



# SCALES MAIL

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## NEXT MEETING

Tuesday 17th December 2019  
from 8pm

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

## COMMITTEE

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## From the Editor



It seems hard to believe but it's time to wrap up 2019. I think we have had a pretty good year as club. Our 1939 theme build attracted far more entries than any similar event that I can remember. We were well represented at the Christchurch Nationals and the Armistice show in the Waikato. We have another big year to look forward to with our turn to host the nationals coming round again. Please support the club in making this the success we believe it can be.

I'd like to take this opportunity to thank those who have supported this publication with contributions. Without your input it would be a pretty limp affair. Two contributors, Brett Peacock and Pete Mossong stand out for the large amount of content they have sent my way. I hope that next year that more of you will help spread the load.

This month we meet as usual at the Leys Institute and will have the usual round the table show and tell. Once the formalities are over we will adjourn to the Cav for our traditional celebratory drinks.



# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2019/20 NOW DUE \*\*\*\*\***

Subs for 2019/20 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

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*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

**Note our new meeting  
time is 8pm**

**December 17th** End of year Wrap up. Our  
final gig of the year fol-  
lowed by a few bebies at  
the Cav.

### MODELLING EVENTS

Nothing on the immediate horizon

# 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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15% Off the normal retail price on:

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

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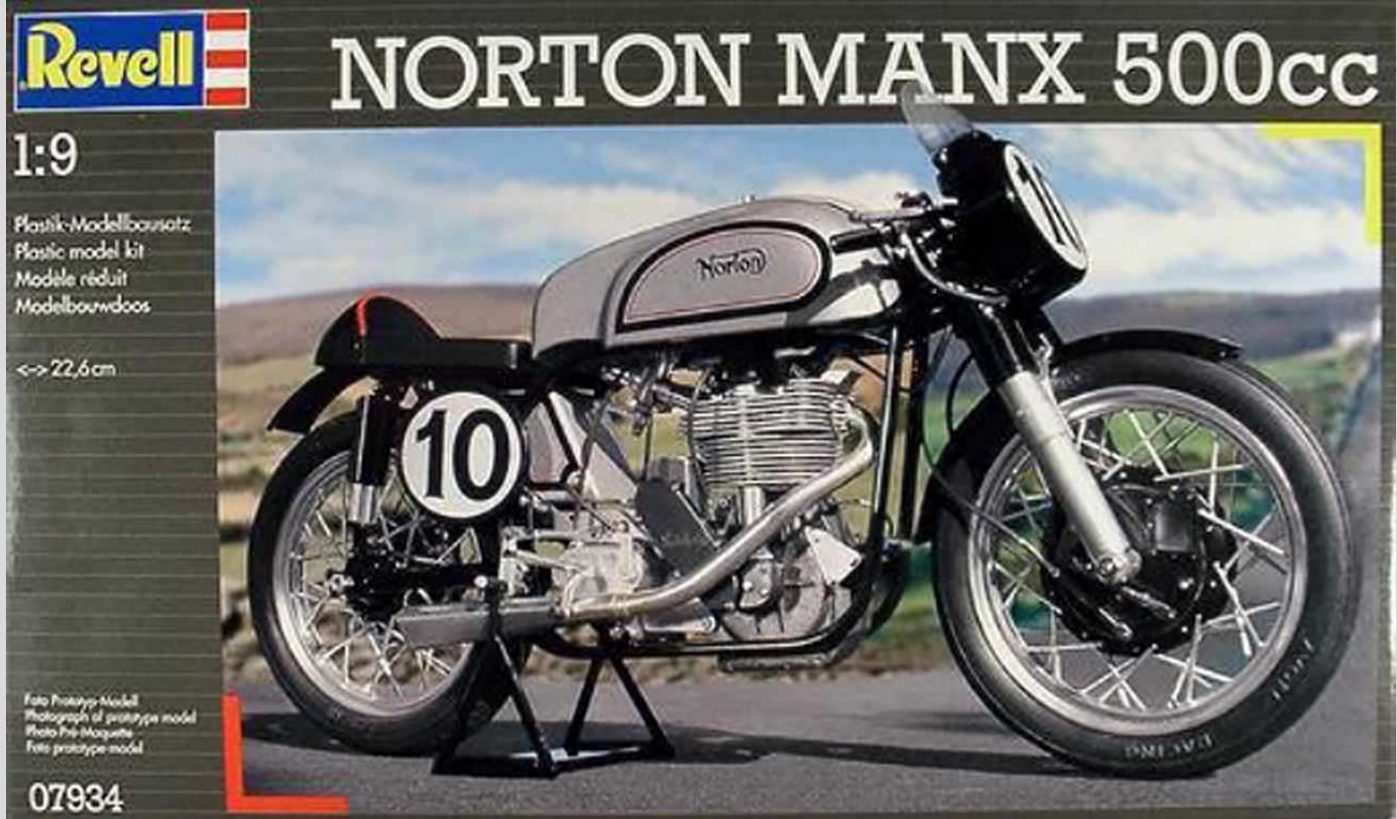
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# REVELL'S 1:9th NORTON MANX 500 (kit 07934)

Part 1 by Pete M.

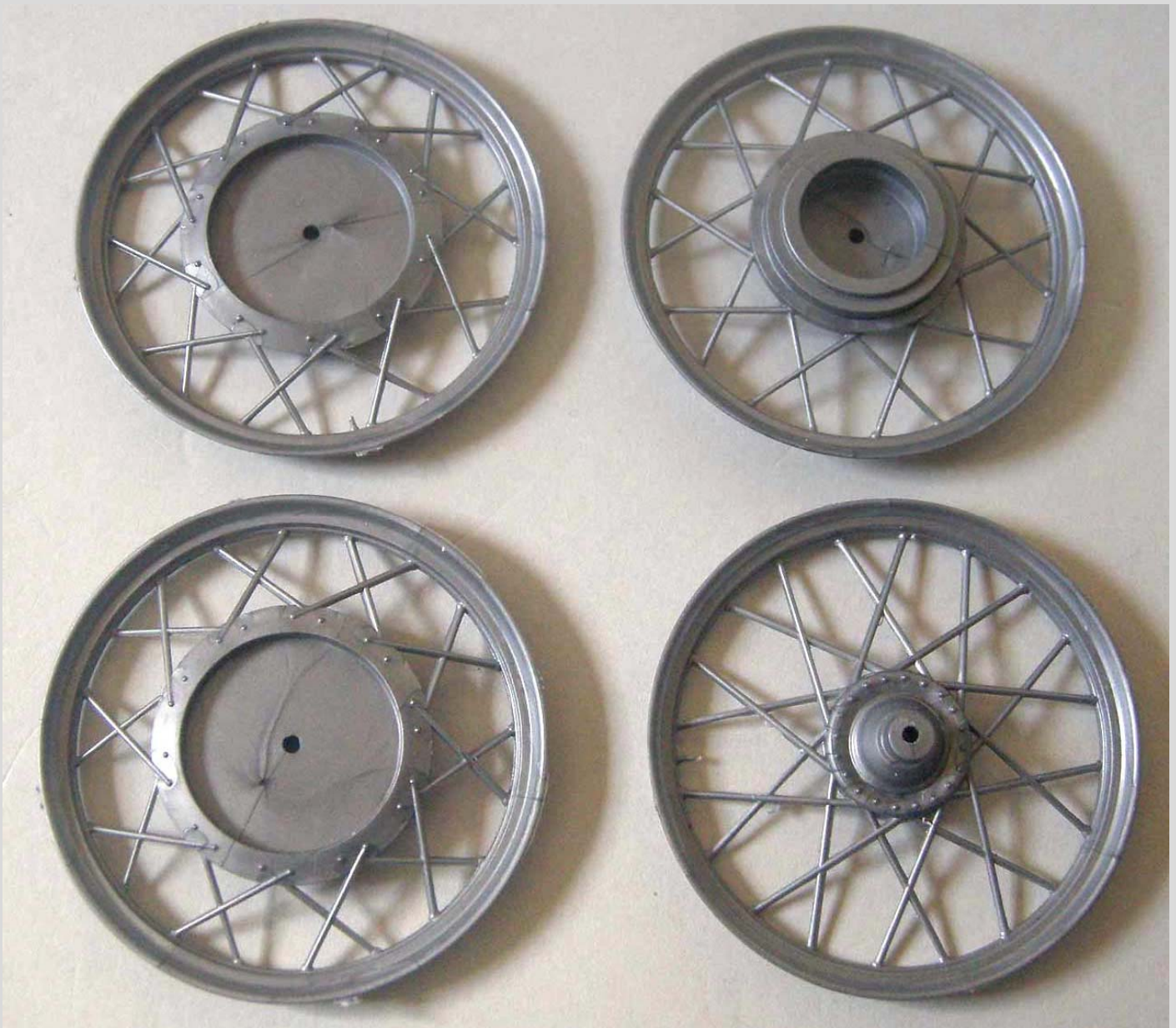


**Pre-amble:** I recently obtained this kit from one of our club members who was thinning out his stash (thanks Damon) and going through a bit of a lack of 'modelling mojo' at the present time, decided to get stuck into it as being a subject I hadn't built for over 40 something years!

Being a keen motorcyclist, I had built several of the 1:9th scale Protar racing motorcycle kits back in the '70's but had never managed to find the Manx Norton 500 kit back in the day. As a racer, I have been privileged to ride a couple of these famous (and nowadays very expensive) beasts at classic race meetings so this kit is the closest I can come to owning one myself! One historic bike recently sold at auction in the UK for over 164,000 pounds sterling! The usual is over \$60,000 or one can also have a new build Manx made by McIntosh Racing here in NZ....

The kit was originally issued by the Italian company Protar in the early 1970's, and after several boxings (one of which contained a fairing assembly as an extra) has now been re-issued by both Revell (2005) and currently by Italeri (2016). The moulds are the same for all issues, but the colours do vary from issuer to issuer. Unfortunately, I ripped into the build before I took any sprue shots for the record...hence the missing parts from the shots I did take!

