

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 3 2021

ABOUT SCALE VIEWS

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Assistant: David Muir

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

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

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

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

APMA MEETINGS

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

For meeting details visit the APMA web site at:
<http://apma.org.au>

NEXT MEETING: April 10 @ Noon

2021 Committee

President – Lindsay Charman

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EDITORIAL DROPPINGS (IOAH OM)

Welcome to the third of our Newsletters for 2021. With things changing quickly we are endeavouring to bring you updates and APMA news on a regular basis over the coming months. The more that you can share on the events, research and purchases in your life, the bigger it will be so contributions of news and reviews are more than welcome.

MARCH MEETING

The March meeting was well attended with just under 30 members and including a new member, Nick Sheridan. In line with the current limitations there was no workshops and presentations but there were a couple of very interesting collections on display. Things have eased enough to allow for folk to do some modelling and Chris Cole and the Treasurer dived in and did some work. We certainly encourage everyone to bring and work on their WIPs.

APRIL MEETING

At the April meeting we have a special thematic display "RAAF 100 years" scheduled. Everyone is encouraged to bring along any model that has something to do with the RAAF's history. As part of the theme, a new book (produced specifically for the centenary celebrations and covering all the RAAF aircraft of the RAAF) will be the special raffle prize.

UPCOMING SHOWS

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

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

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

QT BUNNI COMPETITION

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



2021– Songs

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

COMPETITION RESULTS

In common with our recent meetings the displayed models were voted on by the attendees with the People's Choice going to Michael Bennett for his exquisite HMS Pandora. A very close second – with only one token in it – was Graham Carter's Supermarine Schneider Trophy floatplane racer.

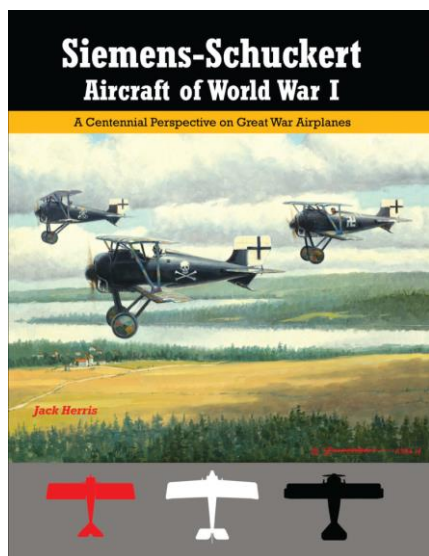
BOOK REVIEWS

SIEMENS-SCHUCKERT AIRCRAFT OF WORLD WAR 1

By Jack Herris

Aeronaut Books 2014 ISBN 978-1-935881-23-0

Reviewed by David Muir



This 208 page roughly A4 sized volume in Aeronaut's "A Centennial Perspective on Great War Airplanes" series covers the SSW R, L E and D class aircraft and guided missiles. It begins with a brief introduction before moving quickly to sections focused on each type in sequence starting with the pre-war Bulldog and B.1 and followed by the SSW Bombers and Fighters. This volume concludes with sections on the Siemens-Halske engines, SSW II

Torpedogleiter, a bibliography and drawings of the E, D and L types. The drawings (by Dick Bennett and Martin Digmayer) are admirably clear and informative even without any explanatory notes.

Typically, the technology, production and operational use for each aircraft is described in text supported by tables of data where appropriate and illustrated with period photographs and coloured profiles. The layout is clear and simple using two columns for text and single full width columns for photos, tables and profiles. Although printed 'on demand' using matt stock the image reproduction is good with only the occasional lesser quality image that I suspect is the result of a poor photo taken over 100 years ago rather than poor production values. The profiles by Bob Pearson are excellent, although some do not match the period photos on which they are based; e.g. the colours of the star logo on SSW DIII 8349 of Kest 4b are inverted. Aeronaut's layout with the profiles usually adjacent to the photos makes such errors easy to spot and to its credit there are only one or two.

