



SCALE-MAIL

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**In Box Review & Comparison: ICM
Junkers Ju88 A-5 1/48**

**RESICAST'S UPGRADE KITS FOR THE
ICM 1:35 FORD WOT6 TRUCK.**

NEXT MEETING

Tuesday March 17th 2020 from
8pm

Freemans Bay Community Hall,
Function room
52 Hepburn Street, Ponsonby

COMMITTEE

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From the Editor

It seems that we are destined to live in interesting times. Within a matter of weeks we have gone from business as usual to the world apparently going mad. Sports events played in empty stadiums, large populations confined and travel slowly grinding to halt and that's just the tip of the iceberg. Already this year a number of international hobby events have been cancelled. No Shizuoka hobby show this year, the Mosson show in Europe also cancelled to name a couple. For those intending to attend 2020 Scale Models Expo in Wellington will now have to wait until next year as they have taken the decision to postpone.

So where does this leave our own show? The answer remains uncertain and will largely depend on how things unfold. No one knows how long the virus threat will continue to wreak havoc on life as we know it. All this turns planning an event into a bit of a lottery and no doubt there will be much discussion about how best to proceed. Our plans have been focussed on holding the nationals in October and while it could be that things come under control before then here are no guaranties.

That brings us to this months meeting. Yes it is still on! The theme for the night is about some specialised finishing techniques such as marbling and how to achieve a variety of tonal effects that don't come out of the box. There are some new products out there that can help and also some DIY tricks out here. We will present some ideas here but as always feel free to contribute to the discussion .



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 Freemans Bay Community Hall, 52 Hepburn Street, Freemans Bay, Ponsonby

Note our new meeting time is 8pm

- March 17th Specialised finishing techniques
- April 21st AGM and Pub quiz

MODELLING EVENTS

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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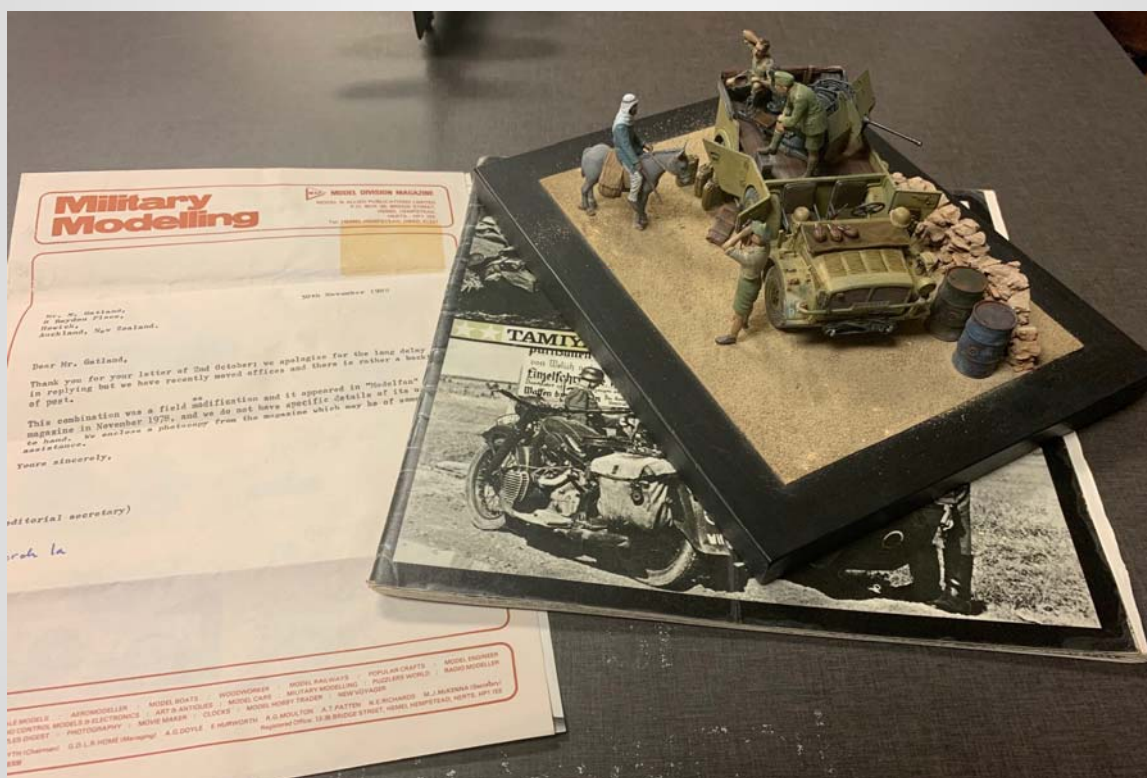
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Models with interesting Stories Theme Night

.Here are some images of the entries from our February event. All entries were numbered and drawn from a hat. The winner was Neil Garland with his Tamiya 1/35 Horch 4 x 4.

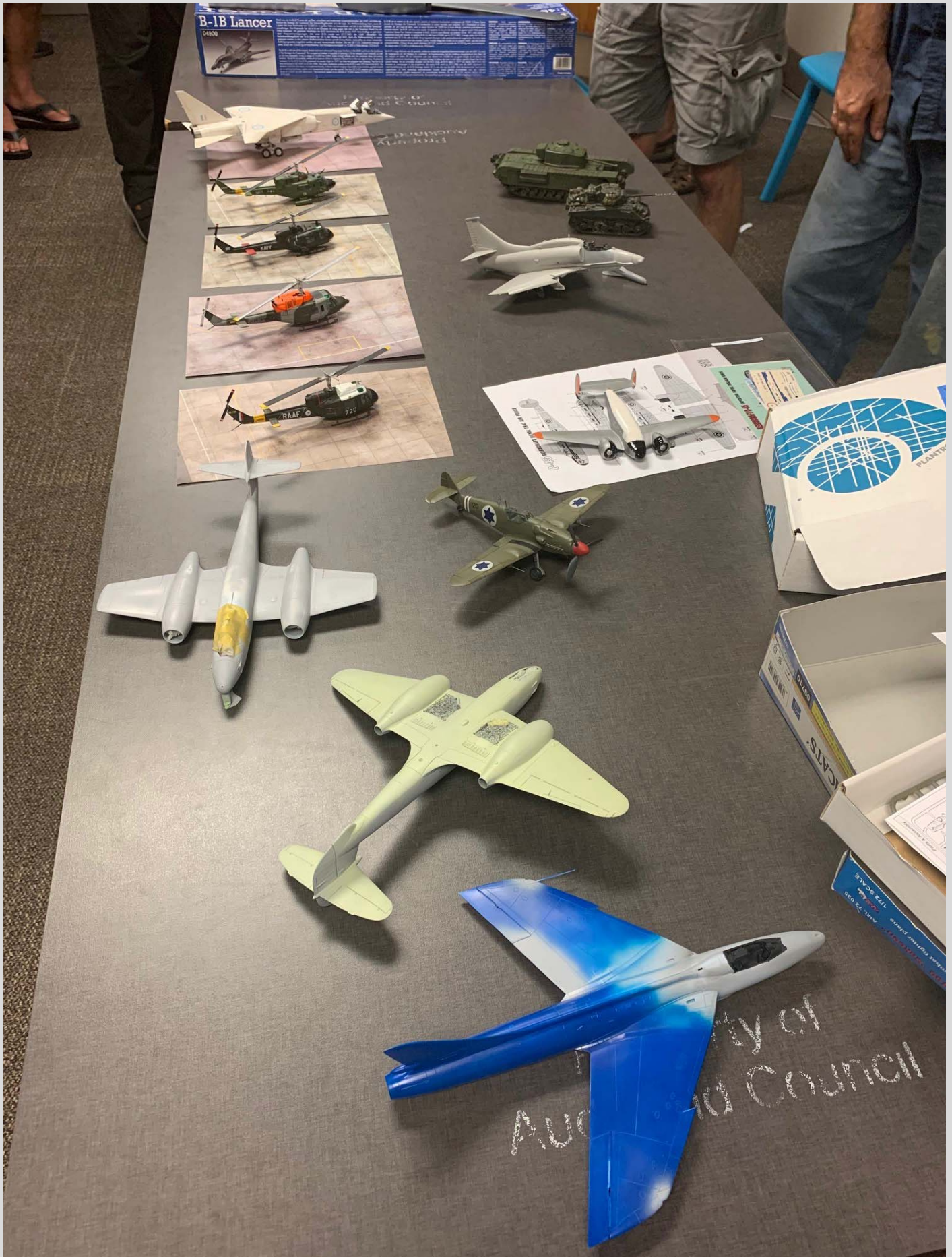








And here is another shot shot from our February meeting showing some additional completed and in progress models on the table that were not entered in theme section



In Box Review & Comparison: ICM Junkers Ju88 A-5 1/48

By Brett Peacock



With some notes on the Dragon Junkers Ju88 A-6 "Balloon Cutter"



ICM kit purchased via The Model Room, Papakura for \$90.00(NZ).

The A-6 by Dragon was a Bargain on Trademe at about \$45.00 (including Postage)

Many people will know that I have been a long time fan of the Junker 88, and I have built 4 of the Dragon kits in the past (2 G models and 2 A models) But the kits have been available for over 25 years and were always a little "iffy" in fit and alignment, meaning much care and fettling was required to get a satisfactory result. That, however did not stop me from buying no fewer than a dozen kits of the different types: (Meaning A-4, C-6, P, G and Ju188s, with multiples of some hiding in my stash – at last count 3 G models, a Mistel, and 2 C models and 3 A models!)

Then a couple of years back ICM, following on from their Dornier 17/215 and their first Heinkel He 111 kits produced an all new kit of the Junkers 88 in 1/48. Having a large stash of Dragon kits I elected to put off buying any... and that was a mistake. For all OF the variantS Dragon produced, they had their flaws (Apart from fit) and a little further research into the differences soon showed this. I first noticed this when I bought the Dragon Ju88A-6 kit (the Balloon Cutter, which had 2 large PE frets included) I had long wanted to make the A-6, of which fewer than 50 were deployed, but, as I soon found out, the Dragon Kit is NOT an A-6. The A-6 was made by adding the Cutting frame to an older A-5 airframe, and the Dragon Kit contains a complete A-4 kit. Why is this important?

