

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue No 1 2024

ABOUT SCALE VIEWS

Editor: Lindsay Charman

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 publication 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, 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 of each month) at Gladesville Sporties Club, 181A Ryde Road, Gladesville, NSW.

For exact meeting details visit the web site and see our current calendar at:
<http://apma.org.au>

NEXT MEETING INFO

The next meeting will be in February, at Sporties, our usual Gladesville venue. A remodelling of the Sporties venue commenced in a limited way last year, so we lost the use of what was the function room, along with its audio visual overhead projector system. The major part of the reconstruction work is due to get underway very soon, so

the committee is looking into an alternate meeting venue and will have further news on this at the next meeting.

The February meeting will feature the latest QT Bunni themed competition for 2024 (which see), as well as a normal "Bring & Show" of what you have recently finished or are currently working on.

NEWS FROM THE COMMITTEE

We now have a new committee resulting from the AGM elections last December:

President -	Carlo Piscicelli
Vice President -	Jiri Kure
Secretary -	James Argaet
Treasurer -	Rob Starkey
Fifth Committee person -	Warren Evans

Congratulations to them all, and please support the new team. If you think can help out with articles, news and reviews for the magazine or the newsletter, please email them through to the Association email address.

MEETING PRESENTATIONS

At the March meeting, Ley Reynolds will be presenting a discussion on the Spanish Civil War and will also be hosting a supporting competition on "Spain". This competition essentially requires each entry to have a Spanish connection, so anything that is basically of Spanish origin, in a Spanish unit, or perhaps an airline. In addition, anything that is operated by any Spanish speaking nation as well.

THEMATIC DISPLAYS

At the April meeting, the themes of "Country & Colour" continue. This month, there will be display themes of both "Canada and Orange". This basically means any subject that is in Canadian service, or of Canadian origin will be eligible. Alternatively, anything primarily orange coloured is also fine.

The Australian Plastic Modellers Association is supported by the following:



**Platypus
Publications**

platypuspubs@y7mail.com



www.starhobbies.com.au

BOOK REVIEWS

BRITISH AIRCRAFT CARRIERS 1945-2010

Osprey New Vanguard No 317 (paperback)

Reviewed by Lindsay Charman



This book, one of a batch of paperback Ospreys I have obtained recently, is by Angus Konstam and illustrated by Paul Wright. It is a concise summary of Royal Navy aircraft carriers in what was a fairly turbulent time for Britain and its armed forces. It is 48 pages long, with quite a few B&W photos and several colour artworks of scenes on (or of) carriers, as well as oblique views of examples of some of the vessels. The history is very brief but I think it does a reasonable job of setting the scene of the post World War 2 British carrier fleet (especially with regard to the financial, political and strategic restraints). It then discusses how this scene impacted plans for revitalising the essentially wartime status of the RN as a carrier power into a leaner, post-war, declining empire, but increasingly Cold War era maritime force. A bumpy time for post-empire Britain which saw a massive diminishment in size and capability for the RN, as well as a drastic refocussing of roles.

The data (or specification) tables are useful, as is the history and context offered by the author. I found the artwork rather less than useful, as the oblique views of the vessels look odd to me and I'd suggest perhaps would have been better as side and plan views, as provided in other books in the series. The 'action scenes' are nice but again not all that useful and the photos would certainly benefit from enlargement.

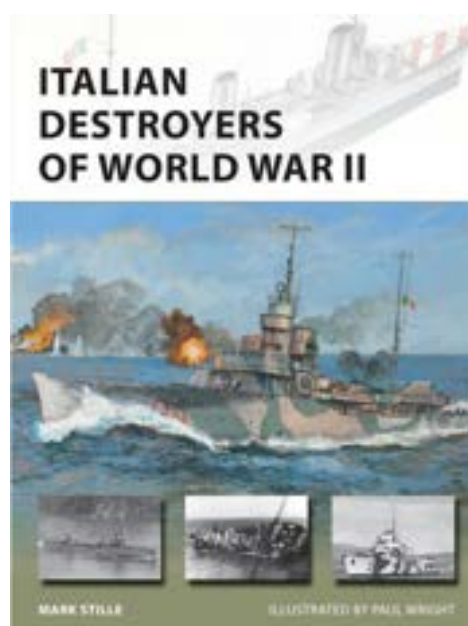
What would really have been very useful would be the inclusion of scale drawings of the various vessels to make

more sense of the wartime designs and the newer 'withdrawal from Empire' stop gaps, Korean and Falklands War light carriers and Cold War era designs. None-the-less, I can still recommend this book if you have struggled to understand how the RN progressed from being a substantial wartime navy (with a reasonably large sized carrier force) to its current relatively small size and greatly reduced role. If you already have a reasonable collection of information on RN post war carriers, this may not be the book for you.

