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NEXT MEETING

Tuesday 16th July 2019 from 8pm

Leys Institute (upstairs)

20 Saint Marys Road

Ponsonby

COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor

New Meeting Time!! 8pm

It's the middle of winter and a great time of year to be working on those 1939 subjects for our end of year themed competition. We will be calling for a sneak preview of potential entrants at our September meeting.

Last month we had scheduled a special general meeting as part of the proceedings but due to circumstances that were beyond our control that did not eventuate. We hope to finalise all those formalities at this month's meeting. Again we do not expect that this will take more than a few minutes out of our normal meeting time.

This month's workshop will focus on primers and fillers. And as always feel free to offer your favourite tips and tricks.

As noted above we will be starting our meetings at 8pm for the foreseeable future so don't turn up too early.



Extreme Tank Modelers Rooms

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

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

IPMS BANK ACCOUNT NUMBER

03 0162 0012960 00

*Please add your name and details
so we know who has paid!*

EVENTS

CLUB NIGHT EVENTS

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

Note our new meeting time is 8pm

- 16th July** A workshop on primers and fillers.
- 20th August** Tips and tricks for adding and restoring surface detail
- 17th September** Nationals report, preview of your 1939 creations and a round table discussion on how we conduct our meetings

MODELLING EVENTS

2019 IPMS nationals



2019 New Zealand I.P.M.S National Competition & Model Expo

Air Force Museum of New Zealand, Wigram, Christchurch

7 & 8 September 2019

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

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15% Off the normal retail price on:

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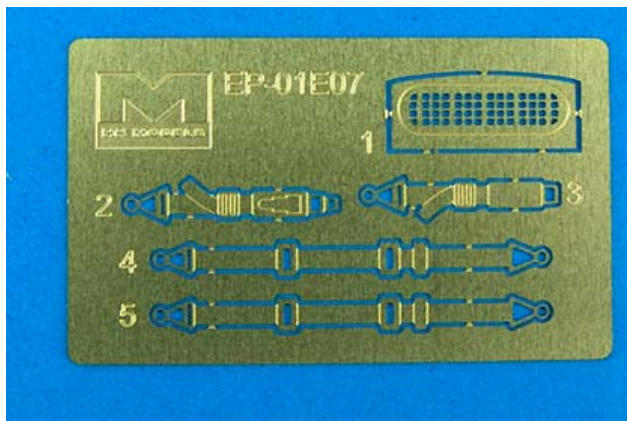
Hong Kong Models: 1/32 Dornier Do 335B-6 Night Fighter

By Brett Peacock



NZ Retail: (Via The Model Room) \$460.00 NZ

The kit has 348 parts on 15 grey (including duplicates) and 2 clear sprue trees, 5 metal parts on 1 PE fret as well as 2 cast metal weights. No resin figures included in this kit as in the Do335A version reviewed recently. (I may yet use those in this kit!)

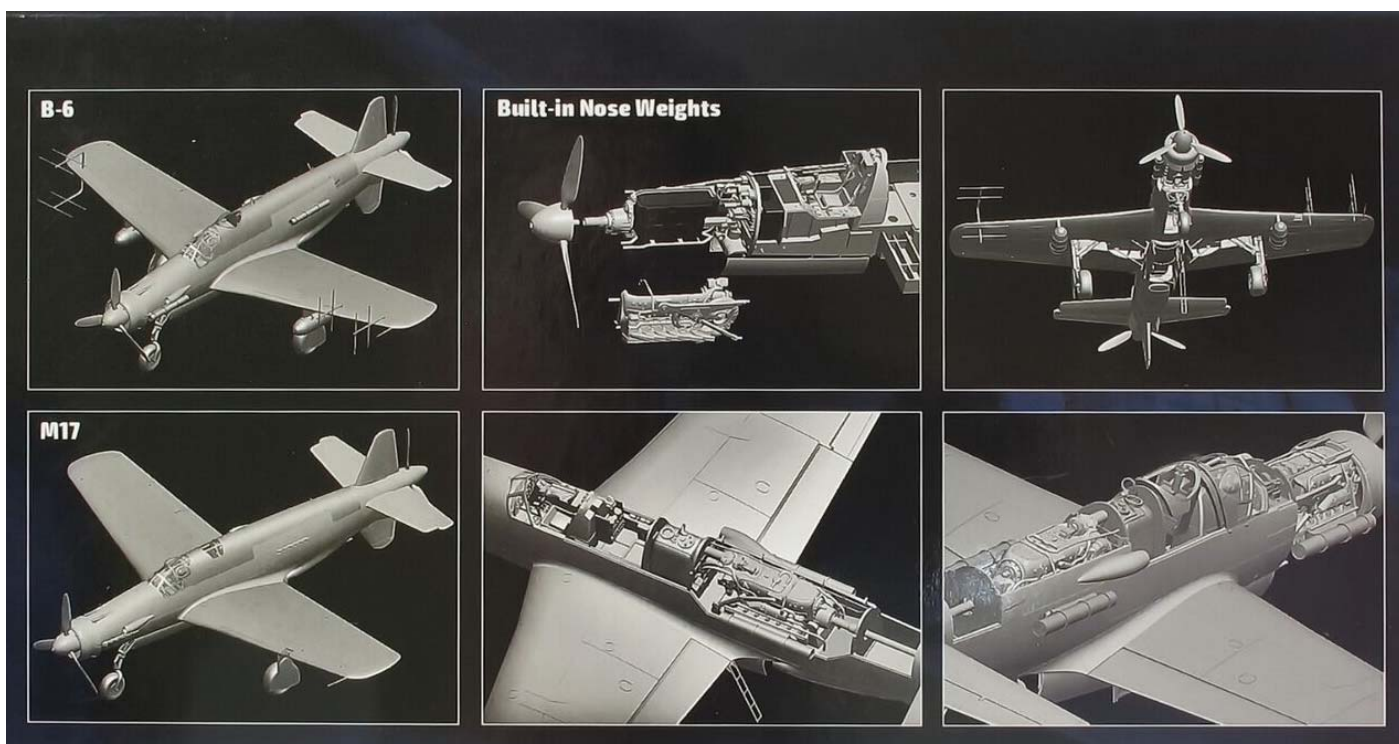


Those two cast metal weights are to balance the finished aircraft correctly on the nose-wheel. One goes inside the forward DB 605 engine and the other is fwd of the nose-wheel well, behind the radiator fairing, hidden by the armament deck and bulkhead.

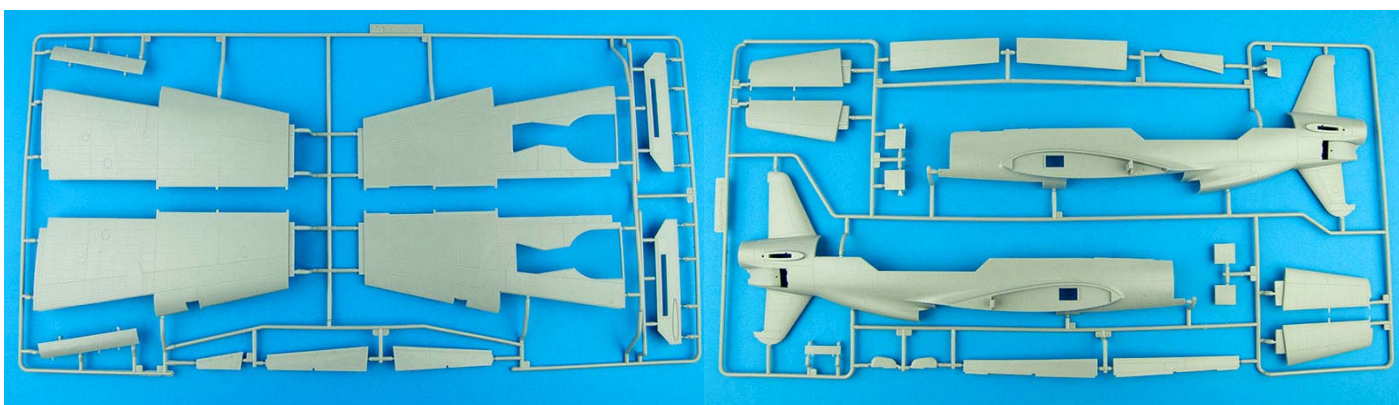
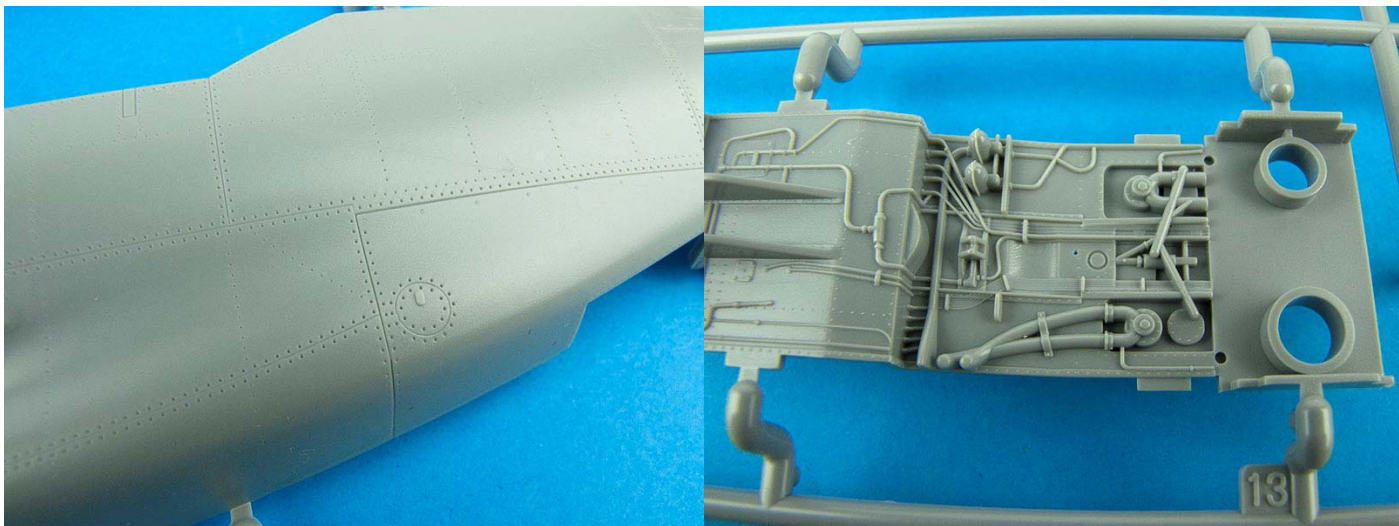
This is the 4th release of a Dornier 335 from HK models, the first was a Zerstorers version of the Dornier 335 B with the 30mm wing cannons, a variant which had only two examples (AFAIK) built. The 3rd was the two seat trainer version. These kits are also still available if you look for them. One point not really noticed until you have the kit is that there are two types in the box. One is the B-6 nightfighter (2 options) and the second is the M17 Prototype 2-seater, as flown by the French L'Armee de L'Air, Post war. (3rd Marking option.)



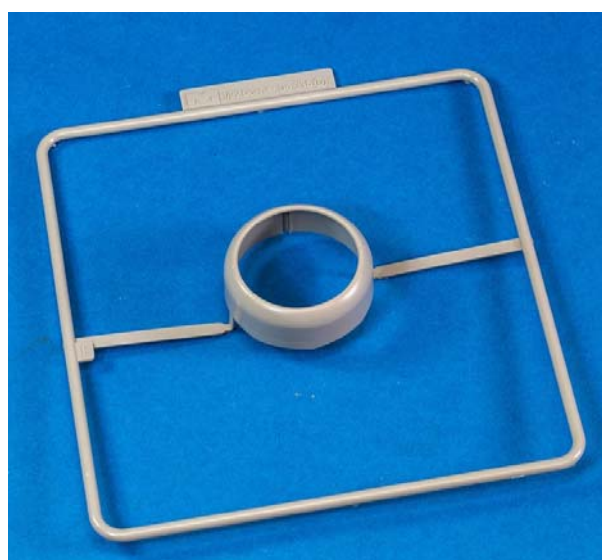
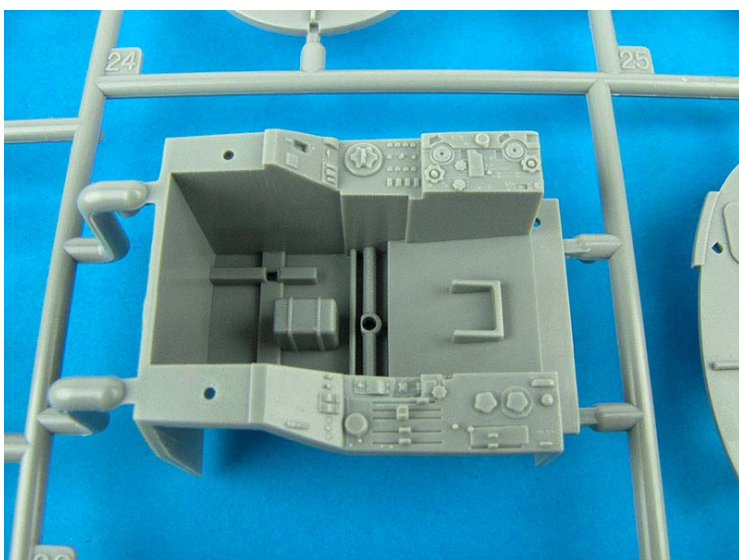
Once I opened it up to look through the kit, I realised that it is a very, very nice and very detailed kit, indeed. There is a full interior from the front radiator to the rear prop shaft: That's to say, Full cockpit detail - for both Pilot and Radar Operator, Nose-wheel bay, Bombay (containing an extra fuel tank), front and rear engine bays, air-scoop and rear propeller shaft from the mid engine to the rear spinner. All of which has to be made and painted as subassemblies then brought together to make one assembly of the entire interior before being offered up to the rather skeletal fuselage halves. Once that is done, it acts as the basis for finishing off the fuselage and mounting the wings, which are the second part of the assembly.



The external surfaces are finely engraved and feature fully recessed rivet detail over 99% of the area. Options in the kit are largely restricted to having various hatches and panels open (to show details like the engines or bomb-bay) or closed. The canopy may also be posed open or closed. Also included in the kit but not used are some parts from the Zerstörer, notably the extended Wingtips.

