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Contents

[Bulletin Board](#)

[Fw190A-5 Profipack Edition](#)

[Duckbills for M4 Sherman](#)

[Resin Roundup](#)

[Tool Time](#)

NEXT MEETING

AUGUST

Tuesday 16th August

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

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Secretary - John Lance Whitford
Swarbrick

Treasurer - Colin Smith Henry Ludlam
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[Link from the IPMS Auckland Website](#)

The Chairman's Bit

Home at Last!

We are assured by the council that we are going to be back in the Leys Institute Library this month, and a new entry card has been issued. From a club point of view we have done all we can to ensure a smooth transition back to our home venue; hopefully all will be fine on the night. We have booked up as far ahead as the council will allow and will re-book next year as soon as permissible.

This does not mean that we cannot schedule an occasional meeting at another venue such as Modelair, MOTAT, a pub etc, it just means we will have to pay for the venue anyway.

This Month's Practical Session – Decaling

Achieving a smooth non-silvered finish with decals is essential to producing realistic-looking models and there are a number of steps that usually have to be followed to achieve this.

We have done practical sessions on decaling regularly over the years, but it is time for an update and refresher course. Some of us will have discovered new techniques since the last time we covered this subject, and some of you relatively new members may not have seen all the techniques in play.

As always everyone is free to bring examples of their work, especially in-progress jobs, and contribute to the discussion.

Model Of the Year Award.

Time moves so quickly, we are already back into the phase of the year where we have some fun with competitions.

September will be when the members vote on "Model of the Year". There will be the usual classes available depending on who brings what, and there will be prizes to stimulate your interest. Get working as this will be a fun night.

IPMS Rules Model Competition

Just to provide some comparison, in October we will have a competition which is judged by assigned judges to IPMS rules. This won't suit everyone, but is entirely voluntary and is really aimed at those who want to gun for National honours but need a rigorous assessment of their skills by experienced judges. There will be prizes for this too. It will be interesting to see if the same models come out in September and October and how they place!

Later in the year....

We will be having our Modeller of the Year (as opposed to Model of the Year) competition in November, and awarding out Clubman Of the Year prize in December.

Subs

I shouldn't have to mention that subs are well overdue and the cane will be administered to anyone who hasn't paid....bend over.....

Mark

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
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p: 09 520 1737
10% on kits and modelling supplies



TOYWORLD

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

- All models and modeling accessories
- All Hornby
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(Note: not in conjunction with any other promotion)



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

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BULLETIN BOARD

NEW MEMBERS AND SUBS ***** 2016/17 DUE *****

Subs for 2016/17 now PAST 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

- August 16th 2016 - IPMS Auckland Club Night. Practical Session – Decaling
- September 20th 2016 - IPMS Auckland Club Night. Practical Session – Canopies

MODELLING EVENTS

Nothing to report this month

Fw190A-5 Profipack Edition

Eduard 1/72-Scale

Reviewed by Mark J. Davies

Fw 190A-5

ProfiPACK
edition



1/72 scale

eduard

Summary:

Catalogue Number:	70116 - Fw 190A-5 Profipack Edition
Scale:	1/72
Contents & Media	Sixty-six grey and four clear styrene parts, one coloured PE fret with 27 parts, a pre-cut Kabuki tape canopy mask, and decals for five markings options.
Availability (on-line)	Eduard for <u>US\$24.95</u> , Hannants for <u>£11.66</u> , Squadron for <u>US\$24.95</u> (with sale price US\$16.95 at time of writing), Modelimex for <u>€12.19</u> , Lucky Model for <u>US\$18.98</u> , and Hobby Link Japan for <u>¥1,980</u> .
Review Type:	First Look.
Advantages:	The best 1/72 Fw 190A-5; very accurate, great detail, and attractively priced.
Disadvantages:	None noted.
Conclusions:	Eduard's Fw 190A-5 is the best in 1/72 scale by a long measure, and is a superb example of the 1/72 kit maker's art. I think it represents great value and cannot recommend it highly enough.

Background

No Introduction Necessary

The Fw 190 represented a watershed in fighter design; in particular it showed how a radial engine could be installed to rival in-line engine streamlining.

The design was rugged, fast, very manoeuvrable, and had a powerful armament; added to which were good pilot visibility and an ergonomic cockpit layout. It was unmatched as a fighter when first encountered by the RAF in 1941.

Readily adaptable to many roles, it had a wide range of weapon and equipment fits; whilst further development led to in-line engined versions and the Ta 152 series of fighters.

The A-8 was the most produced sub-type of this superlative design.

For those interested, a more detailed account can be [found here](#) at Wikipedia.

Previous 1/72-scale Fw 190A-5 Kits

There have been numerous Fw 190A & F series kits in 'The One True Scale' over the years, but surprisingly few Fw 190A-5 variants, with some laying a doubtful claim to represent an A-5 anyway. In my opinion, there is only one decent Fw 190A-5 kit, this being from Hasegawa. Other A-5 kits include those by Advent, MasterCraft, MPM (from 1994) and ZTS Platsyk; and even vac-forms by K&K and Mavi.

Hasegawa's kits are accurate, have refined surface detail, and are problem free to build. Their weaknesses are basic cockpit and their usually a high retail price.

