

Scale Views

The newsletter of the Australian Plastic Modellers Association — Issue 4 2024

ABOUT SCALE VIEWS

Editor: Lindsay Charman

Scale Views appears as a supplement to **APMA**, the Association's quarterly magazine. Contributions for inclusion in the magazine and newsletter are welcome from 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* please email them to apma.sydney@gmail.com or see us at a meeting, 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

For the APMA meeting schedule and details please visit the web site at:

<http://apma.org.au>

A reminder also that APMA meetings are now held at 'Carlos', the Carlingford Sports & Recreation Club, 334 Pennant Hills Rd, Carlingford, NSW.

APMA ANNUAL GENERAL MEETING

Note that the APMA Annual General Meeting is coming up on the 14th December 2024. The end of year competitions will also be held on this date as well.

REVIEWS



FLIGHTCRAFT SPECIAL 2 - THE FOCKE-WULF Fw 190, A TO G Series

by M Derry and N Robinson

Review by Ley Reynolds

This 96-page latest edition to the Pen & Sword Flightcraft series, co-authored by APMA's own Neil Robinson, provides a concise history of the radial-engined versions of the Fw 190. It describes each sub-type concisely, giving technical details of each and highlighting the differences between same, outlines operational methods and also briefly covers the applicable Luftwaffe camouflage schemes. It also includes a chapter on captured examples, one on the factory and field conversion sets and one on the various armament options. The book contains 200 plus black and white photographs and 16 pages of colour artwork. For all but the anally obsessed modeller, it can be recommended as a "one stop" reference for this important WW2 aircraft and is reasonably priced at around \$50.00, available from specialist military bookshops and online.

Also released at the same time is Flightcraft 31 - Boeing B-52 by Ben Skipper to which the above comments generally apply, but with less colour artwork and the addition of a 34-page modelling section.

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Above: I haven't yet added the drive shaft and height adjuster bar, and will leave them off until I have finished the Bulldog and can offer the two models up to each other to get the height right.

I broke the ends off both rear mudguards in the course of the removal process, but fortunately they were easy enough to stick back on again with a smear of CA adhesive. This was the most time-consuming part of the job, taking me about twenty minutes using a pair of jeweller's side-cutters and a sharp No 11 scalpel blade.

Clean-up and assembly took another ten minutes, and it's now ready for paint.

FIRST LOOK - 1/48 AIRCRAFT IN MINIATURE HUCKSTARTER - GE48139

Review by David Clark

This very cute little model caught my attention because it was announced at about the same time as Airfix announced that it would be releasing a 1:48 Bristol Bulldog kit. It struck me that the two were made for each other.

The kit utilises the now increasingly common 3D printing technique. It comes in a zip-lock bag, approximately 155 x 100mm, with a card header. Inside we find the components printed on two bases, and a small, double sided instruction sheet.

Most of the model has been printed in one piece, the only separate components being the four wheels, a toolbox for the rear tray, the front scuttle, the steering wheel, the starter drive shaft and the height adjuster bar. The large hoop at the back of the picture is part of the support structure.

Construction begins, and virtually ends, with removing the main body structure from the forest of supports printed with it. The instruction sheet warns to handle all parts carefully, as they are quite brittle – do not ignore this, as they mean what they say!



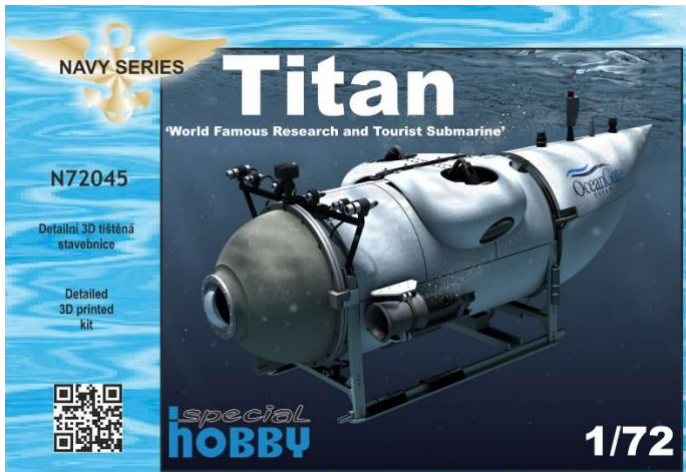
All that remained was a pile of broken supports and the two bases. Most of it will be chucked; the hoop I'll save – it must be useful for something ...

