

SCALE-MAIL

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Bulletin Board

M3 LEE GRANT book review

Zvezda 1/35 M4A2 Sherman 75mm

OPHIR PORTABLE SPRAY BOOTH
WITH LED LIGHTING

NEXT MEETING

Tuesday 16 Mar 2021 : 7.30pm
Freemans Bay Community Hall,
Function room
52 Hepburn Street, Ponsonby

COMMITTEE

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Treasurer - Mark Robson

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From the Editor

This newsletter is coming to you a week early this month as I plan to be away on a road trip for the next week or three now that level 3 restrictions have been reduced to level 2. On that basis the March meeting will proceed as normal on Tuesday 16th and we have carried over the missed workshop on decaling techniques. If there is an change to level 3 or 4 in the interim then the meeting will not proceed but hopefully this will not happen and we can enjoy another long period of relative normality.

Don't forget that 2021 fees are due now. These remain at the same level as last year. Seepage 2 for details on fees and how to pay.

Just for consideration, Mad Max was set in 2021... is it socially acceptable to dress like this straight away, or do we give it a few weeks?



BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2021/22 NOW DUE *******

Subs for 2021/22 now 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 meeting time is back to 7.30 pm

March

Tuesday 16th March.
Workshop on decaling basics. Carried over from last month's abandoned meeting.

MODELLING EVENTS

Nothing to report this month !

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
Mount Eden
Auckland
p: 09 520 1236



Cnr Market Rd & Gt South Rd
Auckland
Ph: (09) 520 1737

10% on kits and modelling supplies

Constellation
HOBBIES

Unit 5/1 Greenwich Way,
Unsworth Heights, Auckland.

Ph: (09) 441 3562

10% on kits and modelling supplies



Merv Smith Hobbies

27 Davis Crescent
Newmarket
Auckland

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

Avetek Limited

Gwyn and Christina Avenell
28 Lauren Grove, RD 2, Papakura,
Auckland 2582, New Zealand.

p: +64 (09) 298 4819,
m: +64 (0)27 343 2290
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M3 LEE GRANT book review

By Lance Whitford

M3 LEE GRANT

**THE DESIGN, PRODUCTION AND SERVICE OF
THE M3 LEE MEDIUM TANK, THE FOUNDATION
OF AMERICA'S TANK INDUSTRY**



DAVID DOYLE

Published by AFV modeller publications
Hard cover, 471 pages.

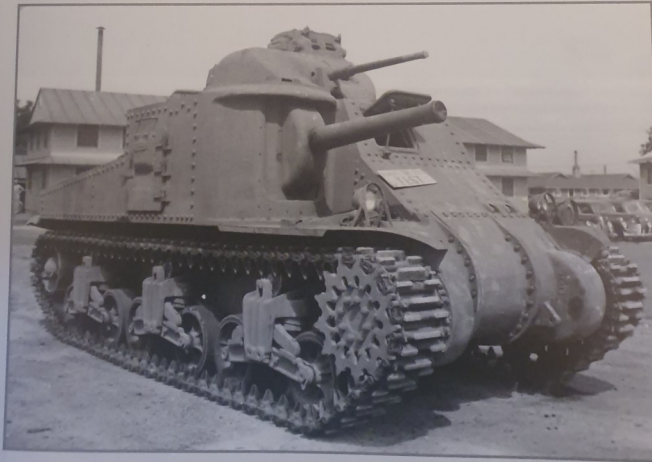
I had an interest in this book since its publication last year. Over the last few years an increasing range of M3 based subjects has been released firstly by TAKOM and more latterly MiniArt as well. I have quite a few in my stash so I was keen to find more information on these, including interiors and power plants because of Miniart's passion for releasing kits with full interiors.

Initially I looked at purchasing this book from David Doyle's own site but the postage came to more than what is already an expensive book. Recently I came across this book being offered on thenile.co.nz with shipping from the UK of only \$3.90. The book itself was \$122.08. Delivery took little more than 2 weeks which is great in these COVID times.

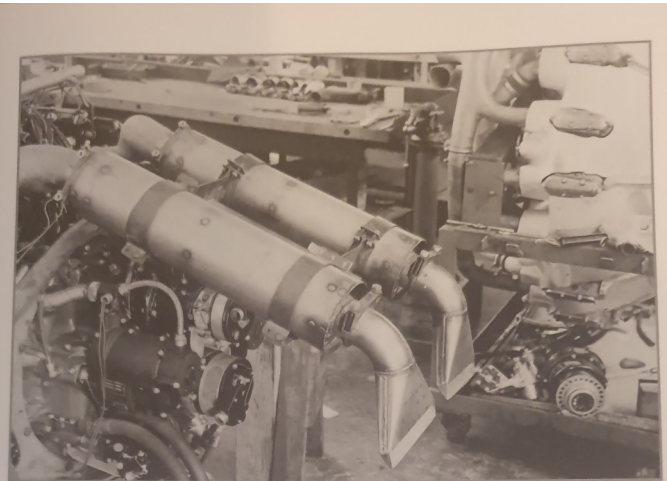
The book does not include any scale drawings or diagrams but is profusely illustrated with a great collection of photos, many of which are new to me. Below is a copy of the Table of contents which gives a good overview what is covered and how that is organized,.

- Introduction
- Setting the stage T5/M2
- Preparing for war
- An overview of the M3 medium tank series
- The radial engine tanks - M3, M3A1 and M3A2
- The diesel tanks - M3A3 and M3A5
- The multi-bank tanks - M3A4
- Production and modification
- M3 based conversions
- North American use
- The M3 in the British Isles
- Combat debut - North Africa
- The M3 in the Far East
- The M3 in Australia
- The M3 in Soviet Service
- Appendix tabulated data

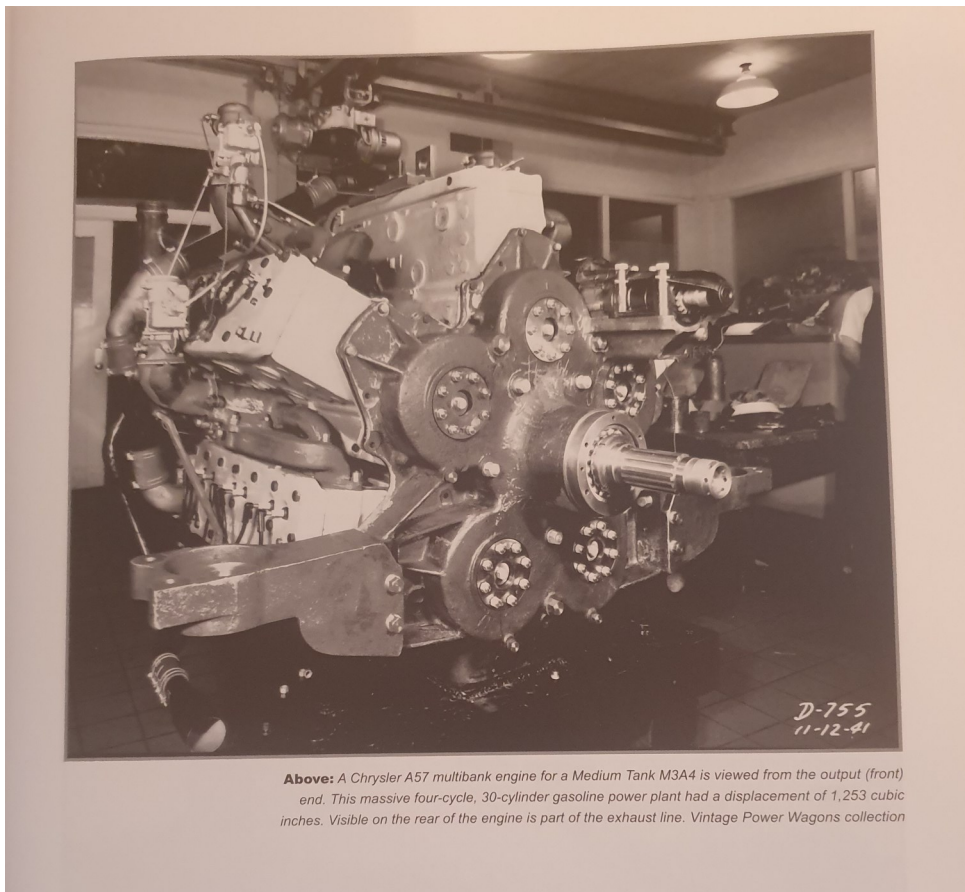
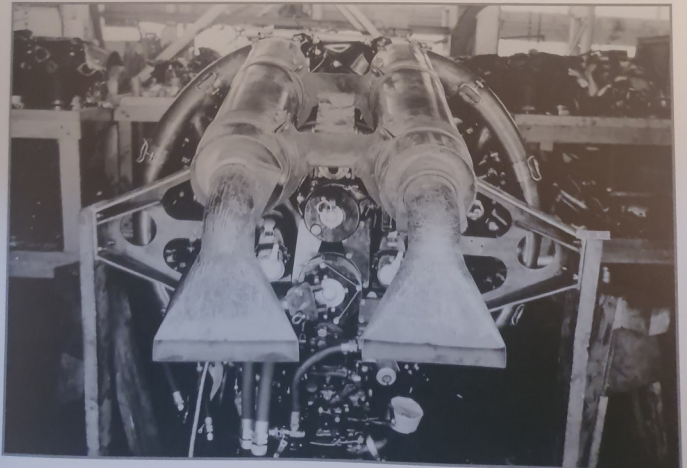
Here is a selection of some of the types of content provided



Above: A Medium Tank M3A5 is shown during testing. The tracks are an unusual (for an M3) type with three lateral grousers (two short ones over one long one), apparently the T49 model. TACOM LCI History Office