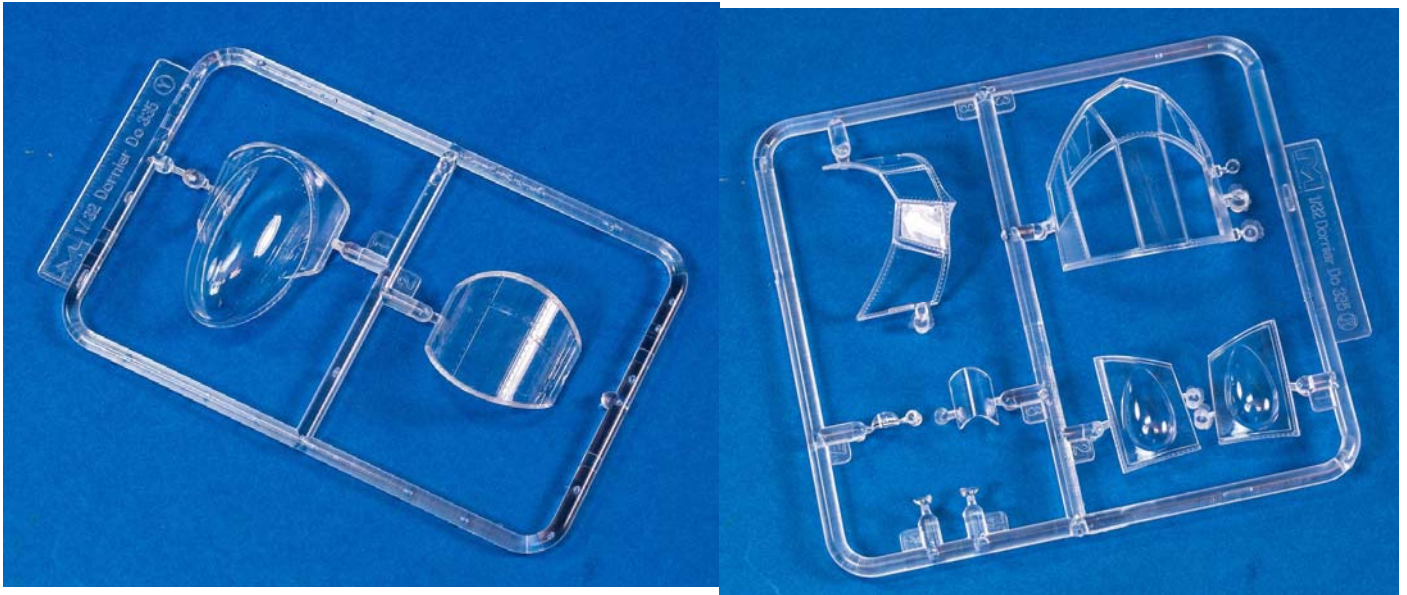


The kit comes in quite a sizeable box and the contents fill it almost completely, so the model that results will be rather sizeable. In 1/48 scale the Dornier 335 is about the same size as a Mosquito in length and a bit shorter in wingspan.) The two engines are fully detailed with piping and mountings but no ignition harness is present. The forward engine encloses one of the 2 nose weights when you assemble the engine block, but both are provided on duplicate sprues. There is a large fuel tank and mount to place in the bomb-bay, to give interest should you display it open. In the nose an armament deck can also be exposed to display the 2 MG151/20 cannon nose guns and the Mk108 30mm cannon mounted behind the spinner. The cockpits are single part moldings, to which detail such as the seat and controls are added. 2 beautiful fuel cells goes behind the pilot's cockpit bulkhead, and the third just forward of the mid-engine, behind the Radar Operator's cockpit.



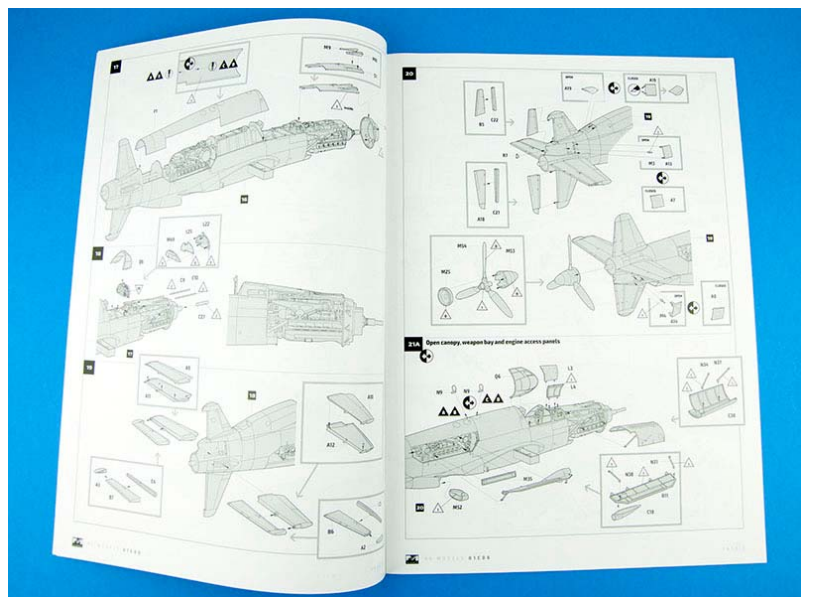
On the wings there are now mounts (Flashed over on the upper and lower surfaces for the “Stag Horn” radar antennae and on the lower wings flashed over mounts for pylons on which you can mount two 300 litre drop tanks, if desired. All parts for the night-fighter, apart from the canopies are on sprue tree “U”, including the drop tanks and pylons, bomb-bay mount and tank, radar and cockpit for the Operator and Exhaust shields.

Despite the beige look of the sprues in the images the plastic is a light medium grey colour, about the same as the assembled interior image near the start of the review. The Transparencies are first rate, clear with minimal distortion, despite being rather curved in general. See below. (Note that this kit has a new canopy for the pilot, incorporating the bulged side panels, and the second clear sprue had both types of rear cabin canopy).



Now we come to the one area of HK kits that have been somewhat problematic – the Instructions. These are very much improved on their B17G instructions (I have not seen their 1/32 Mitchell sheets as yet) and are almost on a par with the CAD work in the B17E/F kit I reviewed, but are slightly too dependent on symbology somewhat to the detriment of clarity (For example a black-headed arrow indicates ‘Glue here’ – not an arrow with a small glue symbol like a dispenser as some European and Japanese makers use.) But they do convey each step if carefully followed and will help get the job done, so they have improved on what has been before. This newer still kit has the same style of instruction with very minor changes.

One note: The instructions are in a stapled, 24 page booklet, and the first 16 pages are actually the assembly instructions and 1 page to a Sprue map and 6 pages to the colour and markings layout, port and starboard views, upper and lower surfaces are all provided. The last page is a Colour key for painting. I will not complain that they are in Greyscale, because they are very complete, indeed. Full marks for that!

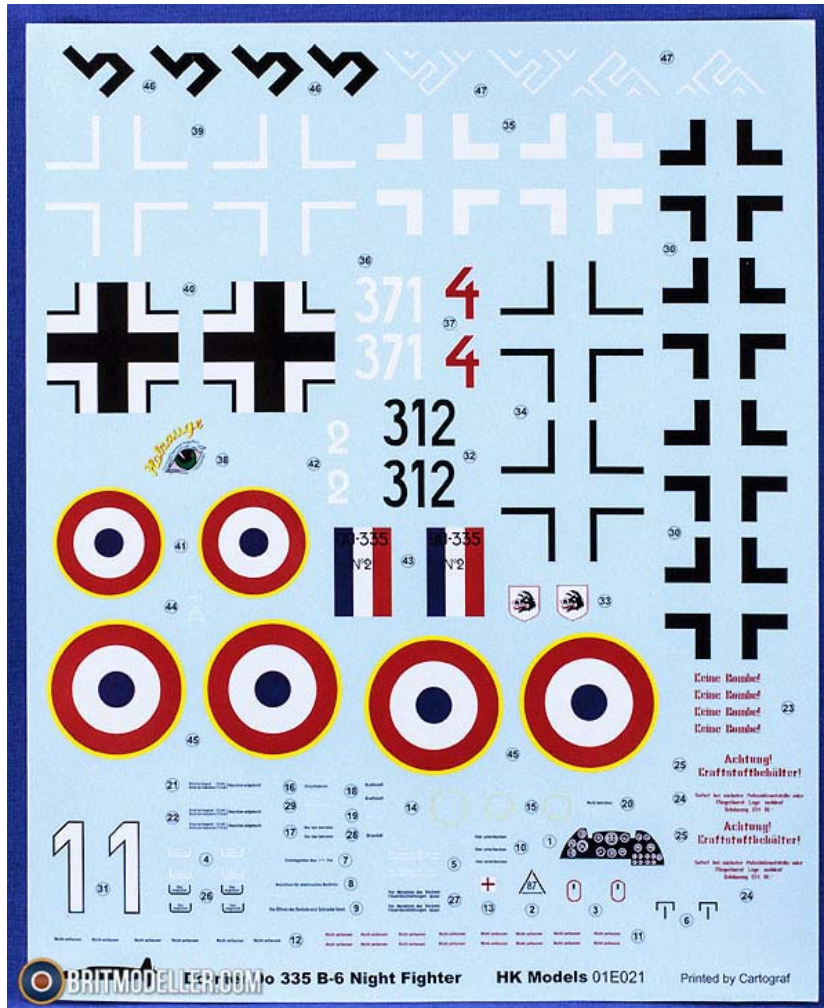


Decals are printed by Cartograf and have 3 options:

WkNr112, White 11, a Luftwaffe '46 (le Fictional) in Standard Nightfighter 76 with blotches of 75 on the uppersurfaces. This is a B-6 Nightfighter.

WkNr 371, Red 4, Another Luftwaffe '46, in Late war Green and Brown-Violet with a 76 scribble over the uppersurfaces, and 76 underneath. Also a B-6 Nightfighter.

WkNr 230017, White 2, L'Armee de L'Air, CEV Bretigny-sur-Orge, France, 1947. All-over French Khaki This is the M17.



It is a quite sizeable decal sheet with quite a lot of stencils provided. I note that HKM have now provided segmented HakenKreuzen. I cannot say if the Do 335B had walkways or not, but none are provided on the sheet. Being Cartograf, I'm confident they will be very good and go down well.

Overall I have to admit that this kit did surprise me with its detail and apparent accuracy (I have not heard of any major issues except around the propellers being "Not 100%, but closer than Tamiya managed in 1/48." The beautiful detailing, inside and out, has almost persuaded me to begin it... dammit... I HAVE started on it! I have a certain weakness for this particular Dornier 335 since I bought the old Dragon kit in 1/72 30 odd years ago! Yes it was a large outlay, but the amount of time and reward in the kit will ensure that the results will be worth it, I feel. If Late-war Luftwaffe is something you like making, then this kit will be a centrepiece for your display.

Eduard 1/48 Focke-Wulf Fw 190A-2, A-3 & A-4 inbox review
By Brett Peacock

Fw 190A-2

ProfiPACK
edition



1/48 scale

eduard

eduard

Fw 190A-3



WEEKEND
edition

1/48
scale





1/48 scale

All 3 kits purchased at The Model Room, Papakura, Profipack versions Retail at about \$80.00 (NZ). The weekend edition about ½ that.

Designed by Kurt Tank at Focke-Wulf as a replacement for the Bf109, the Fw190 was built around the most powerful radial engine (The BMW 801) with the smallest possible frontal area in order to reduce drag. The early prototypes had a ducted spinner and engine fan to force air through the engine for better cooling but this proved problematic, as did cockpit overheating. Better venting solved one issue but the second was only solved by physically introducing more air-space between the rear of the radial and the firewall to the cockpit. (Ie: they moved the cockpit six inches or so aft.)

The first production version was the A-1 which was armed with 4x 7.9mm Machineguns,(two in the upper cowling and 2 in the wing-roots) and 2x 20mm MG-FF cannon in the outer wing, just outboard of the Landing gear. While this was better than the Bf109E, with 2 MGs and 2 MG-FFs, it was still held to be inadequate and the next model, powered by an up-rated engine replaced the wing-root machine guns with the new MG151/20 20mm rapid fire cannon, synched to fire through the propeller. However this additional weight did offset the added power and the A-2 was no faster than its predecessor.

The A-3 model, following on in 1942 added more engine horsepower and this was the machine that held onto the ascendancy the A-1 and A-2 had wrested from the RAF Spitfire Mk V. By the end of 1942 the first interim Mk IX Spitfires were beginning to appear and the response was the 190A-4, with another upbeat in power and several refinement around the cooling and drag issues that were still found, notably replacing the side cooling slots with vents, and removing the tunnel antenna inlet at the tip of the fin and replacing it with a short post, reducing drag further.

Some pilots found that removing the heavy MG-FF cannon and ammunition from the outer wing had two benefits. First it improved the rate of roll, and second it allowed for a better throttle response and also the top speed. This modification was not universal, and, when making any of the 3 types, you should check to ascertain if the Outer cannon are installed or not. Visually distinguishing between the A-2 and A-3 is quite tricky and often means finding the Work number (WerkNummer) and matching that to production batches of the types. The A-4 is more easily identified – Check to see if it has the Short cowling then look at the tip of the tail. If it has a short mast, it will be an A-4. (The next model, the A-5 and all subsequent models of the A, F and G types had a short extension to the nose just aft of the cowling at the wing-root.

Note: Post-war, the Allies used a lot of the lessons about close-cowling a large radial engine in the Tempest II and the Bearcat. The Russians, on the other hand, had already done that in the Lavochkin La5 family in 1943.

On wards to the BatKit, Robin!:

Eduard, mindful of the issues around their initial 1/48 Fw190 kits have entirely redesigned and re-molded this series of kits, and have, I think, taken the old series out of the market and are replacing them with this new series. Like their Bf109 kits this new series of 190 kits are aimed at modellers and have eschewed the "Open everything up" set of the originals. In that these kits are more like the very nice Hasegawa 1/48 190 kits, albeit with a few improvements and features not found in the Japanese 190 kits... Features like a ton of optional or actual spare parts, a number of parts not used in these kits that point to future releases and improvements such a fine riveting and very fine panelling. The ProfiPacks include masks, Photo-etch parts and 5 options The Weekend has no Masks or photo-etch and only 2 options (Both seen on the Boxart and in the instructions.)

The A-2 kit has 5 markings options for the modeller to choose from which are:

A: WkNr 0125228 Obfw Erwin Leibold, Stab I/Jg26, St Omer-Arques, France, July, 1942.

B: WkNr 0125281 Oblt Siegfried Schnell, CO of 9/JG2, Theville, France, June 1942

C: WkNr 0122125 Oblt Max Buccholz, CO of 5/JG1, Katwijk, Netherlands, Summer 1942.

D: WkNr 0125310 Hptm Josef "Pips" Priller, CO III/ Jg26, Wevelghem, Belgium, June 1942.

E: WkNr unk, Oblt Egon Mayer, CO 7/Jg2, Theville, France, Summer 1942.



The A-3 kit has 2 options as shown in the header painting –

A: WkNr 2187 Obfw Fritz Hartmann, 9/Jg2, Poix, France, Autumn 1942. (Yellow 11)

B: WkNr 130541, Fw E Mayer, 9/Jg5, Herdla, Norway, March 1945. (White 12)

And, no, the date is correct. There were still numbers of early model 190's in service in the Norwegian/Finnish theatre in 1945.

The A-4 kit has 5 options:

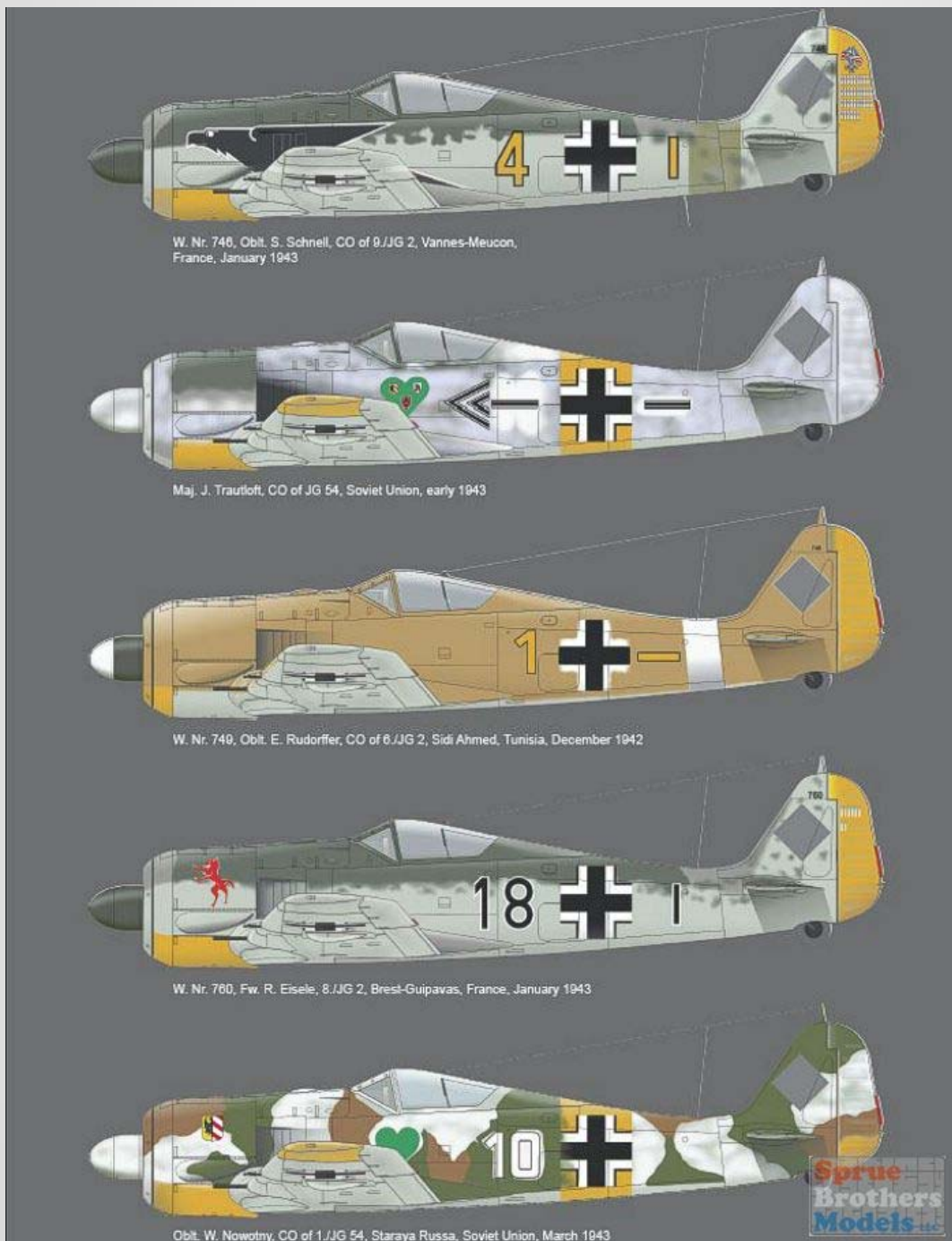
A: WkNr 746, Oblt Siegfried Schnell Co 9/Jg2, Vannes-Meucon, France, January 1943.

