



No 10
2023 september

The lighthouse of the
Pointe des Chats
Groix Island

The free model
scale 1:100

EXHIBITION - ALBI APRIL 15 & 16
Salon de la maquette et du modelisme
We were there !

JEAN-LOUIS PIROU
The model maker of the pink city

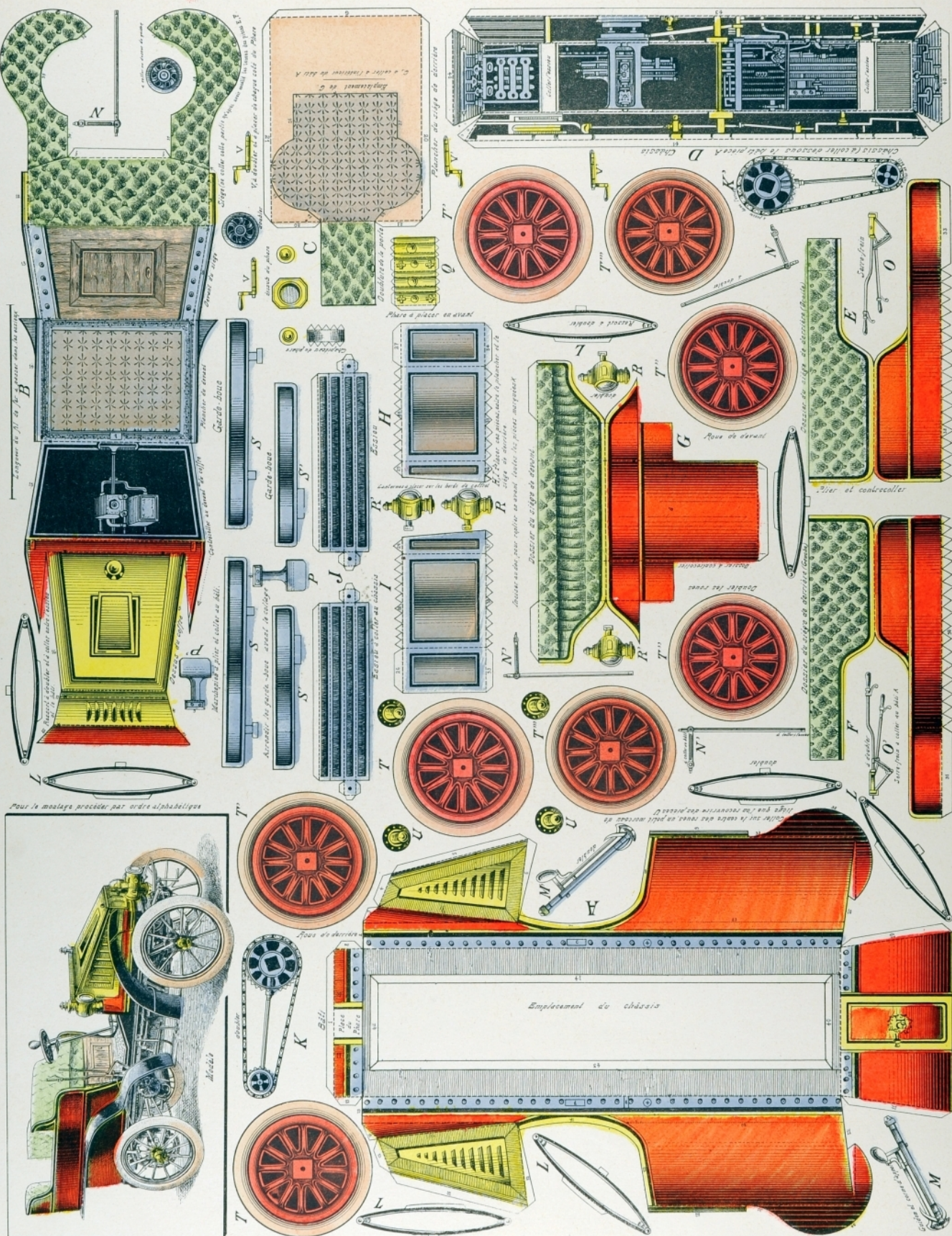
WWII TANK- 1:50
The Renault B1 bis
A World of Tanks model

AVIATION - 1:50
Potez 60 "Sauterelle"
The Criquet's model

L'AUTRE CHEMIN
Thierry Hatot
The passion for the paper

OLD MODEL
Renault Type A 1898
Shell Berre model





The little note

PMP Le Mag' is back! This modest magazine has the sole aim of promoting paper modeling by addressing as many subjects as possible. After a little over a year of lethargy, we decided to resume the adventure. It is true that we were somewhat demotivated by the lack of enthusiasm generated by the work of publishing an issue. However, we discovered that the Mag' was read anonymously and several of these readers from France and elsewhere also asked us about its future. The German group AGK (see article by Pierreg in PMP Le Mag' n°6) also asked us to translate it to put it on the first page of its site. Soon, it should be present on the website of the French Federation of Static Modeling (FFMS) which is actively working to revive model making in all its disciplines.

We love our hobby, it deserves that we take an interest in it and that a magazine represents it. For those who read us and who practice paper modeling, come out of the shadows, write to us and show us what you do. Then, your comments are welcome.

SOMMAIRE

2 | EXHIBITION ALBI APRIL 15 AND 16

Salon de la maquette et du modelisme
We were there !

8 | JEAN-LOUIS PIROU

The model maker of the "pink city"

14 | RENAULT B1-bis TANK

World of Tank model
Scale 1:50

20 | LE POTEZ 60 "SAUTERELLE"

All about the Criquet's model
Scale 1:50 & 1:48

25 | EDITIONS L'AUTRE CHEMIN

Thierry Hatot
The passion for the paper

28 | OLD MODEL

Renault Type A - 1898
Shell Berre model

31 | THE LIGHT HOUSE OF THE POINTE DES CHATS GROIX ISLAND

Scale 1:100
The free model to download



They have worked for this magazine :

Le Criquet	http://www.criquetaero.fr
PasKal	http://www.maquettes-en-papier.fr
Pierreg	https://carton.pierreg.org
Rusty79	-
Layout and cover by Paskal	

After the cancellation of the edition planned for 2021, the Albigensian Model and Modeling Show made a big comeback on April 15 & 16. As in previous editions, this great Albigensian mass had the particularity of bringing together in the magnificent Pratgraussals room, more than 60 exhibitors from all over France, fans of model making.

Back to the exhibition of the



Par PasKal

Jérôme Roux, President of CMT81 and his team, have once again carried out remarkable work in continuation of the previous edition of 2019 at which we were also present.

I also underline the excellent welcome, the kindness and the humor of all those who are dedicated to the success of this event.

This exhibition has the particularity of bringing together modeling and modeling. Outside, a pool had been set up for boat demonstrations and a radio-controlled car circuit completed the entertainment. In a hall, an electric car circuit was accessible to those who wanted to try it.

In the room, stands of radio-controlled planes rubbed shoulders with stands of models or railway circuits...

The idea is remarkable and attractive for fans of both hobbies. This is certainly what contributed to the success of this event in view of the countless visitors who visited the aisles during these 2 days.

A prize for the best stand was awarded to all the modelers' stands which presented their marvelous wooden boat models requiring several years of work: excellence with a capital "E".

Thanks to CMT81 for this superb weekend which we summarize with a few photos.









Ci-dessous : (Cisfran) PMP member, close-up on his splendid "74-Z Speeder Bike" piloted by his "Scout Trooper" (free Star Wars model from Paper-Replika at 1:12). On the right, part of my stand





See you in 2025 !



JEAN-LOUIS PIROUX

The model maker of the pink city

par pierreg



It was at the end of the 1990s that several architectural models of Toulouse buildings appeared. They only seemed to be distributed locally or by European model distributors like Marcle Models (GB) or ModUni (D), but no known French ones!

In fact, the author of these models, Jean-Louis Piroux who was a professor of Applied Arts at the Lycée des Arènes in Toulouse, had already designed models to order from institutions convinced of the “model” effect in event communication. This is what he confirmed to me by letter in 1999, citing for example the model of the new layout of the arrival courtyard of Matabiau station for the inaugural day and the model of the Lariboisière hospital published on the occasion of the centenary of Paris hospitals.

