

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 11 2021

ABOUT SCALE VIEWS

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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: NOVEMBER 13 @ Noon

2021 Committee

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EDITORIAL DROPPINGS

Welcome to the eleventh of our Newsletters for 2021. We must apologise for an error in No 10: The Bedford article was by Clive Ferris, not Cyril Ferris, our apologies to both gentlemen.

OCTOBER NON - MEETING

We hope you all are well and using the opportunity to get some modelling done. It is looking increasingly likely at this point that we will be able to have our first face to face meeting albeit with some restrictions as scheduled on November 13. We look forward to seeing you all and the results of your modeling endeavours at Sporties in a couple of weeks. We will circulate an email and post on APMAChat on Facebook a few days before the date as a reminder and confirmation of any requirements.

At this stage the essential requirement is to be fully vaccinated and be able to demonstrate it with a certificate in electronic or paper form.

UPCOMING SHOWS

Subject of course to confirmation (that seems to come almost on a daily basis) the known dates for modelling events at the moment are listed below and we will keep you informed as things evolve:

The Sydney Model Ship Club Expo has been **moved** to December 4 and 5 and will be at a new venue: Wests Ashfield, 115 Liverpool Road in Ashfield.

The Sydney Scale Model Show has been cancelled and the gang have tentatively **re-scheduled** it to Saturday March 19, 2022.

QT BUNNI COMPETITION

Given the restrictions, the QT Bunni Comp and our annual APMA Swap & Sell have been **POSTPONED** as previously advised to a date to be determined in 2022 once we see how the meetings work in their 'new normal' format.

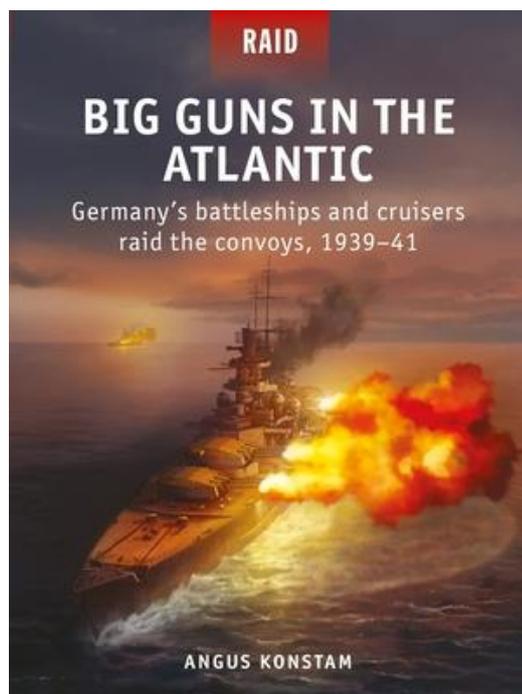


2021 Theme – Things Mentioned in Songs

BOOK REVIEWS

BIG GUNS IN THE ATLANTIC

by Angus Konstam
Osprey Publishing ISBN: 9781472845962
Reviewed by Ley Reynolds



Much overlooked in the plethora of books on the Battle of the Atlantic are the Kriegsmarine's commerce raids 1939 – 41. This has been corrected to some extent by this title.

The book starts with brief overviews of RN/KM equipment, planning, strategy and tactics before the start of WW2. This is followed by descriptions supported by period photographs and colour maps/artwork of each of the following operations:

- *Graf Spee* (briefly as this story is well known)
- *Deutschland* (renamed *Lützow* in case it was sunk)
- *Scharnhorst* and *Gneisenau*
- *Admiral Scheer*
- *Admiral Hipper*
- *Scharnhorst* and *Gneisenau's* second cruise
- *Bismark* (briefly a.b.)

Then follows an overall analysis of the operations. This shows that although a significant number of ships were sunk, often with the entire civilian crews, the KM had too few ships and of the wrong type (i.e. major capital ships) and the captains were too timid (allegedly due to standing orders – no Nelsonian blind eye here) for commerce raiding. This timidity is highlighted by the disruption to KM operations by HMS *Rawalpindi*, HMS *Jervis Bay* (both poorly armed converted liners) and SS *Beaverford*, a Canadian freighter with one 4" gun which held off the Admiral Scheer for over five hours while the rest of the convoy escaped. There were also ongoing design and mechanical problems with all vessels, particularly the pocket battleships. The loss of the *Bismarck* forced the KM and an enraged Hitler to turn away from surface ships and concentrate on U-Boats – but that's another story.

This is a valuable, reasonably priced addition for anyone with more than a passing interest in the Battle of the Atlantic. Recommended.

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KIT AND PRODUCT REVIEWS

GRANDFATHER & GREAT – GRANDSON

Atelier IT kit AIT24005 in 1/24 scale
Reviewed by David Muir

I have only ever made one figure model in my entire modelling 'life' and that was forty years ago; hence what few skills I may once have had are well out of practice. Needing a figure to give scale and be the driver for a vehicle I am building I went looking for something – anything – that was ready made as sculpting is beyond me.

A trawl through the seemingly endless figure models out there online led in the end to the old reliable HLJ who had this figure...or more accurately pair of figures. Intended as the driver and passenger of a car, the pose, clothing and scale are exactly what I needed. Luckily the bloke is almost bald which make it much easier to add a brim and reshape the top of his head with putty to give him a hat.



Cast in pink resin "Granddad" consists of a torso with his head plus two arms and two legs, the kid is even simpler with just a body, one arm (with his toy) and a head to be assembled. The detail and sculpting are clean and crisp, requiring only minimal attention. The joints are socketed to ensure the alignment but the mating faces are fairly rough, causing some fairly large gaps at the waist and shoulders. Trimming and shaping of the mating faces minimises the need for filler; I managed to get mine to fit with just a touch of Mr Surfacer 1000 around the arms. The pose only needed minor adjustments to suit my model; easily accomplished by adding and subtracting wedges at the elbows, knees and ankles to open or close the limbs. I kept the upper and lower parts separate until they had their base coats then joined them and used the belt as the touch up line.

These are very simple but well modelled figures which capture something of the characters they are supposed to portray and are therefore recommended should you need a seated adult driver or cute child for your diorama.