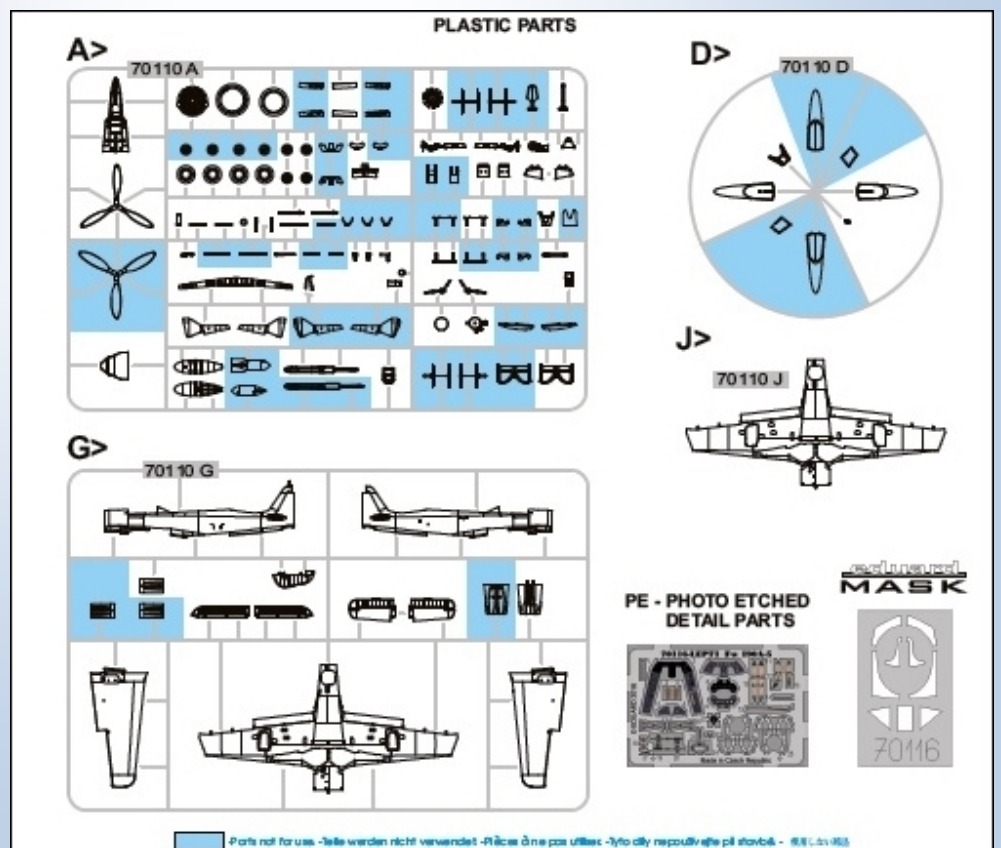
Excluding limited availability over-trees, Eduard has released just one Fw 190A-5 so far as a Profipack Edition; and it is this kit that is the subject of this 'First Look'.

First Look

The Contents

The parts come in a top-opening box and are enclosed in re-sealable cellophane bags, with the clear sprue, PE fret, canopy mask and decals each in their own separate bags.

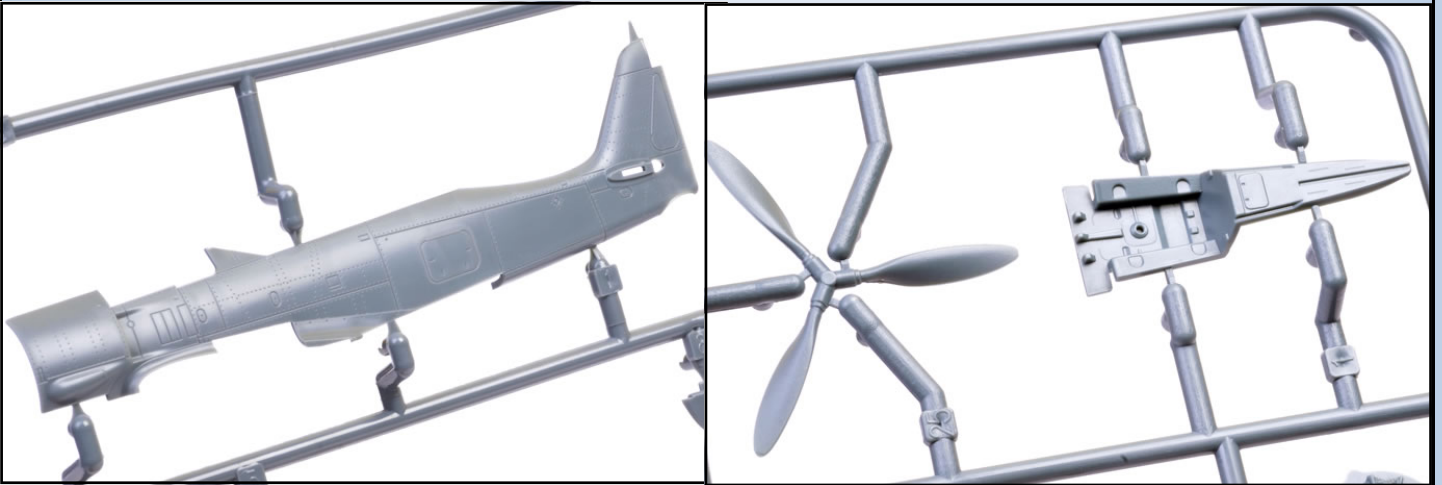
The instruction booklet is printed in colour on glossy paper, with clear and easy to follow drawings. These can be viewed or downloaded from Eduard's website by [clicking here](#). Colour call-outs are cross referenced to Gunze Sangyo's Aqueous and Mr. Color paint ranges, and include RLM codes for the camouflage colours. Quite a few parts are surplus to re-



The moulding of the two main grey sprues is flawless, with super-crisp and delicate detail, narrow sprue gates, and thoughtfully positioned ejector pins. The clear parts are likewise flawless, thin and clear; whilst the PE fret and paint-mask are also produced to Eduard's usual high standards.

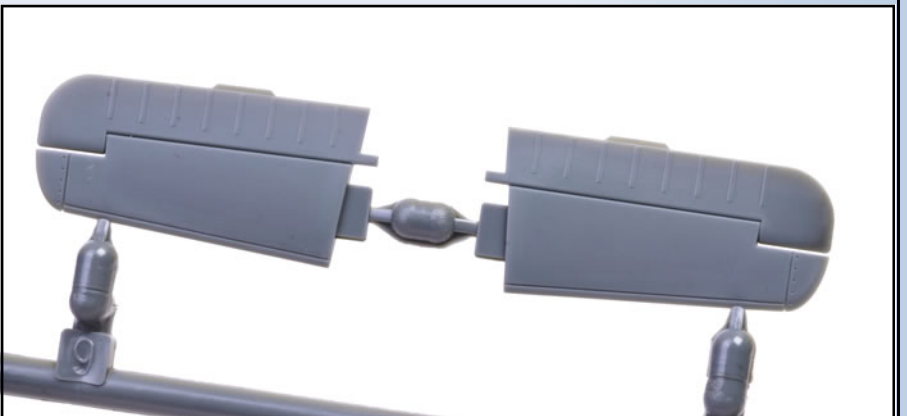
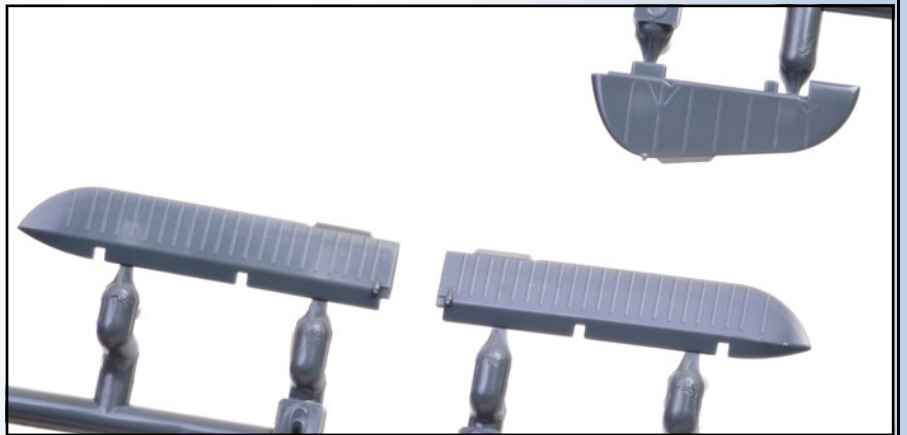
The Kit

