

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 4 2021

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 or of the Newsletter Editor.

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: MAY 8th @ Noon

2021 Committee

President – Lindsay Charman
Vice President – Warren Evans
Secretary – Steven Leslie
Treasurer – Dave Muir
5th Committeeman – Chris Cole

EDITORIAL DROPPINGS (IOAH OM)

Welcome to the fourth of our Newsletters for 2021. With things still changing quickly we are will bring you updates and APMA news, hopefully on a regular monthly basis throughout the year. We welcome DC's return to the reviewing tribe along with two new contributors Ari and Mike who have answered the call for material for the Newsletter: thanks gentlemen! Thanks also to our "regulars" Lindsay and Ley for their much appreciated ongoing support.

APRIL MEETING

The April meeting was well attended with just under 30 members. In line with the current limitations there was no workshops and presentations but there was a fine display of models celebrating the 100th Anniversary of the RAAF. As part of that theme there was a special raffle of RAAF related items; a new book covering all their aircraft and some memorabilia.

May's meeting includes Evaluations so do bring your finished models and also your WIPs as the Committee would like to see more modelling being done...it is fun and good to see and be inspired by what we are all building.

UPCOMING SHOWS

The known dates at this point (and all are subject to confirmation closer to their times) are:

NSW Scale Model Competition (IPMA) 15 & 16 May
Clarendon Classic Rally September 18 & 19
Wagga & District Scale Model Show: 23 & 24 October
Australian Model Expo:(Melbourne) 30 & 31 October
ScaleACT: (Canberra) 30 & 31 October

The club will have a stand at Illawarra on the 15th & 16th; do stop by and say hello...being the first of the big events to be staged Post-Plague it should be a great show!

The Sydney Scale Model Show has tentative plans for a return later in the year. The organisers are hopeful of confirming the dates and venue in June or July and we will keep you informed as their plans evolve.

The Australian Plastic Modellers Association is supported by the following:



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www.creativemodels.com.au



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QT BUNNI COMPETITION

Just a reminder that the QT will be held in August...time to get modelling!



2021 – Songs

This year's competition will feature subjects that are mentioned in the title or lyrics of popular songs. Any further clarification may be obtained from the Bunni at meetings.

COMPETITION RESULTS

In common with our recent meetings the displayed models were voted on by the attendees with the People's Choice going to Simon Wolff for his lovely Beaufort from the new Airfix kit.

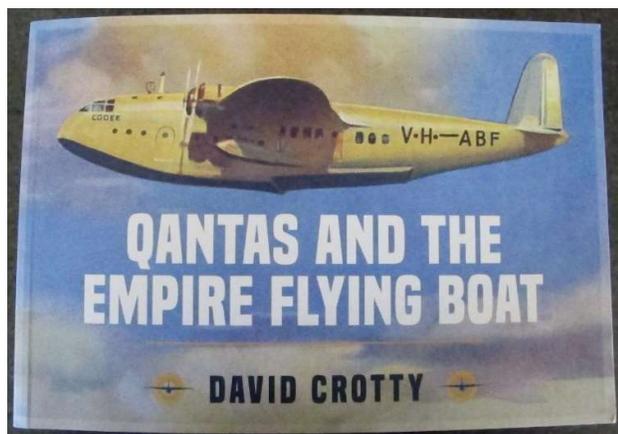


(WR photo)

BOOK REVIEWS

QANTAS AND THE EMPIRE FLYING BOAT

By David Crotty
Crecy Publishing
ISBN: 9781913870379
Reviewed by David Clark



This little (128 pages, approximately B5 sized) soft-covered volume is the latest to deal with aspects of Short's C Class flying boats but one of the few to deal specifically with the type's operation by Qantas Empire Airways in the decade from 1938. My copy came hot off the presses – the date on the header page is 2021.

It is largely pictorial in nature, but contains enough text to explain its subject. It is worth having for the pictures alone – all come from the Qantas Heritage Collection where the author is the Mascot based Curator. There are many that I have not seen before, including a Kodachrome 35mm image of VH-ABA *Carpentaria* at Rose Bay in 1940 or 1941 with wartime red, white and blue recognition stripes on her rudder, which is used as the book's frontispiece. It includes an artist's impression in Chapter 2 of what was proposed in 1937 for the terminal at Rose Bay; it was a very different beast from what was eventually built! The photographs are clearly reproduced and generally show as much detail as might be expected from the originals.

The book is divided into 15 chapters. The first, "Striving for Empires" deals with the events leading up to the arrival of VH-ABB *Coolangatta* in Brisbane in April 1938. The second, "Airline Empires", deals with pre-war airline operations. The third, "Fighting Empires", covers Qantas' use of the type during WW2. Each of the remaining chapters is devoted to potted histories of the individual aircraft operated by Qantas – *Carpentaria*, *Coolangatta*, *Coogee*, *Corio*, *Coorong*, *Cootee*, *Coriolanus*, *Camilla*, *Clifton*, *Centaurus*, *Calypso* and *Circe*.

The review copy came from the Aviation Book Centre in the UK. Cost was \$32.44 at current exchange rates and postage roughly doubled that. Specialty Books Australia now have it at \$43.95 delivered anywhere in Oz.

The book is not, and does not purport to be, akin to other publications such as the late Brian Cassidy's "Flying Empires", itself a rivet-by-rivet account of the type's origins, development, construction and operations. Nevertheless, it is a valuable addition to the bibliography of the subject, and is HIGHLY RECOMMENDED.