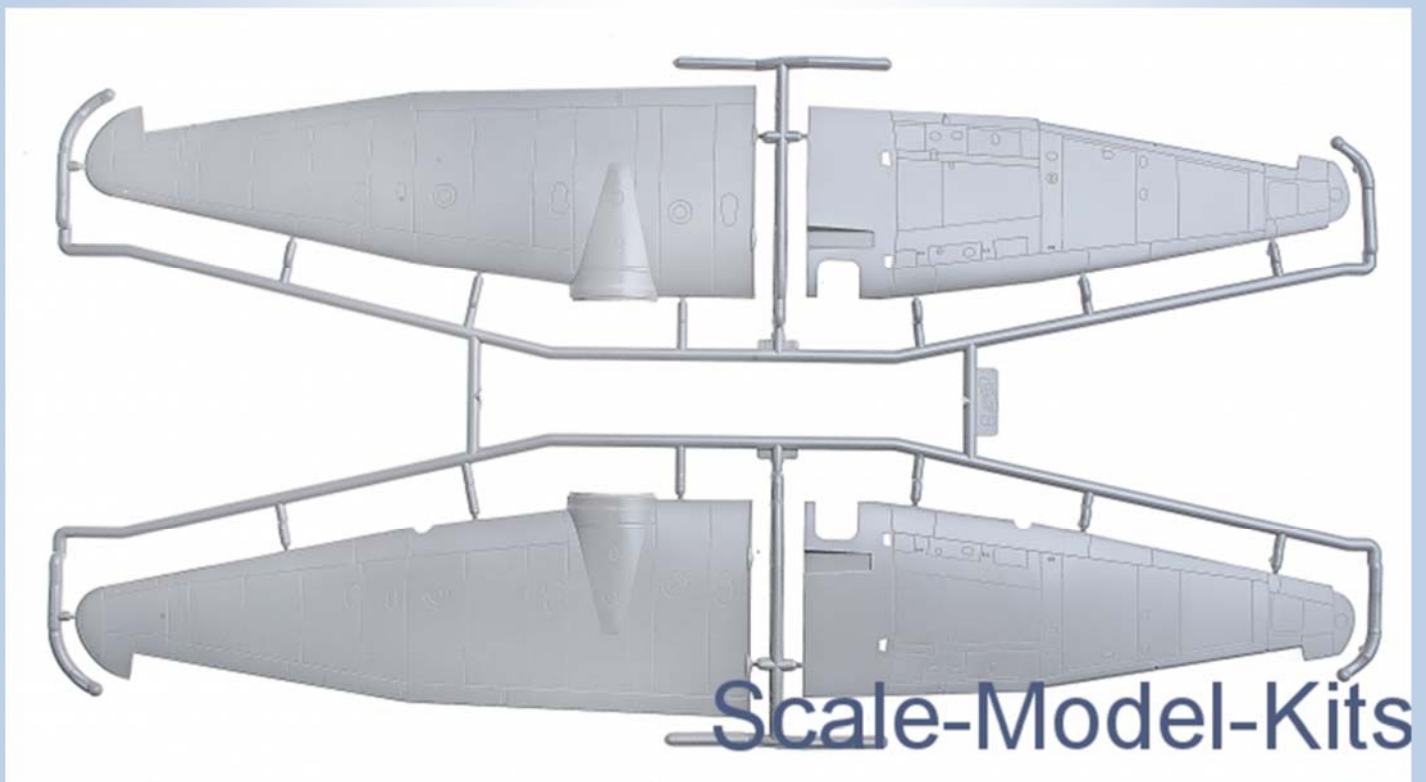
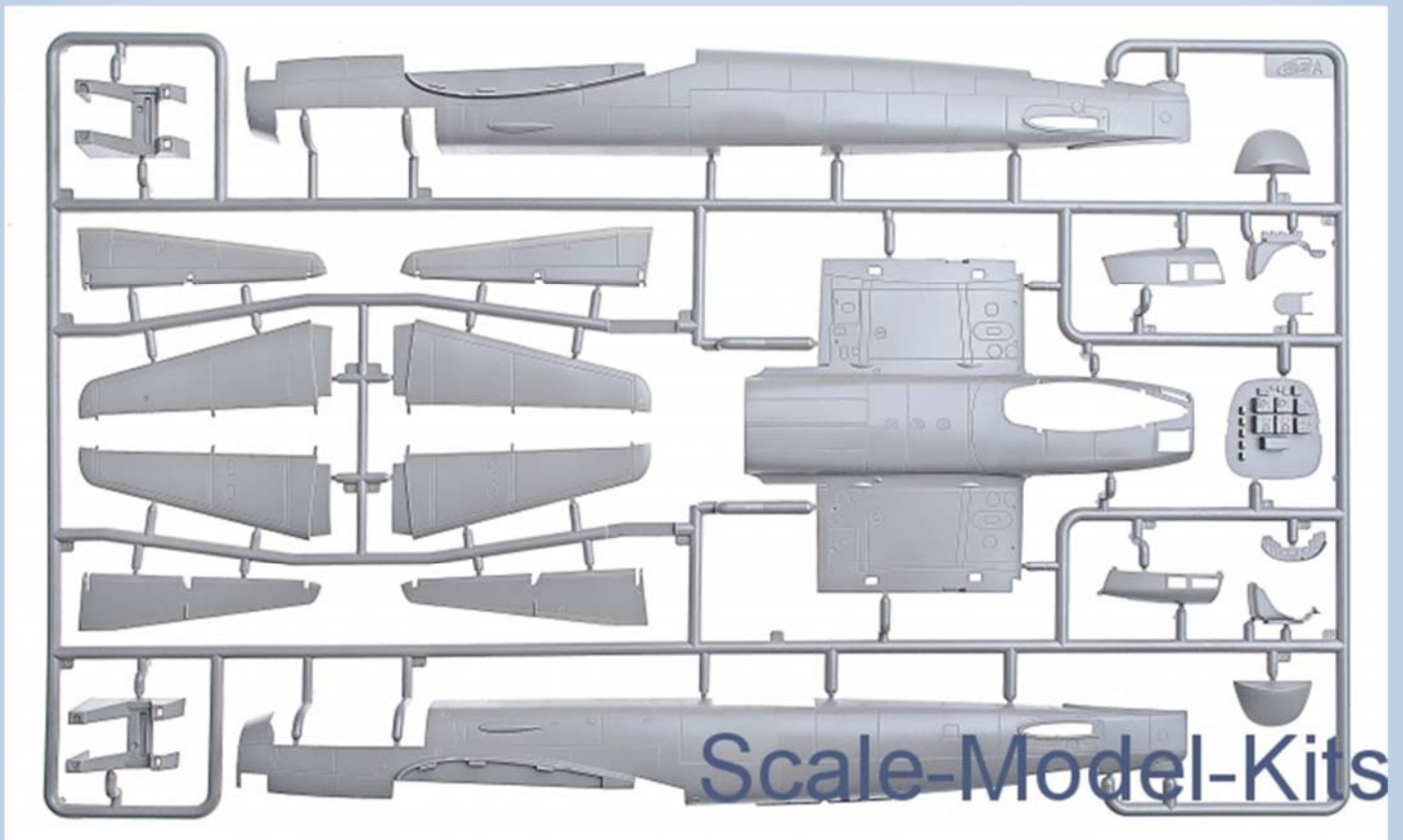
Well, the Production run of the A models began with the A-1, which had the short span wings. The next variant was the A-5 which was basically the fuselage and engines of the A-1 with the extended wings of then next variant, the A-4. The differences are quite important and the engines were uprated for the A-4 with a different Radiator and intake pattern behind the spinners, and the large air filters under then engines were added for the A-4 also. So, essentially the A-5 looks exactly like an A-1, but had longer wings. There is also a difference in the rudder, but that was a field-fitted upgrade, applied during A-4 production and was also retrofitted to the surviving A-1 and A-5 types. Canopies in the A-1 and A-5 were of 2 types, but the A-4 revised a standard 2 gun position with armour and a new windscreen. (These were also retrofitted sometimes to the earlier types.)

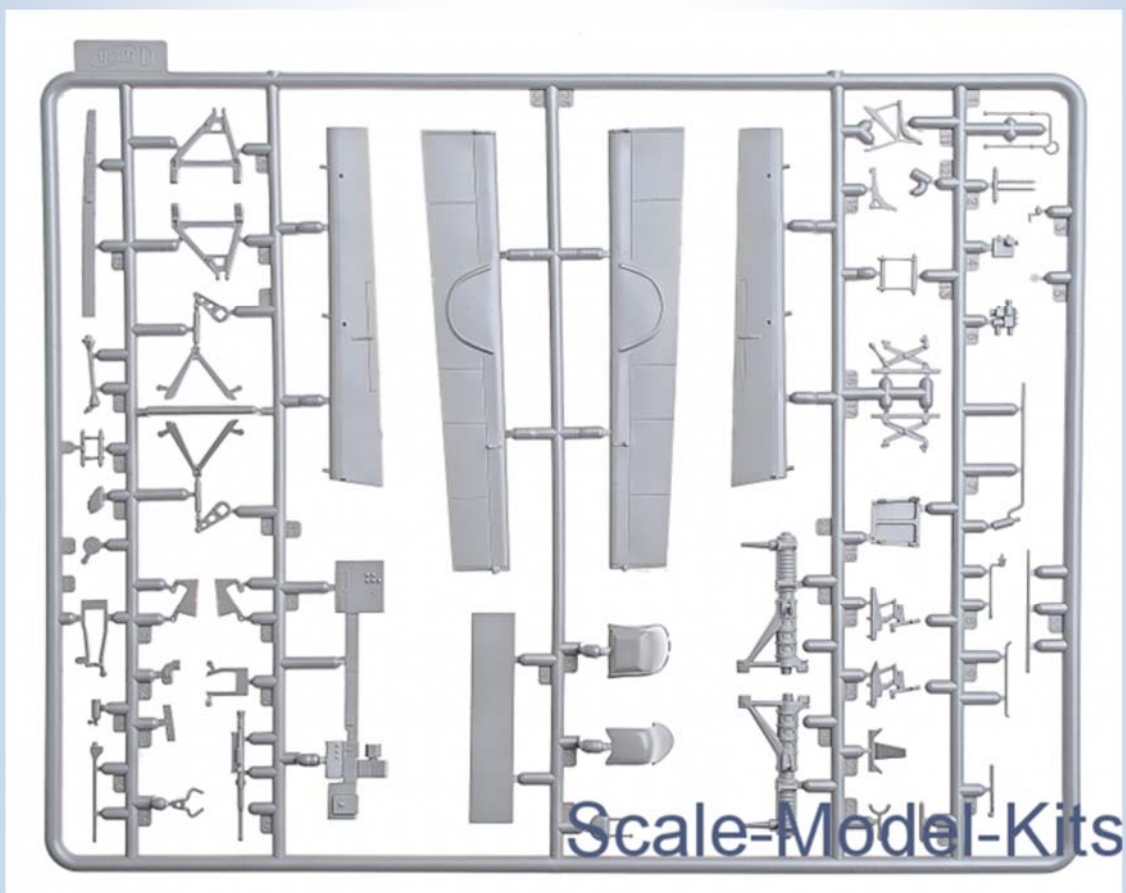
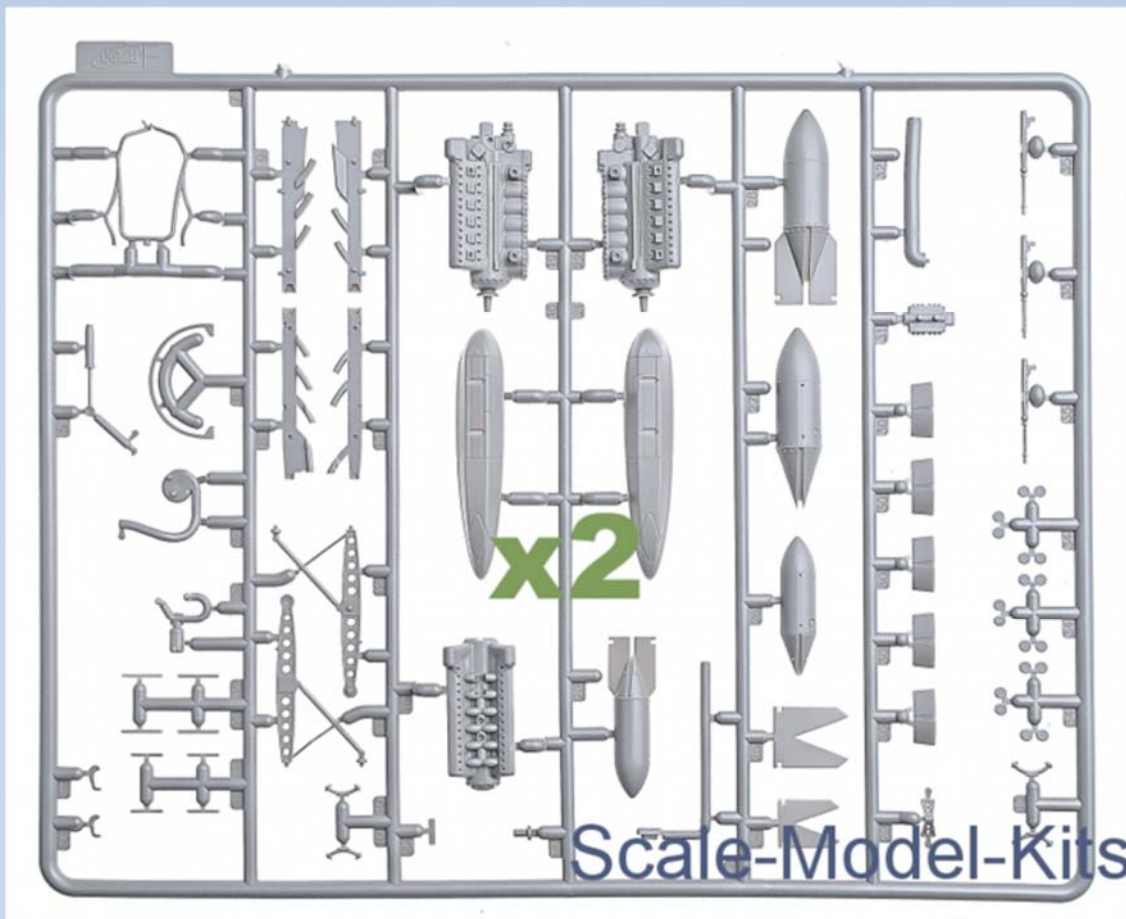
The result of all this was that my A-6 has remained in my stash for almost 6 years now. Until I saw that ICM have released a kit of the A-5 and wheels began to turn.... Now I have an A-5 kit and an extra A-4 kit in the Stash! - And my A-6 is definitely now achievable with minimal rebuilding!

