



# SCALE MAIL

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## NEXT MEETING

Tuesday 21st May 2019 from 8pm  
Leys Institute (upstairs)

20 Saint Marys Road  
Ponsonby

## COMMITTEE

Chairman - Craig Sargent     John Watkins  
Secretary - Brett Peacock     Lance Whitford  
Treasurer - Mark Robson

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groups.yahoo.com/group/ipmsauckland

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Link from the IPMS Auckland Website

## From the Editor

### New Meeting Time!! 8pm

Those of you who attended last month's meeting will be aware that we had some issues around reinstating our venue bookings. I'm pleased to report that we have sorted out the bookings for the Leys Institute for the next 12 months although with a slight change. The good news is that our regular meeting date of the third Tuesday of each month has been preserved. The bad news is that unfortunately we have had to move the start time back by half an hour meaning that the new regular start time will be 8PM rather than our traditional 7.30pm.

Normal service will resume this month and we will have a workshop and in addition there will be a short special general meeting to complete the formalities that were outstanding from the annual general meeting.



# 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  
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 name and details  
so we know who has paid!*

## EVENTS

### CLUB NIGHT EVENTS

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

**Note our new meeting  
time is 8pm**

- 18th June** Power tools for modelling  
and a short special general  
meeting
- 16th July** A workshop on primers and  
fillers

### MODELLING EVENTS

2019 IPMS nationals



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

Air Force Museum of New Zealand, Wigram,  
Christchurch

7 & 8 September 2019

# BULLETIN BOARD

## CLUB SUPPORT

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

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



### ModelAir

349 Dominion Road  
Mount Eden  
Auckland  
p: 09 520 1236



### Stoker Models

Cnr Market Rd & Gt South Rd  
Auckland  
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10% on kits and modelling supplies



### TOYWORLD

Toyworld Henderson  
56 Railside Rd, Henderson  
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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)

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### Merv Smith Hobbies

27 Davis Crescent  
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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,  
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# Hong Kong Models (HKM) Avro Lancaster B Mk I 1/32

By Brett Peacock



NZ Retail: Modelair currently (May 20) List the kit at NZ\$598.00 but I had ordered mine via The Model Room in Papakura, over 5 months ago and it landed at almost exactly \$600. The box is only very slightly larger than the HKM B-17 Box, being a little deeper, top to bottom. The kit has 824 parts on 42 grey (including multiple duplicates) and 6 clear sprue trees, and 23 metal parts on 1 smallish PE fret. There are 2 largish and 1 very small decal sheets by Cartograf, the first Large sheet has all National Insignia and stencils only, and the other has Codes, serials and any Artwork.



The tiny sheet is an erratum for one stencil and is found in the Baggie with the PE fret.

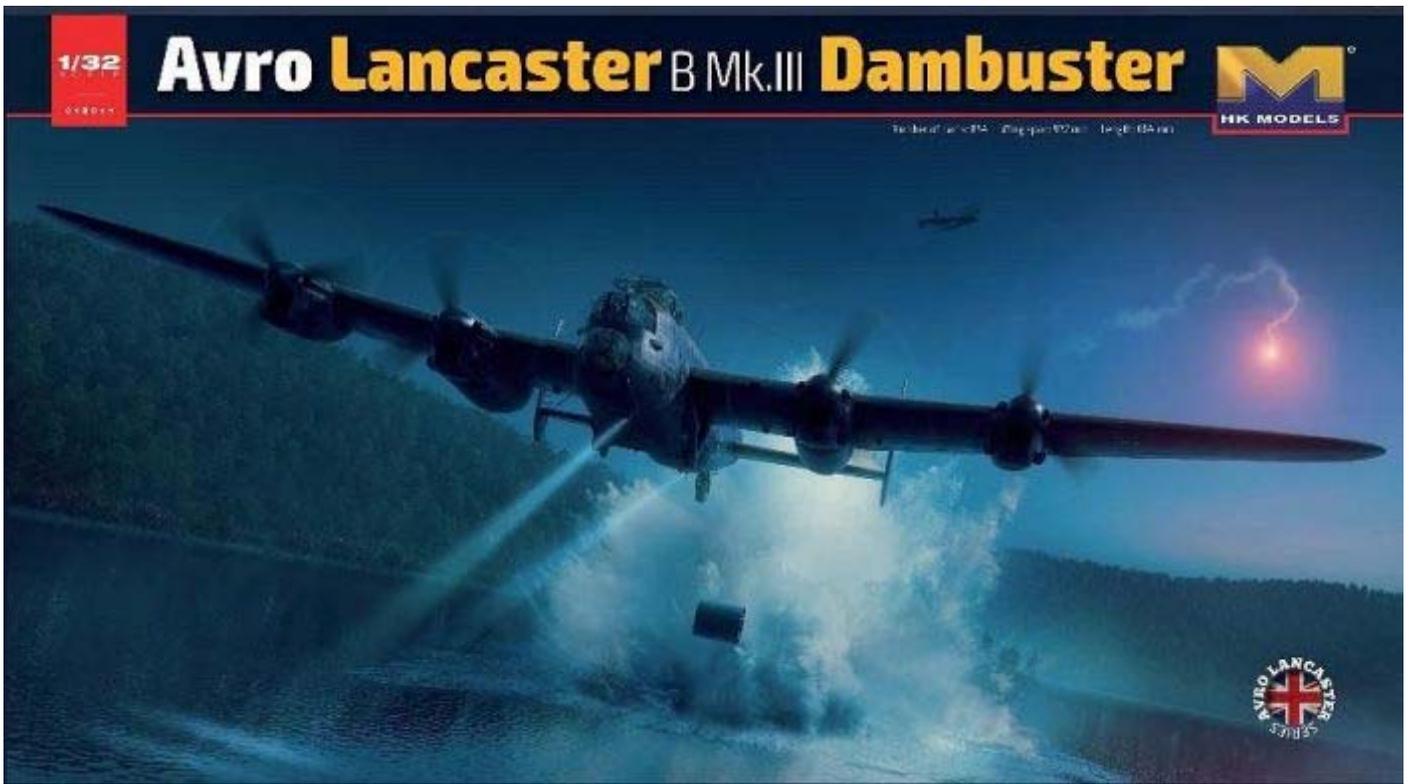


Markings are provided for the following three aircraft:

- Lancaster B Mk I, R5868/OL-Q, No. 83 Sqn RAF, Wyton, UK, June 1943
- Lancaster B Mk I, R5868/PO-S, No. 467 Sqn (RAAF), Waddington, UK, May 1944
- Lancaster B Mk I, W4783/AR-G, No. 460 Sqn (RAAF), Binbrook, UK, May 1944

HKM also provide (in these early release kits anyway) a duplicate set of fuselage quarters, molded in clear plastic and devoid of external detail, indicating they were made from pre release shots, and cannot be duplicated in future. I did include these 4 parts in the sprue count as separate clear sprues for each, as each is too large to have been moulded in any other fashion. One note, HKM have made use of slide mold technology and, like their Mosquito, the main wings are in 1 part, as are the wingtips to place on them. These parts are outstandingly well done, with fine scribed detail and fine (but not raised) rivets.

Instructions are in the line drawing style favoured by HKM, and while they could be improved on, there is nothing that prevents the model being finished using them, but some additional research is, as usual, required. The Book is a little larger than A4 Sized and had 44 pages, including the front and rear covers. There are 8 pages devoted to the 3 marking schemes and stencil layout (ie 2 pages for each) and 2 pages provide a Sprue map (Duplicates are covered in one drawing and indicated by 2x or 4x etc). Then there are the Covers. The rest is entirely devoted to Assembly. (Unlike Wingnut's Forthcoming "Dambuster" kit, HKM provide a full interior, nose to tail... and they also have a "Dambuster" in preparation)



Also, as usual, the instructions are printed in Monotone, with multilingual icons to guide you.

Plastic model kit containing 824 parts. Wing span 972mm Length 664mm

1/32 SCALE

**Avro Lancaster B Mk.I**

### History of the Avro Lancaster

From failure to success, the four-engine Avro type 693 Lancaster was developed from the disappointing twin-engine Manchester, which suffered from engine fires caused by its unreliable Rolls-Royce Merlin engine installation. However, the basic Manchester airframe was of sound design. A logical solution was to increase the wingspan and replace the two Vickers with four Merlin engines. The engine installation originally developed by Rolls-Royce for the biplane fighter 8, was quickly adapted and fitted in a graceful understanding of the air. The prototype 61700 made its first flight on January 9th, 1941 and it soon proved to be an excellent aircraft with good handling and high load capability. Initially designated Manchester II, it was soon renamed Lancaster. The general outline of the Lancaster remained the same throughout production, apart from the Mk II which used Bristol Hercules radial engines, in case a shortage of the Merlin should arise. The Mk I and II were similar, differing only in the type of Merlin engine fitted. In the case of the Mk III, the Parkland built Merlin 25 was utilized. The Lancaster began to equip bomber squadrons in early 1942, where it quickly became the backbone of RAF Bomber Command.

