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NUMBER 15: AVRO LANCASTER
Mk I/III LATE PRODUCTION
BATCHES 1943-1945**

**HEAVY HOBBY'S 1:35 M4 SHER-
MAN TRACKS**

Models on the table last month

NEXT MEETING

7.30 pm Tuesday 21/6/2022

Royal Oak Bowls

146 Selwyn St, Onehunga

COMMITTEE

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Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

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From the Editor

Well, we are now more than half way through 2022. The world is slowly getting to grips with the new COVID normal and life for us is crawling back towards being able to do all the things we used to take for granted. It's been good modelling weather with all this rain we've had so I maybe you were able to take advantage of that. I know I did, even if the grass is a bit longer than I'd like it to be.

With the current hostilities in Ukraine it's amazing that new kits are still coming down the pipeline from Ukrainian Manufacturers. ICM is alive and well and rumor has it that Miniart has moved to Poland. I guess you can't blame them after being forced out of Crimea a few years ago. The bad news is that Miniart prices may increase by about 10%. Don't forget our Ukraine theme build finishes in November.

We are pleased see some new younger face at our meetings and the committee is keen to try and expand on that. We are looking at ways to attract and retain more junior members. We have some ideas and will expand on those at the July meeting.

New Club Facebook Page

We've launched a new Facebook Page for IPMS Auckland. This is open to all members to share their work and ask questions, etc. Check it out and better still share your work and your ideas.

We are always looking for good ideas for things we can cover at our monthly meetings. These could be workshops on techniques or maybe topics for a group discussion or anything else you can think of. You can use the Facebook page to let us know what you would like us to do.

<https://www.facebook.com/groups/ipmsauckland>



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2022/23 NOW DUE *******

Subs for 2022/23 now due -see below for club account details or see the club secretary
at the next club meeting.

Membership Type	Description	Cost
Full	Living in the Auckland	NZ\$45
Out Of Town	Living 75km or more from	NZ\$30
Junior	Same rights as full membership for those under	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
third Tuesday of each month at
7.30pm

**Venue: The Sports Lounge
Royal Oak Bowls
146 Selwyn St, Onehunga**

- July** Using artists oils for weathering effects like dust , stains and chipping
- August** To prime or not to prime, that is the question.
- September** Vacforms—kits and canopies

PLASTIC MODEL EXHIBITION ~ National Championship ~



FREE PUBLIC ENTRY

Saturday and Sunday

1 - 2 October, 2022

Hutton Theatre, Otago Museum

416 Great King Street, North Dunedin

www.facebook.com/IPMSDunedin

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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10% on kits and modelling supplies

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Hobby Boss Messerschmitt Me 262 Kits (an overview of the Family of 262s.)

By Brett Peacock



Hobby Boss have a number of Messerschmitt 262 kits, in each the parts count can vary but most have a number of common sprue trees with new sprues to account for the differences.

Prices also vary a little depending on the variant, for example the 2 seater versions, (they make a Trainer and a Night fighter) are slightly more expensive than any of the single seaters.



Among the single seaters they make the Reconnaissance variant with the cameras (Caveat, do not trust their suggested arms fit, it was not armed.), the rocket-assisted version and the 50mm cannon armed version. They also make the Bombardier positioned bomber version



And... the single seater nightfighter...

