

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 9 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 Editorial team.

APMA MEETINGS

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

For meeting details visit the APMA web site at:

<http://apma.org.au>

NEXT MEETING: Who knows when?

2021 Committee

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

EDITORIAL DROPPINGS

Welcome to the ninth of our Newsletters for 2021. We have been heartened by the response to our request for articles - any articles - for the Newsletter. This time around we have a couple of excellent pieces from Ian Wrenford and Chris Cole; our thanks to them both!

AUGUST & SEPTEMBER NON - MEETINGS

We hope you all are well and using the opportunity to get some modelling done and, although it is still looking increasingly unlikely at this point, we look forward to seeing the results, hopefully in October but now looking more likely in November. We will let you know when we can get together again...

UPCOMING EVENTS

As we have come to know the best laid plans of mice and men are subject to change. Subject of course to confirmation (almost on a daily basis) the known dates at the moment are listed below and we will keep you informed as things evolve:

Wagga & District Scale Model Show: 23 & 24 October

Australian Model Expo:(Melbourne) 30 & 31 October

ScaleACT: (Canberra) 30 & 31 October

Sydney Model Ship Club Expo has been moved to November 20 and 21 and is at a new venue: Wests Ashfield, 115 Liverpool Road.

The Sydney Scale Model Show has been cancelled and the gang are hoping to reschedule SSMS to early in 2022.

QT BUNNI COMPETITION

The QT Bunni Comp scheduled for August has obviously been cancelled and is tentatively postponed to October or November following what we hope, fingers crossed, will be our APMA Swap & Sell also rescheduled to October.



2021 Theme – Things Mentioned in Songs

The Australian Plastic Modellers Association is supported by the following:



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Publications

platypuspubs@y7mail.com



www.creativemodels.com.au



www.starhobbies.com.au

BOOK REVIEWS

BRISTOL FIGHTER

Frank Barnwell's Ubiquitous Multirole Masterpiece...

By Ray Sturtivant, Gordon Page, James J Halley & Philip Jarrett

Air Britain Publications ISBN 9780851305363

...and...

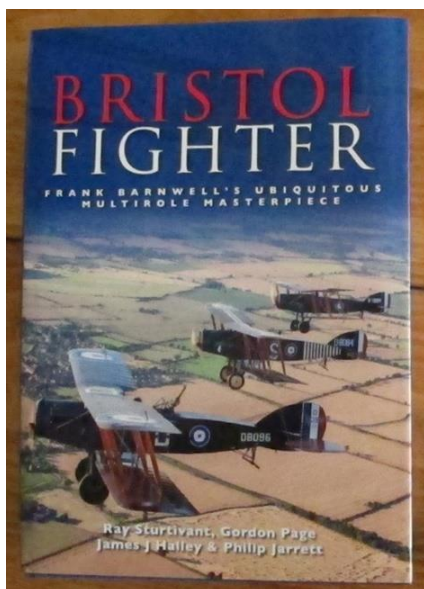
SCOTTISH AVIATION PIONEERS

By Chris Hobson

Air Britain Publications ISBN: 9780851305448

Reviewed by David Clark

These are two more of the "Everything You Ever Wanted To Know But Were Mortally Afraid To Ask About" titles from the Air-Britain stable. I will deal with them together because they follow essentially the same format.



BRISTOL FIGHTER

The Bristol book is a substantial offering – A4 size, hard covers, 472 pages, good quality paper – as befits an aircraft with such a substantial record in both military and civil operations. It begins with the development of the Bristol F.2A in early 1916 as a replacement for the B.E.2 (the R.E.8 was developed for the same purpose).

The evolution of the Bristol, originally designated R.2A in view of its intended use for reconnaissance operations, is detailed at length in Chapter 1, including its morphing into the F.2B and its entry into service. F.2B production and development is detailed in Chapter 2, and the type's entry into service in Chapter 3. Chapters 4, 5 and 6 cover operations to the end of the war, Chapter 7 covers the fighting in Italy, and Chapter 8 operations against Turkey. In Chapters 9 and 10 we learn of the type's use by Home Defence and Training and Support Units respectively, and in Chapter 11 the Brisfit's use post the Armistice is detailed.

Its use in Ireland is covered by Chapter 12, post-war operations in the Middle East in Chapter 13, and operations in India in Chapter 14. The type was produced

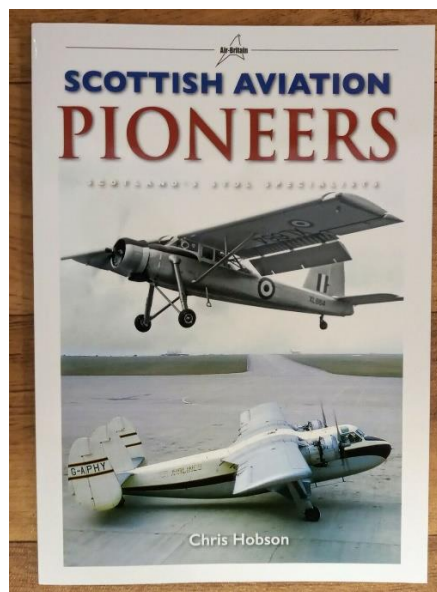
in America, and this is covered in Chapter 15. Chapter 16 details more post-war production and service, Chapter 17 covers trial and test aircraft, Chapter 18 covers the extensive use of the F.2B by other nations, not including Australia – Birdwood recommended that the type should form part of our allocation under the Imperial Gift, but this was not taken up. Civilian use is dealt with in Chapter 19, with pp. 237-239 covering the type's use in Australia. Various derivatives from the original design are traversed in Chapter 20, and the final Chapter deals with flying the beast.

As is usually the case with these books, there is a listing of individual RFC and RAF aircraft, detailing each airframe's time in service and ultimate fate.

