

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 6 2021

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>

NEXT MEETING: JULY 10th @ Noon

2021 Committee

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Vice President – Warren Evans
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EDITORIAL DROPPINGS

Welcome to the sixth of our Newsletters for 2021. The response to our call for reviews and articles has been great and our thanks go to all who have provided material: of course more is always welcome!

JUNE MEETING

Some 25 members attended in what was (checking in aside) an essentially unrestricted meeting. Lindsay Charman gave an excellent and interesting presentation on the aims and history of naval camouflage, illustrated with images of the many and varied paintwork schemes over the years. As this presentation was very well received we will endeavour to have more at future meetings.

We welcomed Ben Crockett, a new member who lives locally but found us via the recent Illawarra show. We look forward to seeing some of his work down the track.

A technical glitch affected the hard copy version Issue No 1 of the magazine and we are arranging for it to be reprinted. It should be ready for distribution at the July meeting at the same time as Issue No 2.

UPCOMING SHOWS

Subject to confirmation the known dates are:
Sydney Model Shipbuilders Club Expo: 28 & 29 August
Sydney Scale Model Show 4th September
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

QT BUNNI COMPETITION

REMINDER: The QT Bunni Comp is in August and just under two months away...so it is time to get modelling!



2021 – Songs

This year's competition will feature subjects that are mentioned in the title or lyrics of popular songs. Bunni is available at meetings if you have any questions.

The Australian Plastic Modellers Association is supported by the following:

BOOK REVIEWS

NORTH AMERICAN AVIATION P-51D/K MUSTANG REDISCOVERED

By Robert Pęczkowski
Stratus/MMP Books No 6146 ISBN 978-83-66549-08-1
Review by David Muir

Declaration: This reviewer provided a small number of images to the author for use in this book. The review copy was kindly provided by Ley at Platypus Publications.



The history of the NAA P-51 is a vast and complex field that has been the subject of literally hundreds of books. Robert Pęczkowski has wisely chosen to narrow the field and focus on the design, production and technical details and to restrict other aspects (operations, pilots, politics, markings, etc.) to just enough to provide continuity and context for the hardware. It builds on and extends his earlier (2019) work on the P-51D with some new material.

The result is a 288 page A4 sized softbound volume with the first half looking at the various production variants and post production modifications with the second half examining the foreign Mustang users and technical details. Profusely illustrated with overall and detail images, manual extracts, multi view drawings and a small selection of representative profiles the book is clearly aimed at model makers.

Written and printed in Poland, the text has a few slightly awkward translations but nothing that detracts from its purpose as a reference volume. The text is largely made up of short sections about each aspect and captions for the many illustrations. My only mild criticism is of the editing as its chapter breakdown and organization are at times confusing as the reader is forced to flip to and fro

between sections. However, having been through the book a couple of times and become familiar with its unusual structure this will become a minor concern for most people.

The readability of the text is not enhanced by the somewhat haphazard layout, a problem that is apparent from the front cover onward. Much of the text is in single 'three quarter width' column format justified to the inner margin on both even and odd pages. This leaves a broad empty band on the outer margin and makes reading the text and viewing the images harder while tempting the reader to 'break' the spine to see both properly. The only saving grace is that the greater percentage of the images are reproduced full width. Even then some judicious cropping could have allowed many to be reproduced larger and hence more usefully.

Although of necessity brief, the descriptions of the main changes between the NAA production blocks are a welcome primer for those wanting to build replicas of particular aircraft. Good use is made of tables to organize and make clear the information within each section. Even more useful are the images showing the evolution of the main instrument and cockpit equipment layouts and the many different radio suite installations.

The multi view line drawings are annotated to highlight the differences between the production variants and are useful for that reason alone. However, they consistently and somewhat misleadingly show the wings in plan with rivets when the wings were filled and smoothed on all Mustangs, irrespective of their origin, apart from a very small number of late CAC airframes. There is a diagram tucked away at the back that shows the wing treatment but it would have been better placed in the section on wings.

Almost inevitably many of the photographs have appeared elsewhere in the past. However, there are also a few that have been reproduced here for the first time and are thus welcome additions to the Mustang narrative. They have been simply and clearly laid out and most – but not all - are sized to make the best of what at times must have been less than perfect images taken 'back in the day'. The captions are brief and are limited to basic comments that add little to the image. As noted above this is not a 'colours and markings' book but it does include thirty profile side views and a few plan views of representative aircraft from most of the user air forces. There are also a couple of 'action' paintings; while dramatic they add nothing to the main purpose of the book.

Although its emphasis is on the USAF/USAAF Mustangs the short sections on each of the foreign users – and for once it does mention the Australian production and RAAF usage – are reasonable starting points for further research. Curiously the RAF Mustangs are dealt with in the main part of the work; perhaps Brits are considered not "foreign" enough? Equally welcome are the small sections on the Cavalier, Temco and two seat developments as all three are poorly covered in most of the Mustang literature to date.

Even with its focus limited to the technical side of the D/K history this was always going to be an ambitious project. Space limitations mean that some aspects are inevitably glossed over and/or omitted. However, the coverage of the subject is complete enough to be a useful, if limited, guide. That is sufficient for this book to be RECOMMENDED albeit with a slight disappointment that it could have been even better with a little more discipline in its editing and layout.