The first thing that struck me was the delectable surface detail this kit exhibits. It has ultra-fine and consistent recessed panel lines, and has some of the best rivet detail I have encountered in the scale. Rivets have come back into modelling fashion, but unlike many brands following this trend, Eduard has managed to keep theirs unobtrusive and in the right places.

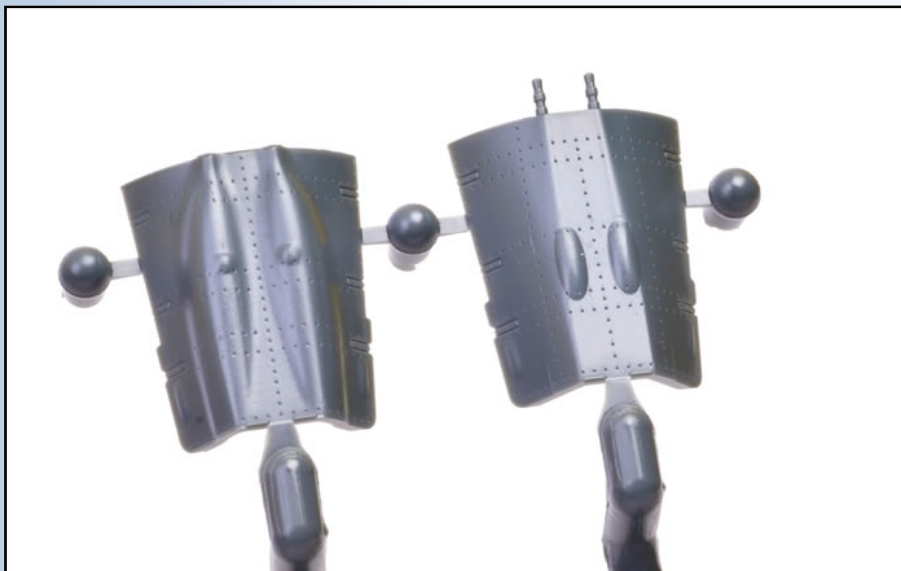
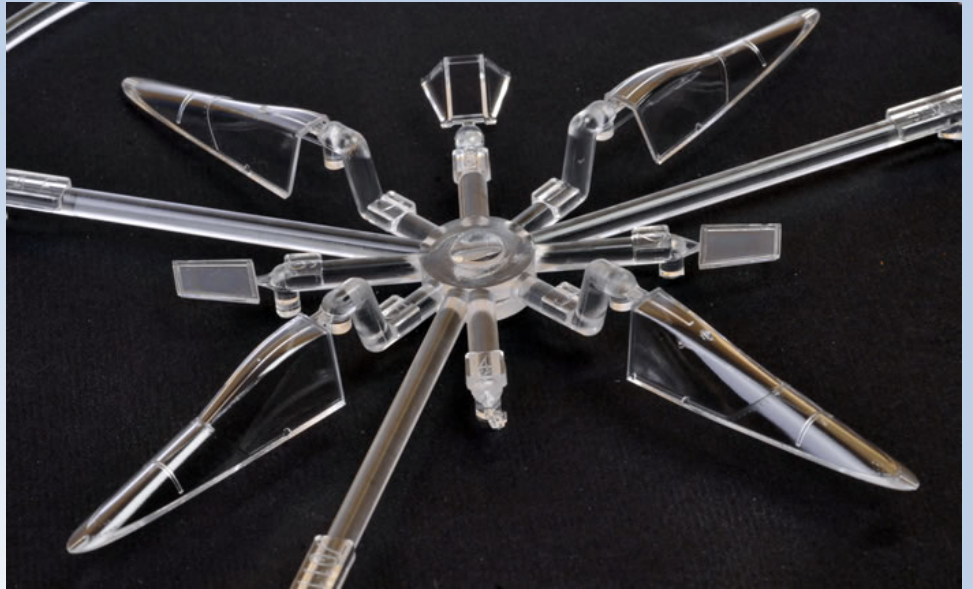


They have also avoided the another flawed practice common to Fw 190 kits, that of moulding the control surfaces with a heavy representation of the underlying framed structure. Instead Eduard's simulate drum-tight fabric with rib-tapes, as they should.

There is not a lot of room in an Fw 190's cockpit in this scale, but Eduard has made a nice job of the tub, seat, and control column. Coloured PE garnishes the seat with a coloured PE harness, and also provides the intricate German rudder pedals. The side console faces with raised details are separate parts that fit to the tub. This allows for different versions, plus there is smooth option to mount coloured PE faces available in this Profipack Edition. All very thorough! The two-part instrument panel has raised detail and optional instrument decals, and again there are smooth equivalents to accept the very nice coloured PE option. Various other PE panels and a trim wheel all add to the high detail levels provided. There is a gun-sight molded in clear plastic and separate cockpit coaming.



The canopies are nice and clear with separate windscreen enabling them to be modeled open if wished. It is here we see an example of Eduard's thoroughness; because the sliding canopy varied in width as it slid open it caused the Perspex hood to flex and subtly change shape, so the kit has open and closed alternatives for each style! There is an armoured headrest and brace to mount inside the canopy, and a decal'd stencil warning of the quick release explosive charge to add to the headrest.



The fuselage halves enclose the cockpit tub, firewall and the exhaust ejector stubs that project out of the fuselage side openings. The engine is a more than adequate relief molding with separate reduction gear housing.

The panel over the fuselage MG17's which has the gun muzzles moulded integrally so they protrude into the upper cowl panel's twin blast troughs. This and the cowl panel fit once the fuselage halves are joined together. The rudder is provided as a separate item.

