

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 1 2022

ABOUT SCALE VIEWS

Editor: Bill Renfrew **Assistant:** David Muir

Scale Views appears as a supplement to APMA, the Association's quarterly magazine. Contributions for inclusion in the magazine and newsletter are welcome from any and all members.

Submissions do not have to be camera ready; the Editorial team are happy to assist with organising and formatting text and drawings based on your drafts.

To submit material for inclusion in *Scale Views* contact the staff at apma.newsletter@gmail.com, see us at a meeting, contact Bill via his personal e-mail wjrenfrew@gmail.com or send correspondence to the Secretary, PO Box 464, Cremorne, NSW 2090.

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

APMA MEETINGS

APMA meets monthly (usually on the second Saturday) at
Gladesville Sporties Club, 181A Ryde Road,
Gladesville NSW

For meeting details visit the APMA web site at:

<http://apma.org.au>

**NEXT MEETING:
February 12th @ Noon**

2022 Committee

President – Lindsay Charman

Vice President – Simon Wolff

Secretary – David Muir

Treasurer – Lindsay Charman

5th Committeeman – Malcolm Armour

EDITORIAL DROPPINGS

Welcome to the first of our Newsletters for 2022. We hope you have enjoyed last year's offerings and invite you to contribute an article - any article – for the 2022 Newsletters. Sustaining monthly Newsletters is a challenge and we have been doing it as a way to keep our members in touch with the club. Hopefully the Plague will allow us to meet face to face more often and (fingers crossed) and if that happens we can drop back to four Newsletters per year. Time will tell but, just in case, please, please write more articles...

At the AGM it was decided to keep the membership dues the same as last year, i.e. zero for existing members and the various categories of 2019 fees for any new members. We have booked and confirmed Sporties for all 12 of our 2022 dates; hopefully we will get to use a lot more of them during this year.

DECEMBER – MEETING

The December AGM meeting was a quiet affair with many of the usual suspects taking the opportunity of an all too brief change in the Plague restrictions to have a break. In their absence we shuffled the deck chairs but retained Lindsay Charman in his role as El Presidenté that he has so successfully handled over the last couple of years. Hence we very much thank Warren, Steve and Chris for their service and support and welcome Simon and Malcolm to the coal face.

UPCOMING SHOWS

Rumours abound, but ScaleACT aside, to date we have not received confirmation of any new shows or events

QT BUNNI COMPETITION

The QT Bunni Comp is on in February!

Bring all your song related models and join in the singing!



2021/2022 Theme – Things Mentioned in Songs

The Australian Plastic Modellers Association is supported by the following:



Platypus
Publications

platypuspubs@y7mail.com



www.creativemodels.com.au



www.starhobbies.com.au

BOOK REVIEWS

JASTA COLORS (Volume 1)

By Bruno Schmaling

Aeronaut Books, 2021 ISBN:1953201008

Reviewed by Bill Renfrew



The Jagdstaffeln (fighter squadrons) or Jastas of the Imperial German flegertuppen were the most colourful aircraft of the Great War. Some controversy has always surrounded the interpretation of these colours with many artists and modellers adopting various rather fanciful schemes. Once a scheme has been published it has tended to be perpetuated. Unfortunately many of the published schemes had no basis in fact. This book, the first in a series, seeks to address these issues.

Bruno Schmaling has been actively researching the German flegertuppen since the early 1970's. He has published widely in the area and has collaborated with many of the acknowledged experts in the field. This work will in many ways represent the culmination of his work.

This book is printed in A4 size on 274 pages of high quality paper. The quality of the included images is usually very high although some lower quality photographs are included to complement the narrative. Bob Pearson's colour profiles really augment the text. My one reservation about the publication concerns the cover. In common with other Aeronaut Books that I have purchased, it is comprised of a rather flimsy card and easily damaged.

It is the first of a series of unspecified length and is subtitled "Research and Sources for Historians and Modelers". It takes us through the research process and examines the resources that are currently available. One of the authors regrets is that researchers were denied access to much primary material when allied bombing during WWII destroyed the Imperial German Archives at Potsdam. (In Australia much of our early colonial material was lost to brainless bureaucrats during the 1930's). Other collections were not destroyed but greatly reduced in numbers. Since he began his work in the 1970's, Bruno

was able to gain access to surviving WWI aircrew and ground crew who were willing to cooperate with him. Unfortunately all of these gentlemen have now passed.

The book is divided into six (6) sections with chapters within them. The first is an overview of the research process. It covers the author's personal journey as well a good idea of how we should all conduct research.

The second section considers surviving contemporary sources. Each source type gets its own chapter and include official reports, Jasta War Diaries, Allied reports of air combat, captured aircraft and contemporary newspaper reports,

The third section covers contributions by former Jasta members. This includes information obtained by the author and others from interviews with members and their post-war published works, artworks and scale models.. There is only one photograph of a model shown here but more may appear later.

The fourth, fifth and sixth sections are quite small and look at information provided by relatives of Jasta members, information derived from photograph albums and grey scale interpretation respectively. The latter section while short is very interesting. It is largely drawn from a German work and is well supported by photographs.

The final parts of the book are appendices and endnotes. There is no index! The appendices cover the method of interview used 1974-83 and lists of Jasta members interviewed. There is also a comprehensive bibliography.

The book is comprehensively illustrated throughout with contemporary photographs and full colour profiles. In most cases the profiles are supported by either photographs of the aircraft or material in the nearby text. It really bodes well for the future volumes in the series. This book is worth getting for the profiles alone but when coupled with the text becomes a valuable work of historiography.

As you can probably tell I really like this book and eagerly await the coming volumes. I highly recommend it to all members. Even if you have little interest in the Great War it is still a very interesting read. I obtained my copy from Ley at Platypus.

WARSHIPS IN THE SPANISH CIVIL WAR

by Angus Konstam

Osprey Publishing, NVG 300, ISBN-10-1472848667

Circa \$30 online and from specialist bookshops

Reviewed by Ley Reynolds

The SCW came to an end on 1st of April 1939. Since that time literally thousands of books have been written about the conflict. For the first 20 years or so they were generally propagandist drivel – the Nationalists celebrating their defeat of the "Reds" and the Republicans blaming everyone else for their loss – but during the 1960's several serious tomes on the background and overall history of the war appeared, all focussing on the political/social aspects of the conflict*.

By the 1980's titles on the subject were more about the

strategy/tactics/equipment, particularly the International Brigades and the Condor Legion**, often describing the SCW as a trial run for Germany's operations in WW2. This is total bullshit – the SCW was more a re-run of WW1 with mass infantry attacks on trench systems equipped with barbed-wire and machine guns that resulted in horrendous casualties. Armoured vehicles played almost no part and aircraft only had a minor role.

** Nazi apologists give the Germans a starring role in Franco's victory while the truth is that Franco disregarded almost all German advice, preferring a battle of attrition to not only defeat the Republican armed forces but also to destroy their civilian supporters' will and ability to resist.