ROHRBACH

German All-Metal Aircraft Pioneer

By Lennart Andersson and Rob J. M. Mulder
European Airlines publishing ISBN 978-82-93450-11-5
Review by David Muir



The cover notes say it all and much better than I can:

“German aircraft designer Adolf Rohrbach realized before others that the future of aircraft design lay in metal rather than wood and canvas. His firm quickly grew to become one of the largest aircraft producers in Germany. His designs were pioneering, and he invented several features that are common in aircraft today, but although Rohrbach aircraft, especially the flying boats, were successful and set world records, they were commercial failures. On the other hand, the Rohrbach Roland land plane successfully served for many years on one of the most demanding air routes in Europe.

Rohrbach’s lifetime ambition in aviation did not really bear fruit and insufficient funds and the Wall Street crash in 1929 contributed to the demise of his company...The fact that Rohrbach, despite all the obstacles and setbacks managed to stay in the aviation business until his premature death in 1939 is just one of the intriguing circumstances that form part of this story...”

Despite his being less well known than his contemporary ‘metal gurus’ Claudius Dornier and Hugo Junkers, I have always admired the clarity, simplicity and directness of Rohrbach’s designs and the way they remain ‘modern’ to our eyes a hundred years later. Hence, I looked forward to reading this volume when it was announced by European Airlines - and I was not disappointed.

Clearly based on solid research it runs to 192 hardbound pages divided into five main chapters on Rohrbach (the Scale Views – Issue 6 2021

man and the company), the early and later flying boats, the landplanes and other projects. These are backed by a short summary, a type list, a production list, a selection of ten Rohrbach company three views, ten colour profiles, a list of sources, a bibliography and a comprehensive index.

The layout is straightforward and the text is commendably simple, clear and readable. Rosie Louise and Terry Moyle’s (aka Contour Creative Studio in New Zealand) cover illustration and design is a classic; 4½ lines of text, one font in 3 sizes plus one strong and attractive image, it perfectly supports Rob Mulder’s layout. His two column A4 format, consistent structure and careful font selection make it easy to read and to navigate and to find items within the content.

Each of the Rohrbach designs are grouped together by general type (flying boat, land plane, etc) and covered individually in terms of their technical, production and operational aspects as well as their contexts (timeframes, purchasers, finances, politics and the like). With 47 airframes spread over some 10 types the authors have done well to make their stories clear and readily understandable.

The only oddity I found is the authors reference to the ground breaking four engined Zeppelin Staaken throughout the text and images as the ‘E.4/250’, supposedly meaning E (for Eindecker or monoplane), 4 (for four engines) and 250 (for each engine’s horsepower). Most (all?) other references, including contemporary reports in the 1920s technical press and the Z-S 3 view in the book, refer to it as the ‘E.4/20’ meaning E (for Eindecker or monoplane), 4 (for four engines) and 20 (for the year it was built). However, this is a small matter that does not detract from the rest of the work.

The chapters are heavily illustrated with contemporary images, the bonus being that most have not appeared elsewhere before – or at least not outside Germany and Denmark. The reproduction is usually full width of the page and on good quality paper so the images are sharp and clear. Kim Brantenberg, Ulrich Leverenz and Tom Cooper’s profiles are excellent, the only downside being that they are all side views; with that sort of talent available it would have been great to have them also do some plan views.

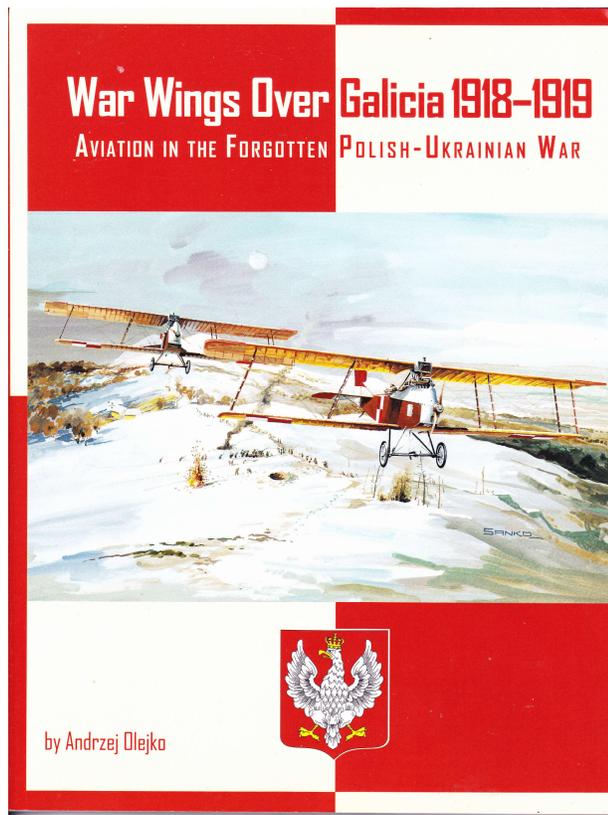
Rohrbach aircraft have been almost completely overlooked in modeling terms; Scalemates has none listed and even Professor Google turns up just one OOP diecast, two (a Roland and an Inflexible) scratchbuilds and a solitary vacform in the form of the execrable Classic Planes E.4/20. This may change as this book probably has enough data to build several types in either 1/144 or even 1/72. Given that Rohrbach products are characterized by simple rectangular shapes and easily formed surfaces they would make perfect subjects for anyone wanting to explore scratchbuilding for the first time. On balance this is a really excellent book; outstanding in its research, writing, illustration and presentation and it is thus HIGHLY RECOMMENDED

