

# Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 3 2023

## 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](mailto:apma.newsletter@gmail.com), see us at a meeting, contact Bill via his personal e-mail [wjrenfrew@gmail.com](mailto: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>

## NEWS FROM THE COMMITTEE

Please don't forget that the Swap and Sell will be in October this year and that only financial members can sell (but anyone can buy).

The meeting will start at the usual time of midday and will run till roughly 4.00 pm. As usual, buyers and sellers will be required to pay a small \$2 fee.

Also, a polite reminder about a one-off change to a meeting date for 2023. The November APMA 2023 meeting is now being held on the 18<sup>th</sup> November as the Canberra model club is holding its 'Scale ACT' model competition on the second week of the month, our usual meeting day. This is the third Saturday in the month so please adjust your calendars and diaries...

## SPONSORS' NEWS

A thank you to Robert of Star Hobbies - he is sponsoring a People's Choice at the December AGM with a \$50 gift voucher from Star Hobbies as prize!

Also please see further on in this issue for additional news from Platypus Publications.

## UPCOMING SHOWS

**SA Scale Model Expo 2023** – To be held on the 7<sup>th</sup> and 8<sup>th</sup> October in Adelaide.

**Diecast Model Expo** – Happening in Melton, about 35km outside of Melbourne on the 4<sup>th</sup> and 5<sup>th</sup> November

**Scale Act 23** – ACT Scale Modellers' annual competition, is on the 11<sup>th</sup> & 12<sup>th</sup> of November this year in Canberra.

**Newcastle Williamtown Air Show 2023** – This is to be a two-day event, on the 18<sup>th</sup> and 19<sup>th</sup> November. It will consist of morning and afternoon flying displays over Newcastle beaches and rivers on the Saturday, best seen from certain viewing areas in and around the city. On the Sunday, paid tickets will allow public entry to a non-flying static display on RAAF base Williamtown base. Note that the Saturday flying display conflicts with our revised APMA meeting date for November.

Please make sure you look up the latest information and details of these events online as they draw closer.

The Australian Plastic Modellers Association is supported by the following:



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## NEXT MEETING INFO

As mentioned before, the next meeting will be the Swap N Sell on the 14<sup>th</sup> October, with the meeting starting at midday this year.

The following meeting will be on 18<sup>th</sup> November and will consist of the display theme of “Japan & White”, along with a special competition with the theme “Aircraft of the Schneider Trophy”.

## SCALE VIEWS EDITOR RETIRING

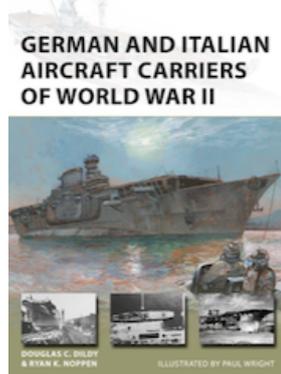
Bill Renfrew will be stepping down from his long-standing role as APMA newsletter editor. We would like to extend a vote of thanks to Bill for doing this job for such a long time, on the behalf of all those APMA members who have read and noted the contents of Scale Views over the years.

## BOOK REVIEWS

### German and Italian Aircraft Carriers of World War II

by Douglas C. Dildy & Ryan K. Noppen, illustrated by Paul Wright

Review by Lindsay Charman



Another soft cover title (No. 306) in the Osprey “New Vanguard” series, this small 48 page booklet offers a brief rundown of German and Italian aviation capable ships as well as “true” aircraft carrier development, looking at designs that were actually built as well as purely projected designs.

Background histories are offered by the authors to explain the somewhat disjointed and stop-start process followed by both countries. They also explain why neither country seemed to have problems looking seriously at maritime aviation prior to WW2 and especially during the war.

A quite reasonable selection of B&W photos illustrate actual vessels being built (or being converted from existing vessels), and some nice full page paintings show the ships as they looked at certain points in their build process. Neat colour side views also show vessels as they might have appeared in service, had they actually been finished.

The message seems to be that Western Axis navies and leadership really did too little, too late - the *Graf Zeppelin* might well have been finished had it received more due attention prior to Germany’s invasions in WW2, but Germany seemed only able to build a relatively small number of warships and the Kriegsmarine needed all it could get once the war started.