Finally, there are no less than 12 Appendices, setting out specifications (Appendix 1), armament and equipment (2), data, weights and performance (3), contracts (4), rebuilds (5), named aircraft (6), civilian aircraft (7), Bristol sequence numbers (8), RFC and RAF Units (9), survivors and reproductions (10), the F.2B in detail (11) and line drawings and colour profiles (12). The latter is especially useful to the modeller – the line drawings are by Mick Davis of Cross and Cockade, and are beautiful. Finally, there is a Bibliography and a (very extensive) index.

All this is supported by a wide collection of photographs clearly reproduced (subject, of course, to the condition of the original picture) showing much detail and many different airframes. From a modelling perspective, these alone are worth the outlay.

All this comes at a price – about AU\$113 or AU\$75 if you're an Air Britain member. Postage is extra – this is a substantial lump of book (more than 1kg), so that's not going to be cheap all the way from Pommerania. Nevertheless it's worth it – you'll never want for detail about the Brisfit again!



SCOTTISH AVIATION PIONEERS

This is a much smaller item, as befits the subject. It's still A4, but soft cover, and only 115 pages. Despite that, the quality is still there.

It covers both the Pioneer and Twin Pioneer, and follows essentially the same format as the Bristol book. There are chapters on the design, manufacture and development of each type, four chapters on the RAF's use of both types, a chapter on each type's use by other air forces and a chapter on civil operators.

These are followed by Appendices covering RAF units, individual Pioneer histories, individual Twin Pioneer histories, airframe write-offs (talk about inspiring confidence in the aircraft ...), surviving airframes, cross references (military serials with civilian identities) and specifications. It is rounded off with a bibliography and an index.

Once again, there is a wide selection of well-reproduced pictures, many in colour, of both types. There are also line drawings, but this time no profiles.

This one is much cheaper - about AU\$41.50, or about AU\$32 if you're an Air-Britain member. Again, postage is on top, but we're dealing with a much lighter volume here. Once again, recommended if this is an aircraft of interest - there's everything here you'll ever need to know...

KIT AND PRODUCT REVIEWS

BRITISH STAFF CAR FORLITE 8HP

ACE kit 72513 in 1/72 scale

Review by: Simon Wolff



Introduced in 1939 (from the Austin 8 range) and powered by a 900cc side valve engine. Buyers could opt for a two or four door saloon.

One of a large range of 1:72 scale military vehicles from ACE of the Ukraine. Another lovely little car of British origin, this kit has also been produced as a two door convertible which I built some years ago to go with RAF aircraft models. This is your typical ACE kit; thin flimsy cardboard packaging with the three sets of sprues stuffed in a zip lock bag with a single A4 page instruction sheet folded over to make four printed pages of rudimentary 'instructions'.

As I said, I have built their convertible version of this kit and I have to say I found it a real struggle! It felt like I was battling it to get the parts to go somewhere towards fitting together! Possibly I was mistaken but there was a decent size amount of Milliput required round the rear wheel arches to fill the substantial gaps. This is definitely not a fall together kit, more a stuff it together sort of kit.

The three sprues are moulded in a light grey, most parts tend to resemble something akin to the image in the instruction sheet, what I am saying is that every part will need to be cleaned up using a file or sanding stick, not to mention some real care when removing some parts (like the fragile steering wheel) from their sprue. But saying that for such a tiny model you get quite a lot of parts, some might say too many parts.

As per most of their kits I have found I needed to do a lot of dry fitting and double checking location of some parts using reference material as nothing is quite what it seems in the kit instructions! One thing to watch out for is the fitting of the steering wheel, I have found with their other kits that once fitted there is no way anyone could sit in the driver's seat and they would need to have their legs amputated to drive it.

Another joy about the kit instruction sheets is there is rarely if any colour guide for the inside of the cars! So do your research and here ACE do supply on their web site some reference photos of the real thing, but you may need to go further afield like an Austin fan club for other photos.

The kit comes with markings for two vehicles one for a vehicle belonging to the BEF in France and the other a civilian version in overall black with different parts (such as number plates) from the military version. There are no clear parts for the windows but a template is provided for you to make your own.

While I have been rather critical of the quality of ACE kit they can be built and they do look good when completed it is just the effort required to do so is above and beyond the call of duty. And they have good box artwork!

DH.89 RAPIDE/DOMINIE

LUKGRAPH kit 32.26 in 1/32 scale

Reviewed by Dave Clark

The DH.89 Dragon Rapide was designed by the De Havilland Aircraft Co Ltd as a faster and more comfortable development of the DH.84 Dragon. It was all wooden construction with fabric covering and featured the tapered wings and trousered undercarriage of the DH.86s. Powered by 200hp DH Gipsy Six engines, the prototype first flew at De Havilland's Hatfield works on 17 April 1934, and the type went into continuous production over the next ten years. A total of 728 civil and military DH.89s were built and used in almost every country worldwide. From 1937 production Rapides with various refinements and engines changed to 200hp DH Gipsy Queen 3s were designated as DH.89As.

With the outbreak of WWII, many civil Rapides were impressed by the British, Australian and New Zealand Governments for use by the military. To supplement the impressed aircraft, the British Air Ministry placed large orders for newly built DH.89s for RAF and Royal Navy Fleet Air Arm, with 200hp DH Gipsy Queen 3s that were designated as DH.98B Dominies.

By 1942, after 185 military Dominies had been built in the previous year, all Hatfield factory space was needed for DH.98 Mosquito production. The Dominie assembly line was transferred to the Brush Coachworks Ltd factory at

Loughborough, Leicestershire where 346 were completed as either Dominie Mk I (navigation and radio trainers with cabin configured for 5 trainees) or Dominie C Mk II (communications and transport aircraft, some as ambulances with two stretchers).

Hundreds of surplus Dominies and impressed Rapides were sold after WWII in Britain, to join the surviving pre-war Rapides in civil service. The ex-military Dominies were designated DH.89A Rapides. The type became the mainstay of local airline services and charter operators, and the 200hp DH Gipsy Queen 3s that were widely available from military disposals became the standard engine for all models.

