

# Scale Views

The Newsletter of the Australian Plastic Modellers Association – Issue 2 2022

## 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](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>

**NEXT MEETING:  
APRIL 9 @ Noon**

### 2022 Committee

**President** – Lindsay Charman

**Vice President** – Simon Wolff

**Secretary** – David Muir

**Treasurer** – Lindsay Charman

**5<sup>th</sup> Committeeman** – Malcolm Armour

## EDITORIAL DROPPINGS

Welcome to the second of our Newsletters for 2022. We hope you have enjoyed our offerings and invite you to contribute an article - any article – for the next 2022 Newsletters.

## MARCH MEETING

Hi all,

We held the much missed "Swap and Sell" at our APMA meeting in March, which was a nice change after so many upsets and cancellations over the past two years. We had no way of really knowing what the participation level was likely to be but with a fair bit of online and word of mouth publicity, I thought attendance was quite satisfying. Rob from Star Hobbies and Ley from Platypus Publications were present as well.

The weather was good, so with an earlier than usual 10:30 start, we utilised the outside table bookings until lunch time, when those who were still keen to keep selling moved into the function room. From what I observed, there was a fair degree of interaction with sellers and buyers and we had quite a few non-APMA buyers turn up. At least one new member joined up on the day too. Many thanks to Malcolm and Simon for mucking in and helping with setting up at 9:30, selling raffle tickets, collecting entry fees and generally directing traffic. The Special Raffle seemed popular so the Association did well on that front and Simon collected about \$85.00 for S & S participation entries. Mal even sold some tickets to some of Sporties nearby party goer guests.

Despite an absence of the normal formalities and evaluations, there was still a reasonable line-up of completed models (and WIPs) on display and a convivial bit of social interaction underway. I think I managed to buy something from almost everyone on the day(!) and I am looking forward to a repeat APMA "Swap and Sell" on the October meeting date later this year.

Lindsay Charman  
APMA President 2022

## UPCOMING SHOWS

Next up is the Illawarra show on May 21 & 22 at Berkley.

The Australian Plastic Modellers Association is supported by the following:



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## BOOK REVIEWS

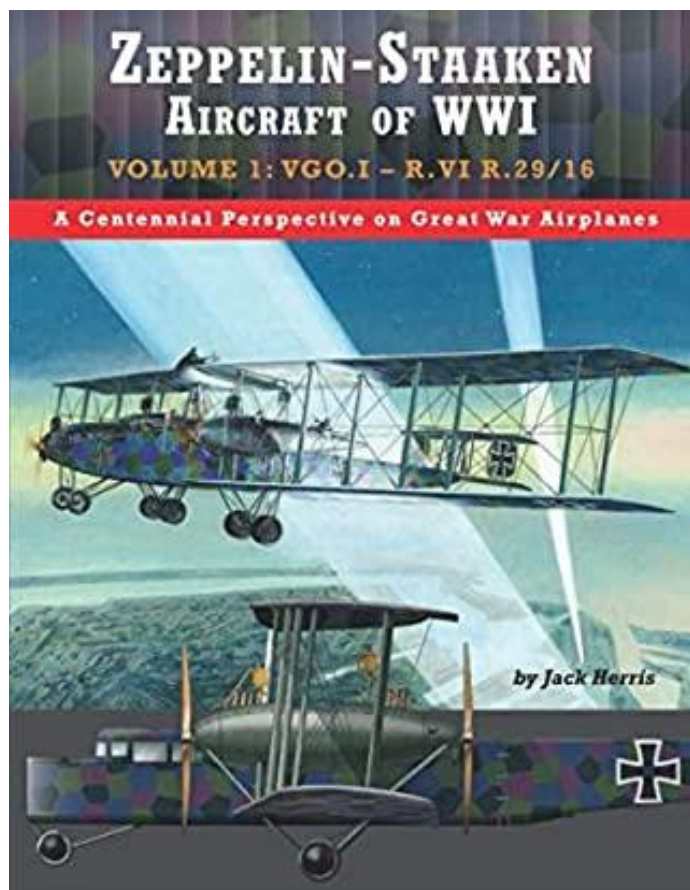
### ZEPPELIN – STAAKEN AIRCRAFT OF WWI Volume 1 and Volume 2

By Jack Herris

Aeronaut Books Great War Centennial Series #47 and #48

ISBN 978-1-935881-75-9 and 978-1-935881-76-6

Reviewed by Syrme Lipavken



Less well known than the Zeppelin airships, the Zeppelin Staaken R planes have been covered in some detail by George Haddow and Perter Grosz in their seminal *“The German Giants”* way back in 1962. Jack Herris has revisited the subject with new volumes that are primarily pictorial, reprising almost all the Haddow and Grosz images and adding many more from the Grosz archives in the Deutches Technikmuseum in Berlin and from other museum and private sources.

Such is the volume of material that the work is divided into two soft bound Volumes. Vol 1 covers from the precursor VGO.I to R.29/16 in the R.VI series; Vol 2 covers from R.30/16 to the Staaken L and the post war E.4/20. They share the same basic format: each type has a brief (less than a page in most cases) outline of its design and subsequent history followed by the photos accompanied by appropriate captions. Spread throughout are useful tables covering production location, engines, detail variations, paint, construction and fates. Factory drawings, when available are grouped with each type along with seventeen colour profiles and excellent multi view line drawings of the R.V1, R.XIV, 8301 and the E.4/20.

The layout is simple and clear with most images arranged full width of the page. The paper quality is good and

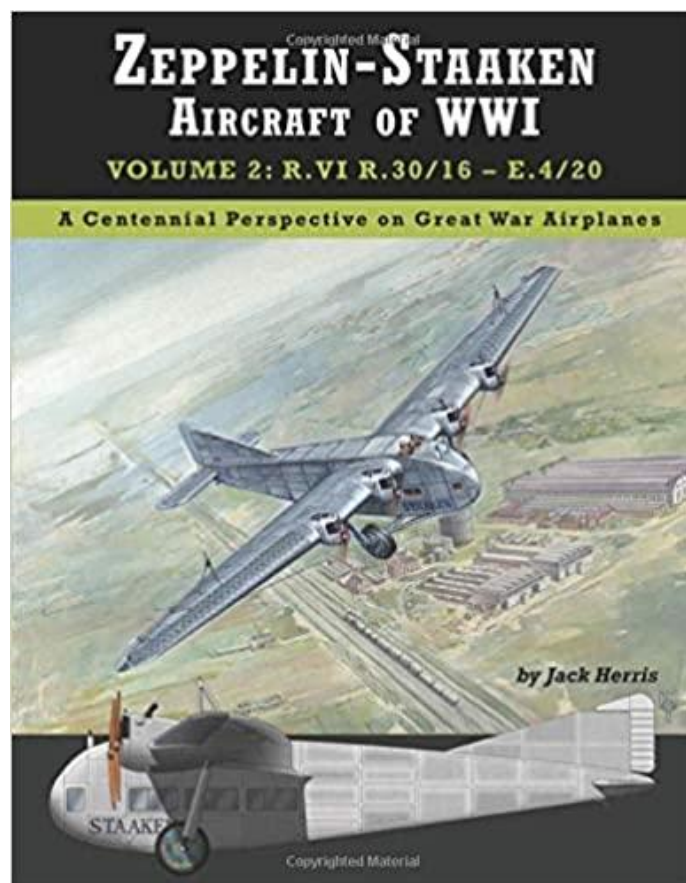
ensures that there is minimal loss of clarity from what are now 100+ year old images; there is certainly plenty of detail to be seen. There is a small selection of coloured images of the surviving parts of R.35/16 in Krakow’s Polish Aviation Museum and of details such as the propeller markings. One colour page is devoted to Piotr Mrozowski’s examination and reconstruction of the darkened lozenge pattern used on these night bombers.