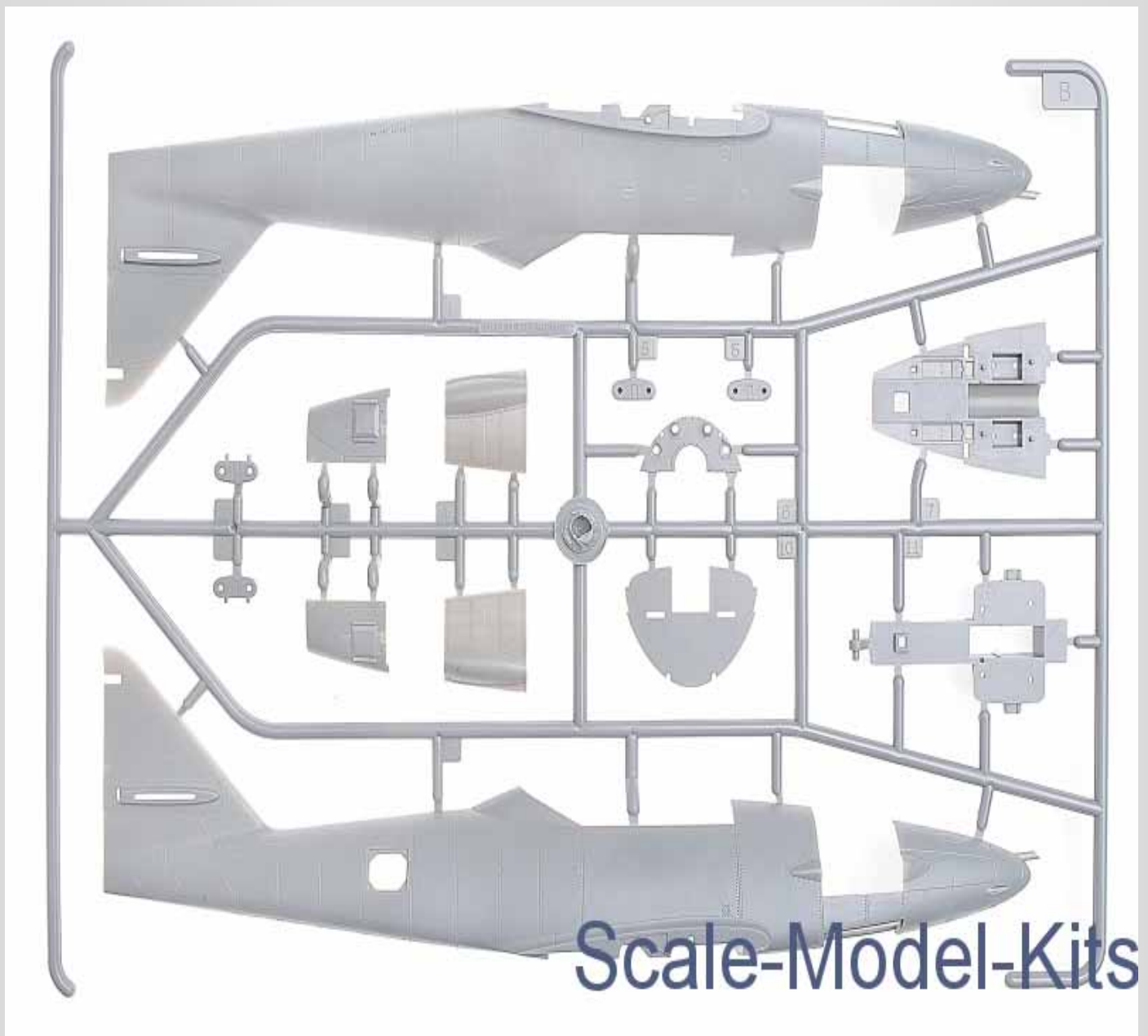


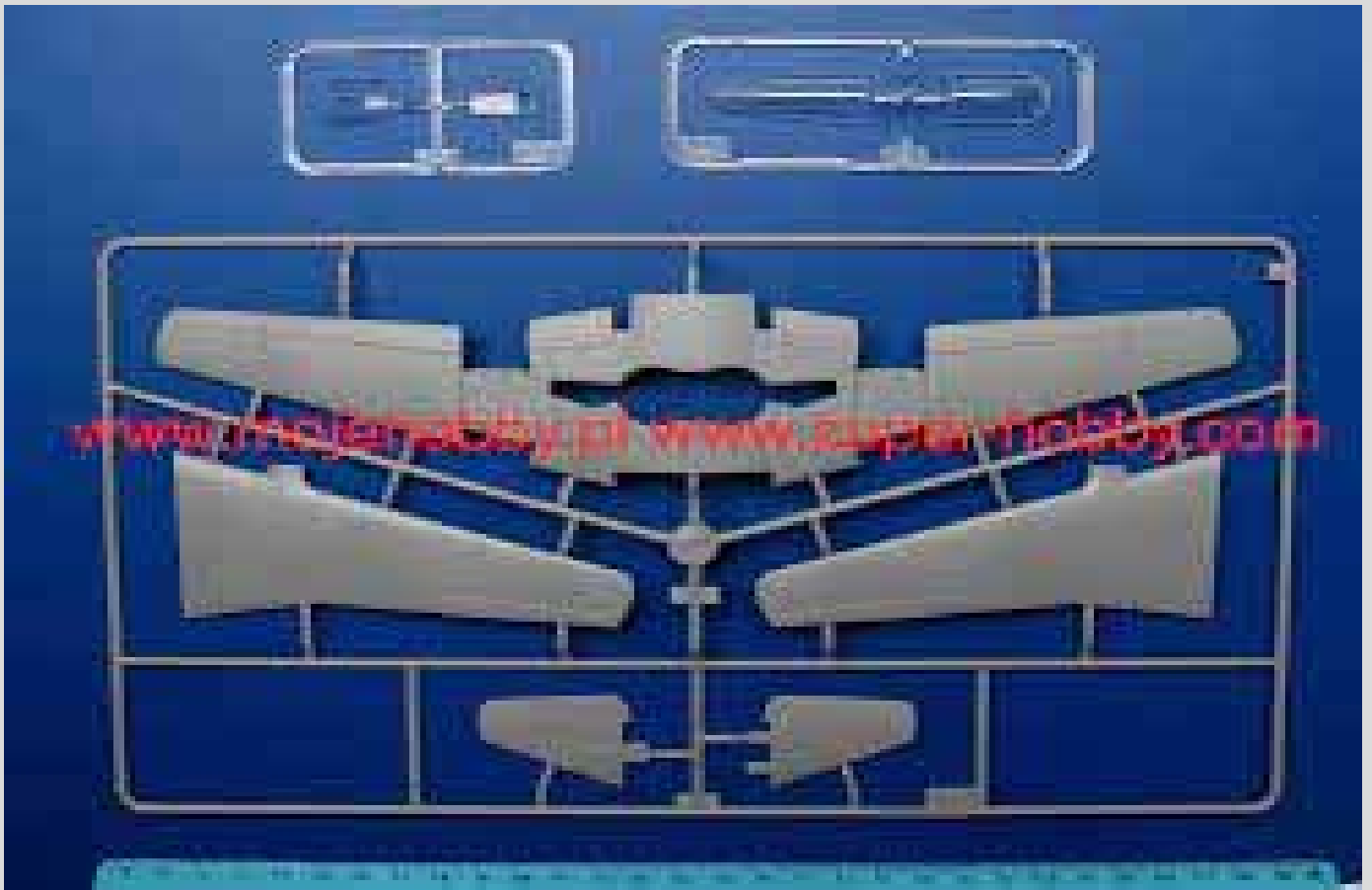
And they have even produced a kit of the BMW 003 engined version...



So, really the modeller is spoiled for choice... but how do they stack up against other 262 kits on the market? The Answer is... Very well indeed, given a few small caveats. Each kit comes with a color guide and decals, however the research can be... spotty.. on accuracy. Having good references and Aftermarket decal sheets helps a lot here. As to fit, I am happy to report that the fit of all parts is right up there with Tamiya, as is the standard of detailing. (And that includes the cast metal combination Nosewheel bay and Nose weight piece (Replicated in plastic also!))

The single seat fuselage: The T shaped part (bottom left above fuselage half) is the plastic nose wheel bay, duplicated in cast metal in the box. Note that this is the Recon version – Bulges on the cannon bay covers, middle left.





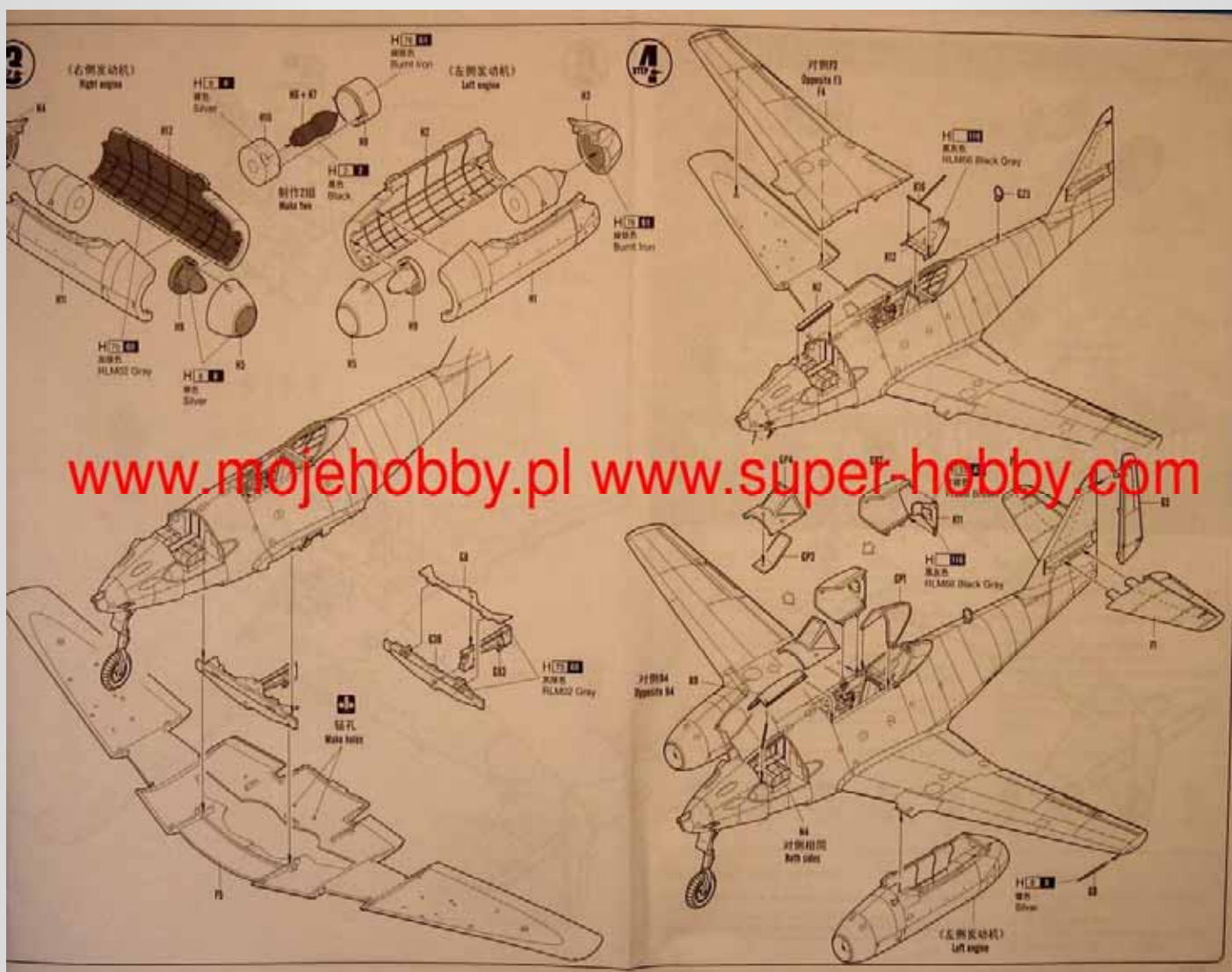
Above is the wing sprue tree. This is common to all kits.