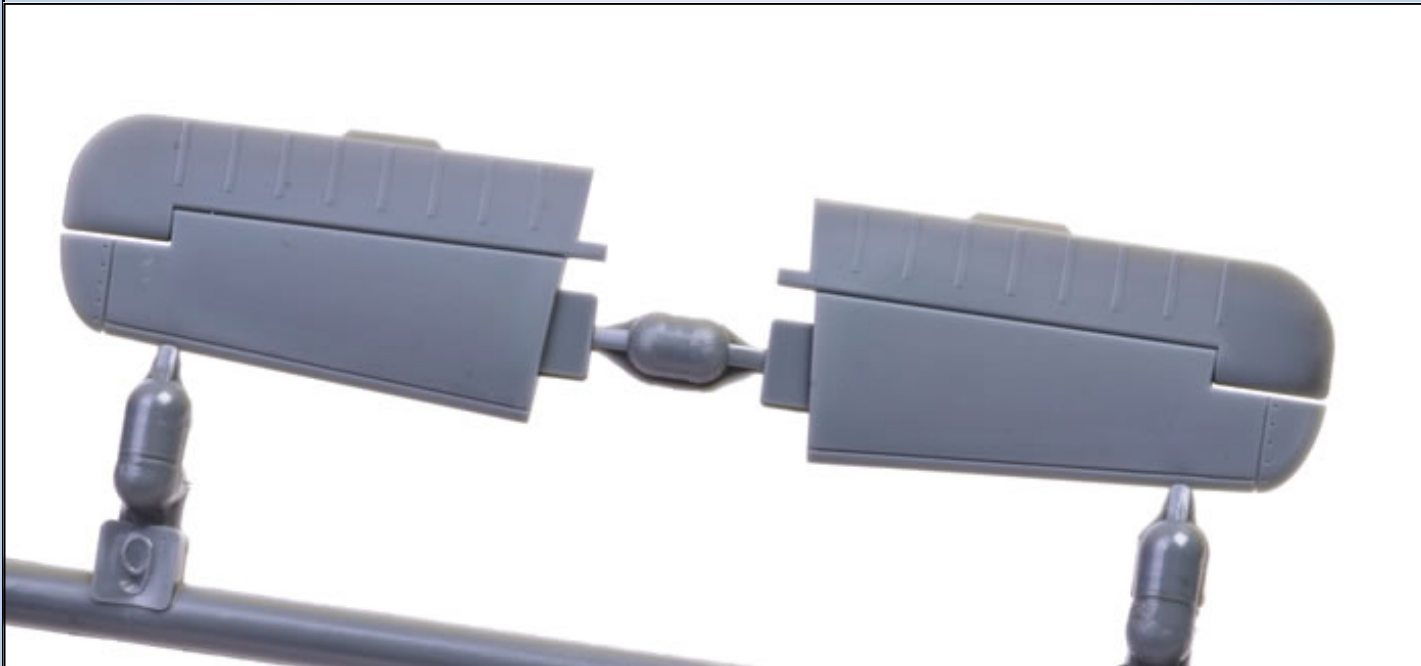
The wings are split between their upper and lower surfaces as you would expect. Three of the five markings options represent aircraft fitted with outboard MG FF cannons; for these schemes it is necessary to open blind holes in the wing leading edges to accept the cannon barrels and fit the lower wing section featuring outboard bulges to clear the cannon breeches. The alternate lower wing section has blanking panels moulded just proud of the wing's surface, as per the original when the MG FF were removed.



To the lower wing section is added a wing spar, some structural detail in a choice PE or styrene, some piping, the inboard MG151 cannons, and the wheel well roof. The underside exhausts stubs are provided as an insert in the bottom cowl panel molded with the lower wing, with a separate pipe run for cylinder #8 to fit and exit through its own hole in the panel. The separate ailerons can be attached once the upper wing surfaces are in place.

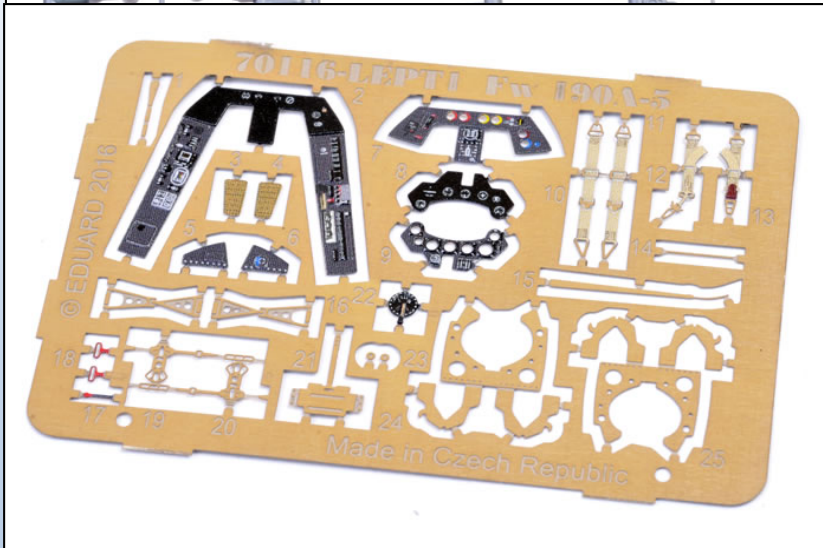
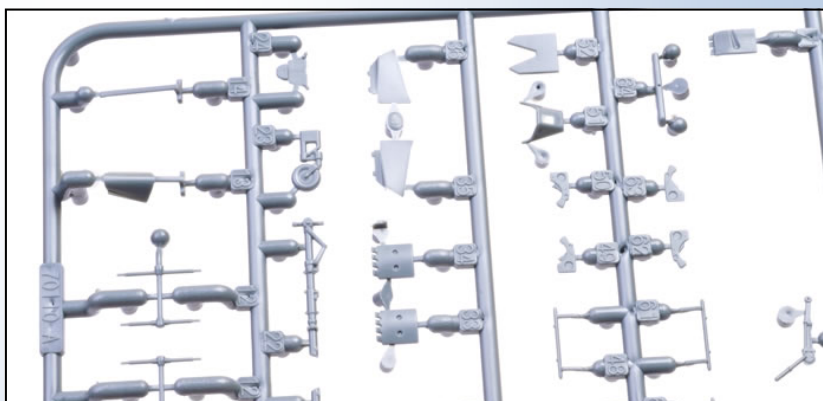
With the wings attached to the fuselage the combined oil-cooler/cowl lip and its armoured ring can be attached to complete the engine cowl. The prop, its spinner and cooling fan finish off the engine side of things.

