

# Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 3 2019

## Scale Views – Issue 3 2019

**Editor:** Bill Renfrew

*Scale Views* appears at least four times a year as a supplement to **APMA**, the Association's quarterly magazine. The Editor welcomes contributions from all members.

General meetings are held at Gladesville Sporties 181a Ryde Road Gladesville 2111. Doors open at 12.30 PM. Meetings are held on the second Saturday of each month except for November, which will be on the first Saturday of that month.

To submit material for inclusion in *Scale Views* you may contact me by the e-mail address [apma.newsletter@gmail.com](mailto:apma.newsletter@gmail.com), see me at a general meeting or send correspondence to the Secretary, **PO Box 464 Cremorne NSW 2090**. If you require a reply to your letter send a stamped, self-addressed envelope. Submissions for inclusion in the magazine and newsletter are most welcome.

The views expressed in this newsletter do not necessarily reflect those of the members or committee of the Australian Plastic Modellers Association or of the Newsletter Editor.

Visit the APMA web site at:  
<http://apma.org.au>

### **Plea from the Magazine Editor:**

Articles are urgently needed. Write more articles. These do not need to be multi-page efforts as most issues need small filler pieces. They can be historical or small pieces on modelling techniques. All contributions will be gratefully received.

## Editorial Droppings (IOAH OM)

Hi all and welcome to the third edition of *Scale Views* for 2019. This is a rather me centric issue as I have only received contributions from Jim Travis and Andrew Jones. Thanks guys for your efforts. I would like to again request additional material from members as this is your newsletter. Writing a review is fairly straightforward. All you need to do is to open the box of a kit or the covers of a book, describe the content and give your opinion. There are many kit and books that I do not look at that would probably be of interest to other members so why not give it a go. Electronic submissions are preferred in Word format with a scan or photo of the box top/ cover .

Andrew, Paul and I made our regular pilgrimage to Melbourne to Expo in June. As usual we spent too much money on kits and other goodies with the traders but this year did not win any gongs. The range of goodies on sale was quite large and I suppose we could have spent more but there is a limit to what can be easily carried. The one odd thing this year was the absence of really common kits in the wares of the traders. They all seemed to be concentrating on the more obscure marks. This was a good thing because I was able to buy items that we generally don't see in Sydney. I urge members to make a effort to attend Expo once in a while.

I would like to remind members that the Sydney Scale Model Show will be held on 7<sup>th</sup> of September. Circumstances have forced SSMS to move venues yet again. The Rooty Hill Novatel increased their fees by a factor of about seven and so we have moved to the St Marys RSL in Mamre Rd. As usual we will need people to help on the day with the usual variety of tasks. We will also need entries so be prepared to bring along some of your most recent finished models and attempt to win some prizes. The show will run from 10:00 until 16:30. The food available from the bistro is quite good and there are a number of interesting items on display adjacent to the club.

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## Museum Report



*Wessex at the Museum (WR)*

By Bill Renfrew

During our recent trip to Melbourne for Expo, Andrew Paul and I had cause to visit two museums.

The first of these was the National Vietnam Veterans' Museum on Phillip Island which we visited on the Sunday of the show. The museum is situated adjacent to the Phillip Island Airport on Veterans Drive and is easy to access from Melbourne if you have a car. It was well signposted and easy to find.

The NVVM seeks to remember, interpret and understand the experience of the veterans of what was Australia's longest. To this end they have accumulated an extensive collection of artefacts and equipment

A visit to the museum should begin with a visit to the fascinating sound and light show which details Australia's involvement in the Vietnam. This is an evocative and interesting display which sets the scene and mood for the rest of the museum.

As you wander around the museum, you will see a wide variety of exhibits ranging from the barrel and marbles that were used in the "Conscription Lottery" to a Centurion tank. The museum has an extensive collection of uniforms, personal weapons and ephemera that are well displayed in well lit cases. The majority of exhibits are on the main floor with a mezzanine level which also allows views of the tops of some of the larger items. Also on the mezzanine is currently a display called "The Skippy Squadron" which details QANTAS's contribution to the Vietnam War.