The type was used in many famous raids, such as on the MAIB factory in Augsburg, the spectacular Dambusters Raid on the Ruhr Valley dams, and sinking the 'Tiger' to name but a few. It became famous for its use in high altitude bombing operations by 617 Squadron. Its 32 foot-long bombs bay enabled it to carry high loads as well as the spinning 'bombs' mine used to sink the Ruhr dams. Specially adapted aircraft could carry the massive 12,000 lb 'Tallboy' and 22,000 lb 'Grand Slam' earthquake bombs. At the end of the war it was also used for food dropping operations for the starving Dutch population and transporting the many prisoners of war back home from Germany. Post-war Lancasters were used for testing an engine and in-flight refuelling system. As a bomber it was gradually replaced but it found a useful role in Coastal Command until the last one was withdrawn in October 1962. The RAF and French Armée de l'Air have continued to use the Lancaster until the mid-1980s. A total of 7,371 Lancasters were built in the UK and Canada.

**CAUTION**  
When using both glue and sand, do not use them near an open flame, due to the flammability properties of these items.  
The symbols provided, such as 'X', refer to the basic colours of parts although a more comprehensive list is supplied for your use for Tamiya, Mr Hobby and HX alternative colors.  
When removing parts from the sprues, take extreme care. Consider correct tool use in X-ray, Sharp Cutters.

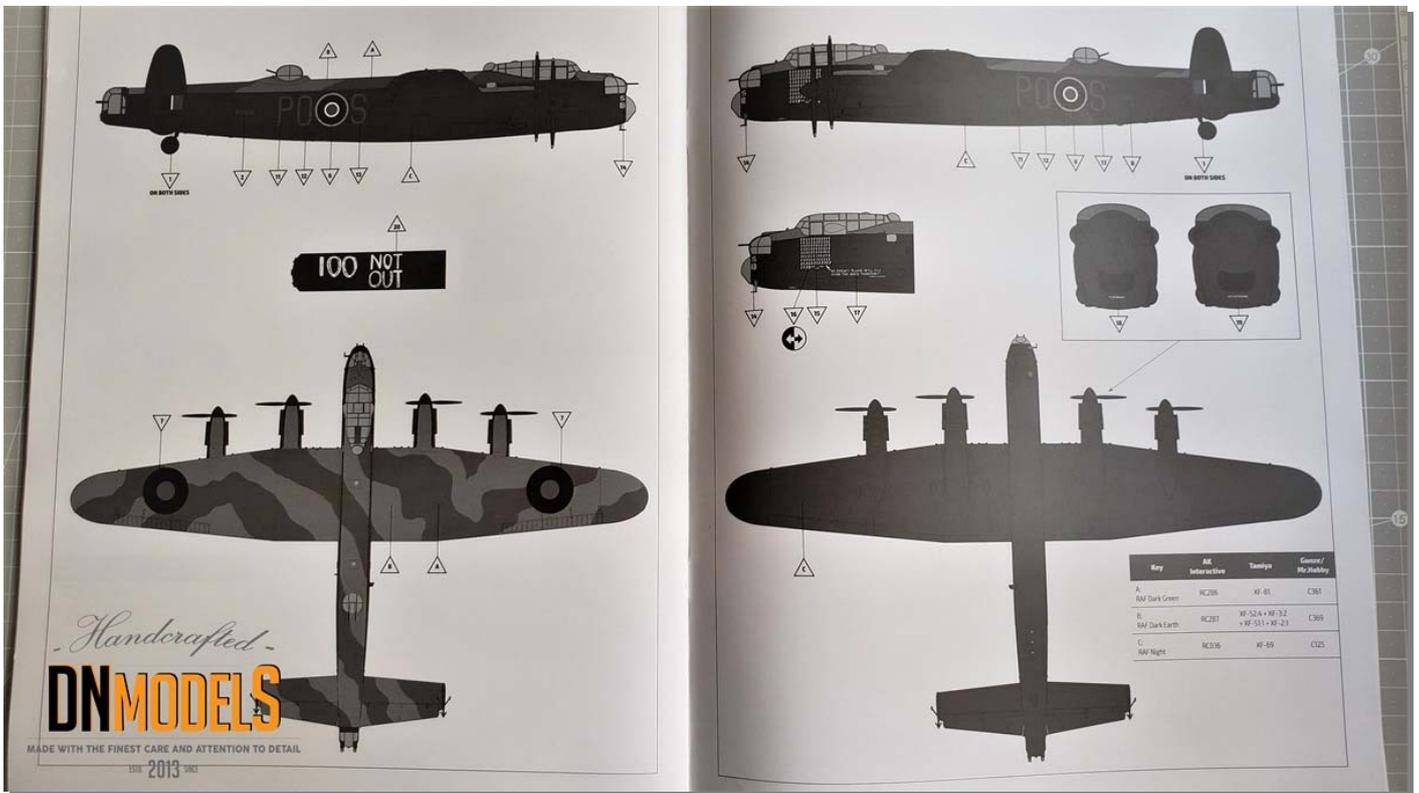
Please check the symbols on the left and familiarize yourself before building this model kit.

For comparison with:

