

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 5 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 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* please email them to apma.sydney@gmail.com or 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

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

Our APMA meetings are held at 'Carlos', the Carlingford Sports & Recreation Club, 334 Pennant Hills Rd, Carlingford, NSW.

APMA ANNUAL GENERAL MEETING

Following the AGM on 14th December, the new 2025 APMA Committee consists of:

President	Carlo Piscicelli
Vice President	Jiri Kure
Secretary	James Argae
Treasurer	Paul Green
5 th Committee member	Tudor Goode

Congratulations and thanks to the committee and welcome to Tudor and Paul!



The 2025 committee, from left to right – Jiri, Tudor, Carlo (as Santa), Paul and James

Our APMA Webmaster for a very long time, Andrew Jones, is stepping down. Many thanks to Andrew for his service and a warm welcome to Tudor Goode, who has stepped in to replace Andrew.

In addition to the elections at the AGM, the results of the Peoples' Choice and the Modellers' Choice were awards to Ian Wrenford, for both, with his magnificent Lockheed Constellation crop duster (see below), among other 1/72 airliner models!



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REVIEWS

MACCHI M.39

SBS Model Kit SBS4007 M.39, SBS48084 Beaching Gear and SBS48085 Rigging Wire, all in 1/48 scale.

Reviewed by Mike Buonarotti



SBS have been steadily building their range of Schneider Trophy racers and have recently added an M.39 to their version of the Macchi M.33 in 1/48. As we have come to expect of this manufacturer the twenty four parts in grey (plus one in clear) are perfectly cast and easily removable from their extraction blocks. Included are a printed film for the instrument panel “sandwich”, a pre-cut mask for the windscreen, a small brass photo etched fret for the interior bits (belts, IP, rudder bar, etc) and six cast brass struts that hang and spread the floats. The strut ends are shaped and pinned to fit sockets in the floats and fuselage and are an exact fit, eliminating much of the pain in assembling and aligning the airframe and allowing the floats and struts to be assembled as a unit. Such is the accuracy of fit that a degree of caution is needed to ensure that the interior bulkhead and instrument panel assembly will still fit after painting. Careful painting then a gentle sand of the mating faces to remove any trace of paint (and a test fit or two) are recommended.

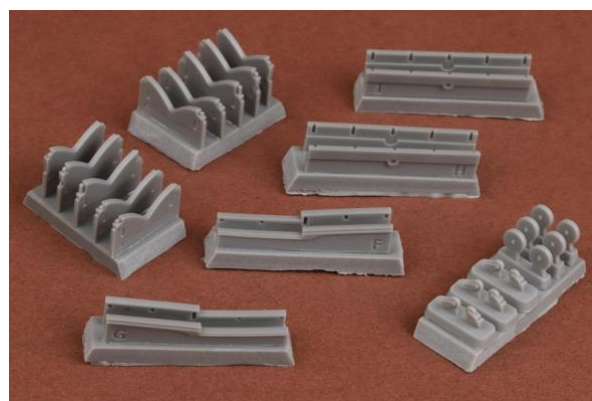
As always with SBS there is no guidance as to internal colours and little to be found online. At least one source illustrates the finish as varnished timber in a cross section and at least one other suggest that it is mid-grey. The Macchi airframes in the Air Force Museum at Vigna di Valle are of little help as all have been restored and, as noted by SBS, the M.39 is not as it was when it contested the Schneider Trophy. The choice is therefore up to the modeller but rest assured it is unlikely anyone will find fault; there is little to see through the tiny cockpit opening.

Always striving for improvement, this set of instructions now includes useful notes about the supplied optional parts, plus SBS’s guidance on positioning and tips to aid assembly. Given how well the struts fit together you can ignore the tip in Step 5 (i.e. to install the wings after the floats); better to assemble and paint the airframe and floats separately, then combine the two sub-assemblies.