The museum has a collection of aircraft that are mostly inside the museum building. The exceptions to this are a Caribou and Tracker that are located adjacent to the car park at the front of the building. Inside are a Wessex, Iroquois, Sioux and Cobra helicopters and a Canberra bomber. The Canberra is A84-307 originally built as a B1 it was the first Canberra to enter RAAF service in August 1951. It was later configured as a T21 and was deployed to

Phan Rang airbase in Vietnam for instrument rating tests. It is currently under restoration at the museum.

There are two 105mm howitzers on display and a number of land rovers and trucks. Prominent in the Ground Warfare area is a Centurion tank. The museum also has an ACAV M113 Armoured Personnel Carrier. This is located outside and we did not see it until we were leaving.

This is a great museum that well documents the Vietnam War. Entry is \$15 for Adults, \$10 for Children (5 – 15), \$12 for Seniors and \$40 for Families. The museum is open from 10AM until 5PM every day except Christmas Day, Boxing Day, New Years Day and Good Friday. There is a small gift Shop and the Nui Dat Cafe selling Coffee and light meals. I recommend this museum to members and urge you to visit it next time you are in Melbourne.



*The Centurion from the mezzanine (WR)*

The second museum we visited was the Bendigo Soldiers' Memorial Institute Military Museum located in the Soldiers Memorial Institute in Pall Mall Bendigo. The museum opened on the 15<sup>th</sup> of November last year and houses the collection of the Bendigo District RSL except for the large items that are located in the car park of the RSL club in Havilah Road.. The building dates from 1921 and was the original home of the Bendigo District RSL.

The museum has an extensive collection of artefacts, more than can actually be displayed at any one time. That said, there is a lot on display. The displays seek to show central Victoria's experience of war and peacekeeping. To this end, the display space is divided by conflict and covers everything from the Boer War to Afghanistan. There is also a small section dedicated to the early local volunteers.

The museum is open seven days a week from 10AM until 4PM. It is closed on public holidays and the Christmas – New year period. Entry costs \$6 for Adults, \$5 Concession and \$4 for students. There is also a small gift shop at the entrance selling various souvenirs and books.

This is am very interesting museum and I would recommend you visit it if you happen to find yourself in Bendigo.



WWI Aerial Cameras at the Bendigo Museum (WR)

**QT Bunni Competition**



**2019 - Weather**

Models that have weather phenomena in their names, e.g. Hurricane or Tempest. Vehicles used by weather services etc.

**Competition Results**

**April 2019**

**Gold**

Jiri Kure – 1/72 P-47N Thunderbolt  
Chris Cole – 1/9 Ducati 900SS

**May 2019**

**Silver**

Michael Bennett – 1/1200 “Edinburgh Castle”  
**Peoples’ Choice**  
Paul Green – 1/35 T-62



Paul’s T-62 (SW)

**June 2019**

There were no evaluations this month but it is reported that there were some very nice models on display.

**People’s Choice**

John Bartram – 1/72 Hawker P.1127

**July 2019**

**Gold**

Jiri Kure – 1/72 Tachikawa Ki55

**Bronze**

Andrew Moores – JGSDF M-41

**Peoples’ Choice**

Chris Cole – Wolf WR1 (Formula One)



Chris’s Wolf WR1 (WR)

**Book Reviews**



**French Bombers of WWII**

By Jose Fernandez and Patrick Laurean

Reviewed by Jim Travis

This book is a comprehensive coverage of all the French bombing aircraft used in World War 2. It differs from books like “US Bombers” or “RAF Bombers” which would need several volumes to cover the subject properly. This book has an easier task due to the brevity of the French conflict and the relatively small number of aircraft involved

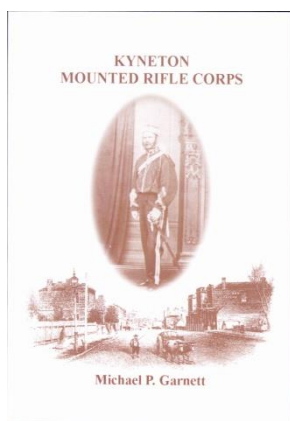
Previous attempts to produce a comprehensive book on the bombers of a major power faced a major problem. The number of subjects forced the author to describe in brief the structure and statistics of the aircraft, give a three view drawing, a couple of profiles and maybe a cutaway detail view. And that’s it.