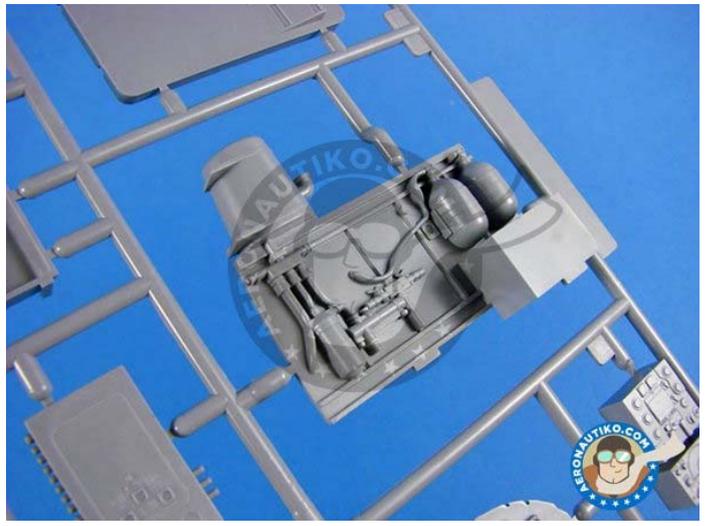
HK MODELS STEETS

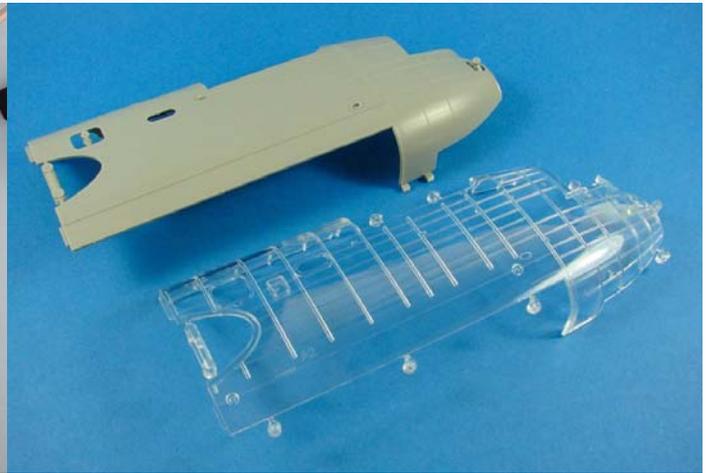
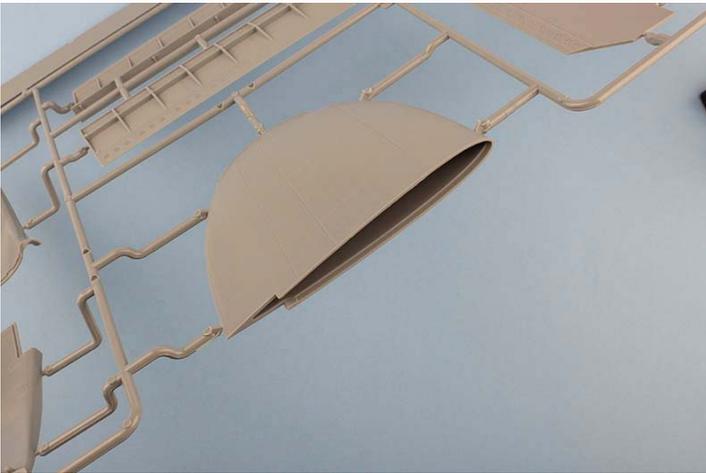
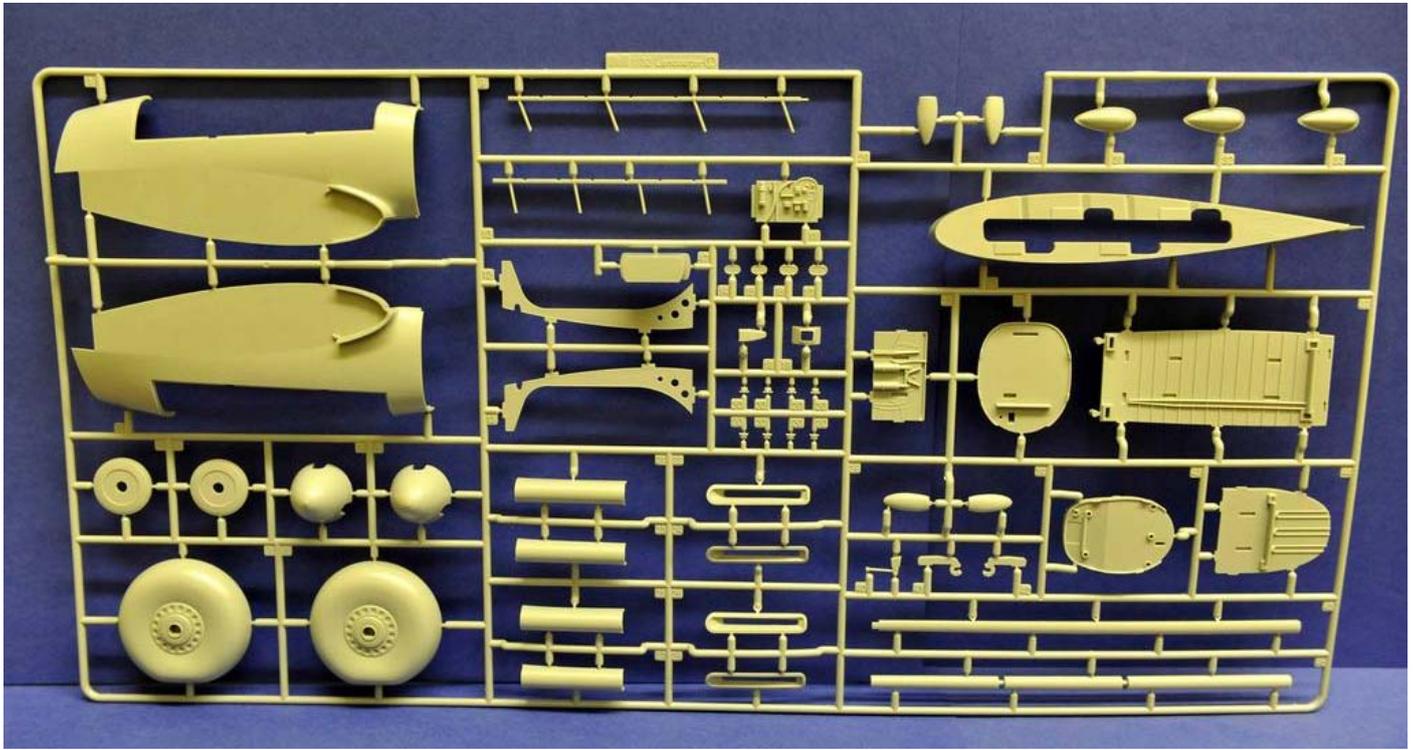
1/32 SCALE

HK MODELS STEETS



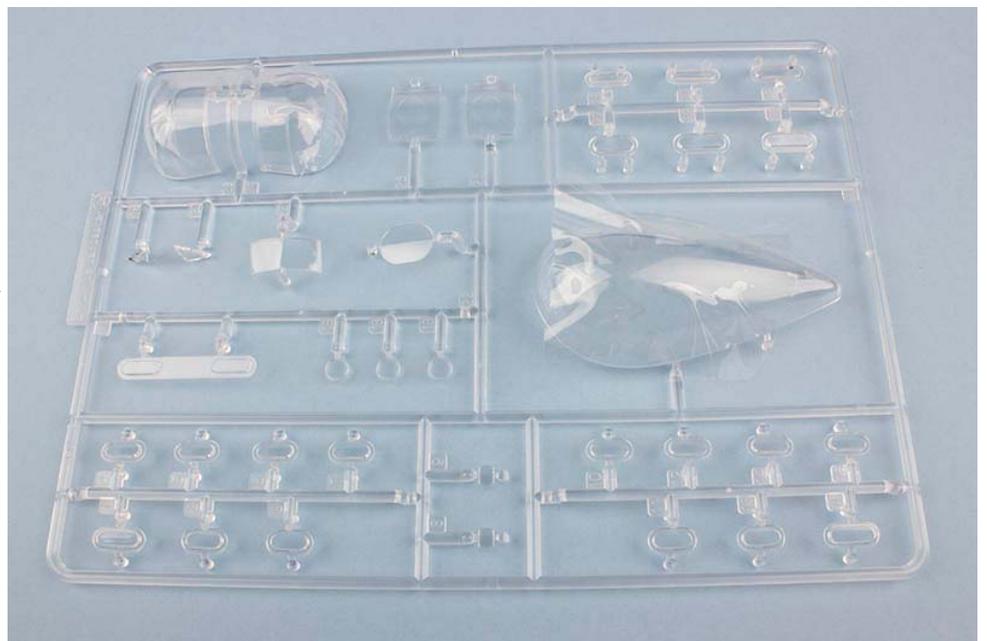
The four engines are fully detailed with piping and mountings but no ignition harness is present. There is a 4000 lb "Cookie" bomb and about 18 500lb GP bombs provided to place in the bomb-bay, to give interest should you display it open. In the nose HKM provide both early and late Bomb Aimer domes and they also provide a blanking plate for the Mid Upper turret position should you choose to omit the Fraser Nash mid-upper turret. Four detailed Merlin engines are supplied and, should you choose not to display them, you can build this as a B MK III, which used the differently plumbed Packard Merlins, alongside most having the later Bomb aimer dome on their nose. BUT you will need to check references for the Mk III that you choose, as no bulged Bombay doors are included, only standard doors. Another "omission" is the option for a Twin .50 cal position in the Tail turret. (But this may come with a B MK III option, should they do one - And a B Mk II with Bristol Hercules radials is not out of any possibility either, as the Merlin engines and their gear are all on separate sprue trees, and their nacelles are also separated from the wings entirely by design



