

# NEWSLETTER

---



Modellers Of Ballarat Inc

# MODELLERS OF BALLARAT INC.

## NEWSLETTER NO. 11

Hi there troops. Another month has been and gone. This year is just flying by, before we know it Christmas will be here again.

First of all I'd like to apologise for not getting the last newsletter to you all before the meeting. Wayne said to tell you all that he had a go at me about it but I told him where to go instead.(Ha! Ha!) The July meeting was a quiet one and not much was discussed during the "official" part of the night. What was actually spoken about was the Waverly Interclub Competition in October. I have received a copy of the rules which I will bring along to the next meeting for all to see. Each club can only enter two models in each category - the club will pay the entry fee. We already have the theme models of HMAS SYDNEY that Terry and Garry are currently building. We still need models for all the other categories. Miscellaneous, Aircraft, Civil Vehicles and Armour. If you would like to enter one(or two) of your models in these categories, then bring them to the next meeting and we'll note them down. Each club also has two of their members judging the entries(but not those from their own club).

Something I would like to add to this newsletter that I didn't in the last is to congratulate the members from Northern Area Modellers who won prizes in the recent Competition held by B.S.M.C. Wayne, Don and Don's boys Kevin and Jake didn't come all this way and go home empty handed. Well done guys.

### PREZ PRESS

First off I must say I was a bit disappointed by the lack of members at the last club meet, must have been the cold may be? Still those that attended brought along a good selection of models plus we had some give aways on offer, so some of the members went home happy. Those members who didn't attend check with Cindy or Darren as they will have your magazine(2), giveaways courtesy of N.K.R. Models who once again have donated items towards the club. So thank you is in order once again.

I got a laugh out of Cindy's description about some of the members modelling habits. Though I haven't moved out of town as far as I thought because last Saturday afternoon I was working around the paddocks when a Falcon Station Wagon drove down the driveway. Ah Ha I thought, must be someone we know or possibly Darren or Terry paying us a visit in a camouflaged vehicle trying to trick us. So I walked up the drive, with a smile on my face mind you, when this strange woman leapt out of the vehicle and approached me with a bulging briefcase and a smile a kin to a Crocodile, before I could say anything she then proceeded to extol her well rehearsed lines about the Armageddon Peoples Enlightenment Society (APES for short) or whatever mob she was an agent for. I thought this can't be happening way out here, no visitors, no fellow modellers, just the God botherers. I politely declined and then told her I obviously hadn't moved far enough away from the bright lights and the only visitors I had had on this day was her and she was interrupting my secret farmers business, besides she didn't even bring the paper(Courier) for us to read and she knew nothing about modelling so I told her to bugger off!

Now on to the new releases all from N.K.R. models, so for those who have no access to their web site ([www.nkrmodels.com.au](http://www.nkrmodels.com.au)) I'll touch on a few that should interest some members. I haven't been into town much lately, but I believe that Terry or Darren may be able to inform members of any

new releases in the main hobby shops in Ballarat.

N.K.R. have in 1/72 scale aircraft the following new releases, AZUR Curtiss Hawk 75A Mohawk, this consists of 32 virtually flash free injection moulded parts (sorry Earl), markings for French, Finnish, RAF and Luftwaffe, at \$16 this is good value, but if your budget will stretch to \$20, AML have released a Curtiss Hawk 75A Mowhawk as well. This has 22 injection moulded parts, it also contains resin Cockpit and Wheel Well details, Vac Formed Canopies, photo etched Seat Belts, instrument panel, decals for 2 X RAF, 1x USAAF and 1x Free French Aircraft. The Cockpit detail is said to be superb as there's virtually nothing else you could put in there, so if you're after a Mohawk you have a choice of two.

MPM have released a 1/72 Mitsubishi K1-83 Twin Engine Aircraft. This is possibly the only kit of this Aircraft around at present, some earlier kits were resin and were about \$60 when available. This kit is \$21.50 so that is far cheaper than the original.

ICM have released another re-issue kit of the excellent ICM OMEGA-K Ural truck plus the Russian Spetsnaz figure set. The truck is fully detailed inside and out. The price is \$32.50 so it is a good price for a kit which can be the centre piece of an interesting Diorama.