Models of the Giants are fairly rare. Classic Aircraft did a truly horrible 1/72 scale vacform of the E.4/20 about 30 years ago, complete with crude trenches for panel lines, gross misalignments and even more gross inaccuracies. I foolishly bought one and now keep it close at hand to remind me not do anything as dumb as that ever again.

Roden have done two R types; the Schutte-Lanz built R.27/16 with Mercedes engines (kit 055) and the late Aviatik built R.52/17 with Maybach engines (kit 050). Both are excellent but quite complex to build and, as you would expect from an eight bay biplane, somewhat challenging to rig. However, be warned that they build into quite large and relatively fragile models!

There are a number of interesting colour schemes and variations in the details between the airframes produced by the different manufacturers (Zeppelin, Schutte-Lanz, Aviatik and Albatros) and they are well covered in these two volumes. The post War civilian schemes such as R.50/17 and R.70/18 are particularly tempting. Should you want to have a go using either of the Roden offerings these Herris books will be invaluable.

Even if you don’t fancy training the spiders to do the necessary cats cradles on a model, these books are interesting, well produced and an important record of the German efforts to develop and operate large bombers during World War I and are therefore highly recommended.



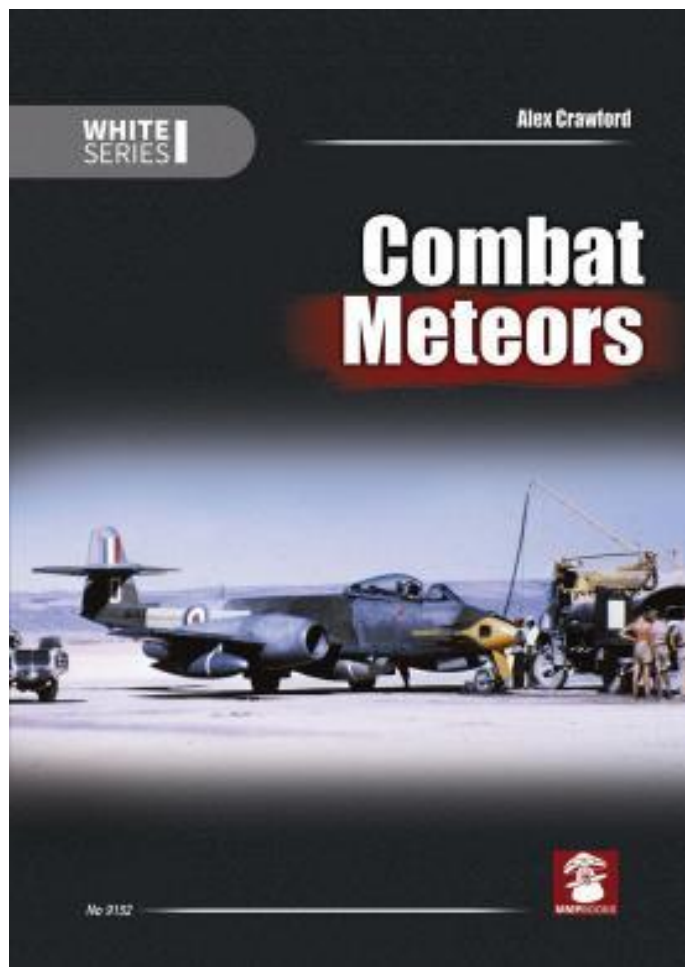
# COMBAT METEORS

by Alex Crawford

Mushroom Modelling Publications (MMP/Stratus)

White Series, No 9152 ISBN: 9788366549500

Reviewed by Dave Richardson



This book on the combat experience of the Gloster Meteor with several of the world's air forces is the second of two Mushroom books by British author Alex Crawford which I picked up from the Platypus stand at the November APMA meeting late last year, the first being on Gloster's other famous post-war jet, the Javelin. I have a soft spot for both types, as it happens that these two types were the first RAF aircraft that I ever sat in during my first ATC cadet trip to RAF Manston. While awaiting our turn for a 20 minute air experience flight in Chipmunk T.10 serial WP846 (my *third* RAF type) a couple of us strolled down to the fire dump where we found a Meteor NF.14 (serial not noted) and a Javelin F(AW) Mk.5 serial XA646 coded 'S'. There being nobody around to tell us otherwise, we jumped into the cockpit of each of the jets. Oh, to be young again...and to have been able to take my camera onto an operational RAF base back then!

As a first-generation jet fighter which saw operational service in the last 12 months of World War II, the Meteor does, of course, hold quite a lot more historical significance than just having offered a cockpit seat to this reviewer 56 years ago. With little to choose from directly after World War II, many of the world's air forces accepted the Meteor

as their first jet fighter and hundreds were sold overseas, particularly in Europe, the Middle East, South America and, of course, Australia.

In this 136-page A4 portrait-format book, Alex Crawford describes the combat record of the type with the seven of the world's air forces which took the type into operations, including the RAF, Australia, France, Argentina, Egypt, Syria and Israel. The book features eight chapters with each chapter well illustrated with B&W photos. The longest chapter by far covers the RAAF's experience with the Meteor in Korea while the next longest chapter comprehensively covers its use by Israel (plus Syria and Egypt) in the 1956 Suez campaign.

At the end of the text there's a one-page glossary of terms and another page is devoted to a bibliography which lists 18 books, 12 official publications and other sources which have been used as credible references. The next five pages feature colour photos of ten different aircraft, illustrating particularly the very colourful squadron markings of many of the PR versions in RAF service; strangely, one of the photos is also printed in B&W in one of the chapters. The next 14 pages show excellent side-view colour profiles of 28 aircraft by artist John M. Smith, covering aircraft of all seven nations in a wide variety of colours and markings from 1944 to the early 1960s; several of the profiles accurately reflect aircraft shown in the previous colour photo section. The captions are comprehensive and include notes on the colour scheme including the official colour names where appropriate. Finally, as a bonus for Aussie fans, the last four pages provide colour side views of the port side nose art for twelve of No 77 Squadron's Meteors in Japan and Korea, each with comprehensive captions.

The book offers a brief introduction to Gloster and the Meteor before covering the RAF's first operational use of the Meteor I on 27 July 1944 in 'anti-Diver' patrols against the V-1 flying bombs by No. 616 Squadron (which was flying, coincidentally, from RAF Manston!). The Meteor's first V-1 kill was just two days later. The book relates many sorties by quoting the combat reports from the squadron ORBs.

Post-war operations with the RAF include such theatres and campaigns as the Malayan Emergency 1948-60, Kenya 1954-55, Aden 1954-61, Oman 1953-57 and Cyprus 1955-57. Many operations in the Mediterranean region involved No 208 Squadron RAF and most of the operations after Malaya involved the later PR or NF versions of the Meteor.

The story of the RAAF's considerable use of the Meteor over Korea is probably well known to many readers but the book certainly does justice to this most significant chapter in the Meteor's combat history. First delivered to replace No 77 Squadron's Mustangs in February 1951 following the Chinese use of the MiG-15 late in 1950, the ex-RAF

Meteors were taken to Japan as deck cargo and four experienced RAF pilots were posted into the squadron to assist with training. Forty-two pages of the book are devoted to a detailed coverage day by day and year by year of the RAAF's Meteors in Korea. In the end No 77 Squadron Meteors flew 15,000 sorties with fifty-two aircraft lost, forty pilots killed and seven taken POW. The combat record of the RAAF Meteors outstrips that of any other nation by a considerable margin and, with this excellent chapter, the photos, side views and nose art, the book is worth every cent just for the Australian content.