SCRATCHBUILDING AIRCRAFT A Scratchbuilding Masterclass Book

By Megas Tsonos
Inside the Armour Publications 2020
ISBN 978-0-9932588-5-5
Review by Ari Zagoridis

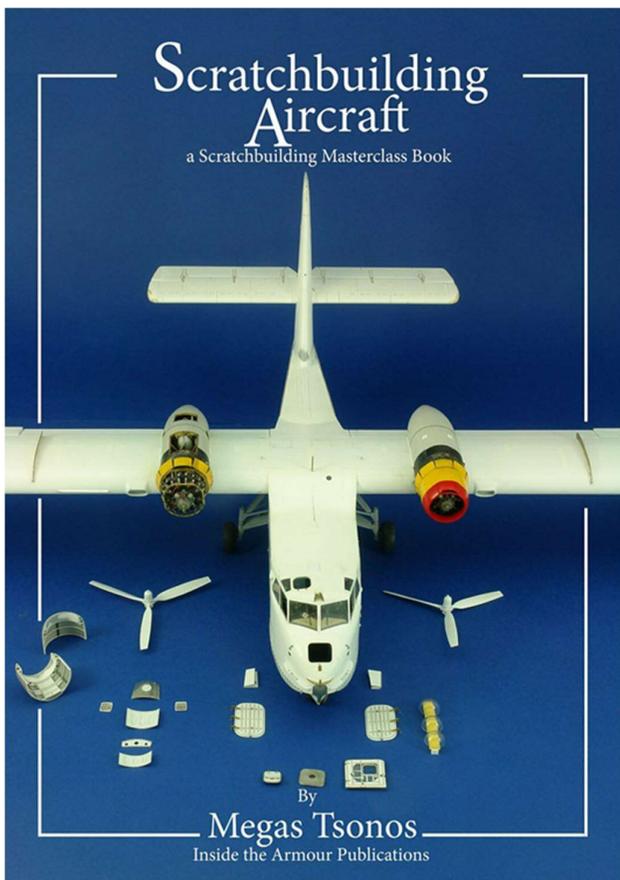
Books by the modelling "Greats" typically require focus and thought from the reader as they introduce and discuss new and sometimes complex ideas in the form of processes, techniques and materials. Donald McNarry (*Shipbuilding in Miniature*), Gerald Wingrove (*The Complete Car Modeller 1 & 2*), Harry Woodman (*Scale Model Aircraft*) and Shep Paine (*How to Build Dioramas et al*) may all demand more from their readers but repay it with a treasure trove of skills and knowledge to anyone who makes the effort.

With many awards (including three back-to-back IPMS UK Nationals Best in Shows) and a new publication to his name Megas Tsonos certainly qualifies for this illustrious group. His new book runs to 150 pages, divided into five roughly thirty page segments on research, tools, materials and components plus two case studies based on his CL-215 and

Stranraer models. Profusely illustrated with photographs and very clear drawings and diagrams the soft cover book is neatly laid out in A4 format.

For want of a better term Megas's building style is 'photo realist' with technical, detail and dimensional accuracy placed ahead of 'artistic' interpretation. His methodology is conventional and solidly based in 'old school' processes; for example he embraces resin casting and photo etching but makes no mention of CAD drawings or 3D printing, none of which detracts from the value of his work or this book.

The emphasis in this book is on accurately making parts and then assembling them to form accurate components and ultimately to build a truly scale miniature of the chosen subject. His sections on the basics of alignment and measuring, while not new, are a great reminder of their importance and an excellent primer for anyone new to the black art of styrene butchery.



However, the book's real treasures are the many techniques and tips littered liberally throughout that solve particular aspects of each build that, once realized and understood, can be applied to the challenges of the readers own models. Things like stretching cotton buds to make small diameter thin wall tubing and building up surface details such as scabbed on reinforcing skins by masking and spraying Mr Surfacer. Small things, but lots of them, and all useful to know.

Many of the parts in the case studies are covered with step by step descriptions and illustrations and are generally easy to follow. Where necessary he also gives you the reasoning behind the processes and construction

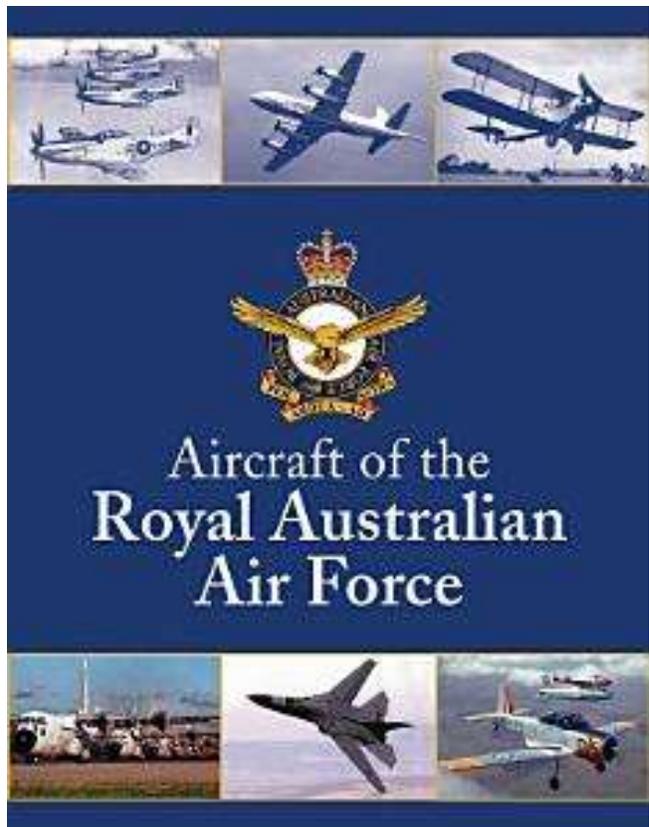
sequences he uses: an interesting and very useful insight into how his thinking helps his modelling.

