

Scale Views

The newsletter of the Australian Plastic Modellers Association – Issue 2 2023

ABOUT SCALE VIEWS

Editor: Bill Renfrew

Layout & Design: Lindsay Charman

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

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

To submit material for inclusion in *Scale Views* contact the staff at apma.newsletter@gmail.com, 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:

The next meeting will be on the 10th June at around midday – check the APMA website for a programme of all meeting dates in 2023.

The display themes for this meeting are the colour "Yellow" and anything "Israel".

UPCOMING SHOWS

NOTE: the dates for the IPMA Show have been revised

IPMA 2023 NSW Scale Model Show – 24th & 25th June, Illawarra Sports Stadium, NSW

EXPO 2023 – Model Ships Show -29th & 30th July

SMSC
Sydney Model Shipbuilders Club
Hosted by
Sydney Model Shipbuilders Club

Wests Ashfield Leagues Club
115 Liverpool Road, Ashfield NSW 2131
Saturday 29th July 2023 - 10:00am - 8:00pm
Sunday 30th July 2023 - 10:00am - 4:00pm
Fun for the whole family - Talks & Demonstrations

Enquiries: Michael Bennett mob: 0411 545 770

Sponsored by: Wests Ashfield

All APMA members are invited to the model ships EXPO 2023, to be held at Wests Ashfield Leagues Club, 115 Liverpool Road, Ashfield..

Five clubs participated last year with 135 models exhibited. This year we are expecting 7 clubs and over 150 models. Table layout will be similar to last year, with APMA being allocated space in the centre. We are hoping that you can set up a Schneider Trophy exhibit, using those models that will eventually be judged at the November APMA meeting, that have been completed. Models 'in progress' are also welcomed, as many visitors are curious about how it all goes together. It would be good if the exhibit was accompanied by some background material, as many of our visitors would not have heard about the fascinating story of the Trophy.

We look forward to seeing you, your models and your popular modelling demonstrations. We will be sending out details of arrangements for the day nearer to the opening,

The Australian Plastic Modellers Association is supported by the following:



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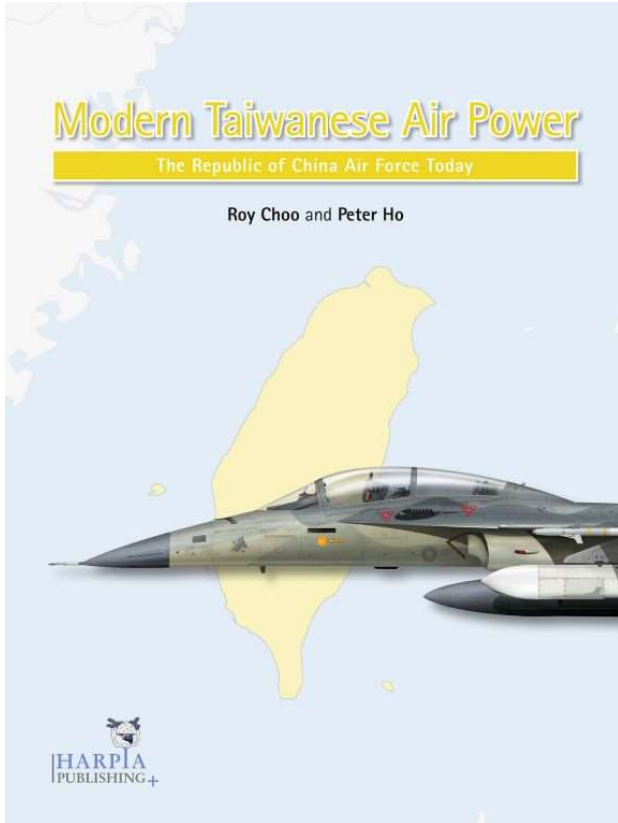
www.starhobbies.com.au

but otherwise if you need any more information, please contact Michael Bennett at mjbennett@ozema

BOOK REVIEWS

MODERN TAIWANESE AIR POWER The Republic of China Air Force Today

By Roy Choo and Peter Ho
Harpia Publishing Verlags GmbH
Reviewed by Petr Kure



War drums beat across the Asia-Pacific. High in the skies over the continental United States (US) drift espionage balloons belonging to the People's Republic of China (PRC). The WZ-7 drone, whose design resembles science fiction, has been intercepted by Japanese fighters. Ships of the United States Navy sail the South China Sea. Now is an opportune time to familiarise oneself with a military force that will inevitably play a role should war occur between the superpowers – the Taiwanese Air Force. This can be achieved in a mere 84 pages from the above publication.

