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"CAESAR"

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WHIRLWIND IN WORLD WAR  
TWO

(PHOTO ARCHIVE No.19)

## From the Editor

I hope you managed to get a little modelling time in over the long weekend. The nationals are only eleven weeks away so time is running out to get those projects finished. Planning continues for the nationals with the trophies ordered and many other details in the works.

This months meeting has a Science Fiction theme so please bring along any Sci Fi models you have completed or that are still in progress to share with the group.

## NEXT MEETING

7.30 pm Tuesday 18/7/2023

Royal Oak Bowls

146 Selwyn St, Onehunga

## COMMITTEE

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## IPMS New Zealand Nationals 2023 link

<https://www.facebook.com/ipmsnznats2023>



IPMS NEW ZEALAND  
**NATIONALS**  
COMPETITION AND DISPLAY  
29 SEP - 1 OCT 2023  
VENUE: ROYAL OAKS BOWLS, ONEHUNGA,  
AUCKLAND  
**THE KOREAN WAR THE FORGOTTEN CONFLICT**

THE KOREAN CROSSING  
38TH PARALLEL.  
COURTESY  
1ST CAVALRY DIVISION

# BULLETIN BOARD

**NEW MEMBERS AND SUBS \*\*\*\*\* 2023/24 NOW DUE \*\*\*\*\***

Subs for 2023/24 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
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Junior	Same rights as full membership for those under 16	NZ\$25

**IPMS BANK ACCOUNT  
NUMBER**

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*Please add your name and details so we know who has paid!*

## EVENTS

### CLUB NIGHT EVENTS

IPMS Auckland Meet on the third Tuesday of each month at 7.30pm

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

**18/7/23** Show us your Si Fi. A chance to find out more about Sci Fi modelling  
**July**

**IPMS NEW ZEALAND  
NATIONALS  
COMPETITION AND DISPLAY  
29 SEP - 1 OCT 2023  
VENUE: ROYAL OAKS BOWLS, ONEHUNGA,  
AUCKLAND  
THE KOREAN WAR THE FORGOTTEN CONFLICT**

IPMS New Zealand Nationals 2023 link

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# BULLETIN BOARD

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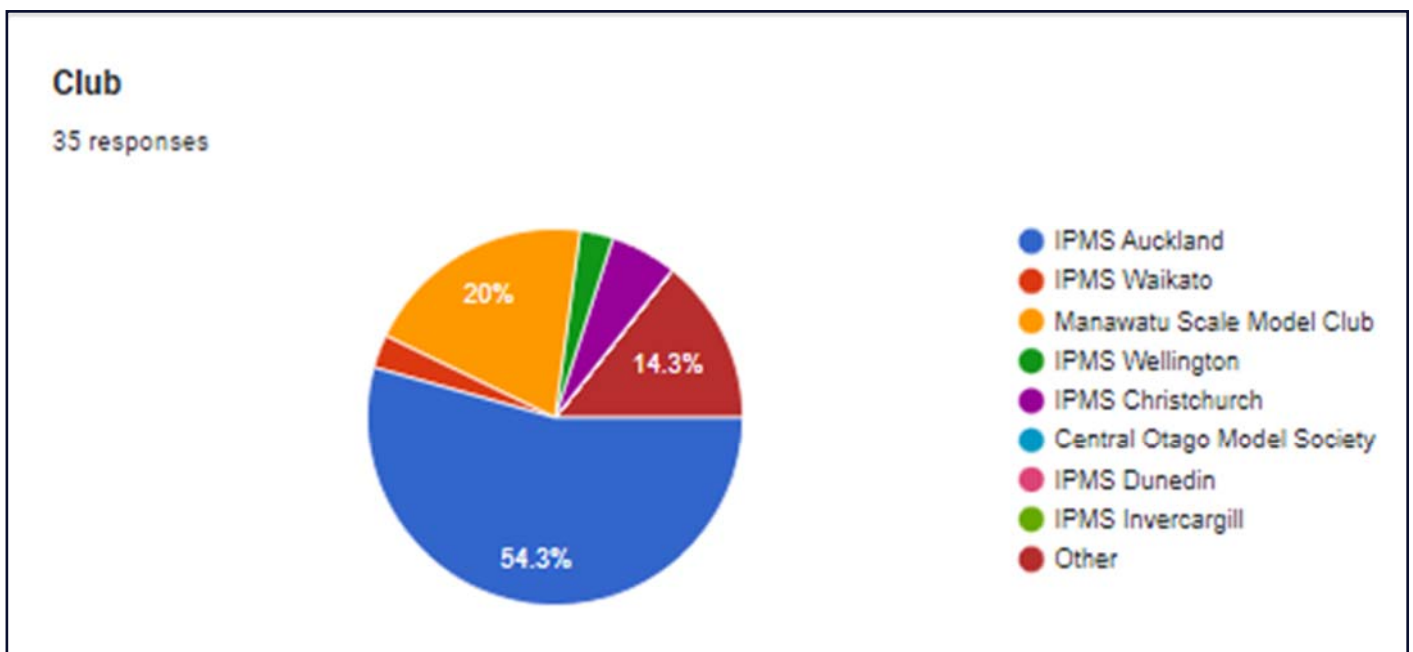
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# IPMS NEW ZEALAND

## NATIONALS

# July Update

Our online entry for went live this week. At the time of printing we have 35 confirmed entries. There are a good number of out of town entries amongst those. See the chart below to get an ide of the spread of entries so far.



Don't forget that we are also taking online reservations for the Nationals Dinner.

A link to our online registration forms are featured at the top of our Nationals Facebook page

<https://www.facebook.com/ipmsnznats2023>

# Asuka U.S.M.C. M4A2 (75) Sherman "CAESAR"

By Lance Whitford



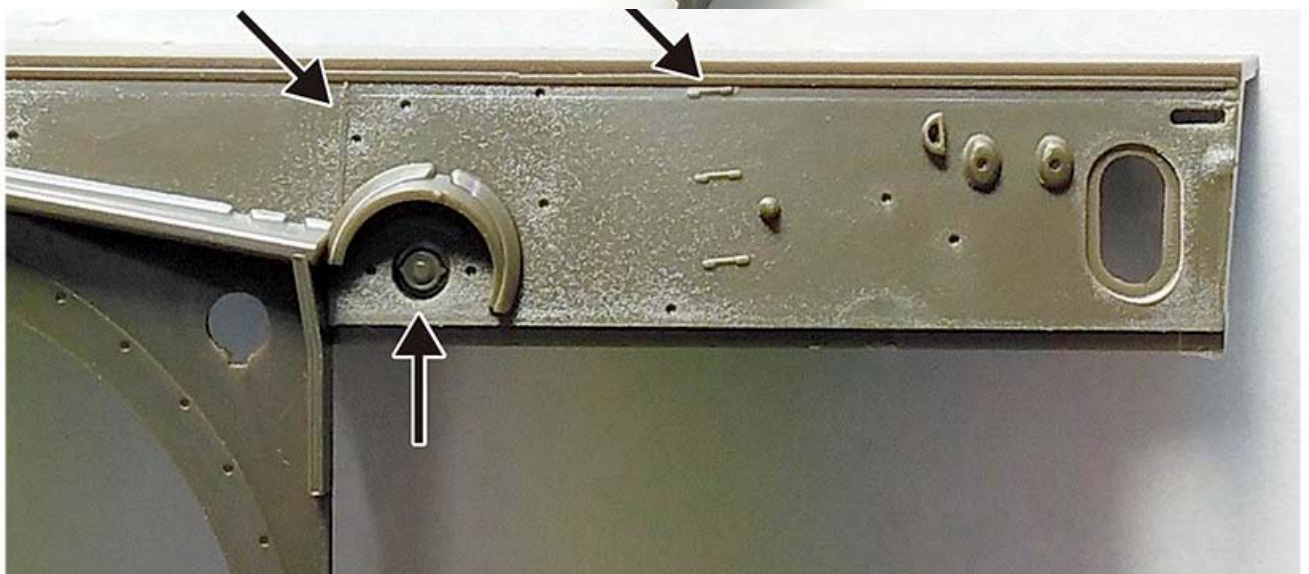
Fisher Body produced around 1000 examples of the large hatch 75mm M4A2 from November 1943 through May, 1944. The main recipients of these tanks were the USSR via Lend-Lease and to a lesser degree the US Marine Corps. Both preferred diesel-powered tanks like the M4A2. The main difference between tanks sent to the USSR and USMC was the type of radio fitted. The USSR tanks were generally fitted with British designed No. 19 wireless sets which were compatible with Soviet equipment. The key visible difference being the twin aerial setup of the No19 and the single aerial of US sets such as the SCR-508.