In Fascist Italy, despite some early half-hearted attempts at seaplane carriers, there seems to have been internal division on whether or not ship based aviation was needed at all and possible carrier projects were in the main killed off. There was little chance any new vessels could be built, even if they were only conversions, once the war was underway.

I enjoyed this booklet and can recommend it to casual readers of modern naval history.

### Essex Class Aircraft Carriers 1945-91

by Mark Stille, illustrated by Adam Tooby

Review by Lindsay Charman



This is booklet No.310 in the same soft cover series mentioned above. Unlike German and Italian designs, the US Navy programme of carrier building in WW2 was pretty successful. America had a huge production capacity, and by being able to design and build huge numbers of aviation capable vessels, in a range of different classes, the USN was well equipped to take on the demanding roles asked in the latter half of WW2.

The Essex class carriers similar in appearance to the Yorktown class, but rather larger, and rather similar in size (if not appearance) to the pre-war Lexington class (which of course were built on unused “battlecruiser” hulls).

Ships of the class were involved in much action during the last years of WW2, with many suffering heavy damage. Some vessels were commissioned after the war ended and all those completed were used in the post-war years or mothballed then brought into service later. The class featured in the Korean War, then in the early Cold War years and eventually in the Vietnam War. Few lasted long after Vietnam as they were just too small to

operate the newer and larger generation of fast-jet fighters and bombers that were only able to operate off US "super carriers", with their much large crews, hulls, hangar decks and flight decks.

The book does a nice, concise job of explaining the multiplicity of Essex class variants, including the somewhat confusing (to me) post-war modification programmes.

It also deals very effectively with short operational histories of each surviving post-war vessel.

The booklet has a range of generally useful B&W and colour photos. The large artworks are dramatically executed, and the four coloured side view and plan views illustrate some of the variations mentioned in the main text.

Again, this was quite an enjoyable read and can be recommended to readers and modellers trying to get a basic understanding of the modifications done post-war to the surviving US Essex's, perhaps without getting into too much detail.

## KIT AND PRODUCT REVIEWS

### 1/35 Land Rover 88 Series IIA Rover 8 (AK35012)

Review by Simon Wolff



The Land Rover Series IIA was introduced in 1961. While visually very similar to its predecessor, the Series IIA largely featured updates to the interior as well as the running gear. The Series IIA was available with the well known 2.25L inline four engine, as well as a 2.6L inline six engine. A diesel variant was also available. The Land Rover Series IIA was in production until 1971 and was replaced by the Land Rover Series III.

I don't know where to start with this review, not having built anything like this before, I can tell you it is not a plane or a ship for that matter. Having established I know very little about four wheeled vehicles I shall concentrate on this kit. First off it is a substantial kit, for your basic vehicle kit it is exceedingly comprehensive in parts! Two hundred and thirty to be precise, a lot for a not very big model. It is

almost as though they shrank the actual vehicle, there is even a part (which is very, very small) for the distributor! Even the instruction booklet (note - not a sheet) is substantial in both size and number of pages, forty in all including a couple of pages of promotional information on their other kits.

I am actually building this kit at present and can attest to the thoroughness of the instructions, minus a couple of things, and it certainly needs careful study beforehand. The kit detailing is superb; parts (numerous as they are) are well laid out, with nine sprues in alphabetical order (two small sprues being loose in the box). Note that not all parts are used as you have to choose between right hand or left hand drive variants, for which the instructions provide separate pages.

I have built the very detailed and complex engine, and the parts in some cases are quite tiny and really should be handled carefully, but the plastic seems quite rigid and seems to glue quite well. The instructions guide you to a point where you can pretty well have the engine ready to install but they even suggest leaving off one part prior to installation to check the fit. There really is little tolerance in this kit - even the box top is hard to remove, it is so tight, so be warned.

It is best to build this kit in modules, the frame then the engine then the body - well that is my advice anyway. They also suggest painting some parts prior to gluing, such as the radiator, and of course with such a detailed engine you have the option to have the bonnet up, and if you desire and are insane enough you could try adding all the wiring!! Mentioning that this kit has a plethora of parts reminds me of the ACE 1:72 vehicle kits which must be the most over engineered kits on the market.