History above is from Geoff Goodall's site (goodall.com.au)



THE KIT

Lukgraph is a Polish company that has been around since 2006, specialising in resin kits of British and American subjects from the "Golden Age" between the wars and more recently venturing into some lesser known WW1 subjects. At present there are some 42 kits available from their web site (www.lukgraph.pl).

The Rapide kit comes in a sturdy, 330 x 225 x 60mm top-opening cardboard box which itself has an overcover printed in the relevant markings. Two variants are offered, the only difference being the markings included in the box - 32-26, with alternative markings for a Royal Navy Dominie, a USAAF Dominie or an Israeli Air Force Rapide; and 32-27, with markings for a wartime Scottish Airways Rapide. The review kit is 32-26. If none of the markings on offer are of appeal, the magazine will shortly be featuring some Australian subjects, starting with one of the Adelaide Airways/ANA aircraft.

The box contains a pair of fuselage halves, bubble wrapped for protection, four zip-lock bags containing the wings, nacelles (moulded in two halves), tail surfaces struts, main wheels, the cabin floor and the passenger door, and a pair of 3D-printed props. Separate packages contain 3D-printed seats, nacelle fronts, the tail wheel and its yoke and various other small items. Two exquisite, 3D-printed Gipsy Queens and their exhausts round out the resin parts list.

There is also a sheet of photo-etch that has the cabin window surrounds, seat belts, flaps, walkways, the

instrument panel face a collection of components to make up the cockpit engine controls, stitching for the fuselage fabric and the rigging. Finally, there is a full set of pre-cut cabin windows, a vacformed cockpit canopy (with a spare), a set of masks and decals for the three sets of markings.

The kit is a good example of high-end resin moulding. A dry fit suggests that everything will go together without much grief, although all joining faces will need to be dressed to get nice flat surfaces. A nice feature is that the strut ends and other high-stress joints are wire reinforced, so that the risk of your pride and joy coming apart under its own weight (this is a big kit, with lots of resin in it, and it weighs out accordingly!) is substantially reduced.

Note that the kit does not have an opening for the cabin window often seen, especially in pre-war aircraft, aft of the passenger access door on the port side. The necessary etched frame and transparency are included, though, and the task of opening up the hole should not be beyond the skills of anyone who is able to take on this kind of model.

Instructions come in the form of a 16 page, saddle stitched A4 sized booklet. It is in the usual pictograph style, in colour, and is clear and easy to follow. It includes colour call-outs and details of the finishes for the three sets of markings.

I am in two minds about the rigging – if done well it will give an excellent simulation of the British "RAFwire" rigging, but otherwise it has the potential to look fairly ordinary. The proof will be in the pudding, I suppose, so I'll wait until the need to rig arises. If worst comes to worst the rigging mounts (which are provided separately) can be used to do the rigging in wire or cord or even Mr Reynolds' Albion Alloys rod, if I can find any.

Lukgraph offers, as an aftermarket option, alternative cowling fronts with the square boxed intakes that were a feature on many Dominies both in military service and in post-war civil operations – see Rectangular Air Intakes for DH.89 1:32 on their site.

The review kit came direct from Lukgraph, a process that was rather fraught only because when it was ordered about twelve months ago the dreaded virus was making its presence felt, and so the post office in Poland decided to stop handling mail until things sorted themselves out! The kit was stuck in their system for several months, and ended up getting here just after new year. It was worth the wait ... The cost from the factory was about €140.00 (AU\$225.00) plus postage.

The DH89 kit is unconditionally RECOMMENDED for any experienced modellers, but I would not suggest it as an introduction to the hobby.

OTHER DH.89 RAPIDE KITS

Surveyed by Dave Clark

For such a well-known and aesthetically pleasing aircraft that wore many interesting and colourful schemes there have been surprisingly few kits of the Rapide/Dominie produced over the years. The notes below include all the kits that I have seen or heard about...

1:68 SCALE

For the sake of completeness: The first-ever injection-moulded Rapide kit was to 1:68 scale, released by Frog in 1959. It was all right by the standards of the day, but doesn't come up to the mark now. Fairly simple, not much interior detail; from memory it came with decals for a BEA Islands Service aircraft. Re-released by Triang (in New Zealand?) in 1964. Hard to find and expensive it is one for collectors only.

1:72 SCALE

Heller: First released in 1979; kit no 80345. Fifty-one parts plus three transparencies. Nicely moulded, with little or no flash; adequate interior detail (seats, floor, cockpit details); one of Heller's best. Has been re-released a couple of times by Heller, as well as once by Airfix in 2006 during the merger of the two companies

Later there were three releases with different sets of markings by AeroFile in 1993 (one with the extended fin of the DH.89M) and once by Kiwi Resin in 2017, again with upgrades, and finally several times by Tasman as part of their "Upgrade" series. Examples are still around and reasonably easy to find.

1:48 SCALE

Aeroclub: Mixed media kit from the late '80s or early '90s. No example available for review, but from memory it was a typical Aeroclub kit, with vacform fuselage halves and canopy, and everything else in that classic Aeroclub caramel plastic. Now out of production and unlikely to come back. Very hard to find.

IsraCast: Released in 2012. Mixed media kit – vacformed fuselage/fin; resin wings, nacelles, tailplanes, small items (props, wheels, etc.) and interior; photo-etch instrument panel, aileron actuators and trim wheels and a vacform cockpit canopy (but no cabin windows). It has a decal sheet with instrument panel details and markings for four different aircraft. Crisply moulded, assembly looks to be straightforward. It is probably still available, but may be hard to find.

Armory: A new 1:48 injection-moulded Rapide has been announced by the company, apparently for release during 2021, but I have no other details. If it's up to the standard of their previous kits it should be a beauty, and the pick of the bunch in this scale. Keep an eye on the 'net.