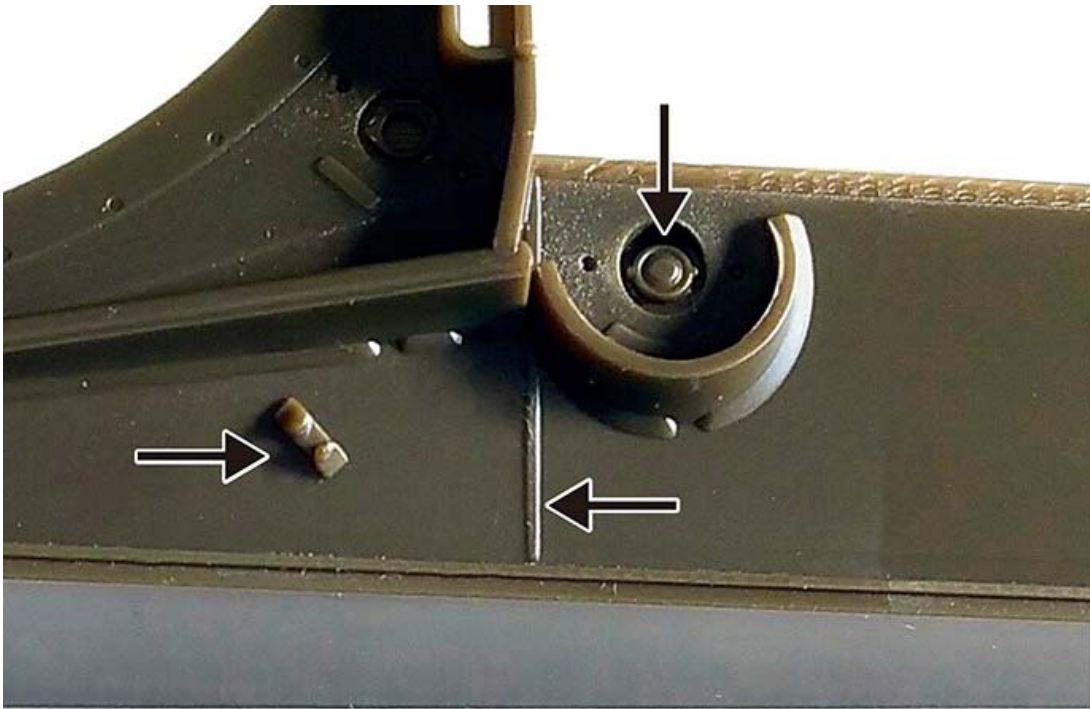
The large hatch hulls were designed to improve accessibility for the crew. The larger hatches forced a turret design change because the radio bustle on the original Sherman turret could catch on the new hatches when rotated. The 'high bustle' turret design was introduced to fix this. Asuka have reused the high bustle turret introduced with their M4A3 75mm kit along with lower hull, running gear, engine deck and other parts from earlier M4A2 kits to provide the basis for this new variant. There are existing 1/35<sup>th</sup> scale kits of the same subject, from Dragon and Zvezda respectively. The Dragon kit is quite old needs bit of TLC while the Zvezda offering has some serious issues with both the turret shape and the shape of the final drive casting.

Italeri and Academy also offer versions of the large-hatch M4A2 5mm equipped with wading stacks but these also have their fair share of accuracy issues. On comparison, Asuka's offering is clearly superior to all the earlier kits in overall accuracy and detail.