Painting this one should be fairly easy as there is a little silver for the spinner but just three main colours: red overall with brass for the radiators and white for the float bottoms. Masking the wings involves only simple straight lines; SBS

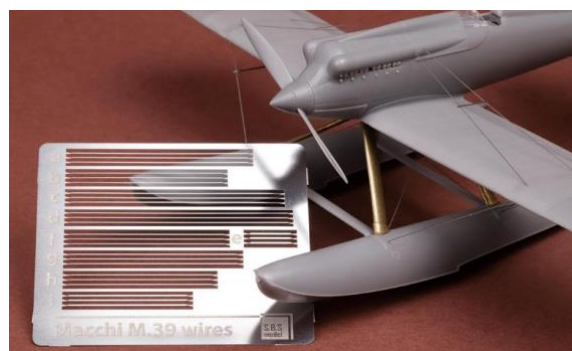
have thoughtfully provided the chin oil cooler as a separate piece so it can be finished and then added, thus eliminating some tricky masking. Decals are provided for all three M.39s that appeared at Baltimore for the 1926 Schneider Trophy event, including the winning No 5 aircraft.

One of the recurring hassles with modelling floatplanes and flying boats is how to display them; they always look awkward sitting on dry land and modelling them “in flight” or floating on water is not to everyone’s taste. SBS have solved this with a separate 30 part resin kit that builds up to make a set of beaching gear.



The other hassle with aircraft from this era is their rigging. This is especially so for racers as any ‘whoopsies’ tend to stand out on their smooth featureless gloss finishes. SBS’s solution is to sell an upgrade set of photo etched rigging wires for their M.39 and to indicate their fixing points on the resin wings and floats as shallow recesses.

The set has a diagram showing which wires go where, but in a very un-SBS like manner this is a little vague and mildly confusing. Recesses for the lift and flying wires are faint but findable if you look closely. However, the recesses to accommodate the cross bracing for the floats is very hard to see; they are there on the front and rear edges of the strut fairings but are of little help with positioning. The best (only?) advice is to add them in the sequence suggested by SBS but fix the float ends first with a flexible glue then adjust and fix the top ends. This can be done before bringing the airframe and float assemblies together.



The two sets save a lot of work and ease some of the construction challenges but they add about a third to the price of the base kit and some modellers will no doubt choose to make their own rigging and trolleys. Either way the very high quality of these kits makes them good value. On that basis I am happy to recommend them.

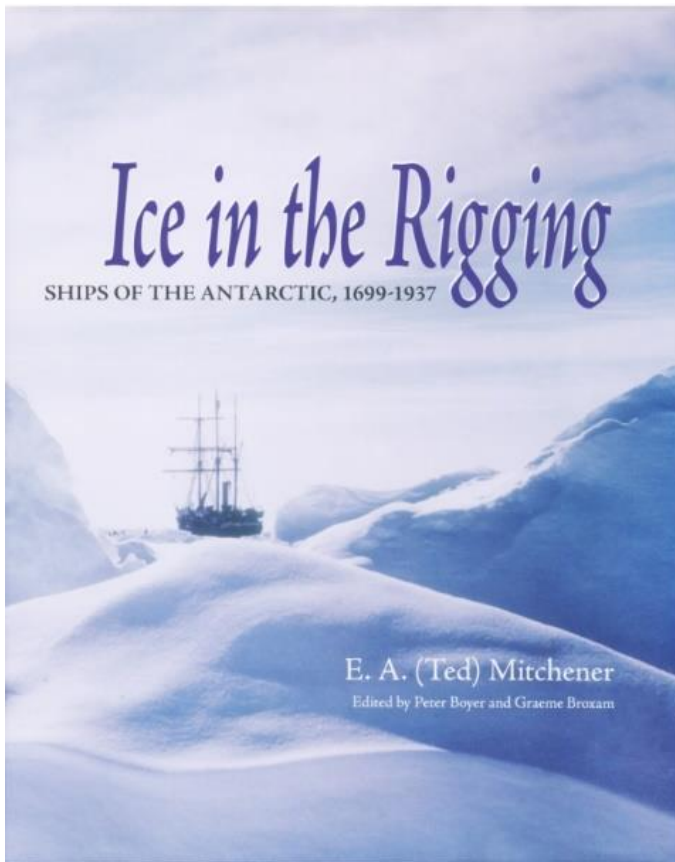
ICE IN THE RIGGING
SHIPS OF THE ANTARCTIC 1699-1937