This book is different and goes much further. First of all it divides the subject into sections. Initially it deals with the older aircraft in service in 1939, then the more modern bombers, the smaller strike aircraft, the imported bombers and bomber trainers. Finally there is a most interesting section on bomber prototypes under test in 1940.

Coming to the treatment of each aircraft you get a description of the type, development, technical description and the various variations as usual. But then, for me, it gets very good. The authors provide detailed stories of the use of the aircraft in the conflict and then describe significant operations of each type which is not found in similar works.

The illustrations are excellent. Sharp photos, some by the occupation forces, are provided and many colour profiles (often accompanied by the source photo of the subject just to show how accurate they are).

To sum up, if this is your period of historical interest or if you like building models of these aircraft and would like to know more about them as you build them, this book is for you.



## Kyneton Mounted Rifle Corps

By Michael P. Garnett

Reviewed by Bill Renfrew

Kyneton is a small town in Victoria located in the Macedon Ranges some ninety (90) kilometres north-west of Melbourne. These days it is bypassed by the Calder Freeway and has a population less than 7000. Kyneton was at the centre of a fairly prosperous rural area and served as the gateway to the Mount Alexander and Bendigo gold fields. Thus the conditions were ripe for the formation of mounted volunteers where each man had to provide and maintain his own horse.

This little booklet (105 A4 pages) details the development of the Mounted Rifles in the Kyneton district from 1859. The first half of the book covers the development of the unit and the subsequent amalgamations and the changes that came about due to the end of the volunteer system Victoria. The remainder of the book looks at the militia units in the district after 1885, particularly the Victorian Mounted Rifles. There are also chapters dealing with service in the Boer War, the post Federation period, the Great War and subsequent events. These later events are given fairly brief treatment.

The book is well illustrated with period photographs and lithographs from period newspapers. Most of the

captioning is good but I am somewhat mystified by some captions as I believe that the author has gotten the dates wrong.

All things considered this is an interesting little book that details the citizen soldiers in a country town. It is quite a good read and I recommend it to members. I obtained my copy from the gift shop of the Bendigo Military Museum for \$5.

## Kit and Product Reviews



### BL 8-Inch Howitzer Mk.VI

Roden 1/35

Reviewed by Bill Renfrew

The breach loading 8-inch Howitzer was one of the heavy artillery pieces used by the Allied forces during the Great War. The first five models (Mk.I-V) were made by cutting down and re-boring various obsolete 6-inch naval and coast artillery guns to take a two hundred pound (200lb) shell and mounting them on largely extemporised travelling carriages. The nature and characteristics of these guns varied considerably and so it was decided that a replacement gun should be developed. Vickers began work in 1915 and by 1917 most of the early marks had been replaced by the new Mk.VI although some of the early marks served until the end of the War. Mk.VII, Mk.VII\*, Mk.VII\*\* and Mk.VIII were also produced and issued before the end of the War. Licensed production was undertaken in the USA by the Midvale Steel and Ordnance Company of Nicetown, Pennsylvania. These latter guns were largely mothballed after the War and it is reported that thirty-two (32) were provided to the Finns following the Winter War. Here they remained in service until the 1960's.

When I heard that Roden would be issuing the gun in 1/35 I knew that I had to have one. Roden has previously produced the gun in a number of iterations in 1/72 scale and they build into a nice model in this scale. Like many kits in smaller scales, they are a little crude and lacking in detail but overall not too bad. Glen at CMA was happy to oblige and I picked up the kit at the July meeting. Having built a few 1/35 Roden kits I approached this kit with a little trepidation. What would we get for our money? I must admit that the kit is fairly cheap at \$46, so maybe I wasn't expecting that much. Even so, I am very disappointed with what is in the box.

The kit consists of some one hundred and fourteen (114) grey polystyrene parts on seven sprues packed

in a single non-resealable bag, a small photo-etched fret bearing the makers data plates and the instruction sheet in another. Be careful opening the latter bag as the photo-etch fret is inside and easy to lose sight of.

