

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 8 2021

ABOUT SCALE VIEWS

Editor: Bill Renfrew **Assistant:** David Muir

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

Submissions do not have to be camera ready; the Editorial team are happy to assist with organising and formatting text and drawings based on your drafts.

To submit material for inclusion in *Scale Views* contact the staff at apma.newsletter@gmail.com, see us at a meeting, contact Bill via his personal e-mail wjrenfrew@gmail.com or send correspondence to the Secretary, PO Box 464, Cremorne, NSW 2090.

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

APMA MEETINGS

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

For meeting details visit the APMA web site at:

<http://apma.org.au>

NEXT MEETING: AUGUST 14 @ Noon

2021 Committee

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

EDITORIAL DROPPINGS

Welcome to the eighth of our Newsletters for 2021. It is a bit shorter than usual for several reasons, not the least because **we have simply run out of review material.**

Hence we very much welcome Roger Clark, a new contributor and his Lost in Space review. We are in your hands for Issue No9...

JULY & AUGUST NON - MEETINGS

We hope you all are well and using the opportunity to get some modelling done and, although it is looking increasingly unlikely at this point, we look forward to seeing the results, hopefully in September.

UPCOMING SHOWS

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

Clarendon Classic Rally September 18 &19

Wagga & District Scale Model Show: 23 & 24 October

Australian Model Expo:(Melbourne) 30 & 31 October

ScaleACT: (Canberra) 30 & 31 October

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

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

QT BUNNI COMPETITION

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



2021 Theme – Things Mentioned in Songs

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BOOK REVIEWS

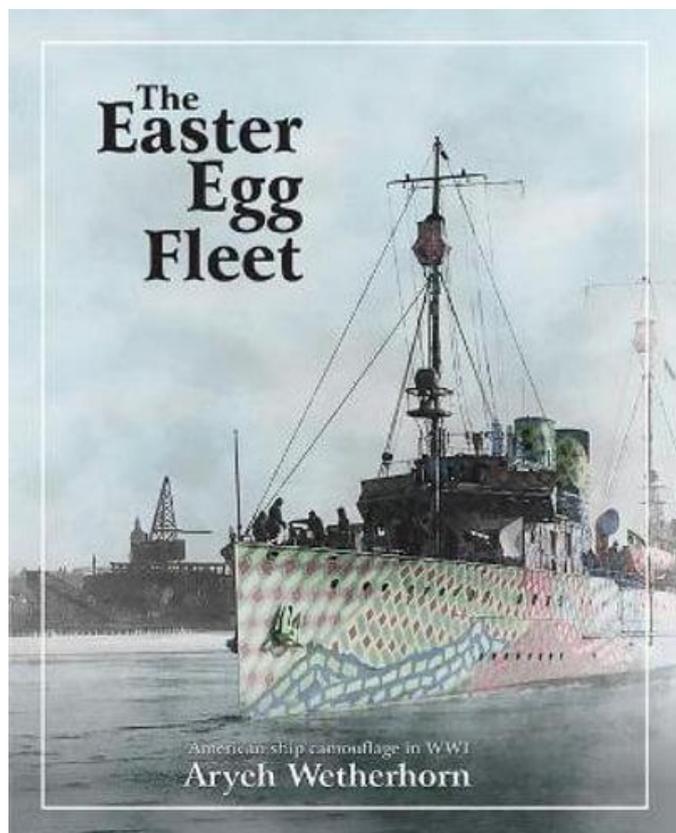
THE EASTER EGG FLEET

By Aryeh Wetherhorn

Illustrations by Tayla Albocher

Self-published, ISBN:9789659274703

Reviewed by Ben Rabin



Aryeh Wetherhorn is a well-known and respected figure in the world of maritime history, having researched and written extensively for Warship International among others. He also collected ship models, amassing some 6000 (!) in 1/1200 scale. His interest and this book grew out of his desire to paint those in his collection in their accurate colours. In doing so he tapped into the two near complete collections of dazzle painting design drawings and what must have been thousands of images.

The result is a 341 page soft bound book, roughly quarto paper size. The first sixty odd pages are divided into ten chapters covering the background to dazzle camouflage (Loss of the Lusitania, Submarines, International Law, Anti-submarine War, Concealment/Confusion, the US goes to War, Convoys, Process, Artists and Reference). The last 21 pages are given over to book and magazine bibliographies and two comprehensive indexes, the latter arranged by name and dazzle pattern. In between the two are over 300 dazzle pattern drawings that were applied to over 600 identified ships that form the core of this book.

The text is brief but adequate to give even the most novice reader a basic understanding of the context and enough of the technicalities to recognize why the concept worked and how it was applied. It is written in the American manner; almost without exception names are given in full (first, middle and surname) which gets a bit tedious with repetition. Even more frustrating is that there is a noticeable amount of repetitive text often using the

exactly the same phrases in different chapters. Its single column layout really should have been two for better readability. As is the case with many such vanity published works this one really needs the guiding hand of a good editor to bring it up to a standard worthy of its underlying research.

The text is illustrated with contemporary photographs and diagrams, some of which (i.e. those inserted full width to the page) work reasonably well but sadly far too many, being only half the page width and very small, simply do not work. The fact that the subjects are in camouflage that is intended to confuse aggravates this problem. Most in this category end up unreadable and contribute nothing to the book.

The problems created by the images being too small is compounded by being printed on uncalendared matt finished paper which reduces the image clarity even further. I suspect that, being self-published, the book was laid out without input from a skilled graphic specialist and/or without advice from someone with any actual publishing or printing knowledge. Sadly it shows and it diminishes the value of the book both as a reading experience and as a reference.

Sadly there are similar failings in the main core of the book, i.e. the 300+ dazzle diagrams. These take two forms: firstly Tayla Albocher's modern recreations based on drawings and contemporaneous 'in period' photographs and secondly scanned reproductions of original drawings. The former are generally excellent: being clear and easily readable. The scanned originals are significantly less successful.

For starters many of the diagrams are for medium to large ships and are of necessity reproduced at quite small scale when fitted within the margins of a 200mm wide page. They could easily – and at minimal or no cost - been 40% bigger if rotated 90° and on A4 paper. Added to this is the fact that the difference between the colours was often quite subtle back in the day - and are even more so with subsequent fading. Many colours are simply indistinguishable from each other. Most also have each colour identified by a code but these become almost unreadable at such small scales. A magnifying glass helps but doesn't solve the problem.