1:32 SCALE

Lukgraph: As reviewed above, an all resin kit released early in 2021. Unquestionably the best currently available in any scale. Major components (fuselage, wings, nacelles, interplane struts, tailplanes) are resin castings; props, seats and two exquisite Gipsy Six engines are 3D printed; two vacformed canopies (one spare); cabin windows pre-cut in acetate sheet and an extensive photoetch sheet.

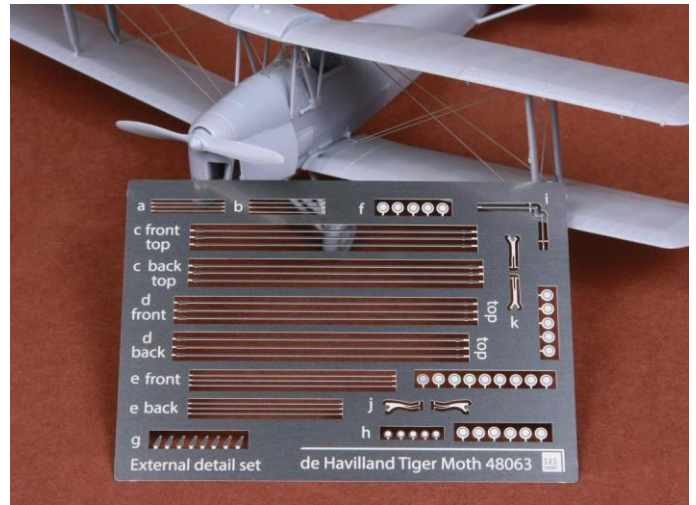
It comes with decals for three aircraft; detailed pictograph-style instructions that include rigging diagrams along with painting details for the three colour schemes. Struts and other high-stress joints are wire reinforced. Available direct from Lukgraph (www.lukgraph.pl) and some major vendors.

DH.82 PE RIGGING/DETAIL SET

SBS Model detail set SBS-48063 1/48 for the Airfix kit.

Cost: ~\$AU20

Reviewed by Ian Wrenford



I suspect I am not alone in finding the rigging of biplanes a tedious exercise. The 2019 release of the 1/48 Airfix De Havilland Tiger Moth was therefore met with both excitement and trepidation – an aircraft I'm rather partial to and for which there are a plethora of interesting and colourful schemes.

Pleasingly, SBS Model (of Hungary) have come to the rescue with a delightful set of photo-etch for this kit. The PE is stainless steel meaning it requires a sharp scalpel and a bit of effort to remove it from the 'sprue'. On the plus side though – the stainless steel naturally retains its shape (i.e. springs back into a straight line). The flying and landing wires are flat in section and measure ~0.1mm x ~0.3mm - which scales out as 3/16" x 9/16" for a 1:1 Tiger. This is awfully close to the real thing (noting actual dimensions do seem to differ based on original fitment vs upgraded parts and material used). Whilst the flat section works well for the rigging part, the fittings at either end are round in section which a judicious coat of paint would probably fix.

The instructions require you to pre-drill 0.4mm holes in the correct position under the top wing and on top of the bottom wing – drilled at the correct angle. Done correctly, this means that the precision length PE will pretty much spring into position without the aid of glue (although that's still required so the rigging doesn't all fall out when you lift up the model by the wingtips!). I left mine unpainted – relying on a bit of airbrushed weathering to dull them down a bit (sprayed flat clear would do much the same). The result is the quickest biplane rigging I've ever done – more than compensating for the price point. Note that you are not supplied with the rudder and elevator control wires – they're quite a bit finer and easier to do with Ezyline or equivalent.

Also supplied on the PE sheet are replacement horns for elevators and rudder (i.e. cut off and replace the Airfix moulded versions), as well as fine replacement pitot, and fuel lines. One option is a whole series of PE discs meant to represent the fabric inspection hatches visible on some aircraft. These are half thickness (i.e. 0.05mm = 2.4mm or 3/32" in 1:1) probably OK after a coat of paint but I didn't use these.

A real bonus is that SBS have generously provided 'three of everything' for the rigging wires when the model only needs 'two of everything'. Presumably this generosity is to cater for the attractiveness of PE to the carpet monster? This does mean though that - if you have a planned production line of DH82's - 2 sets of PE will rig three models! How good is that!

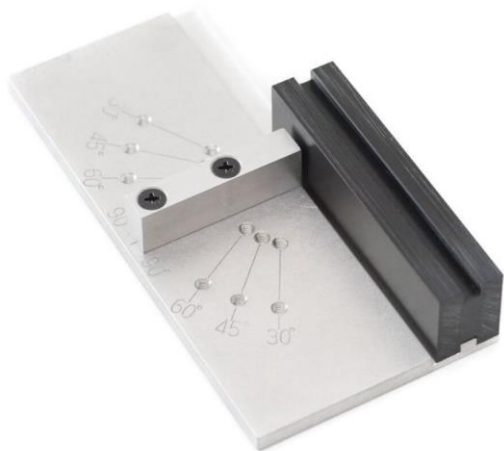
Instructions are first class – being particularly clear on which piece is for which position, and exactly where it starts and finishes. Various biplane kit manufacturers would do well to follow the lead set by SBS Model.

HIGHLY RECOMMENDED.

SANDING SLIDER

HIQ PARTS SDSL-F 7200

Reviewed by David Muir



HIQ make a massive range of aftermarket detail parts for the Gundam and science fiction modelling genres. Little known outside their 'core' niches, a fair amount of their products (such as small turned metal items) can be directly used and/or adapted for use on other models.

They also make tools, again aimed at Gundam, but again very handy for many modelling tasks. This one is simple, consisting of a heavy H shaped slider made from low friction POM resin faced with abrasive that runs in a grooved base plate, the latter fitted with an adjustable 'fence'. Holding your piece against the fence and sliding the abrasive face backward and forward sands the piece "square" to the base and at any selected angle to the slider (30°, 45°, 60° or 90° are available).