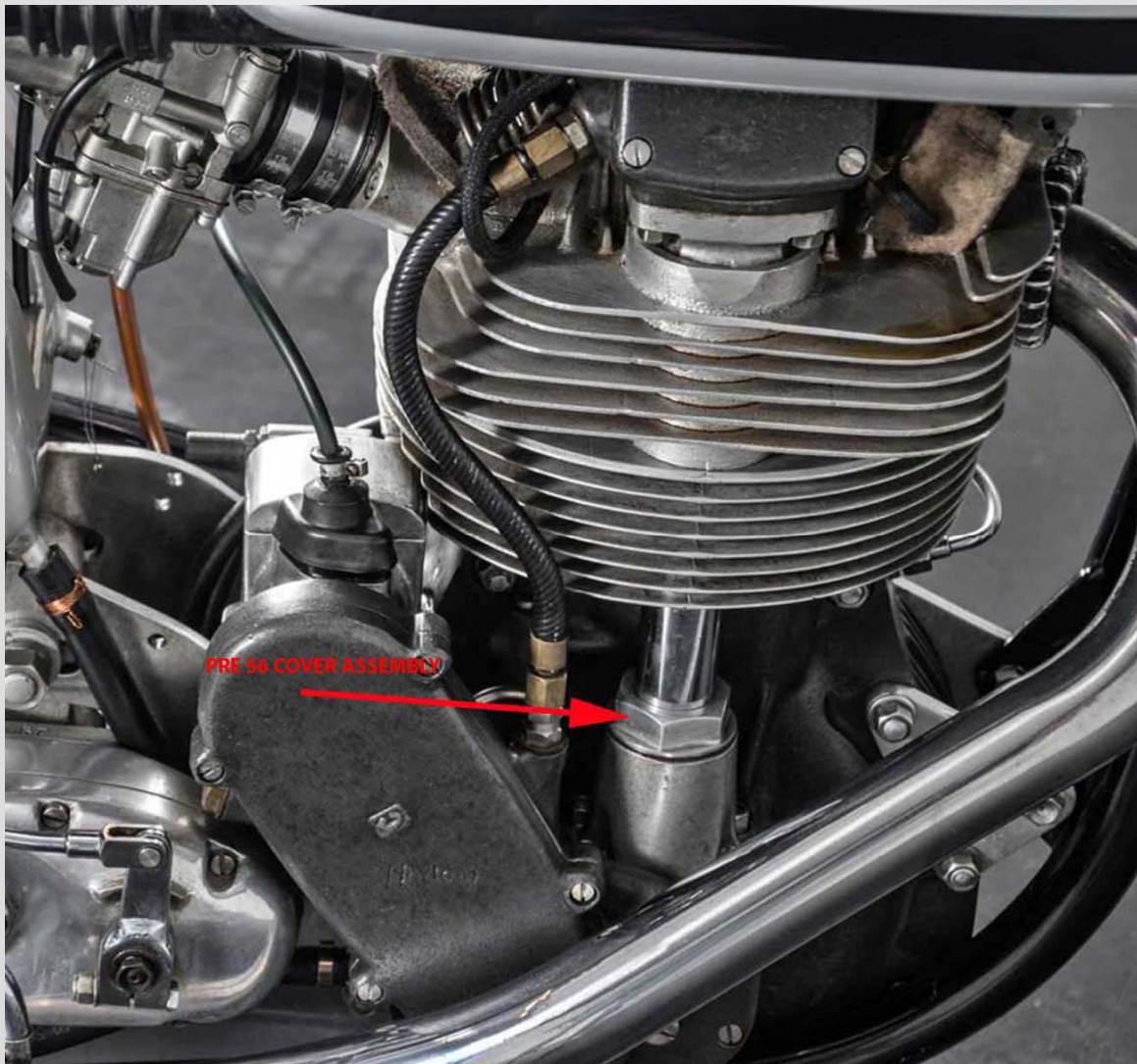
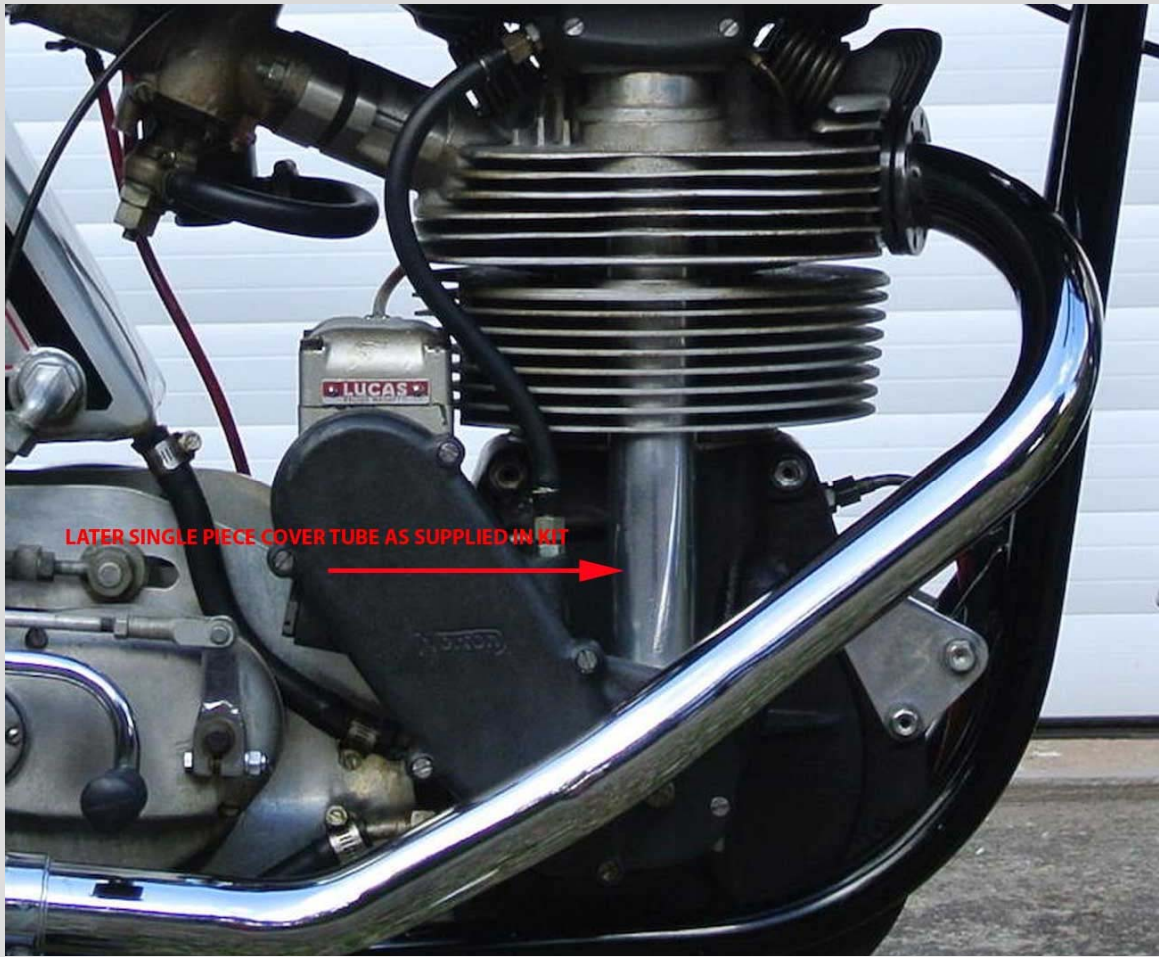
Being such an early mould, I had expected to find a fair bit of flash, but surprisingly, there is very little but there is a major problem with misalignment of some of the moulds. This is very evident with the wheel assemblies having a major offset on the spokes that is a bit tedious to clean-up. I did consider getting a metal spoke kit that I spotted on EBay but the price of that and the postage to NZ would have been more than I had paid for the kit..bugger that I thought, much better to revive my basic modelling skills.



After doing some further research, I found another problem with the kit. It is supposed to represent a 1951 500 Manx, but unfortunately the engine unit as moulded is that of a post 1956 short stroke engine which had quite a different cylinder shape, and a 2 part overhead cam driveshaft cover, not the multi part cover that the earlier engines had.

Luckily, the rest of the rolling frame changed very little until the end of production in 1962. I found some photos of the mid 50's Manx's and with a few changes, that's what I will try to represent with my build.