The camoufleurs largely worked with a standard colour range, each of which had a designated number and name, eg: #3 BLUE, #1 BLUE-GRAY, etc. The author is a pains to point out (and it was noted on each drawing at the time) that the colours on the drawings were only there for the purposes of transferring the pattern onto the ship. All paints doing the actual camouflage were to be as "per the colour chart". As a result by far the biggest problem – at least for we modellers – is the complete lack of any advice as to just what hue the paint colours specified on each drawing actually were.

With a lot of effort it is just possible for the reader to work out **where** the colours are supposed to go but annoyingly not **what** they are in reality. Given that he apparently painted his own scale 'fleet' in accurate colours this is curious omission and one that, without further research, makes it impossible to accurately reproduce **any** of the illustrated schemes.

On the whole this is a disappointing book, in serious need of professional input from an editor and a graphics specialist. The disappointment is heightened by knowing that the author has clearly done a lot of research and had accessed a lot of excellent material that could have added much to the narrative and history of these extraordinary colour schemes. On that basis I cannot recommend it.

KIT AND PRODUCT REVIEWS

1938 OPEL OLYMPIA STAFF CAR

ACE Kit 72507 in 1/72 scale

Review by: Simon Wolff



The Olympia was a small family car produced between 1935 and 1940 of which there were some 168,000 made. Apparently it was also built after the war from 1947 to 1953. This is another one of a large range of 1:72 scale military vehicles from ACE of the Ukraine.

What do you get for your hobby pocket money? Well, you get for grey coloured sprues in a very flimsy box with attractive box art of an Olympia in military guise, along with a single page A4 size (folded to form a four page guide) instruction sheet. Amongst the parts on the sprue are some unused (in this kit) parts, indicating that there is another version of the type available (using the same bumper, bonnet and grill, wheels). Of the rest you have some fifty parts and, keeping in mind this car in 1:72 scale is very small, that's a good number of parts!

On the inside pages of the instructions are your construction notes, which like the review for the Humber Snipe Woodie, are best viewed as suggestion of how to go about assembling this kit. It really is best to sit down and go through the assembly carefully. With this ACE kit you will need to add considerable additional time to the process as all the parts need cleaning up, they really are very rough in most places. Their suggested sequence of assembly starts with the underneath (axles, springs etc) before moving on the interior. And as with the Woodie you really need the addition of reference photos to help locate where some parts go! Fortunately not only do ACE have helpful photos on their website for you to refer to there are quite a few photos of restored vehicles available on the web....

The problem I have found is actually getting parts to line up especially when it comes to getting the rear seat and back of the vehicle to come together. It is a fiddly process and the worst part was finding a substantial mismatch between the bonnet and the sides of the car, that needed a couple of pieces of plastic card to fill the massive gap! As I mentioned the quality of the parts is pretty average, possibly due to worn moulds. I don't know for certain but they are all quite mediocre.

Now being a cabriolet (it says it on the box top) you have the option of a hard top or ragtop! I opted for the top being folded back to show off the interior. There are no colours mentioned for the interior, I found some useful photos of

a restored one in military guise to refer to and basically the interior body is the same as the outside and the seats and side panels a light greyish green. The kit comes with decal options for three vehicles, two staff cars and a Wehrmacht medical service vehicle, all in exciting panzer grey!! I'm doing mine to go with some of the Luftwaffe aircraft along with a pilot figure.

Despite my rather negative comments I recommend these kits, they are well over engineered but look great once built. As for accuracy, I did find a French web site where a modeller did a comparison with photos of the actual vehicle, and it shows the kit suffers from inaccuracy in a number of areas but I wouldn't worry too much about this; just keep your files and sanding tools handy along with some putty and plastic card for those gaps! Oh yes, I almost forgot: there are no clear parts with this kit only a guide in the instructions as what they should look like, a template with which to make them from you have to supply your own clear parts made from old clear packaging and glued with PVA. Enjoy!!

WESTLAND WHIRLWIND

Special Hobby Kit SH32047 in 1/32

Reviewed by David Clark



The Westland Whirlwind fighter was the product of Air Ministry specification F.37/35, issued in 1935 and calling for a single seat day and night fighter armed with four cannon. Several companies submitted proposals; Supermarine's Type 313, a twin-engined aircraft with the armament concentrated in the nose, was favoured by the selection committee but ultimately lost out because Supermarine, already fully committed to development of the Spitfire, could not deliver a prototype for more than two years. The production contract was awarded to Westland, then not so committed to work on other designs, for its Whirlwind, a design with essentially the same concept as the Type 313.

The Whirlwind was an advanced design for the time, with an all monocoque fuselage and much attention to drag reduction, notably with the radiators included in, rather than suspended below, the wing structure. Large Fowler flaps were fitted to the inboard of the wings, these giving rise to the Whirlwind's characteristic T tail, which took the elevators out of the turbulence caused when the flaps were deployed. Engines were to be a pair of Rolls-Royce Peregrines.

Because of delays with delivery of the engines and undercarriage components the prototype, L6844, did not fly until October 1938. Flight trials were generally satisfactory, the only major design revision being an extension of the rudder above the horizontal tail to overcome marginal directional control during take-off.

The type entered service with 263 Squadron, RAF, in July 1940, although due to delays in delivery the Squadron did not become operational until that December. The type was generally popular with pilots, although Eric "Winkle" Brown, the famous test pilot, was less impressed. 263 went on to have reasonable success on the type, and was followed into service by 137 Squadron in September 1941.

The Peregrine proved to be the type's Achilles heel. It had been developed from the earlier Kestrel, one of the RAF's mainstays in the '30s, but did not live up to its predecessor's reputation. Reliability was always doubtful and Rolls-Royce, fully committed to Merlin and Griffon work, was unable or unwilling to commit to doing more with it. Production eventually ended in 1942 and, since the Whirlwind could not easily be converted to take another engine, this meant the end of Whirlwind production as well. The last Whirlwind mission was flown on 29 November 1943, and the type was declared obsolete in January 1944.

THE KIT

Special Hobby's Whirlwind kit comes in a large (460 x 255 x 85mm) top-opening box. Inside are three bags – the first contains the large components, such as the fuselage halves, wing pieces, engines, undercarriage doors in medium grey plastic and a fourth bag containing the transparencies; the second the remaining small components, also in grey; and the third containing the decals. There is a total of 270 grey parts and 14 transparent; there are in addition 54 grey parts and 3 transparent shown as "Not for use", suggesting that a second release of the kit in "Whirlbomber configuration is in the offing.

