

Scale Views

The newsletter of the Australian Plastic Modellers Association — Issue 4 2019

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Editor: Bill Renfrew

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

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

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

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

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

Plea from the Magazine Editor:

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

Editorial Droppings (IOAH OM)

Greetings all, and welcome to the final issue of *Scale Views* for 2019. I hope all are well.

This issue is a little different from previous times. We have only been presented with a single book review (written by myself) and have a great variety of kit reviews by a variety of authors. I thank them for their contributions. Also a couple of the authors provided photographs of the sprues for their reviews. I have decided to include some of them this time to see how it goes. I hope that this will help you decide whether to add these items to your stash.

We all know that we all need to reduce our stashes. (Some more than others.) Although I am now retired, my completion rate has not increased but my rate of starting has. It seems that whenever I buy something new, I want to start it but am easily distracted by events and things that come along. I guess that I have reached a time in life that means that I actually know what I want and like so each new thing is really wanted. Manufacturers also seem to have recently hit my main areas of interest so that instead of no longer buying new kits, there is more and more that really appeals to me coming up. I guess I'll either have to sell some things or, heaven forbid, actually try to make my interests more and more specific.

The December meeting marks the Annual General Meeting of the Association. I hope that some of you will stand for office. We really need some new blood on the Committee. That is not to say that the recent Committees have not done excellent work but it would be nice to have some different ideas from time to time. It is not a particularly onerous task and it can be rewarding. I urge members to consider standing for one of the positions available. We may even have to have an election one of these days.

I wish you all the best of the coming Festive Season and may the bringer of seasonal gifts bring you what you desire not what you deserve.

The Australian Plastic Modellers Association is supported by the following:



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Notice of Annual General Meeting

The Annual General Meeting of APMA will be held at Gladesville Sporties 181a Ryde Road Gladesville on Saturday December 14th 2019 starting at about 12:30. All Committee positions will become vacant and will be open to election. The meeting will be held in association with our annual competitions. Anyone holding one of the trophies please return it so it can be represented remembering that there is no longer the need to have it engraved.

QT Bunni Competition



2019 - Weather

First – 1/48 CSIRO Weather Testing Sea Fury – Ian Wrenford

Second – 1/72 P-47N Thunderbolt – Jiri Kure

Third – 1964 Ford Thunderbolt – Chris Cole

2020 – Songs

Anything mentioned in the title or lyrics of a song. Any further details may be obtained from the Bunni at meetings.

Competition Results

August 2019

No evaluations due to Q T Bunni competition.

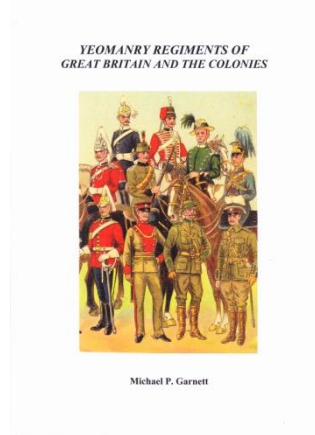
People's Choice

CSIRO Weather Testing Sea Fury – Ian Wrenford



Nostalgia on display August meeting (SW)

Book Review



Yeomanry Regiments of Great Britain and the Colonies

By Michael P Garnett

Reviewed by Bill Renfrew

This is another of the books that I bought at the Bendigo Military Museum. Like the volume I reviewed in the last issue it consists of A5 pages (about 120 this time) but his time includes a colour centrefold (of which more later). In its pages this slim volume seeks to explain the nature and development of the Yeomanry phenomenon in the British Empire during the nineteenth century. Unfortunately, it fails to do so.

The defining nature of Yeomanry (volunteer cavalry) is tht members have sufficient money to be able to afford to maintain a horse and horse furniture. (Later the various Governments did issue saddles and tack thereby reducing the burden) Prior to the Boer War in 1899, the service of yeomanry regiments in the UK was entirely home defence with occasional bouts of "Aid to the Civil Power".

The first fifty or so pages examines yeomanry in the United Kingdom and concentrates on the period up until the Great War. English regiments make up the bulk of this coverage but even this coverage is neither complete nor exhaustive. The majority of illustrations date from the Boer War onwards but at least they are mostlyof cavalrymen. Ireland attracts three short chapters while both Scotland and Wales only have one chapter each. In the short Scottish chapter, the author only names two regiments and completely ignores any others.