By E. A. (Ted) Mitchener

Edited by Peter Boyer and Graeme Broxam

Maritime Museum of Tasmania Inc. 2015 ISBN 9780646

Review by David Muir



On one level this is a simple reference volume that catalogues the voyages to the Antarctic between the end of the 15th century until just prior to the outbreak of World War Two. However, this does not do it justice as it is much more than that: indeed as it is also an exemplary example of how best to research, write, edit and publish historical nonfiction works.

Ted Mitchener's research ranged over many years and across the globe and gathered information from sources and archives in many countries. The result of his efforts is a body of work of unusual breadth, depth and detail. Peter Boyer and Graeme Broxam (both very knowledgeable in their own right about the subject) contributed to the structure, readability and content and are therefore appropriately acknowledged as Editors. Their efforts have combined to produce a clear and easily understood structure with each of the individual voyages covered in chronological order, then subdivided into twelve chapters on the basis of their then common purpose, eg adventure, curiosity, whaling, polar expedition, etc.

Each voyage is introduced with the date and the vessel's name and that of its Master where known and technical details such as the vessel's type, tonnage, dimensions, where and when built, ownership and fate, again where these details are known. These are followed by a description of the purpose and events of the voyage, usually accompanied by a discussion of its social, political

and financial context and the main characters. These are universally well written and eminently readable.

Where sufficient detail is known the voyages are also illustrated with maps in each chapter showing the routes taken to and from and within the Antarctic, the major events along the way and the position of the winter and summer ice. There are two maps in full colour on the endpapers; one from 1657 and the other from the same orientation and scale. Three further maps are included in the first of the Appendices. Prepared by Peter Boyer these are subtly and elegantly drawn and all use the same graphic conventions and, being simple to read, make a significant – and surprisingly beautiful – contribution to understanding the distances and places being described.

Many of the vessels are illustrated with sketches (for the earlier examples) or black and white photographs (for the later ones). With the exception of the occasional image of a small detail that are reproduced within one of the two columns, the images are laid out full width across each page and are well reproduced, in part thanks to the selection of good quality paper. Scattered throughout are a number of plan, section and lines plans; among them are some very tempting subjects for models and some further research. Thanks to their origins they vary in their level of detail and the quality of their draftsmanship from simple deck plans to very detailed and complete drafts.

The book is completed by eight Appendices: the aforesaid maps, a Gazetteer backgrounding the places within the Antarctic, a glossary of maritime terms, ship builders notes, details of the whale ships, whale catch numbers and text sources followed by comprehensive indexes covering the ships, aircraft, people, places, organisations and events.

The high quality of the research, writing and illustrations behind this book is matched by the quality of its production. Its 353 pages are hard bound in (appropriately given the subject) white cloth with a white page marker ribbon and a dust jacket. The latter uses one of Frank Hurley's frigid images of Shackleton's *Endurance* caught in the ice.

The layout is generous and clear with skilful use of weights and fonts to mark the changes between sections, voyages and chapters. The work of Kent Whitmore of Forty South Publishing on the design and layout is an important element in what makes this a great book. As it happens I studied Architecture alongside Kent back in the 1970s: clearly he has lost none of his great talent!

As a reading volume the number and breadth of its stories make it either a very long and/or fragmented read. However, the obvious care with which it has been written, edited and produced mean that it can comfortably be approached either way. I first read it cover to cover in half a dozen sessions then circled back to reread some of the individual voyages that piqued my interest.

Ice in the Rigging covers a lot of time and space and tells some extraordinary stories of human curiosity and courage and does so to a very high and very professional standard. It stands alone as the best and most easily accessed reference work on Antarctic voyaging.