All in all, a useful little item, which will go well with any diorama of a RAF/RAAF aircraft from the 1930s. The review kit came from Hannants, which is the only retail source. Highly recommended.

(Editors note – this the first of seven kit reviews of 3D printed releases that just happened to arrive in time for this issue. A sign of the times perhaps).

1/72 SPECIAL HOBBY TITAN - N72045

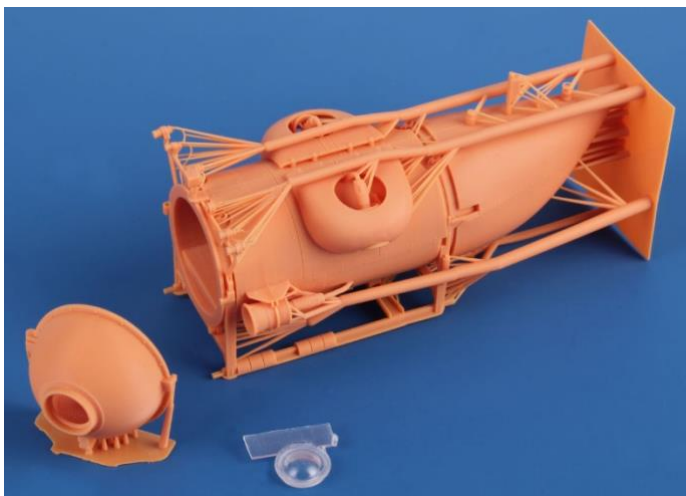
Review by David Muir



Consisting of only three parts and needing a minimum of one (and a maximum of just two) glued joints this kit is probably the simplest (but not necessarily the easiest) you will ever build. The parts are the main hull and its nose cap that are 3D printed in an odd burnt orange resin plus the view port for the cap that is cast in clear resin.

Preparing the cap and port is straightforward; simply cut off the props that supported the cap while it was printed and trim the flash on the port. The hull is a different matter. It has five temporary 'tree trunk' supports with over a hundred 'branches' between them and the part itself. Some of these are attached to solid and/or strong areas and are easy enough to trim. However, others are attached to more delicate areas and some of the parts they prop are very thin, very brittle and very, very fragile. Hence, cutting the 'branches' needs to be approached with extreme caution.

The worst cases are the cables to the headlights (on the light bar at the front) and the beacon on top of the tail right at the back. The thickness of their supports is as big (or bigger) than the thickness of the cables, making the removal of the supports fraught with danger, so that cutting them may damage what they are meant to be supporting.



The solution is to carefully inspect the piece, work out the best sequence for cutting the 'branches' then proceed very, very carefully, one 'branch' at a time. A new scalpel blade and a pair of No 3 fine pointed tweezers are essential!

I struggled to remove the supports on my example and ended up with a number of breakages. All were connected to parts of the print that were abnormally thin but most were repairable with care and minute quantities of super glue. In hindsight it would have been more sensible and simpler to replace the printed cables with thin wire. The almost invisible cage around the beacon was particularly difficult and, once broken was impossible to repair or replace. I decided to live without it, keeping the beacon itself but removing what little remained of the cage.

The result is well worth all the care and effort. The surfaces are universally smooth with no trace of the terracing that is found on older/cruiser 3D prints. And the level of detail is exquisite both in its depth and fidelity. It includes the impellers on all four thrusters, minute tiedown loops, lifting shackles and the aforesaid headlight and camera wiring. The bracket and duct detail inside the shrouds around the thrusters mounted above the hull are particularly well done.