Among his customers are, for example, the Guggenheim Museum in Bilbao, the Cité de l'Espace, the Paris Hospitals, the SNCF, Crédit Lyonnais, the Toulouse Town Hall, Mac Donald's, etc.

Since 2000, he has had a website (<http://graph3d.perso.libertysurf.fr/>) offering his modeling services on demand and a catalog of his creations. The site has evolved little since then but we will notice very good advocacy for the cardboard model as a communication tool. He announced at the time that this type of model was “in full revival”.

In addition, an original seat model of his design is offered as a gift.

It does not appear that this author has distributed models other than those presented below since 2010. As in his catalog at the time, they are classified by size, in large, medium and postcard formats.

The big models

The Saint-Sernin Basilica

It was in 1998, on the occasion of the 9th centenary of the monument, that the model of the Saint-Sernin basilica on a scale of 1/250 was published. This impressive model is presented in two-color printing on fairly strong cardboard in the form of a 52x33cm base and 4 30x30cm boards.

The model takes into account the “non-restorations” carried out from 1970 to give the whole a unity more faithful to the origins.

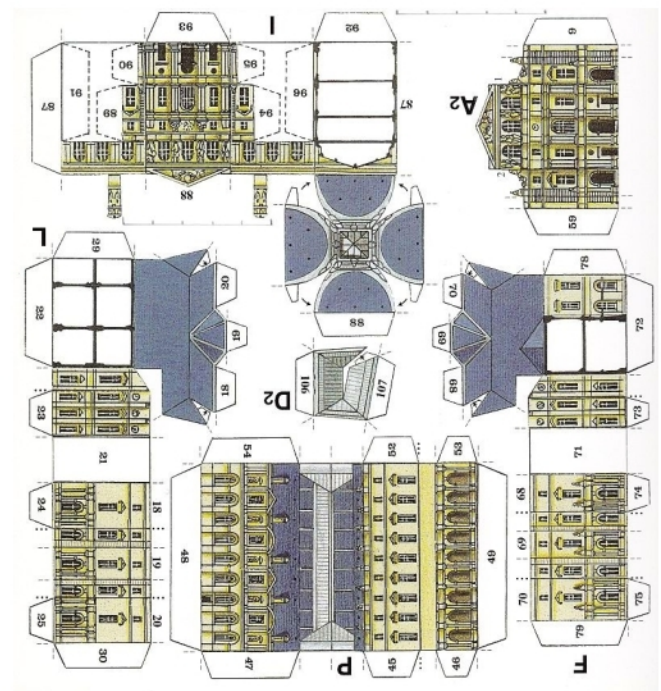
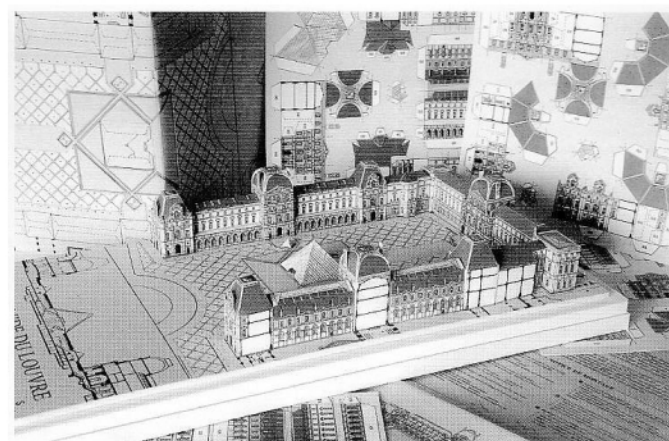


The whole gives an impression of sobriety confirmed by the very pure graphic lines and a designed and discreet brick texture, limited to a single color. Overall, a very beautiful and impressive model, quite easy to assemble but a little austere like the original.

The courtyard of the Louvre pyramida

On a 47x23cm base are deployed the 16 buildings which form the 3 sides of the courtyard. In the center, the pyramid and its three little sisters are made of rigid transparency to fold. The scale is not indicated but it can be estimated at 1/800th.

This breakdown into simple buildings makes assembly easier even for inexperienced hands because each one is only 3 or 4 centimeters on a side.



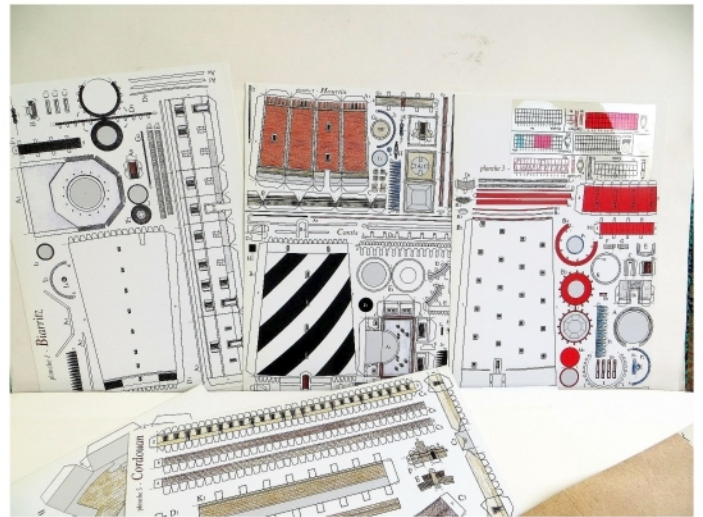
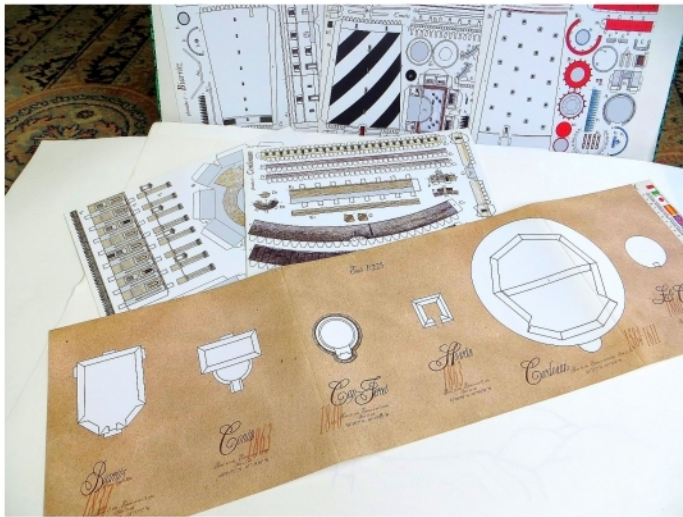
The Guggenheim Museum in Bilbao

Made at the request of the museum itself, this large model designed on a 50x33cm base seems to be quite complex given the characteristics of the original. Its printing is in four-color and silver. It actually represents all of the museum buildings. Having never had it in hand, I can't say more.



The collection of “Les bouts du monde” lighthouses on a scale of 1/225

In 2003, a booklet bringing together six French lighthouses on the south Atlantic coast was published. The booklet unfolds and serves as a common base 68 x 21cm for the six lighthouses: Biarritz, Contis, Cap Ferret, Hourtin, Cordouan, La Coubre.



It consists of eight A4 sheets and a transparent print for the lanterns.

It is followed by a new booklet including, according to the same principle, six lighthouses from the northern part of the Atlantic coast with the same principle of presentation. Chassiron, The Whales, the Little Crowd, the Pillar, the Great Carpenter, the Great Cardinals. Finally a third booklet containing 6 lighthouses of Brittany was published in 2004. Goulphar, Eckmühl, la Vieille, ArMen, les Pierres Noires, Kéréon.

It was in 2005, during the 30th anniversary of the Thalassa television show, that Jean-Louis Piroux was specially honored. He was in fact the builder of the 30 lighthouse models which were put into play as part of the “Win your lighthouse for the benefit of the SNSM” operation. These 1:30 models were specific for the operation but there is no doubt that his three collections of lighthouses had made him known as a specialist. By searching on the Internet you can find one of these large lighthouses which were distributed by random draw. The “Les Pierres Noires” model is, for example, priced at more than 100 Euros (September 2023): however, the model on display no longer has its complete lantern...



One of the very rare copies of the 3rd booklet of the collection lighthouses



The "Les Pierres Noires" lighthouse at 1:30 scale on an auction site in 2023

The average models

Cathares castles

It seems that in 2000, two models were the announcement of a series produced for Midi-Media editions which was to be enriched with one model per year. The model is presented on a 35x45 cm board folded in three.

