

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 2 2019

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Editor: Bill Renfrew

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

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

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

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

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

Plea from the Magazine Editor:

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

Editorial Droppings (IOAH OM)

Greetings all and welcome to the second edition of *Scale Views* for 2019. The year ahead looks rosy with a variety of interesting kits announced by various manufacturers and even though the various centenaries of the Great War have passed, there still seems to be an interest in issuing kits from that period. We are now approaching the seventy-fifth (75th) and eightieth (80th) anniversaries of World War Two events and can probably expect some appropriate kits to appear or reappear from that conflict. Tamiya are poised to release an all new Spitfire Mk.I in 1/48 scale (reviewed this issue). Add to that the 1/32 Lancasters from Wingnut Wings and Hong Kong Models the new releases keep coming.

As usual we are approaching the show season. The NSW Championships, hosted by Illawarra will be held in a week or so. It seems to correspond with Federal Election Day. As usual, we will have a display table and so the Committee would appreciate any help you can give them. It is also not a bad show to attend. There are the usual traders and many good models to look at.

Queen's Birthday weekend sees Model Expo held in Melbourne. It is always a good show and there are many things to see in Melbourne if you don't want to spend all your time at the show. They have many traders that we don't usually see in Sydney.

This year's Sydney Scale Model Show is being held at the St. Marys RSL on Saturday September 7th. The change in venue and date are caused by a massive increase in room fees at the Novatel. SSMS simply could not afford the new prices. The new venue was considered when leaving Parramatta and SSMS will give it a go this year. As usual the SSMS organising committee (all APMA Members!) will be needing help on the day and entries for the competition. So please come along.

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QT Bunni Competition



2019 - Weather

Models that have weather phenomena in their names, e.g. Hurricane or Tempest. Vehicles used by weather services etc.

Competition Results

February 2019

Silver

Jiri Kure – 1/72 P-47N Thunderbolt
Phil Wordsworth – 1/350 HMAS Collins
Phil Wordsworth – 1/72 Grumman F4F-4
Ley Reynolds – 1/72 Pioneer Landing Boat 41

March 2019

Gold

Jiri Kure – 1/72 P-47N
Chris Cole – 1/24 Type 35 Bugatti

Silver

Carlo Piscicelli – 1/25 1923 Model T Delivery Truck
“Coca Cola”
Carlo Piscicelli – 1/48 Apollo 11 LEM Eagle (Dragon)

Bronze

Dave Clark – 1/72 Sea Vixen

Peoples' Choice

Simon Wolff - 1/72 BE2c

Book Reviews



BRITISH SECRET PROJECTS 3

Fighters 1935-1950

Review by John Baxter

To mention the Spitfire, Hurricane, Typhoon, Tempest, Whirlwind, Meteor to those of my generation with an aviation interest easily brings to mind images of those types and dozens more

of that era. However, who remembers the contenders for those particular fighter projects and many other projects that often did not proceed beyond some hand drawn sketches or even more highly detailed drawings? We remember the winners, but who remembers the other contenders?

Well, Tony Buttler, for one, does! In this latest in the series of 'Secret Projects' from Crecy Publishing, he covers an amazing array of aircraft from a diverse range of manufacturers, back in the day when there were a dozen or more in England alone. Tony has admitted determining the time frame for this title was a little tricky but has still achieved something quite remarkable. To say I enjoyed reading through all the projects is an understatement. It's an impressive volume with plentiful illustrative content, in-depth and well researched text and all easily readable. Joe Cherrie's models are a treat, as always.

This is a 'What if' type volume to some extent, but it's still of interest to see which types were the competitors for the Sea Fury, for example. How about the possibility of a jet powered Wyvern? What about a V-tailed Seafire? The manufacturers also showed remarkable diversity in the airframe types entered to various specifications laid down by the Air Ministry, and the reasons often behind why one company obtained the contract over another. All good stuff. Now, you need to bear in mind that this is an updated version of the original volume released in 2004 (back then by Midland Publishing), but is now split with another volume on British wartime bomber projects planned for the future. I have the original 2004 edition but that did not stop me from wanting this newer version.