HAWKER HUNTER TANDEM ALL-WEATHER FIGHTER

Freightdog Models FDR72136 in 1/72 scale
Reviewed by David Clark

The bulbous, two-seat side by side Hawker Hunter T.7 and its derivatives are well known. What is less known is that when Hawker first proposed a two-seat trainer version of the Hunter (designated P.1130) it offered both side-by-side *and* tandem seat configurations as alternatives. Tandem seating in trainers was not in favour at the Air Ministry that week, and so the two-hole Hunter we know and love (?) came to be. Also proposed at the time was an all-weather fighter version, which was no more favourably received. Freightdog now offers us a 1:72 rendition of the tandem P.1130 we missed.

The conversion, intended for use with the Revell Hunter FGA.9 kit, comprises a total of twelve cast resin pieces – two forward fuselage halves, a detailed cockpit interior, a pair of Martin-Baker MB.4 ejection seats, three undercarriage pieces (to replace the undersized Revell parts), alternative noses for both the trainer and the F(AW) version, a pair of 37-round rocket pods and two (one being a spare) vacformed canopies.

The resin is beautifully done, the fuselage halves being as thin as their injection-moulded counterparts, and the canopies (by Rob Taurus) are clear and crisply moulded. As with most resin sets, the parts all have casting blocks, but these are not excessive or intrusive, and it is easy enough to separate the parts from the blocks without damage or effort. The parts are backed up by a small, but sufficient, instruction sheet which details (in words only) the steps needed to make the conversion. The whole comes in a small (125 x 85 x 45mm) but sturdy corrugated cardboard box with top opening, more than adequate to ship its contents around the world.



As shown in the photograph, a test fit of the Freightdog fuselage halves onto the Revell fuselage shows that the two match well, and the conversion should go together without any problems. The parts have had no preparation other than being trimmed from their casting blocks, and the Revell fuselage cut to suit. The canopy has been trimmed enough to sit on the fuselage, but still needs a bit more work, and the Revell forward fuselage sitting behind gives an idea of the additional length imparted by the conversion.

Don't throw that Revell forward fuselage away if you have a Matchbox Hunter in your stash; it should be possible to graft the Revell forward fuselage onto the rear of the Matchbox kit without too many problems, thereby overcoming the latter's worst element.

A second, simpler, set with parts for just the trainer is also available. Naturally, it's also cheaper. Neither set comes

with decals, so you can let your imagination run free. My model will be finished in the A&AEE's Raspberry Ripple scheme, but there are lots of decal sheets out there for Meteor T.7s, NF.12s and NF.14s, not all of them for RAF squadrons, so the sky's the limit! Many years ago there was another resin set, by Maintrack if memory serves me correctly, for the same conversion based on the old Airfix kit. Comparing the two is like comparing chalk and cheese!

The review set came direct from Freightdog (www.freightdogmodels.co.uk) and cost about \$32.00; the trainer-only set is cheaper at around \$25.00, in each case plus postage. I don't know of a current Australian agent for the company. This conversion set gives the modeller the chance to build what is arguably a much more attractive version of the two-hole Hunter and have something different in the collection. **RECOMMENDED.**

Postscript: When it came to developing a two-holer, the English Electric Lightning suffered from the same prejudice against tandem seating as did the Hunter, and the resulting Lightning T.4/T.5 shows what happens when a quart is crammed into a pint pot. Now if someone would just give us a two-hole tandem Lightning...

ARMOURED CABRIO FOR REICHSKANZLER

ACE kit 72577 in 1:72
Review by: Simon Wolff



Good old Mercedes!

To quote the kit box:

The Typ-770K Offener Tourenwagen, also known as the Grosser Mercedes was a luxury car built by Mercedes-Benz from 1930 to 1943. The Offener Tourenwagen was a Open Tourer body built in house by coach builder Sindelfingen, it had bullet proof glass and body armour, amongst the infamous owners were Emperor Hirohito, The King of Norway, Field Marshal Mannerheim, Portuguese dictator Antonio de Salazar, General Franco and of course its most infamous customer Adolf Hitler.

THE KIT

A typical ACE kit with its soft cardboard boxing, parts stored in a zip lock bag and double A4 page instruction sheet. This kit has been released in two other boxings, one in captured markings and cabriolet F touring. This one is a fairly new kit and sees some improvements from previous kits and, like the recent Humber Snipe Woodie, the mouldings are much crisper/sharper than previous

offerings. And for the first time (as far as I am aware) there are injection moulded clear parts for the car windows! However they are not bad but could do with some polishing sticks to get rid of minor imperfections as the parts I had are a bit pitted!

For such a small kit there are quite a substantial number of parts, something like 98 parts (including figures, photo etch and clear parts) on six sprues amongst those there are some unused parts which is about normal for ACE kits they give you a few extra bits for your 'spares box'. Typical of ACE kits there are a plethora of parts for the underneath, the front suspension working gear comes to five parts on its own!

ACE seem to have gone all out for this kit as for a change they provide interior colour detail something I have not seen on their previous offerings; I have had to do my own research in the past. Also the kit instruction sheet is double the normal tatty paper size and clearer. You also get a small photo etch fret of about nine parts and you get three options for different markings. One for Adolf with appropriate decal flags and number plate, then markings for Field Marshall Mannerheim of Finland and lastly a captured vehicle used by General Cornelius Daly of the 20th US Armoured Division which apparently is now preserved in the Canadian War Museum (and apparently it was originally thought to belong to Herman Goering).

The kit assembles much like all their kits, suspension, side panels, front and back with a number of parts for the bonnet, separate seats, dash and steering wheel and of course the floor this kit has some nice detail on the interior of the doors which are moulded closed. As I said the detail is good, there is only minor flash mostly around the two figures, one of whom is the driver while the other is Hitler standing up striking a pose! The kit comes with the option for a folded up seat so Adolf can be posed standing as was his want. You can also build the kit with the top down or top up. It looks a lovely kit although I am not wild about how I am going to do the chrome as it is not something I have tackled before. There are reference photos of the vehicle on the ACE web site and there are also plenty of photos on the web if you need any.

My recommendation: it's a lovely looking kit, over engineered but an improvement on the quality of their previous kits. Cost was \$30.00.

BEDFORD QL REFUELLER

IBG kit 72082 in 1/72 scale

Review by Clive Ferris



Released in 2020 this is the latest of the six Bedford QL kits IBG has issued in 1/72 since their first one appeared way back in 2008. They all have different bodies including a QLD, QLT, QLR, QLB and a QLC (or QLT?) based Fire Tender. This one is a post war QLC cab chassis fitted with a tank and booms and two long hose stowage boxes.