All components are cleanly moulded with nicely restrained detail. The plastic does not seem to be unduly soft, but it is probably better to use something like a JLC razor saw to remove parts from their frames to avoid damaging surfaces. A dry fit of the fuselage halves indicates no major fit problems, and these days Special Hobby even gives us locating pips on the large parts – they've come a long way since the early days!

The decal sheet provides full markings for the four different aircraft covered by the kit, as well as two sets of decals for the alternative instrument panels (early and late) offered. All are in register and look to be quite solid. They're made by Cartograf so they should be good.

The instructions come as a 16 page A4-sized booklet printed in colour on glossy paper. They include a potted history in both English and Czech, a comprehensive parts map (other manufacturers please copy!), colour notes for Gunze paints (other equivalents can be found via the Hobby Color Converter app), nine pages of pictogram type assembly instructions which are clear and easy to follow, and four pages of colour schemes, all for 263 Squadron aircraft: two in the early Dark Earth/Dark Green/Sky scheme and two in the later Ocean Grey/Dark Green/Medium Sea Grey scheme.

As befits the scale, the detail in the kit is extensive. And it's all plastic – there is no photoetch at all! It goes down to such things as individual control levers for the throttle, pitch and mixture. A lot of it you won't see when everything's together – for example, the props have full

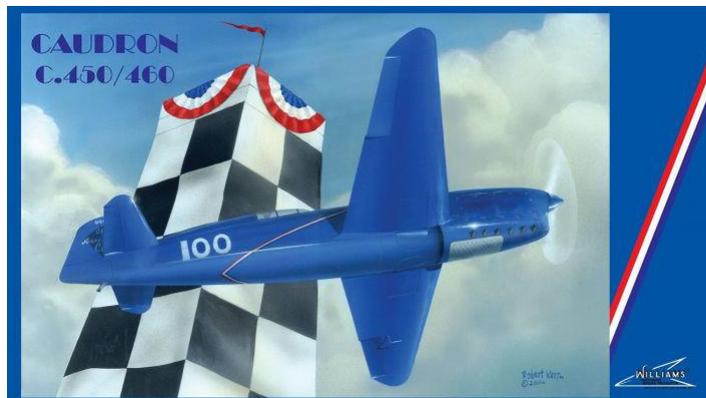
details for the constant-speed units, including the counterweights, which will all be hidden when the spinners are on. Surprisingly, the Fowler flaps are moulded in the "Up" position, although including a dropped option may well have increased the price of the kit. That said, I'm sure that more than one aftermarket producer is now beavering away producing a set of dropped flaps! The other surprise is that there are neither transparency masks nor seat belts included, but both are available as aftermarket items.

The review kit came direct from Special Hobby, but it is now available from Australian retailers – Creative has it listed for AUS\$134.00 plus postage.

A fine effort by Special Hobby, and if 1:32 aircraft float your boat it is highly recommended.

CAUDRON C.450 and C.460

Williams Brothers Kit 0050-32560-01 in 1/32
Renaissance Models Upgrade Kit RF32029
FFSMC 'Hélène Boucher' Decals P_32-022
Reviewed by Dominic Prieur



THE KIT

Initially issued in 1978 and again (re boxed) in 1981 the Williams Brothers Caudron C.450/460 was reissued in 2013 after the company changed hands. With just under 60 parts it is a simple kit, more like a scaled up 1/72 than, say, a recent Tamiya 1/32. Given that the molds are now well into their middle age there is surprisingly little flash and none that is problematic to remove.

For once there is an instruction sheet worthy of being consulted. A double quarto (roughly 2 x A4) sheet gives a brief history, preparation and construction advice, colour data, a description of the assembly and a very useful table of the date, event, location, pilot, type, airframe, race number and landing gear configuration. On the other side is a slightly enlarged general arrangement line drawing showing the various u/c and decal options. Added to all this is an exploded view of the bits on a separate sheet.

Oil cooler panels aside (of which more later) the surface detailing is appropriately sparse as befits a racer but is of the fine raised line variety and really needs gentle rescribing. The stringer detail along the aft fuselage is indicated by a couple of very fine lines, far too thin to replicate the subtle surface contours of the originals. Threading then tensioning a fine wire through holes at the end of each stringer followed by a couple of coats of Mr. Surfacer and careful sanding will correct the problem.

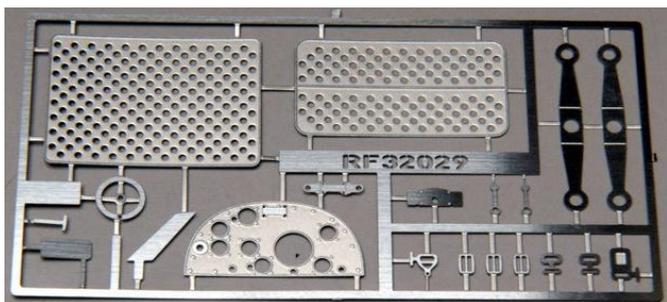
Parts fit is good but the fuselage assembly needs care as there are no locating pins. There are plenty of ejector pin

marks, most located where they will not be seen and the rest are easily treated. Similarly there is a bit of shrinkage on one pair of the optional u/c legs and at the back under the tailplanes but nothing that putty and a minute or two sanding won't fix.

Internally there is a suggestion of framing in both the fuselage and wings which is best used as a guide for replacements made from styrene strip. One small point to note: Part 13 is only needed for the C.460 as it is part of the retract system, delete it for the C.450. Up at the front a single cylinder and crank case snout are provided to fill the voids behind the openings in the cowling. Both do the job well and are convincingly well executed (the finned cylinder being particularly fine) but you may want to replace the pushrods with wire or Hobby Design stainless steel tubing.

The decal sheet covers at least seven of the many detail and marking variations worn by these aircraft during their careers. The instructions come in handy here and is best supplemented by your own research as which aircraft wore what markings can be confusing. Printed by Scale-Master, the decals include plenty of spares for the tricoloured stripes used on some versions which are tricky to place.

Despite its age this is a neat kit and is **RECOMMENDED**



THE UPGRADE

Renaissance do an upgrade kit specifically for the Williams Brothers C.450/460. It consists of a replacement canopy and a small stainless steel PE fret. Unlike the completely smooth WB part, the canopy has raised framing and, at least on mine, a collection of bubbles that marred both the painted portion and the clear panels.

The PE is a little more immediately useful as the radiator faces are an excellent substitute for the raised detail on the Williams Brothers fuselage. Similarly the instrument panel, bracketry and seat belt hardware are all useful additions in the cockpit. However, the PE trim wheel was malformed on my example, something that was annoying but easy enough to fix. To their great credit Renaissance responded promptly, sending replacements for both parts at their cost.

