

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 5 2021

ABOUT SCALE VIEWS

Editor: Bill Renfrew **Assistant: David Muir**

Scale Views appears as a supplement to APMA, the Association's quarterly magazine. Contributions for inclusion in the magazine and newsletter are welcome from any and all members.

Submissions do not have to be camera ready; the Editorial team are happy to assist with organising and formatting text and drawings based on your drafts.

To submit material for inclusion in Scale Views contact the staff at apma.newsletter@gmail.com, see us at a meeting, contact Bill via his personal e-mail wjrenfrew@gmail.com or send correspondence to the Secretary, PO Box 464, Cremorne, NSW 2090.

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

APMA MEETINGS

APMA meets monthly (usually on the second Saturday) at
Gladesville Sporties Club, 181A Ryde Road,
Gladesville NSW

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

NEXT MEETING: MAY 8th @ Noon

2021 Committee

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

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EDITORIAL DROPPINGS

Welcome to the fifth of our Newsletters for 2021. At the May meeting we called for more reviews and particularly those from “new” reviewers. We know you all buy lots of kits, tools and references and happily discuss them when we meet. All we would like you to do is to take a moment to share your talents and thoughts on the good, the bad and the ugly with the rest of the APMA membership.

You don't even need to write much text as such, a list of dot points is all we need as both the Eds are happy to turn that into a readable review. A scan of the box art, parts or images of the model are welcome but not essential.

So, next time you buy and/or finish something...do a review!

MAY MEETING

May was looking like it would be a return to essentially unrestricted meeting rules...only for the restrictions to be reinstated on the day before we were to meet. None the less we had 20 members attend and an enjoyably relaxed (albeit mostly seated) meeting. In light of the restrictions and the small number of models there was no evaluation or raffle at the meeting. We are all looking forward to a return to normal service, hopefully in June.

The Committee advised that the next magazine would be a test of the viability of printing the magazine in full colour. At present the electronic version is in colour and the print version is in B & W with four pages of colour restricted to the inner and outer cover pages.

The background to this is the Associations sound financial position (thanks to Ian's fantastic efforts) and can therefore afford the cost, plus it will ease the task of the Magazine Editors who currently have to juggle the placement of colour and B & W images.

UPCOMING SHOWS

Subject to confirmation the known dates are:

Clarendon Classic Rally September 18 & 19
Wagga & District Scale Model Show: 23 & 24 October
Australian Model Expo: (Melbourne) 30 & 31 October
ScaleACT: (Canberra) 30 & 31 October

QT BUNNI COMPETITION

REMINDER: QT is in August...time to get modelling!



2021 – Songs

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

BOOK REVIEWS

THE LANE MOTOR MUSEUM A Hobby Gone Wild

By Ken Gross

Stance & Speed ISBN 978-1-7327255-1-5

Review by David Muir



Jeff and Susan Lane's eponymous museum in Nashville is one of the gems of the automotive world. Its emphasis on the small, the unusual and the quirky set it apart from its equals amongst the 'mainstream' museums like The Petersen in LA and The Revs in Florida. Jeff Lane ruefully acknowledges that their hobby – collecting, restoring and displaying such vehicles – got a bit out of hand. However, the result is an incredible insight into the creativity, inventiveness and determination that drives people to design and build vehicles.

Respected author Ken Gross has written this first volume about a selection of the cars in the Lane. In this volume he covers 50 cars from the 710+ in the collection. Each has a brief historical background and anecdotes about its acquisition and operation, illustrated with Peter Harholdt and Bruce Sweetman's studio quality images of the vehicle and some of its details. Production values throughout its 144 pages are high, the layout is clear and very readable and the contents varied enough to warrant a frequent dip back in to discover yet another strangely interesting device.

In keeping with its collecting policy this volume includes micro cars such as the Peel P50, the Chevy Corphibian amphibian and oddities such as the Leyat propeller

driven sedan and my favorite, the double ended 2CV. While the selected examples are both broad and generously covered, the breadth and depth of this collection, once seen, is such that you are inevitably left wanting more. Further volumes in the same format would be very welcome and ideally similar treatments of the other themes in the collection (Mignet Flying Fleas, pushbikes, floating things and some of the more mainstream exhibits).

RECOMMENDATION

An excellent book on what is an excellent – albeit unusual and slightly wild – museum. Visit the one and buy the other if you have a chance. The book is available from: www.lanemotormuseum.org/bookstore#!/Lane-Motor-Museum-a-hobby-gone-wild/p/173112201/category=0