The tool comes with a different but unidentified (about 320 and 600?) grade of abrasive on each face. The abrasive is held in place by double sided tape and is easy to remove and replace with any decent wet-and-dry sandpaper. Two spare Phillips head screws and a sheet of stickers to mark the grade on the end of the slider are included.

This is a very simple tool and is well made from good quality materials. It works well on thicker material (say more than 1mm) and especially well on round or rectangular tube or rod stock that is otherwise difficult to accurately finish "square". Quality comes at a price; mine cost \$55 a couple of years back but has proved invaluable.

RECOMMENDED

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HOLLAND 1 THE FIRST BRITISH SUBMARINE

Choroszy Modelbud kit S54 in 1/72 scale

Review by John Sobieski



Britain's first submarine was designed by John Phillip Holland, a dedicated Irish Nationalist, with the primary aim of sinking British ships. The Nationalists were ill equipped to fund or operate such new and advanced technology, so he sold the design to the US Navy who then on-sold it to Britain who promptly had Vickers build a batch of five improved copies for the Royal Navy. They served as training craft up until around 1914 and No 1 was recovered in the early 1980s and after some difficulties is now on display at the Royal Navy Submarine Museum in Gosport.

All eighty plus parts in Choroszy Modelbud's kit - here after CM, as it is easier to spell – are cast entirely in resin. They include a simple three piece stand and supposedly decals, but the stickers were missing from my kit. For a short run resin kit the parts are pretty well done. Sure, there is an amount of flash and multiple pouring blocks to be dealt with but nothing too horrible or difficult and after careful inspection there are no stray bubbles in my copy.

The long and thin deck piece is particularly cleanly and delicately detailed – almost up to mainstream styrene standards. The two half hulls are split vertically and each has a fin of flash and four substantial casting blocks along one edge. Again these are not difficult, just big. Their wall thickness varies between 1.5mm and 3.0+mm and being substantial chunks of resin will be difficult to join if there is any warpage. Mine look OK but resin can be fickle once it leaves the moulds and I suspect that heat, clamps and epoxy may be needed.

It pays to check the contents of the zip lock bags (one for the hull halves and one for the rest) against the instructions. Mine was missing one of the four masts but this was not really a problem as I distrust long thin resin parts on strength and straightness grounds and always replace them with metal rods. The same applies to some of the exhaust plumbing around the stern and definitely applies to the six U shaped steps which are incredibly fine but too fragile to safely remove from their casting supports; wire replacements will be both neater and stronger.

CM include a single A4 page in their reasonably stout box. On one side it has a side view drawing, a brief (just 2 paragraphs, 6 sentences and 76 words) history and abbreviated technical data. On the other side it has a hand drawn exploded drawing showing where the bits go. There is no text, no pictograms, no assembly sequence, no part

map or numbers, no adhesive advice; you are very much on your own with this one.

The task is not made any easier by the drawing being less than clear about the shape and size of some of the smaller items so once again very carefully check each piece against the drawing and once you have them identified label and keep them separated. Some are more difficult to identify; I initially mistook the propeller blades as pouring blocks for the steps mentioned above.

The 'instructions' (I hesitate to use the word in this instance) omit telling you that the six slots in the conning tower are vision ports and need to be glazed with one of the proprietary glazing liquids such as Micro's Krystal Klear. They also do not tell you that there is a surprising amount of rigging on a Holland – mainly supporting the periscope – CM have simply ignored it. Similarly they have ignored the prominent banding on the tops of the masts so be prepared to do some research.

Painting advice is limited to the coloured side view drawing on the box art so there is nothing on the detail colours such as the interior of the tower, the exhaust box or the prop, although the latter is almost certainly bare bronze. There is evidence that the boats were numbered in various styles on their bows but again, CM is silent on this. Fortunately replacing the missing number with a simple sans serif strip cut from a spare decal is easy, although the colour is unconfirmed; my guess is either a mid-blue or mid-grey.

I am far from convinced that the colours and waterline as depicted by CM are accurate. Hollands typically have a stern down attitude in most images but the slope of the painted waterline is not as nearly as exaggerated as CM suggest. The line between the upper and lower colours is much closer to horizontal, i.e. higher at the bow and lower at the stern, starting just above the top of the bow door and running straight back in side view to the top of the rudder post. A brief check of the relatively few images available online suggests that the British Hollands were finished in more complicated schemes with upperworks in white and/or a light grey with a very dark grey below and that the colours and pattern varied from boat to boat and probably also varied over time.

There is room for some extra detailing such as opening up the hull under the conning tower and adding an access ladder, a floor, the observers stand and some torpedoes. As the type was used by the Japanese and American navies there is also scope to model their versions which differ in minor ways from the British examples. Full hull submarines are difficult to display but definitely look better on slim pedestal mounts rather than the somewhat clumsy stand provided by CM. The thick hull walls mean it is easy to drill a couple of holes and epoxy in lengths of brass or stainless rod to support it above a suitable base.

At a touch over 270mm long this builds into a handsome and well detailed model. Like all short run resin kits it is perhaps not for the complete novice but should reward the efforts of anyone with one or two resin kits under their belt. On that basis it is **RECOMMENDED**.

