

# Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 12 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](mailto:apma.newsletter@gmail.com), see us at a meeting, contact Bill via his personal e-mail [wjrenfrew@gmail.com](mailto: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 Editorial team.

## 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: DECEMBER 11 @ Noon

### 2021 Committee

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## EDITORIAL DROPPINGS

Welcome to the twelfth, biggest and last of our Newsletters for 2021. We hope you have enjoyed our offerings and invite you to contribute an article - any article – for the 2022 Newsletters.

Our thanks go to all those who have contributed this year: Simon Wolff, Ian Wrenford, Dom Prieur, Mike Buonarroti, Dave Clark, Ari Zagoridis, Lindsay Charman, Ley Reynolds, Bill Moore, Ben Rabin, Roger Clark, Joe Turner, John Sobieski, Chris Cole, Clive Ferris, Jack Verbruggen, Mark Franc, Ken Taylor, Gerry Mangin, Pete Johnson, Ben Courreges, Graham Carter and Barry Cockayne.

## NOVEMBER – MEETING

November's al fresco meeting went surprisingly well with a decent roll up of members and models. The downside was a couple of the models were damaged when the wind took charge but thankfully there was nothing irreparable.

The impromptu move to one large table indoors seemed to encouraged a lot of discussion and interaction and is something we may try again in the 2022 meetings. All in all it was great to be back to face-to-face interactions at last!

## UPCOMING SHOWS

The SMSC EXPO planned to be held at Wests Ashfield Leagues Club has been **cancelled** due to late running renovations at the venue.

## QT BUNNI COMPETITION

The QT Bunni Comp scheduled for last August is postponed to a date hopefully to a date in early 2022, to be confirmed at the December AGM.



## 2021 QT Bunni Theme – Things Mentioned in Songs

### VALE: MIKE McEVOY

We have just heard that Mike McEvoy passed away not long after this year's Scale Model World. He was undoubtedly a major and much respected figure in plastic modelling circles in the UK - and indeed the world - for nearly 50 years.

Our thoughts are with his family and friends.

## BOOK REVIEWS

### FLYING FLEA REFERENCES

The First Home Built Aeroplanes

...and...

Flying Flea, Henri Mignet's Pou-Du- Ciel

By Arthur W. J. G. Ord-Hume

Stenlake Publishing

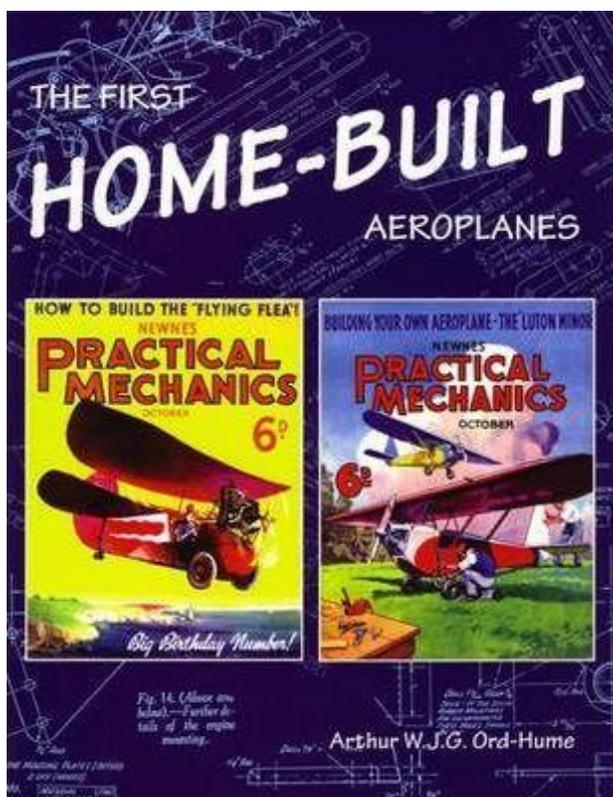
ISBN 9781-84033-449-4 and ISBN 9781840335545

Reviewed by Ben Courreges

Arthur W. J. G. Ord-Hume championed the cause of the light aircraft following WW2 and was a founder of the Popular Flying Association (now the Light Aircraft Association). He was instrumental in designing and developing aircraft for home builders and was involved in developing equipment and aircraft for the aerial agriculture industry. He was a prolific author with almost 50 books to his name, many on aircraft and their history but also on subjects as broad as local histories and his other major passion which was musical instruments, their technology, construction and restoration. He remains actively involved with aviation and his writings regularly appear in The Aeroplane magazine.

Two of his volumes cover the Mignet HM 14 family in some detail and with the arrival of not one, but two, 1/72 scale kits of the HM14 from Laci Ltd. UK (*ED: see Gerry's review below*) now seems an appropriate time to review them.

About A4 in width but slightly shorter than that in height, they have a total of 112 and 100 pages respectively, soft bound with card covers. Both have a similar basic structure with a short introductory section before getting into the meat of their subjects which are primarily pictorial.



The Mignet portion of the Home-Built volume occupies some 27 of the pages following the nine introductory pages with the balance of the book devoted to the Luton Minor Scale Views – Issue 12 2021

with which Arthur W. J. G. Ord-Hume (his name always seems to be written in full, complete with all three initials!) was closely involved.

The Flea bit is a reproduction of the 'how to' articles that appeared in the October 1935 to February 1936 issues of Newnes Practical Mechanics magazine. These were heavily illustrated with very clear line drawings showing the construction and dimensions of an HM14 Flea in great detail, perfect for understanding the sometimes odd complexities Mignet included in his designs. In other words the perfect source for anyone wanting to model one.



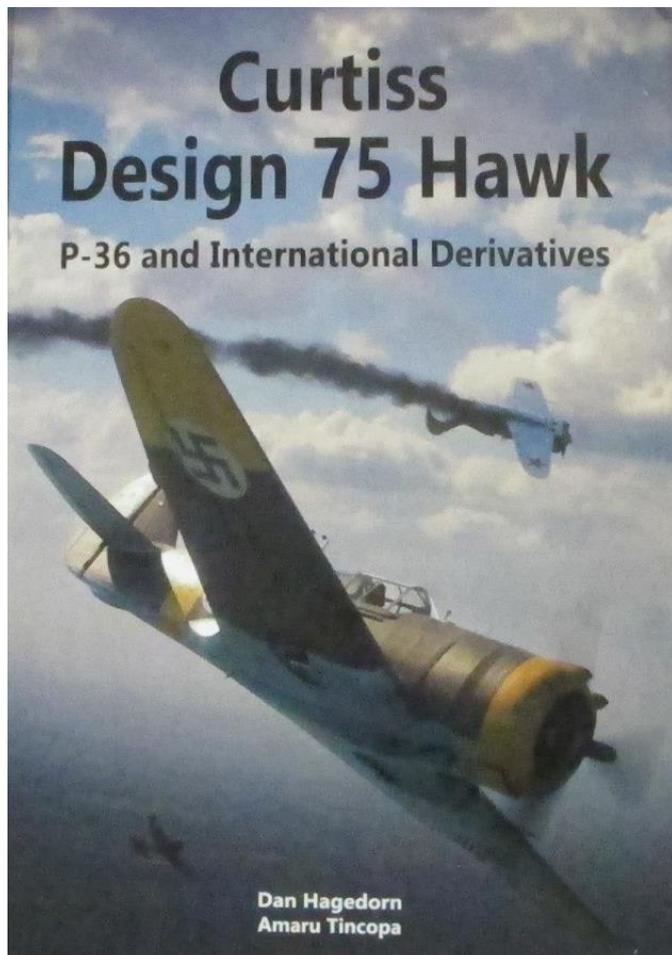
The second volume starts with a 17 page introduction setting out the background to Mignet and his designs, the building craze he sparked, the design flaw that made the HM14 positively lethal and the subsequent development (by Mignet and others) of many successful designs based on his principles. The balance of this volume is given over to photos of the many and varied Pous built mainly in Britain but also from around the world, including one from New Zealand. Most are of HM14 variants with about a quarter being of the later versions.

With few exceptions the images are printed full width and all are on good quality calendared paper and are accompanied with comprehensive captions that add to the introduction's narrative. They are leavened by a small selection of period advertisements and the occasional cartoon and construction drawing. The latter very helpfully includes a 3-view of the Scott Squirrel A/2S engine that was fitted to many Fleas; unlike the Laci kit which depicts G-AEEH as restored with a non-original AJS V Twin. As you would expect the images are almost all in black and white. Nonetheless there is plenty of detail and some interesting and amusing schemes to research and model.

Both volumes are interesting and informative in their own right and are without doubt the most comprehensive history of these aeronautical oddities. **RECOMMENDED.**

# CURTISS DESIGN 75 HAWK P-36 and International Derivatives

By Dan Hagedorn, Amaru Tincopa  
European Airlines, Spikkestad, Norway, 2021  
ISBN 978-82-93450-13-9  
Review by David Clark



The Curtiss P-40 is too well known to require further comment. The same cannot be said about its predecessor, which is unfortunate given that the earlier design led directly to the later. The Design 75, as it was introduced to the world by Curtiss in 1935, marked a turning point in American fighter aircraft design and a big engineering leap forward for Curtiss. It saw service with many of the world's air forces, from the USAAF in North America through Latin America, Europe, the Middle East, North Africa and India to Asia. It introduced many air forces to modern, monocoque monoplanes, and even when it found itself up against opposition of a higher calibre it gave a more than reasonable account of itself. The release of this book is therefore very welcome, and will go a long way towards filling that knowledge gap.