Yet, the Republic of China Air Force (ROCAF) is interesting in its own right. Its origins date back more than a hundred years to the desperate fighting against Imperial Japanese airplanes. After being ousted from the mainland following the civil war, ties between the ROCAF and US were adamant. Substantial numbers of Taiwanese aircrew lost their lives enabling CIA air operations. 1979 saw an improvement of relations between the PRC and US which prompted Taiwan to look elsewhere for its air power needs. This resulted in developing indigenous designs, diversifying procurement and forging new bilateral relations culminating in the training Singaporean as well as North Yemeni aviators.

As the book's title denotes, the focus is on the ROCAF's current air capabilities and its earlier history is only covered briefly. The authors elucidate the challenges facing this military branch – primarily, the quantitative and qualitative growth of opposing forces in addition to attrition of airframes along with personnel. The latter in part due to the former, through air incursions necessitating a response, and financial considerations. Opportunities are also highlighted including the development of new weapon systems that will shift Taiwan away from wielding its air arm purely defensively. Contemporary doctrine is explored which makes for captivating reading especially considering elements, such as highway operations, are being tested for the first time in Ukraine.

Information regarding operational structure and training regimen is provided. So too is a map denoting the location of airbases whose resident air wings and their composition are subsequently described. An order of battle is present. Absolutely all military aircraft in Taiwan's inventory are accounted for, with each section being accompanied with at least one or more gorgeous, glossy, colour photos. The appendix even includes patches of the various air units. Land-based air defences, radars and ballistic missiles also fall under the purview of the ROCAF and are covered within the text. No relevant aspect is neglected.

At times books on modern subjects unleash an avalanche of acronyms on the reader. This is avoided through a list of abbreviations and, mercifully, newly introduced acronyms only persist for a few pages.

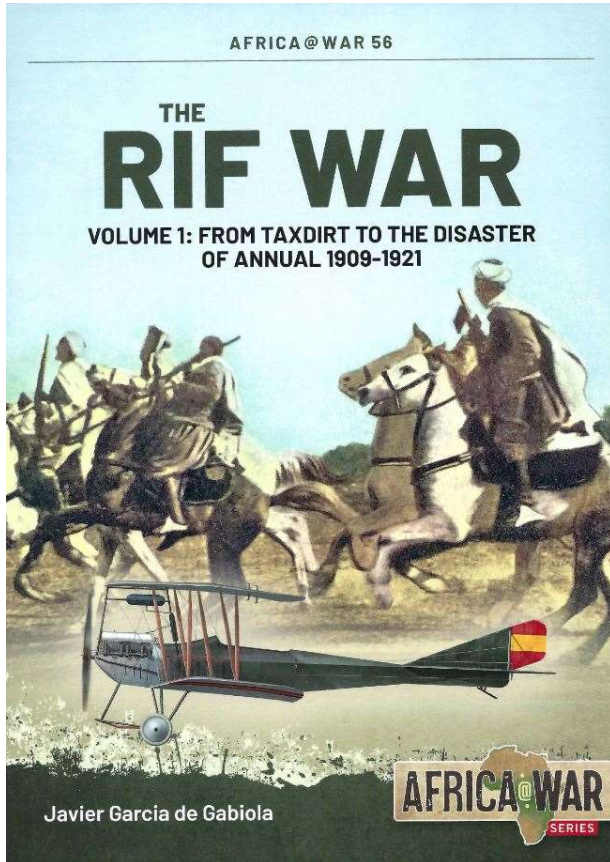
The 45 photographs will no doubt inspire and inform a host of modelling subjects. There are colourful F-16 liveries, special transport aircraft, trainers in addition to search and rescue helicopters. However, it is the Taiwanese developed, but vulgar sounding, F-CK-1 that will catch the eye. Resources on this rare bird are scarce which enhance the value of this publication's content. A 3-view picture or top-down photos to assist in painting the aircraft's camouflage would have been appreciated but aren't included. This smaller Harpia publication has fewer illustrations as only 3 profiles are printed on the back cover with an extra half on the front. As a worthwhile consolation, the high-quality images present are a godsend for matching colours and weathering. Equally important is that all common loadouts are shown which brings much joy to the modeller seeking to portray their kit realistically. Bestfong Decals, needed to be sourced separately, cater for most ROCAF aircraft.