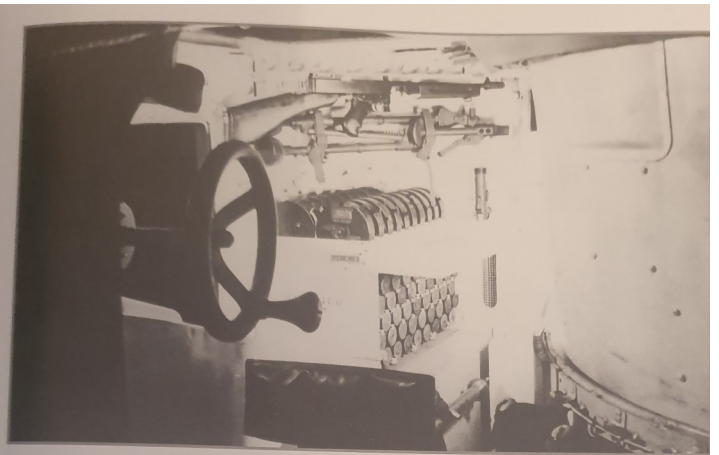
Above: Late-production Medium Tanks M3 equipped with Wright/Continental R-975-EC2 radial engines eliminated the original "pepper pot" mufflers on the outside of the rear of the hull, substituting new mufflers inside the engine compartment with fishtail exhausts. Shown in this 1 August 1942 photo from Aberdeen Proving Ground is such an exhaust setup, featuring two Maremont mufflers with downward-pointing fishtail exhausts. Patton Museum



Above: A Chrysler A57 multibank engine for a Medium Tank M3A4 is viewed from the output (front) end. This massive four-cycle, 30-cylinder gasoline power plant had a displacement of 1,253 cubic inches. Visible on the rear of the engine is part of the exhaust line. Vintage Power Wagons collection



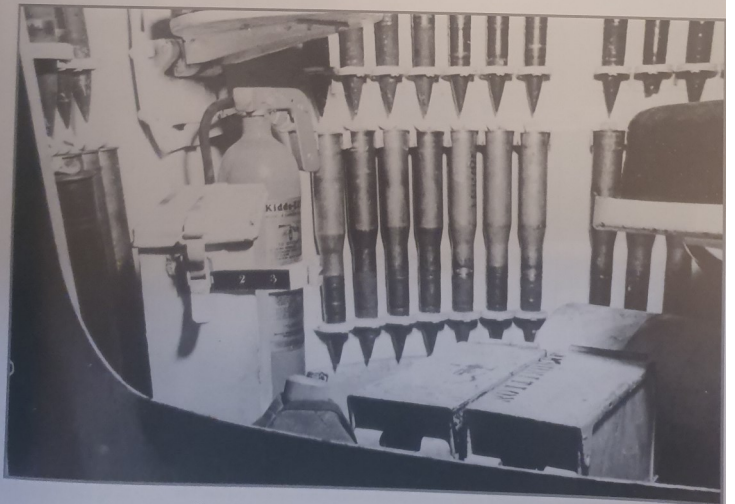
Above: A wooden structure was not immune to the power of the M3 to punch its way through it, as shown in another photo from the 24 April 1941 rollout ceremony at the Detroit Tank Arsenal, Michigan. Military History Institute



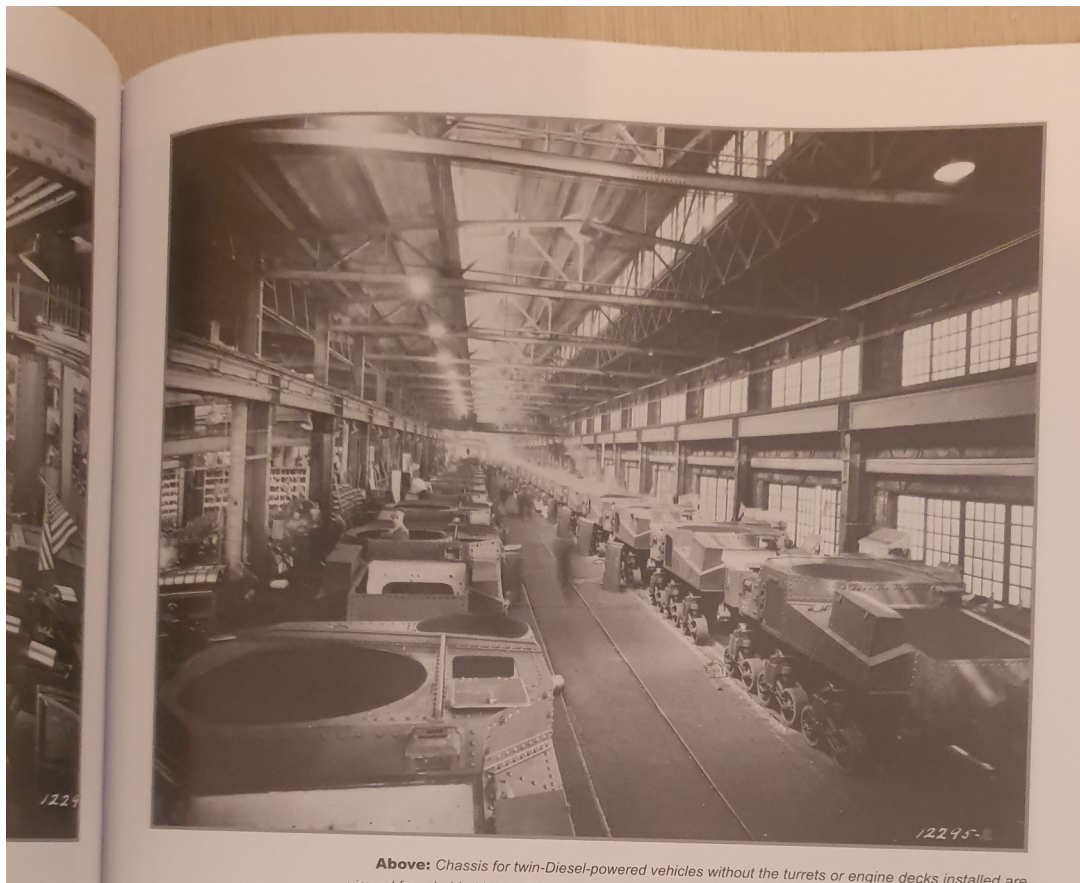
Above: The storage arrangements on the right rear of the fighting compartment are viewed from the perspective of the driver when he turned his head to the right rear. In the corner of the compartment are a stored Thompson submachine gun, tripod, .45-caliber magazines, and a storage box for 37mm ammunition. In the foreground is the elevating hand wheel for the 75mm gun. Patton Museum



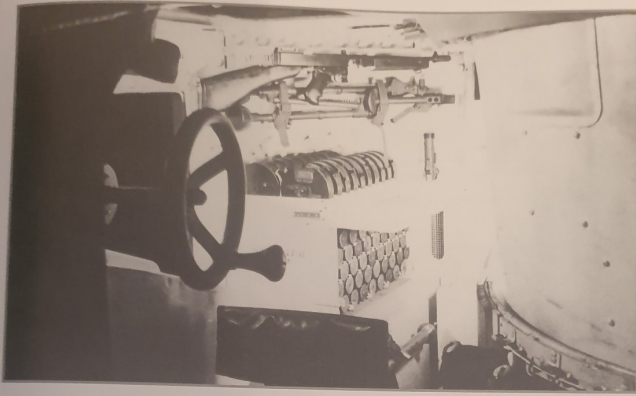
Above: The first production pilot M3 completed by Chrysler splashes through a pond during a demonstration of its fording capabilities during the rollout on 24 April 1941. The Medium Tank M3 had a maximum fording depth of 40 inches. Military History Institute



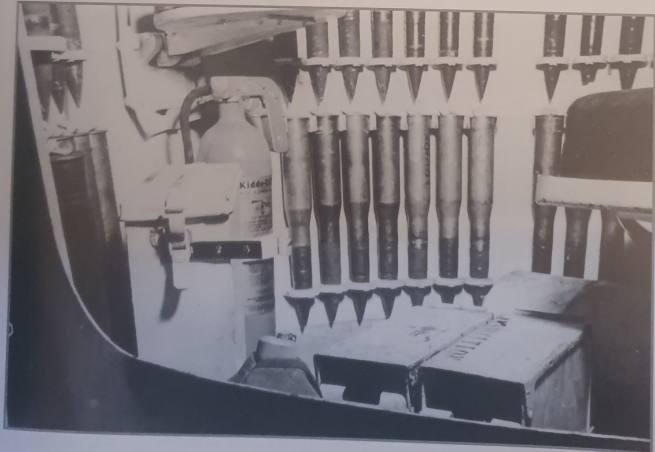
Above: The interior of the turret basket of M3 Ordnance number 1026 is viewed from the front, with the loader's seat to the left, the gunner's seat to the right, ammunition boxes on the floor, 37mm ammunition stored on the basket, and a fire extinguisher below the loader's seat. Patton Museum