The only irritant I find is that AK supply rubber tyres and that these are not produced in plastic. Personally, I am not a fan of rubber tyres, as they seem too toy-like. I'd wonder how they go after being painted and does hobby paint stay on the rubber parts long term?

All in all, a fabulous kit which I highly recommend. I should add there are options for seven different schemes, all military. Colours quoted are AK paints only and for the British army colours they mention two colours requiring mixing for the NATO Green - these are two different AK greens so I take it that you must buy both to mix this colour. However, it doesn't actually state that very clearly. Note also that when you go to fix the divided springs parts to the frame check you have them the right way round as there are attachment pins for the shock absorbers and both parts can fit either side - it is easy to mix them up but no great deal if (like me) if you muck it up!!

The bottom line it is a beautifully detailed and engineered kit!!!

Now, I really can't wait for the Airfix 1:43 scale Land Rover!

## 1/700 HMS Belfast 1959 (06702)

by Trumpeter

Review by Lindsay Charman



This kit follows on from the original Trumpeter 1/700 wartime Belfast released last year, (ie the kit known as HMS Belfast 1942 (06701)). It's somewhat the same basic kit but with quite a few different plastic pieces and a new set of photo-etch, with many (about 35) tiny detail pieces but most importantly, the new Cold War era masts. I wasn't really surprised but assuming both kits bear a reasonable resemblance to the vessel in two main guises, I found it interesting just how much the vessel changed in her final 1959 refit.

There are six sprue of plastic bits, plus 5 individual pieces of superstructure, a one piece waterline hull, with two separate deck sections, onto which everything else is stuck. These total a bout 155 pieces. A small decal sheet with two ensigns, a large Union Jack marking (placing unknown) and her post war pennant number marking.

The instructions (12 pages) are the typical modern standard graphical style with minimal written instructions.

The level of detail of the parts provided is very good. The look and feel of the parts assemble is excellent too. What I need to do is assess the overall accuracy of the kit. I have discovered that clear photos of the cruiser post 1953 are hard to find, and I need these to make an assessment of the kit's accuracy. I get the feeling that kit as it depicts the 1959 state of Belfast is not quite right in some small ways. However, the real ship has several small and large refits post WW2, and refit states are often quite different in detail.

I suspect the only way to work out its true accuracy is to slowly dry build each sub-section of the kit's hull, superstructure and weaponry, as well as the stowage of boats and lockers, and compare these subsections to any photos I can locate of the ship at that time.

This is probably stating the obvious but Belfast was a complex ship, modernised progressively from 1945 until establishment of the ship as a museum exhibit in the 1970s.

So, for now, all I can say on this score is that she looks the part, but I may have to be prepared to carry out some slight modifications to the kit to contemporary photos of the real thing at a certain point in time. There seem to be some extra bridge wings on photos that appear not to be present on the kit, and some of the superstructure detail on the kit between the 4" guns look a little different to

photos I now have of the real vessel at this point in her career.

I suspect any necessary kit modification work (if I am correct) will all be part of the fun of building the kit - I don't think I have ever built a model ship kit straight out of the box as major and minor refits always provided an evolving appearance of real warships. In any event I like to build my models as different as reasonably possible from what the kit designers intended! The key is to find the relevant graphic reference of whatever it is you are building first - ideally useful photos with dates that also seem to be reasonably accurate.

That said, I can recommend this kit, but be prepared to do some detailing and perhaps even some modification, if necessary - and check your references.

## 1/35 Sikorsky CH-54A Tarhe

by ICM

Reviewed by Lindsay Charman



I have been after one of these kits for a while now - I finally found one in Australia and purchased it recently. This is not really a build review but a quick appraisal of what you get in the box and some thoughts on how the kit strikes me - more later on when I get the chance to start building it.

