

Scale Views

The newsletter of the Australian Plastic Modellers Association — Issue 4 2022

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:
SEPTEMBER 12 @ Noon**

2022 Committee

President – Lindsay Charman

Vice President – Simon Wolff

Secretary – Vacant

Treasurer – Lindsay Charman

5th Committeeman – Malcolm Armour

EDITORIAL RAMBLINGS

Welcome to the last of our regular Newsletters for 2022. If you have enjoyed our offerings we beg you to contribute an article - any bloody article – for the 2023 Newsletters.

Bill and David

UPCOMING SHOWS

Now that Illawarra and the Melbourne Expo are run and done, the next major show will be Wagga in October. This is always a friendly and fun event and is one not to be missed. A contingent from APMA are planning to attend, drink beer and tell lies, breaking the journey on way down to visit the Temora aircraft museum on Friday. If you would like to join us get in touch with David Muir or Chris Cole.

Wagga Wagga and District Scale Model Club, Inc, presents our

36th Annual Scale Model Show & Expo



22nd & 23rd October 2022
Wagga Wagga Showground Bourke St

Saturday 9am - 4.30pm	We cater for many categories including Trucks - Military Sci-Fi - Ships - Dioramas Cars - Figures & more.
Entries : 9am - midday	
Sunday 9am - 3.00pm	
Awards: 3pm	



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BOOK REVIEWS

PZL FIGHTERS

Monograph No.2, Part One, P.1 through P.8

By Warren A. Eberspacher and Jan P. Koniarek

Phalanx Publishing/Air Research Publications

ISBN 1-883809-12-6

Reviewed by Csaba Ubaznek



First published way back in 1995, this small book remains a useful reference for the early PZL aircraft. It's 48 A4 card covered pages are laid out with the English text and most photos in two column format, with the occasional image spread across both columns to suit the proportions of the subject. Reproduction is on decent paper and the images are as sharp as you could expect given their age.

The structure is straight forward with a short introduction to the background and times that led to formation of the PZL enterprise followed by sections on each of the inline aircraft (P.1 & P.8), the radial engined aircraft (P.6 & P.7), details and colour schemes and lastly a brief operational history. Just under 20 pages are devoted to the intro and inline engined variants, the balance covers the P.6 but is largely focussed on the P.7 and its variants.

Each of the types is illustrated with five view line drawings with appropriate cross sections. They are laid out across two pages, all to the slightly odd scale of about 1/63. They are in a single line weight style which renders them visually 'flat' but one that is also clearer and a much more precise basis for measurement. Each type is also given a coloured five view at this or roughly half that scale to show its colours and markings. For the P.7 the colour pages are expanded to show four more multi views of schemes with half a dozen more presented as single side views.

The drawings appear to be generally accurate within the limitations of their reproduction and the small number of images to check them against. However, I did spot a couple of small errors and things to be aware of if you are building the P.1/I or P.1/II using the SBS kit in either 1/72 or 1/48 scale. First, the leading edge of the fin on the P.1/I meets the top edge at a sharp angle rather than with a rounded curve as drawn. Second, the drawings of P.1/II when marked as SP-ADO show it with the first PZL logo which it does not have in any of the images I have seen and, conversely, the logo is not shown on the drawings of P.1/I but which certainly does have them in its photos.

The same single line weight style is used for the drawings of the P.6's construction and the P.7's cockpit, instruments and general construction details. They are backed up by descriptions in the text and comprehensive colour notes referenced to Berol Prismacolor (pencil) codes and to Federal Standard FS.595A colours. Drawings and colours are provided for the various unit insignia and lettering used on the P.7 and for both versions of the PZL logo including the first gull winged design that was unique to the P.1/I.

To our eyes, used to very high production values in current publications and periodicals, this monograph seems a little dated. For example we are used to full colour profiles and even box art being rendered with highlights and shading. Although they date from an earlier time and lack such refinements, the images and profiles in this book still convey all the essential information for our needs – just without the added overlay of someone else's 'artistic licence' interpretation of how it may have looked.

This book was published under the auspices of the Historical Aircraft Corporation which was producing scaled replica aircraft – including a 66% scale 'P.11c' - for the homebuilt market in the 1990's. Warren Eberspacher is well known for his work in both historic and modelling periodicals and Jan Koniarek's lifetime interest has been Polish Aviation so their research is backed by a lot of scholarship. Anyone interested in modelling the early PZL gull wings (and especially the P.7) will find this invaluable. I therefore have no hesitation in recommending it.

PZL P.1 to P.24 BOOKS

Samoloty Myśliwskie PZL P.11, PZL P.24 Nr1 and

Samoloty Myśliwskie PZL P.1, P.6, P.7, P.8 Nr2

By Andrzej Glass

Published by ZP Wydawnictwo/Stratus

ISBN 978-83-61529-92-2 and

ISBN 978-83-63829-09-4

Reviewed by Csaba Ubaznek

First published in 2011 and 2013 both these share the same basic structure as the Eberspacher and Koniarek volume reviewed above. Possibly because the later P series fighters are better known (and better covered by model kits) these monographs have been issued in reverse order with the earlier marks covered in the second volume.

Like their predecessor the format is simple; two column text, full width images and all plans in 1/72 scale. There 48 pages within Vol 1 with 36 in Vol 2, each having three more pages (in colour) on the inner and rear (card) cover faces. The text is entirely in Polish and the images in black and white. Line drawing side views in 1/72 scale are provided for all the variants and multi view drawings for the P.1, P.7, P.8, P.11 and P.24 versions.

