

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 1 2021

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Editor: Bill Renfrew

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

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

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

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

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

Editorial Droppings (IOAH OM)

Hi all, and welcome to this the first issue of *Scale Views* for 2021. I hope that this issue finds you in good health and busy working on many models. Lockdown is no longer in place and it looks promising for meetings for this year. We have to just wait and see.

I must apologise for the non-appearance of *Scale Views* for the majority of 2020. This issue was to have been 2020.02. The whole COVID thing got to me and I accomplished absolutely nothing. There was also a complete lack of input from others except for Simon Wolff and Dave Muir for which I am very grateful. I also must thank Ley Reynolds for his new release information. Members will notice that I have written a number of reviews but could not be bothered writing more and have not bought anything recently. I don't like writing reviews of items that I don't know are available. Members are reminded that unless you provide material, there is no newsletter. I hope that the newsletter will appear on a more regular basis in the coming year.

We managed to hold an AGM in December under reduced circumstances. A new committee was elected and we are able to proceed. The committee is listed below. Thanks to the old committee and best wishes to the new. I hope the coming year will be better than the last. I don't see how it could be much worse.

Plea from the Magazine Editor:

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

2021 Committee

President – Lindsay Charman
Vice President – Warren Evans
Secretary – Steven Leslie
Treasurer – Dave Muir
5th Committeeman – Chris Cole

The Australian Plastic Modellers Association is supported by the following:



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QT Bunni Competition



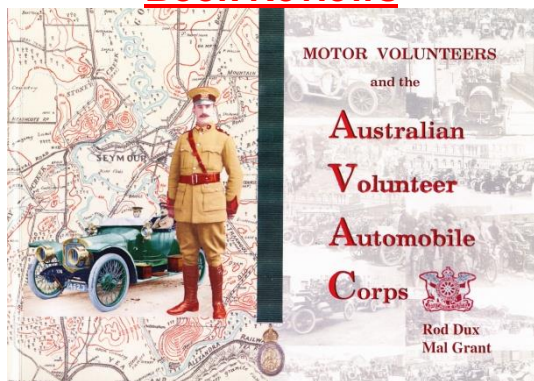
2021– Songs

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

Due to COVID there are no results to report.

Book Reviews



Motor Volunteers And the Australian Volunteer Automobile Corps

By Rod Dux and Mal Grant
Self-Published, 2016
Reviewed by Bill Renfrew

The beginning of the twentieth century saw all manner of new technology emerging. One of these was the automobile and armies the world over sought ways of using it. Several problems surrounded this machine. Firstly they were not all that common, secondly they were very expensive to buy, maintain and run and finally they would probably scare the horses of the cavalry. Given that many of the senior officers of most armies were traditionally from the horse riding class, they viewed this infernal machine with suspicion.

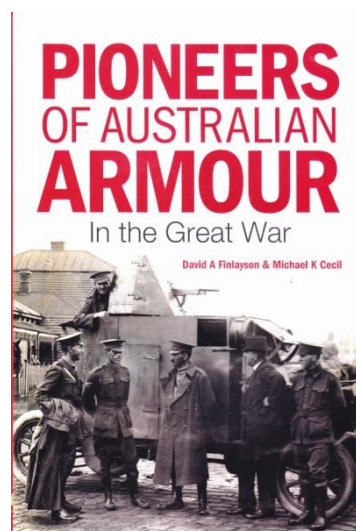
The solution to early military utilisation of the automobile was to establish volunteer units where the members supplied their own cars and the state paid them a per diem allowance to operate them on duty. In Australia, the unit established was termed the Australian Volunteer Automobile Corps. The Corps was Gazetted in May of 1908 and eventually had sections in Queensland, NSW, Victoria, Tasmania and South Australia. The Corps was finally wound up in February 1915. This unit was almost unique in the Australian Army in that all its members were officers who owned

their own automobiles (although an allowance could be obtained to defray the cost of a civilian chauffeur).

The book consists of some eighty-five (85) A4 pages mounted in landscape format. It is printed on high grade, glossy paper and is lavishly illustrated with contemporary monochrome photographs and a number of colour plates. The book is self published by the authors and is oriented in Australia. The cover is printed in colour on stiff card.