The chapter on Argentina's use of the Meteor was all news to me and reveals a typical, almost comical use of the Meteor by the Brits to help shore up both the British aviation industry and international relations in the post-war era. With the UK having become substantially in debt to Argentina through the importation of huge quantities of beef during the war, the Brits chose to ignore an agreement with the US *not* to supply Argentina with arms given the Peron government's sympathies towards Hitler during the war. As a result, Argentina became the first foreign operator of the Meteor in July 1947! One hundred Meteors were supplied and pilot training started in the UK but Argentina's jet fighter capability was slow to mature. Argentinian combat use of the Meteor was limited to several revolts from 1955 which attempted to seize power from Peron. Even in exile Peron was an agitator in Argentina and the military forces were often split between loyalty to Peron or the government. The Meteors were used in sporadic internal scuffles until the mid-60s by which time they were becoming unserviceable, and they were all withdrawn by March 1971. Interestingly, the photos and colour side views show several Meteors which were taken over by the rebels in 1955 and adorned with patriotic symbols.

The first military jet aircraft to be supplied to the Middle East was a Meteor purchased by the Royal Egyptian Air Force, which arrived at Cairo West in October 1949. Most countries supported an arms embargo on the explosive Middle East but the UK was happy to take orders from Egypt. In a truly self-serving decision, within three years the UK then decided to sell Meteors to Syria and then to Israel to 'preserve the balance of power'. However, Britain's arms supply policy blew hot and cold and by 1955 both Arab nations were happily receiving MiG-15s from the Soviet Bloc while Israel, knowing from the Korean War that the Meteor was no match for the MiG-15, sought Mysteres from France but received the Ouragan as a stop-gap to supplement its Meteors.

The genesis, execution and outcomes of the contrived Anglo-French-Israeli Suez Campaign in October 1956 are well known but are relayed in this book in a very comprehensive chapter covering the operations of all three Middle East nations, plus the UK and France of course. The Israeli air force had received just two Meteor NF.13s by the beginning of the war and one was used for a night

intercept over the Mediterranean of an Egyptian Ilyushin Il-14 believed to be carrying Egypt's General Amir back from Syria to Cairo on the night of 28 October. The Il-14 was mortally wounded by the Meteor's cannon fire and crashed into the sea without trace. Israel did not admit to the intercept for over three decades, while it transpired that General Amir had actually taken a different flight. Arab Meteors featured briefly in the operations, three Egyptian Meteor NF.13s intercepting a force of RAF Valiants and Canberras on the night of 31 October and one forcing a Valiant to take swift evasive action. On 6 November the RAF sent a Canberra PR.7 over Syria to check reports that over 100 MiGs had been delivered to Damascus. Six Syrian Meteor F.8s were scrambled to intercept the Canberra and the aircraft crashed after being hit in the starboard engine, with two crew bailing out over Lebanon and one dying in the crash. Later that day, Syria launched another Meteor which tried unsuccessfully to attack another high-flying reconnaissance aircraft, believed to have been a US Lockheed U-2. By the end of the campaign, Israeli Meteors had flown 126 combat sorties for no loss but with several aircraft damaged.

The last two chapters of the book cover the very brief information available on French use of the Meteor NF.11 (and possible Mk.12 and 13 too) over Algeria for two years from late 1959 in an attempt to intercept night flights supplying the Algerian FLN rebels with arms from Tunisia. Little detail is known of the operations. It appears that the absolute final Meteor operations were conducted during the Indonesian Confrontation period by the RAF over the Straits of Malacca in September 1964. The RAF employed Meteor F.(TT)8s operated by the Far East Air Force Target Towing Flight to search for Indonesian naval craft after Indonesia had dropped paratroopers into West Malaysia! Intriguingly, this final use of the Meteor operation brings us back to Gloster's Javelin, one example of which forced down (or shot down!) into the sea an Indonesian C-130 Hercules which was intent on inserting paratroopers into Malaysia during the same conflict, the Javelin's only recorded 'kill'.

Most Meteors had been withdrawn from squadron service by the 1960s but some lingered into the 70s and 80s as target tugs and trials aircraft, with two apparently still being used in the UK by Martin Baker for ejection seat trials. As author Alex Crawford says in conclusion, "*..for a first generation jet aircraft, the Meteor has had a long and distinguished career..*"

There are very many good books on the Gloster Meteor covering the type's design, development, history, versions and modelling, but this most enjoyable and indeed engrossing book on the combat record of the type creditably fills an important niche in the history of the Meteor.

*MMP/Stratus's 'Combat Meteors' book is available from Ley Reynolds at Platypus Publications for about \$48.*

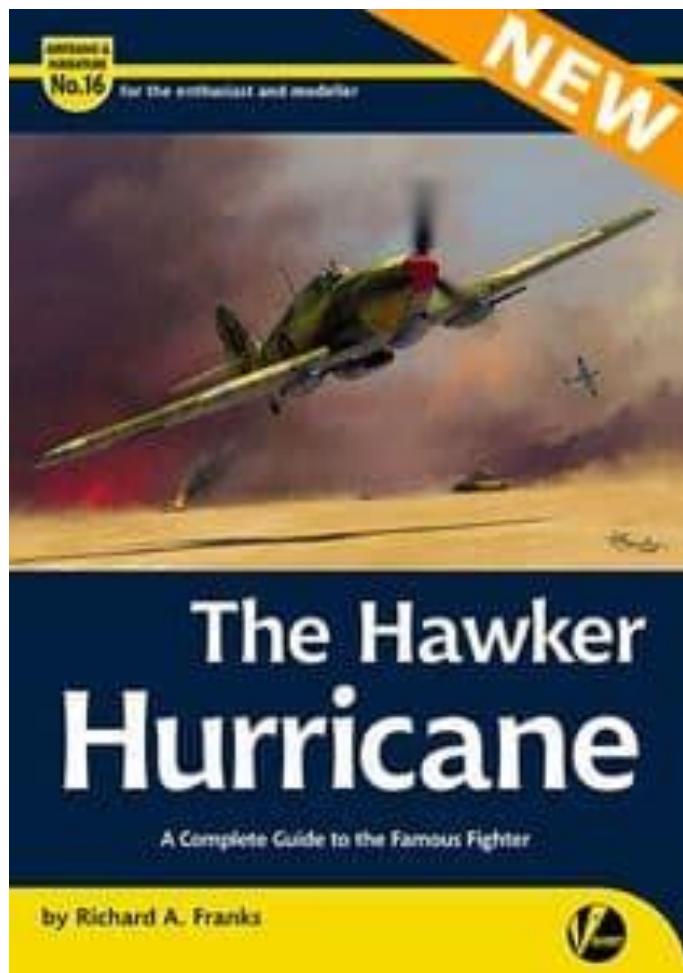
# THE HAWKER HURRICANE

by Richard A. Franks

published by Valiant Wings

(\$50 – \$60 from specialist bookshops and online)

reviewed by Ley Reynolds



First up I must admit to being a “Hurricane tragic”, so I may have been expecting a book with more original research. Mr Franks has done a creditable job with this 272 page tome but with one exception (more on this anon) he does not offer any information not found elsewhere. The text is split into;

- Evolution, Prototype & Mk I
- Evolution, Mks II to V
- Sea Hurricane and Canadian Production
- Reconnaissance Hurricanes
- Camouflage & Markings
- Hurricane Kits
- Building a Selection
- Building a Collection
- In Detail
- 1/48 Drawings

All are amply illustrated with b/w photos and artwork and, in truth, provides all a modeller could need. The exception - the section on Canadian Hurricanes/Sea Hurricanes (Mks I(Canadian), X, XI and XII) is somewhat at odds with what has been published previously but the author is at pains to point out that with CCF records having disappeared long ago all this work should be regarded as tentative. His conclusion is that somewhere in the Mk X production run, the engine was changed from the RR Merlin III to the Packard Merlin 28 (a US version of the Merlin XX) which

would have resulted in the longer fuselage first introduced on the Mk II. Photo's in the book do not clearly show this.

