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NEXT MEETING

Tuesday 21st August 2018

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

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From the Editor

I can't believe it's only a couple of weeks until spring. The year is flying past and time is running out for those who have designs on this year's nationals. The proximity to Auckland provides a great opportunity for our members to feast their eyes on the work some of the best modellers from up and down the country even if not competing themselves. A number of us are going down for the weekend but the venue still represents an easy day trip from Auckland.

Thanks to all those who have contributed content to this publication so far this year. I actually have a few articles in reserve but still need more to keep things going in the long run so I encourage all of you to give some thought to perhaps putting something together that can be shared with the membership. A few photos of an interesting subject is an example of something that many members may be able to do without resorting to literary skills.



**If someone says that you have
enough model kits, stop talking
to them. You don't need that
sort of negativity in your life!**

BULLETIN BOARD

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*Please add your name and details
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EVENTS

CLUB NIGHT EVENTS

IPMS Auckland Meet on the 3rd Tuesday of every Month at the Leys Institute (upstairs), 20 Saint Marys Road, Ponsonby

- 21 August

MODELLING EVENTS

Nothing new to report the month!



BULLETIN BOARD

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Tamiya M3 Stuart Late Production

By Lance Whitford



Tamiya's announcement of a new M3 Stuart at Shizouka this year was met with great anticipation. Their original M3 offering dates back to the 1970's and its vices are many, from the incorrectly patterned tracks to the undersized turret. Academy entered the fray in 2002 with an all new M3 Honey. This addressed some of the Tamiya issues but came with its own challenges.

This is an introductory review in that I have begun construction but at time of writing am far from finished. I have seen enough to recognise the virtues but also to become aware of a potentially serious issue in terms of accuracy depending on how detail obsessed you are.

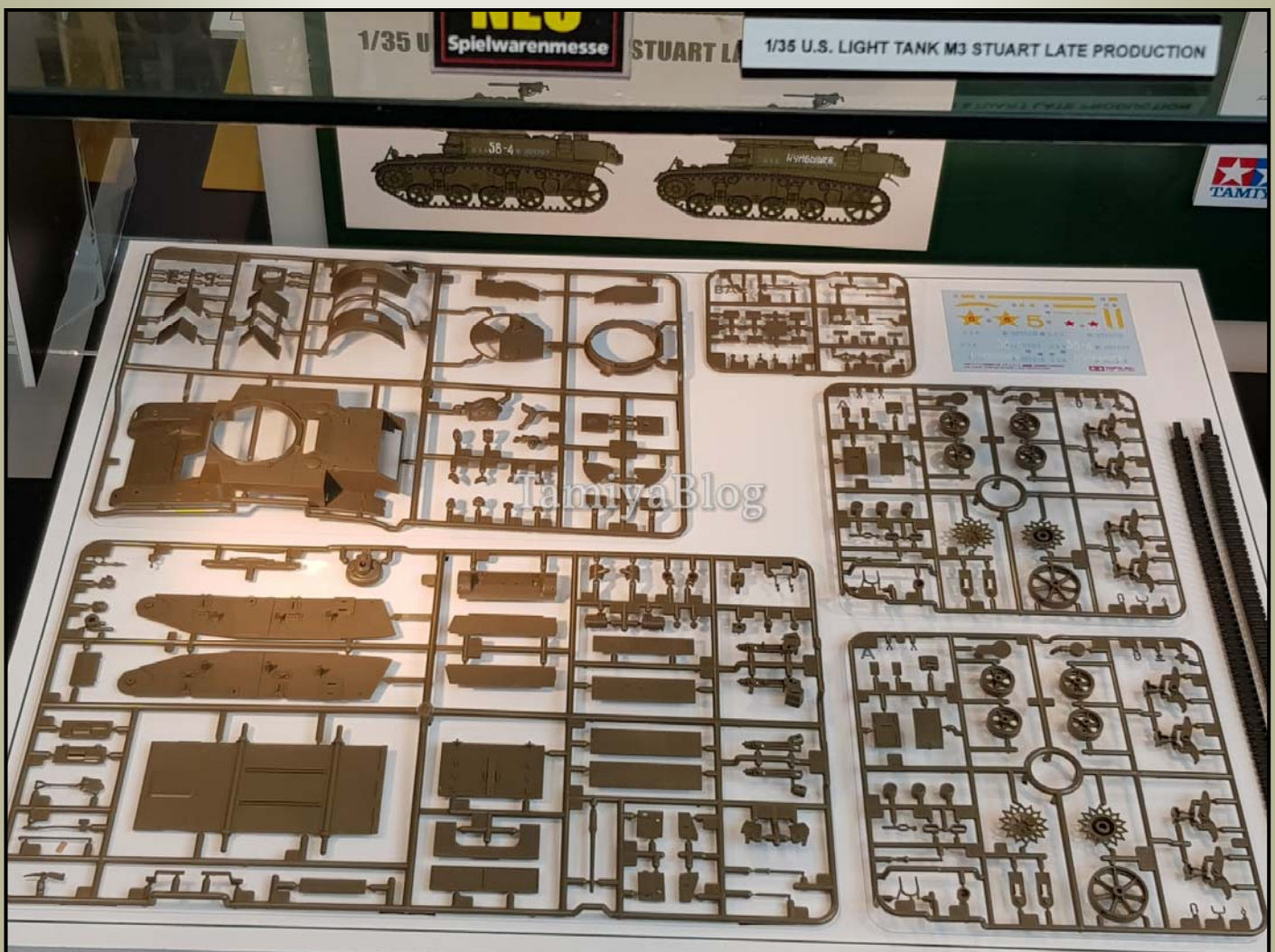
The kit is designed to represent one of the later production batches of M3's which married the M3A1 turret which lacked a cupola with the earlier M3 hull. This version was known as the Stuart hybrid in British Commonwealth circles. As fate would have it this is the version that found its way to NZ to help bolster out meagre defence forces but these tanks were not without their problems when delivered. The M3A1 was redesigned to incorporate a number of improvements including a rotating turret basket that was lacking on earlier versions. The turret basket was omitted while fitted to the M3 hull. This turret had changes to the electrical and other turret systems and connections which weren't catered for in the older pattern hulls and consequently the tanks we received here were not serviceable on arrival. Local workshops rectified the problems and the M3 was issued to units up and down the country for training purposes.

The Kit

You almost know what to expect when you open a Tamiya box, familiar Olive coloured sprues, some flexible plastic tracks, clear instructions and the obligatory poly-caps (of which there are only 4 in this kit). Tamiya are the masters of balancing ease of assembly with a high level of detail and this kit is no different. Tamiya have moved away from the single piece hull tub of yesteryear to a flat pack assembly similar to the Asuka Shermans. Superb engineering maintains ease of building but the level of detail is much higher than could be achieved with a one piece tub. The lower hull pretty much falls together.

I have assembled the suspension units and these build up very quickly into a good representation of the real thing. There is no provision for having a workable suspension which may disappoint those wishing to display their model traversing uneven ground. Detail is OK and the roadwheels are pretty nice too. The idler mountings are also a huge improvement over the older kit.