Now, there's one glaring typographical error which I find difficult to conceive how it slipped past the proof reading. Check Chapter Five, where the Table of Contents has it correct but the chapter title is so horribly wrong as are the headers to the following pages within the chapter. If you're a bit of a typist, you'll quickly see how the original mistake occurred. Ok, so I'm nit picking (or rivet counting if you want to go the modelling variation), but it's there and to not mention it suggests I'm not doing my job correctly. I had a chuckle and moved on. It's not that important to the reader.

Another interesting chapter concerns developments in the engine technology, with a few brief paragraphs on electronic and radar advances. Personally, I would have liked to see a bit more on the latter two but believe it was probably left out for the companion volume where dedicated radio, navigation and radar (ground

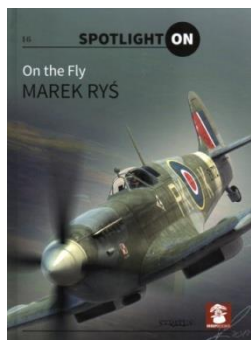
mapping as well as airborne interception) is probably more applicable.

Crunch time – would I recommend this volume? Yes, definitely! It's an inexpensive (an important factor) book, it continues a great series, it covers a lot of material that otherwise may simply disappear and it helps show the evolutionary processes that brought us the Vampire, Sea Venom, Hornet and more. And there are some quite interesting options presented by lesser known and even some relatively unknown aircraft manufacturing companies. It's an enlightening volume!

There are eleven chapters in this 224 page book, illustrated with 579 colour photos, 194 black and white photos, 104 3-views and 33 assorted b&w illustrations. There are three appendices, select bibliography and source notes, glossary and index. So, it's quite comprehensive.

This really is a great book for any aviation enthusiast at a very competitive price. And if you missed out on the earlier edition, then here's the chance to resolve that. It is available from Hyland's Bookshop in Melbourne hylandsbookshop@gmail.com or 03 9654 7448 for about \$70. ISBN 9781910809174.

Many thanks to Ms Orietta Colussi of DLS Australia for the review copy.



Spotlight On – On The Fly

Review by John Baxter

The medium of computer generated images (cgi) has come a very long way in a very short time. Images these days seriously rival photography – very good photography. STRATUS/Mushroom Model Publications have long published unusual aviation topics and the 'Spotlight On' series has introduced some amazing cgi within these. The use of superior cgi enables us to see some exotic aircraft, never photographed in colour, and see them as they were in their 'moment in the sun'.

This book is an exception to previous Stratus 'Spotlight On' publications. Firstly, it does not concentrate on just one particular type of aircraft, rather it showcases some of the art of Marek Rys

often used to illustrate Stratus publications! This is an A4 sized, laminated card covered, 46 page book featuring some amazing cgis. Some of these are recognisable as having featured as covers on previous Stratus books. Secondly, the images enable the aircraft to often be seen in attitudes difficult if not impossible to photograph, thus showing aircraft in some amazing aspects. Usually, these aircraft are only shown as profiles. Marek has achieved something here that is quite special – not a single profile.

Types included are – Bristol F.2B Fighter, Fokker D.VII, PZL P.1, Caudron Renault CR.714, Morane Saulnier MS. 406, Junkers Ju 88A-1, Supermarine Spitfire II, Supermarine Spitfire XVI, Supermarine Spitfire IX, Junkers Ju 87D, Supermarine Spitfire VIII, Focke-Wulf Ta 154, Bartini T-118, Junkers Bomber Project (a Luftwaffe '46 type), PZL Lim-6bis, MiG-19PM, Convair B-58 Hustler and MiG-29.

Now, this is purely an aviation art book. It has no text whatsoever, only type captions for each aircraft illustrated and a short three paragraph introduction by Marek. Accordingly, its appeal will be somewhat limited. Despite this, it is an excellent book showcasing a nice selection of a variety of aircraft types across the ages.

It is available from Platypus Publications – contact Ley at platypuspubs@y7mail.com or 02 4753 6148. RRP is \$35.00. ISBN 9788365958044.

Many thanks to Ley Reynolds of Platypus Publications for the review copy.