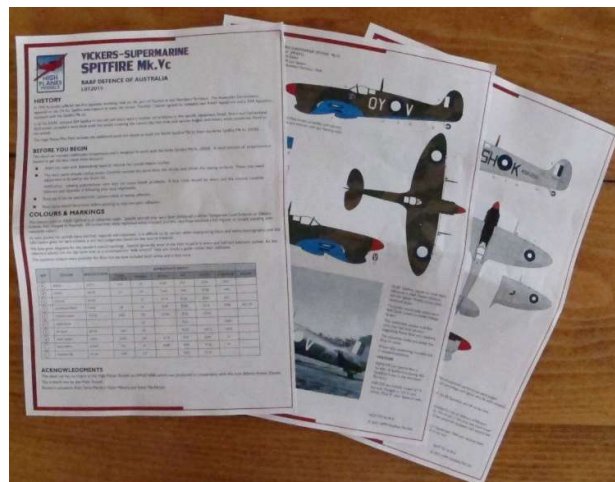
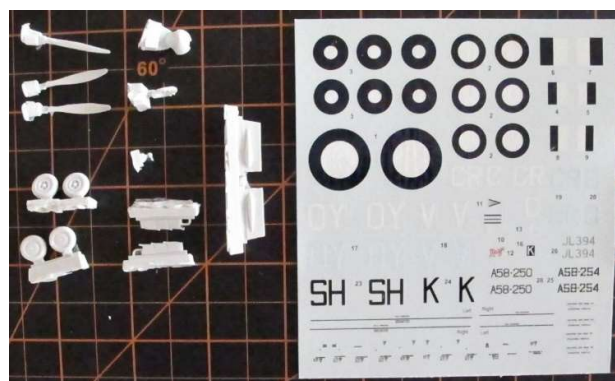
KIT AND PRODUCT REVIEWS SPITFIRE Vc ACCESSORY PACK “RAAF DEFENCE OF AUSTRALIA”

HIGH PLANES MODELS Set L072015 in 1/72

Reviewed by David Clark

Second opinions are always welcome here as they give another useful insight on the subject, so here is DC's review of the HPM Spit set also reviewed by Simon in 2021 No3.

Hot on the heels of the new Airfix Spitfire Vc comes this very welcome set from High Planes Models. It enables the Airfix kit to be assembled as one of several used by the RAAF, notably in the defence of Darwin early in that part of the Second Great Unpleasantness involving Japan.



The set consists of some 14 parts cast in polyurethane resin, a set of instructions and a set of decals. The polyurethane

parts consist of a pair of “fishtail” exhausts with gun heating tubes, a pair of five-spoke wheels, a pair of covered wheels, a pair of narrow cannon bulges, a spinner, backing plate and three blades for a DH Hydromatic propeller, and a domed rear vision mirror. It is worth having for the cannon covers alone, but the wheels are also very welcome – detail on the kit items is not as crisp as it might be. The parts are nicely moulded, with minimal flash. All come with casting blocks attached, but removing them should not be a problem.

The instruction sheet comprises three double-sided A4 sheets. It includes adequate instructions for assembling the parts, details of the three alternative colour schemes provided on the decal sheet, a diagram showing the positioning of stencils, etc., and notes on the vexed question of the colours used on the aircraft. The decals include the various styles of national marking used on the three aircraft depicted, squadron codes, serials, stencils, etc., and personal markings. They are cleanly printed, in register and look to be nice and thin.

The review example came direct from High Planes in Singapore for \$20 plus postage. I don't know whether they have an Australian agent. I would have no hesitation in ordering from them again - the set was in my hands about two weeks after the order was placed. A useful addition to the new Airfix kit and so: **RECOMMENDED**.

WAVE HT-487 MICRO RIVET PUNCH SET

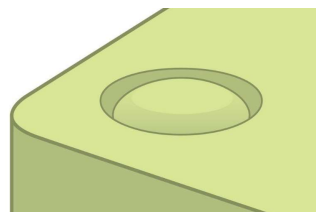
Review by David Muir



Wave Corporation makes a wide range of tools primarily intended for the Gundam market but most work just as well in other genres. Their products are generally well made and of decent quality and priced such that they represent good value.

The HT-487 set has 23 punches graded in size in 0.05mm increments between 0.25mm and 1.35mm. The ends are square cut and recessed with a dome to leave a fine ring that forms the ‘cutting’ edge. They are neatly stored in a simple cylindrical case along with a supplied plastic handle.

Calling them punches is probably a misnomer as they are meant to be hand pressed or lightly tapped rather than hammered to make their mark. As such they work well on styrene and soft metals like aluminium or annealed brass. The marks they form are similar to flush rivets as seen on the image below.



The set is the perfect tool for adding or restoring surface detail on kits with recessed riveting. At around \$20 it is not a bank breaker and should last a lifetime of modelling - so it is **RECOMMENDED**

HMS INVINCIBLE 1914 (Pre-War Battlecruiser)

FlyHawk Kit No FH1311 1/700
Reviewed by Lindsay Charman

INTRODUCTION

There have been a quite a few WWI warships released in the past ten years – an unheard of situation back in the previous century when I first got into 1/700 scale ship modelling. Back in those days, I was only into ‘modern’ ship-building, with 1960’s to 1980’s subjects being my favourites (and pretty much all that was available in polystyrene injection moulded kits, unless you liked US and Japanese WWII warships).

Nowadays there are many more subjects and eras available in 1/700 plastic. They include some brilliant Napoleonic ships of the line (intended for wargaming but lovely models in their own right), a whole selection of battleships and battlecruisers from WWI, and many, many more WWII warships with, at last, lots of non-Japanese/US subjects.