So, Background dealt with, I have now obtained the ICM kit, and here is my In Box review of it.

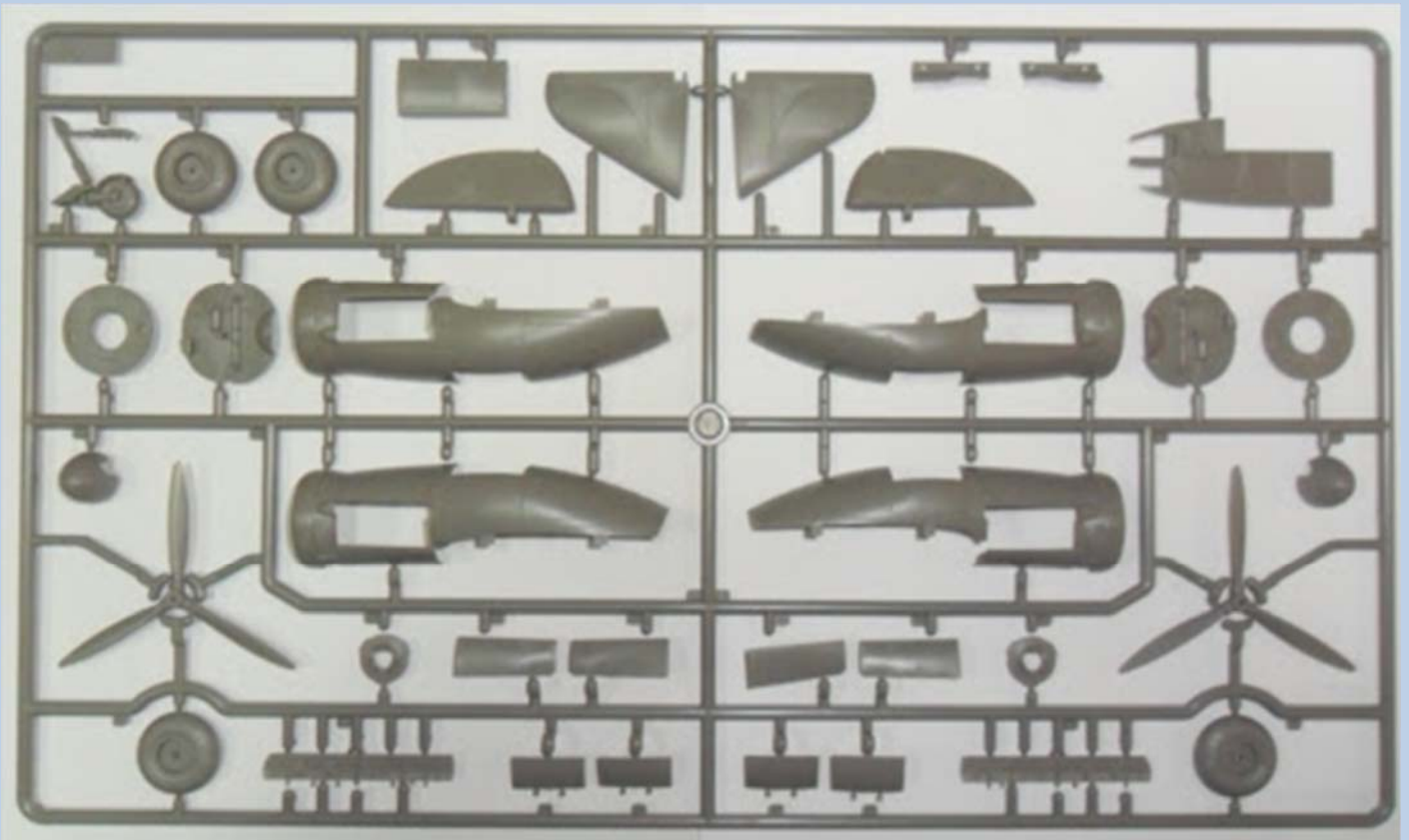
The kit comes in a sturdy fully closing box with a colour printed flimsy cover for the top and sides, now standard for ICM's larger boxes. In the inner box is a large bag with the grey sprues carefully packed back to back with a second, smaller bag with the Clear parts packed separately. Beneath the bag is the Instruction Booklet in A-4 size and the rather large decal sheet tucked within it. There are 6 Grey sprues (1 is duplicate sprue and contains the engines, weapons, bombs etc – anything needed in multiples), and 1 clear sprue. In total there are 250 parts, of which only 3 are "not for use". The decals have 4 options, 1 each from France 1940, Greece 1941, Finland 1941 and Russia, 1941. The last option has a winter scheme, the first 3 are all standard Luftwaffe day-bomber greens.

The moldings are well up to ICM's current standards, with fine engraved panel lines and finely defined raised detail where appropriate. There are a few fasteners but no rivets. The interior is very complete and the kit includes 2 engines to go into the correct nacelles., which can be displayed opened out. There is a choice of 3 "Beetle eye" noses, 2 rear canopies and 2 lower rear gun hatches. And they provide standard Bomber propellers and spinners (1 up over Dragon with their Paddle Blade fighter type props.)



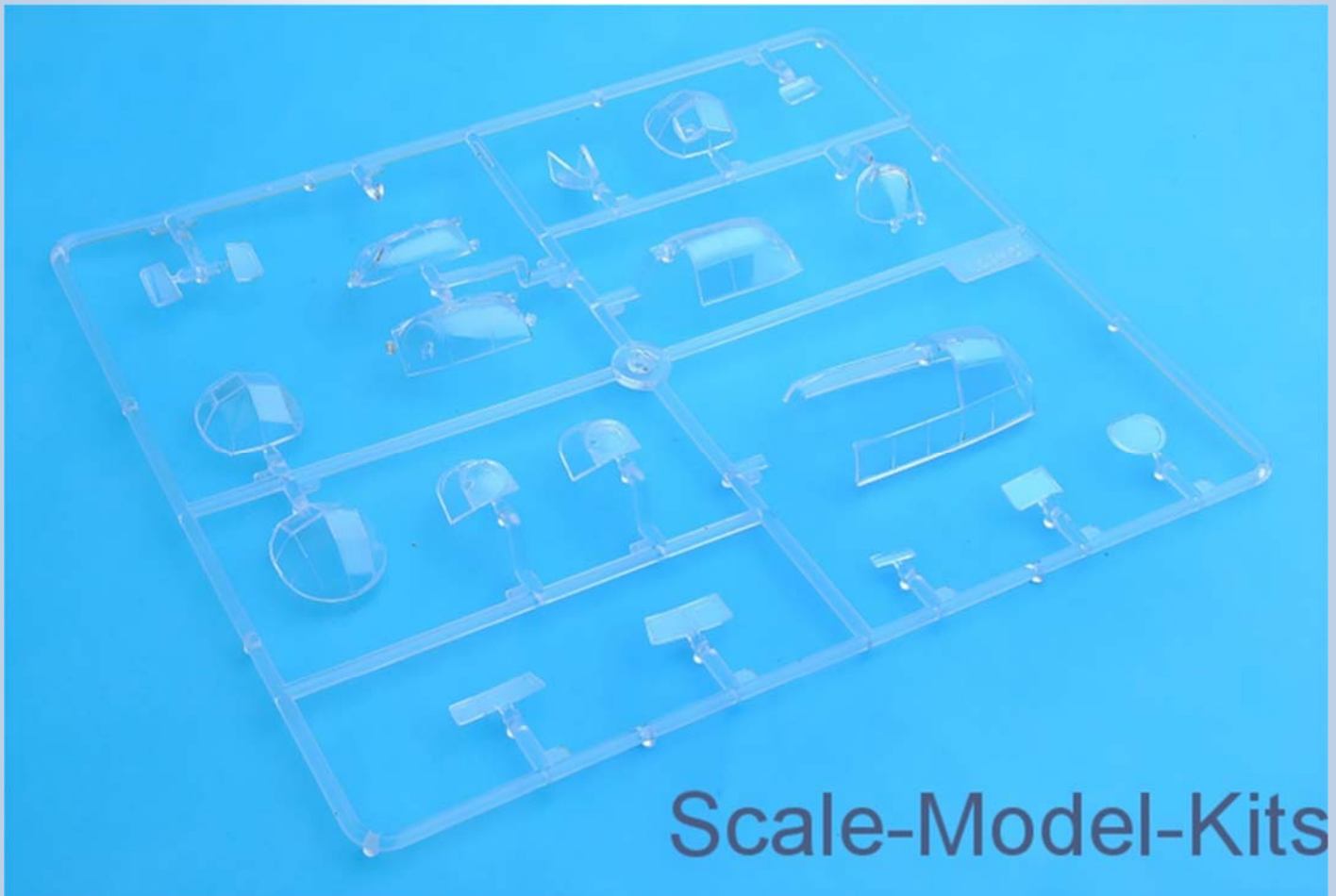


Another plus for the ICM kit are the separate, poseable, control surfaces, - Rudder, Elevators, Ailerons and Flaps. The Nacelles also provide the main undercarriage doors close with the main leg doors open – just as they should be. A small minus – the Tailwheel is molded onto the yoke, and thus will not be moveable, and possible difficult to pose as well.