ITALIAN DESTROYERS OF WORLD WAR II

Osprey New Vanguard No 292 (paperback)

Reviewed by Lindsay Charman



This 48 page volume, by Mark Stille and again illustrated by Paul Wright, gives another brief but informative general history and technical background to the design, construction, weapons and philosophy behind Italian World War 2 destroyers. Some discussion follows on the notable wartime exploits, the successes and the failures of the Italian *Regia Marina* destroyer force.

There are the usual class-by-class data tables, history and armament of each major classes and this is wound up with an analysis and conclusion, along with a brief index. The B&W photos are mainly rather small (although there are a small number offered at a more useful size) and the coloured side view artwork (plus one plan view) is quite useful and looks very well done. Even the full-page artwork is somewhat useful.

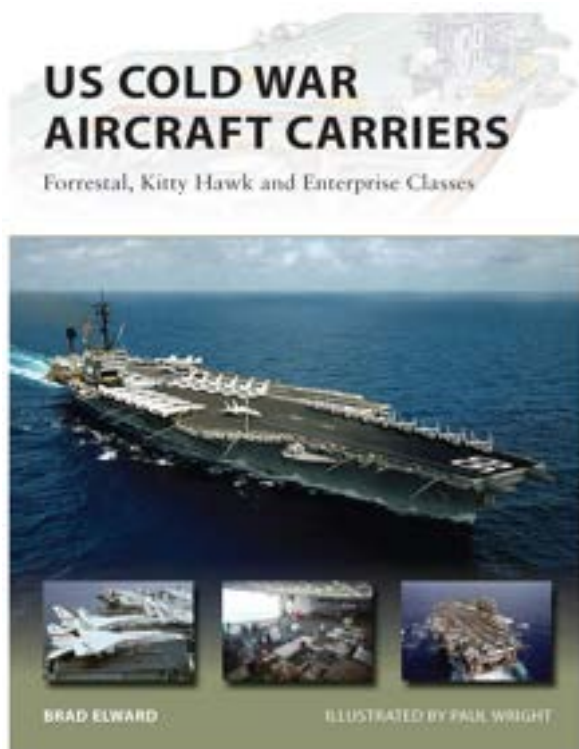
Again, I can recommend this booklet.

US COLD WAR AIRCRAFT CARRIERS

FORRESTAL, KITTY HAWK AND ENTERPRISE CLASSES

Osprey New Vanguard No 211 (paperback)

Reviewed by Lindsay Charman



This volume, another 48 pager, by Brad Elward and illustrated by Paul Wright, gives a fairly concise history and technical background to the design, construction and rationale behind the move away from wartime carrier design (the *Essex* and late war *Midway* classes) and use to the beginnings of the 'super carrier' era of the US Navy via the abortive USS *United States*, from which, to some extent, the supercarriers were derived.

The *Forrestal* class, which were basically being redesigned as they were being built eventually set the basic pattern, and this pattern was refined and modified as each new class in succession was begun. Powerplants were conventional right the way through to the USS *John F Kennedy* but the nuclear powered USS *Enterprise* showed the most promise and greatest capability and led the way for the very successful and more advanced *Nimitz* class which are already covered in another volume entitled 'Nimitz Class Aircraft Carriers' (No 174).

The photography is mainly in colour and of a more useful size, and there is some useful colour artwork in the form of side and plan views of the main classes, with some less than useful general artwork of certain vessels. Pleasingly, most of the photos actually show the vessels concerned rather than the aircraft that operated from