SOPWITH TABLOID

Atelier Noix / T. C. Berg Fabric Times Specials

Kit No 02 in 1/72

Reviewed by David Muir



Having been very impressed by Atelier Noix's 1/48th scale Bernard V.2 I went hunting for any examples of their 1/72nd scale collaborations with Toy Craft Berg. Mastered and produced by Noix, they were manufactured and marketed in the 1990s by TC Berg alongside their own 1/48 kits of Japanese WW2 fighters (Ki44, Ki61, A5M4 Claude, etc), a few 1/35 military vehicles and just one modern 1/24 Alfa Romeo TC. The range included just six subjects, namely:

- 72-01 Bristol Scout C
- 72-02 Sopwith Tabloid
- 72-03 Ansaldo A1 Balilla
- 72-04 Thomas Morse S-4C
- 72-05 Nieuport 10
- 72-06 Nieuport 11

Both firms appear to have folded in the late 90s or early 2000s. Although fairly rare their kits do turn up occasionally on Yahoo Japan* and even more occasionally (and usually considerably more expensively) on Ebay. My copy has been around a bit, having travelled to the US before returning home and then onward to Australia.

The Tabloid kit is made up of 30 pieces, 7 in resin and the rest in white metal. I suspect that the bulk of the pouring blocks have been removed at the factory as they are minimal and easily cleaned up. The external surface detailing is beautifully and appropriately subtle and the representation of the fabric contours is excellent. There is no internal framing, just a nicely cast but simple seat and a control column. The resin around the cockpit is thin and there is certainly room to add framing should you wish.

The white metal bits are equally good, finely detailed and free of any casting stubs. The tiny rotary engine is exquisite but disappears under the cowling leaving only the bottom cylinders on show. For once the white metal does not need any straightening and, better yet, the struts all have tiny pegs to go into pre made holes in the wings and fuselage. Such careful attention to the details is typical of this kit's excellent engineering.

The kit comes well protected in a small (160 x 90 x 30mm) box with the parts sealed in a plastic envelope inside a second envelope containing the decal sheet and a photo

of a completed model. Although the layout of the rigging is not specifically described it is easy enough to work out using the photo and the plan and side view drawings in the kit's instructions.

These are in Japanese and English are on an A4 page and give two exploded diagrams and advice on the recommended sequence of construction and the extent of each colour – in this case very simple clear doped linen and bare aluminium with varnished timber strut work. Decals are provided for two machines: Squadron Commander Spencer Grey's RNAS No 167 that bombed Cologne and Fl Lt Marix's No 168 that downed Zeppelin Z.IX. Their Union Jack markings are correctly proportioned and in perfect register.

All of the kits in the Fabric Times Specials series have been released by other manufacturers over the years, some a number of times. The Scout has appeared seven times, the Tabloid twice, the Ansaldo and SC4 three times and the Nieuports five in this scale. While most are cottage industry products a couple have been reputable firms (eg Aeroclub) known for producing good kits. However, even now some 30 years down the track, the T. C. Berg / Atelier Noix kits are still the pick of the bunch by a considerable margin.

Like the company's larger kits this one is outstanding; well engineered, well presented and superbly moulded. Indeed this is the first time I have seen a resin kit that is as good as, and requires less work than, most mainstream styrene kits. It well deserves being HIGHLY RECOMMENDED.

**Yahoo Japan an auction site, broadly equivalent to Ebay. It serves a vast internal market and kits that are rare and/or obscure outside Japan are often readily available and usually at a very reasonable price. However, many locals do not like to deal with foreigners and in any event there is a language barrier to overcome.*

For that reason I use an online site called Buyee who act as intermediary, bidding on my behalf, receiving any successful purchases at their facility and then forwarding them on to me in Australia. All, of course, for a (thankfully) relatively small fee. The fact that it all works with PayPal and within its security protocols is for me a bonus. That said I have never had any kind of issue with any purchases and am constantly amazed at the care with which parcels are packed in Japan.

Until the Plague hit the system worked well for me; the initial low price more than offset the cost of postage and Buyee's fee. Most things, and especially anything that originated in Japan (eg garage kits of all flavours) represented a considerable saving compared with purchases from Europe or the US either direct or via Ebay.

Since then Japan Post have shut down shipping to Australia except via a couple of the larger international courier services. Consequently the shipping cost has skyrocketed to the point where most items are at total costs equivalent to or greater than those in the west. It remains a good source for obscure and otherwise unobtainable kits and hopefully the passing of the Plague will make it viable again for we gaign.

JAGUAR MK.11 (RACING)

Tamiya kit 24159 in 1/24 scale

Reviewed by Chris Cole



The Jaguar Mk.11 was first released in 1959. In 3.8 litre form it dominated saloon/touring car racing in the UK and Europe (and in Australia mainly in the hands of Bob Jane) until the arrival of the compact American "pony" cars – particularly the Mustangs and Camaros.

Although no mention is made of it in the kit instructions etc. this model is a representation of one of the most successful and famous racing Mk.11s, the Coombs car registration number BUY 12. John Coombs ran a Jaguar dealership in which his workshop modified Jaguars for high performance road use and racing, he also ran his own racing team. In the 1960s when Formula One drivers invariably raced in other categories, BUY 12 was raced by well-known F1 drivers Roy Salvadori and Graham Hill (Graham was twice F1 World Champion and is the only driver to win the "Triple Crown" – World Champion, Indianapolis 500 and Le Mans 24 Hour).

THE KIT

The kit was first released in 1995 (there has been one rerelease) and was offered in two versions racing and road, this article mainly relates to the racing version. The kit is up to the usual high Tamiya standards (although not as easy as most of their car kits). In my opinion Tamiya has got the shape and proportions spot on and, as you would expect, the moulding and overall quality is excellent.

There are several nice touches with these kits such as a scale Jaguar E type steering wheel for the racing version which is as per the 1:1 car. The racing version has a grill with every second vertical bar removed as per the 1:1 car. This was done to assist engine cooling, which was always marginal on the Mk.11. The controlling body for motor racing in Australia, the Confederation of Australian Motor Sport (aka CAMS) did not accept this modification for Mk.11s racing here. As well as a sprue of "regular" chrome parts there is one of satin chrome parts that is particularly effective in representing the alloy cam covers and carburetor venturis. Tamiya provides really nice decals to represent the traditional Jaguar burr walnut dashboard and door cappings.