THE KIT

FlyHawk have built a solid reputation as a very high quality injection moulded ship kit manufacturer. They usually issue their kits in a basic kit and then later issue it in a highly detailed form, so the modeller can have a choice about what suits their particular modelling style best. FlyHawk’s prices can be quite high at times but it is possible to get a basic kit at a reasonable price sometimes.

The *Invincible* (launched in 1907 and commissioned in 1909) was a battlecruiser – a British concept of an essentially lightly armoured, largish sized hull with battleship calibre main guns and relatively high speed. The concept, as built and used by the British, generally proved flawed but *Invincible* and her two sisters enjoyed some success early in

the war. The *Indefatigables* were longer and wider than the *Invincibles* and along with other small details, they had their centrally mounted main turrets arranged somewhat differently. The class included both *Australia* and *New Zealand*.

Invincible survived the Battle of Heligoland and did quite well in the first Battle of the Falklands (both in 1914). She took part in Jutland where she probably fired the shells that later on sank the *Lützow* (classified by the British as a battlecruiser but more modern and better designed than *Invincible*). Ironically, and tellingly, *Lützow* and her sister *Derfflinger* returned three salvos at *Invincible* that quickly blew her apart.

I bought FH 1311, the basic all plastic version of the kit; FH1311/S (the later “deluxe” detailed version) when released should come with photo-etch detailed bits and brass gun barrels. There are about 275 plastic parts in the basic kit – I may have miscounted a bit because the parts are pretty small at times.

From opening the box, I was surprised to see that the model was only going to be about as big as a WWII County class cruiser upon completion (it is shorter but wider than the 1/700 *Aoshima Kent*). You get five sprues, with lots of small parts - the two main superstructure parts, the three funnels and the four twin turrets being the most obvious.

The hull consists of two (port and starboard) halves, a waterline base piece and two deck pieces. There is also a small metal weight piece to stick to the waterline bottom, presumably for stability or perhaps to reduce the chances of hull warping. A reasonable decal sheet provides two big ensigns and some smaller flags.

By my calculations, length and beam are quite close – using published dimensions the hull might be a millimetre or 2 short, and the beam about 1mm less. Everything seems to be nicely in proportion to the hull structure. The shape of all the main parts look great to me. The turrets, boats and funnels all look very convincing.

Fidelity of detail is great too, as befits FlyHawk's reputation. Hull sides have really nice representation of plating, scuttle and porthole detail. The turrets have lovely surface detail and the finesse of the small parts, eg the smaller guns, is excellent.

Assembly looks generally quite straightforward. The main hull, armament and superstructure, including the funnels, look really quite simple. However, I suspect that I will find it a bit challenging to work on the multiplicity of smaller parts and I will have to be very careful mounting the masts and checking their alignment.

The overall finish of the model is very convincing and it looks like it will take a plain coat of grey (dark or light, depending on whether you depict the ship pre-war or which battle you choose) and it should weather up nicely. I don't think that *Invincible* was ever camouflaged as such (that is, in a camouflage pattern), although some other WWI British certainly battlecruisers were. So it is just a matter of deciding on what shade of grey to paint her.

RECOMMENDED

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THE PRIDE OF PAY'N PAK HYDROPLANE

CraftMasters Kit #25004 in 1/25

Review by Mike Buonarroti

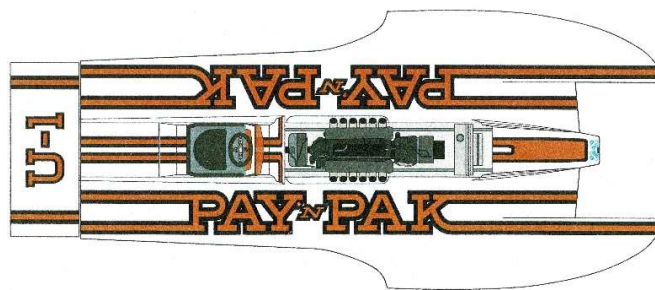
Hydroplanes derive their speed from hydrodynamic and aerodynamic forces lifting their hulls out of the water and thus eliminating all but a small fraction of their water drag. Typically they plane (i.e. 'fly') at 100+ MPH with just three points (two points forward under their sponsons and their propeller aft) in contact with the water.

Unlimited hydroplane racing began back in the early 1900s and boomed after WW1 thanks to the availability of relatively cheap, relatively powerful surplus aircraft engines. Early post war races were dominated by big Liberty engined boats, notably the twin engined *Miss America*. Rule changes reduced the allowable engine capacity and effectively banned multi-engined hulls, thereby leveling the entry fields up to WW2.

After WW2 military surplus aircraft engines were again readily available and Merlin and Allison V12s became the engines of choice. In more recent times availability decreased and costs rose, paving the way for turbines to gradually take over as the preferred powerplants.

The first *Pride of Pay'N Pak* hydro was designed by Ron Jones and began racing in 1970. It was so successful that Dave Heerensperger, its owner, sold it to Budweiser and commissioned a new boat from Jones. The new boat took the same name (aka *Pay'N Pak*, *U-25* and the *Winged Wonder*) introduced many innovations including a 'pickle fork' hull made from Hexcel honeycomb aluminium and more obviously a horizontal stabilizer on a pair of fins.

