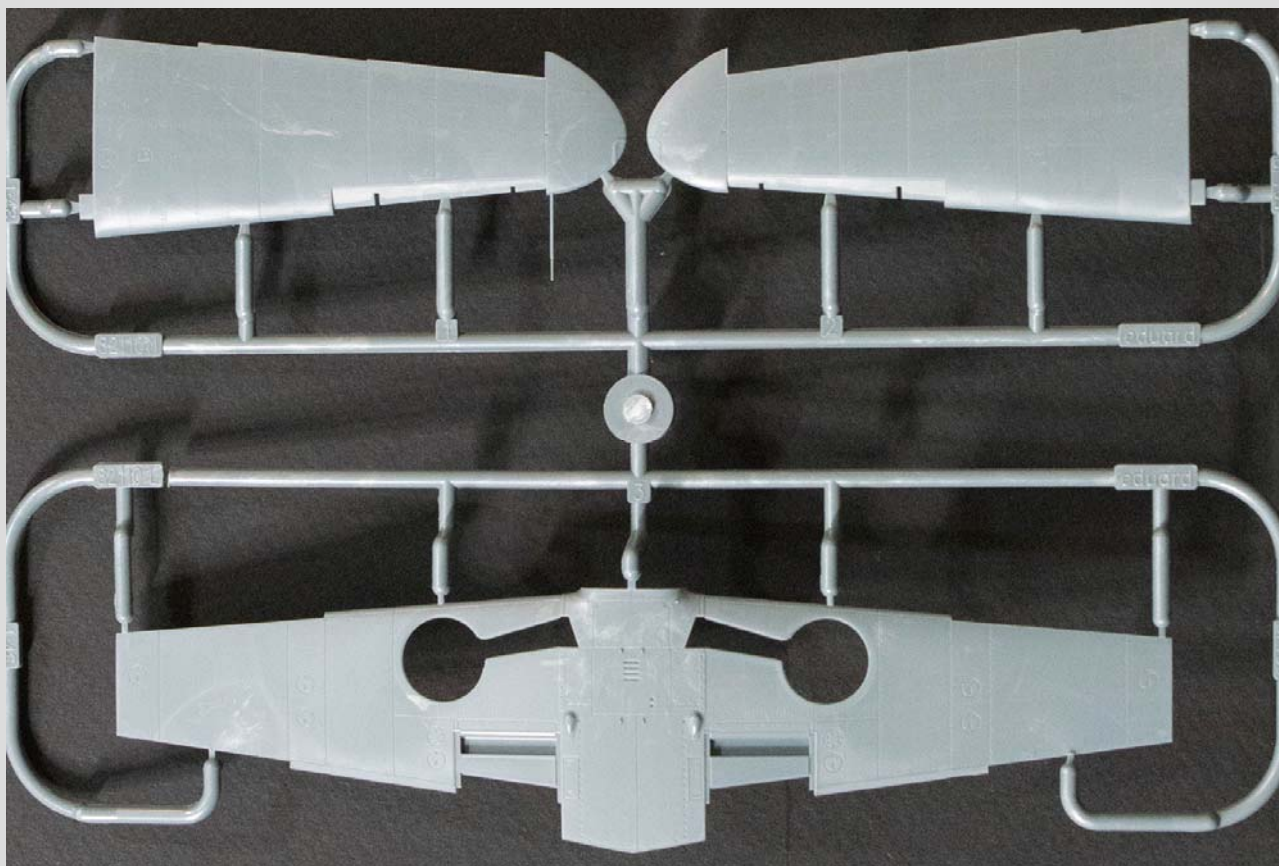
After the G-5 and G-6 boxings of the remoulded Bf109 G (Gustav) Eduard have moved back in the family to bring us a kit of the earlier Bf109F (Friederich). Utilizing the upgraded DB601N series engine Messerschmitt and his team radically revised the Bf109E design to take as much advantage as practical from the extra power available in the N series 601 engine. Very little of the airframe was left unchanged. The cowling and spinner were radically redesigned for better and smoother air-flow, the wings were shortened then a new wingtip added to actually increase the span slightly. The braces under the tail plane were removed and a cantilever mounting for the tail-plane used

The F model 109 served from early 1941 through until the end of 1942, with some survivors making a late appearance as a pilot ship for the "Mistel" flying bomb combinations (Usually atop a Ju88A-4). It was succeeded by the First G Models, the G-1 and G-2.