GERMANY'S FIGHTER COMPETITIONS OF 1918

By Jack Herris

Aeronaut Books 2013 ISBN 978-1-935881-16-2



This 166 page volume covers German's efforts to reverse the decline in air superiority as Allied types began to overtake the performance of their fighters (notably their Albatros D.Va) from around April of 1917. At Manfred von Richthofen's instigation the Idflieg held a series of three competitions to bring together the designers, manufacturers and front line pilots with the aim of producing better fighters, more efficiently and in a much compressed timescale. The result was a swathe of proposals, including both conventional and radical new designs plus variants based on existing airframes, all of which led to significant advances in technology and performance. The Fokker DVII and SSW D.III and D.IV, arguably the best fighters to reach service in WW1, grew out of these Competitions.

These boats were expected to have a high speed, making use of the lightweight and powerful petrol engines then available. The speed of the boat when fully loaded was to be at least 30 knots (56 km/h) and sufficient fuel was to be carried to give a considerable radius of action. They were to be armed in a variety of ways, with torpedoes, depth charges or for laying mines. Secondary armament would have been provided by light machine guns, such as the Lewis gun. The weight of a fully loaded boat, complete with 18-inch (450 mm) torpedo,[note 1] was to not exceed the weight of the 30-foot (9.1 m) long motor boat then carried in the davits of a light cruiser, i.e. 4.5 tons.

The CMBs were designed by Thornycroft, who had experience in small fast boats. Engines were not proper maritime internal combustion engines (as these were in short supply) but adapted aircraft engines from firms such as Sunbeam and Napier”

The 55ft was originally launched in 1917 with the design so successful that more were built during WWII. Whilst I have good plans for most of the Thornycroft variants – it has always presented as a somewhat daunting scratchbuild subject given its compound curves and svelte lines. I was therefore delighted to be presented the opportunity to purchase this 1/72 kitted version of the 55ft CMB.



The Kit

The kit itself is beautifully presented in a top-opening box with individual parts wrapped and separated with tailored foam packing. There is NO branding on the box, or inside for that matter – and it was only after much googling that I discovered the manufacturer is Hong Kong based International Models Asia (who incidentally have a great range of marine and armour subjects including some obscure subjects).

There are a range of versions of this particular craft on offer from IMA, ranging from WWI variants to this latest version - one of two WWII Hong Kong based vessels that ended up scuttled on the fall of Hong Kong to Japan in 1941.

The first thing that draws your attention on opening the box is a beautifully moulded one piece resin waterline hull. Note that ‘waterline’ in this case is a somewhat loose term, bearing in mind that for this craft that ranges from ‘moored’ to travelling at 50+ knots on the plane. This particular moulding presents more as a ‘moored’ variant of the waterline genre (although it’s not that difficult to modify it to the ‘planing’ variant of waterlined).

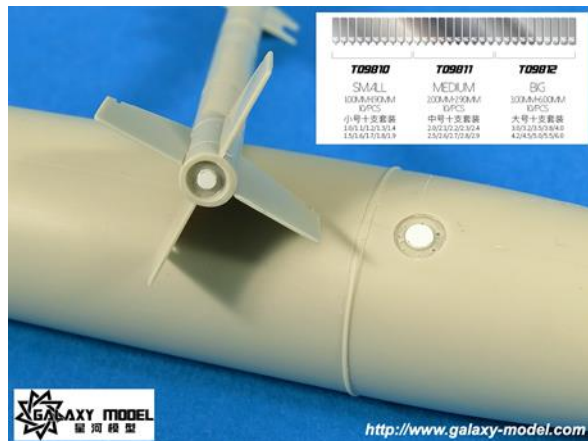
The kit definitely fits the description of ‘multimedia’. For fitting out, much of the superstructure has been provided in laser-cut flat clear plastic – which whilst very precise is a tad unconventional vs most models. The laser cut pieces also are provided for the depth charge davits, the helm and other small parts. Torpedoes, depth charges and other detail items are provided in fine resin, and photo-etch mesh is provided for the torpedo vs depth charge options. The instructions are presented on 3 A4 sheets as a series of sketch drawings with a sparseness of words and a prerequisite level of assumed knowledge. This is in synch with what you are buying so really not an issue from my perspective and the research process also serves to give you a history lesson on operations leading up to the fall of Hong Kong.