The nose cap can be positioned open or closed but be warned, the hole in the hinge plate needs to be enlarged slightly if you want to make it moveable. The interior of the original was sparse but CMK have included all there was: a floor, two overhead grab rails, detail on the rear bulkhead and the two computer screens at the back of the hull.

CMK's double sided A5 instructions are appropriately simple for the assembly stage but only just adequate for the painting phase as some of the external details are not covered. It nominates eight colours (a white, two dark greys, a black and four metallics), the names of which seem to have lost something in translation. Google Translate suggests the metal finishes are Titanium, Chrome, Steel and Aluminium. At just 100mm long, painting this little model will require some very careful masking and/or brush work. Decals are provided for the company titling and name that adorn the tail fairing.



If nothing else this kit demonstrates just how far we have come since 3D printing first became a thing and what exceptional quality finishes and details are now being produced from the latest resin technology. The merits or otherwise of its mission and ill-fated final voyage aside, this is a really excellent model of an interesting subject and will no doubt be welcomed by the submarine and Titanic aficionados amongst us.

RECOMMENDED



1/72 SPECIAL HOBBY CMK/Planet Models Fordson WOT2E

Review by Simon Wolff

I am really enjoying building small scale military vehicles, having built numerous ACE kits!

This is a truly multimedia kit, the major cab and body parts are all resin with the cab roof, rear body canvas roof and the truck chassis are made from 3D printed parts, then two frets of photo etch parts including the cab doors. There are approximately forty plus parts all up. Decals are provided for one vehicle from the 7th Armoured Division in the Western Desert in 1942.

By the way, the instructions say this is produced by Special Hobby, but the box has a Planet Models logo and the top of the instructions have a CMK logo.

The chassis is a 3D printed part, of an orange colour (as mentioned in the previous review), which contrasts with the grey resin and dark grey 3D parts rather bizarrely. All the resin parts have thick blocks of mould resin attached to them in most cases, so there will be a lot of sanding needed to remove these (need I say wear a mask). The 3D printed canvas cab cover and tray cover are enmeshed in what looks like a bamboo structure with lots of minor sticky fingers that will need to be cut to free the parts.

I have to say all the parts look well detailed and the construction sequence is fairly conventional, ie build up the cab and chassis, then the underneath of the chassis, then a slew of PE and resin parts like the cab interior, mudguards, windscreen etc - and that's about it.

Apparently there were over 130,000 vehicles built by Ford UK in WWII. I can't answer as to how well this goes together, I would say it is not for a beginner but I have seen some built up on the internet so they must be buildable! Purchased from Super Hobby this kit cost just under \$35. **RECOMMENDED**



1/72 GLOWEL MINIATURES BRITISH TANK CREW 1944-45 - SET 72005

Review by Simon Wolff

Glowel Miniatures is a company based in Poland, which appears to produce 1:72 scale figures, I believe they also do some 1:35 figures. These figures are 3D printed - you get four figures of which one is sitting with a pair of binoculars and the other three are standing figures. 3D printed figures are not new on the scene, and I have bought Panzer crew figures from another 3D manufacturer. The big advantages over conventional injection moulded figures are that the details are far superior and if look closely you would swear they are actually of a larger scale than 1:72.

Another benefit is that they are rigid and thus will accept paint much better than the soft plastic figures, however there are drawbacks - one is that they are resin and resin is very brittle! These 3D castings come with their feet attached to a plug of resin, and being quite thin (and attached to the scale ankles) they are very easy to snap. Easily repaired using super glue (CA) but they are quite small and fiddly to put back! Having mentioned the above weakness with cutting off the plug from the figures feet I found using a small razor saw did the trick with any excess being filed flat (I believe it is advisable to wear a mask when sanding these figures due to the dust). Once removed you can spray with a rattle can of primer and if you are careful you won't lose any figure detail.