The Refueller has around 130 parts moulded in mid-grey with a pre-printed sheet of clear and a brass PE fret that adds another 16 parts. IBG are well practiced at making the most out of their research and tooling; this one shares its main sprue with its predecessors and adds six (two of which are duplicates) smaller sprues with parts that are specific to this kit. It is also a suitably downsized version of its 1:35 scale big sister including its two colour scheme and decal options. Being late production vehicles they lack the anti-aircraft hatches so only a 'solid' roof is provided.

The kit is commendably well detailed and some of the parts that were missing on its big sisters are included in this one. It even gives you a tiny engine which will be all but completely hidden from all except those who pick up and turn over the model and even then it will be largely buried up under the cab floor. What it does not give you is separate doors for the rear storage compartment nor any of the internals that populate it such as the auxiliary engine, pumps, any of their associated plumbing or a rear wall.

Given its history the common sprue is holding up well and the parts are still clean and crisply moulded and are as good as the newer sprues. As with the 1/35 scale version there are a few minor issues; the gates between a couple of the parts and the sprues could have been better placed but there is just two, both easily fixed, sink marks. On small kits such as this it is important to make sure everything fits as it should with lots of trial assembly, otherwise slight misalignments quickly lead to big misalignments.

The instructions which take the form of a twelve page A4 booklet that allocates two pages to a parts map and pictograph and colour keys, eight to assembly diagrams and two to the colour schemes. The schemes are the box art one in RAF Blue-grey and another in Blue-grey and Golden Yellow with registrations, load markers and bridge plates provided for both on the small decal sheet. The assembly diagrams are generally clear enough but can be difficult to read in a couple of the stages where it is hard to identify the part and/or its correct orientation. Sadly it uses IBG's almost incomprehensible pictograph notation "system" that they seem to use on all their vehicle kits.

It has considerable conversion potential to back date it to either the early or mid-production configurations. The process for doing these in 1/35 scale will appear in a longer article in the APMA Magazine shortly and the same basic steps would apply to modifying this one in 1/72. However, in light of IBG penchant for releasing multiple versions of its vehicle kits (eg the 1/35 QL Refueller and Tanker) it may be wise to wait a bit and see if they do a late production/late war 'boomless' version of this kit before you take up your saw and scalpel in earnest. However, you should be safe converting it to an early- or mid-production variant as to date IBG have steadfastly chosen to ignore both.

As an alternative to the venerable Airfix or even the more recent Hobby Master post war 'boomer' Bedford QL this one wins hands down in terms of accuracy, level of detail and engineering and is therefore recommended.

FAIREY FLYCATCHER (Early Production)

Armory Models kit 48001 in 1/48
Reviewed by Bill Renfrew



The Fairey Flycatcher was a tractor biplane fleet fighter that served in the Fleet Air Arm of the Royal Air Force (the Royal Navy did not regain control of its aircraft until late 1939) from 1923 until 1934. It served on board aircraft carriers, capital ships, catapult equipped cruisers and at shore stations. It represented the next generation of fighters after the end of the Great War in that it had a partially metal fuselage frame and a radial rather than rotary engine. This was the 400HP Armstrong Sidley Jaguar III or IV. The Flycatcher saw most of its service with the fighter flights numbered 401 to 409. Individual aircraft moved from flight to flight and flights moved from ship to ship. Since the colourful markings sought to identify the ship, the markings on an individual aircraft changed with changes in service. The markings of naval aircraft in the inter-war period underwent periodical changes meaning that the appearance of an airframe was very time dependent. (Of which, more later)

Armory Models is a relatively new manufacturer based in Ukraine. To date they have mostly produced small scale armour and 1/144 aircraft kits as well as an extensive range of accessories. This kit is their first foray into 1/48 scale and represents a rather eclectic subject choice but a very welcome one. The Flycatcher has been rarely kitted in this scale. In fact the only other kit that I know of is the ancient Pyro / Lindberg offering that dates from the 1960's. While that kit was alright, it was a product of its time and rather lacking in detail. This kit brings a more up-to-date attitude to the subject. It must be noted however that this kit uses limited run technology for its plastic parts. This means that there are no location pins and there is a little flash on the fuselage parts. Notwithstanding this the quality of moulding and level of detail is first rate.

The kit consists of some sixty-five (65) injection-moulded plastic parts, thirty-three resin parts (mostly making up the engine), three photo-etched frets, a small printed acetate sheet comprising the instruments faces and windscreen and an instruction booklet. Also in the kit are some twenty-three (23) other plastic parts that are for other versions of the aircraft. One of the photo-etch frets is for seatbelts and does not appear on the main instructions. It does have its own small instruction sheet and so clearly should be fitted before the seat is added in step 16.

The instructions comprise a total of twelve (12) A4 pages. The first six detail construction while the rest give the

colour schemes. The assembly instructions are well drawn and clearly indicate where parts are to go. There is also a rigging diagram which could have been clearer but is not too bad. The colour schemes have markings for seven (7) aircraft. Profiles, elevations and a stencil plan are included.

Construction starts with the assembly of the engine. This consists of the crankcase and fourteen (14) cylinders (15 are supplied). The rocker arms are then added, twenty-eight (28) of them, from tiny photo-etched parts. The kit does not contain any push rods, you must add them from wire. The instructions give recommendation for sizes (again there are 28 of them). The exhaust pipes are fairly small and delicate so be careful removing them from the casting block. It may be worthwhile replacing them with thin brass tubing thus obviating the need to drill out the ends.

The next thirteen (13) steps construct and detail the interior of the aircraft. The level of detail here is very high but care must be exercised as many of the assemblies are quite fragile until finally installed. Unfortunately there are no colour call-outs here so you are left to your own resources. From the Internet, it appears that the main colour is a greyish green (at least on museum examples) with the instrument panel in polished aluminium.

The construction of the fuselage follows. Unfortunately and unusually this consists of three parts with the lower rear as a separate piece. Note that there is no arrestor hook here as these aircraft had a slow enough landing speed to not require them and arrestor technology was still in its infancy. In steps 28 and 29 you construct two assemblies that the instructions state are to be used for catapult aircraft only. It does not identify which of the options they are. Although several of the carriers were equipped with catapults, most footage shows the Flycatchers simply flying off the flight decks. Even the aircraft attached to the Battle Squadron flew from platforms on B turret.

In step 34 we prepare for the top wing. The kit does not provide any cabana struts but indicates that they must be built from wire. The relevant sizes are specified. Since these struts are very fine, this should strengthen the assembly.

The final step fits the already assembled engine to the airframe. This is quite a good fit just be careful of the exhausts. The final step shows the rigging diagram. It's up to you whether you do it this late or before attaching the engine.