Conclusion

Great to see this subject finally kitted. It’s obviously a limited run release, but of such a unique subject it’s well worth the effort and new skills it may develop. Very nicely done – RECOMMENDED but not for the faint-hearted!

FLAT END ‘DRILLS’

Galaxy Tools
Reviewed by Dominic Prieur



Holes with flat bottoms are tricky to make with standard twist drills in part because they have pointed ends that make conical bottoms. The conventional solution is to make the hole deeper and ‘flatten’ the bottom with a disc of card. However, this is not always practical if the plastic is thin as is often the case with injected styrene parts.

Galaxy Model have produced three sets of tools (SMALL TO9B10, MEDIUM TO9B11 and BIG TO9B12) that make forming shallow flat bottomed holes easier. The ‘Small’ set makes holes in 0.1mm increments between 1.0 to 1.9mm, the ‘Medium’ set makes holes in 0.1mm increments from 2.0 to 2.9mm while the ‘Big’ set makes holes in larger steps between 3.0 and 6.0mm (3.0, 3.2, 3.5, 3.8, 4.0, 4.2, 4.5, 5.0, 5.5 & 6.0).

Each ‘drill’ is a flat steel blade that mounts in any of the standard hobby knife handles such as Exacto or Excel. The cutting end has a tiny pointed spike centred on a section that is shouldered to suit the size of the intended hole, the size being etched into the blade.

They are simple and easy to use: mark the position of the centre with an engineer’s scribe or needle, put the spike in the mark, rotate it and continue rotating until the hole

reaches the required depth. If you need to: fill, plug or cover the centre mark with putty, stretched sprue or a styrene disc.

Two minor criticisms: the blade markings (etched onto each blade) could be clearer (eg delete the company logo and the redundant 'mm' and make the size numerals bigger) and the sets come in polythene boxes with foam dividers that don't work as the blades can (and do) move around and become disorganised.

This is one of those tools that are not needed all that often but are invaluable when they are needed. So: Recommended but not essential for most modellers.

AMP PIAGGIO PEGNA Pc7

AMP kit, '1/48' in reality: 1/50

Reviewed by Mike Buonarroti



Given my fondness for the unusual – OK, the weird – this was always going to be one for my stash. Released in 2019 by the Ukrainian company AMP it consists of three sprues with a total of 67 parts moulded in mid-grey styrene plus a clear windscreen and a small copper P/E fret with the seat belts and a miniscule instrument panel. It also includes a small pre-cut rectangle of beige self-adhesive material whose purpose is not mentioned anywhere in the instructions and remains a mystery.

On a cautionary note this kit is not in 1/48 scale as advertised but rather 1/50! It appears that AMP followed a widely available set of drawings by Alain Vassel and forgot to read its clearly stated scale or measure its scale bar.

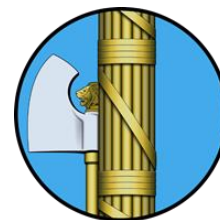
The level of detail is commendable; there is a full engine complete with cylinder banks, valve covers, magnetos, water pipes and clutches, a detailed cockpit with controls with full length internal framing plus no less than seven ribbed bulkheads. All the trailing edges are commendably thin except perhaps on the lower edge near the wing roots which need to have their inner face scraped down a little.