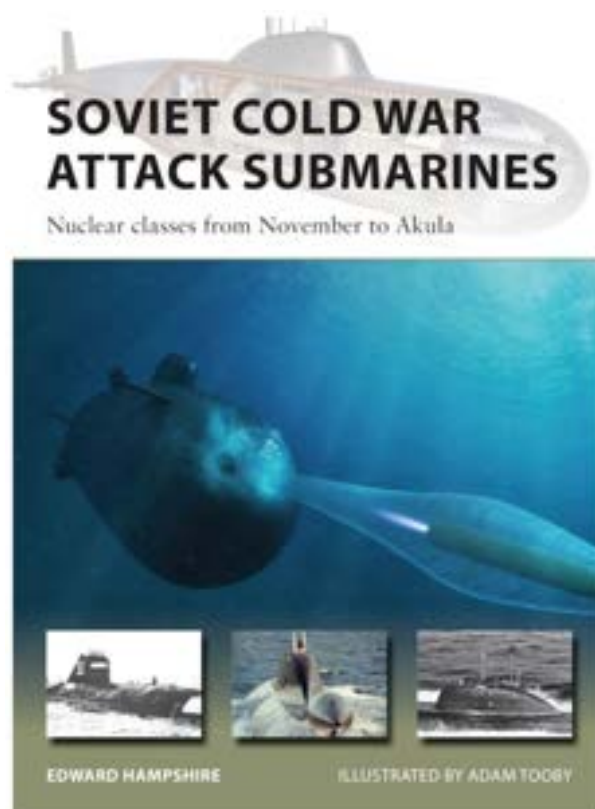
them (and which have been covered 'ad nauseum' elsewhere). The data tables are brief but useful, and a good bibliography and index follows the final section (on *Enterprise*). Again, I can recommend this title too.

SOVIET COLD WAR ATTACK SUBMARINES

NUCLEAR CLASSES FROM NOVEMBER TO AKULA

Osprey New Vanguard No 287 (paperback)

Reviewed by Lindsay Charman



This 48 page booklet, by Edward Hampshire and illustrated by Adam Tooby, is also a paperback. It offers a no-nonsense introduction, followed by a brief discussion on history and design philosophy, construction, weapon systems and sensors. There then follows a class-by-class description along with some anecdotal information on key (or notorious) events in each classes operational use. There are a sprinkling of B&W and colour photos, some helpful colour side-view artwork, and a little dramatic full-page artwork (though I would have preferred more of the aforementioned side-views instead of this kind of artwork.)

The usual helpful data tables, ship by ship details in class groups, and notable incidents. Being a submariner sounds like a career for a special class of sailor but I really would not have wanted to serve in the Soviet submarine fleet.

I really liked this booklet, so I would recommend it.