Analogous in the high standard set by other books published by Harpia, an exceptional synopsis of Taiwan's Air Force is contained within. There's potential to transform the reader from a position of unfamiliarity to informed. It would make a fine companion piece if one already has other titles from the publisher. Those seeking to build models depicting ROCAF aircraft will be pleased. Recommended.

THE RIF WAR

Volume 1: From Taxdirt to the disaster of Annual 1909-1921

Africa @ War Series No 56
By Javier Garcia de Gabiola
Helion and Company Limited, 2021
Reviewed by Petr Kure



Helion offer a range of titles that succinctly inform about more niche wars. This book is no exception. This first volume details approximately half of the Rif War and also the earlier conflicts of the region: the Second Melillan and Kert campaigns. The publication covers: opposing forces, their leaders, strategies used, aircraft involved, the role of domestic and external factors, and the battles along with their outcomes. Through this, a solid introduction to the topic can be obtained.

The Rif War refers to the fighting against Spanish colonial rule, and later also French, in Morocco during 1921-1926. The resistance is overwhelmingly personified in the Rifian leader, Abd el-Krim who would later lead the breakaway Republic of the Rif. His beginnings and early successes are described within this volume. El-Krim's tactics are believed to have influenced other guerrilla leaders such as Che Guevara.

Familiarity with Spanish generals of the civil war will be a boon to the reader as at times the book is written as a preface to that future conflict. The Rif War is where Francisco Franco had his first forays into the realm of military leadership, as a teenager no less, and rapidly rose higher.

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Venturing into new areas of military history can seem off-putting and even intimidating. Fortunately, this is acknowledged by the author who advises that the interspersed maps be sufficiently utilised. There is even a full page, colour, detailed map of the entire theatre to further bolster comprehension. One photo and map are duplicated which is regrettable as the whole text is 78 pages.

The inclusion of Spain's earlier campaigns in the region and thus backdating the start of the Rif War to 1909, as opposed to the broadly accepted year of 1921, requires some condensing of information. This coupled with the introduction of new locations, characters and terminology results in the book occasionally feeling overwhelming.

Figure painters will be delighted with the frequent descriptions of soldier's uniforms and accoutrements. There is an abundance of photographs, 146 in total, covering troops from both sides, prominent persons, cavalry, artillery and air power. These will invariably assist in capturing authenticity. Four colour illustrations of individuals are also present.

Though Italy holds the distinction of first dropping ordnance from aircraft, applied improvisatorially during 1911 in Libya, it is noted that it was Spain's nascent air force that first used a bombsight to propel air combat to new heights. Descriptions of air warfare and six profiles of different aircraft types are provided including the unique Spanish aircraft of Eduardo Barrón. The photos that inform the profiles are dutifully featured and with them easing modelling.

Accessible and with its collection of photographs make this title a valuable resource. It is recommended to anyone interested in the following: less common conflicts, Spanish military history, the Spanish Civil War, colonial conflicts and early military aviation. There is potential to lure the modeller away from their usual stomping grounds.

KIT AND PRODUCT REVIEWS

P-8A POSEIDON

Big Planes Kits No7222 in 1/72
Reviewed by Barry Cockayne



My preferred theme of 1/72 Australian Military aircraft, particularly RAAF stuff, can throw up some challenges in acquisitions. I was therefore immediately focussed on the

Big Planes Kit's P8A Poseidon kit when it was first mentioned on the web in early 2022, as it was a critical item for my collection and likely to be hard to get. When it was eventually announced for sale direct from the manufacturer, I was doubtlessly one of the earliest to order it from BKP in Kiev. The supply time was only about one month and the kit was at my door in early November last, despite the intensity of the war in Ukraine and the actions of Putin's war dogs.