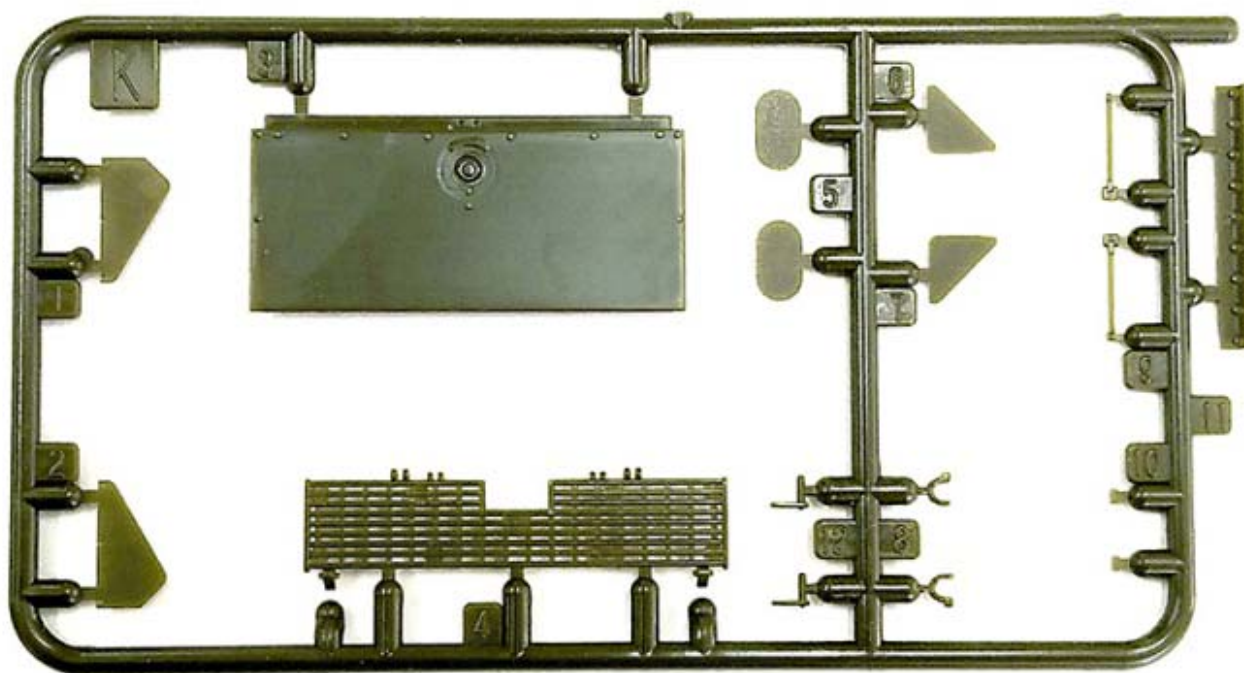
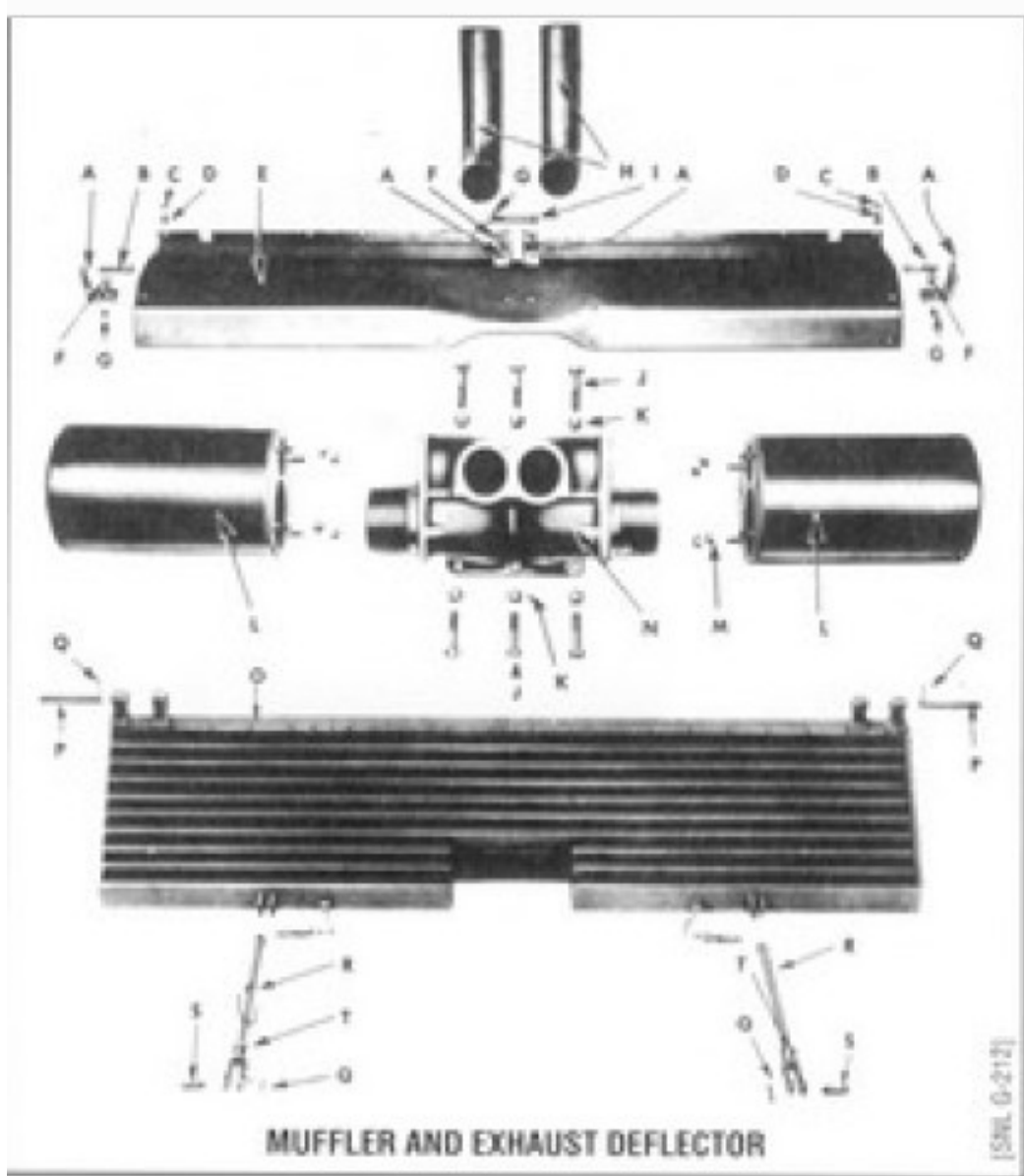
Asuka have made a name for themselves by producing a slowly expanding range of high-quality Sherman variants with a Lego-like interchangeability of parts. This release of a large hatch 75mm M4A2 follows that tradition. The bulk of the kit parts will be familiar to those who have built earlier releases. I won't dwell on the older parts too much as it is sufficient to say that these are tried and true, accurate and well detailed. The new components include an early large-hatch hull, the Barber-Coleman exhaust deflector fitted to late war M4A2's and a set of T54E1 tracks.

The new upper hull adapted from on their earlier M4A3 tooling features an open slot for the driver's ventilator, holes for the grouser stowage, a revised slope for the rear plate and minor detail changes



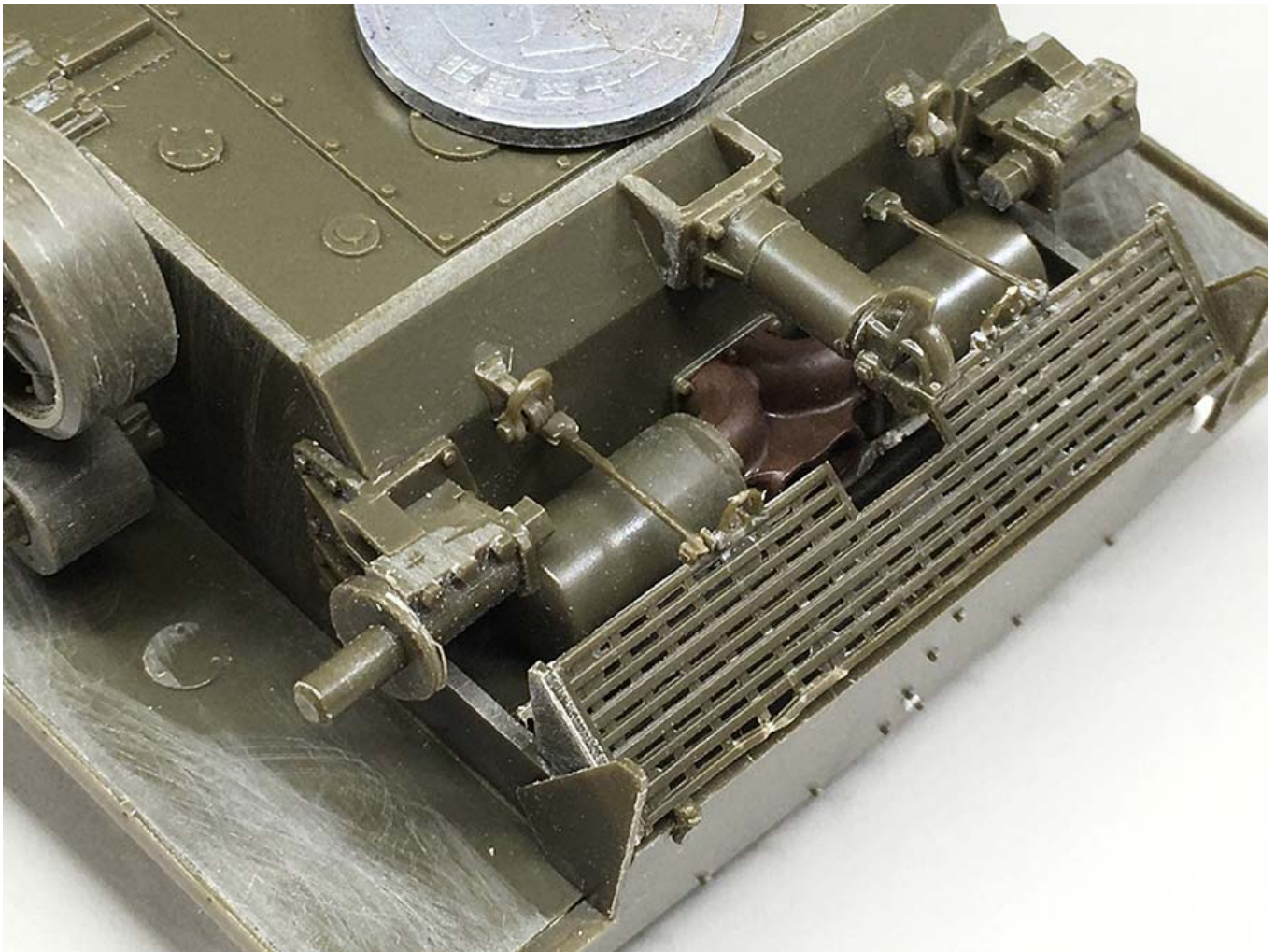


Below are details of the real exhaust deflector followed by Asuka's new parts for this area