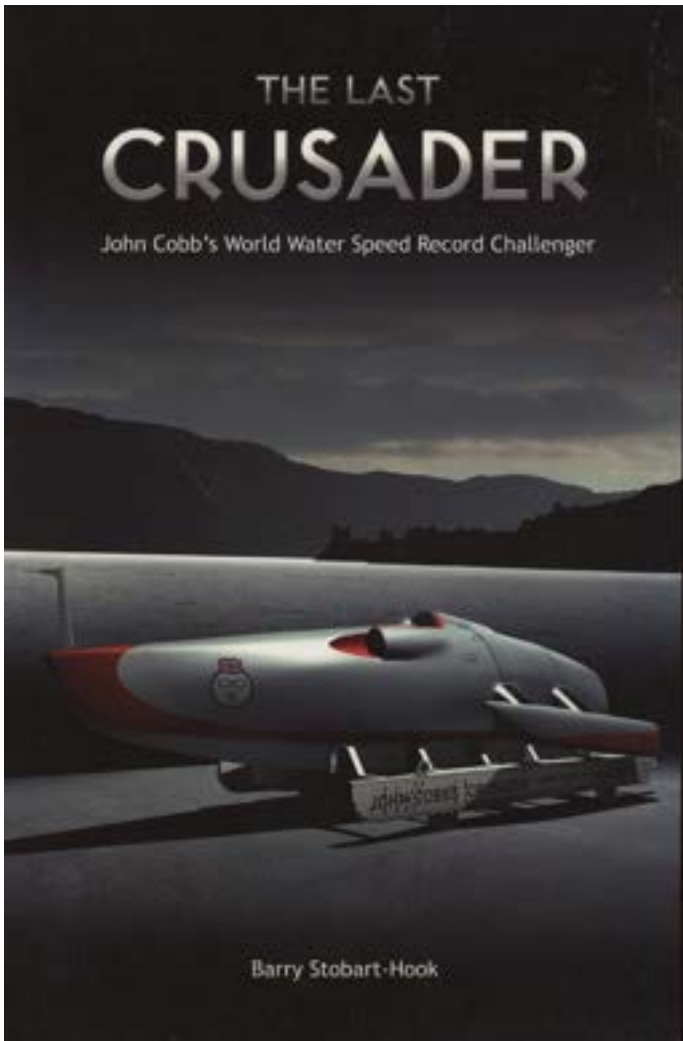
THE LAST CRUSADER

John Cobb's World Water Speed Record Challenger

By Barry Stobart-Hook

April Cottage Publications 2008 ISBN9768-0-9559147-0-6

Reviewed by Lorne Malvo



This slightly larger than A5 size 152 page book was written by Barry Stobart-Hook, an ex-Executive Director of Vosper Thornycroft (now BAE), who's predecessor company built Cobb's Crusader. The book is based extensively on the notes and records of Peter Du Cane who was both the CEO of Vospers and the detail designer of the boat at the time K6 was built. Unsurprisingly it is weighed heavily in favour of portraying Du Cane's and Vosper's involvement in the unfolding Crusader tragedy in the best possible light.

That said, the first hundred or so pages do provide an apparently factual and useful chronology of the boat's design development albeit solely from Du Cane's viewpoint. Reid Railton's contributions in this period are mentioned in passing but not covered in any detail and any discussion of his inputs to the structural concept for the boat are missing, in particular for his ideas for the bulkheads and framing forward of the firewall.

The description of the use of water tank towed and Jetex powered models is interesting as are some of the sketches of the various configurations that were tested. They also give an insight into the capabilities (or lack of them) of the

then available technologies when measuring, interpreting and analyzing performance data from scale models.

Many of the key developments are illustrated using copies of the original sketches and line drawings and a copy of Vospers general arrangement drawing of the boat's final configuration is also included, albeit at a scale that is too small to be easily readable. There are also a lot of black and white photographs but all are a little fuzzy thanks to the type of paper on which they are printed. This is acceptable for most of the images but many needed a larger format and better paper to be really useful.

From a model makers perspective Stobart-Hook's book has very little to offer apart from the aforesaid GA drawing and perhaps five or six photos of the boat under construction and one or two images of its details. Thankfully most of the latter (and indeed most of the other images) are available online and at far clearer resolution.

Perhaps the most useful of these images is the group of photos on page 89 that were taken from inside and outside of the semi-complete hull before it was sheathed in ply. They give a clear indication of the arrangement of stringers and bulkheads that define Crusader's shape and are a boon to anyone building the recently released Mikro-Mir kit.

What is missing from this book is any real examination of the circumstances and reasoning behind the decisions that ultimately (and fatally) flawed the craft. The background as to why, for example, the forward planing surface was made with a material (a composite of timber and aluminium) that was known by Du Cane and Vospers to be structurally suspect is glossed over without plausible explanation. Why he did not insist that his advice that the structurally troubled boat be returned to Vospers for proper inspection and appropriate repair is a mystery that is not addressed.

Similarly, the makeshift repairs that were made when the planing surface began to fail are mentioned without any real analysis of the root cause. Rather than explaining why, the book seems to take a certain pride that the repair work was done by two twelve year old boys - who just happened to be the sons of Du Cane and Vosper's Chief Engineer and the only ones who could fit into the bow of the boat.

This and the other events after Crusader arrived at Loch Ness are even less convincingly covered, lacking any in depth examination or any thorough analysis of the abundant available data (documents, film footage, still images, witness statements and the like). Instead Stobart-Hook relies almost exclusively on Peter Du Cane's material and the untested recollections of some of the participants, often gathered long after the actual events.

While interesting for the insight and background it provides to the Vosper view of the Crusader saga and for some of its imagery, this book has to be read with one eye on its obvious biases. While outwardly presenting facts it is readily apparent that Stobart-Hook's aim was not to assign (and certainly not to embrace) Du Cane's and Vosper's responsibility for the design and construction failures that ultimately led to Cobb's tragic and avoidable death.

The images alone are not worth the cost of this book. It is really only useful for what it does not say as much as for what it does, so this book cannot really be recommended except with significant reservations.