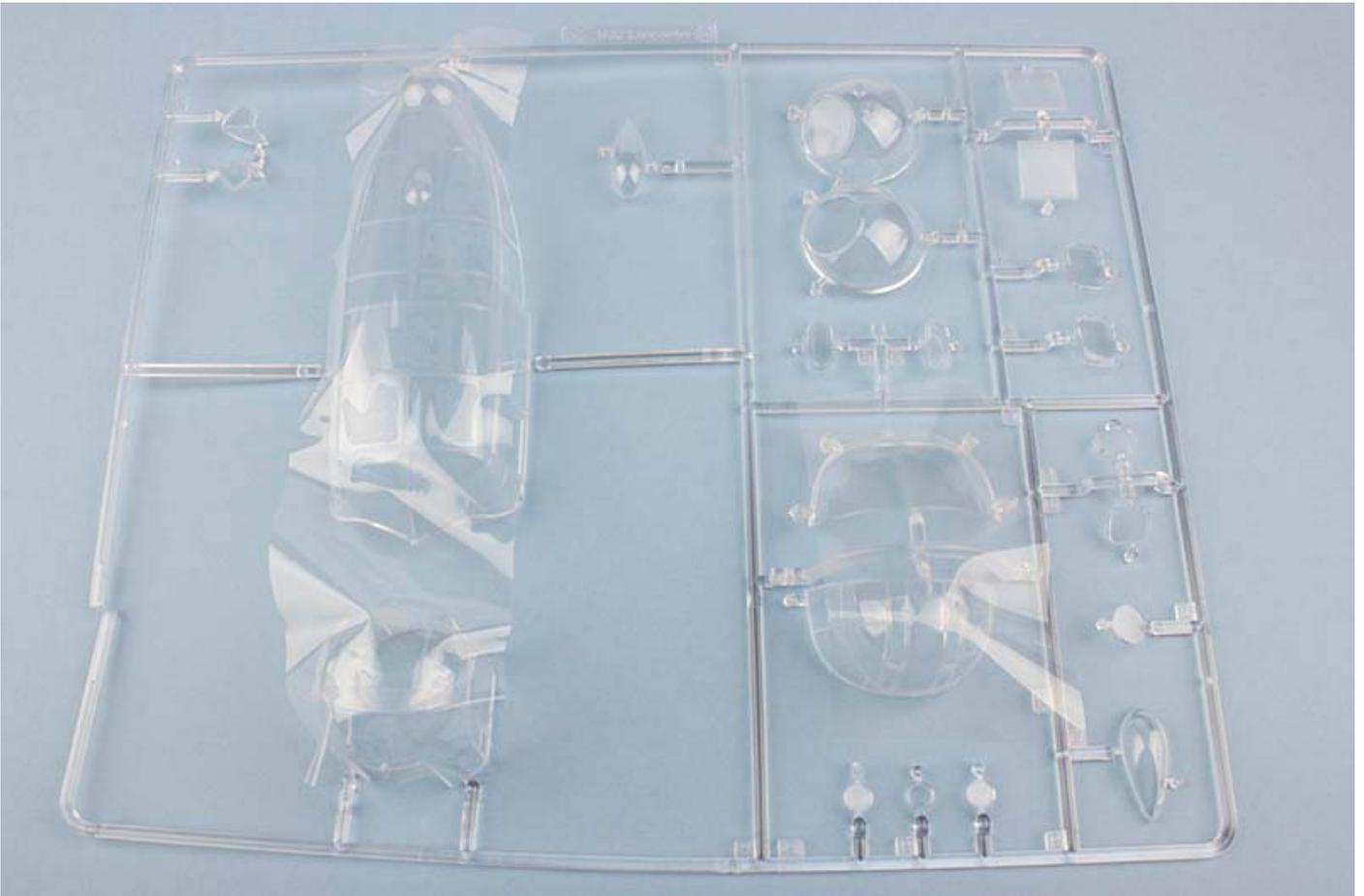


*Top Left - Slide molded cockpit equipment. TR - Detail inside. Centre – Test shot BL – Wingtip  
BR – Clear and Grey Nose halves.*

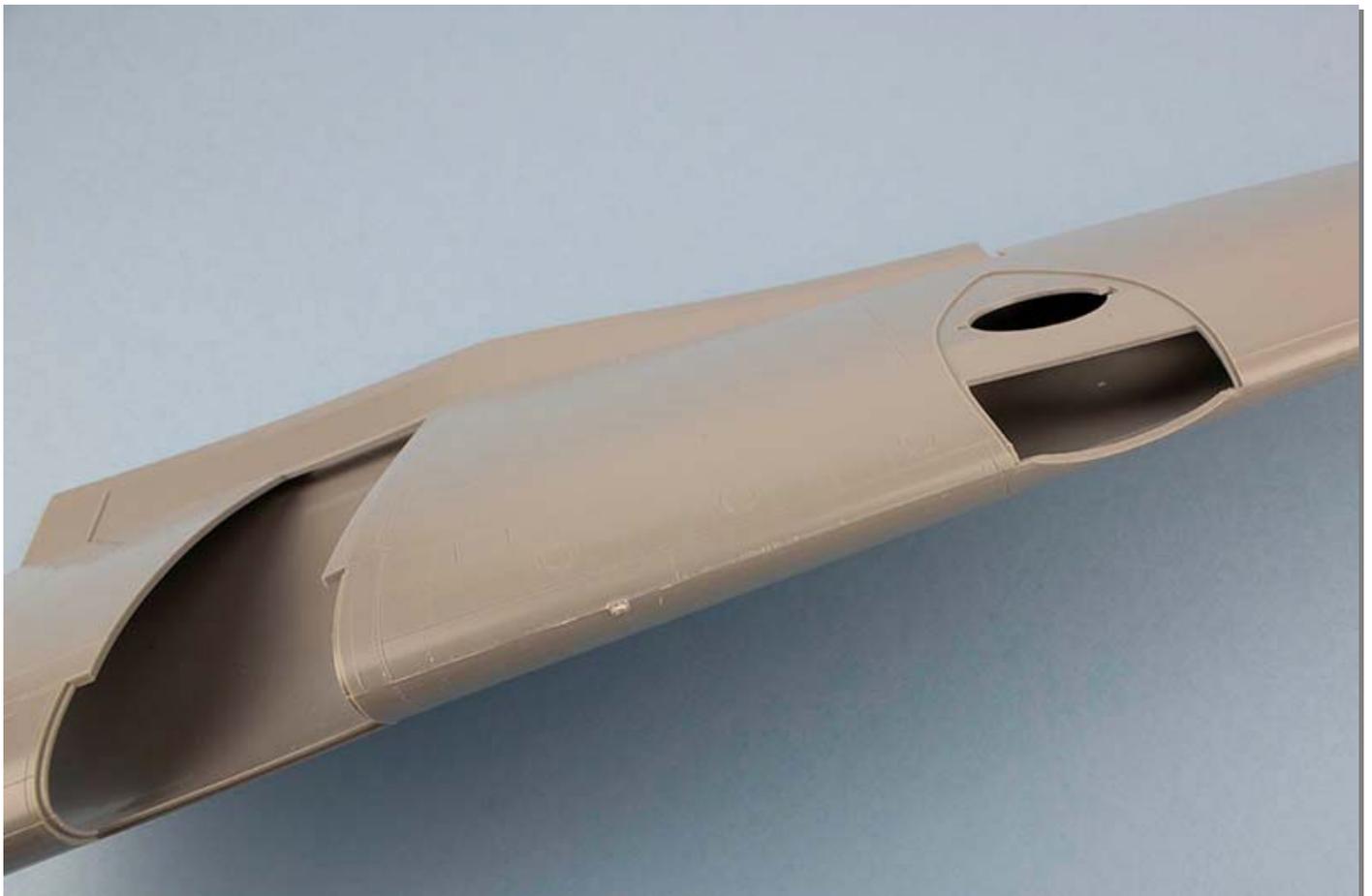
Clear sprues are doubly protected, not only are they bagged separately, but the largest clear parts and those most easily damaged by rubbing are themselves also given a sheet plastic cover within the bags. This is clearly noticeable in this shot of the H2S dome and the Mid-Upper turret glass.

