

# SCALE-MAIL

## Contents

- **Bulletin Board**
- **YAHU Ready to use instrument panels**
- **Building a Junkyard Sherman**
- **Attack Squadron 1:48 MK-54 Depth Charge With Rack**

## NEXT MEETING

Tuesday 21st March  
Leys Institute (upstairs)  
20 Saint Marys Road  
Ponsonby

## COMMITTEE

Chairman - Mark Robson    Craig Sargent  
Secretary - John            Lance Whitford  
   Swarbrick  
Treasurer - Colin Smith    Henry Ludlam  
   Peter Mossong

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Link from the IPMS Auckland Website

## The Chairman's Bit

### Meeting Topic For March

Mark will be showing some of the techniques that you might want to use to create vents, intakes and grilles on your models, applicable to most modelling genres. As always, this is a collaborative effort so bring anything you have that might be of interest, especially if it is a work in progress that others can pick up and have a look at.

### Suggestions for Theme Builds and Build the Same Kit (BSK) for the year.

These ideas have been suggested for theme builds and we will decide as a group at the meeting whether to run with one;

- Any model with a natural metal or silver finish.
- RNZAF 80<sup>th</sup> Anniversary
- For 2018; A WW 1 Armistice Anniversary commemoration
- Rust! Any rusted finish on any subject type.
- Derelict! Any abandoned, wrecked piece of machinery (or personnel!)

There really haven't been any suggestions for BSK so it seems that will lie fallow for 2017 and perhaps be picked up next year.

That's it from me; remember; buy local so you CAN buy local!

Cheers

Mark

### Notice of IPMS Auckland AGM. 18.4.17 7.30 pm

Please note that the AGM over the last few years has been a fairly brief and trouble free affair, with plenty of time for normal meeting events, so there is no need to avoid this meeting just because you think you might get co-opted onto the committee!

Having said that we will be looking for new committee members and a new chairman, plus someone to run the membership cards and subs.

The meeting is the day after Easter weekend but when I contacted the Vatican they were unwilling to move Easter so we are stuck with the date!

## CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



### ModelAir

12 Kent St Newmarket  
Auckland  
p: 09 520 1236  
10% on kits



### Stoker Models

Cnr Market Rd & Gt South Rd  
Auckland  
p: 09 520 1737  
10% on kits and modelling supplies



### TOYWORLD

Toyworld Henderson  
56 Railside Rd, Henderson  
Toyworld Westgate  
1 Fernhill Dve, Westgate

15% Off the normal retail price on:

- All models and modeling accessories
- All Hornby
- All Siku
- All Schleich & Collecta figures and accessories
- All Meccano
- Lego (Excludes Lego Mindstorm's they will be 10% if available as most have already been pre-ordered)

(Note: not in conjunction with any other promotion)



### Merv Smith Hobbies

27 Davis Crescent  
Newmarket  
Auckland

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

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### Avetek Limited

Gwyn and Christina Avenell  
28 Lauren Grove, RD 2, Pakura,  
Auckland 2582, New Zealand.  
p: +64 (09) 298 4819,  
m: +64 (0)27 343 2290  
e: aveteknz@gmail.com  
www.avetek.co.nz  
New Zealand Master Agents for:  
Auszac ECO Balsa • Bob Smith Industries - Cyanoacrylates and Epoxies • Airsail International Kitsets

# BULLETIN BOARD

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

**Subs for 2016/17 now PAST DUE - see below for club account details or see the club secretary at the next club meeting.**

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

**IPMS BANK ACCOUNT NUMBER**

**03 0162 0012960 00**

*Please add your details so we know who has paid.*



## EVENTS

### CLUB NIGHT EVENTS

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

- March 21st - Auckland Club Night.  
Workshop on Creating vents and grilles
- April 18th - Auckland Club Night  
Annual General Meeting.  
Workshop on photoetch

### MODELLING EVENTS

**Model X 2017 - Queens Birthday Weekend**

West Wave Recreation Centre, 20 Alderman Drive, Henderson

Saturday 3 June 2017 – Monday 5 June 2017

IPMS Auckland will be there!

# More from YAHU

## Ready to use instrument panels.

by Peter Mossong

I have recently received another batch of the ready to use instrument panel sets from YAHU.

These are a lot quicker to fit (usually requiring no pre-assembly other than the fitting of a compass) than the Eduard PE sets, and are very well matched to the colours of the aircraft they are produced to fit into. Most appear to be generally very accurate in their instrument and switch gear arrangements and layout.

Many of these will also fit other brands, and templates are given in the basic instructions of where to cut to suit.

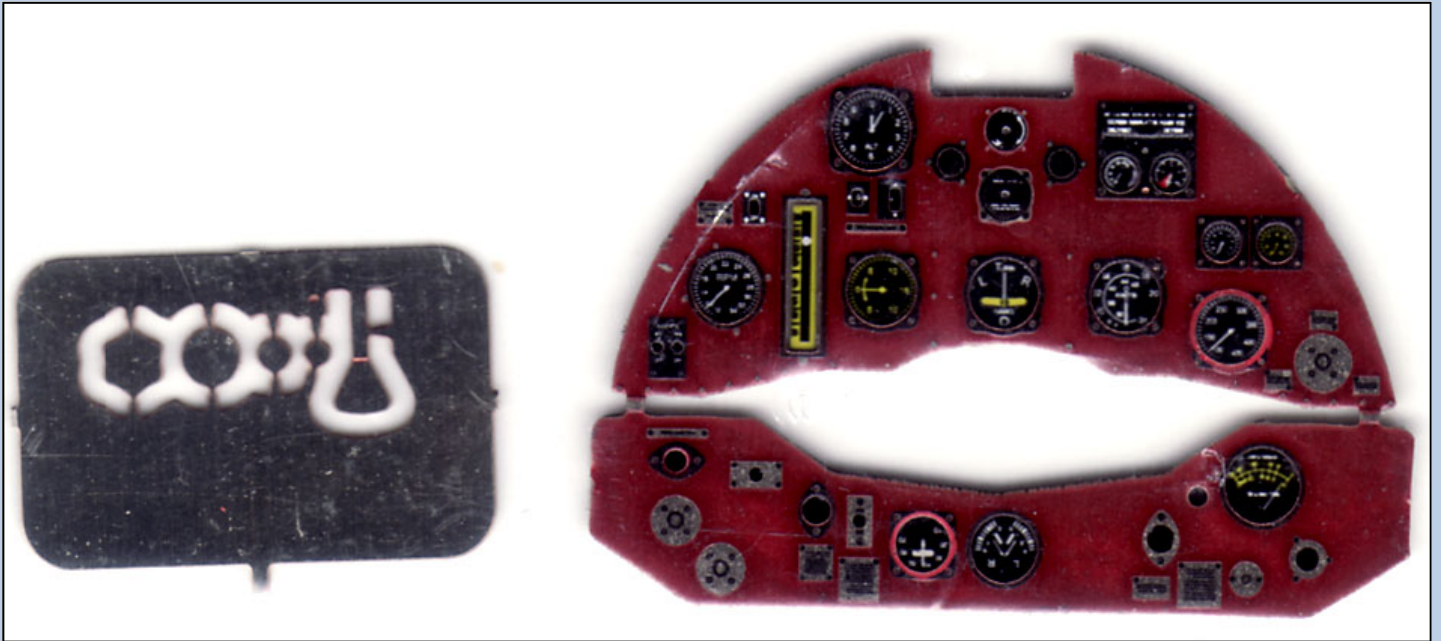
**Below -YMA4829** for the 1:48 Tamiya Bristol Beaufighter Mk.VI/Mk.X