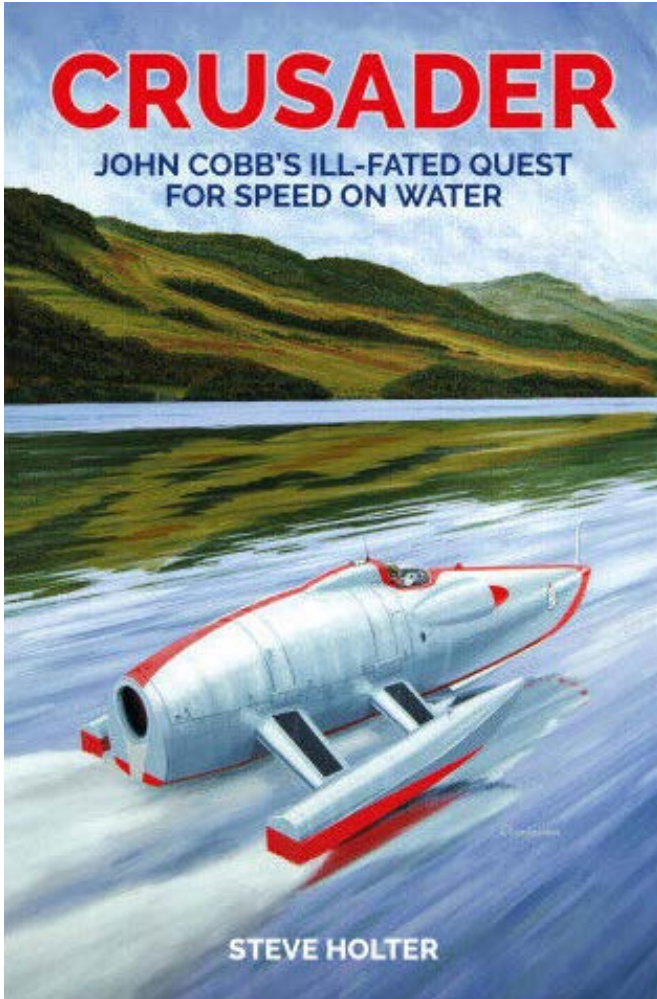
CRUSADER

John Cobb's Ill-fated Quest for Speed on Water

By Steven Holter

Evro Publishing 2021 ISBN 978-1910505618

Reviewed by Lorne Malvo



At 300 plus pages Steve Holter's recent book is not only twice the length but also more thoroughly researched than Stobart-Hook's offering. Although he covers much the same ground Holter takes a radically different approach to the Crusader saga than that taken by Stobart-Hook.

Holter draws on much wider sources and as a result his narrative and analysis are better informed, in greater depth and thus much better balanced. Crucially he draws on the correspondence and writings of all three of the characters who were central to Crusader's creation, i.e. Reid Railton, Peter Du Cane and of course John Cobb himself.

The book opens with a short biographies of Railton and Cobb and their shared history in attacking (and taking) the World Land Speed record. Although not directly involved with Crusader project Malcolm and Donald Campbell's attempts on the World Land and Water speed records intersected with Cobb's at various points so they too are covered in some detail.

Holter's study of Reid Railton's innovative 'three-point' hydroplane concept for Crusader (i.e. arranging the hull

with two rear mounted planing surfaces with another at the front) is thoughtful and thorough. He debunks Du Cane's claim that he alone originated the concept and convincingly demonstrates that the Meacham Brothers, Railton and Douglas Van Patten were first to initiate and develop what was then a decidedly unconventional idea.

Peter Du Cane's vague manner along with his seemingly unswerving conservatism in all design matters, plus his dogged resistance to Railton's specifications, advice and requirements are covered in depth with multiple extracts from their many letters. Cobb's and Railton's increasing frustrations with Vosper's lack of progress and Du Cane's obsession with model testing and intransigence on crucial design matters are discussed and provide the context for the chapters that follow covering the detail design and construction of the boat. The resulting personality and agenda clashes are laid out in disturbing detail.

Holter's descriptions of the complex hydrodynamic and aerodynamic challenges the team faced are less detailed than Stobart-Hook's. Nonetheless they are presented in a clear and understandable manner and are more than adequate to describe the development of the concept.

He devotes a long chapter to describing and assessing Peter Du Cane's design work and Vosper's construction of the boat. Their inexplicable decisions that fundamentally flawed Crusader's structure are discussed along with their likely consequences. Knowing how these weakened the boat - and its tragic fate - make this an interesting, but somewhat disturbing, chapter to read.

Subsequent chapters provide an exhaustive account of proceedings at Loch Ness, where Cobb attempted his final, fatal high-speed run on 29 September 1952. Once again Holter's thorough research and analysis provide a fresh insight into what happened. He has unearthed much new information in the form of film, reports and eye witness statements and reveals even more thanks to his careful comparison and cross referencing of their accounts.

Equally careful and disciplined is his analysis of the available data (including moving and still images, time and movement studies and computer simulations). Thus armed Holter offers a reasoned (and credible) sequence of events and an explanation of the catastrophic structural failure that destroyed Crusader and ultimately killed Cobb.