VERY HIGHLY RECOMMENDED

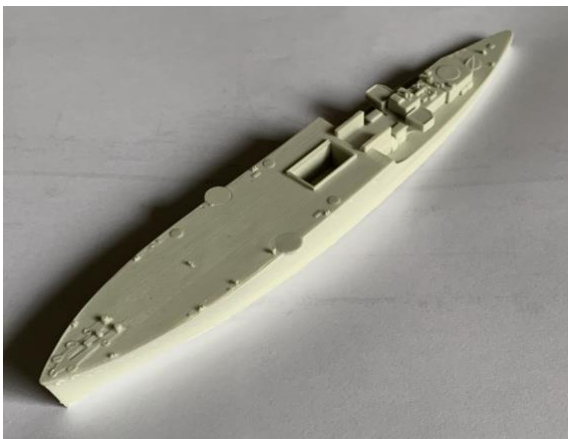
HMS Albatross 1939 – Kit No 7079

1/700 scale NIKO Models

Review by Lindsay Charman



This is a beautifully moulded resin and photo etched kit by the well-known Polish ship model firm NIKO, and represents the Australian built seaplane carrier shortly after transfer to the Royal Navy, just before WW2. The vessel is also offered in kit form (Kit No 7078) as she appeared during WW2, circa 1942, as an operational support carrier and subsequently as a landing support tender – this other model carries one the camouflages worn during hostilities. Curiously, NIKO do not seem to offer the Albatross as she was in RAN service, though by omitting the catapult provided this will get you quickly back to main appearance of the vessel in the late 1920s and early 1930s, for her short period in Australian service. The kit has been out for quite a few years but I have been asked to do an in-box review for the Newsletter.



The hull and the lower sections of the above deck superstructure comes in a single piece of pale greenish grey resin and it features excellent fidelity of detail with no blemishes or pinholes of the sort often encountered with resin kits. Fine simulation of wooden deck timbers and scuttle is depicted, as well as hatches, anchor winches, bollard bases and so on. Of particular note are the waterline 'bulges', of which only the upper areas are visible (quite correctly) in this waterline kit.

The large rectangular aircraft hatch, and hatch cover, that was situated at the aft end of the upper launching deck, and on the hull piece, is moulded fully open. On the real vessel, this allowed aircraft to be struck below the launching deck into the hangar for safe storage and maintenance. The seaplanes could be lifted out using a crane and either lifted over the side for take-off (and subsequent alighting) on the water, or (later) they moved forward to the centrally mounted catapult. Note that the catapult was not fitted while Albatross was in Royal Australian Navy service.

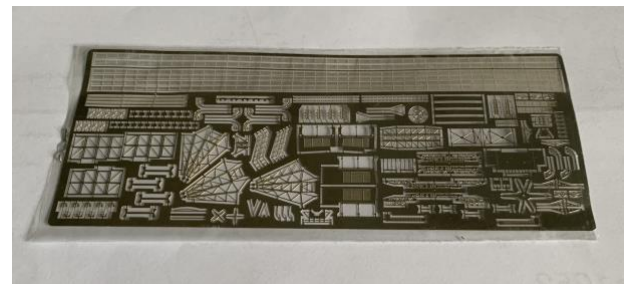
There are several small plastic bag packets containing the numerous small parts (attached to small sprues, see photos), and also in resin, I believe, but in a pale sand colour. These include the rest of the superstructure, the ships boats, armament, funnel and so on. There is also a rectangular hatch cover for the seaplanes to be given access.



There are two small models of the Supermarine Seagull III, as carried by Albatross in the RAN. I suspect the Seagull III would not have been used by the vessel in RN service as by that time the Walrus was entering service. However, if the modeller is intent upon making the model as the ship was in Australian service, these little seaplane models will help decorate the deck and add some bright colour.



Also in a plastic covering is the large fret of photo-etched metal detail which includes the cranes, railings, catapult launcher, aircraft propellers, and numerous other tiny and finely detailed pieces I can't even accurately describe. A very nice sheet of PE for sure.



The instructions are of the almost purely graphical kind but are quite clear. There is a coloured plan and side view of the vessel, presumably in RN service grey, but there are no colour scheme details of the Seagull. Check your references of the ship in RN service, mainly to see if Walrus aircraft were actually carried and what their colours would have been at this time. Again, if the intention is to build the vessel as she was during her RAN career, there would appear to have been several different peace-time colour schemes applied. Again, check your references to see some of the more recently published photos that have now come to light.