The WB undercarriage yokes are way too fat; conversely the Renaissance etched yokes, while a nice idea, are way too thin. Fattened up with some strips of thin styrene and super glue they will probably pass muster and will be much stronger than thinned down Williams Brothers legs. The update is **RECOMMENDED** with minor reservations.

THE DECALS

Chris the Flying Frog markets a set of decals for this kit that depict C.450 No.6910 Race '13' when Hélène

Boucher set a new speed record in August 1934. Printed on very thin continuously coated stock these have been dye cut to save you the trouble of having to trim around each item.

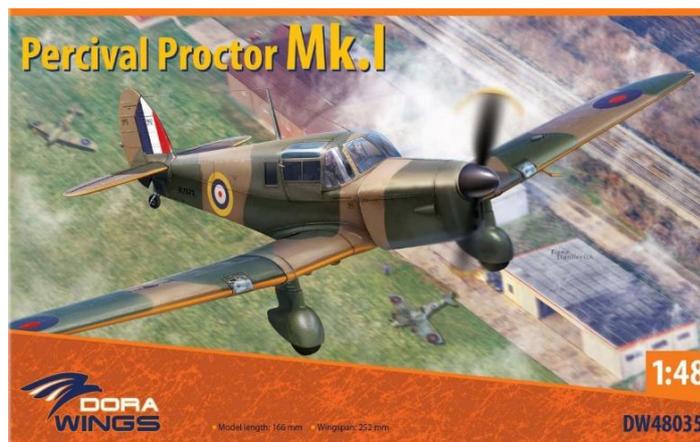
The set duplicates one of the many options in the kit and appears to be only marginally sharper than the kit decals. And this only applies to the propeller manufacturer's stickers; the rest looks the same on both. And the pre-cut is offset on my example such that the cut runs through the red lines in the striping, rendering them utterly useless. This style of decal would appear to be a good way to deliver super thin, tough decals...but only if properly done!

Definitely: **NOT RECOMMENDED**

PERCIVAL PROCTOR Mk 1

Dora Wings kit 48035 IN 1/48

Review by Bill Moore



Designed to meet a 1938 British Air Ministry Specification for a communications aircraft, the Proctor was evolved from Percival's pre-war Vega Gull. External the changes included a rounded windscreen (instead of the Vega Gull's angular screen) and a solid roof with two small windows (instead of its predecessor's extensive glazing) over the rear of the cabin. Internally the 2 + 2 civilian seating became 2 + 1 and with detail modifications to suit service requirements it went into production with over 1140 of various marks being produced for the RAF and RN. The Mark 1 was mainly used for communications work, the Mk IIs and Mk IIIs were configured as radio trainers.

Many were sold into (and a few new ones produced for) the civilian market post war and they were widely used in Australia with around 40 appearing at various times on the register. They fell afoul of the Department of Civil Aviation's obsession with grounding any airframes with timber wings and most were scrapped or abandoned and derelict by the mid to late 1950s. A few have survived in museums and one or two have been restored for flight. Geoff Goodall's site has an excellent collection of images and detailed histories.

THE DORA WINGS KIT

Dora Wings has released a series of Proctors and Vega Gulls in both 1/72 and 1/48 in recent times, the latest being a 1/48 in 2020. Their range in 1/48 includes: DW48005 (a military Vega Gull), DW48006 (a military Mk III Proctor), DW48015 (a civilian Vega Gull), DW48016 (a civilian Mk III Proctor) and this one, a military Mk I Proctor. The DW Proctors are based on drawings provided by John Adams of Aeroclub fame and appear to be very accurate to both his drawings and photographic images.

The 12 page instruction booklet has a one page parts map, five pages of assembly diagrams, five more covering the colour schemes and one giving a chart of equivalents for Mr Hobby, Tamiya, AMMO, Hataka and LIFEColor paints.

The diagrams are clear enough and the assembly sequence is logical and obvious except for Step 16 which brings together a lot of parts and sub-assemblies, namely the floor/interior, engine/firewall, wing fillets, fuselage halves and wings. Challenging! Do the fillets first, then the firewall/engine, next the fuselage halves followed by the floor/interior and finally add the wings. A dry run with tape to hold the subassemblies together is essential.

Dora Wings releases to date suggest that there will be a civilian Mark 1 kit in this scale along soon. In the meantime this kit supplies markings for three RAF (two DE/DG over Yellow schemes and one DE/Mid Stone over Azure Blue scheme) and one British civilian Proctor (G-AHEU) in a fairly plain overall silver scheme with red trim.

Purchased from an online outlet in the Ukraine who are cheap but have the bizarre habit of sending everything in a thinly padded bag – including the unfolded/opened flat box – it somehow arrived safely despite OzPost's tender ministrations. Looking on the bright side you get to assemble the kit and the rather flimsy box!

At a rough count the kit provides just over 100 parts spread over five grey and one clear sprues plus a brass photo etched fret and a small sheet of self-adhesive canopy masks. A few minor details aside the Mark I, II and III Proctors are virtually indistinguishable from each other and the sprues seem to be common to all three boxings and thus include all the bits (for example the generator fairing and oil cooler fitted to some aircraft) you need for most of the ones that operated in Australia.

Although not mentioned in the instructions a bench seat (parts 21 and 45) is provided for the civilian variants to replace the RAF wireless operator's seat, table and radios (parts E27, Etch 2 and E20). Some of the other parts (for example the three different cowling front and two different underside panels with their associated exhausts and the two props) are alternative bits to allow for different versions of the basic airframe. The only drawback is that DW only nominate in the instructions those parts that are used for the version in that particular kit so some careful research is needed if you are doing other aircraft. However, the props are nicely moulded and a welcome addition to the spares box.

The surface finishes are smooth with crisp, lightly (possibly a little too lightly) engraved detailing and nicely subtle fabric and rib representation. Some care and thin coats will be needed if the engraving is not to be overwhelmed by the paintwork. Detailing is admirably complete with a full suite of sticks, levers, pedals, compass binnacle, compass and a styrene/decal/PE instrument panel 'sandwich' plus an engine detailed down to and including its ignition harness. The glazing is clear and blemish free but has a small amount of flash that will need careful removal as the painted frame is thin, leaving very little margin for error.