There are eight chapters covering topics as varied as Colonial Automobile development, the Military adoption of the motorcar and overseas units, while the bulk of the book charts the birth, life and eventual demise of the corps. There is an addendum which has annual Nominal Rolls of the Corps but there is no index. I guess that a book of this size doesn't really need one.

All in all this is a truly excellent book that sheds light on a little known mechanised unit of the Australian Defence Force. It is a good read and I would recommend it to members. I obtained my copy from the Regimental Books website.



Pioneers of Australian Armour In the Great War

By David A Finlayson & Michael K Cecil
Big Sky Publishing, 2015
Reviewed by Bill Renfrew

Following along from my last review, this book takes the story of Australian Army mechanisation further. It runs from the first mooted of a light armoured car unit in July 1915 to the transfer of "Grit" to the newly built Australian War Memorial in November 1941.

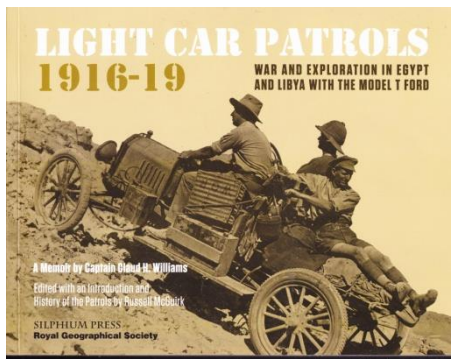
The book is divided into two parts. The first is based on an unpublished memoir by Captain Ernest James, the commander of the unit. It details the financing and construction of two armoured cars in Melbourne, the raising of the 1st Australian Armoured Car Section and its despatch to Egypt in June 1916. After deployment, they were found to be unsuitable for a number of reasons, were removed from service and replaced with Ford Model Ts. The unit was then restyled as the 1st Australian Light Car Patrol. The book then describes

the operations of the Light Car Patrol in Egypt and Libya, Palestine, Syria and southern Turkey until the personnel were repatriated to Australia in May 1919.

The second part of the book looks at “Grit”, Australia’s first tank. It examines the training of the AIF Tank Crew and their eventual despatch to Australia with Tank 4643, a Mk IV Female. We are treated to a detailed description of the various uses the tank was put to and the reason it was named “Grit”.

Both sections also include potted biographies of the Dramatis Personae of the two units. The book is completed by twelve (12) appendices, a list of abbreviations, extensive endnotes, a comprehensive bibliography and an index. Extensive use of contemporary photographs enhances our understanding of the narrative.

Again, this is a very good book that I heartily recommend to members. This is not actually a modelling book but the photographs should provide plenty of inspiration when dealing with the ICM 1/35 Light Car Patrol Model T Ford.



Light Car Patrols 1916-19

Claud H. Williams and Russell McGurk
Royal Geographical Society, 2013
Reviewed by Bill Renfrew

This is a rather weighty tome of two-hundred and seventy-six (276) pages of high quality glossy paper between stiff card covers. In a pocket in the rear cover is a map of part of the Libyan desert based on surveys conducted by Captain Williams during 1917. The book is well illustrated by contemporary photographs and appropriate maps. It is solidly bound in landscape format about 25 cm x 19 cm. The photographs are clearly reproduced and are usually large enough to show details. My one irritation with the photographs is that most of them are reproduced in sepia.

The book is divided into three parts. The first is an introduction giving, among other things, an introduction to the Model T Ford.

The second is Russell McGurk’s History of the Light Car Patrols in Egypt and Libya. In this he uses modern resources and some contemporary accounts to present a comprehensive picture of the Light Car Patrols in Egypt and Libya. The Australian Light Car Patrol does deserve a mention but disappears from the narrative when they left to serve in Sinai, Palestine and Syria (see above). This section consists of one hundred and fifty-six (156)

pages and includes a list of officers who served with the Patrols and a bibliography.