It is the first BPK kit that I have seen and in my view is satisfyingly detailed and of a high standard. I have checked its dimensions and it comes up AOK, although the precision is not of critical importance to me, so long as it 'looks right' amongst my other display items! I have noted that the detail around the engines, undercarriage and fuselage surface appears very accurate and finely rendered, and the overall shape seems faithful to images of the 1:1 example.

The kit comprises some four sets of sprues, plus the fuselage and wing components, all in a grey finish. There are resin parts for the engine intakes and exhausts, and a photo-etched sheet for detail mainly inside the cockpit – the fact that it will be barely visible is somewhat irrelevant I suppose! The fuselage is split 'vertically' along the upper and lower surfaces as is the usual, but I have noted that there are no locating pins/holes so alignment will require more than the usual attention. The fit of other major assemblies seems to indicate that they will be straight forward, without too much angst (that based on the usual early test assembly with sticky tape - always so tempting!).

An unusual feature is that the cockpit roof/surrounds is a one-piece transparency, so masking and painting to preserve the windows etc will require great care. I think I would prefer the usual separate window/windscreen parts, but it will be a new experience. Of assistance will be the booklet of instructions, clear and logical illustrations (with nil written info as is usual) and good colour references for most paints (but not my now preferred SMS products).

The kit that I received included a correction sheet to enable the RAAF 'rats' to appear in the correct direction, the original rendition had them all printed identically facing one way, not direction biased as needed. There is still an anomaly re the RAAF Centenary insignia for the tail, but

not unexpectedly our local aftermarket specialist has a comprehensive sheet for the Poseidon that soon fixes that.

STAR WARS PLASTIC KITS AN OVERVIEW : PART 2

Compiled and written by Lindsay Charman

By comparison with the FineMolds releases covered in Part 1, Revell-Germany's kits were respectably detailed, reasonably accurate looking and very simple/simplified. They could be snapped together so are very easy to assemble, but at least in Australia, rather expensive. They were always partly pre-painted but the 'serious modeller' no doubt wish to repaint the model! Some say many of their earlier releases were closely based on the very early American kits from the 1970s, hinted at by the similar odd scales, and with the same basic inaccuracies. I have never seen the AMT and MPC kits I cannot not really say for sure.

Revell-Germany had subjects like the Y-Wing, their interpretation of the Millennium Falcon and a Republic Gunship plus many more. They released them to a scale rather smaller than 1:72 (around 1:80 to 1:85?) which is a bit frustrating but just tolerably close enough for me to the 'one true scale'. Interestingly, and equally frustratingly, they seemed to be making many subjects to a 'fit-the-box' approach that I thought had long since died out.

For example, they released a 1:29 classic X-Wing (T-65 model), an TIE fighter Advanced X1 to 1:57, a huge AT-AT walker to 1:53, a Slave One to 1:88, a Tydirium Shuttle to about 1:110 and later did a U-Wing to about 1:90 and a Kylo Ren' TIE fighter to about 1:70. Naturally they did a TIE fighter (classic) to 1:65, a more recent Special Forces TIE Fighter to about 1:35, two kits of the Republic Gunship (to 1:74 and also to 1:172), two kits of an ARC 170 heavy fighter to a scale somewhere around 1:52 but also a to a smaller scale to around 1:83, an Eta-2 Actis 'Jedi Starfighter' to around 1:24 and a new model X-Wing (T-70 model) to about 1:57. They have also just released (apparently in direct competition with AMT) their own version of a Mandalorian 'Razor Crest' ship to 1:72 that looks to be of a much higher standard than all previous Revell Star Wars kits.

As I have said, accuracy could also vary a bit on the initial Revell kits – I have spent long hours modifying the initial Revell Millennium Falcon to get it to look reasonable to my eye (even though it's still about 1:78 to 1:80 scale) and some of these errors are common to the MPC kit, including sidewalls that are way too high. Of course I would love the oldish 1:72 FineMolds kit of the Falcon, the subsequent Revell re-release of the same FineMolds kit or even better, the Bandai kit, but they are all way too expensive for me!