The authors are well known aviation historians, Dan Hagedorn being a former curator of the Museum of Flight in Seattle and Amaru Tincopa a specialist in Latin American military aviation, and have come together to produce what is the definitive monograph on the Design 75, its most produced derivative, the P-36, and many other variants. There has clearly been a lot of hard work put into this volume and it does not disappoint.

The book itself is of A4 size, hard covered, with 367 pages. It generally follows the layout and structure of the

Rohrbach book from the same publisher reviewed by David M in Newsletter 2021.06. As is common with this type of monograph, the first chapter covers the prototypes and development aircraft, changes made during testing and their ultimate fates. It ends with a tabulated summary of the aircraft covered. There follows another fifteen chapters, each dealing with a particular version of the Model 75, from the fixed undercarriage versions in Chapters 2 and 3, through the various versions operated by the USAAC, China, Siam, Persia, Argentina and Peru, and the versions ordered by various European air forces, notably those of France, the Netherlands and Norway. These last had even more interesting lives after the defeat of their original owners, being operated by the RAF, Finland and even the Luftwaffe. Finally, there is a chapter on surviving airframes, pilot's notes on flying one of the survivors (G-CCVH) and an Index to user countries. Each chapter details the numbers ordered, their use in service and their fates, and a table summarising the aircraft covered.

More important, from a modeller's viewpoint especially, are the photographs. Every chapter is copiously illustrated, with many pictures never previously having seen publication, and the book is worth having for this reason alone. If more justification was required, the pictures are backed up by profiles created by Juanita Franz, who needs no introduction.

My copy came direct from the publisher, and cost 375 Norwegian kroner (about AUS\$58.00) plus postage. I don't know of an Australian distributor, but Ley at Platypus Publications can get it for you. It's well worth the money, and is HIGHLY RECOMMENDED.

## KIT AND PRODUCT REVIEWS

### BEDFORD QL TYRE COMPARISON

Resicast GBS011 and Hussar Productions 35136 in 1/35  
Reviewed by Clive Ferris

IBG supply modern pattern Avon 11 x 20 'Traction' tyres in their multiple boxings that combine the Bedford QL chassis with various body styles. The kit tyres are fine if you are modelling a restored vehicle but are not strictly accurate if you are doing one during or immediately after WW2.

Supplied by IBG in two parts in the same dark grey plastic as the rest of the kit the wheels and tyres are cleanly moulded with sharply defined tread, bolt patterns and excellent side wall markings. They assemble easily and accurately and the single seam around the circumference needs little or no clean up. The only problem is that the tread is incorrect for the Dunlop 'Trak Grip' tyres used on the vast majority of the British subjects that most modellers will wish to depict. For some this will be a minor concern but those who demand accuracy will want to replace them with something closer to prototypical.

Resin replacements are available from Panzer Art, ToRo Models and GBS-Resicast (all Firestones) or Hussar Productions (Dunlops or Firestones). The first two are difficult to find and I have not seen either. The other two are more freely available through online shops or auction sites although the Hussar Productions set seems only to be available from AirConnection in Canada or Wings & Wheels Hobbies in the US.



Cast in a pale olive resin these come in a plastic Ziploc bag as a set of five; all four (two fronts and two backs) mounted on their rims and complete with their hub and outer drive shaft coupling plus one without the hub detailing for use as the replacement for the kit spare. The set includes four separate sling plates to go on the ends of the hubs which are modelled as the smooth style used on early QL's.

There is not a lot to like about these wheels. Detailing is 'soft' especially around the sidewalls which have no makers or size markings. The rims are recessed slightly behind the face of the sidewalls which are uneven and look like the tyre is under inflated. Apart from looking odd, the rims are a nightmare to paint. Each tyre has three prominent pouring stubs that need to be removed absolutely perfectly as they are arranged such that at least one will be on show no matter how you position them. Also needing careful removal are the letters (FL, FR, RL & RR) somewhat pointlessly cast on the inside tyre wall; anyone who cannot figure out where four tyres are supposed to go is probably not up to tackling the IBG – or indeed any - kit.

As they come with their hubs and outer shafts cast in place these are not simple plug in replacements for the IBG parts and you will need to modify the kit axles to suit. And the work needed is not simple as you will need to maintain their concentric and offset alignments while ensuring that the joint has enough residual strength to support what is a relatively heavy model once it is built.

However, the bigger issue is that they are a millimetre smaller in diameter than the IBG parts (about 29.5mm verses 30.5mm) and, worse yet, the spare is even smaller at a little under 29mm. The spare has other problems; the bolt holes are unevenly placed and two of the eight are a different size to the other six. All of which suggest that GBS Resicast have some serious difficulties in researching, master making and quality control.

I suspect that, despite being listed as being for the IBG kit, these wheels were mastered for another kit (perhaps the Italeri Portee?). Somewhat suspiciously the packaging (there are no instructions) shows a different tyre that looks more like a Dunlop and it is mounted on a fluted rather than the smooth hubs as supplied. This set is therefore definitely NOT RECOMMENDED; you would be much better off to use the kit wheels.

HUSSAR PRODUCTIONS HSR 35136



Hussar make two sets of replacement wheels for Bedford kits. Their HSR 35092 set are Firestones for Italeri kits and this set for IBG kits. Labelled on the packaging as "non-directional" they are in fact Dunlop 'Trak Grips'.

Cast in pale grey resin the Hussar wheels also come in the same combination of two fronts, two backs and a spare but that is where the similarities end. Detail on the Hussar parts is universally clean and crisp and accurate, even capturing the fine fluting and tiny notches around the shoulder of the tread. Bolts and the side wall markings on both faces are equally well done and the definition and finish is excellent.

The wheels are packed and well protected in a strong clear plastic bubble pack. The casting quality is outstanding with minute (<0.5mm) stubs on two in my set and just one with a few even smaller bubbles around the resin pouring point. These took less than a minute to remedy. The only things that might be added is a valve on each of the two rears; the fronts and the spare already have them.

In dimension terms these match those of the IBG wheels very closely and they are a direct replacement for the kit parts, requiring no further work beyond painting. In some ways they are easier to use as they are cast as on piece per wheel and thus eliminate all but the tiny clean-ups mentioned above. They are light years ahead of the Resicast items and, should you need an accurate set of Dunlops (or indeed Firestones) for your Bedford the Hussar replacements are HIGHLY RECOMMENDED.

## MIGNET FLYING FLEA

Laci Models kit LAC07201 and LAC072002 in 1/72 scale  
Reviewed by Gerry Mangin

LACI Ltd is a UK based manufacturer best known for producing engine and landing flap replacement kits for 1/144 airliner models. Their specialty is pods with open cowlings revealing engines with exquisite ancillaries, plumbing and structures. Laci's owner, Ladislav Hančar, has recently expanded his range to include two 1/72 scale 3D printed kits of Henri Mignet's HM14 Flying Flea. The first is unusual in that it depicts the flea sans the covering on its wings and rudder; the second is more conventional and depicts a fabric covered Flea (G-AEEH).



Both kits are packed in zip lock bags and are well protected by bubble wrapping inside strong boxes accessed via a top flap. The skeletal version is made up from just seven parts on three "sprues" with one each for the wings with the rest grouped on the third "sprue" \*. The fabric version adds a fourth for the rudder. There are slight differences between the two; the exhaust and carburetors on the fabric version are missing on the skeletal print.

Overall the quality is the best I have seen from 3D printing technology to date. The fidelity to scale of the skeletal wing and rudder ribs (which include their lightening holes!) is very impressive and the smooth rendering of the wing surfaces and the Mignet airfoil with its oddly concave undersurface on the fabric version is exceptionally well done. Equally impressive is the level of detail incorporated in the engines of both kits which have readable head and crank case details, cooling fins, chain drive and pulleys.

Laci forewarns that the resin is hard and brittle and care needs to be taken when removing the supports. The trick is to hold the "sprue" and ensure that no stress is placed on the actual part as you cut or nip through the small gate

that connects the two. Like all resin parts it is important to thoroughly wash them with a mild detergent and warm water to remove any release agents or, in this case, any residual uncured resin.

There is some shallow 'contouring' from the printing process around the rear and underside of the fuselage but they are easy to sand flush thanks to the simple curvature and easy access. While you are at it cut and sand off the wing control levers on each side of the cockpit and replace them with stretched sprue after the fuselage is painted.

Built straight 'out-of-the-box' these kits make quirky models that stand out amongst the usual tribe of 1/72 single engine aircraft. None the less there is also scope for corrections, enhancements and conversions if you are so inclined. Laci have made one small error in printing the tail wheels attached to the fuselage. In reality the wheels are on an axle on an extension of the rudder framing. The difference is minute but easy enough to fix (and be much stronger) with a couple of discs and wire glued to a modified rudder.

There are some extremely slender parts to both models (wing incidence control rods, the wing and engine supports and chain drive) that need to be protected or, in the case of the wing supports and controls, upgraded with stronger metal replacements. Laci cheated a little here and hid a vertical post behind the engine; if you are really brave you could remove it and either simply rely on the replacements above and do without or replace it (again) with a length of fine wire or Hobby Design or Albion Alloys stainless tube.