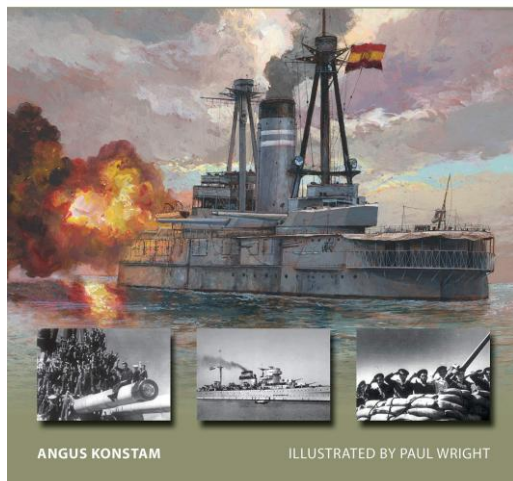
KIT AND PRODUCT REVIEWS

CURTISS C-46A COMMANDO

VALOM kit 72145 in 1:72 scale

Reviewed by David Clark

WARSHIPS IN THE SPANISH CIVIL WAR



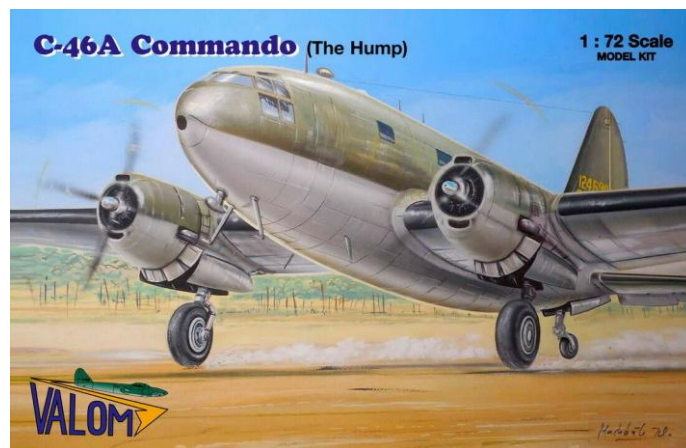
Little has been published on the naval aspect of the SCW and the vast majority of it is in Spanish, so this new title is very welcome. However like all Osprey books this title is more of an introductory primer, leaving this reader with a desire for more details.

The author, a retired RN officer and now a well-respected professional writer on things naval, divides the topic into several parts;

- a brief overview of the causes of the civil war,
- a description of the Navy and its equipment 1900 to 1936,
- the role played by the Navy in the uprising,
- the resultant command structures and manpower issues of the two “new” Navies,
- naval operations in the Northern (i.e. Biscay) area, in the Straights of Gibraltar and in the Mediterranean,
- the final acrimonious collapse of the Republican Navy,
- 12 pages of specifications for all but the most minor Spanish ships of the period (a valuable resource for any modeller contemplating building one or more of these vessels).

All of the above are illustrated with period photographs and colour artwork. This reviewer would have liked some details of the armed merchantmen/traulers employed by both sides but nevertheless this is highly recommended for anyone interested in the Spanish Civil War.

* Titles by local authors are still sometimes highly partisan as, unhappily, the Spanish population to this day is very, and often bitterly, divided along Socialist / Monarchist / Falangist / Basque / Catalan lines.



Like its better-known contemporary the C-47, the C-46 began life as an airliner, the CW-20, which was intended to carry 36 passengers. Development began in 1937 and the type first flew in March 1940. By that time WWII was under way in Europe, and it was looking more and more likely that the US would be dragged in. The USAAF needed transport aircraft with good load-carrying capacity, and the CW-20 looked to have great potential.

An initial order for twenty-five aircraft was placed with Curtiss under the military designation C-46. These were used as troop carriers, but a subsequent development of the design, with strengthened flooring and a large cargo door in the port side of the rear fuselage, was ordered into production as the C-46A Commando. A later development, the C-46D, with cargo doors on both sides of the fuselage, was used for parachuting operations, and entered service in late 1944.

The type had good high-altitude performance, and so was used mainly in the CBI Theatre for operations “over the Hump” to supply forces in China from India. It was little used in Europe, the C-47 bearing the brunt of service there, but was extensively operated post-war in Canada and the Americas for freight operations. Some remain in service more than seventy years later. For more detail see https://en.wikipedia.org/wiki/Curtiss_C-46_Commando.

For many years the only 1:72 kit available, as an injection moulded item anyway, was the Williams Bros one, which has appeared in a couple of iterations over the years. It came and went, and finally Williams Bros sold the business to another company which took over the range and the name. It's been available on and off ever since. It was also available, with different markings, through S&M Models in the UK, but since the death of Mel Bromley that option is probably no longer available.

It's a typical limited-run kit of its generation – some flash, heavy sprues due to the low pressure moulding technique, and a lot more work than a mainstream kit. Still, it could be used to produce a pretty good model. There were also vacforms by Combat Models (1:48) and Contrail and Sutcliffe (1:72), none of which I've laid eyes on, and in 1:144 there's a particularly nice injection moulded kit from Platz, which comes in several variants.

Valom has now given us a new C-46A. It comes in Valom's usual top-opening box, which has dimensions of 360 x 230 x 55mm. Inside there is a zip-lock bag containing four frames of parts in Valom's usual caramel-coloured plastic, a separately bagged frame of transparencies, a separately bagged fret of photo-etch, a separately bagged decal sheet, and a separately bagged pair of resin R-2800 engines. There is a total of 90 plastic parts, 17 transparencies and 50 photo-etched items. These are supplemented by a 20 page instruction sheet which includes a type history in Czech and English, a parts map, 21 instruction steps, profiles for the colour schemes offered on the decal sheet, and a table of colours giving options in Humbrol, Agama, Model Master and Gunze Sangyo, as well as a list of FS592b equivalents.

The plastic parts are crisply moulded with minimal flash, although the moulding gates intrude onto the parts themselves, which will necessitate careful removal and cleaning up. Being a limited run kit there are no moulded-in joining pips, so a little more care will be need when assembling the large parts in particular. Unlike the Williams Bros kit, there is no cabin floor, but the cockpit is much more detailed.

There is also a spar to aid with the wing-fuselage joint – again an improvement on the earlier kit. The engines are beautiful little castings and should look really good when painted up and tucked into the cowlings. Speaking of which – the cowl flaps are provided in strips as photo-etch and will need to be bent to shape before being installed. This could be a fun little exercise, but nothing that a modeller with a bit of experience in the medium couldn't handle.

Transparencies are thin and clear. As in the Williams Bros kit, the cockpit canopy is provided in two halves with the joint down the centreline. This will need careful attention when assembled, as the slightest slip with the glue will mar the parts. Alternatively, use PVA adhesive for the centreline joint – there is enough meat around the edges to give a strong joint and enough support there. There used to be a one-piece vacuformed canopy available from Squadron – I don't know whether it's still available, given Squadron's demise, but since their canopies were done by Tasman anyway it may still be available from that source. Although intended for the old kit, it should fit the new one without too many problems.

The decal sheet is in register and the colours look to be nicely saturated. It includes details like walkways and prop labels. If, like me, you prefer to finish your model in a civilian scheme there are any god's quantity of

aftermarket sheets out there – I will be using a Draw Decal sheet for an Alaskan Airlines aircraft on mine.

As with other Valom releases, the kit is part of a set that uses the same plastic with different markings. Others are a C-46D used in Operation Varsity (72152), an R5C-1 of the U S Navy (72153), and an Air National Guard aircraft (72154). The review kit came from Hannants and cost around AU\$100 plus postage. On past experience look to be shelling out something a little under that from Australian retailers when it gets here. This is a fine replacement for an old standard – RECOMMENDED.

POSTSCRIPT

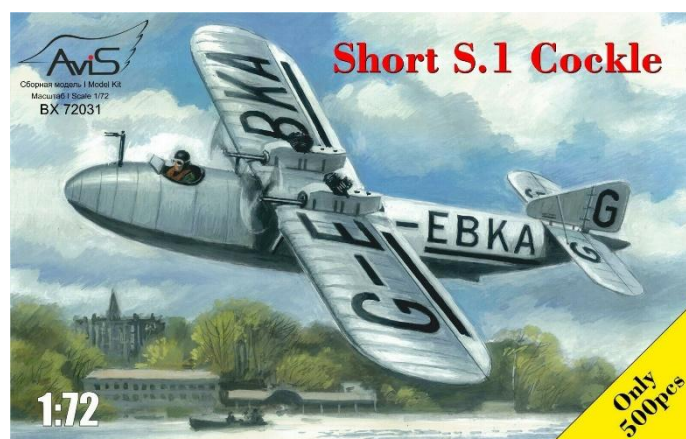
There has been some muttering on the 'net suggesting that this kit is yet another remake of the old one. It's not. There is some similarity – inevitable, given that both are kits of the same aircraft – but the parts layout is distinctly different and the overall level of detail is at least a step higher in the Valom offering.

