

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 1, 2023

ABOUT SCALE VIEWS

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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 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>

2022 COMMITTEE

President – Simon Wolff

Vice President – Phil Wordsworth

Secretary – James Argeat

Treasurer – Paul Green

5th Committeeman – Warren Evans

NEXT MEETING:

8th April at Noon

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UPCOMING SHOWS

The following is a shortlist of known upcoming shows of interest in Australia:

IPMA 2023 NSW Scale Model Show – 24th and 25th June, Illawarra Sports Stadium, NSW (Revised Dates)

Hunter Valley Air Show – 25th & 26th March, Cessnock Airport, NSW

To confirm the events, please check the dates online closer to the show dates.

SPECIAL COMPETITION

THE SCHNEIDER COMPETITION COMPETITION

At the June APMA meeting a special competition, "Aircraft of the Schneider Trophy", will be held. Thanks to Michael Bennett for sponsoring this event.

Any of the aircraft that competed in the series of Schneider Trophy (otherwise known as the Coupe d'Aviation Maritime Jacques Schneider, Schneider Prize or Coupe Schneider) races are eligible. More details can be found at the end of this Newsletter but note there will be a prize (or possibly prizes!) for the competition. So, get building NOW!



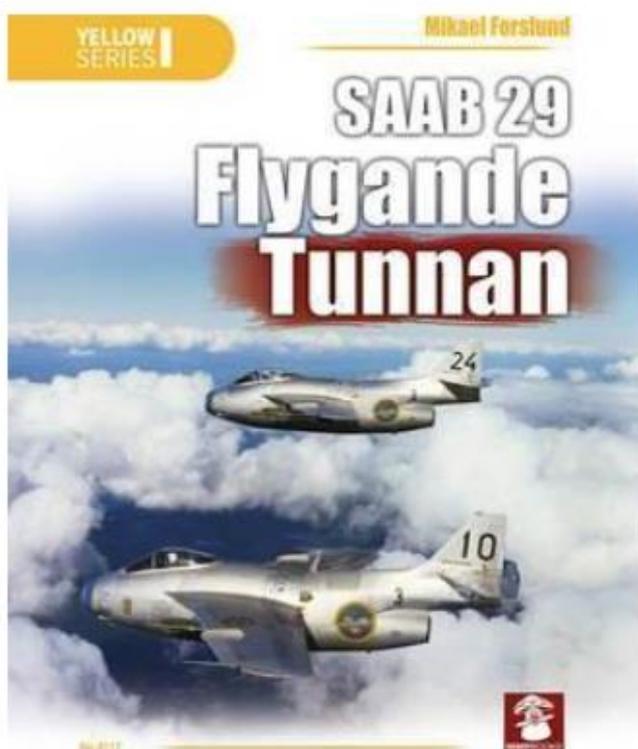
BOOK REVIEWS

SAAB 29 Flygande Tunnan

By Mikael Forslund

Reviewed by Lindsay Charman

To provide some much needed reference for my new Fly 1/32 Saab Tunnan – see below – I obtained the oldish Mushroom Publications book on the SAAB 29 Flygande Tunnan by Mikael Forslund and illustrated by Thierry Valley. It is available in their small sized Yellow Series and while it is a little hard to find, it is possible to be obtained online if needs be. Thank to Ley for hunting a copy down for me.



This is an excellent reference on the Swedish fighter and exhaustively covers the variants of this important barrel like aircraft perfectly, and is well supported many scale drawings and photographs in colour and black and white, including its service in Africa under the UN banner.

Do not be put off the small size/format of the book, it packs a lot in a small format and is quite handy.

KIT AND PRODUCT REVIEWS

LATEST RELEASES

Notes from the Ass. Ed.

We have had a couple of newish plastic kits come across our desks over the past few months and all deserve a review, which hopefully will follow in a future newsletter later this year. These recent releases are the Flyhawk 1/700 HMS Ajax (which is available in two versions so far), the Fly 1/32 Saab J29B Tunnan and the lovely 1/32 DH-100 Vampire F Mk 3, by Infinity Models. As it happens each of the 1/32 aircraft kits is also available in two different versions as well.

The Flyhawk *Ajax* kit is incredibly well detailed - I managed to get a copy of the kit via Ley Reynolds of Platypus Publications (for which thank you!) but as far as I can tell it has not yet arrived in bricks and mortar hobby shops in

Australia. The two kits are a basic version and a deluxe version with extra brass and PE.



The Infinity Vampire is moulded by HpH, the people who do sometimes highly esoteric 1/32 models in resin. It has a lot of sunken rivets moulded in but otherwise looks really quite wonderful.