This looks like a model in certainly recommend! Many thanks for Dave Muir for the loan of the kit to do the review.

CURTISS P-40 – LONG NOSED TOMAHAWKS and CURTISS P-40 – SNUB NOSED KITTYHAWKS AND WARHAWKS

Both by C. Molesworth
Osprey Publishing (UK)
Review by Lindsay Charman



The Curtiss P-40 family of fighters are well known to most aviation enthusiasts and aircraft modellers, and they are probably almost iconic. These two softcover books are companions, written by author Carl Molesworth and illustrated by Adam Tooby and Richard Chasemoore.

They set out describe the basic history of Curtiss, the evolution of the P-40 aircraft and Don Berlin's approach to its design and derivation from the preceding P-35 radial engine fighter.

Molesworth explains he is quite passionate about the P-40, its exploits, its pilots and operators during WW2. This is somewhat evident in the books.

I found the content quite useful in filling in gaps in my knowledge of the history and evolution of Curtiss, and the apparent policies of the company and the USAAC that explain how the Curtiss fighters came to be what they were. This helps explain why Curtiss had only incremental improvements from the mid 1930s to the end of WW2 with its fighter designs.

Each of the P-40 variants is covered in that a short technical data table is provided, with some contextual discussion in the main text and artwork. Molesworth weaves the history of the campaigns the P-40 participated in, some stories of its pilots and squadrons, the reputational lows and highs the type endured or enjoyed, and why these were sometimes not all that accurate.

The author uses the telling of stories and experiences about the pilots, particularly the American flyers though some British, South African and Australian pilots' exploits are covered quite well too (especially Clive Caldwell of course). He dwells in some detail on how ace-dom was achieved by a selection of these pilots. I found his approach took a little bit of getting used to at first, but gradually I galloped through both books quite quickly compared to my normal, rather more sedate approach, so it must work for me.

Read together, the author does seem to repeat himself a little bit in the main text of both books, and also the illustration captions tend to be repeated within the main text too.

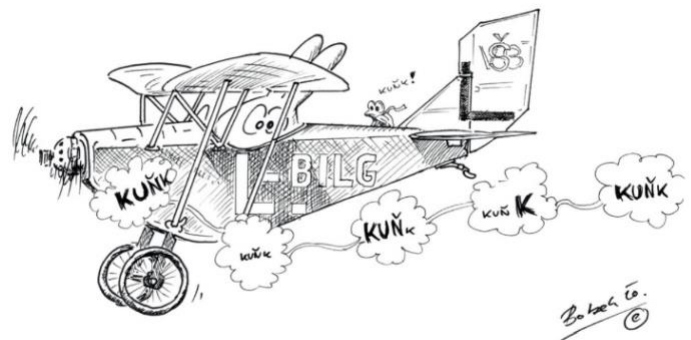
One other oddly niggling (and fairly inconsequential thing) that popped up a couple of times was the author's description of 'V' engines, when differentiating them from radial engines. The author states that 'V' engines are a form of inline engine. Though my knowledge of engineering in general and engine mechanics in particular is about zero, my understanding of internal combustion engine types is that an inline has a bank of cylinders in a line when viewed from the front (or above), while a 'V' engine has two banks of cylinders angled out in a 'V' arrangement when viewed from the front. One is not another, though certainly neither is a radial!

The last section of the second book deals with some of the later variants of the P-40 and how they were used by the US units, British, Australian, Dutch East Indian, New Zealand and South African forces and the Russians, and in mainland US, the Pacific, North Africa and the eastern Mediterranean, Italy, China-Burma-India and of course the Russian front. French use of P-40s, and post war use, are not discussed. The final page deals with why Curtis finally did not succeed at late war and immediate post-war fighter design, and why left the fighter business. Although my preference would have been a more technical description of the P-40s design and development, I found this approach useful too, and in parts quite inspiring for me as a modeller.