And a note for converters: the CW-20, although superficially similar, was a very different beast from the C-46, most notably its lack of the double-bubble fuselage profile. It also had a full set of cabin windows. Converting a C-46 kit is not for the faint-hearted...

SHORT S.1 COCKLE

Avis kit BX72031 in 1/72 scale

Reviewed by Graham Carter



Now here is a British oddity with an Australian link. Back in 1924 some chap approached Oswald Short about producing a small seaplane so he could travel around Botany Bay on fishing trips. Short had been looking at all metal seaplane hulls to get away from the main deficiency of the then common wooden hulls in that they absorbed water as they sat at anchor. He was particularly attracted to duralumin and designed and built this small seaplane to meet the order.

The fuselage or is it hull?, was a duralumin monocoque with the wings attached to the top with a couple of floats outboard. Its bête noire was the choice of the twin engines. Originally designed to be fitted with 32hp Bristol Cherubs, these were rejected due to vibration issues. So instead a pair of Blackburne Tomtits were fitted driving small propellers (about 5 feet in diameter) on long shafts above the top wings. These engines only produced 16hp each so could barely "pull the skin off a custard" as they say!

Registered as G-EBKA and in overall silver, in April 1924 the fuselage proved itself to be watertight but it took until November to coax her to take off from water and that was only with wing incidence increased and a pilot in light clothing! Needless to say the Aussie knocked this one back, but the Air Ministry showed interest in the hull design and material and it spent most of the next two years at Felixstowe where it was given a larger fin, rudder and tail plane, was painted white and given RAF roundels and the serial N193. There is a wonderful photo of it parked under the wing of a Felixstowe F5 seaplane on the ramp at the Marine Research depot there. In my pretty extensive library I could find no references for the aircraft and had to rely on Doctor Wiki, whence the above info was gleaned.

No-one could imagine a kit being produced of this little beast but thanks to the Polish company Avis, a run of 500 has been on the market for a year or so and I picked one up from Glen of Creative Models Australia for \$37. The kit comes in one of those flimsy end-opening boxes beloved of short-run manufacturers from Eastern Europe and the contents are in a zip-lock bag inside.

The box illustration curiously does not show the very obvious wing floats and give the plane a much more stream-lined appearance. There are three mid-grey softish plastic sprues, a clear sheet with the two alternative windscreens printed on it, a large decal sheet covering the two schemes - silver G-EBKA and white N193 - and a folded four page A4 instruction sheet with aircraft info, parts map, assembly and painting details. Drawings are generally clear and self-explanatory.

The parts are well moulded with no obvious short shots, surface detail is good and a number of small parts make up the interior and the strutter. Fuselage structure is moulded into the interior and the aforesaid small parts will make up a presentable interior in this scale. The wings are particularly nice in that they do not have over-emphasised ribs simply because there weren't any as they were metal.

Like most short-run kits, there are no locating pins so care needs to be taken in aligning parts when gluing together. Care will also be needed separating parts from the sprues as many of the gates impinge upon the surface or edges of flying surfaces and struts. The kit also includes two five-part trestles to support the aircraft, although there is also a set of wheels that fit into the hull/fuselage for ground handling, as shown in the accompanying image. The wheels themselves are enormous compared to the aircraft, being just over 4' in diameter.



Decals are well printed, quite flat, with minimal carrier film, although I would cut the serial letters out separately to reduce the chance of silvering on a silver paint scheme. I really like the look of this kit and it may end up on the bench sooner rather than later. An altogether fun little aircraft.

WRITE MORE ARTICLES!

FORD 3 TON TANK

Vargas Scale Models R3D-230 in 1/35

Reviewed by Clive Ferris

Intended to be simpler, faster and cheaper to build than the Renault FT M1917, the Ford 3 Ton M1918 proved to be significantly less capable than its rival, copies of which were being built in the US under license. Production was halted for both the tank version and a proposed artillery tractor variant of the Ford for the French army after the armistice when just 15 had been completed.

Powered by a pair of four cylinder in line Model T engines the Fords were operated by a crew of two with a driver and a gunner handling either a Marlin M1917 or Browning M1919 machine gun. In the end the 3 Tons were confined to second line roles as driver trainers and the like.



THE MODEL

Luis Vargas of Vargas Scale Models (VSM) is based in the US and specializes in producing resin WW1 and interwar munitions and equipment in 1/35 scale. Bill Renfrew favorably reviewed a couple of his kits in 2020. There are very few mainstream kits in this modelling space so his kits are already unusual and he seems to delight in making subjects that are decidedly off beat even within that niche.

VSM uses CAD and 3D printing extensively in its production process. When combined they allow for much greater shape complexity and allow parts to be produced that would be impossible to make using conventional moulds and standard casting techniques. As a result the parts count drops while the accuracy and level of detail increases. The result is printed, not cast, and is an interesting and very different style of modelling with less assembly and (at least in theory) less preparation.

This kit has just 17 parts, including the quite detailed engine bay and a somewhat sparse crew compartment. The paired T model Ford engines (complete with their shared radiator and differentials and including all their exhausts, water lines, intakes and spark plugs) are just one (yes, just 1!) piece. Similarly the tracks, sprockets, springs, idlers and road wheels are in a single piece for each side as is the hull, aside from its hatches that need to be open and posable to reveal the interior, such as it is.

While welcoming such new technologies, they are at the moment relatively immature and still have some teething problems. While the advantages (such as no alignment issues, perfect fit, more accurate shapes) of a single piece (eg the 'engines') are obvious, it does make painting the different parts within it significantly harder.

Breaking the single piece into (say) two or even three would solve this while retaining the benefits of a low part count.

A by-product of the 3D printing is that parts need support while they are being printed and hence there are temporary structures that need to be removed. This is not a difficult process but does need care, good quality flush cutters and a sharp blade. It also needs time and a degree of patience as, although their attachment points are small, there are dozens of them and each needs a careful clean up. The latest printers have apparently solved this problem by printing the supports in a material that can be dissolved once the print run is completed.

3D printers come in a variety of forms and use different technologies but work in essentially the same way: they stack thin cross sectional layers on top of each other, gradually building up the required shape. The thinness of the layers is one factor (along with the orientation of the part during printing) that determines the smoothness of the final surface. Early and cheap printers tend to be cruder and have thicker layers and thus rougher surfaces. The very best of the latest printers have layers that are so fine they disappear under a single coat of primer.

VSM's technology seems to be a step or two below this level. A concern is the noticeably coarse 'contours' of the 3D printing on some of the parts of this kit. Some surfaces that should be dead flat have steps/terraces that remain visible even when painted. The problem is not so bad in the engine compartment where it can be disguised but is arguably less acceptable on the exterior. It is not made any easier by some of the layers not being fully cured and thus delaminating and curling up, a problem that is hard to fix and was wide spread on the review kit's tracks.

The most prominent and very difficult parts to smooth are the front idler wheels, the outer face of which are a very flat cone shape on the 1:1 scale original. VSM's printer renders them as a ziggurat of stepped discs rather than a smooth conical surface. Correcting these is not easy and the task is made much harder by the idlers being cast integrally with the tracks and the rest of the suspension.