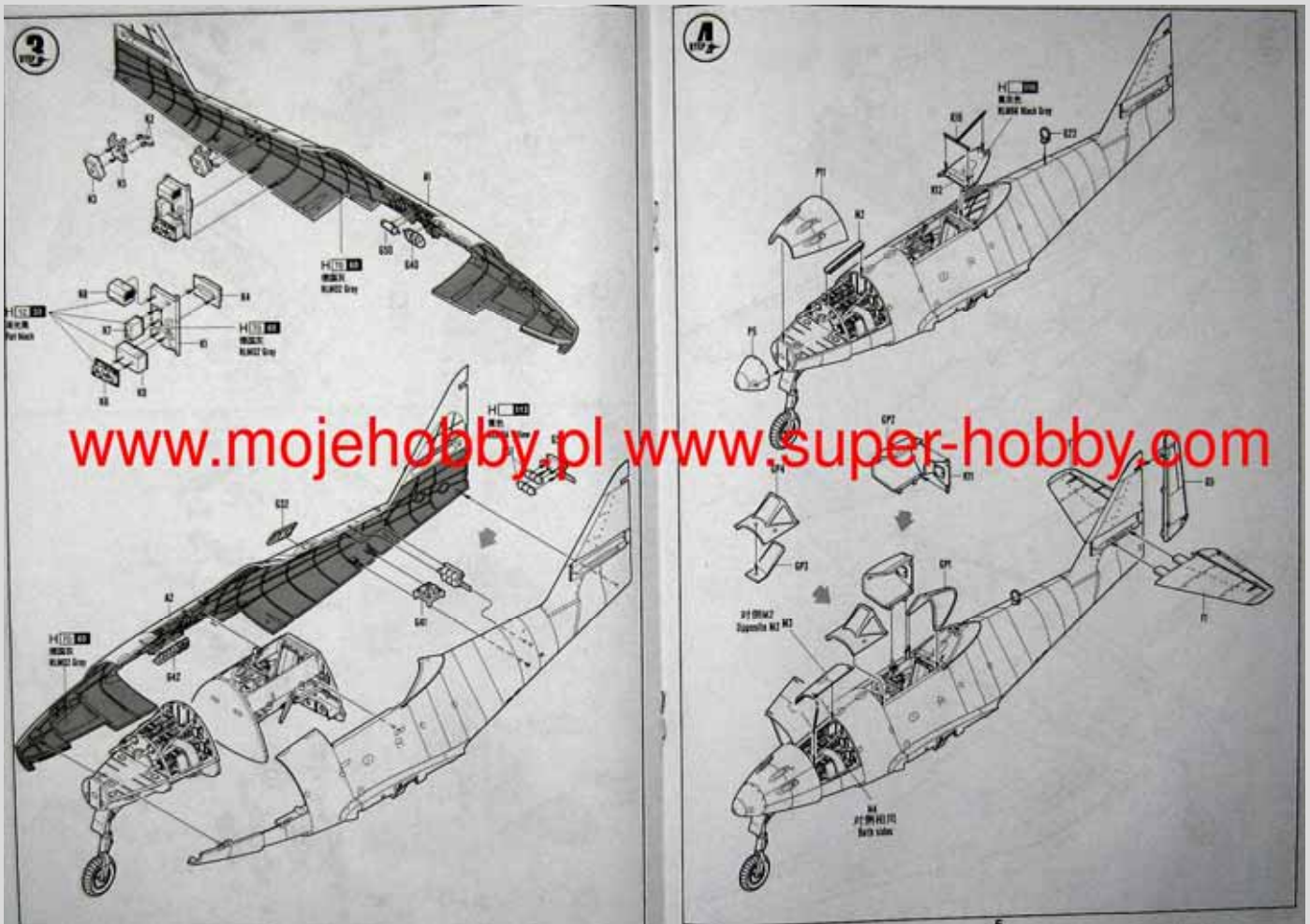
This is the 2 seater fuselage Sprue tree. Note the extra parts for the rear cockpit and the Radar antennae.



I already own the Tamiya Me262 and can say that the detail in the Hobby Boss kits is close to equaling that kit, and in some ways surpasses it. Note the open hatch on the starboard rear fuselage half. Hobby Boss supply radio and compass parts, with mountings to place into the bay within, something that Tamiya does not AFAIR. Similarly they provide the 4x 30mm cannon for the weapons bay in the nose for the fighter versions, but again research is needed as the 2-seat night-fighter only used 2x 20mm cannon in the outermost ports with barrels that protruded from the nose by almost 2/3 of a metre

The instructions for assembly are clear, but again, you need to have some research done to ensure that you are actually making a good representation of the original.... The same comment applies again for the decals/markings options and Paint schemes given. For most serious modellers this would be par for the course.





www.mojehobby.pl www.super-hobby.com

Note that the Hobby Boss windscreen part, like Tamiya's includes a small section of the upper fuselage on the mounting, greatly simplifying hiding the join.



www.mojehobby.pl www.super-hobby.com

Unlike the Tamiya kit no full engine is included, just the front and rear faces inside the pods. Also only the rudder is separate, all other control surfaces are moulded in place... well, they had to reduce overall molding costs and you do get a lot of other options anyway!!

This is one of the best Hobby Boss kits I know of and I will continue to buy them as I find them, until, like Pokemon, I gotta have 'em ALL!

And, at last sighting, they were 20 to 25 dollars less that the Tamiya kit!

ICM Kit News

By Brett Peacock

New 1/32 Kit from ICMM... still working hard, even in wartime.

Wow... This looks like a WINNER! (A large scale 1/32 Yakovlev 9T) AFAIK the only other mainstream 1/32 Soviet WW2 fighters are the Trumpeter Mig-3, Special Hobby Yak-3 and ICM's Polikarpov I-153 and I-16's. (All of which I own already so this will be VERY Welcome... especially if ICM follow it up with the Yak-9D and Yak-9U... or even some of the earlier Yak-9's with the forward placed cockpit. (Early Yak 9-Ts had a 23mm cannon, then they installed a 37mm cannon, which caused the change in the cockpit.)

At Last! A Yak-9 in 1/32! And it is the "Turning point" version. Yak-9s prior to the T were based on the YAK-1 & 7 configuration. The 37mm Cannon in the T model necessitated moving the whole cockpit aft about 1 Bay in the structure, a move which had beneficial effects on the design. First it improved downward and rearward view from the cockpit and second it improved the aerodynamic balance of the plane when low on fuel.

The Probable price of \$55.00 is probably in US\$.

I want one.... Especially as it appears to have 4 marking options, included 1 Normandie-Niemen machine



WINGLEADER PHOTO ARCHIVE NUMBER 15: AVRO LANCASTER Mk I/III LATE PRODUCTION BATCHES 1943-1945 By

Mark Postlethwaite

A review by Pete M.