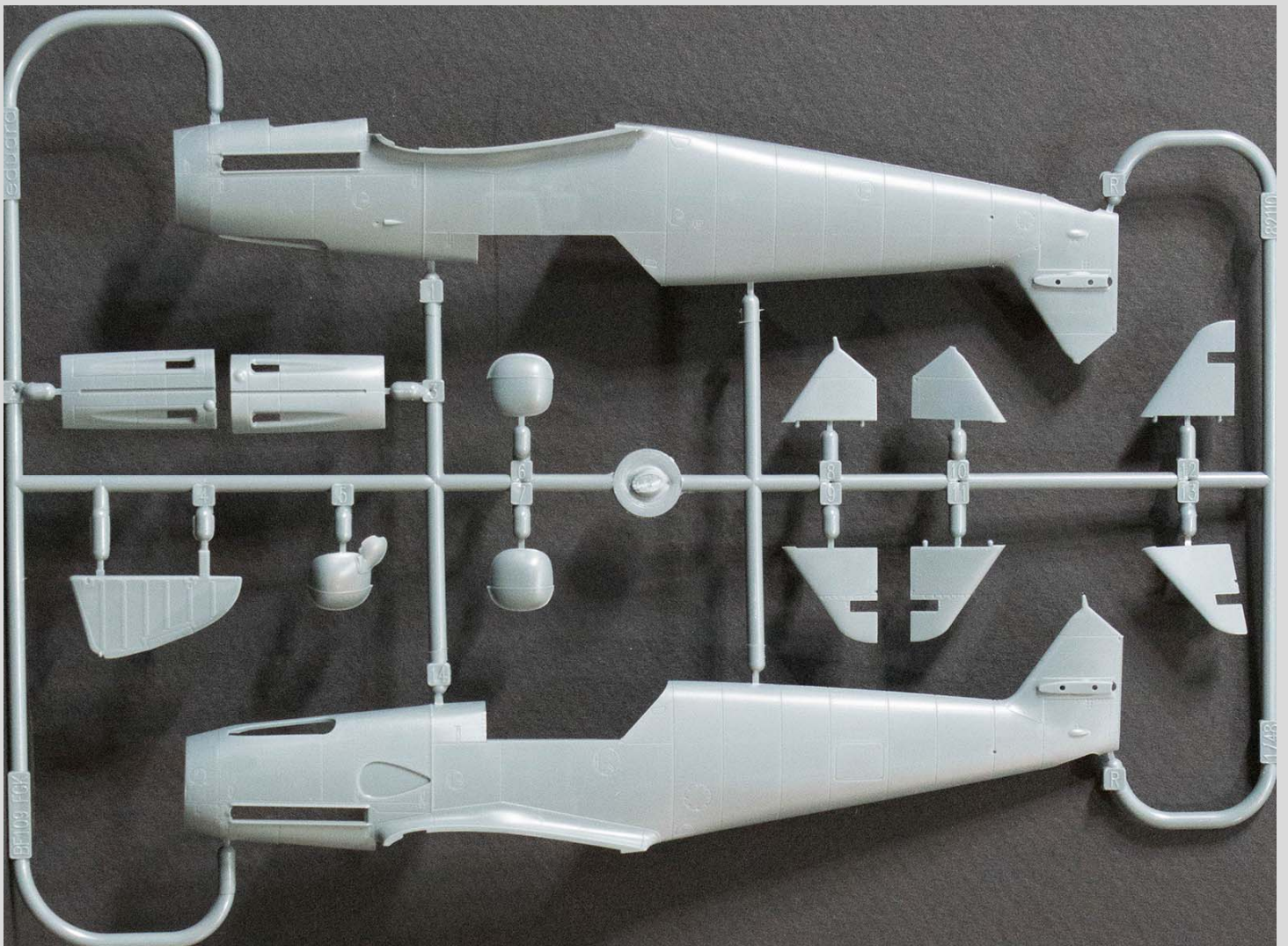
Internally, the overall aircraft remained very similar in design and construction, indeed, the first few F models had a cockpit almost the same in every way as the E model. This was changed early on, and a new design introduced, a design which was changed again in favour of a more easily manufactured cockpit, one which remained standard for the rest of all Bf109 production. The kit's cockpit is unchanged from the G, so only an F-4 series aircraft can be built. To do an F-2 you would need information about the Cockpit configuration (Some late F-2's had the final design cockpit, but many did not.)

One issue arose from the redesign, like the Hawker Typhoon, a number of F models crashed after losing their tails and the problem was traced to a weakness in the tail structure, I believe was linked to removing the braces for the tail-plane. A number of airframes had external braces fitted and these external braces are provided as PE parts, for those options that need it. Later on, this was fixed by an internal brace and pilots were warned to avoid certain throttle and airspeed combinations as this was causing a harmonic stress that could lead to the failure.