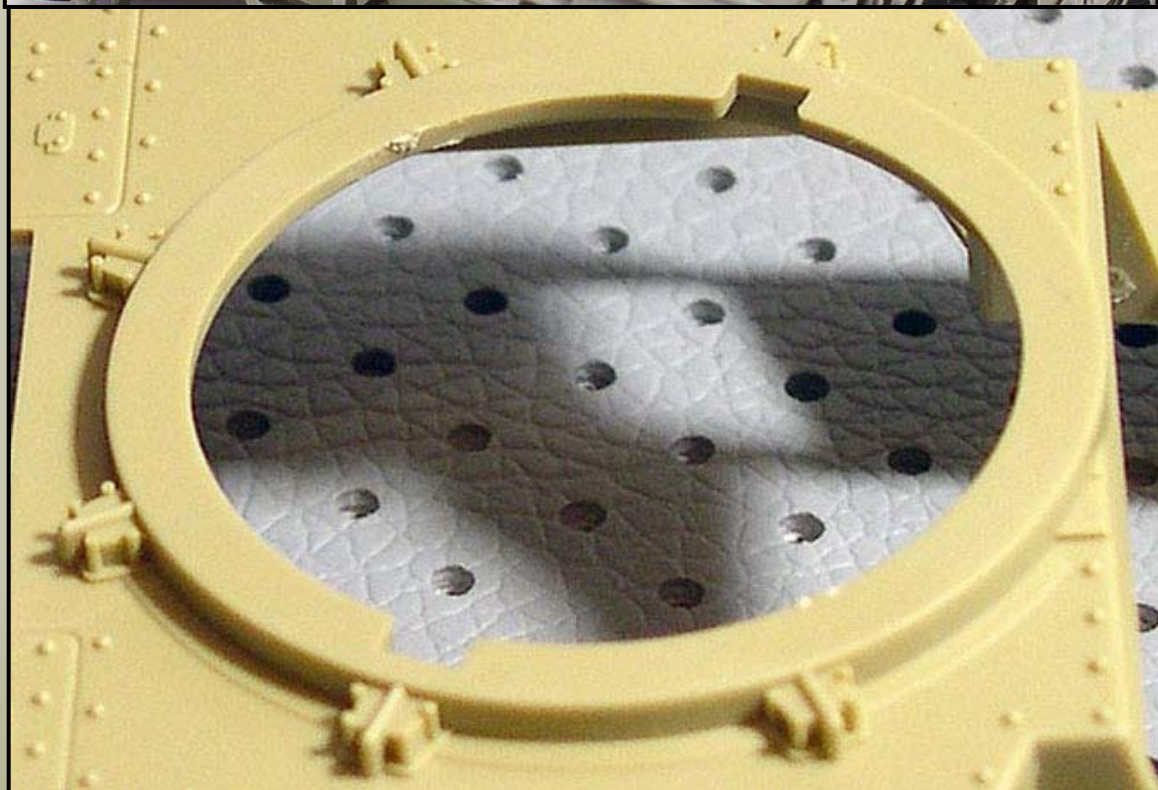
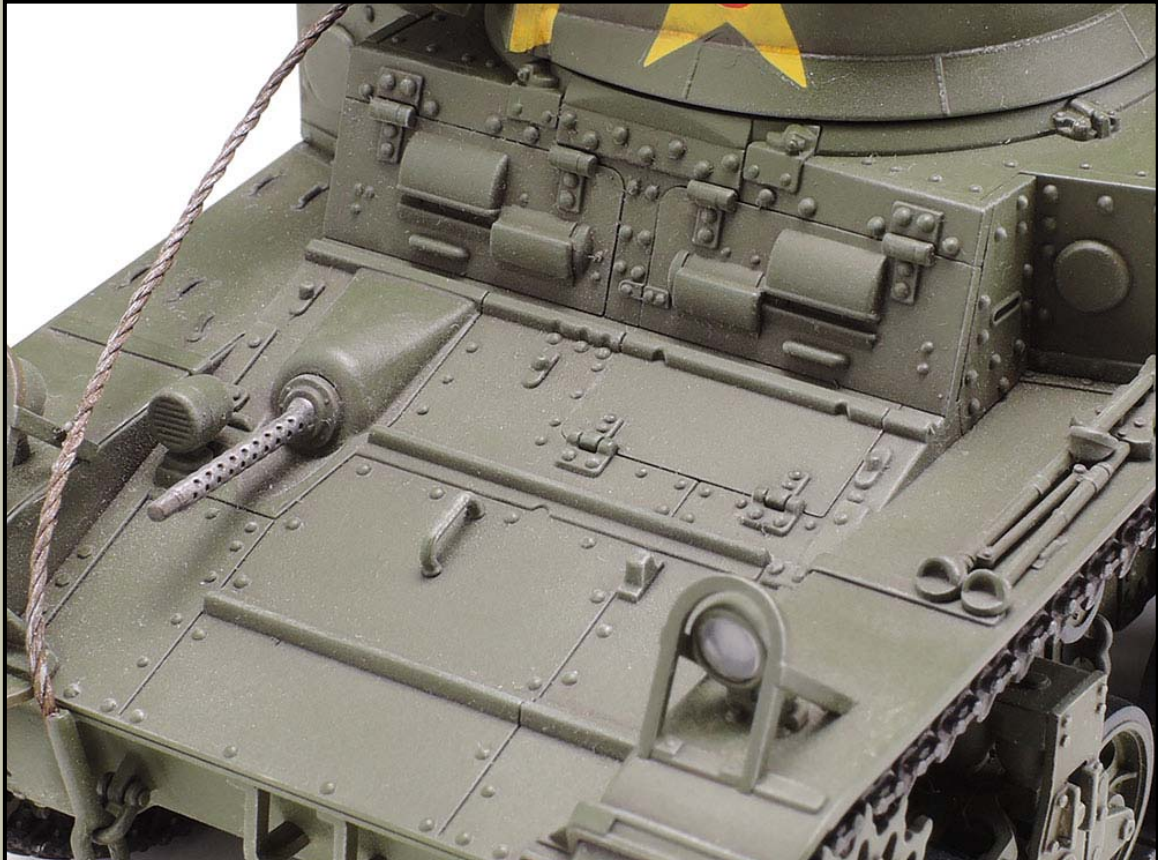
The upper hull consists is moulded with a single piece core to which the sponson sides and upper rear sides are glued. This arrangement suggests that maybe an M3A1 may be in the wings at some stage as the separate parts represent some key detail differences between the M3 and M3A1. In Tamiya fashion many details such as handles and footman loops (tool tie down points) are moulded as simplified solid raised details. This will be fine for many modellers and the rest of us know how to remove them and replace with wire etc. Tamiya also represent wire mesh grills with solid pieces of plastic. These are however separate parts so it means that those who wish to replace these with real mesh or after market PE parts won't have to remove any plastic. This kit also has the more common air filters that are the standard petrol engine type rather than the diesel configuration of the earlier M3 kit.

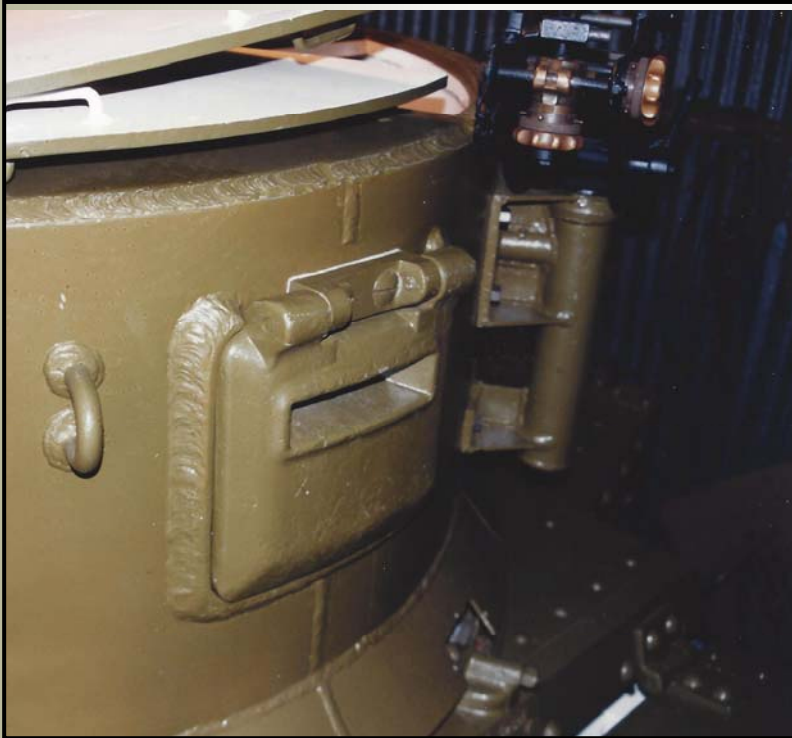
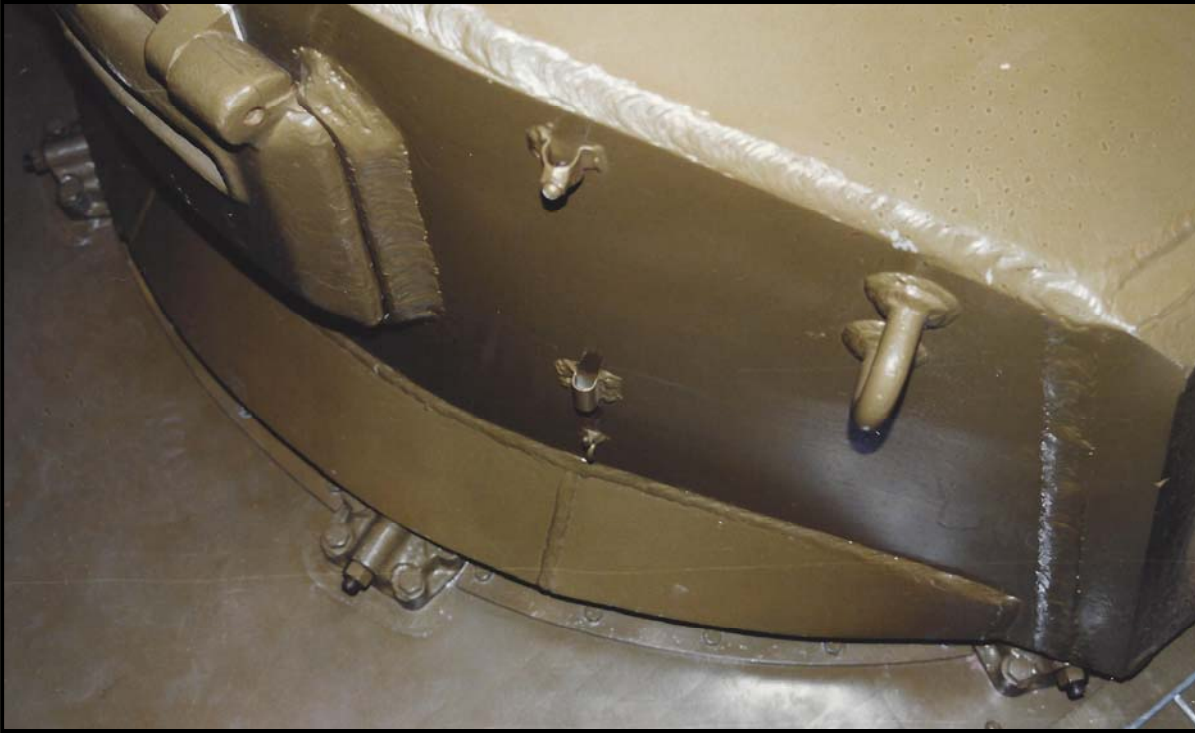