His discussions of Chemiwood and how he shapes and finishes what for me is a relatively new material was a revelation. To date I have only used high density foam (aka modelling board) for solid items but he reinforces it with CA glue and hollows it to form surprisingly strong and thin walled pieces that are way more rigid than any vacform.

No matter what your skill set or your level of experience there is much to be learned from and to be inspired by from this book. One to initially read and understand in stages and then revisit occasionally for a refresher course in the black art so: **RECOMMENDED**

AIRCRAFT OF THE ROYAL AUSTRALIAN AIR FORCE

Commonwealth of Australia, Big Sky Publishing
ISBN13: 9781922488039
Reviewed by Lindsay Charman



As part of the 'Air Force 100' celebrations, the RAAF's 100th Birthday, several RAAF centric books have been released this year. In the line-up is 'Armageddon to Okra', by Lewis Fredericksen, a study of separate AFC/RAAF operations in the Middle East, during WW I and over the past 20 years - 96 years apart. This one seems to be an informative text intended for RAAF personnel to learn more about the service's history, or perhaps as a primer for ADFA students. It's very much like the well-established and excellent Australian Army Campaign series and I hope to see many more like this one in the future. I will submit a review of this book in due course once I have had a chance to finish it.

This particular review, however, is about the other 'Air Force 100' book I have obtained, entitled 'Aircraft of the Royal

Australian Air Force'. It's quite a thick book, with 609 pages of content and notes, and it covers all three series' of aircraft used by the RAAF over the past century. Judging by comments and requests from aviation enthusiasts and modellers over the past few years, it will fill what has gradually become a significant gap in available Australian aviation literature.

I must admit I have yet to finish the book – it's just too big to do so quickly for a notoriously slow reader like me. I have so far read the first few sections and the index, the acknowledgements at the end, plus those chapters covering my favourite aircraft in Australian service. I have much reading to do yet.

At the start of the book there is a foreword and a 2-page introduction, then a list of the three RAAF series of A-numbers. Next follows a chapter on identifying the aircraft of the RAAF (which is basically a discussion about the series and A-numbers in more detail) and a list of acronyms and abbreviations. The rest of the book proceeds by describing each RAAF aircraft type, more or less chronologically, by series and then A-number.

The book is well served by a nice selection of 'sepia' toned, black and white, 'colourised' and/or colour photos, and each major aircraft has its own chapter, consisting of several photos, a brief history of the aircraft's use, all - or at least, most - of the units that used the aircraft, and a typically familiar style of basic technical data table appropriate to one mark of the aircraft in question.

Notably there is no attempt to provide any kind of basic three-view line drawing (with a scale) of each major type, perhaps because the photos often show the aircraft from several different angles, or perhaps because line drawings are falling out of vogue with the gradual proliferation of 3D computer renderings these days. Nonetheless, it was an omission I missed. I was however very pleased with the selection of photos used, many of which I have never seen in print before, and this is perhaps explained by the very well known researchers of imagery listed in the credits who have contributed to the photo selection.

No single editor or author is provided at the front of the book, or at the start of each 'chapter', but some chapters appear to have been written in slightly different styles. Some seem to be more technical than others, and some seem more anecdotal. I feel this variation in approach is quite acceptable and it is only a subtle difference from chapter to chapter. At the end of the book, after the index and references sections, there is a list of individual contributors and, again, many modellers will recognise quite a few books, online resources, individuals and authors they will be familiar with!

There is nothing I would criticise about the book (aside from the lack of line drawings) although I have found few questionable statements in the text for each aircraft type. Dave Richardson pointed out that there were actually 150 types covered rather than the 176 quoted on the back cover. There is a slightly niggling statement in the first paragraph in the chapter on the Seagull V/Walrus that says it was of all-metal construction, which I found rather surprising! Perhaps this might depend on the reader's definition of whether or not an aircraft's skin is part of the airframe or not. There was also no mention of the work

on the re-installation of undercarriage into some of the PBY-5A Catalina amphibians converted to flying boats. These are minor niggles however.

I can certainly recommend this book to all those interested in RAAF aircraft, and who may not have in their personal libraries some of the older equivalent books – i.e. that have been written and illustrated along these lines - released in the last century. Even if you do have other older books, this one tidily offers squadrons, dates, data, photos and a quick history, giving the reader an excellent starting point for some basic research. From this book, it will then be possible to dive into more detailed references in print or even online. The RRP is \$59.99 but copies can be found online for as little as \$30. A reprint, boxed with volumes on RAAF Units and RAAF history, is planned for later this year.