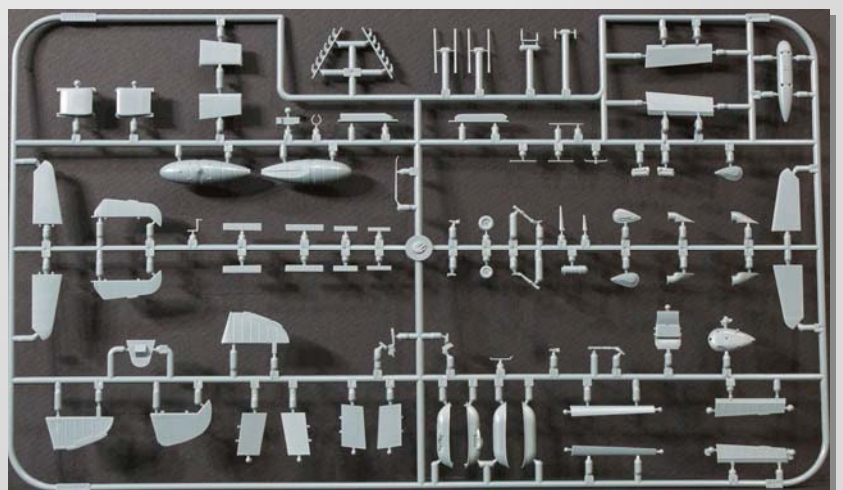
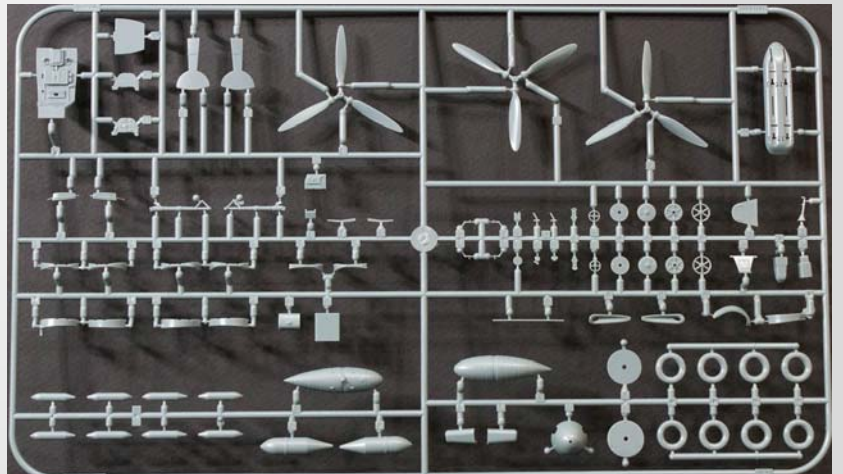
Those who read my Bf109G-5 review - published a couple of months ago - will be familiar with the overall kit, as 2 of the 4 grey sprue trees are present in this kit. The new sprue trees are the fuselage and wings. The fuselage now reflects the earlier streamlined (Bulge free!) design of the 109F and the wing now lack the tire bulges on the uppers. Detailing of all new parts is easily the equal of the G-6 series kits. There is also a new Clear sprue, with the E styled canopy that was common of the F model. (the image shows a hood which has come off the tree.)