B: WkNr unk, Maj Johannes Trautloft, CO Jg54, USSR, early 1943.

C: WkNr 749 Oblt Erich Rudorffer, CO 6/Jg2, Sidi Ahmed, Tunisia, December 1942.

D: WkNr 760, Fw R Eisele, 8/JG2, Brest-Guipavas, France, January 1943

E: WkNr unk, Oblt Walter Nowotny, CO 1/JG54, Staraya, USSR. March 1943.



As to the full layout of the options, all are given as below in the comprehensive instruction manual:

So there should be no doubt at all as to what to paint and how. (If there is doubt as to something they will point it out and give you options to choose from. EG: If any insignia was on both sides of the fuselage or nose, or not)

A W. Nr. 746, flown by Oblt. S. Schnell, CO of 9./JG 2, Vannes-Meucon, France, January 1943

Siegfried 'Wumm' Schnell, a native of today's Polish Sulecin (then Zielenzig in Brandenburg) joined the ranks of the Luftwaffe in 1936 and at the beginning of the Second World War he served with 4./JG 2. His first kill was in combat over France on May 14th, 1940, others followed over Britain and against English and American pilots over western Europe. After being assigned to JG 54, he first served with its III. Gruppe and was on February 1st, 1944 made CO of IV. Gruppe. While serving in this function, he was shot down on February 25th, 1944 over Narva by a Soviet fighter, this proving to be a fateful encounter. For his combat results, he was awarded on July 9th, 1941 the Knight's Cross with Oak Leaves. In Second World War downed 93 enemy aircraft. Oblt. Schnell's Fw 190A-4 wore a regular camo scheme for Luftwaffe fighters, painted with RLM 74/75/76 colours. Wings and fuselage have fresh overpainting of former white strips - identification of aircraft attending the Case Anton late 1942 (occupation of the 'free zone' Vichy France). The rudder was marked symbols of 76 victories. The fuselage around and behind exhausts is painted in black Adlerflugel, with white outline.

ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/82142

RLM 04	H13 C113	RLM 23	H14 C114	RLM 70	H05 C16	WHITE	H11 C62
RLM 74	H09 C36	RLM 75	H09 C37	RLM 76	H17 C117	RLM 02	H10 C60

10



An oblique view of the top of the right upper wing half demonstrates some of the great recessed surface detail on the new Fw 190A-4 (Detail & Scale copyright photo by Haagen Klaus).

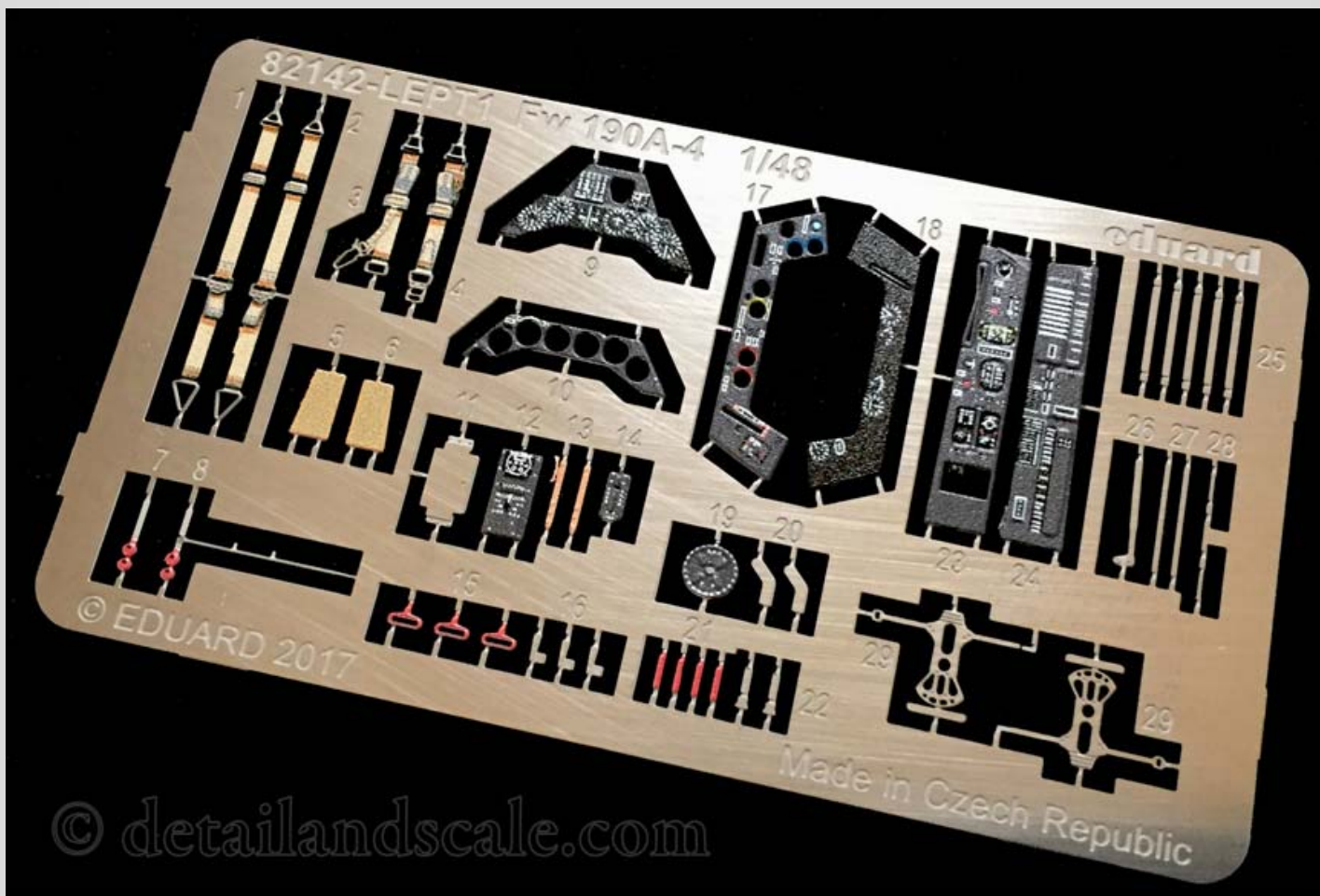
Note: In the A-1 model the bulge (top right above) for the MG 151 would not be present, the length and size of the cannon necessitated that bulge to be added for the entirety of all 190 and Ta 152 production.

There are 5 medium grey sprues with about 200 parts (It will vary slightly between different kits as some sprues may change- eg the upper-wing, lower wings and fuselage halves may all vary, and some kits will have optional wings (eg 2 gun or 4 gun wings) included so even the number of sprues may increase or decrease.) The clear sprue contains 10 parts, 4 of which are the main canopy options and 2 are windscreens. The kit provides 4 canopies on the clear sprue, 2 are the later "Blown" canopies so are not used, and the other two provide for posing the canopy open or closed, with the correct change in shape as the canopies "bent" while opening and closing along a converging rail. Other clear parts cover the formation and wingtip lights, gunsight etc.

The kit itself has extremely well done and very fine recessed (with some subtly raised, panel and rivet detail – so fine, in fact, that you will need to apply a VERY well-thinned coat of paint to avoid hiding it. Brush painting this kit will not work. The Plastic is in a very Tamiya-like medium to dark grey colour, is quite hard but not brittle and the kit has 5 (or more) sprue trees of this and 1 clear tree. Colour Photo Etch and die-cut masks (by Eduard, of course!) are included. The A-2 kit includes 1 small bag with 2 resin inner wheel-bay doors to replace the plastic versions which are apparently a little different from the later versions. As mentioned, there will be a LOT of parts not used in each variant.

For one example they give you a Photo etched Colour instrument panel, a plastic moulded detailed instrument panel, and a flat instruments panel to use with decals from the Stencil sheet. None of the early models used drop tanks initially, so the drop tank parts and the racks will also be not used in these kits.

This is the Color PE sheet for the A-4 kit, the A-2 sheet is almost identical.



The ProfiPACK edition of the 1:48 scale Fw 190A-4 includes a fret of pre-painted photoetched metal parts that are just about perfect in all respects (Detail & Scale copyright photo by Haagen Klaus).

Decals are provide on 2 sheets, as standard now with Eduard, 1 sheet, the smaller contains Stencilling for 2 planes, the other has the 5 marking options and insignia and instrument panels., and include the Hakekreuzen for the fins, either intact, or segments to aid sales in areas where they are non grata..Although they are labelled "Eduard", they look as good as anything done by Cartograf of Italy and reports indicate they go on easily also.

Eduard's instruction booklet is as comprehensive and clear as ever, and rewards reading carefully and choosing your marking scheme early. The only caveat I have about their colour choice is regarding the A-2 being in the Mid-war greys. Many 190 airframes were manufactured in 1940 and early 1941 before the Mid-war greys (As they are called) were formally specified at factory level. They accepted colours at the time these airframes were on the production line was 71/02 over RLM 65 Blau-Grau and they almost certainly would have been painted in that scheme before delivery for engine fitting. Indeed there are colour photos of Fw 190A-1, A-2 and some early A-3 models in 71/02. (71/02 is RLM Dark Green 71and RLM 02 Grey-green primer) Equally certain is that there were also photos showing some A-2 and A-3 models in the Greys, so if they were painted that way at the factory or at a maintenance depot is unknown. It seems that it may have been left up to the discretion of the Unit CO or Maintenance Chief.

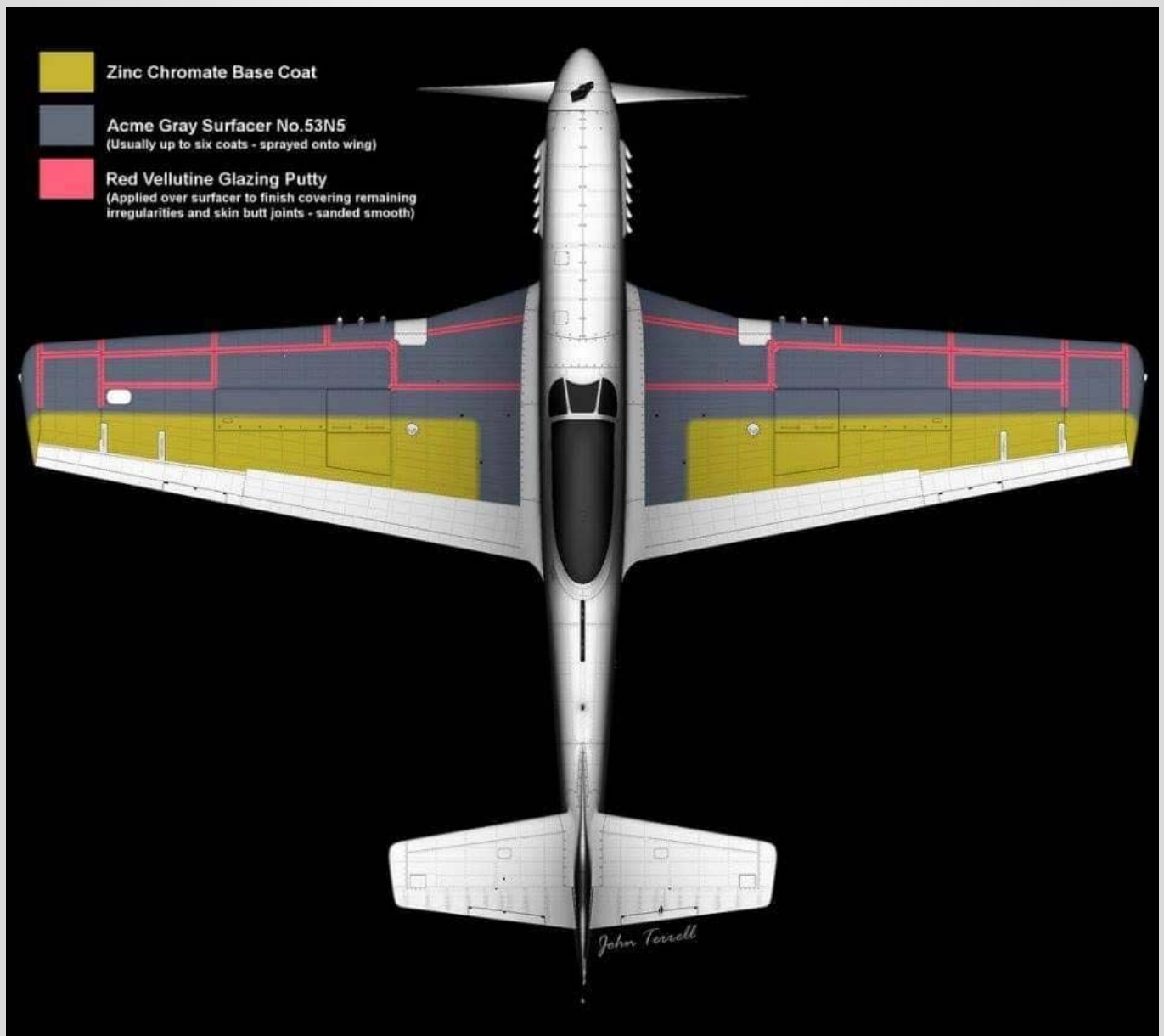
Conclusion: These are excellent models of the early Butcher-Bird., and although the Profipacks are a little expensive here in NZ, they are still well worth your money for the result they will give you. The Weekend edition gives you less choice of markings and no PE parts or masks, but, hey, are you a modeller, or not? Eduard are clearly aiming at releasing an entire family (Including, maybe, the A-1?) of the radial engine 190, so get them while they are around.