Unfortunately, these editions no longer seem to exist and the collection only includes two models: the reconstruction of the Montségur castle in the 13th century on its rocky peak and the interior view in the form of stripped-down representation of the Palm Room of the Quéribus castle: This is a model of a beautiful Gothic cross vaults.



Forst farm

Model of an old Bresse farm printed on a 45x30 cm board folded in 3.

Bresse museum

Domaine des Planons. This model of the farm-museum is printed on a 45x30 cm board folded in 3.

Postcard models

Monuments of Toulouse and others

Apart from these models, the other monuments are offered in postcards form at scales close to 1:1000. But unlike the small cards of certain publishers, the size of the cards is adapted to the complexity of the models which are, certainly a little simplified, but extremely well rendered. As with the large Saint-Sernin model, the textures are drawn in a very convincing way: the only criticism is that the cardboard is sometimes a little too rigid for very small folds.

List of the models (french names) :

Toulouse – Saint-Sernin 21x11cm

Toulouse - Musée des Augustins 21x21cm

Toulouse - Cloître des Jacobins 21x21cm

Toulouse - Cathédrale Saint-Etienne 21x11cm

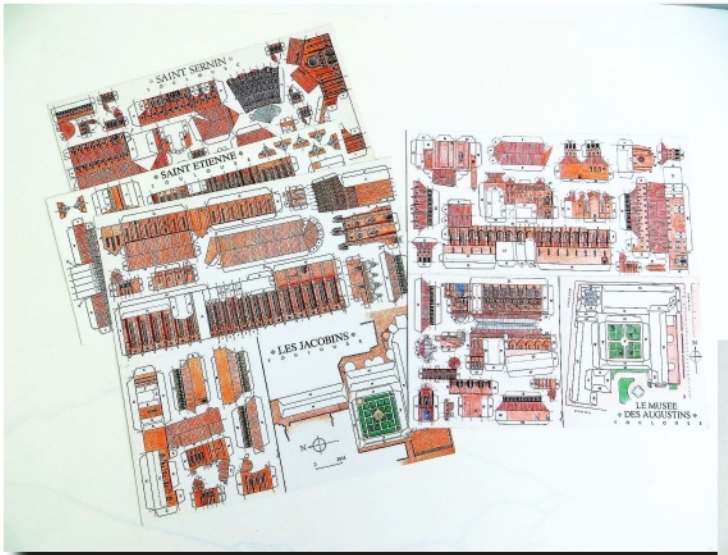
Toulouse - Hôtel d'Assézat 21x31cm

Toulouse - Le Capitole 21x21cm

Toulouse - Restaurant MacDonald's 15x30cm

Toulouse - Cité de l'Espace voeux 1997 Triptyque 21x29cm

Albi - Cathédrale Sainte-Cécile 21x31cm



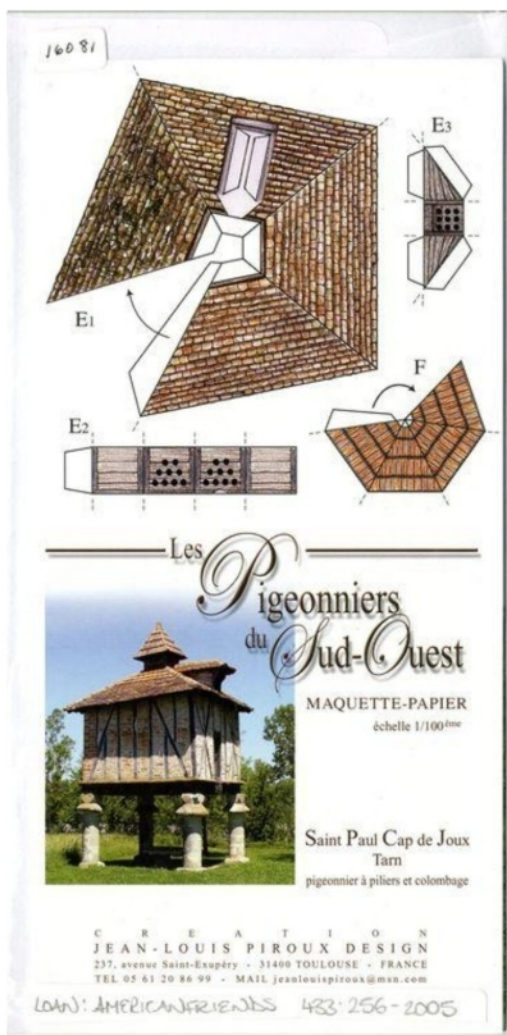
These small models, with designed textures, and quickly mounted on small bases of less than 10cm on each side, are very attractive and take up little space for an excellent visual result.

the South-west dovecotes scale 1:100

On an A4 format folded in three, these small models mounted on a 9x9cm base, are original and even if they have few parts, require care for correct assembly.



In the series, 5 models seem to have been released: Labastide de Lévis -Tarn, Saint-Paul Cap de Joux – Tarn, Muret – Haute-Garonne, Solomiac – Gers, Montdragon – Tarn.



The South-West Dovecotes:

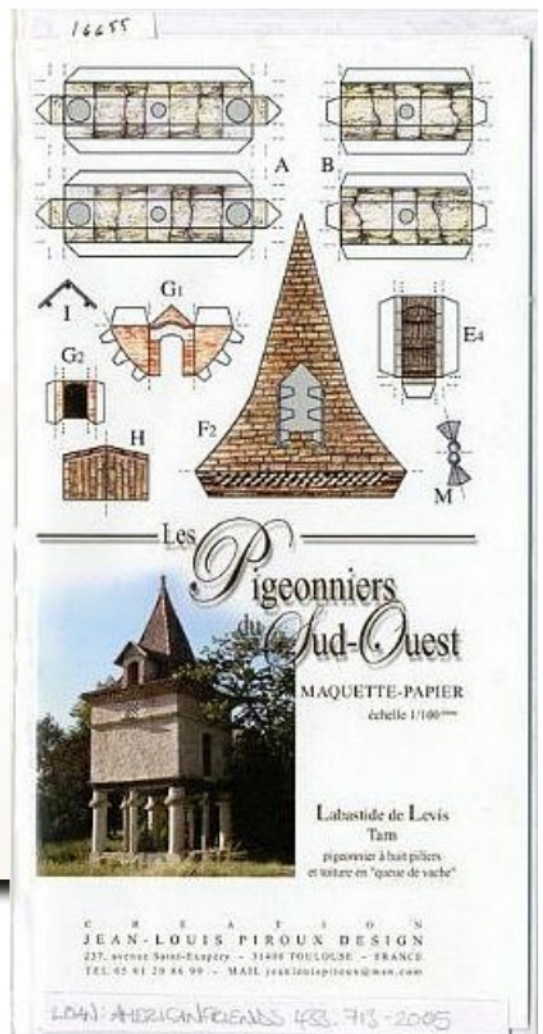
2 of the 5 models
distributed:

Saint Paul cap de Joux on
the left and Labastide de
Lévis on the right



The model of the Labastide
de Lévis dovecote.

"Cow's tail" roof and eight
pillars



On the author's website, other models are cited such as the Lariboisière hospital, the Basilica of Lourdes, etc. But I have never seen copies of it even in the 2000s when its models were available at ModUni.

The “mystery” of the model of the castle of the Dukes of Brittany

The Nantes History Museum presented in its shop, when it reopened after restoration in 2010 and for a certain time, cardboard models: the castle of the Dukes of Brittany and the Tour Lu. It turns out that only two models of the castle were offered at a scale close to 1:500. Their presentations are almost identical: in an A4 format, one is entitled “Architectural model” and the other “cutting”.



The “Architectural model” (on the left) seemed to me to be exactly the work of Jean-Louis Piroux even if no signature appears. The arrangement of the parts, the precision of the layout and the assembly instructions correspond to those of his other models.

As for the “cutting”, it has almost as many parts, but different simplifications, the instructions being reduced to a diagram of the assembly, betray a much more simplistic work. In one corner, however, appears the publisher “papeti.net”.

All it takes is a search on the Web to realize that this Barcelona publisher is more of a general distributor of products for tourist shops. We then see some models including a model of the Jacobins convent of Toulouse with a style very similar to that of JL Piroux.