The finely moulded tailplanes are two single moldings with integral elevators, the balance horns of which are unattached to the horizontal stabilizer for added realism (the gap is so fine it's easy to miss without magnification).



There is an ETC-501 centerline pylon for which blind locating holes in the lower wing need to be opened earlier in construction. This could carry either the drop-tank or bomb, but the instructions only mention a drop-tank, and none of the supplied markings options are shown with this feature.

The undercarriage is very nicely represented with good levels of detail. The moulded torque-links can be replaced with the more refined PE items supplied. A choice of treaded or smooth tyres for the main wheel is also provided for. Brett Green's build review of the similar Fw 190A-8 kit [here on HyperScale](#) reported that *"The landing gear legs are also well detailed, but I found them tricky to position as the main locating hole is quite shallow. Patience and repeated test-fitting is the answer here."*



All that is left to mention is a pitot for the starboard wing, ventral antenna (choice of PE or styrene), DF-loop, boarding step, and outboard MG FF barrels if applicable.

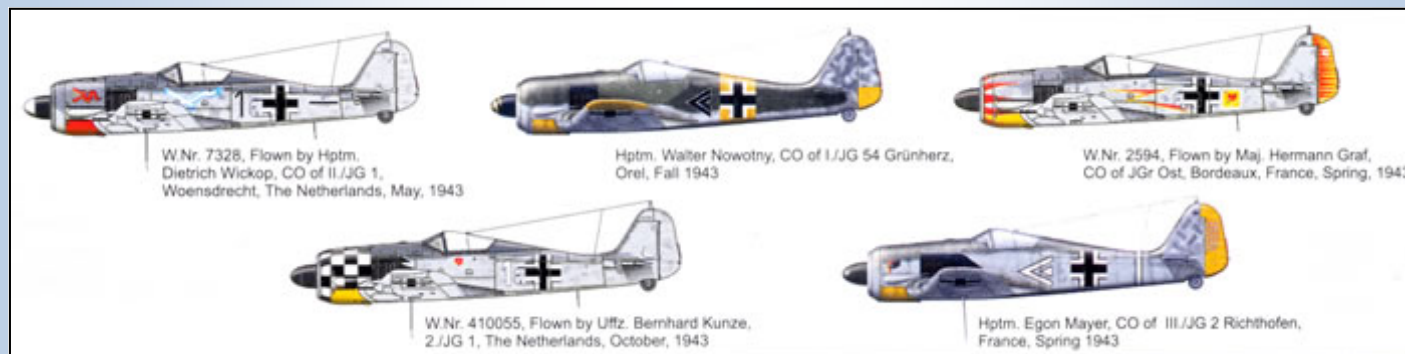
Given its relative complexity, it seems that the less-detailed Hasegawa kit will probably beat the Eduard kit for ease of assembly. However, Brett Green's [build article of the similar Fw 190A-8](#) mentions the very good fit and general ease of assembly, provided test-fitting is practised. His article included a couple of useful pointers about removing a mounting lug when fitting the upper cowl panel, and spreading the fuselage slightly to meet the wing roots. I would also add to pay careful attention to the instructions, as there are several surplus parts that appear similar to those required; this being the result of moulds engineered for multiple versions.

Of course, Eduard specialises in aftermarket details and accessories; and in the case of the Fw 190A-5 these are several sets well worth checking out at [Eduard's website](#).

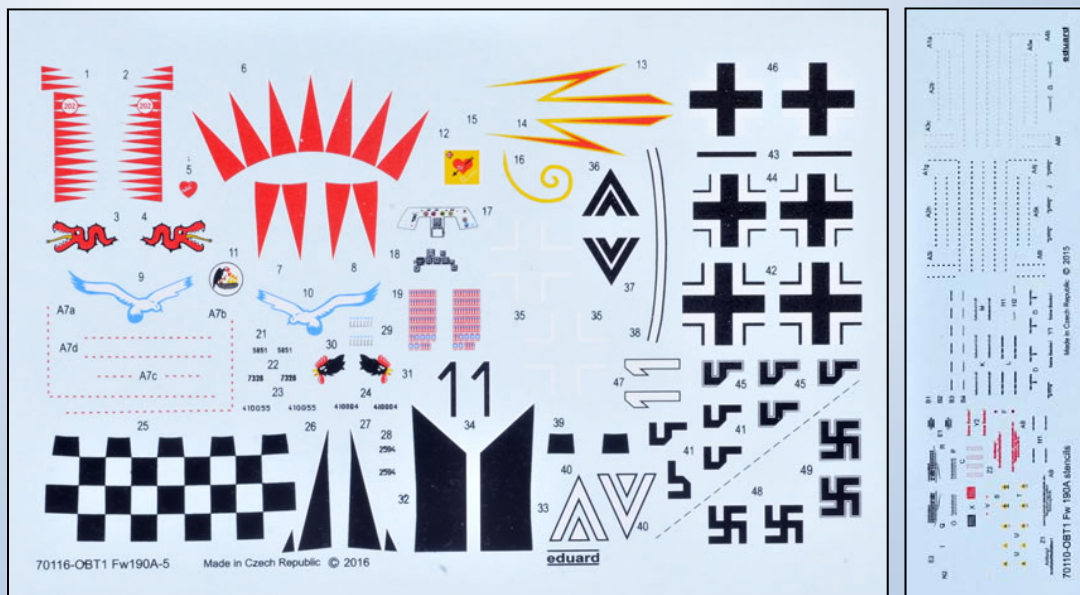
Colours & Markings

The decals provide for five markings options, along with quite extensive stenciling. Each scheme is illustrated in colour with a single page of four-view drawings, whilst the stencil locations are identified in a separate page of their own. The machines covered are those of:

- Werk No. 2594 flown by Maj Hermann Graf CO of JGr Ost, Bordeaux, France, Spring 1943;
- Unknown Werk No. flown by Hptm Walter Nowotny, CO I./JG54 Grünherz, Orel, Autumn 1943;
- Werk No. 410055, flown by Uffz Bernhard Kunze, 2./JG1, The Netherlands, October 1942;
- Werk No. 7328, flown by Hptm Dietrich Wickop, CO II./JG1, Woensdrecht, The Netherlands, May 1943; and
- Unknown Werk No. flown by Hptm Egon Mayer, CO of III./JG2 Richthofen, France, Spring 1943.