**Below - YMA3216** for the Tamiya 1:32 F4U-1A Corsair.



**Below - YMA4831** for the Roden 1:48 Gloster Gladiator Mark I (early).



**Below - YMA4830** for the Tamiya 1:48 DeHavilland Mosquito Mk.VI and NF.II.



**Below - YMA4818** for the Tamiya 1:48 NA P-51B/C Mustang.



**Below— YMA3208** for the Tamiya 1:32 P-51D Mustang.



Below -YMA4804 for the new Airfix 1:48 Mk.Vb Spitfire.



Below - YMA3214 for the Special Hobby 1:32 Tempest Mk.V.



Many of these will also fit other brands, and templates are given in the basic instructions of where to cut to suit.

Overall, a good investment for those wanting to 'tart-up' their cockpits, but a lot cheaper and quicker than using parts from PE sets and assembling those 'sandwich' types.

# Building a Junkyard Sherman

## Part One - the Lower Hull

By Lance Whitford

This article is the first in a series tracking my build of a 'junkyard' Sherman. I use the term junkyard because the build is cobbled together from various leftovers and spare parts from my stash. The inspiration for this project came when I saw a similar project on the Track-Link website where the builder had made an impressive 76mm M4A3 using mainly items from his spares box. My Build represents a 75mm M4A1 produced by Pressed Steel Car. In real life Sherman's were produced by a range of manufacturers. There were often identifying features associated with individual producers but most of the core components such as suspensions, transmissions, turrets and many fittings were interchangeable.

Like the real thing it is relatively easy to combine parts from various Sherman kits from different manufacturers. Anyone who has a number of Sherman kits from a variety of manufacturers will normally accumulate a large hoard of left over bits because manufacturers like Dragon and Asuka (ne Tasca) provide many alternative parts in most of their kits. If you do the odd conversion of a standard kit there will always be more left overs to play with. Asuka even sell their Sherman sprues individually albeit not all sprues you may want are in stock all the time.

I started this project by surveying what I had at hand and considering options. I had an old Tamiya M4 Kit on the shelf which has many accuracy issues and simplifications. The kit won high praise when released in 1990 but it has been long eclipsed by more recent offerings. The hull can be used as a basis for any M4 or M4A1 without much effort. I decided to use the entire lower hull from this kit as the dimensions were good and the early 3 piece transmission suited my concept. The key issues to address with this hull are the bogeys which are simplified and had late style upswept idler brackets. In addition the rear idler mountings are highly simplified and quite inaccurate.