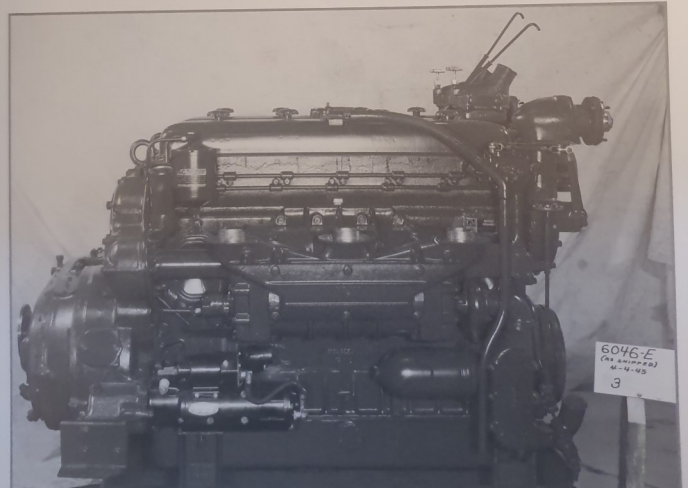
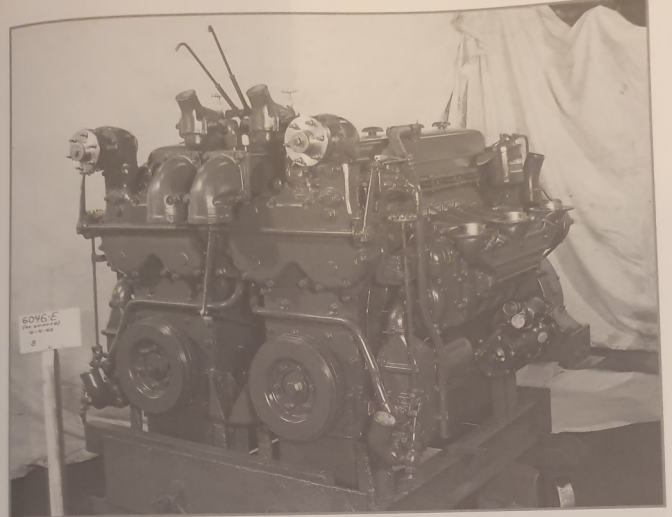
Above: Chassis for twin-Diesel-powered vehicles without the turrets or engine decks installed are viewed from behind in the Baldwin Locomotive Works factory.



Above: The storage arrangements on the right rear of the fighting compartment are viewed from the perspective of the driver when he turned his head to the right rear. In the corner of the compartment are a stored Thompson submachine gun, tripod, 45-caliber magazines, and a storage box for 37mm ammunition. In the foreground is the elevating hand wheel for the 75mm gun. Patton Museum

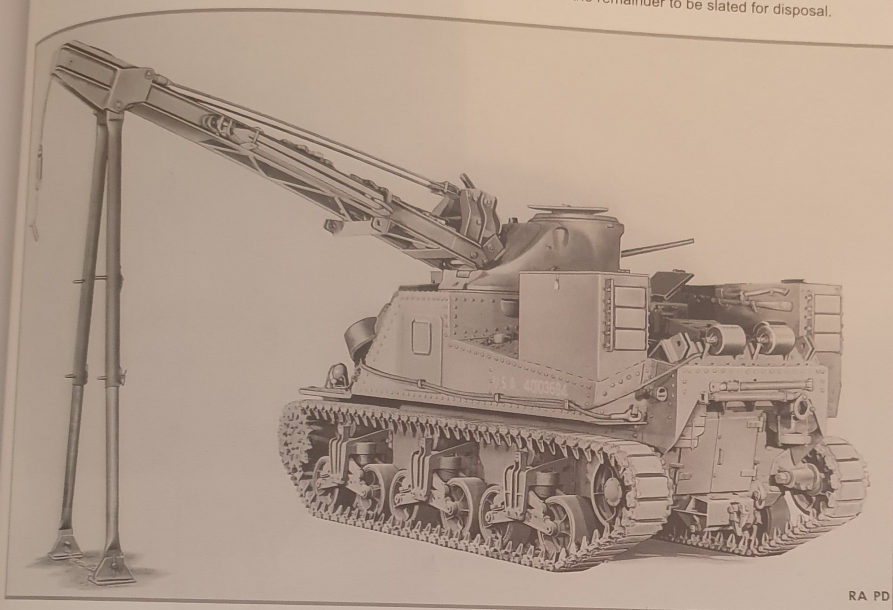


Above: The interior of the turret basket of M3 Ordnance number 1026 is viewed from the front, with the loader's seat to the left, the gunner's seat to the right, ammunition boxes on the floor, 37mm ammunition stored on the basket, and a fire extinguisher below the loader's seat. Patton Museum



Problems which could not be fixed through a Modification Work Order, but rather that were inherent with the design included inadequate armament; turret brake inadequate and unable to hold turret; poor routing of winch cable; poor visibility from the winch controls; and inadequate suspension.

It was recognized that many of these troubles stemmed from the vehicle being a rushed expedient, but they were nevertheless problems. Thus, it is little surprise that OCM 21935 of 20 September 1945 declared the M31 and M31B1 obsolete recommending that one of each be retained at Aberdeen for historical purposes, with the remainder to be slated for disposal.



Above: The turret and boom arrangement of the T2 was originally designed to pivot under load. It was later found that the turret race and traverse mechanism were inadequate to do so while under moderate load, although the turret could be rotated under no load or light load conditions. For lifting the heaviest loads, it was necessary to support the load with boom jacks, as shown here. National Archives



Above: Several workers are guiding a 37mm gun mount into its position on the front of the turret of a Chrysler Medium Tank M3. The gun is viewed from the left side, also showing the recoil guard and the elevation hand wheel. Note the white paint overspray on the exterior of the hull around the driver's vision port and the pistol port. Library of Congress



Above: Members of the Canadian 10th Armoured Regiment (The Fort Garry Horse) conduct a training exercise in a Lee tank that has an illegible U.S. Army registration on the sponson. The Fort Garry Horse trained on the Lee tanks in the United Kingdom from at least February to June 1942. Patton Museum



Above: To mark this Lee tank in Canadian service as assigned to a headquarters unit, the crew wrote "HQ" in chalk on the turret. Patton Museum



Above: Crewmen in two Medium Tanks M3 use their hands to signal halt by raising their right arms during training at Fort Knox in June 1942. The crewmen of the nearest dust-covered tank are clearly wearing herringbone twill overalls, tanker's helmets, and goggles. Library of Congress



Above: Also seen at Fort Knox, Kentucky, during June 1942, this M3 was possibly completed during the late 1941–early 1942 37mm gun shortage. Within the yellow star on the turret has been stenciled in “AFS,” for Armored Force School, in black. Library of Congress



Above: The muzzle covers for the hull-mounted machine guns can be clearly seen in this view of another M3 advancing along a dusty Fort Knox tank trail in June 1942. Unfortunately, no registration numbers are visible to aid in identifying when the tank was built or by whom. Library of Congress



Above: Members of the Canadian 10th Armoured Regiment (The Fort Garry Horse) conduct a training exercise in a Lee tank that has an illegible U.S. Army registration on the sponson. The Fort Garry Horse trained on the Lee tanks in the United Kingdom from at least February to June 1942. Patton Museum



Above: In a photo evidently taken at the same time and location as the preceding image, a Grant, left and a Lee, assigned to C Squadron, 4th (Queen's Own) Hussars, 2nd Armoured Brigade, are being prepared for action at the end of the first week of the First Battle of El Alamein position, Egypt, 7 July 1942. Racks for holding liquid containers are on the right fenders of both vehicles. Imperial War Museum



Above: To mark this Lee tank in Canadian service as assigned to a headquarters unit, the crew wrote "HQ" in chalk on the turret. Patton Museum



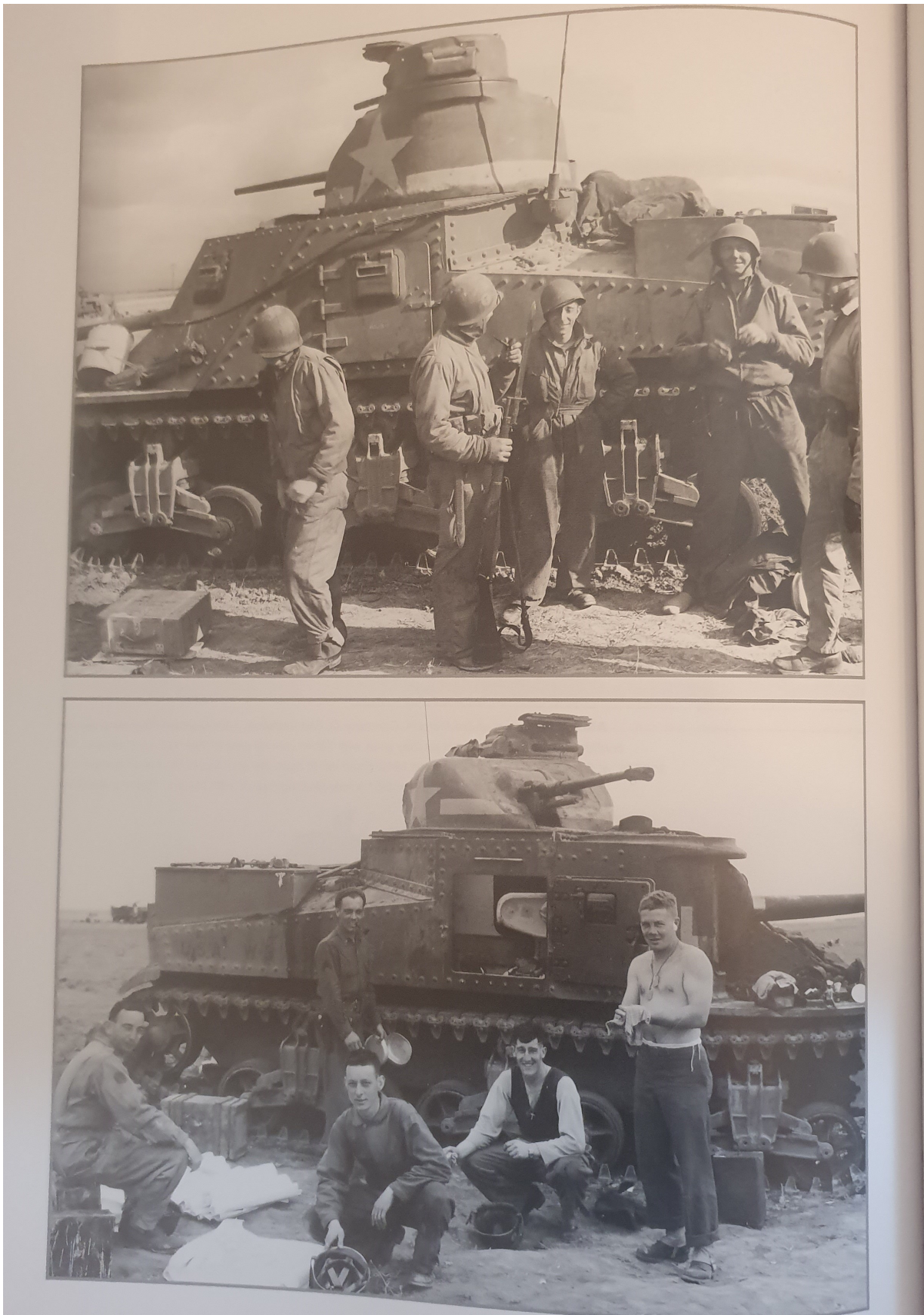
Above: At Foukah, a railroad station near El Alamein, an Afrika Korps photographer snapped this view of a destroyed British Grant tank along a railroad track on 11 July 1942, during the First Battle of El Alamein. Whether the vehicle struck a mine or was knocked out by a German antitank or high-explosive round, the resulting explosion collapsed the right suspension and blew off the roof of the fighting compartment, including the turret. Bundesarchiv