The turret is nicely done but does not come with any interior detail. The turret mounted .30cal AA machine gun is also really well done, as is the stowed tripod that comes with it. The supplied pioneer tools come with brackets but no straps. That works for me as I would remove any moulded on straps and replace with something a bit more realistic. I'll probably carve the brackets off and replace them but that's just me. Things like the light guards and the step on the hull front are a little chunky as you would expect in plastic and serious modellers will look to replace these with PE. Tamiya also include parts to cover the sponson bottoms a departure from the good old days so that will please many old timers. Clear parts are provided for the headlights which is another feature that kit manufacturers have thankfully embraced in this day and age.

Perhaps the biggest annoyance with the kit is that Tamiya have got the turret ring wrong. Tamiya have portrayed a welded/reinforced style of turret ring resembling those seen on later production M3A1's and all subsequent M3/M5 family variants. This late style arrangement has been combined with the exposed M3 style bearings which lack armoured covers. The irony is that this configuration is not correct for either an M3 or M3A1.

In reality the visible parts of the turret ring consist of a number of bearings which are separated by crescent like sections of L profile steel which are screwed to the upper hull. The bearings serve to centre the turret and also limit vertical movement once the turret is installed. Below is a comparison between the new Tamiya turret ring (taken from one of their promo shots) and the Academy version from their M3 Honey kit. Academy's version shows a more correct M3 configuration although their bearings (the sticky out bits) are a bit simplified.





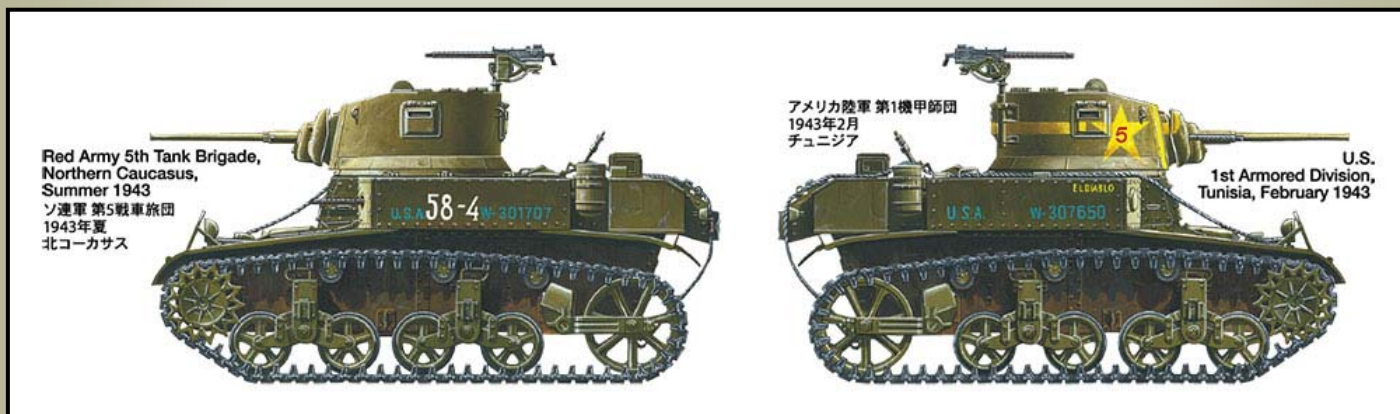
Above and left are a couple of photos I took of a preserved M3 Hybrid here in New Zealand that illustrate how things should look with the turret ring being vertical and recessed from the edge of the turret.

On the right is a preserved M3A1 showing the reinforced turret ring and later armoured bearing covers. Note also that the reinforcement extends to underneath the turret front. This is also depicted in the Tamiya kit but should not be present on any M3.



The kit comes with one figure but offers a choice of heads with either a U.S. or Soviet style helmet. I can't vouch for the accuracy of the coveralls for either nationality but little is visible if the figure is used to fill a turret hatch so many modellers will just build the figure as it comes. As you would expect, the choice of headgear is in line with the 3 marking choices supplied.

The U.S. option is for a vehicle that served in the First Armored Division in Tunisia while the other choices are for lend-lease vehicles serving with Soviet forces. All of these vehicles are painted in all-over Olive Drab. The U.S. Option is quite colourful but any choice will yield an attractive little model.



In summary this kit represents a huge leap forward compared to Tamiya's earlier M3 rendition and nicely fills the gap for a 21st century standard M3 kit. The compromised turret ring is the only blemish on an otherwise excellent kit. The kit is engineered in a way that indicates more variants to follow so hopefully we can look forward to an M3A1 or perhaps an all-new 'Honey' that will surely be a big improvement on Academy's flawed offering.

I'm sure it will prove to be a very popular release and as a reflection of that a number of nicely finished models have already found their way to various internet sites including some very nice conversions based on this kit. I've just ordered a new P.E. set for this kit from Passion models and will review that when appropriate.

EDUARD P-40N WARHAWK

By Brett Peacock



Eduard 1/32 Curtiss P-40N 'Warhawk' Kit #11104.

Featuring "Pinup" artwork by Roumain Haugault.

Limited Edition of 3000, worldwide. NOTE: This kit is now quite difficult to obtain and can retail at prices that vary from \$150.00 US to \$270.00 US. (All images courtesy of Mister Google!)

My example was obtained via an order through The Model Room... just AFTER the Eduard 15% price hike. And, yes, the new cost was at the higher end of that range!

Extras in the Large box included an Embossed metal print of the cover art, An A3 size Poster of the Cover art, 2 Eduard etched metal frets, one pre-painted, and a smallish bag of Brassin resin, including Wheels, hub-spokes and tires and Exhausts to replace the kit parts. The kit itself is the Hasegawa P40M/N parts, but also includes the short 'E' model tail as well as the 'Longtail' of the Later P-40s. The full colour Instructions are by Eduard and a large decal sheet (Printed by Cartograf) has marking for 5 aircraft, including 2 versions of the RNZAF's "Gloria Lyons", NZ3148 & NZ3220. Canopy masks round out the package

The P40N was the final production version of the Curtiss fighter. Although Curtiss developed several up-rated versions (like the Q model), none were adopted as the P51 and P47 were already replacing the P-40 generally in USAAF service. Many N models went to Allied airforces, including Australia, New Zealand, Canada, the UK and China. Curtiss took the fighter off their Production line at the end of the contract in early 1944, but the P40 soldiered on, mostly in the far less glamorous role of Fighter-bomber until the end of the war, especially in the Fringe campaigns and theatres, rather than the main frontlines in Europe and the Pacific. The RNZAF phased out the P40 in favour of the F4U Corsair in mid 1944, and most were redeployed to training units in NZ or placed into storage until scrapped, Post war.