On the minus side there are no locating pins or tabs anywhere so care is needed when aligning parts for gluing. On the plus side there are no ejector pin marks anywhere and only two minor sink marks on the trailing

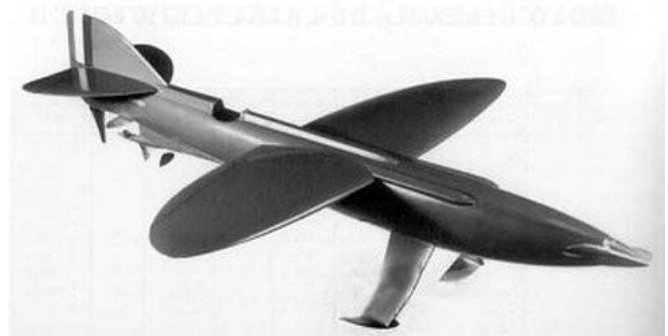
edge of the upper wing that need attention. Otherwise the surface finishes are delicately engraved where they need to be and very smooth elsewhere. Other reviewers have reported blemishes on the wings in particular but mine has none apart from the small, easily fixed, areas mentioned above.

Which leads to my second cautionary comment. The radiator panels under the chin are incredibly fine and attach to the fuselage at its most flimsy point. Taping the engine covers together and to the fuselage to keep the fuselage halves aligned will help but fitting the chin radiator will still need to be done with extreme care to avoid damage to its very delicate engraving.

With just two external colours (red and brass (*not* copper as instructed) painting should be a breeze...or would be if the decal for the too narrow rudder stripes were their correct widths. It is not difficult to mask and paint the stripes and in any event painting always gives a better result than decals. Decals are also provided for the serial numbers and the fascist roundel on the fuselage. The latter is incorrect as it has a thin white outer ring which should be black; as shown correctly on the box art and as below:



Ralph Pegram's excellent book (Schneider Trophy Seaplanes and Flying Boats – Victors, Vanquished and Visions) provides line drawings showing the evolution of the hydroplanes for anyone feeling like doing a slightly different version. However, it also reveals that AMP (among others) missed the horizontal hydroplane mounted directly above the propeller; easy enough to fix with some plasticard shaped to match part D10. The missing foil is under the front of the tailplane just forward of the vertical rudder i.e. above and behind the prop in the image below.



He also notes that the central watertight compartment (i.e. the engine bay) had an "internal covering of thin aluminium" which suggests that much of the internal framing needs to be filled or lined with thin card. An easy alternative would be to build the model with the cowlings in place and detail and display the engine as a separate item. And while you are building an engine stand you can make a couple of saw horses to support the aircraft as AMP do not provide any.

One final cautionary note: the pilots seat is way too narrow at just 3mm wide overall and a bit less between the sides. While I have not been looking all that closely, I have yet to meet a pilot with an arse as narrow across the cheeks as 144mm. Thankfully it is a simple shape and making a new one or widening the kit item should not trouble most modellers.

The instruction booklet of 8 x A5 pages has a brief history, a paint chart referenced to Mr Color products and exploded diagrams for each step. The exact position of some parts (e.g. the magnetos and bulkheads) is a little ambiguous and demands careful examination of the diagrams and plenty of dry/test fitting.

While there are other large scale kits out there of the Pc7 (e.g. in actual 1/48 scale by Atelier Noix, (or its re-issues under the Roadrunner or Italian Kits banners) plus a 1/32 version by Marsh Aerotech) they are hard to find and comparatively costly when you do. AMP's offering has its fair share of challenges but is very reasonably priced and with normal skills and care builds up into an excellent model of an interesting and elegant prototype.

RECOMMENDED WITH CAUTIONS

BRISTOL BEAUFORT MK.1

Airfix 1 AO4021 1:72 Scale
Review by: Simon Wolff



Where to start with this review, the kit was announced by Airfix sometime last year, not long after I had finished building the High Planes Beaufort Mk.VIII. Strange coincidence? I think not. Why do I say that, well it fits in with the belief that once you have built that hard/difficult aftermarket kit a major manufacturer will release a new kit of the very subject and so Airfix did! So it must then work. However in this case I built the High Planes Australian version whereas this new Airfix kit is of the British built version, different engines, nacelles, exhausts etc.

This is the first kit of the Beaufort by a major kit manufacturer since the rather basic and dubious looking Frog kit from the early seventies, a once sort after prize till the Special Hobby kit came out some years ago. But even the Special Hobby offering has its issues with shape and accuracy.