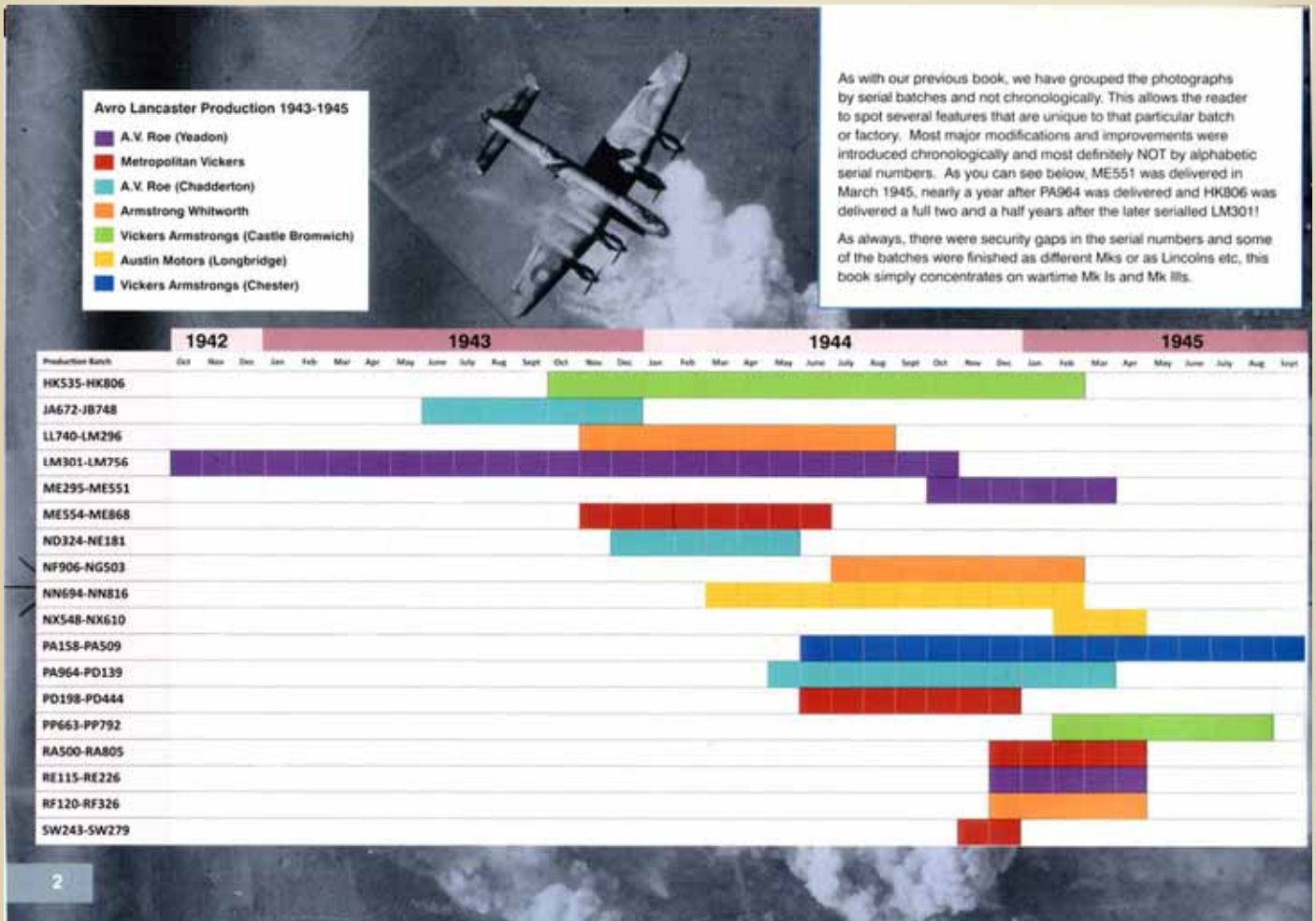
One of the latest issues in this Wingleader published series of books is a follow on to their Lancaster MkI/III Early Production (Wingleader Photo Archive Number 5) that I had reviewed last year. This volume covers the production changes from mid 1943 onwards but only covers those produced in the UK. Other marks and the 'specials' are to be covered in a further volume according to the publishers.

From the publishers foreword: The most commonly asked modelling question about Lancasters is usually along the lines of "I'm making Grandad's Lancaster LM257 but don't know if it had fuselage windows, paddle blade props, early style pitot tube etc". Having browsed pages and pages of replies to such questions on the internet, we could see that nobody really knew definitive answers, in fact the majority were just plain wrong!

So, with this in mind, we set out to create a definitive guide to what the various serial batches would have looked like and what mods they would have had. This book, along with the previous WPA5, form an essential guide to the wartime Main Force Avro Lancaster, using high-res wartime photos to illustrate key features of each serial batch to guide modellers and historians in the future.

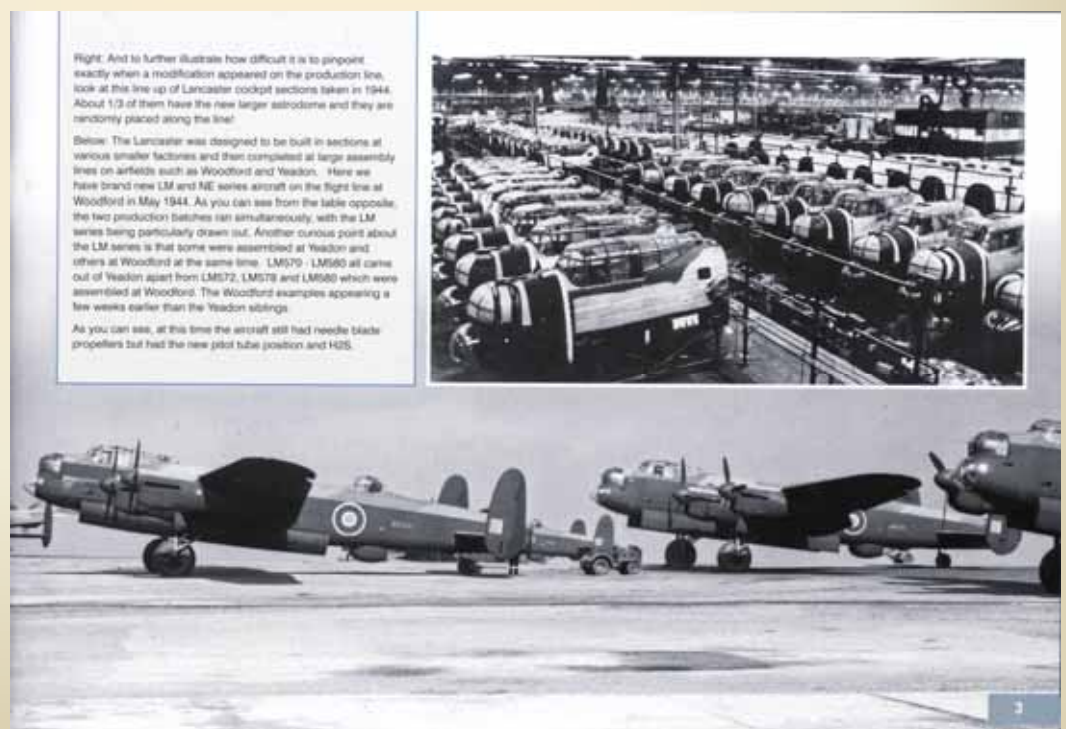
With previously unpublished colour images of Village Inn and Monica III, this book is a must for any Lancaster enthusiast.

The last volume (WPA 5) covered Mk I/III early production batches up to 1943 (L7527 to JB748), whereas this one covers Mk I/IIIs from 1943 to the end of the war (HK535 to SW279). We've avoided post-war Lancs and other Mk's as they will appear in a future volume. Also set aside for a future volume is a more in-depth look into the interior of the Lancaster and the various equipment that was carried.