Like the 1/72 kit, two black vinyl bands representing the steel tyres of the so called "traction engine" wheels of the box-trail are provided. These latter pieces are really quite poor in production. While they are long enough to go around the wheels, their edges are neither straight nor parallel, a situation that is exaggerated when they are removed from the sprue. This material needs to be cut with a very sharp implement, does not clean up easily and although the manufacturer claims that it can be glued with normal styrene glues it takes paint fairly poorly. It is really not appropriate for the application in this case. Added to that, the manufacturer seems to have gotten the rivet holes in the wrong place. Fortunately help is at hand as Model Cellar offers replacement tyres in resin and Resicast offers replacement wheels. Both of these solutions add considerably to the cost with the Resicast wheels costing almost as much as the kit. A further solution involves thin plasticard and while time consuming, it should be fairly straightforward. Well we are modellers after all.

So, what's the plastic like? I hear you ask. In a word, it's not all that good. Most of the parts seem to be simply scaled-up versions of the 1/72 scale kit. While the 1/72 scale kit's parts show a commendable finesse, the parts of this kit are decidedly chunky. This does not present too great a problem, as the original guns are also a bit chunky. One area that lets this kit down is in the engineering. Ejector pin marks abound. Luckily, they will be mostly hidden by construction but some will have to be dealt with. Of greater import are the numerous sink marks on sprues B, E and F. Again some of these will be covered in construction.

Tree B carries most of the parts for the slide as well as some parts for the sights and various details for the box-trail and breech. The worst sink marks are on the sides of the slide and the various breech components which will need to be fixed before assembly. Another problem associated with tree B concerns the parts that detail the sides of the box trail. They have tools moulded in situ. On the right side is a long handled shovel and on the left a pair of staves. This practice may be OK in small scale but has long been abandoned by manufacturers of 1/35 scale kits. One reason for moulding them separately is to allow them to be shown in use when the gun is in firing mode, an option presented in the kit. The removal of these parts is a nuisance and runs the risk of damage to the parts. It may be necessary to construct replacement parts from 40thou plasticard.

Tree E has three parts of the firing platform and the base of the limber, a total of four parts. Here the sink marks are situated on the front bar of the limber base and the wheel support at the front of the firing base.

This latter part's sink marks consist of a series of parallel lines that oddly line up with thinner mouldings rather than thicker. The solution to these may be a sheet of 10thou card to resurface the part. The limber base also has ejection pin marks on the opposite side to the sink marks.

Tree F consists of one piece, the box trail carriage. It is moulded in one piece and shows adequate detail and has the advantage of structural strength and being unlikely to twist. There are some problems, however. There are two sink marks on the inside of the trail that will be visible and so will need fixing. There is also a series of prominent mould lines and a little flash to be removed. In fact there is flash on many of the components which is a little odd for what is a fairly new kit. There is also no bottom to most of the box trail meaning that it will have to be added from plasticard and some detail added.

Roden have opted to make the barrel from two pieces which means seam clean-up is needed. A separate barrel liner tube is provided, also from two parts. Unfortunately, there is no attempt at rifling in the tube and cleaning up the interior seam will be difficult. Some attempt should be made add rifling to the barrel tube prior to assembly since with a bore this size (about 6mm) its absence is obvious. If you wish to display the breech open, considerable work will be needed as the breechblock is almost without detail. You will need to add the interrupted thread closure.

The kit includes none of the stores you would expect to find on the gun with the exception of two shovels on the sides of the limber and those moulded onto the side of the trail. This means that you will need to source them from elsewhere. Resicast produces a set of WWI heavy artillery accessories that will fill some of the gap but you are thrown onto your own resources for the loading tray. In their 7.2-inch Howitzer kit, Thunder provides one that you can use as a pattern. Interestingly, it is visible on the box art. There are also no shells or cartridge bags provided. Again they can be sourced from Resicast, but the cost of our \$46 kit is starting to add up.

The instruction sheet consists of two approximately A3 sheets folded to present eight pages. The first page has a potted history of the gun. There are fourteen construction stages, two pages of parts map and a single page colour guide. There are colour callouts as appropriate in the construction stages. Unfortunately there are a number of parts incorrectly identified in the instructions, so keep your wits about you. In step 4, part 20B should be 29B; in step 8, parts 13C and 14C should be 13B and 14B and part 1D should be 1P while in step 10 part 12B is actually part 31B. Also in step 10 the carriage travelling brace (part 3B) is shown being fitted in the travelling position while it can be seen in the firing position in step 14b. I also cannot work out where parts 11C and 20D (4 supplied) are used.