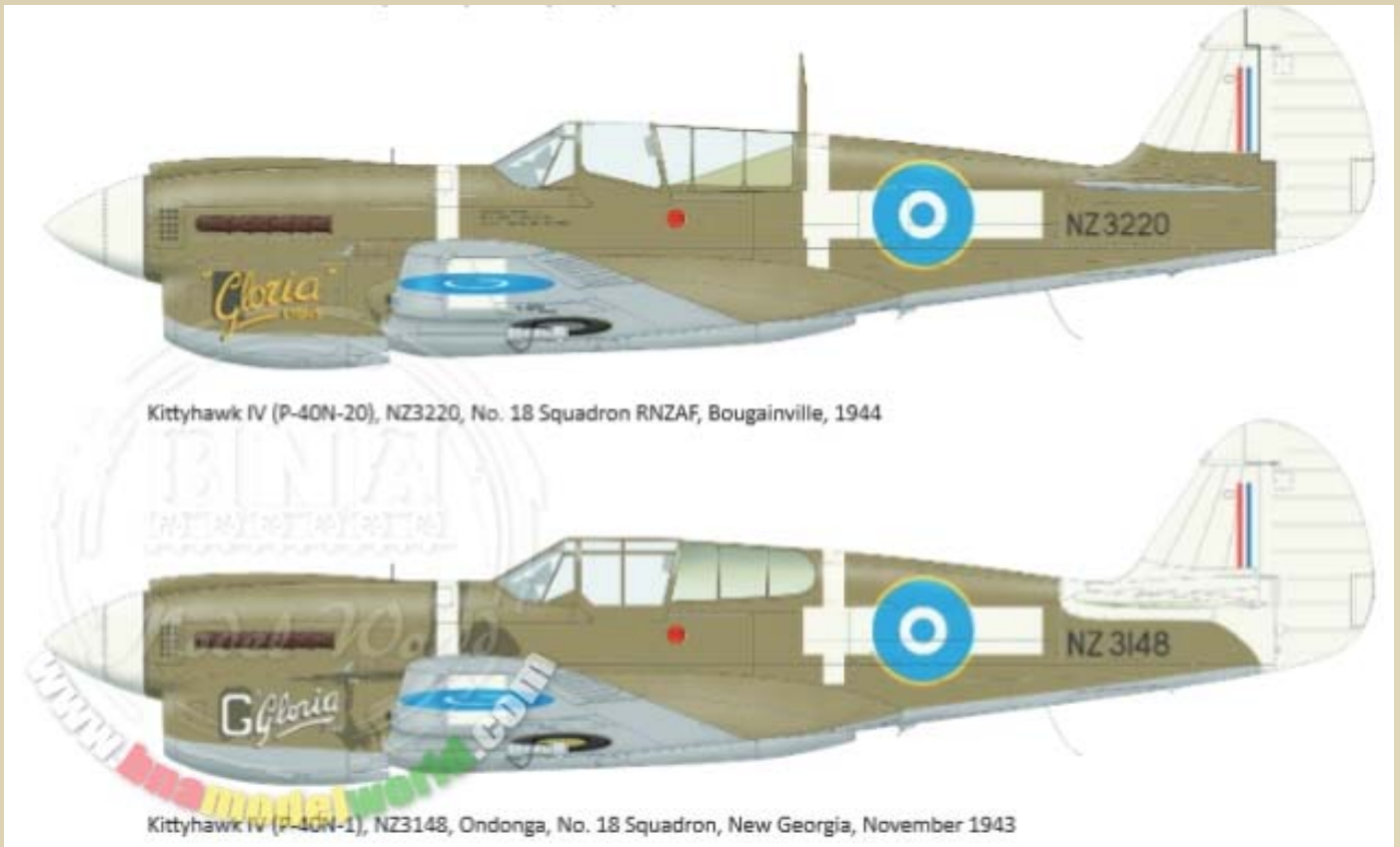
I have the Hasegawa 1/32 Kittyhawk Mark I/III kit (P40E/M - 08204) in 1/32, which shares a considerable percentage of parts with this kit, so I can safely attest that the construction is both easy and needs minimal filler IF you follow a few simple rules. Join the fore-aft fuselage sections FIRST, BEFORE you join the left and right sections together. Test fit all the insert pieces before committing to glue, and be prepared to shim if required, especially around the cockpit and canopy sections. The only join you will really need to work hard to hide is the under-fuselage rear wing to body joint. A little filler here would be a must. With the extras included in the kit, a lot of extra time and effort will be spent on including as much as you feel comfortable adding so the overall rather steep price will get you a LOT of Value in Time spent over cost.

The Plastic Parts.

Hasegawa have bagged the plastic sprue trees into two main bags, with 5 trees of the larger parts in one bag, 4 trees of smaller parts in the second. The third bag contains all the transparency parts, separately bagged and should be damage free. Included here are the "Classic:" P40 canopies, windshields and rear glass panels, as well as the "glasshouse" style canopy of the Later P40N model with the cut back deck behind the Pilot. The Windscreen parts include a small section of the upper nose, so no ugly glue joint issue on your glassware will be found! The Main parts are in the medium grey plastic normally associated with Hasegawa kits, although this plastic is a little less brittle than some of Hasegawa's has been in the past, having a certain flex to it. Detailing is fine, with a decent scattering of rivets all over the airframe.



As can be seen above the Decal sheet is quite nearly the length of the box, although narrower, about ½ the width. The resin and PE are as shown, and the plastic sprues are close to the colour in the box. The yellow Square is the Canopy & wheel masking. At Bottom left is the Embossed artwork, which has four mounting holes, 1 at each corner. It is also bagged for protection. The white roll is the A3 Poster. (See cover Image!)

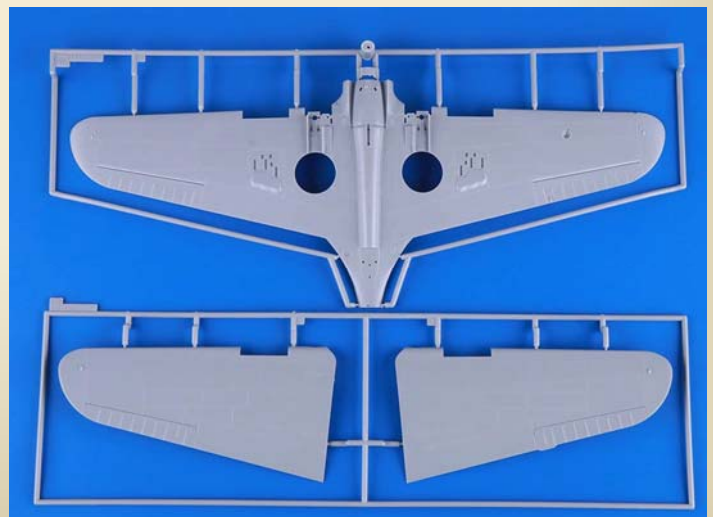
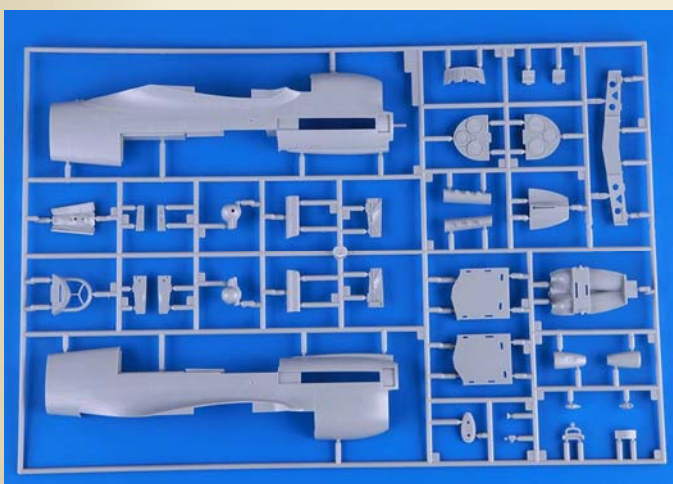