From page 52 the author begins his look at Colonial Yeomanry. Australia is treated first followed by New Zealand, Canada, India and the Falkland Islands. The Australian and New Zealand is capped off by an examination of the Mounted troops in the Palestine Campaign. This is not really appropriate here since although originally formed from militia volunteers, these formations were actually regular troops.

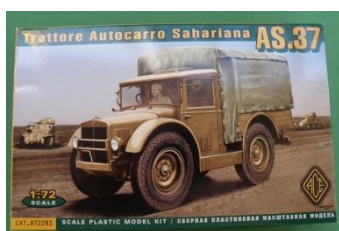
Although mentioning colonial mounted regiments in the text relating to each colony, most of the illustrations used show infantry or artillery volunteers. In fact except for the NSW Lancers, Victorian Mounted Rifles and NZ Mounted Rifles about the only mounted men illustrated belong to the Desert Mounted Corps. In dealing with Australian units, he assumes that the history in Victoria happened at the same time in all colonies. This is not the case as NSW moved to partially paid troops in 1879 (not 1884 as he implies) but never styled our forces as Militia. NSW also retained un-paid volunteers until Federation.

He finishes his work with a brief treatment of school cadets, While this chapter adds some rather interesting photographs, it adds little to the narrative.

The colour illustration was originally published in the Boys' Own paper at the time of the Great War. It was also printed with Tradition Magazine in the 1970's. At that time it was roundly criticised because many of the uniforms illustrated seem to have been misidentified or sprang from the fertile imagination of the artist. An example of this is a figure at the far left front of the plate. It is identified as being From the Norfolk and Suffolk Borderers but actually represents a General Officer of Hussars.

All told this is a rather disappointing work that could have been much better. Notwithstanding the above, I would still recommend it to members since it does contain some interesting illustrations and at less than the cost of a cup of coffee represents good value for money.

Kit and Product Reviews



Trattore Autocarro Sahariana AS37

Ace 1/72

Reviewed by Graham Carter

A number of companies in Eastern Europe are now producing 1/72 vehicle kits to meet the demand from AFV modellers in small scale and from aircraft modellers who would like some diorama subjects to lend a sense of scale to their collections. Airfix have come to the party with some excellent British and American vehicles but these have tended to be in sets rather than as individual kits. (Their earlier kits also were 1/76 rather than 1/72 [Ed.]) Fortunately companies such as Roden, IBG, Masterbox and ACE have stepped in with extensive catalogues of both

armoured and soft skin vehicles from WWI, WWII and modern times. It is the soft skin vehicles that I have become quite enamoured with and I will be reviewing more of them in future.

ACE hails from Ukraine and has an enormous catalogue of some 150 different kits. These are available in short runs so get them while you can! (Their moulds wear considerably during production so early purchase ensures a better kit with less flash [Ed.,]) A great feature of their website is a resource file for each kit – simply click on the kit image and up pops a set of images, drawings etc that can be used to help build a more accurate model. Great idea I say!

Developed in the late 1930s specifically for use in North Africa, the AS37 was used as a light troop transport and artillery tractor. Just over 800 were produced for use in North Africa and only a few made it back to Europe. Captured vehicles were in demand from 8th Army personnel.



The small lidded box, with a nice illustration of a vehicle in Italian hands, reveals sixty-five (65) light grey polystyrene parts, a set of five finely detailed "rubber" tyres and a small decal sheet, all contained in a plastic sleeve. Most parts will need a wee bit of sanding/trimming to remove seams and a little flash, and dry-fitting during assembly is de rigueur for these short run kits. Sprue gates are generally fine, being less than a millimetre and usually, but not always, being conveniently located, the steering wheel and gear levers are notable exceptions. Some of the fine rods were broken in this example and will need to be replaced with HSS of suitable diameter.

The chassis is nicely moulded but the tilt is quite plain and would have benefited from a few creases and tie-down details as shown on the box lid. The "rubber" tyres are a work of art and do not have a prominent seam to clean up. They will enhance the appearance of the finished model no end. The instructions clearly state to paint the wheel rims before fitting the tyres to avoid the dreaded melt-down effect as the two types of plastic interact. I would recommend coating the outer wheel rims with thin CA and then painting them to make doubly sure.