The decals appear to be of excellent quality. Nazi swastikas are provided as two-part decals on all sheets, with complete swastikas included in a corner that can be cut off for markets that do not permit its display.



Eduard's website includes [several images](#) of two completed models in different markings options, of which a couple are included here:



Conclusion

Eduard's Fw 190A-5 is the best in 1/72 scale by a long measure, and is a superb example of the 1/72 kit maker's art. I think it represents great value and cannot recommend it highly enough.

Review Text Copyright © 2016 by Mark Davies
Sprue Images Copyright © 2016 by Brett Green

DUCKBILLS FOR US M4 SHERMAN

Bronco 1/35-Scale

Reviewed by Lance Whitford

Background

The earliest type of track fitted in conjunction with these suspension units (as fitted to M3 Lee, Grant and Early M4 Sherman) were 16" wide. The width increased to 16-9/16" on later tracks. These tracks were relatively narrow for the weight of the tank and this resulted in a high ground pressure which meant that the Sherman had a habit of bogging down when trying to negotiate soft ground. The final HVSS suspensions used totally different tracks that were 23" wide which were far better in soft going. Tanks fitted with these were deployed in increasing numbers towards the end of the war but the vast majority of Sherman tanks were older models with the old suspension and narrow tracks. In order to improve the mobility of older Shermans the concept of attaching extensions to the tracks was developed and these extensions were known as 'duckbills' due to their shape. The need for these was so great and urgent that a number of French and Belgian manufacturers were contracted to help meet the demand and this resulted in a number of detail variations being seen in the field. Duckbills were very heavily used in western Europe and also Italy where the same problems were encountered.

A while back Bronco released a series of workable track sets for Shermans fitted with the VVSS (Vertical volute Suspension System) and now they have released 2 sets representing different duckbill variants to use with their track sets. There are recommendations on the boxes about which duckbills to use with which track set but those are completely wrong. Examples of both types of track could be seen in North West Europe but in Italy only one type seems to have been fitted in the photos I've seen.

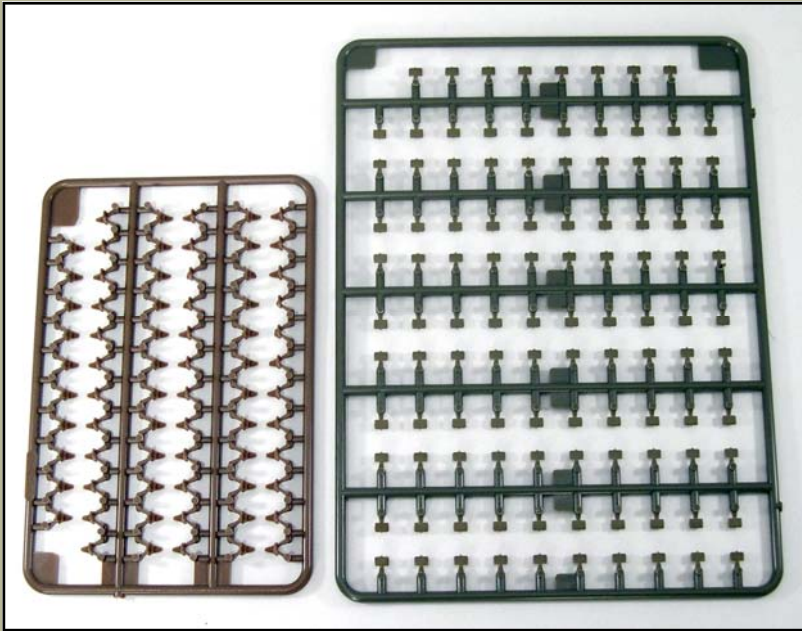
First Look

The first thing you will notice is the difference in box size and shape between the 2 sets. This is the first of many indications that these 2 kits were probably designed in isolation by different people. The first set has the same size box as the Bronco track sets and comprises 2 sprues with 108 'duckbills' per sprue. The 2 sprues rattle around in the wildly over generous box. The Part 2 set has 3 sprues with 70 'duckbills' per sprue and fits in a more sensible sized box.



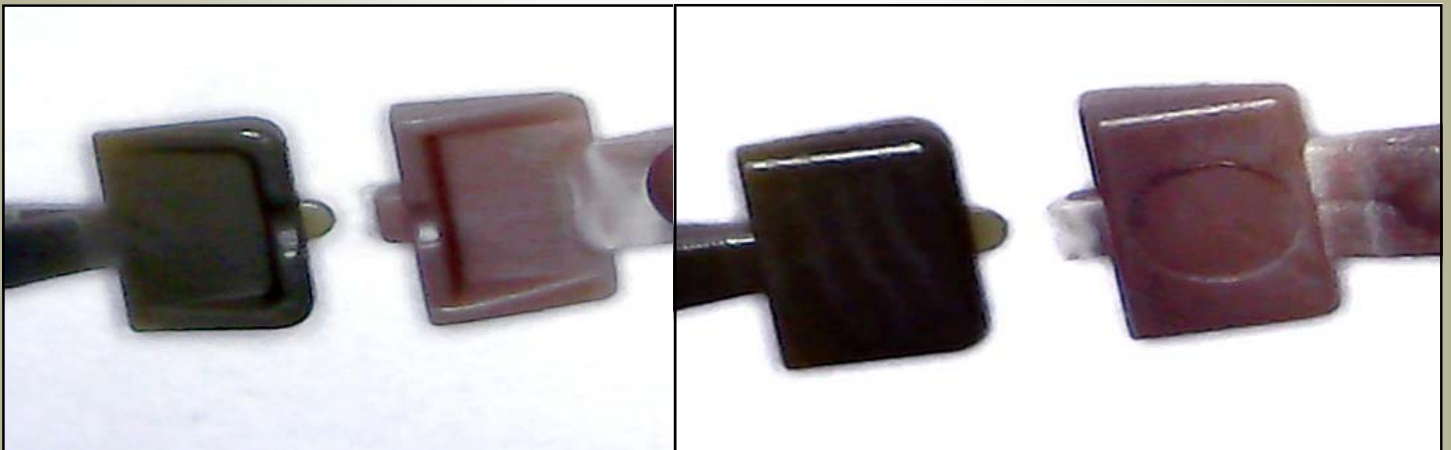
The next difference is in the approach. The First duckbills set contains parts that just glue onto the ends of any manufacturer's Sherman track. The 'part 2' set are designed to be only for use with Bronco tracks in that the duckbill is combined with the guide horn part and is meant to just replace the normal part on the outer side of the track run. In my experience the 'PART 2' style was only seen in North West Europe while the other style was also seen in Italy. As I mentioned earlier these duckbills could be seen fitted to any type of track in use in N.W.E. so it is always best to refer to photographic evidence when selecting the most suitable style to use for any project.