With this set there are four British tank crew figures, one chap is wearing the leather jacket while the others appear to be wearing standard British army tank crew uniforms. The photo of the figures, coated with a primer (above) shows just how detailed they are. The set came from Super Hobby in Poland but they eventually become available locally, price was just under \$10 or all four so not bad. I certainly recommend this set.

V.B.Š.-a & V.B.Š.-c Kuňkadlo

Eduard Model 2130 in 1/72 scale

ViZi Models VZ48008 in 1/48 scale

Review by David Muir



The Kuňkadlo was/is a light aircraft homebuilt by brothers Vladimír & Bohuslav Šimunek (hence its VBS designation) while they were students at Prague University in the early 1920s. When construction began in 1924 it was powered by a two cylinder Clerget Renault and had shoulder mounted wings with cranked leading edges and a small 'D' shaped rudder. ViZi refer to this as 'V.B.Š.-a'.

From 1925 the design was further developed, the fuselage remaining essentially as built but receiving a straight edged rectangular wing and a new rudder. The fuselage remained

unchanged, but by 1926 the wing was parasol mounted with an even larger rudder. ViZi call this one 'V.B.Š.-c'.

Initially it wore a simple scheme of brown fuselage and silver wings with red trim. This too evolved, with the fuselage, most of the wings and the tailplanes being refinished in blue and decorated with VBS logos and registrations. Withdrawn from use in 1930 it was restored in 1967 and now hangs in the Prague Technical Museum.

THE MODEL(S)

Eduard did Kuňkadlo as one of their 'Limited Edition' kits in 1/72 some years ago. These can still occasionally be found, albeit at a price, in the usual auction sites. Injection moulded to a high standard it has 24 plastic and 40 exquisite PE parts. However, it provides decals for only the restored version which differs from its late 1920s colours.

This thing is tiny and hence the smaller stuff is minute and very delicate so care will be needed when separating the struts, for example, from the sprues. Nonetheless the detail is gorgeous: the 10 piece engine is a gem complete with pushrods, intakes and exhausts, all in less than 10mm width. An excellent kit deserving of some care and respect.

Given its obscurity we are lucky to have relatively new 3D printed kits of this aircraft from ViZi in both 1/72 and 1/48 scales that cover both the early and late versions. Two things are immediately apparent on opening the stout box: its contents are smoothly surfaced and very finely detailed. As with the Eduard kit it provides a floor, seat and bulkhead to furnish the cockpit but there is still scope to add more detail such as a joystick and rudder pedals.

Like all 3D prints there is a forest of support structures to be removed but all are sensibly placed for easy removal and cleanup. The exception is the struts which would be a challenge to prepare. Fortunately they are all made from round (not airfoil) section rod and are easily (and much better) replaced with styrene or Albion Alloys tube.

Although I don't have one, I suspect that ViZi's 1/72 late version (i.e. the direct equivalent to Eduard's offering) will lack some of that kit's delicacy and finesse and that strut replacement will be essential. And very challenging.

Even at the larger scale this remains a simple and straight forward kit. The '-a' version covers the first two shoulder wing variants, with no PE and just 15 parts. Wire bracing is not provided but is reasonably simple on this version but more extensive on the parasol winged versions. However, neither is difficult to do, being simple straight runs between well marked points.

What sets the ViZi offerings apart is a 23 page (plus cover) booklet giving a well-illustrated and comprehensive history of the type. It includes line and coloured drawings of each stage of its evolution until it was withdrawn from use. The drawback is that it is printed entirely in Czechoslovakian. So Google Translate is your friend or better yet, buy Jiri a beer or three at the next club meeting. It is available with the kits or separately and irrespective of your preferred manufacturer or scale the booklet alone is worth the price. Both manufacturer's offerings are well engineered and presented and therefore both are highly recommended. On balance the finesse of the Eduard offering makes it the go for late versions in 1/72. ViZi is the go for early versions in 1/72 and your only option for all versions in 1/48.