Despite some of my minor criticisms, I can recommend both of these books.

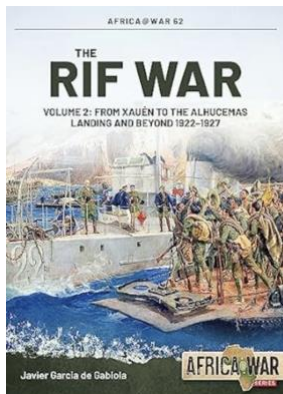
THE KUŇKADLO IS BACK!

Eduard have just launched sales of a limited quantity of Kuňkadlo kits in 1/72nd scale. It is available at: <https://www.eduard.com/eduard/vbs-kunkadlo-1-72.html>
The E-Day 2023 edition kit (in plastic bag) is available for purchase under catalogue number 7145. The photo etched set cat. no. 2130-LEPT is available as a separate item. <https://www.eduard.com/eduard/kunkadlo-pe-set-1-72-1-72.html>

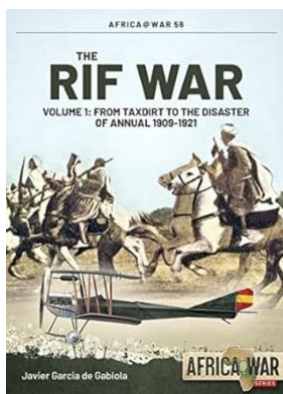


THE RIF WAR, Volumes 1 & 2

by Javier Garcia de Gabiola
Helion & Company Limited
Review by Ley Reynolds



Having lost the majority of its colonies in 1898, Spain was late in the European “scramble for Africa”. By the early 1900's it had occupied a Protectorate on the north and west coasts of Morocco just inland of the Spanish enclaves of Ceuta and Melilla (established about 1500 and still Spanish cities today). There followed 18 years of warfare involving guerilla skirmishes, set piece battles, trench warfare, sieges, massacres, close air support and amphibious landings.



All of the “persona dramatici” (both Nationalist and Republican) of the SCW started their military careers in the Rif War. The first major lesson to emerge was that a professional army – in this case the Tercio de Extranjeros de la Legion, the Regulares (Moorish troops under Spanish officers) and the Mehalas Jalifians (Moorish troops trained by the Spanish but under Moorish officers) – was far superior to conscript battalions from Spain (a fact remembered by the Nationalists but apparently ignored by the Republicans). The second major lesson was the crucial importance of supply.

These two volumes, each 86 pages long, cover all the campaigns, battles and political manoeuvring of the times, supported by tables of organisation, maps, 120+ period b/w photo's and 14 pages of colour artwork. While not specifically aimed at the modeller, they provide interesting background and plenty of details for aircraft colours/markings, uniforms and fortifications. They also explain some of the strategy employed in the SCW.

MODERN CAFE VISITORS, SET 2

MiniArt Miniatures
Review by Lindsay Charman



Over the past few years or so, it seems MiniArt have gradually been issuing a sizeable series of 1/35 boxed sets of civilian or military figures, of different nations and eras, sitting down at a French style café to enjoy “un café” or “la tasse de thé” - or other more alcoholic beverages.

These sets have included one with a group of four male waiters, of rather generic and somewhat cliched looks but more or less French in appearance. Then there was another set of one of these waiter figures with a pair of WW2 British soldiery sinking some large beers, another of the waiter figures serving a pair of WW2 US soldiery drinking from a bottle of wine and having a tumbler of liqueur, and a pair German soldiers drinking without a waiter, and yet another with four German mixed military and naval personnel, all drinking, smoking, and/or reading a newspaper but without a waiter.

More recently, new sets have been issued with a civilian couple in the 1930s or 40s drinking with a waiter, another two civilian couples plus two waiters (also 1930s or 40s). All these sets come with simple, somewhat timeless café style table (or tables) and chairs, and some have more bottles and crockery than others.

Finally, to round up the café figure kits, two even newer sets provide two different modernish, youngish (I'd say 20 to 30 year old) couples, each with another of the familiar generic waiters, and sipping coffee. They look like they might belong from the late 1990s up to the present day.