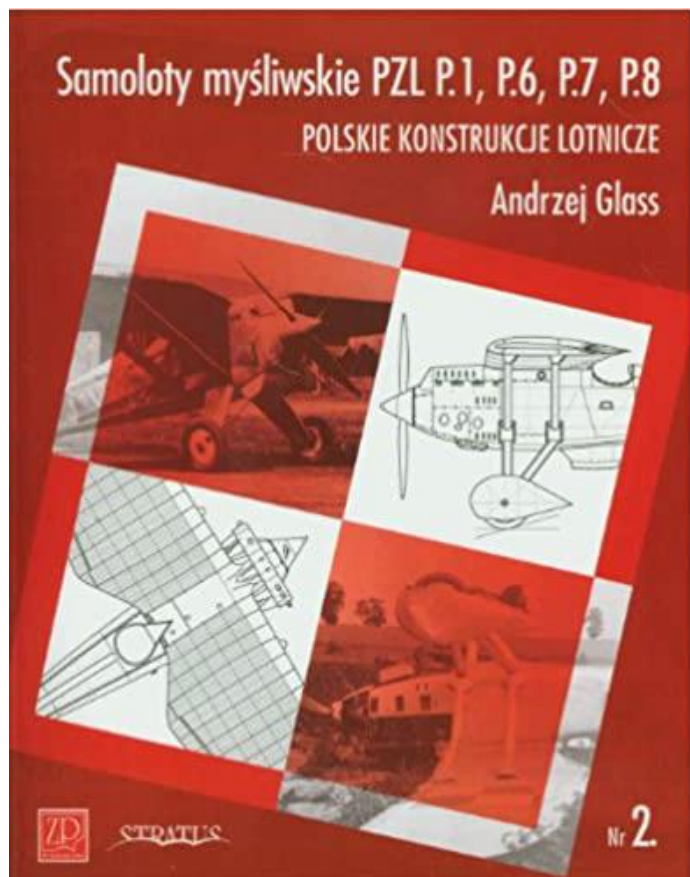
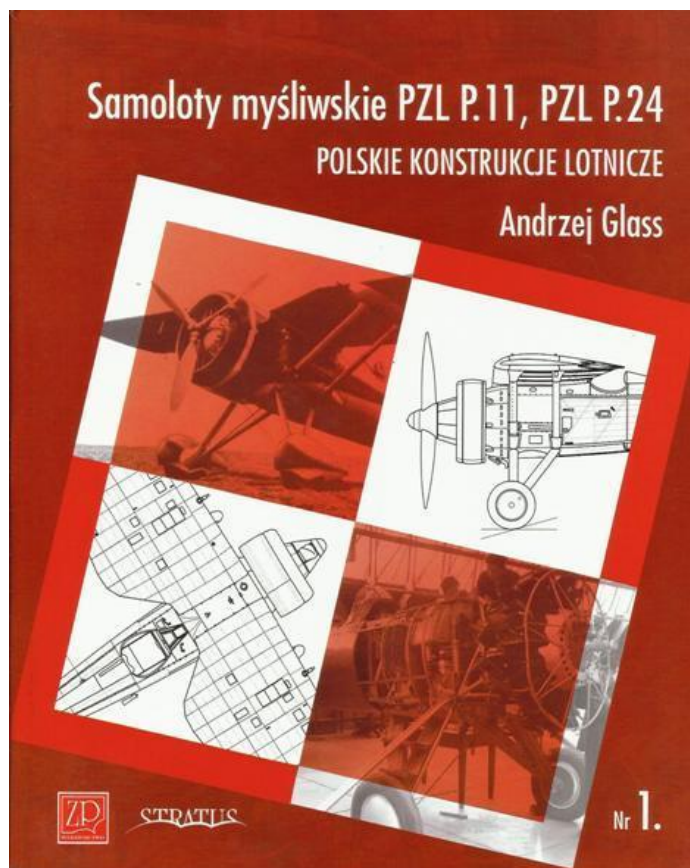
Although slightly limited by the absence of any English text, if you cannot find a copy of the Eberspacher and Koniarek work at a reasonable price these little volumes make an acceptable and useful substitute. Volume 2 is particularly helpful as it covers the early versions that have received little coverage elsewhere. Availability may be an issue – the only source I could find was a Polish seller on EvilBay. **RECOMMENDED.**

KIT AND PRODUCT REVIEWS

PZL P.1

S.B.S. MODEL Kit SBS4004 in 1/48

Reviewed by Csaba Ubaznek



The P.1 was Zygmunt Pulawski's first design for the newly formed National Aviation Establishment (Panstwowe Zakłady Lotnicze or PZL) and introduced a number of innovations, most obviously it's all metal construction and "gull wing" configuration. Two P.1 airframes (P1/I and P1/II) were built, the second (registered as SP-ADO) outclassed the Dewoitine D.27, Fokker D.XV, Letov Smolik 31 and the Bristol Bulldog in the June 1930 International Fighter Contest held in Bucharest. Pulawski went on to reprise and refine his ideas in the subsequent PZL P.6, P.7, P.8, P.11 and P.24 series of prototypes and fighters all of which share the basic gull wing configuration.

The two P.1 airframes differed slightly in detail and both were modified during their lives. P.1/I initially had its radiator forward, and later aft, of the u/c legs; P.1/II always had it behind the legs. Their cowlings were also slightly different; the P.1/I having scoops on each side, the P.1/II having three small oval intakes. Most sources agree they had three different rudder and fin combinations but disagree as to which airframe and in which order they appeared. Based entirely on the (scanty) photographic evidence on line and those in the Eberspacher/Koniarek and Glass books we know that P.1/I had a short, flat topped fin and ruder, while P.1/II had a taller fin initially with a narrow chord round topped rudder and later (as at Bucharest and the box art) with a broader triangular rudder that looks like an uncropped version of the P.1/I fin/rudder.

THE KIT

This kit began life as an ARMA Hobby product that was first released in 2014 in two boxings, both apparently numbered 49001. ARMA's kit '49001 Easy' made P.1/I and had neither decals nor PE; their '49001 Pro' made P.1/II and had both decals and PE. ARMA closed their resin business to focus on styrene in 2018 and sold the P.1 masters and production rights to SBS Model. After some minor changes to the casting arrangements and a redesign to rebrand the box art and instructions SBS re-released the kit, otherwise unchanged, as a limited edition kit (number 4004) in their own 1/48 scale range.

Like the ARMA offering the engine and cowlings for just one version (P.1/II) are included in this release and, unlike its two kits in 1/72, it appears SBS will only be issuing this version in 1/48. However, back dating the P.1/II to a P.1/I is not difficult: just fill the intakes, add a pair of scoops, fill the moulded recesses under the engine, modify/relocate the radiator to suit and lastly crop the fin and rudder. All this should be well within the skills of anything but the complete novice modeller.

The resin part count is 42 (41 grey and one clear) with thirty more parts on a PE sheet and two on a piece of clear film for the windscreen and as the meat in a resin/PE instrument panel 'sandwich'. The resin parts are packed in two self-sealing plastic bags, one with the fuselage and wings, the other with the rest of the resin. They are beautifully and very cleanly cast without any visible imperfections. Surface detailing is exceptional and equal to the very best injected styrene kits with finely recessed panel lines and perfectly reproduced raised corrugations. All are attached to their casting blocks with thoughtfully placed bridges. On most bits the blocks are on the leading edges where clean-up is easy, the exceptions tailplanes, elevators and rudder where they are along their spars and thus even easier to prepare. While the bridges are more numerous than SBS normally deploys, separating them is still just a matter of some careful trimming and sanding.

The PE sheet is packed separately and is nicely done with clean cuts and half etching used to add detail and depth to the instrument panel and smaller parts such as the intake surrounds. It includes a frame to use with the clear sheet windscreen; a clear resin screen is provided for those who do not fancy the fine cutting and folding needed for the PE/acetate assembly. The PE includes parts to flesh out the cockpit and for once the "flat" appearance of PE is appropriate as the P.1 and subsequent versions were built around square – as opposed to round - section framing. However, you may want to remake and replace a few minor parts that need to be round: for example the pitot tube (part PE8) and, although they are unlikely to be seen, perhaps the rods for the engine controls and empennage cabling.

Fit, finish and detailing are well up to SBS's own standards. The interior includes framing cast into the lower fuselage "tub" that is augmented with PE framing plus cast resin controls and multiple smaller parts from the PE fret. You will need to supply a small length of 0.5mm styrene or wire rod to position and support the back of the lovely little four part seat. No seat belts are provided and although I have not been able to confirm it I believe they were in wide spread use by the late 1920's so a set will probably need to be sourced and installed.

As it always seems to be the case with SBS kits there is no guidance as to the interior colouring. Surviving examples of PZL's later designs with similar basic structures suggest that the framing was natural metal or silver, the instrument panel was black, the heel trays were brownish steel and the inner face of the fuselage skins was off white. In the absence of better information this seems a reasonable starting point for either version.