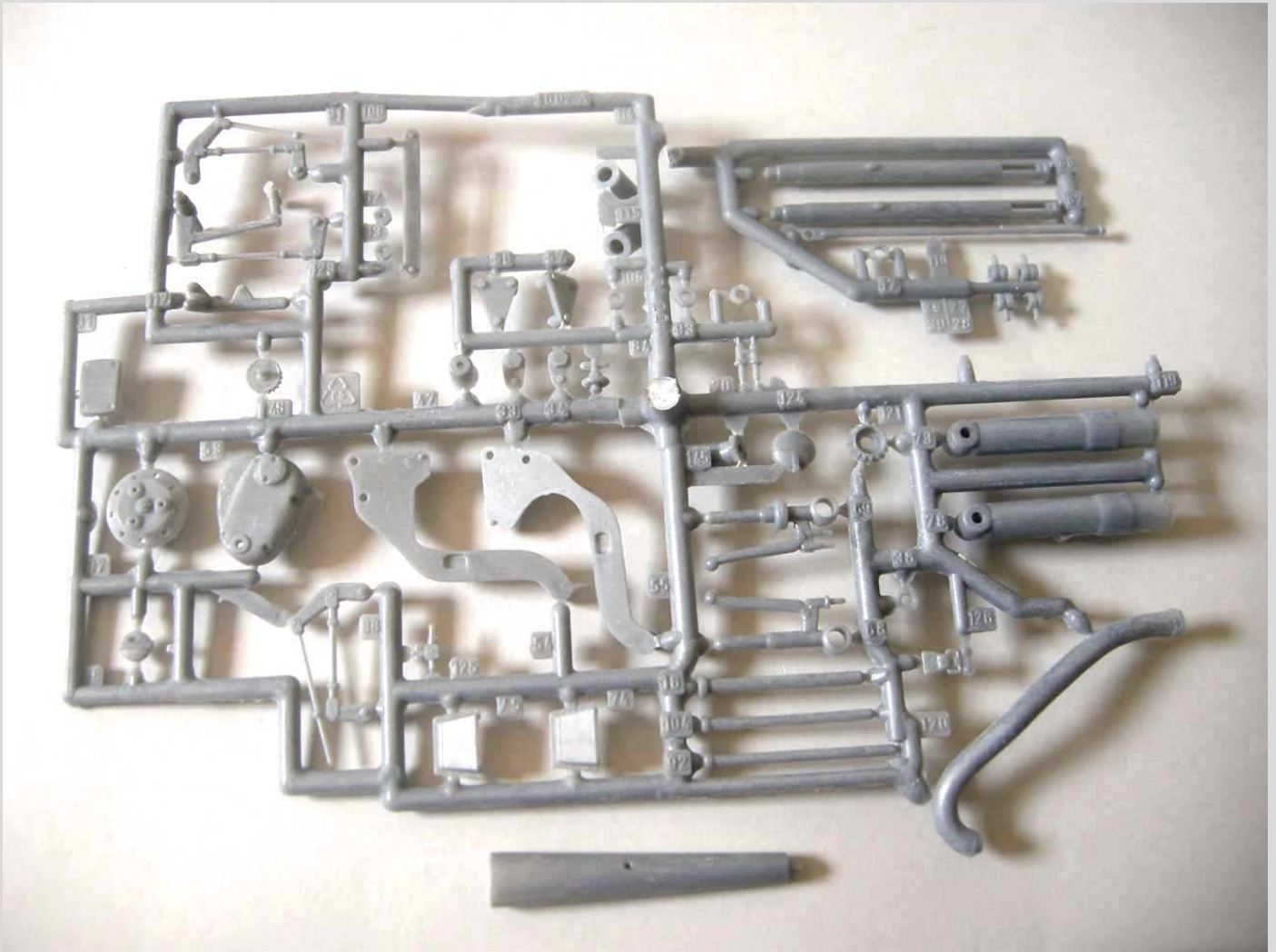
Many of the restored and rebuilt bikes that are currently being raced and paraded are just like many classic aircraft, being built with parts from various models so to build a true 'period' replica requires a fair bit of research.





The photos above are what I'll be aiming for, an almost original spec 1955 Manx Norton.

**The build:** The first part of my build was to remove the chrome from the plated sprue as all these parts will be re-painted with various metallic colours to replicate the original finishes. A 10 minute soak after being sprayed with 'Mr Muscle' oven cleaner did the job then I thoroughly washed and scrubbed it with dishwashing liquid and warm water.



I then began to work on the engine. The main sections of the crankcase, cylinder, cylinder head and cam box were cleaned up and checked for fit. More misalignments here so much filing and fettling to get parallel mating surfaces was the order of the day. Another problem I found here is that the strengthening webs on the front and rear of the crankcases have been moulded as separate parts, probably due to the moulding technology of the time it was produced, and many of the nuts and bolts joining the cases were in the wrong places or missing completely. It took a bit of chopping and channelling to get the parts to fit correctly, then several coats of filler were required to blend them in to the main cases.







The same applied to the main cylinder assembly and the cylinder head to eradicate the central seam showing up on these. More filler and several passes with a razor saw and cleaning up with various scribing tools has eliminated this. When I have finished blending in the crankcases, I will re-instate the nuts, bolts and the missing crankcase drain plug from my collection of Meng, Armory and Tichy plastic nuts and bolts.

In between, I'm still refining the spokes in the wheels!

**Part 2 next month.** *Meanwhile here's another nice photo I found on the net. Ed.*



# Hasegawa 1/48 Kawasaki Ki45Kai Toryu (Nick) (Koh, Hei, Hei with Projection Cannon, and Tei variants.

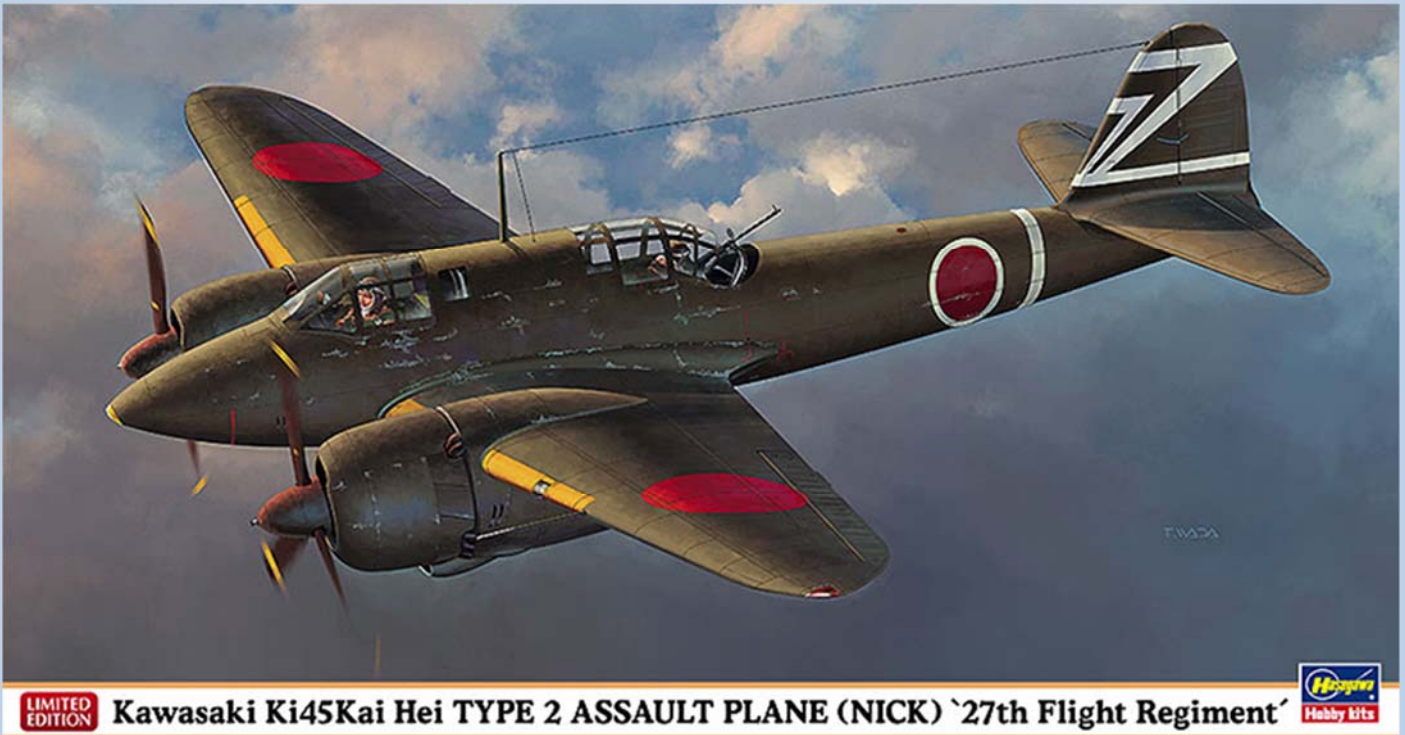
In Box review by Brett Peacock



Kit numbers 09781 - Koh & Fuel Truck), 07389 - Hei (Assault Plane), 09889 - Hei with Projection Cannon and JT95 (19195) – Tei. Parts number approximately 160 + or – depending on type and cost in NZ approximately \$80-85.00 per kit.



Around 2007 Hasegawa announced a new 1/48 kit of the Kawasaki twin engine Ki 45 Kai "Toryu" heavy fighter, one of the more successful Japanese twin engine designs, and they launched the Series with the first Variant (Koh) accompanied by a 1/48 Isuzu Tx 40 Fuel tanker and crew. This was the first kit in the series I acquired, building the TX 40 Fuel truck almost immediately and taking a little bit longer to get on with the Plane itself. Since then I bought the Hei version (Assault plane) and the Hei with Projection Cannon and, most recently the Tei version, which is the version most people will recall from the old Nichimo kit. Here are at least two other boxings that I know of, the Otsu and a Manchukuo markings version.



Kudos to Hasegawa for the Box-art, too!

The Ki45 was developed in the late 1930s as a response to the concept of the “Heavy Twin-engine” fighter which had led to the German Bf110, Russian Pe-2/3 and the French Potez 63 family of aircraft. Kawasaki’s initial design turned out to be underpowered, overweight, and very difficult to manufacture with a ‘crescent ‘ wing planform but the IJAAF board overseeing the project ordered a redesign, so, even in that state, they saw potential. Kawasaki were given a year to improve their plane and their response was to call in Doi Takeo, the project leader of the Kawasaki Ki 48 “Lily” bomber design team. Doi immediately discarded the wing planform, choosing a more conventional wing, enlarged and lightened the plane by about 12% and put more powerful Ha102 radial engines on it, literally saving the plane in less than 10 months. The new prototype exceeded by a wide margin in every original design specification, not just the ones the First prototype had failed and the “Kai” (Improved” designation was applied to distinguish it from its inglorious predecessor. The new plane entered IJAAF service February 1942, missing the early campaigns but in wide service by late 1942. Like the Mosquito, the Toryu was a widely adaptable airframe and served as a heavy fighter/Bomber escort, an Assault Plane, A Night Fighter and finally as an Anti B-29 Aircraft, where it had many successes.



One noticeable feature is the Toryu had 2 differing exhaust configurations – one is a collector ring which exhausts on the outboard lower cowling side and the other uses multiple ejector ports around the cowl rear. This is NOT a feature that distinguishes between sub types as the Hei and Tei models used both exhaust patterns. Thus you need good references when building individual aircraft – The Nichimo kit has the ejector type exhausts but one of the marking options (White 65 from the 3rd Squadron of the 53<sup>rd</sup> Flight Regiment had the Collector ring and single exhaust. (Hasegawa gives both exhausts in their Hei and Tei kits and points out which exhaust arrangement applies to which marking option, a decision you can leave until assembling the engines and cowlings.