Currently, the Nantes museum seems to be unaware of the interest in these models because they are no longer available in the store at all.

Conclusion

The known activity of this author of architectural paper models seems to have taken place from 1998 to the 2010s. With relatively simple but very well drawn models, his production stands out from French publishers of the same period such as l'Instant Durable, and unfortunately its distribution has remained very discreet.

Even on online sales sites, it is very rare to find them even though older poor models abound!

Renault tank B1-bis

par PasKal



Armed with an anti-tank gun in a turret and an anti-personnel gun in a casemate, the B tank was intended to break through enemy defense lines.

1:50

Paper model



World of Tanks



The B1 tank is a French heavy battle tank, designed in the interwar period and used at the start of World War II.

A very advanced design for the time, the B tanks nevertheless proved to be quite unsuitable for the rapid operations of the Battle of France in May-June 1940.

Its design began in the 1920s, with several prototypes. The Renault model was chosen in 1929 but production did not begin until 1934. After the production of 34 examples of the B1, in 1937, new orders were placed for a version with improved armor and anti-tank capabilities: the B1-bis. The Renault engine now develops 300 horsepower, the armor increases to 60 mm at the front and 55 mm on the sides. The new APX-4 turret is also installed which, armed with a 47 mm SA35 cannon, finally adds real anti-tank capability to the tank. The mass of the vehicle increases from 28 to 31 tonnes. The autonomy especially suffers, although it can reach 180 kilometers at low speed with the 400 liters of the three tanks but, at a speed of 20 km/h, it is only six hours or 120 kilometers. of the B1-bis accelerated after France's entry into the war in September 1939, but fewer than 370 were delivered before production ceased at the end of June 1940.

During the operations of May-June 1940, the power of the B1-bis managed to attack the German attacks but many B tanks were lost due to breakdowns, requiring excessive fuel consumption. The Wehrmacht, then the French Army of the Liberation, continued to use B tanks until the end of the war.

The model

I can't say enough good things about the WORLD of TANKS tank models, available for free download on the Russian video game site of the same name. Each model construction is a real treat even if sometimes certain technical or graphic details seem curious and if the markings that these machines bore are sometimes absent. I think it's related to the game; the tanks modeled there are playable and do not necessarily carry precise distinctive markings. As for this B1-bis model, I had wanted to build it for a while, but the choice of camouflage meant nothing to me. Indeed, the scheme proposed on the model is unknown to me as well as its petrol blue, reddish brown and beige. Not being the world specialist in tanks through the ages, I did a lot of research (internet, books) on the types of camouflage that were affixed to the B1-bis and I found neither this diagram nor these colors. It is true that in theaters of operations, equipment is sometimes repainted for various reasons and without taking official drawings into account. Was this the case for this design? Nothing about this model is specified and does not prove it to us.

In order to maintain historical accuracy, I therefore imposed a "repainting", taking the opportunity to affix the markings: roundels, name of the tank and identification number.

I didn't redesign the camouflage scheme because it was too complicated. If the latter is a puzzle type, it may appear similar but it does not correspond to the 3 puzzle type diagrams that existed on the B1-bis.

Too bad, I set it up like that.

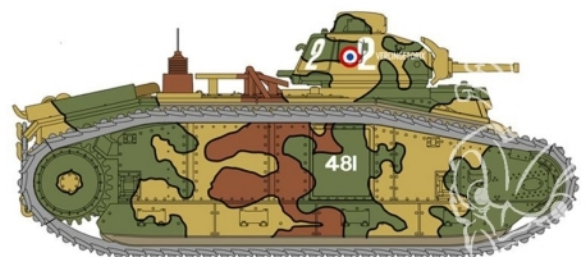
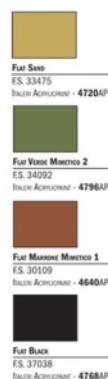
From the splendid color multi-views of the WarDRAWINGS site (Vincent Bourguignon) and the color plates of the Italeri plastic model, I recomposed the B1 bis n° 481, called "VERCINGETORIX", 3rd company, 46th Tank Battalion, 4th armored division, France, 1940 (phew!).



Above: a recolored sheet

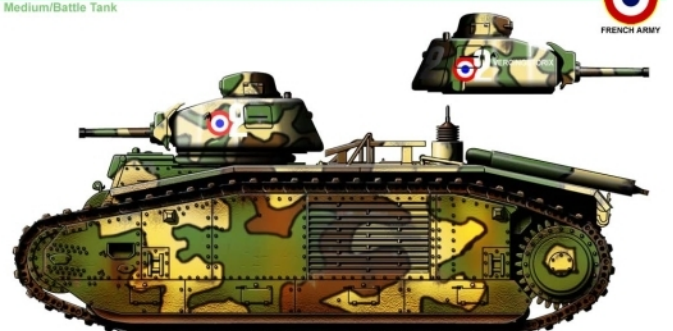
Below: the Italeri color board and an extract from the WarDRAWINGS multi-view picture

Version A
Char B1 bis "Vercingetorix" (481)
4° DCR1, 46° BCC2, 3° Compagnie
May/June 1940



B1-bis (75 mm ABS SA 35 howitzer & 47 mm SA 35)

Medium/Battle Tank



Mounting

As with all WoT models, the isometric 3D instructions are clear and impeccable. To start, the body of the tank. As usual, I replaced the proposed paper stiffeners with Depron cut with a hot wire. The interior is therefore almost full, guaranteeing a perfect shape to the body and its rigidity.



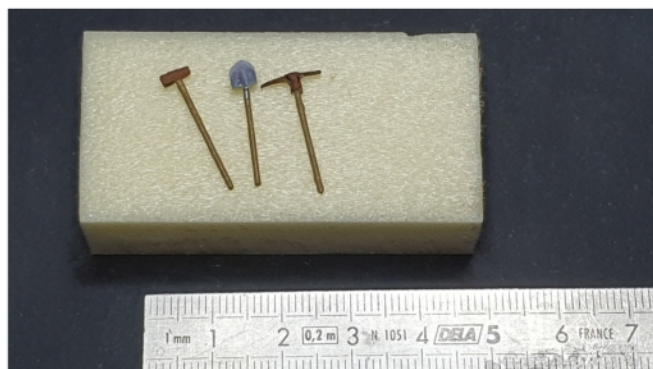
The tool handles are made with copper wire following the diameter and lengths recommended in the instructions and then painted.



The upper part is finished. The exhaust pipes were painted with rust-imitating acrylic. The central guardrail (absent!) was made from formed, welded and then painted copper wire. The jacks have been completed: jaws, nuts for lifting, floor plates, fixings. Addition of fixings for exhaust guards, tools etc... All the color touch-ups were done with acrylic.

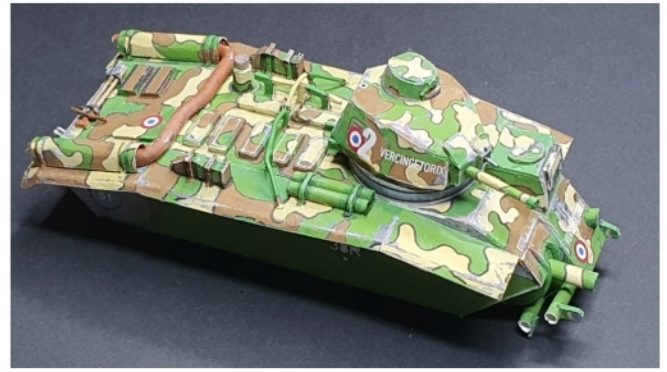


On a firm and solid base, the assembly of the upper elements and future boxes poses no problem.



With the exhaust pipes the first difficulty appears: finding a section with a diameter of 3 mm to form according to the diagram provided. I opted for flexible electrical wire with its sheath.





The turret is a delicate element. Be sure to respect its straightness when assembling its body otherwise it will be twisted. In addition, unsightly play will appear during assembly on its base located on the body. Note that it can rotate. For this, I do not use the recommended process consisting of a cylinder of paper stuck to its bottom and entering the box. I simply use an axle made with a piece of toothpick glued and stuck in the Depron of the body.