But now we have this a blessing from providence or something along that lines, it's not the Aussie built version but surely someone like High Planes (who did a RAAF Spitfire Vc set for the Airfix Spit Vc) or Red Roo

will produce a conversion set to allow us to build an RAAF Beaufort VII or VIII!

The kit is a typical Airfix offering in light grey plastic, with parts on six sprues and packed in their typical red boxing along with markings for two RAF variants using torpedoes. What you get is a pretty full interior, not just the obvious cockpit section but the section behind the cockpit area including the 'dunny' (seat firmly fixed closed), the interior section has all the framing on the inside, a detailed turret, options for a side fitted m/g and as per normal you can build the aircraft with undercarriage up or down.

The panel lines are all recessed and look quite finely done to my eye. The wing tip lights are provided as separate clear parts and different flap options as well. For a twin engine kit it is really well detailed and the shape of the forward fuselage looks accurate, without checking against any drawings.

The Beaufort had a distinctive bulging out lower fuselage that Frog got totally wrong, but the Airfix kit seems to capture this quite well. Another option is you can also choose to have the torpedo fitted to the model or left off with the bomb doors closed up, and the torpedo comes in five parts (wish the kit came with the trolley you get in the Swordfish kit for raising the torpedo in to place on the aircraft).

The clear parts come in their own plastic bag; the chin clear panel on the front of the fuselage is nicely done allowing for the clear section to be surrounded by the fuselage a nice touch. There are also parts provided that are not used with this issue that indicate Airfix will be doing other versions in the future, for example you get a later gun turret, sand filters that were used on Beauforts in the Med. Markings are for two aircraft one N1016 from 22 Squadron RAF a VC winner (earned while attacking the Gneisenau) and L9866 from 217 Squadron RAF. Decals are by Cartograf and look excellent.

Note the different turret; DF loop and sand filter on this Airfix promo image:



RECOMMENDATION

It's a lovely looking kit with lots of detail; no doubt there will be aftermarket sets to help enhance this kit not to mention decal sets. Price in Australia seems to vary greatly, anything from \$40 up to \$74. It's a lovely kit go out and buy loads of them now.

DIMACHAERUS (MASTER OF TWO BLADES) CHAMPION – “PARSELEN”

Master Box 1/24 Scale
Reviewed by Bill Renfrew



This is a simple little kit, providing a single figure, It represents a female gladiator and is part of the “At the Edge of the Galaxy” range. Unlike the earlier figures in the range who wear a variety of Steampunk or sci-fi ship suits, the dress of this figure harks back to ancient Rome.

The kit consists of only seventeen (17) parts that are cleanly moulded in Master Box's typical medium grey plastic. This plastic is a little soft and care must be taken to avoid damage during clean-up There are no injector marks but a few fine mould lines on the arms and legs that must be removed. Some of the moulding could use sharpening up with a blade or scribe The kit is contained in Master Box's usual flimsy end-opening box so if you intend to store it, you will need to make appropriate provision with a stronger container.

The breakdown of the kit is usual for an injection moulded figure, The torso is presented in two parts split laterally, the arms, legs and head are separate. There is also an additional arm and shield provided if you don't wish to show her with two blades. Her leg armour, skirt and helmet are also separate with the ear covers on the two parts for her hair. Her arms are butt-jointed onto the torso and care must be taken to get the joint tight. Here and at the sides of the torso are the only places where any filler was required.

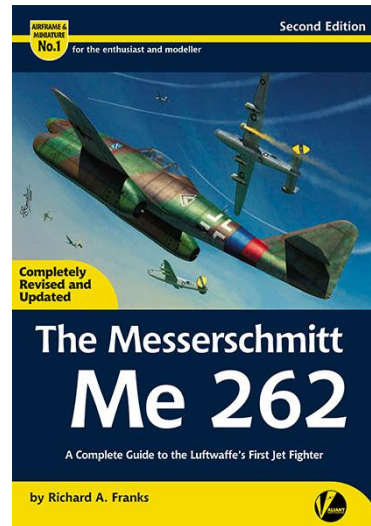
She is depicted as one might expect a male Roman gladiator to appear, i.e. bare chested. If bare breasts offend you, this is not a kit for you. The overall anatomy is good as is the fit, The two swords she is using are interesting. In her right hand is a sword resembling a *Gladius Hispaniensis*, the sword of the Roman Legionary while in her left hand is a *Kopsis*, a classical Greek weapon. All this for a figure set in a distant future “At the Edge of the Universe”.