ICM 1/32 YAK – 9T

Review by Lindsay Charman

This is a simplified, open box type of review. The latest kit I have acquired in a series of Yak-9 kits, this represents the Yak-9T variant with its very big engine shaft mounted 37mm cannon in the nose. Scalemates says it came out in 2022, but when I saw this a few months ago, it was the first time I'd heard of it.

The box is a large and a satisfyingly very stout affair, with ICM's usual approach to solid packaging. There are four sprues with most of the major and minor parts (including the fuselage halves), moulded in medium to darkish grey, plus two separate sprues of the main wing parts. A clear sprue for the canopy pieces and lights is also provided. A fairly large decal sheet with markings for four aircraft is also provided, one aircraft in two shades of Russian green (or perhaps green and black) on the uppersurfaces, with blue-grey undersides, and three others in two shades of grey uppers with the blue-grey undersurfaces.

The instruction booklet, to me, is mostly pretty clear, with full colour finishing and decaling drawings and step-by-step assembly diagrams. I thought the interior colour guidance could have been a *bit* more informative, but I am not much of a student of Russian WW2 aircraft so the enthusiast will probably be fine.

The modeller can choose to use all the detail parts for the engine, nose cannon and internal bracing with a view to have the cowling panels off, and with all these parts on show. Alternatively, a bare minimum of structural engine parts can be used in the nasal area to give the fuselage the necessary structural integrity and then all the cowl panels are glued in place rendering the engine invisible.

As a modeller more accustomed to building 55 year old Revell kits – or very ordinary scratchbuilds – the ICM kit offers a wealth of detail. Modellers more accustomed to the latest state-of-the-art, superdetailed 1/32 kits from Japan and China may not agree. However, I'd suggest enthusiasts can build it as it is provided, and add their own home-made detailing bits, so with some careful painting an impressively well detailed replica can result. Or they might choose to use some of the aftermarket detailing sets, with a view to getting a possibly even better result.

A quick examination (admittedly in unassembled state) of the overall outline shapes and the nice fidelity of surface

detail suggests to me that the assembled model will look spot-on, and some interesting and subtle shapes of wingtips and canopy parts seem very well thought out.

I may follow up with a proper review when I start this kit eventually. Being a model of a Russian WW2 fighter, it's not a very big kit, but to my eyes it has a tough and beefy look about it, so I am looking forward to starting this one as soon as the long 'work in progress' list of 1/32 scale model aircraft starts to get finished.



FLIGHTCRAFT SPECIAL 3: BEFORE THE STORM – RAF FIGHTERS 1920 – 39

by M. Derry and N. Robinson

Review by Ley Reynolds

This 104 page title co-authored by UK modelling identity and APMA member Neil Robinson and published by Pen & Sword Books Ltd, covers the development of RAF fighters in the 20 years between the two World Wars from the Sopwith Snipe to the Supermarine Spitfire, with a section devoted to each in-service type.

Clearly explained are the development, service use and strengths/weaknesses for each aircraft, all illustrated by excellent 200+ b/w period photographs, many of which have not been widely seen before.

There are also 24 pages of colour artwork, accompanied by extensive informative captions. Added to this is a chapter on the political challenges of the time and appendices covering the individual squadrons' types/time periods, brief technical data for each and the complex camouflage colours/patterns evolved over that period.

BEACON HYDROPLANE

Beacon Plumbing/Beacon Electric Hydroplane in 1/25
D.A. International Group
Review by B. T. Williams



While the radio control folk have lots of racing hydroplane kits to play with, until now we static model builders have had few options. Back in the late seventies Testors did a 1/25 injection moulded 'Miss Budweiser' and in the noughties Craftmaster did a small range of vintage hydros in resin at the same scale. Both were from the era of V12 powered aircraft engine boats and both are now difficult to find, expensive and definitely not easy to build if you want something that is reasonably accurate.