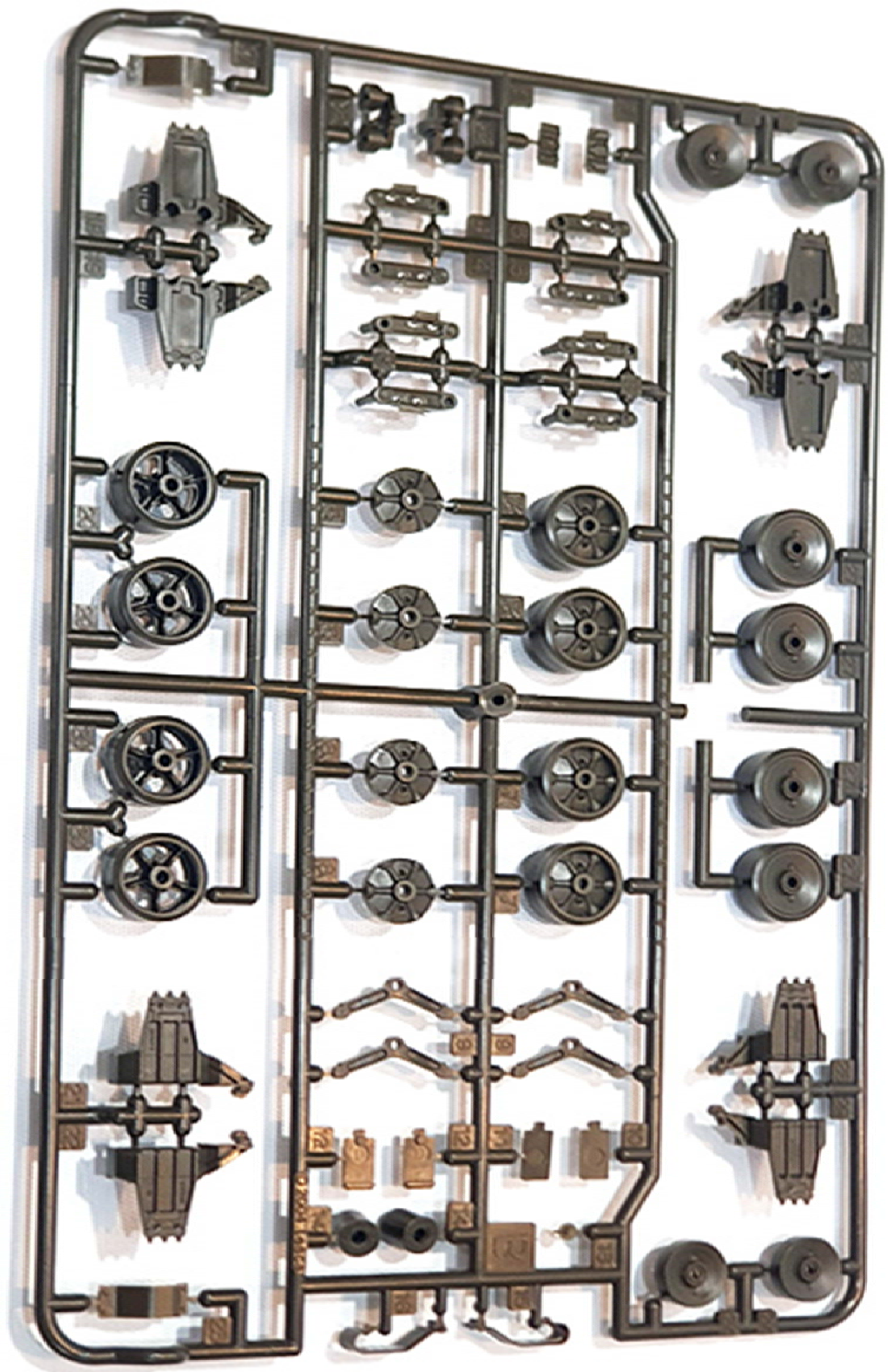




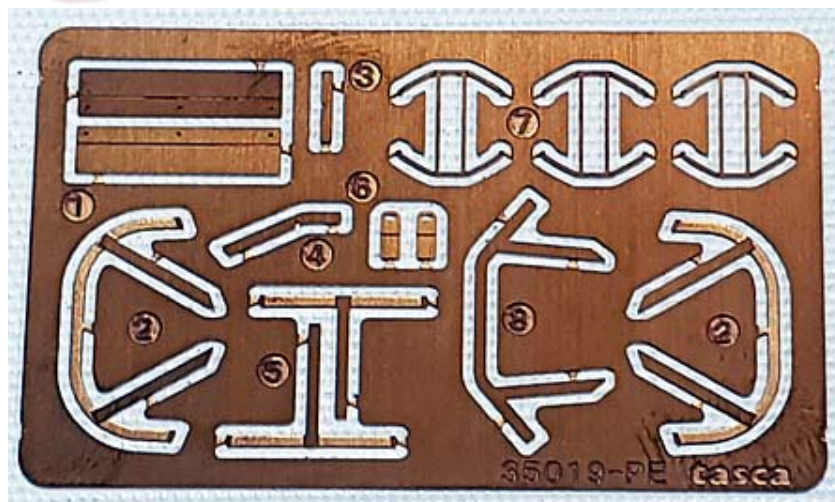
Here is a picture of a test shot showing how the new deflector is installed. Below that are images of the new T54E1 pattern tracks included with the kit. Some may not like the 'rubber band' type tracks but there are plenty of aftermarket alternatives for those who think that way.