The book takes you through the conception, production, development and usage of the M3 series in a very thorough way. It describes key events that shaped the evolution of the design such as the supply problems with key components like the Wright Whirlwind powerplant that resulted in the adoption of alternative solutions such as the GM twin diesel and the Chrysler multibank engines to make up the difference in demand. Touched on is the idea that many in the U.S. army were in favour of using diesel engines for all combat vehicles due to lower fire risk, longer range and greater torque in the lower power band. In the end the decision to go with gasoline came to down to logistics. Diesel powered M3's and later Shermans were produced in significant numbers and supplied to lend lease partners. The British preferred these and the Russians insisted on diesel tanks after receiving some early radial engine M3's which performed badly in hot conditions.

Even though the M3 was a stop gap design, in production for a relatively short time, its evolution paved the way for the far more numerous Sherman which used many of the proven M3 components where these were used and further developed. A good example of this being the bogeys with trailing return rollers that became familiar features of the Sherman. These were developed by Chrysler for the M3A4 which used their multibank engine. The M3A4 was longer and heavier than other M3's due to the oversized powerplant and the newer bogeys were designed to cope with the extra weight with more substantial springs. Again touching on engines the GM twin diesel engine and the Chrysler Multibank were both to the Sherman programme. The book covers the all of these key design choices that resulted in the different production types of M3 in detail.

In summary, there is a lot of great material for historians and excellent references for modelers in this book. Among many things, the detailed information about how and why design choices and variations were made were things I found very interesting. Anyone who is looking to build one of the Miniart interior detail kits in their M3 series will find a lot of good reference photos here.

While the book is not cheap, I believe it represents good value for money and I would recommend it as a great addition to any reference library covering US tanks of world War 2.



Zvezda 1/35 M4A2 Sherman 75mm

By Lance Whitford



The M4A2 Sherman was exported to the Soviet Union in very large numbers under lend lease. The bulk of with 'large hatch' tanks, both 75mm and 76mm versions found their way to the USSR so it is not surprising that Zvezda would produce a kit such as this, with a 75mm high bustle turret. The only other users of the type represented by this kit were the U.S. marines who preferred diesel tanks due to the fuel commonality with landing craft etc. Zvezda have included markings for both Soviet and USMC vehicles. When these kits arrived locally I decided to get one to see what it is really like. I had followed the pre-release phase where CAD renderings did the rounds and later when the first builds started appearing online. Some issues were evident when looking at how the kit built up but I was still interested in seeing for myself.

This kit varies widely in price around the world. I've seen reports of prices as low as 20 pounds in the UK. The prices here in NZ range from around \$69 to \$92 so it pays to shop around. I bought my kit before the cheaper options appeared and wished I'd waited a week or so on that. Nothing like 2020 hindsight.

I can't fault the kit's packaging. There is a thin cardboard outer box with all the artwork and captioning which encases a very sturdy brown cardboard inner box containing the actual kit. The instructions look clear enough and 4 marking options are offered. There are 2 Soviet options plus one U.S. marines vehicle and markings for a vehicle that was sent for evaluation to the U.S. Army Aberdeen proving grounds.

The kit marking options are shown below. Photos show that both Soviet '203' and the Aberdeen vehicle 8392 were actually fitted with low bustle turrets and horizontal return roller brackets which identifies them as very early production vehicles. Both may also have been fitted with spoked roadwheels which are not supplied as options in the kit, 8932 certainly was.

№3702

АМЕРИКАНСКИЙ СРЕДНИЙ ТАНК М4А2 «ШЕРМАН»

СХЕМА ОКРАСКИ МОДЕЛИ И РАЗМЕЩЕНИЕ ДЕКАЛЕЙ



20 Номера красок
Numbers of the paints

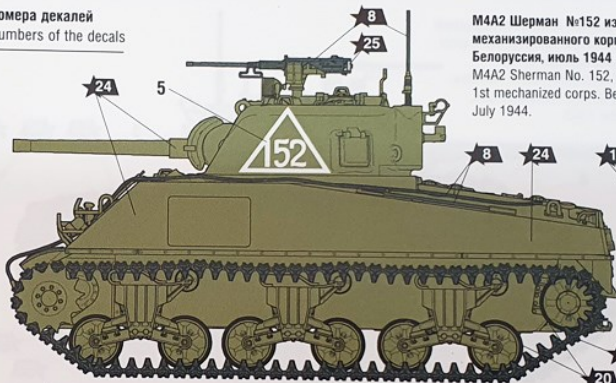
45 Номера декалей
Numbers of the decals

После нанесения декалей мы рекомендуем использовать матовый лак Мастер акрил (МАКР-61). Это дополнительно защитит вашу модель от внешних воздействий, а также придаст необходимую матовость. Лак выпускается предприятием "Звезда" и продается отдельно.

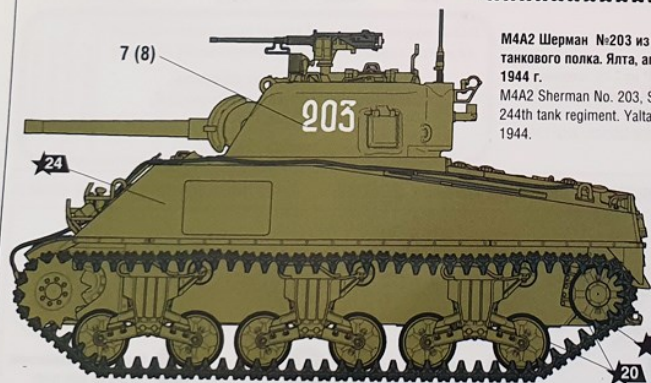


ДЕКАЛЬ

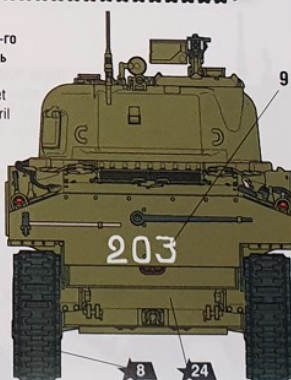
DECAL



М4А2 Шерман №152 из 1-го механизированного корпуса. Белоруссия, июль 1944 г.
M4A2 Sherman No. 152, Soviet 1st mechanized corps, Belarus, July 1944.



М4А2 Шерман №203 из 244-го танкового полка. Ялта, апрель 1944 г.
M4A2 Sherman No. 203, Soviet 244th tank regiment, Yalta, April 1944.



