

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 10 2021

ABOUT SCALE VIEWS

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

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

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

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

APMA MEETINGS

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

For meeting details visit the APMA web site at:
<http://apma.org.au>

NEXT MEETING: NOVEMBER 13 @ Noon

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EDITORIAL DROPPINGS

Welcome to the tenth of our Newsletters for 2021. We have been heartened by the response to our request for articles - any articles – for the Newsletter and further contributions are always welcome!

OCTOBER NON - MEETING

The scheduled meeting on October 9 has been cancelled as Sporties does not open up - and then only with restrictions - on the 11th. We hope you are all using the opportunity to get some modelling done and, although it is still looking marginal at this point, we look forward to seeing the results in November when and if that is allowable.

UPCOMING CANCELLED SHOWS

Things have changed dramatically since the last Newsletter; the known dates at the moment are listed below and we will continue to keep you informed as things evolve. The latest news is:

The Wagga & District Scale Model Show scheduled for 23 & 24 October has been **CANCELLED**.

Australian Model Expo:(Melbourne) scheduled for 30 & 31 October has been **CANCELLED**.

ScaleACT: (Canberra) planned for 30 & 31 October has been **postponed** to February 12 & 13 2022

Sydney Model Ship Club Expo has been **MOVED** to November 20 and 21 and will be at a **NEW VENUE**: Wests Ashfield, 115 Liverpool Road in Ashfield.

The Sydney Scale Model Show has been **CANCELLED** and the gang are hoping to reschedule to a date to be advised in early in 2022.

QT BUNNI COMPETITION

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



2022 Theme – Things Mentioned in Songs

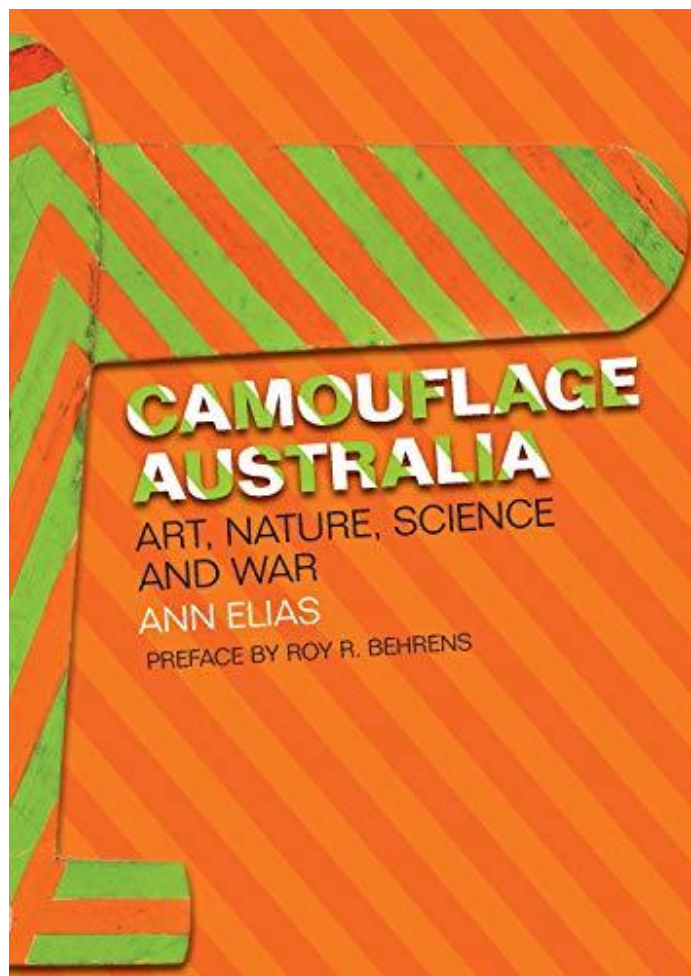
BOOK REVIEWS

CAMOUFLAGE AUSTRALIA Art, Nature, Science and War

By Ann Elias

Sydney University Press ISBN 9781920899738

Review by Ben Rabin

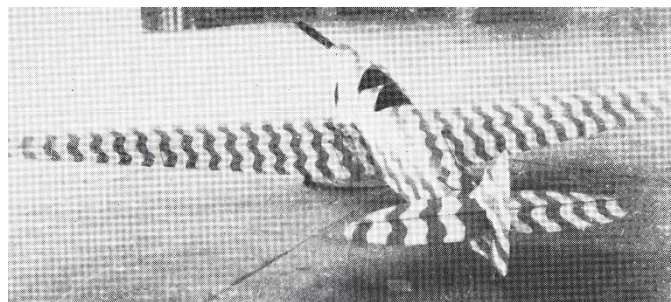


Anne Elias's deeply researched book examines the people, places and politics of Australia's camouflage efforts from the late 1930s till the end of World War II. It reveals the often difficult and conflicting relationships between the largely civilian artists, architects, designers and zoologists who were tasked by government to create and use camouflage and the military who's innate conservatism and structure lead to them dismissing and, all too frequently, actively resisting the civilians efforts.

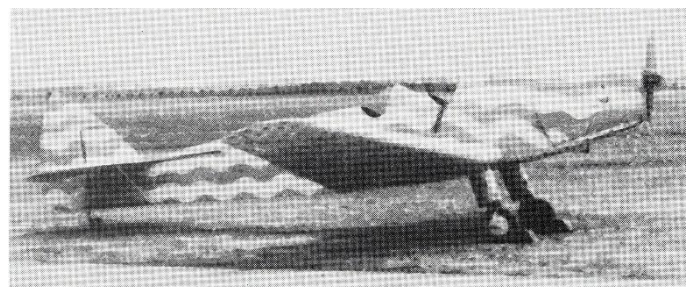
It is a fairly dense and dry academic read but thoroughly describes the context and some of the ideas and strategies used by the camoufleurs. The layout is in the manner of a thesis with extensive footnotes and bibliography for those who wish to look further. As such it is informative and useful. The text is definitely not a rollicking read but it is illustrated and leavened with images and photos of some of the wartime experiments and actual camouflage.

Context aside, there is little of direct interest to modellers. However, one of the experiments struck a chord as it clarified the background to one of the aircraft that featured in Volume 1 Geoff Pentland's *RAAF Camouflage & Markings 1939-45*. On page 115 in his Chapter 4 'Camouflage Ruses and Experiments' he shows two

photos of an unidentified DH94 Moth Minor wearing a 'dazzle' scheme of wavy zig zag lines running roughly fore and aft on the wings and fuselage.

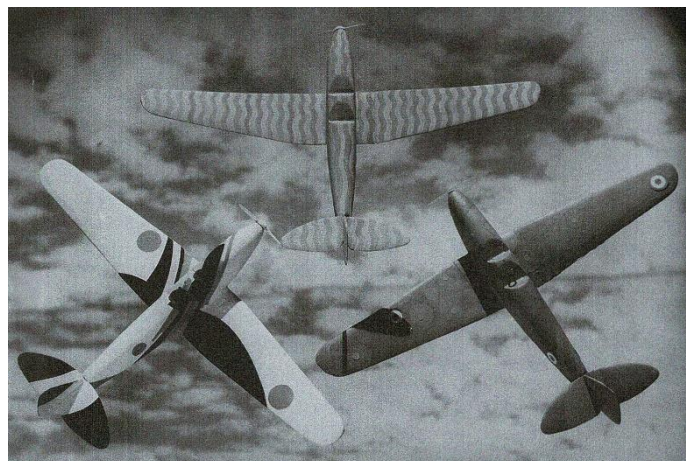


Pentland also provided a plan and one side view on page 35 with his interpretation of the colours being silver overall with black striping. He says it was "one of a number of aircraft specially painted for a series of ground to air visibility and gunnery tests". He omits any mention or discussion of the Moth Minor's undersurface which has a different pattern of apparently random two toned mottle.



Source: G. Pentland, *RAAF Camouflage & Markings 1939-45, Volume 1*

Ann Elias mentions these tests in her chapter on Frank Hinder who was the artist responsible for them. One of the foremost camoufleurs in the Defence Central Camouflage Committee within the Department of Home Security at the time, Hinder was investigating ways to confuse the viewer as to the shape, position and heading of moving objects. Note that his aim was to **confuse**, not **conceal** or **hide** the object, as this only really works for things that do not move or at worst move very little.