Data Bytes: P51D / K official undercoat plans

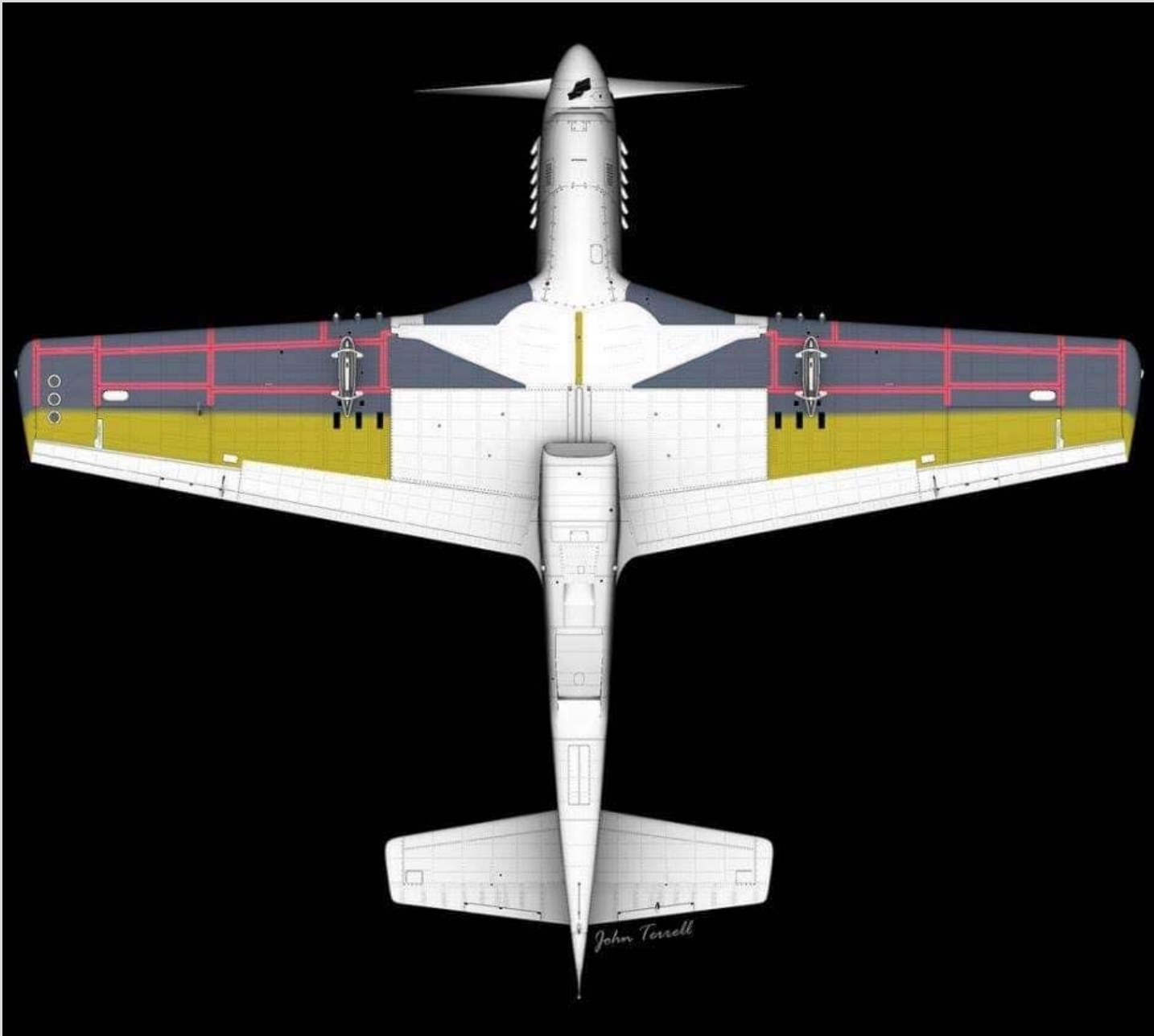
By Brett Peacock

For All those people who are thinking of making any P-51D or K Mustang here are the North American official layouts for the under coats.

1: Topside



2: Underside



Found on Facebook.

BRONCO'S TRIUMPH 3HW MOTORCYCLE AND BRITISH MP SET (KIT CB35035) Another 'look in the box' by Pete M.



Triumph 3HW Motorcycle w/British MP Set

凯旋牌3HW军用摩托车与英军宪兵组

Two sets of motorcycle kits are included

CB35035
1/35



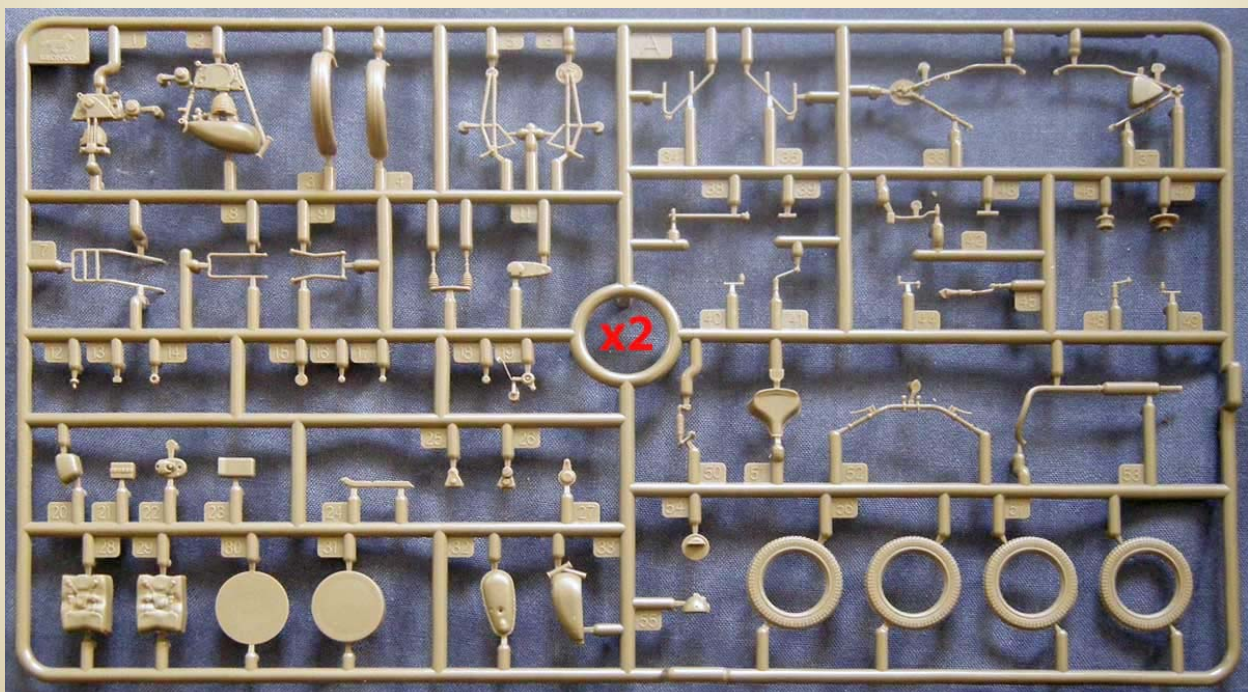
x2

CAUTION
*Detailed scale model for adult collector, not a toy.
*For modeler ages 14 and over.
*This box contains parts to make two bike model kits.
*Contains functional sharp edges and points.
*Actual model may vary from image on box.

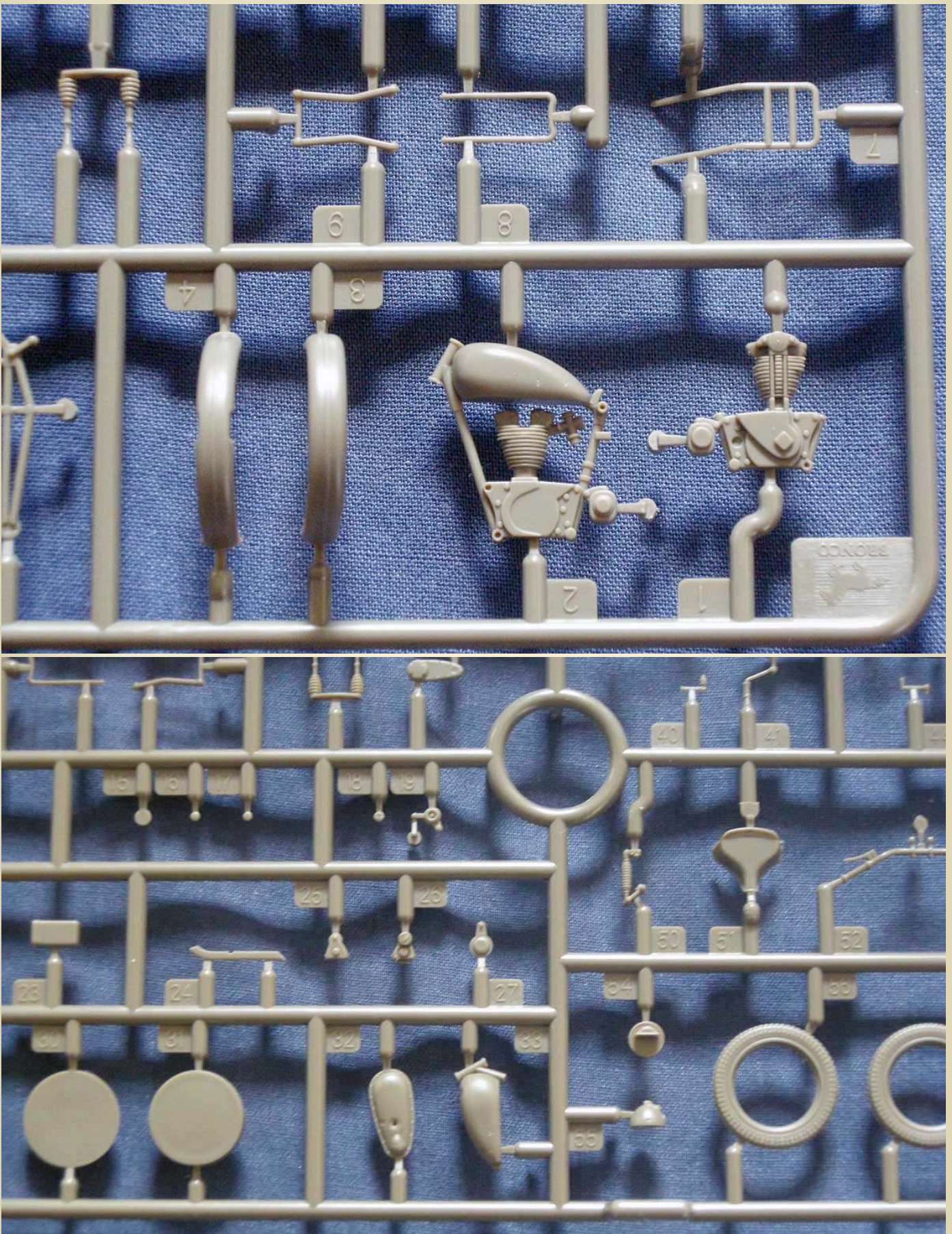


Along with the 'B' echelon vehicles that have been seeing the light of day from many companies in recent times, this kit covers some of the necessary items to keep them and the front line troops heading in the right direction!

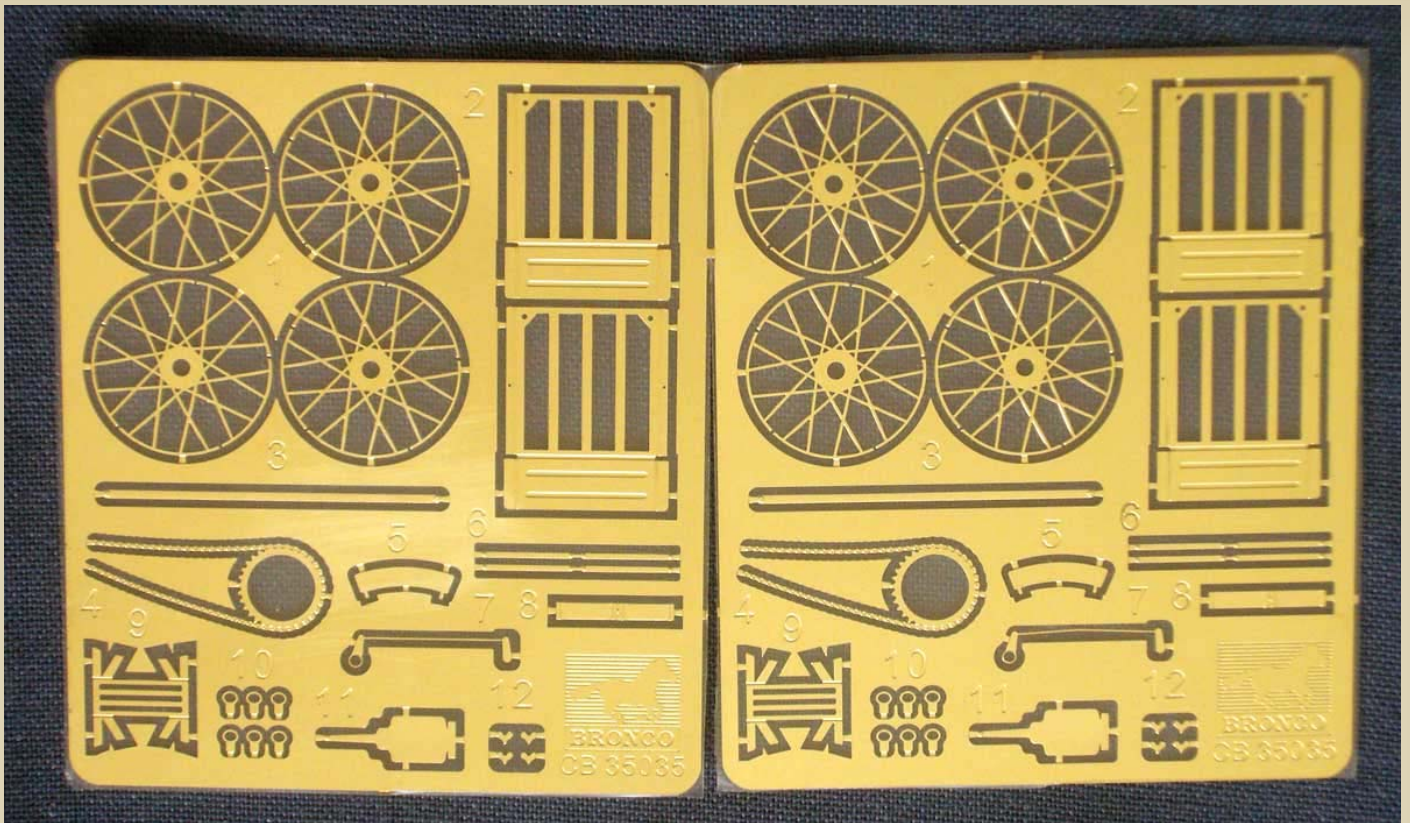
Bronco's kit contains 2 Triumph 3HW motorcycles and 3 figures representing Military Police or the two rider figures can be finished as dispatch riders (Don R's) with a change of insignia.