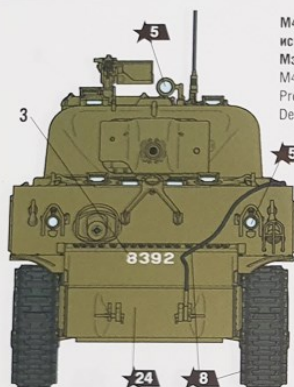
ИСПОЛЬЗУЕМЫЕ ЦВЕТА
THE COLORS USED

ЗВЕЗДА	Tamiya
5 серебро	X11 silver
7 сталь	XF56 steel
8 воронёная сталь	X10 blue steel
10 ржавчина	XF9 rust
12 красный	XF7 red
17 белый	XF2 white
20 чёрный	XF1 black
24 оливковый	XF62 olive
25 древесный	XF78 wood

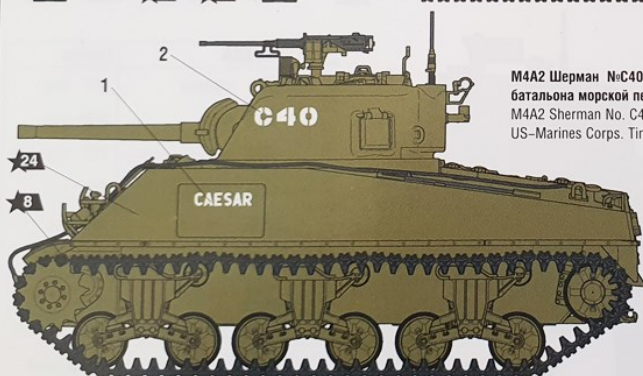
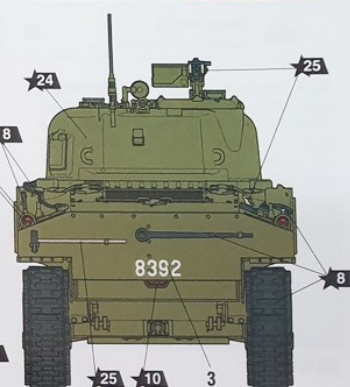
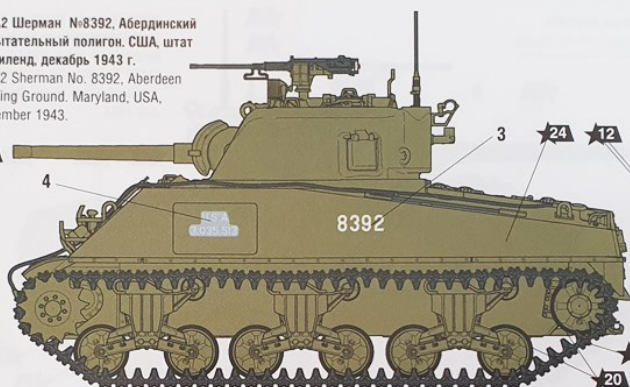
№3702

MEDIUM TANK M4A2 SHERMAN 75 MM

THE MODEL PAINTING AND PLACING OF THE DECALS



М4А2 Шерман №8392, Абердинский испытательный полигон, США, штат Мэриленд, декабрь 1943 г.
M4A2 Sherman No. 8392, Aberdeen Proving Ground, Maryland, USA, December 1943.



М4А2 Шерман №С40 "CAESAR" из 2-го танкового батальона морской пехоты США. Тиниан, июль 1944 г.
M4A2 Sherman No. C40 "CAESAR", 2nd tank battalion, US-Marines Corps, Tinian, Mariana Islands, July 1944.

Любые модели и красочный каталог предприятия «ЗВЕЗДА» вы можете приобрести по почте, прислав заявку по адресу:

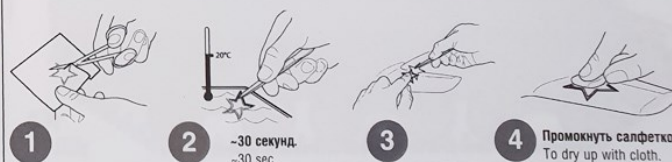
141730, Московская область,
г. Лобня, ул. Промышленная, д.2,
ООО «ЗВЕЗДА»

www.zvezda.org.ru

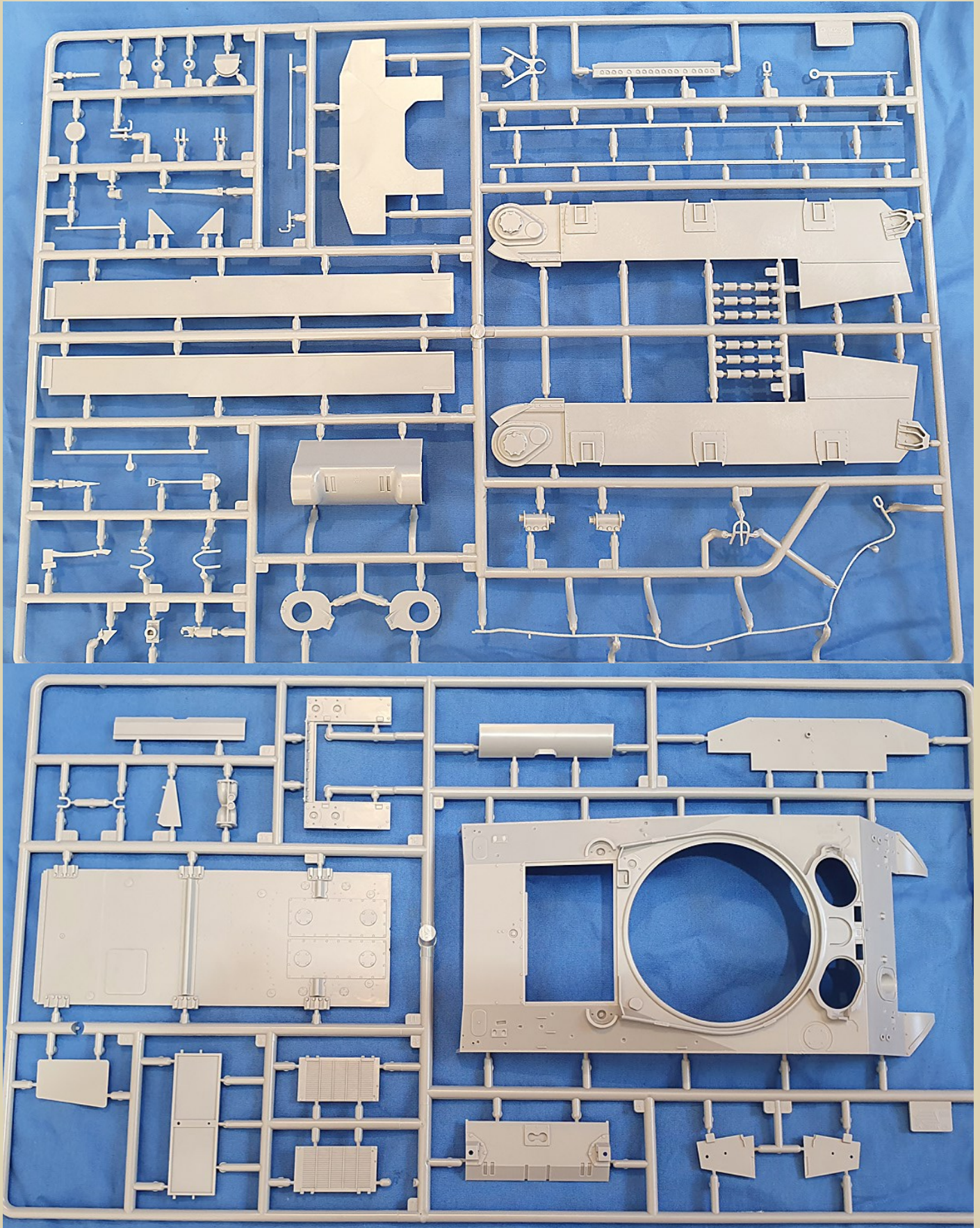
СОХРАНИТЕ
ЭТОТ КУПОН ДЛЯ
ВОЗМОЖНЫХ
ОБРАЩЕНИЙ

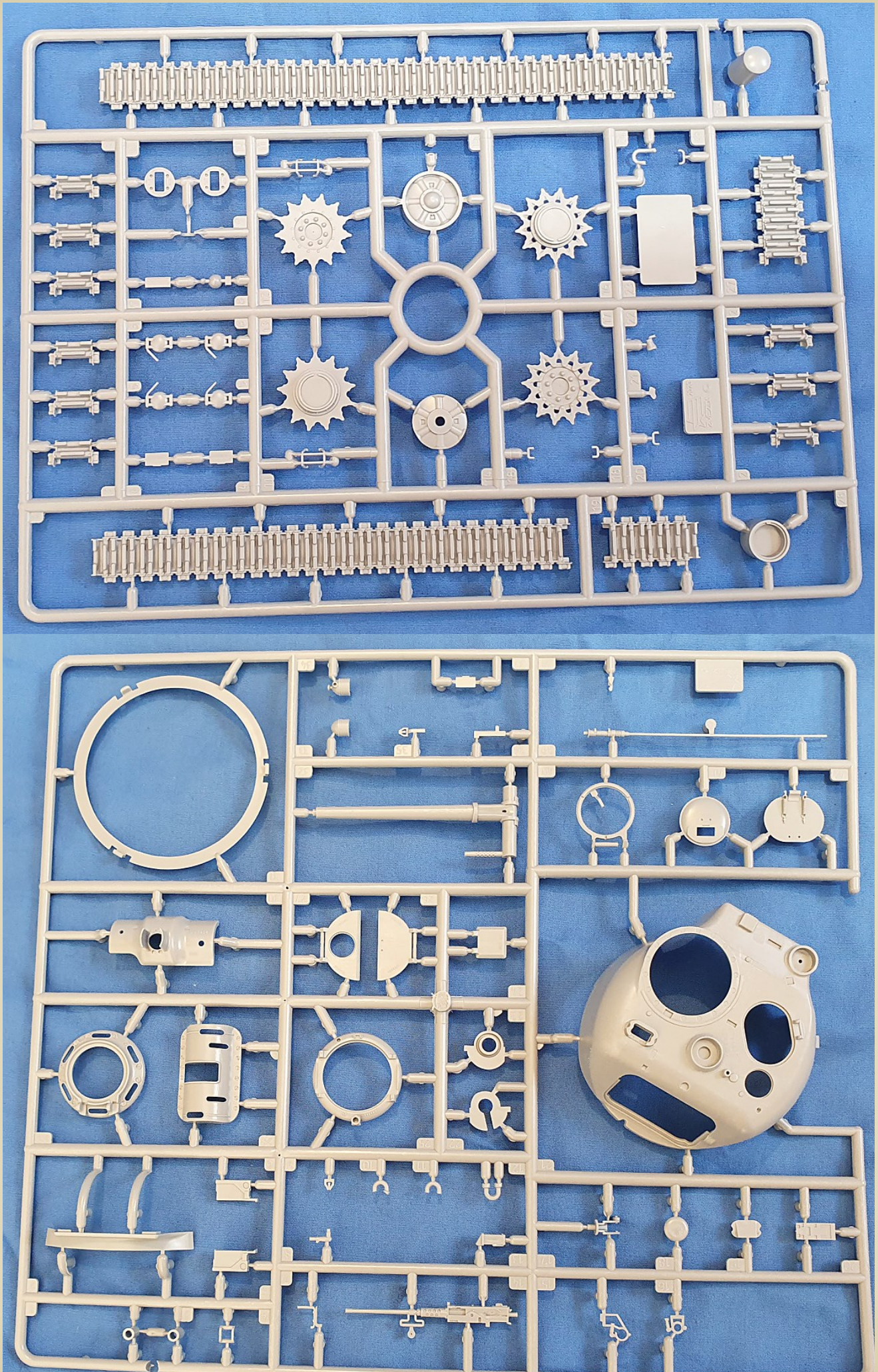
ИСПОЛЬЗОВАНИЕ СДВИЖНЫХ КАРТИНОК (ДЕКАЛЕЙ)