**Below** - The venerable lower hull donor kit from Tamiya.



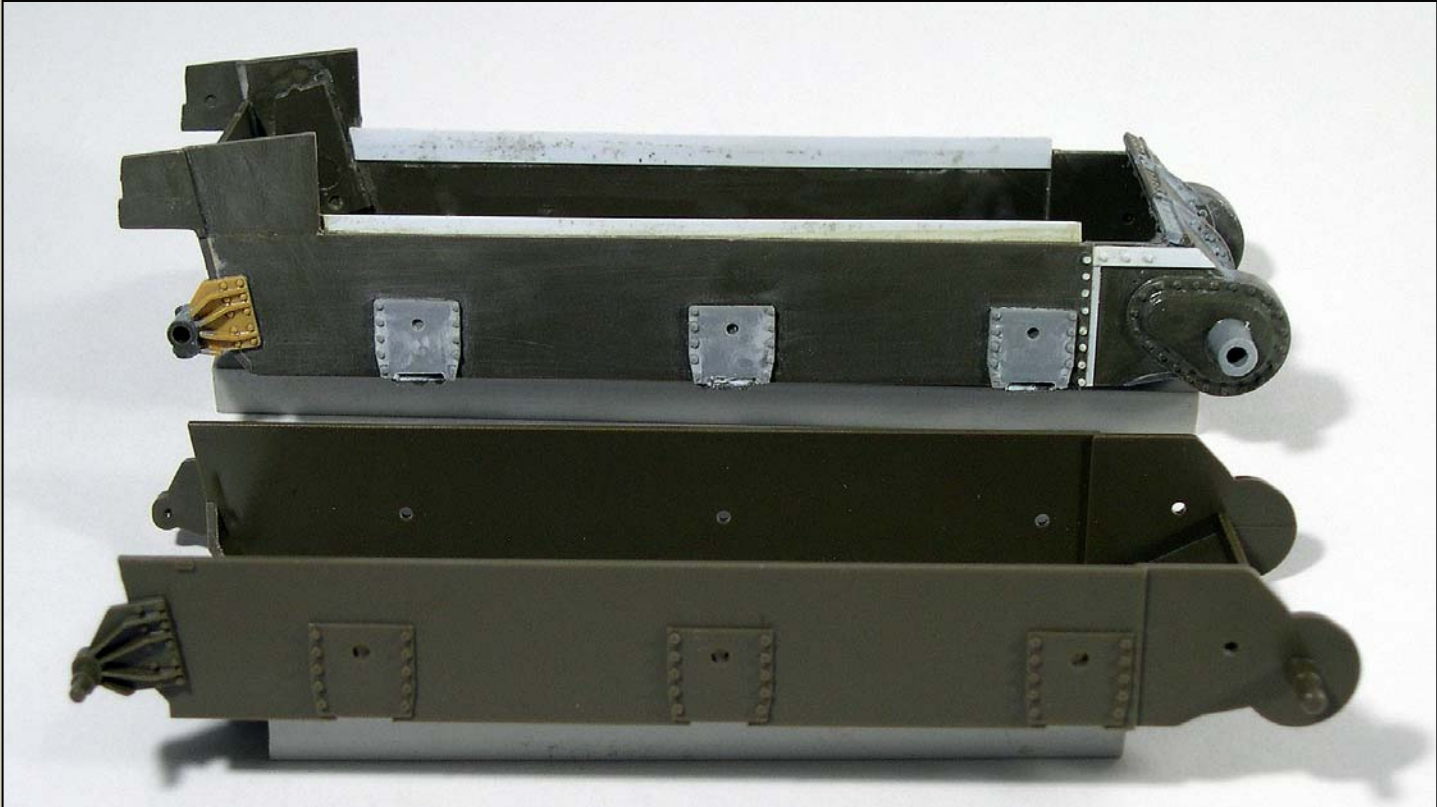


Suspension parts were Dragon parts scrounged from my spares box. Dragon offers a choice of both horizontal or upswept return roller bogeys in most of their kits and these parts are nicely detailed. I had enough leftover parts from various kits to assemble the required 6 bogeys. One annoying issue with the Tamiya hull is that the suspension mounting plates which are moulded integrally with the hull are not the same height on both sides. This may be a ploy by Tamiya to stop people mounting their kit bogeys the wrong way round. Unfortunately this discrepancy causes problems when you switch to another manufacturer's bogeys. I decided to grind off Tamiya's plates and replace them with Dragon mounting plates parts I stole from another kit. This had the added advantage of making mounting the Dragon bogeys easier. I decided to try using a small DIY detail sander with the finest grade sandpaper I had to hand to remove the bulk of the old mountings. By and large this was a great success as the sander made short work of the job, was easy to control and did not generate a lot of heat in the process. The job was rounded out with wet and dry sandpaper. The Italeri plates were lined up and glued to the hull ready to accept the bogeys. I used spare Asuka parts on the underside of the hull to complete the bogey mountings. Although these will probably not be seen once the finished model is mounted on a base.

**Below** - The DIY detail sander I used to clean up the hull sides

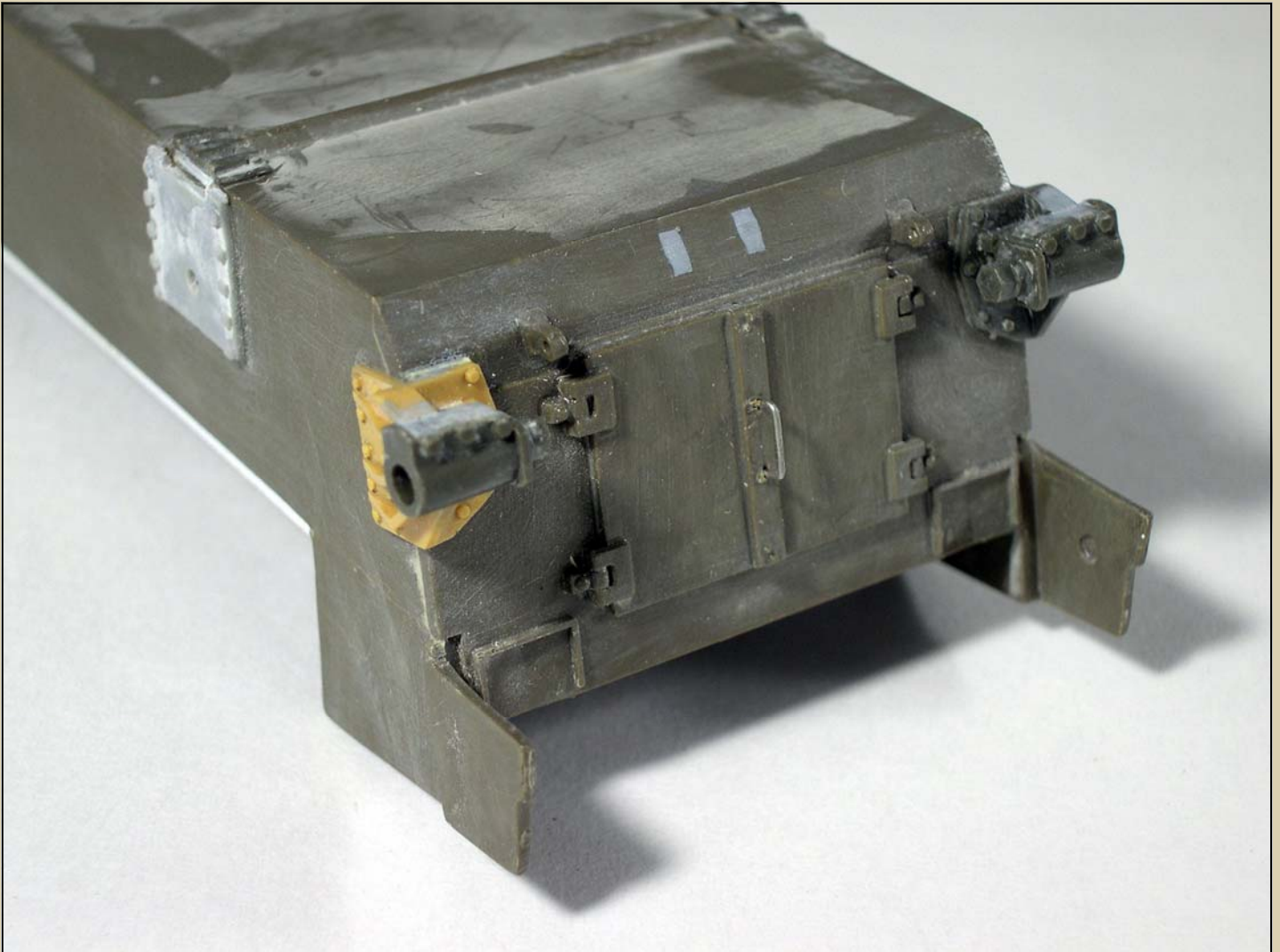


**Below** - My Modified hull compared with the original part showing Tamiya's simplified idler mounts and bogey mounting plate which differs in height from its counterpart on the other side



Once the bogey mounts were dealt with I turned to the rear idler mountings. On this build I decided to remove all traces of the Tamiya mountings and replace them with spare Asuka parts. These are surplus on any of their late HVSS Sherman kits and sprues containing these parts can be ordered on line direct from Asuka. The slots for mounting a tow bracket were also filled in. I drilled out the holes for the handle on the rear hull doors and made a new handle from fuse wire. At this stage I have to add the cleaners that are a prominent feature of the M4 and M4A1 hull rear.