The kit provides for seven colour schemes. Two are from 402 Flight in HMS Eagle, two from 405 Flight in Furious, one each from 403 Flight and 407 Flight in Hermes and Courageous respectively and identified as from the 1st Battle Squadron in HMS *Ramillies*. By and large the information provided is consistent with FAA practice at the time and equates to those aircraft for which I have managed to find photographs. For my preferred scheme, N9611 from 402 Flight, a photograph shows it without the catapult assemblies. N9611 was the first production Flycatcher and served in Eagle in 1924 and 1925 and it certainly qualifies as 'early production'.

The last colour scheme, S1280 from the 1st Battle Squadron gives me some problems. This aircraft was part of the second last batch of Flycatchers delivered in 1929. It served with 408 Flight in HMS *Glorious* from May 1930

until April 1931 as "9". It was then transferred to 406 Flight, also in *Glorious* as "3". Aircraft from 406 Flight also served on battleships of the 1st Battle Squadron. The kit provides for a red, white and blue stripe on the upper wing. I can find no evidence for this marking but in its service with 408 Flight a blue and yellow stripe was carried. Also, as a late production aircraft, it probably had a Jaguar IV engine. I don't think you should use this set of markings.

Notwithstanding the above, I really like this kit. It builds into a very nice model of a long neglected aircraft. I highly recommend it to members. I understand that Armory have produced a late production aircraft in 1/48 as well as two float-plane versions and intend to produce four kits in 1/72 as well. I purchased my kit on-line from BNA.

DH 84 DRAGON

Oxford Diecast No72DG001 or 002CC or 003 in 1/72 scale
Reviewed by Ley Reynolds



Oxford Diecast is best known for their range of 1/76 scale model railway vehicle accessories and their 1/72 scale "collectable" model vehicles, both of which are very "pom-centric" and focused on the period from the early 1930's to the late 1960's (possibly because (a) that was when the UK was last marginally relevant in the world and (b) still had a motor vehicle industry). These are neat little models produced in China and consisting of both diecast metal and injection-moulded plastic parts. As they are held together by Phillips-head screws, disassembly, modification, detailing and reassembly is quite straight forward and they are a boon for dioramas. Added to this some of the 1930's vehicles can be easily converted to European makes.

Some little time ago OD added a range of diecast model aircraft in 1/72 scale featuring the "usual suspects" of Bf 109's/Spitfires/Mustangs/et al each available in several different colour schemes and markings. At around \$40-50 each I think these are expensive and of minimal interest to most modellers. However the most useful release to date is a DH 84 Dragon again available in a series of different colour schemes.

As I have more than a passing interest in DH types generally and the DH 84 in particular (and, yes, the type was used in the Spanish Civil War, one example even flying General Franco from the Canary Islands to Spanish Morocco to lead the uprising in July 1936) and mindful that my modelling skills would find a two bay biplane scratchbuild a "bridge to far", I bought one not long after its initial release.

At \$60-70 this model is decidedly expensive but I believed I could use it as a basis for a better scale model. The DH 84 consists of diecast main components with injection-moulding reserved for windows, struts, wheels, prop's and exhausts with grossly over-scale nylon rigging. As far as I

can tell from my, admittedly small, collection of references the overall dimensions and shapes are acceptable.

Unhappily the components are riveted together, making disassembly decidedly more difficult and consequently harder to add detail. Also the gaps where the metal parts meet are so large as to require most of a tube of filler to correct. On the plus side all these are on panel lines and on the underside so not readily visible, especially if the model is fixed to a base. These problems dissuaded me from extensive additional detailing this time around, so I contented myself with:

- . cutting off the overscale rigging,
- . sanding down mould lines on the plastic parts,
- . filling the big gaps with Tamiya filler or Mr Surfacer 500,
- . filling other gaps with thickened white glue,
- . adding rigging with Albion Alloy's 0.2mm nickel silver rod.

All of which improved the model and, in a fit of enthusiasm, I decided to complete this diecast as a DH 84M military version, requiring a fin extension, dorsal gun position with no-fire guide, bomb-aimer's window, message pickup hook and bomb racks. These were fabricated from plasticard and wire.



So is the DH 84 worth the price? I believe it is unless/until an injection-moulded kit comes along. With the first one nearly complete I will certainly be buying another and this time will drill out the rivets and rebuild the components into a hopefully more detailed model.

CSS TEASER 1862

Captain Rabbit Models kit CRM 79002 in 1/700

Reviewed by Pete Johnson

CSS *Teaser* began life as the civilian tug *Yorktown*, was purchased by the State of Virginia in 1861 for the Virginia State Navy and then transferred to the Confederate States Navy. In 1862 she participated in the famous Battle of Hampton Roads as the tender for CSS *Virginia*.

One of the earliest mine layers she became one of the first 'aircraft carriers' when she carried an observation balloon. Captured by the USS *Maratanza* she became USS *Teaser* and was used on anti-smuggling operations. Following the Confederate surrender she was sold by auction and served out her days until 1878 as the civilian tug *York River*.



THE CRM KIT

Inspired by Joe Turner's ongoing series on 1/700 warships I looked on line at some of the manufacturers he discusses and stumbled across Captain Rabbit Models (aka CRM) who seem to specialise in American Civil War vessels with some aftermarket PE sets and (oddly enough) models of bridges over rivers. Their range includes this minute model of *Teaser* in its Confederate 'Aircraft Carrier' days.

Packed in a solid 125 x 90 x 25 box the kit consists of eight very small resin parts with one styrene tube (for the funnel), a ridiculously small turned brass barrel (complete with bore, for the stern chaser gun) and a 28 x 46mm PE fret with fifty-one truly small parts for a grand total of sixty one. The hull is in waterline form and at just 35mm long is tiny. Even smaller (at 6 and 4mm) are the two rowing boats it apparently carried. All the castings are blemish free and nicely detailed with, for example, gunnels and thwarts on the boats and planking and bits on the main hull.