KIT AND PRODUCT REVIEWS

HUNGARIAN CV-35

Bronco kit CB35216 in 1/35

Reviewed by Bill Renfrew



This kit represents this Chinese manufacturer's latest incarnation of the Carro Veloce. It makes into the version used by the Hungarian Army from 1938 until the early years of the Second World War. It is the sixth (6th) version of this vehicle issued by Bronco and consists of five sprues from earlier incarnations and one unique sprue with the relevant parts for these variants.

All are moulded in Bronco's familiar sand coloured plastic. The moulding of all parts is very clean and show no flash or injector pin marks. The contents of the sturdy top-opening box further include a small photo-etched fret, two small clear sprues, a decal sheet with eight (8) marking options and a colour printed quarto sized instruction sheet.

As usual with Bronco the instructions are clearly printed, - include a parts map and colour four view illustrations of the marking options. While both sides of the vehicles are shown with the ends, I feel a plan view should have been included since the camouflage schemes are a little complex and the appearance of the top of the vehicles is not really clear.

So, how does this issue vary from earlier ones? Due to the inefficiency of the Italian supplied guns, the Hungarians fitted their own 37M Gebaur machine guns. They also fitted a square cupola to the commander's hatch of platoon and company commander's vehicles. The new sprue, sprue H, caters for both of these modifications.

There are some modifications required to enable the new parts to fit but these are clearly shown in the instructions. A

full interior is included in the kit but I am not sure of its relevance for this application. I have not been able to determine the nature of ammunition stowage as the kit supplies that for the Italian version.

One thing that must be said is that this is a very small vehicle. The finished model is about 80mm long and the parts rattle around in a very large box (380 x 245mm) while the largest sprue is only 17x27 cm. Luckily each sprue is individually sealed in plastic bags to minimise any risk of damage. The decal sheet and photo-etch fret are in a zip-lock bag and as is common these days the photo-etch fret is backed with clear plastic, minimising the risk of the tiny parts being consigned to the carpet monster.

All up, this is a nice little kit presenting an interesting version of the CV35. I highly recommend it to anyone who likes something a little different. I bought my kit from BNA on-line.

MODEL T FORD RNAS ARMOURD CAR

ICM kit 35669 1/35

Reviewed by Bill Renfrew



The Ford Model T is one of the most prolific motor vehicles of all time. By the outbreak of the Great War they were being manufactured in both the U.K. and the U.S.A. It had established itself a cheap, simple, rugged and dependable vehicle and had attracted some interest from various military organisations. It was this chassis that was chosen in 1915 for the design of what was essentially an armoured tender to accompany the RNAS Armoured Car sections. It appears that either eight or nine vehicles were made in Britain and shipped out to Russia. Adding a Vickers machine gun to the cargo tray converted the tender to an Armoured Car or Machine Gun Carrier.

This kit is the sixth (6th) Model-T released by Ukrainian company ICM in 1/35 Scale. They have also released several different T Ford kits in 1/24 Scale. The other five include two different American (LHD) Ambulances and three vehicles used by Australian Forces in the Middle East. They also issue the kits in various combinations with figure sets as crew. All are readily available.

The kit comes packed in ICM's familiar heavy duty card box with a coloured lid. The image shows the vehicle moving through a ruined urban landscape but shows no Scale Views – Issue 4 2021

crew. It consists of three grey sprues, a small clear sprue and a small decal sheet. The clear sprue and one of the grey sprues is common to all the Model T kits which means that there are several parts "not for use" with this kit. The other two grey sprues are the unique parts for this version and a Vickers machine gun. Two instruction sheets are provided, one for the vehicle and one for the Vickers machine gun. The instructions have fifty-one (51) clearly drawn steps, show the modifications required of the common parts and have colour call outs throughout. The instructions for the machine gun consist of a single A-4 page printed on both sides. It is important to note that the condenser tube running from the water jacket is not provided, nor is it shown.

The plastic parts are cleanly moulded with no visible flash or injector pin marks. The construction sequence is much the same as the earlier kits with the exception that in this case the chassis is moulded as part of the body floor. This should simplify the alignment of the body. All the panels join at logical points so this should minimise the need for filler. It should be noted that these vehicles were constructed by riveting plates to an angle-iron frame and were hand-made, so we should expect some visible panel lines.

While we have a complete engine and a considerable amount of detail provided for the driving compartment, there is no seat provided. I guess that not much is visible when the body is completed but it should be there if you intend to open the doors. There is not a lot of reference material out there for this vehicle. It does conform well to the few photographs I have found in my library or the Internet. All up, this is another great little kit from ICM and one that I can happily recommend to all.

SOPWITH TRIPLANE

Kovozávody Prostějov Kit KPM7281 in 1:72

Reviewed by David Clark

Older modellers will recall KP kits from the days of the Iron Curtain – fairly basic stuff of mostly Soviet subjects that were used by Czech modellers as a medium of exchange to get the latest kits from the West. The company disappeared for a while, but now it's back – with an updated range of subjects in 1:72 and other scales. The new products are considerably better than the old ones and, whilst the subjects are still concentrated on Czech aircraft, the range does include a variety of subjects from other places.