Source: AWM Record 88/133 File 895/4/182

KIT AND PRODUCT REVIEWS

BEDFORD QL TANKER

IBG kit 35014 in 1/35

Review by Cyril Ferris

Hinder's work is illustrated on page 180 with the black and white image above showing three scale models that are unmistakably simple representations of DH94 Moth Minors and later (on page 187) coloured images of three painted cardboard cutout 'flats' in the form of generic "aircraft" shapes. One of the three B & W 3D models is clearly the same pattern as in the Pentland images.

The startling thing is that the cutouts are quite luridly coloured: two in two different mid-blues with lots of quite bright red striping and one (as used on Elias's cover and reproduced here) in orange with lime green striping.

This suggests that Pentland's interpretation of silver and black may well be wrong or at least worth reviewing. A careful look at the two images in Pentland's Volume 1 suggests two things: the lighter of the two tones does not seem to have the metallic sheen that is characteristic of Aluminium dope and the darker of the two tones appears as a decidedly mid-tone and is therefore not black. Which raises the obvious question: what colours were they?

At the time (1941) the DH94s – an aircraft somewhat unwanted and unloved by the RAAF and largely used as hacks – were classified as trainers and therefore required, under Aircraft General Instruction C.11 Issue 3, to be finished in Scheme E.1, i.e. overall Yellow (or K3/185 to use the RAAF's stores nomenclature). Given that concealment was not required and that the schemes used garish colours and the effort and cost needed to refinish the aircraft for what was a (presumably) brief experiment, it seems likely that the lighter of the two colours was yellow.

The second, darker, colour is more challenging. In the black and white image of the models the contrast between the two colours is noticeably less than the contrast on the actual plane. Based on nothing more than the colours used on the cardboard cutouts mid-blue, bright green, red or a deep orange are possibilities.

Unless the orange was toward the red end of the orange scale, I doubt it would deliver the tonal or colour contrasts that were obviously an element of the experiment. One of the other models has a roundel and tonally both the blue and the red are a little darker than the squiggles on the subject model. This tilts the balance slightly away from red but leaves the blues, green and orange in play. Given the lurid colour combinations I would go for lime green or a very saturated red/orange.

In the absence of any further information it is impossible to speculate with any confidence about what the actual colours may have been. Even more speculative are the colours used on the other two models. The one on the left looks to be white overall with dazzle in two colours, one of which is very dark and may be black, the other an unknown mid-tone. For obvious reasons the discs are probably not red but may have been blue, i.e. like roundels but displaced to add to the confusion of the scheme.

At the moment there are just two DH94 kits that have been released, one by Dujin in France and one by Hi Planes here in Singapore. I have not seen either and neither seem to be available in any of the online stores or auction sites. However, I understand that Special Hobby and Hi Planes are each soon to release short run resin kits of the DH94 in 1/48 scale so help is at hand if you fancy adding something a bit different to your collection.



Released in 2020 this is the fifth of the six Bedford QL kits IBG has released since the first one appeared in 2013. They all have different bodies: QLD (35015), QLT (35016), QLR (35017), QLB (35018), this one (35014) and, lastly, released in 2021, a post war QLC Refueller (35062) with booms. 35014 depicts a late war/late production 950 gallon (850 fuel/100 oil) tanker with two hose stowage boxes on the top. The pumps were driven by a motor housed, along with the pumps and controls, in a single cabinet at the back of the tank. Access to them was via a pair of doors, this version being easily identified by their top edges which curve to follow the line of the top of the tank.

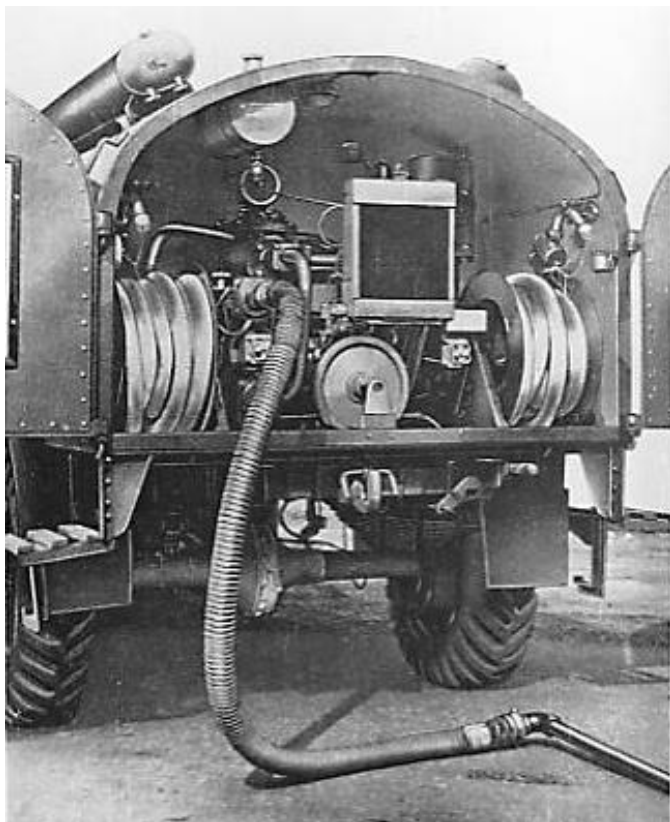
The Tanker has around 210 parts moulded in mid-grey with another 11 in clear and a brass PE fret with further 40 parts. With that many parts in a model of this scale, the kit is commendably well detailed. Some parts intended for the other versions, or modern additions on restored examples are redundant and some provide alternatives to match differences in the 1:1 vehicles, for example there are two cab roofs, one with and one without the anti-aircraft hatch.

Although the moulds must be getting on a bit after four issues of the base kit, the Tanker parts are still cleanly moulded, with near perfect mould lines and no flash. There are a few minor issues; the gates between a couple of the parts and the sprues could have been better placed and there are a couple of sink marks on all four of the leaf springs. Neither requiring more than a little filler, a bit of care and some rescribing.

Locating pins and holes are few and far between on the bigger pieces so care is needed when assembling the critical bits such as the frame and the suspension. Test fitting and (shock, horror) checking the instructions is essential and when in doubt add some of your own locating pins to help locate and reinforce the connections between the bits, for example between the springs and the axles.

Although relatively plain overall the kit provides some reasonably complete and extremely well detailed parts for the engine, pumps, controls, radiator, plumbing and hose

reels that fill out the rear cabinet. There is one small error I picked up; the fuel tank for the drive motor (parts D8 & D9) is shown mounted on the right hand side when it should be on the left. There is also scope to add a light on the 'ceiling' along with wiring and general clutter and a stand pipe with its spiral wound suction hose as below.



Eliminating the join line between the two hose halves will be difficult. A better solution would be to replace the drum with a length of sprue and wind on a new hose made from PVC or rubber cord. On the plus side PE fret is excellent and supplies four funnels and their racks that fold up neatly and are near scale thickness.

Similarly the decals for the three RAF colour schemes (two in overall green and one in brown/black 'mickey mouse' camouflage) are complete, well printed and in perfect register. Printed by Techmod, they include roundels, WD numbers, type numbers and the appropriate unit markings for each of the options.

There were some fairly obvious omissions from the first IBG releases, notably the wipers, the front mudguard braces, the gas detection plate in front of the driver, the left turn semaphore on the passenger door, the rolled canvas radiator cover and starting crank normally stowed below the radiator. Internally they left out the wiper mechanism, the semaphore controls and, strangely, the accelerator pedal. This time around IBG has added the gas plate and guard braces on the PE fret but you will need to add the rest, either by scratchbuilding or via an aftermarket PE set such as Eduard's 36315.