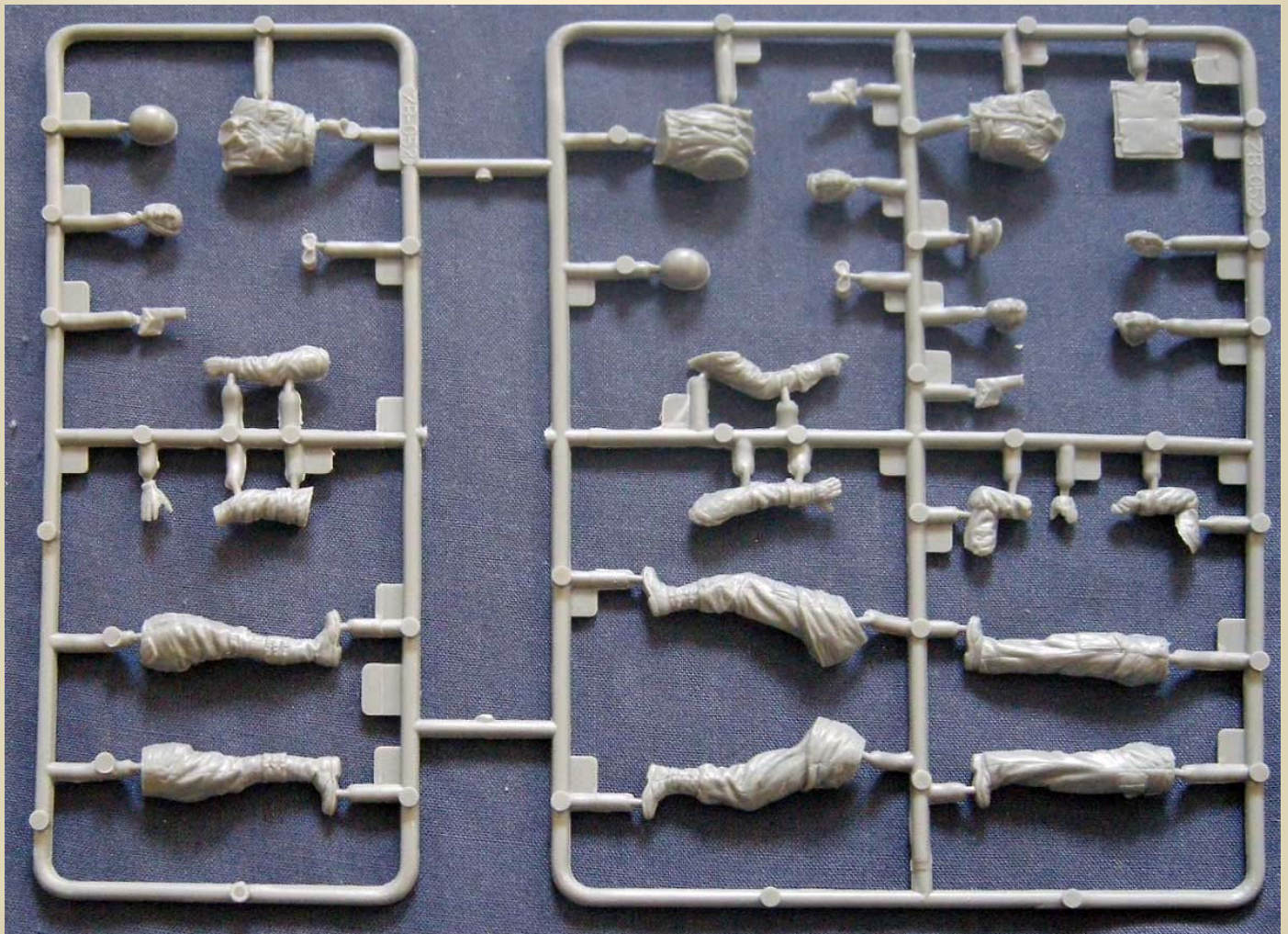
Two very crisply moulded identical sprues in olive plastic have the basis of the motorcycles in them and appear to match well with photos of the real motorcycles I have found on 'Te net'. Care will need to be taken as many small items are included but Bronco use very small gates which should help with cutting them off the sprues.



The close-ups above show well some of the detail Bronco have managed to duplicate within the limits of injection moulded plastic.

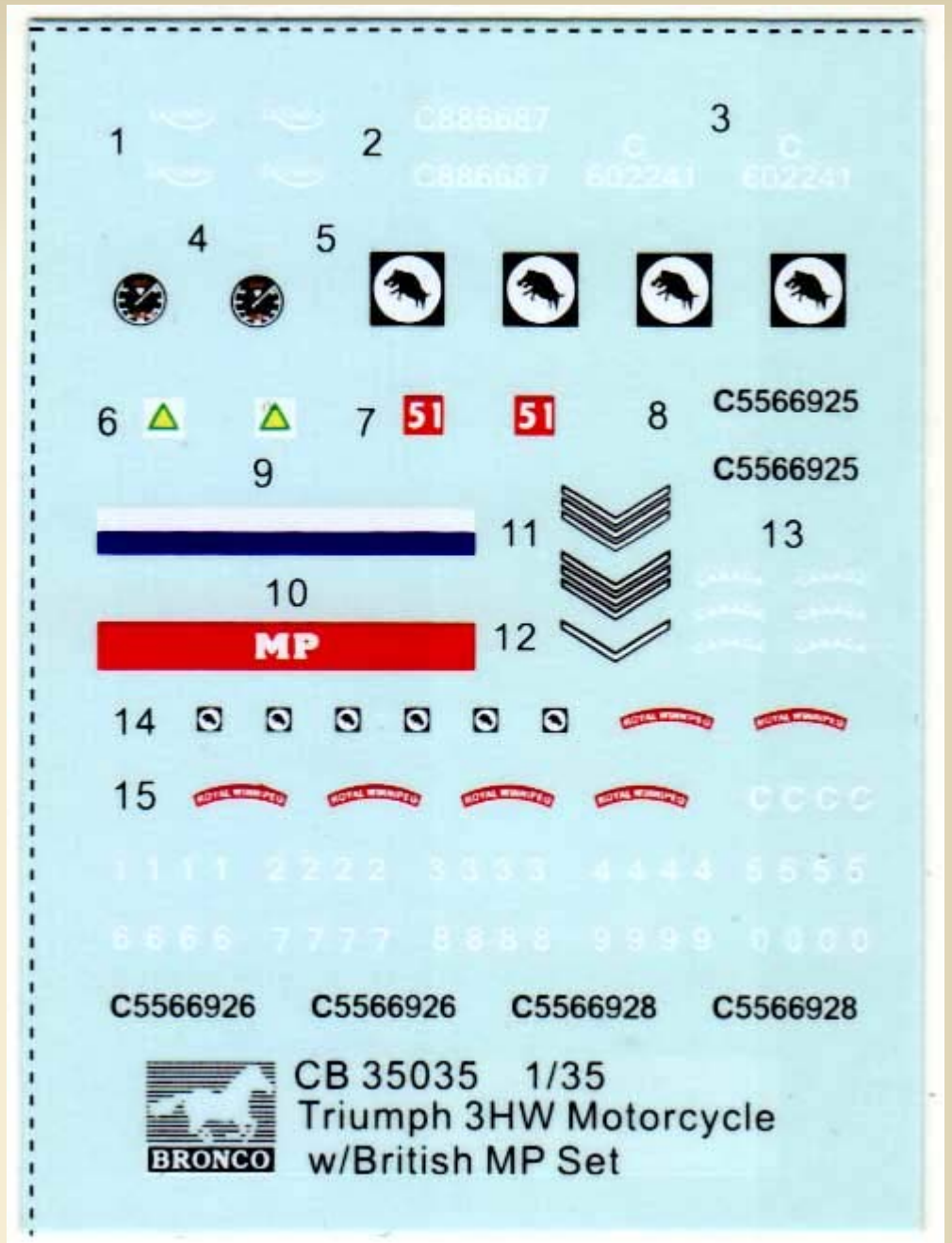


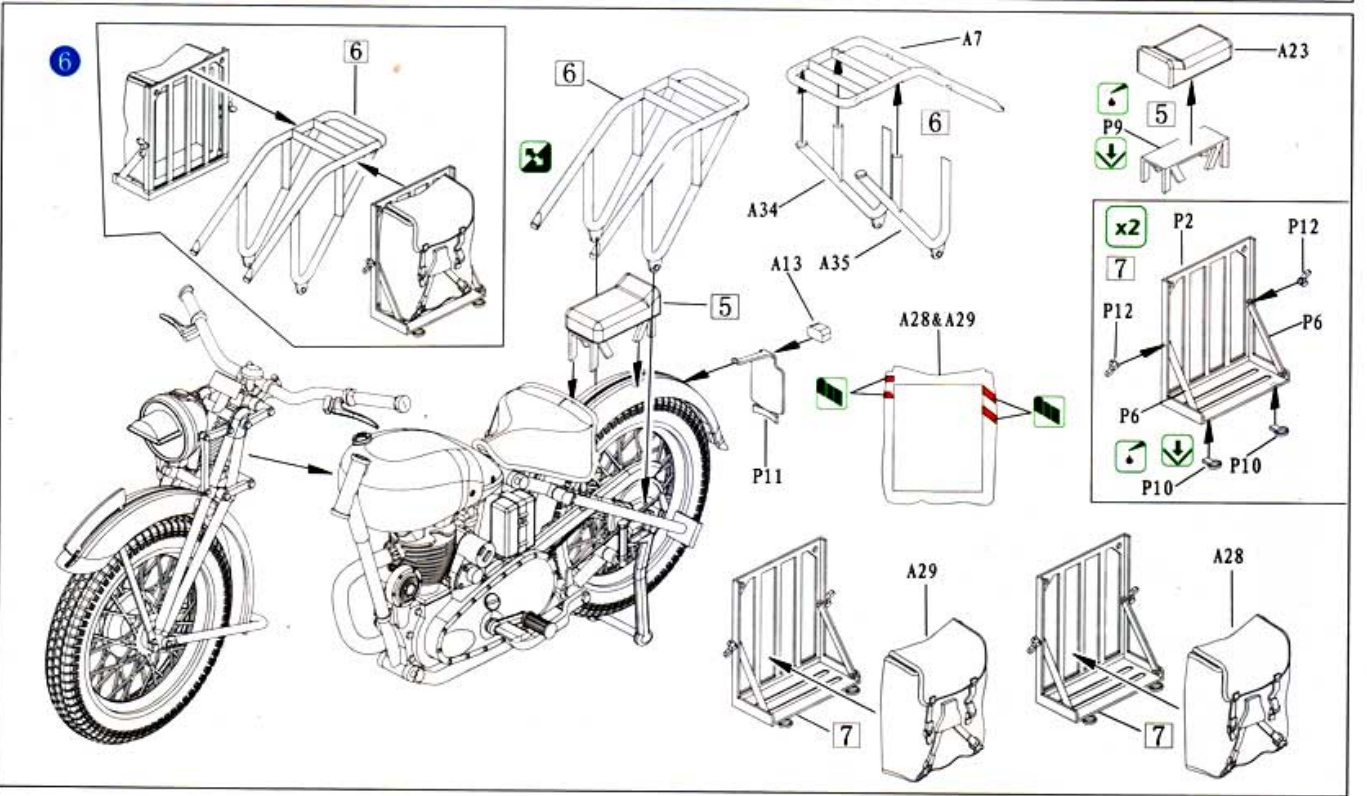
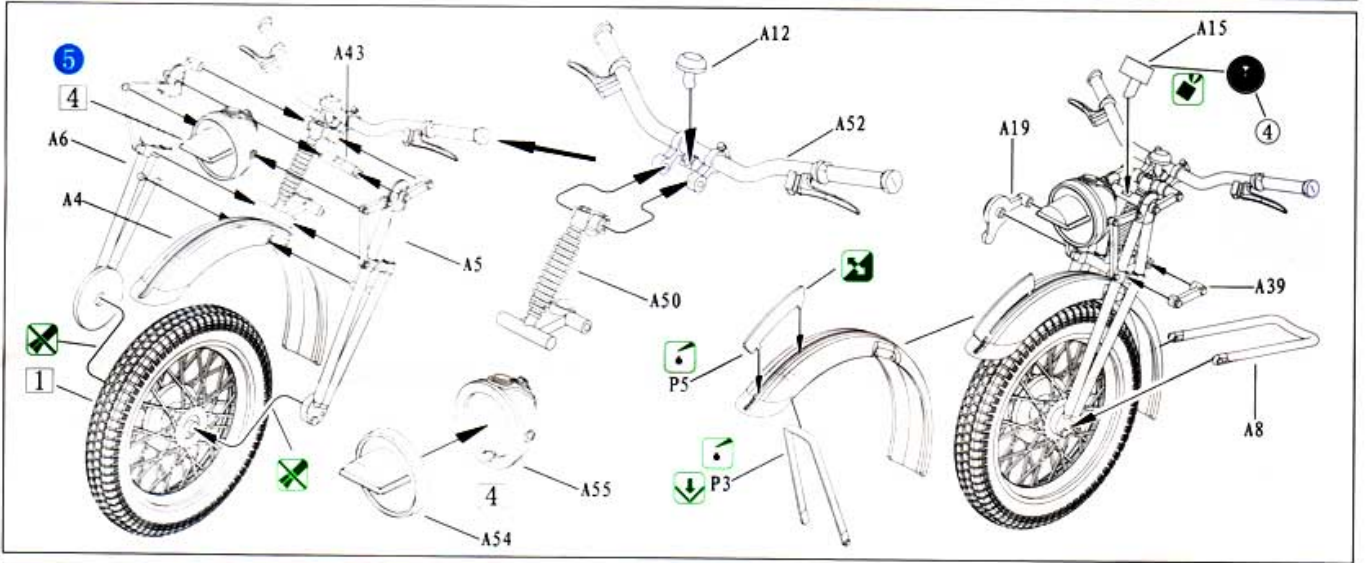
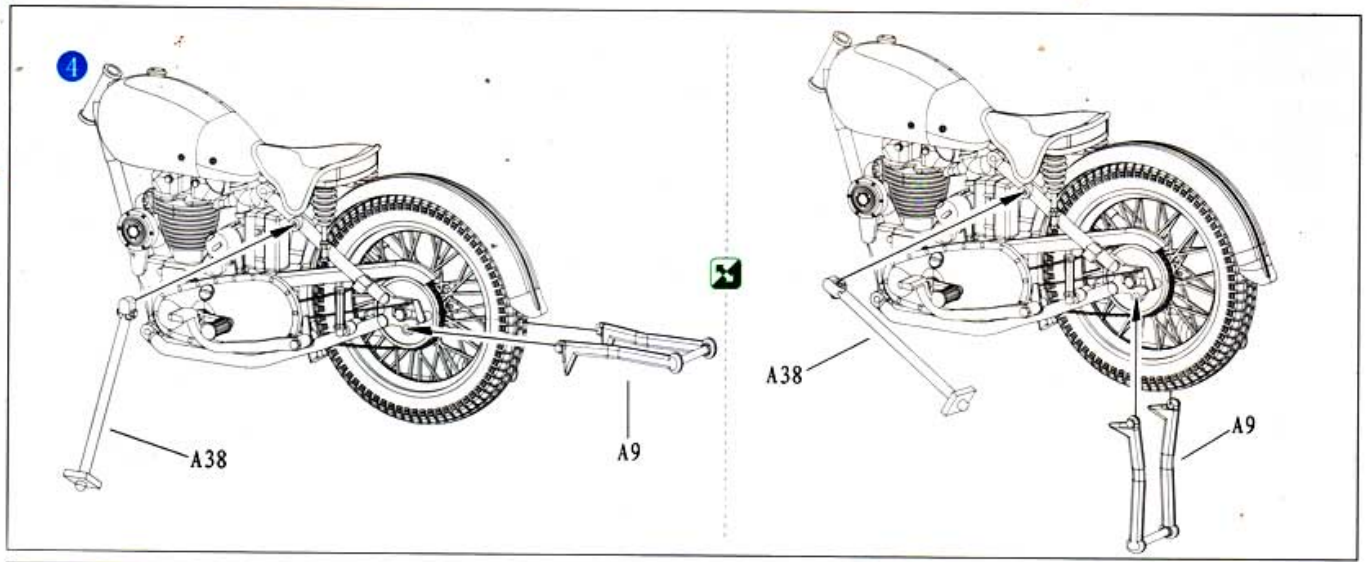
Bronco have supplied the spokes, rear sprockets with chain, saddlebag mounting plates and rear pillion rack and sundry straps, belts and controls on a very nicely done PE fret. The spokes are to be aligned between the plastic wheel/tyre mouldings but care needs to be taken with these! A jig to shape the spokes is supplied on the plastic sprue, but only work properly for one side.