Photos show P.1/I wearing bare natural metal with a lot of oil canning and tonal difference between its panels, which

give it an oddly patchworked appearance. Photos show P.1/II wearing two schemes or, perhaps more accurately, two versions of the same scheme. The first has the narrow rudder with the forward fuselage (including the prop hub), tail planes and underside of the wing trimmed in what all sources agree is red. It has no markings apart from a small PZL logo on both sides of its fin. The second version is fitted with the broad triangular rudder and is essentially the same with registrations added - but without the logos and both with and without the hub trim at different times.

Which brings us to the slightly contentious question of the external colours. Warren Eberspacher and Jan Koniarek's "*PZL FIGHTERS Part One, P.1 through P.8*" illustrate this second version in **silver** and red. ARMA and SBS show it as **white** and red although SBS have a bet each way and their box art could be interpreted as silver or white. The two sources also differ in their upper wing markings: SBS showing the underside trim and registrations repeated above the wing, Eberspacher and Koniarek showing it with no trim, just the registrations. As none of the photos I could find show the top of P.1/II's wing either could be correct.

What they do show is P.1/II with a similar oil canned and patchy appearance and tonal contrast to the bare metal seen on P.1/I. So to my eye P.1/II was finished in **silver** (i.e. natural metal) and red. The obvious scholarship and research that underpins Eberspacher/Koniarek's work tilts the answer to the upper wing marking question toward their interpretation, i.e. registrations only. While this scheme is perhaps a little less spectacular than the white and red scheme suggested by ARMA and SBS it remains very attractive and still makes for a really impressive model.

SBS's decals provide the markings as the red portions on clear carrier film which makes for simple application over your choice of either the silver or white alternative base schemes. However, they do present you with a couple of challenges. Firstly you need to match the red of the decals with the red you use to paint the other parts of the airframe, i.e. the forward fuselage and the tailplanes. Second, if you choose to do P.1/II with just the registration on the upper wing (i.e. sans the trim) then you will need to modify or replace the red/clear registrations with solid colour/all red letters. The safest and easiest course is to stick with the kit markings but do note that the two small PZL logos were only used on the earliest iteration of the P.1/II and had disappeared by the time it had been given its fancy trim and registrations. To summarize the marking options are:

- P.1/I with modifications but with no marks...or...
- P.1/II with painted red trim and PZL logos but no regos (i.e. using only the kit's tail logos)...or...
- P.1/II with red trim and regos above and below but no logos (exactly as supplied)...or...
- P.1/II with red trim and regos below, regos only above, without logos (only some kit decals used)

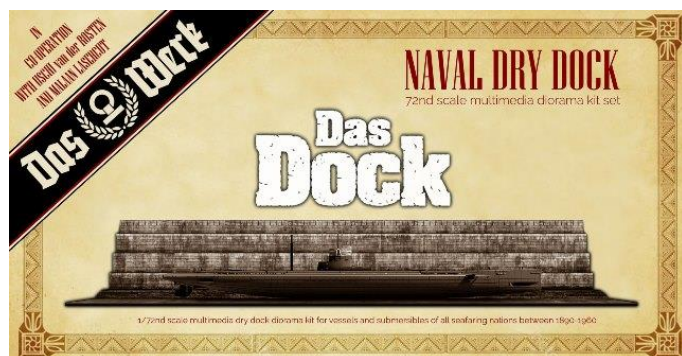
This is an excellent kit and despite its non-SBS origins it is well up to the standard we have come to expect from this Hungarian firm. The kit's practical engineering, impeccable casting quality and relatively small part count mean that it is an easy build straight out of the box.

And it is SBS so...VERY HIGHLY RECOMMENDED

DAS DOCK – NAVAL DRY DOCK

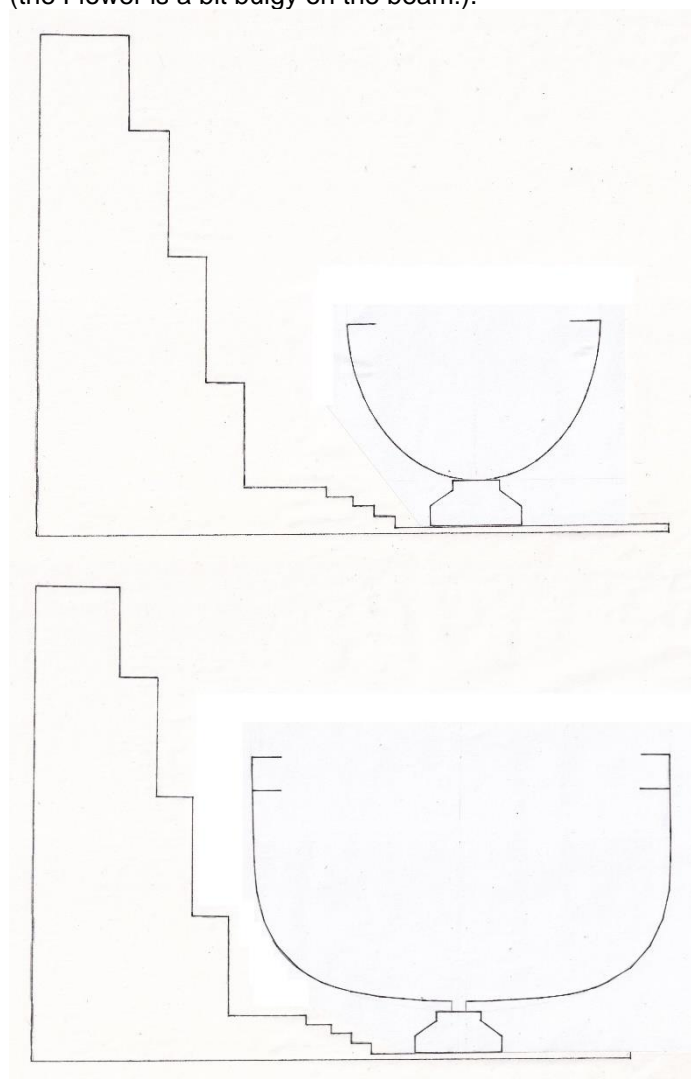
Das Werk Kit DWA022 in 1/72 scale

Reviewed by Peter Webster



In doing a review of Das Dock before that of the U-9 Class U-Boot by the same manufacturer I have put the cart before the horse. This is not a kit for someone who is space challenged. It has a length of 1069mm, depth of 210mm, and a height of 165mm (228mm if one goes with the option to have a factory wall façade along the top edge of the dock). As to 'capacity', being a generic dry dock, you can use it with any smallish 1/72 vessel of the 20th Century.

The hull of the Das Werk U-9 submarine is 802mm long, and the hull of the Matchbox Flower Class Corvette is 869mm long. The diagrams below show the cross sections of each in the dock sitting on the supplied keel supports (the Flower is a bit bulgy on the beam!).



The kit is described by Das Werk as 'multi-media', this being because the structural components are laser cut board, thick card and sheets of printed card depicting all the surfaces of the masonry 'steps' in the dry dock. The main structure consists of four pieces of board interlocked with dovetails to form the base; another four pieces of board interlocked with dovetails to form the back of the structure; and six pieces (buttresses) which join to both the base and back using simple dovetail and box joints.