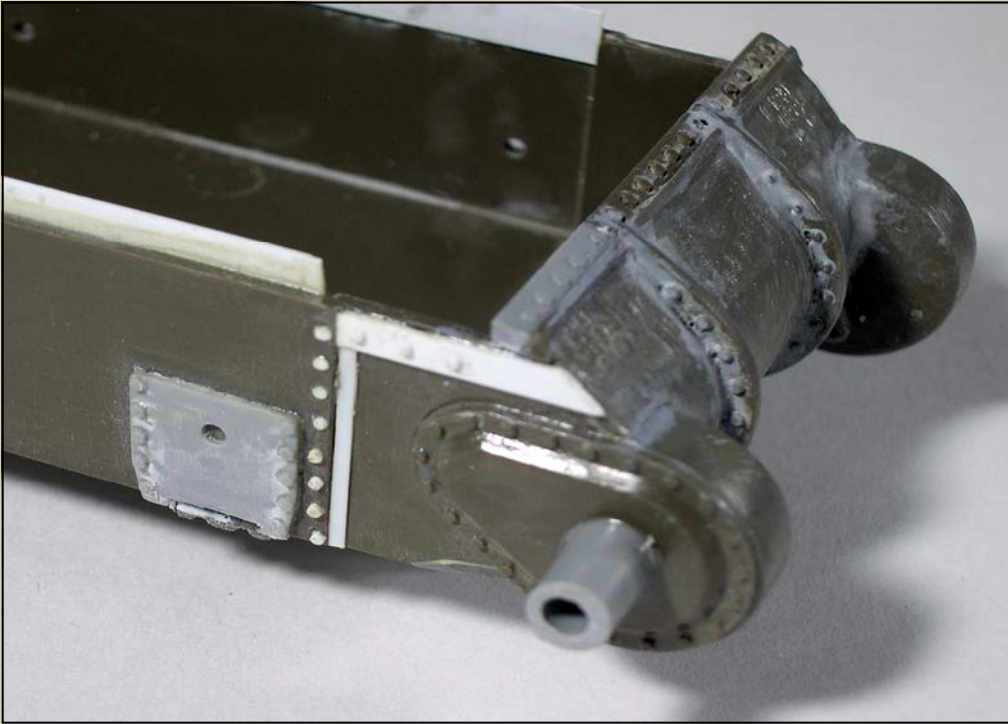
*Below - the modified rear hull after basic assembly*



I added the raised rear sections of the hull sides in preparation for mating with an Asuka upper hull. I used the Asuka mid production upper hull for this build, their early direct vision hull can also be used with the hull/suspension combo I have chosen. Both combinations were seen in Sicily and Italy and I chose this because I had a particular colour scheme in mind that was used for a while later in the Italian campaign by elements of the 1st Armoured Division .

I made some modifications to the kit's 3 piece transmission . Detail is very crude and some of the detail that should be on the sides is missing. A row of bolts needs to be added to the hull sides immediately behind the joint with the main hull. I used my hex punch and die set to punch these out from styrene strip of a suitable thickness. A thin strip was added to the back end of the transmission adjacent to the joint. Another, thicker strip was attached to the top sides of the transmission where it would meet the upper hull. This was trimmed when dry and 3 punched bolts were added to each side. Some rough filling has been done and this will be cleaned up later. I cut the Tamiya axles off the final drive and replaced them with tubular sections cut from the final drives supplied in Dragon kit s. I never use the original Dragon parts as they are undersized. However they provide a source to slice bolts off for detailing other models so its not a complete loss if I replace them.

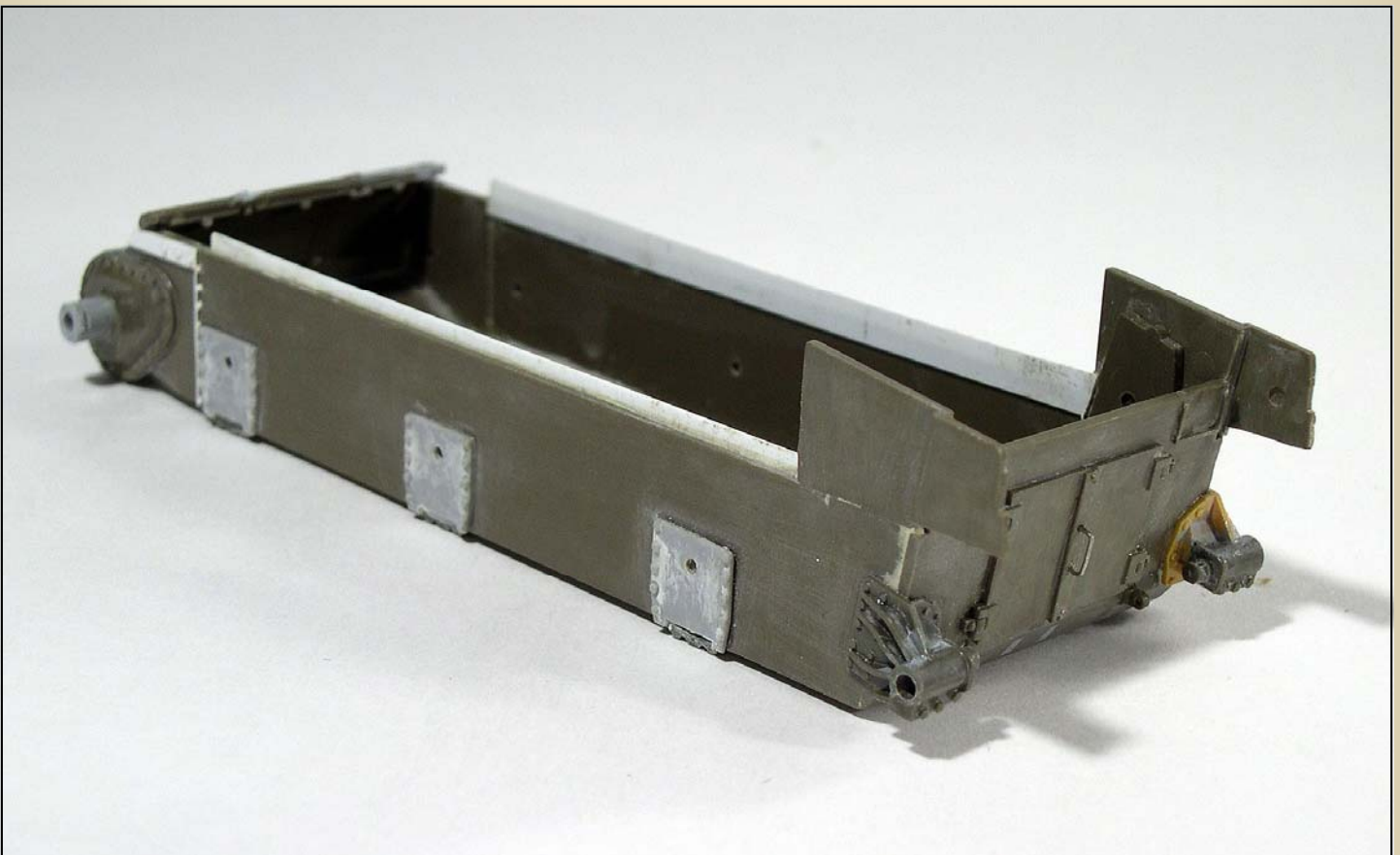
**Below** - The basic mods and detailing done around the transmission.