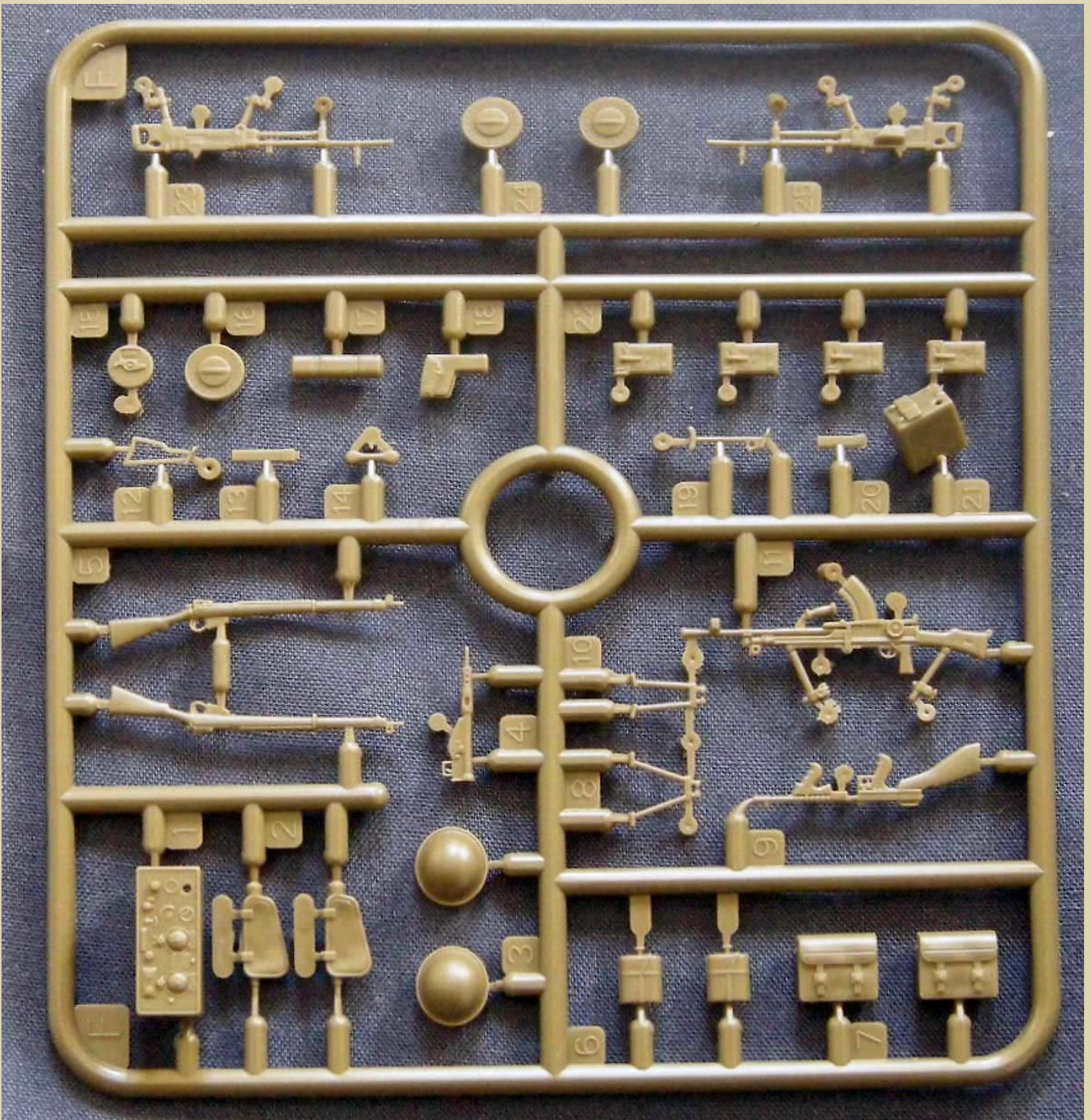
A small decal sheet contains markings for two motorcycles, one from the XXX Corps in North west Europe 1944-45 period, and the other 108 Regiment RAC based in England during 1942-43.

Extra white serial numbers are also provided on the sheet allowing many other combinations to be done, but tac markings will have to be found elsewhere for these. Triumph name decals and the speedometer dials are also provided along with various rank chevrons and shoulder patches for the figures.





A full colour 4 page instruction sheet shows clearly the recommended assembly process and contains various colour call-out for the components. Paint recommendations are listed for GS, Hobby Color, Humbrol and Tamiya brands. The figure painting guide is shown on the rear of the kit box.



The kit also includes a sprue from Bronco's late production Humber MkII scout car which has armament options and other useful items to go with the figures.

A great little accessory set that will help to 'flesh-out' any diorama or vignette from the UK, Italy or North West Europe.

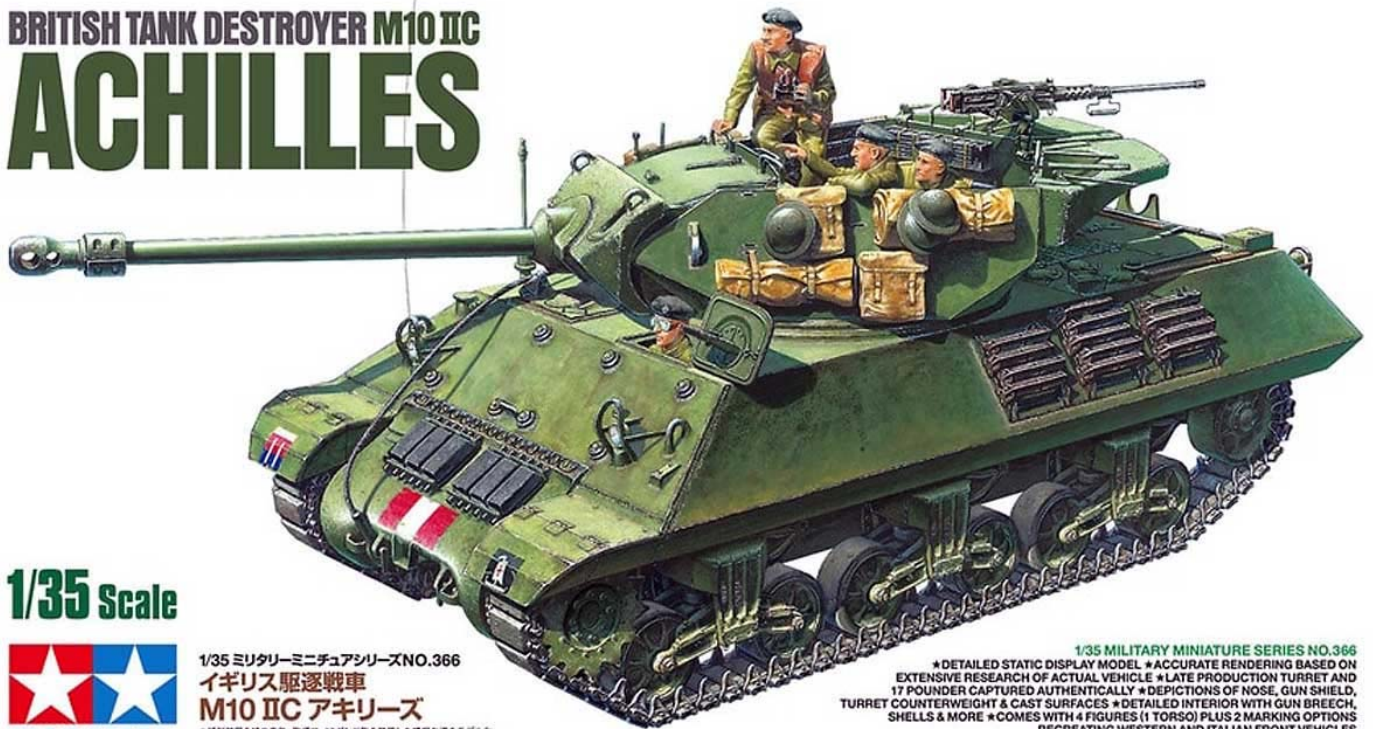


And a pic to finish off of the real 1:1 scale item for reference.

TAMIYA'S 1:35 17LBR M10 IIC ACHILLES KIT (MM-366)

Another 'look in the box' by Pete M.

BRITISH TANK DESTROYER M10 IIC ACHILLES



1/35 Scale



1/35 ミリタリーミニチュアシリーズNO.366

イギリス駆逐戦車
M10 IIC アキリーズ

※最新型を持つ最新型駆逐車、17ポンド砲を装備した独特な姿をモデル化。
※塗装ラインの正確さを高めるために全車線3線、車身線1線をセット。
※デカール2種類付き、塗装用・塗料別売

1/35 MILITARY MINIATURE SERIES NO.366

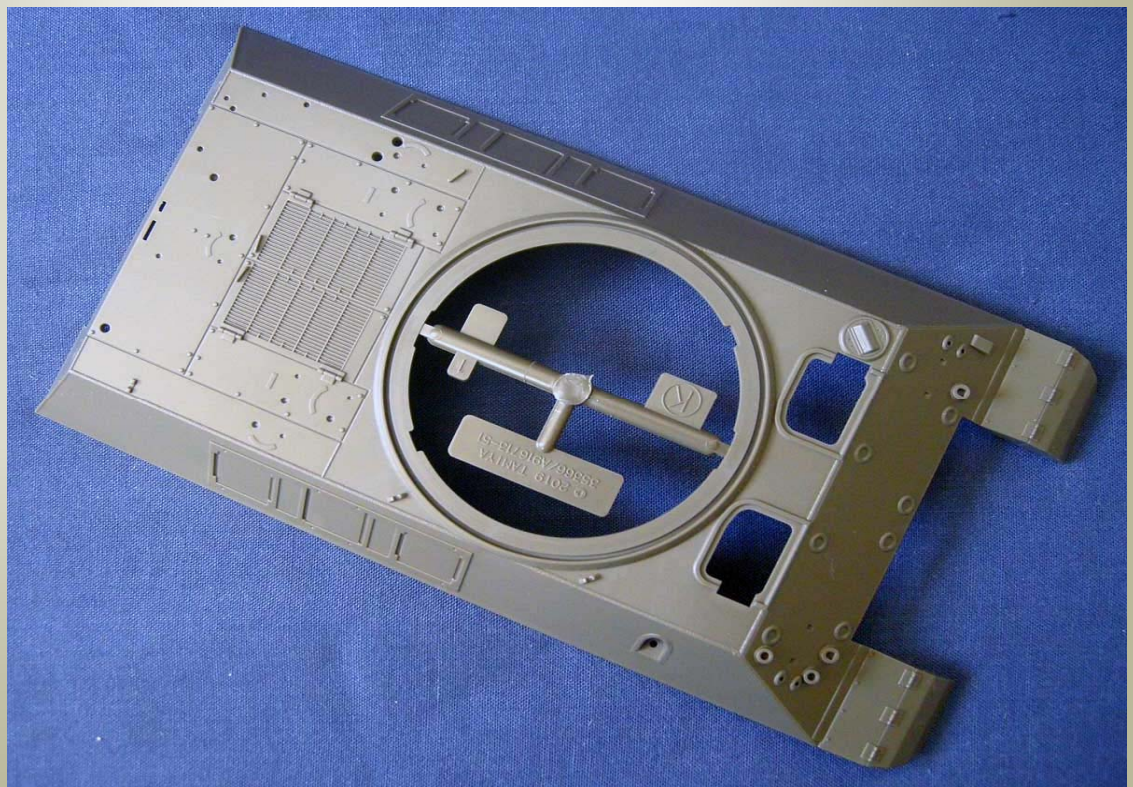
★ DETAILED STATIC DISPLAY MODEL ★ ACCURATE RENDERING BASED ON EXTENSIVE RESEARCH OF ACTUAL VEHICLE ★ LATE PRODUCTION TURRET AND 17 POUNDER CAPTURED AUTHENTICALLY ★ DEPICTIONS OF NOSE, GUN SHIELD, TURRET COUNTERWEIGHT & CAST SURFACES ★ DETAILED INTERIOR WITH GUN BREECH, SHELLS & MORE ★ COMES WITH 4 FIGURES (1 TORSO) PLUS 2 MARKING OPTIONS RECREATING WESTERN AND ITALIAN FRONT VEHICLES

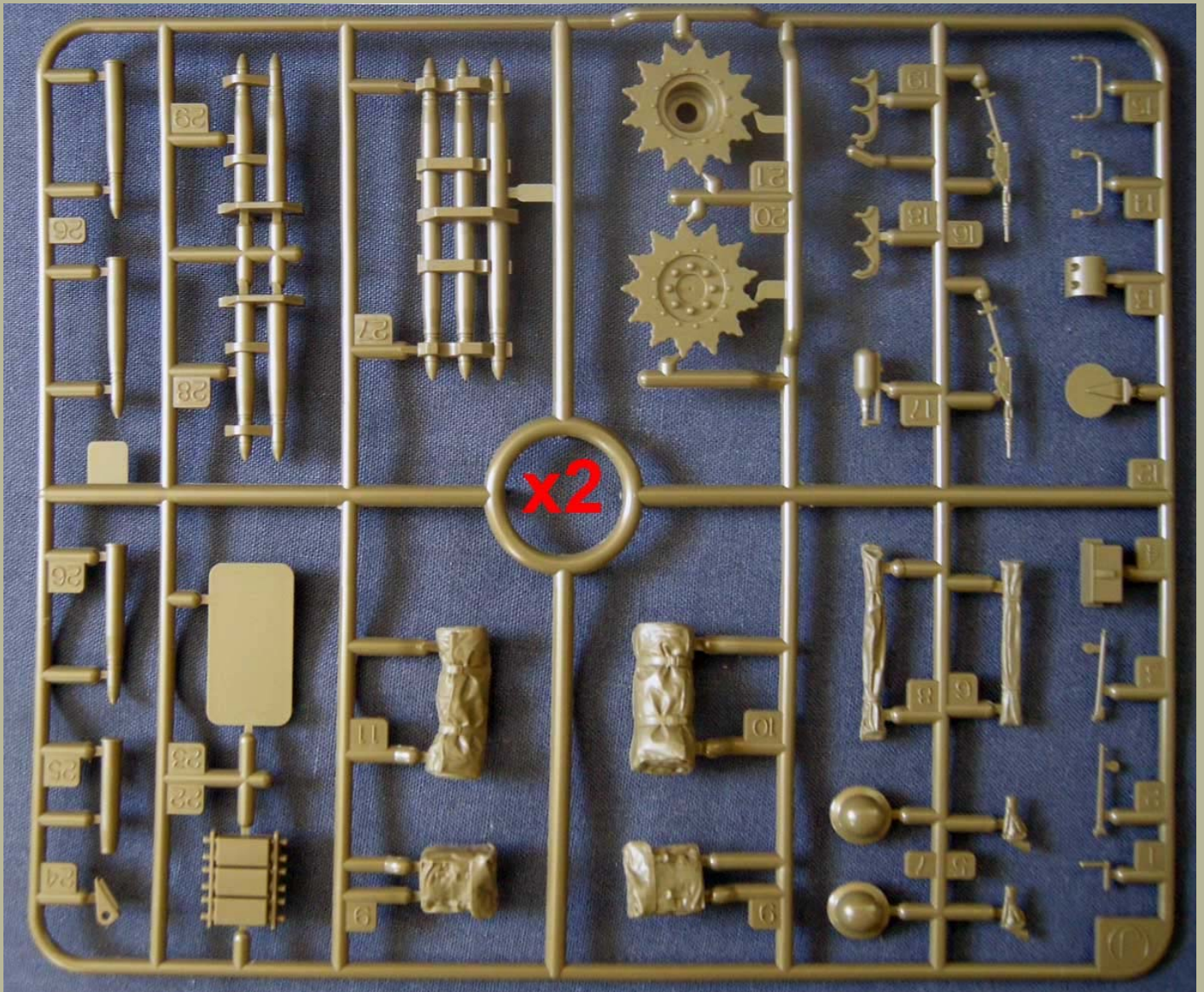
★ READY TO ASSEMBLE PRECISION MODEL KIT ★ MODEL MAY VARY FROM IMAGE ON BOX

★ DETAILED SCALE MODEL FOR HOBBYISTS AGE 14 AND ABOVE. THIS IS NOT A TOY ★ CEMENT AND PAINT NOT INCLUDED

Following on from their M10 3" Motor Gun Carriage kit Tamiya have now released the logical upgrade to this with their issue of the British 17lbr equipped Mk.IIC known as the Achilles, and looking at it shows we now have a accurate base on which to work on.

Academy and AFV club have kitted the Achilles, but both of these kits have some major dimensional problems with both hulls and turrets. It appears that Tamiya have done their homework and this kit is well within accuracy tolerances for most modellers ...