In a postscript he describes how subsequent searches with a remotely operated vehicle (and later an autonomous unmanned vehicle) located Crusader's wreck on the floor of Loch Ness and confirmed both his analysis and the validity of his explanation for the disaster.

The book is well illustrated with many black and white photos, film stills, cut away drawings, sketches, maps and line drawings. Reproduction is generally adequate but would have benefitted from some of the more detailed images being printed larger and on calendared paper. Arthur Benjamin's front cover painting and Mick Hill's plan and side profile on the rear cover are in colour and are excellent and surprisingly useful.

Anyone contemplating detailing the Mikro-Mir 1/35 kit of Crusader is well advised to grab a copy of this book as it has pretty much all you will need to make a fine model. It

is also recommended as an excellent lesson in how NOT to manage the design and delivery of any complex project.

KIT AND PRODUCT REVIEWS



JOHN COBB'S CRUSADER

Mikro-Mir No 35-029 in 1/35 scale

Reviewed by Lorne Malvo

John Cobb's challenger for the Water Speed Record was conceived by Reid Railton who had extensive experience in the design of fast vehicles, notably Land Speed Record cars. Registered as K6 and christened 'Crusader' it was powered by a 5,000lb thrust De Havilland Ghost.

Detail design was by Peter du Cane at Vospers and its construction was a classic and example of how NOT to design or manage a project. Changes to the hull, made against Railton's advice and in his absence, meant that the boat was structurally weakened and fatally flawed. Test runs revealed serious problems that resisted all attempts to patch them. Crusader disintegrated at speed on Loch Ness on the 29th of September 1952, killing Cobb instantly.

THE MODEL

Mikro-Mir have a nice habit of kitting odd-ball and off-beat subjects; as far as I can tell this is the first kit of Crusader in any scale and it is certainly the first in injected styrene. Typical of their products it is shipped in a re-sealable plastic bag with the box in folded and flattened form. When assembled the box has a sturdy corrugated card bottom and a full colour top in a lighter card. The instructions cover 8 A5 pages two A4 sheets. One is a potted history in Ukrainian, one and a half are a part map and one is a three view showing the livery and markings. The rest tell you what goes where. The map numbers 56 items but some numbers apply to multiple parts so the actual part count is somewhere over seventy.

Aside from the clear windscreen(s) (a spare is provided) the parts are all moulded in pale grey plastic on five sprues. While generally well moulded there is some minor, easily removed, flash and some marginally more troubling sink marks. Remedying them is well within the skills of all but the most novice modeller. Assembling the kit should be a

straightforward task but is complicated by a couple of poor engineering decisions.

Firstly the sprue gates are attached partly on the edges and partly on the mating face of each piece. While not difficult, the resulting cleanup is very tedious but essential to ensuring that everything mates correctly. This is probably best done over a few sessions with a calming brew (or two) at hand.

The second problem is that many of the parts that should have their surfaces 'square' to each other have their faces at a slight angle. This is particularly noticeable on the parts that make up the engine's accessories and means a lot of filling and fettling that could have easily been avoided.

The real surprise in this kit is that it comes with a six part cockpit and a reasonably detailed thirty part Ghost engine along with multiple bulkheads and engine bearers. At this scale the cockpit has a decent sized opening and Mikro-Mir have made separate hatches for the engine bay so the interior spaces will be very much on show. A bit bare if built out of the box, both compartments really do need some extra detailing. Fortunately, there is ample room to add more framing and lots of wiring and plumbing. While you are in there the bifurcated ducts either side of the accessory section at the front are missing. Little seen and complex, they will be a challenge to add. The engine itself is the perfect blank canvass for practicing your 'natural' and 'burnt' metal airbrushing skills. If that is all too daunting the other option is to button up the hatches and displaying the Ghost alongside.

Crusader was externally very smooth and relatively detail free; Mikro-Mir have captured this commendably well. However, there is always room for improvement and a careful study of the available images online reveals some missing surface detail (eg fuel filler points, a whip aerial, a hatch in the headrest, lifting eyes, latches and vents, etc) and that the two access panels aft of the cockpit should be flush and need to be sanded down. The six 'U' shaped grab handles, while neatly moulded are (thanks to mould limitations) oversize and best replaced with fine wire.