My only concern with this kit is that it is, if anything, slightly over engineered with a tendency to use two parts

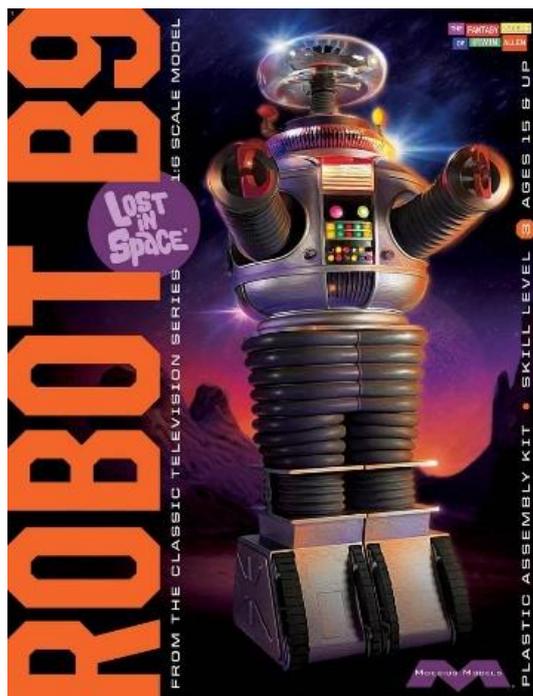
when one might have been better, a foible that is exacerbated by distinct lack of locating pins and sockets and rather a lot of sprue gates. However, unlike Heller kits of old which also fell into this trap, Dora Wings kits fit together well and really only need a bit more care, dry fitting and alignment. While perhaps not for a beginner, in reasonably experienced hands it makes a good and accurate model.

On balance this is a good kit with plenty of potential to do justice to the several colourful examples that flew in Australia...about which there will be more anon in the Magazine. RECOMMENDED.

LOST IN SPACE B9 ROBOT

Moebius Models kit No 939 in 1/6 scale

Reviewed by Roger Clark



DANGER! DANGER! WILL ROBERTSON!

Even if you are not interested in Science Fiction there is a good chance you know this line and know of "the robot".

The Robot is technically an environmental assessment robot. Its initial role in the TV series was to investigate the environment of any planet the "Space family (Swiss Family) Robinson" landed on. However, the evil Dr Smith (actually a foreign agent) at the last moment reprogrammed the Robot to destroy vital systems on the Jupiter 2 some hours after launch. It is for this reason they got Lost in Space. In doing this last minute reprogramming, Dr Smith accidentally gets trapped on the ship just as its about to launch.

After launch Smith awakens the family from deep freeze and they overcome the Robot and deactivate it, but only after he has wreaked havoc on major systems. Eventually Will Robinson reprogram the Robot to be the friendly helpful Robot known throughout the TV series.

THE KIT

Moebius Models was founded to bring back classic sci-fi and horror model kits to a fan base that has seemingly been forgotten by the major companies. Their kits are always of excellent quality and this one is no exception.

This is a big kit. It is 1/6, and so stands approximately 30cm high. As such, there are many parts that are large pieces of plastic. The torso section for instance is just 4 pieces. Moulding is of high quality with no flash and only minor imperfections such as dimples. There are a large number of clear parts, and these are moulded very well. No bubbles to be found. The legs and arms of the robot are moulded in a soft vinyl type substance and in what appears to be the correct colour. In all there are 98 parts.

The instructions are clear and easy to follow, although there is at least one error. The “ears” are marked the wrong way round in the instructions. However, on examining some online photos I’ve found that the radar ears seem to change sides during the series. The instructions also include paint colours in each step which is always a bonus.

CONSTRUCTION

The construction is relatively straightforward, although a bit fiddly in the “brain” section. It can be divided into main sections for construction and painting. As there are many clear parts, care needs to be taken to ensure glue doesn’t smear these parts. I’ve used PVA glue or Testors window glue in these areas where strength is not the first priority. Two areas of issue are the feet and the glass dome. The feet are two sides each. These do not join together very well, and a great deal of putty and sanding is required to cover the join that runs vertically through the feet. I sanded and painted these at least 5 times to cover these seams. The other issue is the glass dome. This is in two parts, top and bottom. As such, there is a visible seam around the dome when completed, which is disappointing. I have tried to source an aftermarket single piece, but seems these are all sold out.

Painting is basically flat aluminium, gloss aluminium and metallic grey, with details such as the red claws and various coloured lights. There is a small sheet of decals that label the 10 coloured buttons on the front lighted panel

AFTERMARKET

There are 3 aftermarket kits I have used on this model.

PHOTO ETCHED FROM PARAGRAPHS. This includes better detail in the “brain” section, better grills, and thinner “ears” as little radars, as well as light blocking panels for the front control panel. It’s a single sheet of PE and includes a nice name plate.

FLASHING LIGHTS FOR THE FRONT CONTROL PANEL. This is supplied by CultTVman. It consists of one preassembled board and a 9v battery clip. Insertion of this is simple but does require cutting a clear part of the model in half, which is easily done

LIGHT AND VOICE BOARD PRODUCED BY TENACONROLS. This board can replace the simpler front control panel board from CultTVman, and it is much more extensive. It contains LEDs for the brain section, and most importantly includes a speaker and sound files for 16 famous robot phrases. It also contains a LED that flashes in the mouth section when the voice files play

Whilst there is instructions on the assembly of the TenaControl board, this, as well as the board for the front

lights, do not mention how to mount the boards inside the model. I scratch build mounts for these.

Overall, this is a great kit even without the aftermarket parts and a must have for the SCI Fi fans.

HIGHLY RECOMMENDED

1/700 WARSHIPS BY MANUFACTURER Part 1

Compiled by Joe Turner

With a view to assisting any modellers who are maybe just looking at getting into the 1/700 warships scene, here are some lists of known releases by brand. This is something I would have liked as I got back into ship modelling a few years ago – I hope it helps some modellers.

To kick off with, these are the releases I have found from Trumpeter and HobbyBoss. The lists certainly may not be complete, and I cannot say what is currently still available and what may be out of production by now. Luckily, online ordering at least gives modellers the chance to track down and buy kits that have long since ceased being produced.

The Chinese manufacturer Trumpeter have released many 1/700 ships over the past decade or two, and along with their sister manufacturer HobbyBoss, they have covered the 20th century and early 21st century fairly well. Most of their releases are of WW2 subjects – or at least subjects in a WW2 configuration - plus a reasonable array of “modern era” warships. These consist mainly of American (WW2 and “modern”), German WW2, British WW2, Chinese “modern”, Russian “modern”, and a smattering of other combatants WW2 and “modern” warships, plus a small selection of WW1 British ships.