Kit and Product Reviews

MORE HURRICANES

Reviewed by Ley Reynolds



1/72 Scale Airfix Hurricane/Sea Hurricane IIc

This is not a new kit, having been released about 5 years ago, but somehow it slipped "under the radar" of this Hurricane "tragic". Overall dimensions/shapes match the MMP drawings (my preferred reference) very well except for the tailplanes which are a tad too narrow. External detail is by way of fine engraved lines and suitably restrained "fabric effect" on the rear fuselage and the cockpit contains adequate detail for this scale as do the wheel wells. The instrument

panel is a decal and the canopy can be displayed open.

The Sea Hurricane option is catered for by an arrestor hook insert in the lower rear fuselage (much the same as the Frog Mk IIc offering but better detailed) and the kit includes a Vokes filter, always a handy addition for this type. The pilot figure is a vast improvement over those of yore but appears to be holding his dick rather than the control column. For some reason two sets of exhaust stubs are included although no difference is apparent to this reviewer.

Markings are provided for one Sea Hurricane (the widely documented 7*K/NF672/"Nicki" - hardly an inspired choice) and two land-based aircraft – FT*A/BN230 from 43 Sqn in the UK and EG*N/ LB957 from 34 Sqn in India.

I class this as a very good rather than outstanding kit of the Hurricane but at a quite reasonable price.



1/72 Scale ARMA Hobby Hurricane I

This is the latest Hurricane kit to be released in this scale and in two boxings – more of this anon. Overall dimensions/shapes match my preferred reference (see above) very well. Comments in cyberspace claim the fuselage is marginally too wide at the cockpit but I cannot see this. External detail is in the form of fine engraved lines with slightly more restrained "fabric effect" than noted above on the Airfix kit. Both the cockpit and wheel wells are exquisitely detailed but construction here will require quite some care, as will painting same. Again the canopy can be displayed open and a Vokes filter option is provided. Three types of propeller spinners and two blade shapes are also included.

Now to the two boxings – one is noted as "standard" and the other as "expert" and with a significantly higher price. For the "expert" option you get canopy masks and a small etched-brass fret much of which replaces injection-moulded detail (some of which must be scraped off the mouldings in some cases). I don't see this as a major advantage but no doubt others will.

Markings are provided for four aircraft – SD*N/P3059 of 501 Sqn RAF, SD*A/V7234 of the same unit, RF*R/R4175 of 303 (Polish) Sqn RAF and the mount of F/Sgt Josef Frantisek, a Czech pilot and top scorer in the Battle of Britain and J/284 of 3 Sqn SAAF.

This is the best Mk I currently available in 1/72nd scale but will require great care in assembly to do it justice.



AZ Model, Breda 27 Metallico, 1/72 Scale

Reviewed by Ley Reynolds

One of the multiplicity of fighter aircraft operated in China in the late-1930's was the Italian Breda 27 Metallico, so this release from AZ fitted well with my project to build a representative collection of Chinese aircraft from that period.

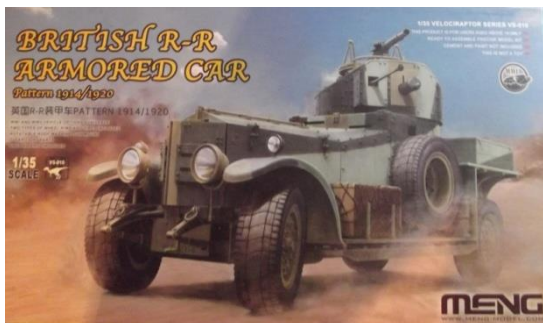
Moulded in a softish grey plastic with some components (engine, undercarriage spats and cockpit details) in resin, this kit also includes etched-brass for some cockpit details and some of the rigging (this latter of no use in my opinion). External detail consists of raised lines for ribs on the wings and fine engraved lines elsewhere.

The sprue gates are large and some care needs to be taken when removing components despite the soft plastic. No flash was present on the mouldings but as there are no spigots/recesses on same, construction requires some care and the use of jigs to obtain correct alignment aided by quite good fit of parts. Markings are provided for two machines operated by the Central Government Air Force.

As shown in the photographs, I used Albion Alloys 0.2mm nickel rod for the extensive rigging and I recommend this product without reservation.

Overall this is an excellent kit of an obscure aircraft and well worth the extra effort required.