Now for all the Ship builders out there who are always crying out for new models, N.K.R. have the bargain of the Millenium - ICM have released two 1/350 scale German WW1 Battleships which in itself would have to make them a collectable subject. I have seen these models and they are impressive, mind you the box is huge and probably a bit of an overkill. The hull is a one piece 20" long moulding, three bags of parts, a stand and a 12 page book of instructions, there are about 500 pieces, so any person modelling these ships should be going for quite a while. They have been compared overseas (by the modelling press) as being comparable and even better than a certain well known Japanese brand ship kits. These models elsewhere sell for \$110 to \$130, N.K.R. are selling both kits together for the price of one! \$110, now if thats not a bargain for Ship modellers, then I don't know what is, as some of the tiny 1/700 kits I have seen sell for \$40-\$50 for something so small you go blind trying to build them.

For those interested the models are the German KOENIG class of 1913 Battleships. Both the KOENIG and the GROSSER KURFUERST are available and they are sister ships. Both fought at the Battle of JUTLAND in 1916 the KOENIG was hit several times by HMAS IRON DUKE, but due to having a 14inch armoured belt (355mm for those who are unfamiliar with the old farts system!) she was able to continue without being disabled. KOENIG belonged to a class of 4 units of Dreadnought type battleships. She was refitted after JUTLAND and ended up being at Scapa Flow on June 21 1919 along with the intire German fleet which had surrendered.

I haven't had a close look at the instructions but the pictures I have of the KOENIG show circles painted on her forward (B?) turret and also on her rear (X?) trurret to aid aircraft recognition.

Also N,K.R. have just released the latest WWP book, Luftwaffe in detail, Air War Over CZECHLANDS, those books are aimed at the modeller who wants to be able to see in detail, the various subject that they cover. This is an extremely interesting book, and the photos mainly depict crashed aircraft, 273 black and white photos, 2 colour photos and colour drawings. For any diorama modeller the photos open up a wealth of information and also modelling scenarios, but for any Luftwaffe fan the book is a real plus when it comes to new photos of an old subject and is worth buying.

For any of the club members who have a computer, and have access to N.K.R. web site, the second paragraph in his newsletter makes interesting reading. Maybe members should refuse to buy from some establishments who don't pass on the full savings as our hobby was supposed to have been one of the winners under the governments new tax arrangements. If the hobby proprietors don't pass on the full benefits to buyers, then the swap and sells will really take off.

Now for a lighter side of life-

One of society's famous ladies asked a portrait artist to paint her in the nude. "Sure", he said "But I'll have to keep my socks on so I've got

somewhere to store my brushes"

Next one-

CAPITALISM: You have two cows, you sell one and buy a Bull.

SOCIALISM: You have two cows, give one to your neighbour.

COMMUNISM: You have two cows, the government takes them and provides you with milk.

NAZISM: You have two cows, the government takes them and shoots you.

EUROPEAN UNION: You have two cows, the government shoots one, milks the other and pours it down the drain.

CIAO fello modellers until next issue.

Thank you dear president for that very informative article. If there are any members who wish to contribute an article to the newsletter just let me know and I'll put it in. As you can see, it doesn't have to be about modelling.

Well that's all for this issue except I'll see you on the 5th AUGUST at the next meeting.

See You.

Cindy.

Here's a few extras for laughs:

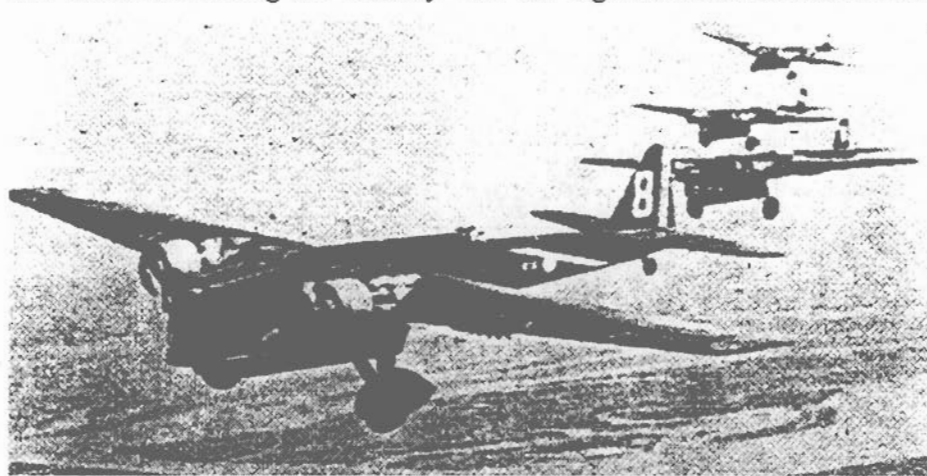
This bloke was watching his wife putting on her bra. He commented, "You don't need to wear that, you've got nothing to put in it." She replied, "So that means you don't need underpants!"

