

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 3 2024

ABOUT SCALE VIEWS

Editor: Lindsay Charman

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

Submissions do not have to be 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

For meeting schedule and details visit the web site at:

<http://apma.org.au>

NEW VENUE REMINDER

An important reminder that we are now meeting at the Carlingford Sports & Recreation Club, aka the 'Carlo'. The address of the new venue is:

Carlingford Sports & Recreation Club
334 Pennant Hills Rd, Carlingford, NSW.

Regular attendees to the monthly APMA meetings are encouraged to join the 'Carlo' as the venue will be offering new memberships at our next meeting in early June. We understand these memberships are basically perpetual from June this year.

UPCOMING HOBBY SHOWS

Queensland Model Hobbies Expo

Don't forget that the 2024 Queensland Model Hobbies Expo is back on in August on the weekend of the 17th and 18th. Please check the website and Facebook page for more details and online entry form.

WASMEx

The WASMEx, or West Australian Scale Model Exhibition, is expected to be going ahead on the 3rd and 4th August 2024. It has been running since 2000 and is run by a group of people from local WA model clubs. This is also an open model competition with a quite broad range of categories, and their informative website shows some very impressive models from previous shows. In addition, it features a second-hand market, and other model clubs are invited to take part as well.

ScaleACT

The regular ACTSMS run Canberra based model competition event is back on the 9th and 10th November, 2024 with its usual array of categories. Check the ACTSMS and ScaleACT websites and Facebook pages for more detail on the address, categories and the entry process.

REQUESTS FOR INFORMATION

Member Maurice Ritchie would like to find out the colour of RAAF Toyota Landcruisers in the 70s. If anyone can assist/advise please let Lindsay know, and he can give you Maurice's email address.

Member Dave Muir has asked if anyone has recent experience with current resin casting technology and/or recommendations on materials and sources for making water in dioramas. Project needs a block of 'water' roughly 320 x 120 x 30mm deep along a seawall.

The Australian Plastic Modellers Association is supported by the following:



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REVIEWS



BIG PLANE KITS

A follow up report

BPK (KP) 1/72 P-8A Poseidon, E-7 Wedgetail and C-40
Review by Barry Cockayne

The following is an update on my initial review of the BPK P-8A Poseidon kit in an edition of Scale Views a little while ago. Members may recall an item I submitted last year re the Big Planes Kit 1/72 Poseidon P-8A which I had sourced directly from the manufacturer in war torn Ukraine.

The kit was to add to my RAAF theme, however I put it aside until I had an opportunity to focus on it without too much diversion to other projects. When I did commence construction a few months ago, I found however that one of the sprues had been omitted from my kit and its reciprocal had been duplicated – frustrating and initially confusing!!

After consulting our Club scratch building ‘guru’, Ian Wrenford, he gave me some very helpful but (to me) daunting tips, so in the meantime I opted for an email to BPK raising the dilemma.

Aleksey from BPK responded within about 36 hours (even allowing for a weekend in Europe and whatever else in war-torn Kiev), and a replacement sprue was received in Gladsville inside six days – incredible service in my view thanks to Aleksey (my now best mate in downtown Kiev!).

My P-8A construction resumed with more enthusiasm, notwithstanding the at times challenge to interpret the logical but perhaps insufficiently detailed instructions (nil literal content, merely strokes and arrows) and the lack of location pins/recesses in the kit parts. The fuselage components were also somewhat complex and a bit tricky

to align at times, but the project is now displaying the visualisation of the finished model.

More recently, I had been sweating on BPK’s next significant project, its 1/72 E-7A Wedgetail. Daily reference to its website enabled me to order that on its release date – fortunate as after an initial batch, BPK advised that it had deferred further production due to one of its moulds failing.

I consider that Aleksey had again sorted me, as my kit from the initial batch arrived from Ukraine this week, together with a 1/72 C-40A Clipper which will make up into an RAAF BBJ VIP jet, aka ‘Albo Air’, which can eventually join a list of RAAF VIP units starting with a Lancastrian, et al (my stash is bigger than my timetable!).

So, I award big kudos to BBK and Aleksey for several ‘saves’!