One approach would be to apply a coat or two of Mr Surfacer then do a lot of gentle sanding to make the faces acceptably smooth. Another would be to vac form a conical cover and overlay the offending contours, but this would need to be very thin if you want to avoid making the wheel too thick. However, the only guaranteed way to fix the problem is to cut out the centre (leaving the rim in place) and make and fit new pieces. This is another instance where having the wheels separate from the rest would definitely have been an advantage.

Cleaning up the faces of the tracks is another matter as they too need a lot of careful repair and tedious sanding. Because they sit at different angles they demonstrate how the orientation of the piece in the printer directly affects the outcome. Some are almost 'contour' free; some have only minor steps and one or two have all too visible lines.

The hatches are supposed to be flat but are severely warped and have to be replaced with thin card with

details salvaged from the kit. The dome shaped cupola will need careful attention as the print has visible segments around the shape as well as 'contouring' through its height. It can be handled in much the same way as the hull; i.e. more priming and sanding. The easy option is to discard the four tiny rivets, sand it smooth and then replace the rivets.

The kit comes with the parts sorted into five resealable bags and stowed in a stout top flap opening box. The instructions are on two quarto sheets; one is devoted to two perspectives from the front (one closed and one with the hatches open, the other to an incomplete parts 'map' and two more perspectives. The actual written instructions are minimal consisting only of the following:

"Resin kit. Clean all parts in warm soapy water, let dry. Use cyanoacrylate glue. Paint and glue not included. For best results use sandable primer"...and, referring to the engines: 'Slide forward/Push Down/Slide Towards Rear'".

That is it; no history, no colour notes or advice, no actual assembly diagrams to guide positioning the parts. Bizarrely the second sheet shows the Ford bits but is labelled as being for the Renault FT-17 75 BS kit that VSM also produce. Some parts (eg the ends of the drive axles) need to be trimmed to fit but are not mentioned anywhere and equally absent is any suggestions as to fitting out the crew compartment or even any references to assist you with that and/or the colours used on either the inside or the outside.

RECOMMENDATION

VSM's choice of subject is adventurous and that is to be applauded. Their technology is promising, but embryonic and is hampered by some dubious engineering decisions (eg the part breakup) and poor presentation (eg the instructions) and needs considerable refinement before it reaches the currently accepted standards of finish, detail and presentation, eg by Brach Models. However, it does show us our modelling future and can, with an admittedly huge amount of work, be made up into a credible model.

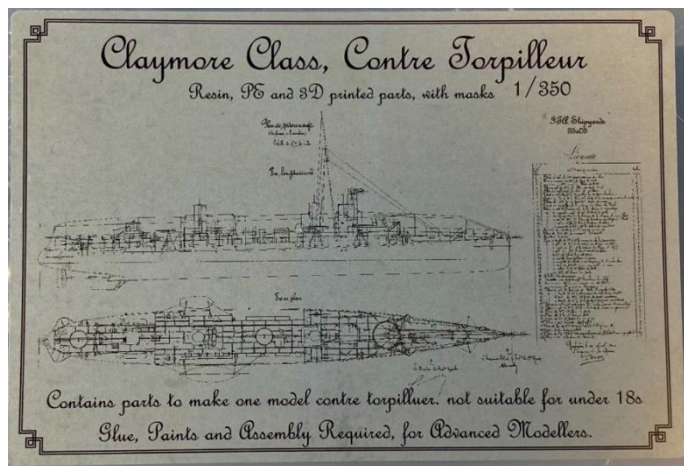
I purchased one of these kits direct from VSM but it was never delivered. Many months and many unanswered messages later I had written off my money but finally got a response from Luis and my payment belatedly returned.

In light of all of the above I cannot recommend this kit.

Editor's note: Creative Models Australia has a small number of samples Glen got from VSM when he planned to stock the range, a plan that has also fallen by the wayside thanks to Luis's lack of responses. Luis Vargas has also opened a Shopify outlet which is where Clive eventually tracked him down. Alternately, Yellow House Club in Germany advertises a few VSM kits on its FB page.

.CLAYMORE CONTRE TORPILLEUR

Inside The Armour/ITA Shipyards Kit 350s03 in 1/350
Reviewed by Gerry Mangin



Inside The Armour Publications are a diversified little outfit with Ship Modeller Magazine and a small range of books under their imprint as well as selling miniatures and 1/700 kits (from Foresight, Starling and Yamashita Hobby) and aftermarket accessories under the Tetra brand. They also produce 1/350 kits in very short runs of less than 20. To date they have issued two French contre torpilleurs; one of the Arquebuse class and this one of the Claymore class.

The thirteen ships in the Claymore class were built in the first decade of the 20th Century and were used during the First World War but scrapped soon after. Named for infantry weapons the thirteen ships in the class were: the 'name' ship *Claymore* (a two handed sword), *Carquois* (a quiver), *Cognée* (a hatchet), *Coutelas* (a cutlass), *Fleuret* (a foil or épée), *Hache* (an axe), *Massue* (a mace), *Mortier* (a mortar), *Obusier* (a howitzer), *Pierrre* (a breach loader), *Styilet* (a stylus), *Trident* (a three pointed spear) and *Tromblon* (a blunderbuss).

At just under 170mm long at 1/350 this is not a big model and there is a lot of parts and detail to be incorporated onto its slim hull. The resin, 3D and brass rod part counts (34, 36 and 3 respectively) are dwarfed by the 160+ separate photo etched parts, some of which are very small indeed. The kit includes one of ITA Shipyards 1/350 47mm/3pdr Hotchkiss OQF sets with six guns which at this scale are really tiny with extremely fine and extremely fragile barrels. It is probably safer to make up replacements from wire or some of Hobby Design's finest stainless tube.

The resin and printed parts are attached to their casting and support blocks with substantial gates and some care is needed when removing the smaller items. There is a lot of surplus resin in the redundant blocks and I keep them as I find them handy for all sorts of modelling tasks; chunks are great for bulk filling big holes and they are a good source of blanks for things that need carving or turning, etc.

The parts are delivered in three small zip lock bags stored inside polythene cases for the small parts with the hull in a separate bag and with everything protected with bubble wrap and foam then stowed in a stout 215 x 105 x 55 polythene box. While impressive the packaging is not perfect and two parts were found to be damaged on

BRÜTSCH MOPETTA 1956

ZoomOn Kit Z088 in 1/24

Reviewed by David Muir

arrival. The problem appears to be the zip locks crushing the pieces when being packed in the cases. While neither was irreparable or super critical it highlights the need for extra care when dealing with thin cast or printed resin parts. To their credit ITA promptly sent a replacement for the one piece that was beyond my skills to repair.

The instructions are printed on unusually good and thick card stock and consist of four A4 pages with one given over to a parts diagram, cautionary notes about working with resin and a pictogram guide. The remainder have the construction diagrams which are clear enough, if occasionally a little imprecise as to the exact location of some parts but fortunately nothing that some re-reading of the instructions and on line images cannot resolve. They conclude with a rigging diagram and brief notes on the pennant letters that are provided by ITA as pre-cut painting masks rather than conventionally as decals.

French contre torpilleurs of this era characteristically had long slim hulls with deeply rounded tops underneath extensive grated decking that was supported above the hull on stilt like posts. The hull and 'solid' components such as funnels, ventilators and the like are rendered in resin while PE does an excellent job of looking after everything else. It does mean that there is a lot of folding of the PE involved and this requires a degree of skill and at least some previous experience; as with most PE there are few duplicates and not a lot of room for mistakes!