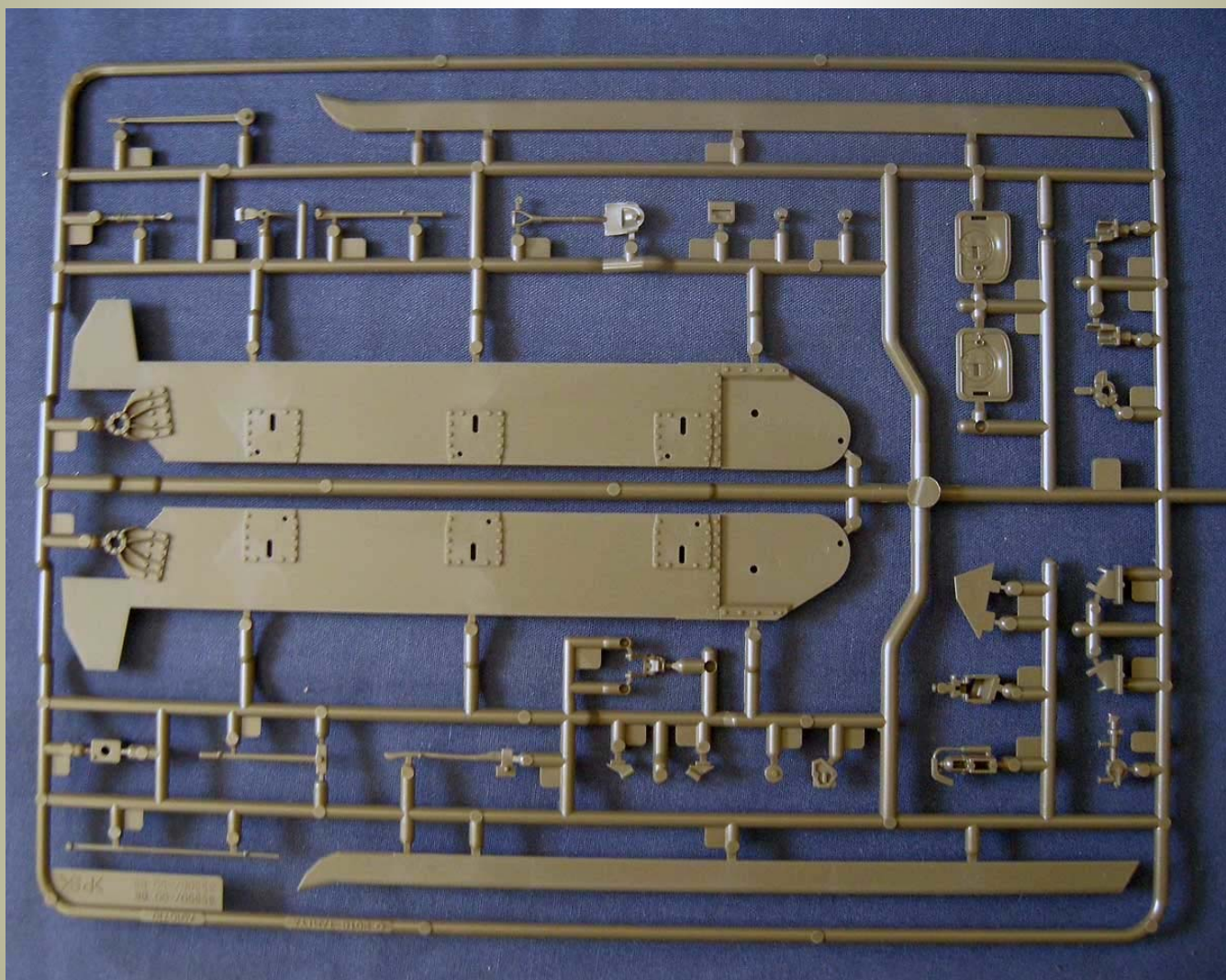


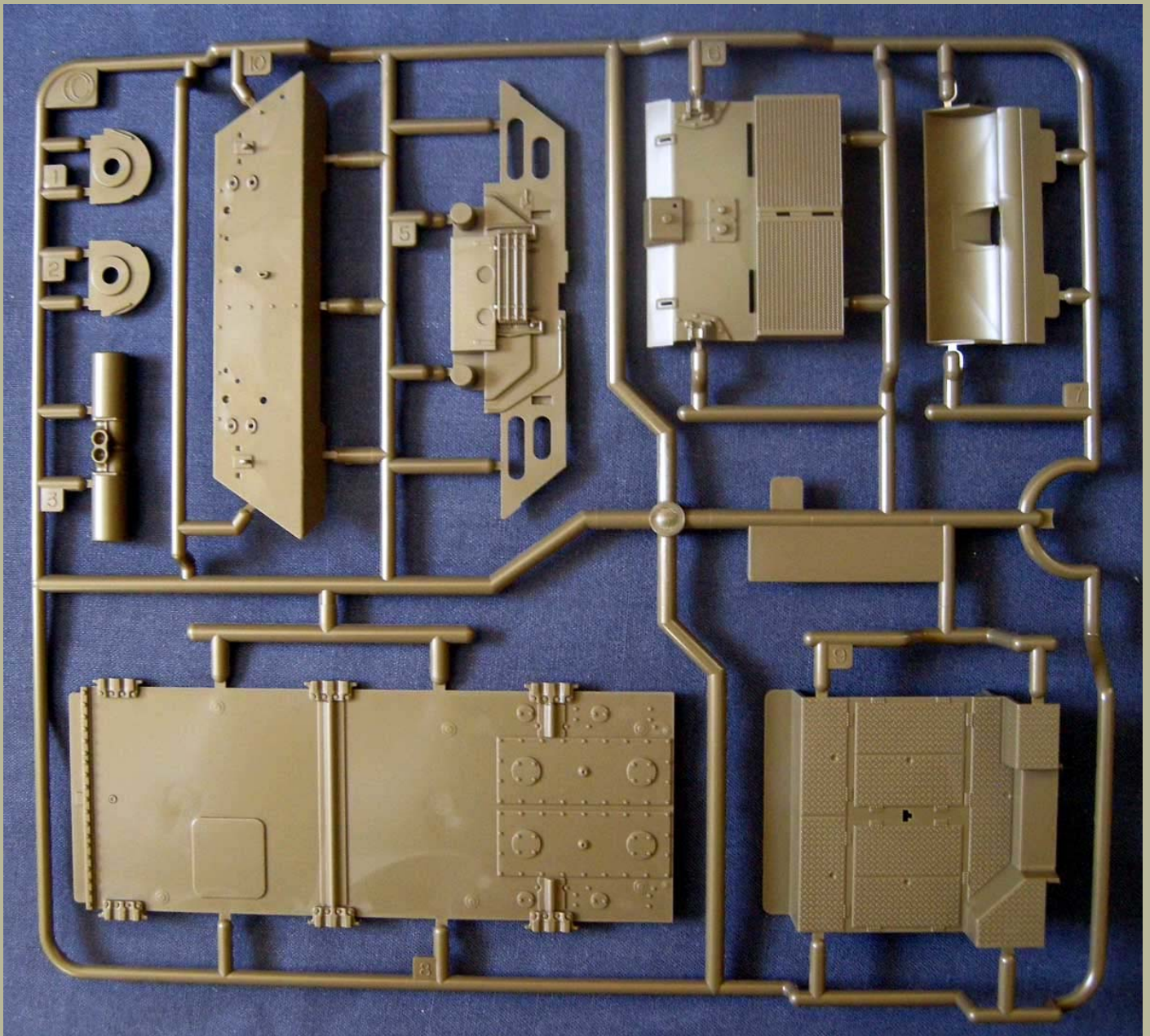


The upper hull is moulded in one piece with many of the smaller detail items such as the fuel and coolant tank caps and front glassis plate details being added as separate items. One problem that comes to my immediate notice is that Tamiya have moulded the grouser rack bases onto the hull! On many IIC photos I have seen, these racks were not present. These will need to be removed for most Kiwi vehicles to be modelled. Missing also are the footman loops that were evident on the lower hull, but this is no major problem as most modellers will add these from wire to get a proper representation of these. Strangely, Tamiya have added these to the turret sides, but are the usual 'flat' bars and not three dimensional!



*The photo of the Kiwi Achilles above shows these points well (via *Armour Camouflage & Markings of the 2nd New Zealand Division* by Jeffrey Plowman) just a pity the usual 'bod' is in the way of the serial number to obscure it for we modellers!*





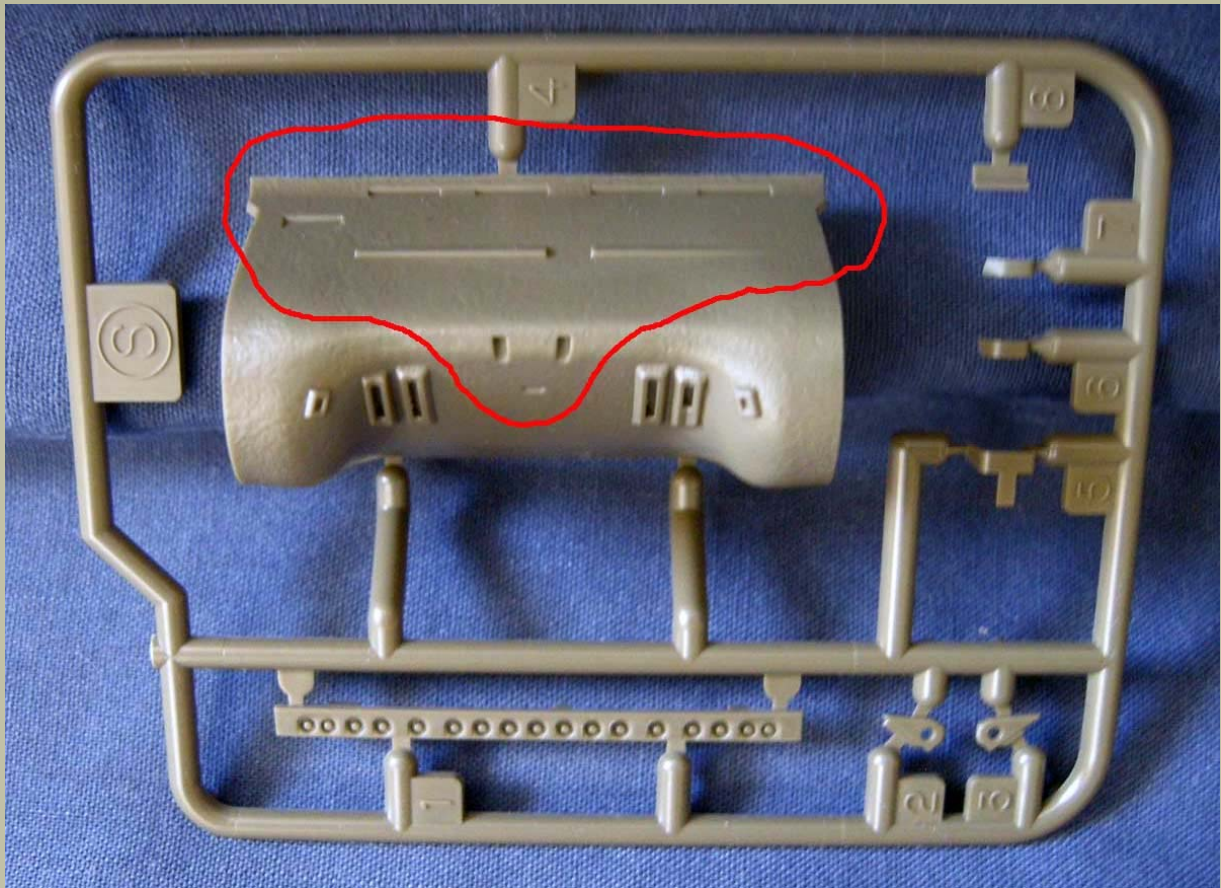
The lower hull comes in a 'flat-pack' format as per the Tasca/Asuka Sherman kits and appears to be very accurate with its detailing. Tamiya do provide the 17lb shells and correct racks to mount on the side sponsons, but much else is missing such as the instrument panel and controls on the L/H drivers position front sponson and the No.19 radio and stowage that should be on the R/H front of the sponson.

A basic floor is supplied with the under floor stowage bins for batteries and crew gear correctly depicted, but all of the front drivers/co-drivers compartment is 'nekkid' and will have to have a front transmission unit, seats and controls added as with the open topped turret, this area is very visible!

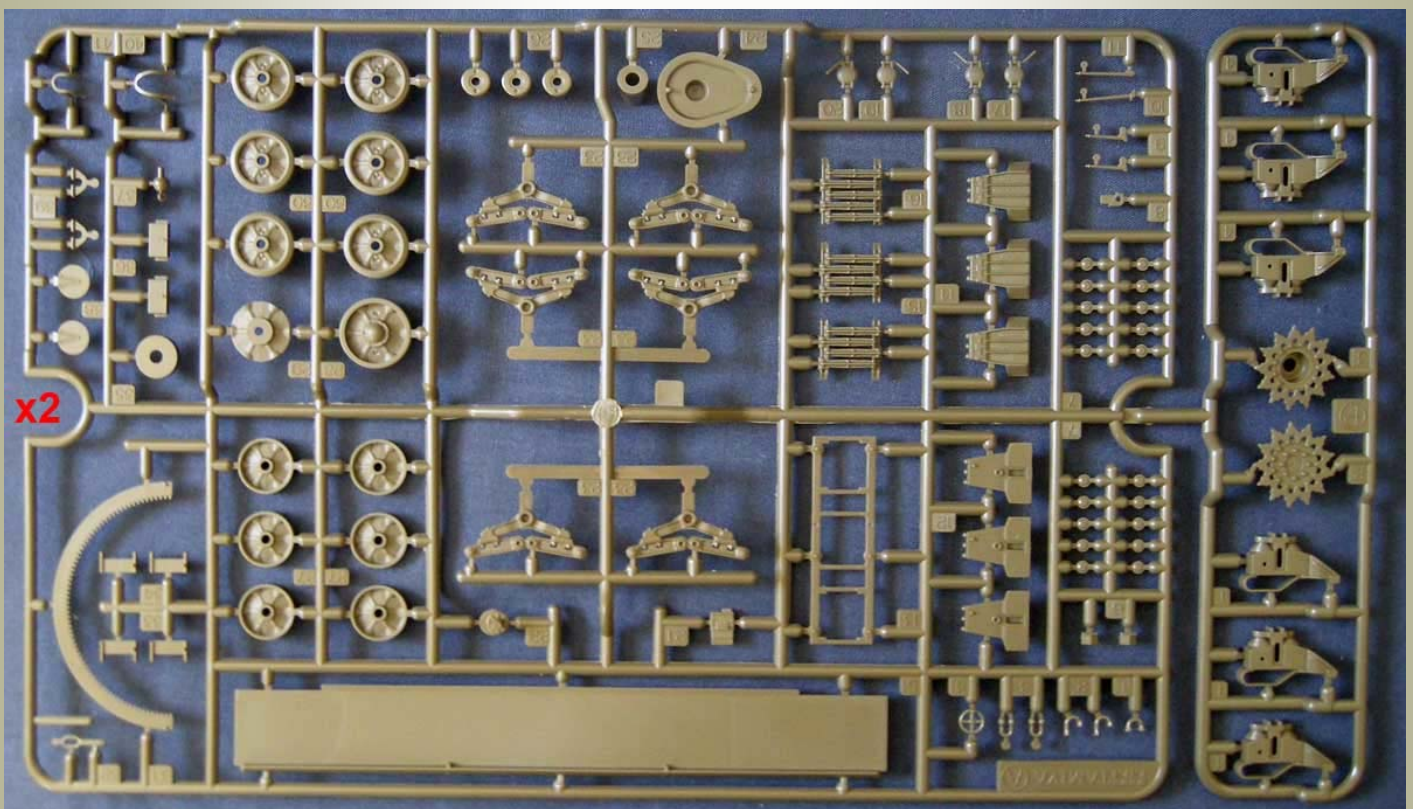
I know there are some aftermarket 'goodies' due to address this area for both this kit and the 3" M10 kit. The other alternative is to use the interior items from the Academy Achilles kit, or the basic Sherman drivers area upgrade kits from CMK or Resicast.