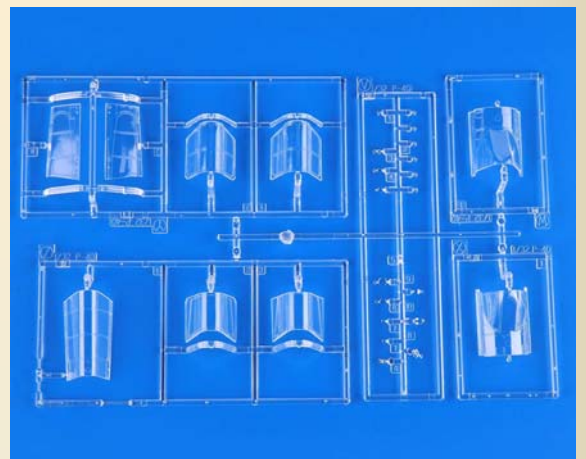
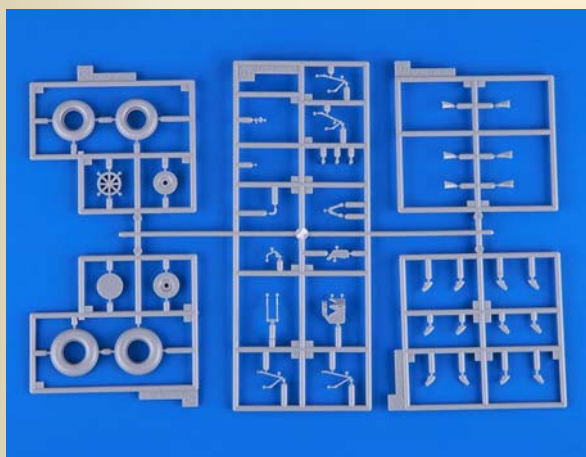
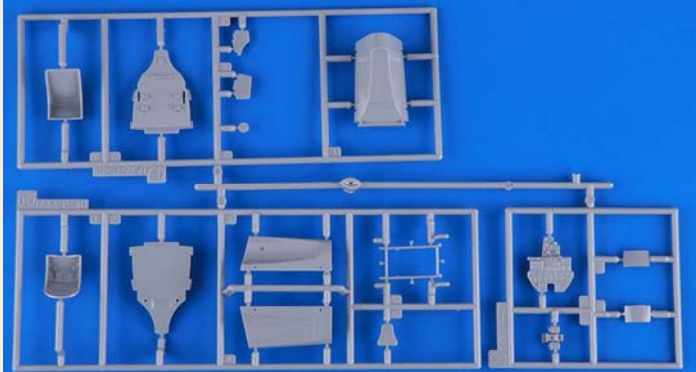
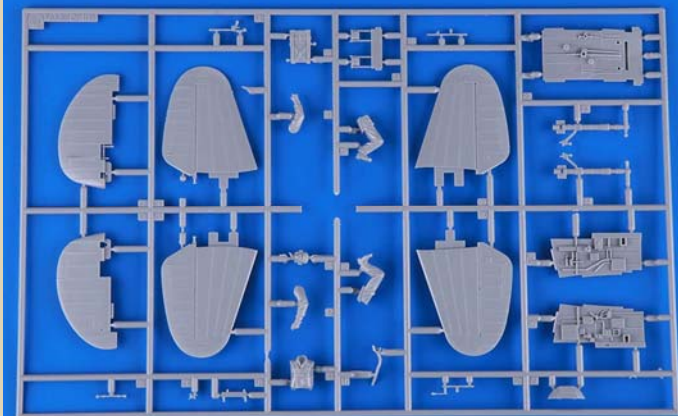
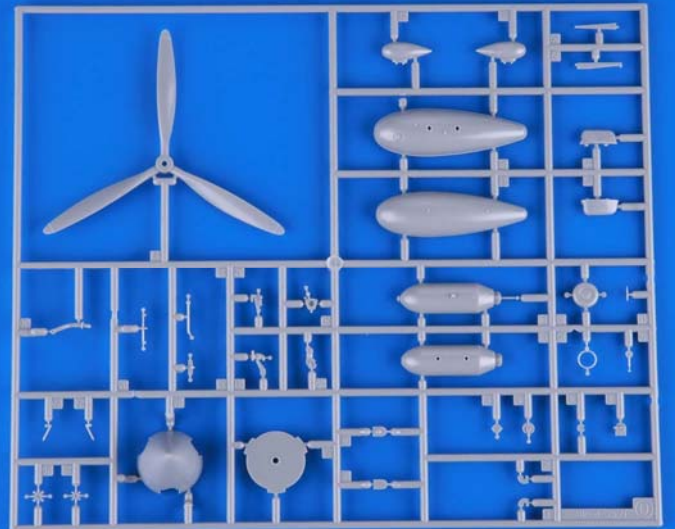
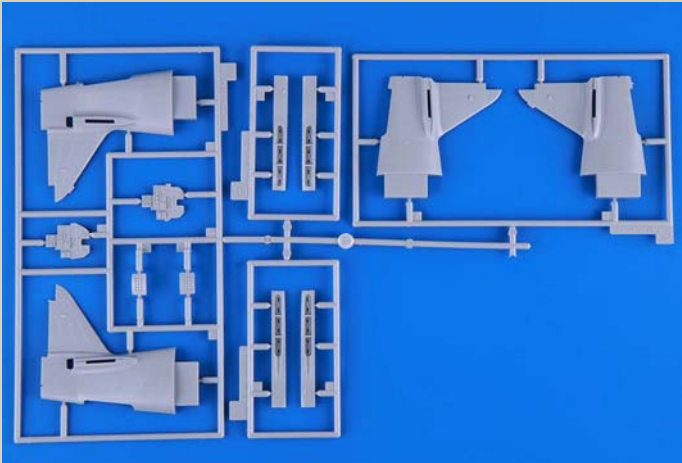
Kittyhawk IV (P-40N-20), NZ3220, No. 18 Squadron RNZAF, Bougainville, 1944

Kittyhawk IV (P-40N-1), NZ3148, Ondonga, No. 18 Squadron, New Georgia, November 1943