AIRCO DH9A "SILVER WINGS"

Kovozavody Prostejov (KP) in 1/72 scale

Review by Simon Wolff

There are not enough 'between the wars types' aircraft kits on the market so it was a joy to see this new kit announced by KP. The DH9A is a type significant to Australian aviation history, firstly because it was part of an imperial gift to Australia in 1920 plus was the first type listed in the first A series RAAF type list as A1! It served in the RAAF till 1930, KP has released this same kit with RAAF markings but the kit was initially released in RAF markings. Interestingly the DH9A kits has also been released by Clear Prop that particular kit does not come (well as far as I know) as a silver wings version, has considerably more parts but is more expensive.

The kit comes in the standard KP end opening kit box but the cardboard is quite sturdy for an end opening type as some kits from other manufacturers boxes tend to collapse far too easily but these KP boxes tend to hold their shape. There is not a lot to this kit, only one sprue but there is a choice of three 'silver wing' schemes for three RAF Squadrons (two based in the UK 600 and 601 and one squadron based in Egypt number 47).

The instruction sheet consists of eight pages, starting with the fuselage and for such a small kit there are some eight interior parts, obviously a seats and other basic items. Then it moves on to exterior fuselage fittings followed by fitting of the wings, undercarriage and then the upper wing and prop. There is some scratch building to do, attaching sort of V shaped braces for the centre line bomb rack, made from plastic rod or stretched sprue. Which surprises me as some of the small kit parts would indicate that they could have supplied these as parts but you have to build them yourself, not that this is an onerous task just seems odd. Speaking of bombs the kits comes with one large (20lb?) bomb and two under wing mounted grouped smaller bombs. And being a biplane, the instructions include guides for locating where the rigging goes, this is indicated in red.

As to the kit parts, the sprue is moulded in grey, the surface detail is nice and refined, no part numbers on the sprues only in the instruction sheet but to find and it is easy to see which part belongs where. The decals look clear, with a bit of film that can be removed easily and they look in register and quite colourful. The colour schemes are presented on

the back on the box but no manufacturers paints suggested just generic colours only. The crew each had a small windscreen but this is not provided in the kit, but again easily scratch built if you wanted to include it.

The parts look nicely detailed, and the sprue attachment gates are not thick but quite small and should cut easily without damage to the kit parts. Price in Australian dollars is around \$35.00 the Clear Prop kit, which contains far more parts and details is around \$58.

RECOMMENDED!

SPITFIRE XII CONVERSION SET

Laminar Flow Design kit No LFD32-003 in 1/32 scale

Review by David Clark

3D printing of conversion components has been with us for a little while now and these are getting better by the day as the technology evolves. One relative newcomer to the game is Belgian-based Laminar Flow Design, which produces large-scale aircraft conversions using the technology. They have produced three sets so far, all intended for the Tamiya 1:32 scale Spitfire VIII/IX/XVI kits – two Spitfire XIVs (a high-back for the Mk VIII/IX kit, and a low-back for the Mk XVI kit) and the subject of this review, a Spitfire XII (for the Mk VIII/IX kit).

The conversion comes in a small (100 x 80 x 60mm) top-opening cardboard box which is quite rigid and more than adequate for the purpose. Inside we find two frames of 3D printed resin conversion parts, an instruction sheet and pre-cut masks for two sets of markings.

The presentation of the resin parts is impressive. They come in two "cages", which ensure that nothing gets damaged in transit – short of a major catastrophe such as the whole package being crushed, something which would require substantial force! The frames are cut to gain access to the components.

One frame contains a complete nose section for the Griffon engine which is central to the conversion, five prop blades (one spare), two small intakes, the nose bulkhead and the prop shaft and retainer; the second the spinner itself, the backing plate for the spinner, a replacement panel for the lower port wing to accommodate the oil cooler, the oil cooler itself, the carburetor air intake and twelve individually-formed exhaust pipes. All are beautifully printed, with little or no "temple steps" to show how they were formed.

They are mounted on pillars typical of the printing process and it will require some care in their removal and cleaning up. The level of detail is amazing – the carby intake parts include a pair of intake grilles (one spare in case of accidents) which have proper gauze across their fronts – no moulded-in-relief stuff here – so care in removing them will be vital! Indeed, removal of all components will require care to avoid damage. The major parts have surface detail which is restrained and in keeping with the Tamiya kit, and components like the prop blades and the exhausts are very finely moulded, and much more realistic than any injection-moulded equivalent.