IBG supply Avon 11 x 20 'Traction' tyres which are fine if you are modelling a restored vehicle but not if you are doing one in the late or immediately post war periods. Resin replacements are available, at a cost, from Panzer

Art, Resicast and ToRo Models (all Firestones) or Hussar Productions (Dunlops or Firestones). Somewhat harder – but cheaper – to fix is the absence of the reinforcing bead rolled into the mudguards which need to be added from thin half round rod. While you are at it the mudguards need to be thinned down to better match the thickness of the sheet metal items on the original QLs.

In reality the guards are very thin and really should be rolled out of photo etched metal to get something approaching prototypical thickness. Half etching one face to leave an approximation of the beading would be pretty straight forward and thus formed they would be a significant improvement over the thick and detail free kit parts. Late production chassis also had brackets from just below and in front of the cab doors to just beside the side lights on the front guards and, while they are not hard to make, they would be a useful addition to an aftermarket PE fret along with the aforesaid wipers and interior details for the cab. Hopefully one of the aftermarket manufacturers will twig that there is room for an upgrade set beyond Eduard's somewhat limited offering.

My biggest gripe is with the instructions which take the form of a 20 page A4 booklet. It devotes four pages to a parts map, pictograph and colour key, twelve to assembly diagrams, one to a couple of ¾ views and three to the colour schemes. The diagrams are generally clear enough for most of the assembly but are difficult to read in several critical areas such as the orientation of similar but handed parts and the correct alignment of parts within each sub-assembly. None of which is helped by a slightly confused and confusing pictograph system. Using the same basic symbol (a triangle) in two orientations then apply letters, symbols and numbers (in two colours) to them seems illogical and certainly makes for some potentially unfortunate mistakes: so be very careful!

Rather more frustrating to me – very much a novice in the world of WW2 British soft skin vehicles – is the complete lack of any guidance on colours for the interior or within the engine bay and pump compartments. The cab (green or brown to match the external camo), cabinet (gloss white but with green or brown on the inner face of the doors to match the outer face) and the pumping equipment (matches the external colour) were easy to solve; the engine remains a complete mystery.

On the whole this is a very welcome and very acceptable - and thus RECOMMENDED - kit of a subject that previously has had only limited coverage in this scale. Its faults and omissions are comparatively minor and in reality, just add to the fun. We are, after all, supposed to be modellers not assemblers. It has considerable conversion potential, either to back date it to the type's early or mid- production configurations each with different locker arrangements (as used by 3 and 450 Squadron RAAF, more to come on this in the Magazine) or civilianize it as a post war example.

There are not a lot of printed references around that cover these war time QL Tankers in any great detail so Professor Google has to be your friend and determination and curiosity need to be your approach.

AVRO VULCAN B.2

Airfix kit A12011 in 1/72

Reviewed by David Clark



Long ago, in a galaxy far, far away...well, some years ago anyway, Airfix presented us with a 1:72 scale Vulcan. Coming as it did from the depths of the less-than-successful Airfix-Heller merger, it left a lot to be desired, even though it was the only injection-moulded Vulcan available in 1:72. Surface detail was raised and quite crude, detail was minimal, trailing edges were very thick, and the whole exercise gave the impression of having been done on a (very limited) budget. The announcement about two years ago that the new Airfix was going to revisit the subject therefore caused more than a frisson of excitement in some quarters.

The new beast has now been released, and really lives up to the expectations of those who love the Big Tin Triangle. Packed in the usual predominantly red Airfix box, which is of substantial (560 x 380 x 80mm) dimensions, it consists of ten frames of grey plastic parts and one small frame of transparencies. There has been some chat on the internet about Airfix's (lack of) quality control in the kit – short shots, and some kits packed with two of one frame but none of another – but none of these problems were apparent in the review kit.

Two of those frames (A and B) are quite massive, and contain upper and lower wing halves and the adjoining fuselage. Frame A (the lower wing) has a nice touch – the areas to be removed for the Blue Steel conversion have been “pre-drilled” with flashed-over holes to simplify their removal. A third (Frame C) covers the forward fuselage and cockpit, including detailed ejection seats for the two pilots and conventional chairs for the remaining crew (who on the real thing were left to their own devices if it came to abandoning ship - something that would never be tolerated under present-day OH&S [or whatever it's called this week] legislation ...) and other forward fuselage detail.

Frame D covers more internal matters – a detailed bomb bay, wheel wells, a wing spar and substantial internal wing bracing similar to that in the Victor kit, engine intakes that look as though they will be much easier to clean up than was the case with the older kit, and the mount for the Blue Steel missile carried by one of the kit's two options. Frame

E has parts for the rear fuselage, alternative exhaust parts for either Olympus 202 or Olympus 301 engines, and the intake splitter plates. Frame F includes the fin, rudder, alternative fin caps (with or without RWR fairings), fuel dump pipes, and assorted intakes, plates, etc.

Frame G gives you the undercarriage – wheels, legs, doors, etc. – and the crew access door and ladder (much more refined than the older kit). Frame H deals with aerials, speed brakes and (for those who don't want to leave the intakes open) a pair of intake covers. Frame K covers the nuclear nasties – the Blue Steel missile and associated airframe bits and pieces – and comes straight from the Victor kit (even to the inclusion of alternate Victor tail cones!). Frame L has the other aggressive bits – conventional iron bombs, bomb bay doors and frames. Frame J, the transparencies, covers the cockpit canopy, the bomb aimer's window and assorted navigation and other lights.

These bits are supplemented by a substantial (28 pages), A4-sized instruction sheet in the usual Airfix pictogram style, plus fold-out A3 sheets for the two alternative colour schemes – an all-white, conventionally armed aircraft of 12 Squadron RAF based at RAF Coningsby in 1963 or a camouflaged, Blue Steel-carrying aircraft of the Scampton Wing (27, 83 and 617 Squadrons, RAF) at Scampton in 1966 – and details of stencil placement on both aircraft. Finally there is a decal sheet, approximately A5 in size, with a comprehensive set of markings for both aircraft. The latter is in good register and looks suitably dense, although there is no indication of who the printer might be.

There is clearly a second and possibly a third issue of the kit planned. The lower wings have flashed-over holes for what appears to be the fittings for a *Black Buck* version, and a tanker conversion looks to be a given as well. As well, neither of the marking options offered in this kit had Olympus 200 series engines, and those bits weren't put on Frame E just to fill space ... (And, by the way, the 202 series exhausts – the longer set - can be modified into 201s just by sanding off the small squarish patches on the upper surface.)

A longer shot might be a B.1A – the smaller wings could be provided by replacing Frames A and B in the kit, and there would be need for new undercarriage components, a replacement tail cone (the bulbous B.2 one in the kit is made up of separate pieces, so that should be relatively simple), smaller engine intakes and exhausts and a few other odds and sods. Pretty well everything else is already in the box. Alternatively, I believe that the Flighpath B.1A conversion set is being/has been revised to suit this kit.

A quick look at the Hannant's site shows a swag of aftermarket stuff already available. It's all for the old kit, and much of it, intended as they were to address of the old kit's various shortcomings, is now redundant. However, there are several aftermarket decal sets out there, all of which will be usable on the new kit. I found one by Kits World (KW172214), two by Print Scale (PSL 72252 and 72256), and one by Xtradecal (X72331, which includes 9RAF's XH562 with its “Kiwi” zap on the fuselage roundels). The

latter is described as “Avro Vulcan Part 1”, so presumably there will be more coming from that source. Xtradecal also has a pair of squadron-specific sheets on offer – X72093 for 617RAF and X72208 for 12RAF, both having markings for Vulcans in service with the relevant squadron. For the nostalgic, there are also Modeldecal sheets 70 and 71, with a goodly selection of both white and camouflaged B.2s. Hannants (Xtradecal) now hold the rights to these, and much of the artwork on them may well appear on the new Xtradecal sheets.

This kit is a huge step forward from the old one. Surface detail is engraved and reasonably refined – it should certainly look good under a coat of paint, regardless of the scheme chosen. Trailing edges, and details generally, are crisp and much closer to real dimensions. The plastic is typical of the present-day releases from Airfix – slightly soft, and even after being washed it feels slightly slippery. It is said to be biodegradable – I hope this doesn't mean that the model will dissolve into dust in ten years' time ...