One minor concern with Mikro-Mir's instructions is the absence of a multi-view painting guide. They do supply a side, plan and a scrap view of the back of the fuselage, but nothing for the back of the sponsons. The only changes to her livery were minor variations in the trim around her exhaust duct and the scrap view only shows one of the several variations. All are similar; once again a search online will help determine which variant you model. It will also show very subtle tonal variations in the surface finish that are probably weathering due to a combination of engine heat and water spray.

Decals are provided for the two registration marks. The big challenge in this one will be masking and painting the red trim and is probably one where a Silhouette cutter would come in handy. Outwardly simple it will not be easy to ensure that the central stripe remains straight and flares and blends symmetrically into the sides, stern and cockpit. Displaying the completed model needs some thought. Showing it on water would hide its most interesting parts (the planing bottom) so a simple pedestal stand or a replica of her full size cradle is probably a better option. And if adding the structure to the engine bay is a step too far

perhaps close the hatches, detail the engine and display it alongside the boat.

Mikro-Mir are to be congratulated for tackling this one and for having done a reasonable job in engineering this kit and capturing Crusader's form. It is to be hoped that they do other WSR boats...a Spirit of Australia would be great!



MOGAMI CLASS FFM-1

Tamiya Waterline 1/700 Series No. 037

Reviewed by Lindsay Charman

Tamiya have released a neat and somewhat complex looking kit of the 12 strong, 2022 vintage frigate design that has started to be produced and commissioned into the JMSDF. Tamiya rarely do kits of 'current' vessels so I was eager to get this kit and try it out.

The *Mogami* is an unusual class of vessel, perhaps reflecting an increasingly common general-purpose kind of design seen in some modern navies. It is stealthy in shape but size-wise is very similar to the dimensions of the US *Oliver Hazard Perry* frigate or the more recent French *La Fayette* class. In terms of capability, it is not unlike a cross between the US *Freedom* class US Littoral Combat Ships and the Danish *Iver Huitfeldt* class frigate, or its British derived vessel, the Type 31 frigate.

Despite its relatively small size, the kit offers a reasonable amount of interior detail, and the novel parts break up means it is a little hard for me to get my head around the instructions. This model does not follow a typical 1/700 ship model design and assembly arrangement!

There are three separate sprues, each neatly bagged, which presumably helps to minimise damage in transit. There is also a fairly extensive decal sheet for a model of this size, primarily to cater for the different construction and finishing solution Tamiya have designed. For example, there are two solid decals for the entire forward deck and rear deck (an integral landing on platform and hangar floor) respectively.

There is also a large, multi-step instruction sheet which is also clear and well designed, and in my case that was essential as the kit design is quite different to most other 1/700 kits I have made.

There are two hull halves, with a forward module for the forward deck and forward waterline section. There is a rear module for the landing on deck and the hangar deck, with additional pieces for what I'd describe as the landing

team's "doghouse", and the mooring teams deck "cut-out" platform.

There three parts which consist of the main bulkhead components, with the rear hangar bulkhead having and optional open or closed hangar door. The rear transom "bulkhead" offers an open or closed allowing the "unmanned underwater vehicle" or "unmanned surface vessel" to be deployed.

The hangar and hangar roof are separate interior modules that snap into place and there is a detailed hangar rear bulkhead as well.

Most of the rest of the parts are weapons, sensors and antennae detail, along with a helicopter, offered either with folded or deployed main rotor blades.

All in all, this looks like an interesting kit of a somewhat unusual and soon to be significant vessel, belonging to one of the world's largest navies.



BEDFORD QL REFUELLER

IBG Models 1/72 Kit No. 72082

Reviewed by Simon Wolff

The Bedford QL lorry was widely produced in Britain during WW2 and came in numerous variants, including a refuelling variant for the RAF. This kit represents the post war variant, which has been often seen in WWII period movies like the Battle of Britain.

IBG is a Polish company which produces largely small-scale armour and vehicle kits. Actually, they produce quite a large range of subjects, and this is my first attempt at building one of their kits. The parts (and there a bloody lot) are on seven sprues, some of which are multiples and quite small in part numbers.

My first thoughts are that these kits are not for the faint hearted when it comes to small (very small) plastic parts. Most modellers will recall the old Airfix Refuelling set of many donkeys years ago, this basically is the same subject but in this case in 1:72 scale whereas the Airfix kit (nice as it was) is in 1:76 scale. Okay so not much between them in size you might think, and you might be right but where this

kit is ahead of the Airfix offering is both the quantity and refinement of the kit parts. Every sprue is chocker's with parts and very finely detailed and as such quite fragile looking! Just the frame that the hull sits on contains forty very fine and fiddly parts! All the parts are moulded in a light grey plastic and things as slender and fragile as the exhaust needs very, very careful removal from the sprue!! These are fragile parts but they are well detailed and quite exquisite!