The third section (Part 2) is a memoir by Captain Claud H. Williams. Williams was an officer of the Pembroke Yeomanry and was appointed to command No.5 Light Car Patrol in 1916. In October 1917 he was appointed Senior Officer Light Car Patrols (Western Frontier). He is thus able to bring a unique perspective to his narrative but like many WWI writers adds a touch of “Boy’s Own Papers” to his work. It includes excerpts of his report on the Military Geography of the North Western Desert of Egypt. This latter work was completed in 1917 but became relevant again in the early years of the Second World War. There is a potted biography of Captain Williams by Russell McGurk and a comprehensive index to round out the work.

All up, this is a very good book. It is well written and makes a cracking good read. While not a modelling book per se, the photographs provide plenty of inspiration for completion of the ICM Light Car Patrol car (or any other Model T kit). I recommend this book to all members. I obtained my copy from Book Depository in the UK.

The 8th Army Air Force in Color

As Seen through the Eyes of Kodak Film.

by Nathan Howland.

Schiffer Publishing, Ltd 2016 ISBN 978-7643-5177-8
Reviewed by Dave Muir

The premise of this book is simple: a re-examination of colour images from World War Two after they have been processed using Kodak’s Digital ROC (Recovery of Color) Plug-in computer app. Each of the 240 plus images has been scanned and run through the ROC which automatically rebalances its colours, recolours any faded or desaturated areas and removes any spurious colour casts. Where necessary the author has also cleaned and repaired any damage such as scratches, dirt, mould, fingerprints and the like.

Each of the images is reproduced three times; once “as found”, once “after ROC adjustment” and lastly as restored. Typically they are arranged with the first two small above the larger final image on each page, a small number are arranged across two pages (first two on the left, final on the right). A brief caption along the bottom gives details of the date, aircraft, airmen, locations, etc and occasionally a note about the image restoration. The book is in hard cover format that is typical of Schiffer volumes, approximately A4 in size with printing on gloss stock to a high standard.

Anyone familiar with the Freeman Collection and the Eighth Air Force will recognise many of the images. That said there are a significant portion that I have not seen published elsewhere and as such they are a welcome addition to the Eighth Air Force history. However, more could have been made of the material and the book as a whole is something of a missed opportunity.

Perhaps the best example of this is one of the images of the “Bottisham Four” Mustangs. The ROC has

rebalanced the colours, removing its purple cast and rendering it more accurately...but the chosen image shows the aircraft at a distance and their images are too small to allow the endless debate about whether they were 'blue' or 'green' to be settled once and for all. The author's desire to do as little as possible to the images, while outwardly commendable, means that the benefits of some judicious cropping and enlarging have been foregone.

Also missing are any detail enlargements showing the damage to the images or any discussion as to how they were repaired and restored. Although mentioned occasionally in the captions little of the damage on the original images is visible thanks to the small size of the "as found" pictures and hence it is hard to judge what work has been done. A couple of pages with examples and some discussion of the approach and technology of restoration would have improved the understanding and interest for its readers.

The ROC app appears to do a good job re-weighing the colours in the photos but a less successful job in re-balancing the contrast between light and dark; indeed I suspect that it has no impact on contrast. As a result many images have unnaturally deep shadows that mask and obscure almost all details on the underside of any objects in shot. While this is a characteristic of Kodachrome it is also something easily adjusted using modern software and another opportunity missed.

I hesitate to recommend this book unconditionally. The new images are very welcome and the ROC rebalancing gives a fresh and arguably more accurate understanding of WW2 colours. However, this book could have been so much more and is thus a little disappointing.

Kit and Product Reviews

ANZAC Drivers (1917-1918)

ICM 1/35 Scale

Reviewed by - Bill Renfrew

This kit, a set of two figures, is meant by ICM to add crew to their Light Car Patrol Ford Model T kits. It consists of only fifteen (15) parts of medium grey plastic and depicts a driver and gunner.

As is usual with ICM, these figures are well sculpted and moulded. They come in ICM's usual type of sturdy card board box with a coloured top with the single sprue is in a re-sealable plastic bag. The driver consists of seven (7) parts while the gunner has eight (8). Unlike other ICM Great War figure sets, there is no weapons sprue provided but this is not a problem if you have any of the other sets since they provide plenty of spares.