The review kit came from Hannants who are charging around £60 plus postage. It retails here for between \$115 and \$125 plus postage and is available fairly widely. Not cheap, but well worth it if you want to add a good Tin Triangle to your collection.

All in all, the kit is a beauty, and a nice representation of the most recognised of Britain's Cold War warriors. It should make a good companion for the two other V-bombers released by Airfix. **HIGHLY RECOMMENDED**

S. M. UNTERSEEBOOT U9

Das Werk kit DW72001 in 1/72 scale

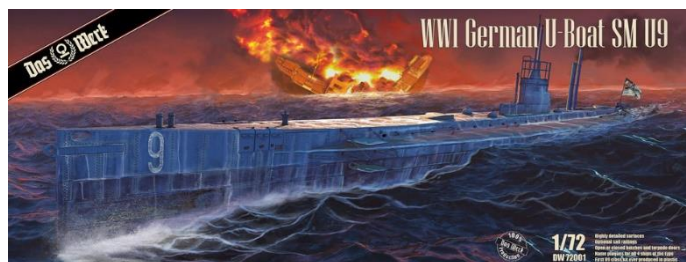
Reviewed by Bill Renfrew

SM U-9 was one of four (4) boats built at the Kaiserliche Werft (Imperial Shipyards) in Danzig (modern day Gdansk in Poland) in 1910 and 1911. It was the only of them to survive the war. It was surrendered in November 1918 and later scrapped in England. This means that none of the boats is available for examination today although the wreck of U-12 has been found and photographed on the sea bed off the coast of Scotland.

The boats were armed with four (4) 45cm torpedo tubes (two forward and two aft) and carried a total of six (6) torpedoes. Four were in the tubes and there were two reloads for the forward tubes. For surfaced action the boats were armed with MG08 machine guns initially. These were augmented with a Hotchkiss 37mm revolver cannon in 1914 (this weapon resembled a largish Gatling Gun) and later by a 5cm gun. I have not seen any photographic evidence of this latter fitting but believe it was fitted to the bridge fairwater.

In common with other early submarines, these boats were described as petrol-electric. For underwater propulsion electric motors of about 1160HP were powered by batteries. The surface propulsion was provided by four (4) Korting 2-stroke petrol engines totalling 1050 HP. There were also two dynamos that charged the batteries when running on the surface. The exhaust pipes were prominent

on the rear deck and when running on the surface produced a massive plume of white smoke. Both the fuel and exhaust gasses were noxious and so when running on the surface it was common to have all hatches open and as many crewmen as possible on deck.



THE KIT

Das Werk is a German company that has up to this time mainly produced kits of German WWII military vehicles and some “Luftwaffe ‘46” aircraft. The design work for this release was done in Germany and the kits are moulded in China. This kit represents their first foray into both 1/72 and into marine models.

The first thing to notice about this kit is the size of the box. It measures 850mm x 215mm x 125mm. The box is fairly full even though there are only 164 parts. Some of these are very large, especially the two hull halves. The parts are moulded in pale grey which is common for many models these days. They are well moulded with no evident faults and a good level of detail.

Construction follows a fairly logical sequence starting with the hull and then adding detail parts. To aid in alignment the hull halves have the usual pins along the edges but there are also some fifteen spacers of different shapes. Three of them form bulkheads at relevant locations while the rest are rods that fit into appropriate mountings. In constructing the hull, one area that has not been included is any representation of the pressure hull of the vessel. The drainage holes below the deck are quite small but are large enough to show that the interior of the hull is empty. This means that you must either try to scratch-build some representation of the pressure hull or camouflage the void by painting the interior in matt black. It should be noted that this is not mentioned in the instructions.

It is important that you take care when assembling the hull. The two parts are massive and once you have inserted the spacers in one side, you will then have to join them. Due to the size this is not easy and I recommend starting at the stern and taking your time to ensure a good join. The addition of the deck also requires careful application of cement. Notwithstanding the size of the parts, fit is very good with only minimal amounts of filler needed.

Among the plastic parts provided are four which build into a fairly feeble stand. This will be of value during construction, but I feel something more substantial may be required for long term display. The only armaments provided are two MG08 machine guns. It would have been nice to have included some of the other armaments that were used on these boats. The level of detail presented on the parts is also very good. It reminds you that 1/72 is quite a large scale for ships.

As well as the plastic parts, a small decal sheet and the kit instructions, the box also contains a one hundred (100) page bi-lingual book in both English and German. The book is printed on high quality glossy paper and gives a good introduction to early Great War submarines, a study of the history and exploits of the boats and an interesting overview of some aspects of the kit's design. The book gives a good account of the action 1 1914 that saw the U-9 sink the three British Armoured cruisers *Aboukir*, *Cressy* and *Hogue* in the space of just over an hour.

The instruction booklet is very well laid out and is easy to follow. It is printed on a buff background and includes a colour plan, parts map and twelve (12) construction stages. At each stage, the existing construction is shown in grey with the new parts to be added shown in blue. Appropriate colour call outs are given as needed. On many of the pages are printed the outline of the bottom of a coffee cup and spilt coffee. This seems a little eccentric.

The colour scheme is clearly shown with call outs for six fairly common paint manufacturers, namely Tamiya, Mr Hobby, AMMO of MIG Jimenez, Vallejo. Humbrol and Mission Models. It is up to you which you chose but remember to get enough for the hull as colour matching between batches is always a problem.

Regrettably, there is no clear rigging diagram provided. This is both the wireless aerials and other rigging including the stays for the masts. Some photographs of the boats on the surface also show safety ropes on the deck. These are not mentioned in the instructions at all and may well have only been used before the War. It's up to you to decide how much rigging you are going to use and discover how it ran.

This is a wonderful kit and despite my niggles above, I heartily recommend it to members who have enough room to display it. To find a mainstream manufacturer producing a kit of a great war submarine in 1/72 is great and I can but hope that they follow suit with more of the same. It is not a cheap kit but I think it is well worth the price. I obtained my example from Glen at Creative Models for \$180 and I understand that he has recently received additional stock.

BRABHAM BT-18

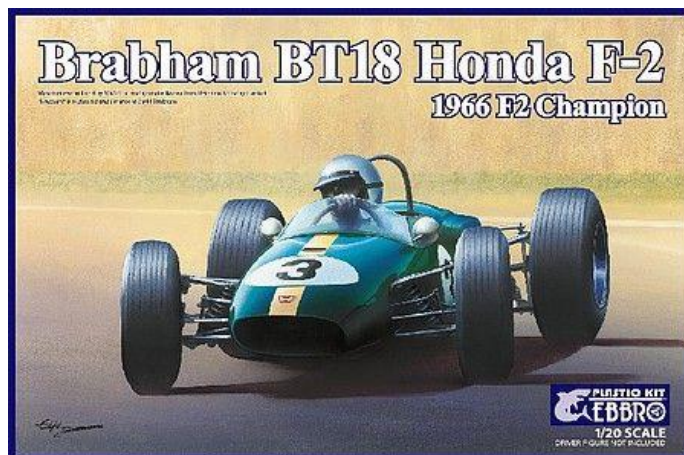
EBBRO kits 20022 and 200-26 in 1/20 scale

Reviewed by Jack Verbruggen

EBBRO are an offshoot of Tamiya formed by ex-Tamiya staff who had been instrumental in the companies car programmes, most notably in their racing car efforts. The new company has always enjoyed a close relationship with their former employers and the two often collaborate to do variations on subjects using some common sprues augmented with others specific to each company. For example both do versions of the Citroen 2CV Forgonette.

EBBRO's initial offerings were a range of very good quality Formula 1 diecasts including a near complete range of the RA series Honda GP cars (RA271, RA272, RA273, etc) in 1/20 scale. They soon began producing injection moulded kits with an emphasis on F1 cars that have not previously been kitted in 1:20. Of late they have also branched out into lighting kits, diorama accessories and the like.