The Millennium Falcon, the first Revell Star Wars mould.

Revell often re-release other kit manufacturers products under the Revell label. Zvezda (from Russia) offered a nice looking 1/2700 (!) Imperial Star Destroyer and despite the very small scale this was still quite a large kit. However Revell have also released this kit, in multiple versions, with different box art and features.



Zvezda Star Wars Imperial Star Destroyer 1/2700



Revell (Technik issue) Star Wars Star Destroyer 1/2700

The rather odd scales Revell selected may have put many 'serious' model-building fans off, but they were at least relatively easily available in Australia, unlike FineMolds, or even the original MPC and AMT kits. As mentioned, Revell have since re-released three original FineMolds kits – the magnificent Millennium Falcon in 1:72 and the TIE fighter (classic) and X-Wing (class T-65), the latter two being to 1:48. This is great but it can be confusing as they still offer their own original editions of these subjects!



Revell Star Wars ARC-170 Fighter (between 1:40 to 1:55)

Finally, Revell-Germany also decided to chase the pocket-money brigade and issued a whole set of tiny, varied scale, foil-bagged, snap together 'easy-kits' clearly intended as starters for the younger modeller. None the less all of the range looked quite nicely done.

Though none of these 'easy kits' were exactly to 1:72, some of them were, I thought, just big (or small) enough to sit somewhat comfortably next to 'true' 1:72 kits by other makers. However, the majority in the series were made to really much smaller scales and do not work well as part of compare and contrast groups and so I ignored these – despite this they were mainly quite nice replicas.



Revell Star Wars Imperial Shuttle Tydirium (at about 1/106)



Revell Star Wars U-Wing Fighter (roughly 1:100)



Revell Star Wars Kylo Ren's TIE Fighter (1:70)

MACCHI M.39

SBS Model Kit SBS7032 M.39, SBS72071 Beaching Gear and SBS72072 Rigging Wire, all in 1/72 scale and SBS 4007 M.39 in 1/48 scale.

Reviewed by Mike Buonarotti



SBS have been steadily building their range of Schneider Trophy racers and have recently added an M.39 (to their 1/72 range (two versions of the Macchi M.72, Piaggio Pegna PC.7 and M.33 kits) plus another in 1/48. Both kits, Are identical (including their part count/breakup, instructions and accessories), differing only in their scale.

As we have come to expect of this manufacturer the thirty six parts (35 in grey plus one in clear) are perfectly cast and easily removable from their extraction blocks. They are complimented by a printed film for the instrument panel "sandwich", a pre-cut mask for the windscreen, a small photo etched fret for the interior bits (belts, IP, rudder bar, etc) and six brass float struts.

The strut ends are shaped and pinned to fit sockets in the floats and fuselage and are an exact fit, eliminating much of the pain in assembling and aligning the airframe and allowing the floats and struts to be assembled as a unit. Such is the accuracy of fit that a degree of caution is needed to ensure that the interior bulkhead and instrument panel assembly will still fit after painting. Careful painting then a gentle sand of the mating faces to remove any trace of paint (and a test fit or two) are recommended.

As always there is no guidance as to internal colours and little to be found on line. At least one source illustrates the

finish as varnished timber in a cross section and at least one other suggest that it is mid-grey. The Macchi airframes in the Italian Air force Museum at Vigna di Valle are of little help as all, including the M.39 there has been restored and, as noted by SBS, it is not as it was when it contested the Schneider Trophy. The choice is therefore up to the modeller but, rest assured, it is unlikely anyone will find fault; there is little to see through the tiny cockpit opening.

Always striving for improvement, this set of instructions now includes useful notes about the supplied optional parts, plus SBS's guidance on positioning and tips to aid assembly. Given how well the struts fit together you can ignore the tip in Step 5 (i.e. to install the wings after the floats); better to assemble and paint the airframe and floats separately, then combine the two sub-assemblies.