The parts on the PE sheet give you facings for the resin superstructure, door and window details, gun carriages and ancillaries such as the anchor, stern grating and davits; all are tiny to the point of being difficult to see with an unassisted eye. The sheet is backed on both sides by a clear self-adhesive film: be careful peeling this off as the parts are delicate and - just in case you missed it - most are extremely small. It includes a gondola for the balloon and its suspension rigging; rolling the latter to its conical shape from the very fine PE piece will be challenging and is definitely not for the faint hearted. Indeed such is the size

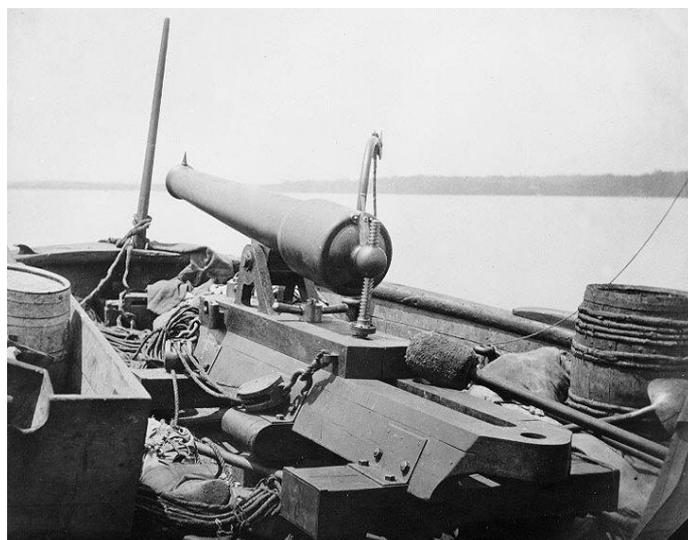
of most of the PE parts that simply handling them, let alone folding them will demand good lighting and a steady hand.

Although photos of her in 1862 suggest the two super structure blocks were linked under a common roof there is apparently some debate whether this was so or if they were separate; CRM give you both options. The instructions are in Chinese and include a brief history and simple, number coded drawings to show where the parts are supposed to go. They fall short in a couple of places; PE part 20 is not mentioned (possibly part of the funnel or balloon?) and there is no sign of the smaller of the two row boats and very little space remaining on deck for it to fit.

Fold lines are indicated but little else; although not really a problem as this is an admittedly a very simple, very small, kit. Slightly more frustrating is the absence of any advice as to possible colours. Once again the online sources are ambiguous and at times contradictory. Contemporary photos from the time of its capture suggest she was painted in a uniform colour and *Teaser* is usually depicted with light grey hull and upperworks and raw timber decking.

Its key feature is obviously the balloon and thankfully the resin casting is very well done. Research on line and surviving fabric suggest that the original balloon was made from silk material donated by the local Confederate women and that it was thus both variegated and colourful and some pieces were patterned. In the absence of any clearer information I plan to cut lots of spare decal - including some from car "upholstery" decals - into tiny rectangles and squares and apply them one at a time over white Tamiya Fine Surface primer to give a slightly random multi coloured patchwork effect.

As usual there is room for minor improvements. As supplied the cut ends of the funnel tube are distorted and both far from round and are far too thick. At 16mm the piece is also too long, it only needs to be 8mm, so cut 4mm from both ends, thin down one end and be careful not to distort the shape. The images from 1862 show it with a lot of clutter on the deck, probably as a result of efforts to address the damage from *Teaser's* fight with the USS *Maratanza*. Either way there is an opportunity to add ram rods, shot storage, cables, ropes and general clutter beside the guns on the bow and stern decks.



An interesting and obscure kit and one I recommend - but only for those with an Optivisor or an 8X magnifying glass.

AD-4W SKYRAIDER TARGET TUG DECALS

Moose Republic Decals 72016 in 1:72

Also available as 48009 in 1:48

Reviewed by: Simon Wolff

In late 1961, the Swedish Air Board purchased twelve redundant Royal Navy Skyraiders for use as target tugs for the Swedish Armed Forces; later another aircraft was bought as a replacement for a destroyed aircraft. Scottish Aviation Ltd was contracted to modify the aircraft by removal of the vertical fins, wing slats, tail hook and radome, and a winch operator's station was installed (with a radome aft of the access doors on either side) in the observers cabin as was a target winch (that you have to provide) which appears to have been located under the central fuselage.

Moose Republic Decals is not a company I have heard of before and only found out about it through Hyperscale when I put up photos of my Sword RN FAA Skyraider build. Checking out their website they produce a number of aircraft used by the Swedish Armed Forces, including Mustangs, Lansens and Viggens.

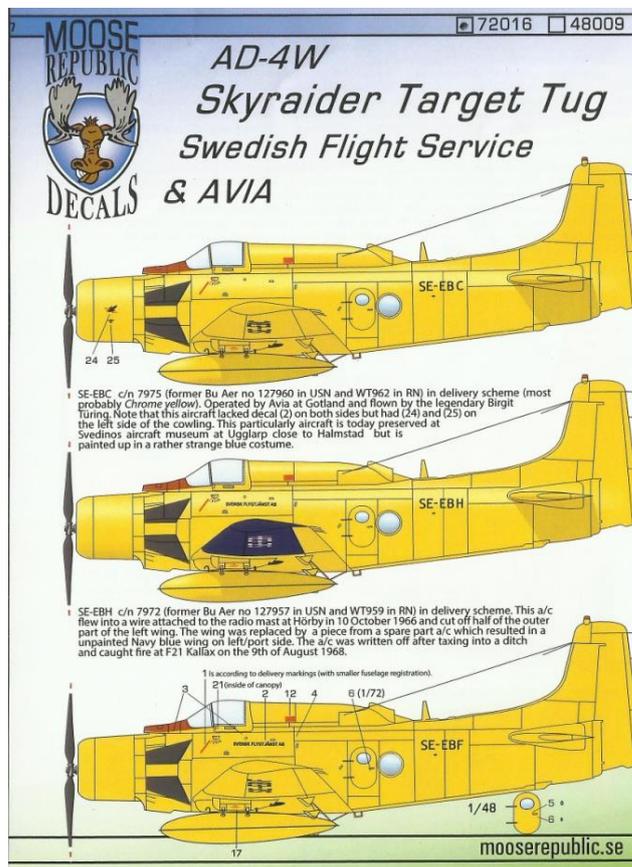
This set of decals relates to the Swedish use of former RN Skyraiders as target tugs and presents a colourful alternative to the British and USN schemes presented in the Sword kit. The Skyraiders carried registrations in the Swedish civilian SE-EBx series with each individual aircraft having its third letter between A and N. What you get with these decals are options for six aircraft, namely B/C/E/F/H/N. All painted yellow overall except for SE-EBH which had a replacement port wing still in its navy blue.