I mentioned earlier that this is not the easiest of Tamiya's car kits, difficulties encountered were: fitting of the side windows, the body required reworking, the "metal transfers" provided for the external chrome trim and

badges are supposed to be self-adhesive but they are not, and Future and Super Glue were needed to hold them.

A couple of other areas that I felt required improvement were: when the body is fitted to the interior tub/bottom moulding there is a gap between the two down both sides adjacent to the bonnet opening, I felt that this was unsightly and looked particularly unrealistic, so these were filled with White Glue and then brush touched up. To me the mouldings that represented the front and rear window frames were too shallow, so they were deepened with a scribe which improved the appearance and gave an "edge" to allow for the use of Bare Metal Foil.

The spokes of the E type steering wheel were drilled out and the other additions and improvements were:

- PE worm drive hose clips (Perfect Parts) added to the radiator hoses.
- PE radiator cap (Acu.Stion) added.
- Spark plug and coil leads and plug boots added.
- Chromed ring (cut from an old chromed brass car radio aerial) and black hose ring added, these keep the leads tidy on their way from the distributor (mounted on the cylinder block under the inlet manifold) to the plugs between the two cam covers on top of the head.

The wire wheels included in the kit are as good as would be expected from Tamiya, i.e. close to the best 1/24 plastic wire wheels that I have seen but the limitations of the plastic moulding process means that the spokes are out of scale (too thick). I replaced the kit wheels with a set of unbranded after-market wire wheels with PE spokes and turned aluminium rims from Media Mix in Singapore (the excellent kit tyres fitted these wheels). The offset and spigot diameter of the replacement wheels was different to the kit wheels which meant that the brake discs and poly caps had to be modified.

The kit includes three decals that are meant to represent the bonnet hold down strap that was fitted to BUY 12 (running from above the air vents on either side of the grill around the back of the "leaper" bonnet ornament which is beautifully represented in this kit). I considered that these would look pretty ordinary and detract from the appearance of the model so decided to leave them off.

All in all this is a very nice kit that builds into a very good representation of an iconic car. While the kit is currently out of production it can be picked up on Ebay (but generally over-priced in my opinion). The kit is part of Tamiya's Sports Car series of which several of the older examples have been rereleased in the last few years so I would not be surprised to see their Jaguar Mk11s also released in the not too distant future.



Above and below: Chris's exquisite (and award winning) rendition of John Coombs Jaguar Mk II 'BUY 12'.



1/700 WARSHIPS BY MANUFACTURER Part 2

Compiled by Joe Turner

The series continues, this time featuring the short but eclectic collection designed by Matchbox.



This set of waterline model ships, most of WW2 subjects, was made to the interesting but perhaps somewhat limiting formula adopted by Matchbox – overly simple kits, moulded in several colours, with detail - such as it was - being a little chunky. This was probably an adequate



approach in the mid to late 1970s, but perhaps limits their appeal today (if you can still find examples).

Nonetheless, it was possible to detail these basic kits, even back in the 1980s to 1990s, by using some scratchbuilt detail or generic etched brass, and make a nice model. There were issues with the lack of 'sharpness' of Matchbox's moulding and in some cases, their lack of accuracy but they were useful as an introduction 1/700 scale ship modelling if the modeller was unable to find much in the way of competition.

I think almost all of the range has been eclipsed, well and truly, by superior releases today – except for two - HMS *Tiger* and HMS *Ariadne*. The *Tiger* is basic and somewhat inaccurate. However, it is still the only 1/700 injection moulded polystyrene model of this ship in this form (especially as Matchbox's kit depicted it late in life with its massive Sea King hangar) that is potentially available today and consequently it can still be seen built up in a presentable fashion on line by some very competent modelmakers. The same goes for the *Ariadne*, though I think the elegant and simple Abdiel mini-cruiser minelayer design fairs a little better than *Tiger*, as they were moulded by Matchbox back in the day.

Note that some of the Matchbox 1/700 range were subsequently re-released by both Revell, AMT and Alanger (via Revell I think).

MATCHBOX 1/700

BRITISH WW2

PK-064 : HMS *Kelly* – K-Class destroyer (1980)
PK-061 : HMS *Ariadne* – Abdiel class minelayer (1977)
PK-162 : HMS *Exeter* – York class heavy cruiser (1977)
PK-352 : HMS *Duke of York* - King George V class battleship (1980)

GERMAN WW2

PK-062 : Z-38 (or Narvik class) Type 1936A class German destroyer (1977)
PK-161 : *Admiral Graf Spee* – Deutschland class Panzerschiff (1977)
PK-351 : *Bismarck* – Bismarck class battleship

AMERICAN WW2

PK-063 : USS *Fletcher* – Fletcher class destroyer (1978)
PK-163 : USS *San Diego* – Atlanta class light cruiser (1978)
PK-165 : USS *Indianapolis* – Portland class heavy cruiser (1979)

BRITISH MODERN

PK-164 : HMS *Tiger* – Tiger class cruiser/helicopter carrier (1979)



GENERAL NEWS

New stuff from Ley at Platypus Publications:

From **Mushroom Model Publications:**

Scapa Flow, RN 1939 – 45
Polish Wings 31 - Avro Lancaster
Camera On - Opel Blitz
Gloster Javelin

From **AMMO by MIG Jimenez:**

How to Paint Early WWII German Tanks
IA-58 Pucara Visual Modellers Guide
AV-8 & Gr.1/3 Harrier paints
AV-8S Spanish Harrier paints
German Marineflieger paints

From **Helion and Company:**

Cold War Berlin An island City Volume 2 The Berlin Wall
Migs in the Middle East Volume 2
The Sino-Soviet Border War of 1969, Volume 2

From **MMP Books:**

Scapa Flow Home of the Royal Navy 1939-1945
North American Mustang Mk III (Singles Series)

From **Tankograd:**

MILITARY VEHICLE 4-2021 Special Edition - 20 Years of MFZ-Magazine
Lastkraftwagen - German Military Trucks Vol. 1
Lastkraftwagen - German Military Trucks Vol. 2
REFORGER 88 Certain Challenge End of an Era - The largest REFORGER Exercise ever
DACHS The Dachs Armoured Engineer Vehicle in German Army Service
Daimler-Benz Unimog Trucks in Swiss Army Service
CVR(T) Scorpion - Scimitar – Sabre
CVR(T) Variants
Catalogue: You can download the Tankograd 2021 Catalogue as a 7.8 MB PDF.