POSTSCRIPT

Arriving as it did at the same time as the Mustang book it struck me how differently the two tomes have been edited and presented. I know we are not supposed to judge books by their covers and the Mustang volume is intended mainly as a reference book but... is it just me or does anyone else think that MMP’s covers look like primary school textbooks: dull images in duller colours with haphazard graphics done in too many (eight in this case) typefaces? DM

WAR WINGS OVER GALICIA 1918-1919

By Andrzej Olejko
Aeronaut Books
Reviewed by Bill Renfrew



The Great War on the Eastern Front ended on March 3rd 1918 with the Treaty of Brest Litovsk. Under the condition of this treaty, the independence of Finland, Ukraine and Georgia were guaranteed and Latvia, Lithuania and Estonia were placed under German hegemony. As Soviet Russia was busy with its Civil War, Belarus was also de facto independent. Poland was not mentioned in the treaty as it was divided between Germany and Austria-Hungary. The latter kept control of its province of Galicia while Germany controlled the rest. This allowed both Germany and Austria-Hungary to transfer many troops to the west while still having to retain garrisons in the east.

Over the next six months the number of Polish patriots and troops in Poland increased until they were able to declare independence. With the fall of the Austro-Hungarian Empire in late October 1918, the West Ukraine People's Republic sought to increase its territory at the expense of the nascent Poland and invaded Galicia on November 1st of that year. The Poles rushed troops to the defense of Lvov and so began the Polish-Ukrainian War. The war continued as a stalemate until the arrival of the "Blue Army" from France put the balance of forces firmly in Polish hands. The Ukrainians were driven back to the original border, the Zbrucz River.

This book considers the aviation aspects of this war largely from a Polish perspective. It is written by a Polish author and it appears that it may have been originally

written in that language as the English is somewhat clumsy and stilted. This in no way minimizes the appeal of this work. The book consists of some two hundred and twelve (212) roughly A-4 pages. It is printed on high quality paper but has fairly light card covers. It contains over three hundred (300) photographs (mostly from Polish sources) as well as colour profiles of eleven (11) aircraft.

The story starts with the Poles taking over the aircraft park at Zagreb and explains why the Poles initially used the German and Austrian aircraft they found there. The fact that most of their early pilots were familiar with these aircraft probably helped. The book progresses in a logical manner. The final section of the book deals with the Polish-American Fighter Squadron and its service in the Polish-Bolshevik War. All up, this is a very interesting book that covers an aspect of military aviation that is largely unknown in the west. I heartily recommend it to members.

KIT AND PRODUCT REVIEWS

USS MOMSEN DDG-92

HobbyBoss Kit 83413 1/700
Reviewed by Lindsay Charman



The US Navy has been buying and operating *Arleigh Burke* class destroyers (DDGs) in one form or another since 1991. That's quite a long life for a basic warship design. The core features of the class are the Aegis Combat System, and the SPY-1D radar. The main weapons of all of these ships consist of the Mk 41 vertical launched missile system and the Mk 45 5 inch gun. All recent vessels also now carry the Seahawk helicopter. The engines have always been four LM2500 gas turbines, this engine being a marine version of the CF6 aircraft engine.

In simple terms, the hull, propulsion units and basic superstructure design has been roughly adhered to for all ships in the class but new sensor and communications technology, as well as new weapons, have been introduced over a period of 30 years and the design adapted to them. The design has also been adopted in various forms by other navies as well, specifically the Japanese and Korean navies.

The US Navy classify each major design iteration (or group) of these destroyers a 'flight'. Each flight consists of several ships, and each ship within the 'flight' is roughly similar. So the *Burkes* commissioned so far fall into four basic flights: Flight I, Flight II, Flight IIA and Flight III. I understand the word 'flight' is also used describe sports people, as a group, and also alcoholic drinks, as a group. So make what you will of that!

The *Kongō* was what the Japanese Navy (or JMSDF) called their first ship using the *Arleigh Burke* as its basis. The *Kongōs* were followed up with the *Atago* class and then this was followed up with the *Maya* class. Each class consists of

two ships, and while they are clearly related to the *Arleigh Burke* design and sensor/weapon concept, they do differ in appearance. As each new JMSDF *Kongō* derivative sub-class appeared, the size has grown and the differences have become more apparent.

Just to be different the South Korean Navy initially called their class the KDX-III, then the *Sejong the Great* class. The vessels were named ROKS *Sejong the Great*, *Yulgok Yi I* and *Seoae Song-ryong*. Their version of the design is really an *Arleigh Burke* on steroids, being rather larger than both the US and Japanese vessels (basically it is a heavy cruiser) and it is probably more capable than the Burkes. The JMSDF *Maya* class is physically longer and wider and not that far behind KDX-III in displacement however. There are three ships in the first group of KDX-IIIs and a second group has been ordered, primarily to provide a South Korean Ballistic Missile Defence (BMD) capability. The first three vessels may be retrofitted with BMD capability. The USS *Momson* is a mid-point Flight IIA variant of the basic *Arleigh Burke* DDG design.

THE HOBBYBOSS KIT

There are 142 (or so) plastic parts in the main sprues of the kit, though it is possible the modeller may not want to use all these parts in his/her model. These include a transparent plastic sprue with two Trumpeter style 1/700 Seahawk helicopters. There are also two photo-etched sheets, and again it is possible you may not want to use all of these bits, though you have to use many to make a good representation of the real thing. A waterline or full hull option can be built from the basic kit.

Dimensional accuracy looks quite good. The overall length is spot on according to my calculations. The beam seems a little undersized to me, even if using the B_{MAX} definition of beam, but it's not that noticeable.