1/35 Meng British R-R Armoured Car

Reviewed by Bill Renfrew

The so-called “Rolls Royce” armoured cars present a very complicated picture. They were, of course, not actually built by Rolls Royce who supplied a rolling chassis and power train which had the body added by a variety of makers. This was the case with all Rolls Royce cars until 1926.

We start with the 1914 Admiralty Pattern. These were operated by the Royal Navy Air Service until taken over by the War Office. By 1917 most cars were being operated by the Heavy Section, Machine Gun Corps (to be later called the Royal Tank Corps) in the Middle East and the Western Front. In 1917 a group of cars were built for the Government of India. These resembled the 1914 cars but had disc wheels and NAP (or run flat) tyres.

In 1920, a new chassis was developed and some changes to the body occurred. The most significant of these was a taller turret and changes to the radiator armoured doors. The wire spoked wheels were replaced with Michelin disc wheels using Palmer Cord tyres. Most of the remaining cars of 1914 pattern in the Middle East were given new 1920 chassis but retained their existing armour. They are best referred to a 1914/20 pattern. Most of these cars passed to the RAF during the 1920's. The Air Ministry also purchased pattern 1920 chassis directly and had them fitted with armoured bodies that resembled the 1920 pattern but were made of 8mm rather than 6mm armour. This had an effect on the performance of the cars due to extra weight.

The armoured cars also received various up-grades and modifications during their service. These included various cupolas on the turret; a small armoured sheet added to the Vickers gun covering the turret opening and changes to the stowage boxes on the rear deck. The final changes were the fitting of a Scarf Machine Gun Mounting and a Lewis Gun to the turret and the fitting of split-rim heavy-duty “sand” wheels.

The “Rolls-Royce” armoured car has long been a favourite of mine and I have purchased most kits that have been issued of it. When Meng announced the imminent issue of a kit of this vehicle I knew that I had to have one. Luckily, Creative Models had some at the March meeting and I bought one.

The kit is billed as a “British R-R Armoured Car Pattern 1914/1920” and consists of some one hundred and seventy-one (171) sand coloured parts, a small tree of clear parts for the light lenses, six black vinyl “sand tyres”, four poly caps, a small decal sheet and a photo-etched fret for the wire wheels. A fairly comprehensive instruction booklet completes the contents of the sturdy box. A four page coloured painting and markings guide is also included. The plastic parts are enclosed in sealed plastic bags.

The plastic parts are, by and large, well moulded. The majority of injector pin marks are located on the inside of assemblies but some will require remedial work as they are on the under surfaces of many parts. The worst of these are situated under both sets of mudguards, the inside of the chassis parts and the underside of the running and ditching boards. These will need fixing since they will probably be visible when the kit is complete.

The method chosen for the construction of the chassis is rather clever. Although the chassis rails are separate pieces, the majority of the pieces that join them together are a single part with a good positive lock onto the rails. This ensures that there should not be an issue with keeping the chassis square. The main armoured body is moulded as a single part meaning that the prominent joints of the Roden kits will not occur. This does present some issues since examination of photographs does show quite distinct panel lines being present. Some minor detail parts are also missing. Most significant of these are the wing nuts that hold the bonnet shut. They are different on each of the variants in the kit so reference to photographs is needed.

The kit builds into a “curb-side” model with absolutely no interior detail provided. This is a major problem since the interior of the fighting compartment is visible through the opening for the Scarf mounting on top of the turret. The interior of the car is fairly simple and is fairly well documented, so scratch-building an interior is not too difficult. Do not fall into Roden's trap and copy the Bovington car as the seat is a modern retrofit.

The kit provides decals for four vehicles, two (2) 1914 pattern (8-C-1 and a camouflaged version), one (1) 1914/20 pattern (HMAC Active) and one (1) 1920 pattern (WO 264). Here we come across the major problem with this kit. We are only provided with one turret and piece of drivers armour in the kit, those for the 1920 pattern. So it is not possible to make three of the four decal options. To make the others, considerable work is needed or the relevant pieces must be obtained elsewhere. Perhaps from one of the Roden kits or scratch-building is always an option. That said, the kit builds into a really good replica of the 1920 pattern car. It only they had included the disc wheels! Fortunately, help is at hand as Djiti

Productions have announced two sets of wheels, the disc type and the “Sand Tyres”. They are ostensibly for the Roden kits but I am sure will do service here. They should be available from BNA since they usually carry the brand.