THE KIT

One such is the recently released Sopwith Triplane kit. It is the second time the Triplane has been kitted, the first appearing many years ago under the Revell banner. The KP one is a big improvement. It comes in an end-opening box which is slightly more rigid than some others (I hate the things, but apparently, they are required under some obscure EU regulation – after all, the bureaucrats in Brussels need something to do ...) with dimensions of 255 x 175 x 35mm. Inside is a cellophane bag containing a single frame with 34 parts in medium grey plastic. Alternate parts are provided for props and horizontal tailplanes – the three aircraft kitted are all fitted with the later style tailplane.

The mouldings are clean, with little flash. Main components appear to match quite well with the Ian Stair drawings in Windsock 22. Although I haven't checked the fit, everything seems to be well matched, and there should be few, if any, alignment problems. The moulding gates do intrude somewhat onto some of the parts, notably the wings and tailplanes, and care will be needed in removing them – probably best to use something like a JLC saw. There is also an instruction sheet and decals.

Most detail is on the outside, the only internal stuff being frame detail moulded on the inside of the fuselage halves, a seat, instrument panel and control column. With a little careful painting it will be more than adequate, given that the seat will largely obscure most of everything else. The Clerget engine is adequate, and again should look reasonable under a coat of paint. You could add ignition wires, but the fiddling may not be worth it!

The instruction sheet is a six page A5 affair, which includes a type history in both Czech and English, pictograph-style assembly instructions and a rigging diagram. Assembly should be straightforward; given the size of the model rigging may prove a bit fiddly, but shouldn't be too hard.

Decals are provided for three aircraft, all from 10 Squadron RNAS in France during 1917- Collishaw's N533 "Black Maria", Nash's N5376 "Black Prince", and Reid's N5486 "Black Roger". All are in PC 10 over Clear Doped Linen, with black metal areas and timber struts, props, etc. The decals are in register and look to be reasonably thin. Colour schemes, including suggested Humbrol and Agama paints, are on the back of the box.

The kit is available in four boxings – KPM7281 "Black Flight" (the subject of the review), KPM7282 "In Red Service", featuring aircraft used by Russian forces on the Eastern Front, KPM7283 "Aces", with aircraft used by French aces on the Western Front, and KPM7284 "Sweet French", depicting more Triplanes in French service. Apart from the markings, all are identical.

The review kit came from Hannants, and cost \$21.35 plus postage. KP's web site is at www.kovozavody.cz; its Australian distributor is Hobby Mania in Perth.

Editor's note: Hobby Mania in Perth no longer list this kit in their current stock but there are numerous examples to be had within Australia on EvilBay at around \$18 plus postage.

SOPWITH TRIPLANE DECALS

Avalon Decal Sheet 7026 - 1:72

Reviewed by David Clark

Complementing the KP Triplane kit, this sheet gives more Western Front markings for the type. It comes in an A5 sized zip-lock bag and consists of a single sheet of decals and a set of instructions. The sheet itself is on the usual bluish paper, approximately 130 x 100mm in size. It includes markings for all the subjects depicted in the instructions, with enough roundels and fin flashes to do all of them. The decals are in register, thin and clearly identified.



The instructions comprise four A5 pages, in colour depicting schemes for various aircraft in France during 1917. They are the prototype (N500), N5387 "Peggy" of 1 Sqn RNAS at Baileul; N5454, another 1 RNAS aircraft at Baileul; N5468 "Angel" of 8 RNAS; N5454 again, this time as "Hilda" of 1 RNAS; N5421 of 8 RNAS at Saint Eloi; N6290 "Dixie" of 8 RNAS; N5493 "Blymp" of 8 RNAS at Saint Eloi; N5459 of 9 RNAS at Flez; and N5377 "4" of 1 RNAS at Baileul. There is a good selection of personal markings and it would be tempting to build more than one.

Avalon is a new-ish company from the Czech Republic, and has produced a number of very good decal sheets in its time. This is another, and it is recommended, especially if you want to do something a bit different with the KP kit. The review copy came from Hannants, and cost \$18.45 plus postage. I don't know whether it is available from an Australian distributor.

HMS COLOSSUS (Light Fleet Carrier)

IHP Kit 7001, 1/700

Reviewed by Lindsay Charman

After the recent call for material suitable for the Newsletter, I thought I'd do some mini inbox reviews of some of the new (and not so new) ship kits I'd bought during 2020, and more recently. Over the past few years ship kits in 1/350 and 1/700 have had a bit of a resurgence in popularity, with lots of new models in a variety of media and some really competent modellers out there making some beautiful replicas.

The traditional Japanese injection moulded plastic manufacturers have churned out some really interesting subjects, and the Chinese have joined in with gusto. The Eastern European and Russian resin manufacturers have continued to produce the more unusual types, which nicely complements the vastly increased number polystyrene kits on offer. Of course, as model ship popularity has grown, the aftermarket accessory manufacturers have also joined in and we now have an extraordinary array of photo-etch detail sets, ultra-thin wooden decks, incredibly finely detailed weapons and boat accessory sets, plus some amazing 3D printed accessories and aircraft.

Prices have of course gone up dramatically though, and ship modellers, especially 1/700 types, continue to pay far more by volume of plastic, than any other category of scale modelmakers. So one must look out for bargains!



THE KIT

IHP (Imperial Hobby Productions) are an interesting manufacturer of model kits. Despite the name, IHP is a North American concern, they seem to have initially focussed on model ship products and then model railroad items in plastic and resin. The owner seems to have a definite interest in 1/700 ship models and has done some really interesting conversions and 'what if kits of rare warship types over the past few years. The *Colossus* is the first plastic kit designed on CAD software and is to be followed by *HMS Glory* and *HMS Triumph*. Design is evidently done in the US and production is done in China.