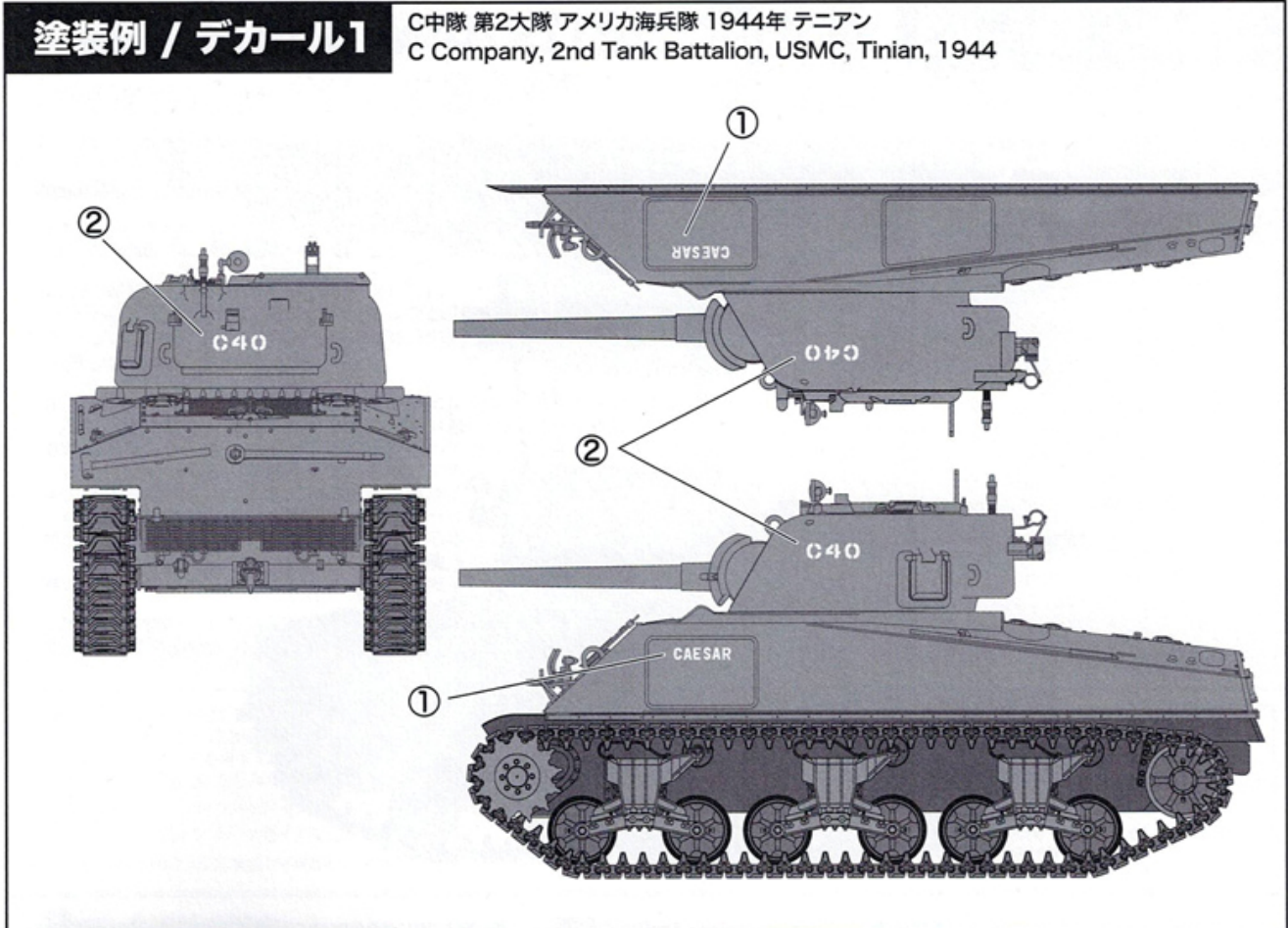
Some of the parts introduced with earlier kits that are included are worth noting. As can be seen from the image below, you get a choice of bogeys - with both the horizontal return roller brackets used in initial production batches and the later upswept variety specified in the instructions. There are also 3 styles of roadwheels provided and all were used at various times during production of large hatch M4A2's.



A small but useful PE fret is included there are plastic alternatives in the kits for those who don't care for PE

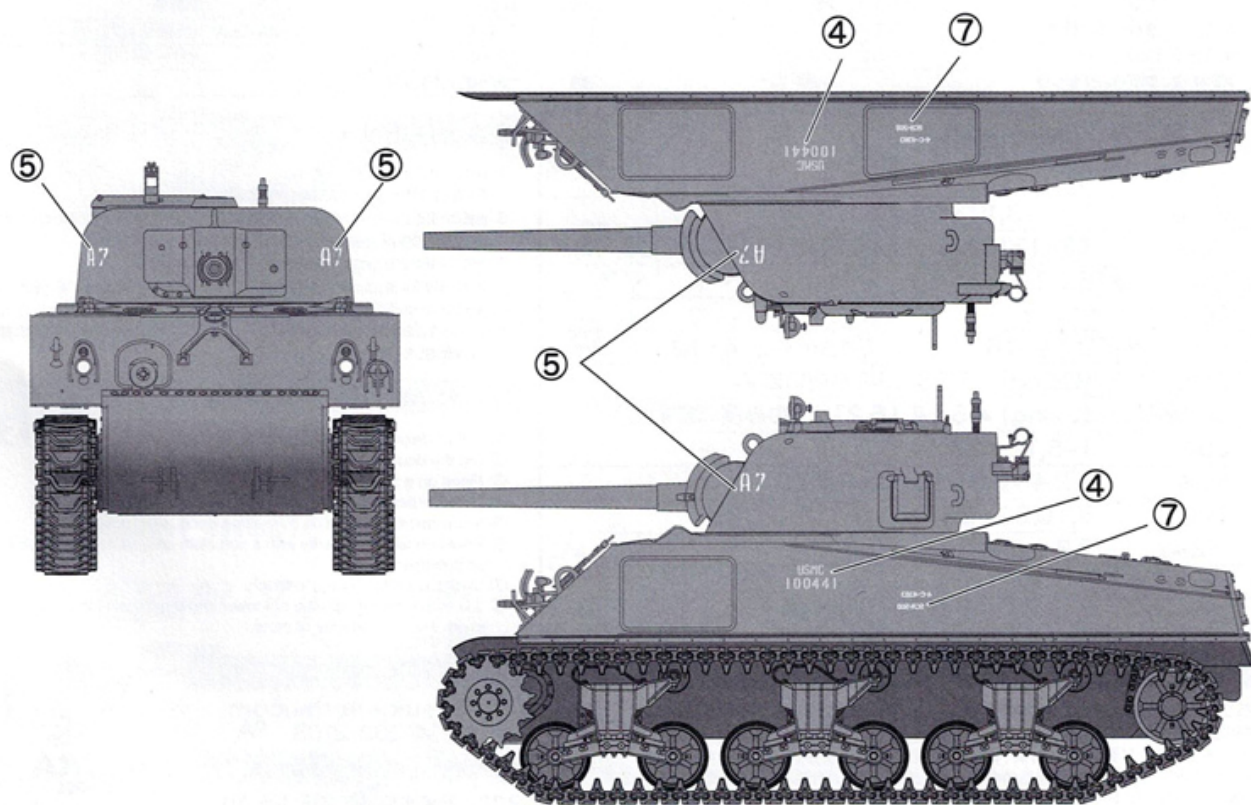


Asuka have chosen to pitch this release as a USMC variant with 3 different marking options provided.



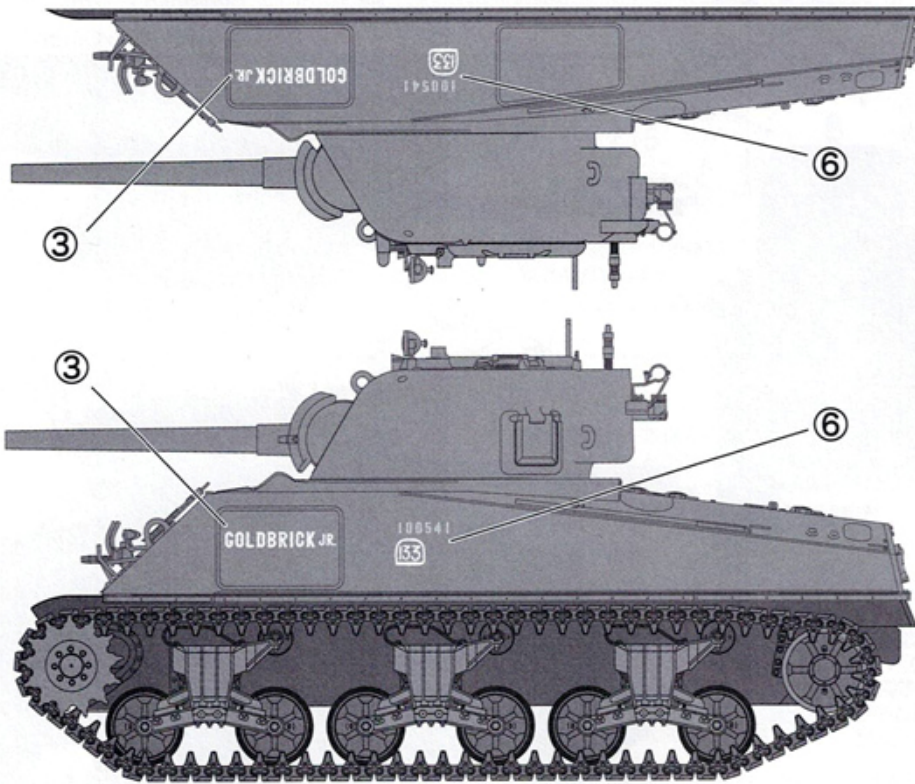
# 塗装例 / デカール2

A中隊 第1大隊 アメリカ海兵隊 1944年 ペリリュー  
A Company, 1st Tank Battalion, USMC, Peleliu, 1944