Overall the shape accuracy of the kit looks good to me, comparing to photos well. The quarter deck/flight deck aft looks a little narrow, but that could just be me as the only other 1/700 *Arleigh Burke* variant I have made so far is the South Korean KDX-III destroyer *Sejong the Great* and it has a much larger flight deck than *Momson*. There have been some reviews that say the hangar is undersized, perhaps too short. I think it looks quite correctly proportioned.

The rear superstructure parts representation includes the special starboard side doored enclosure incorporated for the Remote Mine Hunting equipment intended for this sub-group, and which has since been cancelled. The kit also nicely includes the later, taller flush-topped funnel design used in later *Arleigh Burke* ships.

Detail looks very good to my eye. In some ways it is quite crisp but more understated than the detail on the older Pit-Road, Skywave, Dragon/Shanghai or Dragon/Cyber Hobby kit of the original *Arleigh Burke*, and I rather like Skywave's detail. I don't know if the Revell and Fujimi 1/700 kits of the *Arleigh Burke* variants are better detailed as I do not know their true heritage/design and I have not seen them on the shelves in Australian hobby shops.

The etched brass really is good, and if you are adept at cutting, bending and apply PE this will make an excellent model. Assembly is really very simple and fit seems very

good too. The instructions are clear and there are relatively few main parts due to the basic ship's design and the usual HobbyBoss simple approach to kit design and construction.

RECOMMENDATION

I found the kit a nice, simple clean model, crisp but not overly fussy in how HobbyBoss have applied the surface detail. The decals look good, although I have not used them yet. There are sufficient hull numbers to make several ships that form the mid-point Flight IIA sub-class.

VICKERS VALETTA C.Mk.1

VALOM KIT 72142 – 1:72

Reviewed by David Clark

Valom is one of a multitude of kit producers that have emerged from the Czech Republic over the past ten years or so. They specialise in limited-run kits to 1:72 scale, and seem to prefer taking the road less travelled, giving us kits of many types that the mainstream manufacturers simply wouldn't touch. This kit is a prime example.



The Valetta was Vickers' military development of the Viking airliner, which itself was derived from the company's Wellington bomber using the Wimpey's wings and tail unit matched to a new, more capacious all metal fuselage. Neither the Viking or the Valetta retained the Wimpey's geodetic fuselage framework (although some 18 of the early Vikings did use standard fabric covered Wellington wings with geodetic framing, and some later ones had the same wing structure with a non-structural metal skinning). In all a total of 163 Vikings was produced, mostly for BEA, and 262 Valettas.

The Valetta was considered for service with the RAAF, a single Viking (VL231) being loaned to us from November 1947 until October 1951. It was allocated the RAAF serial A82-1 during its time here, and operated with both its RAF and RAAF serials displayed – RAF under the wings and RAAF on the rear fuselage. The RAAF's experience with the aircraft was less than happy and although the serial prefix A87 was set aside for the Valetta, the type was not purchased.

THE KIT

The kit comes in the standard-sized (360 x 250 x 55mm) top-opening box. Inside are three frames of caramel-coloured plastic making up the main components, a separately bagged frame of transparencies, a small sheet of photo-etch

(aerials, etc.) a decal sheet and the instructions. Parts are cleanly moulded and without flash.

The moulding gates are slightly intrusive, so that parts will require careful removal but everything should clean up nicely. Surface detail is finely engraved and not excessive (better than many mainstream operators – yes, I'm looking at you, Airfix...). Interior detail is confined to the cockpit and a carry-through spar for the wings. What's there is adequate, given that little of the rest of the interior will be visible when assembly is complete, but there's more than enough space available if you want to go to town. Undercarriage wells are similarly detailed, and again probably adequate for the job.

A quick dry fit suggests that there will be no major assembly problems. However, being a limited run kit there are no luxuries like alignment pins, meaning that some care will be needed to ensure that parts are properly aligned before being glued together. There's nothing in it that's beyond the skills of the average modeller, although it's not a kit I'd recommend for a complete beginner.

Decals are cleanly printed and in alignment. They allow the construction of either VX574 with the RAF in Malta during 1960 or WD157 of RAF Gibraltar in May 1968. No stencilling detail is given; whether this is because neither aircraft had any or simply an oversight I can't say. The instructions are set out on 16 A5 pages and include a type history in Czech and English, a parts map, a 14 stage pictograph style construction sequence, painting instructions and a colour chart. All clear and easy to follow.

The kit is one of a series of Valettas that Valom has produced – others are 72143, the T.3 navigation trainer, and 72150 with markings for aircraft used in Operation Musketeer. As well, there are a pair of Vikings – 72148 with Royal Flight markings and 72149 with BEA livery. All share the same plastic; only the markings differ, although 72149 has an extra frame which includes the shorter fuselage and different horizontal tailplanes of the Viking 1A. There is a useful discussion on Britmodeller ([Vickers Viking Info required - Page 2 - Classic - up to 1968 - Britmodeller.com](http://Britmodeller.com)) about the modifications required to build the Viking 1A as a 1B.

The review kit came from Hannants and cost \$76.50 plus postage – not cheap, but it's the only game in town. It does mean, though, that producing a Valetta C.2 with the longer (by 710mm in 1:1 scale) fuselage by buying a second kit and chopping up fuselages makes the exercise decidedly expensive! The kit is now available in Australia; Metro have it for \$69 plus postage.