The difference in sprue styles and the reason for wildly different box sizes is clear from the photo below.

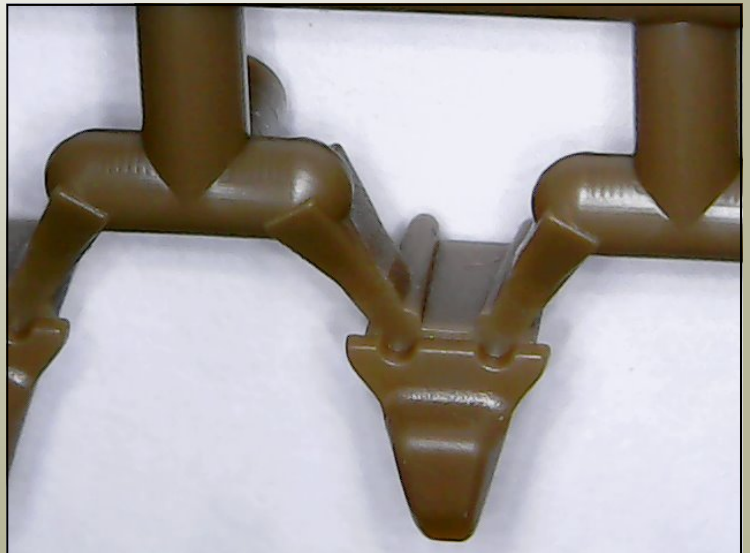


The first type duckbills are crisply moulded and mirror the way AFV Club treated these in their T-48 and T-51 track sets (albeit AFV Club don't give you enough in one kit to do a whole tank). I compared the Bronco parts to the AFV Club parts and when magnified the Bronco parts are a bit finer. The AFV Club link also sported an indented ejection pin mark which requires a little more clean-up so Bronco scores there. With both Bronco and AFV Club you basically have to slice the part off the sprue and glue it to whatever track you are using. It should be noted that in practice these duckbills were easily damaged when crossing uneven ground so there should be plenty of missing or damaged duckbills any tank that has seen a bit of field time.

The photos below show a comparison between the Bronco part in green and the AFV Club version in Brown. Note there is a subtle shape variation but due to production variances this does not necessarily mean either are wrong. Note the ejector pin mark on the AFV Club part on the right hand photo.



Turning to the 'Part 2' set which has a totally different treatment the parts are quite well done within the limitations of injection moulding and given the small sizes involved. While these parts are pretty much limited to use with Bronco track sets there are less parts involved than with the first set. Again it is important to consider whether a few duckbills are to be missed off due to wear and tear and factor this in to the assembly process.



Dragon attempted a version of this style of duckbill in their 3rd attempt at the Sherman Firefly VC. The photo on the right compares one of the Dragon links with the Bronco equivalent. The Bronco version is clearly finer but in truth the curved area is folded sheet metal in real life so could still use some work to convey that a little better



The instructions for assembly are shown on the back of the boxes as shown below.

ASSEMBLY GUIDE 组装说明 :

★ This kit is not including track parts
本套件不包含履带板件

PARTS LIST 零件展示图 :

Ⓒb × 2

x2 2 sets needed
同样的制作两组

Steel 黑铁色

Cb1

★ Caution: Each set x83 pc

ASSEMBLY GUIDE 组装说明 :

★ This kit is not including track parts
本套件不包含履带板件

PARTS LIST 零件展示图 :

Ⓐ × 3

x2 2 sets needed
同样的制作两组

Steel 黑铁色

A1

★ Caution: Each set x83 pc
注意：每组需装83枚

To Summarise

These sets are a welcome addition to Bronco's Sherman track range. They provide an inexpensive detailing option at under \$US5 per box. They are easy to install and make simulating damage easy when compared with flexible tracks that have the duckbills moulded integrally. Perhaps a little more refinement required on the 'Part B' parts for purists but many will be happy going with what comes from the box.

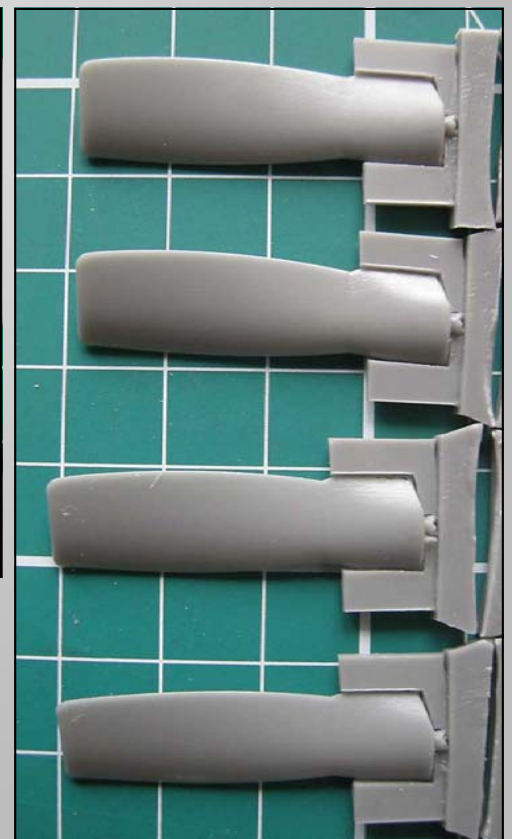
RESIN ROUND-UP

Another 'Peek in the box' By Pete M.

ATTACK SQUADRON 1:48 LOCKHEED HERCULES ENGINE NACELLES AND PROPS Set 48046.