The helicopter itself will be well know to most fire-prone areas in Eastern and Southern Australia - it's basically the same fire fighting machine that has seen service (in one guise or another) during our bushfire seasons for 25 years or so now. These civilian S-64 machines are all operated by (and are mainly rebuilt from Sikorsky built ex-military machines) by Erickson. I certainly hope to build one of these big orange firefighting aircraft at some point if anyone is able to make a set of decals, eventually. The US Army Vietnam War era Tarhe and the Erickson S-64 Skycrane are essentially related but differ substantially in roles, detail, and of course colour scheme.

The Tarhe was indeed virtually a simple crane shape - essentially a big flying girder - with a high undercarriage and powerful engines attached, and a very large diameter main rotor to give it lots of lift. The prototype's simplicity (and some very good kit design), has resulted in a very

nice compact box to easily fit on stockists shelves or send through the post.

So, for what is going to be a big helicopter model, I found the box surprisingly small and compact. No doubt this helps with mail order postage and delivery. To achieve this, it appears the kit is rather cleverly designed - it's essentially a series of large flat panels (or nearly flat) that make up the basic framework of the machine, and most of the rest of the parts are transparencies and a myriad of smallish to absolutely tiny detail pieces. The area of the box art is printed on an unusual cardboard sleeve type outside, which then surrounds two very strong white trays which contain all those mostly flat parts. There is no photo etched though - no doubt the after-market suppliers will already be designing their Tarhe sets!

A nice, quite large and very comprehensive colour booklet is provided as a set of assembly and painting instructions. A small but neat decal sheet complete the contents.

As with most kits I make, I don't usually follow the instruction precisely. A look through the ICM construction diagrams suggest this kit will be no different.

The sequence seems to get the modeller to build the cockpit area and transparencies, undercarriage, the box girder like structure of the main fuselage and tail. This is followed by some smaller parts and the rotors.

Throughout this process, some small parts are also supposed to be added, and knowing my ham-fisted building style, I will postpone these small bits until later in the construction process, if possible. I will also hopefully be able to leave the transparencies until late in the painting process.

At this point the kit parts look very encouraging. If the builds now online are anything to go by, it will very impressive once complete. I will update this review once construction is underway but I suspect I will be very much recommending the kit at this point in time.

### **Erickson S-64 Skycrane decals & conversion parts - Elvis**

*Researched by Lindsay Charman*

On doing some online research about what after-market accessories might already be available for the ICM Tarhe, I happened upon some information on conversion parts to make a civilian Skycrane out of the 1/35 ICM Tarhe.

Now it seems these parts are apparently for a 1/32 flying model of the Tarhe or Skycrane, and are by a German company called Heli Scale Quality.

I've come across this company before when looking into building a Sea King and a ARH Tiger in 1/32 or 1/35. Both of these helicopters are offered in 1/32, though as flying models they are made of a robust clear plastic for the fuselages, and other metal and alternate materials parts.

The models are somewhat simplified and are not in polystyrene plastic, both of these factors turning me away from their main products. The detailing parts and decals sound attractive now, however.

They do parts to make simplified flying models of both aircraft, along with a host of other helicopter subjects.

It seems that to go with their 1/32 S-64F Skycrane, they offer additional detailing pieces to make water bombers, as well as suitable decal sheets to make up some of the well-known aircraft operating around the world.

These parts are supposed to be 1/32 but evidently the manufacturers can also offer both the parts and the decals to 1/35 scale as well. See the online information at the links below:

[http://www.arcforums.com/forums/air/index.php?/profile/26539-lupusprimus/content/&type=forums\\_topic\\_post](http://www.arcforums.com/forums/air/index.php?/profile/26539-lupusprimus/content/&type=forums_topic_post)

[https://helicopter-decals.de/Helicopter-type/S-64-Skycrane-CH-54-Tarhe:::60\\_110.html?language=en](https://helicopter-decals.de/Helicopter-type/S-64-Skycrane-CH-54-Tarhe:::60_110.html?language=en)

Separately to the above there would also appear to be a set of metal replacement legs for the 1/35 ICM CH-54A, by a company called Scale Aircraft Conversion (or SAC). I have not started building the big 1/35 Tarhe yet of course, but I guess it may be heavy model and if so these metal legs might be useful!