As far as I can tell there are no obvious errors and possibly only three omissions from the kit. The propeller shafts protrude a fair distance back from where they exit the hull and, as supplied, are not supported on the brackets you would normally expect. Making a pair from tube and strip is not difficult but will require some accurate marking out. Slightly more obvious is the omission of any handling gear for the anchors or the gang way that is usually stowed somewhere on the grating aft. Chris Meddings from ITA provided some excellent line drawings confirming the arrangements in both areas and again some wire and spare PE should cure the problem.

Some thought is required to work out the best sequence of for the painting and assembly. Having the grated decking suspended above the hull means that at least the top of the hull will need to be painted and weathered before the decking is added, the deck itself having had both its faces also painted (and weathered if so desired). A thorough dry run and test fit beforehand will be essential to make sure it will all come together after that initial painting is finished. Complicated stuff, but it can be done as proved by a couple of excellent builds that have been posted online.

The instructions include very brief (and not very complete or even very helpful) colour notes suggesting green antifouling with mid grey or white (for home or colonial service) upperworks. Their colours were definitely more complicated and at least some of the class had black boot toping and pennant letters.

On balance this is an exceptionally good limited edition kit with a few, relatively minor drawbacks. **RECOMMENDED**

Scale Views – Issue 1 2022



Following their Peel P50 kit Hong Kong based ZoomOn have delved even deeper into the weird world of microcars and have issued a kit of the Brüttsch Mopetta. Produced between 1956 and 1958 in even smaller numbers (just 14 in total) than the Peel, the Mopetta is one of the more obscure backwaters that litter motoring history.

Like all ZoomOn kits this one arrives in in a strong top flapped box in their turquoise and silver corporate colours. There are a total of 28 resin parts; 7 clear and 21 cast in beige. The clear bits are separated in their own resealable bag, the beige bits are stowed inside the body moulding and wrapped in a sheet of soft foam and then protected by another Ziplock bag, all shrouded in bubble wrap.

Yet another resealable bag has a second, sheet plastic, windscreen, the decal sheet, paint masks and a sheet of chrome trim and badges. The decals include 'Mopetta' scripts in blue, white, red, green and black so any colour and trim combination can be created. The chrome sheet provides duplicates of the nose badging and chromed versions of the 'Mopetta' scripts and BRÜTSCH badging. The paint masks are a thoughtful inclusion as masking on the Mopetta's egg-like compound curves is not easy.

Instructions are all via photos on two A4 sheets with a parts map and views of the assembled chassis and a completed model coded to show you where everything is supposed to go plus a few words highlighting their correct orientation. The information is fairly sparse and, at least initially, a bit confusing. However, all becomes clear when you realise that the body shell and floor can be made as a unit quite separate from the (frame/suspension/wheels/engine) chassis if you don't glue in the handle bar and is thus make it and the bodywork removable.

In typical ZoomOn fashion the casting is excellent with smooth surfacing, no bubbles and crisp detailing. Most parts are supplied with their casting blocks removed; the rest have small, easily trimmed gates. The brake and clutch levers, wheel spokes and rear vision mirror are all well executed. Adding some texturing of the inside face of the bodywork and underside of the floor would help simulate what is just a thin, smooth on the outside/rough

on the inside fiberglass shell. The one glaring omission is any representation of the single drum brake that is mounted on the left hand rear wheel.



As well as adding the brake there is room for the usual extra detailing in the form of cabling for each of the motorbike style controls including the aforesaid brake, drilling out the exhaust pipe and the like. The engine itself is somewhat basic and, being the visual highlight of the model, it really does need enhancement with stretched sprue to decorate (or even replace) the carburetor, an air cleaner, some pipework, a pull starter handle and a representation of the drive chain. Although it is heavily shrouded with aluminium covers and cases it will also benefit from adding the various panel lines, flanges, holes and fastenings that enliven the 1:1 scale engine cases.

The small number and arrangement of the parts is such that fit is not an issue except between the floor/wheel wells and the bodywork. On the review example the fit around the nose is good but with a gap widening to about a millimeter at the back. Much of this disappears if the two are clamped and gently warmed prior to (and again during) gluing. With a bit of care and fettling the only remaining gaps will be up under the rear wheels where they hidden and/or are easily filled.

Despite the tiny production numbers and few survivors there is plenty of reference images available on line, including many of the bare chassis/engine combination. Decals are provided to model the example illustrated below but note that the kit does not provide the chrome canopy rail behind the cockpit or the bracketry for the windscreen – fortunately both are easily added!.



Perhaps not quite up to ZoomOn's usual exemplary standards in terms of fit and completeness, this is still an excellently engineered and relatively easy kit to build. The

quality of the parts and the inclusion of self-adhesive chrome work is rare even in the best mainstream kits and is very welcome. So, if you like obscure and quaint subjects this one is for you...

BMW R80 G/S (1985 Paris Dakar Winner)

Tamiya Kit No 1449 (1986 Release) in 1/12 scale
Reviewed by Chris Cole



THE EVENT

The Paris Dakar Rally (now known as the Dakar) has the reputation of the world's toughest motor race. There are three main types of vehicles that are eligible to run in the event, trucks, cars and motorcycles. The 1985 event took place over 20 days and covered approximately 14000km. In the motorcycle category there were 135 starters and only 25 finishers with the winner being Gaston Rahier.



THE REMARKABLE GASTON RAHIER

Gaston Rahier won over 1000 motorcycle events and was three times World Motocross Champion. Many thought his racing career was over in 1982 after he suffered a severe crash which almost cost him an arm. However, he not only recovered from his injuries but took a change in career direction to compete in the toughest rally-raid long distance off road events which include the Paris Dakar.

Gaston Rahier's 1983 participation in the Paris Dakar Rally ended prematurely with a mechanical failure while he was leading. The next year he won the event aboard a BMW R80GS. He repeated the feat in 1985 against all odds after he had crashed his BMW R80GS just prior to

the start of the event. There was only sufficient time to make rudimentary repairs to the bike and it is said that the frame was so far out of alignment that Gaston's bike left two tyre tracks in the sand. Neither of Gaston's BMW two team mates completed the 1985 event. In the 1986 after crashing, breaking his collar bone and cracking six ribs Gaston finished fourteenth. In 1987 he finished 3rd, the last time the mighty R80 G/S placed in the Paris Dakar.

As Gaston was only 165cm tall and the height to the top of the seat of the R80 G/S was 103cm he had to develop a special technique to get the bike moving in which he started it in gear, on the stand and then pushed it off and at the same time releasing the clutch and placing his left foot on the left foot peg while arcing his right leg across the bike to place his right foot on the right foot peg.

THE BMW R80 G/S (1985 PARIS DAKAR)

The BMW R80 G/S that ran in the 1985 event used the classic BMW specifications of twin cylinder, horizontally opposed engine with shaft drive, while undoubtedly powerful (980cc and 71bhp) and fast (could cruise at up to 180km/h) they would seem to be unlikely Paris Dakar winners being both big and heavy with an all-up rally starting weight of 250kg which included essential spares and tools and 60 litres of fuel.

THE TAMIYA KIT

Even though this kit is now 35 years old it is typical of Tamiya motorcycle kits i.e., it is very good. The instructions and their step-by-step illustrations are clear and precise. The only problem that I would highlight with the kit is the moulded spokes on the wire wheels, this is not so much a criticism of Tamiya but a very real illustration of the limitations of the plastic moulding process, at 0.8mm+ diameter, to my mind they had to go. My method of replacing these is covered in the Detail Added and Improvements Made section.

The kit decals were in a bad way, given the age of the kit this was not surprising, these were replaced by aftermarket decals advertised on the Spot Model website, these turned out to be manufactured by Museum Collection, I will cover these in a separate review and "how to use" later.