From **PEN AND SWORD:**

The Battlecruiser New Zealand
Battleship Duke of York
The Wars of Justinian I
From the Chanel to the Ypres Salient

The Magic of Terry Pratchett
 William of Orange
 The Real Leonardo Da Vinci
 Laughter is the Best Weapon
 Special Forces Interpreter

From **Canfora Publishing:**

The Russian Army on Parade 1992-2017
 The Russian Commemoration Parade of the 75th
 Anniversary of Victory in World War Two.
 100 years of Soviet and Russian Military Parades 1917 .
 2017.

From **Loyalty and Honour Publishing:**

VII. Battalion LSSAH 1942

From **Valiant Wings Publishing:**

The Messerschmitt Bf 110 - A Complete Guide To The
 Luftwaffe's Famous Zerstörer (Airframe & Miniature
 series)



From **Panzerwrecks:**

Sturmtiger: The Combat History of Sturmtiger Kompanies
 1000-1002

PHOTOGRAPHS FROM THE AUGUST MEETING

(Vague recollections, Part 2, by DM)

My vague recollections included in Newsletter No 8 proved to be just that and I omitted giving credit to Simon Wolff who was the Editor for Issue No 2 for 1990. Then, as now, Simon is a regular and reliable contributor to this very publication. My apologies.

The other unsung heroes of the Magazine caper are of course the Deputy or Assistant Editors (they have had various titles under various Editors) and the Editorial Staff (ditto) who have leant moral, physical and liquid support to those occupying the Editorial Office (aka the Padded Room).

The list of these brave souls, gleaned from the back issues, is as follows below. If you spot any errors and omissions please let us know so we can set the record straight.

What I think is interesting about the list is how many would be eligible for Long Service leave after doing ten years in one or the other (or both!) roles. Ley and Lindsay are obvious but Jiri, Andrew and Dave Clark are right up there.

Equally interesting is the fact that there have been three husband and wife teams at the tiller; Ley and Chris, Lindsay and Carol and Lorna and Shane. At the risk of repeating myself: we owe them many thanks!

APMA MAGAZINE'S DEPUTY EDITORS, ASSISTANT
 EDITORS & STAFF FROM 1976 TO DATE

- 1976 - Jim Travis, David Muir, Chris Tse, Gary Riley & Mrs M Wood
- 1977 - Gary Riley, Andrew Pfoeffler, Jim Travis, John Wiltshire
- 1978 - Ley Reynolds & Dave Clark, Andrew Pfoeffler, Gary Riley, Jim Travis, Lindsay Charman & John Wiltshire & Chris Tse
- 1979 - Jim Travis, Lindsay Charman, David Muir, Ley Reynolds, Dave Clark & Gary Riley
- 1980 - Jim Travis, Dennis Brignell, David Muir, Dave Richardson, Ley Reynolds & Lindsay Charman
- 1981 - Lindsay Charman, Ross Anderson & Dennis Brignell
- 1982 - Ross Anderson & Dennis Brignell
- 1983 - Dave Richardson, Ross Anderson & Dennis Brignell
- 1984 - Dave Clark & Ian Wrenford
- 1985 - Dave Clark & Ian Wrenford
- 1986 - Ross Anderson, Lindsay Charman & David Muir
- 1987 - Lindsay Charman, Dave Clark
- 1988 - Lindsay Charman, Dave Clark
- 1989 - None acknowledged
- 1990 - Simon Wolff, Ross Anderson, Ley Reynolds and someone Ross Anderson as the then Editor referred to simply as "?"
- 1991 - Dave Clark, Lindsay Charman, Ley Reynolds & Simon Wolff
- 1992 - Ley Reynolds, Carol Charman & Dave Clark
- 1993 - Ray Attard, Lindsay Charman & Carol Charman
- 1994 - Ray Attard
- 1995 - Simon Wolff
- 1996 - Dave Clark
- 1997 - Dave Clark
- 1998 - Dave Clark
- 1999 - Shane Jenkins
- 2000 - Shane Jenkins
- 2001 - Shane Jenkins
- 2002 - Shane Jenkins
- 2003 - Shane Jenkins
- 2004 - Shane Jenkins
- 2005 - Peter Hobbins and Ley Reynolds
- 2006 - Carol Charman and Ley Reynolds
- 2007 - Lindsay Charman and Ley Reynolds
- 2008 - Lindsay Charman and Ley Reynolds
- 2009 - Lindsay Charman and Ley Reynolds
- 2010 - Lindsay Charman and Ley Reynolds
- 2011 - Lindsay Charman, Ley Reynolds & Jiri Kure
- 2012 - Lindsay Charman, Ley Reynolds & Jiri Kure
- 2013 - Lindsay Charman, Ley Reynolds & Jiri Kure
- 2014 - Lindsay Charman, Ley Reynolds & Jiri Kure
 From here on Andrew and Jiri share the Editorship
 ably supported by Ley and Lindsay
- 2015 - Lindsay Charman, Ley Reynolds
- 2016 - Lindsay Charman, Ley Reynolds
- 2017 - Lindsay Charman, Ley Reynolds
- 2018 - Lindsay Charman, Ley Reynolds
- 2019 - Lindsay Charman, Ley Reynolds
- 2020 - Lindsay Charman, Ley Reynolds
- 2021 - Lindsay Charman, Ley Reynolds