I have found very little flash on any parts in my kit of this model, even the cab has some twenty six parts to it, and for the clear parts you get that soft clear sheet that require the parts being cut out, they are not clear glue-able plastic and I don't know the term for the parts but I have to say I am not a fan of them, you can only glue them with PVA and they can be immensely fiddly to cut out, get right and then place into the right place. To me that is the only sour note I can come up with this kit.

The instruction sheet is twelve pages long, has two colour profiles for examples of an RAF overseas unit in the 1950's so you could do it with say some early RAF jets if you want. The second scheme is of an example from 17 Squadron based at Chivenor. The decals look fine (not that there are many) and you also get a set of photo-etch parts which, like their plastic parts, look quite fragile and fine. The instructions are well laid out in that computer style, and easy to follow. As for colours they only list Vallejo/Hataka/Mr Hobby/Lifecolor/AK... no Humbrol or Tamiya paint colours! But I am sure it is easy to work out which of those might be appropriate for finishing this kit.

The parts come in a very sturdy box with a post-war scene. My experience in building this kit so far has been one of pleasure so I feel I can highly recommend this kit and if you are interested they do a wartime variant of the Bedford QL. That kit is basically a variant without the long fuel hoses.

Lastly, one area where the old Airfix kit does beat this offering is that the Airfix kit detail inside the area around the pump where the controls are; this kit has no such detail - however I am not bothered about that. I look forward to finishing this model and I shall end by saying I highly recommend this kit. In fact, the whole IBG range is quite superb!!

Build one, go on... gorn....

QT BUNNI COMPETITION FEBRUARY 2024

At the February meeting, the latest QT Bunni competition will be held. It is rather ominously entitled "Death". Andrew Moores has provided some guidance on what would or would not qualify as an entrant this time around.

The model be any incarnation of Death or God/Goddess of Death from any Pantheon. Any iconic character whose name includes 'Death' (eg Frazetta's Death Dealer). Any unit whose name includes 'Death' or 'Reaper' (eg 1st Russian Women's Battalion of Death). Any aircraft, vehicle or ship that displays an image of a 'Death' character.

However, excluded would be any units, vehicles or aircraft etc which only 'Death' as a nickname or as a term of disparagement eg Beaufighters, or German SS units in WW2.

NEWS FROM OUR SPONSORS

Platypus Publications have sent through the following lists of books recently released (or imminent).

Chandos

Axis Wings, Vol 1 – various authors (launch edition)

Osprey

Harpoon Missile vs Surface Ships by Lon Nordeen

Port Arthur 1904-05 by R. Forczyk

Eastern Front 1945 by W Hiestand (Air Campaign series)

The Union Army 1861-65 (1) by R. Field

Czechoslovak Armies 1939-45 by N. Thomas PhD

Soviet Cruisers 1917-45, by A. Hill

Japan's Indian Ocean Raid 1942 by M. Still

British Assault Ships by E. Hampshire

British Aircraft Carriers 1945 to 2010 by A. Konstam

British Pacific Fleet, the Royal Navy in the downfall of Japan by B. Herder

The Royal Navy Home Fleet 1939-41 by A. Konstam

Cape Matapan 1941 by A. Konstam

The War of 1812 by C. Benn

Russia's Wars in Chechnya 1994-2009 by M.

Galeotti

Wingleader

Douglas Boston/Havoc in RAF Service, Photo

Archive No 28, by A. Thomas

Helion: Asia at War series

The Darkest Hour (Vols 1 and 2) –series by M.

Piegzik

Into the Endless Mist by M. Piegzik

and miscellaneous:

NATO and Warsaw Pact Armoured Fighting

Vehicles of the Cold War by M. Green

The war for England's Shores, S-Boats and the fight

against British Coastal Convoys, by G. Bennett

Airmark Modeller's Manual #2 and #3

New 1/32 Kōtare kit expected

Ley mentions for large scale Luftwaffe aircraft fans, also please note - there has been an announcement from Kōtare in New Zealand – they are doing a 1/32 Bf 109K-4 (kit K32009) and are planning for a release date around late 2024 or early 2025.