Engine Nacelles and Fin/Rudders sprue (above) And the clear parts: (below)

The sprue with the Engine Nacelles is specific to this kit (and to an A-1, should ICM release one.) I have the Revell re-box of the ICM Ju 88A-4 kit and it contains a different sprue tree for these parts.



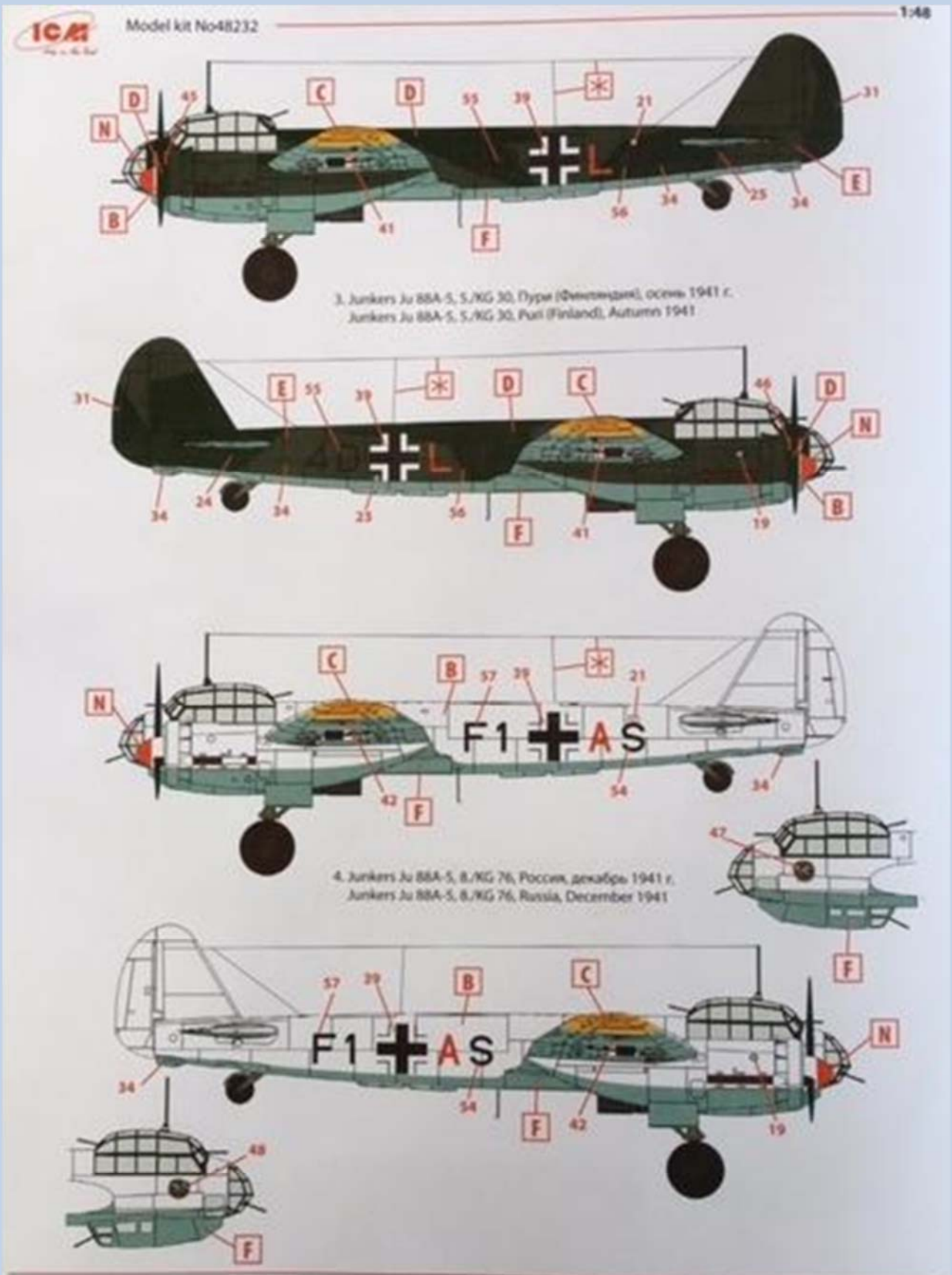
Scale-Model-Kits

The four markings options are:

1: 4/LG1, France, August 1940 & 2: 5/LG1, Greece, May 1941 (with yellow theatre markings)



And 3: 5/KG30, Puri, Finland, Autumn 1941 & 8/KG76, Russia, December 1941 (Winter camo)



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ICM also provide a monotone diagram of the standard Day-bomber “Splinter” camouflage scheme in the instructions. Decals are on a light blue backing and are very well printed in perfect registration, the same type and style of decals on which I have previously commented as they appear to be uncredited but strongly resemble Begemot decals, which have a good reputation. Coming from Eastern Europe, no Hakenkreuzen are provided (not a surprise), so an Aftermarket set of these markings will be required, of the correct size and style. As far as I can tell by eye, the shape and proportions and sizes of the Balkenkreuzen look to be “spot on”, **something Dragon seem to have developed issues with!**

NERD QUESTION: What does a Douglas A-4 Skyhawk have in Common with the Junkers Ju88? (Answer at end)

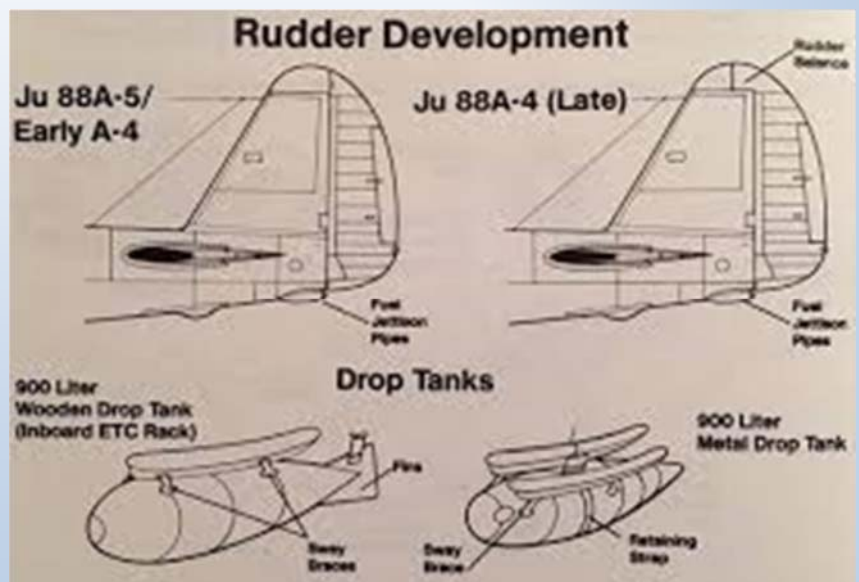
The Dragon A-6 kit has only 1 marking option: 4D+DL, (no unit given – but by the Unit Codes of 4D would have to be KG 30.) and probably in France in 1940-41. I may yet buy a second A-5 kit, specifically to finish as option 4, as I have Markings for one of it’s squadron mates, a Day-fighter Junkers Ju88C-6 (F1+XM) with a painted false glasshouse nose and cannon armament in that nose. (A Dragon release) But that is still a “maybe” as my next goal is to start on the ICM Heinkel He111 family, which will include a 1/48 He 111Z! (Expect an in-box assessment later this year!)

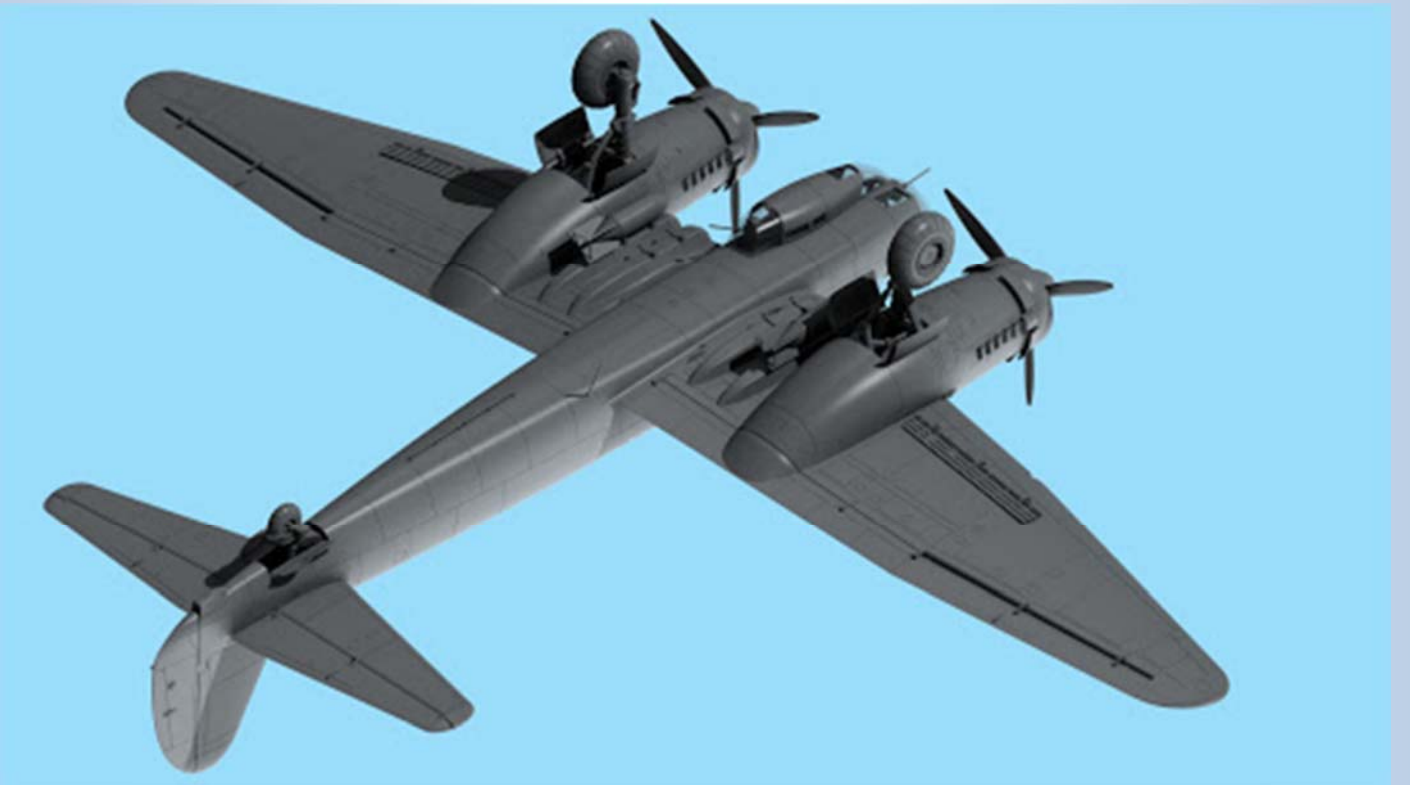
It did not take a lot of online searching to find several reviews and builds of the ICM Junkers, and the consensus is that it is accurate (As far as can be expected) and much simpler to assemble than the Dragon Kit. Does it render the Dragon kit obsolete? I have to say, currently, No, Not really, Dragon still has the wider number of variants, (including their Ju 188s) but ICM is catching up, and Dragon will become the “old Kit” then.