Finally, another unrelated manufacturer called Quinta do some 3D Interior Decals for the control panels etc inside the cockpit. The set is number QDS35100 and is evidently specifically intended for the ICM kit.

Please note I have only seen these products illustrated online and cannot provide any commentary based on actual experience of them.

The following photos of a CH-54B may help readers picture this kit!



*(Note that more photos of a real Tarhe are following along on the next page too.)*



**1/72 Centurion Tank Mk 5/1 (VS720007S)**

by Vespida Models  
 Review by Lindsay Charman



This exciting new kit offers a detailed model of the venerable Centurion tank in Australian Army service, and of a fairly typical mid to late 1960s vintage vehicle in

operations during Australian involvement in the Vietnam War.

The kit includes 8 sprues of polystyrene bits, as well as a separate lower hull and the main turret top, plus a single sprue with two clear pieces for the IR searchlight projector. Collectively these come to a total of 269 pieces to stick together, and there is also a fret of often 50, or so, tiny but nicely detailed PE pieces! These could in fact prove a little tricky for me as I am out of practice with PE. The nicely done decal sheet includes markings for five RAAC vehicles in Vietnam.

The parts look pretty accurate to me and once basic assembly gets underway, I can say it looks every bit like a proper Centurion MBT.

Now in the way of things these days, the kit is actually offered by Vespida in two versions - one is a sort of deluxe variant, with a “better” extra part. This consists of a 3D printed resin simulated canvas mantlet cover. I have both kits, and both versions include the twisted wire tow cables, so evident on the real thing, plus a metal (steel or aluminium?) gun barrel.

The tracks are “link and length” items which look fairly convincing to me. The upper lengths even incorporate a realistically very slight track sag between the return rollers, which I reckon is accurately prototypical.

The parts are well detailed and include a variety of items shown in photos of many RAAC Centurions in Vietnam, including the extra jerrycan stowage on the rear deck, the turret roof ‘ready round’ bins (and holding frame) for .50 cal ammunition, as well as the mesh caging on the turret rear. Later modifications to Australian wartime Centurion operations are however not provided, including cut down forward and rear mudguards as well as mud boot scrapers as fitted to the top of the mudguards, but these items are probably easily incorporated by the modeller through section removal or parts addition.

The main concern I have is the multiplicity of quite tiny pieces, both in plastic and PE - however many of the younger generation of small scale AFV builders will not be as challenged by these little bits as me, I suspect! However, I personally find this Trumpeter kit easier to build than the ACE 1/72 kits, and at a similar price.

From photos of other modellers’ finished kits it really does look nice, and the monotone Australian Olive Drab can be greatly enhanced by some careful shading and fading, with some selective British Bronze Green bits (eg turret stowage boxes and roadwheels) to offer further prototypical contrast.

Once I have (hopefully) finished my first two Vespida “Cents” I suspect I’ll want more of them, mainly to replicate a few more of the myriad of colour scheme and configuration changes made to the Centurion over its long life and as it appeared in service in very many nations.

Highly recommended!

## **1/72 Centurion Tank Mk 5/1 (VS720007)**

by Vespider Models

Review by Lindsay Charman

This is actually exactly the same kit as mentioned above, but without the 3D printed canvas mantlet cover already mentioned, which may or may not be an issue for many modellers.

My guess is that a fairly similar effect can be made using small strips of accurately cut aluminium foil, folded carefully around the kit's unadorned mantlet shape to get the characteristic folded canvas effect. A few coats of undercoat on the aluminium "canvas" will even out any rough layering bits.

Still highly recommended!

## **REMINDER ABOUT THE SCHNEIDER TROPHY COMPETITION**

This is just a quick reminder that at the November APMA meeting we will be having a special competition, "Aircraft of the Schneider Trophy", with special thanks to Michael Bennet for sponsoring the competition.

Michael has announced that there will be two prizes awarded. One will be the model judged best on the day – this will be a \$125 gift voucher for items provided by Star Hobbies. A second award, consisting of another gift voucher to the value of \$75 to Star Hobbies stock, will also be awarded to Michael's favourite model entrant of the day.