The Fly 1/32 Tunnan is a lovely cleanly moulded model too. It also comes in two boxings; one in natural metal and one in UN deployment camouflage. Being relatively small aircraft they none the less should build up into impressive models in this larger scale.

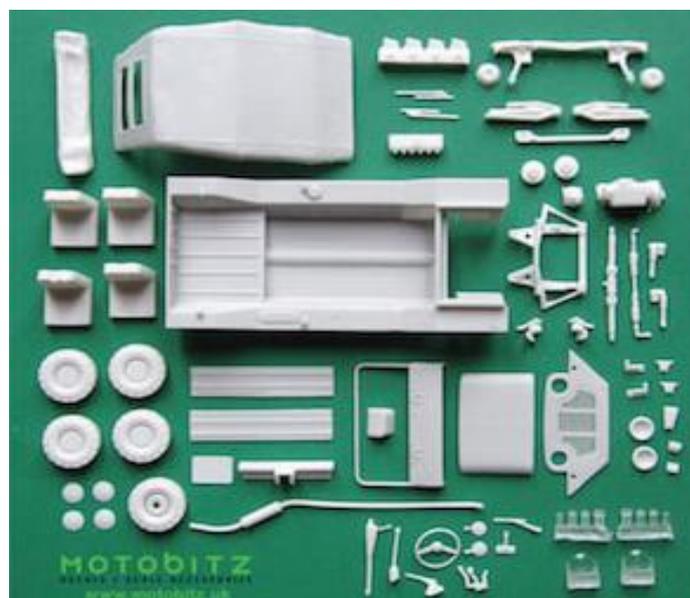


Each of these manufacturers is unusual in their own way and produce very fine kits with a slightly different approach to other more conventional model kit manufacturers, though their kits although they also sometimes have some aspects that are not entirely to everybody's tastes. Please stay tuned for more to follow with these.

MINI MOKE

Motobitz Kit MBK01 and Trans-kit MBC05 in 1/24

Reviewed by David Muir



As it's MBK01 stock code suggests this was Motobitz first complete kit when it was released back in early 2019. Since then they have added three further Minis as full kits and a stack of trans-kits to their range. It is still available on a "made to order" basis (i.e. with a 2-3 week delivery time). Out of the box it builds as a standard British manufactured Mk1 Moke with the option of having the top up or down. However, Motobitz also offer a trans-kit (MBC05) on the same basis that converts MBK01 to the Taxi from the classic British TV show 'The Prisoner'.

Around sixty of the parts in the main kit are cast in a light grey resin; the balance of the 80 odd total part count being made up of clear resin for the lights and indicators, clear acrylic for the windscreen, a small decal sheet and styrene, brass and carbon fiber rods in various sizes for the detail bits. The last is interesting as it is the first time I have seen carbon fiber used in a static kit and is curious as the bumper bars on static 1/24 scale models really don't need to be super light or super strong.

All the parts are attached to substantial pouring blocks which are clearly marked with part numbers or letters. In a couple of instances the parts are handed and need to be tracked once removed from their blocks. In all cases connections between the blocks and parts are substantial but are also easy removed, as shown below.

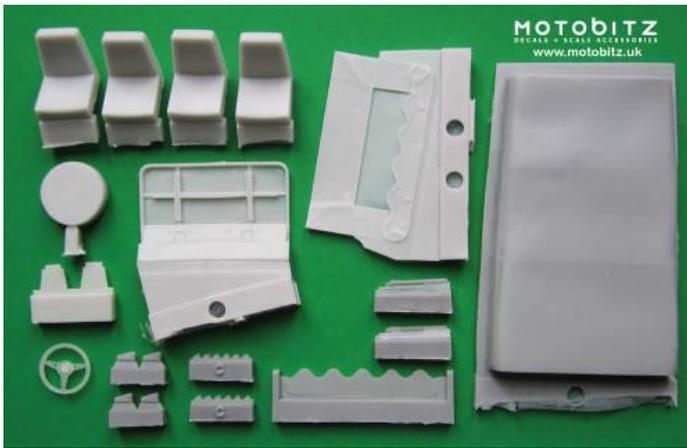
There are no visible imperfections in the review sample but some of the parts have a lot of flash that, thankfully, is thin and easily removed with a scalpel and a bit of care. Detailing very good, being delicately and crisply defined with smooth, thin sections where necessary, eg on the bodywork and bonnet. The soft top in both erected and folded forms is convincingly sculpted; conversely the seat squabs are modelled "as new" and need to be softened a little to represent upholstery that has seen a bit of use.