Scale Views – Issue 10 2021



THE KIT (20022)

Announced in 2016 and finally released in 2018, EBBRO's BT-18 is a tour de force in injection moulding. It has 138 parts spread across six sprues: one dark green (bodywork), one black, one silver grey, one grey, one chrome and one clear. All are completely flash free. Cleverly the injector pin positions have been placed on the sprues just **beside** the parts so the only ones actually on the parts are almost imperceptible and on the inner face of the bodywork where they will be hidden once assembled.

Clever thinking is evident throughout this kit but two things demonstrate how far EBBRO have advanced their technology. The BT-18 had a tube framed chassis; a fairly complex arrangement of 20 odd pipes and joints forming two trussed sides and a bottom which they have moulded in a world first as just **one** piece. Even more impressively they have moulded four spiral wound springs for the suspension, each just 3mm in diameter and 8mm long and, yes, they are in styrene and, yes, they are in perfect scale.

The same thought and care has been spent on the other parts. Both the intake trumpets and the exhaust pipes have been arranged and moulded with deeply 'drilled out' ends. As the part count would suggest the detailing is very complete and is beautifully executed. Things like the rose joins for the suspension members are tiny but perfectly formed and the many long thin pipes and tubes are straight, truly round and free of parting lines. The tyres are excellent miniatures of period Dunlop Racing rubber.

Apart from the usual wiring and plumbing, for once there is little need to upgrade or refine the supplied parts, built out of the box it makes up way better than most. Nonetheless there are a few things you may think are worth doing. The mesh guard over the intake trumpets are engraved in a clear plastic piece, a surprisingly outdated strategy. Pressing one out of PE or woven mesh is not hard and failing that MFH and others do mesh guards as aftermarket upgrade sets for many of the Ford DFVs and they should fit or at least be a good starting point for modified guards. MFH also do exhaust retainer springs in different diameters and lengths if you want to cut off and replace the comparatively poor kit efforts.

Packaging is typical EBBRO/Tamiya; a two part cardboard box with each sprue in heat sealed clear plastic envelopes; adequate but not as crushproof as those used by the resin manufacturers. The layout, graphics and diagrams in the instructions will also be familiar to anyone who has a Tamiya kit. They take the form of a 10 page fold out sheet

in both Japanese and English. They include a brief history, a parts map, a Tamiya paint list, a decal placement diagram and assembly diagrams. Unsurprisingly given their shared history they are very clear and free of ambiguities. Decals are provided for Jack or Denny Hulme's cars that they used at Goodwood in the UK or Zolder in Belgium in 1966. They include all the smaller items such as instruments, sponsors stickers and badges. This is a truly great kit and I very highly recommend it.

THE CONVERSION KIT (20026)

While exquisite, the EBBRO kit only be used to depict the Honda powered Brabham 'works' cars but subsequent BT-18s built for customer teams were fitted with other engines (most commonly the Ford Cosworth SCA four cylinder) and widely used in F2, F3 and hill climbing.



EBBRO have responded in 2021 with a kit to convert the 'works' car into a post 1967 privateer SCA engine 18 as driven by Jochen Rindt for the Winkelmann Racing Team. It consists of eight parts cast in mid-grey resin, seven for the engine, its exhaust, plumbing and carburetors plus one for the engine cover. Decals are supplied for three sets of race numbers and the Winkelmann livery.

The parts themselves are fine; nicely cast, appropriately detailed and needing only minor clean up. Similarly the decals are well done and include the correct team logos in silver. The irritations start with everything else...

The "instructions" are four tiny diagrams showing the parts confusingly both in place and exploded. There is no other guidance in the form of pictograms, arrows or notes. It is not too hard to figure out where most 'engine' things go by referencing the box art except for one part (the ignition coil?) which has no obvious position. Some surgery is needed to fit the cover but it is up to you to work out where and how much to cut. Not for the faint hearted!

The "instructions" are also completely devoid of colour advice so once again you are dependent on the box art, about which I have some doubts. For example, most of the full size Hewland gearboxes are left in natural metal, i.e. an oily light/bright alloy/silver colour. The box art suggests it is a very dark gunmetal similar to heavily oxidized magnesium. Similarly it shows only one of the race number options and says nothing about the bodywork colour which is presumably a British Racing Green of some kind...but which of the many possible BRG shades? Recommended, but be prepared to do some research.

WESERFLUG P.1003/1

Amusing Hobby Kit 48A002 in 1/48 scale

Reviewed by Mark Franc



Impulse buying is alive and well in the midst of the Plague. A bit bored with working from home and not especially inspired by the current occupants of The Shelf of Doom I went for a surf and came up with this: a drawing board VTOL design from the late 1930s that was never built but somehow became a kit - in injection moulding, no less - in quarter scale. It has been done once in the past in resin by Unicraft who are not noted for their quality or their accuracy so it is safe to say this is the biggest and best one out there.

It is surprisingly well executed with one clear and 54 tan styrene parts. The external detailing is finely recessed and internally it includes framing, side and instrument consoles and detailed undercarriage wells. Unlike its resin brethren this kit has plenty of alignment pegs and sockets and a quick dry fit suggests that everything fits as it should. There are a few shallow ejector pin marks but they are confined to the inner surfaces as Amusing Model have adopted the current practice of offsetting the ejection points to the sprue beside each part. Hence only a couple of tiny ones on the u/c doors will need any attention, and then not very much.

While the detailing is by definition conjectural, someone has obviously studied German aircraft manufacturing practices and the results are certainly credible. For example students of Willy Messerschmitt's annular hoop style of construction for the fuselage will recognize it here. For the same reason things like the undercarriage legs and retract system are nicely formed and look very convincingly like they might actually work at 1 to 1 scale.

Amusing provide an eight page 'Modeler's Handbook' with one page devoted to explaining what they quaintly call 'Assembly Guide Icons', safety warnings and a reprise of the box art, a one page parts map, three pages of assembly diagrams (without any 'Icons' at all) and three showing the three colour schemes and decal options. Colour call outs for the exterior are provided for AMMO by MIG but what you paint the interior is entirely up to you.

Given the "what if" nature of this kit there is ample scope for some inventive colour schemes and modifications. A pre-war German civilian scheme or a captured example in the garish colours so beloved by the US forces would be tempting. However, I fancy a pylon racer with the radiator intake relocated to above the centre section and with the elegant nose contours restored. A neat, well engineered, fun and thus recommended kit.

VERITAS OPTICAL CENTER PUNCH

Veritas Product # 05N59.01

Review by David Muir



One of the most frustrating bits of modelling for me is also one of the simplest: drilling holes. I can mark them out accurately and can do the actual drilling but getting them in exactly the marked place was seemingly impossible; they always seemed to be just off centre. In the end the solution was this brilliantly simple device which allows you to centre pop with +/- 0.002" accuracy, every time.

It consists of just three pieces; a gold plated brass base that you position over the desired centre line marks into which you slide a Perspex 8x magnification lens then align its cross hairs with the marks. Holding the base steady (it has a high friction O-ring underneath to assist) remove the lens and replace it with the steel punch (precision ground to a point and case hardened to A2) and give it a light tap with a small hammer. Voila! A perfect center spot so your drill bit starts in the right place and cannot wander.

STEP 1



STEP 2



This tool is not cheap but it is very high quality and will last you a lifetime. If you do much scratchbuilding and need precision, this one is for you.

Scale Views – Issue 10 2021

CHEVROLET C15A NO.13 CAB (Australian Pattern Wireless/Signals)

IBG Models kit IBG72015 in 1:72 scale

Reviewed by Simon Wolff



To be honest I know next to little about this series of vehicles. I am aware that these trucks were produced in very large numbers in Canada by General Motors Canada and were used in many theatres of action in WWII by a number of allied countries. They seem to be of a multipurpose use, with a standard sort of cab but a variety of bodies and IBG have produced a few variants based on the chassis and cab in 1:72 scale.

The variant in this kit is for an Australian vehicle for Wireless/Signals use. I believe the museum in Bandiana has a number of this type of truck but not sure of this body, there also appear to be numerous restored vehicles around the country, I have some photos that the late Ross Anderson took of a couple of these at an event at the AWM in Canberra.