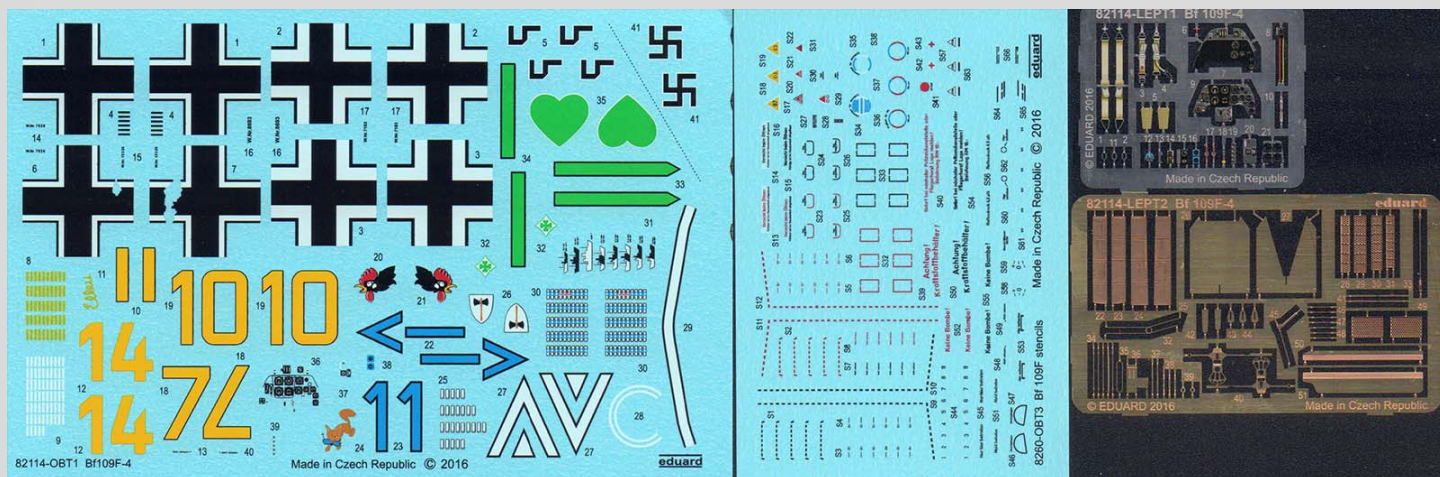




Parts are provided to for the modeller to build a standard F-4, F-4B , a later F-4Z , F-4Z/Trop or an F-4/Trop in the box, and the 6 marking options also reflect this. With 2 Channel Front (Kanalkampf) machines from JG2., There are 3 Ost Front machines, 1 from JG5, 1 from JG54 (Grunherz) and 1 from JG3. The final scheme is from JG 27 in North Africa, and it represents one of Lt Hans-Joachim Marseille's machines. This variety of Subtypes and locales is also reflected in the variety of colour schemes – Only 2 are in the Standard 74/75 over 76 day-fighter camouflage. One is winter white over 74/75/76, but almost none of the base is visible. 1 (Marseille's) is standard desert sand over blue and two are Ostfront local schemes based on Tropical camouflage delivered in error to the Eastern front, and also have much trim in ID yellow.



Decals come in two sheets, like the G kits, 1 is stencilling (enough for 2 airframes!) and the other has all the marking and Insignia required, including both 2 part and 1 part Hakenkreuzen.



Options are:



- A:** Standard F-4 (With external bracing) W Nr 7183 Hptm Hans "Assi" Hahn Grpn Kdr III/Jg2 - St
- B:** F-4/Trop (sans Filter) Uffz Hans Dobrich, 6/JG5 - Petsamo, Finland September 1941
- C:** Standard F-4 WNr 7243 Oblt Otto Kath, Stab/ JG54 - Staraya USSR, December 1941
- D:** F-4/Trop WNr 8693 Lt Hans-Joachim Marseille, 3/JG27 - North Africa, February 1942.
- E:** F-4/B(with Bracing) WNr 7629 Oblt Frank Liesendahl, 10(Jabo)/JG2 – France June 1942.
- F:** F-4/trop (with bracing, sans filter) W Nr 13325 Oblt Viktor Bauer 9/JG3 – Shchigry, USSR, June 1942.

In summary, Eduard have produced a very fine kit of the Friederich model Bf109, albeit with one or two inaccuracies, but between this kit and the far more fiddly Zvezda kit there are now 2 very excellent kits of the 'Friederich' on the market, and that's not to disparage the still-very-nice (and far easier to make) Hasegawa kit, with all its shortcomings (Too slender in the rear fuselage, nose too short, slightly misplaced canopy, poorly shaped spinner & stalky undercarriage.) I would bet that, if you put all three finished models next to each other, you would be hard pressed to distinguish them without a close examination.

This is a photo of the Mid-series cockpit change – not the shaped back plate – the later back plate was not shaped.



# Building a Junkyard Sherman

## Part Two - Basic Hull details and Turret

By Lance Whitford

With the basic work done I continued with adding details to the Upper Hull. The engine deck parts came from the Tamiya M4. There were some minor fit issues but nothing that a little work couldn't fix. The vent covers and fuel caps came from Asuka spares. The tools came from my stash of Formations resin bits from an M4 detail set that provides a number of the details that will be used on this build. The resin tools need a bit of clean-up but look good when done. The hull was textured with Mr Surfacer 1000.