HUMBER SUPER SNIPE 'WOODIE'

ACE Kit 72551 in 1:72 scale
Reviewed by Simon Wolff

Humber's Super Snipe Station Wagon was introduced in October of 1938 with its four litre six cylinder engine sourced from the larger Humber Pullman with chassis

and the front bodywork sourced from the Humber Super Snipe saloon. They were widely used by the British Army and the RAF during World War II.



ACE is a Ukrainian company that produces a large range of 1:72 scale military vehicles, ranging from artillery pieces, cars and trucks to tanks - all in plastic. I have built a few of their models, mostly cars, primarily because they go well with 1:72 scale model aircraft. Now, one way of describing these kits are that they are well over engineered, with lots of small parts, but once built they look really good. ACE produces a number of British soft skin vehicles mostly of the WWII period. This particular kit is of the Humber Super Snipe station wagon (Woodie) version; this kit uses the chassis from their Humber Super Snipe kit.

The Woodie is one of their newer releases and moulded in their usual light grey plastic on two sprues with an absolute myriad of parts! With previous kits of theirs that I have built I found each and every part needed cleaning up, and you can expect that with nearly all their kits but this one (which may have been an early production shot) has quite sharply defined parts, although some cleaning up is still needed here and there. The parts are all very finely moulded and as for the under body really quite fiddly but if correctly assembled they look really good. The wheels come moulded in two separate parts and you also get (and the first time I have seen this in their kits) a clear sheet printed with a lined template showing where to cut out the various windows. It doesn't say it but these should be glued with PVA.

Other parts include seats, (be difficult to drive without them), dashboard, lights and gears as you would expect for a car of this vintage. All this comes in a rather flimsy cardboard box with a very nice illustration of the vehicle in camouflage, they also provide a small photo etch set for things like windscreen wipers, various mirrors and such like. The only challenge - and it is a big one - is the instruction sheet (nay guide) which is about as much use as political party broadcast. At best it is a list of what you get with kit, but you need to try and interpret what the construction illustrations actually mean...and think about the sequence you wish to use to assemble the parts... seriously.

There is no guide as to how to assemble the rear axle! Just an illustration showing you how it should look! I ended up attaching the rear body so I could fit the springs in place after the drive shaft (I think that is what it is called). It is a case of study the illustration; prepare all the parts you need at the time, then dry fit them. I also decided to build the chassis and body separately, that way I can paint the interior of the

two sections prior to gluing them together. The body once assembled fits over the chassis; I had already glued the seats, steering wheel etc. Ideally if you have a car manual for this vehicle or someone shows you their build of this kit: then it would be far easier.

The model comes with four schemes two British and two German vehicles this seems a regular feature of ACE kits you have options for captured vehicles. The ACE web site also provides reference photos for the modeller to help with their build.

RECOMMENDATION

Despite the rough instruction sheets I absolutely recommend these kits for anyone interested in 1:72 details military vehicles. They are buildable and you might enjoy the challenge. I bought my kit from Creative Models Australia for \$25. Prices do seem to fluctuate across various web sites so look around.

SCOTTISH AVIATION TWIN PIONEER

VALOM KIT 72144 – 1:72

Reviewed by David Clark



Another of Valom's trips down the road less travelled, the Twin Pioneer is a subject that many hoped that someone, one day, might produce as a kit, but had come to the conclusion that it was simply too esoteric a subject. The Twin Pin saw considerable service in Australia and now Valom has obliged us.

The kit comes in the standard-sized (360 x 250 x 55mm) top-opening box. Inside are three frames of medium grey plastic with the kit's major components, a single, separately bagged frame of transparencies, another bag of photo-etch and a bag with decals and a film depicting the instrument panel. The major components are cleanly moulded with no flash, although there are some ejector pins that will require removal, particularly inside the wing and tailplane halves. As with their Valetta kit, surface detail is engraved and nicely restrained.

The same can be said for the transparencies. Moulding gates are a little intrusive and care will be needed when separating the parts from the frames. The cabin windows are provided as individual transparencies. They are probably best installed before the fuselage halves are glued together, to ensure that they are securely attached and won't come away to rattle inside the fuselage where they can't be reached. It looks like it will be very easy to

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mark the windows during this process, so be careful with the glue! Alternatively the windows can be left out and replicated with clear PVA at the end of the construction process – the openings should be small enough to allow that to work.

Interior detail is limited to the cockpit, but is adequate given that not a lot else will be seen after assembly. Again, as with the Valetta there is more than enough room in the fuselage if you want to go the full Monty with detail, and this time Valom provides a bit of assistance in the form of accessory sets with cabin seats (see below).

The kit is a limited run moulding, so there are no alignment pins. This means more care will be needed to get components lined up properly before they are glued. Subject to this, a dry fit suggests that there should be no major difficulties getting everything together.

Subject to my comment below, the decals good. They are nicely aligned and well printed. However, I have one big complaint. I bought the review kit because it included markings for two variations on the many schemes carried by VH-AIS in her Australian service. Specifically, I wanted to build her in her later, "Twin PionAir" scheme, with that wonderful depiction of a Queensland beach down either side of the fuselage.

I had held off the purchase because I'd tried to draw the scheme to apply to another version of the kit, a project quickly abandoned when this kit was announced. Imagine my disappointment, then, when I opened the box and found that the cheat lines for the fuselage and engine nacelles had NOT been included in the decals! Someone has obviously drawn them, as they appear on the instruction sheet (although the depiction there is small and a bit unclear).