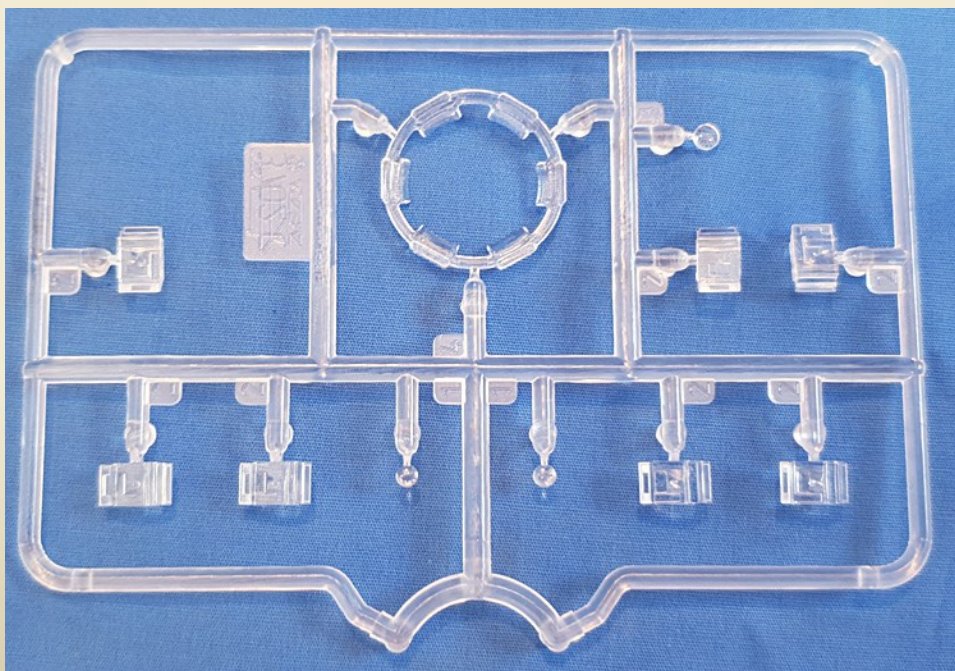
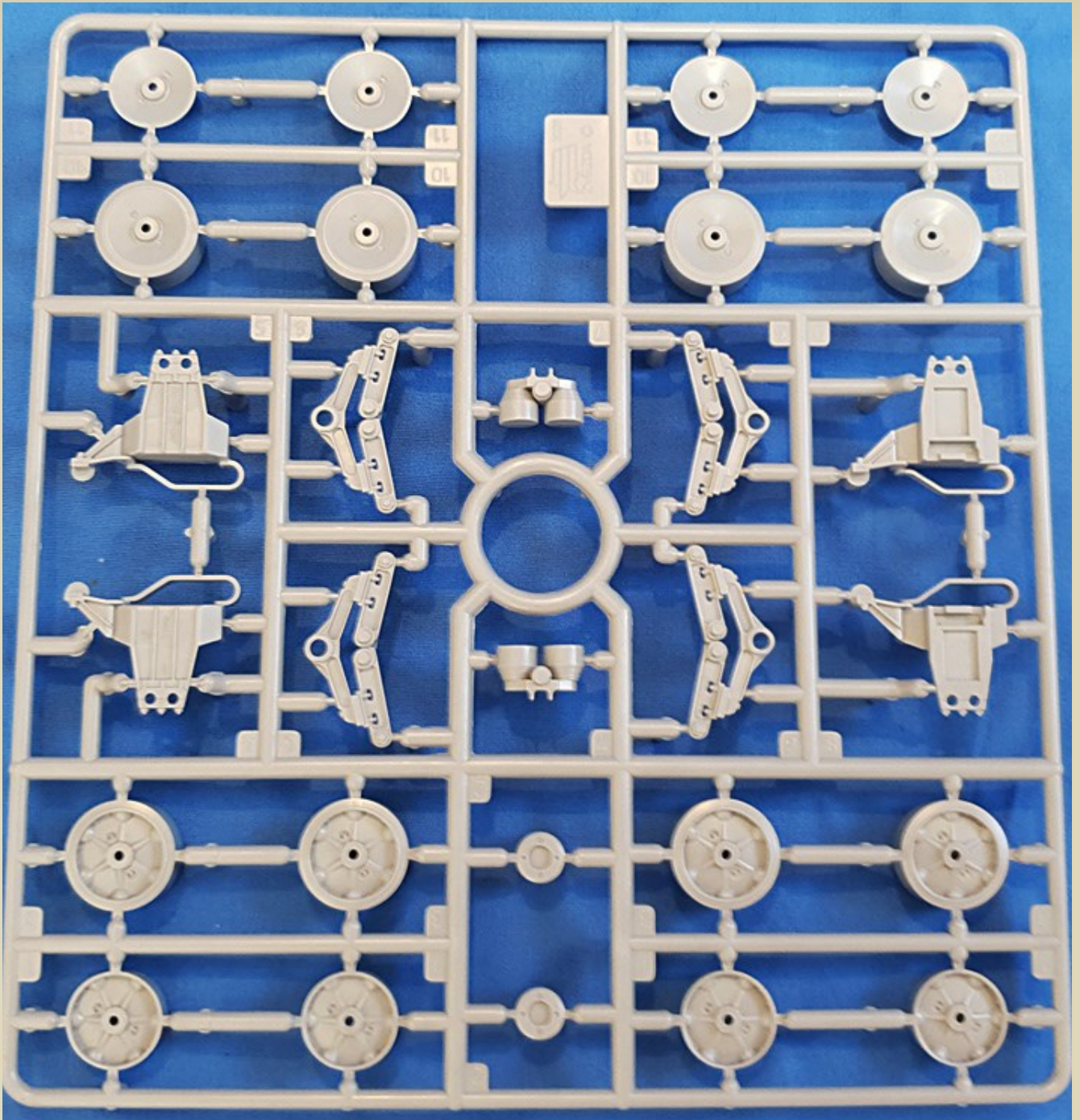
DIRECTIONS FOR APPLYING THE DECALS

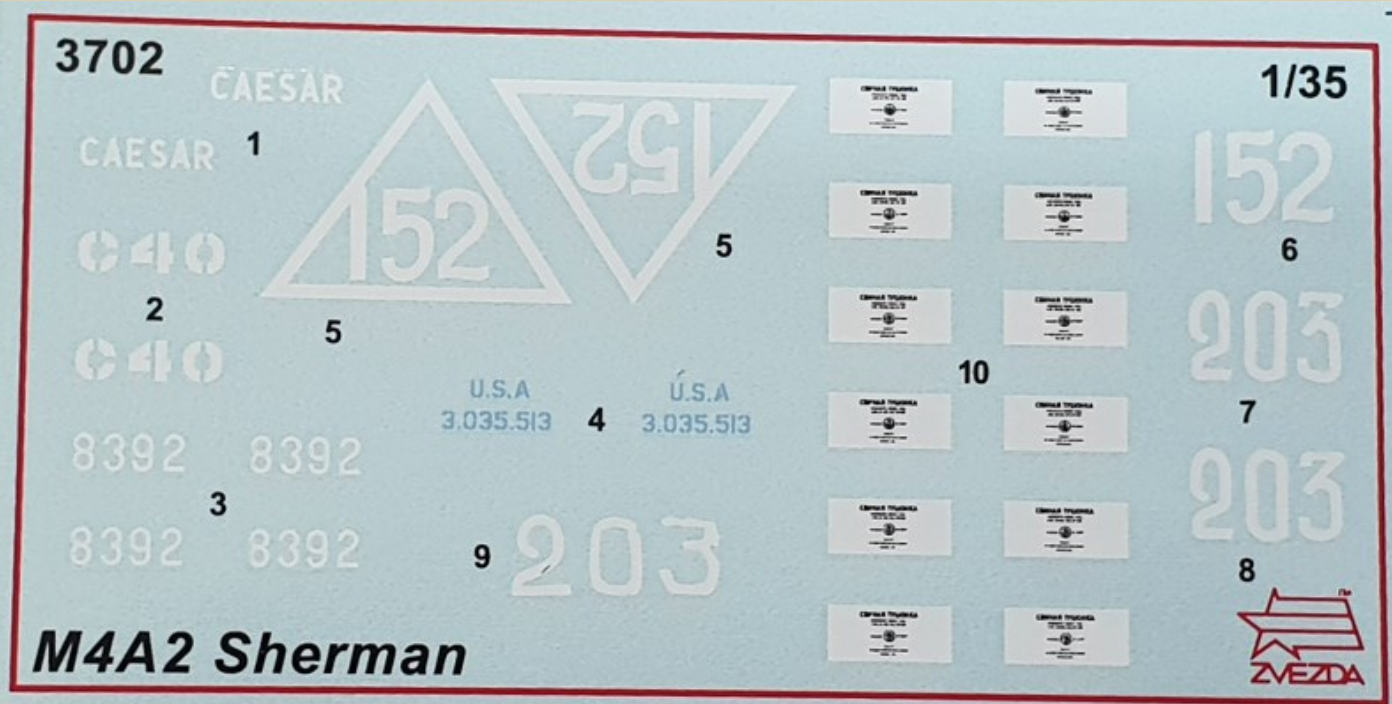


The kit design follows the current trend of flat-pack construction which allows more detail to be rendered. The tracks are supplied as link and length and appear to be ok from first impressions. The bogeys feature sloped return roller brackets with the top skid moulded integrally with the top halves of the main bogey castings. Options for pressed and concave, heavy bearing road wheels are provided. The pressed wheels have an attempt at representing the rivets around the rim which again look ok. Both plain and 'fancy' style sprockets are provided. The plain ones were standard on this version of the M4A2 which were produced by Fisher tank Arsenal