HMS Colossus had a relatively long life, being commissioned late in WWII, serving with the RN for about 2 years, mainly in the British Pacific Fleet (as a transport and repatriation vessel), then she was loaned to the French Navy in 1946, serving until 1974 after being bought in 1951. She became *Arromanches* in French service and was relatively unchanged in her career, making the French ship and easy conversion of the basic kit. IHP tell me that they are not going to offer any of the vast array of post-war conversions of this class (think *HMAS Melbourne*, *INS Vikrant*, *ARA Veinticinco de Mayo*, *Karel Doorman* etc etc). So the modeller can buy up IHP's releases with some confidence that they can

invest considerable time and effort in doing a rather involved conversion without IHP, at least, releasing a model of the chosen subject!

You get five main hull and deck pieces, four sprues of smaller parts, plus an 'island' (bridge) and stern piece, all in light grey plastic. There are about 90 parts all told, and no aircraft are provided. There is a nice decal sheet, mainly offering wartime deck markings and this may need supplementing with pennant numbers, revised deck letters etc if making a post-war ship.

By my calculation, length and beam dimensions are spot on. The dimensions of other sections of the kit's structure (eg the island, flight deck, hull cut-outs and weapons platforms) all seem to look correctly in proportion to the main dimensions, to my eye. Again, I think IHP have got the shape of the British light fleet carrier just right. *Colossus* was a pretty simple little ship but had some design features that are tricky to capture (I know, I have tried in 1/700 and 1/350!) and I think IHP has done a very good job.

The kit has a level of detail comparable to most state of the art injection moulded kits, not quite being up to FlyHawk quality. This is actually good because the build-ability quotient is good for an old modeller like me, when any complexity becomes a turn off after a while and threatens to end the project! I find some of the hull-side detail a little bit overstated for my taste, but I plan on sanding this down a bit. This might also just be a matter of taste as other modellers I have spoken to about their kit have no concerns here. Be aware there is a separate etched brass set by Toms Modelworks you can buy and if tiny detail is your thing, it might well be worth getting.

In addition, what you don't get in this kit are aircraft, so you will have to utilise your spares box or purchase aftermarket items. Mainly for RN wartime service you could use Corsairs, Hellcats and Barracudas in WW2 guise, or Sea Furies and Fireflies in post war British service. As the French carrier, you might use Corsairs, Hellcats or Helldivers for Indo-China service, maybe Seafires, Dauntless and Bearcats, or later Aquilon, Avengers, Alouette, Seabats, Alize, Fouga Zéphyr trainers, various Piasecki helicopters and perhaps even a Criquet (Storch)!

Some of these little aircraft have been issued already in 1/700 by other mainstream plastic kit manufacturers, while some are available in resin or 3D printed form. IHP have said they are about to do some plastic Seafires, Barracuda, Corsairs, Sea Furies, and Fireflies, which will be most welcome!

Assembly is fairly conventional and it goes together well, as far as I can tell so far in a test assembly). Surface finish is excellent and will look good under a coat of paint.

RECOMMENDATION

All in all, I can really recommend this kit. It's a great subject, and has excellent conversion potential, and like all model kits of non-US, non-Japanese carriers it offers a wonderful freshness of subject matter. The only thing to watch might be availability as it was reportedly discontinued once sold out.

Editors note: HLJ have this listed at around \$85 (plus the currently expensive shipping charges) as we go to print. EvilBay also has a couple, but at more than twice that price.

1970 AVS SHADOW Mk 1 'STREAMLINER'

Silver City Models Kit in 1/25

Review by Mike Buonarroti



From its beginning in 1966 the Canadian-American Challenge Cup, with its few limitations on technology was a hot bed of often radically innovative design that produced racing that was exciting to experience and fun to watch. The cars were colourful, loud, brutally powerful and captured the public enthusiasm with many achieving legendary status thanks to their outrageous performance and unique designs.

One such car was the AVS Shadow Mk 1 fielded by Don Nichols Shadow team. Conceived by Trevor Harris the aim was to massively reduce the frontal area and thus drag by over half. Firestone came to the party and agreed to make the smaller diameter tyres on which the idea depended. However, the concept raised many new and complex engineering challenges and just getting the car race ready was difficult, and costly, in both time and dollars. In hindsight the task was beyond their limited financial resources.

The Mk 1 was entered and ran in a few 1970 Can Am races, gradually increasing its frontal area as bits were added to address its many deficiencies. Ignominiously it acquired a radiator set in a massive wing, ending up with pretty much the same frontal area as its competitors...but with many, many times their problems. Nichols and Shadow regrouped and entered a much more conventional Mk 2 in 1971, won the Championship in 1974 then went on to enter Formula 1 (winning one race) and Formula 5000.

Despite failing to live up to its promise the Mk 1 Shadow (aka the 'tiny tire car' or The Skateboard) joined the likes

of the Chapparral 2 series of racers in the list of innovative but quirky Can Am legends.

THE KIT

Kevin and Terri Kuzman of Silver City Models did a 1/25 kit of the 'developed'/as raced Mk 1 some years ago and in late 2020 added a kit of the 'as designed' car to their range. It is available (direct from silvercitymodels.comcast.net) in two versions that differ in details such as their engine intakes, cockpit cover and colour but are otherwise the same. One is orange with conventional injectors, the other (mine) is black with an unconventional snorkel intake.