So what do you get for your bucks? As to the boxing: it is most certainly a case of the parts rattling around in a rather oversize firm cardboard box; you get only two sprues that could easily fit in an envelope. The largest sprue seems to hold the standard parts for the chassis and cab with a second sprue containing parts for the No.13 cab. The parts are moulded in dark grey plastic with parts packed tightly together on the sprues like sardines in a can.

There appears to be very little if any flash on the sprues and the parts themselves are very neatly defined although some parts look a bit too thick for the parts they are representing - I think otherwise they might have been a bit too fragile if they were thinner. This is not a criticism, just pointing out something to note when you build.

One thing about this kit: there is definitely no shortage of small parts, the chassis itself has an abundance of small, intricate, fiddly parts such that it is almost like looking at a vehicle parts catalogue! Okay, perhaps a little bit of exaggeration there...but you get what I am saying. The kit even comes with four part engine, which, unless you cut open the kit bonnet, is unlikely to ever be seen but you will know it's there! In contrast ACE kits don't give you an engine in this scale, only a lumpy rendition of one.

The build instructions are on four pages and show each segment of construction and (next to it) how the parts should look once assembled, which I think is a great idea. The construction illustrations look to be CAD drawings. Basically you have two construction sequences; one for the cab and body and a second for the chassis and wheels. You build these separately then glue the two segments together. As with any vehicle model the trick is getting all the wheels to touch the ground evenly! As for clear parts there none as such what you get is a small sheet of clear flexible sort of plastic with a frame that needs to be cut out, I don't think normal glue would work on this material so probably you will need something like PVA.

As for colour scheme there is only one given 'from an unidentified unit' but I am sure more options could be found. Interestingly the decals provide options for three unit markings (41/50/60) but the colour scheme is the same for all.

This is certainly a lovely looking kit. I have not yet built a IBG kit but I think they do look very good ideally standing against a 1:72 aircraft even if it is an army vehicle. This is certainly a lovely looking kit and as a bonus you get a very nice packing/storage box so I heartily recommend this kit.

BATMAN MODEL CITIZENS

Moebius Models Kit Numbers 950 to 956
Reviewed by Roger Clark



HOLY COLLECTION BATMAN!

The Batman is a superhero who first appeared in American comic books published by DC Comics. Batman was created by artist Bob Kane and writer Bill Finger, and debuted in the 27th issue of the comic book Detective Comics on March 30, 1939.

In the DC Universe continuity, Batman is the alias of Bruce Wayne, a wealthy American playboy, philanthropist, and industrialist who resides in Gotham City. Batman's origin story features him swearing vengeance against criminals after witnessing the murder of his parents Thomas and Martha. He trains himself physically and intellectually,

crafts a bat-inspired persona and monitors the Gotham streets at night. Kane, Finger, and other creators provided Batman with supporting characters, including his sidekick Robin, allies Alfred Pennyworth (his Butler), James Gordon (the Chief of Police) and foes such as The Penguin, The Riddler, Catwoman, Two-Face, and his archenemy, The Joker.

During the 1950s a television series was produced in black and white, but it was the now iconic television series in 1966 that most people remember. The series was full of colour and high tech, arriving just after the advent of colour TV, and was written as a comedy but played straight by the actors. The series also included non-human stars such as the Batmobile, the Batcave, the Batpoles and all manner of Bat stuff such as Bat Shark repellent! Since that time numerous movies and stage productions have been produced, but for me the TV series was the Golden age.

THE MODELS

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 these are no exception. This is actually a series of 7 kits consisting of Batman, Robin, Catwoman, The Joker, The Penguin, The Riddle and Batgirl. Batgirl has not yet been released and rumour says perhaps this year. Each figure stands on a rocky outcrop that when combined forms the Batman logo. I've decided to review these 7 kits as a whole.



The scale is 1/8. Each kit is very simple to construct, and each one can be put together in less than an hour. Very little work is required to clean up seams and joins as the moulding is very good. Each of the kits comes with some options such as different arms for various gestures and / or props such as the Penguins umbrella can be open or closed. In all, these are fun kits to build.

The instructions are clear and easy to follow, and are written in the TV series style, so are fun to read on their own. Paint colours are included in the instructions but are listed only as recommended colours. No specific colour manufacturer or code is mentioned. Each kit comes with a nice name stand in the theme of the character.

CONSTRUCTION

Each kit comprises two parts for each leg, arms, and torso. The head is usually two pieces with the face being a separate part. This makes painting the faces easy to do. These all fit together very well.

The only area that required any effort was deciding which parts should be painted prior to or after construction. For instance, Batman's legs include the boots, but mate with the torso where the pants are. So, I painted the legs the light grey colour, masked off and then painted the boots the Dark Blue. Once the legs were then glued to the body there is a nice clean line between the grey legs and the blue pants. All of the character wear gloves, and in most cases, these are separate parts, so can be painted separately before gluing in the selected pose. This also applies to Batman and Robin's capes. These are one piece so can be attached after painting.

The most difficult area amongst all the kits is the pin stripes on the Joker's pants. I constructed the pants separately then painted them Tamiya semigloss black. I then spent an hour applying very thin masking tape strips to form the stripes. For the mauve colour of the Joker's clothing, I tried to mix a mauve colour using red, blue, and white but this was not successful. After some searching, I found Vallejo Game Air Warrior Purple which is the perfect colour. After sourcing this paint and spraying it I removed the masking tape, resulting in nice pin stripes.

Catwoman's leotard is a shiny black with touches of silver, so I mixed Tamiya semigloss black with Tamiya silver. Once complete, I sprayed a fine mist of silver over the black leotard. Painting The Joker's face was simple as its matt white, and his hair seems to change from gold to green depending on which episode is looked at. I mixed a lime green with gold and brushed painted his hair.

Overall, these are easy and fun kits to build and look impressive either on their own or grouped together. They are a must have for any fine citizen of Gotham City.

1/700 WARSHIPS BY MANUFACTURER Part 3

Compiled by Joe Turner



S-MODEL 1/700 KITS

Below is a list of all the 1/700 injection styrene ship kits (known to me) by the Chinese company S-Model. This manufacturer of injection moulded polystyrene kits established themselves (as far as I know) by releasing a large number of excellent 1/72 AFV kits. These kits were usually slightly simpler to build than most 1/72 AFVs, but still nicely detailed, sometimes even having small frets of etched brass - I have always assumed they were aimed at wargamers but perhaps the kits were originally designed for older modellers (like me) who really didn't need more complexity in a plastic kit.

Scale Views – Issue 10 2021

When S-Model started issuing its small range of 1/700 warships, it rather took me by surprise - and pleasantly so. Their subject matter is obviously all of Chinese subjects, and this is most welcome as they are mainly from the 19th century and early 20th century (except for two "modern" subjects). The modern subjects are no less welcome, even though the subjects have also been kitted by other Chinese manufacturers.

The one S-Model ship kit I have (Chen Yuen) suggests the range are well moulded, well detailed, and with a multi-media approach to components and construction, coming with a large selection of photo-etch parts - including ratlines and even turned brass barrels!

LATE 19TH CENTURY IMPERIAL CHINESE NAVY KITS

Ting Yuen (Battleship) PS 700001

Chen Yuen (Battleship) PS 700002

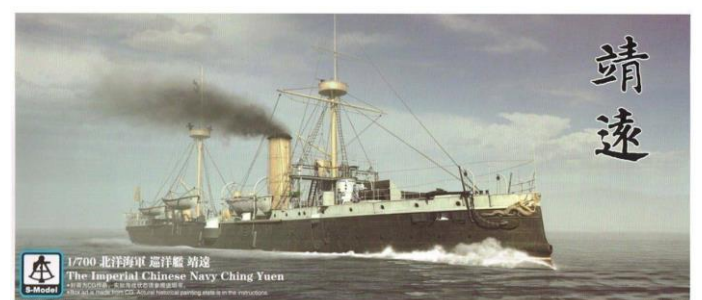
Chao Yung & Yang Wei (Cruisers, 2 kit set) PS 700003

Chih Yuen (Protected Cruiser) PS 700005*

*Note the box art says "Chin Yuen".