The two figures of this set are well sculpted and go together well although the hats look a little bit odd and I would consider replacing the heads with those from the Firestorm range. The anatomy is good and they will fit well in any of ICM's Fords in this scale although it will be easier to fit the driver if you add the steering wheel after he is in place.

The two figures are depicted in "shirt sleeve" order wearing shorts and a shirt with the sleeves rolled up. They are depicted in long sock and web anklets. The shirts have collars and breast pockets with colours called out as a light khaki. Here we run into a bit of a problem. The first AIF were never issued with shorts or with drill shirts with pockets.

There is ample photographic evidence for Australian troops wearing shorts as early as May 1915 on Gallipoli. These were made by cutting down Service Dress trousers. Later in 1915 an order was promulgated forbidding this practice but it continued throughout the Gallipoli Campaign and into other Middle East service. In fact several photos of the Light Car Patrol show the soldiers wearing shorts

The shirts the soldiers wear in these photographs are standard collarless flannel undershirts. Depending on age and cleanliness they varied in colour from white to a medium grey. Some also can be seen wearing the Service Dress tunic with the collar open and the sleeves rolled up. While it is entirely possible that some officers may have purchased drill shirts in the bazaars of Egypt or Palestine, they were not on general issue.

Photographs of Light Car Patrol soldiers show an interesting array of leg wear varying from Service Dress trousers with puttees through to shorts with normal socks in their boots. Some wear the trousers without puttees and some shorts with puttees. It's really up to you how you depict these figures. One thing that is certain, however, is that long socks with anklets are not worn. These were introduced to the British Army in India and the Middle East during the 1920's and 1930's. Interestingly, the gunner figure seems to be wearing belt and braces appropriate to the 1937 Pattern Load Carrying Equipment.

All things considered I cannot recommend this set as they really do not correspond to their description but if you have a need for a driver of a WWII truck in the Middle East they can be used without modification.

This is a disappointment as I was really looking forward to these figures.



HA-1109K-1L (Tripala)

AModel 1:72

Review by: Simon Wolff

The HA-1109K-1L was the Spanish version of the Messerschmitt 109 G-2, powered by a Hispano Suiza HS 12Z-17 engine. This was the predecessor to RR Merlin engine Buchon which is more familiar to aviation enthusiasts.

AModel is a Ukrainian company although the kit does not indicate where the model is actually manufactured, nothing saying 'Made In.....' at all... but this is not that important.

I've been fascinated by the Spanish built 109's for many years, well ever since seeing the film the Battle of Britain way back in something like 1970! While there have been kits of the Merlin engine variant this is the first time I have seen a kit of this version made, although there is now a 1:32 scale resin conversion kit of this subject on the market.

The kit is moulded in grey plastic on three sprues. There is one canopy part, and a rather thick one it is at that, with little to indicate where the canopy frames are or were! It's a fairly typical product quality as in the detail lacks clarity in most places, the parts are rough in their detail and there is need to clean most if not all parts. The model looks to be generally quite accurate as far as detail goes, in short it looks like what it is supposed to represent as a scale model of its subject matter. There are some nice touches, such as the cockpit detail is quite decent in that you get an instrument panel, cockpit floor, seat, joystick and some side wall detail but it is a bit rough; don't expect Tamiya quality or for that matter Heller quality! The wing is made up of three parts, but the fit to the fuselage is dreadful, there is a noticeable gap between the upper wing and fuselage joins, there is also a poor fit where the front of the wing joins the cowling plus the air scoop is undernourished and needs cleaning up.

The canopy as I mentioned is far too thick - I did try finding a replacement canopy either from the spares box or a vacform variant, however none matched the kit cockpit shape, which was wider and longer than the hoped for replacements! It could be that they have based this model on the Hasegawa kit as the vacform canopy I used was a close match and is designed for the Hasegawa kit. Now, to the problems with the kit, other than what I have just mentioned, the dihedral of

the kit looks to be less than the aircraft's dihedral was, the wheels look to me to be wrong (more suited to a 109E) and worst of all the kit comes with two undernourished machine guns and not the cannons that the aircraft actually appears to have had and no wing fences! Sacre Blurred... I have not been able to find information showing the Tripala having had machine guns and not cannons. Replacement wheels should be easy; I got mine from a fellow modeller who had spares in his AZ kit of the 109G. As to the cannon you can use some stretched sprue and Milliput to shape correct cannons and the wing fences can be made from stretched sprue. You will also need to engrave relevant panel lines on the wing area immediately after the cannons.