HobbyBoss it would seem are related to Trumpeter. They too have released 1/700 warships and as far as I have been able to deduce, they do not duplicate Trumpeter’s releases but in fact compliment them. Their output mainly consists of “modern” American submarines and surface vessels. However, they also include a small number of Russian subs and one Russian aircraft carrier, plus a smattering of smaller navies “modern” subs, and some WW2 subs of American, German and Japanese origin.

As is often common now, both manufacturers seem to try and get the most out of their moulds by releasing them under the names of different vessels in the same class, or the same vessel in different eras, usually with different parts and colour schemes to justify the reboxing.

Do note that some of Trumpeter’s kits have been reboxed for the Japanese market under the Pit-Road label, and some of HobbyBoss’s kits have been reboxed as Doyusha, also for the Japanese market. These reboxings can sometimes be seen in Australian stores/retailers lists.

Finally, I have grouped the kits by class and type to assist where possible – note that some of the Trumpeter Essex class carriers are WW2 and some are post-war and this is not clearly reflected in the lists.



TRUMPETER 1/700 KITS

BRITISH WW1

HMS *Dreadnought* 1918 06706
HMS *Dreadnought* 1915 06705
HMS *Dreadnought* 1907 06704
HMS *Queen Elizabeth* 1918 05797
HMS *Warspite* 1915 05780

BRITISH WW2 (AND PRE-WAR)

HMS *Nelson* 1944 06717
HMS *Rodney* 06718
HMS *Ark Royal* 1939 06713
HMS *Malaya* 1943 05799
HMS *Valiant* 1939 05796
HMS *Queen Elizabeth* 1941 05794
HMS *Renown* 1942 05764
HMS *Renown* 1945 05765
HMS *Repulse* 1941 05763
HMS *Hood* 1931 05741
HMS *Hood* 1941 05740
HMS *Zulu* (F18) Tribal-class destroyer 1941 05758
HMS *Eskimo* (F75) Tribal-class destroyer 1941 05757

BRITISH POST-WW2

HMS *Westminster* (F237) Type 23 Frigate 0672
HMS *Kent* (F78) Type 23 Frigate 06719
HMS *Montrose* (F236) Type 23 Frigate 06720

GERMAN WW2

Battleship *Tirpitz* 1944 05712
Battleship *Bismarck* 1941 05711
Aircraft Carrier DKM *Peter Strasser* 06710
Aircraft Carrier DKM *Graf Zeppelin* 06709
Pocket Battleship *Admiral Graf Spee* 1939 05774
Pocket Battleship *Admiral Graf Spee* 1937 05773
Cruiser *Admiral Hipper* 1941 05776
Cruiser *Admiral Hipper* 1940 05775
Cruiser *Prinz Eugen* 1942 05766
Cruiser *Prinz Eugen* 1945 05767
Zerstörer Z-7 1942 05793
Zerstörer Z-37 1943 05791
Zerstörer Z-25 1944 05787
Zerstörer Z-21 1940 05792
Zerstörer Z-28 1945 05790
Zerstörer Z-43 1944 05789

FRENCH WW2

Battleship *Richelieu* 1943 05750
Battleship *Jean Bart* 1955 05752

FRENCH POST-WW2

Battleship *Richelieu* 1946 05751

ITALIAN WW2

Battleship RN *Vittorio Veneto* 1940 05779
Battleship RN *Littorio* 1941 05778
Battleship RN *Roma* 1943 05777

CANADIAN WW2

Tribal-class destroyer HMCS *Huron* (G24) 1944 05759

AMERICAN WW2

USS *Texas* BB-35 06712
USS *West Virginia* BB-48 1945 05772
USS *Colorado* BB-45 1944 05768
USS *New York* BB-34 06711
USS *Tennessee* BB-43 1941 05781
USS *California* BB-44 1941 05783
USS *Tennessee* BB-43 1944 05782
USS *Maryland* BB-46 1945 05770
USS *West Virginia* BB-48 1941 05771
USS *New Jersey* BB-62 1983 05702
USS *Wisconsin* BB-64 1991 05706
USS *Iowa* BB61 1984 05701
USS *North Carolina* BB-55 05734
USS *Alabama* BB-60 05762
USS *South Dakota* BB-57 05760
USS *Washington* BB-56 05735
USS *Massachusetts* BB-59 05761
USS *Alaska* CB-1 06738
USS *Baltimore* CA-68 1943 05724
USS *Baltimore* CA-68 1944 05725
USS *Pittsburgh* CA-72 05726
USS *San Francisco* CA-38 (1942) 05746
USS *Astoria* CA-34 1942 05743
USS *San Francisco* CA-38 1944 05747
USS *California* BB-44 1945 05784
USS *Minneapolis* CA-36 (1942) 05744
USS *Tuscaloosa* CA-37 05745
USS *Quincy* CA-39 05748
USS *Vincennes* CA-44 05749
USS *New Orleans* CA-32(1942) 05742
USS *Enterprise* CV-6 06708
USS *Yorktown* CV-5 0670
USS *Saratoga* CV-3 05738
USS *Lexington* CV-2 05/1942 05716
USS *Hornet* CV-8 05727
USS *Franklin* CV-13 05730
USS *Yorktown* CV-10 0572
USS *Essex* CV-9 05728
USS *Ticonderoga* CV-14 05736
USS *Hancock* CV-19 05737
USS *The Sullivans* DD-537 05731
SS *Jeremiah O'Brien* Liberty Ship 05755
SS *John W. Brown* Liberty Ship 05756

AMERICAN POST-WW2

USS *Missouri* BB-63 1991 05705
USS *Abraham Lincoln* CVN-72 05732
USS *John C. Stennis* CVN-74 05733
USS *Nimitz* CVN-68 05714
USS *Nimitz* CVN-68 2005 05739
USS *Blue Ridge* LCC-19 1997 05715
USS *Blue Ridge* LCC-19 2004 05717
USS *Mount Whitney* LCC-20 2004 0571
USS *Mount Whitney* LCC-20 1997 05719

USS *John F. Kennedy* CV-67 06716
USS *Constellation* CV-64 06715
USS *Kitty Hawk* CV-63 06714
USS *Dwight D. Eisenhower* CVN-69 1978 05753
USS *Theodore Roosevelt* CVN-71 2006 05754
USS *Sacramento* FCS Ship AOE-1 05785
USS *Detroit* Fast Combat Support Ship AOE-4 05786

CHINESE POST-WW2

PLAN Type 072A LST 06728
PLAN Type 051C Destroyer 06731
PLAN Type 052D Destroyer 06732
PLAN Type 055 Destroyer 06729
PLAN Type 052C Destroyer 06730
PLAN Type 054A Frigate 06727
PLAN Type 071 Amphibious Transport Dock 06726
PLAN Type 002 Aircraft Carrier 06725
PLAN Aircraft Carrier 06703