Beiyang Fleet Ching Yuen (Protected Cruiser) PS 700006

Beiyang Fleet Tsi Yuen (Protected Cruiser) PS 700007





MODERN ERA PLA NAVY KITS

Type 052C Destroyer Lanzhou – (modern) PS700050
 Type 052C Destroyer Haikou – (modern) PS700051

Previous Page from the top: S Model's Ting Yuen, Chao Yung & Yang Wei, Chin Yuen, Ching Yuen and above: Type 052C 'Lanzhou'.



DREAMMODEL 1/700 KITS

This next list is of all known 1/700 ship kits that I can discover that have been released by the Chinese company DreamModel - bear in mind that many are no longer made now (but they can sometimes still be sourced online) and a small number are actually due to release later this year.

This manufacturer seems to have started off making a range of decals, pilot figures, detail sets and conversion sets for aircraft and possibly other models, in 1/72 and 1/48 scales. They have also done several complete helicopter kits (Panther/Dauphin/Dolphin/Z-9 variants and an AH-1W, all in plastic) as well as several fixed wing fighters in 1/72.

They then appear to have started their 1/700 ships range with just resin and PE kits, and have since broadened into mainly injection moulded polystyrene kits, with resin and PE detail parts supplied. As with almost all other 1/700 kit makers, they get a fair range of ships from each set of moulds – like USN ship classes, PLA Navy ship classes seem to be very slightly modified as they are built over time so the range gets quite confusing when trying to catalogue the various types.

My kits are quite nicely done - my only example so far was the '2 in 1' kits of the Type 052C and 052B set - but is full hulled and two sided so I had to remove the lower parts (the below water hull bottom and propellers/rudders) of the hull. In this particular kit, I also had an unfortunate quality control issue, in that I received two port-side hull halves for one of the kits, so I had to scratchbuild a complete starboard side for it! The other kit was fine.

Scale Views – Issue 10 2021

In the listings I have mentioned the known resin kits and styrene kits separately. Note that some of the earlier resin kits have been supplanted by the more recent plastic kits. Additionally, the kit descriptions below are as Dream Model write them - they don't seem to try a very consistently descriptive approach at naming their kits, which does not help when trying to list or search for them online.

MODERN ERA PLA NAVY KITS (CHIEFLY RESIN)

- DD-170/171 (Type 052C) DM 9001
- 054A FFG PLA Navy DM 9003
- 054A+ FFG PLA Navy DM 9004
- LPD -998 DM 9006
- DDG -115/116 - Type 051C air defence DDG DM 9007
- 053H3 Jiang Wei II FFG - DM 9011
- 053H2G Huaibei Jiang Wei I Class FFG DM 9012
- 053H3 (Early version) Jiang Wei FFG DM 9013

MODERN ERA PLA NAVY KITS (CHIEFLY STYRENE)

- Russian Project 677 Lada Submarine DM 70004 (seems to have 2 complete kits in the box)
- Two-in-one Type 052 C&D DDG DM 70007SP (2 complete kits in the box)
- Destroyer Type 052D or D+ DM 70007
- Destroyer Type 052B/C DM 70008 (also said to be 2 kits in the box)
- Destroyer Type 052DL DM 70017
- DDG Type 055 DM 70012 (possibly markings for Nanchang)
- LPD Type 071 or 071A DM 70010 (possibly markings for Kunlun Shan)
- 054A Class FFG DM 70001 (possibly with markings for Hengyang)
- 054+ Class FFG DM 70002
- 054A (or 054++) Class FFG DM 70003 (possibly with markings for Daqing)
- Russian project 1232.2 Zubr Class LACA DM 70005*
- LCAC Zubr Class DM 70006
- Type 056 or 056A Destroyer DM 70013
- Type 056 or 056A DM 70011 (packaging says 3 in 1, but I don't know if this means 3 configuration options for one kit, or 3 different kits in the same box.)

**DreamModel's package titling seems to be incorrect - I think it should be called an LCAC.*

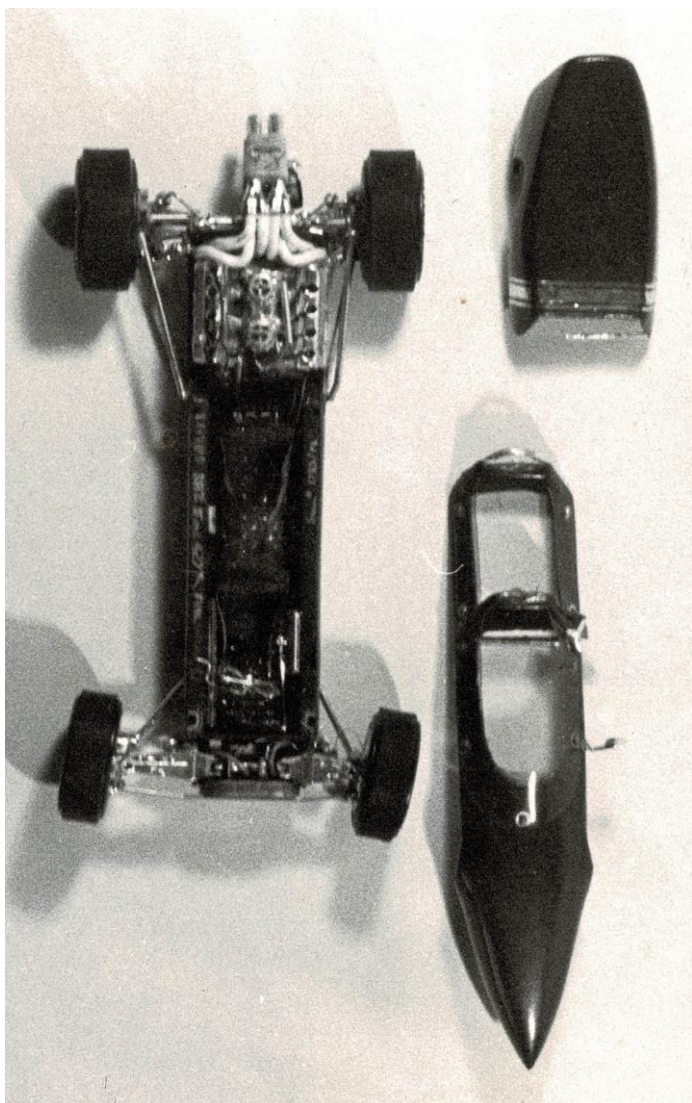


Above: Dream Model's PLAN Destroyer Type 052B/C.

PHOTOGRAPHS FROM THE SEPTEMBER MEETING VAGUE RECOLLECTIONS

In the absence of anything to report from our meetings I thought we might do some more reminiscing and take look back at our earlier modelling efforts. I will start but everyone is welcome to submit a photo (or photos) and a few words (or none) about their first, earliest, oldest, favourite, most difficult, best, worst, proudest or latest model. My cunning plan is that everyone has at least one model that fits in the above categories so there can be no acceptable excuses for not contributing...

This one is one of my earliest car builds, done when I was hot rod and custom mad in my early teens, i.e. before I discovered girls.