The laser cutting leaves extremely fine tolerances which gives one a 'creeping' assembly headache. I decided to assemble the base first, then work from left to right, adding each backpiece and buttress as I went – the headache (though a mild one) being that, as each piece was added the more carving around the joints was required. Once these 14 components have set, you then have 60 clearly laser numbered panels to add that form all of the vertical and horizontal surfaces of the dock interior. These are supported and defined by the steps in the buttresses. A large tube of PVA glue is definitely required!

A large work surface - in my case my hallway floor would do - is also needed. Though I didn't use one to start my construction, the better prepared may want to solidly glue the floor pieces to a timber base right from the beginning. NOTE that it is important to secure the base parts to a solid flat surface and properly support both the base and back plates as the they can both easily take on a curve especially if you neglect supporting the ones at the back.

Part two is covering the aforementioned structure with the printed card. This is when you admire the skill of ship card-modellers with the absolute need for a sharp eye when cutting the segments. Unlike the panels, the card equivalents are not numbered, nor is there any help in the instructions. However, by carefully working through from Sheet P-01 onwards, you can work out where each segment goes. Do not rush.

Annoyingly, after properly laying all segments from Sheets P-01 to P-11, you will have a coverage shortfall of 20mm on the right side end! Either someone in design stuffed up, or they were too cheap to have one more sheet printed. There are two sheets with spare pattern sections (to cater for all the various panel patterns), but on slightly lighter card stock (why?). For us plastic people who are used to the filling and filing of joints to perfection, I personally have decided to kill the angst and think of this as putting up patterned wallpaper, where one just stands back and gets the overall effect.

There are a number of laser cut accessories besides what is advertised in the box image. The most numerous are the keel blocks (60, after 120 halves are glued back-to-back), which can be spaced along the dock floor with the two jigs included in the kit. As I felt that they would look strange and unsupported as is, I glued in 10mm x 6mm x 25mm pieces

of wood filling the space between each block. I deliberately did not glue these to the dock floor. By assembling them as a 'spinal cord' like structure, the length of blocks can be repositioned to suit the vessel in dock.



A regular sight for ships in dry dock was the multitude of heavy baulks of timber wedged between a ship's hull and the dock side on either beam. If a ship should slip off the keel blocks major damage would occur, including breaking the keel which is not a good look. Three pieces of 310mm x 3.5mm x 3mm balsa wood are included to be cut to suit one's choice of placement. Using the Das Werk U-9, as the 'dock resident', you can only place the baulks on the off-side to the viewer, fixed in place, with the U-Boot either glued to the keel blocks or delicately balanced to the off-side. Hmmm. You could solve that by buying two dock kits to make both 'left' and 'right' sides.

Other extras include props, ladders, and walkways (spanning the gap between vessel and dock 'steps').



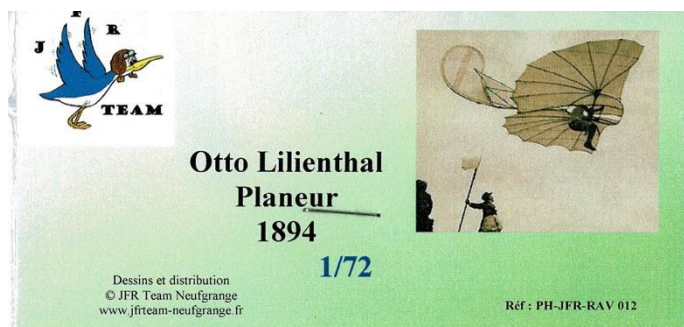
My last observation is that the top edge of the dock is very narrow at 30mm, or even narrower at about 26mm if you use the factory/workshop/warehouse façade. To me it seemed odd. At eye-level it all looks '2D' and flat and the lack of work space is not obvious. However, as soon as you raise your eye line it doesn't make sense as it is obvious that the dockside work area is non-existent. To remedy this I am widening between the dock edge and the façade with a horizontal extension broad enough to provide lorry space, take a travelling crane and a rail line.

As a postscript, I have noticed a new version of this kit (which gave me a feeling not dissimilar to when, in the film 'Zulu', the defenders thought they had to face a last overwhelming attack). Whereas DWA022 has 'stained concrete' 2-D printed flat card, this version has a clean sandstone appearance in 3-D embossed printed card. I lost the link to the source so I cannot find it again; hopefully you will have better luck in tracking it down if you need/want a stone dock. Uschi van der Rosten also does an upgrade set for the Das Werk dock that uses eight sheets of laser engraved MDF to replicate brick walls and a concrete base for the dock.

I will leave them to another brave soul to review. Enjoy...

FSC DUJIN LILIENTHAL 1894

JFR Team FSC Dujin kit FSC PH-JFR-RAV 012 in 1/72
Reviewed by David Muir



Among the JFR Team's new additions to the revised and reintroduced FSC Dujin range are three of Otto Lilienthal 'planeurs' or gliders; one each from 1894, 1895 and 1896. As a set they make an interesting study of how Lilienthal's designs developed and how similar they are in concept and layout, if not materials, to modern hang gliders, ultra-lights and para sails.

All three gliders are photo etched in 0.26mm nickel silver sheet along with a neatly engraved name plate and come in a plastic bag sealed with a small card header a la early 'bagged' Airfix kits. There are no instructions; what you see above is what you get. A trawl of the internet is essential to figure out how the parts need to be bent or curved and how they fit together. Even then it is not an easy task as Lilienthal's structures are an odd mix of farmyard engineering and elegant basket weaving.

Fortunately the Otto Lilienthal Museum in Anklam has a wealth of material including excellent photos of the three variants modelled by JFR - FSC Dujin and there are innumerable images and plans available on the net.

Being PE the frames and ribs are, of course, rectangular in cross section rather than round bamboo as found on the prototypes and some, notably the trailing edges which were wire, are a little too thick. Similarly the tabs and the pegs for the joints on the bits are way oversized and very clumsy and some are simply poorly positioned.

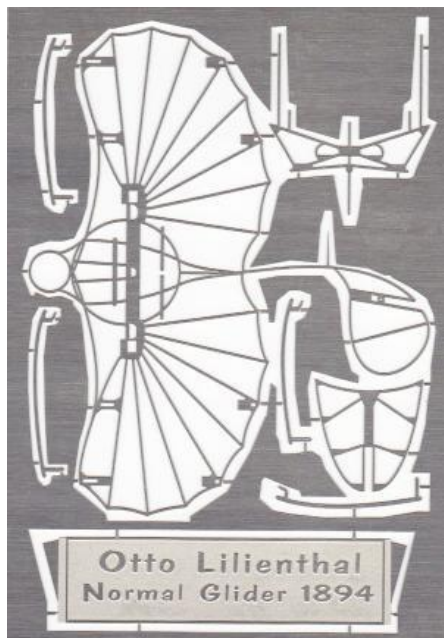
The model can be easily and massively improved by cutting off the tabs, pegs and trailing edges and replacing the latter with fine wire from either the Hobby Design or Albion Alloys ranges. A jewellers piercing saw and some fine cut files comes in handy for these tasks. Thereafter rounding the frame members with carefully applied coats of thick paint also helps to round out their profiles, disguise their edges and thus their shape.