Undercarriages are always a delicate operation due to their complexity and the number of parts. On B1-bis, the major difficulty is to cut out the 64 pebbles previously laminated on 160 g/m² paper. On the left, my revolver cookie cutter had the right diameter... A stroke of luck which saved me from tedious cutting with a modeling knife, with its shape problems and hand cramps. On the right, the undercarriages are completed. On these, I highlighted several elements such as the inspection hatches.



The B1-bis caterpillar tracks are adorned with 120 large oblong crapons. These are laminated onto 1 mm cardboard before being cut to size. They are then glued to the treads, from which their housings are cut in half-circles on either side. The fields of the crapons and tracks thus obtained need to be colored. The color was composed with acrylic, and the hollows were shaded. Finished with alu-colored dry-brushing.

Assembly of the boxes with the tracks on the body. Metal rings have been added to the 4 traction lugs located at the front and rear as well as 2 hooks for the chain supports. The antenna is copper wire.

The finished model dimensions are (L) 13cm x (w) 5.5cm x (h) 7cm.



The stand to present the model. The base and decoration are made of paper laminated to featherboard. May-June 1940.

At the bottom an abandoned Renault R40 tank as well as a Chenille-Lorraine 37L and its tracked trailer.



Conclusion

An excellent model apart from a very particular or even doubtful original coloring and the absence of the central guardrail (at least point it out and plan its layout in 3 views?). That said, let's not forget that this is a free template. So for the price...

For the remainder; it's "World of Tanks": beautiful, well-organized sheets, understandable, ultra-detailed and precise instructions, error-free for problem-free assembly. A high-level paper model as Russian designers know how to do from the site of this game.

During a very recent exhibition, I had the opportunity to meet several modelers surprised to learn that this tank is made of paper.

Proof that this type of model easily supports comparison with the naked eye with plastic models on the same scale.





REPRESENTATIVE OF FRENCH LIGHT AVIATION IN THE 1930S

POTEZ 60

by "Le Criquet"



You can be an enthusiast of France's beautiful (and lesser-known) aeronautical history without being a modeller.

The 'Belles Plumes Françaises' series is for all those for whom a model is the illustration of a great story.

They still require a minimum of care and patience to be assembled, but what a pleasure it is to own a model of an original aircraft that you have assembled yourself, without the need for sophisticated tools or special experience!

A little of history

The Potez 60 was designed in the early 1930s. Named "the grasshopper", it was intended to be a tourist aircraft "to everyone".

The prototype first flew on 8 August 1934 at Meaulte in the north of France (where the Potez factories were located).

The Potez 60 was essentially made of wood. Its "parasol" wing is covered in linen.

The landing gear, which is wide enough to limit the risk of a "ground loop", is attached to wooden winglets which also facilitate access to the cockpit. The open cockpit is in tandem, with the pilot in the rear place.

The aircraft is 100% Potez: the engine, an uncooled 3-cylinder star-shaped Potez Anzani 3B with 60 hp, as well as the rubber shock absorbers and even the propeller on the first examples to be produced.

The Potez 60 was an economical aircraft, both in terms of purchase (after deducting a spécial government bonus, a private owner could buy for 15000 euros the equivalent today), maintenance and fuel consumption.

The Potez 60 was built in 160/170 copies, 75 of which were ordered by French state. Some rare examples are still flying, mainly in France.

I have chosen to design models of two of them. They have been restored in the standard Potez livery used at the time: red for the F-AZSK, and blue for the F-PRYP.



According to the latest information, the F-AZSK is owned by the "Association Aéronautique Histoire de Meaulte" located at Méaulte airfield (France).

An original detail is the cartoon depicting Laurel and Hardy riding a Potez 60 on the right-hand side of the fin. Laurel has the features of Mr Robinard, the previous owner and restorer of the aircraft, and Hardy those of his mechanic!

Apart from its modern engine (Continental 65hp) instead of the original Potez 3B engine, the F-PRYP, based in Carcassonne (Aude département) at the A.C.A.P.A. association. The standard Potez decoration scheme is completed by the number 11 (a reminiscence of the number of the département where it was reborn).

Its fuselage is a reconstruction of a damaged fuselage (the F-AZBT) to which has been added the wing recovered from a Swiss collector.



Double scale?

Because of their originality, the models I draw are not among those usually supplied in the usual measurements of 'plastic' models. Most of them are in Anglo-Saxon scale, including 1:48.

Since these modellers are not allergic to paper, and so as not to deprive them of including some previously unpublished models in their collection, the cards have been arranged so that they can also be printed in A4 format at 1:48 by simply adjusting the printer (104% enlargement).

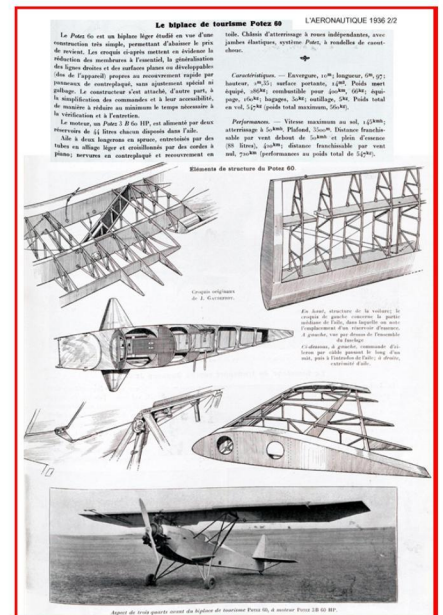
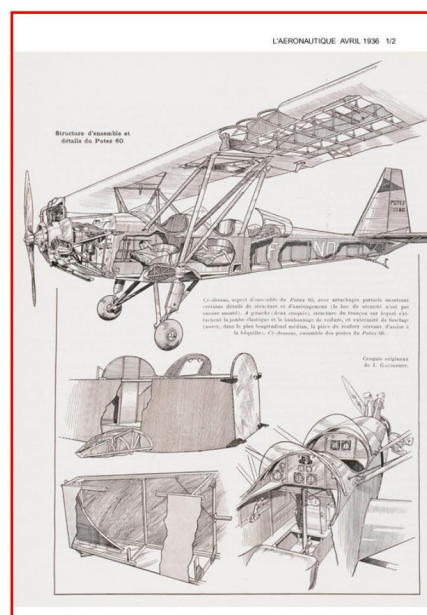
The documentation

When you're investigating a little-known type of aircraft, the search for documentation is a fascinating adventure.

There are many source document, starting in particular with old magazines on the subject when it was relevant.

The hardest part is still finding a plan that can be used once the dimensional data has been corrected.