Parts are not numbered on the sprues and need to be identified using the parts map in the instruction sheet. The folded A4 instructions sheet gives a pretty

clear guide to assembly with stage by stage isometric drawings.

No painting guides are given apart from overall colours in the decal guide. Neither are there any parts or patterns given for the windows although they are all squarish and will be easy enough to cut from thin clear plastic. Decals are provided for three vehicles, two in Italian and in North Africa and a German Fallschirmjäger example in Rome in 1944 in grey/green (FS34083).

I would recommend this kit to the 1/72 modeller and am looking forward to getting to the build myself.



Supermarine Walrus Mk.I “Silver Wings”

Airfix 1/48

Reviewed by Bill Renfrew

The Supermarine Walrus is perhaps unique in that it is the only aircraft built by a major foreign manufacturer to an RAAF requirement. Following the success of the Seagull Mk.III in among other things surveying the Great Barrier Reef, the RAAF issued a requirement in 1929 for a catapult launched amphibious reconnaissance flying boat to be used on RAN cruisers. The resultant aircraft, initially called the Seagull Mk.V, first flew in July 1933 and twenty-four (24) entered RAAF service between 1935 and 1937. The value of this aircraft was seen by the RAF and RN and they also ordered it and it was given the name “Walrus”. The Walrus served in all theatres of the war in a wide variety of tasks. Perhaps the most famous was as a search and rescue aircraft in the English Channel and on aircraft carriers. In this latter role they soldiered on until eventually replaced by helicopters.

The Airfix kit comes in a large (450mm by 250mm) sturdy tray and lid box. It consists of one hundred and forty-four (144) light grey polystyrene parts on five trees, one tree of nine clear parts, a decal sheet, a comprehensive twenty-four (24) page A4 instruction booklet and two A3 sheets with the three colour options and a rigging diagram. The only colours shown are Humbrol Enamels. Markings are provided for three (3) aircraft, K5780 of 715 Flight on HMS Cumberland in 1937, Flotille 53S Aeronavale 1945 and N19 of the Irish Air Corps (An tAerchor) 1939/40. As the kit name suggests, all are finished in silver dope overall. The decal sheet also provides a fairly comprehensive set of common stencils and instrument faces. It is well printed with a glossy finish, good colour saturation and no apparent register problems. Colour call outs occur during each

construction stage but again only refer to Humbrol Enamels. It is up to you to find the equivalent colours.

Construction consists of one hundred and eight (108) steps with the first thirty-one (31) manufacturing the fuselage. You need to decide fairly early on the configuration you wish to display the kit in as you will need to take some appropriate steps early on. As might be expected, construction starts with the aircraft interior and in fact it is not until step 31 that the fuselage is finally together (the canopy is finally added in step 88, the penultimate step if you are building the kit with extended wings). Steps 90 through 108 cover the folded wings option. I have started to build the interior and can report that, in general, the fit of parts is both positive and good with minimal cleanup required. There are very few ejector pin marks that need attention. Most are situated in non-visible locations. Be aware that the plastic while firm is a little soft so curb your enthusiasm when cleaning up the sprue gate marks. That said it is still easy to lose parts to the carpet monster. I managed to lose the rudder pedals in this way. Luckily, I am intending to fit some (at least) of the Eduard interior set. The level of detail in the interior is very good although it does not hurt to “gild the lily”. One deficiency in the interior detail is the complete lack of seat belts. Airfix does not supply them in any form nor do they refer to them at all. Happily Eduard offer a set that I will use.

I cannot comment on any other areas of construction at this time but will add to this review when the kit is finished. I will say, however, that the level of detail and good engineering does seem to follow on and it looks as if a very nice model will result. At this point I am not actually intending to use the supplied decals as I obtained a set of Red Roo decals for Australian Walruses and Seagull Mk.Vs at Expo this year so watch this space.

All in all, this looks to be a very nice kit that will build into a very nice model of an important type. I recommend this kit without reservation to members, since as Dave Clark rightly says “A man can’t have too many flying boats”.