All up, this is quite good model and one that I would recommend to members who would like something a little different. I bought my example from BNA but both Glen at CMA and Rob at Star Hobbies will probably also stock it.

GENERAL NEWS

From Ley at Platypus come the following:

- Airframe & Miniature No 1 (2nd Edition) - The Messerschmitt Me 262 is now on press. This title has been completely rewritten, redesigned and expanded from its original 112 to 208 pages. Valiant Wings are looking to take delivery next week so it will not be far away.



- Trackpad Aviation's next title is the UH-60 Black Hawk, due for publication in mid-April in the UK with Oz deliveries hopefully soon thereafter.



Also from Ley: New from Mushroom Model Publications;

- Cruisers of the Third Reich, Vol 1
- Macchi 202 (Revised)

and reprints;

- Pucara
- Malta Spitfires

And new from Galaxy Hobby 1/72 armour kits

- MaxxPro M1124
- MaxxPro M1124A1
- MaxxPro M1224A1
- MRAP M1240

PHOTOGRAPHS FROM THE MARCH MEETING

(Images courtesy of Simon Wolf and Nigel Patrick)



Michael Bennett's little Pandora.



Above: Two of Lindsay Charman's 'Cut-and-Shut' projects. The Phantom is part way between the kit (USAF) and RAF configuration, hence the fat nose and exhausts. The carrier is HMS Ark Royal, the Fujimi kit being converted to its 1965 refit standard.

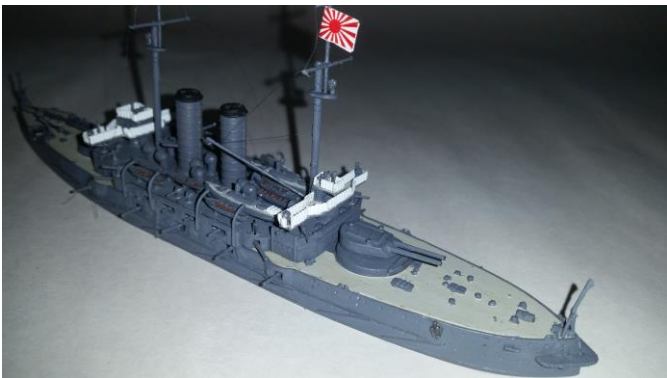


Above: Graham Carters collection with his Supermarine floaty front and centre. The 1:1 scale beer did surprisingly poorly in People's Choice, failing to receive even a single vote, possibly because it was not a Reschs.



Above and below: James Argæet's Empress of Australia, beautifully built from the fairly crude Caltex kit that sold through service stations back in the day. Below: his spectacular 1948 Ford (from Grease Lightning) on its own, equally well done, trailer.





1/700 Waterline Naval ships (13 Mar 21)

IJN Yamashiro (Nigel)	IJN Yamato 1945 (Yamato)
IJN Yamato 1940 (Ken)	IJN Ryujyo (Nigel)
IJN Nagato (Ken)	USS South Dakota (Ken)*
IJN Ise (Ken)	USS Hornet (Nigel)
IJN Kongo (Ken)	USS Oaklands (Nigel)
IJN Mikasa (Ken)	



Several views of Nigel Patrick and Ken Terado's 1/700 fleets. Ken is currently holed up in London and his models, kindly loaned by his mother, were brought along by Nigel. They are a mix of Tamiya, Hasegawa and Aoshima based models, all built to a high standard. Note in particular Nigel's Hornet with its deck removed to show his scratchbuilt interior and Ken's delightful Mikasa.