The 1894 glider had a fair amount of rigging, mainly between the two kingposts and the ends of the wing ribs. Being simple single lines they are not difficult to do but they are important to the 'look' of the model. The original's king posts are noticeably slim and really need to be replaced with more Hobby Design or Albion Alloy rods.

Mine will be staying in rigged 'skeletal' form without any covering. This is because I am not sure how to go about making a suitable covering but some thin plastic (Gladwrap perhaps?) and a coat of spray adhesive might be worth a try. Another possibility that has been suggested is some of the film used by the R/C guys to cover their aircraft; apparently it glues nicely and can be shrunk and tensioned

with heat. Fortunately the basic framework, being nickel silver is pretty robust and should withstand the sorts of stresses and tensions that this might generate and all but the clumsiest attempts to cover it.

Lilienthal's gliders were hugely influential in the early development of flying and are very worthy of models such as this. With a bit of research and work this can be built up into an unusual and very attractive model. Of course if you are certifiably insane you could always use the fret as a template to fabricate and solder one out of brass wire...



AIRCO DH-5

Kovozávody Prostějov kit KPM0253 in 1:72 scale
Reviewed by David Clark



The Airco DH-5 was one of many attempts by aircraft manufacturers during the First Great Unpleasantness to overcome the pilot vision problems inherent in most biplane designs. It was designed by Geoffrey de Havilland to replace the company's DH-2 aircraft and first flew in August 1916. Its most prominent feature was its pair of wings in reverse stagger, with the upper wing set behind the lower and the pilot seated under the upper's leading edge. It also was one of the first types to use the Constantinesco gun synchronizer, allowing its single Vickers machine gun to fire through the arc of the propeller

without shooting off the blades. However, its development was protracted, so that by the time it reached service its performance was well behind that of other types, including those flown by the other mob, and it was replaced by the S.E.5 as soon as sufficient numbers were available.

The KP kit, only recently released, is a welcome addition to the range of WWI aircraft in this scale. It is not the first time the type has been kitted: according to Scalemates. There has been a resin kit by CMR, a vacform by Libramodels, and two limited-run injection moulded kits by Pegasus and Merlin in 1:72, and 1:48 offerings by Aeroclub, AMG and Hawk. I've not seen any of them, but on past experience of other products by the various manufacturers I'd say that the CMR kit is likely to be accurate, if hard work; the Libramodels and Pegasus ones even more hard work, and the Merlin one may even resemble a DH-5 "in the dusk with the light behind her". We might have seen one in 1:32 had WNW stayed around – maybe Copper State or Roden will pick up that banner.

The kit comes in an end-opening box with dimensions of about 250 x 175 x 40mm, with a painting illustrating one of the kit subjects on the front and profiles of the kit's three sets of markings on the back. My dislike of end-opening boxes is well known; and this kit has not changed my view. Although it is stouter than some I have seen, it still suffered damage in transit, fortunately without troubling the contents. They comprise a plastic bag with a single 180 x 150mm frame of parts, an instruction sheet and a set of decals. The plastic parts are in medium grey and crisply moulded with little or no flash. The sprue gates are restrained but the petiteness of the model means that they are somewhat intrusive onto the parts themselves, which will require a little care in their removal.

The instructions are in the usual pictogram style on a single, double sided A4 sheet, and include a type history (in Czech and English), a parts map (not really necessary here, but welcome just the same – other manufacturers please copy) assembly instructions, a basic rigging diagram and a table of colours with Humbrol references.

The decal sheet provides one full set of national markings and alternative serial numbers and presentation details for the three aircraft that can be depicted – A9197 "New South Wales No. 15 – The Upper Hunter" of 2 Squadron AFC in 1917, A9242 "New South Wales No 14 Women's Battleplane Subscribed and Collected by Women of New South Wales" of 68 Squadron RFC (AFC) in 1918, and A9449 in 1917 with the same squadron but without presentation details. The latter is described on the back of the box as being "A9249", but fortunately the correct serial is shown on the profile. The decals are nicely in register and look to be of acceptable thinness and density.

This kit is one of two of the type released at the same time, the other being KPM0254, which is identical other than providing decals for A9507 of 64 Squadron RFC, A9357 of 32 Squadron RFC and A9474 of 41 Squadron RFC. The review kit came from Hannants and cost about AU \$20.00 plus postage. No doubt it will be available from the usual Australian sources and it is definitely recommended.

TOYOTA BJ44 LAND CRUISER

Italeri kit 3630 in 1/24 scale

Reviewed by Bill Cook

Esci's BJ44 kit 3027, first released way back in 1982 as a bog standard soft top, has proved to be as versatile as its subject, having been reissued four times in various guises and under two manufacturers. Esci reworked it as kit 3028 with lots of bling as a 'Philippines Taxi' and then as kit 3030 as a 'Savannah Master' safari truck with roof racks, extra tyres and stowage. Italeri then took over, reworked it as kit 6352 in 2011 and re-released it as a machine gun 'Armed Pick-Up' aka a 'technical' as used in many small wars. Most recently (2021) they reissued it again, back in stock form, this time with optional hard and soft tops as kit 3630.



In a throwback to a bygone era when multi-coloured kits were all the rage (remember Matchbox in the 80s?) the parts come in colours: 54 black for the chassis and a sprue of the smaller parts, one blue for the main bodywork, two white for the tops and 15 clear in the sprue with the glazing and lights. In this version you get five vinyl tyres and a decal sheet with an instrument panel and, with one Californian exception, European number and country ID plates. It is strictly a "curbside"; in that the bonnet is moulded closed and the engine only appears as an oil pan, the bottom of the block and a partial transmission.

As you would expect on such a basic and utilitarian vehicle, the detailing is sparse but what is included is well done and is as complete as the subject warrants. Door and bonnet hinges, bonnet straps, louvers and the badges are all sharply and cleanly moulded. The steering is posable but that is about it for "features". There is no photo etch and none is needed so, unsurprisingly, there are no aftermarket goodies available for this offering.

For a forty year old kit that has been reissued multiple times it is doing remarkably well. There is no sign of the moulds having been modified; presumably both Esci and Italeri simply added extra sprues to create the three re-variants released prior to this one. The mouldings remain crisp and sharp with no apparent loss of fidelity and no flash. The clear parts are particularly good being thin and optically flat, a combination not easy to achieve with injected styrene.

The mould parting lines are barely visible and are easily eliminated with gentle sanding. Ejector marks are few and

far between with only four small round ones and a single longer one running across the cargo bed needing attention: the rest are hidden under the seats or in the closed off engine area. The front grill is neatly done but needs careful painting to give it depth. Alternately you could cut it out and replace it with PE mesh.

The fit of the parts is very good. The chassis/body is near perfect, needing only a little clearance work assisted by a 20 thou skin that - conveniently - gives you an opportunity to better define and detail the inner face of the tailgate while covering up a couple of small sink holes. The suspension fits well and is easily aligned, the interior bits are obviously less critical but they too are straightforward to locate and align. Both right and lefthand dashboards are provided as options and the instructions show you how to arrange the suspension and steering gear to suit either driving arrangement.

The instructions are an eight page fold out roughly the size of the old imperial foolscap. The first page has a brief history and warnings in six languages, the second has colour notes and a part/sprue map, then four pages of assembly diagrams, one of colour profiles showing the decal placement and lastly a blank page with a defective parts coupon in case your kit is missing anything.