The single piece bodywork and belly have been cast unpressurised but upside down so the inevitable bubbles are limited to the underside. The model is a curbside and in theory the underside should never be seen so no floor pan is provided. If this offends your sensibilities making a pan from sheet styrene is easy as it is flat with just a couple of cutouts for the wheels.

The other 40 odd resin parts seem to be well cast and bubble free. Most are attached to thin wafers which are easy enough to remove although one or two (notably the tiny steering wheel, roll bar and the front cockpit frame) would be easier (and possibly better) replaced rather than struggle to keep their cross sections properly round.

Brass mesh is provided for the radiator openings of the black car and the orange car has a brass sheet and template to make its extra flaps. There are two white metal parts: a Raydot mirror and its bracket. The former needs to be polished, the latter would be better replaced with a strip of aluminium cut from a soda can.

Decals by Indycals are included and cover both variations on the markings the Mk 1 carried at its announcement and at its first presentation as a finished car. They include number roundels, Firestone logos and front tire markings; the latter a good thing as finding decals for such small and unusually sized rubber would not be easy.

Instructions are provided on a mini CD in the form of step-by-step images and notes. There are minimal colour notes (to generic Testors orange and black), no potted history, no references and no links to them apart from advice to look on the Internet and YouTube. Given its legendary status and that it is a curbside, that is probably sufficient for most needs.

RECOMMENDATION

A simple enough kit with no real challenges that makes up into a neat miniature of the Skateboard. It makes a startling contrast when displayed alongside any of the several other Can Am cars that are available in this scale.



The Mk1 Shadow with its air brakes deployed at the front of a row of later Shadows. The hybrid wing/radiator of the orange developed version behind towers over both chassis.

CAUDRON C.561

S.B.S. MODEL Kit SBS7026 in 1/72

Reviewed by David Muir

Having struggled a bit to finish two tiny Farman racers I thought my 'Blue Period' working on fast French aircraft was done. Then Jiri Kure very generously gave me this, my first ever SBS kit, one of their series of racing/record breaking Caudron kits in 1/72 scale.

To recap briefly, in the mid-1930s Caudron built their C.450 racer with a fixed, spatted undercarriage, refined it with a retracting undercarriage as the C.460 and refined it further with its canopy glazing flush with upper deck of the fuselage as the C.461 and C.561. The C.461 actually raced in 1936. The C.561 was not ready and its planned run in the 1937 race never happened as the event was cancelled. All have been kitted before, notably (among others) by Williams Brothers and Renaissance in 1/32, Atelier Noix in 1/48 and Dujin (badly!) in 1/72 scale.



THE KIT

This is a kit that just keeps on giving. There are 33 resin parts, all perfectly cast with not one blemish. They have smooth contours, lovely subtle rendering of the fabric areas, beautifully fine and restrained engraving plus accurate and well-engineered mating surfaces. Parting lines separating the pieces from their casting blocks are thoughtfully placed for easy removal and there is virtually no flash. SBS's attention to detail is commendable: parts are provided to back up and add depth to the intake and outlets in the cowling and to fully fit out the cockpit.

A PE fret has parts for the tail skid, seat belts, footplates for the rudder bar, the throttle and its quadrant and the instrument panel, the latter being backed by a printed film. The fret also includes the u/c doors and a two part resin "press" is supplied to form the lower doors to match the wing root contours. Although it does not weigh much, any styrene undercarriage would be extremely fragile so SBS have provided a pair of very fine but very strong cast brass legs. The canopy is crystal clear with lightly etched outlines separating the vision panels from the framing. And, of course, SBS supply masks to make painting easier.

The painting diagram is on a separate A5 coloured sheet but is very simple as the C.561 is blue overall with silver radiators. As a racer the finish is glossy and needs appropriate care to ensure it is dust and blemish free. It apparently never wore any race numbers and none are provided. Markings for the titling on the fin and rudder and

the propeller maker's marks are supplied as a small decal sheet and are correct for the aircraft ex-factory.

Shown but not highlighted is the highly polished metal framing for the opening portion of the canopy/fuselage, a detail easily added with some thin strips of Bare Metal chrome foil. A pair of masks (or better yet some PE) for the radiators would have been a nice touch but being simple shapes they are not hard to mask with tape.

The folded A4 instruction sheet includes a part map and clear diagrams that, for once, follow a logical assembly sequence. The most complex step – building the cockpit internals – is supported by a cross section that clarifies how all the bits are meant to be arranged. The kit provides (but does not warn you of) a spare set of Part 29 (the u/c retraction jacks) and an extra Part 28 (the u/c retraction pivots). All are tiny and all too easily lost; having spares being yet another example of SBS's forethought.

Some guidance from SBS as to the internal colours and finishes would also have been helpful. There is not a lot of information around about Caudron racer interiors (and some of it is contradictory); based on the Williams Brothers instructions it was probably very light grey. I am guessing the same applies to the wheel wells.

RECOMMENDATION

This is a brilliant kit that will without doubt build with normal care into a faultless model. There are a few minor areas in the supporting paperwork where it could have been slightly better; none detract from the actual model.

Inspired, I feel a new 'Blue Period' coming on. This one is so good I am sorely tempted to get SBS's C.450 and C.460 and will be hoping that they add the C.461 with its race markings, as below, to their catalogue.