A rear firewall containing the oil cooler, some basic wiring and the boxing covering the two engine mounted generators is supplied and matches up well with photos of this area. The rear end has a nicely depicted rear engine cover plate with the twin radiators, the exhaust assembly and the curved exhaust deflector plate.

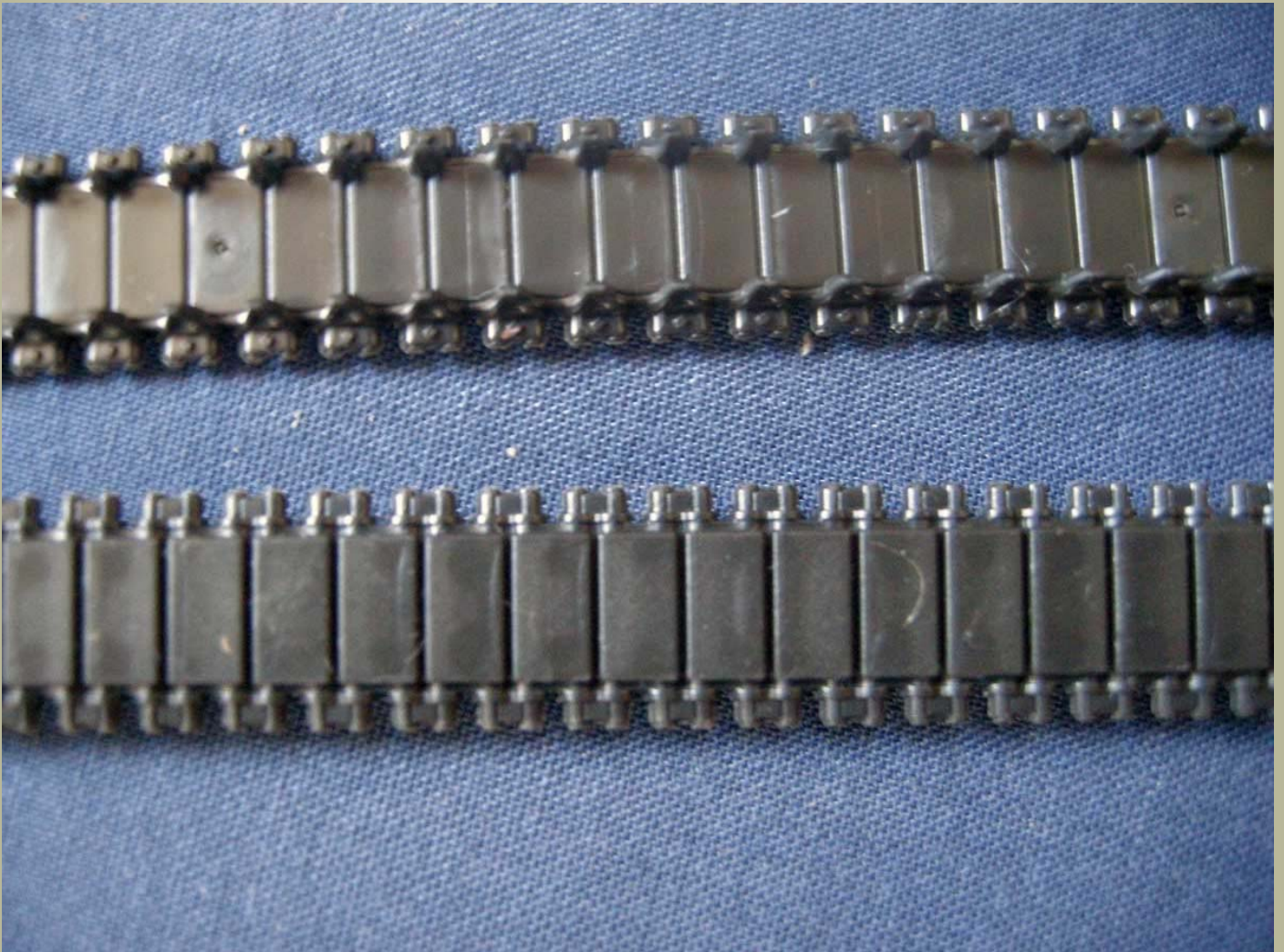
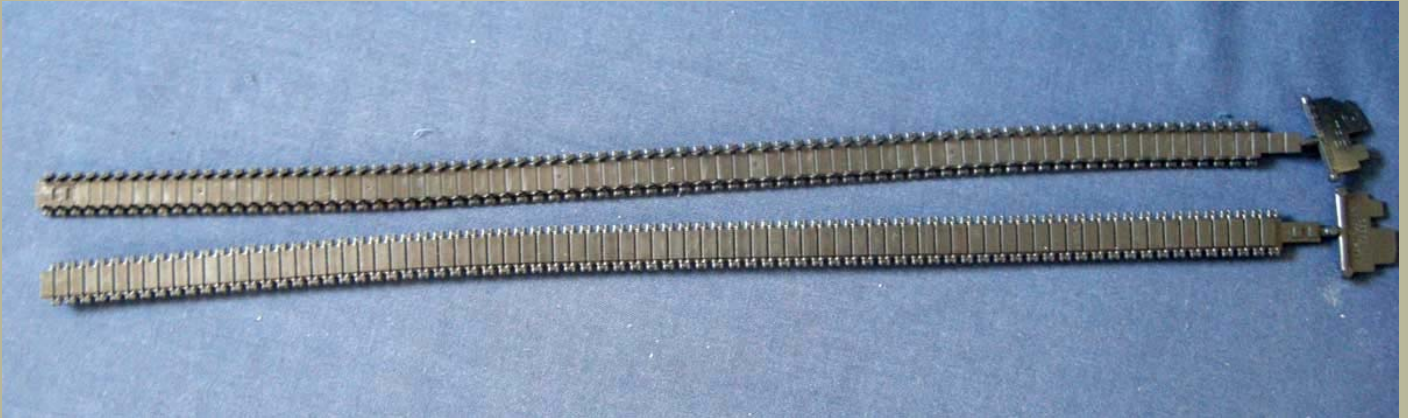
While dealing with the lower hull, one other item that I feel Tamiya have 'stuffed-up' is the front drive assembly.



They have strangely moulded the spare track holder bracket bases to this unit, and I feel these would have been better if provided as PE or moulded as part of the spare tracks. They have also provided a front mounting 'step' that was added to many M10's (and some Shermans) using large slots cut into the nose unit. This I feel can be overcome by using one of Tiger Models nose assemblies (35-1209) which will give a far more accurate look to this area.



The bogies appear to be the correct type as used on the later M10's and Mk.IIc's and do have casting numbers moulded on. Missing are the skid plate mounting bolts and the four mounting holes as usual will have to be added to the 'open' end of the bogie units. Two part road wheels and idlers are the pressed steel type and do have the grease nipples depicted. Two styles of front sprockets are given, but the usual one appears to be the 'plain' type.



Tracks are of a soft plastic material that are apparently glueable with normal styrene glue, but unfortunately are T51 rubber pad type that is very rarely seen on the Achilles. The usual type fitted appeared to be either T48 rubber chevron, T54E1 steel chevron or T49 steel parallel grouser.



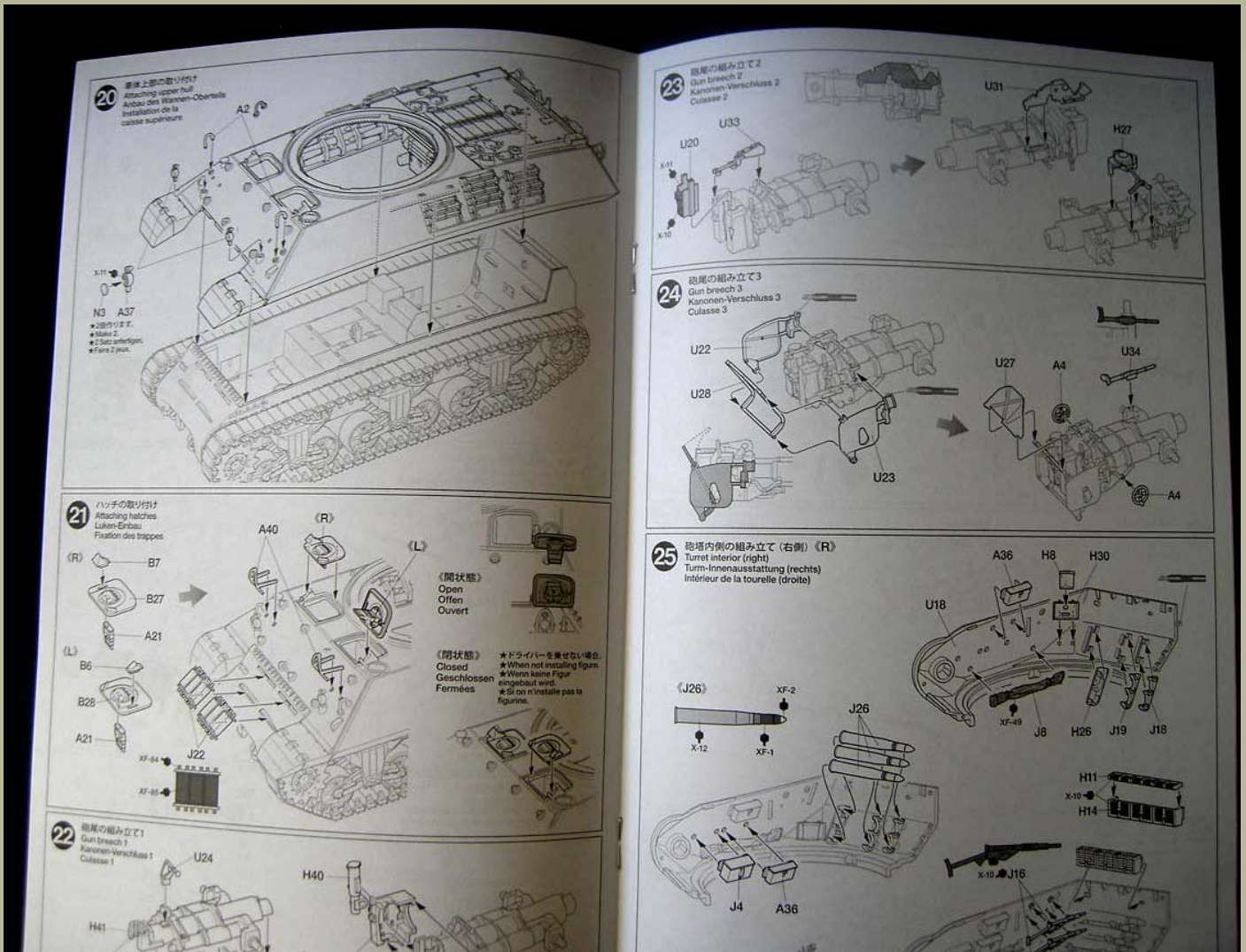
A Kiwi Achilles in Italy. Note what appears to be T54E1 type tracks, and the usual Kiwi additions of spare ammo boxes mounted to the front fenders. (via Armour Camouflage & Markings of the 2nd New Zealand Division by Jeffrey Plowman).

The turret assembly is very well done (other than my earlier comment regarding the footman loops) and appears to have everything required including the ready use rounds strapped to the rear of the turret wall.

The 17lb breech and trunnion mounting assembly appears to be far more accurate than that of the Academy kit. The gun tube is moulded in one piece with one half of the muzzle brake attached. The other half and the counterweight are then added to this. I'm sure many will use one of the nicely turned metal barrels for the 17lb that are out there.

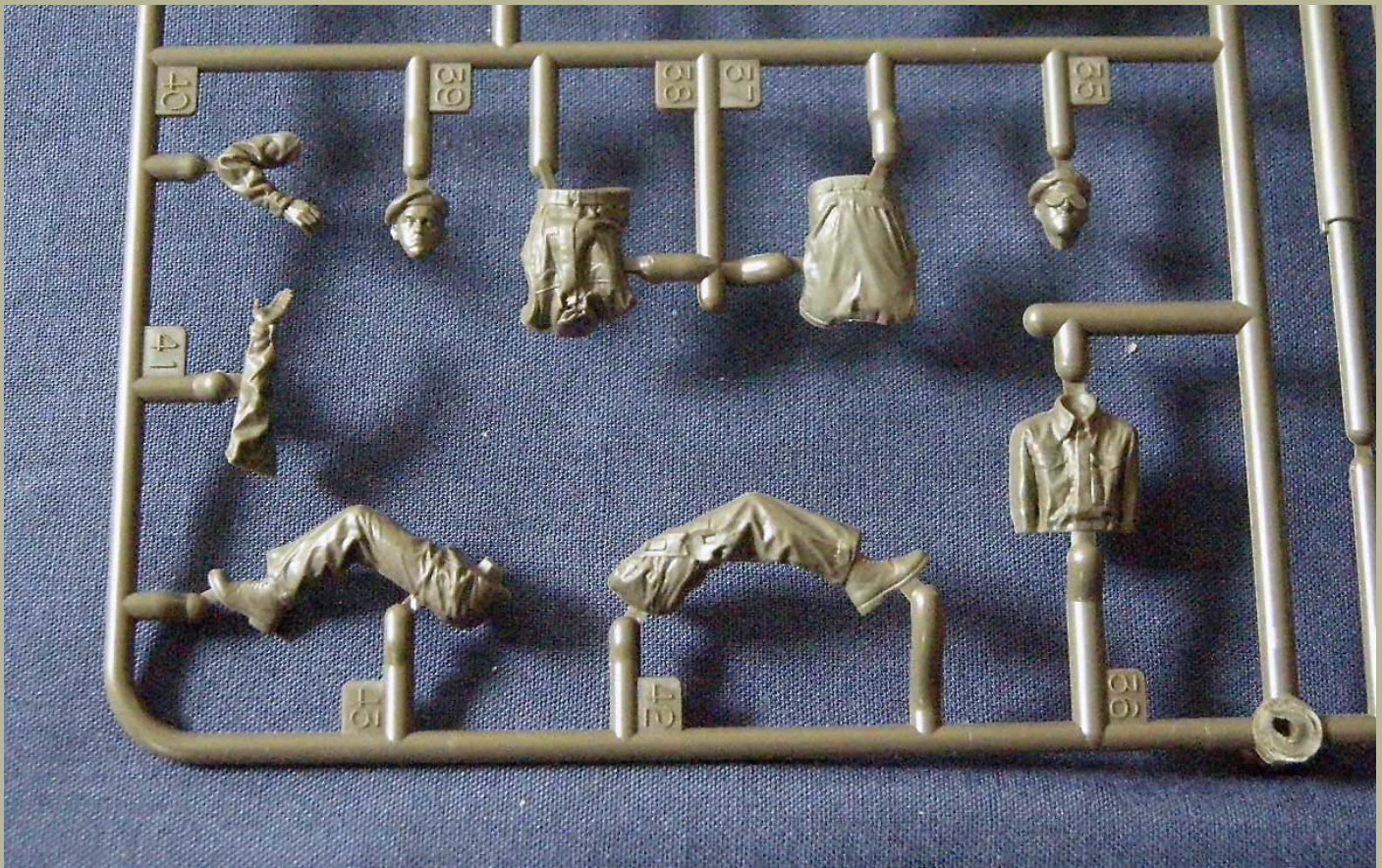
The turret counterweights are of the later 'duckbill' style as used with the 17lb and late 3" vehicles.





The 16 page instruction sheet is in Tamiya's usual clear style and carries detail painting call-outs listed in Tamiya's own paint numbers.

Overall, a nice job by Tamiya, just let down slightly by some of the comments I have listed. Finally, we DO have an accurate Achilles to play with.



A crew set consisting of four full figures and a torso for the driver are nicely moulded and all appear to be wearing the one piece summer overalls with the gun commander wearing a leather jerkin.



Decals are provided for two British Royal Artillery anti-tank regiments, the 93rd Anti-Tank Regiment in Italy in 1944 and a North West European example from the 75th Anti-Tank Regiment 1944-45. Both are in SCC15.

A length of black string is supplied for a tow hawser.

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.