Nichimo Boxart: White 65 is an option with similar camouflage and markings. (Cf with the new art of it above)



It seems most likely that the differing designations actually refer to the arms fit – The Koh had 2x 12.5 mm Heavy machine guns in the nose forwards of the pilots' instrument panel and a single 20mm cannon in the underside, the Hei had either a 20mm cannon or a 37 mm gun (Projection cannon) in the tip of the nosecone and/or a 20mm cannon the under fuselage gully. The Tei dispensed with the nose guns and had 2x 20mm cannon slanting upwards in the upper fuselage, behind and above the pilots cockpit. The rear-defense 7.7mm Machine gun was sometimes also not fitted in the Tei, and occasionally in the Hei, also.

Allied Fighter pilots learned to give the Toryu its due respect, although, by 1945, it was again considered underpowered as the Ha102 radials only delivered just over 1000 Hp each. (1060 to be exact) It was unexpectedly manoeuvrable and a fairly speedy machine with a punch if you got in front of it.

Hasegawa's kit of the Ki45 is a fairly typical Hasegawa "Family" set of molds, with some individual variant sprues (Mostly of the Nose and weapons fit) for each type added into a set of general sprues for the Base airframe. (This includes one set of canopy frames ) My own ongoing build of the Koh model shows that very little filler will be needed and that the interior detail is well up to the best Hasegawa offers. (It has 2 options, one is a Homeland Defense Koh in plain army grey-green from mid-1942 and the other a camouflaged machine based in Timor later the same year, both from the 1<sup>st</sup> Company of the 5<sup>th</sup> Flight Regiment. (See the Koh Boxart at the top of the Article)

While the single piece engines may seem a little crude, bear in mind that they will be largely hidden by the spinner, the annular Oil cooler behind the spinner and the fairly narrow cowl front opening, so it will not be very obvious. The rear detail will also be hidden as the cowl flaps are fixed and the exhaust (whichever one you choose) will hide the rest.



Unusually for an IJAAF aircraft the Ki 45 Kai did not seem to be left unpainted, as all the options in all the kits are in IJAAF Army Grey-Green overall and/or with dark green camouflage patterns on the upper sides, OR they sported a very dark olive green paint overall (Hasegawa advise FS34079) especially when used as Night fighters. This will simplify choices for those who are not fond of Natural metal finishes!

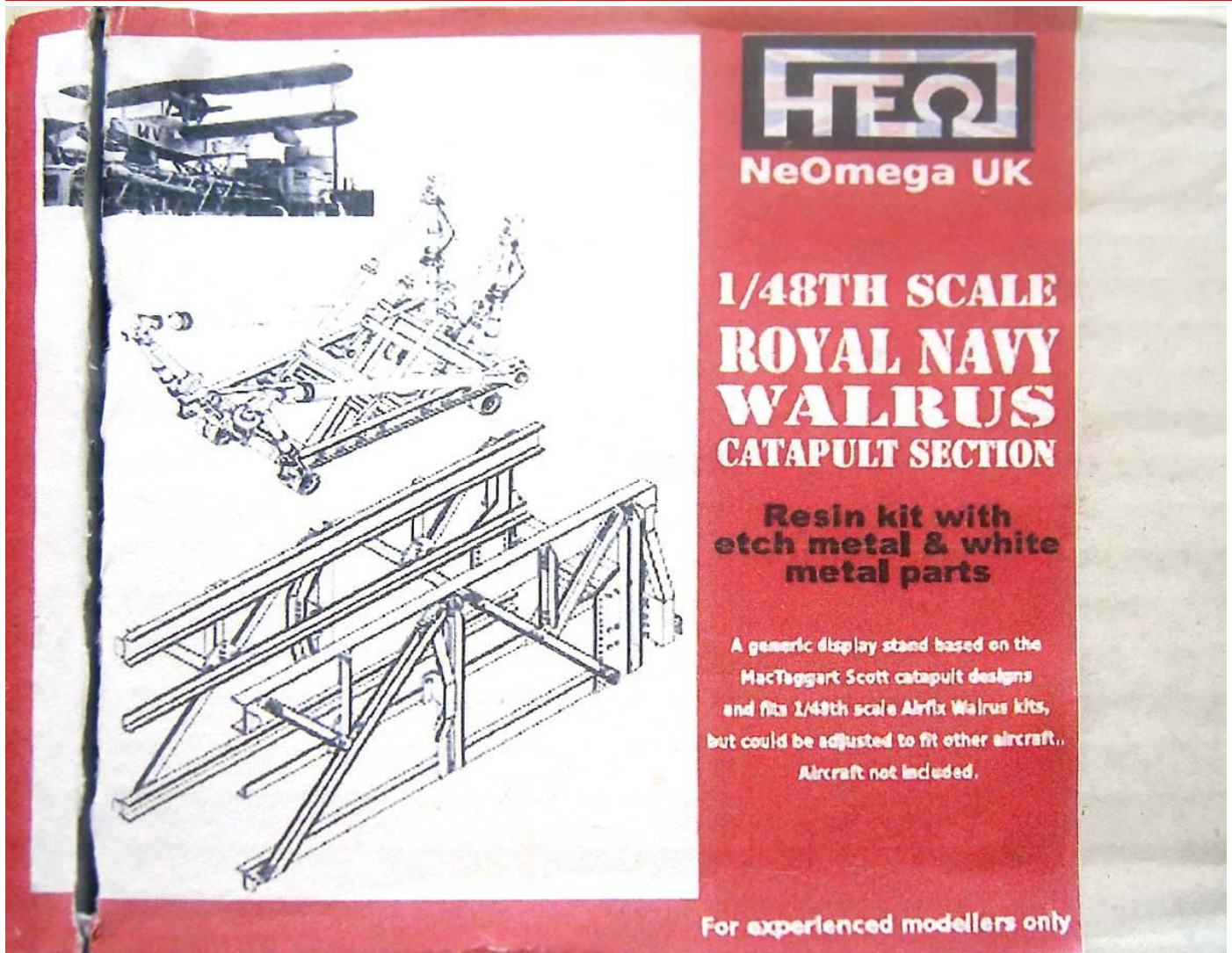
The decal sheets for the Toryu are fairly complete and include a number of stencils and are the newer, thinner type of decal that actually use white and not pale cream to represent white. This is especially welcome as they give the "Homeland Defense Bands" as decals, where many would prefer to mask and paint them, but some would still prefer to decal them, especially newcomers to the hobby.

I can strongly recommend these kits for anyone who has an interest in WW2 Aviation, as the Toryu is a much overlooked plane of that period, and one which played a very strong role both in the Offensive phase, and later defending Japan.

Highly recommended, Brett

# NEOMEGA UK'S 1:48 RN CATAPULT SECTION (KIT #NUK2)

An 'In the box' look by Pete M.



One of the accessory items I picked up during my recent visit to Scale Modelworld in Telford was the Royal Navy Catapult section produced by Neomega UK. It comes as a section of the MacTaggart-Scott catapult as fitted to many RN cruisers from 1933 to mid 1943 including HMS Achilles and HMS Leander of the New Zealand Division of the Royal Navy. In fact, HMS Achilles was one of the first ships to mount the unit, and also carried one of the first production Supermarine Walrus spotter/rescue aircraft, a Mk 1 (RAF serial number K5774), the third production Walrus to be built, and unique as the first Walrus allocated to the FAA.

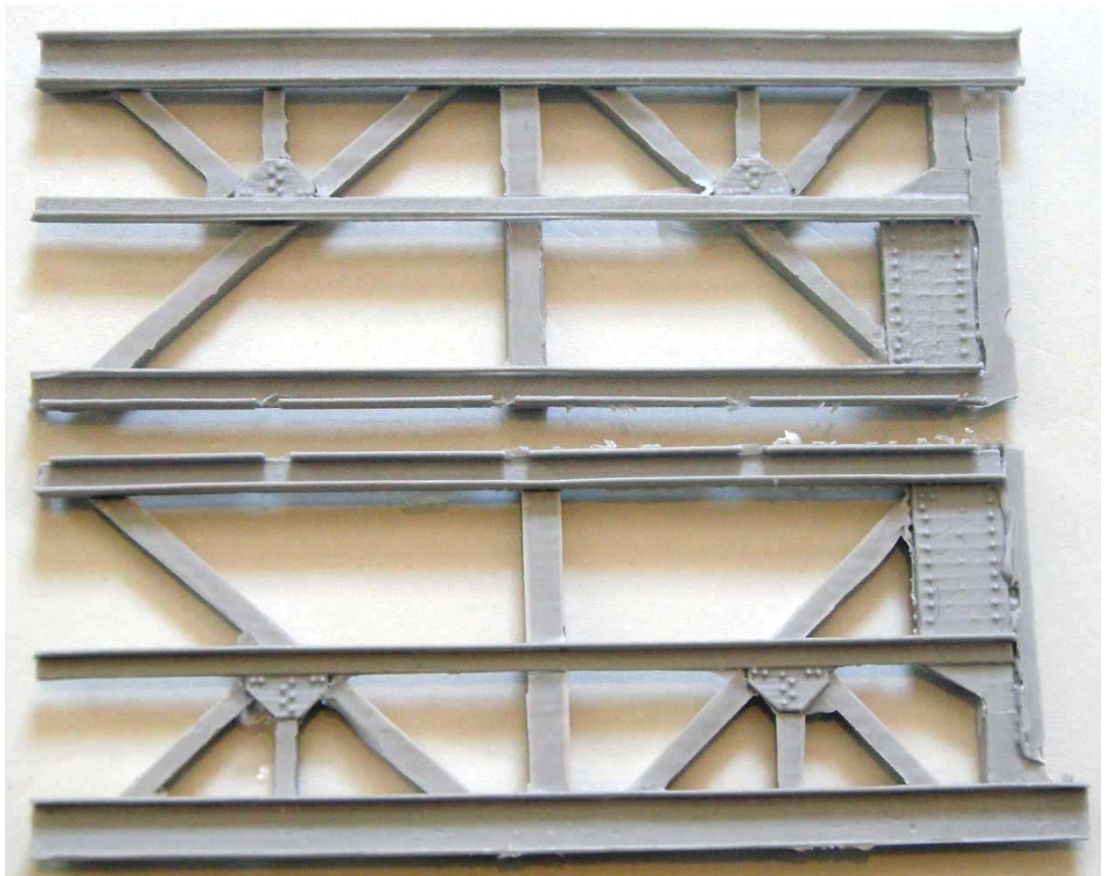


The kit comes as several ziploc bags filled with light grey resin mouldings, one containing white metal arms for the catapult, and a PE fret and a length of brass rod for detailing.