I do, however, have two reservations. Details of Hurricanes in VVS service and their modifications are very brief – especially when one considers that about 30% of all Hurricanes built were sent to the Soviet Union and the type remained in first-line use until 1945. Also the colour artwork by Richard Caruana includes a small number of profiles which, to the best of my knowledge, have never been supported by period photo's – not a good look in a book from the 2020's.

So a recommendation – for all you wanted you know about the Hurricane but were loath to ask, this is very good value at the price and provides an excellent single reference on this most unsung aircraft.

## KIT AND PRODUCT REVIEWS

### DE HAVILLAND DH.90 DRAGONFLY

Lukgraph kit 32-32 IN 1:32 scale

Reviewed by David Clark



The concept of the executive aircraft is not a new one, de Havilland's DH.90 Dragonfly being one of the first examples. Although similar in overall concept to the company's Dragon Rapide, it differed materially in that it was smaller and its fuselage was a preformed plywood monocoque rather than the Rapide's conventional frame.

It was designed to carry just five bodies, including the pilot. Rather than the Rapide's Gipsy Queens, the Dragonfly had a pair of Gipsy Major II engines in smaller nacelles, and its wings were of shorter span. The first production airframe flew in 1936, and some 62 were built before production ended in 1938. At least one (CF-BFF, owned by Consolidated Mining and Smelting of British Columbia) was operated on floats. Two (G-AEDU in the UK and ZK-AYR in New Zealand) are still extant. A few came to Australia, the type being operated at various times by Qantas, the RAAF (as an impressed aircraft during WWII), Adastra and Connellan.

The type has not been all that well represented as a model. Back in 1941 a firm called Chingford Model Aerodrome produced a solid one in 1:48; I know of none that still exist. In 1:72 there has been a resin kit by Rug Rat Resins, a vacform by Airframe and a limited-run injection moulded kit by Merlin. All involve lots of hard work. To this lot we can now add Lukgraph's magnificent 1:32 resin offering.

I have already waxed lyrical in Newsletter 9/2021 about Lukgraph's Dragon Rapide to the same scale, and much of what I said there applied equally to this kit. Packaging and general presentation is the same, as is the overall quality. The main differences are that, as befits the type, the 3D printed engines are now Gipsy Majors, and 3D printed cowling fronts are included. Other 3D components are the seats, struts, main wheels, tailwheel and yoke, props and spinners. The fuselage halves, upper and lower wings, tail unit, cabin, engine nacelles and undercarriage fairings are beautifully reproduced in resin.

Two vacuformed canopies are included, as is a moulding for the nose-mounted landing light. The photo-etched fret includes the instrument panel, seat belts, rigging, engine controls, window surrounds and other small details. There is a set of pre-cut window transparencies and masks. The instruction booklet is similar to that in the Rapide kit, and includes colour profiles for the schemes available from the decal sheet – G-AEDU, ZK-AYR, G-AECW (an aircraft impressed into the RAF during WWII), the Royal Danish Air Force's S-24, the Royal Swedish Air Force's 3-6 and one operated by the Republicans during the Spanish Civil War. Mine will be completed as Qantas' VH-UXB in her pre-war livery, as published in APMA 4/1984.

As with the Rapide the review kit came direct from Lukgraph (but without the postal hassles this time) and cost about AUS \$220.00. Not cheap, but worth every cent for what you get. As far as I know there is no Australian agent, but no doubt Glen at CMA can get you one as he stocks Lukgraph kits. Recommended for the experienced modeller.

## MUSEUM COLLECTION HIGH TECH DECALS...AND HOW TO USE THEM

Reviewed by Chris Cole

As mentioned in my review of the Tamiya BMW R80 G/S in the last Newsletter I replaced the kit decals with aftermarket decals that turned out to be from Museum Collection and they were what are known as High Tech Decals. This was a new term to me I only found out (that they were High Tech Decals) when I had considerable difficulty in using them and searched the internet for help. No instructions were provided with the decals and no instructions on their use are available on the Museum Collections website.

Apparently most Museum Collection decal sheets are printed with a set of conventional (they call these Classic) decals as well as a set of the same print design of their High Tech Decals. This is not the case with their decals for the Tamiya BMW R80 G/S; what you receive is just the High Tech decals for the BMW and (bizarrely) a set of High Tech Decals for the Tamiya Honda NXR 750 1986 Paris Dakar Winner. So if anybody has that kit and would like the latter, please let me know and I will happily donate these decals to your project. This decal sheet also doesn't include the two decals for the instruments but I was able to save these from the kit decal sheet.

The High Tech decals differ from the Classic decals in that the carrier film is on the top/upper face of the printed decal rather than underneath it, the advantage of this is that the decal is particularly thin and doesn't leave a visible "step" on the model.

The method of applying the High Tech decals is (at first) similar to applying conventional decals – the decal is cut from the sheet leaving the carrier film untouched (i.e. you don't cut close to the printed part of the decal). Then you place it in hot water, the temperature of which should be between 60°C and 70°C. Once the decal can be moved on the backing sheet it is removed from the water and placed as accurately and quickly as possible on the model.

Note that these decals tend to dry very quickly, and when the decal is completely dry (about 15 minutes) a sharp toothpick or bamboo skewer is used to scrape and lift the edge of the carrier film, then this edge of the carrier film is gripped with tweezers and gently pulled back and away from the model. Note that you do not use any decal softening or setting solution on these decals and also note that these decals **must** be clear coated.

There is a tutorial on these decals on the internet which can be viewed by putting "Museum Collection High Tech decals application" in the YouTube search box.



In terms of a review of these decals I found them difficult to use even when I applied them using the correct application method; they were particularly troublesome when applied to small diameter cylindrical components such as the forks and shock absorber gas reservoirs where they tended to split and break very easily (I used Future during the drying process to join the broken pieces together, to my surprise this did work). On the plus side Museum Collection Decals score high on colour, registration and opacity with the white perfectly covering the bright orange paint.

Overall, I was happy with the end results with using these decals but was not happy with the difficulties and frustration in using them and would only purchase them again as a last resort as replacement for kit decals.

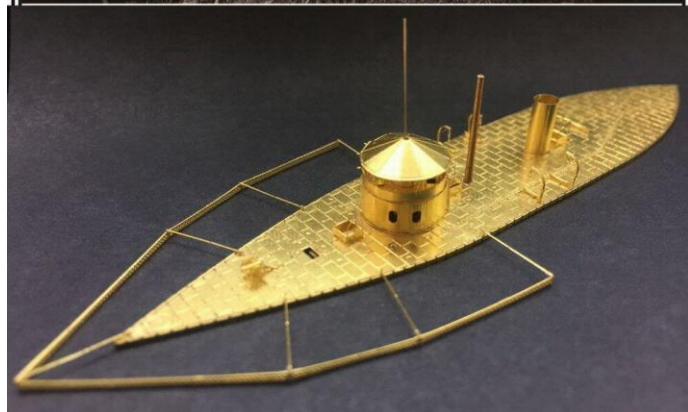
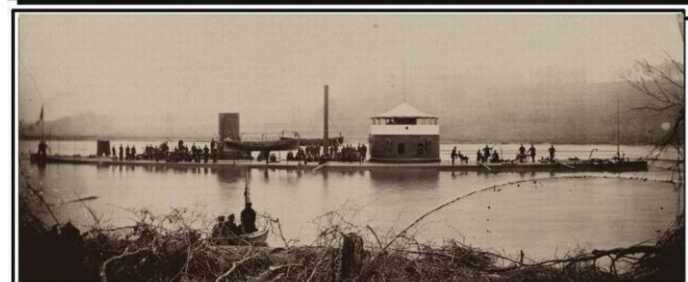


# THE CIVIL WAR MONITOR USS CANONICUS 1864/1907

Captain Rabbit Models kit CRM 79004 in 1/700  
Reviewed by Pete Johnson

Both sides of the American Civil War made extensive use of the then new concept of armored fighting ships. Like all new technologies it took some time for trial, error and practical experience to work out the best design solutions. Early vessels tended to be conventional timber hulls that were cut down to take extemporized armored superstructures with various gun arrangements including 'man of war' style broadside batteries, open topped tubs and eventually turrets. Vessels with low free boards, armored decks and turrets that offered minimal targets and heavy firepower relatively quickly became the norm and are probably best known for the famous clash between the North's *Merrimack* and the Confederate's *Monitor* the latter giving its name to subsequent ships of this type.