Surely it would not have been stretching things that much either to include the cheat lines on the decal sheet (for preference) or at least to provide a template to enable them to be masked and sprayed. My only consolation is that I've only got to do the cheat lines, as the rest of the markings are on the decals. Still, not happy, Jan... When I get around to drawing up the 'AIS cheat lines' I'll probably knock some of the other 'Australian' ones up for the magazine. Watch that space ...

The instructions are Valom's usual comprehensive A5 set-up, with type histories in Czech and English, a parts map, a 10 stage construction sequence, colour schemes and a colour chart. Clear and easy to follow.

The kit is one of a series boxings which includes 72136 (RAF Europe), 72137 ((Empire Test Pilots' School "Raspberry Ripple") and 72138 (RAF South-West Asia). As usual, the plastic is the same in all, with only the markings differing. For the detail nuts, there is also VALDSV05, giving a set of Army seats, and VALDSV06, with civilian seating.

The review kit came from Hannants and cost \$87.35 plus postage. Not cheap, but once again it's the only game in town. It should by now be available from the usual Australian retail outlets.

Indeed it is: Metro Hobbies have it listed at \$77 plus postage.

PEEL P50

ZoomOn Kit Z062 in 1/24

Reviewed by David Muir

Billed as the World's Smallest Car, the P50 was built in appropriately small numbers (apparently about 50) by the Peel Engineering Company on the Isle of Man between 1962 and 1965. Essentially a fiberglass box on wheels it is just large enough for one person and a (small) shopping bag. Everything about it is weird: a 'two at the front/one at the back' three wheeler, it had an engine with just 49ccs, one door, one wiper, one mirror, one headlight and no reverse gear. The occupant had to get out and pick up the back to change direction in 'reverse'. I saw one in the Lane Museum in 2019 and thought it was bizarre but very cute, never expecting anyone would be nuts enough to make a kit of one. Enter ZoomOn...



Established in 2014 ZoomOn is a kit manufacturer based in Hong Kong, styling itself as a 'Pro Scale Modeling Team'. It specializes in 1/24 scale car subjects with a heavy emphasis on Asian 'tuner' cars leavened with the occasional sports racer. Until recently the Team have concentrated on producing trans kits and their associated accessories such as rims, decals, window masks and LED lighting kits. Lately ZoomOn have introduced a 'vintage series' of full kits (i.e. including suspension, engine and interior details) beginning with a 1/24 Peel P50 in resin.

And the kit is gorgeous and just as cute as the prototype. There are 37 resin parts (29 in cream, 8 in clear) plus a pre-marked clear sheet for the windows, a pair of PEEL number plate decals, a sheet of adhesive chrome parts (of which you only need one for the (single) mirror) and three tiny (2mm diameter x 5mm long) springs for the suspension. The part count includes six for a monowheel trailer with a luggage rack, in my case for some reason with an extra rack.

All - even the very fine suspension members, rack and steering wheel - are perfectly cast with no bubbles or blemishes and almost no flash. The casting blocks are small and well placed for easy removal. With all the glazing being flat, cutting out and trimming the windows is a snap. All the lights are cast clear; some will obviously need tinting to red or amber as appropriate. The DKW engine is a little gem, complete with carburetor and fuel line, and only needs careful painting and a plug wire, both of which remain quite visible through the cutout in the sill of the prototypical off side bodywork.

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Packaging is via zip lock bags in one of those stout boxes that are typically used by resin manufacturers with the more delicate bits wrapped in a thin foam sheet and housed inside the body shell. The instructions are simple; a parts map photo plus images of an assembled but unpainted kit with the various pieces coded to the map. They are perhaps too simple and a little vague about the interior, for example where the steering wheel support is to be positioned.

The build order and sequence are left entirely up to the modeller. However, once the casting blocks are removed the assembly is fairly obvious and straightforward. The fit of the top and bottom halves of the shell, aided by the join being on a panel line, is pretty much perfect. The rest fit well and fall into place but do pay attention to the front view in the instructions; P50s have a serious amount of negative camber on their front wheels that needs to be reproduced if you want total accuracy.

Curiously there are no painting notes or instructions. However, this is not a big issue as Prof Google confirms that the interiors were generally white or speckle painted in light grey tones with the seat in the buyer's choice of colours; black and mid-grey predominate. The standard exterior colours from the factory were simple: Dragon Red, Daytona White or Dark Blue. Invoking the storied Daytona name is a bit of a stretch; the P50 can just about manage 28mph, flat out, downhill and with a howling tail wind.



My only criticisms are that the kit lacks three things: a set of pedals, the package shelf under the windscreen and the gear lever that pokes out from the support in front of the wheel. See above. Adding them from wire and card will not be a big challenge for most modellers. The interior fit out is not helped by the misaligned locating holes for the seat. Again these things are easily resolved with a spot of putty, some careful measurements and a drill.

Oddly enough you can still buy a new full size (?) Peel P50 built by the Peel Engineering Limited at Sutton-in-Ashfield in the UK. Dimensionally and visually pretty much the same as the originals, these have uprated systems including an actual, functioning, reverse gear. Luxury indeed!