This is an extremely disappointing kit and one that with modern moulding technology should have been so much better. In all honesty, I really cannot recommend it to members and having bought it I will persevere. It is, however, the only currently available kit of this gun, is reasonably cheap and will probably make into a good model with considerable work. If you want a model of the gun and are prepared to put in the effort, go for it



## DH-53 Humming Bird

Choroszy Modelbud 1/72

Reviewed by Andrew Jones

The DH53 monoplane was built for the Daily Mail light aeroplane trials at Lympne in October 1923. As such the Air Ministry became interested in the type and ordered 8 Humming Birds in 1924 as communications and training aircraft. Two of the RAF aircraft were also converted for experiments with launching from underneath the airship R33. When the RAF aircraft were struck off charge in 1927 they were all registered as civil aircraft.

The instruction sheet is two A4 folded pages with construction broken down into 3 stages with 4 view profile and a 3 view scale drawing. The stages seem easy enough to follow. With the colour profiles you get the aircraft in 3 shades with a matching block on the top of the page. The colours listed are black, silver and rustle. Rustle and black seem similar so I guess rustle must be the colour of the exhaust pipes (rust perhaps Ed.). There is also a very basic rigging guide provided which could be the fun part of the build!

The parts are cast in cream resin and are in three separate zip-lock bags. The first bag contains the fuselage. This is moulded quite thin and you can see through the halves in some locations. There is some internal strutting. The next bag contains the wings and tail section with the details quite fine. The wings are quite thin and the pins to mount the wings to the fuselage are very short. Care will be needed here when assembling. The final bag contains all the very small pieces like struts, seats, exhaust pipes etc. They all sit on individual sprue parts with only small amounts of waste. The attachments have some distance between the parts and the thick casting blocks. Some parts are quite brittle looking so extreme care must be taken to avoid breaking the parts or having them fly off

to be taken by the carpet monster. Over all they look quite good.

No windscreen is provided, only a piece of clear plastic. Unfortunately, there is nothing in the instructions that indicates the size and shape to cut, so it's your best guess in that regards.

The decal sheet is for one aircraft, J7273 "5" with RAF roundel and tail flash. The sheet seems very glossy and I can't determine if individual decal film or if the whole sheet is covered in decal film. The roundels have a white rim around the blue which looks odd but I don't know if between the wars roundels had white rims (anyone????).

I think that this is the only DH 53 around these days although there may have been some vacuform kits in the past. This is certainly no "shake-n-bake" kit or of Hasegawa quality. Some level of expertise in the use of resin would be advisable.



## I-17 CKB-19

1/72 A-Model

Reviewed by Andrew Jones

According to various sources the I-17 was a mid to late 1930's prototype fighter plane that never made it into production; it was displayed in Paris as a sports plane but had all the fittings for a fighter aircraft. The plane never made it into service but gave Soviet plane makers some ideas for future Soviet fighters that served during WW2. The real plane survived in a museum for many years until the 1980's where the managers of the museum where it was held either sold it, scrapped it or stole it during the confusion during the demise of the USSR.

Construction is very simple with only 4 construction stages in the instruction sheet and then a 3-view colour guide. Construction seems simple enough with the only work needing to be done to any kits if you want the wheels down is to cut the wheel leg covers. The kit shows the plane with the tubular gun sight and wing armament. The colour of the plane is Humbrol 30 (dark green) with a black engine area, but looking at the box art you would say the colour of the green was actually khaki style drab/green. Looking at the web site (see below) the markings supplied are when it was in the museum and possibly not while flying.

The kit parts are moulded in light grey styrene and they look quite clean with only a few parts needing some clean up of excess flash. Panel lines are recessed and are very fine. Cockpit detail is ok with a reasonable cockpit detail with no seatbelts, but probably much won't be seen through the closed canopy.

The only clear plastic part is the canopy which has some detail on which to mask. I can't see any blemish or fogging on it.