The next step was to mate the Tamiya lower hull with the Asuka upper hull. This turned out to be a surprisingly quick and easy task. The basic hull dimensions of Tamiya and Asuka hulls are so close as to be identical for all practical purposes. This means that leftover Asuka transmissions can be used to totally replace the Tamiya front-end. While I felt I could live with the Tamiya parts on my build there are good reasons to be happy at this. All Tamiya's other VVS suspension kits including the M4A3 75mm,

105mm and the Israeli M1 kit come with the same lower hull. The hull works OK with the 3 piece transmission but leaves ugly gaps when mated with the single piece cast types in those other kits. The upper rear section of the lower hull was slightly reshaped to allow it to fit perfectly with the new M4A1 upper hull. The Asuka sponson covers also needed a little trimming here and there to fit. I added strips of styrene inside the Tamiya hull to help align the parts and hide any minute gaps that may be visible when the two parts of the hull are ultimately joined.

**Below** - The Tamiya hull after modifications to fit the Asuka upper hull.



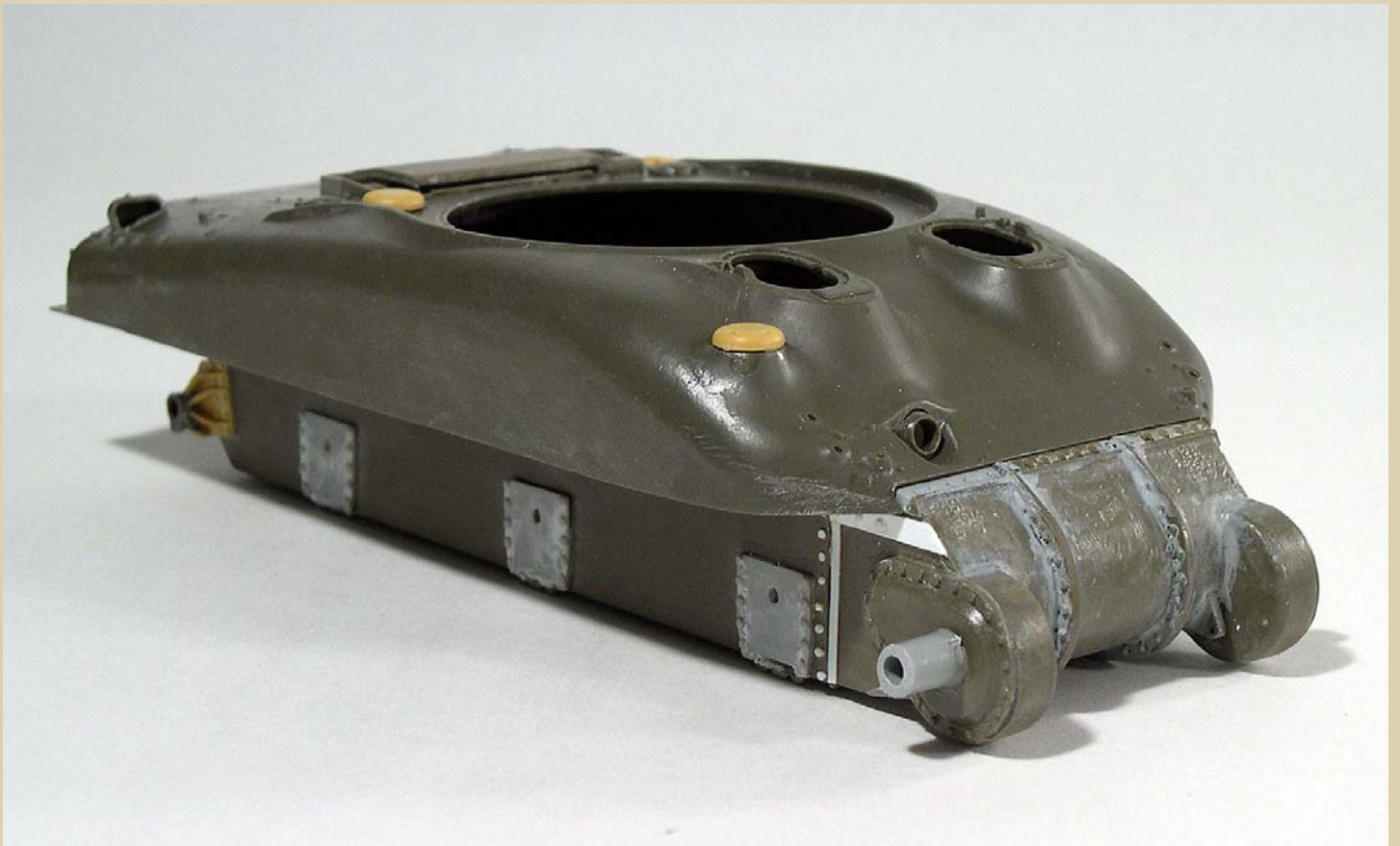
**Below** - A view showing where the Asuka sponsons were modified by removing a small section of plastic at the rear and adding gap filling styrene a little further forward