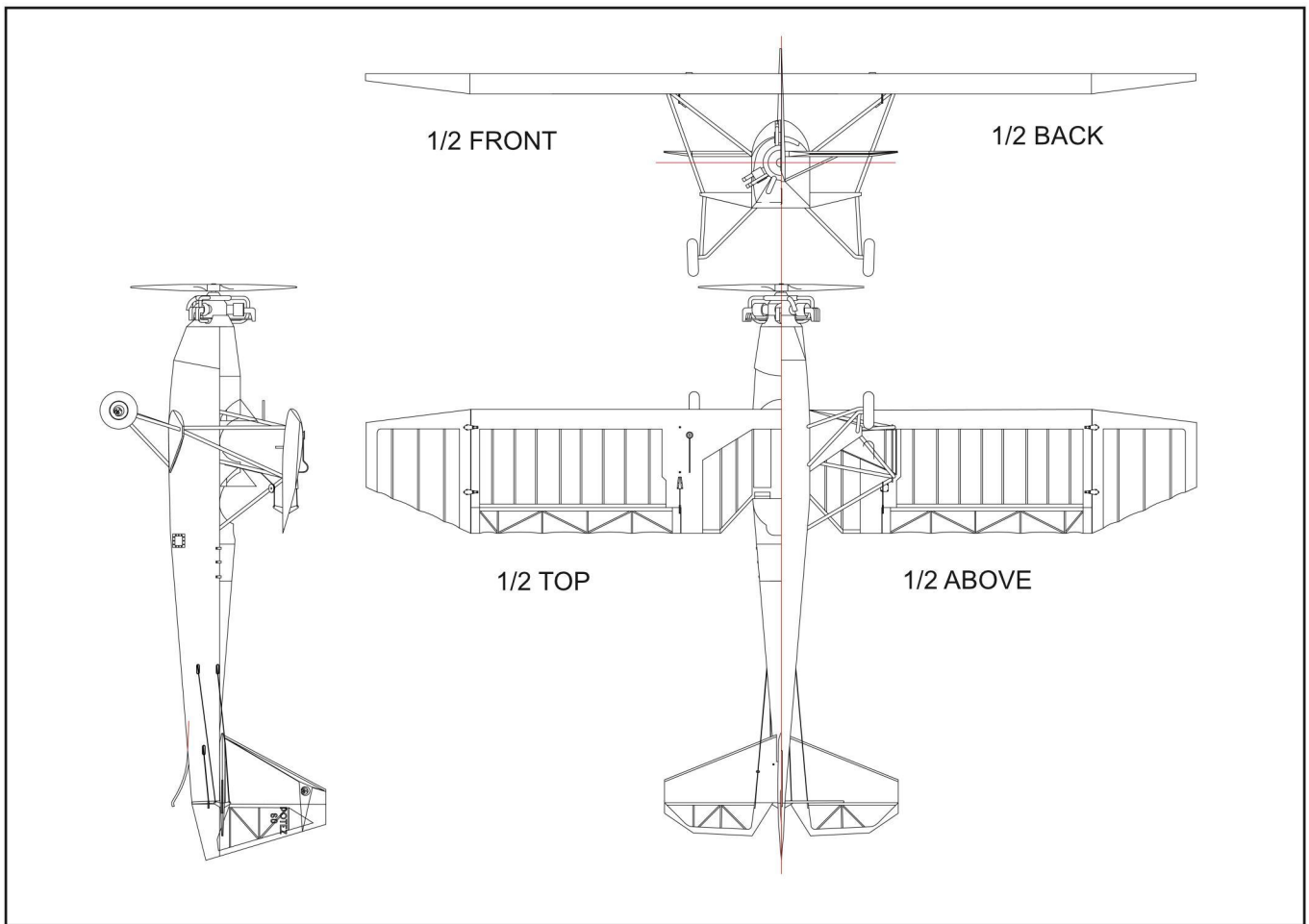
But when, like me, you have a network of enthusiasts ready to help you (thank you, friends) and, especially, you have a full-size aircraft close to home.....



The April 1936 issue of "L'Aéronautique" gave us a presentation illustrated with magnificent sketches by J Gaudefroy. All hand-made of course, no CAD at the time!

Drawing time

This is the most interesting stage (but also the longest). The success of the rest of the process will depend on the care taken in its design.



Multi-view plan of the model. As the two sides of the fuselage are very similar, only one has been shown.

The most laborious part is drawing up the plan of the future model from all the elements collected, keeping in mind that all the volumes must be developable (an obligation with paper!).

The more carefully you study the model, the easier it will be to work on it later.

Multi-view drawings, surface details.... and, of course, views that coincide with each other!

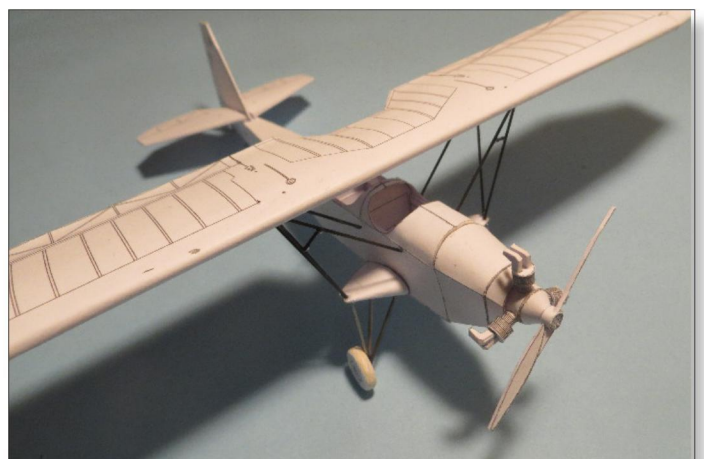
Beta version of the model

Let's move on to the design part, which will be the subject of a specific development, as there is so much to say on the subject.

Any serious study ends with the production of a minimalist version of the model (known as the beta version) to validate all the solutions imagined and selected during the design phase.

Once coloured, it will form the basic model for the "Belles plumes Françaises" series.

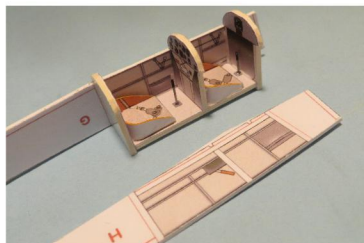
The result is already promising!



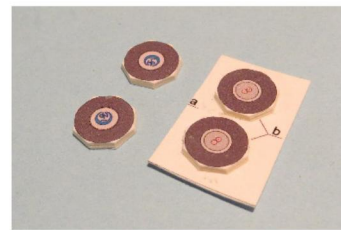
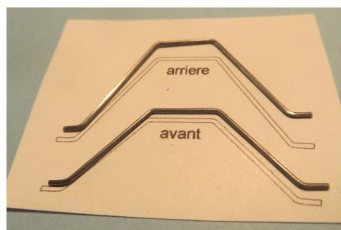
Let's move on to assembly

My models, whatever the scale, are made of a rigid structure of strong cardboard to which the covering is applied. This series of models is no exception to the rule: models need to be easy to handle, without the risk of being crushed by careless fingers (it's all relative after all).

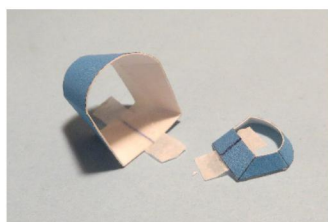
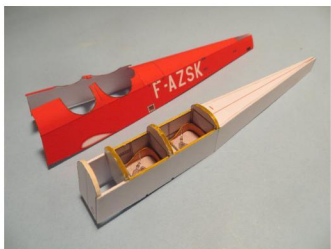
Let's get to the crux of the subject with a few photos taken at different stages of construction.



1 Cockpit before closing. Minimalist but sufficient. The gauges received a drop of glue to make them shine.

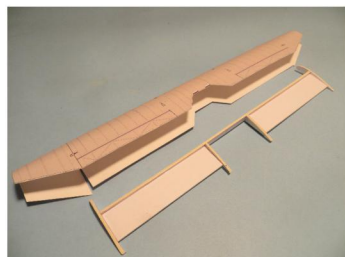
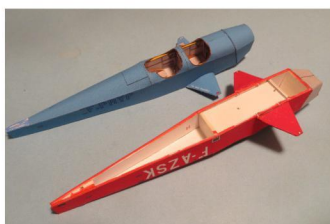


2 The fuselage cover will cover the fuselage structure. Note that it's really solid (made of 0.5mm and 1mm cardboard!).

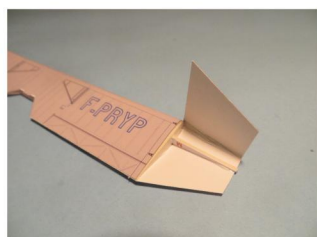
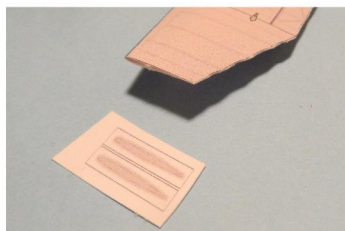


3 Engine cowl and faceplate. The tissue paper strip reinforces the edge-to-edge bond.

4 Top - bottom of the fuselage. Note the flaps that will support the undercarriage and wing cabin.

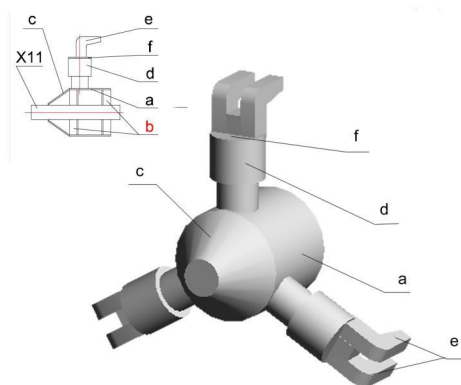


5 The wing cover needs to be carefully preformed. It must be practically self-closing on the structure.

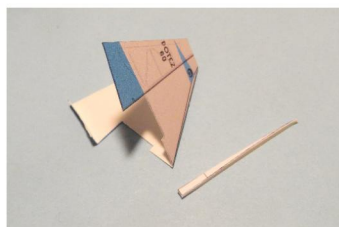


We finish by closing the wing tip

6 Undercarriage legs need to be carefully shaped. The edges of the wheels should be rounded to match the shape of the tires as closely as possible. The color of the tires should be reproduced (felt-tip pen, gouache or other).