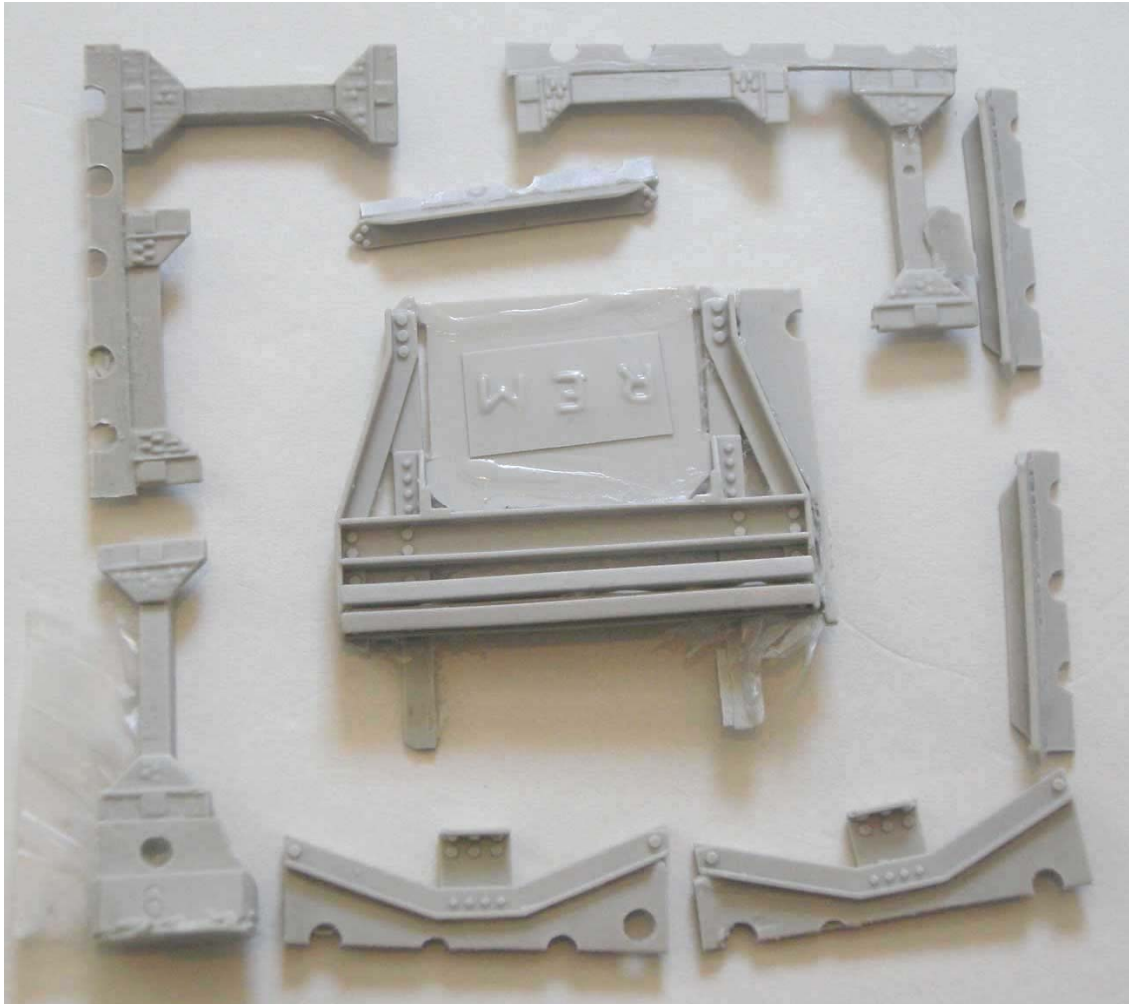
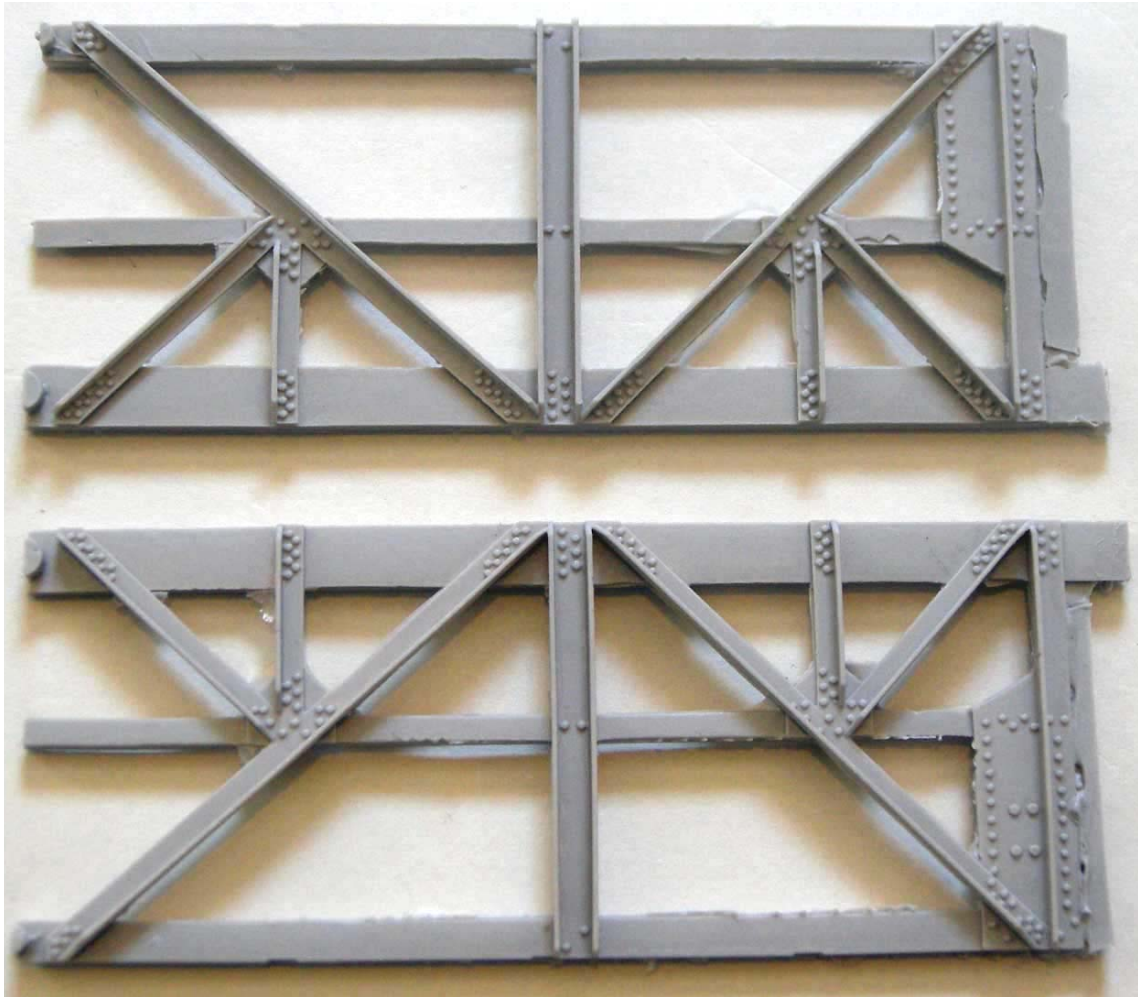
**Note: This kit does not contain the full catapult system, just a short section to be used as a display base for an Airfix, Classic Airframes or the ancient Smer Walrus kits. A further main section can be purchased from Neomega UK, but there is still a lot missing that will have to be scratchbuilt from Evergreen or Plastruct forms.**