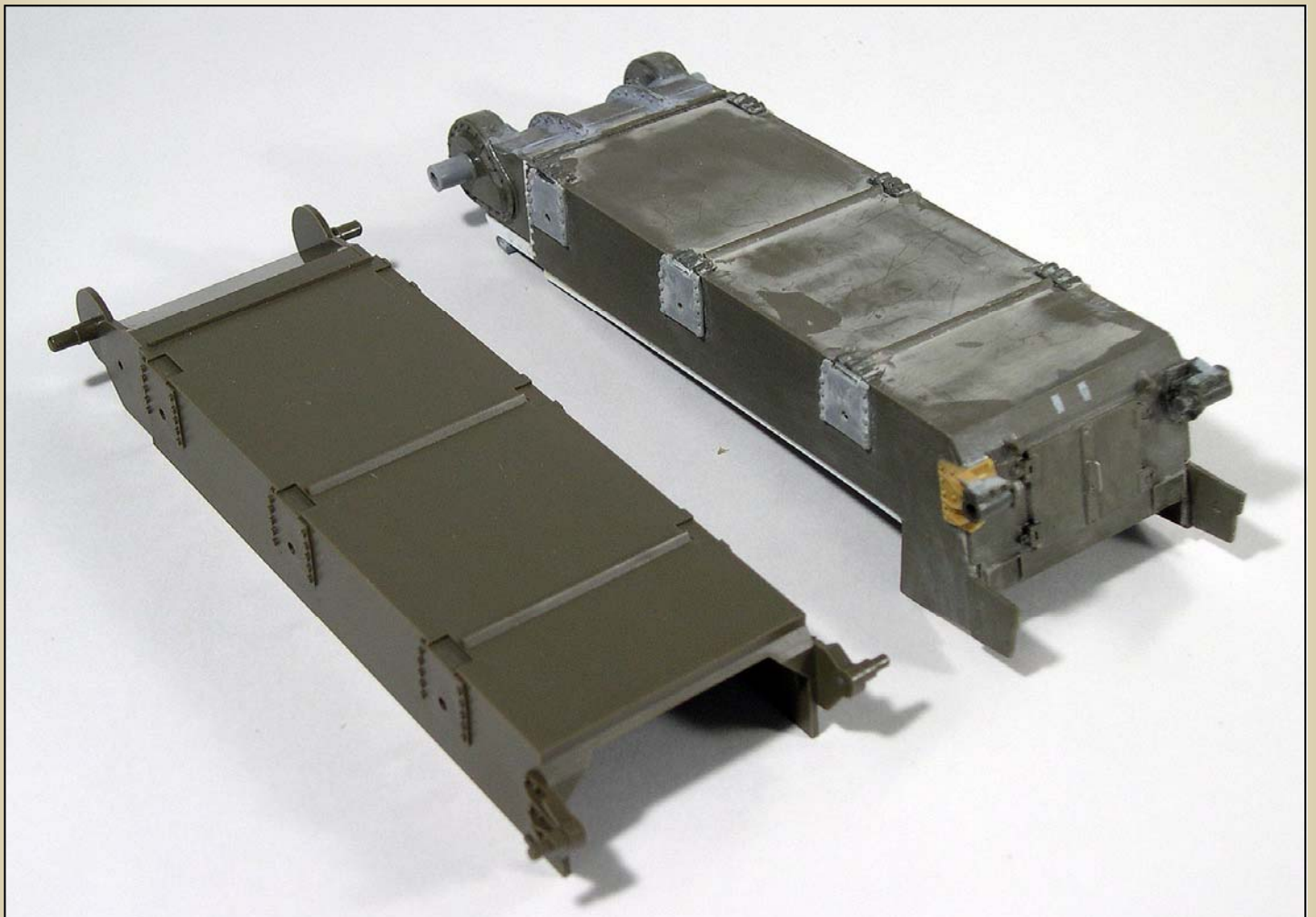
**Below** - The upper and lower hulls dry fitted . The fit is near perfect. Either both are 100% dimensionally perfect or both got the same things wrong. I think the former.



**Below** - Another view of the upper and lower hulls combined



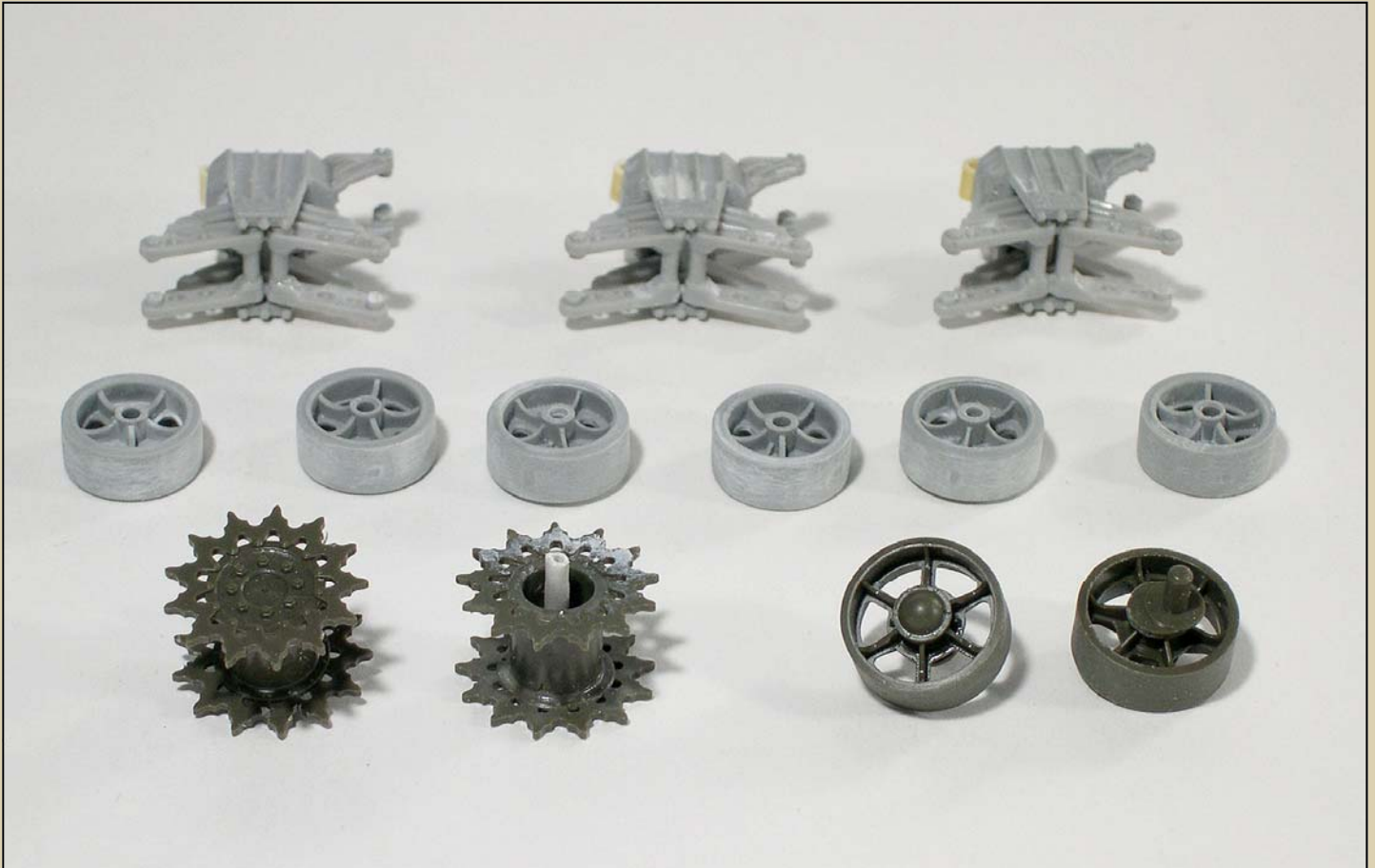
**Below** - Before and after comparison of the lower hulls from below



My suspension consists of modified Dragon bogeys, Asuka drive sprockets and Asuka rear idlers assemblies.

I assembled the suspension arms without the road wheels attached and then cut the centre out of the axles leaving just small stubs to click the wheels into later. This helps when painting the individual parts before final assembly. The Sprockets received styrene tube axles that will be inserted into the modified final drive units.