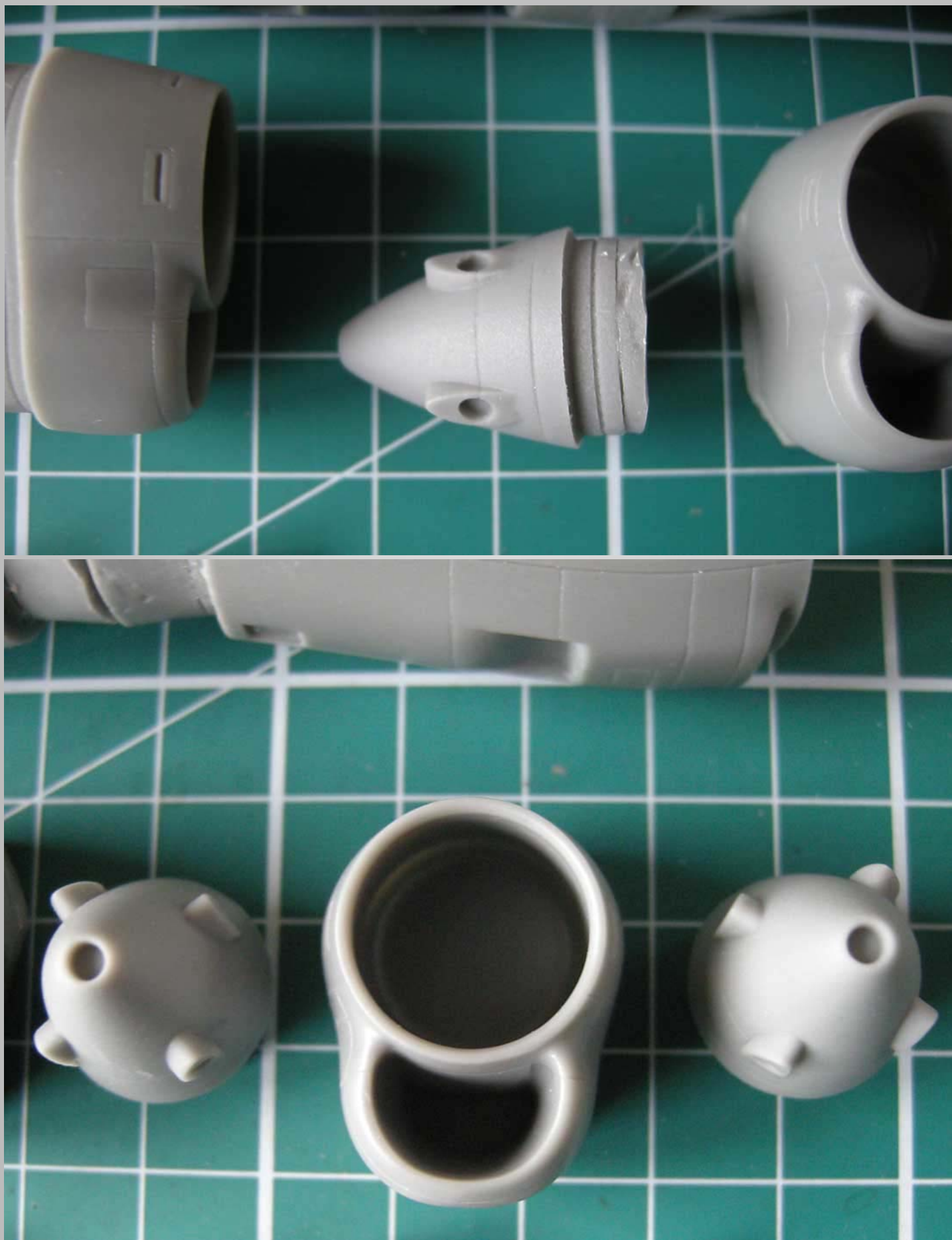
Attack Squadron of Poland has just released this much needed correction set (also done in 1:72 scale). The set comes in a sturdy cardboard box, and the contents are then supplied in several Ziploc bags which are then well wrapped with bubble wrap film to further protect them.



The castings in a light grey resin appear to be blemish free, and my example has no visible pin holes. The pour stubs are well marked as to where they are to be removed, and a 5 minute job with a razor saw had them off from the nacelle and the intake section on one. The props are moulded with a small supporting section at the base, that will soon be removed with a few passes with a small razor saw.

The sections just click together, and match perfectly. Note, the nacelles and intake noses are all hollow cast, so are very lightweight. A new underside flap is provided, along with the Tacan aerial that is prominent on each nacelle underside.

The prop hubs do appear to match photos of the real thing, and once again, are very nicely done. The new resin props have a locating pin at the base, and should fit into the hubs easily.



The following photos show the comparison between the kit assemblies and the Attack Squadron replacements. Fairly obvious!



In my opinion, a big thank you to Attack Squadron for this well produced and much needed set.



Tool Time

By Lance Whitford

Dremel Micro

This month I'm looking at Dremel's Micro cordless motor tool. I have owned an old Dremel tool for longer than I care to remember but it has fallen into disuse for a number of reasons. Firstly it is bulky which makes it less than ideal for doing precision grinding or cutting on plastic models. Secondly it has a power cord that can cause trouble on the workbench. Thirdly I have a couple of lighter and smaller tools that are easier to manage, although they still require mains connection to a small transformer. My last regular use of my old Dremel was as a paint stirrer for Humbrol enamels which used to have a habit of forming a thick sediment in the bottom of the tin..

I have been aware that Dremel have offered smaller cordless units for quite a while and recently came across the Micro at my local Bunnings branch. After looking at the product and reading its list of features I decided that it was worth a try and so lashed out the \$118 that Bunnings were asking.

The Micro is light enough to handle for prolonged periods without fatigue and powerful enough to fulfil a wide range of tasks with a variety of materials. It has 5 speed settings ranging from 5000 rpm to 28000 rpm which means I can use it safely at low speed on styrene without the risk of melting the plastic. As I expected it is compatible with all the standard Dremel bits, burrs and mandrels. The drill sets I reviewed in an earlier Tool Time are a perfect fit in the standard 3mm Dremel chuck.



The Chuck locking button is quick to use, easy on the fingers and maintains a firm grip on the chuck. There is plenty of torque from the 8 volt motor if you need more grunt with harder materials.

The lithium ion battery has a good capacity so you shouldn't need to recharge during a modelling session. Charge indication lights let you know when it's time to top up although I keep mine on the charging dock which makes it ready to use whenever I am. The charging dock makes a convenient stand which can be easily placed so as not to interfere with other items on the workbench. A nice feature is the ring of LEDs surrounding the chuck which illuminate the work.



In the box you get the tool, a Charging dock, power supply and a small starter kit of accessories.

All in all I am very happy with my purchase. I've been looking around for quite a while at various alternatives in cordless tools but nothing looked to be close to what I wanted until this came along. Dremel tools are built well and made to last so I'm looking forward to a long and happy relationship with my Micro.



GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

http://ipmsauckland.hobbyvista.com/galleries_2016.html



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.