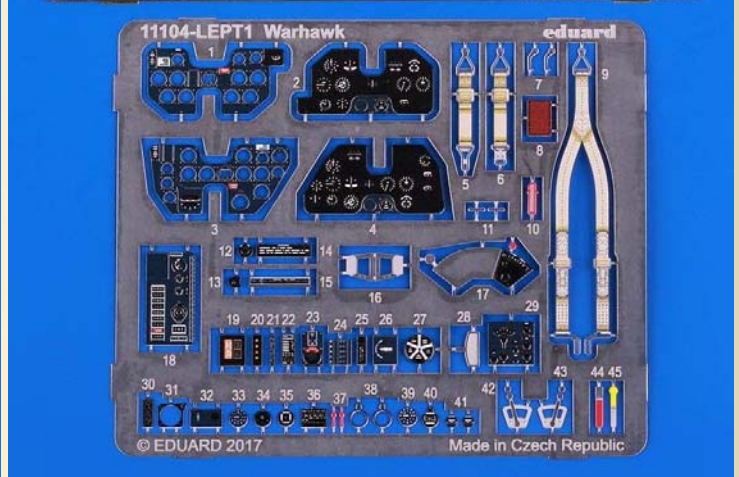
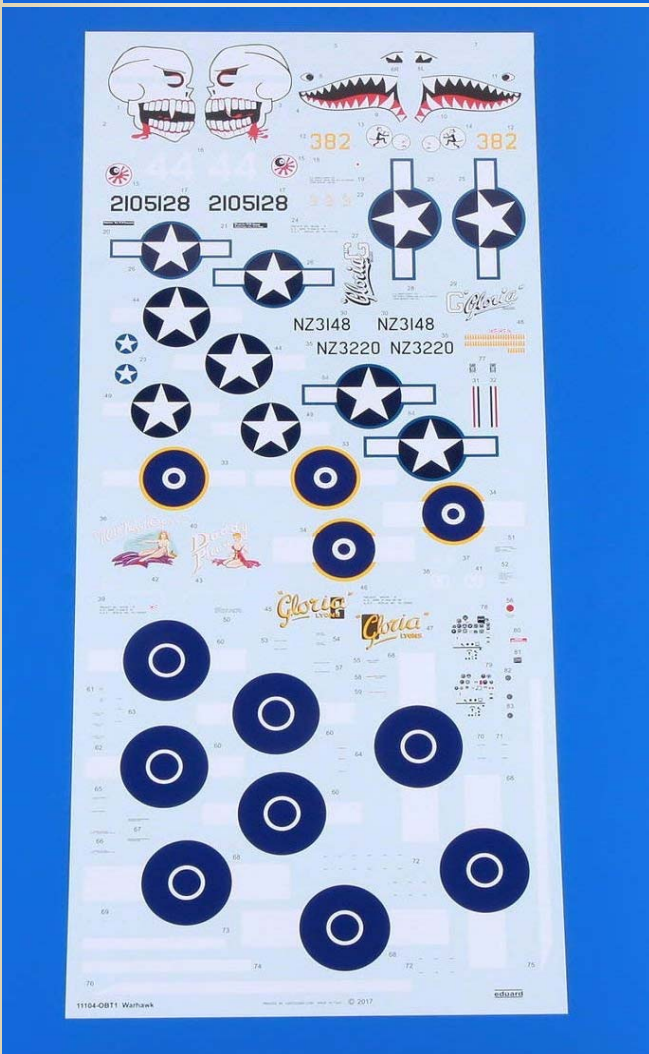
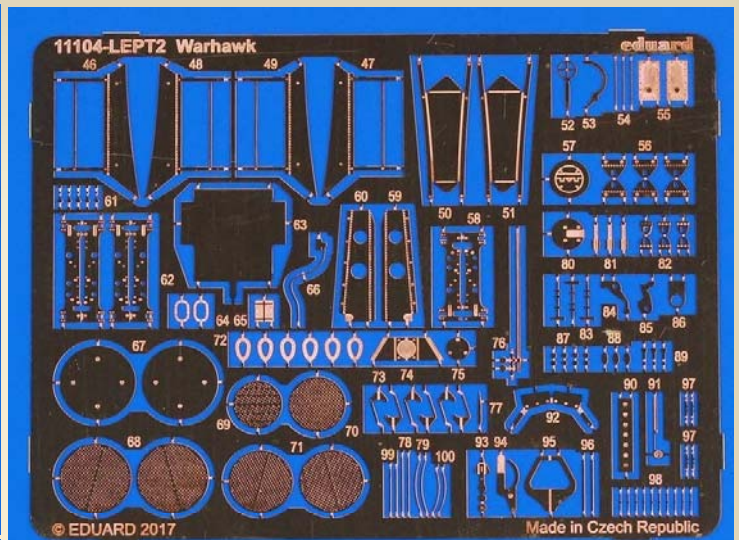
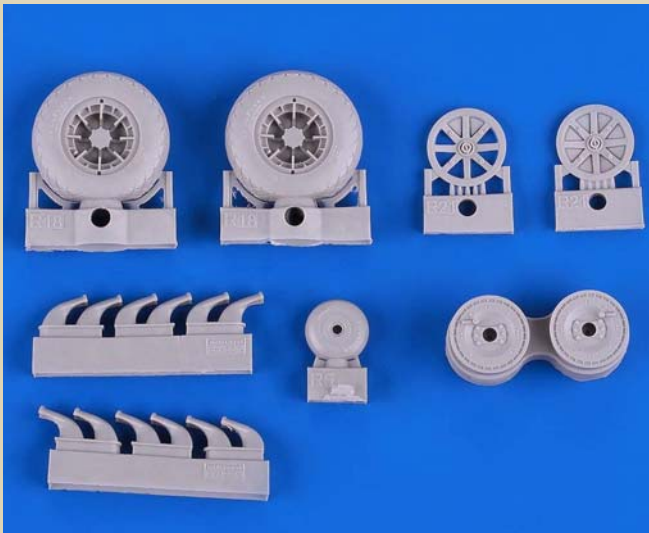
I have to confess that I was a little surprised that an Australian option was not also included in the markings, but with 2 kiwi options, what is there to complain about? The 3 USAAF options are all quite eye catching, 1 with Nose art from the 49th FG, 1 with a huge, bloody skull from India and the 3rd is a Chinese based machine with a classic Sharkmouth. All are in Olive Drab over Neutral Grey, with 3 having the SWPTO white tail surfaces. (Both Kiwis and 1 USAAF).

As a little background the real Gloria Lyons was an 18 year old (in 1943) girl who was a Tuberculosis patient in Christchurch, with whom the Mechanics of the Servicing Unit shared correspondence. They named 3 successive P40's for her, NZ3148, which was lost after a hard landing in New Georgia, the second (of which there is no known photo record, was lost about 2 and ½ weeks after being put into service, due to a mid-air engine failure. The Pilot (Also the first Gloria's pilot) baled out and was rescued. The third was NZ3220 which was returned to New Zealand after being replaced by Corsairs and placed with a training unit briefly before going into storage, where she was scrapped, post war. Gloria, herself, survived her illness and passed away in the 1990s. Below are the Sprue trees for this kit:





Next are the Resin and PE parts



And finally, the large Cartograf decal sheet.

To summarize, This is a very expensive kit, but make no mistake, it is a very superior package with many extras. Sadly it's scarcity has served to increase its price well above what most people would consider a reasonable level, but the extras included are probably guaranteed to make the investment more cost effective than otherwise, especially as Hasegawa are not currently listing the N model in their 1/32 current releases. (It depends on just how much you really, really want a P40N in 1/32 scale!)

Conclusion...a VERY Expensive 1/32 kit with all the extras needed for an outstanding model provided in the box.

Academy Panzer IV Ausf. H mid production w/zimmerit

By Andrew Birkbeck



Background

The Panzer IV series of medium tanks was the only German tank to see continuous production throughout the Second World War. As battlefield conditions changed for the Germans during the war, so too did the Panzer IV: thicker armor, more powerful main guns, the introduction of spaced “schurzen” turret and hull armor plates. The modeler has been fairly well served over the years when it comes to Panzer IV kits in all the main scales. In 1/35th scale Tamiya, Italeri, Dragon, Gunze Sangyo, Zvezda and Academy themselves have all done various versions of the Panzer IV in their catalogs. Academy in fact did a couple of Panzer IV Ausf H's way back in 1984. The kit under review in this article has **NOTHING** in common with the 1984 releases. Not only is it from 100% brand new tooling compared to the 1984 versions, but it comes with zimmerit in the form of water slide decals!

What's in the Academy Box

- 9 sprues of injection molded tan plastic parts
- 1 set of “rubber band” type tracks
- 1 sheet of water slide decals with 3 marking options
- 1 sheet of water slide printed “zimmerit” decals
- A Three-part instruction manual, with 17 pages of black and white assembly drawings covering 31 assembly steps plus a three-page set of color and marking instructions, a one-page sprue layout diagram, and a one-page zimmerit application diagram

The quality of the parts included in this kit is first rate. They are crisply molded, devoid of sink marks or flash, and barring a few exceptions are minus visible ejection pin marks once the model is completed. I have been extremely impressed with the quality improvements that Academy have made over the past ten years, and I feel their kits are right up there with the best, such as Tamiya.

And I am particularly impressed that they have been producing well detailed kits, without going down the road of the hyper detailed kits some firms have turned their attention to. "Average" modelers want, I believe, something that is detailed without being overly complicated. Something they can start to work on, and hours later they can see light at the end of the tunnel, rather than being only 10% of the way through. If you like "highly buildable, yet with good detail", Academy's latest kits are for you!

Academy's instructions for this kit as mentioned earlier are divided into three sections. The very first thing these have you do is drill out holes from the "underneath" of the parts for later installation of other parts. Each part needing a hole drilled out is listed by sprue/part number, as well as in diagram form. I highly commend Academy for this simple but extremely useful information.

Academy's instructions for this kit as mentioned earlier are divided into three sections. The very first thing these have you do is drill out holes from the "underneath" of the parts for later installation of other parts. Each part needing a hole drilled out is listed by sprue/part number, as well as in diagram form. I highly commend Academy for this simple but extremely useful information.