As for the colour scheme you get one choice a machine numbered 94-9, in what is allegedly (well possibly) the same colour as what you see the Buchons in: a dark blue. I don't believe the Tripala wore this colour, the Kagero book shows the type wearing a similar blue but lighter possibly a light blue as suggested in a Britmodeller post by a Spanish modeller that Humbrol 87 was more likely the nearest colour, certainly the colour on the Madrid museum example is likely to be totally wrong! I'm not convinced the Barrack Colour suggested in the SBS resin conversion kit is correct either.

So, in short, this kit is certainly the only one on the block, it has some glaring inaccuracies, but it is buildable (well most models are aren't they?) it's just not going to fall together. Possibly I had this thought not long ago, it might be best to get a decent 109G kits, chop of the AModel cowling and stick that to a decent 109 G kit.... okay maybe not! And if you get the Special Hobby Buchon there might be spare cannons in there???

I forgot to add the surface detail is quite soft but okay. Would I recommend this kit, yes but more for the 'skilled' modeller and do check your reference before building this kit and lastly keep that Milliput handy!! You'll need it!



Douglas Skyraider AD-4W AEW1

Sword 1:72

Review by: Simon Wolff

The 4D-4W (US N)/AEW.1 (RN) was a carrier airborne early warning platform, with a crew of three. A 'Guppy' like the Avenger TBM-3W it replaced, having a bulbous

radome under the wing centre-section and the same APS-20 radar.

Being interested in RN Fleet Air Arm aircraft I had to get this kit to add to the growing collection of types in my stash.

It's a typical Eastern European kit, like Special Hobby and all the others, so you can expect a kit that is not like your mainstream quality model like Airfix or Tamiya etc. But you do get some more adventurous subjects, in this case an AEW version of the Skyraider. Saying that and looking at the quality of the mouldings it's pretty good, generally very clean and nice recessed panel lines.

The kit comes with a resin engine and markings for three aircraft, two USN and one RN in the markings of an aircraft during the 'Suez Crisis'. The kit contains two sprues in grey plastic and one in clear.

This kit does not fall together by any means; there are a number of issues with the construction and problems with the clarity of the instructions sheet. As for accuracy it looks pretty good all round as far as shape goes, but there are issues with the RN scheme, the artwork shows yellow dots around the two doors, I think these are on the museum exhibit but I have found no use of these on any reference I have so they are best left off.

Some of the problems with the building that I have struck so far (hopefully there are no more) have been firstly with the undercarriage bays, the instructions show a box like construction between the wing parts, unfortunately these do not show clearly the positioning of these parts. One giant gaff is that parts 44 and 45 are shown in the wrong position, at the end of the bay when they should be shown in the middle dividing position! It is also not clear where the side parts of this box go... it took some irritating time to rip these from where I had glued them to put them in their right location, no dramas as you can't see the mess left by wastes glue.

Next issue is with the radiator, the position again is unclear and confusing! The windows for the doors apparently should be bulging out from the doors; the fit is really mediocre... to say the least as there is a decent gap left where they end up!

Next on the growing list, the tail wheel box consists of five parts, the parts do not match up very well, and leaves a large gap forward of the tail wheel itself. It's pretty shocking and best take care when building this feeble part.

Lastly out of the 'where I am up to' with my build, the location for the engine is, well needs a lot of... what's the saying: measure twice cut once, there is some sort of round part that supposedly fits behind the engine, from what I can see you can't even see the part (19) when it is in place wherever it is supposed to go! It is not clear where the bloody thing goes in the first place. There is an arrow pointing in the general direction but when I went to try and dry fit it the part just falls straight through the fuselage!