The kit builds up as a "curbside", i.e. without a complete engine. The sump, a partial block, drive shafts, suspension and the structure to support them are all provided, but not the upper part of the block or any ancillaries. Nonetheless the bonnet is a separate piece and easily posed "open" so there is nothing to prevent you from dropping in an engine from a Tamiya Mini; their Racing or Rally Mini Coopers are a good source for a set of Minilites and tyres to replace those in the kit which are 10" stock capped steelies fitted with some oddly patterned all-terrain tyres.

For once the instructions (on 2½ double sided A4s) are excellent. Each of the fourteen stages has a colour photo clearly showing the relevant parts and is supported by useful notes on the sequence of assembly, positioning of the pieces, possible options and any cautionary advice. Some stages need the modeller to cut and fit pieces of rod; the dimensions for these are specified. In conjunction with the part numbering the instructions make the assembly task very straightforward.

The Prisoner conversion supplies a different windscreen frame, dash and steering wheel, a canopy (plus joints and more rods to support it), a covered spare tire and four seats that appear to be the same as those in the main kit. It also includes a set of decals specific to the TV Moke, one of which has just been restored in the UK.





MILES M.2H HAWK MAJOR x TWO

SBS Model Kit PP02 'WWII RAF trainer' in 1/72 and KP Models Kit KPM0284 'In Military Service' in 1/72
Reviewed by: John Bingham

Manufacturers issuing kits of the same aircraft type are quite common especially amongst the more 'popular' types like Spitfires and 109s. Manufacturers issuing kits of the same obscure 1930s aircraft type, in the same scale and with exactly the same markings are rarer and beg the obvious question: which is better?

In this instance KP in the Czech Republic and SBS in Hungary have each issued kits of the Hawk Major in several boxings, both having one of DG590, a RAF example in camouflage. It survives and is under active restoration at the Museum of Berkshire collection.

BASICS



Released in 2017/18 the SBS offering is in resin with 25 parts in light grey plus an acetate sheet with two printed windscreen options and three (i.e. one spare) instrument panel. If you don't fancy trimming and fitting such small pieces it includes two pre-cut/pre-scored windscreens in slightly thicker acetate. Surface detailing is finely recessed for panel lines with subtle ribs in the fabric covered areas. Their cowling is better detailed than KP's version and has the scoops and openings correctly rendered. Its interior has a floor, seats, instrument panels and control columns.



Released in 2022 the KP offering is a single injected styrene a sprue with 28 parts in light grey plus two pairs of windscreen options on a printed acetate sheet for you to cut and shape. Surface detailing has recessed panel lines and subtle contouring for the fabric. It too has a floor, seats, instrument panels, control columns. The M.2H did not have bulkheads so the two KP provide can be omitted.

AUSSIE MOKES

Initially there were few differences between the British and those built by Leyland in Australia starting in 1966 but they gradually evolved in response to user demands for more ground clearance and to suit other planned markets such as America. The following is a brief summary of the evolution of the Australian variants:

Little Wheelers: (1966-1968) 10 inch wheels, English body shape. Canvas seats, 998cc engine.

Standard Moke: (1968-1982) 13 inch steel wheels, wheel arch extensions, single tubular steel bumpers, canvas seats, 998cc or 1098cc engine. From 1980, galvanised body and side filler cap. All Californian extras were available as options.

Californian Export: (1971-1973) 13 inch wheels with thicker wheel arch extensions, rear fuel tank, repeater lights on wings, 1275cc engine. Verve or Bali hood.

Californian: (1977-1979) 13 inch white 8 spoke wheels, roo bars, removable front grille, high back seats, optional roll cage, 998cc engine.

Californian: (1980-1982.) As '77 to '79 with addition of galvanised body, side filler cap, roll cage, steel framed quarterlights. 998cc engine (drum brakes) or 1275cc (disc brakes).

Most of the changes will be straightforward for any reasonably experienced car modeller. However, so far there does not appear to be any source for "Sunraysia" wheels in 1/24.



As a first effort these kits immediately rank up with the better short run offerings at the quality end of the market. Their complexity and completeness will challenge a novice but more experienced modellers will thoroughly enjoy them. Recommended

ENGINEERING

KP split the fuselage, cowling and spats conventionally (i.e. vertically along the centerline) with separate fin/rudder and cowling front parts. This necessitates the usual joint filling, sanding and rescribing inherent in this approach. The tailplanes are split and added as two parts to the fuselage sides with the fin/rudder added above.

Alignment aids are limited to holes and pegs for the control columns and some very basic framing that helps locate the cockpit floor which fixes to one side before the fuselage is closed up. None of the major parts have locating pegs so the structural joints need care and metal pins for strength and supports to keep things in line.