Challenged mainly by its predecessor, now named *Miss Budweiser*, the new *Pay'N Pak* won the National Championships in 1973, 1974 and, renamed as *U-1*, 1975, was sold to Atlas Van Lines and promptly won again in 1976 and raced on as *Miss Madison* until the late 1980s.



THE KIT

CraftMasters is a two man outfit producing small runs of selected hydro kits in resin in 1/25 and 1/48 scales. The 1/25 versions are packed in a strong 420 x 210 x 75mm box; it has to be strong because it has to contain and protect a little over 1.8 kilos of resin. Bubble wrap and slabs of foam rubber help secure the bigger parts with the smaller engine and accessory parts grouped together in zip lock bags.

There are roughly 40 parts, all moulded in cream resin with a transparent orange strip and template for the windscreen and a bag of braided hoses for the pipework. My kit had what I believe were additional items not found in the normal kit including a second cockpit fairing matched to a slightly different pair of fins and an engine cover, all to duplicate the early 1973 and late 1975 configurations of the boat.

The hull is massive – some 350mm long and 170mm wide – and is cast as a single piece weighing in at just a bit under 1.3 kilos. Given its size and the fact that this is essentially a ‘garage kit’ it is reasonably well cast but it does need considerable fettling to bring it up to scratch, especially as the overall finish – gloss white – will be very unforgiving of any defects. The upper surface is not too bad, just a few small surface blemishes and a couple of dings on some of the edges that need attention. Most of the effort is on the underside, tidying up, straightening and smoothing surfaces, replacing the tissue paper thin floor and filling the many holes that appear when bubbles trapped in the resin get exposed by all this repair work.

Thankfully the detail parts are generally better, albeit with a fair degree of flash to be removed. The Merlin engine and its accessories in particular are well detailed and are an excellent basis for what becomes the literal and visual centre piece of the finished model. The supplied braided lines are a bonus and AN fittings from the Studio27, Hobby Design or RB Motion ranges will enhance them nicely. In my experience long thin resin or white metal parts are rarely successful when cast in silicone molds – they always seem to end up bent. There are quite a few in this kit (steering and prop shafts, wing bracing, etc.), all are easily replaced with suitable sizes of Albion Alloys alloy or Hobby Design stainless rod and tube.

The *Pay’N Pak* is a surprisingly simple kit and the slightly amateurish instructions are a more than adequate guide for the basic assembly task. However, a bit more guidance as to the use of the extra parts and the arrangement of the secondary sponsor’s stickers would have been a help. CraftMasters include some images of the restored *Pay’N Pak*; but like all restorations this information should be treated with caution as they do not necessarily match ‘in period’ references. Thanks to its success the boat is well covered on the internet and it is not hard to find reference images from back in the day.

The decal sheet is massive, some 400mm x 140mm, beautifully printed and perfectly in register. It includes all the graphics and contingency sponsors decals with plenty of spare orange and black striping. You need to cut out each item as the carrier film is continuous across the sheet. Most of the graphics (including the names) are straight edged so, apart from some time, a sharp scalpel, a steel ruler and a bit of care the task is not onerous.

Out of their element these are clumsy beasts. Because of their width the teams transport them to races canted at an angle on long trailers, launching and moving them around with cranes. The problem recurs when working out how to display them as models as they need to be supported and their delicate undersurface projections (prop, rudder, chines and planing points) protected. CraftMasters do make a generic trailer and do supply a U shaped Perspex stand but it is not hard to make a set of saw horses such as the teams use dock side at each event...but do make them strong!

RECOMMENDATION

As a ‘garage kit’ of an obscure subject this will not be everyone’s cup of tea. Interested modellers will enjoy doing the required work and what ends up as a spectacular model. Kit assemblers should probably look elsewhere.

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CAUDRON C.450 and C.460

S.B.S. MODEL Kits SBS7022 & SBS7023 in 1/72

Reviewed by Dominic Prieur

As a devotee of French aircraft I read Dave Muir’s review of the SBS Caudron C.561 with interest as I have both of its Caudron predecessors in my collection. Like the prototypes they are variations of the one basic design and the SBS kits share most of their major resin components such as fuselage, engine and tailplanes. They are packed in zip lock bags (four for the C.450 with two more for the C.460) inside a solid, top opening box and protected with a length of bubble wrap.

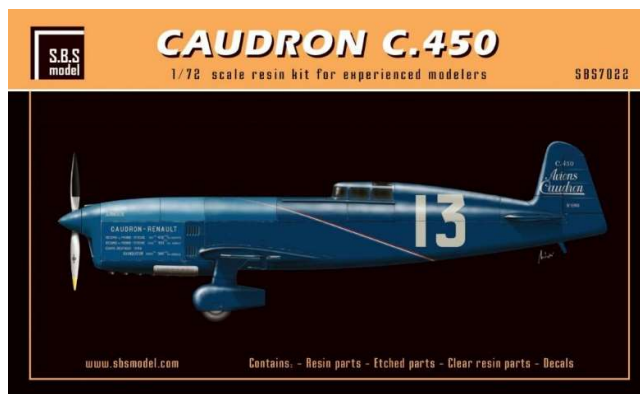
The fixed undercarriage C.450 has 33 grey resin parts plus one clear part (the canopy) and a small photo etched brass fret of interior bits. The C.460 with retracts has the same basic parts but with wheel wells in the wings, ten more resin bits for the undercarriage, lost wax cast brass undercarriage legs (same as the C.561) and a second photo etched fret for its two radiator panels and gear doors.