A husband and wife were in bed watching WHO WANTS TO BE A MILLIONAIRE\*. The husband asked his wife for some 'Hanky Panky' but the wife replied "No". Husband Asked, "Is that your final answer?" Wife Replied, "Yes". Husband then says, "Well I'd like to phone a friend please".

# Amiot 143M

**History:** Said by many to be one of the ugliest aeroplanes every made, the Amiot 143M was an evolution of the Amiot 140 which was designed for a 1928 French Air Force requirement for a 'Multiplace de combat' (multiplace combat aircraft) to be used as a day/night bomber, long range escort and reconnaissance aeroplane. The first Amiot 140 flew in April 1931 and 40 were ordered by the Armée de l'Air. Amiot refined the design to the 142 with an inline engine and the 143 with radial engines and the 143 was put into production (replacing the Amiot 140 order). The first Amiot 143 flew in August 1934, deliveries to the Armée de l'Air began in July 1935 and it remained in production until 1937 when the 138<sup>th</sup> and final aeroplane of the type was manufactured.

Sixty of these obsolete aeroplanes remained in service at the beginning of World War II and were used during the 'Phoney War' for night reconnaissance and leaflet dropping. With the



A flight of Amiot 143Ms in early 1940

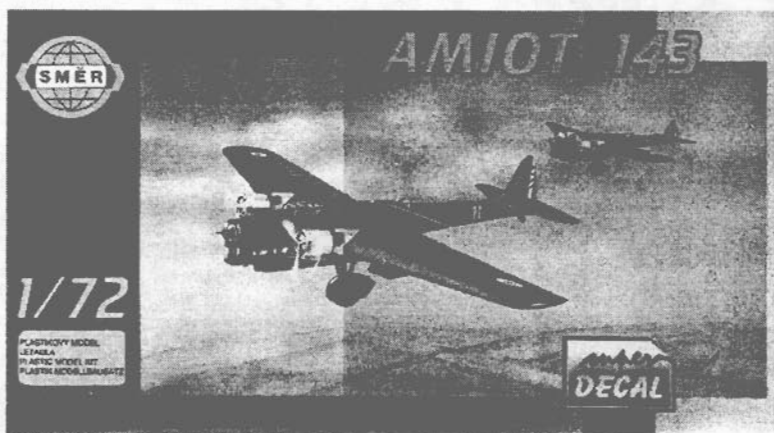
beginning of the German invasion in 1940 Amiot 143s were used in night bombing raids on transport infrastructure in Germany, Belgium and France and proved fairly successful with two squadrons dropping between them 338 626 lbs of bombs for only four losses from 197

sorties. They were highly vulnerable in daylight and on their only day sortie against strategically important bridges 11 out of 12 aeroplanes were lost because of their poor performance, light defensive armament and complete lack of armour. After the French defeat some Amiot 143s remained in service as transports in the Vichy forces, the last ones being grounded in February 1944.

**Data:** *Engine* two Gnome-Rhône 14Kirs/Kjrs Mistral Major 649kW (870hp) radial piston engines. *Wing span* 24.5m (80ft 4½in). *Length* 18m (59ft 0½in). *Maximum take-off weight* 9700kg (21 385lb). *Maximum level speed* 310km/h (193mph). *Range* 1200km (746 miles). *Crew* 4 to 6 depending on role. *Armament* up to 800kg (1764lb) of bombs carried internally, four 7.5mm defensive machine guns.