The decal sheet is quite small but has everything you need to complete a TT as there are no roundels or flashes; all they carried were registration codes and various stencils. The stencils are all numbered and the A5 instructions indicate where they all go, the codes are mostly in black except for SE-EBH whose wing codes are in white. The registration of the decals is very clear with minimal flash, so what you have is the single SE-EB decals and options for the end code on each side of the fuselage.

The larger codes go on the underside of the port wing and on the starboard side although the instructions say that this was discontinued on some aircraft so you may have to check your references. Although the starboard wing location is not illustrated you do receive two larger sets of codes. You also get a decal for the canopy frame which is good as the kit one does not fit all the way around (as I found out)!

The decals are excellent looking quality, I have as yet not used them, the single A5 double sided instructions look simple enough to do the job although it does mistakenly refer to the previous owners as RAF on the back sheet but that is no major issue. This set is to be recommended and offers a pleasing option to the kit schemes; the modifications required don't appear to be onerous. The decals are available from Hannants for about \$12 or direct from the Moose Republic website at www.mooserepublic.se.

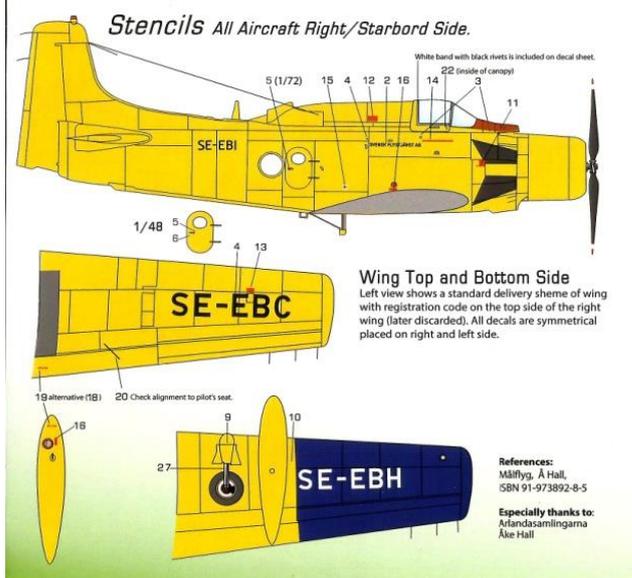
Review sample was provided by the manufacturer



Douglas AD-4W Skyraider Swedish Target Tug Painting and marking information

Swedish Flight Service, Svenska Flygtjänst AB bought 13 Skyraiders AD-4W (USN) AEW 1 (RAF) registered as SE-EBA to SE-EBM from the Royal Air Force in the early 1960s. The target tug modification and paint job were completed in the U.K. and included removal of radar equipment and installation of target winch and also involved an additional bubble canopy aft of the fuselage doors on both sides. The colour was most probably Chrome yellow. The last spare a/c (c/n 7832) came with boat and was modified at Flygverkstäden in the spring of 1969 and was put into service as SE-EBN (it is unclear if this a/c received the registration on the top side of the (left) wing since this marking was no longer necessary according to civil regulations in 1964/65. EBN crashed and burned in an landing accident at Midlanda on the 6th of June 1971 and was destroyed.

The black triangles at the exhaust stacks was locomotive paint and a initiative taken by the maintenance crew at Gothenburg who were tired of cleaning this area. Many a/c were updated with ADF antenna (behind the cockpit) and propeller light in left wing (to facilitate landing in darkness) in the mid or late 1960s. This modification appears to be followed by a paint job in a somewhat brighter yellow colour than earlier, the anti-glare panel in front of the windshield was also changed from earlier red to black. The paint job also included somewhat larger registration on the fuselage (30 cm) meanwhile the registration on the top side of the (right) wing was discontinued on some a/c. This later marking is however not covered in this decal sheet.



1/700 WARSHIPS BY MANUFACTURER Part 4

Compiled by Joe Turner



Since Flyhawk's first complete ship kits appeared, the company seems to have set the standard for extremely well detailed, beautifully moulded 1/700 ships. Choosing an interesting approach, they offer each of their kits in multiple versions (of the same ship), each varying in the degree of detailing offered. This usually ranges from basic PE, sometimes more extensive PE, brass (or at least metal) gun barrels and so on. This is in part (I guess) because they have also produced, for some time, many very nice detailing sets for other manufacturers ship kits.

Now that they make their own well detailed plastic ship kits, their detail sets are a natural to package together with the relevant ship as 'Normal', 'Deluxe', 'Commemorative', 'Bonus' or 'Limited' editions. It gets a bit confusing though, and their lack of a standardised approach to kit titling can confuse further! Most of the kits, possibly all, come with either a full hull option, and at least in the case of the surface vessels, waterline as well. The large ship replicas come with a waterline 'counterweight' (or rather a small, heavy flat piece of metal to sit in the waterline piece.

Flyhawk seem to have a policy of announcing their future planned releases well in advance; they seem to take up to several years before the actual release eventually happens, creating doubt among many of the modelling community that a particular announced subject will ever appear. It seems though, that what they announce usually does eventually come out. They have some exciting WW2 RN and RAN cruisers on their 'to be released' list that have yet to appear, including the Leander/Improved Leander class HMS *Ajax*, and HMAS *Sydney* first announced at least 5 years ago. However, encouragingly, almost everything they announced at that time has now been released or is actually imminent in 2021, so I live in hope!

Flyhawk seem to have several model kit sister companies including Kajika and Sphyrna. Their exact relationship is not clear to me but kits from each have been listed here.

Please note that I have only included the ship kits, plus three 1/700 aircraft sets. I have not included any more of their extensive detailing sets – search these out for yourself online.

FLYHAWK 1/700 KITS

GERMAN WW1

SMS *Derfflinger* 1916 - FH 1300 (normal version) with PE
SMS *Derfflinger* 1916 - FH 1300S (limited edition) with PE, metal barrels, and a tiny Friedrichshafen FF.33 biplane floatplane.

SMS *Lützow* 1916 (normal version) - FH 1301 (with PE)
SMS *Lützow* 1916 (limited version) - FH 1301S (with PE, and a tiny extra kit of G-38 (a G-37 class destroyer) including its own fret of PE).