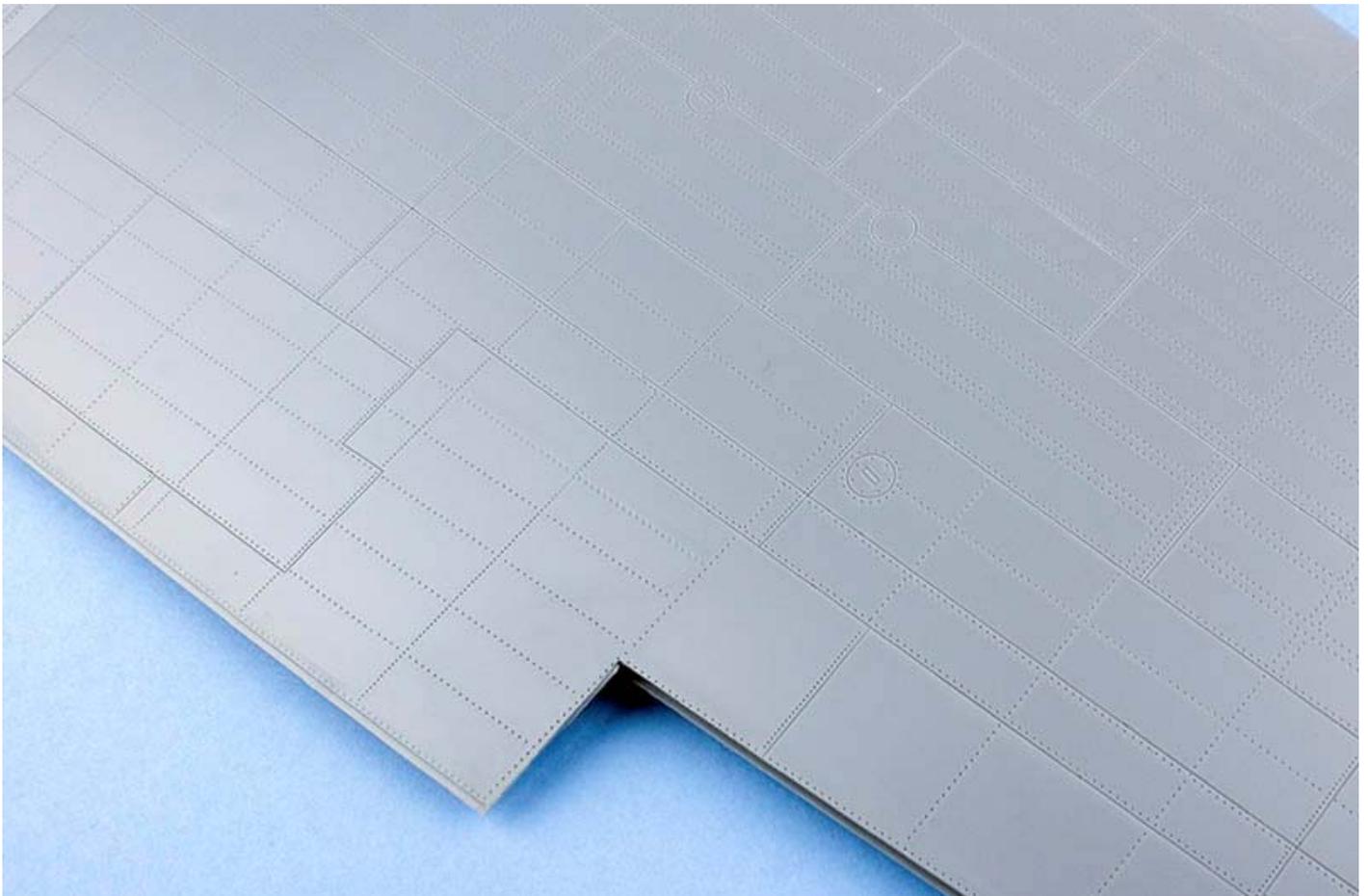
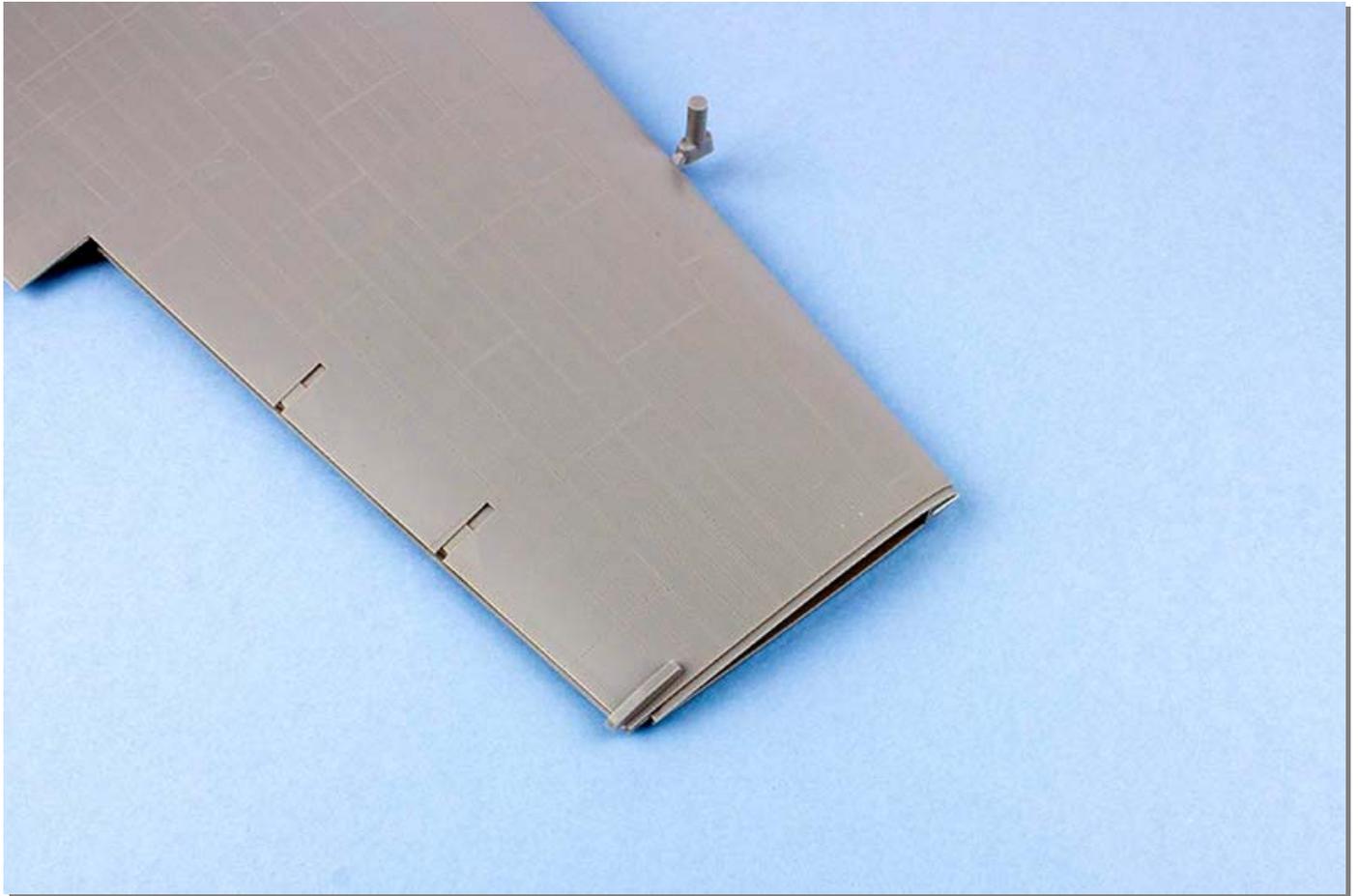


And again here in the Main Canopy and other glass sprue tree... (Also note the 2 nosecaps)



Here is that slide-molded Wing, in all its glory. That seam on the leading edge is not a difficult fix.







# A Bit of History

From Pete Mossong

Pete came across this little snippet while researching NZ's use of M10's in Italy.

The second novelty was training in 31 Battery to operate M10 'tank destroyers'. Nine of these 3-inch American naval guns mounted on Sherman chassis were made available on 26 June. They were makeshift weapons which looked like tanks with large turrets. The turrets, however, were hand-traversed and therefore slow to turn and they were open at the top. Their plating was relatively thin and only the gun mantle in the front could resist AP shot. The gun fired a 15¼-pound AP shot at just over 2600 feet per second muzzle velocity—about the same as that of the 2-pounder, but well below that of the 17-pounder— or a 12¾-pound HE shell at a higher muzzle velocity, [page 609](#) but a lower remaining velocity after a few hundred yards. The claims made for the penetrative powers of the standard AP shot in relation to Tiger tanks— the only relation that mattered— were exaggerated; but small supplies of a superior ammunition with AP cap and superimposed ballistic cap and an HE charge were obtained a little later. The telescopic sight, with triple magnification, was excellent. The secondary armament was a .5-inch Browning heavy machine gun, mounted at the back of the turret and fired by the layer. **There was no provision for indirect fire— no way to lay the gun for line. But the 31 Battery officers decided to mark the inside of the base of the turrets with a 360-degree scale, with a vernier scale for subdivisions.** As with the 4.2-inch mortars, expert foresight on the part of those who issued these weapons was lacking.

The M10s, therefore, were cruder and more clumsy than tanks and much more vulnerable. But they required of their crews all the skills demanded of tank crews: driving, maintenance, wireless communications, and gunnery. Tactically their crews needed even greater skill to compensate for the greater vulnerability of the M10 as compared with the Sherman tank, which was the standard equipment of the armoured regiments. But all the specialised training the M10 crews could get was what the armoured brigade could provide in brief courses— and it had no special knowledge of M10s. It had taken a year to convert 4 Brigade into an armoured brigade. Three weeks after the men of 31 Battery first set eyes on an M10 they were in action with their 'tank destroyers'. A and D Troops of 31 Battery were thus converted to M10 troops. Concurrently 32, 33 and 34 Batteries zeroed their 6-pounders and 17-pounders and 39 Battery had a two-day practice shoot with its mortars.<sup>3</sup> The 7th Anti-Tank also provided 25 lorries with drivers and spare drivers for long-distance transport duties.

# Takom Grant CDL

By Lance Whitford



## M3 Grant CDL

BRITISH MEDIUM TANK

- ▲ DETAILED STATIC DISPLAY PLASTIC MODEL
- ▲ PE & CLEAR PARTS INCLUDED
- ▲ LINK & LENGTH STYLE TRACKS INCLUDED
- ▲ TRACK ASSEMBLY IS AIDED WITH THE USE OF A JIG
- ▲ ALL HATCHES CAN BE BUILT IN OPEN OR CLOSED POSITION
- ▲ 5 TYPES OF MARKINGS
- ▲ THIS IS NOT A TOY