As already mentioned, any of the aircraft that competed in the series of Schneider Trophy (otherwise known as the Coupe d'Aviation Maritime Jacques Schneider, Schneider Prize or Coupe Schneider) races are eligible.

Check Scale Views No 1 for 2023 for a reasonably full list of aircraft types used in the Cup races.

## **COMPETITION RESULTS**

### *August Meeting Results*

Display day Theme People's Choice  
'Germany' Chris Cole Auto Union V16  
'Silver' Graham Carter HP45 Heracles

### *June Meeting Results*

Display Day Theme People's Choice  
'Yellow' Chris Cole Lotus Elan S3  
'Israeli' Dave Richardson C-47 Dakota

## **RECENT MEETING PRESENTATIONS**

Ley Reynolds' recent presentation on "Armoured Trains" at the August meeting went very well.

The September meeting saw another presentation, this time by Warren Jones, on "Decals". This was also well received.

Many thanks to both of the presenters. Should you have any topics that you think you might be able to present at a future meeting, please speak to the any of committee members.

## **NEWS FROM OUR SPONSORS**

Platypus Publications have sent through the following lists of books recently released (or imminent). Ley notes that publishers are often (always?) optimistic with release dates and it takes time for books to get to distributors!

### *By Helion:*

A Bad day I Fear - Irish Divisions at Langemarck Aug 1917 by MJ Nugent  
Azules Y Colorados - Armed Confrontations in the Argentine Armed Forces, 1962-63 by A Fracchia  
The Eyes of Malta (The Crucial Role of Aerial Reconnaissance and Ultra Intelligence 1940-43) by S Fagone

### *By Osprey:*

Tanks at the Iron Curtain 1975-90  
Spitfire Photo-Recce Units of World War 2  
F4F Wildcat, South Pacific 1942-43  
Operation Pedestal 1942  
Operation Blackbuck 1982  
MiG 21 Fishbed  
Afghan Air Wars by M Napier  
Desert Armour - Tank Warfare in North Africa 1942-43  
Allied Tanks at El Alamein 1942 by W Hiestand  
Allied Warships vs The Atlantic Wall - Normandy 1944  
Operation Ro-Go 1943 by MJ Claringbould  
The Winter campaign in Italy 1943 by P Batistelli  
British Pacific Fleet 1944-45 by B Herder, illustrated by P Wright  
US Seventh Fleet, Vietnam 1964-75 by A Marolda  
Soviet Motor Gunboats of WWII by P Budzbon  
A6M2/3 Zero-sen 1942 by M Claringbould  
The Convoy HG-76 by A Konstam

### *By Legends of Warfare:*

Boeing YC-14 by J Wimpress

### *by Middle East @ War:*

Czechoslovak Arms Exports to the Middle East Vol 4 by M Smisek  
The Arab-Israeli War of Attrition 1967-73 by B Norton

### *By Ronny Bar Profiles:*

German Fighters of the Great War Vol I  
German Fighters of the Great War Vol II  
British Two-Seaters of the Great War

### *By Africa @ War:*

War of Intervention - Angola Vol 5 by A Fontanellaz, T Cooper & J Augusto Matos

### *By Squadron Signal:*

B-36 Peacemaker in Action by D Doyle

P-39 Airacobra - Bell Fighter in WWII by D Doyle  
407th Fighter Group - P-47s Over Europe by SA Brandt,  
PHD  
F8F Bearcat by D Doyle  
Douglas DC-3 by W Borgmann  
SR-71 Blackbird by D Doyle  
F-15 Eagle by D Doyle

*From Pen & Sword:*

Air War Vietnam by M Bowman  
Seattle Stratotanker KC-135 variants by B Archer  
Vampire - DH's First Generation Twin-Boom Jet Fighter  
German Starfighters by K Kropf  
Dassault Rafale by B Taghvae  
B-24 Liberator - Combat Photographs from the  
Mediterranean by B Livingstone  
Harrier - Vertical Velocity Warfare  
Storming Hitler's British Fortress by S Hamon and J  
Grehan