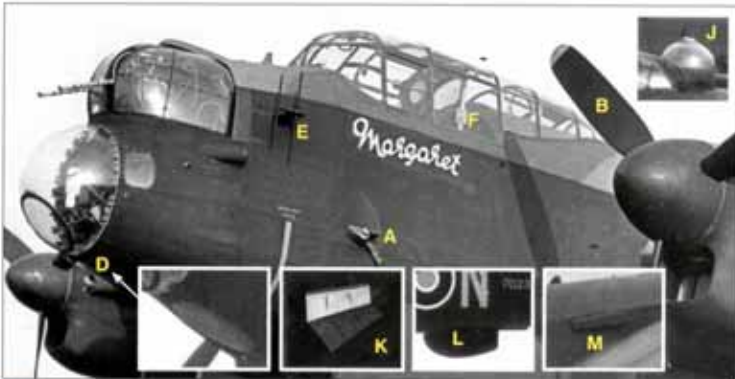
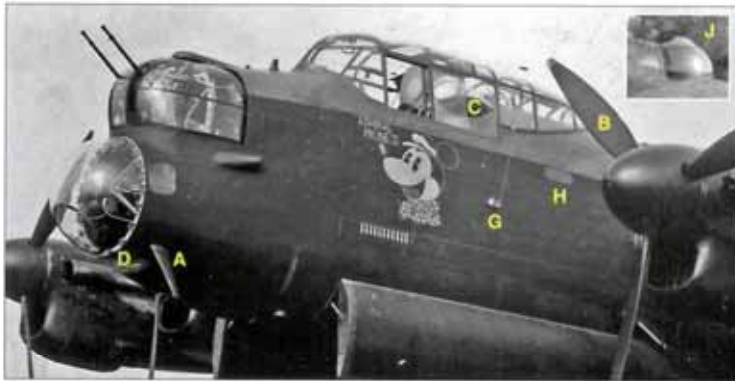


First up is a chart giving the production serial ranges and the factories that produced them. The following chapters begin to detail all the changes carried out, and the upgrades made to air-

frames already in service. These cover the readily visual items such as the larger bomb aimers 'blister' and altered clear view panel, the removal of the fuselage windows, the gradual fitment of 'paddle-bladed props', changes to the gun turrets and armament, and on to the fitting of the H2S blisters, the various radio and warning aerials and the fitment of the chutes for dropping chaff to confuse the German radars.



MODIFICATIONS TO LOOK OUT FOR



We split these two books on the Mk I and Mk III into 'early production batches' and 'late production batches'. Although as you can see from the production table, one or two of these batches covered both periods, the general features for all late production batch aircraft are as follows:

- No fuselage windows *except early LM and JB series aircraft.
- Larger bomb aimer's blister.
- Trailing aerial under the port wing.
- Black painted internal framework for turrets.
- Later style rear facing wingtip formation lamps.
- Anti-shimmy tail wheel.
- Removal of leading edge cable cutters *except early LM and JB series aircraft.

So taking ED593 (left) as a late example in the first book and RAS10 (below left) as a late example in this second book, here are some of the modifications to look out for in the late production batches.

- (A) Pitot tube mast. The early style pitot tube was on an angled mast on the port side of the nose, just behind the bomb-aimer's blister. The later style was mounted further back and higher up.
- (B) Propellers. Needle bladed props were much thinner than the later paddle bladed props which were introduced to handle the more powerful engines.
- (C) Port side cockpit blister. Generally removed with the introduction of H2S.
- (D) Bomb aimer's window. The early style rectangular window was soon replaced with an oval window, initially with a rear view cupola but this was eventually removed as it proved unpopular.
- (E) Rebecca Aerials. H shaped aerials added on the nose.
- (F) H2S mounting frame. Added with H2S.
- (G) Removal of the attachment point for the TR9 radio aerial.
- (H) Removal of the navigator's window.
- (J) Enlarged cockpit astrodome, a very late war mod.
- (K) Window distribution box fitted on starboard side of nose.
- (L) H2S and cupola fitted under the fuselage.
- (M) Fuselage cabin air intake, a very late war mod.



WINDOW



Window was small strips of aluminium foil or metal coated paper dropped by bombers to create thousands of radar echoes, which hid the echoes of the bombers themselves. This simple idea was worked out by both the Germans and the British quite early in the war, but curiously, both sides believed that using it would 'give away' the secret and allow the enemy to use it against them. Eventually Bomber Command gained permission to use it against Hamburg in late July 1943 where it proved to be incredibly effective. It was soon found that dropping Window from the rear fuselage flare chute was both impractical and ineffective, so a new position was found on the starboard side of the bomb-aimer's position. At first, just a small opening (A) was created on the production line, but this was occasionally extended at Base level as seen in (B), before a specifically designed 'box' (C) was applied over the original opening to encourage the scatter of the package contents. This box appeared on most Lancasters from autumn 1943. The rare photo above right shows a 75 Squadron aircraft with an extra (non-standard) Window box (D) in the Flight Engineer's position.

Colour plates are fully notated for both modellers and aviation enthusiasts to further illustrate these.

LANCASTER Mk III JB743 CF-C 625 SQUADRON (JUNE 1944)



Modeller's notes

Very late JB series aircraft, delivered to 460 Sqn December 1943
 Transferred to 625 Sqn 13.6.44



No fuselage windows
 Needle blade props
 Z-Equipment rings in bomb aimer's blister
 Early pitot tube
 H25
 Oval bomb aimer's window with cupola
 No port cockpit blister
 Monica aerial
 Gas detection patches on both nose and door
 One landing light
 Overpainted AR codes of 460 Squadron
 Nose Art is Captain A. R. F. Reilly-Foull saying "Stap Me"

Shot down 1 July 1944

Flight: 'Captain' stands next to an invasion striped USAAF A20 at Mount Farm.




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Top: This unidentified Lancaster shows a little known modification carried out by a few squadrons in spring 1944. The night bombing offensive was at its peak and the nose turret was useless at night, so the turret was removed and faired over to save weight. This was particularly noted amongst Pathfinder squadrons.

Above: ND759 TL-R of 35 Squadron was another Lancaster modified in this way. It force landed on a lake in Switzerland on 28 April 1944 and remained there for 10 years before being salvaged. The blanked nose turret is clearly visible. By June 1944, daylight operations were being flown once again and the missing nose turrets were hastily reinstalled. **Note for No.75 (NZ) Squadron modellers!**

Right: NET61, the final Lancaster in the production batch, also achieved 100 operations as JN-M 'The Captain's Fancy'. The bomb aimer's rear view cupola has been replaced by a flat oval perspex panel (arrowed). Many bomb aimers found it very uncomfortable to use the cupola as it involved poking their head through the hole and looking upside down backwards: a sure recipe for air sickness! The presence of needle blade props confirms that the entire production batch had them.



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The above photo is of great interest to Kiwi modellers or those wishing to build No.75 (NZ) Squadron aircraft and shows several very interesting points such as still having the 'needle' prop blades but the late bomb aimers blister and oval flat lower view windows as highlighted in the text.

LANCASTER Mk III PB410 OF-J 97 SQUADRON (AUTUMN 1944)



Modeller's notes

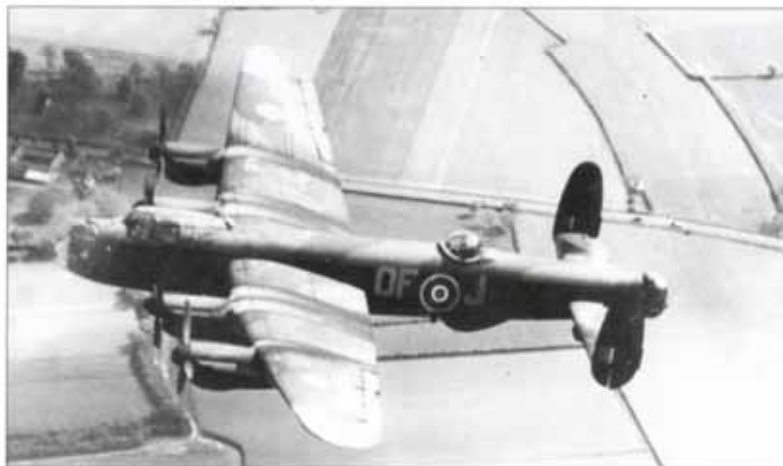
Delivered to 97 Squadron in August 1944

- Merlin 38 engines
- No fuselage windows
- Needle blade props
- Late pitot tube
- H25
- Oval bomb aimer's window
- No port cockpit blister
- Z Equipment rings
- Large astrodome
- Rebecca Aerials
- Extension to the old flare tube position
- Completely black painted H25 cupola

Typical small sized 97 Squadron codes outlined in yellow and repeated on the tailplane upper surfaces.
White (?) spinner tips on outboard engines.