The DA International Group, who do much of the merch and product design for the race teams have produced a new tool injection moulded kit of the current hulls that are run in the H1 race series in the United States. Distribution is through the race teams but availability varies, so it is usually easier to buy direct from the DA International Group or, even better, from the Hydroplane and Raceboat Museum in Seattle as they offer a useful price discount.

Decal options are currently available for twelve teams plus one for the H&R Museum, namely:

- Apollo Racing
- Beacon Plumbing/Beacon Electric
- Bucket List Racing
- Flav-R-Pac
- Formula Racing
- Graham Trucking
- Goodman Racing
- Griggs Turbinator
- Home Street
- Lakeridge Paving/ Boitano Homes
- Oberto
- U-11

The H&R Museum boxing comes with a full set of the Oberto, Formula and Graham Trucking markings and a small selection of decals from the others. All are colourful and easy to recreate thanks to the completeness of the markings in each kit. No doubt more options will appear in the future as the teams regularly update their liveries. There is also plenty of room for someone to produce decals for some of the liveries used on these hulls in the past.

The kits themselves are simple affairs. Most are supplied with turbine engines and have just 42 parts on 3 sprues. The Griggs hull has an Allison V12 piston engine and 63 parts on 5 sprues, the H&R Museum version has both engines which are also available separately as mini kits. The canopy is moulded in clear; the rest are in relatively

thick white plastic. All are free of blemishes, sink marks and flash. Modern production processes mean that the fit is good and location is easy thanks to lots of hefty pins and sockets. The sockets and styrene thickness suggest that the kits origins were with a diecast version in the same way DDA have been making Holden kits in plastic here in Oz.

This may also explain the relatively sparse detailing in the cockpit which is one area that could use some extra effort as all you get are the tub, a seat and a small instrument panel. Some teams use tinted canopies so it may be possible to avoid doing anything more than a simple paint job. Both the engines are well rendered and are a great basis for careful painting and adding pipework and cabling. Being big, colourful, unusual and straight forward to build these kits would make excellent competition entries.

In the interest of drag reduction these boats are relatively smooth and detail free. That said, as always there are a couple of areas where you may wish to refine and add a bit more detail. Out of the box the stays for the rear wing are a little oversize and better replaced with thin tube and end fittings from someone like Hobby Design or RB Motion.

Many of the teams have made their own aerodynamic refinements. For example, the two Beacons have different strakes and vortex generators grafted onto their sponsons and most, including the Beacons, have a strake running down the centre of their intake trunking. Being essentially cut from flat sheet these are all quite simple and easy additions. However, the white Plumbing hull has a heavily modified sponson on its left side and the red Electric hull sometimes sports a big - and ugly - extension of its intake over the cockpit canopy. Both of these will need a fair amount of scratch building and thus be harder to recreate.

The kits include a four part stand in a nylon like material, a sensible idea given the completed boat has a rudder and skeg dangling off the bottom and cannot be placed on its underside without putting them at great risk. One unusual inclusion in the turbine kits is a battery operated noise generator that emits a very tinny rendition of a turbine spooling up. Another potentially useful inclusion is a paint kit with a brush and eight acrylic colours: I say potentially as I have not tried them and most modellers will have their own paint and manufacturer preferences.

The instructions are on two sides of the equivalent of one and a half A4 sheets. They give a potted history of the unlimited boats (albeit missing its last paragraph(s)), a part map, text covering preparation, tips, and the like and exploded drawings showing the assembly sequence for both configurations and the stand. They are more than adequate as these are far from being complex kits.

If there is a downside to these kits it is the lack of any painting advice or decal placement guides. The box art is enough for some of the boxings, eg the two Beacons. However, others show only a partial side view and will therefore require more research via Google. An oversight perhaps, but not a big issue as images are plentiful.

For those unfamiliar with hydro racing the H1 Series have a very useful page (www.h1unlimited.com/hydros-101) on their site that is full of information and images of these craft.

These are great kits and are thus RECOMMENDED.