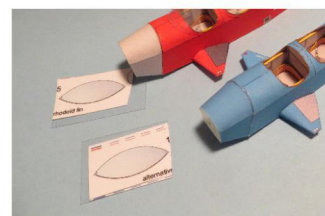


7 Even simplified, the 3-cylinder Potez engine contributes to the model's charm. Despite its small size, it's relatively easy to assemble.



8 The fin is closed around the vertical web with a fillet of glue at the trailing edge. Same procedure for the rudder stabilizer.

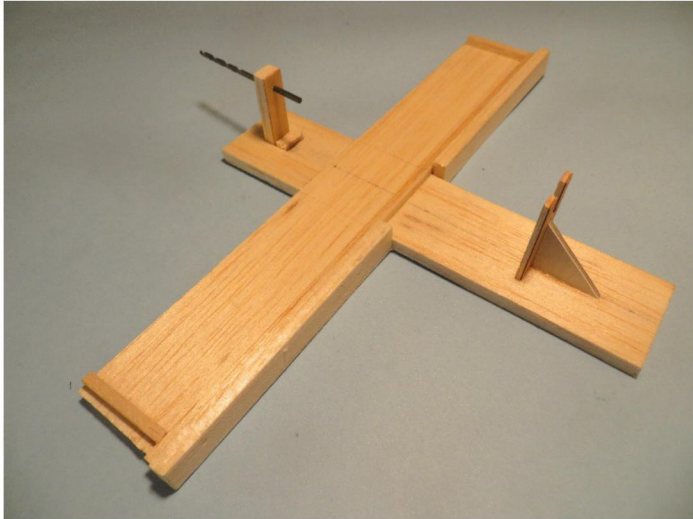
9 The last step before all these elements come together is to install the windscreens. Transparent is better, but more delicate to install!



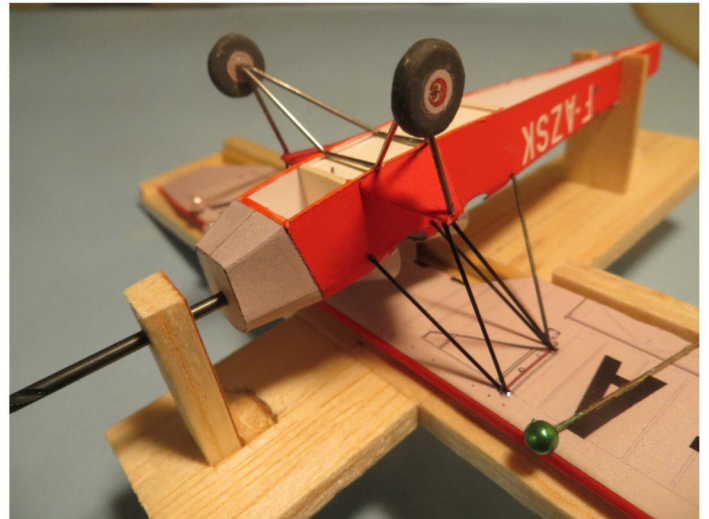
A minimalist but essential mounting structure for a stress-free "cross".

A "parasol" wing is original, but connecting it to the fuselage (the hut) requires the construction of an assembly frame. It doesn't take long to build, but it's a quick way of ensuring good geometry and stress-free assembly.....

The frame can be made from cardboard or softwood (here, scraps of balsa wood left over from an aeromodeling period). All the instructions for its construction are on the model cards, but the photos below clearly speak for themselves.



*A luxury frame for multiple model assembly.
When we love.....*



Don't be fooled by the photo. The assembly is much simpler than it seems.

After closing the bottom of the fuselage, the Potez 60 is put back on its "feet" for the final step: to receive its tailplane and be fitted with its engine, after fitting the front part of the cowling (the face plate).

To give you the desire (upgraded versions).



The only existing static models of the Potez 60.....and they're all in paper.

Separate rudders and control cables, a more realistic engine layout, various equipment - all these improvements have been made from the basic model, aware that there are no limits in this matter.

This presentation is taken from the one on the web site:criquetaero.fr, here:

<http://www.criquetaero.fr/potez-60-sauterelle-f-azsk-au-1-50-a213945539>

History, lots of pictures of the model under building and completed, assembly tips and suggestions for improvement, everything is here to get you started on building YOUR model of the POTEZ 60.

*(Translate....not without difficulties,
with DEEPL traductor!)*

www.criquetaero.fr





**Thierry
Hatot**

and



The passion for the paper

Born in March 2017, L'autre Chemin, located in Aigueperse in Puy-de-Dôme, is a somewhat atypical publishing Cpy. There is no literature there.

It specializes in the cultural field, and offers different collections linked to monuments or museums: card games, fans, activity books, coloring, etc.

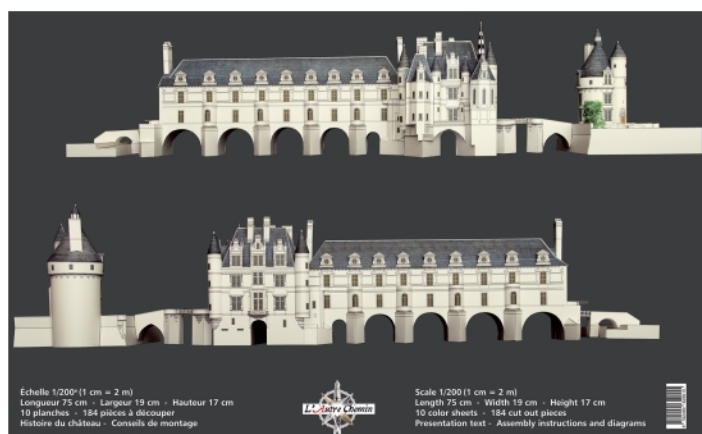
par **Paskal**

Architectural cut-out paper models fit naturally into its product range. They are available in two ranges: models in several sheets at 1:200 or 1:250 and models with a single sheet, in the tradition of those printed in Épinal in the 19th century. Its catalog already includes a dozen titles of paper models. In the register of large models, we find the booklet of the Château de Chenonceau, whose parts are distributed over 10 boards and that of the Abbaye aux Hommes de Caen with its 17 boards. As for the models on a 22 x 35 cm format board, we find the Saint-Étienne cathedral in Vienna in Austria, the Clos-Lucé in Amboise, the Château de Chenonceau, a dodecahedron, a Gallo-Roman house, a Roman temple, a Roman theater, the Suzanne (a Great War locomotive classified as a historic monument in Bar-le-Duc), the Villa Marguerite in Houlgate. To be published, another Austrian church.

L'autre Chemin is a still young company which had to go through the closure of its points of sale during the "Covid 19" episode, which had the effect of delaying the publication of new models.



Above, the model of the Abbaye aux Hommes in Caen and below that of the Château de Chenonceau



Echelle 1/200 (1 cm = 2 m)
Longueur 75 cm - Largeur 19 cm - Hauteur 17 cm
10 planches - 184 pièces à découper
Histoire du château - Conseils de montage



Scale 1/200 (1 cm = 2 m)
Length 75 cm - Width 19 cm - Height 17 cm
10 color sheets - 184 cut out pieces
Presentation text - Assembly instructions and diagrams



For the moment, the "model" team includes three authors: Pierre Guérin, Étienne Dumortier and Thierry Hatot.

A new model series is planned for 2024, with a new author.

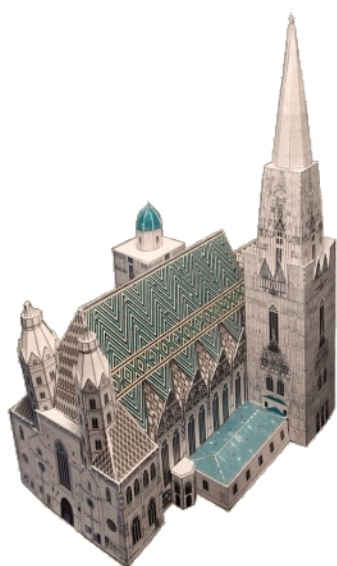
Pierre Guérin is an engraver and graphic designer. In 1977, he founded the "Grife" association in Blois, where he lives, offering weekly or fortnightly workshops in drawing, printmaking and engraving.