No decals are supplied with the kit.

Here is some further information about the plane

<http://mig3.sovietwarplanes.com/l-17/tskb-19.html>



## Caudron G.IV Hydroavion

Copper State 1/48

Reviewed by Bill Renfrew

While wandering around the hall at the recent Model Expo in Melbourne, I came across a trader called "Models & Hobbies 4U" who in addition to more mundane kits had numerous kits from Copper State Models from Latvia. Among them was this kit. At \$115 it is not cheap but it was lust a first sight and I had to buy one.

The Caudron G.IV was a twin engined bomber and reconnaissance biplane used by the French Air Force during the Great War. This kit represents the floatplane version operated by the French Navy. It entered service late in 1916 and may have kept serving until the early 1920's. It was generally unpopular with the French Navy who preferred flying boats. Its size also precluded shipboard deployment limiting its range and utility.

The kit comes packed in a stout white cardboard box with a coloured lid like current ICM kits. It consists of one hundred and forty-four (144) grey styrene pieces on six sprues, a largish sheet of photo-etched brass, a small fret of photo-etched copper, a sheet of acetate for the windows and win shields, a decal sheet and a comprehensive full colour instruction manual. A word of warning, many of the photo-etch parts are very small so be careful when removing them from the fret. Among other items they represent the rigging mountings at the ends of each strut. I'm sure that many will probably not even use them. The photo-

etched copper fret contains the engine cowl supports and is substantially thicker than usual photo-etch.

The decal sheet provides markings for three aircraft based at St Raphael Naval Air Station on the Mediterranean in August 1917. The appearance of these machines is very plain and varies only in their serial numbers.

The plastic parts look really nice. There are no ejector pin marks or sink marks and the parts have been well engineered to avoid mould marks. Most parts will be joined along natural seams thereby minimising cleanup. The wing and tailplane trailing edges are commendably thin to the point of being translucent.

Since this kit shares many of its parts with the landplane version of the G.IV there will be a few parts left over and some surgery will be required on the tail booms to fit the floats. The instructions show exactly what must be done but it is always wise to remember the old carpenter's adage measure twice, cut once. The kit also provides radio gear but states that they have not been able to ascertain whether it was carried. It's up to you if you fit it.

The full colour instruction booklet is printed on heavy glossy paper and has a touch of the "Wingnut Wings" about it. It proceeds logically with relevant colour call outs as appropriate. It should be noted that there is no recommended manufacturer of paint given so it is up to you to match the colour descriptions. The last five (5) pages of the instructions cover the rigging of the aircraft. Care will have to be taken here to get it right as done well it should enhance the structural stability of the model'

All in all this is an excellent kit and one that will reward careful assembly. I recommend it without reservation to all who have constructed a few biplanes after all, as Dave Clark says "a man cannot have too many seaplanes".

## IJN Hashidate& IJN Itsukushima

1/700 Seals Models (Interallied)

Reviewed by Andrew Jones

The IJN Hashidate and Itsukushima were two ships from the Matsushime Class Protected Cruisers. The Itsukushima was built in France in about 1890 and the Hashidate was built in Japan just afterwards. The ships took part in the First Sino-Japanese War and the Russo-Japanese War. They were re-classed as 2<sup>nd</sup> Class Coastal Defence Vessels around 1912 and finally scrapped in the mid to late 1920's. Their main armament was a 320mm Canet gun in a single turret. Secondary armament consisted of numerous 4.7-inch, 6-pounder and 3-pounder guns with four 356mm torpedo tubes and a reinforced naval ram.

This is a Japanese company and I guess that the kit is mainly at the Japanese market since the instruction sheet is all in Japanese. However, the steps are easy enough to follow but you will have to refer to the back of the box in regards to the differences between the ships when building. There are about twelve (12) construction stages and there do not appear to be any major issues while building.

The kit is provided in waterline format only in a light grey coloured styrene. The detail level is pretty good for the scale with fine deck lines and all the hull portholes finely engraved. The finished models are only about 13cm long. No photo-etch comes with the kit but a separate set is available. There are two sets of Japanese flags which appear to be of paper rather than decals with one being quite large and the other being a smaller version. There is another flag that I cannot make out. a black diamond in the centre of a blue, red and yellow markings – maybe it's a signal flag?