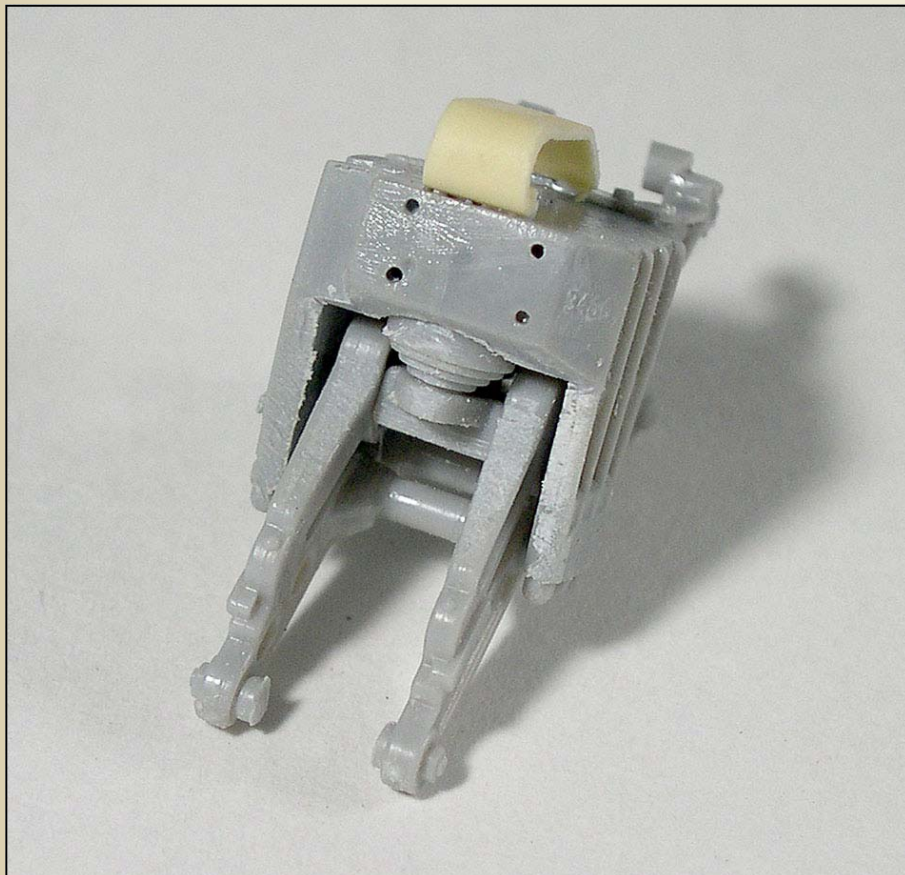
**Below** - Suspension parts after initial assembly and detailing



**Right** - Finished Bogey ready for paint. The spring adjustment screws I added can be seen under the resin track return skid. At the rear of the track skid can be seen a patch of white styrene sheet which fills an indentation in Dragon's return roller arms. In front of that is one of the bolts used to secure the return roller arms to the suspension body which I added from one shaved of a dragon final drive cover



The basic Sherman suspension bogey could have the return roller unit bolted to either side which meant that only one casting design was required. Because of this there are 4 holes on the front of each bogey. These were drilled out. 4 bolt heads were added to the rear of the return roller mounting plus another 2 on top either side of the track return skids. On the top of the bogey are 2 set screws used to adjust the spring tension inside the bogeys. These were added from a Meng bolt detail sheet. The track return skids came from the spares box. I think they may be Formations resin but can't swear to that.

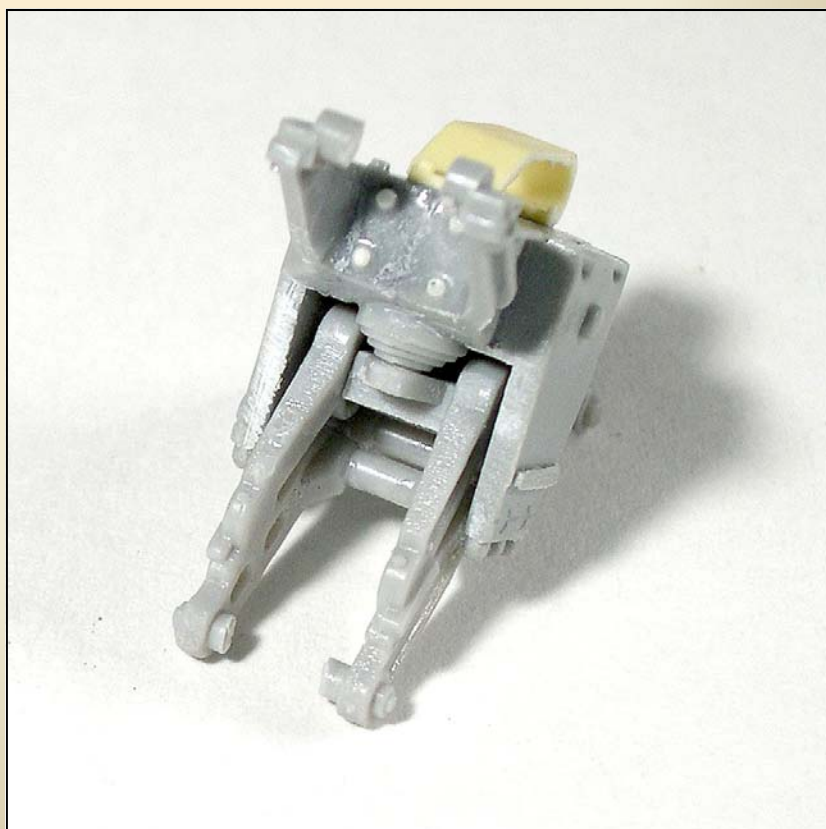


**Left** - Front view of bogey unit showing added holes . Taking photos like these can be a useful exercise for various reasons. In this case the magnified photo has highlighted the need for some further clean up work on the bogeys!

**Below** - Rear view showing added bolts.

With the chassis dealt with the next phase will cover the work entailed in finishing the upper hull and turret . The Asuka upper hull will be mated with a turret based on Dragon parts and detailed with more items from the spares box

Progress has been quite quick on this project by my standards. It is meant to be just a fun build to help me get back up to speed after a brief hiatus. The bulk of my modelling tools and references were buried under the debris of house renovations for a few months which severely limited my modelling options.