The instructions make reference to decals for the *Toyota Land Cruiser* badging below the bonnet beside the engine but none were provided in my copy. They are indicated as matching the suggested bodywork colours - i.e. the blue and the yellow - for which Tamiya and F.S. references are given. While they are not needed for my model I suspect they would have been better provided on clear backing film as BJ44s came in a range of colours commonly including white and red, not just the kit's blue and yellow.

The early Land Cruisers have been adapted for many roles and this kit is an excellent basis all sorts of replicas. It is worth looking for some of the reissues as they contain extra parts that may be useful if you want to make something non-standard with your kit. For example the 'Savannah Master' boxing has six, not five, wheels and tyres, a front bull bar, stowed cargo and jerrycans and the 'technical' obviously has a machine gun that is not in the other issues.

One simple conversion is to shorten the body to form a cab-chassis then add one of the many tray style flatbeds from styrene sheet, strip and rod. The cut lines are already etched in the body; you just remove the rear side panels, move the back corners and tailgate forward and reattach them behind the doors. Grind off the tailgate detail to leave two smooth recesses, shorten the roof to match and that is the bodywork done. Then use vertical cuts to separate the bed from the chassis then tidy up the exposed frame.

Mine is being modified in the style of one of the bull catchers used in the Northern Territory that recently "starred" in the ABC's *Outback Ringer* TV series. These have plate and box section steel armour scabbled on both sides and a large hooked 'bionic arm' that rotates to safely capture and hold the cattle to side of the vehicle.

This is an accurate, well-engineered kit with good fit and detail that holds up well despite its age. **RECOMMENDED**

FARMAN F.190

S.B.S. Model Kits SBS7008, SBS7009 & SBS7010 in 1/72 and SBS72045 (or Arctic Decals ARC-FR04) Window Masks and Frames

Reviewed by Dominic Prieur

Designed and first flown in 1928 Farman's F.190 series of sub-types (F.190 to F.199) fitted with various engines and further developed as the F.390. In all about 160 of these simple, tough and robust aircraft were built and operated throughout the 1930s and into the war years. They were operated by French, Portuguese, Romanian and Yugoslavian civilian owners in Europe and Africa and by Brazilian, Ethiopian, Portuguese, Spanish (Republican and Nationalist), Venezuelan and Uruguayan Air Forces and were impressed into the Armée De L'Air in 1939.

With so many airframes and operators it is no surprise that the type wore a large range of liveries, some of which are extremely colourful. References abound but the best source I know of is Crezan Aviation (www.crezan.net) which gives the history of the individual airframes with some excellent coloured profiles. It includes a lot of equally colourful subjects for possible conversions to make some of the later variants with inline or bigger radial engines.



THE KIT(S)

In keeping with their theme of issuing interesting interwar civilian aircraft subjects SBS have released three boxings of their F.190 airliner kit. The review kit (SBS7008) has markings for F-AIZS in Air France and CIDNA guises. SBS2009 has markings for CS-AAD in Portuguese and Nationalist SCW colours and EC-LAA in Republican SCW trim. The third kit (SBS7010) has markings for an Armée De L'Air example in Indochina and F-AJHZ with Air Services. All three share the same parts and presentation differing only in their decals.

Delivered in a sturdy 195 x 110 x 35 box the parts are sorted into resealable bags with the grey resin fuselage halves and wings (4 parts) in one with the other grey resin (54), clear resin (9), white metal (8) and PE (1 sheet, 20 parts) and an instrument film (1) in their own smaller bags. All except the large parts are mounted on solid casting blocks and are shielded where necessary with walls and arms attached to either end of their blocks. The whole lot are then cushioned in bubble wrapping.

The instructions are in the form of one double sided A4 sheet with a part map and simple, clear diagrams showing how they are all to be assembled. The (minor) differences between the boxed versions are clearly noted. In reality SBS kits are well engineered and quite simple and so do not need a lot of instructions. However, there is one somewhat glaring error in the instructions which show the PE aileron control horns incorrectly attaching to the trailing rather than correctly to the leading edge. Easy to overlook but also easy to fix.

The decal placements are detailed on a coloured and again double sided A5 sheet. Colour callouts are by descriptive name (eg dark orange, indigo blue) rather than by a manufacturer or by a proprietary code. As now seems to be common place there is no guidance as to the internal colours. At a guess the cockpit would have been largely clear finished timber and the cabin in some sort of neutral colour scheme related (paler?) to each airline's 'house' colours or in this case Air France's indigo blue. A darker grey/blue floor with light blue up to the sill line and off-white above seems a reasonable guess.

Turning to the parts themselves there is care and quality evident everywhere you look. For starters there is not a bubble to be seen on any of the castings. The surface finish and fit are at least as good, if not better, than all but the very top mainstream styrene kits and much better than any of the short run resin kits in this niche. The heat shield on the port side and the detail around the edges below the cockpit and along the belly are particularly finely executed. Similarly the treatment of the fabric covered areas on the wings, tailplanes, fin and rudder is subtle with thin and nicely scalloped trailing edges. The key parts have pins and holes to align them and they have been thoughtfully placed and fit perfectly. The casting blocks are positioned to facilitate easy removal and simple clean up; preparing the parts is a joy for once!

White metal struts are provided where strength could be an issue in providing support to the undercarriage and wings. These are all nicely thin and surprisingly straight, needing only minimal adjustment and they have cleverly been given accurately angled pins to help both strength and alignment. Even the appropriate notches are provided

for the control horns on the empennage, if not for the aforesaid ailerons.

With some 17 parts the engine is a little gem and a tiny model all of its own. The cylinders are keyed so they fit only in their correct orientation and are beautifully detailed down to and including their rocker boxes and pushrods. The latter are attached by a thin blade of resin; you may wish to trim this and fit thin wire replacements; if nothing else it makes painting much easier. The engine is complimented by the exhaust which is cast with its connection to its block along its back where any joint will not be seen and has an exquisite thin walled flattened oval outlet. The precision of the casting is such that the outer/visible side needs no more than merest of swipes with the finest sandpaper.

The internal detailing is well up to the excellent quality of the exterior. Equally gorgeous is the instrument panel which is made up by sandwiching the supplied film print between its resin base and a photo etched overlay. To this is added a tiny resin compass that sits on a tab folded from the panel PE. The pilots chair is a marvel: it has a perfectly rendered open 'weave' back (with holes!) and a neatly engraved squab. The four passenger chairs are also beautifully sculpted and detailed, complete with neat representations of their thin sheet and tube arm rests.

Marketed separately (presumably to keep the price point where they want it) is a set of window masks and chrome plated window frames to finish the portholes on both sides of the cabin. The frames are produced by Arctic Decals and are available from the Arctic store as well as from outlets that stock SBS kits. Masking round windows can be tricky unless you have a punch and die set available in the exact sizes you need so the pre-cut masks are certainly worth the very reasonable prices that are being charged for this set. The chrome window frames are the only practical way to reproduce this feature at this scale and, again, are well worth the cost.



They come in a small resealable bag protected by a card insert that has instructions describing the process for applying them. They also warn that you need to go round the frames with a new blade to make sure that they are fully separated and note with typical SBS forethought and honesty that you should *"Handle with care, as these frames are thin and a bit difficult to remove from the backing sheet."* Forewarned is forearmed!