The colour scheme on the back of the box is all in Japanese but it appears to be Japanese Grey with a yellowish deck colour. There are paint numbers provided but with nothing in English they are a bit hard to understand, maybe they are Gunze colours.

Again being all in Japanese it is difficult to know which ship is which as there are subtle differences between them. One has two motor boats on the rear deck while the other has two small guns and one has some sort of hull plate behind the anchor while the other does not. After some web research I was able to determine that the Hashidate has the hull plate. The box art shows one of the ships at anchor so this can be used to add as much rigging as you want.

Overall this is a nice little kit (of two ships) and is something out of the ordinary i.e. not WWII or modern.



## IJN Gunboats Katata / Hozu

1/700 Aoshima

Reviewed by Andrew Jones

These two ships represented the Imperial Japanese Navy in China's Yangtze River Area before and during WWII. According to the history description on the box during the Pacific War the ships were decommissioned as battleships (their words not mine) by registration as another vessel and the

chrysanthemum crests were removed. I was unable to find any records of such de-registration during their service and believe they fought in China during WW2.

These are pretty simple kits, only being about 8cms in length and only waterline. Each ship consists of light grey styrene on three (3) trees. Paper decals are provided for one waving and one straight out Japanese rising sun flag. There are also what appear to be the windows similar to those provided by Tamiya and other manufacturers these days. Some of the parts look a bit clunky and could be replaced with wire if you really feel the need.

Construction is broken down into six (6) steps and gives clear English descriptions on which pieces to use for which ship/boat. Paint reference is to the Mr Colour range and this is where it is a little hard to understand. The instruction sheet says to paint most of the ship in H83/C32 Dark Grey (2) but there is an emblem which says this is a Paint Mark (whatever that is!). The box art shows a dirty white / light grey colour scheme so unless they were repainted in the dark colour during the post December 1941 period, who knows. I prefer to follow the box art and the Osprey Yangtze River Gunboats book recently released. The box art may be used for rigging.

This is set 1 of 2 that Aoshima have released of Japanese Navy Gunboats in China, so I just have to wait for a restock to get the other set. This is again a nice kit of two ships and a sufficiently unusual subject. I have a USS Panay on order from another company and soon I'll have a full gunboat squadron. Now if only someone will do a range of British gunboats from that era!

## General News

From Ley at Platypus come the following:

- New from Valiant Wings, Airframe and Miniature No. 13 – Supermarine Spitfire Part 2 (Griffon Powered) and Airframe Extra No.10 – Battle of Midway
- New from Tankograd books on Reforger '73, Eagle V, Unimog in Bundeswehr Service, Bedford TM and the latest issue of Militar Fahrzeug Magazine
- New from Avonmore Books – Radar Gunner
- Coming from Trackpad Books - Leopard 1(BE) Volume 1 and Early IDF Improvised Armour
- Coming from Sabinga Martin a book on the Magach 3 after the Six Day War

## Special Request

Ley at Platypus is looking for a Matchbox Privateer kit. Please contact him at a meeting if you have one to spare.



## Photographs



*Win 4.5-inch mount at the Bendigo RSL(WR)*



*"Don't Shoot!" (SW)*



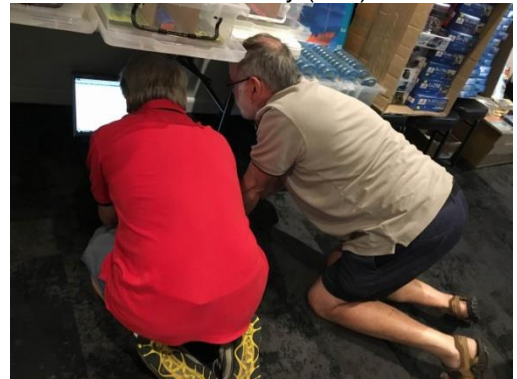
*Ian talking moulding at the May Meeting (SW)*



*APMA Stand at Illawarra (SW)*



*Seen in July (WR)*



*Venerating the Laptop April meeting (SW)*



*More At the July Meeting (WR)*



*April Peoples' Choice*