The bigger of my (two) disappointments with these kits is the absence of a fret for the C.450’s radiator. SBS show what is possible as those for the C.460 are excellent and really enhancing the model. They show up badly the absence of the panel on the C.450 when the two are side by side. On the plus side SBS were happy to sell me two extra PE sheets so I can retro fit both the C.450 and C.561 but it would have been nice if they had been included in both kits.

SBS does include two part presses for the left and right C.460 etched doors to shape them to match the fuselage contours. They ‘work harden’ quite quickly so I recommend you anneal the fret before attempting to shape either the doors or the radiator panels; they need to be very soft. Any gas cooking ring or even a cigarette lighter and a pair of long tongs will work and, if need be, repeat the process.

Like the C.561 there is a printed film to sandwich in the three part instrument panel. Unlike the C.561, SBS give you a simple representation of the engine block and enough bits to be convincing when you look into the small cockpit openings.

Overall these kits are beautifully engineered and are a real credit to Otto Jozsa who did the design work. The fit is flawless and the surfaces are cleanly moulded and true. The undercarriage legs, canopy masks and the door presses are thoughtful and clever inclusions that address the more challenging parts of the build.



The C.450 comes with one set of markings for Hélène Boucher’s well known No 13 record setter. The C.460 comes

with two; Maurice Arnoux's No 6 Deutsch de la Meurthe Cup winner and Michel Detroyat's No 100 Greve and Thompson Trophy winner.



Like Dave I think the absence of an interior painting guide is a bit disappointing and I agree with his suggestion that the interior was painted in a light grey. "French Racing Blue" is one of those problematic colours that are discussed and argued about endlessly without ever reaching agreement. My view is that you should paint it any dark-ish blue that falls to hand as no one will be able to prove that it should be otherwise.

RECOMMENDATION

Excellent and complete little kits, thoughtfully engineered and therefore straight forward to build. Despite the warning on the packaging that they are for "experienced" modelers, built 'out of the box' they are fun and well within reach of all but the most novice builder.

TIGER I

Airfix AO2342 in 1:72 scale

Review by: Simon Wolff



Many of us older modellers who started in this hobby numerous decades ago might remember the original Airfix Tiger which was in 1:76 scale. It was released in 1964, with its thick rubber tracks! Well this new Tiger is in the more popular scale of 1:72 and no longer features those fiddly rubber tracks as this kit comes with solid plastic link and length tracks.

What to say about this kit, well it feels to have been built for the war gamers market, it's fairly simple to put together as far as the hull and turret goes and the hatches are all closed whereas on its predecessor they were

supplied as separate parts. However, this kit has more of the new Airfix style of kits, the link and length tracks are a vast improvement but still they lack some detail and while building mine there were noticeable gaps where the drive and return wheels track parts fit. The drive sprockets needed filing down so the tracks parts could sit on them.

Which brings me to the different options you get for the tracks and wheels, you have one option which is basically the tracks and wheels all moulded in one slab which is divided into two parts, very basic looking but boy it could save so much hassle and time. Then you have the set of three wheels all moulded in two parts with exterior individual wheels on the inside and outside... not as easy as the first option but easier than having to assemble all the many road wheels that the Tiger had (like you did with the first Airfix Tiger).

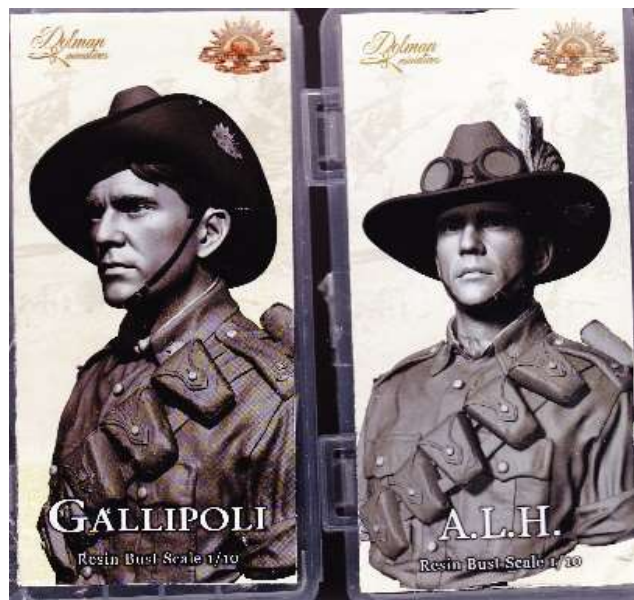
Some of the tools that the Tiger carried come moulded to the body of the kit the exception is the towing cables which come separate as are the spare tracks attached to the turret, then the jack also comes separate. Like its predecessor the gun elevates and the turret rotates. As for markings you have two options one is for the infamous Michael Wittmann tank number '007' and the other carries the same number as the earlier Tiger I kit number '332' but instead of a desert yellow looking scheme the new scheme is for a white painted Eastern Front Tiger.