All things considered, this is a disappointing kit which deserved to be much better. The moulding is excellent, the engineering is super but it is let down by poor research. I cannot recommend it to members unless you want to build a model of WO264, and even then look at the photographs for details.



FLY 1:48 MACCHI M.5

Reviewed by David Clark

The Italian armed forces flew an interesting variety of aircraft during the First Great Unpleasantness, the Macchi M.5 flying boat being just one of them. This kit, by Fly from the Czech Republic, is the only example available in 1:48 scale. First released some years ago, it has recently been rereleased with new markings. I missed it first time around; I was not going to make the same mistake again, so when I saw the announcement of the rerelease I dived straight in – after all, a man can't have too many flying boats ...

The kit comes in an 300mm x 200mm x 45mm end-opening box – not my favorite form of packaging, but this one is a good deal more substantial than most. Inside is a self-sealing plastic bag containing the instructions, decals, and two frames of parts, one with 47 items and the other with 16. These comprise the majority of the kit's parts. They are well moulded, although because this is a limited run kit the gates are a little intrusive, there are no locating pins (which many will see as a blessing!) and there are some prominent ejector pin markings (which will be easy to remove, and none of them intrude onto the exterior of the model). They are supplemented by 15 smaller parts cast in resin, most in a light grey but about half a dozen in a darker grey, and a clear resin windscreen. All the resin is cleanly cast, with little or no excess; the Isotta-Fraschini V.4B engine is a particularly delightful piece of casting, and should come up exceptionally well after painting.

The instructions are in the usual pictogram style, but are clear enough, and are backed up by a parts map. The decals are by KP. They are nicely in register and look to be reasonably dense. They contain markings

for three aircraft, all Italian Naval examples – No 7588 “Black 6”, with a large skull emblem; No 7282 “Black 3”, with an eagle's head; and an unidentified “Black 19” with a large Buddha. The three schemes are illustrated on the box in three-view, supplemented by a colour guide. This makes no reference to any particular brand of paint, but does show the main fuselage colour to be “Bronze” – I suspect that in fact it should be varnished timber. I believe that there are other releases with different markings, including one with markings for some of the M.5s flown by Americans serving with the Italian Navy as featured in *Aeroplane*, November 2018.

A quick dry fit indicates that the fuselage parts fit together well, and match up nicely. The lack of location pins will mean that a bit more care will need to be taken in the assembly, but nothing that a modeller of ordinary competence couldn't handle. That said, the box includes a warning that the kit “is suitable for modellers 14 years of age and over”, which is a fair comment. The finished model will be quite small – wingspan about 240mm, length about 170mm – but a worthwhile addition to anyone's model collection.

My kit came from Fly direct (www.fly814.cz), but should soon be available from specialist outlets here in Australia.



TAMIYA 1:48 SPITFIRE I

Reviewed by David Clark

Tamiya's first 1:48 Spitfire I has been around for a while. It's a typical Tamiya kit – everything fits, the end result looks like a Spitfire (although there have been more than a few words said about some aspects of its shape), the decals are thick and hard to work with, etc., etc. It was later revised and released as a Spitfire Vb in both ETO and MTO/tropical configurations. We have now been favoured with a new Mk I, and it's a clear demonstration of how much Tamiya has progressed since the first was put into circulation.