I haven't tried to assemble anything yet (I don't need ANOTHER part-built model under my feet ...) but I've no doubt that everything will slot together very nicely.

The instructions are printed on two A4 pages, folded to give eight A5s. They are very comprehensive and look quite easy to follow. There are abundant colour pictures to back up the written instructions, as well as a parts map for the masking sheets and painting instructions for the two schemes given – MB840 EB-J of 41 Sqn RAF and EN625 DL-K of 91 Sqn RAF. These squadrons were the two main operators of the type; my model will be of MB882 EB-B of 41 Sqn, flown by F/LT Donald Smith, RAAF, so I'll be on the scrounge for another pair of "B" masks to ensure consistency of markings.

The review set came from the manufacturer – laminarflowdesign.com/gb/; there is no Australian agent. Not cheap - €49.00 plus postage – but worth it if you want something different to do with your big Tamiya Spitfire kit. There is also a Facebook page. Be warned – they can be addictive. The Facebook page tells us that there is a Mustang III/P-51B/C conversion for the 1:32 Revell P-51D kit coming up – a 3 RAAF aircraft is a distinct possibility!



DESERT ARMOUR – TANK WARFARE IN NORTH AFRICA Vols 1 & 2

by Dr Robert Forczyk, Osprey Publishing

Review by Ley Reynolds

Dr Forczyk has a PhD in International Relations, works as "a consultant in the Washington DC area", spent 18 years in the US Army Reserve and has authored several books on WW2 operations, mostly covering Nazi attacks on Germany's perceived enemies. This 700+ page two volume set deals with the war in North Africa from 1940 to 1943.

The first section extensively outlines British, Italian and German AFV developments, equipment, limitations and tactics prior to 1940 and sets the scene for the battles to follow. The author then describes Italy's first hesitant attacks on Egypt and is more complimentary of their efforts and aggressive spirit than is described in other books on this subject (a bit surreal considering they were driven halfway back across Libya and lost upwards of 50,000 POW's).

The rest of the two volumes covers the to and fro of the desert war from 1941 to 1943 in quite some detail, although this reviewer would have appreciated more maps of the areas involved and individual battles. He makes much of "combined arms operations" or lack thereof but pays scant attention to the parts played by the predominantly Empire and Allied infantry formations on the Allied side.

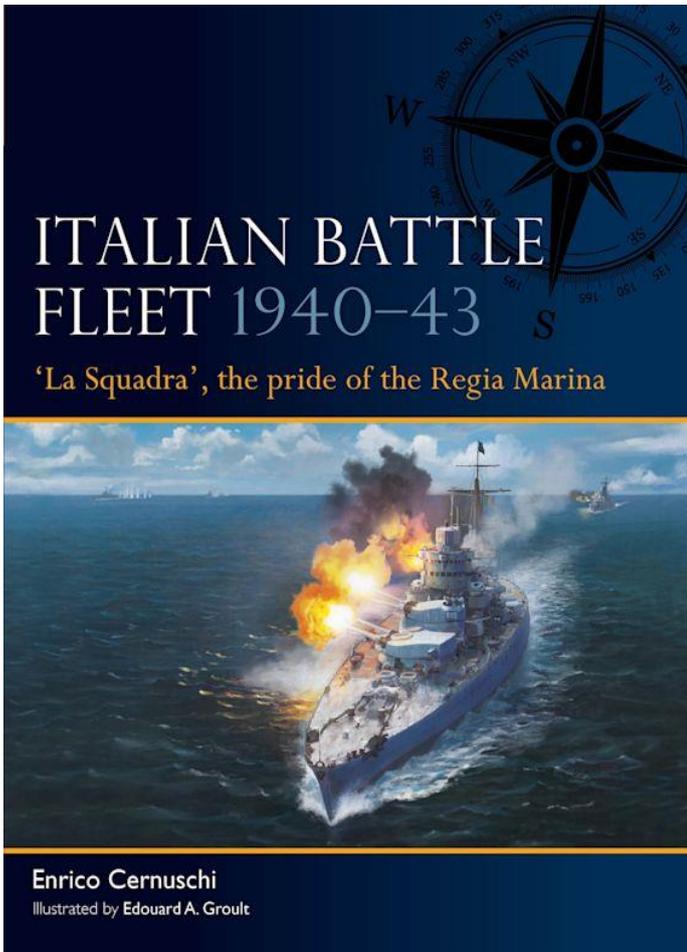
In this section Empire troops/operations are usually portrayed as extremely amateur at best, if not completely bumbling, with senior officers often timid and, if not psychotic, at least suffering from major personality disorders. On the other hand, Italian troops/officers/operations are occasionally timid and limited by equipment issues while the DAK are almost uniformly professional and oftentimes brilliant, especially Rommel. At times the reader might wonder how the latter did not advance all the way to India!