SMS *Lützow* 1916 (Collectors' edition) - FH 1301D (with lots of extras)

Scale Views – Issue 11 2021

Battleship *König* - FH 1302S (co-production with ICM)
Announced but yet to be released:
German submarine *Deutschland* U-155 - FH 1315
SMS *Moltke* - FH 1303



BRITISH WW1

HMS *Agincourt* – FH 1310

HMS *Agincourt* – FH 1310S (deluxe edition)

HMS *Invincible* 1914 – FH 1311/S

HMS *Invincible* 1914 – FH 1311

Announced but yet to be released:

HMS *Iron Duke* 1916 – FH 1312



JAPANESE WW1 (ALL UNDER THE KAJIKA LABEL)

IJN *Kongo* 1914 - KM70001

IJN *Hiei* - KM70002

IJN *Haruna* - KM70003

IJN *Kirishima* 1915 - KM 70004

IJN *Kongo* 1914 - KM70001U, (Ultimate Edition)

IJN *Hiei* 1915 - KM70002SP, (Special Edition)

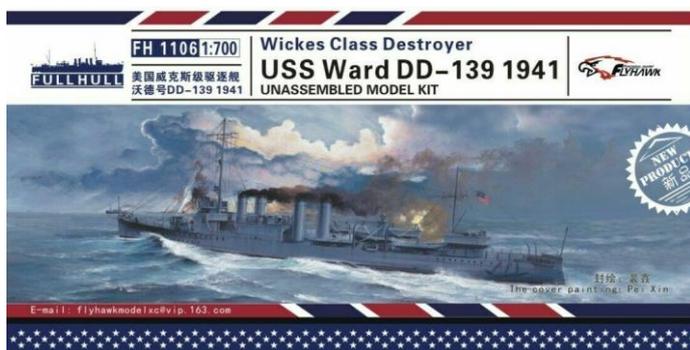


AMERICAN WW2

USS *Ward* DD-139 1941 - FH1106S (limited version)

USS *Ward* DD-139 1941 – FH 1106

WWII USN Carrier-Based Aircraft I – FH 1164



BRITISH WW2

HMS *Legion* 1941 - FH 1103

HMS *Legion* 1941 - FH 1103S (Deluxe Edition)

HMS *Prince of Wales* 1941-42 - FH1117S (Limited Edition)

HMS *Prince of Wales* 1941 Battle of the Denmark Strait - FH1153S (Deluxe Edition)

HMS *Lively* 1941 - FH 1121 (with bonus gun barrels)

HMS *Penelope* 1940 – FH 1109

HMS *Campbeltown* 1942 – FH 1105 (deluxe)

HMS *Campbeltown* 1942 – FH 1105

HMS *Naiad* 1940 - FH 1112S (limited version)

HMS *Lance* 1941 - FH 1115

HMS *Lance* 1941 - FH 1115S (Deluxe Edition)

HMS *Illustrious* 1940 – FH 1116

HMS *Illustrious* 1940 – FH 1116S (Deluxe Edition)

HMS *Aurora* 1945 - FH 1127

HMS *Naiad* 1940 - FH 1112

HMS *Hermes* 1937 - FH1126

HMS *Hermes* 1942 - FH1122

HMS *Hermes* 1937 - FH1126 Coronation Fleet Review

HMS *Hood* 1941 - FH1160S (deluxe edition)

HMS *Hood* 1941 - FH1160

HMS *Jupiter* 1941 - FH 1163

HMS *Kelly* 1940 - FH 1119S (limited version)

HMS *Kelly* 1941 - FH 1119

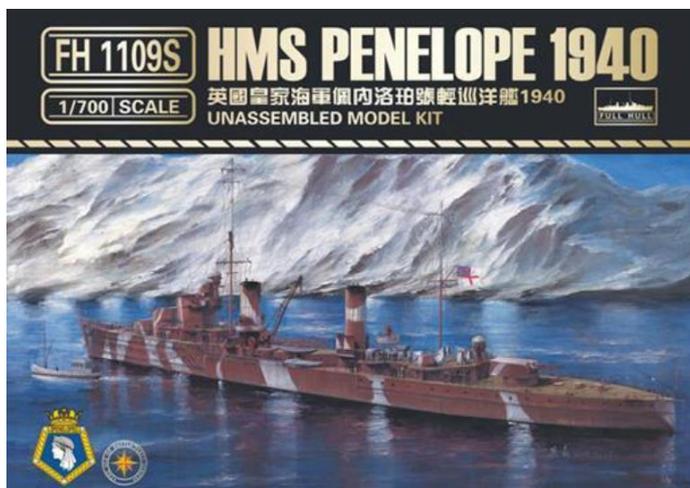
HMS *Galatea* – FH1158

Announced but yet to be released:

HMS *Dorsetshire* – FH 1128 (heavy cruiser)

HMS *Martin* - FH 1173

HMS *Formidable* – FH 1135



BRITISH POST-WW2

Announced but yet to be released:

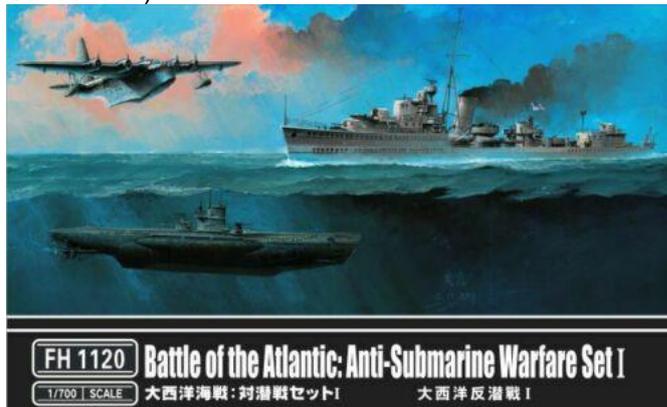
Scale Views – Issue 11 2021

HMS *Vanguard* (1946) – FH 1166 (battleship)

HMS *London* – FH 1134 (heavy cruiser)

WWII COMBINED SETS

Battle of the Atlantic: Anti-Submarine Warfare Set I - FH 1120 (Type VIIIB U-Boat, J Class Destroyer and Short Sunderland)

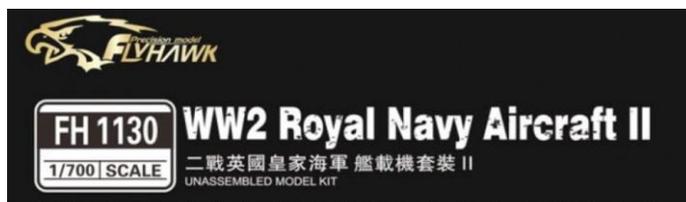


BRITISH WW2 AIRCRAFT

WW2 Royal Navy Aircraft I – FH 1129

WW2 Royal Navy Aircraft II – FH 1130

Royal Navy Seaplane Dockside Base – FH 1161 (includes two tiny Sunderlands and a tiny Fairmile Motor Gunboat)