1/35  
No.2116

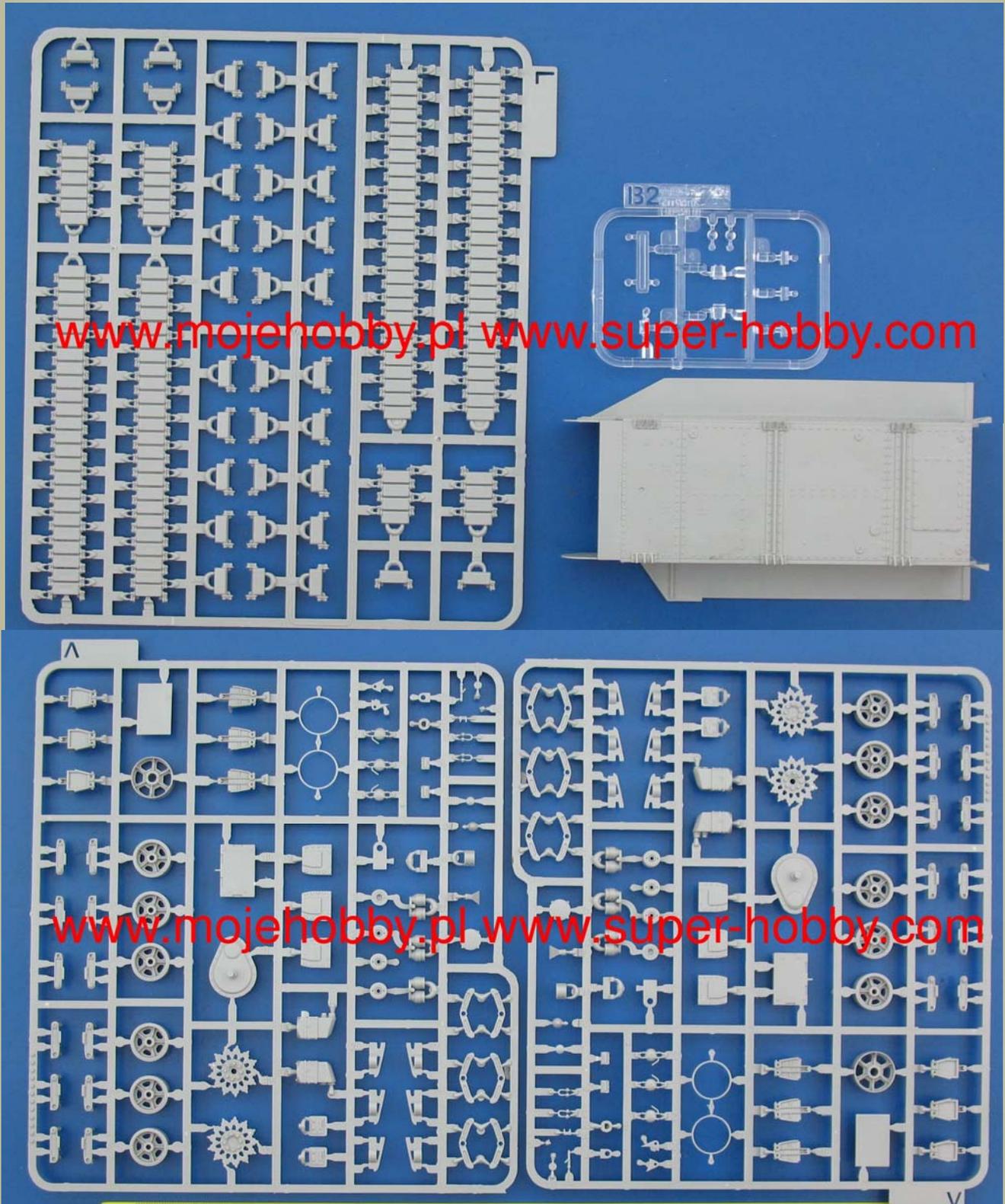
▲ READY TO ASSEMBLE PRECISION MODEL KIT ▲ INTENDED FOR COLLECTORS OF AGE 14 YEARS AND ABOVE ▲ MODEL MAY VARY FROM IMAGE ON BOX ▲ CEMENT AND PAINT NOT INCLUDED

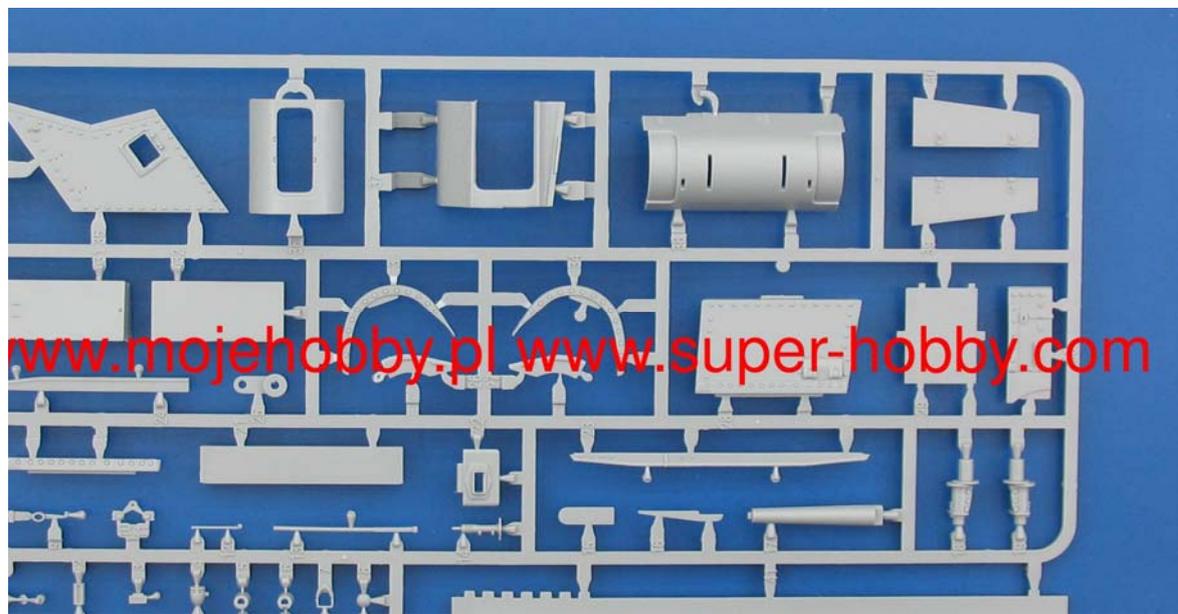
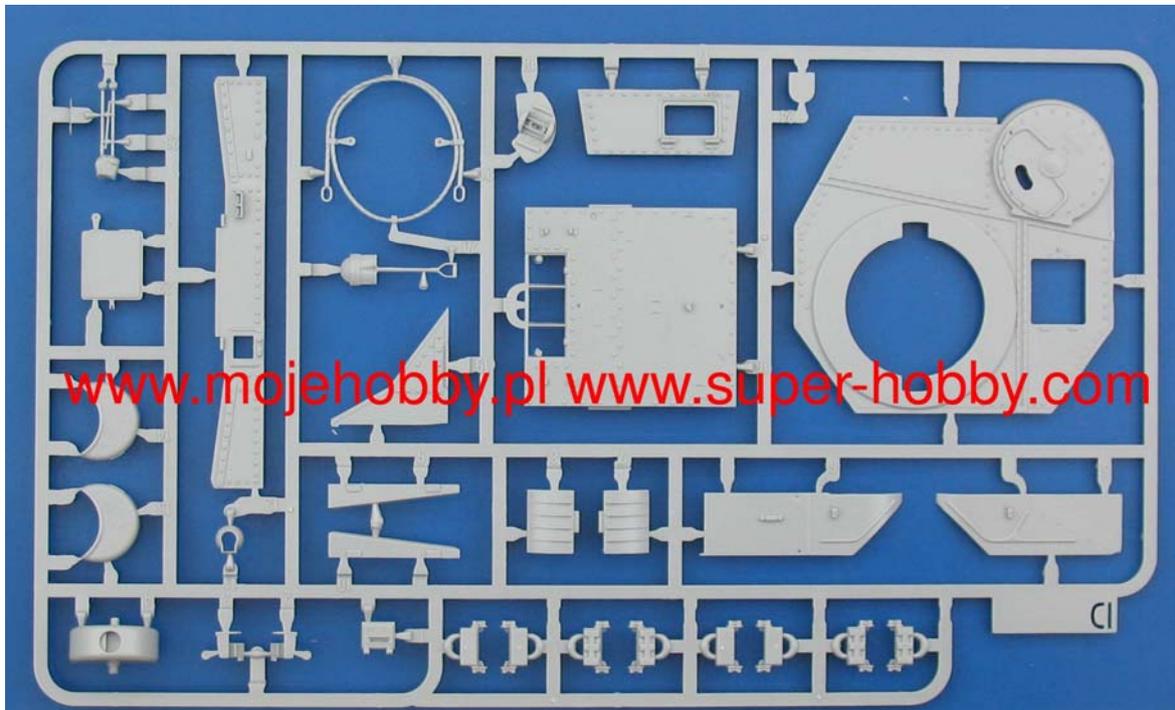
Following hot on the heels of the release of their U.S. M3A1 CDL (AKA T10 shop tractor, code name 'Leaflet') TAKOM have released the British Grant CDL. CDL stands for Canal defence Light which alludes to the fact that the main function was to illuminate the battlefield at night with a high-powered carbon arc light and it was originally intended for use around the Suez canal. CDL turrets were experimentally fitted to a range of British tank hulls before the M3 with its hull mounted main armament was selected as being the most suitable mount. The U.S. version was predominantly mounted on the cast hull M3A1 and featured a few modifications to make it more compatible with other U.S. equipment.