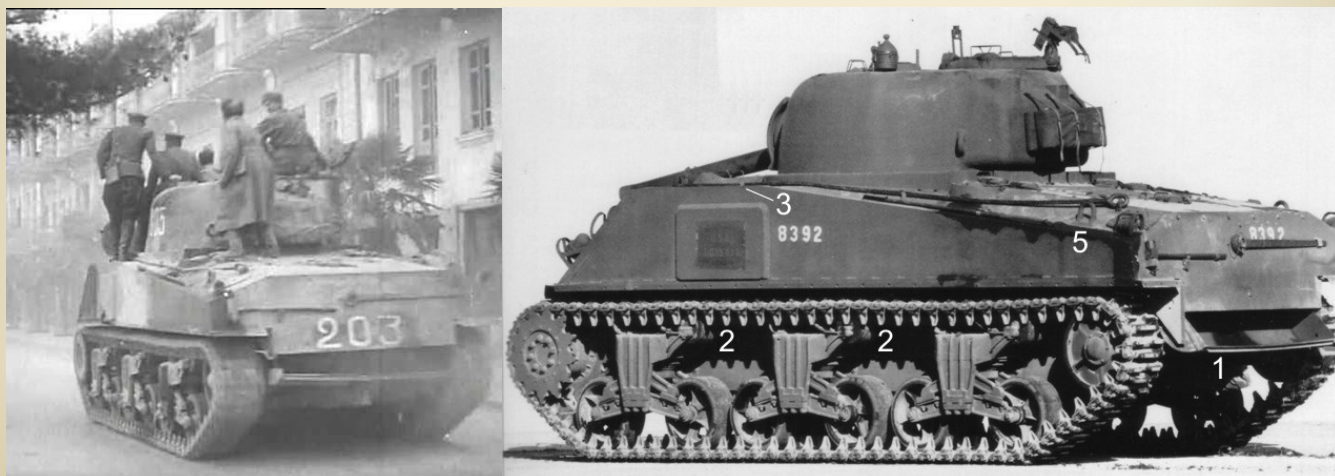




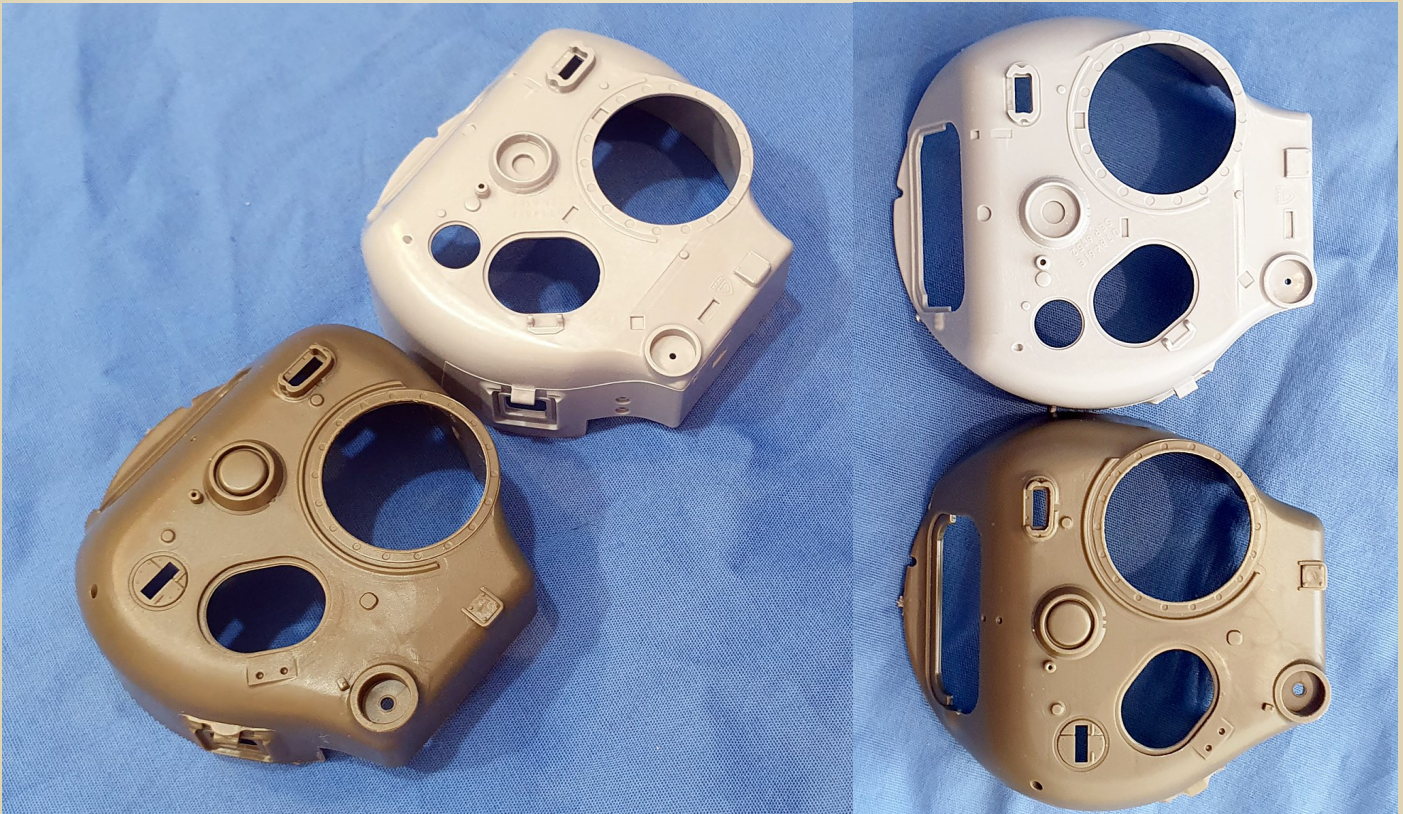
The kit provides a high bustle turret and this is perhaps the biggest source of trouble for this kit with the angles around the rear looking way too square. The transition between the sloped front and the sides also look too sharp. The loaders hatch appears to be slightly oversized and some say that the angle that it sits at is off. I have also see reports that the dimensions of the gun mantlet may be suspect but I am yet to confirm this myself. A late all-round vision cupola is provided on the sprues but is marked as not for use, it looks ok and I may use it on another project. A.50 cal MG is provided but this is quite basic to my eyes. Only a U.S. type radio aerial is supplied. It should be noted that the vast majority of Soviet Sherman's were fitted with British No 19 wireless sets so new bases for the twin aerial configuration of these will need to be found when building those options.

The hull looks to be reasonably accurate in terms of width and length and many of the details are separate parts which is nice. There are casting marks in the relevant places but no attempt has been made to provide texture to the cast parts. The periscope mountings on the hull (and turret) are separate parts which allows them to be angled in any direction. The pioneer tools are plain and have no attempt a representing the attachment straps an loops. This is good as I usually end up carving blobs off other manufacturers tools where these are attempted with unrealistic results. Where the hull does come unstuck is in the transmission housing. The angle of the top is off and the slope is greater than it should be. The open U-shaped vent between the 2 hull hatches is correct for early production vehicles. A separate cover is also supplied as an option for later types although the instructions tell you to fit this. A scoop shaped exhaust deflector is provided and again this is correct for early versions. The bogeys don't look too bad but again lack any cast texture. The way the return skids are done means cleanup will be required, and as mentioned earlier these bogies are incorrect for at least 2 of the kit decal options. I have checked some Asuka bogies with the correct flat return roller brackets and these will attach with a minimum of effort so I may swap these for the kit ones.