REFERENCE MATERIAL & PAINTS USED

Reference material used was from the internet, where are some excellent photos from the BMW Museum can be found. The paints used are as per the kit instructions with the following exceptions:

Tamiya TS-30, Silver Leaf – wheel rims and spokes

Tamiya TS-29 Semi Gloss Black-replacement for Tamiya X-18

Tamiya TS-33 Dull Red – Replacement for Tamiya XF-7

Model Master Aluminium Plate Buffing Metaliser- cylinder barrels, rocker covers, skid plate and carburetor domes.

Aclad 11 Semi Matte Aluminium – carburetor bodies and case of the right-angle drive.

Alclad 11 Dark Aluminium – crank case

Molotow Liquid Chrome and Bare Metal Foil – where chrome was required.

DETAIL ADDED AND IMPROVEMENTS MADE

1. De-chrome wheels and remove their thick moulded in spokes and replace with spokes made from 0.3mm styrene rod. The wheel rims are in two pieces and the spoke nipples overlap each half so it is relatively easy to centre the drill (0.4mm used) for hole for the new spokes in the nipple, a very small part of the original spoke was left at the hub end and a "dimple" was made in it as the inner locating point for the replacement spokes. Spokes were replaced in pairs working around the rims.

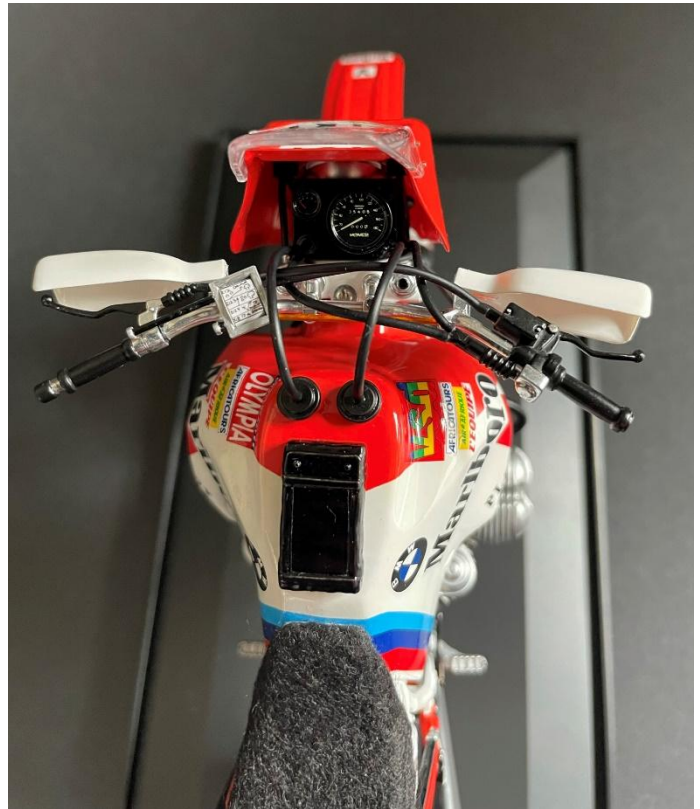
I used Tamiya Extra Thin Cement to glue in the new spokes and in hindsight I think that this was a mistake as I believe that the glue tended to thin the spoke and make it brittle; if I was to respoke wheels again using this method I would use Zap Thin CA at the rim end and a "dot" of Loctite Power Flex at the hub dimple.

2. Replace decal which is meant to replicate the air-cleaner mesh with real (scale) perforated aluminium.
3. Add aluminium strip to replicate the clamps on the tubes from the air-cleaner to carburetors.
4. Add scale bolts (Top Studio) to the join of the trailing arm to the "diff".
5. Remove the part of the front mudguard that is meant to replicate the mesh on the 1:1 bike and replace it with stainless steel mesh.
6. The 1:1 bike has springs that hold the exhaust together; these were replicated by making brackets and adding the springs (Top Studio).
7. On the 1:1 bike (black rubber?) bungs cover the ends of the bolt/nut spindle assembly for the swinging arm, the kit provides a Phillips head screw for this (which is not realistic), disks were cut from plastic card and painted semi-gloss black to replicate the bungs on the 1:1 bike.
8. Drill out moulded in "holes" in swinging arm reinforcing webs and brake and shift lever pedals.
9. Added leather straps (cut from an old wallet) with PE buckles (from an unbranded 1:43 PE safety belt fret) to pouches attached to the frame.
10. Add socket head screws (Top Studio) to join the windscreen to the fairing.
11. Add stainless steel mesh to headlight protection.
12. Fit 2 x nut and stud (RB Motion) and 1 x socket head screw (Top Studio) to bottom of right front fork.
13. 1:1 Seat "sheepskin" cover replicated in self-adhesive feltlike material from Spotlight.
14. The front brake disc has four obvious ejector pin marks on the inside surface these were filled, the disc was then mounted on a mandrel and was spun in a "Dremel" type machine while a file was held against it to replicate wear on the disc.

15. Strangely there are “pips” on the carburetors for fuel lines and throttle cables as well as on the throttle grip mechanism but these are not shown in the instructions or any mention made of them, of course these were added to the model.

CONCLUSION

This is a lovely kit to build, everything “just works” and it will build into an excellent model straight out of the box but, (in my opinion) the finished result rewards the modeler who takes the extra effort to replace the spokes and add some extra detail.



Above: two views of Chris's BMW Paris-Dakar racer, beautifully executed with a host of refinements and upgrades...and all in his usual immaculate manner.

1/700 WARSHIPS BY MANUFACTURER Part 6

Compiled by Joe Turner



From what I have read and seen online, EV Model's quite broad 1/700 range of warships (plus aircraft and ground vehicles) is very impressive. From photos of finished models, accuracy and fidelity of detail are excellent too. I gather EV's kits are all resin, with all including some photo etched (PE) detail parts (often huge sheets of it!) They seem to periodically release new kits, and slowly drop older kits. EV seem to be a Chinese based manufacturer and their releases that I have been able to find out about seem to reflect this, with plenty of PLAN subject matter featuring reasonably heavily in their range over the years.

Although I have no EV models myself, several ship modelling online forums and Facebook sites I belong too feature member's EV Model projects from time-to-time, and from the photos the standards possible are quite amazing.

Like a lot of limited run 1/700 resin kit makers, EV Model's kits are fairly expensive, at least when compared to plastic kits prices, especially from an Australian modeller's point of view. Of course, as the average price for a 1/700 plastic ship kit has risen of late, EV's prices are perhaps not as off-putting as they once perhaps were.

Aside from a few WW2 and immediate post-war subjects, EV seem to prefer to model much more recent "modern" warships, mainly corvette, frigate and destroyer sized, so the oldest subject recently available would be (for example) the ANZAC class frigates from thirty years ago, and the latest is likely to be any warship commissioned only a year ago.

Unfortunately, they don't seem to have an English language website anymore and this has to some extent made tracking down the entire range impossible (for me at least). But I think I got most of them!

Finally, from what I have gleaned from occasional conversations with visiting Chinese modelmakers over the past few years, from website forums, and from some basic online searches, China actually has an absolute plethora of short run resin ship model manufacturers now – and EV Model is just one of these. Many of these 1/700 model ship makers are apparently not well known of in the Western world, despite being very well supported within China. After doing some searching and a bit of research, I hope to write about a few of those I discover in succeeding issues of the newsletter.

SHIP KIT CATALOGUE NUMBERS FOUND SO FAR...

S0 number: 1 4 5 6 7 7b 8 9 10 11 12 13 14 15 16 17 18 19? 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 201
Subjects still missing are shown in red...