Survived the war

Right: Demonstrating flying on just the two starboard engines, this photo also highlights the light coloured tip to the outer spinners.



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Top: This unidentified Lancaster shows a little known modification carried out by a few squadrons in spring 1944. The night bombing offensive was at its peak and the nose turret was useless at night, so the turret was removed and faired over to save weight. This was particularly noted amongst Pathfinder squadrons.

Above: ND759 TL-R of 35 Squadron was another Lancaster modified in this way. It force landed on a lake in Switzerland on 26 April 1944 and remained there for 10 years before being salvaged. The blanked nose turret is clearly visible. By June 1944, daylight operations were being flown once again and the missing nose turrets were hastily reinstalled.

Note for No.75 (NZ) Squadron modellers!

Right: NE181, the final Lancaster in this production batch, also achieved 100 operations as JN-M 'The Captain's Fancy'. The bomb aimer's rear view cupola has been replaced by a flat oval perspex panel (arrowed). Many bomb aimers found it very uncomfortable to use the cupola as it involved poking their head through the hole and looking upside-down backwards; a sure recipe for air-sickness! The presence of needle blade props confirms that the entire production batch had them.



41

The last part covers the various anti-nightfighter radars and receiver aerials such as Monica, Boozey, and Village Inn, and the later fittings for the infra-red 'Z' equipment system used to ID 'friendly' aircraft. I always wondered what those two rings in the bomb aimers blister were for!

MONICA Mk III (VISUAL MONICA)



The original Monica tail warning radar (above), introduced in summer 1942, was a simple transmitter and receiver that detected aircraft behind the bomber and alerted the crew by audible blips in the intercom system.

Monica Mk III (Visual Monica) was a more sophisticated version that produced the blips but also a visual display for the Wireless Operator who was able to determine the range and approximate position of the unidentified aircraft and guide the rear gunner in his search. When combined with 'Village Inn' (see page 79) the gunner could then use the radar equipped turret to acquire the target aircraft and engage it.

This technology was introduced in early 1944 and was proving to be very useful, but in July 1944 a captured German night fighter was found to have equipment that homed in on Monica's transmissions and orders went out to all squadrons to cease the use of Monica immediately, pending a solution.



Top left: The receiving aerials for Monica Mk III mounted on the tail fin. Top right: The Monica Mk III transmitting aerial with the extra horizontal rod. This is seen here mounted above the turret to allow Village Inn to be fitted. It is believed that without Village Inn, the aerial was mounted underneath the rear turret like the original Monica aerial.

Bottom left: Monica Mk III mounted above a Village Inn equipped turret, the aerial (A) may be an alternative position for the fin mounted receivers. Bottom right: A Wireless Operator using the Visual Monica set.

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Z-EQUIPMENT



One of the most distinctive of all Lancaster modifications during the second half of WWII was the addition of two circular rings in the bomb aimer's blister. These were introduced in June 1944 and were infra-red signalling lamps that would flash a chosen code to indicate that the aircraft was friendly. That flashing code would be visible to rear gunners who were equipped with an infra-red scope. This scope was designed to be used with the Village Inn (AQLT) as seen on the previous page.

These rings were not factory fitted so can appear on even the earliest serial numbered Lancaster, if it survived beyond June 1944. The only clue they do give us is that any bomber carrying them must have been photographed after May 1944.

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Again, these volumes are excellent and inexpensive references for both modellers and enthusiasts and I will be waiting for the release of the next volume in this Lancaster series. For those of you building the 'BIG' HK Models or Border Lancaster's, these will be invaluable. Note: There will also be a volume coming soon covering the interiors!!

Ordered directly from WINGLEADER at: <https://www.wingleader.co.uk/>

P.s. I am waiting on the imminent arrival of their latest volume covering the Hawker Typhoon from 1940 - Spring 1943 written by Chris Thomas, the acknowledged 'Boffin' for the Typhoons and Tempests.

HEAVY HOBBY'S 1:35 M4 SHERMAN TRACKS

Reviewed by Pete M.

3D resin printing is making more and more inroads into the world of model kits, upgrade kits and accessories for kits and **Voyager Models** (known for their photoetch sets) have recently been adding various upgrades under their **Heavy Hobby** label in 3D resin printed format. Most are in the form of independent link tracks for AFV's and some accessory items.

This review covers a couple of sets I have recently purchased and are a couple of commonly used track sets for the M4 Sherman series of tanks. Heavy Hobby print these in an orange/tan coloured resin that appears to be reasonably hard but not brittle as are many 3D printed items on the market!

The track pads come 'weeded' from the printing raft or base, but the end connectors appear to vary. Two sets I have are 'weeded' but another set has them still attached to the printed base and will require cutting free. These track sets consist of 160 parts so may only fit standard hull Shermans (79 links each side as standard) with a few spares left over...if modelling a Sherman V or VC (83 links each side as standard), a second set will have to be obtained!

Unlike many aftermarket track sets that require one to pass a metal or plastic pin through the track pad then add the end connectors to this, with these the pins are moulded to the pads and the end connectors slide on to the pins with a firm fit but still allowing some movement to the assembly. I'm sure one would get away without gluing the end connectors as I have yet to have any fall off during my shaky assembly operations yet they can still be removed to carry out any corrections....yes, I did manage to get several of the track pads aligned in the wrong direction! Pay attention to this.

Further information on these tracks can be found on the Sherman Minutiae site at : http://the.shaddock.free.fr/sherman_minutia/tracks/vvss_tracks.html





The first set is PT-35049, the T-49 steel bar cleat type commonly used in both Italy and Russia and apparently was very good for traction in snow, ice and mud. When paired with the extended 'duckbill' end connectors that began to appear late in 1944, they worked even better. The pads even have a casting number moulded in to them and faithfully duplicate the real thing. The end connectors in this set are the common C55592 type.



WWII US Army Sherman VVSS Suspension Tracks T-48 Fit for Sherman family



专业版

**1/35二战美军
谢尔曼VVSS系列履带T-48**

**160 pcs
PT-35048**

1/35 Scale

The next set I have is set No.PT-35048, the T-48 wide rubber chevron type and these are printed with 'distress/wear on the chevrons to further enhance the set! End connectors are the common C55592 type.

Both of the above sets cover the most common type of track noted on Kiwi Shermans and M10/ M10/17ber's in Italy. There were others so always check photos beforehand!

I also obtained a set of Heavy Hobby's PT-35055 extended end connectors (Duck-bill) as these had begun to make an appearance late in 1944. These are not 'weeded' and will have to be removed from the printed base. 190 are provided so plenty of spares left to allow for the 'carpet monster'. These represent the most common type of extended end connector

WWII US Army Sherman Extended End Connectors Duck-bill

Fit for all of the Sherman Tanks after 1944



专业版

1/35二战美军

谢尔曼系列履带冬季鸭嘴型销钉

190 pcs

PT-35055

1/35 Scale

While these sets are not inexpensive, they appear to be very easy to assemble and if I can build them with my shaky hands without breaking off the pins then that is a big bonus.