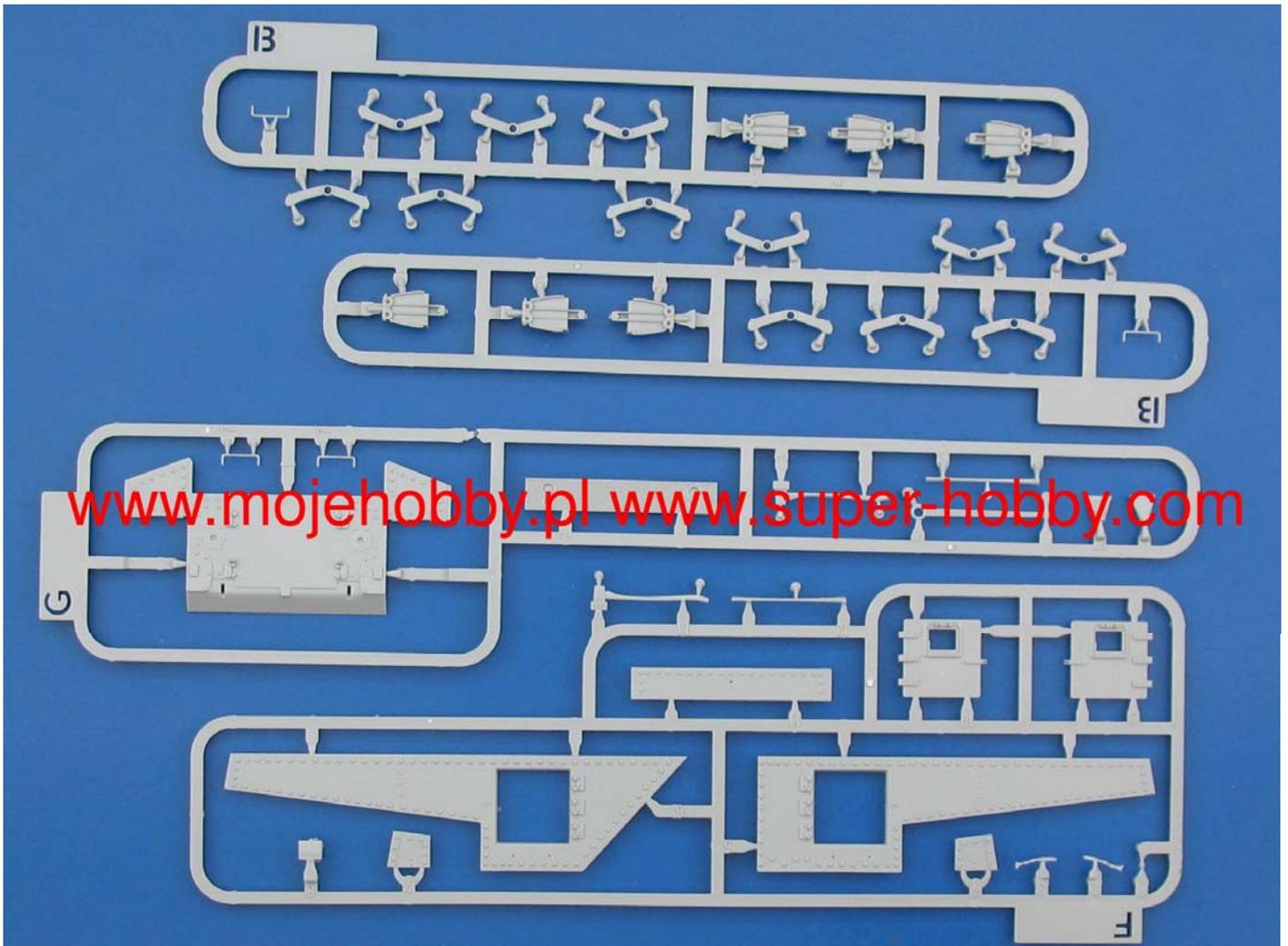
Some key differences existed such as the British turret had 2 aerial mountings on the roof in line with standard British practice of installing the radio in the turret. The U.S. version mounted the radio in the hull and had a single aerial installed on the rear of the fighting compartment. The British turret mounted a BESA machine gun while the U.S. version mounted a Browning .30 calibre machine gun. The British also fitted a dummy gun on the turret while the U.S. version lacked this feature. British CDLs had their own arrangement of stowage boxes fitted which differed slightly from those fitted to standard gun tanks. There were 2 stowage boxes that fitted the angled corners of the fighting compartment with a larger rectangular box on the right-hand side. 2 grouser storage boxes were fitted to the upper rear hull and another grouser box with a sloping lid was mounted under the main armament

The Grant CDL saw limited service in Northwest Europe with the special 79<sup>th</sup> Armoured Division (commonly known as Hobo's funnies) which was commanded by General P C Hobart. CDL's went to France in 1944 but no use was found for them until near war's end where they supported river assaults and helped secure bridgeheads from attack and sabotage during the hours of darkness. Many grant CDLs were actually converted in Egypt and a significant portion found their way to India for potential use against Japanese forces. The only surviving grant CDL can be found in India.

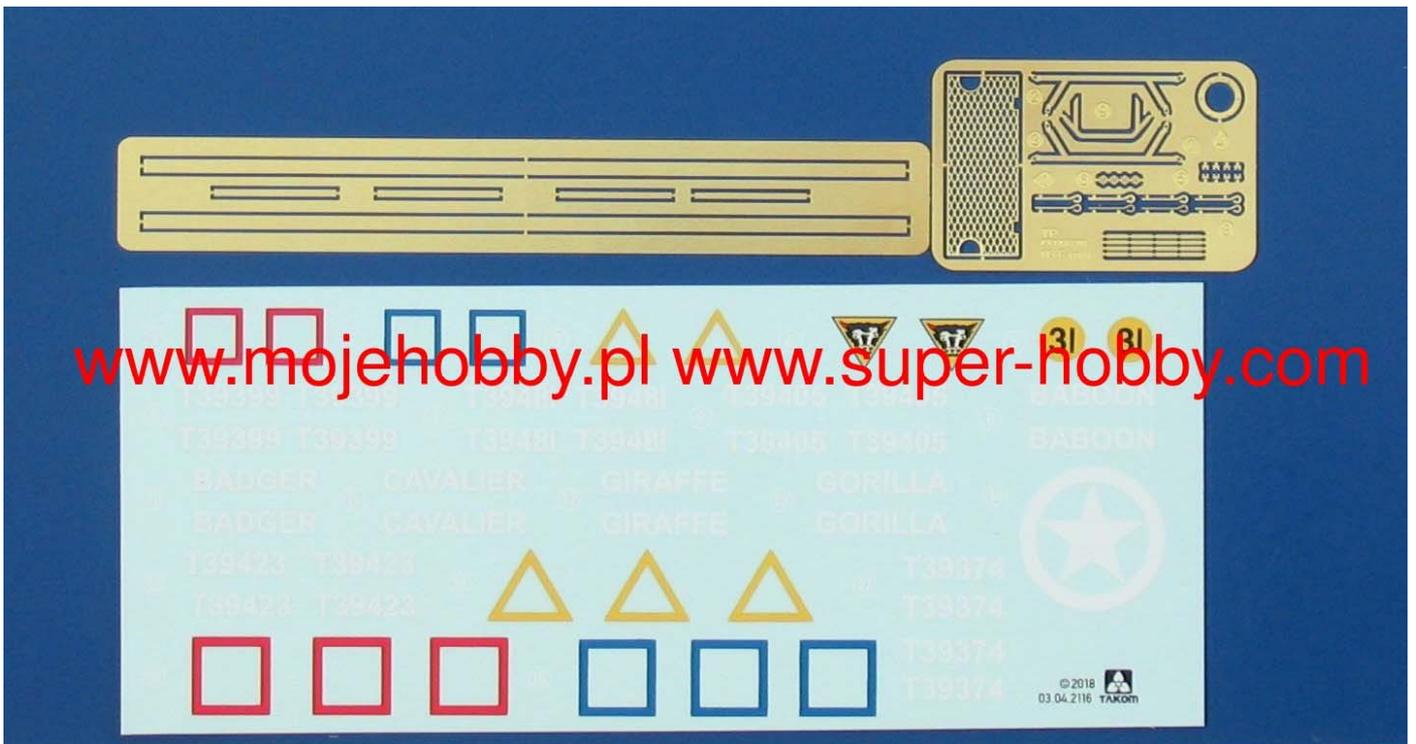
I bought the Takom Grant CDL as a natural bookend to the U.S. version that I had already started building. The Grant CDL is a natural progression for Takom and leverages heavily on previously released kits with a few new bits added where required. The hull will be very familiar to anyone who has built one of the earlier Lees and Grants.