SBS's Hawk has the fuselage cast as a single piece with the interior inserted from above as a unit, then capped with the cockpit surround. Their tailplane is a single piece that slots neatly and accurately into a recess with the fin/rudder added above. As with the KP kit there are no locating pegs for the wings, but sockets are provided for the tailplane and the fin/rudder. The same cautions about reinforcing the joints apply to assembling the wings to the fuselage. Being resin the SBS kit requires a degree of extra work to remove the pouring stubs; not a major issue as they are all well placed and easy to clean up.

The engineering of both kits makes putting them together somewhat challenging. Both need at least some rescribing of panel lines but both have very fine lines that need a deft hand. SBS's recent M.5 and M.5A Sparrowhawk kits avoid any rescribing and shows how a kit can be engineered in a way that makes assembly a joy rather than a chore. They too have a one piece fuselage but combine this with a one piece wing on which the interior is built - then inserted from below. Thus the only join line is hidden by the wing root fairing where it needs no further work, leaving just two short lengths underneath needing any attention. In other words: simple, easily aligned, strong joints and no fill needed.

ACCURACY

Checking model accuracy using drawings can be a fraught process as most drawings include their own errors and inaccuracies. Fortunately in this case there is a set that was published in A.H. Lukins' "The Book of Miles Aircraft" published by Harborough Publishing (of Aircraft of the Fighting Powers fame) late in WW2. Both were prepared with significant input from F.G. Miles and Phillips and Powis who built the Miles airframes and they are arguably the best available reference drawing. A check of the span and length suggests that, as printed, the drawings are slightly undersized by about 1% in both directions.

Correcting for this and overlaying the SBS parts shows the fuselage to be about 3mm too long but otherwise a close fit. The wings are a good match, the span of the tailplanes is oversized but only by a tiny amount, i.e. much less than a millimeter. The fin/rudder is the right shape but too big (again by less than 1mm); both are also easily corrected.

Applying the same test to the KP parts reveals that the fuselage length is spot on but both it and the cowling depth are very under nourished, being too shallow by between 1mm and 1.5mm over their whole length. Conversely the

wing span is about 6mm too big and hence its chord is also slightly oversized. The fin/rudder are spot on but the span of the tailplane is too long, this time by about 2mm.

Shortening the SBS fuselage by 3mm, moving the tailplane notch forward to match and slimming it slightly in front of the rudder post are easy to do. Slicing the KP fuselage horizontally and adding tapered strips to fix KP's anorexic fuselage is much, much harder and is not recommended!

INSTRUCTIONS

SBS's instructions are specific and only apply to each boxing. They have four faces on a glossy folded A4 sheet, with a brief history of the type and of each subject airframe. It devotes a page to useful notes on the types and use of super glues, safety tips and advice on painting and finishing. Assembly and detail painting are covered by one page of exploded diagrams and pictograms, the last page has a coloured 4 view of the aircraft and a decal guide.

KP's instructions are also four A5 faces – this time on a folded plain paper A4 sheet. They include a type history, part map, 1½ page assembly diagram with colour notes and a 'not to scale' 5-view line drawing of the aircraft. The instructions are common to all four of KP's boxings. A coloured decal guide is provided on the box but the images are small and the camouflage pattern is hard to read.

DECALS

SBS's version of DG590's markings are dimensionally more accurate and capture the slight tilt of the vertical stroke on the '5' and the correct shape of the 'D' on the fuselage serials. However, the red and blue of the roundels and fin flashes are too bright for WW2 era RAF colours.

KP's decals do the opposite and get the colours correct but the dimensions and 'D' shape wrong. Replacing the SBS roundels from spares or generic sheets should be easy; finding replacements for the KP serials is a little harder.

As mentioned above both firms have issued other boxings of their Hawk Major kits with different decals. Both supply exactly the same parts in each boxing, varying only the instructions (in SBS's case) and the back of the box in KP's case. SBS began its short run 'Plastic Passion' series with SBS PP01 'MacRobertson Racer' (ZK-ADJ) then the RAF boxing (PP02) and finished it with PP03 'Spanish Civil War' with two schemes for c/n 161 (CS-AAL ex G-ADEN); one in overall grey and one in green over grey camouflage.





KP have done four: starting with KPM0282 'Over Spain' with markings for c/n 161 in the two Nationalist schemes covered by SBS and adds one Republican example (EN-002). Then they released KPM0283 'International' with one RAAF example (A37-5), one Canadian post-war survivor (CF-AUV, ex VH-ACC) and the McRobertson Racer ZK-ADJ that is also covered by SBS. Lastly they issued KPM0285 with three very colourful civilian Hawk Majors: G-ADAS (a Brazilian based survivor), Shell's G-ADCF and ZK-AEQ in Kiwi post-war colours.