At \$NZ90.00 the ICM kit is more expensive than the Dragon kits (If you can find them!) but it is newer by 25 years, and better engineered. (I seem to recall the Dragon kit was among their first 1/48 original aircraft kits!) But it has 4 options and is readily available via “The Model Room” and I believe “Modelair” can also order it in. I have also noticed ICM is stocked by “Hobby City”, occasionally.

The ICM kit is very good value and an excellent representation of one of the great planes of the era. Buy in confidence.

NERD QUESTION Answer: Edward Heinemann. (As Douglas Aircraft’s best young designer he was loaned to Junkers in 1937 to assist in the design phase of their new twin engine bomber, the Junkers 88, which had run into a “roadblock”. In 1949-50, he was made head designer of the A-4 Skyhawk programme.)





RESICAST'S UPGRADE KITS FOR THE ICM 1:35 FORD WOT6 TRUCK.

A 'look in the box' by Pete M.

When ICM released their 1:35th Ford WOT6 kitset (as with many aircraft kits) there was an almost instant wailing and gnashing of teeth on the various armour forums regarding the 'wrong' body type and the 'loathed' vinyl tyres with a post war tread pattern!

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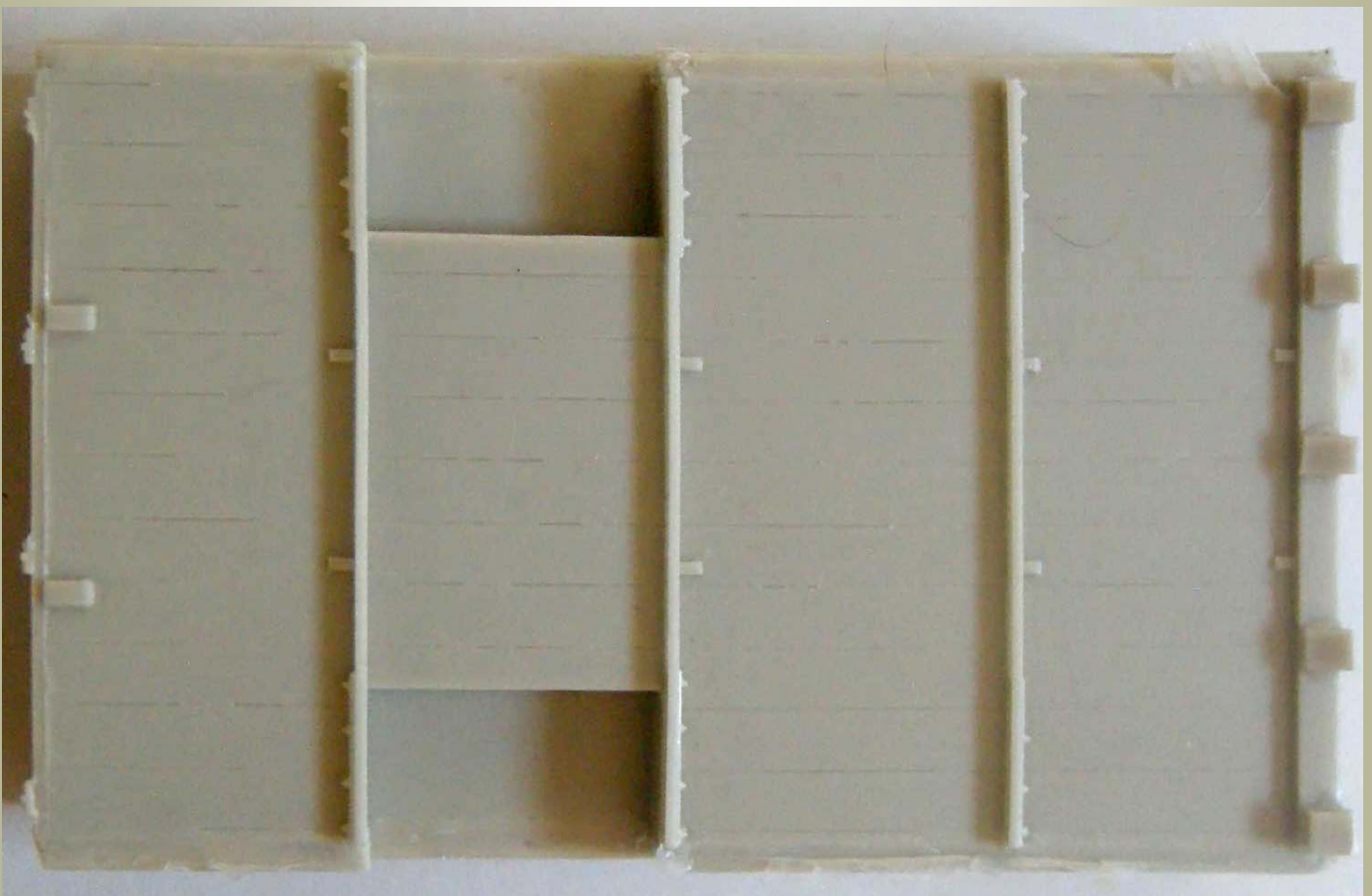
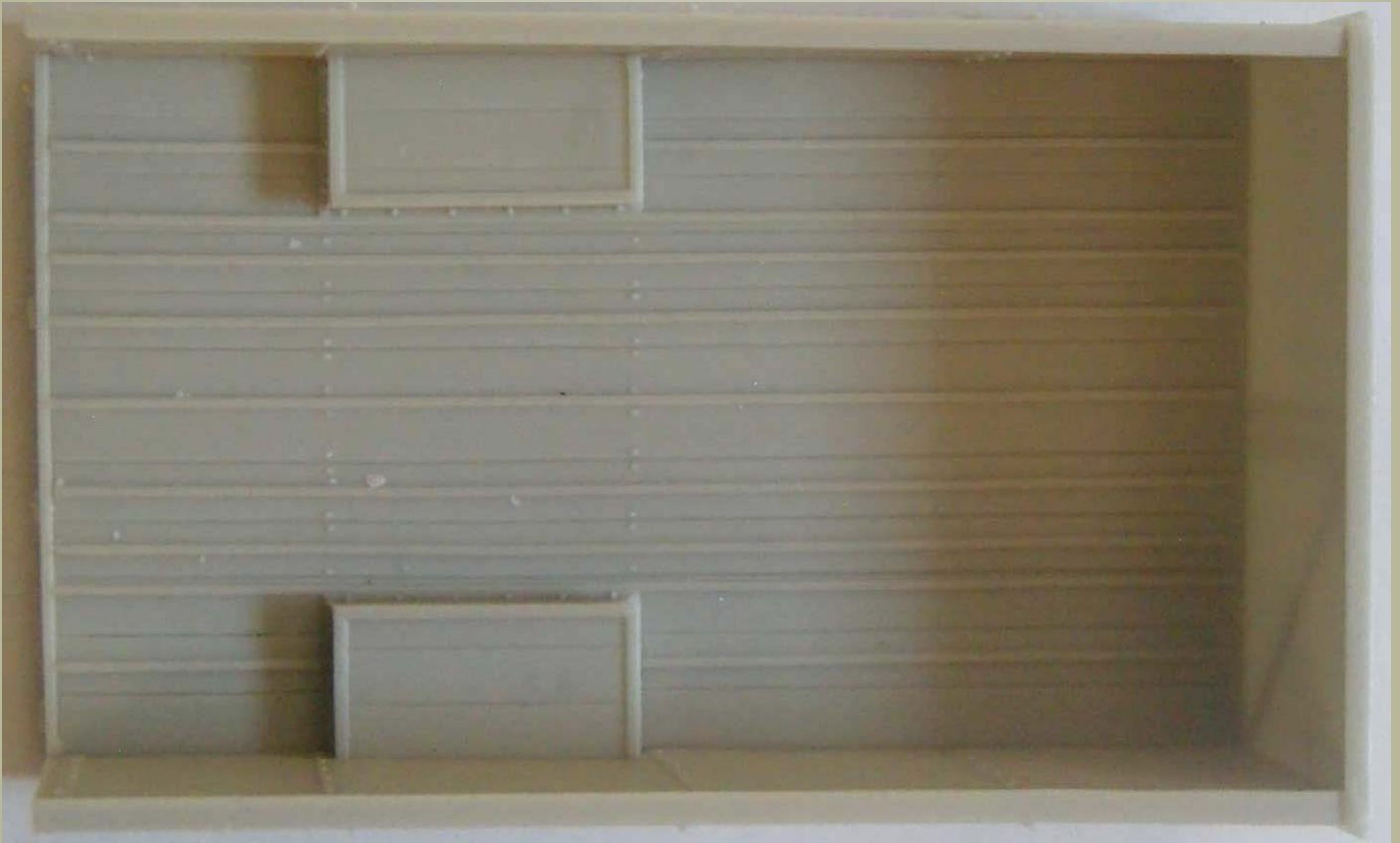
35.1289