# 塗装例 / デカール3

B中隊 第4大隊 アメリカ海兵隊 1944年 テニアン  
B Company, 4th Tank Battalion, USMC, Tinian, 1944



I'm always interested in the conversion potential of kits and this kit does not disappoint in this respect. What we get in the box allows us not only to build the kit subjects but goes a long way to provide all the parts required to build a representation of all production variations of the large hatch 75mm M4A2 out of the box. By that I mean several options are available in the box due to the re-use of older sprues. We have already touched on the running gear and in addition, the kit includes the early style exhaust deflector that was still used in very early examples before it was superseded by the Barber-Coleman type. The only significant item missing from the mix needed to build the model as an early production type is a low bustle turret with reinforced cheek armour and no pistol port. Asuka can supply a sprue with those parts via their web shop. The kit also makes conversion to an early 76mm example quite straight forward as it is basically just a turret swap with an Asuka M4A3 76mm kit. The new upper hull also lends itself to conversion to an M4 105 as the hull is spot on for this as the rear hull angle is identical to the M4. Asuka don't yet produce a 105mm turret but it would not take a huge amount of new parts for them to adapt their high bustle turret for that so I'm hoping that's on their roadmap for future releases.

All in all I found this kit to be a welcome addition to my collection. I will probably build mine as A Soviet Emcha as I have a number of Colibri decal sheets for M4A2's that give a wide range of attractive options. The Asuka kit mirrors the Zvezda offering to the extent that they both include markings for 'CAESAR'. I had to spend a lot of time and throw a lot of replacement parts to get my Zvezda build up to an acceptable standard that approaches what Asuka now provide out of the box. The Asuka kit offers much better accuracy and detail combined with a wider range of construction options and as such represents good value for money. As with any injection moulded kit, you can always do some extra detailing to your own taste.

**3つの新規パーツ!**

ハイバッスル砲塔搭載

水平懸架サスペンション(VVSS)

ベルト式 T54E1履帯

M4A2ラージハッチ車体

幅広エキゾーストディフレクター

アメリカ海兵隊マーキング3種

M2重機関銃

エッチングパーツ

HOBBY SEARCH

# WINGLEADER'S WESTLAND WHIRLWIND IN WORLD WAR TWO (PHOTO ARCHIVE No.19) BY NEIL ROBINSON by Pete M.

WINGLEADER PHOTO ARCHIVE NUMBER 19



NEIL ROBINSON



## WESTLAND WHIRLWIND

IN WORLD WAR TWO

*One of our original aims with this series was to cover the lesser known types in as much detail as the more famous aircraft. Pretty much top of this 'lesser known' list was the Westland Whirlwind which has always captured the imagination of many of us, with its sleek lines and powerful armament. In a different set of circumstances, the Whirlwind could easily have been as famous as the Mosquito or Beaufighter and just as effective.*

*In the end, just two squadrons flew the Whirlwind into action and only 116 examples were built, each costing roughly £1m in today's money. Despite this rarity, some decent photos were taken by the Press and combined with photos from the personal albums of the pilots who flew the Whirlwind, we've managed to create an in-depth pictorial tribute to this forgotten fighter.*

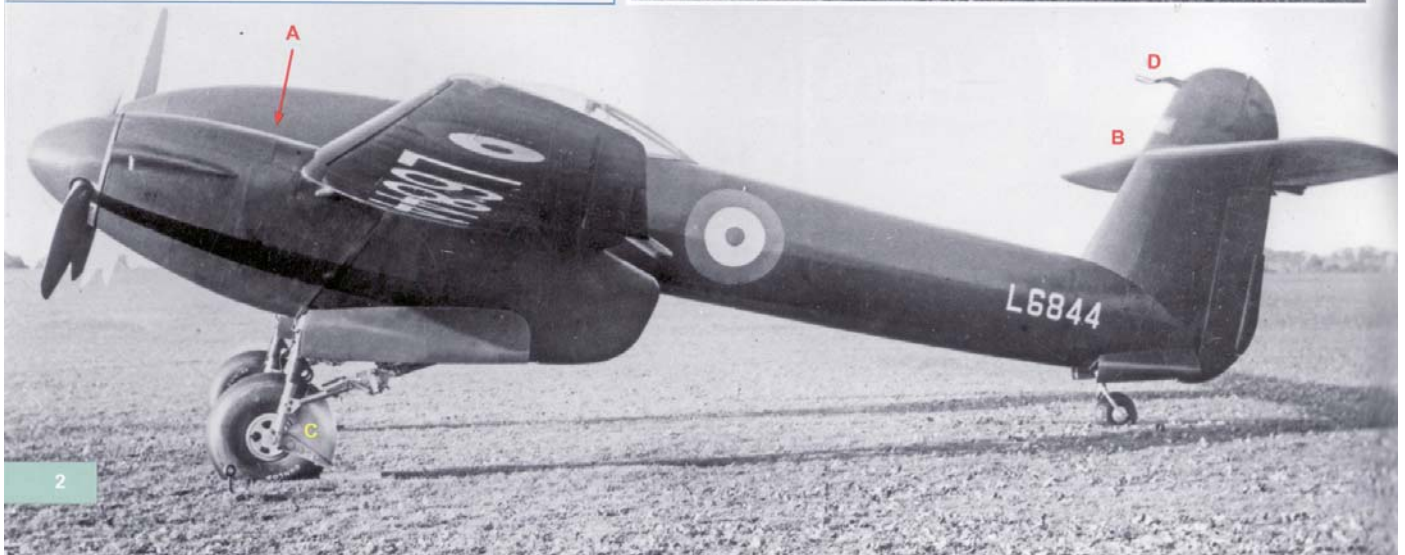
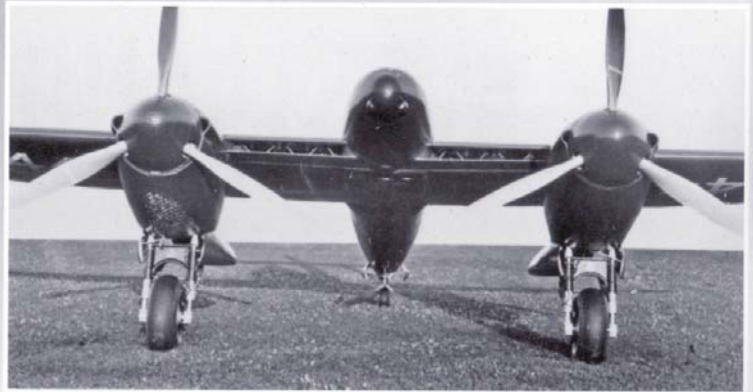
*Neil Robinson has once again proven to be a very safe pair of hands when it comes to any RAF type and his research into the fine details of both colour schemes and technical mods really brings this one to life. We must also say particular thanks to all the chaps behind the Whirlwind Project who looked through the final manuscript and fine tuned many small but important details.*