German MG 08 Machine Gun

ICM 1/35

Reviewed by Peter Webster

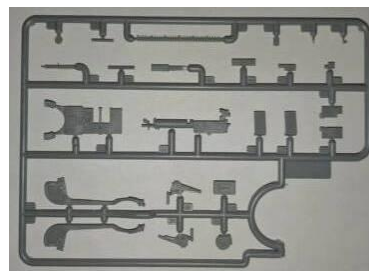
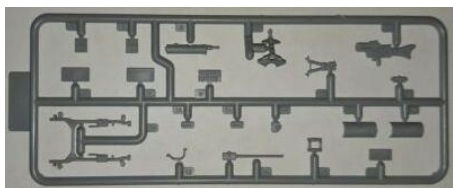
My first reaction was ‘better late than never’. A good many kits were released during the Centenary of the years 1914 to 1918, including the infantry weapons of all the major combatants. The Vickers Medium Machine Gun has been well represented for years in

injected moulded kit form. Now, well after 2018, we have the German equivalent being the MG08 used by Germany and its allies in WWI and WWII. ICM have done well with its tooling of the gun and well known 'sled mounting', the temptation to dumb down the delicate form of the mounting being resisted.

In this first boxing (the weapons only) you get two guns, being the MG08 and the MG08/15. The MG08 and mounting consists of 17 parts, a drum water can 4 parts, an alternative box water can 6 parts, a 'single strip' ammunition box 4 parts, a larger 'double strip' ammunition box 7 parts, ammunition belting 2 parts, and the MG08/15 4 parts. The simple but clear instruction sheet indicates you have to 'scratch build' the tubing from the gun's water jacket to whichever water can you choose to place with the gun.

The plastic used is on the softer side – but this is not a bad thing when detaching the major parts of the mounting from the sprues. A harder, more brittle plastic may have resulted in parts easily breaking when being removed. A sharp knife, some care, and nimble fingers will get the right result for the frame of the gun mounting. At the start of the assembly instructions you are shown 'Variant 1' and 'Variant 2'. This only refers to the possible positioning of the front legs of the mounting to adjust for height. 'Variant 1' would be equivalent to an open field fire position with the gunner seated on the ground, and 'Variant 2' to firing from behind low level cover with the gunner kneeling. However, if one looks at the drawings, you can see the holes or 'notches' on the cheeks of the main frames of the mounting. This is because the front legs can be adjusted to any point along the arc of the cheeks of Parts A1-19 and A1-22. Ignoring the use of the term 'prone' on the last page of the instruction sheet, the front legs can be set all the way up so that the mounting is flat on the ground, so that the gunner is truly in the prone position. However, any position other than the two catered for in the kit will require modifying the elevating mechanism in parts A1-20 and A1-23. The only small annoyance was Part A1-2 which is 1mm or so too short to span the gap between Parts A1-19 and A1-22, and so is replaced by a piece of rod.

Needless to say, but there should be an untold number of dioramas and vignettes that can now be built easily and cheaply without relying on white metal and resin kits of this gun. And, one would have to be very keen to add extra detail to this very good kit.



German MG 08 Machine Gun Team (WWI)

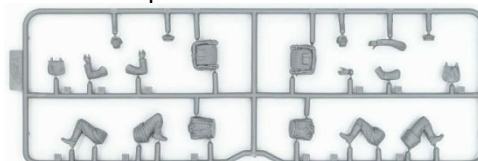
ICM 1/35

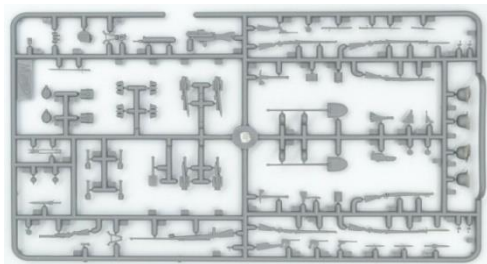
Reviewed by Peter Webster

The second boxing of the new MG08 kit provides for the inclusion of two gunners to man it. So, you get the same instruction sheet as in the original kit for the gun, plus a sheet for the WWI German MG08 MG Team, plus the sheet for the WWI German Infantry Weapon and Equipment set.