As for the Wittmann Tiger scheme the kit does not come with Zimmerit nor does it appear with the correct road wheels for his tank, the kit wheels have rubber wheels and apparently his tank had solid steel wheels; like I say I think this kit is for war gamers as possibly the other Airfix tank a Sherman Firefly might also be for that interest. However I have to say the kit basically looks accurate as a Tiger tank but if you want something more authentic you might try and get the Dragon kit but then be prepared to pay twice the price! The colours quoted for painting the kit are Humbrol colours and I bought a set of three to do Wittmann's tank and they look good enough to do the job. In the end it is \$20 of fun...

A.L.H.- AND GALLIOLI

1/10 Scale Busts by Dolman Miniatures

Reviewed by Bill Renfrew



I was asked by Andrew Moores to review these busts at the April meeting and have elected to review them together. Both consist of three resin parts and a white-metal plume. The torsos and plumes of the two figures are the same for both kits with different heads and hats. Both busts represent light horse troopers wearing regulation dress (more or less)

Both busts wear the standard AIF tunic with the top button undone and the sleeves rolled up. This tunic was made in Australia and was khaki of a brownish hue. All metal elements, the badges and buttons were of blackened bronze and were not at all shiny. In fact wartime badges were not shined up until they were worn by militia units in the 1920's prior to the issue of regimental badges. I have some reservations about the shoulder strap which more like the shoulder boards worn by Imperial Russian troops. When the tunics were made, the shoulder straps were sewn into the sleeve seam and so do not stand proud. The collar dogs are present but are a little faint. Care will have to be taken when painting them. Regimental colour patches of the First, Second and Third Mounted Brigades were rectangular 2.5x1.5 inches. Those on these figures are almost square. This will need to be modified. The "Australia" titles at the end of the shoulder straps are represented by simple curves. Maybe something can be done in painting, but it is very fiddly.

The load carrying equipment worn is the 1903 pattern Bandolier Equipment. Consisting of ten round pouches on a belt. The lower end has a strap that attaches to the waist belt. Consequently the belt carries on to that point. On the kit, there is a pair of straps that curve up sharply under the armpit. This is not correct and will need to be rectified for a correct appearance. This will involve removal and resculpting of the errant straps. This was originally an infantry equipment and had provision for knapsack, greatcoat carrier and haversack. Since mounted troops carried most of these things on their saddles, the cavalry version had an additional four pouches on the back giving more ammunition for ready use.

The Hat, Khaki, Fur Felt. Or Slouch Hat is well depicted on both busts. The "Gallipoli" bust has the left side turned up with the Australian General Service Badge (Rising Sun) on the turn-up while the "ALH" bust has the brim turned down to act as protection from the sun in Sinai and Palestine. The hat band is the simple dark khaki band typically worn by the First AIF rather than the more complex puggaree used both earlier and later. The edge binding of the brim is clearly depicted. The chin strap is moulded onto the head and is commendably thin. This means that the adjusting buckle typically located near the left side of the mouth, while present, is a little hard to see. Be careful when painting. The plumes for both hats fits into a flat location above the hat band. The "ALH" bust also has a pair of goggles on his hat. How he manages to put them over his eyes, I'm not sure and many photographs of such goggles in use show them around the neck when not in use.

The fit of these busts is excellent. There are good positive location points and square pins to ensure that alignment is correct, I wish more figure manufacturers would do this.

The busts come in a rather nifty plastic box and a word of caution here as they are rather difficult to open. Care must be taken to avoid damage to the box. There are no instructions for these figures, only a photo of the finished bust on the box. There is a note on the side of the box referring to their website for documentation to enable painting. I was unable to find it. I would recommend the Osprey Men-at-Arms book "The Australian Army in WWI" for a good general view.

Notwithstanding my comments above, I think that these are very nice bust that with a little work will build into a nice addition to a collection of Australian subjects. However you will need to source a suitable base for each bust as none is provided. Maybe talk to Glen at a meeting or look in the drawer knobs section of your local Bunnings. I highly recommend these busts. I believe Andrew bought these from BNA on-line..

N.S.W. LANCERS BOER WAR

90mm Dolman Miniatures
Reviewed by Bill Renfrew



The 1/15th Royal New South Wales Lancers are a current cavalry regiment in the Australian Army Reserve. They trace their ancestry back to the Sydney Light Horse and NSW Cavalry Reserve raised in 1885. By 1894 the regiment was styled the NSW Lancers. The Parramatta troop moved into the Smith St Barracks in 1891. This figure wears the full dress worn by the regiment from 1894 until the eve of the Great War. In 1899 a squadron of the regiment went to England for training and to attend Queen Victoria's Jubilee. Most of this squadron opted to join British Forces in South Africa at the outbreak of the Boer War. This Full-dress uniform was worn by the squadron during the Jubilee procession and at other times in England. For the majority of their time and for active service they wore a regimental pattern khaki service dress, a much simpler uniform than that depicted here.