Phillips and Powis built around seventy examples of the Hawk Major with various engines so there are plenty of alternative schemes – including three (VH-UAI, VH-ACC and VH-AAH) that flew in Australia - if you don't want to build one out of the box.

CONCLUSIONS

Both kits have pretty much the same assembly challenges thanks to less than friendly engineering decisions and both have inaccuracies. Of the two the SBS kit is easier to build and fix and, possibly more importantly, better captures the slightly hump backed look of the M.2H variants. So, if you want to make the best model of any of the three examples they both produce (i.e. CS-AAL, ZK-ADJ or DG590) then the choice is fairly straight forward: buy the SBS kit.

However, should you want one of the others (eg the RAAF one or one of the more colourful civilians) then the choice is a little harder. Then you have to decide to just accept the KP kit's obvious inaccuracies or to take on the not inconsiderable work needed to make it look more like a Hawk Major. Complicating the decision is the difference in price between the SBS and KP offerings. Currently the former is available at around AU\$60, or roughly twice the cost of the latter which available for around AU\$30. The choice is yours...

STAR WARS PLASTIC KITS AN OVERVIEW : PART 1

Compiled and written by Lindsay Charman



The Star Wars (SW) production enterprise, especially as part of Disney, is immense and is global in its reach. These days it comprises a whole series of products, including clothing, electronic gadgets, video games, toys, board games and give-aways that have been released steadily over the past 45 years. As each time a new film or spin-off TV series is released (and each of these almost always wind up with virtually cult followings from audiences world-wide), many related products are re-released, or new products designed, made and sold to support the new release.

It appears the product designers sometimes work very closely with the SW production people, or perhaps the people from Disney, to really try and get a very accurate rendition of what they are trying to make. This now seems to reflect in the level of accuracy and detail of the final product. Many of the smaller toys are also very good renditions and are very accurate looking, to the point that they can stand alongside a well made kit quite favourably. The same goes for licensed wargaming pieces (vehicles and figurines) and collectibles (diecasts, plastic and resin vehicles and figures).

One can nowadays obtain 3D printed Star Wars replicas and detailing sets, 1:72 soft plastic figures and even 1:35 soft plastic chess pieces based on SW characters!

However, for the purposes of this short history of the genre, I will stay within the realm of 'serious' types of plastic kit ranges that have emerged over the years as the Star Wars production house continued to produce a variety of films and TV shows. Please note this is based upon my recollections and research, so if you have any corrections or additional information you can share please let the Newsletter Editor know.

BACKGROUND

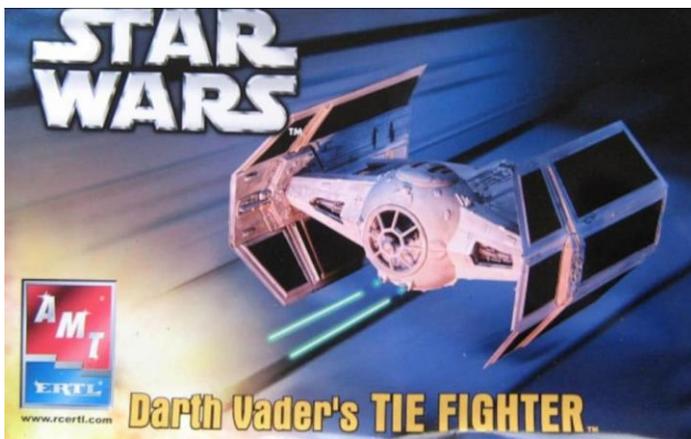
As the probable best known leader in kit manufacture of Star Wars kits, Bandai's 1:72 scale series of Star Wars (SW) vehicles and space ships has an enviable reputation. Fit of parts and fidelity of detail almost always adhere to a very high standard, accuracy is usually very high, and they have a broad range of scales, subjects and genre loosely covered in the series.

However, they were not the first on the scene of course – far from it.

The SW franchise is reported to periodically issue licences to kit makers, and with a production history of the films and TV shows spanning from 1975 to the present (and ongoing) it seems licencing arrangements have changed several times over this time. At the same time they have also allowed well known fast-food companies with considerable global reach to issue give-aways and gratuities with meal purchases, and many of these were simple but nonetheless pretty good quality 'kits' that can be turned into nice replicas with a small amount of effort.