The new kit (No 61119) comes in the standard-sized Tamiya box depicting a Spitfire I of 610 Squadron RAF during the Battle of Britain. It's moulded in the standard Tamiya grey with fine recessed surface detail. There are four sprues, each separately bagged: Sprue A, of 54 parts, contains horizontal tails, wingtips, rudder, undercarriage parts and interior detail; Sprue B, of 26 parts, has the fuselage halves, more interior parts (including alternate cockpit sides for open and closed canopies) and the nose underside and carburettor intake; Sprue E, of 11 parts, carries the transparencies; and Sprue G, of 29 parts, has the upper and lower wing halves, the prop, spinner and more internal detail. These are backed up by an instruction sheet of 12 pages in the usual Tamiya pictogram style, a detailed painting diagram for the three alternate markings provided on the decal sheet (K9906 FZ.L, a pre-war Mark I from 65 Squadron RAF, N3200 QV.-, from 19 Squadron during Operation Dynamo in 1940, and P9495 DW.K from 610 Squadron during the Battle of Britain), a multilingual "Background Information" sheet, a photo etch sheet of 25 items for such things as the pilot's Sutton harness, the radiator fronts and rears and various other small details, a sheet of canopy masks, a sheet with details such as the push-out panel on the canopy, and a comprehensive decal sheet for the three schemes, stencils and the like. In keeping with the three schemes covered, the only propeller option in the kit is the de Havilland 2-position bracket type. For a very early aircraft with the Watts propeller, or an aircraft with a Rotol prop, you will have to resort to aftermarket. A Watts is available from Ultracast (www.ultracast.ca/product-p/ult48197.htm). A Rotol is available from the same source (www.ultracast.ca/product-p/ult48113.htm); the set also includes a Coffman starter fairing to enable a Mark II to be built. Note also that the kit depicts only early examples of the breed – if you want to do a late Mark I or a Mark II you will need to scratch-build the back armour for the pilot's seat.

The transparencies are configured to allow for most of the early Spitfire options to be built, with the possible exception of the very first production aircraft, which did not have an armoured windscreen. The early external armoured windscreen is included, although (something not apparently mentioned in the instructions) you will need to use something like white glue, jeweller's cement or even Future to attach it to the front of the canopy using liquid cement will almost certainly cause crazing in the space between the screen and the canopy. An early aircraft with no external armour can still be built if you resort to Falcon's excellent 1:48 Set No 51 "Spitfire Special" canopy set. It will also allow you to build some of the early PR Spitfires from this kit (with the other appropriate modifications, of course).

A dry fit of the major components shows that Tamiya's quality control has not slipped, everything coming

together quite nicely. Indeed, the task of assembly should not present many, if any, problems. The undercarriage legs are a case in point – the two legs are moulded as one unit, which will ensure that alignment is not a problem and that the finished job will be much stronger than had been the case with the earlier release. It also means that by changing one part the realigned undercarriage of the Spitfire Vc can be produced ...

It will not have escaped your attention that the kit contains no Sprue C, Sprue D or Sprue F. This leads me to believe that, as with the former release, we will see this one come back as a Mark V. Even more importantly, the way the sprues have been laid out, and the way that Mr Tamiya has set up the undercarriage legs, suggests that we will see both a Mark Vb AND a Mark Vc in the future. The task of adapting the kit to address the two different armament layouts and the Vc undercarriage should be quite straightforward. Hallelujah! At last we will be able to do some Darwin Spitfires straight from the box! (And you won't need to scratch-build the back armour for the seat!)

The review copy came from Lucky Model in Hong Kong as a special, but the kit should now be generally available in Australia for a price around that applicable to other similar Tamiya kits. BNA have listed this kit for \$56.95 suggesting that the price in stores will be in the \$55 to \$60 range. This kit is a big step forward from the earlier release, and is recommended.



SPECIAL HOBBY KIT SH 72162 - 1:72 SHORT SUNDERLAND Mk. V – FIRST LOOK

Reviewed by David Clark

Long ago, when I were nobut a wee lad just into 'igh school, Airfix released a kit of a Short Sunderland Mk III. As it came just after my first encounters with the Ansett Sandringhams in Rose Bay, I thought that all my Christmases had come at once. Hard-earned pocket money was soon committed to plastic, and I had an example in my hot little hands. No matter that the transparencies were like the bottoms of Coke bottles, or that the trailing edges were a scale three feet thick, or that the interior was practically bare, or that the whole exercise was covered with seriously over scale rivets – it was a Sunderland! And in 1:72! Much of my two weeks of school holidays at the time

of purchase went into its assembly, and on completion it took pride of place on my display shelf (yes, in those days I used to get kits finished ...).