The sprues are as follows: the sprue for all the MG08 and mounting parts as per the original kit (with the MG08/15), a sprue for the two gunners with separate heads and soft field caps and field back packs, plus the full sprue from the infantry weapons set (pistols, rifles, stick grenades, egg grenades, Mauser 13mm Anti-tank rifle, an MG08/15, four Stahlhelm, and a plethora of personal kit items. All good value for money, ample to portray the box art. I'll now be picky with what I wish had been included. I can understand the inclusion of the soft field caps, but not the exclusion of the early war Pickelhaube, or spiked helmets. So, one is left with having to buy the separate 1914 infantry set to get such heads/headgear. A full team would have extra ammunition 'numbers' and an NCO or officer in charge. Finally, the non-inclusion of prone figures, whether they be the gunner or his loader, or just ammunition 'numbers' to position behind the kneeling figures as given is a real annoyance, as a bucket load of work would be needed 'to make it happen'. Still, modelers are an industrious bunch, or we may be lucky with the after-market producers filling this gap. Still, as I said, plenty of good fillers for the spares box.

The extra sprues are shown below.





Jet Trainer Aircraft "Mantis"

A Model 1/72

Reviewed by Andrew Jones

It is a little odd that A Model have started using the term Soviet Trainer Aircraft whereas they previously tended designate the model by the prototype identifier for example Tu-128, DHC-4 etc. A web search identifies this aircraft as the Yak-32 and according to 'Wikipedia'; this plane was designed in the 1960's as a single seat light military aircraft as well as a civil sporting plane. Only three were ever made and one remains in a museum.

The kit is moulded in light grey plastic on three trees. The panel lines are recessed. The level of detail is ok for a limited production style kit but not really up to Tamiya/Hasegawa standard. Cockpit detail is limited with side wall detail. The instrument panel is recessed and a decal is provided. The canopy is probably a bit on the thick side, but has good clear lines to mark out for painting.

The instruction sheet has construction broken down into six stages. Each stage is well drawn with clear explanation of where everything goes. Colour call outs with Humbrol paints listed are at each stage.

The decals are on a thin narrow sheet with apparently thin carrier film. Markings for two aircraft are provided. The first is an overall silver aircraft with black anti-glare panel marked with yellow 32 just under the cockpit and yellow stripes on the tail. The second aircraft is also overall silver with black anti-glare panel and what I believe is a civil registration of RA-0225G, so you have the choice of either going military or civil.



Soviet Trainer Aircraft "Magnum"

A Model 1/72

Reviewed by Andrew Jones

This kit represents the Yak-30, a two seat trainer aircraft that, like the Yak-32, lost out to the L-29 Delphin. Only four were made and again one remains in a museum in Russia.

The comments above apply equally to this kit as both the aircraft and kits are similar.

Five sets of markings for four aircraft are provided as follows:

- "Yellow 30" Overall silver with black anti-glare panel and yellow stripes on tail
- "Yellow 50" as above
- "Yellow 80" as above
- "Red 80" with civil code RA084G. Overall silver with aircraft grey, light grey, black and dark grey rear half
- "Red 80" as above but with the 0841 of a larger size.

A Model kits are no shake-n-bake kits, but with a little care and patience a very nice model can result. As always they produce kits of machines that no one else seems to produce.



Su-1

A Model 1/72

Reviewed by Andrew Jones

The Su-1 (I-135) was a prototype fighter of 1940, but after a landing accident and an engine failure in mid-flight the aircraft didn't prove itself until April 1941. Even then, with unreliable turbochargers, the aircraft could not outperform the Yak-1 fighter.

A Model is certainly producing kits of unusual aircraft. Not just those from WW2 but even more modern aircraft (see above). All kits are limited run with the downside that their kits are a bit hit and miss with some requiring minimal work and some requiring a lot of hard work.

The kit is moulded in light grey plastic. The attachment points are not as thick as other A Model kits with little or no flash. The cockpit area does have some detail with some struts and switches moulded to the cockpit wall. The instrument panel has raised lines. No seat belts are provided. The undercarriage bays are plain, but once the undercarriage is assembled the lack of detail should be hidden. The wheels have some tread patterns. Panel lines are lightly sunk not deep so look quite acceptable. The canopy is a little thick but appears ok with good clear lines to help masking with no blemishes or marks to spoil the look of the kit. According to the box art there are neither antennas nor wires on this aircraft

The instructions are broken down into five construction stages with a sixth being the painting and decal placement. The stages are clearly drawn and easy to understand with colour call outs to the Humbrol range. The only problem is that I was unable to determine the colours for the undercarriage bays. The colour is overall green over light blue with a huge silver area around the exhaust to under the cockpit (hmmm I wonder whyperhaps something to do with the exhaust / turbocharger perhaps?) The only markings are only Soviet stars. They are produced by a company called Decograph.