There are a lot of colourful paint job 'conversions' that are possible using this kit. Unfortunately few, if any, use the AJS V twin engine supplied by Laci as this is a non-original motor fitted during a fairly recent restoration. However, all is not lost as the cylinders from the kit grafted onto a carved sprue 'crank case' and dressed with a carb, exhausts and plumbing from stretched sprue makes a very presentable Scott Squirrel in line twin as seen on many Fleas. Thus equipped many fun schemes become possible.

Removing all the engine and instrument panel detail allows access to the seat bulkhead which should have its recess deepened; it is an open hole on some Fleas (including G-AEEH) and covered by a taller padded backrest on others. The replacement structure is essentially a simple 'V' shape in tube and thus easy to replicate using the aforesaid stainless tube. The remaining engine supports do not need to be as strong and can be made up from sprue.

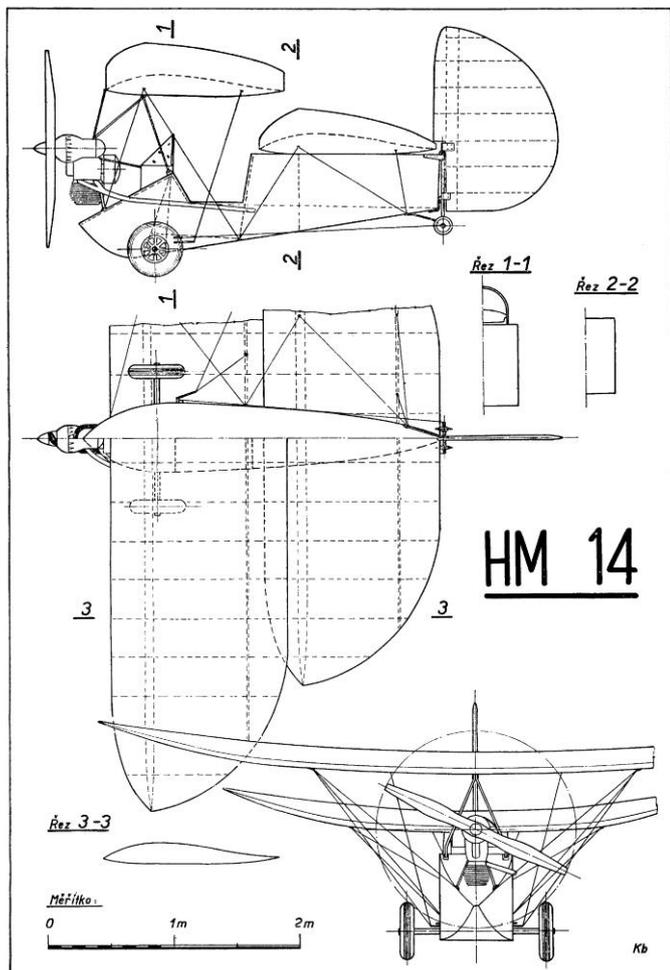
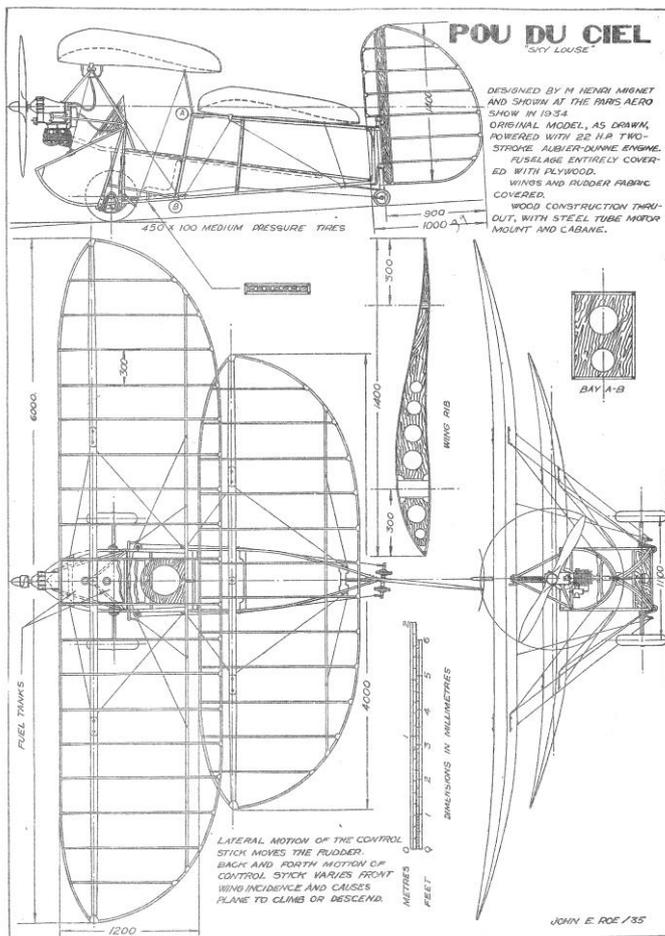
Being such a simple kit with so few parts the supplied instructions are adequate, albeit a bit short on painting details. Fortunately G-AEEH is well covered with plenty of images available on line. One thing to note that is not clear in the instructions is that the blue/silver demarcation on the rear fuselage is not straight and has a slight downward curve when seen in side elevation.

The rigging is shown as red lines on the instruction diagram but omits the cables from the rudder bar to the ends of the rear wheel axle. There is a surprising amount of it and it is the perfect candidate for some of Dave Muir's Wonder Wire as it would add a further modicum of strength.

Both kits are HIGHLY RECOMMENDED

*\* I am not sure if "sprue" is the correct term for the base and supporting columns that are needed for 3D printing.*

Below: April 1936 Model Airplane News and July 1966 MODELAR plans of the HM14 Mignet Flying Flea.



## PIPER PA-25 'PAWNEE' OVER AUSTRALIA

Kovozavody Prostejov Kit KPM1025 in 1/72  
Reviewed by Graham Carter



KP hail from the Czech Republic and produce an increasing number of interesting and much requested kits. This is one of them and is part of a small series of Pawnee kits. Piper's Pawnee was/is a popular (over 5000 were produced between 1959 and 1988) agricultural aircraft used around the world in various forms - single and two seat (actually a jump-seat fitted in the hopper for an assistant in remote areas) with different capacity Lycoming engines and as a glider tug. It is this latter version that is catered for by two of this kit's decal choices. In 1988 the Piper company passed the production facilities, drawings and machinery to an Argentinian company which continued to produce it for a few more decades.

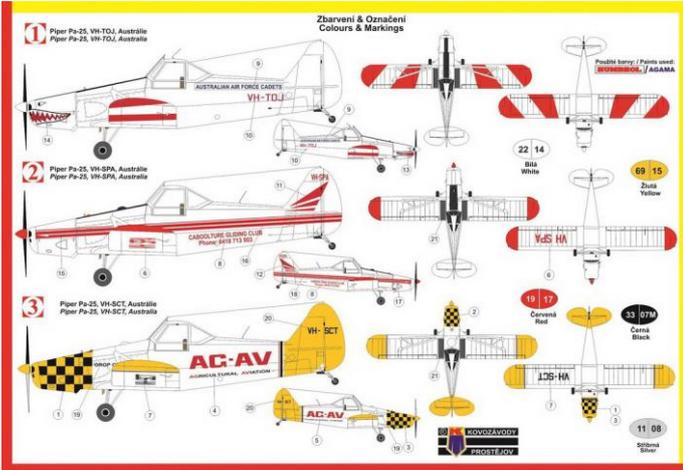
It comes in the familiar end-opening boxes favoured by Eastern European producers; I suspect this is because they are much cheaper. However, this one seems a lot stronger than many others that I have seen. Inside is a plastic sleeve containing a single grey sprue with a small transparent one for the canopy. All parts are nicely moulded with little flash and no short-shot parts. Like most short-run kits the gates are a bit thick (especially on small parts) so care will be needed in separating them. A single A4 instruction sheet is printed on both sides and contains a brief outline of the Pawnee in passable English and excellent Czech, a parts map and 15 construction steps. A 100 x 85mm decal sheets containing three Aussie schemes completes the package.

The main sprue contains four propellers but no indication is given as to which one you use, only a note to select the one "according to camouflage". Good luck with that one! Surface detail is acceptably fine for this scale although the interior frame might benefit from some thinning down. The engine is only represented by a couple of front cylinders on a backing sheet behind the cowling but in this scale that will do the trick. Paint details are pointed out in each step, although some are a bit vague. The only issue I can see is the attachment of the wings as only tiny plastic wing pins are provided to fit into holes in the fuselage - it might be worth drilling and pinning them with brass wires.

The decals cover three aircraft :-  
1 - VH-TOJ of the Australian Air Force Cadets  
2 - VH-SPA of Caboolture Gliding Club, and

### 3 - VH-SCT of Ag-Av , Agriculture Aviation.

The first two are in overall white with red markings while the third is also white but has yellow tail and wing tips and a black chequered nose. The red and yellow wing and some fuselage markings will need to be painted, while the rest are decals.



I will be building one that is frequently zooming over my part of the world as it is based 3km away at Piper's Flat airstrip, home of the Bathurst Soaring Club. I can just about make up the scheme from the decals on the sheet with the help of some Xtradecal and Modeldecal generic sheets. I will also have to modify the kit's canopy to amore angular top. This is the one I will be building...sometime!



I cannot comment on accuracy of the kit but it looks like a Pawnee on the sprues and all in all it is a neat little kit and how nice to see some local markings.