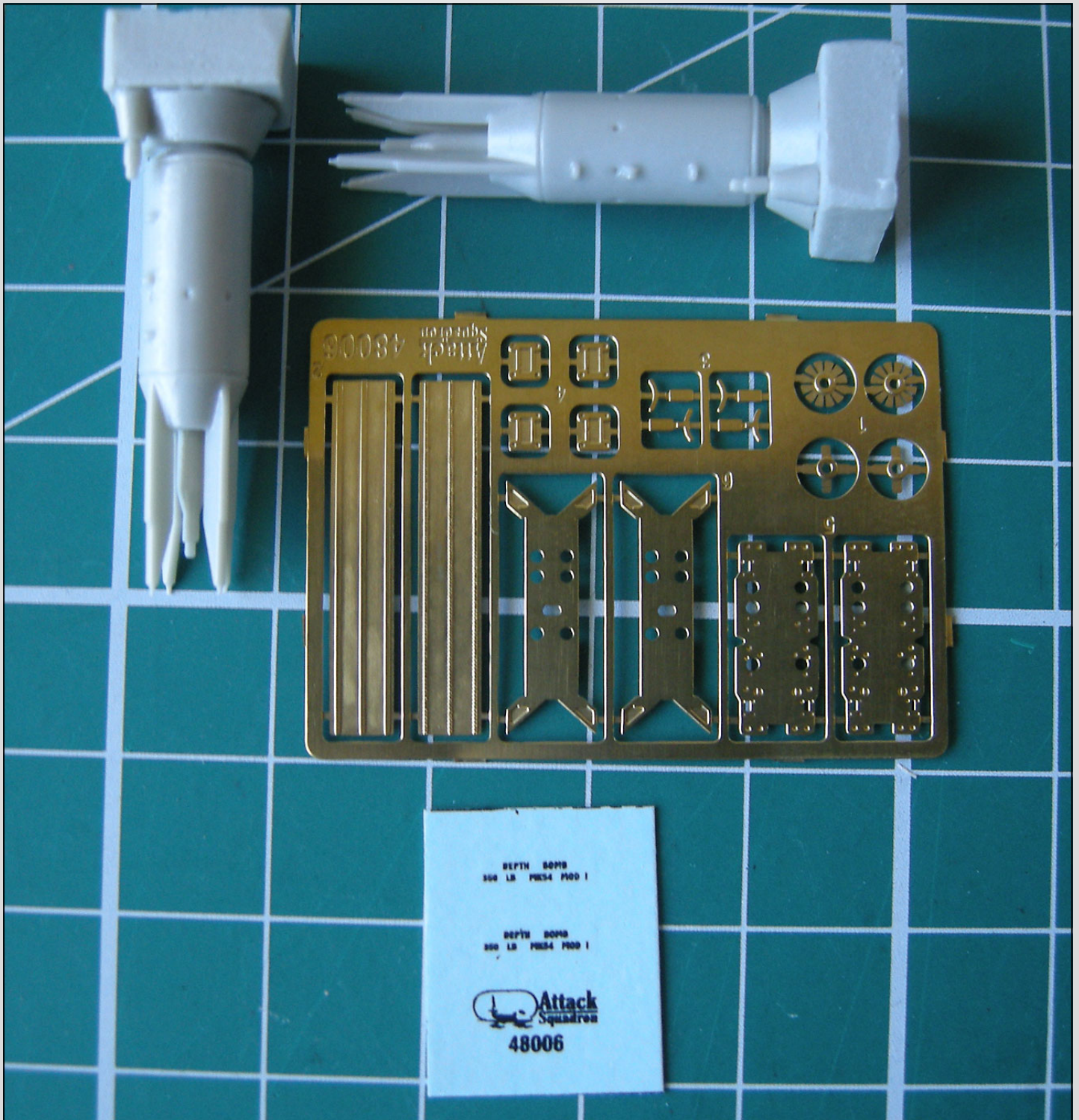


# ATTACK SQUADRON 1:48 MK-54 DEPTH CHARGE WITH RACK (#48006)

By Peter Mossong

Yet another useful 'goody' from ATTACK Squadron in Poland, is this set for the MK-54 Depth charge used in WWII. The main components are crisply moulded in resin, with a small sheet of PE supplying the rack and details for the units, and a small sheet of decals for the markings.

Looking at the 'ribbing' showing on the tail fins on the resin, I do suspect these were mastered by 3D printing.








The instructions are on a single sheet, and show the basic construction of the units, colours, and decal placement.

Highly recommended to hang under the wings of an RNZAF PB5-5 Catalina, or in the bomb bay of a PV-1 Ventura or TBF-1C Avenger.

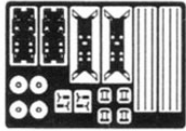


**Attack Squadron**

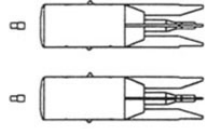
<http://attacksquadron.pl>

**Depth Charge MK 54  
with bomb rack**

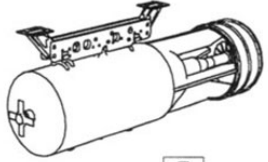
#48006 model accessories 1:48 scale



PE Parts / Części fototrawione

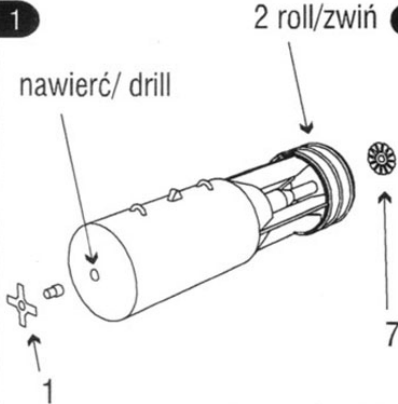


Resin parts / Części żywiczne

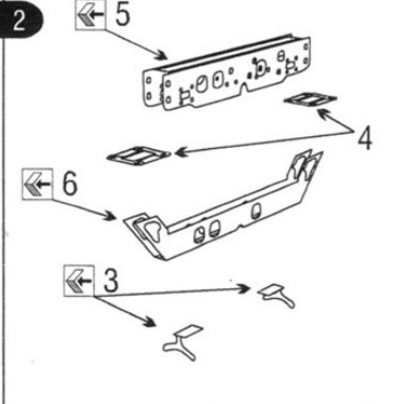


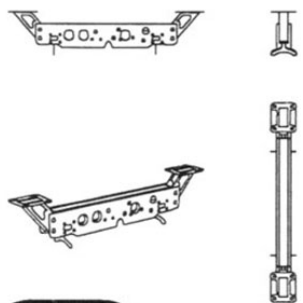
fold / zgiąć

**1** nawierć / drill



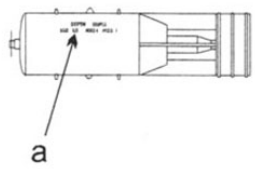
**2** roll / zwiń






**malowanie/colors:**  
 Bomba: szary light gull gray lub olive drab  
 Zapalniki: (część 2 i 3) natural metal  
 Bomb: light gull gray or olive drab  
 Fuses: (part 2 and 3) natural metal

**kalkomanie/decals**





# 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.