A THANK YOU FROM LEY

Regarding the July APMA - Sino-Japanese War Presentation I'd just like to thank all members who listened to my talk so attentively and had kind things to say about my small display of models at the July meeting.

I will be giving two talks in 2025 - Spanish Civil War Uniforms/ AFV's and Sino-Japanese War AFV's - and Platypus Publications will be sponsoring extra competitions on those months. See the 2025 Meeting Calendar for details and start building now!

RECENT DISPLAYS

The unofficial Hurricane display went well - many thanks to Graham, Simon, Jiri, Ley and Dave (and others) for bringing items and models for display on the day.

Some of us are thinking we might do another display next year some time, but this time based on the North American NA 16, BT-9, NJ-1 or AT-6 family of trainers, general duties and fighter aircraft, including the likes of the Texan, Wirraway, Harvard, K10W1, NA-50, NA-64, Sk14 or any of the many, many derivatives and the greater family of this amazing series of aircraft.

Watch this space for a suggested date for next year, and thanks to Simon for the following photos.



SHOW REPORTS

The most recent APMA promotional and recruiting display was once again held at the recent annual Sydney Festival of Model Shipbuilding EXPO, hosted by the Sydney Model Shipbuilders Club at Ashfield and partially funded by the Australian National Maritime Museum, but attended by invitation by several scale modelling clubs and organisations which revolve around, or at least include, some form for maritime themed modelling.

Primarily staffed by Andrew, Dave and Dave, Paul, Peter, Warren and Lindsay, (and several other APMA members who visited during the weekend too) our part of the display consisted of a range of APMA members' models, many specifically themed around the maritime nature of the Expo. This also extended to a small display of Schneider Cup speed record aircraft miniatures, by Graham. As is traditional now for APMA at this event, the volunteers staffing our display mostly demonstrated modelmaking, talking to the visitors about what the association is about and where we have our meetings and generally having an enjoyable time. This year, APMA was fortunate enough to win a special visitor's choice award (a certificate and a medallion) for our 'Model Making Demonstrations', which were graciously accepted by Paul.



The photos above and below are but a small selection of our APMA display, our visitor's choice club award and some of the other exhibits displayed over the weekend of the EXPO.



SMSC **EXPO 2024**
The Sydney Festival of Model Shipbuilding



People's Choice Award Certificate

APMA Model Makers 1

Model Making
Demonstrations

M. J. Smith
Event Organiser

P. J. F.
SMSC President

THE ROB BURNS MEMORIAL SHOW

Report by David Muir



Rob Burns Memorial Show
NNL Format

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27th & 28th April 2024

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Although advertised as a two-day event, Saturday was devoted to setting up with the actual show taking place on the Sunday. It was held in part as tribute to Rob Burns who ran an annual show in Tumut until his passing nearly a decade ago and in part as a spin off from the Wagga event held later in the year.

Given that there had been a nine year gap since the last one and since it had only limited advertising the turnout was impressive both in terms of models and attendance. This was even more so given that the organizers were all based elsewhere.



As you would expect there were significant contingents from Canberra and Wagga but also a sizable group from amongst the Sydney based car modellers. Although traditionally a car and truck show, the revived version had a wide range of entries across the full gamut of model genres. The show was well supported by a number of Scale Views – Issue 2 2023

sponsors and traders, all of whom seemed to do good business. An unofficial count suggested that there were well over 200 entries: not bad for a brand new show in a small rural town!

Judging was using the NNL system where the entrants (and **only** the entrants) voted for the best model in each of the 20 odd categories. The announced winners seemed to accurately reflect the best of the entries and there were none of the judging controversies that have occasionally plagued shows such as ScaleACT and Wagga. Awards were medallions on lanyards for the first (blue), second (red) and third (green) with cups for the winners in each major category (cars, trucks, armour, etc).