"Monitors" were produced in considerable numbers during the conflict, including nine of the 'Canonicus' class for the United States Navy. U.S.S. *Canonicus* and her sisters were an enlarged and improved development of the Passaic class monitors. She served initially on the James River, transferred to the North Atlantic Blockading Squadron then to the South Atlantic Blockading Squadron and in May 1885 was towed to Cuba and handed over to the Spanish authorities. *Canonicus* returned to the US in June of 1869, was decommissioned, renamed *Scylla*, renamed *Canonicus* again, recommissioned in 1872 and finally decommissioned again in 1877. The last surviving Civil War monitor she was exhibited at the Jamestown Exposition in 1907 and scrapped in the following year.



Each of the vessels in the class had minor differences and *Canonicus* herself changed during her long service, in later years having timber decking fitted along with a taller funnel, Scale Views – Issue 2 2022

a shorter vent, anchors and their associated handling gear and the like. Her 1964 colour scheme was apparently light grey with the turret in black, its top, awning, funnel and ventilator in white and the companionway edges in varnished timber. Her 1907 scheme was very simple: bare timber deck, otherwise black overall with white awning and 'CANONICUS' on both sides of the turret.

CRM's *Canonicus* kit consists of one 18mm long styrene tube for the funnel, one 4mm long cast resin ventilator and two tiny turned brass canon barrels; the rest is on three sheets of brass photo etch. Two of the three are 110 x 70mm and are the same each with 31 parts, the third is 60 x 36mm and has 37 parts. Each of the larger sheets has two decks (one with armor etched for the 1864 version and one with timber decking etched for the 1907 version) plus enough side armor, railings and accessories to dress one side (i.e. one half) of the model. The smaller sheet has most of the 'one off' bits for the turret, deck fittings and guns.

The photo etching is extremely well done with very fine lines on things like the railings and seems to be very complete, including beautiful plank and armor plate detail and a rash of coaling scuttles. My only (minor) criticism is that the numbers etched to identify the parts are too small; you need a magnifying glass to read them clearly.

Construction is outwardly very simple: laminate three of the hull etchings to form a waterlined core then dress it with the provided railings, side armor, funnel, ventilator, davits, guns and companionway frames. The difficult part is the turret which is a complex assembly of some twenty pieces, five of which require rolling them to form cylinders that need to be a precision fit within the hull openings and be tightly sleeved to each other. Given that it is just a simple cylinder with a couple of drilled holes it is much easier to replace the turret with a short length of styrene tube.

There are sufficient parts to do either version and there are also enough left over bits to form the basis of a second model especially if you model one 'ready for action', i.e. with everything struck down and stowed. Rather than laminate three PE sheets for the hull, laminate one onto a piece of 30 thou styrene, sand it to shape and scribe the edge to replicate the side armor. Use one of the two turret floors and one of the two awning supports to cap each turret and conning tower (scratch built as above) for each model then add the details like davits and companionways from wire and spares as you would for any other 1/700 kit.

You will need to raid your spares box for some additional details that CRM have overlooked. These include anchors and anchor cranes, three (two large and one small) boats to sit on the cradles (which, oddly, are provided), flag poles and the stays that secure the funnel and ventilator. There are some excellent images of *Canonicus* in her later years available on line to guide these enhancements.

Although it pushes the practicality of photo etching possibly a little too far, this is a very good kit and one with the added (and unintended) bonus of a second model for those who fancy a bit of scratchbuilding. My copy came from a seller on Ebay called 'globaltoy' who is located in China. 'Globaltoy' has a massive range of model kits of all genres, including some of the more obscure manufacturers that Joe is covering in his 1/700 series. Their service was outstanding, taking just 5 days from placing the order to arrival in Australia in the middle of the Plague. Amazing!

## CAUDRON C.610

SBS Model Kit SBS702X / SBSLIMITED in 1/72 scale

Reviewed by Gerry Mangin

SBS have issued four boxings of their Caudron C.600 Aiglou kit in 1/72 and three more in 1/48. Each boxing has different decals and a couple have very minor differences in some of their parts. The sets are:

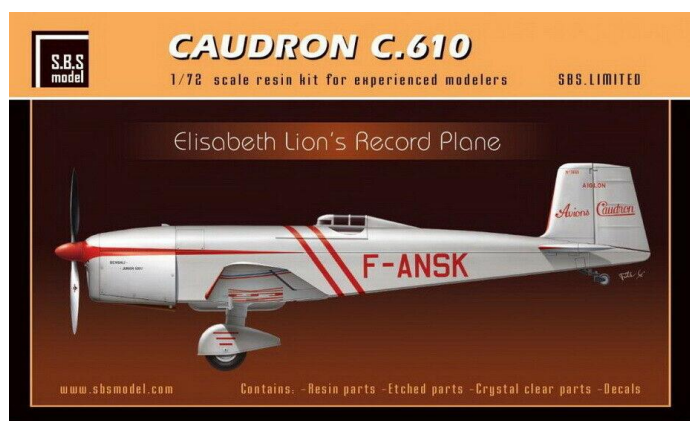
-‘Spanish Civil War’ (SBS7011 & SBS4001) with one Republican and two Nationalist schemes,

-‘Hungary & Luftwaffe’ (SBS7012 & SBS4002) with one of each, the Luftwaffe one actually being a C.610, and

-‘Civilian’ (SBS7013 & SBS4003) with two French and one Swedish registered example.

-‘Armee de l’Air’ (SBS7014) version with two schemes only appearing in the smaller scale.

The Luftwaffe scheme was overlaid on a captured civil registered single seat racing/record breaking version of the C.600, i.e. one of two the C.610s that were built. Recent research has revealed that the original civilian registration of this airframe was F-ANSK rather than that of its sister C.600 F-ANSN as supplied on the decal sheet. Fortunately it is not difficult to slice up and rearrange the ‘N’s to make ‘K’s, or indeed to cut new ones from black decal film.



SBS have subsequently issued one further limited edition version (SBS702X) of the C.600 series, the aforesaid C.610 F-ANSK as used by Mme. Élisabeth Lion for racing and for her distance and altitude record breaking flights. There is some question over the colours applied to this airframe, a discussion made the more complicated by the several changes in its liveries during its life.

SBS have addressed this in their usual very professional manner and provide the markings for **both** of the possible interpretations of the aircraft’s **intermediate** colours, i.e. silver with red trim and red (or black?) registrations. The same marks can be applied to create its **final** colour scheme of cream (or a lighter off white?) with red trim and red (or black?) registration letters. Following some online discussion, they have gone one better and also provided the lettering in white which allows an **earliest** light (or medium?) blue (?) and white scheme to also be created.

There are some 39 grey rein parts, one clear casting (with pre-cut masks), a film for the instruments and a small PE

fret with 17 parts. A seat, joystick, three part throttle quadrant, belts and flap lever are provided leaving you only some 0.5mm wire ‘cabling’ to add to what builds up as a very adequately detailed cockpit.