All things considered, this kit should build into a nice model of an obscure and interesting aircraft.



Armoured 4x4 Truck

Dragon Models 1/72

Reviewed by Andrew Jones

The armoured 4 x 4 truck is actually the world famous Jeep. I guess they call it a truck to avoid paying royalties. Some jeeps were armed with various weapons and armoured plates during their military service. This particular kit is a 1 + 1 box kit so you can build two models from this box. The choices are a double bazooka armed jeep and a choice between versions armed with .50 cal or a .30 cal machine guns. While nominally 1/72 scale, some other reviewers state it is actually 1/76.

The instruction sheet has five construction steps with easy to follow line drawing. Step 6 covers the painting and markings. The cab and grill armoured plates are provided as photo etch parts with clear marked line in

which to fold the metal. The two marking options are for a bazooka jeep from the 60th Infantry Regiment, 9th Infantry Division Ardennes 1945 (2046010-6) and a MG version from US Army Western Front 1945 (20349925-S).

Basically the parts count is so low and the final model size is so small that you could really make both kits in a weekend. The main body is in one piece and the underside and suspension is also in one piece so the seats, muffler, wheels and other small bits and pieces are all that have to be added. The weapons etc appear finely detailed though if you want better detail I have seen aftermarket photo-etched barrels etc, but I think the kit parts look adequate.

One odd thing in the instructions is that there is a choice between the .50 cal and the .30 cal machine guns but the colour profiles show only the .50 cal. Perhaps the vehicle at one stage did have a .30 Cal or you can use the .30 cal to make a vehicle of your own choosing. Online research has shown some things missing from the bazooka version. A staged photo of the vehicle exists and the vehicle seems to be missing an M1 attached to the armoured cab, a rifle (or carbine) holster on one side and the vehicle has the windshield attached covered by canvas. The windscreen is included in the kit but is listed as "do not use"

Overall this is a nice little double kit that builds into a good replica of the original.

General News

From Ley at Platypus come the following:

- New from Tankograd books on The Dagger Brigade, MAN Kat1 LKW, Early days of the Leopard 2, British Forces Germany and the latest issue of Militar Fahrzeug (4-2019) and Fast Track 22, Swedish M113's
- Avonmore Books announce that Volume 3 of the South Pacific Air War series (Coral Sea and Aftermath – May/June 1942) is available as is "Pacific Adversaries Vol. 1" and "Last Stand in Singapore" Also with the 75th Anniversary of the death of Captain Emile Dechaineux "The Submarine Six" is still available and with the centenary of the first England – Australia flight, Avonmore off "The Long Flight Home" an novel about the flight.
- AVI Models present several variants of the DH83 Fox Moth in 1/72 scale. They include in New Zealand Service, in Australian Service and in Overseas Service.
- New from Trackpad Books "T-34 in Arab/Israeli Wars", "Israeli Halftrack SPGs", "Tanks of the Early IDF", Belgian Leopard 1 1969 – 2014" and "Brazilian Stuarts".

- New from Valiant Wings Airframe Detail No.7 – Henschel HS123 and revised editions of AM3 – Fw 190D?Ta 152, AM7 – Fw190 (radial engine)
- New from Pen and Sword Books on Hungarian Vehicles of WWII and Hitler's Light Tanks
- New from Peko Stug III on the Battlefield Part 5 and War Photographer 2.
- BAT Projects announce 1/72 kits of the Boeing Model 307, DH86 and Curtis Condor.
- Various civil Aircraft conversion sets from Aircraft in Miniature. Included are some DC-7's, Viscount 800, Canadair Yukon and some CL-44's. They cost in the 30 – 70 pound range and are available from Hannants

Photographs



Graham waxing nostalgic (SW)



Bunni and friend judging (SW)



Do we all really remember that?



Time to move the loft insulation (SW)



I haven't really bought much (SW)



The sale room SW)