RUSSIAN AND UKRAINE POST-WW2

USSR *Kirov* Battlecruiser 05707
USSR *Kalinin* Battlecruiser 05709
USSR *Piotr Velikiy* Battlecruiser 05710
USSR *Frunze* Battlecruiser 0570
Russian *Kuznetsov* Battlecruiser 05713
Russian *Slava* Class Cruiser *Varyag* 05721
Russian *Slava* Class Cruiser *Moskva* 05720
Russian *Slava* Class Cruiser *Marshal Ustinov* 05722
Ukraine *Slava* Class Cruiser *Vilna Ukraina* 05723
USSR *Kiev* aircraft carrier 05704
USSR *Minsk* aircraft carrier 05703



HOBBYBOSS 1/700 KITS

JAPANESE WW2

I-400 class Submarine 87017

GERMAN WW2

U-boat Type VII C 87009
U-boat Type VII B 87008
U-boat Type IX B 87006
U-boat Type IX C 87007

AMERICAN WW2

USS *Arizona* BB-39 (1941) 83401
USS *Balao* SS-285 8701
USS *Gato* SS-212 1941 87012
USS *Gato* SS-212 1944 87013

BRITISH MODERN

HMS *Astute* 87022

RUSSIAN MODERN

Akula class attack submarine 87005
Typhoon class Submarine 87019
Kilo Class SSK submarine 87002
Oscar II class submarine 87021

Aircraft Carrier *Baku* 83416

JAPANESE MODERN

JMSDF *Oyashio* class 87001
JMSDF *Harushio* class submarine 87018

CHINESE MODERN

PLAN Type 039G Submarine 87020
PLAN Type 033 submarine 87010

AMERICAN MODERN

USS *Jimmy Carter* SSN-23 87004
USS *Seawolf* SSN-21 attack submarine 87003
USS *Los Angeles* SSN-688 attack submarine 87014
USS *Greeneville* SSN-772 attack submarine 87016
USS *San Francisco* SSN-711 87015
USS *Wasp* LHD-1 83402
USS *Arleigh Burke* DDG-51 83409
USS *Essex* LHD-2 83403
USS *Kearsarge* LHD-3 83404
USS *New York* LPD-21 83415
USS *Boxer* LHD-4 83405
USS *Bataan* LHD-5 83406
USS *Bonhomme Richard* LHD-6 83407
USS *Iwo Jima* LHD-7 83408
USS *Cole* DDG-67 83410
USS *Hopper* DDG-70 83411
USS *Lassen* DDG-82 83412
USS *Momson* DDG-92 83413
USS *Forrest Sherman* DDG-98 83414

GENERAL NEWS

New stuff from Ley at Platypus Publications:

From **Helion**:

Red Star Versus Rising Sun; Volume 1 The Conquest of Manchuria 1931-1938
The Planning and Preparations for the Battle of Kursk, Volume 1

From **Desert Eagle**:

Merkava Siman 2D in IDF Service.

From **Valiant Wings**:

Revised edition of AA4 Westland Whirlwind

From **Avonmore Books**:

Pacific Profiles Volume 4 and Volume 5

From **Lanasta**:

Scheepshistorie 29
Warplane 12: Sopwith Triplane
WU Mijnenvegers (Netherlands Mine Warfare Service)

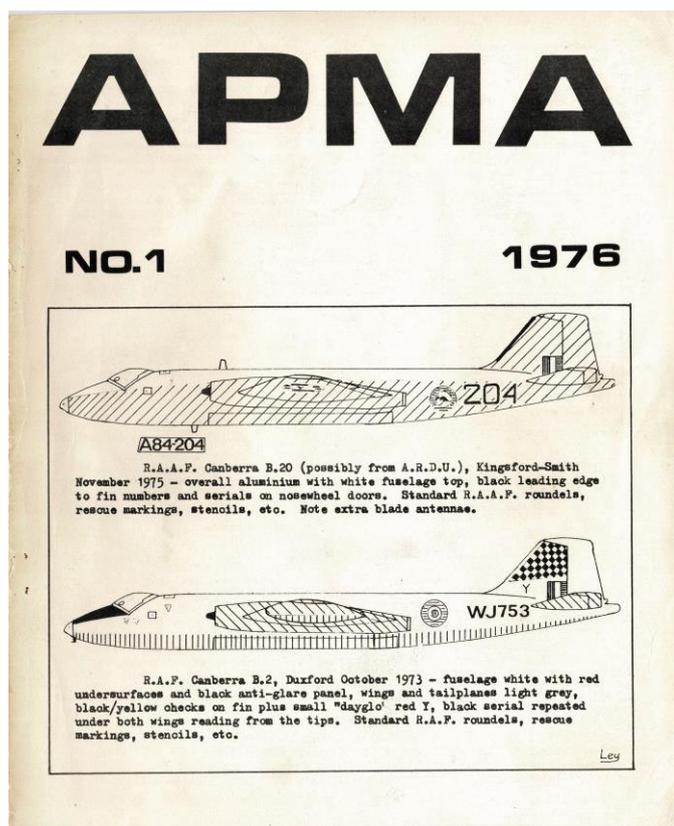
WE HAVE A WINNER!

The winner of the prize for IDing the sculpture in Newsletter No 6 is Ian Wrenford. They are an art installation by Robin 'Mutoid' Cooke called 'Plane Henge' at the Mutonia Sculpture Park on the Oodnadatta Track at Callanna about 40 minutes west of Maree and just south of Lake Eyre in South Australia.



PHOTOGRAPHS FROM THE AUGUST MEETING

(Vague recollections by DM)



From this distant viewpoint it is easy to forget just how important magazines were to us modellers back when APMA was spawned in the mid-1970s. Research was then a protracted affair demanding persistence and patience and involving lots of writing and posting letters with stamps (remember them?) to anyone you thought may have the information and waiting (fingers crossed) for any letters in response.

Some general histories were around but specialist publications of the kind we now have in abundance had

only just started to appear in the mid-60s and were still not plentiful a decade later. And they tended to be relatively expensive so library memberships were essential; at one stage I had acquired a dozen by various means, not always strictly legitimate. In this context modelling magazines became the lifeblood of the hobby, rapidly (and relatively cheaply) disseminating information amongst the faithful.