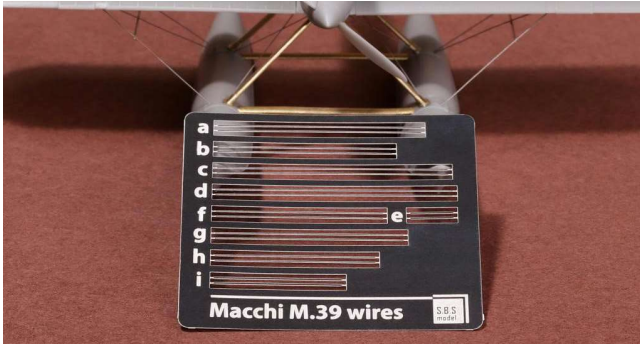
Painting this pair should be fairly easy as there are just three main colours: red overall with brass for the radiators and white for the float bottoms. Masking the wings involves only simple straight lines; SBS have thoughtfully provided the chin oil cooler as a separate piece so it can be finished and then added, thus eliminating some tricky masking. Decals are provided for all three M.39s that appeared at Baltimore for the 1926 Schneider Trophy event.

One of the recurring hassles with modelling floatplanes and flying boats is how to display them; they always look awkward sitting on dry land and modelling them "in flight" or floating on water is not to everyone's taste. SBS have solved this with a separate 26 part resin kit that builds up to make a set of beaching gear.



The other hassle with aircraft from this era is their rigging. This is especially so for racers as any 'whoopsies' tend to stand out on their smooth featureless gloss finishes. SBS's solution is to sell an upgrade set of photo etched rigging wires for their M.39s and to indicate their fixing points on the resin wings and floats as shallow recesses.

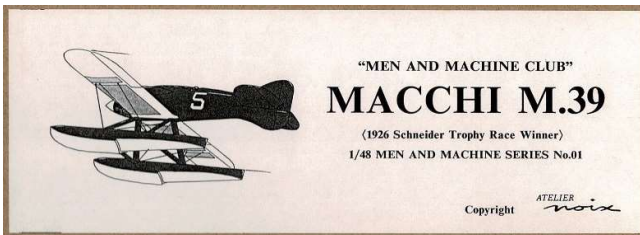
The set has a diagram showing which wires go where, but in a very un-SBS like manner this is a little vague and mildly confusing. Recesses for the lift and flying wires are faint but findable if you look closely. However, the recesses to accommodate the cross bracing for the floats is very hard to see; they are there on the front and rear edges of the strut fairings but are of little help with positioning. The best (only?) advice is to add them in the sequence suggested by SBS but fix the float ends first with a flexible glue then adjust and fix the top ends. This can be done before bringing the airframe and float assemblies together.



The two sets save a lot of work and ease some of the construction challenges but they add about a third to the price of the base kit and some modellers will no doubt choose to make their own rigging and trolleys. Either way the very high quality of the main kits makes them good value. On that basis I am happy to recommend both.

QUARTER CENTURY COMPARISON

Atelier Noix Kit Men and Machines Series No.01 and SBS Model Kit SBS4007 Macchi M.39 in 1/48
Comments by Mike Buonarotti



As luck would have it I finally found one of my Holy Grail kits (Atelier Noix's 1/48 M.39) for a very acceptable price just after (!) SBS announced their 1/48 M.39 kit reviewed above. As the Noix is long out of production and is as rare as rocking horse droppings there is little point in reviewing it as a kit. However, comparing the two is a useful mirror to what has changed in the 20+ years since Noix shut up shop. To be fair SBS are at the height of their powers with over 30 kits under their belt whereas this was AN's first and simplest kit and, despite that, it holds up surprisingly well.

AN's M.39 dates from the mid-90s, a time where masters, moulds and castings were laboriously created by hand in a process that required little technology but demanded great skill. Resin casting for models was then in its infancy; there were some conversion kits around but full kits were unusual in 1/72, very rare in 1/48 and almost unheard of in 1/32. SBS's recently released 1/72 and 1/48 M.39s could not have had a more different gestation. They were designed in the early 2020s using sophisticated computer based drafting software, mastered with hi-res 3D printing and cast using the very latest in resin technology.