There are all sorts of alternative parts in this kit. The kit lists itself as an "Ausf. H Mid Production" version. If you "don't care" about total accuracy, then simply follow Academy's instructions, and build a really nice kit straight from the box. However, if you are a stickler for being as accurate as possible, then I would highly recommend purchasing a copy of the publication "Panzer Tracts Number 4-3: Panzerkampfwagen IV Ausf. H & Ausf. J, 1943 – 1945" by Doyle, Jentz et al. This book covers the multiple changes that occurred with the production of the Ausf H, supplying very useful scale drawings and photos, and will allow you to make sure the parts you chose are correct for the time period you are after. Among the alternative parts provided in the kit are different glacis plates, rear hull plates, drive sprockets and idler wheels, track return rollers,



Academy's instructions are very well laid out, and each assembly step covers a relatively small number of parts, making it very easy to see where each part goes. I won't go into a detailed build summary but will instead comment on items of note as one proceeds through the assembly steps. Starting with Step 1, and you will note that the side panels for the lower hull, parts D1 and D5 have a lot of ejection pin marks on the exterior side of the parts. This will cause you absolutely no problems and don't need to be filled IF you are going to utilize the hull schurzen shields, as the latter will cover any evidence of the pin marks. If you are going to build a model without the hull schurzen, then you will need to fill and sand smooth these pin marks.

In Step 3, you will note that the idler wheel mounts are separate parts that can be adjusted to help with the track tension. I would suggest that you not install these in Step 3, but instead wait until Step 4/5 when the rest of the suspension is installed, including drive sprockets, return rollers and road wheels. Then glue together the rubber band tracks and see which position the idler mount needs to be in to give you the desired track tension.

Step 9 - I replaced the tow cable mounts with bent paperclip metal, cut to the appropriate size. This for added strength, and I also replaced the string "cable" with Eureka brand braided copper wire cabling. Step 13: part G10, the main jack unit, has three deep pin marks in awkward to remove places as well as a sink mark! So, you can either find a replacement jack part from your spares box OR you can just ignore it. How so? Because you will have to look awfully close to try and see these flaws once the jack is installed, and the hull side schurzen is installed.



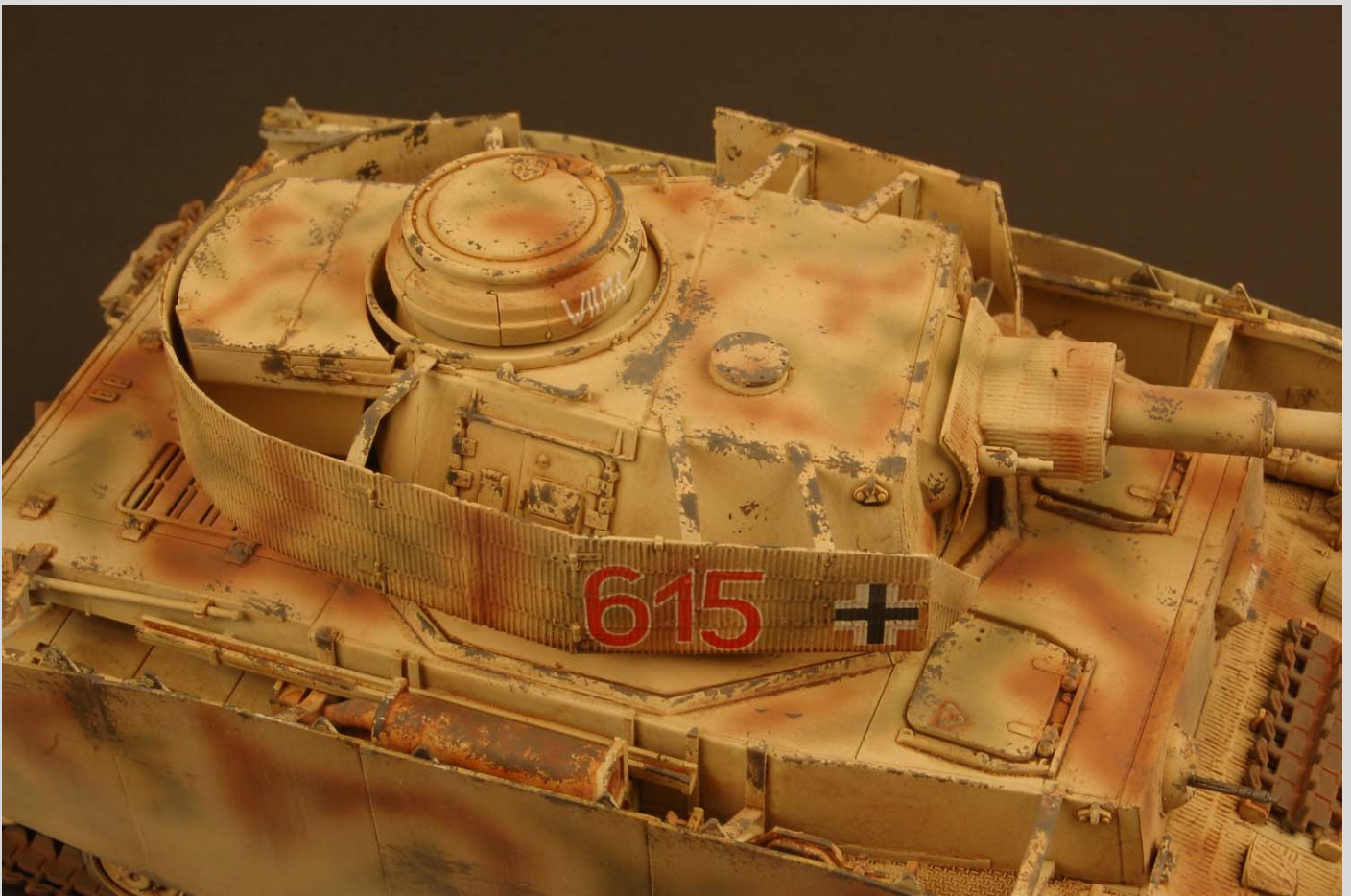
Step 14 sees the installation of the driver and co-driver hatches on the front hull roof. There is detail on the inside and outside of the hatches however there is absolutely no detail within the hull. There is also a gap between the hull sides and the fenders such that if the hatches are left open, you could probably see daylight coming in the side of the hull. If this concerns you, it wouldn't take much effort to cut out a suitably sized sheet styrene cover. If you are leaving the hull hatches closed as I did, and installing the schurzen, then you have no worries.

Steps 17 through 19 cover the installation of the hull schurzen mounting brackets and the schurzen shields. The shields come not as individual panels, but as one large piece. There is an option for the shape of the front shield plate on each side, so check your references. And there are a number of ejection pin marks on the inside of each set of plates, which should be carefully filled and sanded smooth. In Step 18, parts G17/18 are wooden boards that were installed to stop road dust coming up from the roadwheels.

Next, we move onto the assembly of the turret. The main gun barrel is a one-piece unit, which is great, as you don't have problems with misalignment of two halves, as with many kits. There is however an ejection pin mark that needs taking care of. Also make sure you mount part F11 correctly, as it is possible to get it wrong! Check your references as there are alternative parts for the muzzle brake for the main gun

Step 26 - attachment of the turret schurzen mounting brackets: start with the rear turret brackets, parts F1 & F2. Glue these in place, and while the glue is still setting, but you can move the parts, check out the mounting of schurzen shield part F18. Adjust parts F1 & 2 so that part F18 lines up precisely. Then mount brackets F4 & F30, and likewise while the glue is setting up, test fit schurzen shield F7. Repeat with the brackets and shield for the other side of the turret. Before-hand however, note that schuzen shield parts F23 & F24, in Step 28, have heavy pin marks that need removing.

Regarding the turret interior parts: other than a simple gun breach, there are zero interior parts. Thus, if you are to leave the turret hatch open (it is position-able either open or closed), you will be able to see daylight again, so mount a chunky tank commander in the turret cupola opening. There is also an ejection pin mark that needs removing on the commander's hatch if it is to be left open.