GS body for WOT6
mechanical & hydraulic spare wheel
mechanism included

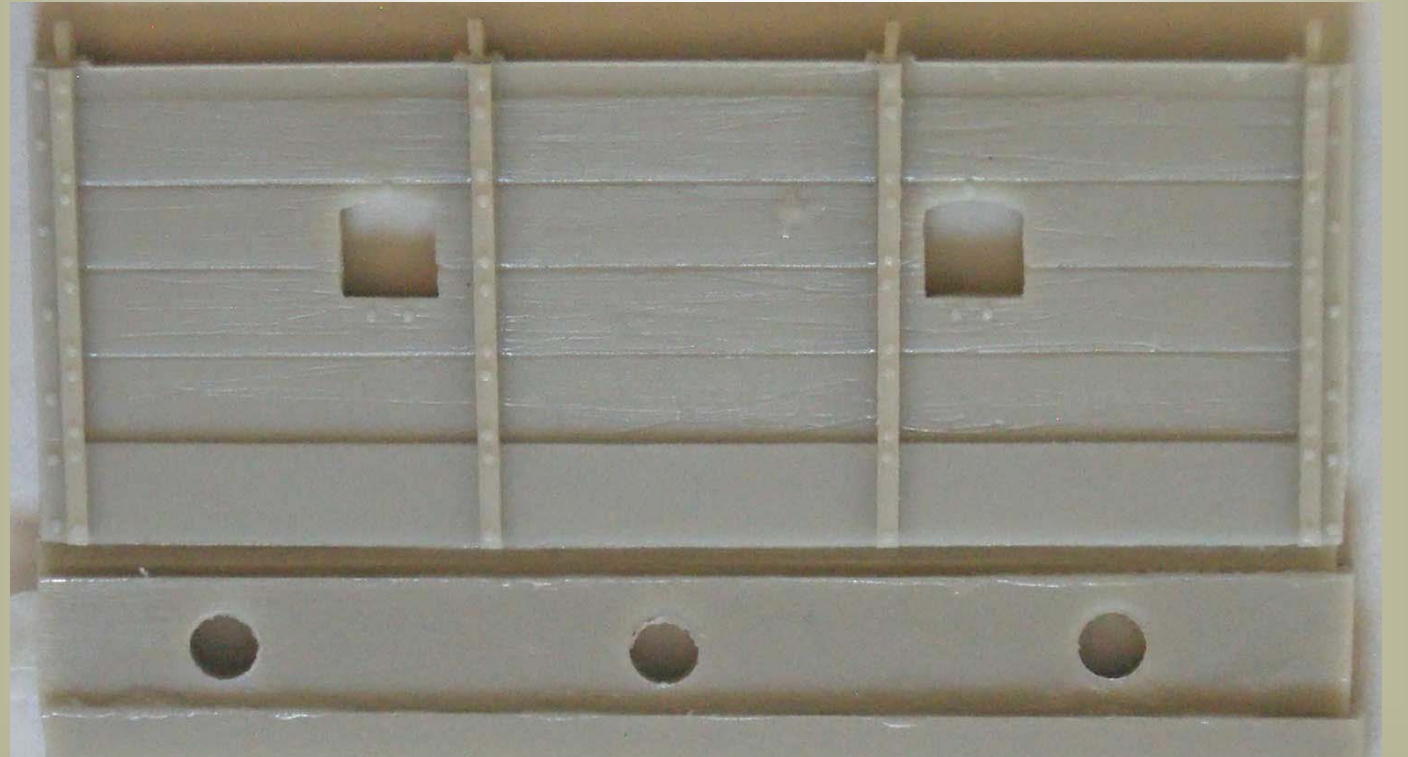
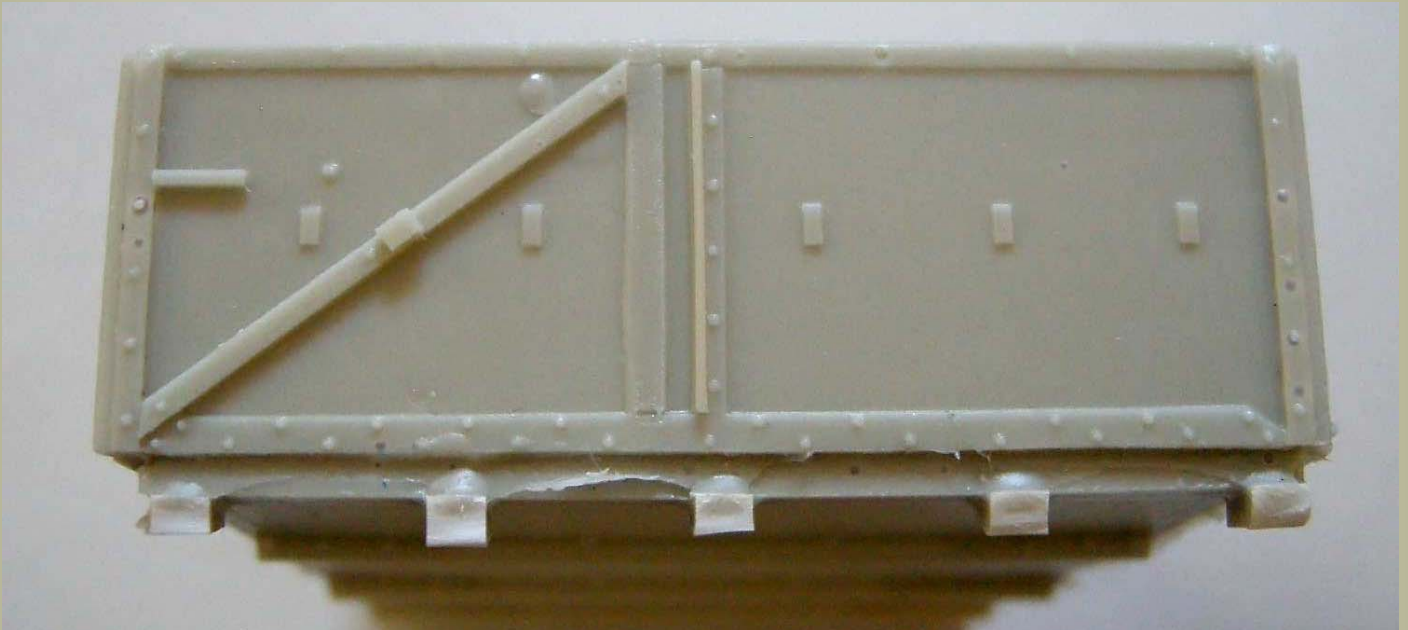
Wheels included

Made by RESICAST

ICM has issued this vehicle with the machinery type body instead of the general service type many modellers were wishing for (including myself) but this has now been rectified by Resicast with their upgrade kit 35.1289 which includes the shorter GS type body, a full set of resin wheels with a correct WWII tread pattern, a new fuel tank and fittings, and the hydraulic spare tyre carrier assembly.



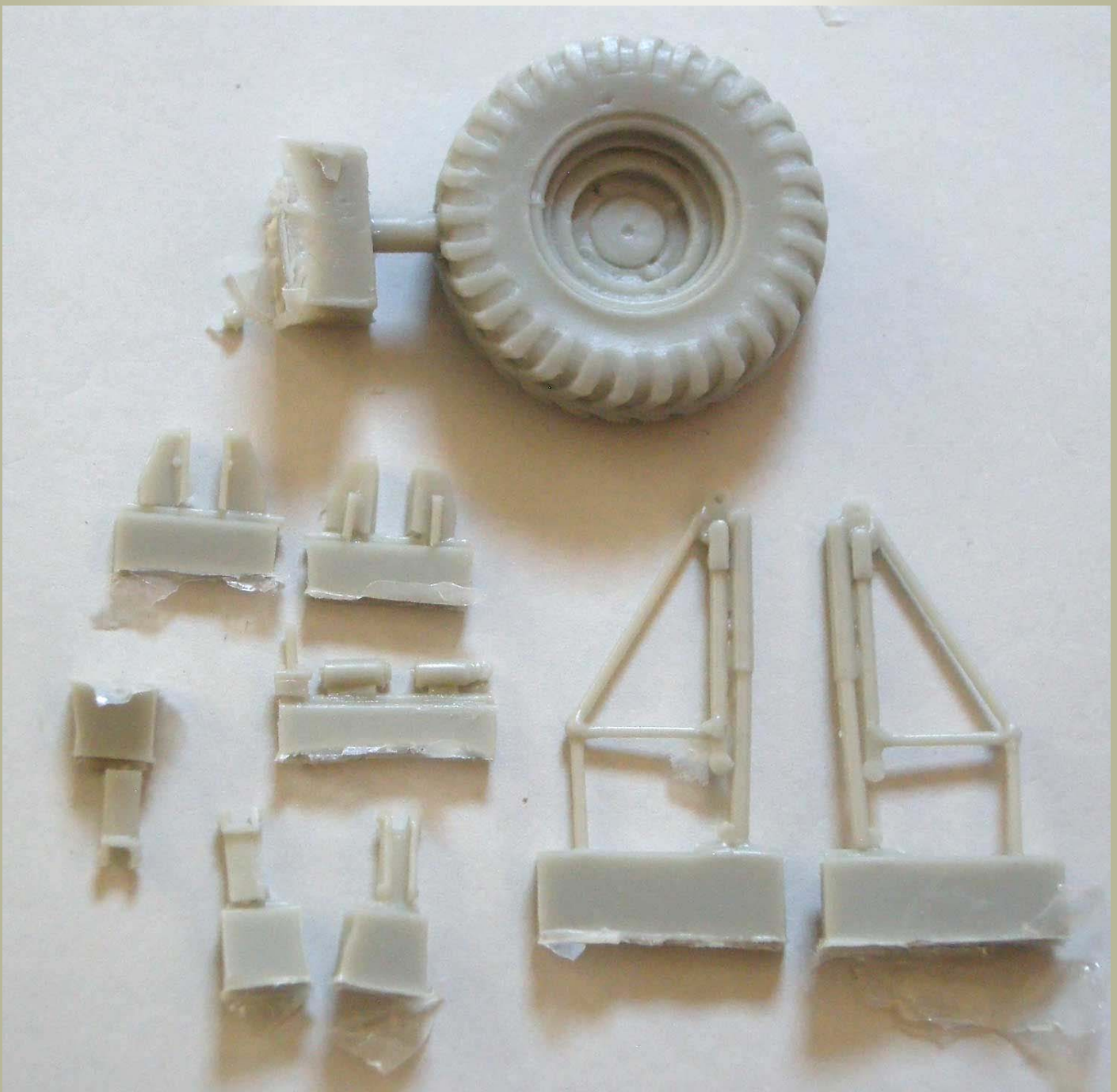
There were several construction variations with this body, wooden bed, sides, front and rear; Wooden bed with metal sides front and rear; and a wooden bed with metal sides with wooden ends. These bodies were made by many smaller sub-contractors and supplied to the vehicle manufacturers. Resicast have provided a wooden bed with metal sides, a metal front and a wooden tailgate.