My thanks to Jiri for his most generous and inspiring gift.

GENERAL NEWS

From Ley at Platypus Publications come the following announcements:

TRACKPAD Publishing have announced new titles, coming soon...

FIRE! The 25-Pounder in Australian Service by Michael K. Cecil

Danish Leopards in Helman by Thomas Antonsen

UH-60 Blackhawk by Robert Burik

Alpine Hornets F/A-18 in the Swiss Airforce by Gary Parsons

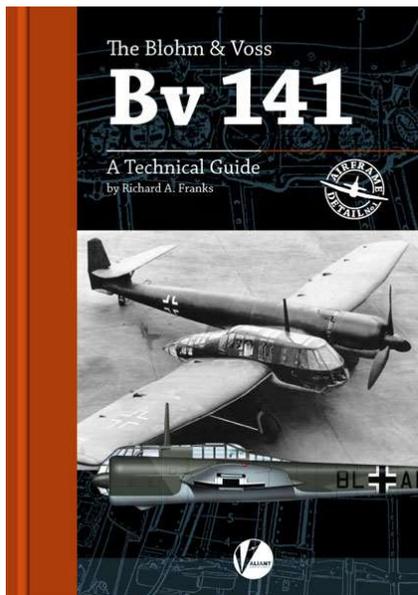
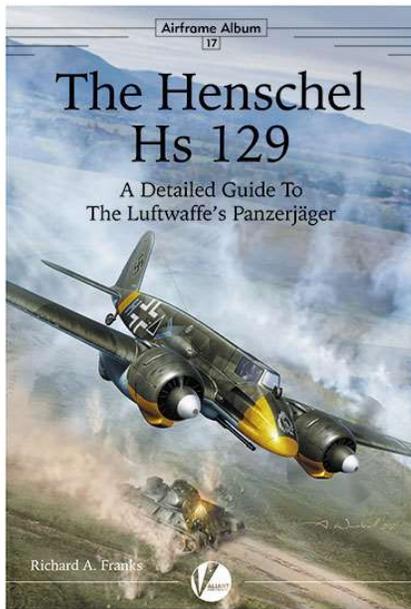
And from **AMMO OF MIG JIMENEZ:**

Panthers: Modelling the TAKOM Family and...

T-34 Colors: T-34 Tank Camouflage Patterns in WWII

From **Airframe Album**:

Airframe Album No 17 - The Henschel Hs 129 - A Detailed Guide to the Luftwaffe's Panzerjäger by Richard A. Franks and a reprint of ...
AIRFRAME DETAIL No.1 - The Blohm & Voss Bv 141-A Technical Guide by Richard A Franks



PHOTOGRAPHS FROM THE APRIL MEETING

(Images courtesy of Bill Renfrew and Simon Wolf)



ABOVE: two views of Simon's excellent Beaufort and the collection of voting buttons it gained on the way to a well-deserved People's Choice award.

And from **AK INTERACTIVE**:

WWII German Most Iconic SS Vehicles Vol 1
Figure Painting Techniques by Kiril Kanaen
1944 German Armour in Normandy – Camouflage Profile Guide. AK 916

Lastly, new titles from **EAM**:

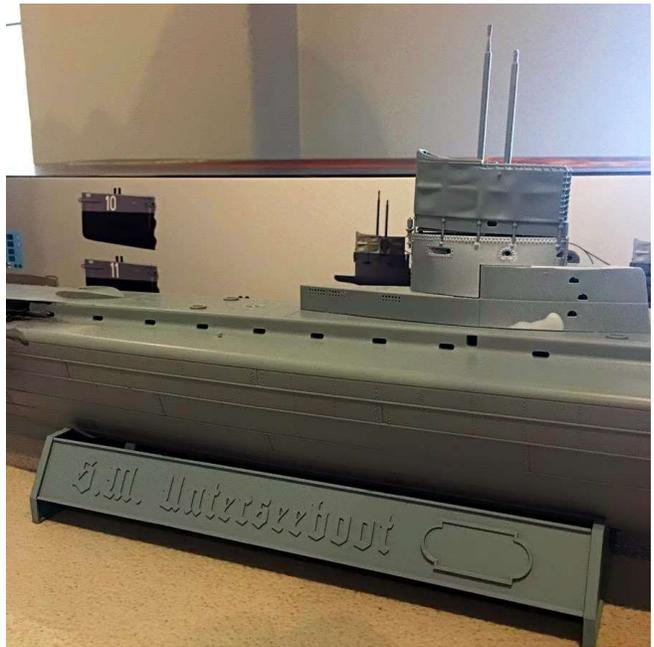
Curtiss Design 75 Hawk,
Rohrbach and his aircraft
Yugoslav Fighter Colours Vol 2
P-51D/K Rediscovered
Fighting Ships of the USN Vol 1, Part 2
Singles - Yak-9P



ABOVE: An overview of the RAAF Centenary display and two of the WW2 entries, followed by some of the post war examples.



REP Type K, Srpska Avijatika, 1915, scratchbuilt.



THIS PAGE: Jiri's Morane, Ley's REP, James' Batmobile, more of Nigel's fleet, Peter's SM U-boat U-9 under construction and Peter and Andrew evaluating the latest in eyewear for an upcoming test report they will be writing for the Newsletter.