This figure consists of two resin parts (the torso and upper legs) and fourteen (14) white metal parts (head, hat, plume, cartouche, boots, arms lance and spurs). They parts are very well cast with a minimum of mould lines and small pour stubs that are easy to clean up. The fit of parts is generally very good with good positive location points and square pins to aid alignment. One exception to this is the joint between the torso and upper legs where the pin may require some trimming to ensure a positive fit.

On the back of the arms is a prominent line. This is not flash but represents the piping that the lancer uniform had. Do not be tempted to clean it off.

The lance is presented as three parts with the centre part including the figure's right hand. It is the 1869 pattern lance with bamboo shaft. Here we have a small problem as the manufacturer has presented us with a flat leaflike blade while that of the 1869 lance (and subsequent patterns) was triangular in section and not a lot wider than the body of the lance. This will need to be rectified. Otherwise everything else looks good.

In common many figure kits, there are no instructions. The only colour reference is the photograph of a completed figure on the box top. In the case of the NSW Lancers, we do have (in addition to the many printed sources available) the NSW Lancers Regimental Museum in Smith Street Parramatta. This nice little museum is open to the public most Sundays from 10:00 until 16:00. Entry is \$7.50 for adults or \$5.00 for concession holders. Even if you don't want the figure, it is well worth the visit.

As you may have guessed, I really like this figure and highly recommend it. I understand that Andrew bought it from BNA.

GENERAL NEWS

Ley at Platypus Publications advises anticipated new releases are as follows:

From **HARPIA**:
MODERN TAIWANESE AIR POWER due out at the end of May.

From **EUROPEAN AIRLINES**:
CURTISS DESIGN 75 HAWK, P-36 AND INTERNATIONAL DERIVATIVES
 by Dan Hagedorn and Amaru Tincopa
 A monograph about all Curtiss Design 75 and P-36 version produced in the world. Includes colour profiles and loong production list with the fate of each aircraft...and...

ROHRBACH - GERMAN ALL-METAL AIRCRAFT PIONEER
 by Lennart Anderson and me (Rob Mulder) about all the aircraft built and aircraft projects of this genius.

Due for release in June:
 From **Trackpad Publishing**
 Australian 25pdr
 Belgian Gepard
 Israeli War of Independence; Pictorial History

From **Mushroom Model Publications**
 Vehicle Single; 7TP
 USAF Combat Colours in Vietnam
 Camera On; Renault R35/40
 Polish Fighter Colours Vol 2

Lindsay Charman sends news of a new 1/700 model of *HMS Glorious* by **Triumph Model**. He is unsure if the "Combined Production" note on the box indicates the manufacturer is a consortium or that the kit is multimedia. Either way it looks like it is resin and very tasty!



NSW SCALE MODEL SHOW

May 15/16 2021 at Hooka Creek Road, Berkeley
Review by Simon Wolff

The NSW Scale Model Show was the first show to be held in NSW since the start of the Covid Pandemic. I have to say it felt like old friends catching up with each other after a long hiatus and feeling the joy of meeting face to face. You could almost feel the relief as people greeted each other and to be in such proximity to traders, built models and a Swap and Sell again was a real pleasure.

The show was much as it was two years ago, recalling that - like all the 2020 shows around the country - it was first delayed and then completely cancelled. Held in the same huge basketball court venue with its familiar layout of four long rows of tables for the many competition categories. But this year (unlike 2019) there were reminders of the current Covid situation with signs asking people to check in using the QR codes and lots of sanitisers for people to do their twenty second hand washing! Along with other signs reminding people to keep socially distant, something which really didn't seem to be followed all that much from what I could see.

The show followed the familiar format of having traders, various club displays (ranging from modelling to war gaming) and the ever popular Swap and Sell arranged around the outside. In the centre of the show were the rows of tables for the competition entries of which there seemed a large number. I did notice that the larger scale models were far more prevalent than the one true scale, in fact I would say a tsunami of large scale models.

I did hear someone say there was over four hundred entries but I can't confirm if this was the case or not but it looked massive, the vast majority being aviation or military vehicles. There were of course numerous under supported categories which should see a bumper number next year, as some of us (er not me!) aim to pick to enter the easy categories in the hunt for a gong (all said tongue in cheek!). As for the standard of entries it was very high, being in lock down seems to have been helped many modellers with their skills being honed even more. The overall standard was really very high, so it looked a tough job for the judges to choose those that they felt deserved acknowledgement. There were many Bronze, Silver and Gold ribbons awarded but only one first place in each category.

It was good to see tables promoting other interests such as the air league and war gamers. The Swap and Sell was a terrible place of temptation for anyone in the vicinity. I understand that the number of items on sale may have been well down on two years ago, does this mean modellers are hoarding more in case this pandemic lingers on for more than we would care it to? Interestingly out in front of our stand was a portent of things to come for our hobby, which will probably make big inroads in the future that was two very large 3D Printed aircraft, one a massive Tornado aircraft and (see above) a beautifully sleek Concorde model!