The casting quality is superb with blemish free surfaces, thin trailing edges and fine, well executed details and sensibly placed casting block connections. Even the two tiny venturi tubes have their ends drilled. Panel lines are finely recessed or equally finely raised where appropriate for things like the wing junction covers. The fit is excellent: the parts have holes and pins to aid alignment and are so accurate the fuselage simply clicks together and needs almost no filler, just the merest touch of Mr Surfacer.

Instructions are SBS’s usual double sided A4 with black and white diagrams and a parts map, supplemented by coloured four view plans showing the decal placement for externals of the intermediate scheme. Both are more than adequate; in reality all the SBS C.600 series Caudrons are very simple, broadly equivalent to (say) 1960s Airfix single engined monoplane kits in complexity but with vastly better fit, engineering and accuracy.

The only flaw in this kit (and one it shares in common with all the SBS products) is the absence of any guidance on internal colours; varnished timber or some kind of paint are both possibilities. So some research is required but will be of little consequence as not much can be seen unless you place the canopy slid forward in its ‘open’ position.

SBS702X and its sisters are SBS kits so the research, packaging, design, engineering, casting, fit, finish, accuracy, instructions and decals are all to an extremely high standard and are arguably the best of their kind so this kit is VERY HIGHLY RECOMMENDED.



*These images appear to show F-ANSK in two variations of its earliest colours, the first with a small hinged canopy, the second with the later sliding canopy and extra windows to the faired in front cockpit.*



# CHRISTIE TANK M1919

Vargas Scale Models R3D-030 in 1/35

Reviewed by Clive Ferris



I confess I am fond of quirky subjects from the times when designers are still figuring out how their babies should look. Battleships are far more interesting to me while they were in transition from timber and sails to steel and steam. And so it is with the M1919 Christie; being one of the first to adopt what eventually became the “conventional” tank layout with a track and guard down each side of a hull housing the crew at the front and an engine at the back, all topped with a turret mounted gun.

## THE KIT

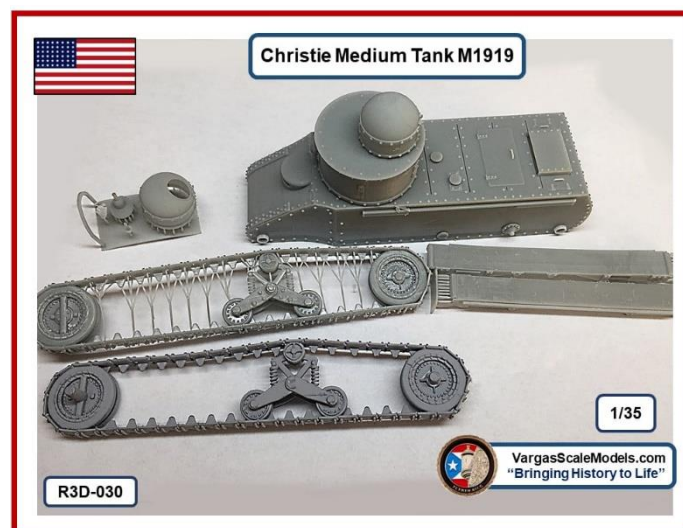
This is another of Luis Vargas’s 3D printed kits and shares some of the drawbacks inherent in that process that detracted from his Ford 3 Ton kit I reviewed in Newsletter 01/2022. There are noticeable printing striations on all the parts but thanks to a relatively boxy shape and simpler surfaces they are tedious but not too difficult to eradicate.

The hull is printed using horizontal layers which saves having to clean up the top surface with its host of rivets, handles, hatches and ventilators. The sides, front and back, being flat or single curvature surfaces with only sparse detailing clean up without trouble. The turret and cupola are printed in thinner layers and are even easier to treat; smoothing out the domed bulge on the glacis is probably the hardest task. The track links all have varying amounts of lines and are tedious to fill and sand smooth; some careful painting helps hide any lines that survive.

There are only nine parts in this kit: the hull, turret, cupola, two guns, two track guards plus the two tracks which are each printed as one unit including their entire running gear. Made that way means that painting is much harder; I would have much preferred the tracks, wheels and central bogies as separate parts. The small part count and their obvious arrangement means there is no real need for any assembly diagrams, which is handy as VSM don’t give you any. However, nor do they give you any painting guidance, just advice to wash the parts in warm water, use CA glue and sandable primer. In other words: not exactly informative.

The track units have a row of tree-like supports between the tracks that need to be removed and a veritable forest of them supporting the lower run above a temporary base plate. The internal ones need care; the bottom ones have

only small connections and break off easily and need less care as any defects will be hidden underneath the tracks.



The parts are generally neatly detailed although I have reservations about some sizes (for example the rivets) and the accuracy of some of them. Comparison with the box art photo suggests that the suspension coils and the idler rollers, while beautifully rendered, are both too small. The coils are also too loosely wound and are wound on the wrong “hand”. Replacing them is straightforward with wire but the idlers are best left alone as replacing them is near impossible thanks to the ‘all-in-one’ part breakup.

Another check against the box image suggests that one (or perhaps both) triangular brackets in the middle of the guards are incorrectly placed and worse, the front and rear stowage boxes are too shallow in height. A look at the original image on line also shows that the boxes are made from flat plate and their brackets are integral, not scabbed on. Only the two middle brackets and the one immediately behind are separate and are scabbed on – but with welds, not the rivets as depicted by VSM. The rollers mounted on the top front lip of the guards need to be replaced, refined and relocated slightly. Given that kit guards are a simple shape and are covered in printing striations it is probably quicker and easier to remake them from sheet styrene.

The two riveted bands on the sides of the glacis are too long and the top six rows and the band they sit on need to be removed. VSM have invented and added a band around the cupola that does not exist in the image so it too needs to be shaved off and the rivets replaced. And while you are up there a series of brackets for the tow rope (and the rope itself) need to be added around the turret. On the plus side the guns are well formed and have nicely done bores. Similarly the smaller items like the grab handles and hinges are well done, albeit with slightly oversized rivets.

3D technology is not without its own quality issues. One of the idlers in the kit has a segment missing where a layer has not printed, making a flat spot similar to the short shots you occasionally find with injected styrene kits. With similar issues occurring on their 3 Ton Ford model it appears that VSM’s quality control, like their research and attention to detail, still has some way to go. Which is a pity as the subjects Luis Vargas chooses are interesting and stand out in a sea of boring Panzers, Shermans and modern armor.

A good try limited by accuracy errors and quality issues so: not recommended unless you really, really want a Christie.

# 1/700 WARSHIPS BY MANUFACTURER Part 7

Compiled by Joe Turner



Another Chinese manufacturer I had never heard of previously, probably because they seem only to sell on eBay, or the Chinese equivalents of eBay. Their ship kits appear to be done mainly in resin, with a supplementary sheet of photo etch (PE). In internet photos of unpainted but made up models, they look very nicely moulded and detailed, and often come with quite large frets of PE, so you will need to be confident of working with the stuff!

Delightfully, they include in their line-up several 19th Century naval sailing vessels, mainly French. These seem to come with sails on the PE sheet, and these sails look quite good, if a trifle stiff. Doggy Industries also do some PE detail sets – I haven't mentioned these as they don't fall within the scope of the series of articles, but you should be able to search for the PE detail sets easily enough if interested.