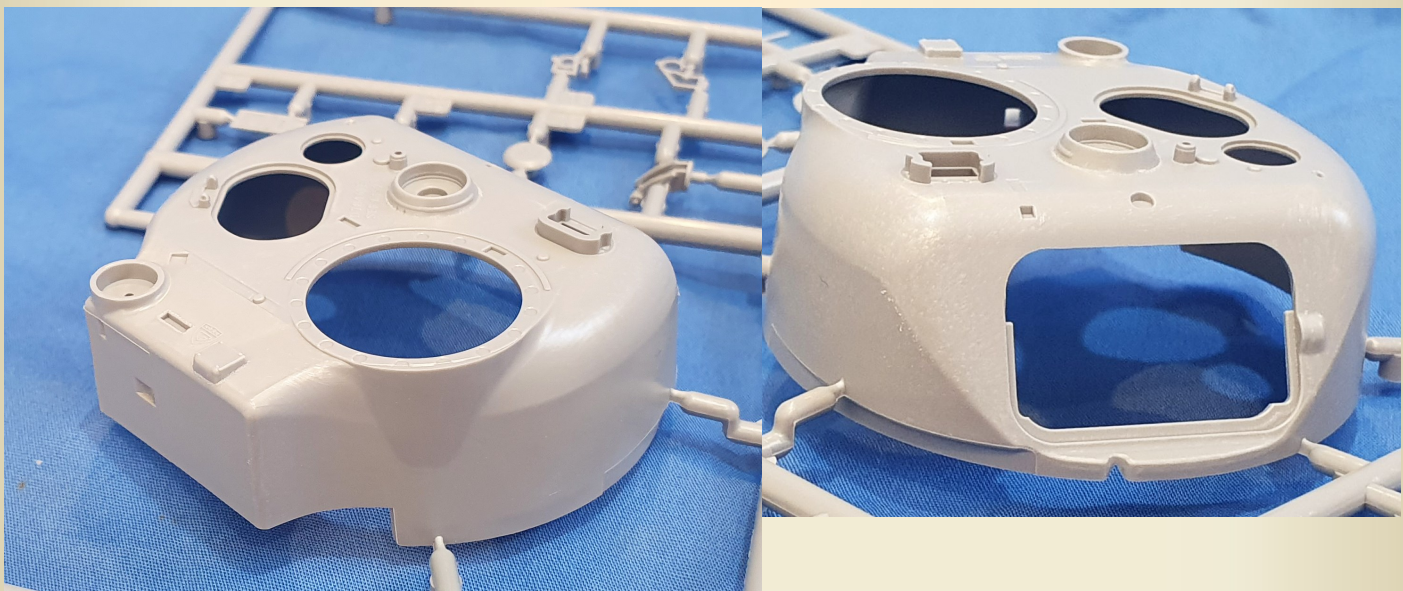
The photos below show 2 of the kit options and highlight the discrepancies in configuration described above.



The shots below compare the Zvezda turret with the Asuka High Bustle turret. The olive coloured Asuka turret is very accurate in shape and serves to highlight what the Zvezda designers got wrong. Another feature of the kit is that the turret ring aperture in the hull is unusually wide which means adding some sort of packing bushes when fitting another manufacturer's turret.



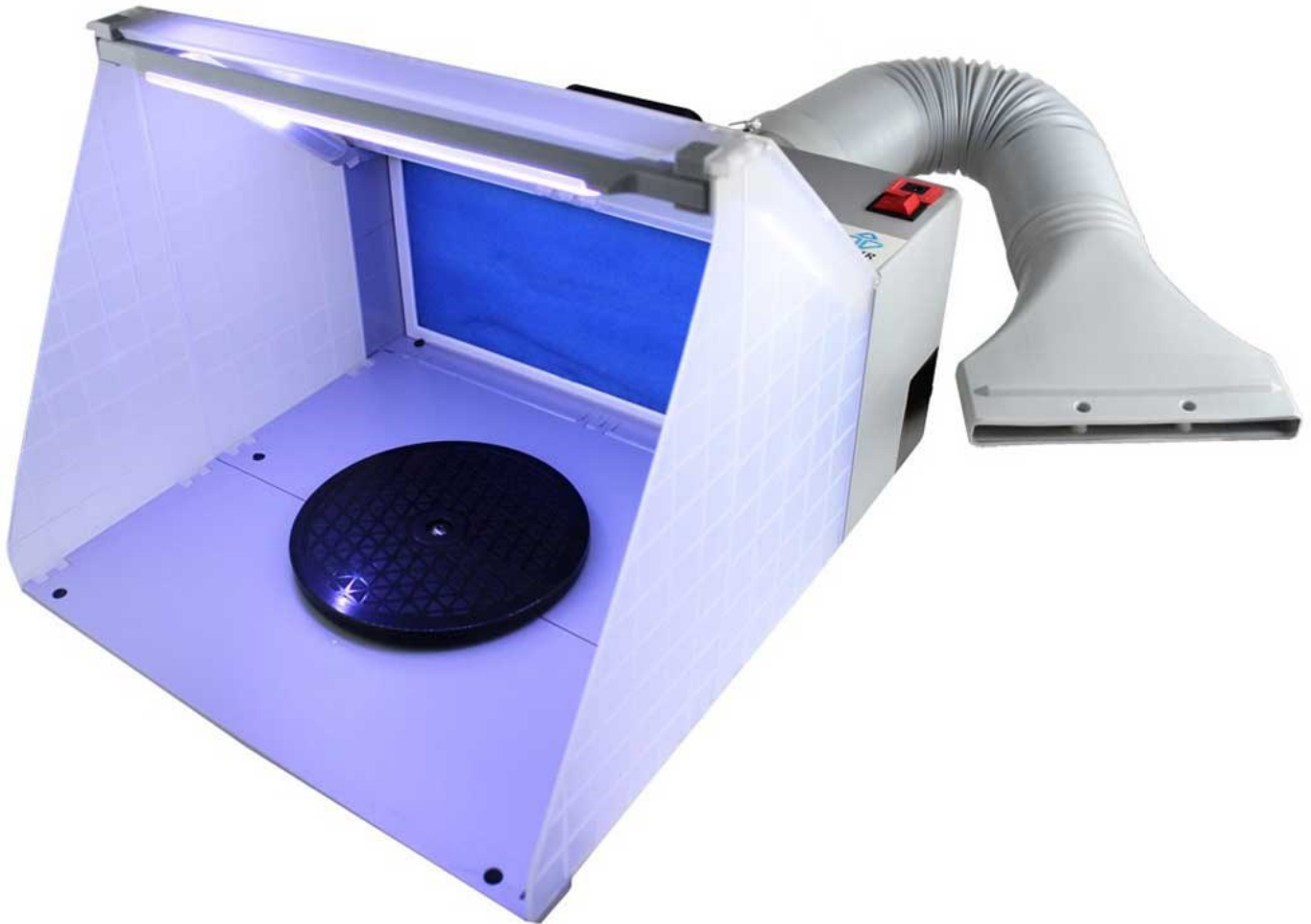
The shots below highlight the problems a little further the transition from top to side looks odd and the front slope transition has the same issue to my eyes.



As can be seen this far from a perfect kit but does have some good features if you can get it for a reasonable price. Some builders on the net who paid very good prices and are not overly fanatical about accuracy to the last rivet have given the kit their thumbs up as an enjoyable build that looks ok when finished. Some of the turret issues could be partially addressed with a little sanding and filing. For those who are more particular, this kit is very disappointing. The overall level of detail level is pretty average by today's standards in my opinion and the obvious errors are hard to explain given the amount of information out there. I am in 2 minds whether to build it as '203' - replacing the turret with a low bustle type, earlier pattern bogies and new transmission all from Asuka spares or whether to convert it to an early 76mm type. Either way it does not go to the top of my build list for now.

Footnote. Given the leftover parts supplied with this kit I had half expected the release of an M4A2 76mm kit to follow. Zvezda's 2021 catalog instead showed the future release of an M4A3 76mm as their second Sherman offering.

AIRBRUSH SPRAY BOOTH WITH LED LIGHT



With a move to a new house becoming imminent due to my local council making a compulsory purchase of my present home as part of a re-development of the immediate area, I will be losing my good old garage where I carried out all the spray painting for my models (and my 1:1 scale motorcycle). In advance of any move, I have been investigating the options of purchasing a portable spray booth that I would be able to use in a self contained apartment.

After a few on-line searches, and watching a couple of U-TUBE videos, I found a unit that appears to have mostly great reviews, so went ahead and ordered one.

The branding on this unit is OPHIR but there appear to be many clones around that come in various forms and prices.. Some do not have an exhaust system or LED lighting, and these have to be purchased as extra's. The OPHIR unit comes with both, and although not the cheapest on-line, seems to have the better rating from purchasers.

The base unit consists of a metal case containing the extractor fan and a filter system. This expands with fold out ABS plastic sides, floor and roof, and then an LED lighting system plugs into this assembly. A small (190mm dia) 'Lazy Susan' rotating table is also supplied to sit in the work area.



The exhaust is composed of various sections of air conditioning ducting and fittings, culminating in a outlet that can be slotted into an open window pane to route any fumes outside. Another option would be to assemble the complete unit on a stove or oven top and set up the exhaust to sit up into an extractor fan to also help remove any fumes from inside the house. I'm single so no problems with any significant other half who might not be amenable to this!!!!



The filter in the rear of the unit consists of a double polyester foam type removable filter pack which will make it easy to remove for cleaning or replacement (no spares come with this set, so will have to be sourced locally or on-line).



The LED lighting consists of a bar on each side and one horizontally placed at the top front of the 'roof'. They give a very sharp white light which well covers the work area.

The unit is powered by a 12v transformer that in my case, supplied the wrong adapter plug for Kiwi power points. Luckily I have several of the correct type so problem sorted! When powered up, the fan noise is noticeable (allegedly 46db) but shouldn't be too much of a problem. My big compressor probably makes more noise!

The unit assembles in 5-10 minutes, and no tools are required. The work area dimensions are 420mm wide, 360mm depth and 300mm high. Most 1:72 aircraft and most 1:48 scale aircraft should fit (as with most 1:35th scale AFV's and support vehicles) but any larger 1:32 scale bombers etc. would have to be painted as assemblies.

When folded up, the box measures 420 mm long, 250mm high and 150mm wide without the exhaust system fitted. The whole unit is well built, and should give many years of service.

I am hoping to give it a full 'test drive' within the next week, so will report back in the next newsletter.

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.