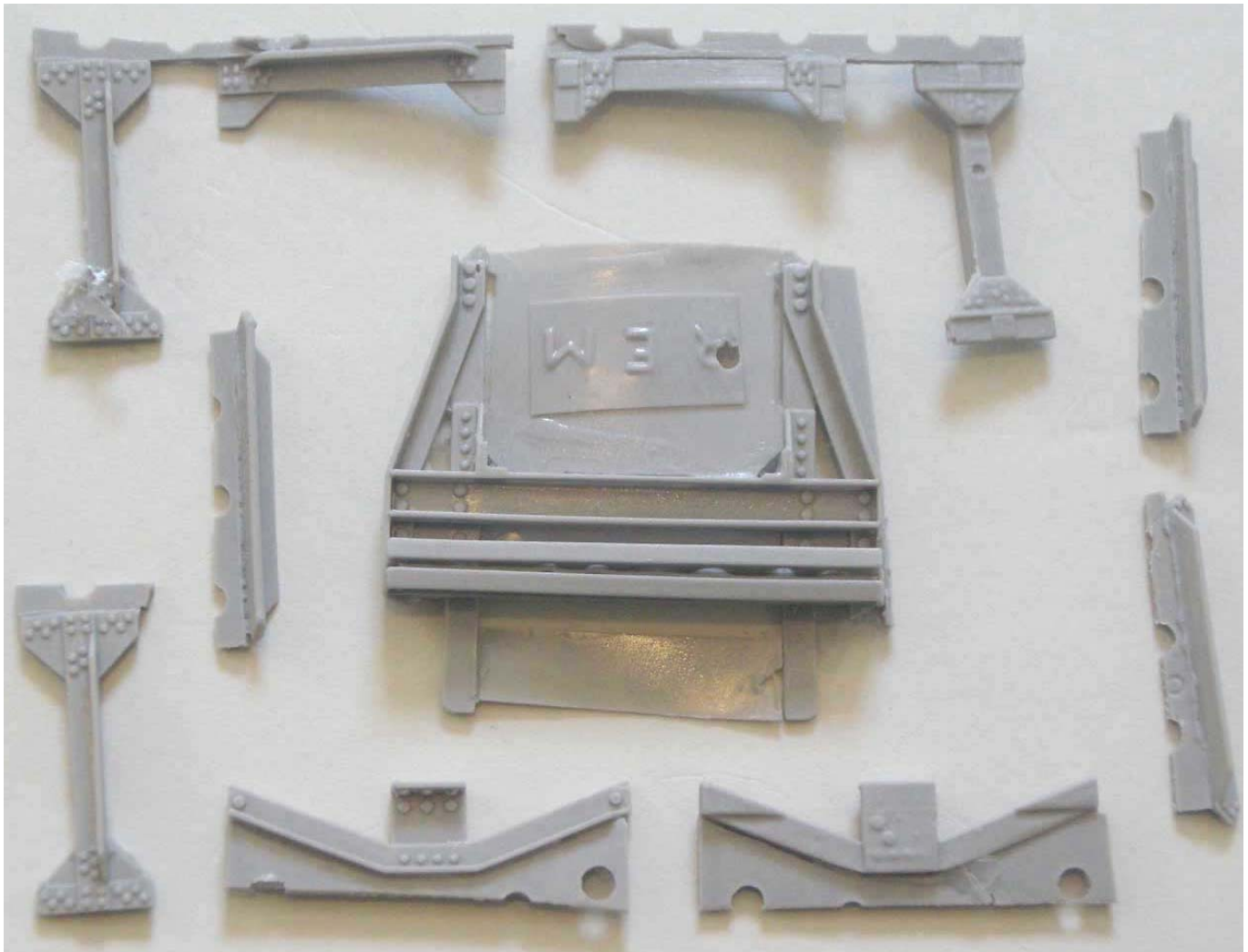
Luckily I have some scale plans drawn up many years ago by Harry Woodman that help towards building a full system.

The main section replicates pretty closely the structure of the main body with all rivets showing where required. Further structural fittings are then added to this structure from the various formers and girders supplied.

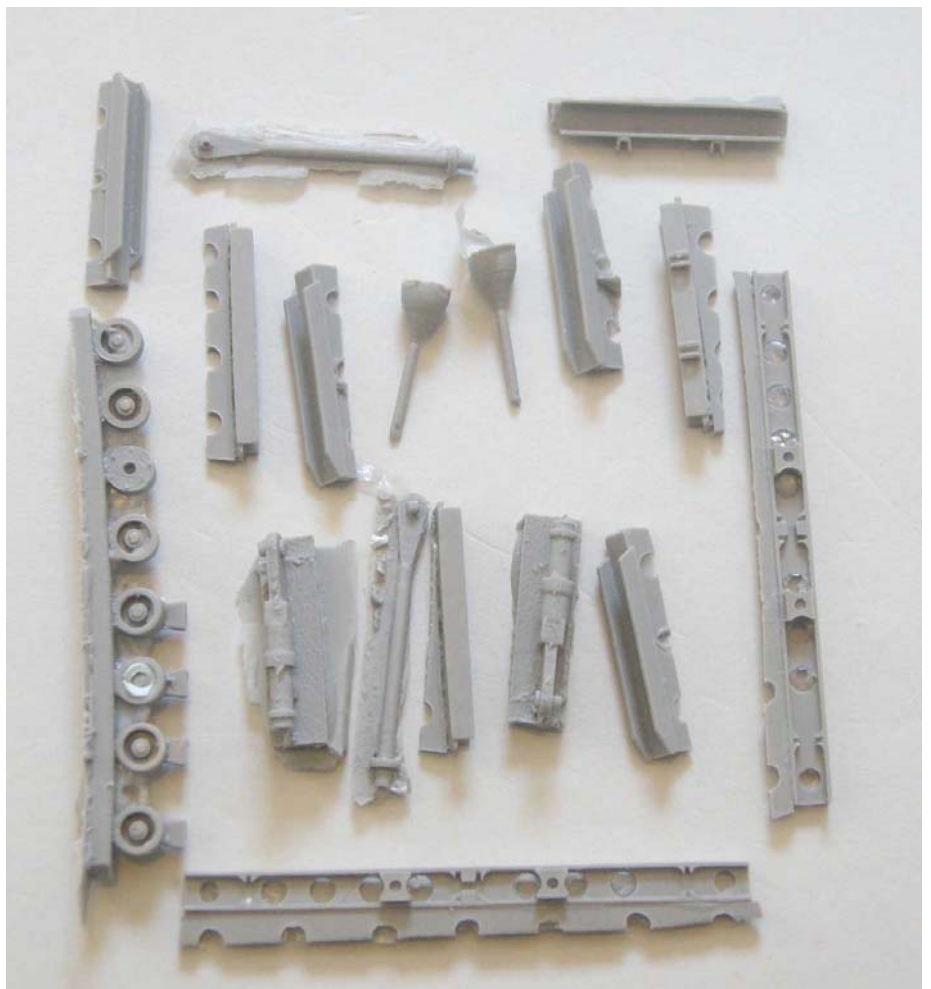




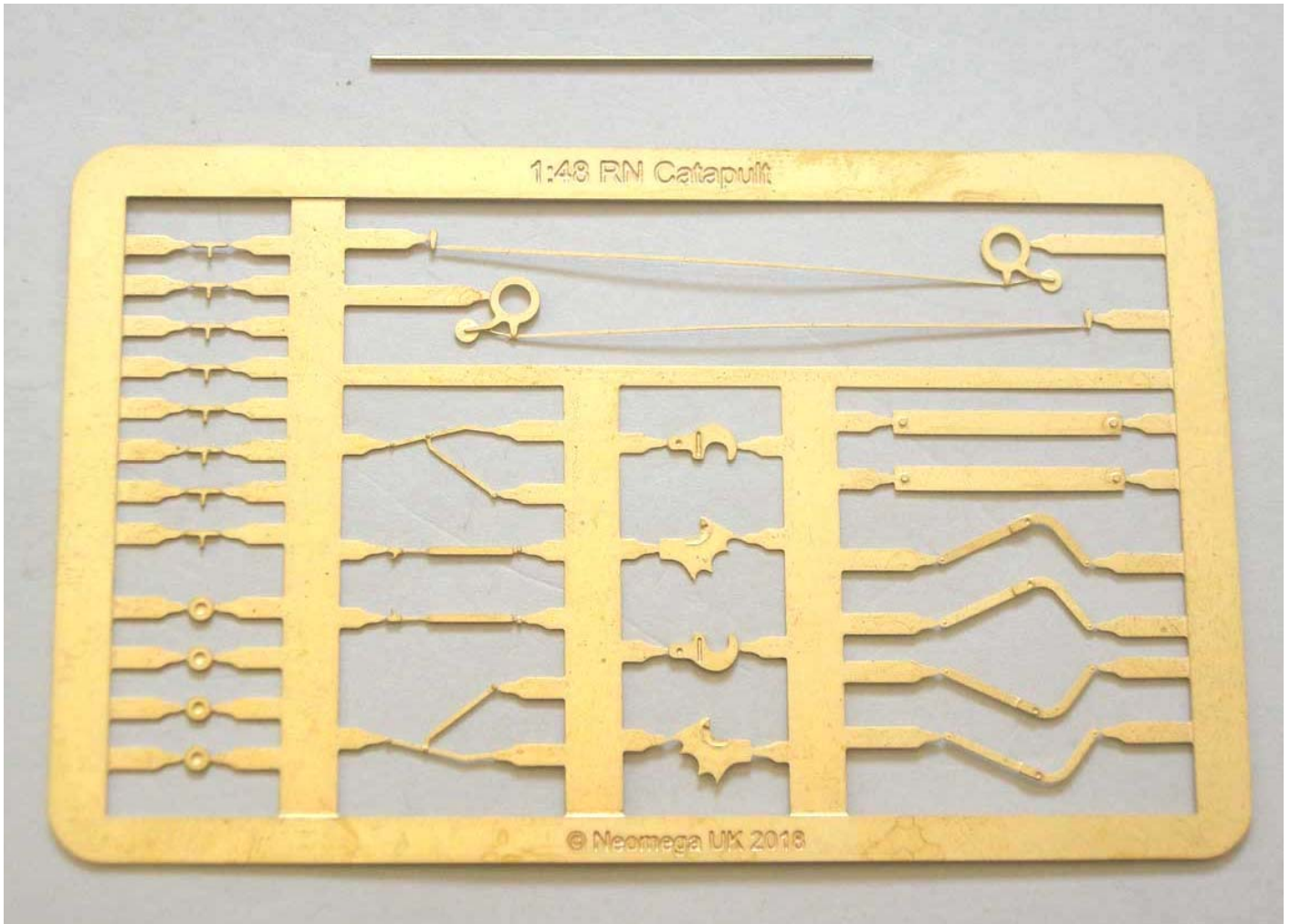




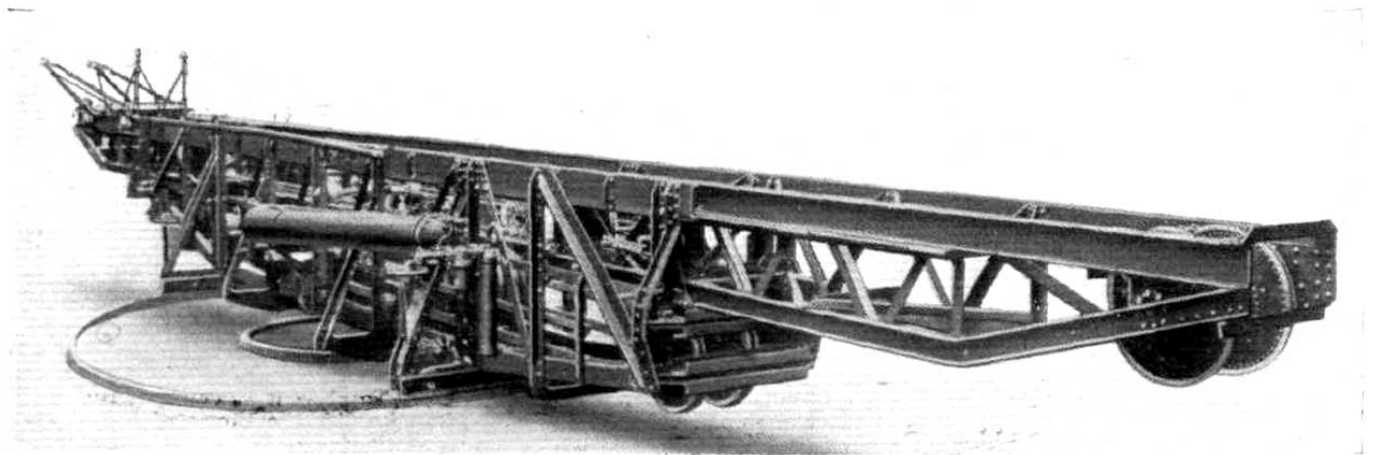
The trolley section is next, and this consists of a resin base frame then the white metal arms and supports are added to this.