Time sped; every so often Airfix would trot it out again in a new box, but always in the same markings (DD867 "2.G" of 10 Sqn RAAF in 1943). With each iteration I came to view its shortcomings more and more severely, but still built it again, and even converted it to a Mk I at one stage. My interest was more than piqued when it was announced, more than ten years ago now, that Special Hobby and Italeri were co-operating to produce a new Sunderland kit. Italeri was to do the early Marks, Special Hobby the later, including a Mark V with Pratt & Whitney R-1830s in place of the Bristol Pegasus of the earlier ones. Time sped again; it now seemed that the arrangement had fallen over and that we weren't going to see a new Sunderland after all. Then Italeri released a Mark I, followed not long after by a Mark III; both essentially the same plastic with only detailed differences to suit the different Marks. Both were big steps up from the Airfix original; both had some serious shortcomings – surface detail that the dreaded Matchbox Trench Digger would have been proud to own, and some of the detail was either incorrect or just missing. The prospect of a Mark V hung tantalisingly in the air, until shortly after the Italeri releases Special Hobby announced that it would be doing one. So we waited – and waited ... and waited ...

To my great joy SH finally got the Mark V released about a month ago (at time of writing). It has been worth the wait. The model comes in a substantial (460 x 255 x 85 mm) top-opening box containing twelve frames of parts in medium grey styrene, a frame of transparencies, a small fret of photo-etched control surface actuators, an ADF loop cast in resin, a comprehensive decal sheet and an equally comprehensive instruction booklet.

The grey parts go to make up the majority of the model. They are nicely cast, although there is a bit of flash in some places – nothing significant, and easily removed, but on virtually new moulds? Surface detail is restrained, and looks good. It's certainly a big step up from Italeri's efforts! There has been some discussion on the internet as to various aspects of the kit, including much valuable information from Alan Willoughby in New Zealand, whose father worked on the RNZAF ones (see www.britmodeller.com/forums/index.php?/topic/23492-8984-172-short-sunderland-mkv-by-special-hobby-released/&). In particular, it seems that the portholes may be slightly undersized. The Sunderland had two kinds, opening and fixed. In all cases the transparent sections were 30 cm in diameter (4.1mm in 1:72); the opening ones were set in a ring of 37 diameter (5.1 mm in 1:72). By my measurement the kit openings are just a wee bit small, but it should be possible to open them up to the right size with a reamer or scalpel blade tip.

The kit includes a comprehensive interior, which looks pretty close to the money – not that much of it will be seen when the fuselage halves are together. The transparencies are well moulded – clear, thin and with no distortion.

Decals are by Cartograph. On the sheet the colour looks to be nice and dense, and everything appears to be in register. Included is a full set of stencils and markings for the four examples portrayed in the instruction sheet.

The instruction booklet, printed on glossy paper and no less than 22 pages in length, contains a potted history of the type, in both Czech and English; four pages of parts maps, 13 pages of assembly instructions in the now standard pictograph style, including colour call-outs for the interior detail; and four pages of colour schemes (SZ566 "Z" of 209 Sqn., RAF Seletar, Singapore, in 1951-53; NJ177 "V" also of 209 Sqn at the same time and place; and PP117 of 230 Sqn., RAF, as used during the Berlin Airlift. These three are all in the then-standard RAF scheme of Medium Sea Grey over White; the fourth aircraft is an all-White ML796 of Escadrille S.50.4, École d'Initiation au Pilotage, Base d'Aéronautique Navale Lanvédoc-Poulmic, 1951. The instructions are comprehensive and appear to be easy enough to follow.

Of interest is the number of redundant parts included in the kit. Among them are the two versions of step (straight and faired), early and late turrets, early and late weapons bay windows, and no less than four different styles of upper fuselage insert (early, with the two gunners' positions; turreted, with turret opening; turreted, with turret opening faired over, and late/Sandringham style, with no mid-upper gun position at all). Clearly SH has plans for some earlier versions!

I haven't started assembly yet, but I have started to measure up for the Sandringham conversion that I will be doing on my kit. So far everything looks good ... I plan to have at least two more – one for another Sandy, the other for either a 10 RAAF or 461 RAAF Mark V. After all, a man can't have too many flying boats ...

The review kit came direct from Special Hobby for the equivalent of about \$AUS65.50 plus postage, which is very good value considering what's in it.

In summary, this is an excellent effort by Special Hobby. Such faults as there may be are relatively minor, and should be able to be corrected without too much pain. Highly recommended.