To convert this into the fully wooden construction type will require some careful re-scribing of the planking on the sidewalls and the front section. Another problem is the positioning of the lower bracing channels on the side of the body. Few of the photos I have found (including in the WOT6 manuals) show them in the as-moulded position, they are usually fitted in a straight line matching the wheel arch (***This is well illustrated by the final photo in this article of the vehicle I hope to build.***)

All of the body side clamps/tie-downs are just moulded as blocks so these will also require shaving off and replacing with something a bit more refined.

The front body mounted hydraulic spare wheel holder assembly is very nicely done and includes a further spare wheel (one is also provided with the wheel set as that also can be used for the ICM WOT6 machinery body or the WOT8 kit) and all the hydraulic fittings are there other than some pipe work that will need to be added. Note: The later version was similar but manually operated only.



Cover and Inner Tube—continued

NOTE

Chevron-pattern tyres must be fitted so that an impression on the ground would be a series of "V's," the apex of which faces forward. This applies to both front and rear wheels.

Tyres fitted with any other pattern may be fitted either way.

(6) Install the other half of the wheel over the tyre so that the valve enters the hole provided for it in the rim, moving the tyre as may be necessary to ensure that no side thrust is placed upon the valve when the bolts enter the holes.

(7) Screw on the nuts and then down evenly and diagonally across the wheel. (See Fig. 258.)

(8) Replace the inner valve core, inflate the tyre to the correct pressure and screw on the cap.

(9) Replace the wheel on to the hub. (See page 228.)

THE SPARE WHEEL CARRIER

Two types of spare wheel carrier are used on WOT6 and WOT8 vehicles. One is the hydraulic type, whilst the other is mechanical.

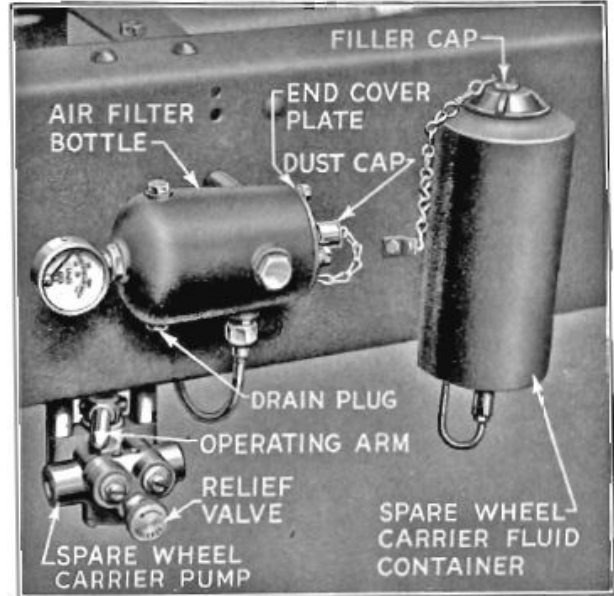


Fig. 263

Spare Wheel Carrier Pump and Air Filter Bottle

Hydraulic Type

There is very little servicing required, since the carrier, jacks and pump will function for long periods without attention.

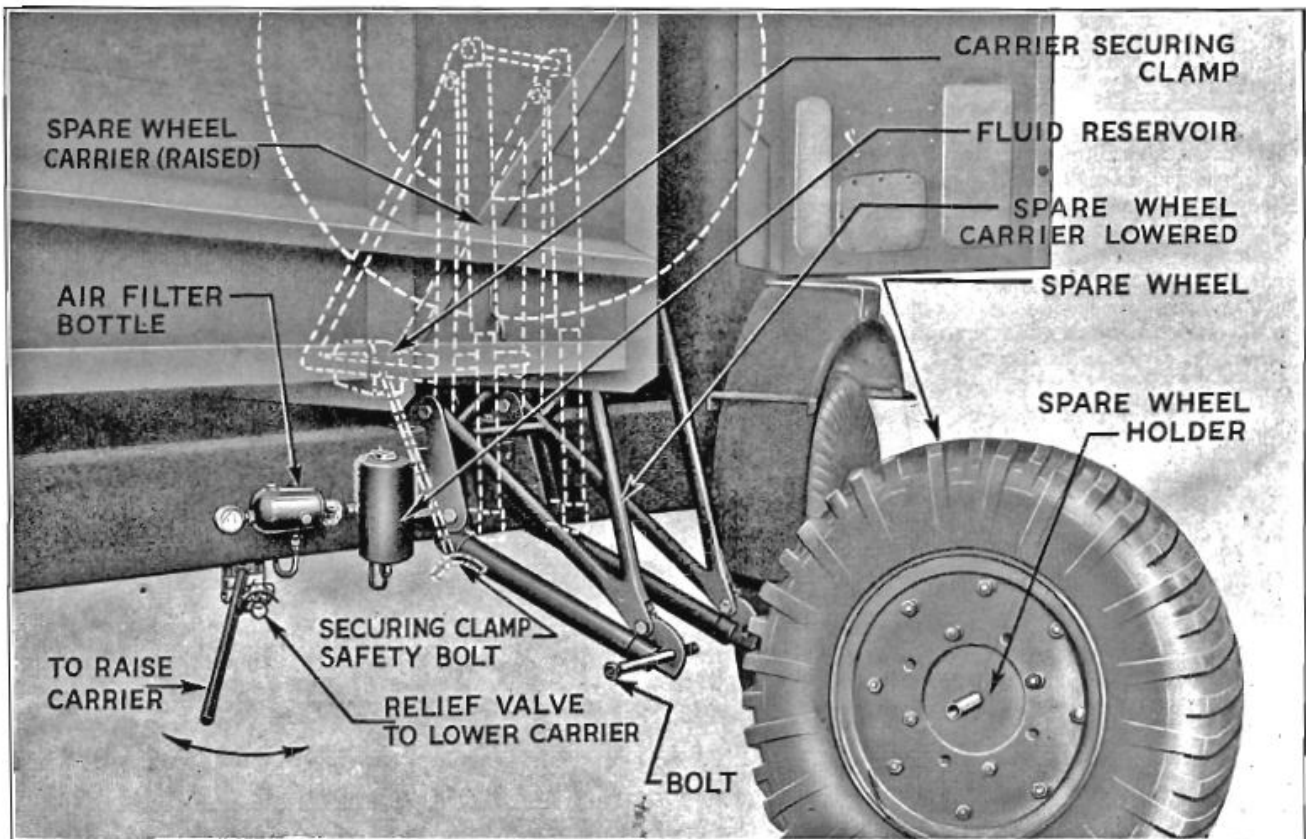
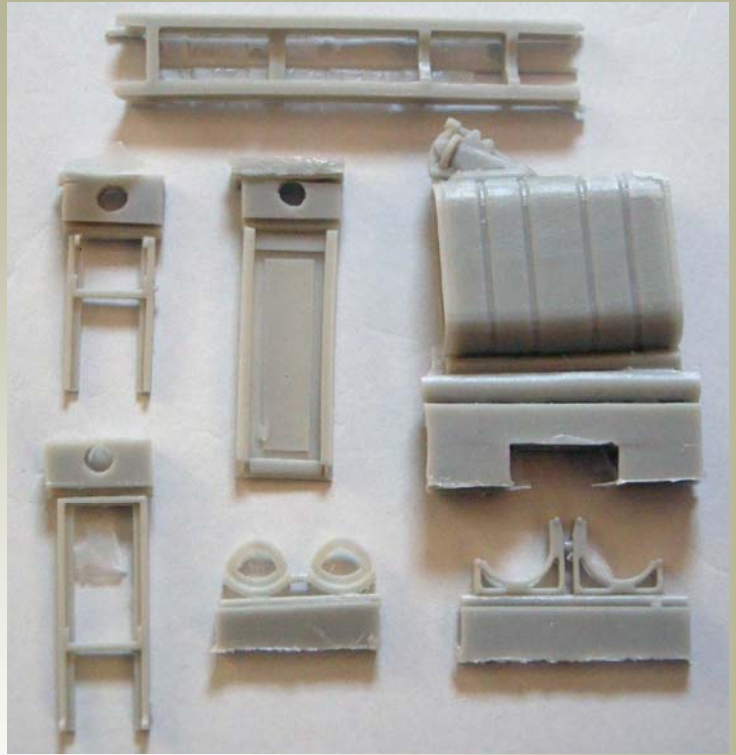


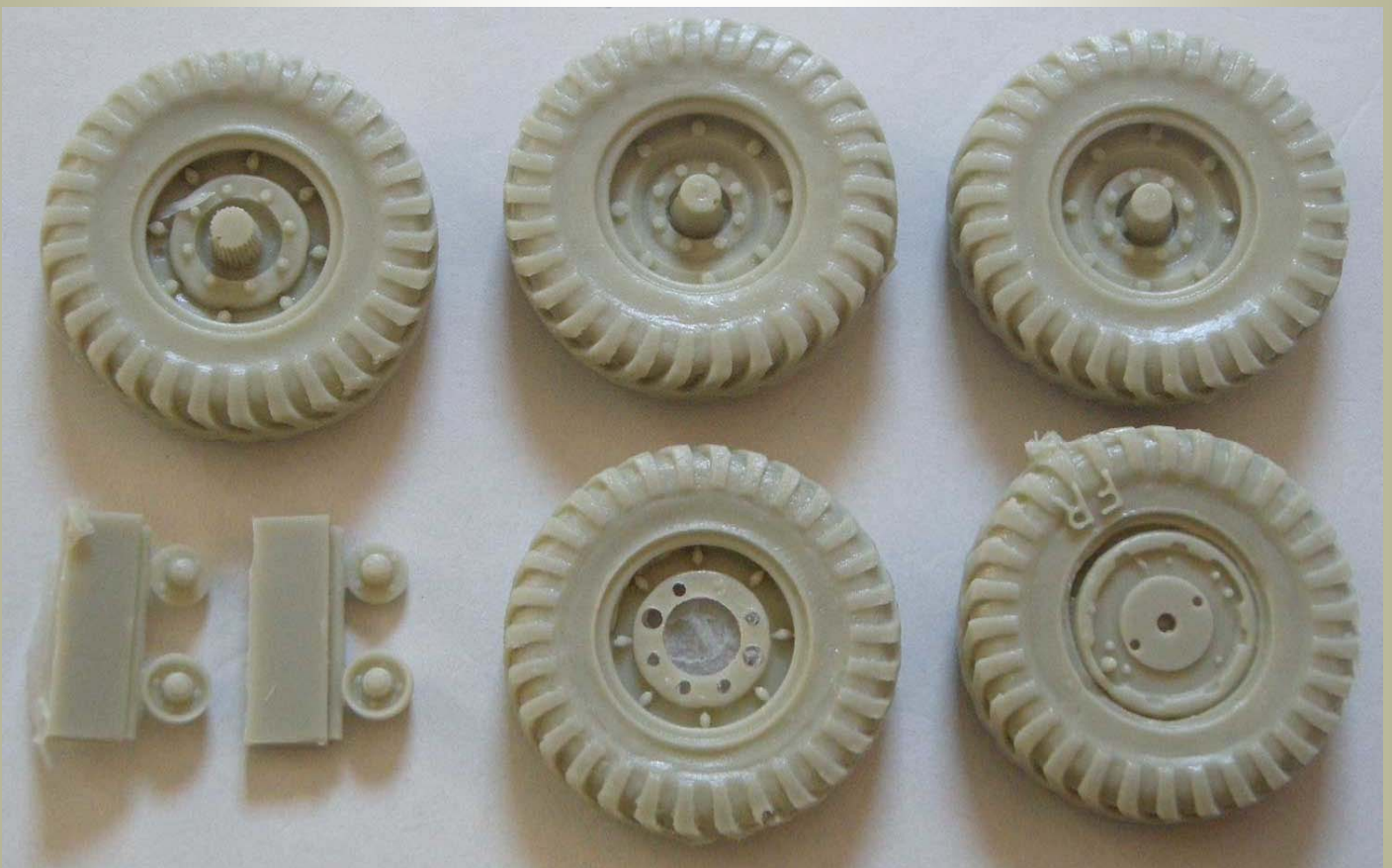
Fig. 262

Spare Wheel Carrier

The fuel tank itself is provided as a single casting with all the fittings and mounts coming as individual parts and based on photos, is a very accurate rendition of the real thing.