MPC/Ertl The Empire Strikes Back – Star Destroyer



AMT/Ertl Star Wars Darth Vader's TIE Fighter



AMT/Ertl Star Wars Episode 1 Star Wars Battle Droid

I have always been a sucker for SW kits, but the AMT (or AMT/Ertl as it is sometimes badged) and MPC kits that came out in the late 1970s and 1980s were the earliest official kits of SW subjects. In Australia these were hard to obtain (I found) at the time and to my eye, they were never to a high enough standard of accuracy and detail. They were often made in rather odd scales as well, so I never tried too hard to get any of them. As it happened, these kits eventually became collector's items so any regrets I

had about missing out on something became academic as I could no longer afford them!

It must however be said that AMT and MPC were the first, and under the circumstances of the times, they did a very good job, kitting many, if not all, the easily recognizable space (and atmospheric) vehicles from the first three films (Episodes 4, 5 and 6).

Luckily, over time, Revell-Germany seems to have obtained a license around the same time as FineMolds did in Japan and some very nice kits resulted in the early 2000s from both manufacturers, albeit in my view from two different approaches. Both were available in Australia, Revell being in many toy stores of the time if not hobby stores. FineMolds were also available in a fairly limited way in hobby shops.

From what I have seen, the Japanese manufacturer FineMolds models were **very** nicely done and uncompromising kits, with classics like the X-Wing (in two scales, 1:72 and 1:48), the Y-Wing 'bomber', several of the classic TIE fighter (in two scales), TIE Interceptor, TIE Advanced X1, the little Jedi Starfighter (the Delta-7 not the Eta-2), Jango Fett's big 'Slave One', the massive and beautifully detailed Millennium Falcon, a Naboo Starfighter, and a Snowspeeder in two scales. They were relatively expensive but very nicely executed kits that looked quite accurate. One of the best things was FineMolds stuck to standard aircraft modelling scales (1:72 and 1:48) for SW kits and this seems to have been followed by others since then.



FineMolds Star Wars Millennium Falcon

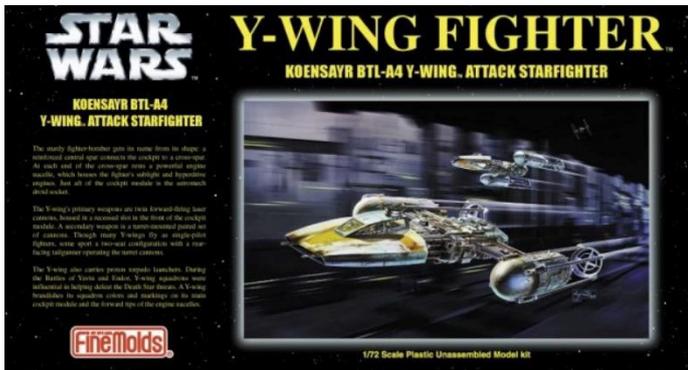
Of this range, I only have the 1:72 X-Wing (the T-65 classic) and the 1:72 Jedi Starfighter (Delta-7 Aethersprite interceptor) and I'd say that both go together in a way that the average 1:72 aircraft modeller would expect - they look and feel the same as a similarly sized aircraft kit when you open their boxes. They need to be glued and sanded, and they have nice restrained engraved and raised detail). Sadly I do not have any other FineScale kits but from what I have seen on competition tables and other modellers' WIPs both online and in real life, the other kits in the range are similar in quality to the two I have.

That said, FineMolds have been said to have got the actual scales of some of their models slightly wrong at times, possibly being slightly bigger or smaller than 1/72 scale stated in some cases. However, reviewers that decide the actual scales of some kits seem to be working from conflicting information at times – either published dimensions in books or online encyclopaedia, or sometimes simply working from estimates of vehicle scale

by using 'pilot' sizes as shown in the actual screen models. So for me, close enough is often good enough and the SW universe is often a moveable feast.



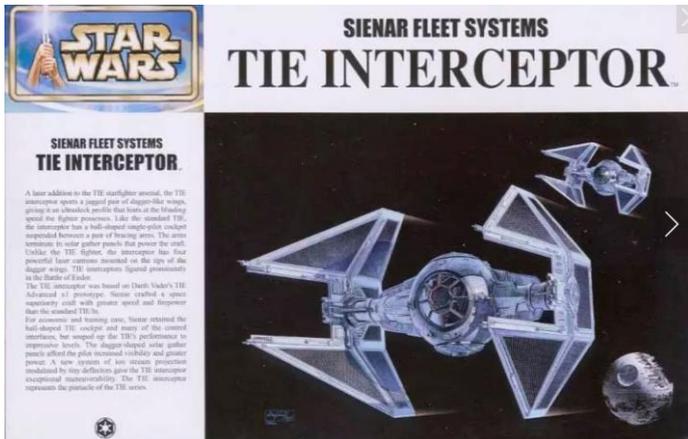
FineMolds Star Wars X-Wing Fighter (1:72)