The final surrender of 230,000+ Axis troops in May 1943 appears almost a matter of ill-fortune and the fact that most DAK troops marched off into captivity with bands playing in perfect order as some sort of talisman of Nazi esprit de corps.

A fact I had not known was that the Axis high command in Tunisia refused to surrender to French colonial or Indian troops and insisted on waiting for British officers, perhaps to avoid extra perceived humiliation

Dr Forczyk appears not to grasp the importance of Empire communications and troops, particularly those from India, to Britain's war effort and indeed seems to view service in the pre-war British Indian Army as bar to any level of competence. He posits that the Nazis would have been better served with the DAK troops/equipment deployed against the Soviets – whether this might have altered the outcome can only be guessed.

All told this is an important if somewhat expensive reference to the war in North Africa. Price is approximately \$120 for the two volumes.



ITALIAN BATTLE FLEET, 1940 – 43

by Enrico Cernuschi; Osprey Publishing

Review by Ley Reynolds

This is the latest in Osprey's "Fleet" series and I had expected it to cover the technical aspects of the Regia Marina's ships. This it does not do, instead having the first 30 odd pages describing the post-WW1 development of the RM, most of the senior officers, its strategy/tactics, its failure to obtain an aircraft carrier and its ultimate inability to operate due to fuel shortage. Within this section the author infers that the RM's fleet was superior to that of the Mediterranean based Royal Navy in armour, armament, ordnance, gunnery and range-finding equipment and claims the Italians as much better at code-breaking, intelligence gathering and dockyard facilities, while admitting a failure to deploy radar.

He then describes the 9.7.40 Battle off Calabria, the 27.11.40 Battle of Cape Spartivento, the 1941 Invasion of Crete, the 15.6.42 Battle of Pantelleria and convoy operations in some detail, claiming them as RM victories for all intents and purposes (if 84-92% of cargo was actually delivered to Libya, somebody must have forgotten to tell Rommel). He covers the attack on Taranto (extremely briefly) and both Operations Torch and Husky highlighting RM success claims. He also posits that RN shore bombardment was usually unsuccessful and that Britain basically "shot itself in the foot" by retaining control of Malta during WW2. Throughout the narrative the RM's problems are allegedly caused by Mussolini, the Regia Aeronautica or both and the RN then and all historians since have lied about the damage inflicted by the RM on

the RN. One almost wonders why it was not the RN sailing to surrender in 1943!

Lacking an extensive knowledge of "things nautical", this reviewer is unable to comment on the veracity of the claims in the book but it certainly provides a different perspective on events. Finally, the suggestion that Allied personnel held Italian forces and particularly the RM in some regard at the time of their surrender is not one I ever heard from Australians who served in the Middle East.

Price is around \$30 – 40.



"ILLUSTRATED" SERIES

by Lou Drendel

Aviation Art Inc., print-on-demand, at about \$55 each

Review by Ley Reynolds

I recently came across this series by Lou Drendel, best known for his artwork in the now defunct Squadron Signal range. Most aircraft featured are US products with each title having approx. 112 pages of colour photos plus some artwork and a few line drawings. Some, but not all, have detail shots useful for modellers and the text offers perfectly adequate details of development and operational use of each subject.

The "print-on-demand" format means a slightly lower quality of photo' reproduction than traditional printing - not a major problem for this reviewer. Printing is apparently done at various Amazon sites around the world so delivery times are a bit of a "moveable feast" and the price is at the upper end of what is reasonable. That said, each title offers an adequate reference for both historians and modellers.

BARTLOMIEJ BELCARZ

An obituary

By Ley Reynolds

It is with great sadness that I have to report the death after a long illness on 24th March, 2024 of "Bartok", one of the driving forces behind publishers, MMP/Stratus. He was a world renowned researcher/historian with a particular interest in WW2 French aviation and a successful author.