There is little to choose between the two 1/48 offerings in terms of their contours, surface finish and detailing. Both manufacturers have apparently used a vacuum pump to de-gas their resin; neither kit has any bubbles or casting flaws. Both are blemish free with smooth shapes, fine crisply engraved panel lines and perfectly formed details such as the etching of the wing radiators. Call it a draw.

SBS has some clever engineering in order to minimize any assembly issues. For example all the main parts have accurate tabs and pins so that they pretty much click into place and the part breakup for things like the chin oil cooler eases cleanup and painting. The AN M.39 has no tabs or pins so its assembly needs more care and it splits the chin cooler onto the two fuselage halves making both alignment and cleanup difficult to get right. Call it one for SBS.

The AN kit provides all the main parts without casting blocks, only the seat, rudder and tailplanes have small, well placed easily removed blocks. Hence the parts are ready to paint and assemble with only minimal effort from the modeller. SBS on the other hand attaches all its parts to blocks so there is a fair amount of careful cutting and trimming needed to prepare their bits. Call it one for AN.

AN's part count, despite its larger scale, is only about one third of the SBS count, in part because of its engineering (AN's one piece wing and empennage verses SBS's two, SBS's individual float struts verses AN's assembled sets of three etc.) but also because AN provides only a seat, stick and IP for the interior which is very spartan, lacking sidewall structure or any control details. Call it one for SBS.

Both kits provide the floats as single solid castings to be supported on metal struts: six separate brass ones for SBS, some form of white metal for AN's pair (one for the front and one for the rear) of pre-made triangles. AN includes a resin jig to support and align the floats, SBS relies entirely on the precision and fit of the struts, their pins and their anchor points to provide alignment. Such is the quality of their parts that this is a reasonable, if a bit risky, proposition. Nonetheless the AN solution is easier and less prone to misalignment. Call it slightly in favor of AN.

Advances in resin formulation, single split mould and vacuum casting techniques have radically improved the fidelity and fineness of parts that can be cast. Thin section parts such as rods of less than 0.5mm can now be accurately and reliably reproduced. Arriving too late for AN, they have allowed SBS to provide previously undreamed of detail in their kits. The classic examples in their M.39 kit are the 0.5mm diameter control column, the miniscule pre-drilled exhausts and twelve insanely small spark plugs...and all in 1/48 no less! Definitely one for SBS.

SBS provide a clear casting for the windscreen and a pre-cut paint mask to make painting of such a small part possible, if not especially easy. AN go the other way and supply a vacuum formed moulding, plus a spare in case you botch the first one. Being larger it is a relatively simple masking task so pre-cut masks (which had yet to become commonplace) are not needed. Call it again a draw.

While photo etching was around in AN's time it was not widely used and there is none in their kit. SBS use PE sparingly just for the cockpit details in the base kit and to make the rigging. The former are largely hidden and many modellers like adding them so their absence from the AN kit is not a big deal. Conversely the provision of rigging is a real bonus at 1/72 but less so for AN's and SBS's 1/48 offerings. Call it one for SBS but not by much.

Corporate marketing and branding has not changed over the twenty five years between the two kits; both are packaged in each manufacturer's standard sized box and labelled with the same text and graphics as their other releases. AN's is typically Japanese with simple black and white graphics; SBS's is in full colour and a little more elaborate. Both are fine and do their jobs. Call it a draw.

AN's instructions are in the classic 'old school' style giving you a detailed history of the type, assembly diagrams and notes and a colour guide; the only drawback is that they are all in Japanese. SBS's have a part map, very clear diagrams, full colour drawings for each option and (beginning with this kit) assembly notes in addition to their usual pictograms. Call it another draw.

It is obvious that the materials and processes have come a long way in twenty years. Thanks to these advances we modellers are truly living in a golden age where highly detailed kits of relatively obscure subjects are widely available in all scales, now up to and including 1/24!