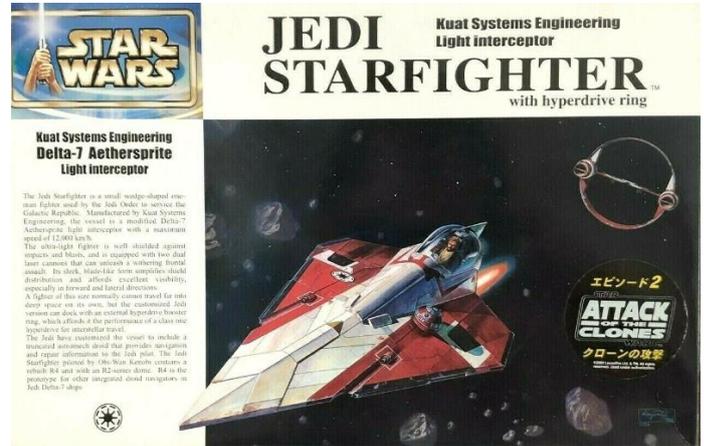
FineMolds Star Wars Y-Wing Fighter (1:72)



FineMolds Star Wars TIE Fighter (1:72)



FineMolds Star Wars TIE Interceptor (1:72)



FineMolds Star Wars Jedi Starfighter (1:72)



FineMolds Star Wars Darth Vader's TIE Fighter X1 prototype – Episode 4 (1:72)



FineMolds Star Wars TIE Fighter (1:48)

SEA FURY UNDERCARRIAGE SET

High Planes Models HPA 072095 in 1:72 scale
Review by Simon Wolff

This set of undercarriage parts from HPM is meant to correct some of the short comings of the Trumpeter 1:72 scale Hawker Sea Fury. The Trumpeter kit was reviewed on Hyperscale by the late Glen Porter, in his review he spoke glowingly of this kit. In Glen's opinion this was the best of the available kits of the Sea Fury; the other kits were the basic old PM kit and the Special Hobby offering. There is also the old medieval Frog offering, which the PM kit was based on.

Despite being the best of the bunch this kit does have clear problems with it, among them is the overly thin propellers, too narrow undercarriage and also too short undercarriage

legs! This set does not fix the prop problems but concentrates on the undercarriage issues.



So what do you get, well I am glad you asked! There are twelve parts all up, a mixture of resin and white metal parts. In the Trumpeter kit there is a separate part for the undercarriage bay, which fits in to the wing parts of the kit. What HPM have done is given you a replacement resin part, which is deeper in depth and has the legs at a wider spacing than the Trumpeter kit parts. The kit parts are some like 48 mm apart where as these replacement ones are around 53 mm apart, I presume giving a more accurate spacing. Another criticism of the Trumpeter kit is that the legs are too short, so HPM provide two white metal legs that are longer and more detailed than the kit offerings. My only concern is that with time the white metal legs tend to sag or bend and will need to be straightened on the finished model on occasions. With the legs you also get two connecting actuating parts again which look much better than the Trumpeter mouldings. By the way there is an article on Hyperscale about the various HPM offerings of both undercarriage legs and propeller blades. Do check them out!

Interestingly, with this replacement set you get two tail wheels (apparently a standard or caster), of different sizes again in white metal, must say they do look good to me. The remaining parts that come in this set is two types of wheels, one set with tread and one set smooth (or no tread), the smooth tyres look the better option, the treaded tyres have the attaching mould plug right in the middle of the tread which may show up, as a line of resin in the middle of the tread for a small section. I also noticed that the tread detail varied and will need tidying up, not a big issue just something to be aware of. Certainly the wheel detail is better than Trumpeter provides. The last part is a joystick/control column, I haven't checked out the kit part so can't compare it at this stage.

Interestingly there are no instructions at all with this set, but it isn't difficult to work out how this all fits after all it isn't rocket science. I must say the replacement wheel bay is very nicely done, lots of detail, although it needs some minor cleaning up, I did notice a couple of small resin balls in the detail but nothing a scalpel can't fix with a snip.

This set is available for \$12.85 through Red Roo, or direct from HPM in Singapore, and is definitely recommended. Now all we need is someone to do a replacement accurate propeller/spinner and a decent canopy...

COMPETITION RESULTS

Results from the QT Bunni "First Responders" comp held in February were as follows:

1. Roger Clark Thunderbird 2 Launch Bay'
2. Graham Carter Sdkfz Tender
3. Graham Carter Commer Ambulance

The People's Choice winner was Michael Bennett with his tiny HMS Sirius.



SPECIAL COMPETITION



At the June APMA meeting a special competition, "Aircraft of the Schneider Trophy", will be held. Thanks to Michael Bennett for sponsoring this event.