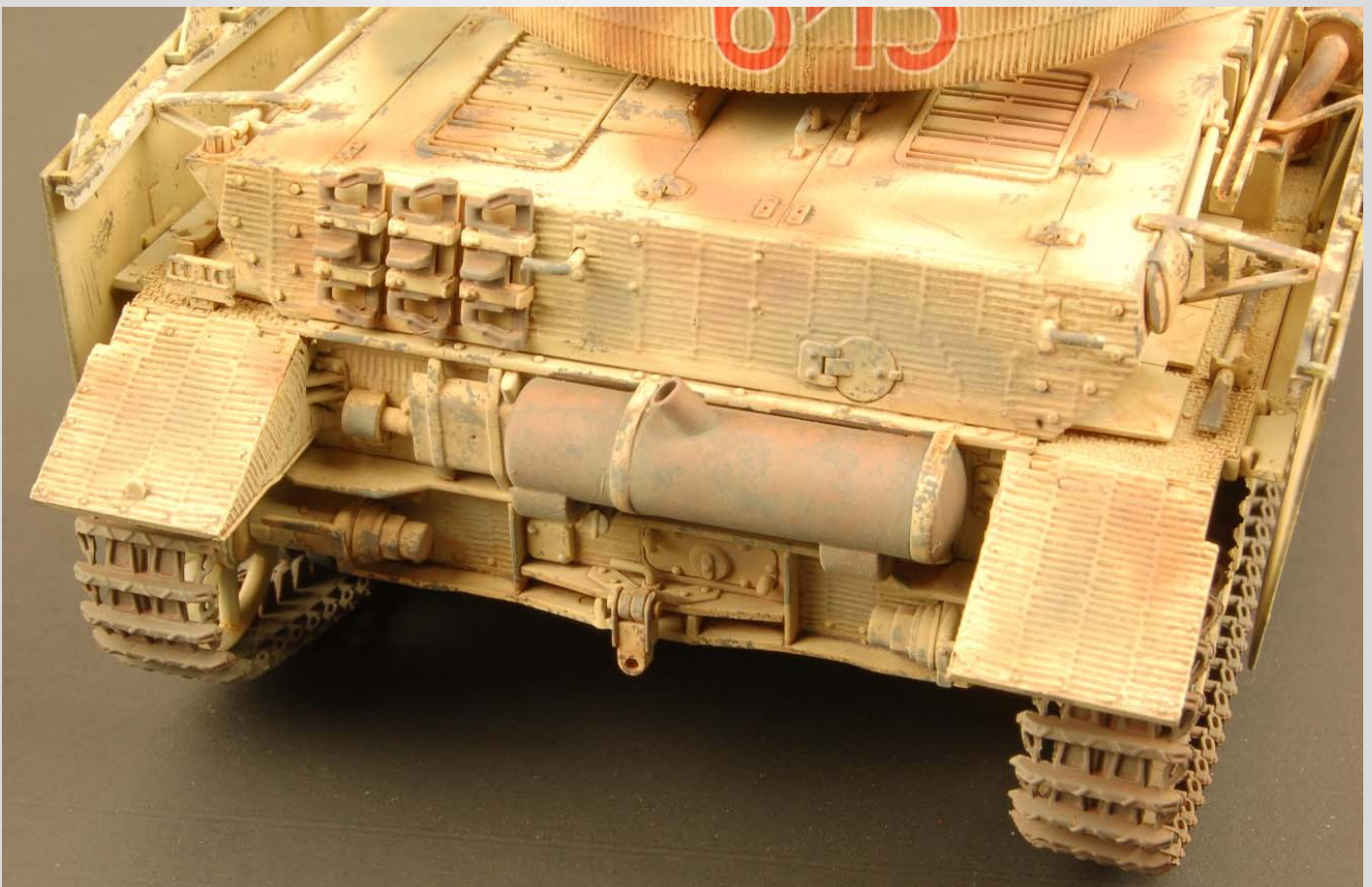


Decals

Over the past year or so, model firms have begun producing zimmerit decal sheets. They print the zimmerit atop waterslide clear backing film, such that it acts just like any other water slide decal: dip in water, wait a short time, and then slide the zimmerit decal onto the appropriate area of the model. Academy's zimmerit decals in this Panzer IV kit are produced by DEF Model, a South Korean producer of aftermarket parts for armor models. Lately, they appear to have teamed up with Academy to help them enhance their kits. In the color and markings section of the instructions, a full page is devoted to applying the zimmerit decals. A color photo of the decal sheet appears atop a list of all the parts needing zimmerit decal application, with part drawings, so you know which decal goes on which part.

I would actually advise the modeler to apply the zimmerit decals to the individual parts BEFORE they glue all the parts together. This will allow you to handle a small part, rather than having to handle the whole model. Carefully cut out the decals, and dip them in water.

While you are waiting for the decal adhesive to soften so you can slide it onto the model part, have a little container of "Future" brand acrylic floor coating handy, and a small model paint brush. Paint a liberal amount of Future onto the part where you want the decal to adhere. I say this because I have read a couple of reviews of this kit that say the adhesive DEF used for the zimmerit decals didn't stick well, and so the decals had a tendency to peel up at the edges. The Future I used acted as "additional glue", and seemed to work well, as only a couple of decals peeled ever so slightly. I fixed any peeling issues by applying a tiny amount of watery superglue to the offending areas. Once the decals have set for 24 hours, trim any edges where necessary.



Once the kit was fully assembled, I took my favorite rattle can primer, Tamiya's superb "Fine Surface Primer: Light Grey" item # 87064 and applied a few light coats to the model. I let this fully cure for a few days before moving onto the color coats. For the main color, Dunkelgelb, I used MMP-011 Dunkelgelb RAL 7028, from the Mission Models acrylic paint range. For the red-brown and green mottled camouflage pattern, I utilized Tamiya XF-58 Olive Green and XF-64 Red Brown. The whole model was then given a coat of X-22 Gloss Clear, in preparation for applying the unit markings.

Academy supply markings for three vehicles: All are from the 12th SS Panzer Division "Hitlerjugend", Normandy 1944. The decals are very well printed, with good color saturation, and commendably thin. They went on over the zimmerit surface fairly well, and when in the correct position, I applied some Tamiya decal setting solution. Once they had snuggled down into the zimmerit grooves, I applied some more Tamiya setting solution, and then dipped a Q-tip into the same solution, and pressed the damp cotton bud straight down on the decals to squish them further into the grooves. After allowing the decals to dry for 24 hours, I applied another few light coats of X-22 clear gloss over the decals. The next day I mixed up some suitably colored dark brown oil paint, and some odorless mineral spirits, and applied it across the entire model to pick out the raised detail and the recessed detail of the zimmerit. I must say that this really helped to highlight the zimmerit, and I for one am very impressed with the DEF Models zimmerit sheet!



Once the oil paint wash had sat for 3 days to insure it was good and dry, I applied my favorite matt clear, AK Interactive's Ultra Matt Varnish. I then took some foam and cut out a few small squares, and started to "distress" the paintwork, by "chipping" the paintwork using Vallejo Dark Rubber acrylic paint, dipping the foam in the paint, and dabbing it about the model. I particularly worked on the rear and side mufflers. I then repeated the process using Vallejo "Track Color" paint and then to the mufflers with Vallejo "Rust". I then worked on the mufflers a little bit more using Lifecolor's Color's acrylic set "Liquid Pigments" rust colored washes.

I hand painted the main track with Vallejo "Track Color", as well as the tracks mounted on the rear hull plate, and on the glacis plate etc. I highlighted them with some of the Lifecolor rust washes. The hull machinegun was painted Dark Rubber, and then highlighted by rubbing a graphite pencil over it and polishing. The road wheel rubber rims were also painted with "Dark Rubber". Finally, I got some Tamiya XF-57 Buff, thinned it, and airbrushed "road dust" over the entire model, and then added extra around the lower hull, road wheels, and hull schurzen sides.

Well, this was an extremely enjoyable project, I must say. Academy's Panzer IV Ausf H is well detailed, without being overly complicated in this day of 1,000 part kits with tons of photo etch etc. All the parts went together very well, and the finished model looks great. You are left with a ton of extra bits to help stock up your "parts bin" as well. What's not to love! I can therefore highly recommend this kit to modelers of all skill levels looking for a really fun build. I would like to thank Model Rectifier Corp for providing IPMS USA with the opportunity to review this excellent model kit.



GALLERY

CLUB NIGHT MODELS

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