HOBBY SHOP REPORT

SCALE MODEL COMPANY

Thornleigh, Sydney

Shop A4/2-4 Central Avenue, Thornleigh, NSW 2120
Phone 0404 935 663 Email sales@scalemodelco.com.au
Website: www.scalemodelco.com.au
Report by Simon Wolff

It's not often a new hobby shop appears, the norm in our changing society and world is one of closures of hobby shops rather than openings. Blame IS often attributed to the online traders with alluring promise of cheaper stock. Mind you, before that there was mail order which provided the promise of broader product range and availability of new stock quicker than the shops.

But there is still a place for hobby shops, when you need something that day, or being able to see and feel the items (for that tactile modelling experience). There might not be the same range of price comparisons but there is the experience of being inside a model shop which is what our generation grew up with.

This new shop has been open for quite a few months and is located on Sydney's north shore off Pennant Hills Road in Thornleigh. Its main range or stock is focused on railway, something I know very little about, but there is what appears to me a large range of train items in stock along with a wide range of related products, which can also benefit us in the plastic models hobby such as scenery in various scales.

The shop also stocks a broad range of plastic kits with competitive prices (amongst the range are Academy, AFV Club, Airfix, Dragon, Eduard, ICM, I Love Kit, Revel, Tamiya, Trumpeter and Zvezda), military vehicles, aircraft and ships. As far as I know their range of paints is strictly acrylic or acrylic lacquer, so don't go there if you are after enamels. They do have a huge range of SMS paints and products, and Tamiya among others.

Their range of Evergreen plastic must be about the best in Sydney; it is quite broad and occupies almost all of one side of an aisle! There are also some Plastruct products and balsa. They stock a good range of modelling and hobby tools, some airbrushes (although I did not see a selection of individual files). However, as you would expect there are selections of paint washes and glues, plus the Micro range of decal products.

I found Matt and Glen most helpful, they seem keen to increase their range of plastic kits as time goes on. Do drop in if you are in the area drop in. Bricks and mortar shops can still be a useful part of the hobby experience. If you are driving the shop is on the Pennant Hills side, up the ramp (or park underneath in the car park) and you can park outside the shop (avoid lunchtime as the Chinese restaurants tend to be very popular then.

The shop is open
Thursday 12:00 pm - 8:00 pm,
Friday 10:00 am - 5:00 pm,
Saturday 9:00 am - 1:00 pm

GENERAL NEWS

APRIL COMPETITION RESULTS

Display Day Theme 'AUSTRALIA'

Ian Wrenford Mawson's Air Tractor.

Display day Theme 'BROWN'

Simon Wolff CR42

Ley Reynold's planned presentation on Armoured Trains, that was unfortunately delayed, will now take place at the August Meeting.

MAY COMPETITION RESULTS

People's Choice Winner

Ian Wrenford Yeoman Cropmaster

Special Raffle Winner (Zvezda C-130J)

Graham Carter

HELP REQUIRED

APMA will also have a display table at the Illawarra Show which is on the weekend of June 24 and 25. Volunteers needed to help staff the table!! Please see Simon or Warren.

The committee is also seeking a suitable replacement word for '**Evaluation**'. They have been racking their brains, so far without success, for a suitable wording. If you have any suggestions, please email these to the club email address, i.e. apma.sydney@gmail.com

SPECIAL COMPETITION REMINDER

The previously announced special competition entitled "Aircraft of the Schneider Trophy", at APMA, will now be held in November this year. There will be a prize (and possibly more than one) to be awarded to successfully entrants to the competition.

Our thanks to Michael Bennett for sponsoring this event.

Of course, completed models and 'works in progress' for this theme can be displayed at the August Ship EXPO in July at Ashfield as well.

JUNE MEETING TALK

To support the "Aircraft of the Schneider Trophy", competition, now to be held in November, as well as to support the display of the same them at the Ships EXPO display in July, there will be a talk presented by Graham Carter on the background and history of the Schneider Trophy races.

NEWS FROM OUR SPONSORS

Some further news from Platypus Publications includes the following new publication releases. As usual, check with Ley for more up-to-date details.

- *Modern Taiwanese Air Power* by R. Choo & P. Ho
- *Junkers A.50 Junior* – via Dekno Models
- *Turkey's Drone Force* by A. Hevutoglu
- *Tailships* by J. Rodgaard
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