[www.moje hobby.pl](http://www.moje hobby.pl) [www.super-hobby.com](http://www.super-hobby.com)



[www.moje hobby.pl](http://www.moje hobby.pl) [www.super-hobby.com](http://www.super-hobby.com)

The suspension represents the early M3 type which appears to be the type most commonly seen on British CDLs. Takom provide 2 styles of bogey casting, one with a horizontal rib and one without. The track is the normal link and length type supplied in other Takom M3 variants and the type included represents the T51 plain rubber block style tracks.

The hull is essentially the same as the TAKOM mid production M3 Lee kit, having side doors still in evidence combined with external air cleaners and fish tail exhausts. The bulk of the lower hull consists of a single piece which constitutes the belly and sides. Separate assemblies are added to round out the transmission at the front and rear plate assembly at the back. The kit suspension looks fine but is a bit fiddly to assemble. The rear idler mounts have a fairly unusual parts breakdown and the idler position cannot be adjusted. The idler wheels feature a separate ring to enable the lip around the outside edge to be modelled. The sprockets are perfectly acceptable but the final drive covers are perhaps a little on the simple side. The T-51 style tracks are quite reasonable and are of the link and length type but can be tricky to assemble. Turning to hull rear, I don't care much for the kit air cleaners as they have vertical joint front and centre combined with soft detail. The securing stays for the lower half of the air cleaners are provided on the PE fret but they are square sectioned rather than round and so do not look convincing to me. I will replace the air cleaners with something a little better from my spares box.

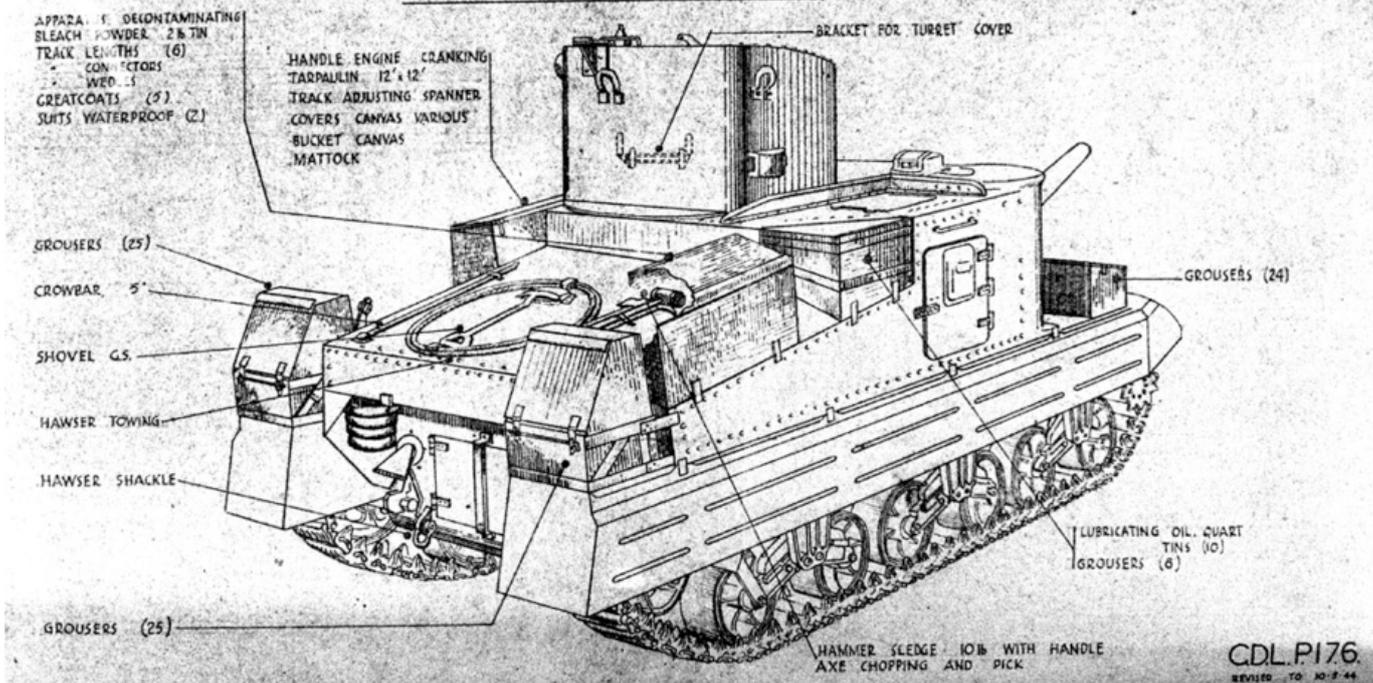
Moving to the upper hull I would suggest that building this as a separate assembly will be easier than the way Takom recommends. 2 new grouser storage boxes are provided for attachment to the upper rear plate. A new stowage box is also provided for the left-hand side of the engine deck but TAKOM do not provide the 2 that should be present on the right-hand side. The first being a mirror of the left hand one and the other mounted towards the rear corner. The kit includes the gun assembly complete with curved outer shield that was introduced with the M3A1 CDL kit and the instructions tell you to use this. This is a mistake as this mounting was not seen on British CDL's so DO NOT use it. Fortunately, the original plain M3 mantlet is included in the kits and you should use this instead. I would also recommend purchasing an after-market barrel from RB or similar as the kit offering is on the chunky side. The photos I have to hand suggest that a canvas cover over the gun mantlet is pretty much required. I prefer to make these from epoxy putty although I believe there are some aftermarket alternatives out there. Takom again have missed the grouser stowage box mounted under the gun barrel. You could wait in the hope that some after-market company will provide the missing stowage boxes or alternatively just make them yourself out of plastic card.

The CDL turret parts are largely the same as those in the U.S. version but most of the differences have been accommodated in the kit. The Browning MG is replaced by a new BESA in its distinct mounting and a fake barrel is correctly added to the turret front. There should also be 2 mountings for the radio aerials on the turret roof but alas these have not been provided. These are not hard to find if you have good spares box.

The small generic PE fret found in all Takom's M3 kit is ok but I find the air intake mesh too coarse for my tastes. I will replace this with a Voyager replacement when I get around to building the kits. As a result, of the finer mesh it pays to put some semblance of at least the front portion an engine compartment beneath it as the you can see straight through into the space below.

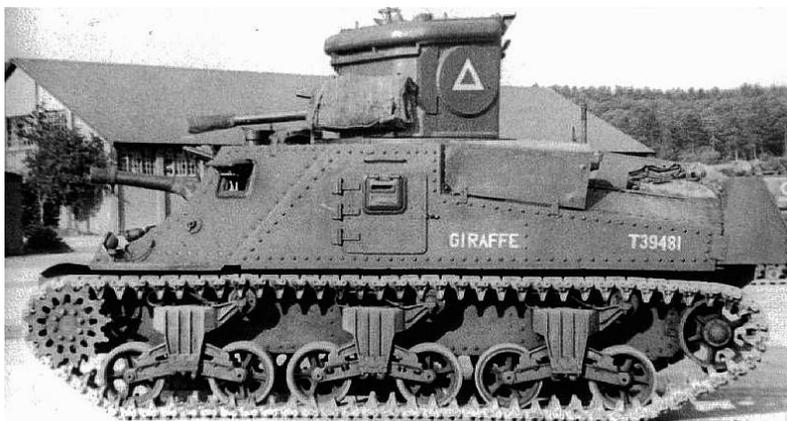
A good variety of markings are provided. All relating to the time these AFV's made their combat debut around the time of the Rhine crossings. Not surprisingly, All marking options are based on an overall Khaki Drab base finish

# STOWAGE CDL TANK M3 LOCATION OF STORES ON HULL



The above drawing shows the 'official' stowage from the rear perspective. Sand shields were not seen in practice. The photo below is of the last surviving Grant CDL which resides in an Indian museum. Note the forward grouser stowage box under the main armament, missing in the kit.





In summary, this kit is a good starting point, but you can't build a fully accurate Grant CDL out of the box. However, the steps that need to be taken to remedy the kit's shortcomings are not beyond the capabilities of the average modeler.

- Missing stowage boxes on Right side, 2 on engine deck, one under main gun
- Gun mount should be standard mount not mount with extra armour
- Canvas cover should be fitted
- Missing Aerial mountings for No19 wireless set on turret roof
- Gun barrel is a little on the chunky side and best replaced
- Air filter parts design

It looks like Miniart have finally released the first of their long awaited M3 series which will include some kits featuring full interiors and engine compartments. It will be interesting to see whether they ever release a competing kit to this one

# 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.