I have Set 038090, as illustrated above. The figures look very finely sculpted, and well posed, with the appearance of some sort of story unfolding, and therefore (in my opinion) quite attractive as sets to make a neat little vignette by an aspiring modeller. The café furniture is very finely executed too.

To me, these MiniArt figures do look a little bit undersized (especially the female figure), but this might just be me being a bit too used to (the possibly oversized) Tamiya, Dragon and Italeri 1/35 military figures. Also, the waiter figure had evidence of some fine flash around the seam lines, perhaps showing is a slightly older bit of moulding.

The lack of instructions also makes assembly a little challenging, but the sprue arrangements, box art and the colouring illustrations each help enough to work things out eventually.

Apparently, some of these sets include a separate sprue of cups, saucers and bottles but mine lacked this sprue, although each figure has a single coffee mug.

There also seems to be a degree of cross design with two more recent non-café sets: one of 4 “Urban Travellers” and one of 4 “Holidaymakers”. I don’t have these but photos suggest these figures are nicely animated too, and come with luggage, mobile phones, selfie gear and takeaway coffees, offering more alternatives in the modellers’ vignettes or dioramas. In fact, the characters might even be the same people, even if dressed a little differently and doing different things.



I am not sure how exactly these sets might fit in with 1/35 AFVs or aircraft dioramas, but I am sure an inventive modeller will find a way! The MiniArt and MasterBox 1/35 1930s-40s period civilian cars offer one kind of accompaniment, for sure. Perhaps some of the 1960s to 80s AK-Interactive vehicles will also mix in.

I can recommend the “Modern Cafe Visitors Set 2”, with the minor reservations mentioned earlier, and I would guess the other sets are of similar quality.

PANZER CAMOUFLAGE Volume 1

by Igor Donchik

Review by Ley Reynolds



This 128 page hardback containing 180 colour profiles is the first in a series of titles covering camouflage and markings of German AFV's employed by all armoured divisions/battalions during WW2. The volume details

Panzer Divisions 1/2/3/4/5, 13 Polizei Company, Sturm' Battalion 216, Sturm' Brigade 202, Schwere Panzer Battalion 508, captured tanks and a short section on road and tactical markings.

The artwork is to a high standard and accompanied by informative captions plus enlarged details of the individual markings. There are also basic explanations of the various schemes employed over time. Translation from Estonian is a tad stilted at times but is nevertheless quite clear.

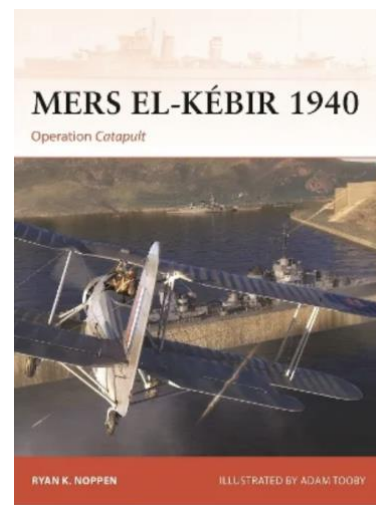
For any modeller with a major interest in armour of the losing side, this series should prove invaluable.

MERS EL-KEBIR 1940 (OPERATION CATAPULT)

by Ryan K. Noppen

Osprey Publishing

Review by Ley Reynolds



This 96 page softback covers not only the RN's attack on the Marine National at Oran but also the seizure of vessels at Alexandria and in Britain. It also outlines the initial French response. The text is divided into:

- Origins of the Battle
- Chronology of Events
- Opposing Commanders
- Opposing Forces
- Opposing Plans
- Details of the Operations
- The Aftermath

all supported by period black and white photo's and some "action" colour artwork.

The author explains in some detail the miscommunications caused by the chaotic conditions in France and North Africa in late June 1940, details of the personalities and ships/aircraft involved and the series of steps in each of the operations. His explanation of the mood in the upper levels of the French officer class is interesting but to this reviewer's mind glosses over their lack of moral fibre (C de G excepted). Surprisingly, as a US historian, he seems to grasp the vital importance of the Mediterranean for access to India/Australia/NZ and also understands Churchill's fanatical belief in the defeat of the Nazi's.