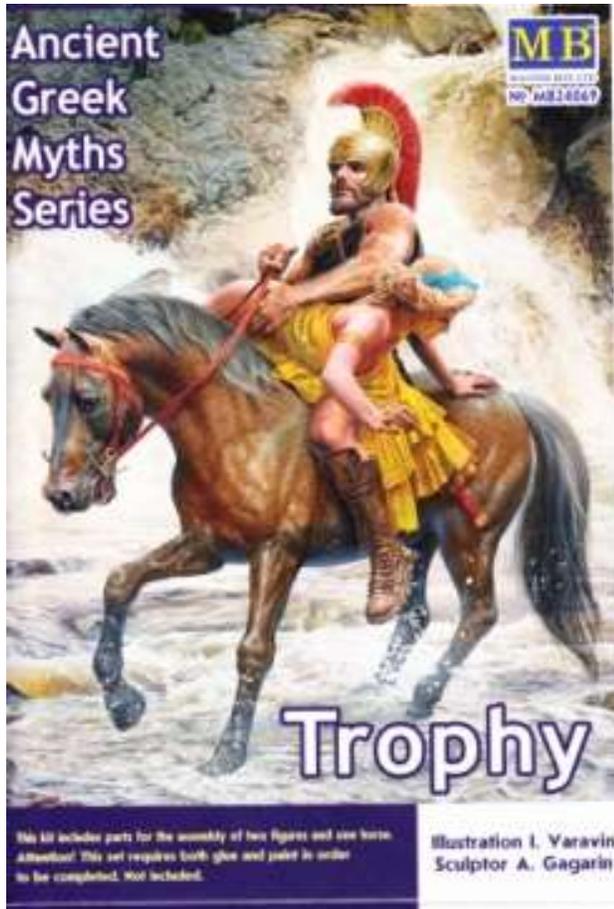
RECOMMENDATION

An excellent little kit of an obscure but interesting subject and I am looking forward to ZoomOn's next kits, reportedly a Brütsch Mopetta micro car and an Isuzu Elf flatbed tow truck in the same scale.

TROPHY

Masterbox 1/24 Scale

Reviewed by Bill Renfrew



This kit is the fifth (5th) release in the 1/24 Scale “Ancient Greek Myths “ Series and is the most normal of the lot. It depicts a Greek cavalryman carrying a semi-naked female captive away on horse-back. This is an interesting kit on many levels and consists of some thirty-seven (37) parts moulded in Master Box’s familiar softish grey plastic packaged in their usual flimsy end-opening box.

There are no instructions as such, merely a parts map and three pictures of the finished model with parts identified and a colour callout on the back of the box. Some of the placement is a little bit vague, especially the two pieces of drapery around the woman. You simply have to make your best guess and fettle them into place.

The horse consists of fifteen (15) pieces. Oddly enough, the four hooves are provided as separate parts, all numbered B1. I find this a little strange since two are moulded with horse shoes and two without meaning that the parts are in fact different and not interchangeable. Be warned. The presence of the shoes is also a little odd since nail-on iron shoes did not appear in Europe until the eleventh century AD or so, certainly much after the Age of Greek Myths. All joints on the figure are but joints and there are no locating pins. Care must be exercised to ensure alignment. The fit is adequate but some filler is required where the parts meet. There are also some rather odd triangular depressions on the sides of the

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horse which relate to its use in another kit that must also be filled. I am not really happy about the two parts that are provided for the mane. It seems to be sticking out at about a right angle to the neck in rather a forced manner. It will require modification or replacement.

The male figure consists of eleven parts split in a fairly conventional manner. He is depicted wearing a chiton and a crested helmet of Attic type. This type of helmet was worn by Greek and early Roman cavalry because it gave clear vision and had openings for the ears. He is carrying a long sword that was typically used by ancient cavalymen. He has neither a shield nor any spears nor is he wearing any armour. The fit of the various parts is good but again care must be taken to ensure alignment. One area that is a problem concerns the baldric that supports his sword. It appears on three parts and is difficult to line up. It will probably need to be replaced, especially at the lower end.

The female figure is depicted slung across the withers of the horse in a very non-PC stance. She is depicted naked but has a piece of cloth wrapped around her body. She consists of eleven parts with a fairly normal breakdown. They go together fairly well but, again, the lack of location pins means that care must be taken with alignment.

No reins are provided nor is a template provided for them. You are left to your own devices here. There is also no horse furniture provided. It is not known when the Greeks adopted saddles, (they certainly appear by the time of Alexander the Great) but it seems certain that some form of saddle cloth was in use from early times. Bare skin against horse hair makes for fairly extreme chafing both for horse and rider. I would advise the addition of a rug and a strap to hold it down. No stirrups are provided but these did not appear in Europe until about the sixth century AD.

Despite my minor niggles, this is quite a good kit with reasonable fit and good anatomy. I recommend it to all those figure modellers out there with a penchant for something a little different.



Sent to us by Dave Clark and taken by his sister Margaret Brown we have no details of who, what, when or where this strange erection happened. When enlarged it appears that there are a number of recycled metal sculptures in the surrounding acreage. There will be a prize for anyone who can ID the airframes...and another for anyone game enough to make it as a diorama. Larger copies available on request.