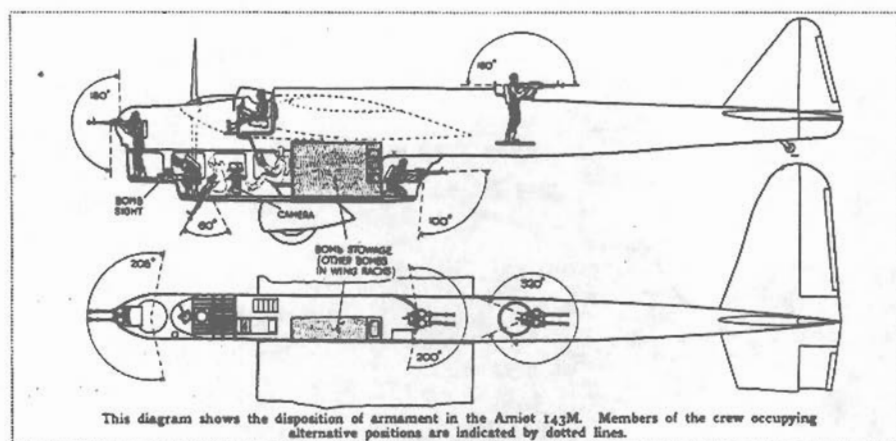
## The kit: SMER 1/72

The Eastern European company Smer has been doing fans of French aviation a favour by widely re-releasing a lot of older Heller kits. Heller, the French kit manufacturer, had made kits of a great many French aeroplanes during the 60s and 70s,



many of them very advanced for the time and usually of a good quality. These days Heller is also re-releasing many of those kits so exactly the same moulds can be had from Smer and Heller. The difference between them is usually found in the decals, if anything the sheets with the Smer kits are better but the colours shades seem less accurate than those of the Heller kits. Having said that, I haven't seen Heller re-releasing their Amiot 143M kit so you'll have to look for the Smer version.

The kit is not terribly complicated so there's not much that can go wrong with it. There are rivets everywhere so they have to be sanded down. There are, however (there's almost always a however) two major challenges with this kit. One is the fact that it's completely empty on the inside, the other is that there is an awful lot of glazing. If you peer in through the glazing there's obviously nothing inside, this isn't a problem for many large aeroplanes where any effort you put into detailing the interior is usually lost so it's not worth going to much trouble, but with the Amiot something has to be done. I happened to be flicking through an old issue of *Flight* and



This diagram shows the disposition of armament in the Amiot 143M. Members of the crew occupying alternative positions are indicated by dotted lines.

came across a diagram of the interior of the innards of the Amiot 143 which are quite different from the actual aeroplane in some details but it was a useful guide. Most important is the bomb bay which is located on the port side of the fuselage, a floor between the upper and

lower levels and something in the cockpit for the pilot to sit on and use. The spares box got a fair workout and bits of plastic card were shaped up for the bomb bay and the floor.

The French appear to have used a shade of very deep black grey for their interior colour in the late 1930s so a lot of the effort that went into filling out the fuselage disappeared into the darkness. Still, without the additions the model would have looked a lot less realistic than it does with them. There are still large naked areas in the fuselage lower level but photos of the actual aeroplane show the same thing, so that's okay.

If you've got nothing to do for a weekend you might have just enough time to mask all the glazing properly. A lot of it is extremely fiddly and the turrets will test your patience. If you've got a very steady hand it would be easier to hand paint them, but I don't have that attribute. After that it's all easy. Aeromaster produce a good range of acrylics in French colours and the Amiot is overall chocolate brown. I used some of the decals from the kit, particularly the rudder stripes which have the serial numbers superimposed on them, but for the roundels and fuselage stripe I used the invaluable Model Art decal range which has slightly different shades of blue and red and are probably more accurate. The only break from solid brown is the engine nacels that are bright silver.

The kit comes with odd looking bombs that go on the external underwing racks. I've no idea how accurate they are or what colour they should be so I left them off.

As for ugly, I don't know that I agree. Square, angular, ungainly perhaps, but to my eye the Amiot 143 has a certain stately and uncluttered elegance, the kind of thing that you'd expect from the French. Perhaps the huge spatted wheels dangling down from the wings are unbecoming, but in comparison to a lot of other aeroplanes designed and built around the same time I quite like it.