*We hope you enjoy this venture into the rarer WW2 types, if it's successful then expect to see a few more in due course, anyone fancy an Anson or Albemarle?*

*Mark Postlethwaite, Series Editor.*

# ORIGINS

Right and below: The first prototype, L6844, which was rolled out at Westland's Yeovil works in October 1938. The aircraft features the original 'flat' nacelle tops (A) and intakes without any visible exhaust manifolds which were routed through the wing and exited on top of the wing above the flap and rear nacelle. The original fin and rudder didn't feature the bullet/acorn fairing at the tailplane junction (B) and the main undercarriage legs were fitted with mudguards (C). The airframe was originally painted in a glossy dark grey with white serial numbers under the wings (reading from the front under the starboard wing and the rear under the port wing) and on the rear fuselage sides. Red, white, blue 1-3-5 ratio roundels were applied to both surfaces of the wings and to the fuselage. There is some controversy regarding the aircraft's colour after its early flights when it was purportedly repainted red overall, (possibly roundel red) with yellow serials. Note the early style twin pronged pitot tube on the fin (D)



2

P6969, HE·V of 263 Sqn, another early production machine with the original radio mast fitting on the canopy hood, with decidedly worn and weathered Dark Earth and Dark Green upper surface paintwork, photographed in early 1941 while based at RAF Exeter. P6969 claimed the Whirlwind's first 'Confirmed' victory, (an Arado Ar 196, 6W+ON of 5./KuFIGr 196), over Dodman Point, on 8th February, while being flown by P/O Kenneth Graham, who was tragically shot down and killed by the Ar 196's return fire.

Although 'Sky' under surfaces were introduced in June 1940, supplies of the correct shade of Sky were limited, and it would appear that Westland's Yeovil factory substituted an existing and readily available colour, BS381 (1930) No 1 Sky Blue, (a duck egg blue shade) to apply to the under surfaces of its Whirlwinds. Then, with the introduction of the Sky fuselage bands and propeller spinners in late November/early December 1940, like many day fighter aircraft, 263 Squadron's Whirlwinds had their propeller spinners and rear fuselage bands painted in a pale blue shade, thought to be Air Ministry Sky Blue, which showed a marked, lighter, difference to the under surface BS381 Sky Blue colour. Code letters were Medium Sea Grey.



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Continuing on in this series from Wingleader comes this issue written by Neil Robinson covering this iconic RAF aircraft that due to circumstances, only equipped two operational squadrons. Printed in their now familiar A4 landscape format, the 72 pages progress from the prototype through to the first production series, first operational use, adaption to the 'Whirlybomber' armed with either 2 x 250lb bombs or 2 x 500lb bombs mounted on the wings outboard of the engine nacelles.



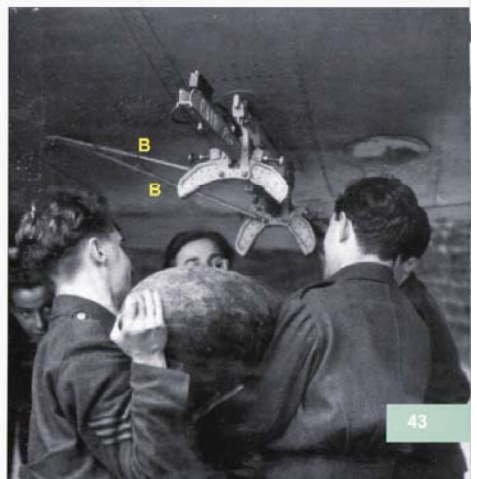
Above: P7048 showing the hardpoints fitted under the outer wing panel to allow the fitting of a Universal Carrier Mk.III bomb rack.

Left: A close up with lightened shadow areas, showing the positions of the cartridge case ejection box (A), the camera gun housing (B) and the downward identification lamp (C). The raised ribs over the wing fuselage tanks (D) are visible as are the oil stains (E) emitting from the small vents under the nacelles.

Right: Close-up of a Mk.III Universal Bomb Carrier fitted under the starboard wing of P7062, HE+L of 263 Squadron. Also of interest is the way the end of the nacelle folds over the rear of undercarriage bay.

Below: Overseen by an obviously interested Pilot Officer, (second from the right), the loading of a 250lb bomb on the port bomb carrier. The aircraft is P6971, which was with the squadron during the summer and autumn of 1943. The clear circle (A) is the landing lamp.

Bottom right: Armourers manoeuvring a 250lb bomb on to the port Mk.III Universal Bomb Carrier of P6971, in part of the sequence as the photo at left. The thin rods (B) are the bomb carrier sway braces.



Many very sharp photos show the transitions as the aircraft was further refined and the many colour plates give modellers notes regarding the colours, markings and details of each.

## WESTLAND WHIRLWIND P6984, HE • H, 263 SQUADRON RAF EXETER EARLY 1941



### MODELLER'S NOTES

#### Aircraft

Production standard (from 7th airframe onwards)  
Aerial mast forward of the cockpit and offset to starboard.  
Rearview mirror in fairing above windscreen.  
Oval clear vision 'knock-out' panel fitted on the starboard side of the canopy only.  
P6984 was fitted with a cartridge case collector box (mounted centrally) and a gun camera fairing (offset to starboard) under the forward centre section.

#### Colours

P6984 was finished in the standard Dark Earth and Dark Green upper surface scheme to Air Diagram AD 1159 for Twin Engine Monoplanes, (which appears to have only been applied in one pattern, ie not in alternating mirror image A Scheme or B Scheme).  
Under surfaces were factory-applied BS381 (1930) No 1 Sky Blue, with service/MU-applied DTD 441 (semi-permanent) Night (or possibly Special Night RDM2A) port wing and engine nacelle underside.

Propeller spinners and rear fuselage band are in-service applied Air Ministry Sky Blue.

#### Discussion points

Bead sight retained (mid-way along nose).  
Additional T-shaped 'Station keeping lights' which had blue lenses fitted to wing tips.



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## WESTLAND WHIRLWIND P6982, SF • P 137 SQUADRON MATLASKE, EARLY 1942



### MODELLER'S NOTES

#### Aircraft

Production standard (from 7th airframe onwards)  
Aerial mast forward of the cockpit and offset to starboard.  
Rearview mirror in fairing above windscreen.  
Oval clear vision 'knock-out' panel fitted on the starboard side of the canopy only.

#### Colours

P6982 was finished in the Mixed Grey and Dark Green upper surfaces with Medium Sea Grey undersides.

8 inch high serial number in Night, in the typical 'square' Westland style.  
Propeller spinners and rear fuselage band are the official Sky Type S shade.

Yellow wing leading edge strip, extending from the outboard engine nacelle to the navigation light.

Code letters (SF•P) were applied in Sky Type S and were approximately 24 inches high.

#### Discussion points

Bead sight retained (mid-way along nose)  
Additional T-shaped 'Station-keeping light' fitted to wing tips.  
Prominent exhaust staining along the nacelle sides.