SBS have clearly expended a great deal of time, thought and effort in their research, design, engineering and presentation of these amazing kits...and it shows in their exceptional quality. They are definitely not kits to be rushed but, handled with some thought and respect, they will reward even a relative novice with an outstanding model.

I VERY HIGHLY RECOMMEND SBS kits in general and these ones in particular on the basis that the only thing better than an SBS kit...is another SBS kit.

SHIP CHAINS

Shipyardsworks Ultra Precision Ship Chain

ML7001 in 1/700 scale and ML3401 in 1/350 scale

Reviewed by Pete Johnson



A surprising number of my projects need chains and until recently I have either bought them from jewelry suppliers or made them from jump rings in the traditional way by cutting wire coiled on a drill bit shank and then interleaving the resulting links. It sounds (and is) tedious and becomes more so as the link size gets smaller and smaller.

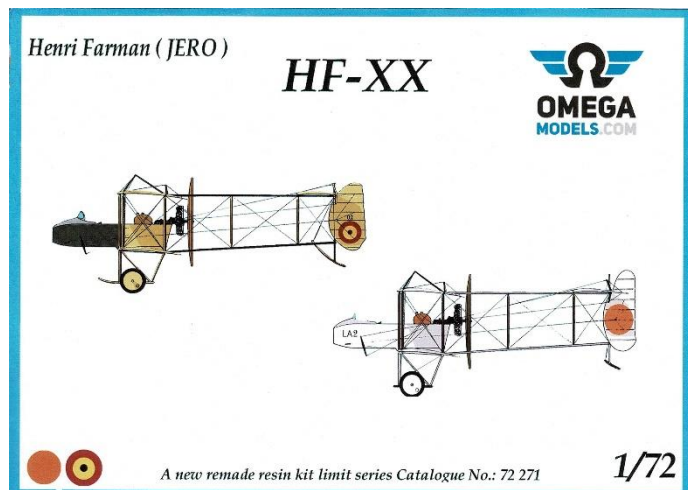
Hence I was delighted to discover these two ready-made chains. They are supplied in 300mm lengths packed in small envelopes about the same size as the images above. Although listed as being 'Black' the finish on mine is more like a very dark metallic i.e. perfect for the intended scales.

Probably the finest chains around and well-made, very useful and not expensive so RECOMMENDED.

HENRI FARMAN (Jero) HF-XX

Omega Models kit 72 271 in 1/72

Reviewed by David Muir



One of the simplest and most elegant military colour schemes ever was the overall white livery worn by the Dutch Farman HF-XX (or HF-20 according to some sources) in the Louwman Museum in The Hague. I have always liked the combination of white and natural timber and the simplicity of the orange discs of the Dutch insignia and have given some thought to scratchbuilding one. However, the lack of detailed drawings has always been off putting. So it was with eager anticipation that I purchased one of Omega's kits in the hope that the big issue – i.e. building the rear 'fuselage' - had been solved.

The kit arrived in a top-and-bottom tray box with forty nine resin parts on five casting blocks and eight photo etched wheels to assemble into four neoprene 'O' ring "tyres". And Omega's answer to the fuselage challenge: three curved lengths of copper wire in two sizes still bent from being cut from a large roll. Why two sizes? Why curved? Why?

Somewhat dismayed I hoped the instructions would give some guidance but sadly none was to be had. They consist of one A4 sheet with a very brief history (in English and Czech), a list of three obscure references, another list of colours coded to AGAMA and Humbrol, a photograph based parts map (deceptively showing just two *straight* wires) and a crude set of assembly diagrams. On the back is a diagram for the u/c assembly, plan and front view line drawings and two (coloured) side views doing double duty as the only decal guidance. Just to confuse matters, one minute with a ruler confirmed that the side views and plan were to very slightly different scales thus making the process of determining the true length needed for each frame member extremely difficult.

Missing is any advice on how to straighten the wire (in my experience not easy and requiring skill and practice), the dimensions or set out for the rear frames or even how to join the parts. Copper is notoriously hard to join successfully with the small quantities of CA or epoxy glue if you are trying to make acceptably neat 'in scale' connections. Soldering is the most obvious alternative, but again it needs practice and skill and worse, the heat anneals and softens the metal making it easy to bend and difficult to keep straight. Silver soldered stainless steel tube would be far better for the task but requires skills and equipment that are outside most modeller's comfort zone.

More poor engineering decisions blight the resin parts. Most resin casters – but not Omega - figured out long ago that the best place for the casting blocks was along the leading edge of things like wings as that made for easier clean up, thinner trailing edges with subtler TE scalloping if needed. The overblown rib tapes and too chunky trailing edges in this kit pretty much dictate that the wings and tail plane must be sanded down and given new rib tapes made from strips of decal if you want to approximate the delicacy that is so characteristic of these early aircraft.

While the resin is free of bubbles there is a lot of flash to be removed when preparing the parts. And they are not completely trouble free as many are small and difficult to hold, let alone file, scrape or sand, making it simpler and much easier to just fabricate new ones. Detail is limited; the open cockpit 'bathtub' has no framing, just a token control column, pedals and seats so even more fabrication work is needed to bring it up to a reasonable standard.

The usual niceties such as dimples and marks to indicate where things such as booms and struts are to be fixed are absent from this kit. Compounding the assembly challenge is the fact that the interplane struts are all slightly different lengths and profiles. They are all variations on a crude "woomera"- like shape with curved edges, whereas the actual struts are parallel sided, tapering just a little at each end so, in any event, you are again forced to replace them.

The PE wire wheels have their own shortcomings. Their 'rims' are segmented, probably to allow you to bend them to a conical shape. Getting two of them to align back-to-back and fit exactly inside the very flexible neoprene tyres - and do it four times - is an impossible task. The resin alternatives that are provided are crudely detailed and oversized so, again, replacements are inevitably required.

Decals are provided for one Belgian aircraft and the Dutch example in the Louwman museum. The latter coded 'LA 2' has roundels above and below the upper wing and below the lower wing but you would not know it from the meagre instructions. The eight roundels supplied are in a burnt orange/brown that is a long way from the quite vibrant orange on the subject airframe. More difficult to fix are the codes which have a grey rectangular background outlined in black rather than plain black letters on white.



All considered this kit is a waste of good resin as virtually everything needs either substantial revision or complete replacement. To be blunt: you would be far better off, spend less time and be less frustrated if you take a pile of styrene and scratch build your own around one of The Small Stuff's exquisite seven cylinder Gnome Omega (50hp) or Gnome Lambda (80hp) resin engines in both 1/72 and 1/48. Hence this kit is NOT RECOMMENDED.