Any of the aircraft that competed in the series of Schneider Trophy (otherwise known as the Coupe d'Aviation Maritime Jacques Schneider, Schneider Prize or Coupe Schneider) races are eligible. There will be a prize (or possibly prizes!) for the competition. So, get building NOW!



To help interested members to do some research (and also look for kits or drawings), the following aircraft are some of those said to have been involved in the races, as held from 1913 through to 1931:

Borel Hydro-monoplane
Deperdussin Coupe Schneider
Morane-Saulnier G
Nieuport IV.H
FBA Type A
Nieuport VI.H
Sopwith Tabloid *
Avro 539
Fairey III*
Nieuport-Delage NiD.29
SIAI/Savoia S.13
Sopwith Schneider *
SPAD S.26
Supermarine Sea Lion I*
SIAI/Savoia S.12
SIAI/Savoia S.19
Latham L.1
Macchi M.7 bis
Macchi M.19
Nieuport-Delage NiD.29 SHV
CAMS 36
Macchi M.17
Supermarine Sea Lion II *
SIAI/Savoia S.51
Blackburn Pellet *
CAMS 36 bis
CAMS 38
Curtiss CR-3 *
Supermarine Sea Lion III *
Navy Wright NW-2
Blanchard BB-1
Gloster II
Curtiss R3C-2 *
Gloster IIIA *
Macchi M.33 ***
Supermarine S.4 *
Curtiss F6C-1 Hawk
Curtiss R3C-4 *
Macchi M.39 ***
Gloster IVB *
Kirkham-Williams X
Macchi M.52 *
Short Crusader *
Supermarine S.5 *
Bernhard H.V.40 *
Bernhard H.V.41 *
Gloster VIB **
Macchi M.52bis/M.52R *
Macchi M.67 *
Fiat C.29
Piaggio PC.7 **
Savoia-Marchetti S.65 *
Supermarine S.6 *
Bernhard H.V.120 *
Dewoitine HD.412
Macchi M.C. 72 ***
Nieuport-Delage NiD.450
Nieuport-Delage NiD.650
Supermarine S.6B ***

* Indicates a currently available or known kit or *** kits

JUNE MEETING TALK

Coinciding with the Schneider competition in June, there will be a talk presented by Graham Carter on the background and history of the Schneider Trophy races.

DECEMBER AGM COMPETITION

This year Star Hobbies will be kindly sponsoring a General Competition for the December meeting, with gift vouchers for the first three place getters. Keep an eye out as more details will follow.

SPECIAL RAFFLE

The current Special Raffle is a Zvezda C-130J-30. Tickets are \$2.00 payable and drawn at the meeting.



NEWS FROM OUR SPONSORS

Aside from the news from Rob of Star Hobbies about sponsoring an End of Year competition prize, Platypus Publications have the following new publication releases. Please check with Ley for more up-to-date details.

- *Boeing B-1B Lancer in service with the USAF* by Duke Hawkins
- *A-26 Invader – Douglas A-26/B-26 from WWII through Vietnam* by David Doyle
- *North American Mustang in WW2 RAF and Commonwealth Service* by David Doyle
- *Italian Heavy Cruisers* by M. Brescia & A. de Toro
- *The Battle of the Reichswald-Rhineland Feb 1945* by T. Saunders
- *Royal Navy Torpedo Vessels 1870-1914* by Les Brown
- *Wingleader Photo Archive - Westland Whirlwind in World War 2* by Neil Robinson
- *Dornier Do 17 in the Battle of Britain* by Chris Goss
- *Warships of the Soviet Fleets 1939-1945 Vol III* by P. Budzbon, J. Radziemski, M. Twardowski
- *Bounty HM Armed Vessel* by Kerry Jang
- *The Malayan Emergency & Indonesian Confrontation* by R. Jackson
- *Sherman Medium Tank, Canadian, NZ & South African Armies, Italy 1943-1945* by D. Oliver
- *English Electric Canberra in British Service* by M. Derry & N. Robinson
- *Bristol's Buckingham, Brigand and Buckmaster* by Alex Crawford
- *The Forgotten Front - Macedonian Campaign 1915-1918* by J. Lewis
- *Warpaint Series: Airspeed Oxford and Consul* by W. Harrison
- *2 cm Flak 38 Flakvierling 38* by A. Ranger
- *Valiant Wings – The Avro Lancaster (inc. the Manchester)* by R. Franks

DOMESTIC DAVE

Many APMA members have long wondered why such a keen modeller as Dave Richardson has such a low completion rate. In an exclusive for the Newsletter we can now reveal the reason...