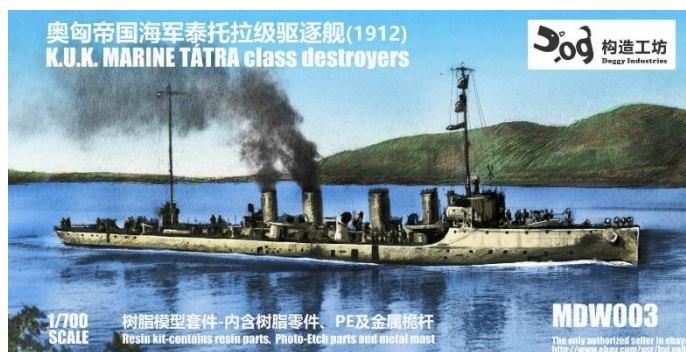
## 19TH CENTURY SAILING WARSHIPS

- French Navy 1st Class Unprotected Cruiser Duguay-Trouin (1884) – MDW023
- French Navy 1st Class Unprotected Cruiser La Pérouse class – MDW022
- French navy Central Battery ironclad Triomphant – MDW004, (La Galissonnière class, 1874)
- French Navy 2nd class ironclad Bayard/Turren – MDW 002, 1884-94
- French Navy 3rd class unprotected cruiser Volta – MDW 021, 1884-94



## WWI AUSTRO-HUNGARIAN WARSHIPS

- K.u.K. Marine Tatra Class destroyers – MDW003
- K.u.K. Marine Huszar class destroys – MDW008
- K.u.K. Marine Tb-74t class sea-going Torpedo Boat – MDW024
- K.u.K Marine Tb-82F class Sea-Going Torpedo Boat – MDW025



## WWI ROYAL NAVY WARSHIPS

- Monitor HMS Mersey/Severn (with Shorts S.827 seaplane) – MDW043
- M29 class monitor – MDW048



## WWII ITALIAN WARSHIPS

- Navigatori class destroyer (1941) – MDW001



## MODERN CHINESE (PLAN) WARSHIPS & COAST GUARD

- Type 6610 Minesweeper (254M/T-43), early – MDW005
- Project 6610 Ocean Minesweeper (late type) Russian Pr.254M/NATO T-43 Class- MDW006
- Pr.6610 Ocean Minesweepers (South China Sea Type); Russian Pr.254M/NATO: T-43 Class – MDW007
- Pr.6601 Chengdu Class Guided Missile Frigate (ex-Soviet Pr.50 Riga class frigate) – MDW010
- Pr.053K class Guided Missile Frigate Yingtan - MDW013
- Type 065 "Jiangnan" Class Frigate – MDW014
- Type 6604/Russian Pr. 122bis Kronstadt class Submarine Chaser – MDW015
- Type 037 "Hainan" Class Corvette (Submarine Chaser) - MDW016
- Type 062 Shanghai Class Gunboat – MDW027
- Haijing 3306 Coast Guard Patrol ship (Shucha-II class) - MDW031
- Type 905 Fuqing class AOR 881 Hongzehu – NDW035



- Training Ship Zheng He (Type 679 Daxing Class) - MDW037
- Type 037-I Haijin Class Corvette (Submarine Chaser) - MDW038
- Type 072 Large Tank Landing Ship, Yukang class - MDW040
- Type 072II Large Tank Landing Ship, YuTing I class - MDW041
- Type 210 Yanbing Class Icebreaker Haibing-723 - MDW046
- Type 636A Hydrographic Survey Ships Zhukezhen - MDW050
- Type 917 class Rescue Ship – MDW047
- Project 082 Changan Coastal Minesweepers (early type) MDW054\*

#### MODERN SOVIET/RUSSIAN WARSHIPS

- Project 50 Riga class Guided Missile Frigate – MDW010
- Soviet Navy Pr.50 Riga Class Frigate (Guard Ship) – MDW011

#### MODERN NORTH KOREAN WARSHIPS

- Korean People's Navy Najin Class Frigate – MDW054\*

\* NB: These two kits share the same stock number, MDW054, but are totally different ships.

#### MODERN AMERICAN WARSHIPS

- US Navy Cyclone Class Patrol Ship – MDW045



#### MODERN SOUTH VIETNAMESE WARSHIPS

- HQ-5 Trần Khanh Du (ex-USS Forster DER 334) – MDW017
- Destroyer HQ-5 Trần Bình Trọng (AVP-35 ex-USS Castle Rock) - MDW018 (this vessel certainly had a long history)
- Corvette HQ-10 Nhut Tào (US Admirable class) – MDW019

## RECOLLECTIONS

### (or 'A Tale of Two Kitties')

by Dave Richardson, APMA #191

With apologies to Charles Dickens and warm thanks to my long-term friend Ley Reynolds for dobbing me in, I'm happy to offer a few modelling reminiscences, involving two very different projects which go back to the 1970s. However, I should warn those of you much younger than me that this article includes ancient scripts containing words like 'shillings' and phrases like 'writing a letter' which you may not understand unless you ask another oldie like me.

I grew up in south east London with an ex-RAF dad who had a railway layout and who inspired me with his ability to make lots of exciting things in his 'workroom' on the top floor of our terrace house. Like most of my generation, I fell easily into plastic modelling with my interests quickly narrowing to aircraft. With money from my paper round, I could buy the Airfix 1:72 single-engine fighters in the plastic bag series which cost two shillings. Revell kits had some snob value as their kits came in a box and cost two and eleven pence. Four-engined types like the B-17 cost seven and six, which put them firmly into the Christmas present league!

My interests and skills developed during my teenage years as an ATC cadet; research and modelling improved our Aircraft Recognition, a key skill required of any aspiring cadet! At 17 I had a BSA Bantam motorcycle which took me to airshows. I photographed grey and green European jets and USAF aircraft in their SE Asia camouflage. Then, motivated by the startling efficiency of the Israeli Air Force during the 1967 Six Day War, and excited by their new sand/tan/light green desert camouflage schemes, I built rows of Israeli Mirages, Skyhawks, Super Mysteres, Phantoms and more for our ATC squadron open days.

During my time at engineering college in London from 1970 I discovered IPMS-UK's Essex branch where I was fortunate to be mentored by such modelling luminaries as Roger Chesneau, Ted Taylor and Geoff Prentice. My Middle East interests expanded beyond Israel (my 1:32 Kfir conversion was published in *Scale Models*) to Iran (a 1:72 F-14 Tomcat painted in the IIAF factory desert camouflage scheme which I obtained from Grumman by writing them a letter) to include almost any aircraft with a desert-style camouflage. By the early 70s I had obtained some copies of USAF official camouflage patterns for allied air forces in Asia Minor and I started to understand the associated F.S.595 series of colours.

Increasingly keen to build any unusual scheme, I was galvanised by two photos in the September 1975 issue of *AIR International* (surely their best issue ever!) of a Royal Jordanian Air Force C-119 Flying Boxcar which seemed to offer the prospect of a modified Asia Minor scheme – I was hooked! My only problems were (a) the lack of a complete camouflage scheme, (b) the lack of accurate plans or an example of the type in the UK and (c) the lack of any suitable kit. What could hold me back? The old Aurora kit was horrible, to a weird scale and, besides, unavailable.

Thankfully in 1985 Italeri resolved the kit problem but we'll return to the C-119 and its special camouflage scheme later, in the post world-wide-web era.

I emigrated to Australia in 1977, joined the RAAF in early 1978 and discovered APMA later that year during my first posting to Regents Park. I could afford an airbrush and a mate gave me a compressor, and this brings me to the second kit of the story (and a much happier episode). A few photos in a 1978 *Flight* magazine of a Libyan MiG-23 Flogger again piqued my interest and, during a six-week RAAF engineering course at Wagga in 1979 I built, sprayed and decaled the 1:72 Hasegawa MiG-23 kit in Libyan colours (let's just say that the course wasn't particularly intensive!).

Despite fourteen removals with the RAAF in the intervening forty-three years, I still have that kit and I love it because it was my first spray job and it gained some kind comments from senior APMA folk when I was just a newbie in the club. There have been a few minor repairs, updates to the markings to reflect the later all-green Libyan roundels and some weathering.