## SCAMMELL PIONEER TANK TRANSPORTER WITH TRCU30 TRAILER

IBG kit IBG72080 in 1/72 scale  
Reviewed by Graham Carter



This Polish firm has answered many a Braille Scale AFV modeller's dreams with a wonderfully detailed series of kits of trucks and other vehicles and this is one of the most requested kits. Airfix had a ripper kit available many decades ago and I recall as a teenager building the transporter and converting others into gun tow and breakdown trucks using articles in Airfix magazines by Chris Ellis and Gerald Scarborough so this was much anticipated release.

As soon as I saw the CAD renditions a year or so ago I felt there was something wrong with the cab but hoped that it would be a better when realised in plastic. However, reality has proved a great disappointment as this kit, which looks so wonderful in the box, has several major and minor issues. Apparently their 1/35 kit displays some of the same issues as well. In 1/35 there are these IBG kits as well as superb Pioneer variants from Thunder Models in plastic and Accurate Armour in resin.

But let's look at the box and contents. This review will concentrate on the tank transporter but all comments will apply to IBG's SV25 Heavy Breakdown (IBG72079) and R100 Artillery (IBG 72078) Tractors as well. The kit comes in a large sturdy top-opening box, 300 x 200 x 50mm in size with a colour CAD drawing on the top with that cab front error in plain view. Inside are two large and one small resealable plastic bags containing a total of ten dark grey sprues plus a small bag contains the decals, PE and a transparent sheet for the windows.

The stapled sixteen page A4 instruction booklet contains a parts map with some sections (for the Breakdown variant) blanked out, a paint list for Vallejo, Hataka, Mr Hobby, Lifecolor and AN Interactive (but no Humbrol!) and then 35 construction steps done with CAD drawings - all very clear - and two 5-view coloured schemes illustrating the decal choices, one each for vehicles used in Italy and North Africa. A great-looking package.

The parts are nicely moulded, although some gates are a bit thick on some of the smaller parts and there are billions of these! It is after all an IBG kit which means that three or four parts are used when one would do the trick. After building quite a few IBG kits I know that you have to take special care with alignment and location of parts. This one will be no different - there are 160 plastic parts and 63 PE bits. All are nicely moulded with little flash and lovely surface detail.

Now the issues - the cab is quite wrong, being too narrow, short and with incorrect windscreen size and angle, the drive wheels are wrong, and the trailer is the later European version and not the one used in North Africa. The tractor wheels provided appear to be correct for the Pioneer and Breakdown truck but are too small for the Transporter from what I can see but I am prepared to be corrected on this. In many shots of real vehicles the trailer wheels appear to be quite different from the ones provided as shown in the photo overleaf.

My good friend Mark Davies – a Braille scale master - in Auckland in NZ has written a wonderful 11 page re-build of the kit on Missing-Lynx that shows you in detail how to correct the kits several shortcomings. His article is here:

[www.tapatalk.com/groups/missinglynx/ibg-s-scammell-pioneer-30-ton-tank-transporter-hope-t328341.html](http://www.tapatalk.com/groups/missinglynx/ibg-s-scammell-pioneer-30-ton-tank-transporter-hope-t328341.html)

## HASEGAWA TRYTOOL FINISH SHEETS

Hasegawa Trytool TFx and TF9xx ranges  
Reviewed by David Muir

Most modellers are familiar with Hasegawa kits but less so with their tool and accessory range. Aside from the usual knives, chisels, scribes and files the range, marketed under their TRYTOOL banner, includes an array of useful stainless steel templates and gauges. In my experience all are well made and engineered and thus good value.

Even less known are the 'Finish' sheets sold under the same TRYTOOL banner. These are similar in concept and application to the 'Bare Metal' self-adhesive metal foil system with some notable differences. Firstly, they use very thin vinyl film rather than metal which makes them less fragile and easier to handle. Secondly they are available in many more finishes and can be coloured, printed with patterns and/or textures seemingly without limit. As such they are similar to the vinyl car "wraps" used to apply the liveries on race cars and those garish 'chrome' finishes so beloved by hoons and footballer's WAGs.

Each pack contains a single 90 x 200 sheet, packed and protected by a shallow clear plastic box-like envelope. The application process is similar to the foil systems. A piece large enough to cover the desired panel (or panels) is cut out, peeled from its backing paper, positioned and then pressed down. Unlike metal foils it does not take kindly to burnishing with hard objects: a Q Tip or soft balsa block works best. Applying them to flat, near flat and single curvature surfaces is a snap and all the sheets have a degree of flex and stretchability and can tolerate a decent amount of compound curvature in the surface to which they are applied.



Here is a summary of Mark's work and photos of his model:

- The drive wheels are too small for the transporter but OK for the tractors. The Academy M25 Dragon Wagon wheels are the right size.
- The air cleaner pot is too small; scratchbuild a new one from tube and sheet.
- The roof is 1mm too shallow at the front and 2mm too shallow at the rear; build up with staggered laminations of sheet and filler.
- The front of the roof should be 27mm wide and tapered back to the kink where the sides become parallel.
- The windscreen should be 26mm wide and needs to be remade from strip. Its top needs to be moved 0.5mm forward.
- The trailer also needs work, mainly to the front section but also to the details around the rear.



At the price - over \$50 - I can really only recommend this kit to the masochist or the modeller who is prepared to accept it in its boxed version and only as a later European variant. Given all that, I am still going to build mine!

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First released back in 2008, by 2013 the range had expanded to some 23 different finishes. All have codes in the TF1–TF23 range. The first series sheets may have been taken out of production; some are hard to find but others are still available. Several of these early subjects make finishes that cannot be achieved in any other way, e.g. the two Hologram sheets are perfect for some visors

and the instrument flat screens in modern aircraft cockpits. However, the standout sheets (TF1, TF2, TF3, TF5 and TF8) are a quick, simple and clean way to create very convincing 'metal' finishes on models. The full list of these early TF1 to TF23 series sheets includes:

- TF1 Mirror
- TF2 Duralium
- TF3 Titanium
- TF4 Matte Black
- TF5 Gold Mirror
- TF6 Optic Orange
- TF7 Optic Yellow
- TF8 Copper Mirror
- TF9 Carbon 20 (Fine)
- TF10 Carbon 12 (Rough)
- TF11 White
- TF12 Red
- TF13 Orange
- TF14 Hologram
- TF15 Clear Hologram
- TF16 Carbon Kevlar (Flat Weave)
- TF17 Carbon Kevlar (Satin Weave)
- TF18 Silver Carbon 20
- TF19 Silver Carbon 12
- TF20 Clear Green
- TF21 Clear Blue
- TF22 Clear Red
- TF23 Clear Orange

For some reason in 2010 Hasegawa began releasing the product (same concept, material, size and packaging) using different coding in the TF901-TF9xx range. While most are completely new finishes a few (for example TF927 Mirror Surface and TF1 Mirror) seem to replicate finishes that were in the first series. However, they include several (925, 926, 932, 933 and 936 to 938) with 3D texture to replicate chequer plate and two new metals (922 & 923).

These TF9xx sheets have introduced not just new colours but also ones aimed at more niche modelling genres. For example there are two 'Linoleum' sheets obviously intended for the decks of 1/700 and 1/350 ships and multiple windscreen and window tinting sheets aimed at the automotive modeller. New sheets are still being released; four appeared in 2020 and three new wood grain finishes have been released this year.

More importantly Hasegawa have added three application sheets to make cutting, handling and placing easier; two (916 and 917) are the standard 90 x 200 size, one (919) is A4 size to cope with bigger pieces. All three include two sheets which in essence are like clear low tack film which allow you to cut out, lift and place pieces with greater accuracy. Equally importantly they have introduced a bottle of liquid 'Softening Agent' (TF934) which works much like the decal setting fluids with which we all familiar. Applied to the surface before the finish is added it gradually pulls the film flush as it evaporates. This does take some time as the film is largely impervious to liquids but it does work, you just have to wait a day or so for it to fully settle. Again, much like decaling, pinpricks and a second dose of softener should deal with any recalcitrant areas. The current list of TF9xx films includes:

- TF901 Polarising Cobalt Blue-Yellow
- TF902 Polarising Green- Magenta
- TF903 Polarising Brown-Cyan
- TF904 Pearl (fine)
- TF905 Pearl (large Grain)
- TF906 Gold Leaf
- TF907 Silver Leaf
- TF908 Phosphorescence (Blue)
- TF909 Phosphorescence (Green)
- TF910 Fluorescence Red
- TF911 Carbon Finish (Checker Pattern)
- TF912 Carbon (Plain Fabric)
- TF913 Clear Glass
- TF914 Clear Brown
- TF915 Clear Brown
- TF916 Application Sheet (1mm black grid) x 2
- TF917 Application Sheet (1mm white grid) x 2
- TF918 Mirror A4
- TF919 Application Sheet A4 x 2
- TF920 Linoleum 350
- TF921 Linoleum 700
- TF922 Gunmetal (Dark)
- TF923 Gunmetal (Light)
- TF924 Aluminium Foil
- TF925 Chequered Plate A (mirror)
- TF926 Chequered Plate B (mirror)
- TF927 Mirror Surface
- TF928 Clear Light Blue
- TF929 Graduated Windscreen (Blue)
- TF930 Graduated Windscreen (Green)
- TF931 Graduated Windscreen (Smoke)
- TF932 Chequered Plate A (Stainless)
- TF933 Chequered Plate B (Stainless)
- TF934 Softening Agent
- TF935 Gold
- TF936 Scales Polishing (Stainless) (*i.e. Chequer plate*)
- TF937 Stripes Plate A (Stainless) (*i.e. Chequer plate*)
- TF938 Stripes Plate B (Stainless) (*i.e. Chequer plate*)
- TF939 Clear Yellow
- TF940 Dry Carbon (Fine) mat
- TF941 Dry Carbon (Coarse) mat
- TF942 Silver Metallic Gloss
- TF943 Stainless Metallic Matt
- TF944 Wood (Maple)
- TF745 Wood (Walnut)
- TF946 Wood (Teak)

I like TRYTOOL's Finish sheets as they eliminate the faffing, fuss and mess (!) in masking, gloss black base coating and multiple top coats inherent in sprayed finishes, none of which seem to work well for me. They have the added advantage that using them makes possible some appearances that cannot be achieved in any other way. On that basis I have no hesitation in recommending them.