EV MODEL 1/700 KITS

AIRCRAFT

- Antonov An-225 Mriya - A001
- Eurofighter EF-2000 Typhoon - A002
- Panavia Tornado - A003
- Mil Mi-26 Halo helicopter - A004
- Mil Mi-28 Havoc helicopter - A006
- PIAAF Chengdu J-20 - A009
- Vickers Vimy F.B.27 - A010 (*wonderful, seriously!!!*)
- PIAAF Y-20 Transport Aircraft - A011
- PLA WZ-8 & GJ-11 (2 x 2 sets) - A012S
- Z-20 helicopter - A014
- PLA H-6K bomber - A016
- PLA J8II Finback fighter - A018

MILITARY GROUND VEHICLES

- THAAD Missile launch Vehicle - L001
- SCUD B SS-1C MAz 543 - L002 (2 sets)
- M977 HEMTT - L003
- M1075 10x10 - L004
- A-222 Bereg 130mm Self propelled gun - L006
- RT-2PM Topol SS-25/PT-2PM Poplar (missile and launcher/erector vehicle - L007
- Stryker armoured fighting vehicles - L009
- T-90 battle tanks - L011
- PLA HQ-2 SAM & Jiefang truck – L013 (1 set)
- Jiefang CA-30 Truck & Fuel Truck - L014

CIVILIAN GROUND VEHICLES

- Peterbilt (prime mover & semi-trailer) - L005

MODERN CHINESE (PLAN) WARSHIPS & COAST GUARD

- Haiqing Class O37IS submarine chaser - S001

Scale Views – Issue 1 2022

- O37IG Houxin class missile boat - S011
- Type 053H Class Frigate Jiangu I *Xiamen* – S012
- Type 053H Class Frigate Jiangu I *Wuxi*, PLA Navy - S013
- Type 053H2 Class Frigate Jianghu III *Huangshi* - S014
- Type 053H2 Jianghu III Class Frigate *Wuhu* – S015
- 055 Destroyer Renhai class - SO20*
- Type 052 Luhu class destroyer *Harbin* - S022
- Type 052 Destroyer Luhu class *Qingdao* - S023
- Type 067 Landing Craft Yunnan class (2 sets) – S024
- Type 053H1G Class Frigate Jianghu V *Beihai* - S025
- Type 053H1G Class Frigate Jianghu V *Dongguan* - S026
- China Coast Guard vessel 1002 - S027 (NB: Not too sure about the accuracy of this entry – it may be an NNT kit)
- 053H Jianghu class frigate 5166 *Jiujiang* – S028
- Type 079II Tank Landing Ship - S029
- Aviation Training Ship - S032
- Type 082II Mine Countermeasure vessel & Type 529 Drone Minesweepers - S033
- Type 081 Mine Countermeasures Ship - S038
- Type 081A Mine Countermeasures Ship *Qingzhou* - S039
- Type 054 Jiangkai I Class frigate *Ma'anshan/Wenzou* - S043
- Type 053H1Q Jianghu IV class frigate 544, *Sipling/Lushun* - S044
- Military Port Wharf - S045S
- Type 069 Yu ch'in class Landing Craft (2 sets) – S046
- Type 814A Reconnaissance ship DaDie class, *Bei Diao* - S050
- Type 051G Destroyer Luda II class *Zhanjiang/Zhuhain* - S051
- Type 051 Destroyer Luda class destroyer *Jinan* - S058
- Type 909 Special Research (Weapon Trial) Ship *Hua Luogeng* - S062
- Type 909 Special Research Ship *Bi Sheng* - S063
- Type 920 Anwei class hospital ship *Daishan Dao* – S064
- Type 074A Tank Landing Ship - S067
- The Pontoon of Chang Jiang Waterway Bureau - S069 (*interesting looking model – it's really an architecture kit*)
- Type 051 Luda class destroyer early type - S070
- Type 632 Tanker Fulin class - S074





MODERN BAHRAINI WARSHIPS

- Manama class corvette - S041

MODERN FRENCH WARSHIPS

- Gowind Class Corvette - S004

MODERN DUTCH WARSHIPS

- Holland class OPV HNKMS *Holland* – S056

MODERN AUSTRALIAN WARSHIPS

- HMAS ANZAC (FFH 150), MEKO 200 ANZAC class Frigate - S006

- HMAS *Perth* (FFH 157), MEKO 200 ANZAC class Frigate - S007



MODERN NEW ZEALAND WARSHIPS

- HMNZS *Te Mana* (F111), MEKO 200 ANZAC class Frigate (NZ) - S007B



MODERN US (& DARPA) WARSHIPS

- JHSV-1 *Spearhead* - S008

- United States Navy Helicopter Landing Trainer *Baylander* - S054

- US Improved Navy Lighterage System INLS (with M1128& Stryker) - S060

- US Navy Constellation Class Frigate (FFG-62) FFG-X

- S072

- Sea Hunter Continuous Trail Unmanned Vessel (ACTUV)

- S068

MODERN ITALIAN WARSHIPS

- RM San Giorgio Class Platform Landing Dock – SM076



MODERN MEXICAN WARSHIPS

- Pola Class vessel ARM *Reformador*, SIGMA 10514 Frigate - S042

MODERN GERMAN WARSHIPS

- Baden-Württemberg Type 125 Class frigate - S021

MODERN GREEK WARSHIPS

- *Hydra* (F452) MEKO 200 Mk 3 class frigate - S009

MODERN SOUTH AFRICAN WARSHIPS

- SAS *Amatola* (F145) MEKO 200 SAN Valour class frigate

- S010



MODERN THAI WARSHIPS

- O53HT Chao Phraya class frigate Thai Navy *Kraburi* (FFG 457) - S016



MODERN REPUBLIC OF CHINA WARSHIPS

- Dvora class fast patrol boat ROCN Hai-Ou class - S061

- ROCN Kuang Hua VI class missile boat - S081

- ROCN Ching Chiang VI class corvette - S080
- ROCN cruiser *Ping Hai* (Ning Hai class) - S018
- ROCN cruiser Ning Hai class - S019 (?)

MODERN INDONESIAN WARSHIPS

- Sigma 10514 frigate *Martadinata* - S017

MODERN ROYAL NAVY WARSHIPS

- Type 26 City-class frigate - S031 (perhaps HMS *Glasgow*?)

NB: EV have no name or pennant number specified for this kit, perhaps because no real Type 26's have been launched yet!) However this kit might also be useful to convert into an Australian Hunter Class (cruiser) or Canadian Surface Combatant frigates, though I'd expect EV to eventually issue separate models of each of these, as they also come of the production line.



MODERN BRITISH RFA SHIPS

- RFA *Wave Knight* fast fleet tanker - S004



MODERN ISRAELI WARSHIPS

- Sa'ar 4.5 Aliya class missile boat - S034 (includes Dauphin helicopter)
- Sa'ar 4.5 class missile boat - S035
- Sa'ar 4 class missile boat - S036S (includes Bell 212 helicopter)
- Sa'ar 2 class patrol boat - S037
- Sa'ar 1 class patrol boat - S052
- Sa'ar 3 class patrol boat - S053
- Sa'ar 5 class corvette *Eilat* - S057
- Sa'ar 6 class corvette *Magen* - S085



MODERN SOVIET WARSHIPS

- Komar class Missile boats (2 sets) with SS-N-2 Styx - S047
- Type 02/Soviet Project 183 (P6) class torpedo boats (2 sets) - S048



WWII JAPANESE WARSHIPS

- IJN *Ioshima/Yasoshima* escort ship second class cruiser - S049



MODERN WEAPONS SET

- Phalanx close in weapon system CIWS - P027

WARSHIP DECALS

- PLAN Decal - Chinese Navy, Chinese Coastguard and Chinese "Maritime Surveillance" subject matter, including ship numbers, titling and striping.