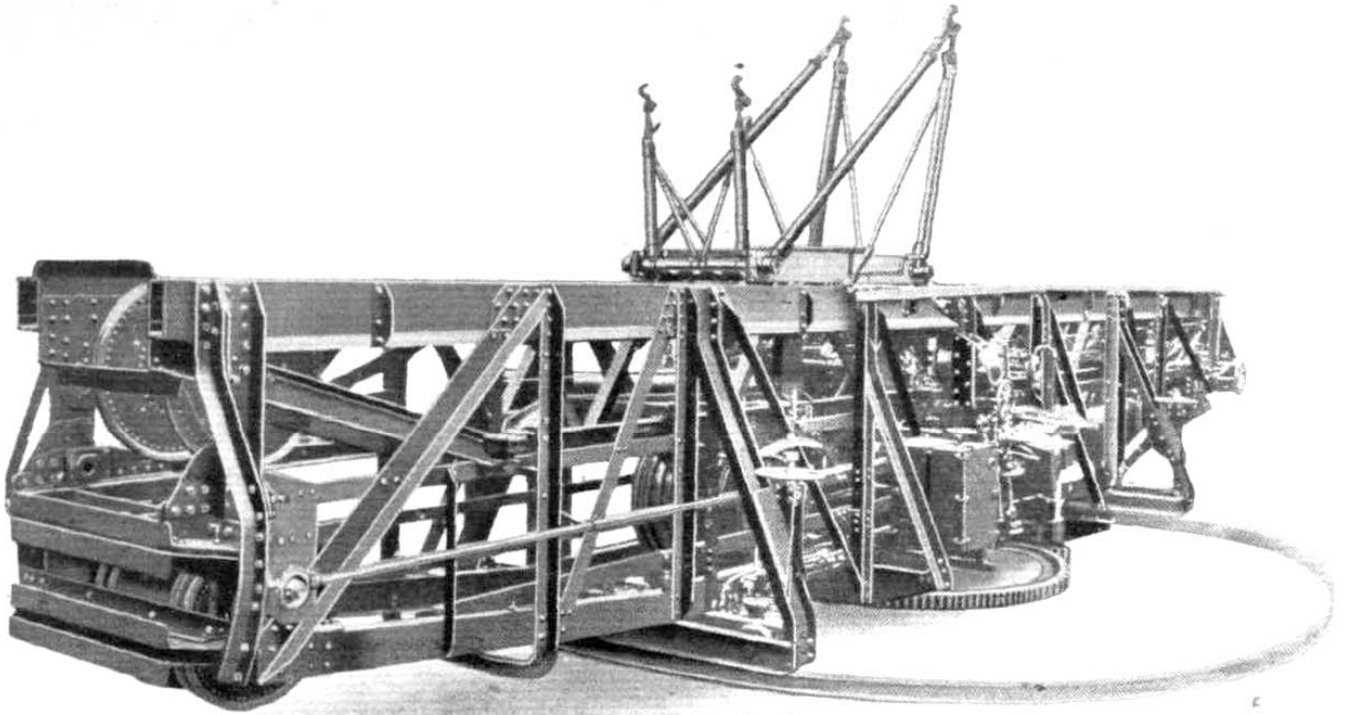
The items provided on the PE fret are used to further detail the main structure and the trolley assembly.



When built, this unit will provide a basic mount to represent the MacTaggart-Scott unit, but will require the addition of scratchbuilt outrigger units, further details around the cradle and the main piston and drive assemblies as will be noted in the last drawings taken from a Flight Archive article on the MacTaggart-Scott catapult from a pre-war issue.



**THE MACTAGGART, SCOTT & CO. CATAPULT :** View of left side, looking forward. In this view the catapult is extended, and the trolley is at the end of retarding travel.



THE MACTAGGART, SCOTT & CO. CATAPULT : View of right side, looking forward. The catapult and trolley are in the " stowed " position.

The instructions come as 10 pages in an A5 format showing the build sequence, and includes plenty of notes to help including a final sketch showing how the cables and their end fittings were spliced! See next pages .

Overall, a good investment (I have since obtained the extender main section) but still needs a lot of work to faithfully replicate the actual unit as will be noted from the following diagrams.

**As a following note, Neomega UK have also released a basic catapult system for a CAMS Hurricane should any of you be looking for one of those!**

# 1/48<sup>TH</sup> scale Aircraft Catapult Carriage and Base Section

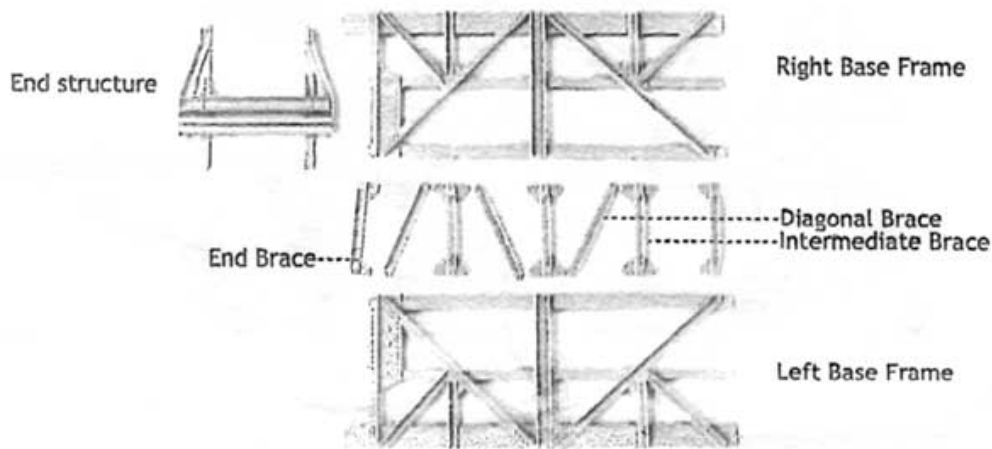
Fits the Airfix Walrus kits

Based on the MacTaggart Scott designs as fitted on RN and Commonwealth Cruisers 1933-1943. Using original drawings and photographs, we have decided to design a 'generic' aircraft catapult as is appears that no two ships had the same unit. They were shipped in kit form to the shipyards, and then fitted to the individual vessels, modifying the structure to suit that particular ship. This version is based on the rotational catapults fitted to such ships as the County Class Cruisers. The larger capital ships had fixed transverse catapults, of a different design, that were built into their decks amidships.

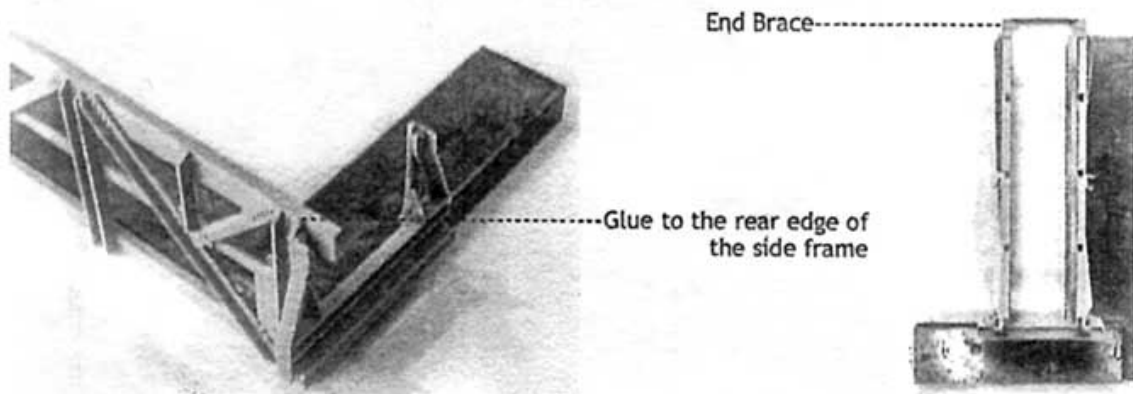
The base of our kit is a representational section typical of these ships. Extending arms were run out from the end of these, but are not represented in this particular kit. It is designed for experienced modellers only!