That said, their main impediment is cost as firstly, they are not cheap and secondly, their price seems to vary enormously from outlet to outlet. I have seen examples of sheets selling online for as low as \$7.00...and the same sheet elsewhere (most notably on EvilBay) being listed for over \$55. However, none of my small stash cost more than \$10, this is one instance where keeping your eyes open and shopping around can really pay off.

## DHC.1 CHIPMUNK T.10

Airfix kit A04105 in 1/48 scale

Reviewed by Ian Wrenford



The 2021 new tooling of the Chipmunk was a welcome addition to the stash. The only 1/48 alternative before this was the rather nice but rather hard to come by 1/48 Aeroclub vacform or the venerable Airfix 1/72 Chipmunk from 1969 or AZ's more recent multiple boxings from 2017.

The kit comes in Airfix's usual top opening box, with the usual Airfix light grey plastic. The instructions are A3 'broadsheet style' which I find vaguely annoying in that they take up most of my work area leaving no room to make the model (analogy is like trying to read the old SMH on the train). Nevertheless – a nice set of instructions, with clear options and colour callouts (Humbrol!). There's a quite comprehensive decal sheet with four British schemes (two civilian 'restorations' in period FTS and RN schemes, a 1968 Army Air Corps in Dark Earth/Dark Brown, and the first British Chippie from Farnborough 1949).

### ACCURACY

Let's kick off with an 'accuracy review' courtesy of Rod Blievers – a 1:1 Chipmunk owner, Chipmunk aficionado AND a modeller. Rod originally posted this on Britmodeller and has kindly provided permission for APMA to use in the Newsletter.

*Overall I'm very, very impressed - at last a decent Chipmunk kit! The kit mouldings are really well detailed and have captured most of the odd protrusions and lumps well. The fabric covering is subtly done (most kit manufacturers exaggerate this). I applaud the inclusion of separate strakes, both styles of rudder and the additional canopy sides with the oblique rails for the amber/blue blind-flying screens - it should then be fairly easy to depict the RAF Chipmunk from its introduction way back in 1949 through to the present day use by the BBMF (how's that for length of time in service?). The cockpit and engine area seem very well done indeed, perhaps the engine frames are a little thick while the firewall detail (instantly recognizable to anyone associated with the Chipmunk) takes my breath away!*

*As a Chipmunk aficionado and a self-confessed "nit-picker" though, I do have some niggles.*

*Airfix depict an insert/pipe on the lower starboard side of the front cowl - while this is correct for the later "Canadian" exhaust/heater the cowling should be smooth with the earlier sloped exhaust (as supplied). Although it appeared in some initial photos of the kit's CAD development, the prominent longeron re-enforcing panels (think of a "T" lying*

*on its side) immediately aft of the firewall are missing - yet these were present on all Chipmunks after 1983. Continuing the cowl theme, the cartridge starter exhaust port (aft end of the RHS cowl) has been overlooked, which is rather odd as the priming hole and slot on the port cowl are included.*

*The wing underside/centre section is brilliant (part A1) - it not only displays the "gull wing" effect evident on the Chipmunk (if you know where to look) but also has the often overlooked triangular NACA-type scoop too! Keep in mind that this scoop was a retrofit item installed after production was completed, i.e. a similar situation to the rudder change occurring after 1953 - as a broad guide, if you model a Chipmunk with the narrow-chord rudder then it won't have that intake. But just to offset my joy at this part - what's with that semi-circular strip immediately aft supposed to represent? It's not a standard Chipmunk fitting.*

*The trapezoid-shaped panel (a battery access hatch) Airfix depict on the upper port fuselage side immediately aft of the canopy is only correct for post-1972 aircraft, prior to this the panel was a much smaller rectangular shape, identical to the one on the opposite side.*

*One surprising omission is that, other than the lower RHS nose cowl intake, Airfix make no provision for the "Canadian" heater/exhaust system, fitted in 1979. This featured a solid lower cowl panel and a near vertical exhaust stack exiting at the rear of this. An after-market kit, anyone?*

*One each of the two different styles of UHF antennae are included - the parallel-sided blade was by far the most common, only a few aircraft carried the pointy version. A Chipmunk sporting one of each as Airfix imply would be very unusual, though not impossible (I've just located just one photo of this!). The instructions err here too in showing the lower antenna as being vertical; as both antennae were mounted perpendicular to the skin and offset from the centreline, thus neither antenna was vertical.*

*On the subject of aerial fit - Chipmunks left the factory with a VHF radio and a whip antenna under the starboard wing. In 1963 these radios were replaced by UHF sets; the underwing whip aerial was removed and the two prominent rear fuselage blades were fitted. Because this was unsatisfactory when operating from civil controlled airfields (which used VHF) some units subsequently re-installed the VHF radios with either a whip aerial again under the starboard wing or a whip or a white rod antenna at a raked angle atop the tailcone (i.e. behind the rudder). Despite removal of the UHF radio, sometimes the blade antennae remained (i.e. three aerials present) - check your reference photos!*

*Airfix have used a restored Chipmunk, G-AOSY, as both the box top art subject and one of the decal choices. No complaints here if you're modelling this particular aircraft (I've seen/touched/fondled this aircraft and it's simply stunning - indeed, if ever I was to have a Chipmunk restored in the UK then I'd be beating a path to Vintage Fabrics) but if you wish to model a 2 FTS aircraft in the 1971 to 1974 period in that gorgeous "Blue Chips" scheme then the presentation will have to be slightly different:*

*1). "28" with the "Blue Chips" was WG348 not WB585,*

2) the black/white spinner/propeller depicted on the box top is chronologically impossible - 2 FTS disbanded in 1974 while that propeller scheme appeared in 1977,

3) all 2 FTS Chipmunks carried underwing serials

4) all 2 FTS Chipmunks carried the prominent two UHF antennae "blades" on the aft fuselage and lastly

5) some 2 FTS Chipmunks had their wing roundels positioned further aft so that they ended at the flap/wing line which then alters the relationship between the roundel and the Red/Grey division.

The decal sheet is impressive, including lots of stencils, the wing walks and even those black/white striped propeller blades. Also included are the instruments; while these look fine on the sheet once transferred onto the instrument panels it becomes obvious that they're "overdone" with overly thick bright markings. In the absence of a finer after-market decal I think you'd be better off dry-brushing the panels to bring out the moulded detail for a more realistic appearance.



## THE BUILD

The opening comment is this is a nice bit of engineering from Airfix. Well thought out, and avoiding the 'parts for parts sake' trend which seems to be present from some of these newer high-tech brands (OK call me old-fashioned!).

Construction starts with the interior – a cockpit 'tub' with two seats (optional cushions for the 'restored' schemes), control sticks etc. Interior is painted at this stage and decal placards applied to the sidewalls. Some drilling is called for depending on you aircraft (eg spin strakes, aerials etc). The fuselage is then glued together.

From there - it's onto the nicely detailed Gipsy Major engine – about 11 parts including the firewall, engine mounts etc. Pleasingly, Airfix give the option to prop open the engine covers which should please those who go to town on the detailing. For my build – I just glued it all shut, which was a little fiddly with a left, right, top, bottom and front pieces all to be jiggled together. It seemed to work OK – although only after I removed the previously fitted exhaust which was being entirely uncooperative. The result required the tiniest bit of filler – good result.

Next, the wings are joined together. There is a single piece lower wing – and left and right uppers. A supplied central spar clearly defines the dihedral and is glued in. The ailerons are supplied separately and each has a tab at the front which slots into place. If you're after posable ailerons – you'll either have to cut these off – or apply a modicum of force with some flat pliers to adjust the tab to required angle (ie not full tilt) without breaking it off.

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Wings are then attached to the fuselage (easy enough – mine required a little encouragement but it's a nice tight fit). The tailplane has separate rudder and elevators – which are easily posable (no tabs on these – just glue into position). There are two alternate rudders supplied (a deeper one in conjunction with the spin strakes for later aircraft, or the 'original')

The undercarriage is then fitted (no retractables on this one!), with the landing light (clear part) embedded into one of the legs. Note to self – remember to mask landing light before undercoating.

Flipping it over – time for the canopy. Airfix have covered their bases and provided some canopy options including 'blown' glass for the rear occupant. This means a 4 piece canopy – but Airfix has come to the rescue with a clever little jig that correctly positions the left, right and top pieces whilst a little liquid cement sets them in position. Airfix get a bit SHOUTY in the instructions warning you not to glue the canopy to the jig – I had no problem. Once dry, this forms the rear/slideable part of the canopy which snugs in nicely to the front windscreen. Or you can fit in the slid-open position if you wish. This is all very well thought out – nice engineering as I said up the top.