*By Valiant Wings:*

The Fairey Barracuda by RA Franks

*From Warpaint:*

Lockheed F-117 Nighthawk by A Evans

*From MMP:*

South American Armies 1825-65 by G Esposito  
The Fighting Colours - 4: Corpo Aereo Italiano by R  
Caruana

*By In Detail & Scale:*

B-24 Liberator  
Polish Armoured Trains 1921-39 Vol 2

*By Real to Replica:*

Douglas A-4 Skyhawk (Vol 1) by A Evans

*By Wingleader:*

P-40 Tomahawk and Kittyhawk in RAF Service Europe  
and North Africa by N Robinson  
Avro Manchester in RAF Service by P Allam

*and miscellaneous:*

The Complete catalogue of the Land Rover - Series to  
Defender by J Taylor  
Military Camouflage by B Lowry  
Steel Centurions - Italian Armoured Formations 1940-43  
by P Morisi  
German Aircraft of World War I - Fighters Bombers  
Reconnaissance

## MODEL SHOW REPORT

### Sydney Festival of Model Shipbuilding

by Simon Wolff

The annual 2023 Sydney Festival of Model Shipbuilding hosted by the Sydney Model Shipbuilders Club took place the weekend of July 29/30 at West's Ashfield Leagues Club. APMA was once again invited by SMSC to display at this show, along with some six other club amongst which was sister model club IPMS NSW, which allowed

us a chance to interact and share information between the clubs' members. It was also an opportunity to mix with nautical hobbyists of other styles, such as radio control ships, model ships in bottles etc but in the end we were all hobbyists who appreciated each others' use of materials and techniques.

The venue was in a good location as it provided a fully filled room of ship models, all free to the public, with a friendly and helpful group of SMSC members. Food and drinks were within easy reach, and many of us made time to sit and talk to other modellers over lunch, the general atmosphere was most friendly and stimulating, because of the many variety of exhibits on view.

The numbers of people during the day attending on Saturday was noticeably lower than last year, however from about 6.00 pm the numbers of the public coming in to the show increased considerably, in fact the doors were supposed to be shut at 8.00 pm but were still open and the public still coming in at 9.00 pm which was when I left to go home! It definitely proved worthwhile to keep the show open well past the usual afternoon closing, for those of us who stayed on we had dinner at the club and then continued sitting on the APMA stand.

Sunday certainly proved more popular with the public and it was noticeable that the traffic through the show was much higher than the previous day. As for modelling some of the guys on our stand got a lot of done, but I have to say that was not in my case, as I enjoyed the chance to speak with quite a few fellow modellers from other clubs and many visitors, and while our models were distinctly challenged in scale there was no lack of interest either from the public or fellow ships builders!

Congratulations to Paul Green on winning one of the raffle prizes and I wish to add I was one of seven who received a People's Choice award for my model of the Tamiya 1:700 IJN Musashi, so you see small scale plastic ships do attract the public's attention as well as the much – much larger ship models! We also as a club met up with a couple of very talented ships modellers whom we hope will attend an APMA meeting sometime in the future. Our thanks to Paul Green, Andrew Moores, Peter Webster, Warren Evans, Lindsay Charman and Ley Reynolds who gave up time on their weekend to promote our club at the is show and thanks also to SMSC for their kind hospitality in allowing us to attend.

The selection of photos following were taken by Simon over the Ship Model Show weekend.

Please also note – if you are able to attend any model shows or related events, please write up a short report if you can and send it along to the editor



The APMA tables – not the keen modellers all busily building



Another APMA member happily building some big ship models!

## APMA AGM IN DECEMBER

The end of the APMA year is rapidly approaching.

So, here is a friendly reminder that it is expected that many (or possibly all) of the current committee will step down at the end of the year.

As mentioned in previous years, the Association can only continue to function properly if we have a full committee sharing the work for a year. Please consider stepping up and doing a stint on the committee for 2024.

Previous committee members will be happy to help advise if you have not given this a go before.

Also please have a think about doing a presentation next year if there is a topic (or topics) that you might be fond of, know a bit about and can share with the rest of the attending membership at a meeting.



Just one section of the other models on display



There were many replicas of famous and not so famous vessels on display, working and static, in a very broad range of scales