Finally, EV Model have announced another Modern Chinese Navy kit, but which may not yet/ever be released:

- PLA navy Type 055 Destroyer Renhai class - SO201*
- *Note, the difference between the two Type 055 destroyer kits (S020 and S0201) is not known to me.

RECOLLECTIONS

MY OLDEST SURVIVING MODEL

by Ley Reynolds

Unlike our last "reminiscer", I came late to plastic models as a refugee from model railways. When my family moved from Blaxland to Telopea in 1961, I managed to convince my parents that I needed a dedicated room for my O gauge layout (and well away from the house). At this time my inspiration was the UK magazine *Railway Modeller* but I also started to buy the *Airfix Magazine* as each issue had a railway feature. By the mid-1960's it became obvious I was more interested in scatchbuilding rolling stock, loco's, trackside accessories (including some 1/48th kits) and scenery than I was in actually running the layout, so when I started uni' in 1965 the

room was converted to a study with a modelling bench and display case at one end. By then I had also subscribed to RAF Flying Review and the Profile series of aircraft monographs (which I still have) as well as the Airfix Magazine. This was the heyday of Allan "Balsa" Hall, with each Airfix issue containing a conversion article usually involving balsa wood, talcum powder and dope.

By 1967 I had a fair collection of 1/72nd models, mostly Airfix and Frog aircraft but some 1/76th AFVs, and I felt confident enough to attempt a conversion – the Airfix Hawker Hart converted to a radial-engined Persian Audax including hand painted decal markings and cotton thread rigging, using the relevant Profile for reference. If memory serves it took me about three weeks to complete and it took pride of place in the display. My collection grew but slowly in the next few years – I was often easily distracted by women and alcohol – and a year long trip O/S in 1973 resulted in a hiatus in modelling – but not in women and alcohol!

In 1975 I moved into my own unit in North Parramatta, my completion rate increased, the Audax was still prominently on show in an enlarged display case and now accompanied by some other conversions. A move to Warrimoo in 1979 was preceded by a serious culling of the model collection but the Audax was carefully packed away and stored until I had a modelling room once more. After five years of renovating a 1908 house, my initial conversion was once more on display, surprisingly having suffered no damage in the meantime.

The recent Covid lockdowns have no doubt resulted in us all starting a plethora of new projects and in a fit of nostalgia, or perhaps as a result of Resch's withdrawal, I completed my second radial-engined Hart variant conversion – the unique Yugoslav Gnome Rhone Mistral 9 Hind from the Airfix Demon kit – 53 years after my first. I like to think my skills have improved somewhat in that time but I believe that the Audax still bears up well alongside the Hind. Come to think of it there were some radial-engined Hawker Furies too, where did I put that Matchbox kit?????

I nominate **Dave Richardson** as the next to reminisce.

Ed: In accordance with the theme of this column Dave will be showing and describing either his first, earliest, oldest, favourite, most difficult, best, worst, proudest, strangest or latest model. He also gets to nominate the next contributor.



PHOTOS FROM THE DECEMBER MEETING



From top left:
Jiri Kure's immaculate Phantom, winner of the Modeller's Choice Prize. Paul Green's lovely M60, winner of People's Choice Prize. Ley Reynold's delicately rendered little Russian monoplane, Phil Wordsworth's beautiful Mirage and glowingly pretty Jindivick and Roger Clark's hugely impressive Lost in Space B9 robot, all from the December AGM get together.

GENERAL NEWS

Latest announcements from Platypus Publications:

From **MMP**:

Scale Plans - Bf 109G-6

Inside - German Aircraft Instrument Panels

Finnish Aces and Their Aircraft

From **KEY PUBLISHING**:

North Korean Aviation – An Eyewitness Account

From **GECKO MODELS**:

Early War Austin K2Y Heavy Ambulance in 1/35

From **PEN AND SWORD**:

Images of War:

German Assault Guns and Tank Destroyers 1940-1945

The Battle for Budapest 1944-1945

First Polish Armoured Division 1938-47

(TANK CRAFT)

Scorpion and Scimitar British Armoured Reconnaissance Vehicles, 1970-2020

(LAND CRAFT)

Landing Craft and Amphibians

Seaborne Vessels in the 20th Century

(FLIGHT CRAFT)

English Electric Canberra in British Service

(BATTLE CRAFT)

The Battles of El Alamein, The end of the beginning

MIG Menace Over Korea

The Story of Soviet Fighter Ace Nicolai Sutiagian

British Cruisers

Two World Wars and After

HMS London

From Fighting Sail to the Arctic Convoys and Tomorrow's Wars

From **VESPID MODELS**:

Pz. Kpfw. V 'Panther' Ausf. G IN 1/72

From **CANFORA**:

T-34 Development & First Combat

From **LEAPING HORSEMAN BOOKS**:

Guderian's Foxes: Aufklärungs-Abteilung 29 in photos from Barbarossa to Typhoon

From **OSPREY Men at Arms**:

Yugoslav Armies 1941-45

From **BLOOMSBURY PUBLISHING**:

Soviet Submachine Guns of World War II : PPD-40, PPSH-41 and PPS

Armies of the Iran-Iraq War 1980-88

F3D/EF-10 Skyknight Units of the Korean and Vietnam Wars

Tanks in the Battle of Germany 1945 : Western Front

Fw 190D-9

Defence of the Reich 1944-45

RAF Tornado Units in Combat 1992-2019

From **SEAFORTH PUBLISHING**:

Seaforth will be reprinting the late John Lambert's books over the next couple of years.

From **CRECY PUBLISHING**:

Boulton Paul 1917-1961

From **HELION**:

Air power and the Arab world 1909-1955, Volume 5 World in Crisis, 1936-1941

Air Power and the Arab World 1909-1955 Volume 6 World in Crisis, 1936-1941

Everything Worked like Clockwork

The Mechanization of British Regular and Household Cavalry 1918-1942

War in the North Sea: The Royal Navy and the Imperial German Navy 1914-1918

The Tank Corps In The Great War Volume 1

Air Wars over Congo

From Belgian Congo Force Publique Air Wing to the Mercenary Revolts

Steel Centurions

Italian Armoured Formations of the Second World War 1940-43

The Long Range Desert Group

History and Legacy

The Collapse of Pomerania 1945

Last Battles of III SS-Panzer-Korps on the Eastern Front

Belgian Military Forces In The Congo Volume 1 The Force Publique, 1885-1960

Nine Lives of the Flying Tiger Volume 1

America's Secret Air Wars in Asia, 1945-1950

The Darkest Hour, Volume 1

The Japanese Offensive in the Indian Ocean

The Armed Forces of North Korea Volume 1

Ground Forces

Ukraine War Volume 1 Armed Formations of the Donetsk People's Republic, 2014 – today

Handbrake!

Dassault Super Etendard Fighter-Bombers in the Falklands/Malvinas War, 1982

The June 1967 Arab-Israeli War Volume 1 The Southern Front

British and American Aircraft in Russia prior to 1941

We Came We Saw God Conquered The Polish-Lithuanian Commonwealth's military effort in the relief of Vienna, 1683

Napoleonic French Military Uniforms 1798-1814 As Depicted by Horace and Carle Vernet and Eugène Lami

Lebanese Civil War Volume 2 Quiet Before the Storm, 1978-1981

Tank Battles In East Prussia And Poland 1944-1945

Vilkaviskis, Gumbinnen/Nemmersdorf, Elbing, Wormditt/Frauenburg, Kielce/Lisow

Lend-Lease And Soviet Aviation In The Second World War

Waking The Bear A Guide to Wargaming the Great Northern War and Turkish Campaigns 1700-1721

Never Ready NATO's Flexible Response Strategy, 1968-1989

From **VALIANT WINGS:**
The Hawker Typhoon including the Hawker Tornado