At this point you're pretty much ready for paint. Still a few aerials, mass balances, wheels and prop to add – but I always tend to put them on right at the end. My build uses barely any of the supplied decals as I'm doing custom markings as a 1959 Royal Aero Club NSW scheme. The few I have used (eg cockpit) worked just fine as you'd expect. There's rather a lot of tiny bits of writing to be applied – although not nearly as bad as these modern jets!

Overall – I'd highly recommend this kit – it's a quick build, goes together nicely with a good selection of options – and there's plenty of interesting colour schemes including a plethora of Australian civil options.

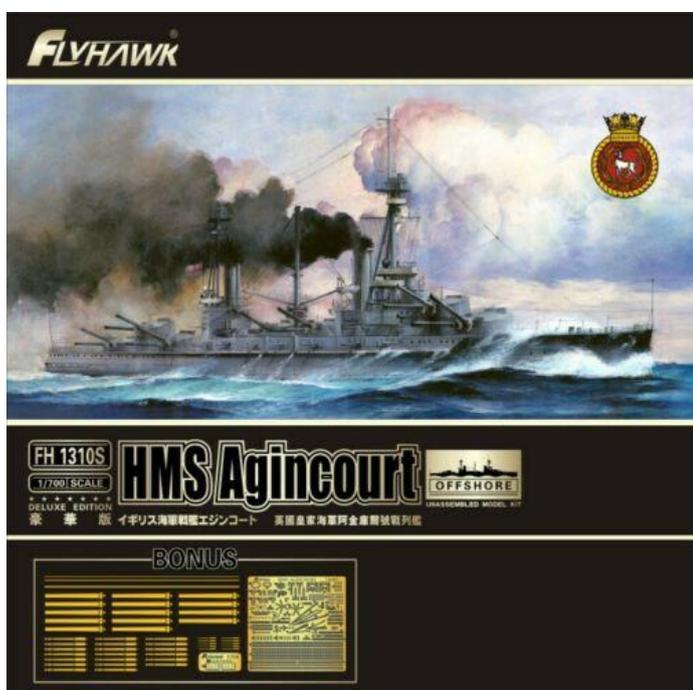


## HMS AGINCOURT

Flyhawk kit FH1310S (or FH1310 + FH 710085) in 1/700  
Reviewed by Pete Johnson

Designed for the Brazilian Navy and laid down in 1911 as *Rio de Janeiro* she was launched in 1913. With the collapse of the Brazilian economy and easing of tensions with Argentina she was sold in December to the Ottoman navy and renamed *Sultan Osman 1*. She was completed in 1914 just as war broke out and was seized and commissioned into the Royal Navy as HMS *Agincourt* to prevent her being used by Turkey against British interests.

Her design was unique and featured seven main turrets, each with twin 12 inch guns. They were unofficially named after the days of the week with Sunday and Monday forward, Tuesday and Wednesday in the middle and the other three aft. Thanks to her lavish fitout she was known as the 'Gin Palace' and participated in the Battle of Jutland but post war was soon surplus to requirements and was decommissioned in 1919 and scrapped in 1922.



### THE BASE KIT

In keeping with its practice of issuing kits with various levels of upgrading, Flyhawk have released HMS *Agincourt* in basic (kit FH 1310) and Deluxe Edition kit (FH 1310S) boxings. Both share the same sprues with a total of around 270 parts. Note that this total is an approximation – just a rough count – as the sprues have many parts that share the same number.

Moulded in mid grey plastic the five main and four smaller sprues are bagged and packed in a standard top and bottom tray box along with a four page 'folded scroll' instruction sheet, a small decal sheet of flags, a metal strip to stiffen and add weight to the hull and a small PE sheet. The latter has a tiny part to be added to the back to each of the main turrets and doors for the closed version of the secondary armament below the bridge.

Irrespective of their size (and many are very small) all the parts are beautifully and very finely detailed. The deck features neatly engraved planking with the butt ends nicely delineated. Bulwarks, masts, yards and the like are

commendably thin and clever use has been made of slide moulding to detail up the main superstructure, hollow out the funnels, detail the main mast and, amazingly, to depict the bores in the ends of the main guns.

Options are called out for her in early and mid-1915 configuration but not as she was at Jutland which will require further modifications to the kit masts. The decal sheet includes two each of the flags for the RN, Turkey and Brazil in two sizes. Only the White Ensigns are applicable as *Sultan Osman 1* was altered, losing part of her mast and her flying platform before becoming *Agincourt*.

The instructions are in the currently fashionable form of diagrams with pictograms and numerical codes and thanks to well-placed and precise locating pins and tabs the assembly presents no real challenges – apart from there being an awful lot of it and some of it being challengingly small. Again following fashion, the instructions omit any guidance on the colours worn by *Agincourt*; it appears to be the standard RN grey overall with holystoned decking.

Built 'out of the box' this will make an impressive model although the exceptionally small, thin sectioned and highly detailed parts need care and their sheer numbers will demand a degree of perseverance to do its outstanding quality the justice it deserves.

### THE DELUXE EDITION

The bonus parts (which are also sold as a separate Flyhawk set FH 710085) in the Deluxe Edition lift what is already a great kit to whole new levels of detail and complexity. The mathematics alone are daunting; once the extra parts are included there are well over 400 parts need to be fitted into and onto a hull that scales out just a bit under 295mm in length.

The set includes a PE sheet with 110 parts to replace and/or augment some of the basic plastic, three brass rods to replace the upper masts and yards and 44 turned brass barrels for the main, secondary and tertiary armaments. The parts are packaged in small zip lock bags for the barrels and in glassine bags for the PE and instructions. These take the form of a double sided A4 sheet with a part map and colour coded pictograms and diagrams showing how the PE is to be folded and the turned parts added. And not only are many of the parts very small but so too are some of the diagrams to the point of being unreadable. The two specifying the location of the hose reels to be replaced are particularly bad; you need a strong magnifying glass to find them on the diagram let alone identify their colour codes. That aside, the diagrams are simple and clear enough and adequate for the task.

There is no doubt that the upgrade parts really do enhance the model. Indeed in my view some of the additional bits (for example the railings) really are essential to any 1/700 model that aims for scale realism and Flyhawk should, I think, have included them in the base boxing. However, such is the quality and fidelity of the styrene parts in the base kit that any improvement is a little marginal and their addition needs to be balanced against the added complexity, time and cost needed to prepare, assemble and paint what will already be a challenging model for the average modeller. But it does provide lots of modelling fun!

Another Flyhawk moulded masterpiece with a pretty much essential upgrade in its Deluxe Edition. **RECOMMENDED.**

## Fokker D.VII (OAW)

Eduard ProfiPACK Edition kit No.70131 in 1:72

Review by Simon Wolff



I don't feel I need to describe this aircraft's history due to its well known background so I'll just stick to a kit review.

Eduard kits generally have a reputation for excellence and I don't believe this is any exception, it's obviously a kit of the famous WWI Fokker DVII although this variant is for the OAW built version. A brief explanation: the DVII was built by three different manufacturers, besides Fokker there was also Albatross and OAW (Ostdeutsche Albatros Werke) variants.

Mr Eduard is most generous with giving you lots and lots of spare Fokker DVII parts, obviously you have the OAW variant and then there are some fifty unused parts, which include wheels, an engine, props, fuselage, radiators and numerous other bits and pieces. You only get one set of flying surfaces with which to build one aircraft, but you then have a small fret of photo etched parts which gives you seat straps and many other small bits mostly for the cockpit interior. Plus there are two parts for the machine guns (not sure what they are called but they wrap around the plastic kit gun parts (*Possibly jackets? Ed*) they look extremely fiddly but should enhance the look of the machine guns.

The plastic parts are moulded in a grey and are on four linked sprues, I have to say the parts look beautifully moulded and the small moulded plastic parts are very fine and delicate looking. There were two previous kits in 1:72 of the Fokker DVII one by Revell and the other by Esci. You don't need a crystal ball to see that this kit is superior to any previous model that came before it;

Why so many spare parts? I believe this kit is also released as an Albatross variant, as you get that variant fuselage with this kit. In this kit you only have decals for the OAW variant and what a divine selection it is with options for five aircraft. Eduard obviously want you to buy more and build a squadron of them! All the schemes are typical bright and colourful schemes with blues, black and red fuselage colours. But again only lozenge for one example but hey you still have four other aircraft decals left over and they are beautiful.

There is a coloured sixteen page kit instruction booklet in half A4 size but packed in information on how to build this exquisite kit. Six pages are devoted to the construction with another seven pages just on the decals and the colour scheme options. The five schemes provided are:

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Ltn. Wilhelm Leusch, CO of Jasta 19, Trier, Germany, October 1918.



No. 6441/18, Ltn. Max Näther, Jasta 62, Preutin-Higney, France, October/November 1918.



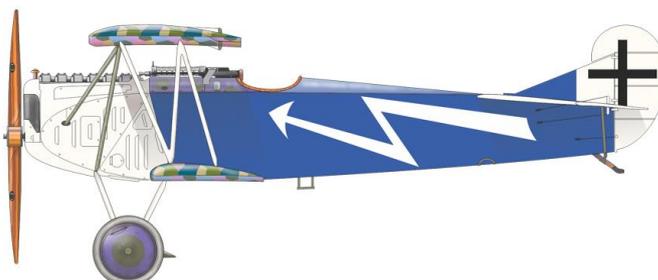
Ltn. Franz Büchner, CO of Jasta 13, Trier, Germany, October 1918.