In short this is a short run injection kit, the basic fit of the major assemblies are fundamentally okay, it is just that it is not going to fall together and may well test your patience... then there is the gaps between the wings and the fuselage, quite noticeable but can be easily fixed with some strips of plastic card.

I can recommend this kit but would also recommend taking a lot of time to study the constructions sequence well before gluing anything in place; I only hope the decals are adequate to the job. BTW as an added bit of information, I am making this in to a wing fold using the Airwaves kit mean for the Hasegawa kit, surprisingly the photo etch fits mostly quite well!!

Super Glues

Reviewed by Dave Muir

One of the drawbacks of the commonly available cyanoacrylate adhesives (CA) is that they become brittle once they have fully cured. I ran into this when assembling a frame made from small section styrene angle that had little rigidity, thereby putting the joints under stress and causing the CA to crack and fail.

Chris Cole suggested I try Loctite's 'Power Flex' that apparently is infused with rubber and remains slightly flexible after curing. Having used it for a while I am happy to report that it works exactly as advertised, giving a strong and slightly flexible bond. It is fast acting so you need to be quick and accurate in positioning the parts being glued or work out ways to add the glues once they are positioned. In my case I tacked the frame together with tiny applications of liquid cement then went back and reinforced the joints with Power Flex. The resulting frame still far from rigid but the joints don't break when it flexes.



'Power Flex' is sold in nifty 3 gram bottles that use Loctite's Control system to dispense precise and easily controlled quantities of glue. When gently squeezed the two levers on the sides of the easily held bottle deliver even the most miniscule amounts and thereby minimise wastage.



Loctite market both a standard/runny (aka Control) and a gel/thickened cyanoacrylate super glue using the same bottles and their Control system. These glues work pretty much like the many alternatives on the market; their singular advantage is that they virtually eliminate waste. The three types are readily identified by their different packaging: Control has a silver bottle with black levers and cap, Gel Control has a silver bottle with blue levers and cap and Power Flex has a black bottle and cap with silver levers.

All three types have become my 'go to' super glues for most joints along with Zap's Thin CA and Hobby Lobby's Extreme Power Thin for those occasions when very runny cyano is needed. The Zap version is widely available in Australia; as far as I know Extreme Power glues are only available from Hobby Lobby in the US. I picked some up there in 2019 have found it the best of the available "watery" cyanoacrylate adhesives.

My thanks to Chris Cole for his tip off.

RECOMMENDED

General News

From Ley at Platypus comes the following news:

- The next books from MMP will be about the Macchi 205, Lockheed P-38G-15, Red Wings in the Winter War and Spotlight on – F-15 Eagle-, German Staff Cars. Also MMP Singles on the Gloster Gladiator and Avia S-199 and Camera on 15cm Stug 33
- New from Histoire and Collections is their 2020 Catalogue including books about Alpine – Return to competition, Uniforms of the Russian and Soviet "Secret" Police and the Panhard VBL
- New from Tankograd are the latest issue of Militarfahrzeug (2020-2), and books about Reforger 85, the Leopard 2A4 and the FV4201 Chieftain MBT, A7V, Reforger 77, German and Finnish Leopards
- Next titles from Trackpad will be Portuguese Leopard 2A6, Belgian JPK 90, Korean K1 and K2, Panzer 87 and Rutland Harrier

- Minairons announce SCW Republican Despatch Riders, Trubia tank and Maserati 8CTF racing car in 1/72, as well as various ship's flags in 1/600.
- New from Avonmore Books – Eagles Over Darwin, Pacific Profiles Volume 3 and RAAF in South Australia during WWII
- Valiant Wings – Hawker Hurricane, Me 210/410,

This is not a complete listing of all the things Ley has sent me over the last year, it encompasses the most recent items. It would be best to contact him directly if there is anything you need.

Photographs



Paul wins the Extra Special Raffle (SW)



Ley's Diorama (SW)



Carlo's Space Models (SW)



Lindsay's Ships (SW)



Steve's Fiat (SW)



Ian's Model (SW)



Close-up under the bonnet (SW)



Warren's Airfix Stuka (SW)