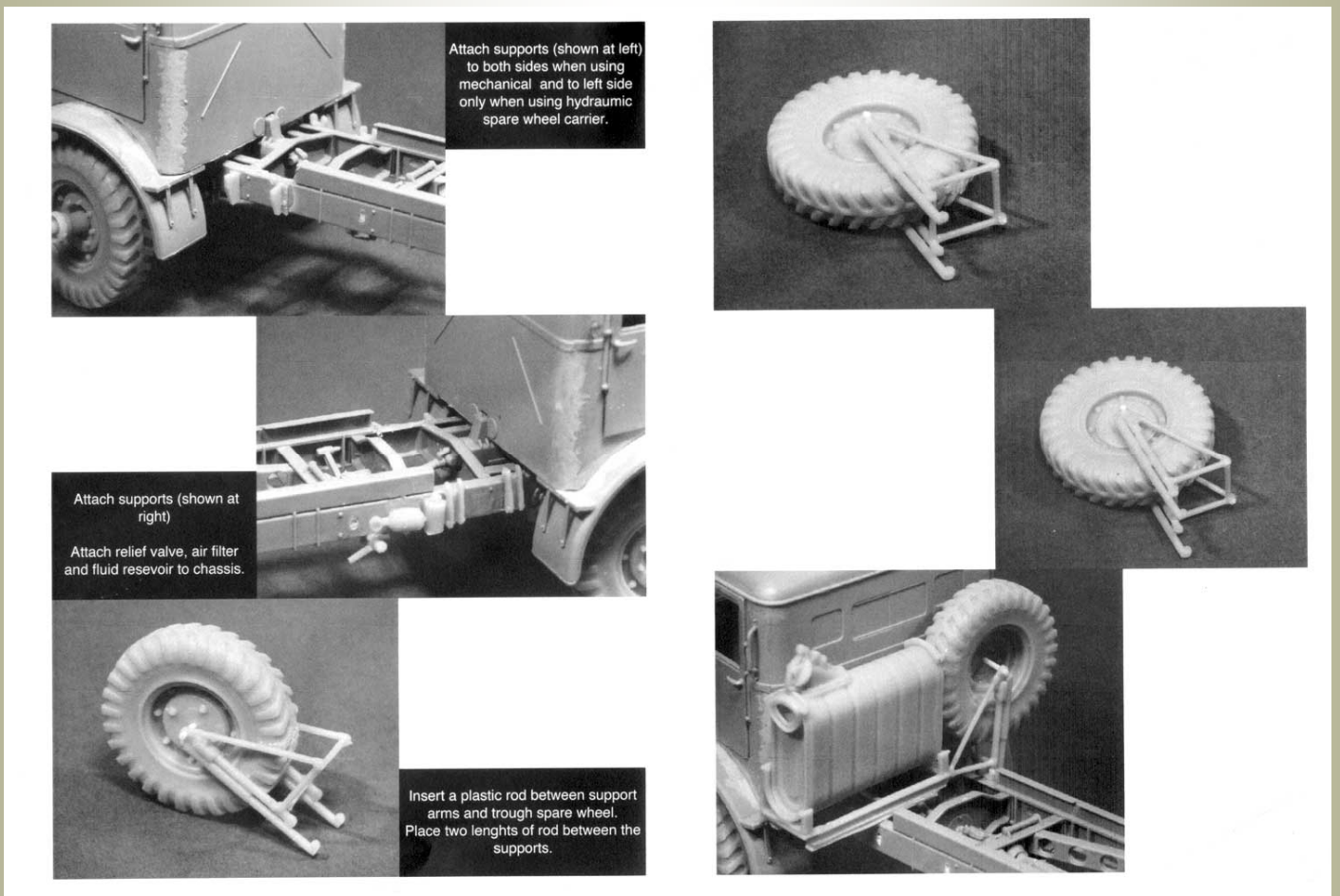
The wheels are 'handed' and unfortunately their position has been moulded into the rear faces of the tyres. Some cleaning up will be needed to eliminate this after using a sharpie or similar to re-mark them! A correct for WWII tread pattern is supplied (many of the current day re-builds have a post war tread pattern) but no manufacturers name has been added. Resicast as with ICM are obviously being care-





Full rear brake mounting plates are nicely done and the only pin-hole I can find is on the spare wheel! Four hub extensions are provided as separate items. These also do not appear to have been fitted to the early production vehicles.

The instructions come as an A4 sheet printed in b&w on both sides and is in their usual pictorial style with added notes where needed.



I intend to build the following 'Kiwi' WOT6 as used in Italy, and have managed to find one of the Bronco Bailey Bridge kits for the load out.



Just a pity the name has been 'cropped' from the negative/print from the NZ National Archives (DA-06000-F). **Heavily loaded New Zealand Engineer's truck moves forward as the Germans retreat on the Italian Front, during World War II. Photograph taken in the Liri Valley area circa 28 May 1944 by George Frederick Kaye.**

Markings are for the 5th Field Park Company, 2nd NZ Divisional Engineers. White 59 on a Blue square. Much evidence of a repaint (SCC14 over Light Mud?) and wear and tear as an engineers vehicle would show! As mentioned earlier, note the position of the strengthening channels on the sides.

I will also have to remove the 'Hip-ring' from the cab roof and back-date the cab ventilation in-takes to the early style (will have to try out my home PE making set to do these)!



Overall, a great upgrade from Resicast to model a very common WWII softskin variant.

To add to this, I also purchased the Resicast 'steerable' front axle set for the WOT6 (they now do quite a range of these handy sets) as they make it easy to position the steering without weakening the front structure.



35.2419
Steering for WOT
for ICM WOT 4 & 6



RESICAST

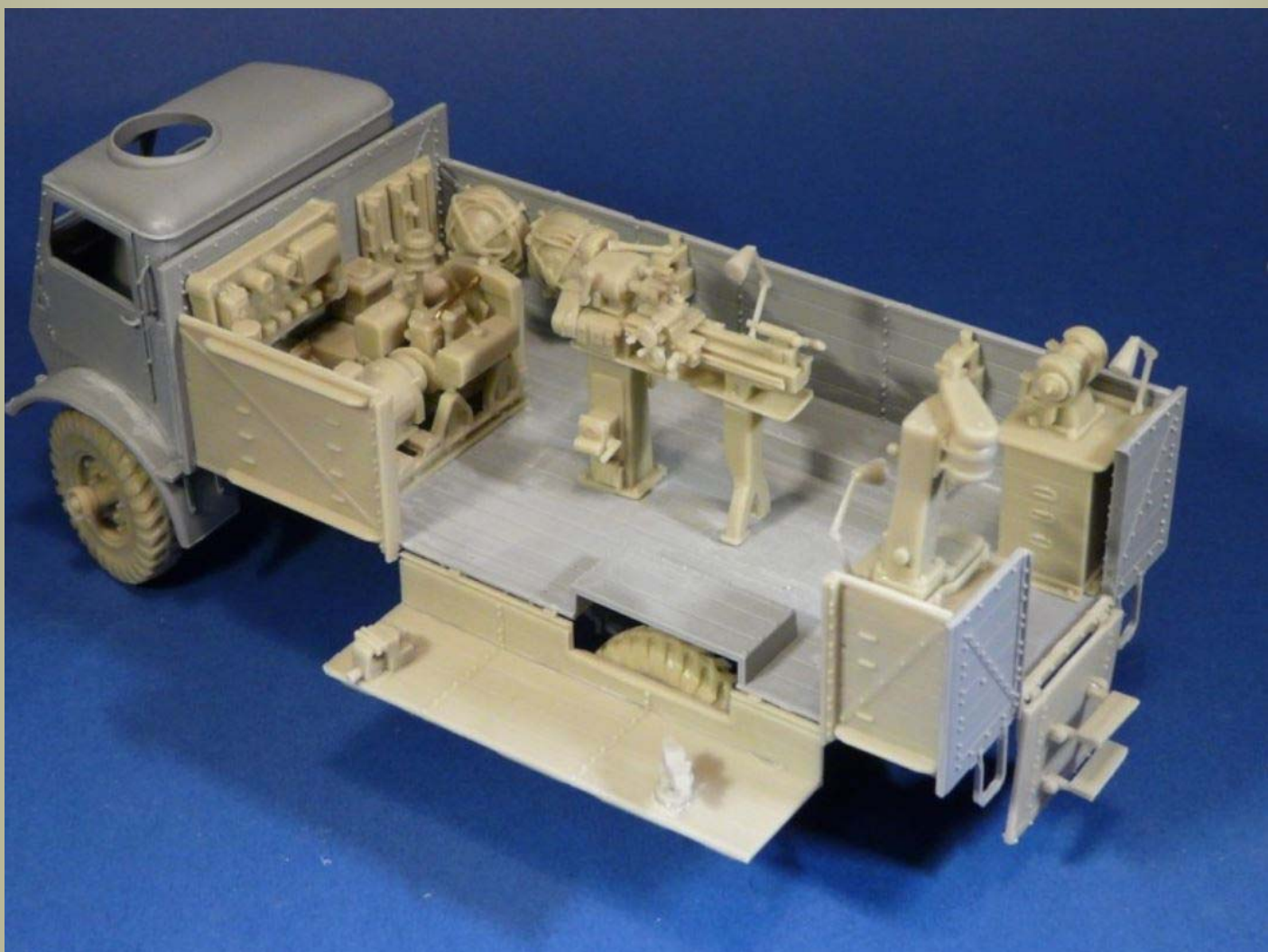
517 vieux Chemin de Binche

7000 Mons

Belgium

infos@resicast.com

Footnote: For those who would prefer to use the original kit's body, Resicast have now released a full machinery set and additions to correct the body as kit **35.1290 X Machinery for WOT6**. This set also includes the wheels.



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.