GERMAN WW2

U-47 DKM U-Boat Type VIIB - FH1100 (two vessels in the box)

U-48 DKM U-Boat Type VIIB with dock – FH 1101 (contains one sub plus a small section of a dry dock with stocks)

U-99 DKM U-Boat Type VIIB - FH1102 (two vessels)

Battleship *Bismarck* 1941 - FH 1132

Battleship *Bismarck* (Deluxe edition) - FH 1132S

Light Cruiser *Konigsberg* - FH 1125

Light Cruiser *Konigsberg* (Deluxe edition) - FH 1125S

Battleship *Scharnhorst* 1940 (Deluxe Edition) - FH 1147S

Battleship *Scharnhorst* 1943 - FH 1148S (deluxe edition)
 Battleship *Gneisenau* 1940 (Deluxe Edition) - FH 1149S
 Battleship *Gneisenau* 1940 - FH 1149



CHINESE POST WWII

ChungKing (alternative spellings Chung King and Tchoung King) ex-RN wartime cruiser HMS Aurora - FH 1111 (ex-ROCN, later Communist Chinese Navy/PLAN, following her defection).



CHINESE MODERN (UNDER THE SPHYRNA LABEL)*
 PLAN Type 091/092 Nuclear Power Submarine – HTP 7002.**
 PLAN Type 055 Destroyer - HTP7001 & HTP70001S

* It is not all that clear if these two really are by Flyhawk - it might be a cooperative release or perhaps Sphyrna is a new Flyhawk sub-brand.

** There is some confusion about this one – it appears to be a '2 in 1' set, with one Xan and one Xia class vessels.

**PHOTOGRAPHS
 FROM THE OCTOBER MEETING
 RECOLLECTIONS by Ken Taylor**

After a 33 year break from modelling I got the urge to get back into the plastic. On a holiday to Taiwan in 2017, I ventured into a hobby store in Taipei and was absolutely gob smacked with how far the hobby has come. On leaving the store with 3 1/35 scale German tanks, airbrush and compressor, I was now back...but where do I start?

I had never used an airbrush before, and was using acrylic paints for the first time. Do I experiment my long lost skills on these brand new model kits? No, I still had my old models that I built in the late 1970's, early 1980's. They were all battered, broken and parts missing but they seemed a better place to start.

My first rebirth was my Tamiya 1/35 M21 mortar carrier from 1976. For an old kit I was happy with the quality of the details. One reason why this kit broke so easily into 3 main sections was that there was not enough surface area to bond these sections together. So I modified and created more surface area so that the cab, tray and chassis had more glue points. Here are 2 of my rebirths in the one photo. Note the M21 chassis and tray...



The three main sections in place, with the 81 mm mortar replaced with spare parts. Oops! Where's the aerial mast base? Drill hole on the 50 cal mount.



Here's my first attempt at airbrushing with acrylics, plus dust. Note, wind screen was clear plastic packaging. Added netting on helmet and used Tamiya masking tape for straps on helmets. Added the missing aerial base and stretched spur for aerial.



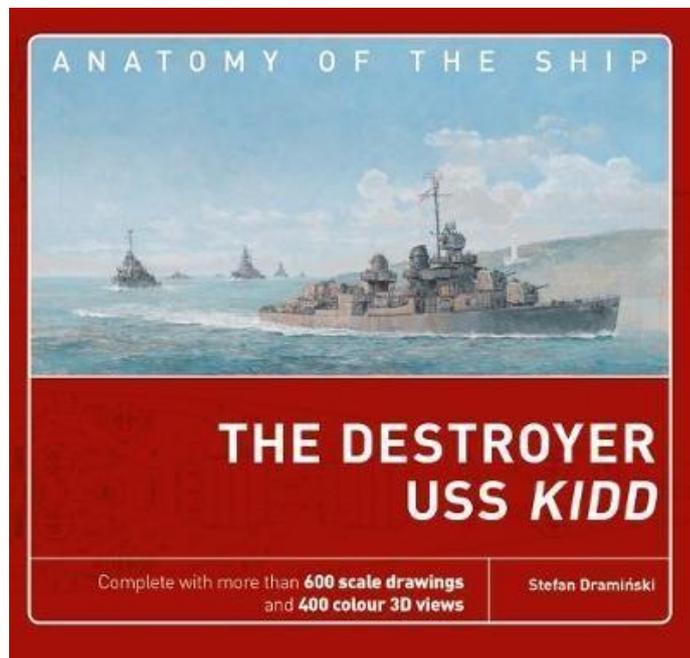
From **MMP**:
Fighting Ships of the U.S. Navy 1883-2019 Volume Two Battleships and Monitors

From **Flyhawk**:
Just released is a 1/72 Douglas Dauntless but at around \$40 you would have to be very keen on the type.



From **Mach 2**:
Both Didier and Isabella Palix have not been in the best of health in the last little while so production and sales of their kits has been paused TEMPORARILY. Watch this space for more details.

Due at **Platypus Publications** this month:
Osprey Warships of the Spanish Civil War - about \$35
Anatomy of the Ship Series USS Kidd - about \$90



From **Harpia Publishing**:
Modern South Korean Air Power | The Republic of Korea Air Force Today.
Unmanned Combat Aerial Vehicles | Current Types, Ordnance and Operations

It was a great test bed; I learned a lot and the result speaks for itself. I'm so glad that I kept this busted up kit and gave it a new life. For a kit that came close to being binned it got 2nd place at the people's choice at I.P.M.S. which is a boost to my confidence considering the quality of model builders out there. So the moral of this story, reconsider before you chuck out that old kit, ugly duckling turns into beautiful swan.

I nominate **David Clark** as the next reminiscer...

Ed: In accordance with the theme of this column DC will be showing and describing either his first, earliest, oldest, favourite, most difficult, best, worst, proudest, strangest or latest model. He also gets to nominate the next contributor.

WANTS AND SWAPS

Simon Wolff has a Revell P-26A Peashooter which is missing a major kit part, the left hand side of the fuselage. does anyone have an Revell P-26A they are willing to part with? If you do please contact Simon by email at:

simonjwolff@gmail.com

GENERAL NEWS

Latest releases and announcements from Ley Reynolds at Platypus Publications:

From **Duke Hawkins**:
Aircraft in Detail 21 Grumman EA-6B Prowler Flying with the US Navy and Marine Corps

From **Pen and Sword**:
United States Tanks & Tank Destroyers of the Second World War