On reflection the single day format worked well. There was ample time to look at the entries and to chat to the other modellers and no time to get bored. Overall, the quality of the entries was probably better than most of the other shows, a reflection that it was new and that the entrants had brought their 'best' examples to show. There were some really excellent models on the tables including some I for one had not seen before.

Held in a church hall and catered for by the church ladies, the show had a relaxed country feel. Where else would you get four sandwich triangles, two cakes and a cup of tea for the princely sum of \$8.00? The show coincided with the town's local fair which insured a wider audience and provided plenty to see for those who travelled down on Saturday and stayed overnight. And the high country, always beautiful, is truly stunning at this time of the year making for a pleasant drive down. Highly Recommended!



NEWS FROM OUR SPONSORS

Recently released publications from Platypus Publications

by Pen & Sword:

The last year of the Luftwaffe May 1944 to May 1945 by A. Price

The Fall of Malaya and Singapore by J. Diamond

Red Army Self-Propelled Guns of the Second World War by A. Tarasov

by Trackpad:

The Centurion in Danish Service by K. Hartvig Sorensen

by Osprey:

Tanks in the Philippines 1944-45 by S. Zaloga

Mers El-Kebir 1940 by R. Noppen

Romania 1944 by G. Howard

Wilde Sau Nightfighters by M. Streetly

Japanese Combined Fleet 1942-43 by M. Stille

Warships in the Komandorski Islands 1943 by M. Lardas

Midway by M. Stille

Borneo 1945 by A. Konstam

Sumatra 1944-45 by A. Konstam

Son Tay 1970 by J. Williamson

Pride and Fall – The British Army in Afghanistan 2001-2014 by S. Miller

Beutepanzers of WW2 by S. Zaloga

by Hikoki:

They Also Serve – RAF Reconnaissance and Support Projects since 1945 by C. Gibson

by Helion:

The Rzhev Slaughterhouse by S. Gerasimova

J-20 Mighty Dragon by A. Abrams (Technology War Series)

Aircraft History Vol 5 – The Gloster Javelin 1951 to 1975 by M. Smith

From MMP:

RWD – 4

RWD – 13

Panzerkampfwagen V Panther by S. Zajackowski

By Legends of Warfare

Kaga and Akagi – carriers in the IJN, by H. Lengerer & L. Ahlberg

USS Arizona (BB-39) – Keel laying to Peart Harbor Memorial, by D. Doyle

by Wingleader:

Hawker Hurricane Pt 2, UK based fighters/bomber 1940-42

by Tankograd:

In Detail – Panther Colours & Details, by Zwilling, Hoppe, Vollert and Zajackowski

by Avonmore:

Solomons Air War Vol 3 (Guadalcanal 1942), by M. Claringbould and P. Ingman

by Guideline:

Mil MI-4 Hound by J. Fojtik Ph.D

by Airmark:

Focke Wulf Fw 190 by A. Evans

Fairchild A-10 Warthog by A. Evans

and miscellaneous:

Infantry Artillery and Tank Combat in Libya and Egypt Vol 1 by J. Shales

Infantry Artillery and Tank Combat in Libya and Egypt Vol 2 by J. Shales

German Motorcycles at War 1939-45 by I. Baxter

Axis Wings Vol 2 The Luftwaffe and co-belligerent air forces' compendium

Churchill's Spaniards by S. Scullion

Plumes of Smoke - Montecassino 1944 by D. James

Hitler's Miracle Weapons Vol. 1 by F. Georg

NEWS JUST IN

Your Newsletter editor was lucky enough to attend the ACTSMC Scale ACT annual competitions that were held mid-November this year, purely as a visitor and an observer (and just for a day), of which possibly more in the next newsletter.

However, among other items, I bought an interesting 3D printed kit of the AE1/AE2 submarine in Australian service during WW1, by Hobartville Hobbies, to 1/350 scale. I had heard of this Australian 3D model business online but had not seen any examples of their work to date. The box art is shown in the photo below – from a quick perusal the kit looks promising and I hope to have a review of sorts in the next issue as well.