IPMS (UK) and soon after IPMS(USA) had begun to publish their own magazines in the late 1960's, initially in the form of Roneo printed newsletters before moving onto more professional presentations. IPMS(Australasia) followed the same path and progressed to offset printed quarterlies fairly quickly. As mentioned in the last issue, their failure to deliver was a key factor in the formation of APMA and, of course, we too had to have a magazine.

Ley Reynolds stepped up and very quickly put together Issue No1 for 1976, it was all of eight pages in glorious black and white, typewritten with some line drawings but no photos. Initially quarto size, the magazine under its various editors grew both in format to A4 and in page numbers. Fairly early on it became traditional to make the 4th "Christmas" issue bigger and as the regular issues increased so too did No 4, eventually reaching its present 36 page size. Equally importantly its production values steadily increased as photos were added, first in black and white and later in full colour.

At first producing the magazine was extremely labour intensive as everything – and I mean everything - was done by hand. Drawings were traced and 'coloured' (i.e. hatched) using T squares, adjustable set squares, French curves, drawing boards and Rotring drafting pens. Text was done on manual typewriters; headings were lettered one letter at a time using dry print 'Letraset' transfers. About the only 'hi tech' was having the photos dot screened to suit the printing technology at the time. It was a big step forward when electric typewriters were introduced and allowed some crude word processing.

Throughout the first couple of decades the Magazine was supported both formally and clandestinely by various places where the members worked. In addition to providing our meeting venue the Sydney City Council contributed printing and dot screening as did Kuringai CAE. NSW's Department of Public Works (aka Pubic Wanks) was a seemingly endless source of drawing equipment and materials. Maritime Services (aka Merrytime Circuses) supplied lots of paper. And everyone's photocopiers took a serious hammering once that technology appeared...

The really time consuming part of the process was always doing the actual layout. Each piece of each page of the layout (headings, text, borders, drawings, dot screens) had to be trimmed, laid out 'dry' to see it fitted (both on the page and within the total pages). You needed a lounge room floor to spread out 32 pages during the layout. Once all 28/32/36 were done and looking OK, then all the bits were glued down on a sheet of paper using rubber cement. Theoretically this allowed for some adjustment and repositioning but it rarely worked in practice, usually meaning re-doing the whole page. The Editors soon learned not to make too many positioning errors.

Once laid out any surplus cement was rubbed off, creating a large, smelly lump of semi dry rubber (nicknamed "The

Grunion” by Dave Clark) that was traditionally passed on to each successive Editor, right up to the time the process went digital in 2008 under Min’s guidance. On completion of the layout, the pages were assembled in the “printer correct” order – first and last backed by second and second last, etc so they could be printed back to back - it was off to the printers and several celebratory libations.

From the outset the magazine was exchanged with other modelling clubs around the world and until the advent of the internet was one of our primary means of keeping in touch with overseas events and people. Such was the quality of our publication we frequently had our articles reproduced in other clubs magazines. Usually it was done legitimately with our permission; sometimes they were simply ripped off. The increased speed of communications courtesy of the net and the reduction in hard copy magazines the exchange of magazines has diminished to a trickle.

Either way it introduced APMA to the world and enabled several of our authors to find a wider credibility and a market for their work. Writing and editing for the magazine spawned at least two books to date and there are a couple more being discussed and planned.

The arrival of computers significantly changed the process and thankfully eliminated much of the drudgery inherent in the ‘old’ system. Better yet, Min, Jiri and Andrew’s enthusiastic adoption of the editing abilities of Word and InDesign software coincided with a massive step up in the ‘look’ of the magazine and finally eliminated the handwork and smell of doing the layouts.

Over the years the Magazine has been guided and built by many editors and contributors. Ley Reynolds and Lindsay Charman have been by far the standout contributors. Indeed it is hard to find an issue in which they have not had at least one article under their bi-lines...and many issues where they have been the only contributors. Well researched, well written and well illustrated and often (shall we say) forthright, their efforts deserve our collective thanks.

The other group that deserve our thanks are the wives and partners who have supported the authors and editors over what is now 45 years. Chris Tse was an early contributor in her own right and IIRC did much of the typing in the early issues put together by Ley. I know mine and others partners have been incredibly tolerant of the chaos and disruption of the magazine process, we should be grateful to them all.

We are also very fortunate to have our two current and very dedicated Co-editors in Jiri and Andrew. Both do an outstanding job and are setting new records with the lengths of their time – and quality of their output - at the helm. Their efforts mean that the magazine is held in high regard and is still the best Australian journal of record in the modelling world.

For the record the Editorial Roll of Honour reads as follows:

- 1976 - Ley Reynolds
- 1977 - Ley Reynolds
- 1978 - David Muir
- 1979 - Dave Clark (3) and David Muir (1)
- 1980 - Dave Clark
- 1981 - Jim Travis
- 1982 - Lindsay Charman
- 1983 - Lindsay Charman
- 1984 - David Muir
- 1985 - David Muir
- 1986 - Ian Wrenford
- 1987 - Ley Reynolds
- 1988 - Ley Reynolds
- 1989 - Ross Anderson
- 1990 - Ross Anderson
- 1991 - Ley Reynolds (2)
plus Peter Webster (1) + Lindsay Charman (1)
- 1992 - Lindsay Charman
- 1993 - Dave Clark (3) and Lindsay Charman (1)
- 1994 - Dave Clark
- 1995 - Dave Clark
- 1996 - David Muir
- 1997 - David Muir
- 1998 - David Muir
- 1999 - Lorna Jenkins
- 2000 - Lorna Jenkins
- 2001 - Lorna Jenkins
- 2002 - Lorna Jenkins
- 2003 - Lorna Jenkins
- 2004 - Lorna Jenkins
- 2005 - Lindsay Charman
- 2006 - Lindsay Charman
- 2007 - Min Yong
- 2008 - Min Yong
- 2009 - Min Yong
- 2010 - Min Yong
- 2011 - Min Yong (3) with Jiri Kure (1)
- 2012 - Min Yong & Jiri Kure (2 each)
- 2013 - Min Yong & Jiri Kure (2 each)
- 2014 - Min Yong (2) with Jiri Kure (1) and Ley Reynolds (1)
- 2015 - Andrew Moores & Jiri Kure (2 each)
- 2016 - Andrew Moores & Jiri Kure (2 each)
- 2017 - Andrew Moores & Jiri Kure (2 each)
- 2018 - Andrew Moores & Jiri Kure (2 each)
- 2019 - Andrew Moores & Jiri Kure (2 each)
- 2020 - Andrew Moores & Jiri Kure (2 each)
- 2021 - Andrew Moores & Jiri Kure (2 each)