GENERAL NEWS

Lots and lots of new stuff in the news from Ley at Platypus Publications who advises that the latest and announced upcoming releases include:

From **POLISH WINGS**

Lancaster I/III

From **HISTOIRE & COLLECTIONS**

Paras Francais Indochine 1945-54

Paras Francais Algerie 1954-62

Equipments Camoufles de Armee Allemande

From **COPPER STATE MODELS**

1/35 Canadian Armoured MG Carrier

From **GECKO MODELS**

1/35 British Army ATMP (four boxings)

From **MORTON MEDIA**

Sherman Tanks of the Red Army

Airpower and the Arab World 1909-1955 Volume 4

From **TANKART**

New: SM.04 Brumbar

Reprints: SM.02 City Tractor and SM.03 Sazabi Custom

From **VALIANT WINGS**

The Heinkel He 219-A Detailed Guide To The Luftwaffe's Ultimate Nightfighter by Richard A Franks

From **AMMO BY MIG JIMENEZ**

AH35A043 1/35 Swedish Army Strv-104

BT006 1/35 Panzer IV J Beob.Wg.IV

AH40002 1/48 PZL P.11c Model Kit

AH70044 1/72 Hurricane Mk IIb Trop Model Kit

From **DORA WINGS**

DORAW32003 1/32 Dewoitine D.510

DORAW48024 1/48 Lockheed Vega 5C

DORAW72028 1/72 Bloch MB.152 (late)

From **GWH**

GWH70003 1/700 WWII IJN Carrier-Based Aircraft (Late Pacific War)

From **CLEAR PROP**

CP4802 1/48 XA2D-1 Skyshark

CPA72005 1/72 Gloster E28/39 Pioneer painting mask

CPA72007 1/72 Ki-51 Sonia (all versions), PE flaps

CPA72009 1/72 Ki-51 Sonia resin exhaust & cooling gills, PE landing flaps.

From **PLAEDITIONS**

DIORAMAG VOL. 9

Syrian Armour At War Vol. 1

From **TANKOGRAD**

Nr. 3-2021 MILITÄRFAHRZEUG 3-2021

Nr. 3043 REFORGER 76 Gordian Shield / Lares Team

The Screaming Eagles deploy to West Germany's Defense

Nr. 5026 PANZERHAUBITZEN - German Armoured Self-Propelled Howitzers 1956-Today.

Nr. 5089 HEERESÜBUNGEN - Battlefield Germany

Making a Stand against the Warsaw Pact: Multi-National Full-Force Exercises of the 1970s

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A new TANKOGRAD CATALOGUE is available now for download

From **MUSHROOM MODEL PUBLICATIONS** Reprints of:

F-104 Starfighter

F-105 Thunderchief

Messerschmitt 262

From **CRECY**

C-47 in Latin American Service

Mistel 1942-45

Nachtjager 1939-45

The Forgotten AVG

From **OSPREY**

Allied Tanks in Normandy

Luftwaffe Special Weapons

USN Cold War frigates

Armies in Southern Russia 1918-19

Norway 1940

From **WITNESS TO WAR**

Italian Armored Units in the Balkans 1941 – 1945

Yugoslavian Armored Units 1940 – 1945

The "Legnano" Combat group

The Landschutz of the Adriatic Coast (OZAK)

The Armored Units of the Royal Army and the Armistice

The Artillery of the Armed Forces of the Italian Social Republic

The Italian Black shirts on the Eastern Front 1941 -1943

Germanic Waffen SS on the Italian Front. (The "Reichsführer" and "Karstjäger" Divisions)

The Divisions of the Army of the R.S.I 1943 – 1945 (1st Bersaglieri Division "Italia", 2nd Grenadiers Division "Littorio")

The Sherman Medium Tank in the European theatre of Operations

Bersaglieri's Units of the Italian Social Republic

British Tracked Carriers of World War Two

M.D.T. Territorial Defence Militia and Civic Guards in the O.Z.A.K. 1943 – 1945

Tankers of Mussolini

The Battle of Anzio, Operation Shingle January – June 1944

From **TANK ARCHIVES PRESS**

The Tiger Tank and Allied Intelligence in 4 volumes Volume I, Großtraktor to Tiger 231 1926-1943

Volume II, The Tunisian Tigers

Volume III, Tiger 131: from Africa to Europe

Volume IV, Capabilities and Performance and...

PzKw VI (Tiger): The Official Wartime Reports

Another upended aircraft, this time a Vampire in Victoria...



PHOTOGRAPHS FROM THE JUNE MEETING

(Images courtesy of the Editors and Simon Wolff)



Top: Lindsay presenting his talk on naval camouflage.
Below: an overview of the display table.

Above: Ley's current fetish for scratchbuilt WW1 monoplanes paid off with a well deserved Peoples Choice award. Top is a Nieuport Vlh in French Aviation Maritime colours, bottom is a Deperdussin TT in RNAS markings.



Above: Chris's magnificent MkII Jaguar sedan racer
 Below: Jame's gorgeous blue drop top Corvette.



Above:Lindsay's incredible 1/32 scale scratchbuilt Draken fronting three of Ian's current WIPs: a Tigermoth croppie, a 1/48 Piper Cherokee rebuild of a glue bomb and his 1/48 scratchbuilt Norman Fieldmaster croppie.



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At left and top: Simon's 109 variants: a Spanish Buchon and a proper Messerschmitt Bf109 in 1/72 scale.
 Centre: Roger's classic pair in British marks: a Mustang Mk IV and a Spitfire, again in 1/72 scale.
 Bottom: Simon's subtle fabric and bare metal rendering in 1/72 of the first RAAF Bristol Bulldog.



Above: James' Tupolev Tu-204 in its elegant Russian Red Wings livery. Below: Ian's Iranian Tu154M ejection seat test bed with an F5E nose grafted onto its tail.



Roger's big and impressive Klingon space ship.



Above: David's Laotian canoes recycled from F4 drop tanks



Above: our very dedicated photographer Simon Wolff who dilligently takes the images that record the models and events at APMA meetings...many thanks Simon!