I had the good fortune to spend many happy hours with him at several Scale Model Worlds in Britain, and in various Indian restaurants afterwards.

He was always happy to share his encyclopaedic knowledge and proved very helpful with details for a number of articles that I have written for "APMA". He will be greatly missed.

RESULTS OF COMPETITIONS

The following are the People's Choice for the April 2024 meeting, including the two themes for the day and the General entries:

Canada Theme

1/48 Lysander Cropduster, by Ian Wrenford

Orange Theme

1/24 Jagermeister BMW 320i Gr 5, by Bob Morgan

General

1/32 P-47D (Razorback) by Lindsay Charman

A DIORAMA BY GEOFF BARNES

Geoff attend the March meeting as a visitor accompanied by member Dave Muir. He enjoyed the meeting and Ley's presentation on aspects of the Spanish Civil War. Geoff is an extremely accomplished modeller specialising in making dioramas of historical events, both ancient and modern. On Mondays he volunteers with Dave (Fridays) and Lindsay (Thursdays) on the ANMM Modellers Desk where you can see some of his amazing work. He brought along a lovely boxed diorama, an exercise in forced perspective called the 'Japanese Track'.

Set in the Owen Stanleys, the foreground figure with the Owen gun is 150mm (sculpted by the very talented Queenslander Phil Walden), the Bren gunner is a 120 mm Verlinden figure, and the men down in the gully are 54mm Airfix figures. There are seven figures in total, each in decreasing scale giving depth and perspective. Geoff also added some accurate looking and beautiful miniature jungle vegetation as well. As Geoff explained, the key is to restrict line of sight so that the forced perspective works.



A THANK YOU FROM LEY

Spanish Civil War Talk And Competition March 2024
I would like to thank all members who listened to my talk in March and those who entered the Platypus Publications sponsored competition. I was pleasantly surprised at both the number of entries and the short discussions afterwards - obviously some members have more than a fleeting interest in the subject. My next talk/ competition, **The Sino-Japanese War**, will be in **July**, with a couple more next year.

NEWS FROM OUR SPONSORS

Recently released publications from Platypus Publications

by Kotare:

Two sets of 1/32 3D printed ejector exhausts useful for certain early mark Spitfires with these triple ejector nozzle types (roughly Mk 1 to Mk V).

-32P001 – Spitfire Mk1a (mid/late), Mk Ib Mk IIa and b, and Mk Va and Vb (early)

-32P002 – Spitfire Mk I (early)

by Helion:

Birth and Fall of an Empire – the Italian Army in East Africa 1935-41 by R. Riccio and M. Afiero

and miscellaneous:

German Wings in Italian Skies by L. Caliaro

by Osprey:

Tanks on Iwo Jima by R. Cansiere

Dogfight: Bf-109E - Battle of Britain by A. Saunders

Combat Aircraft 152 - U-2 Dragon Lady Units 1955-90 by P.Davies

Men at Arms: Germany's French Allies, 1941-45 by M. Afiero

Soviet Cruisers 1917-45 by A. Hill

German Tanks in France 1940 by S. Zaloga

Italian Battle Fleet 1940-43 by E. Cernuschi

Royal Navy Home Fleet 1939-41 by A. Konstam

by Aeronaut:

German two-Seat Fighters of WW1 by J. Hennis

by Helion:

Asia @ War – No 52, Last War of the Superfortresses by L. Krylov & Y. Tepsurkaev

Asia @ War – No 51, Soviet Military Aviation in Central Asia 1917-1941 by V. Kotelnikov

Asia @ War – No 50, The Soviet War in Afghanistan 1979-1989 by I. Milyukov

by Wingleader:

Photo Archive Number 31 - De Havilland Mosquito Pt 2: Single Stage Merlins by I. Thirsk

Photo Archive Number 30 - Consolidated Liberator GR Variants in RAF and RCAF service, by Pavel Türk

From MMP:

Colour & Scale 01 - P-47D Razorback ,Normandy 1944

Colour & Scale 02 - Messerschmitt Bf109F, Luftwaffe Aces

Colour & Scale 03 – NAA Mustang III, Europe 1944-1945

Of these three the first and third by D. Karnaz & A Juszczak, second by D. Karnaz & K. Holda

Challenger 1 – Britain's Orphan Tank, Green Series No 4129 by R. Kent

UPCOMING EVENTS AND SHOWS

Warbirds Downunder 2024

Warbirds Downunder 2024 is again scheduled to be held at Temora, NSW, on Saturday 19th and Sunday 20th October 2024. The last such airshow gathering held by Temora was in 2018 and was said to have had the largest number of warbirds on display at one Australian event.