APMA had a stand at this year's show, thanks to the kindness of the host club IPMA; our stand was located next to the Sydney Scale Model Show team's stand who were promoting their scale model show which hopefully

will take place at St Marys RSL this September. APMA had a good display of models provided by Warren Evans (who spent a lot of his time building for this display) and the stand was continuously manned by a wide number of club members over the two days. The added advantage was the table provided those members attending with an opportunity to get some modelling time in while in the company of other likeminded obsessed/enthusiastic and sharing club members! In fact if you were not careful and made the mistake of leaving your seat unattended you were likely to lose that seat very quickly! (which I can attest to ☺). Paul Green though must get the prize for the biggest kit with the greatest number of parts, some seven hundred plus! Of which he did get to make a small dent in... although only a very small dent at that! Along with those who helped out on the club stand there were a number of our country members who spent the weekend in the vicinity and dropped by to say hello with a few entering models in the show itself.

When we have a club stand at a show we seek to produce a different display of multiple models each time we attend, with a theme of multiple example of one type which seems to attract more attention than just having a bunch of the same built models at every show. We had planned to have a display last year celebrating the Battle of Britain's 80th anniversary but as you know the show was cancelled. It's always fun choosing a theme and then gathering a collection together of a number of suitable models for the subject matter. This year at Illawarra it was seven Corsairs (different marks and national markings) on a wooden type carrier deck. Next year's theme is yet to be decided but if you would like to be involved with building for the display let Warren, myself or the committee know and we will take it into consideration. Donations and loans of suitable models are welcome and, if you provide your own models, they can be returned if you so desired. Do have a think about it...

The APMA stand was manned both days by volunteers and was on display for the entire show period, we did manage to attract good interest with the possibility of gaining three new members, a great reward for the long drive there and back. Obviously we promote the club by attending these shows which helps swell our numbers and ensures the club thrives so many thanks to all those who helped out over the weekend.

Overall the show was well worth attending, the organisers were very friendly and helpful. If you intend attending a model show put this one on your list. My thanks to Illawarra Plastic Modellers Association for putting on a great show.

On behalf of the members the Committee would like to add our thanks the crew (Warren, Paul, Simon, Andrew J, Andrew M, Peter and DC) that manned the APMA stand at Illawarra (and Simon for this report!)...their efforts are very much appreciated...(Lindsay, Dave, Steve and Chris)

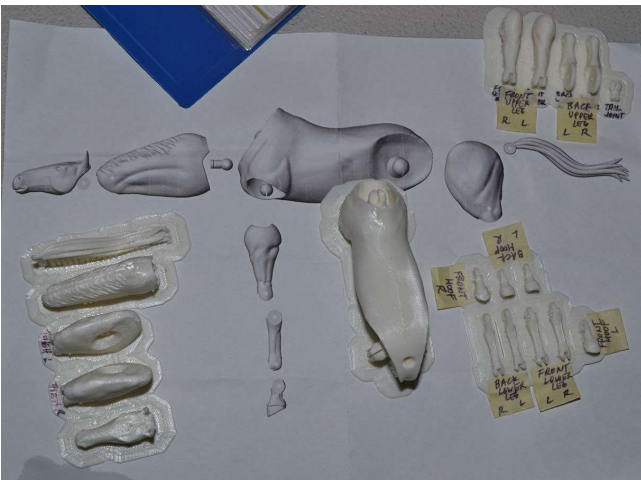




Above: Views from the IPMA Show, May 15/16 2021 with the 3D printed 1/10 scale Tornado at the bottom right...

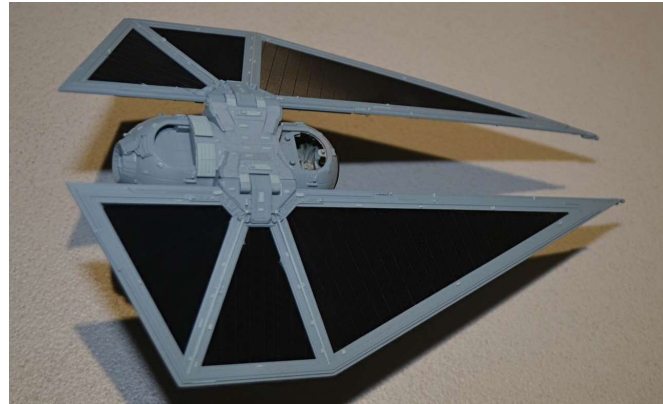
PHOTOGRAPHS FROM THE MAY MEETING

(Images courtesy of Bill Renfrew and Simon Wolf)



Top: Jiri Kurei's elegant CAC CA-15. Below and top right: Chris Cole's exquisite pair of Midget race cars.

Above: Malcolm Armour's 3D horse pieces printed from a purchased CAD file...the future of modelling?



Top: The ex-Treasurer, Treasurer and President discussing their latest photo etching projects. Center: Ken Taylor's neat little Jadpanther work in progress. Bottom: Lindsay's Star Wars TIE Striker again.



Above: Lindsay Charman's impressive 1/32 scale US to British Phantom conversion and his TIE Striker from Star Wars Commander.