1/700 WARSHIPS BY MANUFACTURER Part 9

by Joe Turner



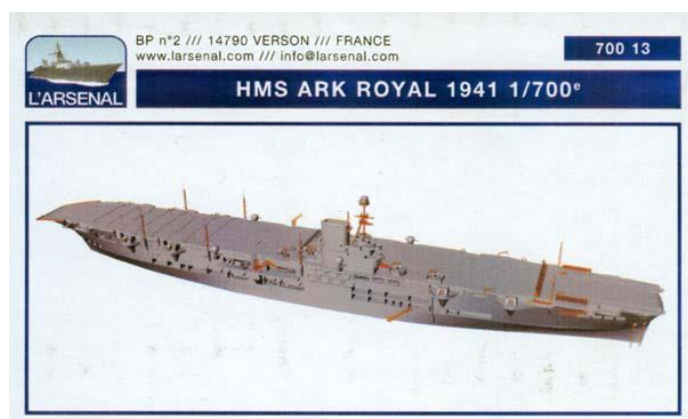
This manufacturer is from France has done a very large selection of great subjects over the past few years, in a whole variety of scales including 1/32, 1/48, 1/200, 1/350, 1/400 and 1/700. They have done mainly maritime subjects, as far as I can tell, but they have also done some military and aviation equipment and decals too.

From a naval perspective, they have had some excellent looking accessories in resin and etched brass in a variety of scales and they have also done a nice selection of naval decals. Many of the accessory sets are aircraft and vehicles. They have focussed a lot on supporting the Heller 1/400 ship range (which makes sense), but have also supplied much in the now common 1/350 and 1/700 scales. However, in keeping with the stated them of this series I will only focus on as many of their complete 1/700 ship kits as I can find.

I do not know how many of these kits are still going to be available as quite a few have subsequently been the subject of mainstream injection moulded plastic kits. Some commentators believe some of the original L'Arsenal resin kits (in various scales) are superior to the more recent equivalent plastic kits.

ROYAL NAVY WW2

- Escort carrier HMS Biter – 700-12
- Light Fleet carrier HMS Colossus (1945) – 700-07
- Light cruiser HMS Sheffield (1942) – 700-16
- Light cruiser HMS Jamaica (1942) – 700-17
- Aircraft carrier HMS Ark Royal – 700-13



ITALIAN NAVY WW2

- Italian destroyer Audace 700-01

GERMAN NAVY WW2

- Escort TA-20 (ex-Audace) – 700-02

FRENCH NAVY WW2

- 'Super' destroyer Leopard (of the Chacal class of Contre-Torpilleurs) 700-09
- 1500 tonne submarine Casabianca (Redoutable class) – 700 03



RUSSIAN NAVY COLD WAR ERA

- Submarine Projekt 1851 Almaz (X-Ray class) – 700-19

US NAVY COLD WAR ERA

- Landing Platform Dock USS New York LPD 21 (San Antonio class) – 700-14



ROYAL NAVY COLD WAR ERA

- Landing Platform Dock HMS Fearless (Falklands War) – 700-15
- Light Fleet carrier HMS Glory (Korean War) – 700-10



FRENCH NAVY MODERN (MARINE NATIONALE)

- Frigate La Fayette 700-04
- Frigate (escorteur) T-47B class 700-05
- Flotilla (escorteur) T-47B class 700-06
- Aircraft Carrier Arromanches (1st Indochina War) 700-08
- SSBN submarine Le Redoutable 700-18



SWEDISH NAVY MODERN

- Visby class stealth corvette – 700-10



REFERENCES

The following websites are useful sources of information on L'Arsenal kits and builds:

<http://www.larsenal.com/>

<https://www.scalemates.com/>

<http://steelnavy.com>

JULY MEETING

Simon Wolff has provided some images from the recent APMA Meetings. First up: from the July Meeting:

Jiri Kure (with his Hasegawa F-4J phantom in 1/72) and James Argæet (with his Zvezda 1/144 Air New Zealand Boeing 777ER) shared People's Choice



There were some interesting 3D printed models on display including Peter Webster's U-1 Class German U boat in 1/72 scale...



...and two 1/72 scale PlayMoreit3D prints brought in by Graham Carter...



...and James Argæet's classic 1/25 Monogram 1959 Cadillac with its iconic pink paint...



Ley gave a well-received talk on WW1 Zeppelins and displayed some of his Zeppelin models including this "K" type converted from a Takom "Q" in 1/350...



...and his L10, a "P" Class, also in 1/350 scale...



And Graham's weird Wellington WIP...



AUGUST MEETING

The August meeting's "Blue and/or French" theme was a spectacular success with over 100 (Lindsay counted at least 106 !!!) models on the tables. This surely has to be something of a record for an APMA monthly meeting and it is great to see such an excellent turnout - both in sheer numbers and of such a high standard – on display.

What follows is just a small sample of the entries, kindly provided by Lindsay Charman...



Ley Reynold's 1:72 Canniere Fluviale in a riverine diorama setting with a part of the varied line up of 1:72 RAAF, French and Israeli Mirages brought in by Lindsay Charman and Phil Wordsworth.



An overview of part of the main thematic display with James Argae's 1/25 Kenworth Aerodyne, Ian Wrenford's 1/48 Stinson Trimotor and Paul Green's 1/18 XD Falcon and Warren Evan's big group of 1/72 Corsairs and Hellcats.



Chris Cole's 1/20 Renault RE30B...



A part of Nigel Patrick's many excellent entries...



Bill Renfrew's WW1 infantryman and Ian's "French" moto...



Bob Morgan's French armour...and as the themed entries there was also some excellent models in the "General" (non-themed) section, including...



Phil Wordsworth's Airfix A4 Skyhawk...



A part of Ian Wrenford's French Collection...



And these two, which were just some of a large clutch of well done "egg" models by Jayden Patrick.

Coincidentally both these would also be very appropriate subjects for the next thematic which is scheduled for the meeting on November 12th. It's theme is:

AMERICAN or BLACK


The same rules will apply: anything originating or used by the Septics and/or predominately black in colour in any scale will be eligible. It should be a good one...anyone think we should try for 150 entries?



James Argæt's very French Breguet Deux Pont...

NOSTAGIA

For Sydney based modellers of a certain age a couple of shops were formative in feeding our addictions. So when I stumbled across these two ads in an ancient 1980 issue of the Australian Model Railways Magazine I felt a warm glow: Fantastic in the Angel was where I first met organised modellers meetings in the form of APMA's precursor and Keith was a keen supporter of APMA in its infancy. DM

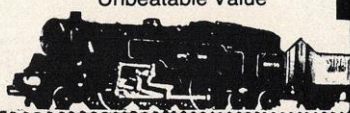


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SEPTEMBER'S MUSTANG MUSTER

September's meeting will have a pop-up thematic display devoted to Mustangs. It will be open to **ANY MUSTANG** model, be it a horse, car or aeroplane, and in any scale.

If you have any completed Mustang models do bring them along for display; old models are most welcome. Thanks to Dave Muir and Platypus Publications there will be some special prizes for the best judged display model. We will also be running a Special Raffle with equally special prizes following the Mustang theme and drawn from:

- "North American Aviation P-51D/K Mustang Revisited" by Robert Pęczkowski (donated by Platypus Publications)
- "Southern Cross Mustangs" (donated by Dave Muir)
- "Mustang, The Story of the P-51 Fighter" by Robert Gruenhagen (a first edition of what is still one of the best P-51 books)
- "The North American P-51D/K Mustang, including the P-51H & XP-51F, G & J" by Richard Franks
- Two prints by Graeme Molineux of RAAF Mustangs
- Two Tamiya 1/48 P-51 Mustangs (a Mk III B/C and a Mk IV/IVA/D) with accessory and decal sets.

Dave Muir will also present a talk about the Mustangs in RAAF, RNZAF and civilian hands 'down under'.