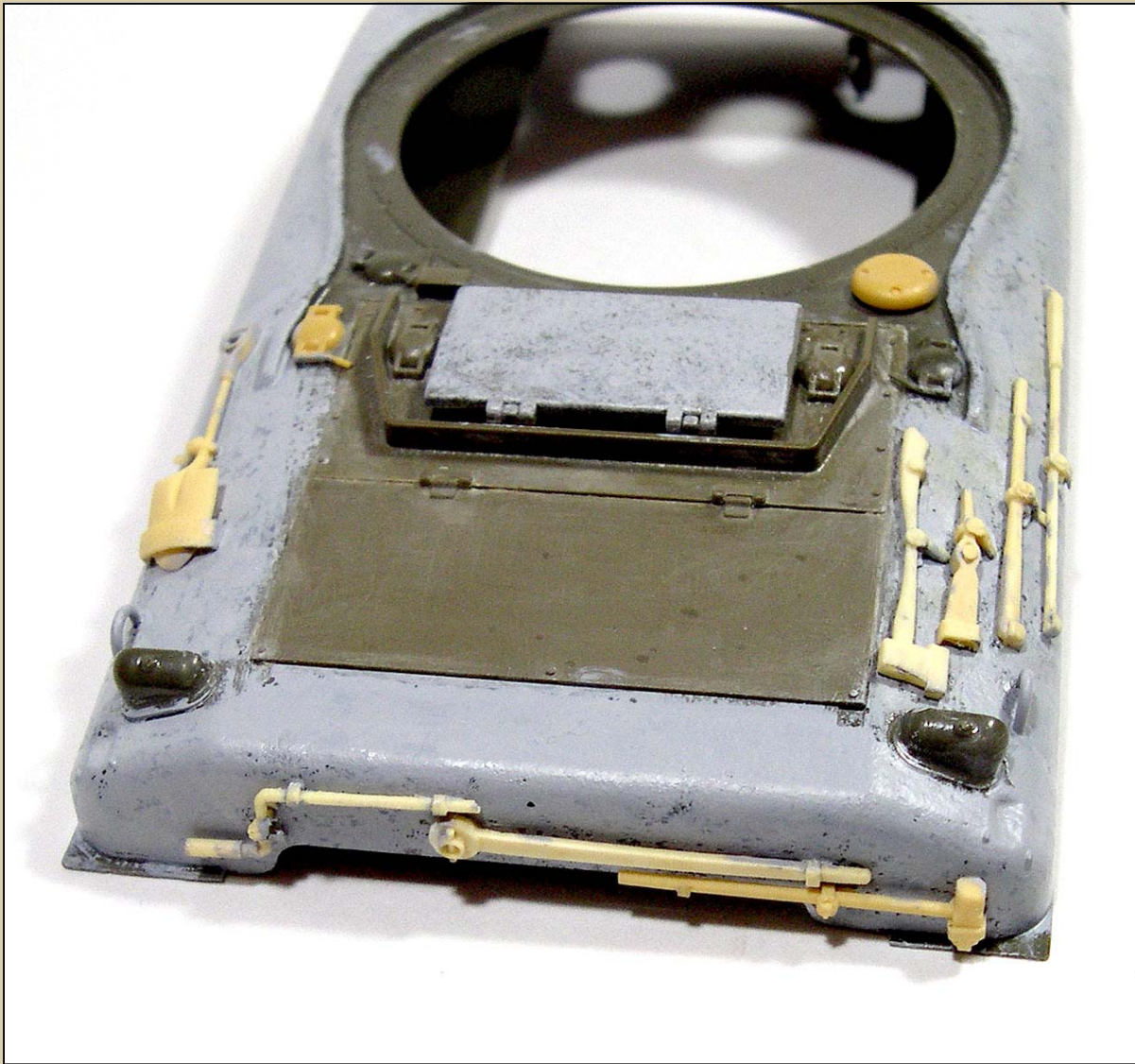


The hull lifting rings on early PSC M4A1's were made from formed steel rod while later ones were castings. To make the earlier type I bent up some household tying wire of a suitable thickness and pushed these through enlarged holes I had drilled in the hull. I used a set of pliers designed for the job. I picked these up at the ModelEx show a few years ago. These feature one side with three steps and the other is a channel and worked perfectly for my purposes.

**Above.** The pliers I used to form the lifting rings.

**Below.** The textured hull showing the lifting rings installed.





**Left And below.**

*Formations tools installed and basic Tamiya engine deck installed*



I then moved on to the Dragon turret. Dragon's turret ring is much smaller than the Asuka One so I packed out the difference with scraps from my stash of plastic shapes and strips. The Dragon ventilator does not look right for an early turret so I replaced it with a part caved from the Tamiya M4.

The periscope covers are Asuka and I will use an Asuka Cupola as the



**Above.** The spacers I added to adapt the turret to the larger Asuka turret ring.



**Left and below.** Basic construction done. Texturing was again added with Mr Surfacer

Dragon cupolas are much more accurate on the inside which is important if the hatches are to be modelled open.

The rest of the construction work involves mostly finishing the detailing including adding PE brush guards for the lights. Plus adding the tow rope and fittings.



# 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.