Ltn. August Raben, CO of Jasta 18, Mönzingen (Montoy-Flanville now), October 1918.



Ltn. Alfred Greven, Jasta 12, Carignan, France, October 1918.



Decals are on an A4 sheet and you have all the narrow rib tapes to apply which alone take up half the A4 decal page! But wait there is more: a set of wheel masks are included. They think of everything which explains why it is labelled as a Profipack!

With all these extras bits all you need is to find some spare wings and bits and you can build the Albatros variant (or the V29 monoplane version Ed) as well. Or, if you are enterprising, you could sell or trade the unused decals along with the leftover plastic parts to a fellow modeller. Eduard do have a good reputation for quality kits so while that I am not an expert on this aircraft and cannot vouch for its accuracy I can recommend this one whole heartedly.

*Editor's Note: Eduard currently have this one listed as discontinued and thus not available from their website. However, they do have a D.VII (OAW) in their basic range which presumably has all the styrene parts and different decals but without the ProfiPACK extras. And copies of 70131 can be still found online if you look hard.*

## COVID HAD AN UPSIDE IT WAS NOT ALL NEGATIVE...

By Barry Cockayne

As we hopefully near the easing of restrictions related to COVID, it may appear that we have experienced a lengthy downside to our lifestyle, and that we have 'lost' almost two years of fun. But to me, and I suspect many fellow enthusiasts, there has been a positive.

I drifted away from active modelling in the 70s for the usual reasons of family and career and such, but nevertheless maintained the interest – i.e. adding to my stash (although isn't that a separate hobby?) and keeping touch via magazines, and the occasional attendance at the annual IPMS Expo in Melbourne whenever it coincided with my fairly regular recreational trips to that city. Relocation to Sydney in the 90s further interrupted active modelling, as well as necessitating the packing of all of my then completed models and extensive stock of unmade ones.

That lack of progress in the hobby all came to a head however, when COVID forced me into quarantine on returning to Sydney from an unavoidable out of town commitment in August 2020 – and finding that 14 days, even in 5 Star digs, is not to be recommended!

Fortunately, I had been able to plan in advance for that sentence and arrange for a 'prison pack' to be delivered by the family on day-one. In that, amongst the predictable six pack of Coopers Pale and several half good reds, were a 1/72 scale Airfix Mustang, a Revel 'Dambusters' Lancaster (all-time favourite aircraft) as well as glues and essential tools and such.

While a re-start to modelling was tentative in 'captivity', COVID was certainly the catalyst for renewed action and getting 'glue on my fingers' again. After 12 months, I was surprised in August 2021 to review the outcomes of my hobby – some dozen or so additions to the display during that year.

My rigid preferred theme will be apparent in the image below, and modelling has continued enthusiastically during 'Lockdown'. Our soon to be new freedom to travel might put some pressure on the available time, but the range of new projects and aftermarket accessories adds incentive.



From comments on social media modelling sites, it seems that a renewal of involvement has occurred amongst many other 'lapsed' enthusiasts due to COVID factors – surely good for our hobby.

Display space is now emerging as a challenge as, after some 25 years I have also cautiously unpacked my older models from storage, being most pleased to find that being immersed in shredded paper had done little harm other than a couple of detached props and antennae.

Good suggestions for display units are invited.

## 1/700 WARSHIPS BY MANUFACTURER Part 5

Compiled by Joe Turner



Seals Model's 1/700 range was totally unknown to me until a few years ago, and then I picked up one of their 1/700 Mikasa pre-WW1 battleship kits (injection moulded plastic) – which is a very nice little model. Interestingly, a name related to SealsModel (and with which it may actually be interchangeable) is Foresight. SealsModel may in fact be a sub-range of the latter (though I do not know this for sure)! I gather another brand – Shield's Models – may also be associated with Foresight, though this again is not confirmed.

Since then I have found out they have released quite a few kits in resin and then later in injection moulded polystyrene over the past few years. It maybe even be that plastic has superseded resin now on their production line, though I am not clear about this, and at least some of their resin kits are still available in online shops.

SealsModel are a Japanese manufacturer/importer that seems to focus mainly on Japanese pre-dreadnought warships from the early 1900s and it includes replicas of two quite amazing ships *Shinanomaru* and *Sōya*, both very significant to Japan's maritime history and very long lived. Look them up!

Foresight seem to offer scale model ships mostly in three scales - 1/700, 1/500 and 1/350 - but I will only focus on the smaller scale here. It would seem some of these 1/700 kits are no longer available, and can seem to command very high prices on the internet now. Additionally, Foresight implied they were going to release several British or Commonwealth WW2 subjects, mainly cruisers, but these seem not to have been released, with only two versions of a wartime naval trawler being listed so far, plus a plastic kit of a frigate. Foresight also seem to distribute other manufacturer's kits, for example one of the Starling Models 1/700 kits from the UK. There are some obvious gaps in the lists of kit numbers below, but I have a feeling this is most likely because I have not located another duplicate kit rather than I have missed a different subject entirely.

Finally, while researching this article in the various online listings I accessed, it was a sometimes hard to decide if the kit listed was in fact originally issued in styrene or in resin - I have had to make an educated guess on a small number of the models listed below. Foresight/Seals Models seem to follow the Asian kit maker policy of reissuing a given kit multiple times, with very slight variations or additions, to extract as much profit from a set of moulds as possible. This is no doubt very good business practice, but it can make researching a list of kit releases a bit difficult at times!

## SEALS MODEL AND FORESIGHT 1/700 KITS

### JAPANESE PRE-WW1

- IJN *Mikasa* - SML 003 (plastic)
- IJN *Fuji* - SML 010 (plastic)
- IJN *Fuji* - SML 012 (plastic) with nameplate
- IJN 2<sup>nd</sup> Class Cruisers *Hashidate* & *Itsukushima* - SMP003 (plastic, 2 in 1 kit)
- IJN Armoured Cruiser *Asama* - SMP007 (plastic)\*
- IJN *Asama* class Armoured Cruiser *Tokiwa* - SMP008 (plastic)\*
- IJN 1<sup>st</sup> Class Cruiser *Kasuga* - SMP014 (plastic)
- IJN 1<sup>st</sup> Class Cruiser *Nisshin* - SMP015 (plastic)
- Equipment Parts of IJN & RN Vessels (plastic, I think) plus IJN Destroyer *Shinonome* (metal) - SML015
- Equipment Parts of IJN & RN Vessels (plastic, revised) - SMP02R
- IJN Disguised Cruiser *Shinanomaru* (resin & metal) - MSM019
- IJN 1<sup>st</sup> Class Cruiser *Izumo* - SMP013 (plastic), with nameplate
- IJN 1<sup>st</sup> Class Cruiser *Izumo* - SMP013-MYZ (plastic) this is "A Certain Novel" special version
- IJN Disguised Cruiser *Shinanomaru* (resin & metal) - SML014 (with nameplate)
- Equipment Parts of IJN & RN Vessels (plastic) plus IJN 2<sup>nd</sup> class Cruiser *Naniwa* (resin) - MSM020
- IJN 2<sup>nd</sup> Class Cruiser *Hashidate* - SML 019 (plastic)
- Single model only but with brass nameplate
- IJN 2<sup>nd</sup> Class Cruiser *Itsukushima* - SMP 020 (plastic)
- IJN 1<sup>st</sup> Class Cruiser *Kasuga* - SML 021 (plastic, Limited Edition)

IJN Battleship *Yashima* - SML 022 (plastic with metal guns)

IJN 1<sup>st</sup> Class Cruiser *Nisshin* - SMP 023 (plastic - difference from SMP015 unknown)

IJN 1<sup>st</sup> Class Cruiser *Iwate* - SML 024 (plastic, Limited Reproduction)

IJN 1<sup>st</sup> Class Cruiser *Iwate* - SML 024 (plastic)

Third Cruiser *Katsuraga* - SM 030 (resin) Steel Bark

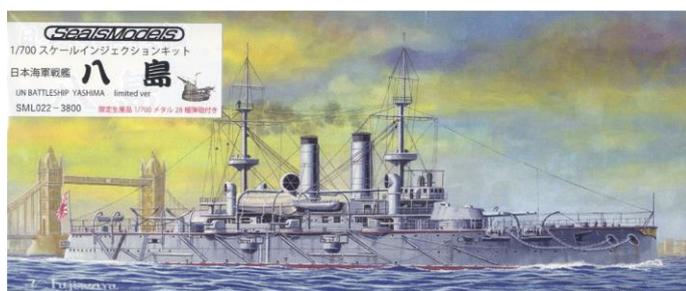
IJN Hydrographic Survey Ship *Yamato* - SM 031 (resin)

IJN Hydrographic Survey Ship *Musashi* - SM 032 (resin)

IJN Light Cruiser *Matsushima* - SM-041 (resin)

IJN 1<sup>st</sup> Class Cruiser *Naniwa* - SM-042 (resin & metal)

IJN 1<sup>st</sup> Class Cruiser *Takachiho* - SM-043 (resin)



### BRITISH WW2

- Dan Laying trawler, Isles class - SM-033 (resin) 2in1 kit\*
- River class frigate - SMS 012 (plastic) 2 in 1 kit

### CANADIAN WW2

- Royal Canadian trawler 1942, Isles class - SM-034 (resin) 2 in 1 kit\*
- Bangor class minesweeper - SM-036 (resin) 2 in 1 kit
- River class frigate - SMP 012 (plastic) 2 in 1 kit
- River class frigate - SMP 014 (plastic) 2 in 1 kit

## MODERN JAPANESE (JMSDF)

Icebreaker *Shirase* AGB5002 - SML09 (Last mission version) NB: This kits catalogue numbers for its many variations are confusing and inconsistent on internet sources. These 4 are a sample only and are not complete.