Then, in the 1980s I became increasingly distracted, firstly by special versions (AC-130 gunships, MC-130 Combat Talons – does anyone remember APMA's first three page centrefold in Issue 3/1983?) of the venerable Hercules, prompted no doubt by my close relationship with 24 RAAF Hercs at Richmond. Continually getting bogged down by *Intensive Research Syndrome* (IRS) and unwilling to cut plastic before having the complete set of ultimate references, I have never actually finished a model of either version, though I do have a couple of each under way parked in the *Loft of Doom!*

To ease me out of IRS, a well-meaning mate suggested I build an Out Of the Box Junkers Ju 188, an aircraft I knew nothing about, just to get it finished quickly. The result was calamitous for my C-130 projects, as I started an almost 40-year love affair with Luftwaffe colour schemes. My modelling these days is still precariously slow due to lengthy research and an inability to concentrate on just one project at a time. It could be said (indeed Ley has said it) that I seem to get more reward from the research than from the building.

And the Jordanian C-119 project, I hear you ask earnestly? Well, this project holds my personal IRS record by a long margin, currently sitting at 46½ years since inception with

few tangible signs of completion – but, in the last decade there has been movement! Does anyone remember a Mr Fred Horky from IPMS-USA's Warner Robins chapter in Georgia? He was a USAF C-119 driver many decades ago and editor of their '*Flying Tiger*' magazine. We first corresponded by airmail back in the 1980s when our respective clubs swapped C-130 and C-119 articles. Knowing that Fred was a C-119 pilot and given his earlier articles, I wondered if he might be able to offer any information on the Jordanian C-119, or ideas on whom I might contact. I re-established contact with him via email about ten years ago.

Despite the dearth of any official reference material and the closure of the Fairchild plant in Florida where the C-119s seem to have been refurbished and repainted for sale to Jordanian, Fred and Google (through which I found a very helpful chap called Adrian Balch in the UK) have helped me find sufficient colour photographs of Jordanian C-119s (and Ethiopian, painted in a similar scheme) to draw up an almost complete pattern for the camouflage scheme.



*The above images of the Royal Jordanian Air Force C119Ks are courtesy of Dave Lawrence via Adrian Balch.*

At this stage of the project, the spectre of IRS is still hovering in the back of my mind but, as Ley helpfully suggests, if I've taken this long to get most of the scheme and have to do a little *creative interpretation* to finish it off, who is going to correct me? Ian Wrenford kindly assisted with some custom decals and I now have all I need (except for the time...) to finish my Jordanian C-119. At present the cockpit and interior is complete, the wings and booms are coming together but it's on the back-burner, like so many other projects, while I slowly finish some Israeli Air Force projects and a RAAF Lancaster (don't ask!). I hope I can restart it soon, but I guess I'll always be hampered by having the modelling attention span of a goldfish!

I nominate **Graham Carter** as the next to reminisce.

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

## PHOTOS FROM THE MEETINGS FEBRUARY

February saw the holding of the much postponed QT Bunni competition who's theme this time was models that featured in songs. Following Andrew Moores evaluation (ably assisted by Paul Green) the results were as follows:

1<sup>st</sup> – Chris Cole – 1/24 Jaguar E-type – “Deadman's Curve”

2<sup>nd</sup> – Lindsay Charman – T-70 X-wing – “Scherzo for X-Wing”

3<sup>rd</sup> – Andrew Jones – Wicked Witch of the West – “Ding Dong the Witch is Dead”

The next comp will be “The Funny Papers” and will include any subject that has appeared in a comic strip or comic book but specifically excludes manga.



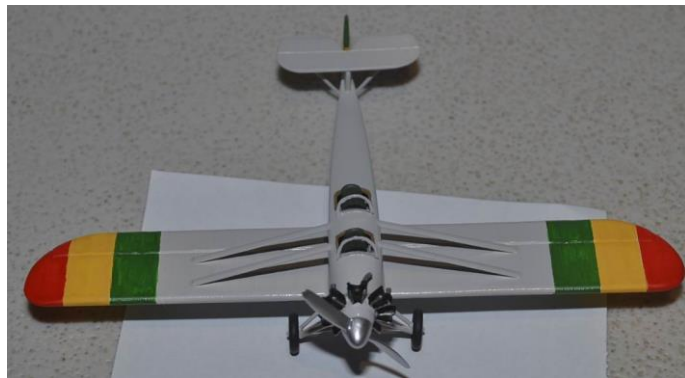
Above: Lindsay's T-70 X Wing, below AJ's QTB entries.



Above: Andrew announcing the winners and Chris's winning “Deadman's Curve” Jaguar E type convertible.

## MARCH SWAP AND SELL

The Swap and Sell went well thanks to everyone's efforts but in particular those from the organisers, Lindsay, Simon and Malcolm. There was also a pleasing roll up of models, some of which are shown in Simon Wolff's images below...



Top left: rearranging the allocation of styrene insulation between the members and visitors under Sporties awning.

Middle left: Graham Carter's Aeroclub Avro Anson C19 in lurid Pommie colours with Ley Reynold's scratchbuilt French Cannoniere Fluvial of 1914 vintage below.

Below left: more of Graham's work; three of his 1/72 scale World War II trucks.

Above top: Ley Reynold's Meindl Van Nes A VII in Ethiopian Air Force livery.

Above bottom: A small part of Ian Wrenford's prodigious output of scratchbuilt aircraft at various stages in their completion. The smaller image shows the skeletal (pre-bog) framework for the "bulkhead and bog" method he uses to craft masters for vac forming his fuselage shells. A completed master fuselage for one of his beloved croppies can be seen in the top left corner of the main image.

## GENERAL NEWS

Latest releases and announcements from Ley Reynolds at Platypus Publications:

From **AVONMORE BOOKS:**

South Pacific Air War Volume 5 Crisis in Papua September – December 1942

Pacific Profiles Volume Six

Allied Fighters: Bell P-39 & P-400 Airacobra South & Southwest Pacific 1942-1944

From **HELION COMPANY:**

The Erawan War: Volume 2 The CIA Paramilitary Campaign in Laos 1969-1974

Coin Op's in Paraguay 1959-80

The Darkest Year The British Army on the Western Front 1917

Wings of Iraq Volume 2: the Iraqi Air Force, 1970 - 1980

Operation Restore Hope

US Military Intervention in Somalia and the

Battle of Mogadishu, 1992-1994

From **MUSHROOM MODEL PUBLICATIONS:**

USN Ships 1883-2019

Singles - P-51B-10-NA

Single Vehicles - T-72M

Henschel HS126

From **PEN & SWORD:**

Tankcraft Series;

M60

Panzer IV in 1944

Panther Eastern Front 1943

Scorpion & Scimitar

Desert Air Force in WW2

Airborne ASW

Dornier 17 in the BoB

Instruments of Darkness (reissue)

RN Losses 1920-82

Zeppelin Inferno

Shipcraft Series:

British Escort Destroyers

From **KAGERO:**

Japanese Heavy Fighters 1937-45

Romanian Armoured Forces of WW2

Top Drawings Series;

- HMS Furious

- Clemenceau

- Spravedlivyy

- Jean Bart

- P-43 lancer

- SE.5a

From **OSPREY:**

Focke-Wulf 190D-9 Defence of the Reich

Hitler's Navy

British Gunboats of Victoria's Empire

Junkers 188 Units of WW2

Polish Navy 1918-45

Warships of the Baltic Campaign 1918-20

**THE HISTORY OF WW1 SERIES** now comprises;

The Eastern Front 1914-20

The Balkans, Italy & Africa

Gallipoli and the Middle East

Scale Views – Issue 2 2022

Naval Warfare

Western Front 1914-16

Western Front 1917-18

From **START PUBLICATIONS:**

Brandenburg Escape from the Halbe Pocket!

From **TANKOGRAD:**

USAREUR

From **START PUBLICATIONS:**

Brandenburg Escape from the Halbe Pocket!



From **EUROPEAN AIRLINES:**

Lockheed Model 9B Orion – The Swiss Revolution