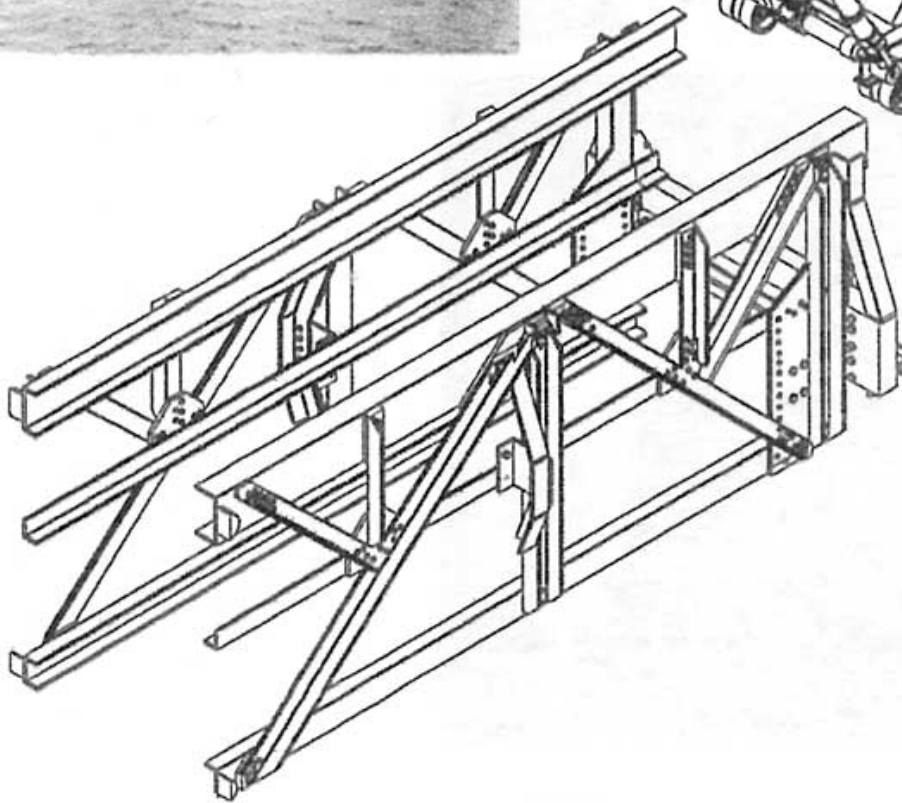
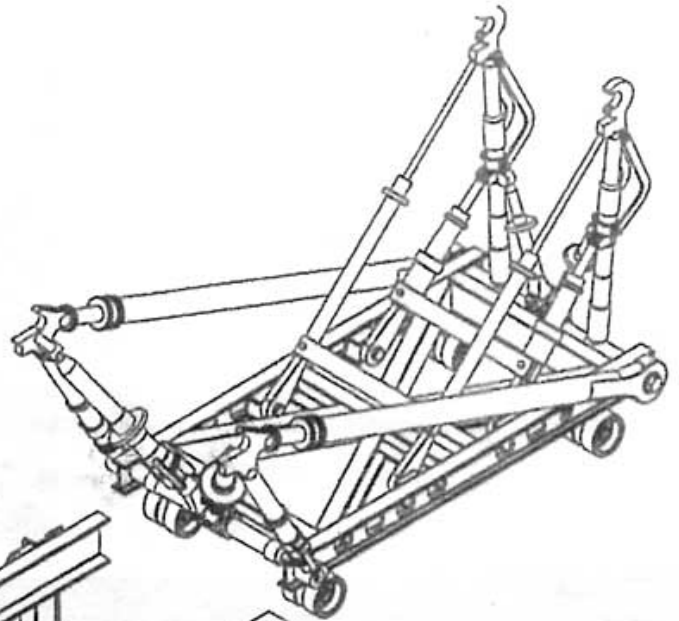
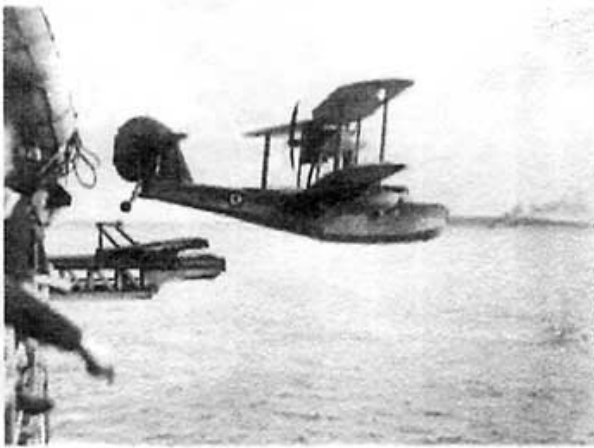
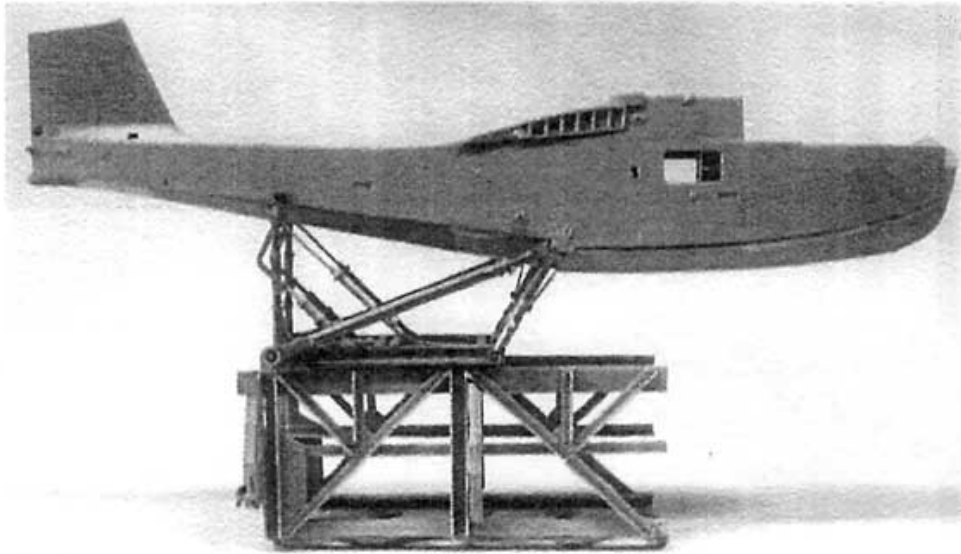
## Instructions

1: Carefully separate all the resin components from their casting blocks and feeds. Use a fine razor saw and clean them flush with 250 grit emery paper/files. Remove the semi circular pegs at the end of the frames. Scrap off with a scalpel any flash/mold lines. Fill any small imperfections with filler and sand flush.



2: Using Cyanoacrylate glue, carefully align the end structure to one base frame. The vertical flanges should be affixed to the side of the frame end as shown. Use a set-square to ensure the correct alignment. One set, glue the opposite frame side to the end structure and glue on an end brace piece to the opposite end to assist and ensure it remains square. Again, use a set-square to align everything to 90 degrees. Leave aside to set.





# Hasegawa 1/48 Mitsubishi A6M-2a (Model 11) and A6M2b (model 21) Reisen (Zero).

In Box Review by Brett Peacock



A few months ago I reviewed the Hasegawa A6M3 (Model 22) Zero and commented that Hasegawa seem to be set on producing kits of every Zero Variant and here I am setting out the Early model Zero – the A6M2a and A6M2b. These were the types with which Japan embarked on its campaign of conquest. The type 11 was the first variant, entering Naval service in the year 1940 (2600 by the Imperial Japanese Calendar - hence the “Reisen” or “Zero” naming). The model 11 A6M2a was powered by a 940hp Nakajima NK1C Sakae 12 engine and was initially deployed in China, where it swept opposition away, and generated warnings to the US Intelligence from both US Observers and Chinese officials. Warnings which were Pooh-poohed and ignored... Hmmmm, I seem to have heard that response more recently?

The model 21, which followed on rather quickly in mid-1941 was improved a little in light of combat experience gained but was essentially still the same aircraft, albeit with folding wingtips and some better “Navalising” as the first model had been land based only. Thus it was that the Carriers at Pearl Harbour used the Model 21, where Land based Naval units still used the Model 11. (The two are virtually visually identical.)

The Chinese based Model 11 aircraft were kept under tarpaulins when not flying, and this resulted in uneven fading, giving them a “two tone” look (Visible in the Boxart) in their upper camouflage grey, something given in the options for the “standard model 11 box (Uppermost artwork) (The 4<sup>th</sup> option is the first mount of NAP 1/C Saburo Sakai, (3-116) and two of the others are for planes flown by Lt Minoru Suzuki. The first option is an anonymous aircraft of the 12<sup>th</sup> Flying group. But, given the number of kills on the tail, it surely belonged to a senior pilot. The “China Theatre” boxing has markings for 4 more planes of the 12<sup>th</sup> Flying Group, based in China, 1 of which also displays the “Tarpaulin effect”. These are from September and October of 1940 and the “tarp” option is from mid-1941. Keeping the whole front end under wraps was meant to make it difficult to distinguish between the A5M and the A6M, the IJN’s principle fighters in that theatre.

The A6M2b boxing gives a much wider set of options to the modeller, for it gives you the striping for all six Carriers from the Pearl Harbor attack and a number of serials and codes to make your own aircraft as well as 2 options for named pilots: Lt Takumi Hoashi from the Shokaku Flying Group or Lt Yoshio Shiga from Kaga. But ID striping and Group codes are given for Akagi, Soryu, Shokaku, Kaga Hiryu and Zuikaku. So you may be able to make literally any of the Fighters from the Pearl Harbor attack on December 7<sup>th</sup>.

So... on to the 3 kits...All my comments about the Hasegawa 1/48 A6M3 (Model 22) moldings apply here. Hasegawa seem to pull out all the stops when it comes to a Japanese aircraft and the Early Reisons are no exception. I have made the Tamiya 1/48 A6M2 kit (the 1970s vintage one) and it was pretty much classic Tamiya, a little simplified, but everything fitted and it flew together in under a week. This kit will take a little longer as Hasegawa have included more and finer detail in it than Tamiya did back then. Every review I have seen of the Hasegawa Zero family agrees that they may well be the best 1/48 Zeros available, although I would bet that the newer Tamiya 1/48 Zeros, the A6M5 and A6M3 would give them a run for the money.

I bought the A6M2b and the China Boxing (at a great price) from Damian at a club meeting and found the standard Model 11 kit in Hobby City at just over 55 dollars. Buy any of this range with confidence...



# 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.