Icebreaker *Shirase* AGB5002 - SML018

Icebreaker *Shirase* AGB5002 - MYG1901 (includes 1/35 penguins)

Icebreaker *Shirase* AGB5002 - SHO1801 (includes 3 metal snow vehicles)

MSA Icebreaker *Sōya* PL-107 - MYG1902 (includes 1/35 sled dogs)

AOS-5201 *Hibiki* (ocean surveillance vessel) - SM-039 (resin & metal)

AOS-5202 *Harima* (ocean surveillance vessel) - SM-040 (resin & metal)

White Ship (Coastguard) *Motobu* PL-08 - WS 001 (resin)\*



## CIVILIAN MERCHANT VESSELS (MODERN AND HISTORIC)

Ferry *Kurenai* - SMC 003 (resin) 1960s Japanese Inland Sea ferry

Merchant ship *Nishikimaru* - SMC 002 (resin)

Merchant ship *Umitakamaru* - SMC 029 (resin)

Merchant ship *Souya* - SML 05 (resin)

NB: The sometimes clumsy and inconsistent subject titling/descriptions used on some Japanese kits has been described pretty much as it is published online, to aid searching by interested modellers. I am beginning to wonder if this is an example of a fascinating cultural difference between the Japanese modelling community (where the titling appears to make abundant good sense), and the US/European/Australian/NZ modellers (where it sometimes doesn't) – sort a “lost in translation” thing which is culturally based rather than linguistic.

I'm fairly certain there are some interesting and indeed fascinating cultural differences between US, NZ, UK European, Canadian and Australian modellers too...

*ED: I think you are onto something there Joe. To quote from Oscar Wilde way back in 1887...*

**“We have really everything in common with America nowadays except, of course, language.”**

*And a little bit later (1942) George Bernard Shaw said...*

**“England and America are two countries divided by a common language.”**

## RECOLLECTIONS

### MY OLDEST SURVIVING MODEL

By David Clark

I've been around the modelling game for a day or two, drawing inspiration (as did many of the era) from reading

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Biggles books in the early 1950s. I started with lumps of balsa, but soon moved to styrene after being given an Airfix Bristol Fighter for Christmas in about 1956 or '7. Even then I was a bit of a plastic tart, building planes, cars and targets indiscriminately.

When I was about 11 I got my first paying job, which netted a whole twenty quid - an unheard-of sum for me in those days. It happened to coincide with the arrival at Hopwood's Toyland in Leeton of a consignment of Merit 1:24 scale racing car kits. You don't have to try hard to guess where most of those twenty big ones went ...

As I recall I picked up a D Type Jaguar, a “Syracuse” Connaught, a Vanwall, a Lago-Talbot and a BRM. I would have grabbed an Aston Martin DB3S as well, but Hopwood's didn't have one. Most were built almost immediately, put on the shelf and (much to my disgust) chucked out by Mum a couple of years later whilst I was away at school and the family was moving house. One, however, remained unbuilt and for some reason survived Mum's “clean-up”. It was some consolation for what I'd lost to find the BRM still in its box and waiting in my room when I came home for holidays. I set out to build it immediately.

Like most of its companions, the BRM was simplicity itself – top and bottom body halves, a seat, a steering wheel, an instrument panel, a windscreen, filler caps and rear-view mirrors. Suspension was rudimentary, bearing only a passing resemblance to the actual car (the logic being that it was buried inside the body and couldn't be seen, and so didn't need to be detailed). The wheels were actually quite nice representations of the Dunlop alloy ones fitted to the real thing, but included the tyres as part of the moulding. (Merit represented the Borrani wire wheels still used on many racing cars of the mid '50s by clear plastic discs onto which were added decal “spokes” – close, but no cigar ...). Despite that it was reasonably accurate by the standards of the day.

The model was painted after completion in Humbrol Brunswick Green, with Humbrol silver wheels and exhaust and Humbrol matt black tyres – all applied with a hairy stick. Decals followed, and the completed model was displayed above my bed.

It stayed there until the end of 1962, when the family moved from Leeton to Wollongong. I was home on holidays at the time, and so my stash (I had one even then!) was spared Mum's attention. The BRM was packed away with my other completed models, and moved to the ‘Gong with the rest of us. It stayed that way for some years while I completed the Leaving Certificate and discovered the joys of working for a living. It remained in Wollongong when I took a job in Sydney in 1975, but the following year it went to live under a mate's place in Farmborough Heights because Dad and Mum sold up in Wollongong and moved to Bermagui. It stayed there until the early'90s, when Merv and Joan moved to Adelaide.

Chris and I went down one Sunday afternoon, picked up the stash and moved it to Beecroft (accompanied by much muttering from SWMBO...). Everything disappeared under the house until we moved to the other side of the railway

line in 2004, when it went into storage again. It was not until I moved to Orange in 2016 that the BRM saw the light of day again. It has survived amazingly well: the only thing missing is one of the knock-offs for the wheels.

I had intended to restore it and tidy it up a bit – the seam between the body halves was quite prominent, but had never been tidied up, and the paint job was a bit rough here and there – but a year or so back I was fortunate in finding another BRM kit which I can build to suit my current standards, and so I've decided to leave it as it is – a reminder of times long gone and the efforts of a thirteen year old boy to build a better model.



I nominate **Ley Reynolds** as the next reminiscer...

*Ed: In accordance with the theme of this column Ley 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.*

## GENERAL NEWS

Latest news from Ley Reynolds at Platypus Publications:

From **MMP**:  
Combat Meteors  
AFV Singles, Ha -Go...  
And they have copies of the Il-2 Shturmovk title available.

Coming soon:  
Polish Wings 32 - Mig-21MF  
Singles - Mig-21MF  
Camera On - Horch 108/Ford EG/Steier 1500/Mercedes 1500

From **TANKOGRAD PUBLISHING**:  
MILITÄRFAHRZEUG 1-2022  
Tankograd Militärfahrzeug Yearbook 2022  
Trackpad - Tanks of the Early IDF, Vol 3

From **PANZERWRECKS**:  
Tigers, Modelling the Ryefield Family (Ammo by MIG Jimenez)  
British at War Volume 2 (AK Interactive)  
Panzerjäger: Weapons and Organization of Wehrmacht's Anti-tank Units (1935-1945) (AK Interactive)  
The Tank Battles of Marshal Rokossovsky: 1943-1945 (Peko Publishing)

From **DESERT EAGLE**:  
IDF Patton Wrecks, Vol 2

From **HAPIA**:  
Modern South Korean Air Power  
Unmanned Aerial Combat Vehicles

From **TANK CRAFT**:  
Tiger I, Eastern Front 1942  
Warpaint – Auster

From **VENTURA DECALS**:  
V7292 RNZAF PBV Catalinas Pacific  
V48108 RNZAF P-40Ms, NZ3072 Wairarapa Wildcat & NZ3078

From **ARMA HOBBY**:  
1/72 P-51 B/C Expert Set

From **CHANDOS PUBLICATIONS**:  
Graf Zeppelin's Eagles

From **OSPREY**:  
Truk 1944-45  
B-25 Mitchell vs Japanese Destroyer Battle of the Bismark Sea

From **PEN & SWORD**:  
Tribals, Battles and Darings The Genesis of the Modern Destroyer  
The War on the Eastern front – The Soviet Union 1941-1945  
A Photographic History of Airborne Warfare 1939-1945  
Bader's Big Wing Controversy – Duxford  
British Naval Trawlers and Drifters in Two World Wars – from the John Lambert Collection  
The Mosquito in the USAAF – De Havilland's wooden wonder in American Service.

From **Wing Leader**:  
Photo Archives for Spitfire Mk 1 & Mk V, 109E in the BoB  
Parts 1 & 2, Hurricane Mk 1, Lancaster I/III, Stirling I/III & IV/V, Vampire, Gladiator.

## PHOTOGRAPHS FROM THE NOVEMBER MEETING

All images courtesy of Simon Wolff

This time around we will focus on the attendees...



Our President Lindsay Charman and his amazing 1/32 scale scratchbuilt Seahawk and Ouragan models.



Chris Cole and Graham Carter discussing the finer points of BMW off road motorcycle modelling using Chris's exquisite build of the Tamiya kit. Jiri in the background is no doubt discussing the finer points of magazine editing with his co-editor, Andrew Moores.



Paul Green with his beautifully finished Meng Mustang Mk IV in 3 Squadron RAAF colours and his equally well done Takom M60 MBT "target".



Ian Wrenford pondering how to convert an M60 into a loader for one of his serial/cereal crop dusters.

**MERRY CHRISTMAS and a  
HAPPY NEW YEAR from THE EDITORS  
ANDREW, JIRI, BILL & DAVID**