There does now appear to be another similar product on the market from CHINO, even down to being printed in the same colour resins....I have yet to compare prices.

Highly recommended by me and they now cover the full range of Sherman track types for those of you who don't want to use 'rubber bands'.

On the table at our June meeting

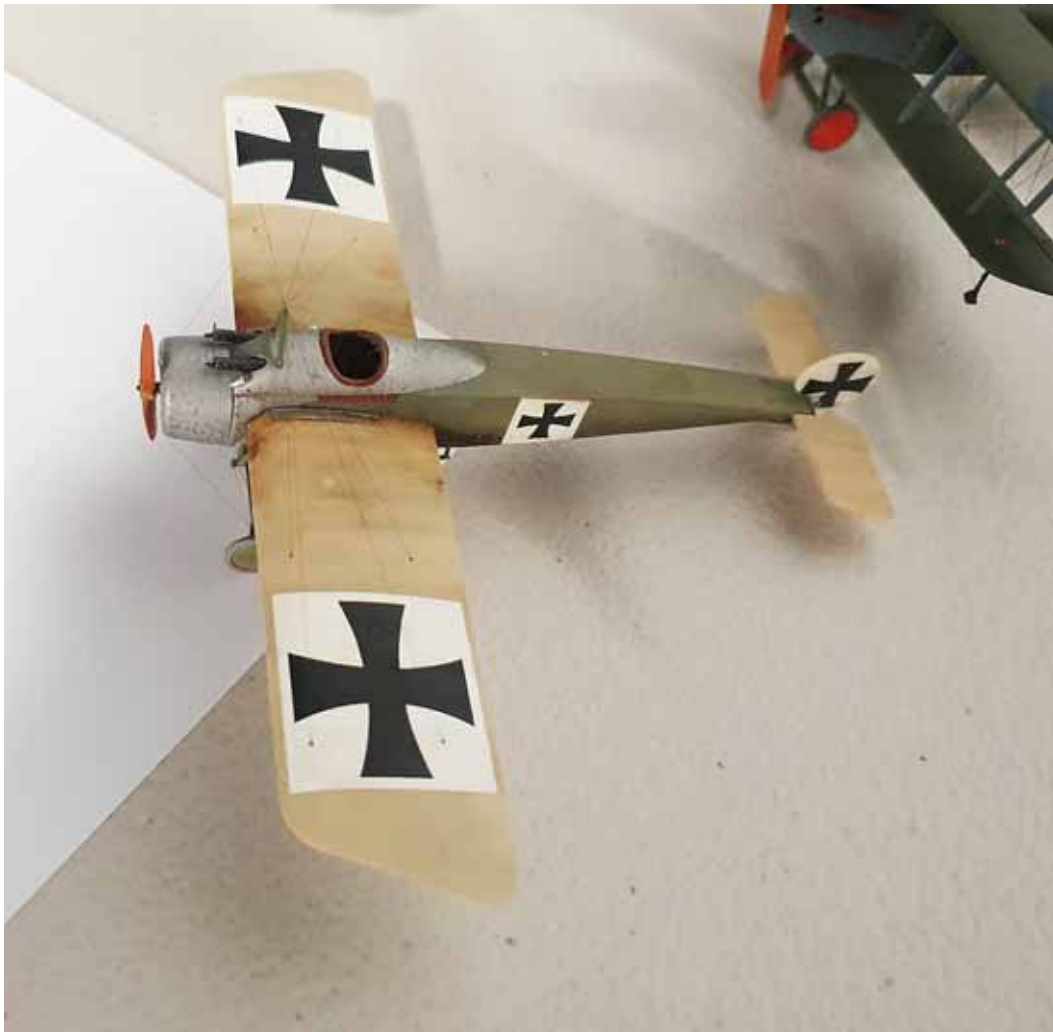


Dieppe boxing) with scratch-built
flame-throwers deployed on

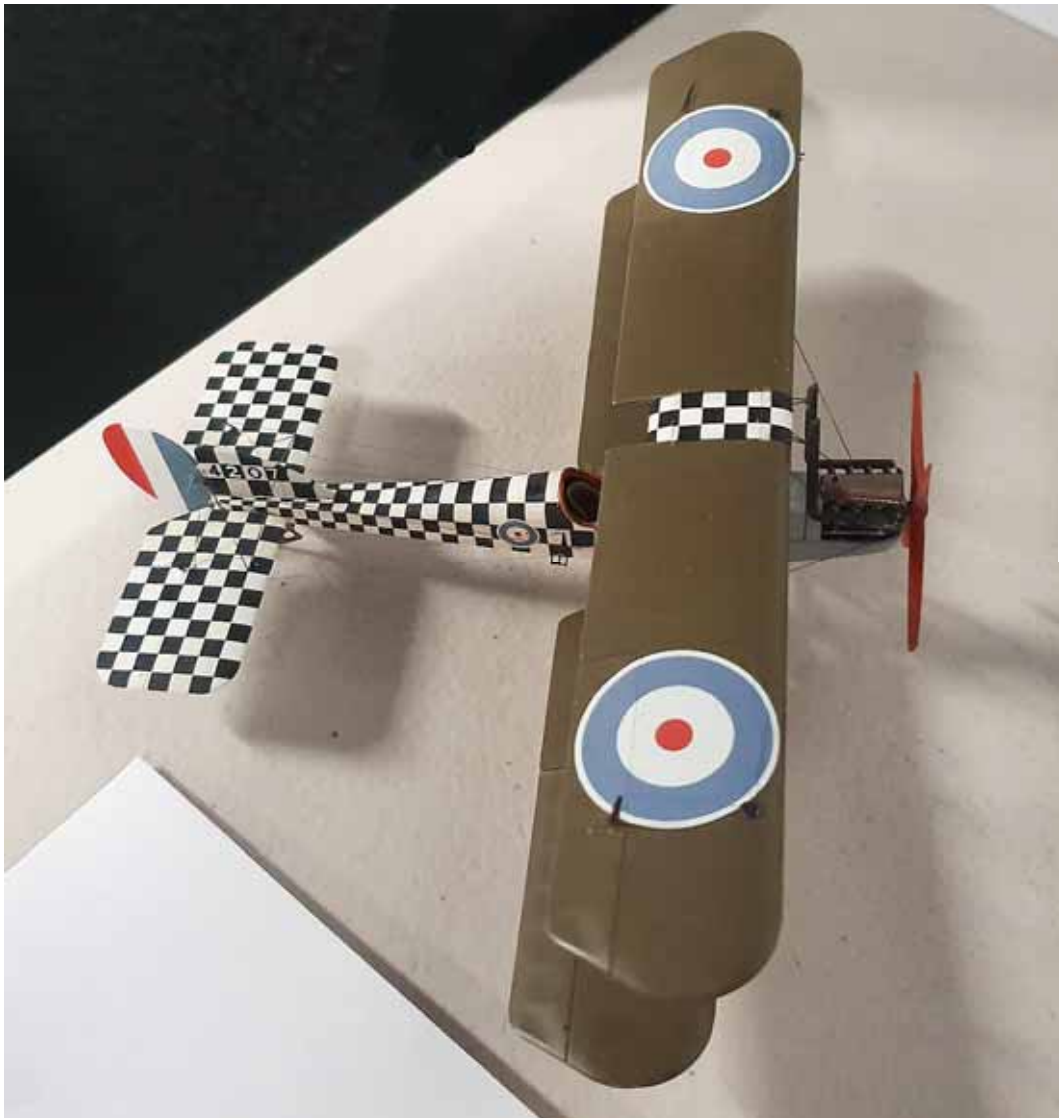












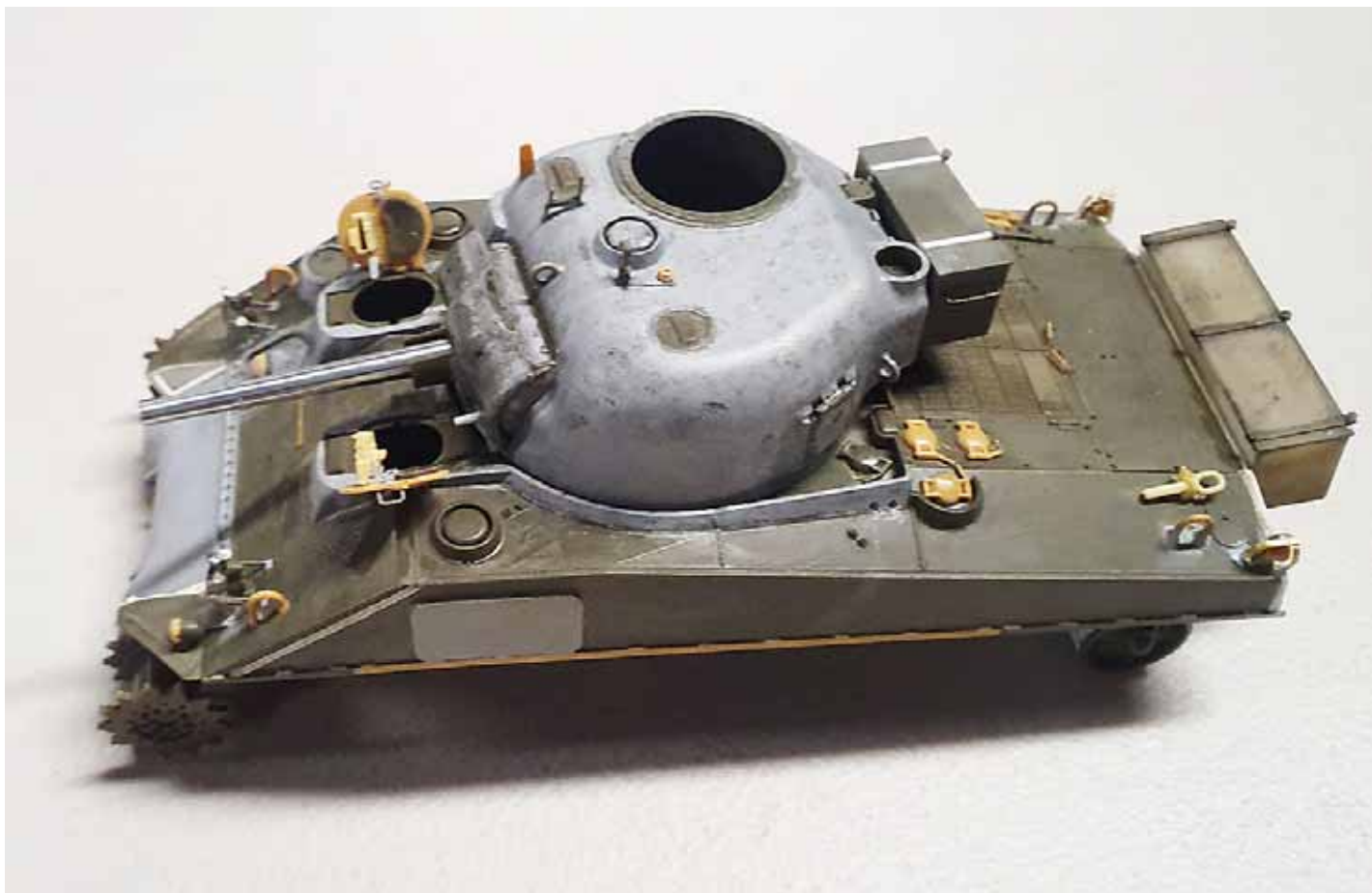




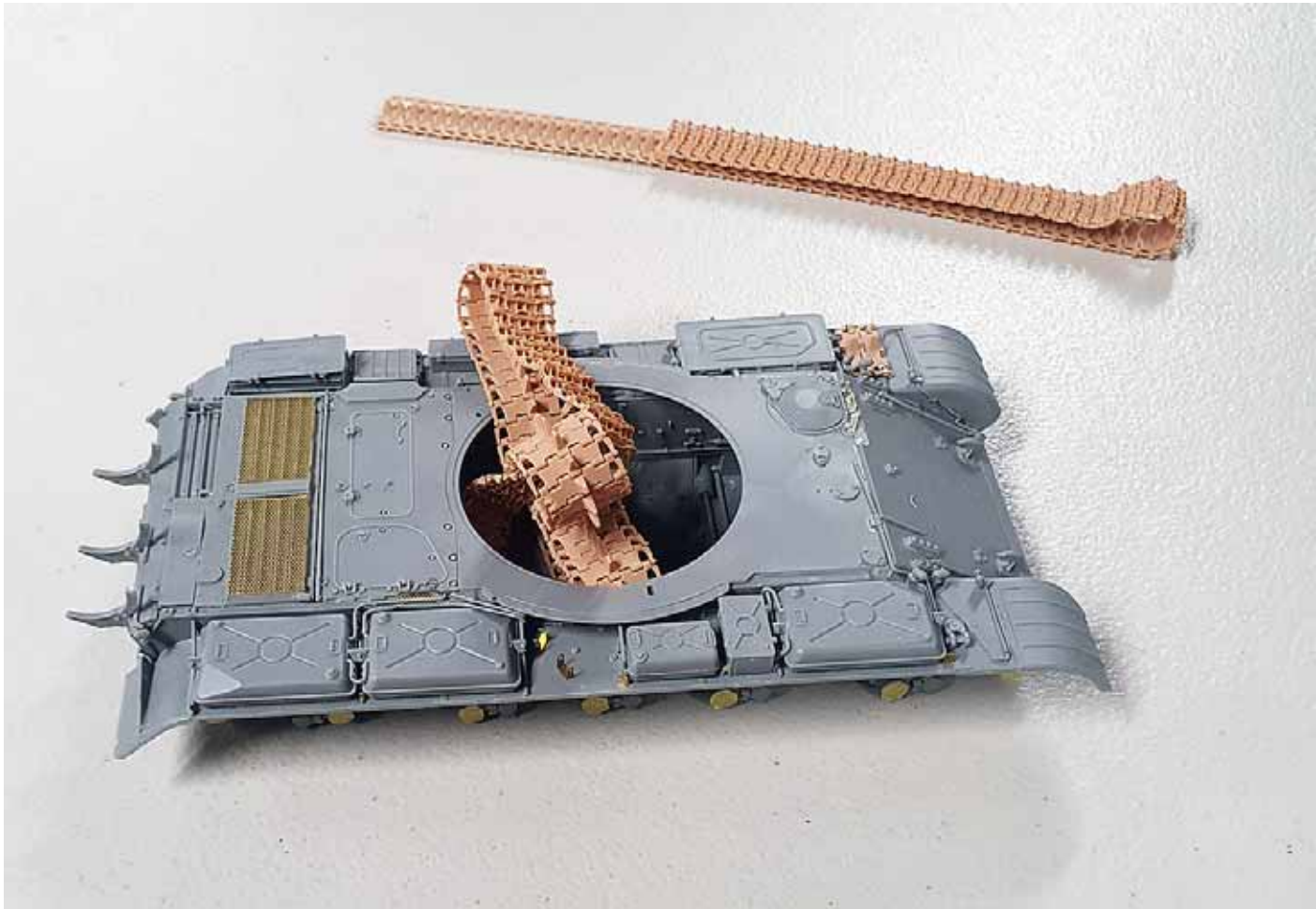












GALLERY

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.