The 2024 event promotional material has not yet shown exactly what is likely to be there this year but it is hoped a similar number of older aircraft, hopefully including some from the RAAF 100 SQN Historic Flight and current service aircraft.

Please check the Warbirds Downunder website closer to the event for a more accurate prediction of what might be on show.

Pacific Airshow Gold Coast 2024

The Pacific Airshow Gold Coast is expected to happen over three days in Queensland on 16th to 18th August, 2024. The publicity material suggests attendees can expect to see a fair few civilian stunt and aerobatic aircraft, an array of warbirds, and some service aircraft from the ADF and perhaps the US armed forces. Again, do check on the online promotional material and the website to get a more accurate prediction of what you might expect as a ticket purchaser.

SHOW REPORTS

NSW SCALE MODEL SHOW

At the kind invitation of the Illawarra Plastic Modellers' Association, we set up another promotional and recruiting stand for APMA at IPMA's annual 2024 NSW Scale Model Show in late May. Other clubs and associations were also invited along, making for a varied and interesting series of displays to add the numerous trader's stands.

Our display was staffed for most of the weekend by members Simon and Warren, with Carlo, Lindsay, Ken all relieving Simon and Warren on an occasional basis to allow them the opportunity to obtain food and refreshments as well as to get some rest breaks on a regular basis.

Each of the above members brought along models forming the display, with some extras brought in by Paul and Chris, providing a pretty balanced range of models. We were fortunately able to have one visitor join on the spot, with a few more interested enquiries, while quite a few back copies of the Magazine were sold on both days.

Many thanks to Simon Wolff for the following photos.



THE ROB BURNS MEMORIAL SHOW

Report by David Muir



Rob Burns Memorial Show
NNL Format

Saturday & Sunday
27th & 28th April 2024

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Entry Fee per Model - \$2 each up to \$10

Further Enquiries
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sponsors and traders, all of whom seemed to do good business. An unofficial count suggested that there were well over 200 entries: not bad for a brand new show in a small rural town!

Judging was using the NNL system where the entrants (and **only** the entrants) voted for the best model in each of the 20 odd categories. The announced winners seemed to accurately reflect the best of the entries and there were none of the judging controversies that have occasionally plagued shows such as ScaleACT and Wagga. Awards were medallions on lanyards for the first (blue), second (red) and third (green) with cups for the winners in each major category (cars, trucks, armour, etc).



On reflection the single day format worked well. There was ample time to look at the entries and to chat to the other modellers and no time to get bored. Overall, the quality of the entries was probably better than most of the other shows, a reflection that it was new and that the entrants had brought their 'best' examples to show. There were some really excellent models on the tables including some I for one had not seen before.

Held in a church hall and catered for by the church ladies, the show had a relaxed country feel. Where else would you get four sandwich triangles, two cakes and a cup of tea for the princely sum of \$8.00? The show coincided with the town's local fair which ensured a wider audience and provided plenty to see for those who travelled down on Saturday and stayed overnight. And the high country, always beautiful, is truly stunning at this time of the year making for a pleasant drive down. Highly Recommended!

Although advertised as a two-day event, Saturday was devoted to setting up with the actual show taking place on the Sunday. It was held in part as attribute to Rob Burns who ran an annual show in Tumut until his passing nearly a decade ago and in part as a spin off from the Wagga event held later in the year.

Given that there had been a nine-year gap since the last one and since it had only limited advertising the turnout was impressive both in terms of models and attendance. This was even more so given that the organizers were all based elsewhere.



As you would expect there were significant contingents from Canberra and Wagga but also a sizable group from amongst the Sydney based car modellers. Although traditionally a car and truck show, the revived version had a wide range of entries across the full gamut of model genres. The show was well supported by a number of Scale Views – Issue 2 2023



PHOTOS FROM RECENT APMA MEETINGS

Many thanks to Carlo for these photos from the April meeting.