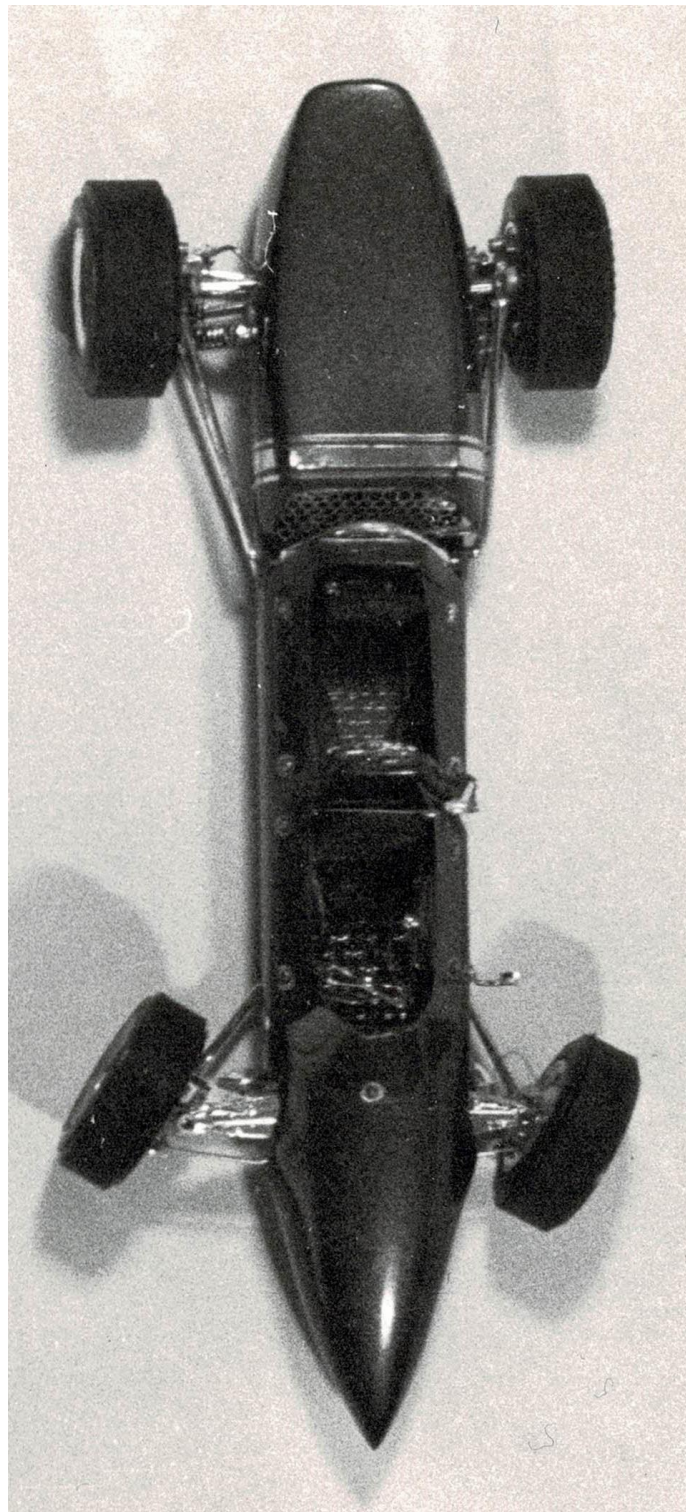


It is a 'what if' tandem two seat street racer based on cutting and shutting two of the 1/25 AMT Lotus 29 Indianapolis kits with a Ford 429 SOHC engine from the old AMT Daddy Warbucks A/FX drag car kit shoehorned into the back ahead of the kit transaxle.

The exhaust headers were bent up from solder and painted in the then new and very fashionable Sperex VHT white. The very observant among us will notice that the two header banks are plumbed differently; they should, of

course, be mirror reversed but otherwise identical, such is the naivety of youth.

Inspired no doubt by Alan Hall's conversions in Airfix magazine the nose and engine cover were made in balsa (!), sealed with tube glue then brush primed and sanded a million times and finished with AMT's charcoal grey metallic from a rattle can. The essential (it was the early 1960s) GT stripes were garishly shiny gold self-adhesive metal tape. The windscreen was rolled from a strip of grey smoked 'gel' salvaged from a sheet discarded by our local amateur theatre. Long lost in one of many house moves; I confess I am slightly tempted to recreate it.



I nominate **Ken Taylor** as the next contributor...and he gets to nominate the one after that...and so on...

GENERAL NEWS

Latest releases and announcements via Ley Reynolds of Platypus Publications:

From **Histoire et Collections**:

The Tanks of Program E
132a Divisione Corazzata Ariente
Unifil Finul 1978-2011
The Encyclopedia of Italian Fighter Planes
Messerschmitt Bf109 Identification Guide
Messerschmitt Bf109 English Edition
S-Boote All versions of the Kriegsmarine torpedo boats
U-Boot Typ X All versions of the U-Bootwaffe ocean submersibles



From **Chandos Publications**:

Graf Zeppelin's Eagles An Operational History of the Messerschmitt Bf 109 T

From **MMP**:

Despite the ravages of covid, MMP have announced an ambitious programme for the next 12 months:

Queen Elizabeth Class Battleships
Singles - Mig-21MF, TS-11, PZL 11f and F-4B
Spotlight On - F4F and T-33
Camera On - German Personenwagen, 2cm Flak and HS 126
Polish Wings - Mig-21F and MS406/Curtiss H75
USAF in Vietnam Vol 2
Finnish Aces
Combat Meteors
Saab Viggen
Real AFV Weathering
German Instrument Panels
Japanese Submarine Aircraft (revised edition)
Mitsubishi "Babs"

Scale Views – Issue 10 2021

PZL Wilga

USN Fighting Ships Vol 2 and Vol 3

Cruisers of the Third Reich Vol 2

Richard Caruana's Fighting Ships

and a title everyone's been waiting for...

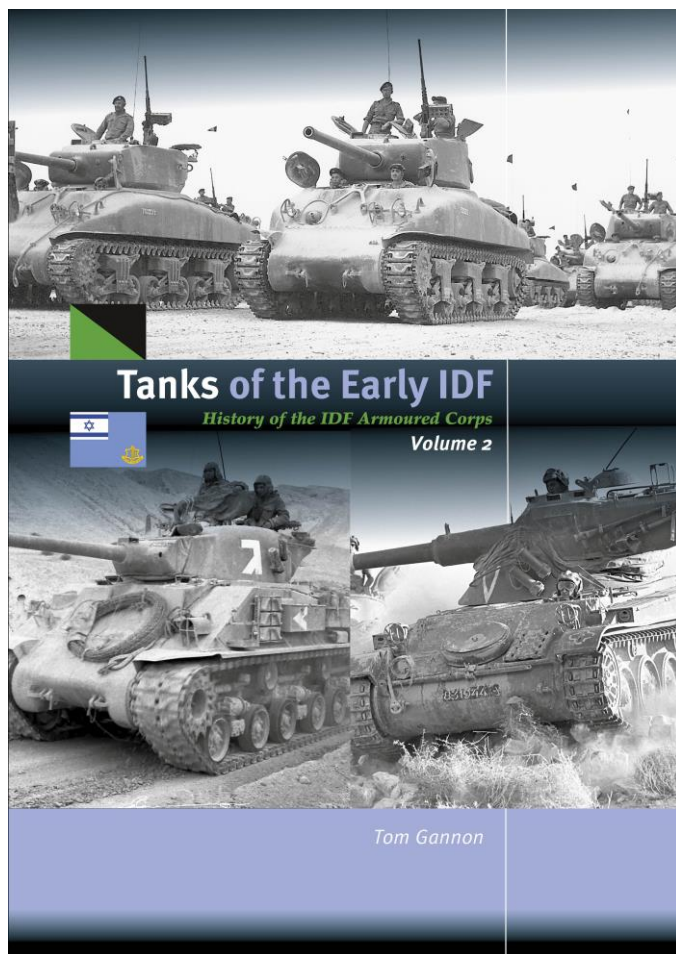
Polish Armoured Trains!

The order of publication is as yet unknown and all of these plans are subject to covid developments in Poland particularly.

MMP have also announced a reprint of Romanian Fighter Colours.

From **Trackpad Publishing**:

Tanks of the Early IDF, Volume 2



From **Panzerwrecks**:

Ostfront Panzers 2

Panzerwrecks have also restocked:

Panzers Normandie Serie 44 Tiger de la 503
Fontenay-Rauray: the Bear and Fox, Ready for the Fray
The Panther Battalion Brandenburg
Endkampf um das Reichsgebiet 1944-1945
Als Panzermann in Afrika und Italien 1942-45
Embleme der Luftwaffe – Band 1: Nah- und Fernaufklärer
Mit der Kamera an der Front: Als Kriegsberichterstatter bei der I.(J)/LG 2 und dem JG 77
The Forgotten Ace (Das vergessene As): Fighter Pilot Gerhard Barkhorn
U-552 – The Red Devil Boat
Jasta 14: Die Geschichte der Jagdstaffel 14 – 1916-1918