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Several well known photos taken at a press day follow showing 'staged' shots and various crew photos follows along with many taken during operations including several taken during Operation 'Starkey' where the Whirlwinds received white noses and black on their outer wing surfaces with 2 white stripes as a recognition feature. Contrary to popular belief, this was not the Dieppe raid, but a series of raids between August and September 1943 carried out in the Boulogne - Pas de

Sqn/Ldr Humphrey Coghlan, (central front), CO of No 137 Sqn leading the unit's pilots in front of bombed-up 'Whirlibombers' (including P7002 SF+W) photographed on the same 5th March 1943 Press Day. Second from the left is Flt/Lt Mike Bryan, who's dog 'Lynn' is centre stage and was the squadron's unofficial mascot.



Operation 'Starkey' was a large scale operation, undertaken in various phases, between 16th August and 9th September 1943, to test the German reaction to a full scale Allied amphibious invasion of the Boulogne/Pas de Calais area in northern France. In the final phase, over the 8th and 9th September, the USAAF and RAF turned their attention to gun and flak sites, the destruction of which was deemed a pre-requisite to any seaborne invasion.

On 7th and 8th September 1943, sixteen Whirlwinds of 263 Sqn and the squadron's 'new' Oxford (T1058) flew from their base at Warmwell to Manston on a three-day detachment. An attack on flak positions at Hardselot by twelve aircraft was carried out in the evening of the 8th, although five aircraft returned early with technical problems.

Further dive-bombing missions on the Hardselot gun positions were carried out on the 9th September. The squadron was also briefed for a dive-bombing attack on St Omer aerodrome in the late afternoon, but this operation was cancelled due to thick and gathering haze. The squadron returned to Warmwell on 10th September.

To avoid confusion, additional identification markings were applied to all RAF aircraft, and the nose of each Whirlwind was painted white while both surfaces of the wings, outboard of the engine nacelles, were painted black, with two 24 inch wide white bands. The white nose was just applicable to twin-engined RAF aircraft like the Whirlwind.

Right top: Head-on view of one of 263's Whirlwinds armed with a pair of 250lb bombs, showing the white nose and black and white wings.

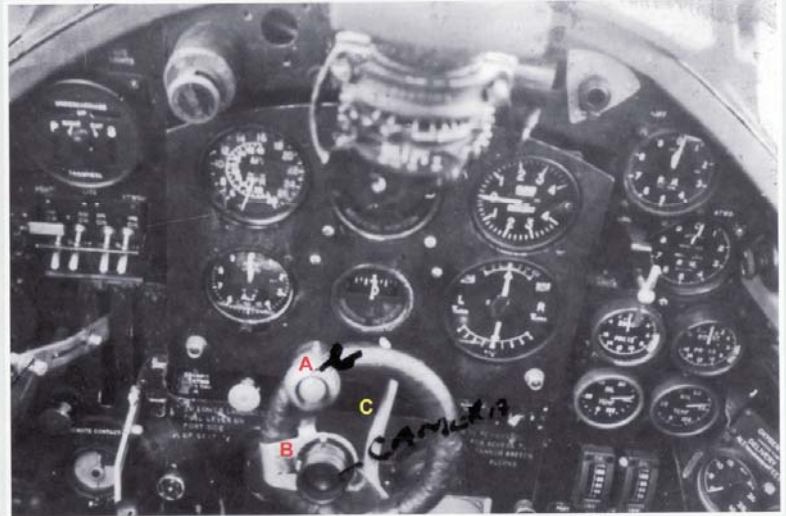
Right bottom: Two 263 Squadron Whirlwinds being readied at Manston on the 8th or 9th September - P6974 HE•M in the foreground and HE•X (serial unknown) behind, resplendent in 'Starkey Stripes'.

## OPERATION STARKEY



There is also a section covering varied details such as the cockpit, landing gear, engine nacelles, landing flaps and the four 20mm Hispano Mk. I cannon armament.

## WHIRLWIND DETAILS



Top left: View of the cockpit fitted with a Mk II\* reflector gunsight which replaced the original Mk II gunsight during 1941 (see below).

Left: The original Mk II reflector gunsight initially fitted to production Whirlwinds from P6984.

Above: Standard cockpit interior common to Whirlwinds in the P6984 and onwards serial number range, showing the standard circular 'spade grip' control column, with gun button (A), G-45 gun camera button (B) and the curved brake lever (C) behind the control handle. The blind flying/instrument panel in the centre features the standard British main six dials, from top left...

Airspeed Indicator, Artificial Horizon, Rate of Climb Indicator,  
and from bottom left

Altimeter, Gyro Compass, Turn and Bank Indicator

5



7



Above, left and right: Three views of armourers re-arming the four 20mm Hispano Mk.I cannon. As can be seen, the entire nose section could be removed for this operation, which was held in place by a prominent retaining nut. Note the (light coloured) armour plate (through which the 20mm cannon barrels projected) which protected the ammunition drums.

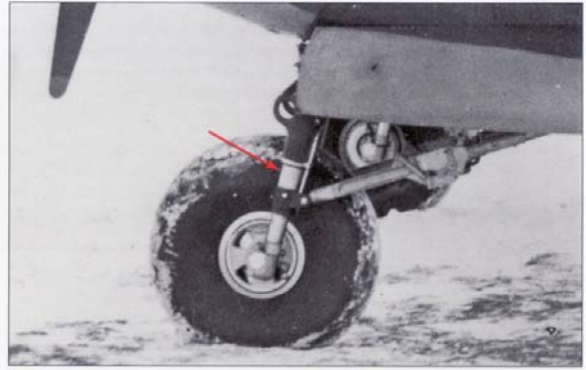
The style of cannon barrels were the original 20mm Hispano Mk.I cannon which featured distinctive 'flat' recoil springs and fluted muzzle recoil reducers. The upper/lower surface camouflage demarcation on the nose (left) is also interesting, as it curved slightly upwards from the wing leading edge. Also noticeable are the slightly bulged fairings around the lower cannon ports.



Two views of the main undercarriage leg.

Right: The port undercarriage leg fitted to one of the prototypes (L6844 or L6845) showing the forward-mounted axle and the jacking bar lugs (arrowed) which should be facing forward, both of which were prominent features of the Dowty main undercarriage unit. (A) is the ground running panel with Ki Gas engine primer pump, fuel cock and gauge.

Top right: The port main undercarriage on a production/in-service machine, showing the forward-mounted axle to better effect and the jacking bar lugs (arrowed) correctly facing forward.



Above: Flt Lt Joe Holmes of 263 Sqn, sitting in one of the unit's Whirlwinds in early 1943, showing several points of interest including the oval clear vision 'knock-out' panel fitted on the starboard side of the canopy only, the Mk II reflector gunsight, and the rearview mirror fitted in the fairing at the top of the windscreen. The canopy sill slide rail and Sutton Harness straps are also noticeable as is the high position of the pilot indicating that the seat was probably at its highest setting!

Overall, as with the other books in this series, if one is going to model a Westland Whirlwind fighter, then this is a very good reference point to do so.

## WESTLAND WHIRLWIND P7102 SF • P 137 SQUADRON RAF MANSTON, WINTER 1942/43



### MODELLER'S NOTES

#### Aircraft

- Dorsal teardrop fairing retained although the later TR.1133A installation was fitted.
- Fitted with hardpoint mountings under the outer wing panels for the Universal Carrier Mk.III bomb racks.

#### Colours

P7102 was probably finished in the Mixed Grey and Dark Green upper surfaces (Day Fighter Scheme) to Air Diagram AD 1159 for Twin Engine Monoplanes, (as illustrated), with Medium Sea Grey undersides.

'Comrades in Arms' written in white (or yellow) capitals under the port cockpit.

#### Discussion points

Bead sight deleted.

Sky fuselage band probably applied all way around the fuselage.



# 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.