It appears that Churchill initially trusted Darlan's assurances that the French fleet would not be surrendered to the Germans but came to the view that he could not be relied upon - undoubtedly based on Darlan's theft of Polish and Belgian gold reserves, his arrest and imprisonment of anti-armistice politicians, and his rush to join the collaborationalist Petain - and he already knew Hitler could not be trusted. Darlan's enthusiastic collaboration in 1941/42 proved him to be correct.

Churchill's grim determination to destroy major units of the Marine Nationale lest they be seized by the Germans was only partially successful. However it almost certainly proved to the world (especially the US) that Britain with Churchill at the helm would fight to the bitter end.

I only have two minor quibbles - the author (or possibly the series editor) confuse the British Prime Minister with the head of state (ie the King) and one map has moved Spanish Morocco 1000km's south of its real position.

NEWS JUST IN

Some info from Platypus Publications - adding to their growing range of 1/32 Spitfire variants, Kōtare, from New Zealand, have announced they are doing a Spitfire Mk. VB (early) kit soon. They expect it will be available in the second quarter of 2025.



NEWS FROM OUR SPONSORS

Recently released (or due for release 2025) publications available (or to be available) from Platypus Publications

by *Pen & Sword*:

English Electric Canberra
C-130 Hercules
Queen Elizabeth class

By *Osprey*

East Africa campaign 1940-41 by P. Battistelli
Ground Forces in the Korean War 1950-53 – the NKPA and the CPVA by B. Lai & Z. Guoxing
Soviet tanks at Kursk 1943 by W. Hiestand
D-Day Fleet 1944, American Sector – The US Navy's Western Task Force by B. Herder
The Death of Guy Gibson by M.S. Morgan

South Atlantic 1982 – the carrier campaign in the Falklands War by A. Konstam

The Kamenets Podolsky Pocket 1944 by R. Forczyk

Battle of the Atlantic (1) by M. Still

Me 262 Units in Combat by R. Forsyth

by *Crecy*:

Sud Aviation Caravelle

Macchi Fighters – Mc.200 Saetta, Mc.202 Folgore, Mc. 205 Veltro by L. Caliaro

From *MMP*:

Kawasaki Ki 10

The Fighting Colours of Richard Caruana 50th Anniversary Edition - 5: Hawker Hunter in British Service

by *H&C (Histoire & Collectones)*:

Batailles Aeriennes de la Guerre D'Indochine – De Na San a Dien Bien Phu by P.Gras

by *Avonmore*:

Pacific Profiles Volume 16 - Allied Bombers: B-17 Flying Fortress series Australia, New Guinea and the Solomons 1942-1944 by M. Claringbould

The Douglas Boston in RAAF Service – No 22 Squadron 1942-1944 by M. Claringbould

SUPPLEMENTARY THEME DISPLAY

With the success of the unofficial Hawker Hurricane display in mid 2024, the modellers from this group are now working on a North American T-6 Texan/Harvard/Wirraway theme for 2025 – we are likely to have this in April at this point. There should be at least 20 models so far, but anyone who might have a completed or soon to be finished model of the anything in the attached list is most welcome and certainly encouraged to bring it (or them) along to display as well. Possible candidates include:

- BT 9, T-6 and SNJ (or similar variants)
- Harvard variants
- Yale and similar types
- Wirraways and Boomerangs
- NA 16 variants
- NA 50, P-64 and A-27
- Kyushu (or Watanabe) K10W1

...but there are probably many more!

THANKS TO ALL CONTRIBUTORS

I would like to thank all those members who have contributed any content for Scale Views this year. This is especially directed to our regular and frequent contributors, but also to those who have provided occasional material as well.

I am very grateful for all those who have written reviews, 'how to' articles, photographed events and meetings and updated upcoming dates, shows and provided news items.

Ideally, the newsletter should reflect our membership and its varied interests, so I hope that as 2025 unfolds, a few more contributors will give it a go.