Decal Reviews



FUNDEKALS1:48 SHEET 48-018 - SPITFIRES PART 2 – EARLY WAR – FIRST LOOK

Reviewed by David Clark

Hot on the heels of Tamiya's announcement of their new Spitfire Mark I kit, Fundekals has released this new sheet to complement it. The sheet comes as two sheets of codes, serials, roundels, fin flashes and personal markings on two slightly smaller than A4 sheets, printed by Cartograph, in a zip-lock bag. As is usual with that printer, colour density is good and register is spot on. Although I haven't used mine yet, I don't anticipate any difficulty in applying them. The sheet can also be used on the Airfix Mark I released a little while ago, and presumably there should be no major problem in using it on the Earlier Tamiya release.

To quote from the blurb on the Fundekals web site:

From the early successes of the Royal Auxiliary Air Force in Scotland, to the skies over Dunkirk, through the Battle of Britain and beyond. Several of our subjects from 602 and 603 Squadrons allow the modeller to take full advantage of the early Spitfire Mk I option offered by Tamiya. Some famous RAF aces such as "Sailor" Malan, Douglas Bader, and George "Grumpy" Unwin are included on this sheet. Also present are fascinating lesser known Spitfire pilots such as S/L Roger Bushell, Desmond Williams, and the innovative S/L "Des" Cooke. And there are eleven Battle of Britain Spitfires depicted on this sheet including those flown by aces Kenneth Hart, Jack Mann, Hubert "Dizzy" Allen, S/L Donald MacDonnell, S/L Brian Lane and one flown by Spitfire Test Pilot Jeffrey Quill in combat. Finally, rounding out the sheet are two post Battle of Britain Spitfire Mk Is flown by aces Gordon Olive and Tony Lovell.

The instruction sheet is a major work in its own right. It contains four-view profiles and a history of each of the aircraft depicted, as well as the pilots involved, and runs to more than 50 pages. It also includes detail notes relevant to particular aircraft, and a useful item on Spitfire propellers during the early war years. It is not supplied with the sheet but rather downloaded from the web site, as is Fundekals' usual practice

The sheet covers no less than 26 different aircraft, all Spitfire Mark Is, operated before, during or immediately after the Battle of Britain. See the attached list for details. It also includes details of stencil placement on the Spitfire I and a commentary on the various changes made to the airframe over its service life, including notes prepared by the late Edgar Brooks, the source and fountainhead of knowledge on the Spitfire, concerning Spitfire seats and the change from metal to plastic (NOT Bakelite, according to Edgar).

All in all this is a most worthwhile addition to the range of aftermarket Spitfire accessories. I will be building a few from it; anyone interested in acquiring unused subjects can catch me at a meeting.

My sheet came direct from Fundekals (<http://www.fundekals.com/spitfiresPart2.html>) for \$US 28.00 plus postage. I don't know of any Australian agent, but buying direct was relatively painless using PayPal.

General News

We have the following news from Ley at Platypus:

- From Tankograd new books covering the HEMTT, Luchs and Biber.
- New from Valiant Wings, Airframe Albums No.15 – the Gloster/ AW Meteor
- From PeKo new books on the 40M Nimrod, German Self Propelled Guns and War Photographers
- New from Avonmore Books "P400/P39 Airacobra Versus A6M2/3 Zero-Sen New Guinea 1942", a History of 22 Squadron RAAF and "Walking Under Fire" a history of the 6th Division's Greek Campaign.
- New from Sabot books on the M551 Sheridan and the M1296 Stryker Dragoon.
- Due soon from Harpia Publications books on modern Russian and Chinese aviation.
- From SeM Models comes a conversion set for a post War SM82.
- Collectomania – next on 12/5/2019 at the Panther's Pavilion
- Sydney Toy and Hobby Fair – second Friday of each month starting at 6:30 pm at the Holy Family School, Hudson St Granville
- Sydney Model Auto Club – first Wednesday of each month starting at 7:30 pm at the Western Suburbs AFL Club, 40 Hampton St, Croyden Park.
- Hurstville Sci-Fi Collectables Fair – Sunday 2/6/2019 at the Hurstville Entertainment Centre, 16 MacMahon St Hurstville. Open 8am til 3pm.

Photographs



Graham about to Talk (WR)



April meeting (WR)



Ernest discussion at the April meeting (WR)



More at the April meeting (WR)



Making Models (WR)



HMAC Active one of the examples of Meng getting it wrong.