He is the author of the models for Le Clos-Lucé and Chenonceau.



Étienne Dumortier is a heritage architect and ESTP engineer. After graduating from the Ecole des Hautes Études de Chaillot, he joined the Lympia agency, headed by Daniel Lefèvre, Chief Architect of Monuments Historiques. His work is divided between Normandy and Paris. Passionate about architectural models from an early age, he designed the first 1:250 scale model of the Abbey aux Hommes in Caen.

Thierry Hatot trained as an architect (DPLG 1984, Chaillot School) and is a member of the French Society of Architects. He has produced numerous models of monuments, including the cathedrals of Reims and Chartres, Mont-Saint-Michel and the Paris Opera... for the publishing house L'Instant Durable.



On the left, Vienna's Saint Etienne cathedral and on the right, the "La Suzanne" locomotive



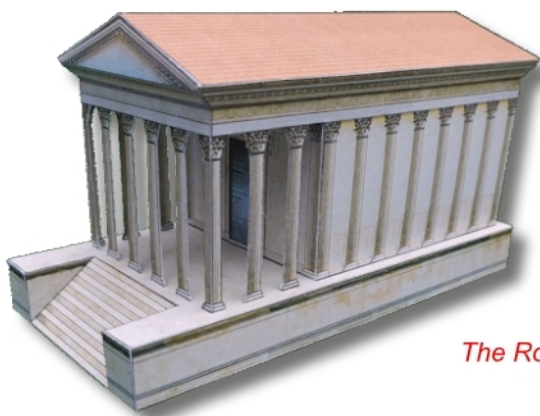
Thierry, where does your interest in paper models come from?

"It actually goes back to my architectural studies at the Paris-La Villette school (ex-UP6), and in particular to the descriptive geometry courses taught by a remarkable teacher and architect, Jean Aubert (1935-2015).

In the early 1980s, Aubert, in collaboration with his colleague Jean-Paul Jungmann, revived the idea of learning geometry applied to architecture, using Monge's method. Their favorite subject of study was the utopian architecture of the French Revolution, through the works of its two most famous representatives: Étienne-Louis Boullée and Nicolas Ledoux. This also coincided with the return to favor of history in architectural projects, hitherto neglected (if not despised) in the name of the artist's freedom. This was what came to be known as the post-modernist movement.

In short, descriptive geometry gave me the opportunity to visualize volumes more clearly, and above all to develop them on paper through the use of outlines. The renewed interest in ancient architecture, for its part, encouraged me to rediscover and study the monuments of the past and their inexhaustible riches. The opportunity to link these two interests came in 1986, when I met Alain de Bussac, who two years earlier had founded the publishing house L'Instant Durable. Surfing on the great craze for publishing beautiful DIY paper models, I was immediately able to collaborate with Alain on a number of projects."

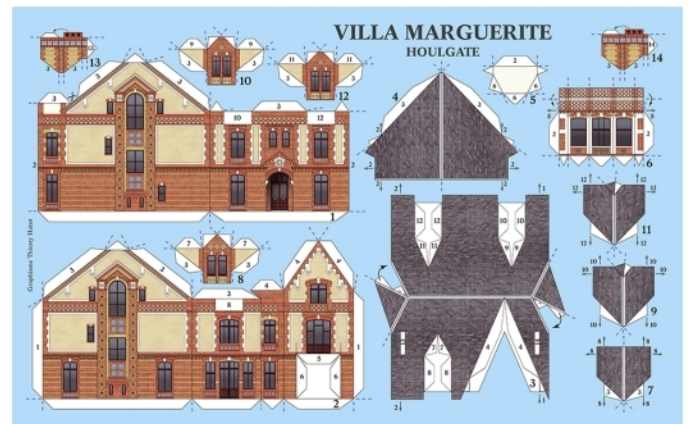
interview by PasKal



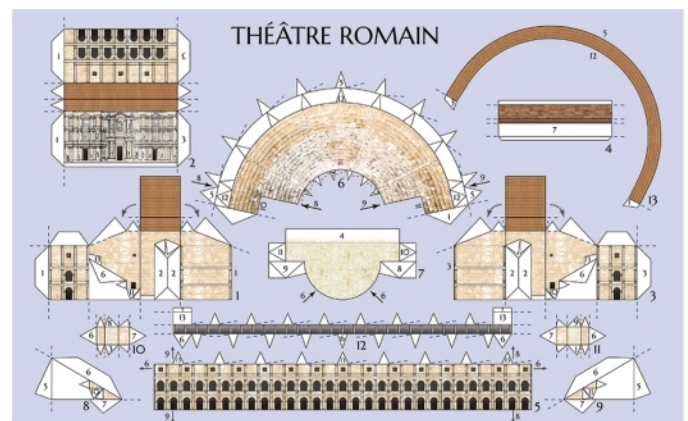
The Roman temple



Above, Clos-Lucé



23 x 35 cm sheets for building the Villa Marguerite and the Roman theater



For further information:

L'Autre Chemin website: <https://autre-chemin.fr>





Old model - The mountings of yesteryear

Renault Type A - 1898 - Shell Berre

par Rusty79

Following the beautiful article published in the first PMP Le mag', dedicated to the Shell Berre "BOLIDES D'AUTREFOIS" collection, I wanted to reconstruct one of these vintage car models made from pre-cut and available sheet at Shell gas stations. .

I admit that I didn't live through the end of the 50s, but I nevertheless found that this series had a lot of charm and that it reflected the atmosphere of that era well.

Most of these "BOLIDES OF YESTERDAY" come from the early years of the automobile when nothing was yet set in stone. Through these models, we see that the first manufacturers really showed ingenuity and that they tried almost everything: steam, thermal or electric engines, steering wheel or handlebars, 3 or 4 vehicle wheels... Which What surprised me the most was the driver's position. : in front of the passengers, next to them, sometimes behind or even in front of them. This collection has a playful and historical side. We find the spirit of the paper model of yesteryear: an educational and cultural montage.



I chose to build the Renault Type A from 1898, model n°16. Unfortunately, the sheet I had was incomplete. After some research on the web, I found a scan of this sheet. By mixing this file and a copy of my original sheet, I was able to bring together all the necessary parts.

Tip before you start :

On 160g/m² paper, print the sheet in 2 copies. This makes it possible to have duplicate parts to adorn the interior faces which can be visible like the interior faces of the wheels.

Let's start with the wheels which are cut with a rotary cutter (magic tool). They are then laminated onto a stack of 1mm cardboard or Depron washers obtained with the same tool while maintaining the adjustment.



Let's then move on to the chassis which will be doubled with the second copy to give rigidity while giving the impression of leaf springs inside.

The hood is easy to install. For fun, I added a representation of the headlights in relief (gold-colored Canson paper cylinders).



The rear part of the bodywork is also doubled with the second example, then perforated in accordance with the real vehicle.

The wheel axles are made with toothpicks for a perfect hold.

It remains to add the bench seat, then the mudguards, the steering column and finally the handlebars.



Even if it is more of an evocation than an exact model, it must be admitted that the result is pleasant while being accessible to beginners. The original sheets were made of cardboard and the pre-cuts did not always match the printed parts. It is therefore advisable to use scans. Even if it is still easy to find vintage original sheets for sale on the web, it will also be wise to keep them intact and only mount copies that can also be improved. Note that you can also find scans of those original sheets on the web.



Il only have 34 models left to build to complete the collection.
Lots of hours of fun for rainy Sundays.

For those who want to go further, a designer posted a "remake" of these sheets on Pinterest. Cutting lines replace the pre-cuts, which, it must be said, were often poorly positioned, distorting the appearance by not always matching the graphics of the parts. The manually drawn colors and effects of the period have been recreated digitally while respecting the spirit of the original sheets, the layouts have also been improved.

link=> <https://www.pinterest.fr/nomatter8209/papercraft-shell-berre-planches-bolides-dautrefois/>



What could be more majestic than
a lighthouse on the edge of a wild
coast?

Built near Eden and Hell

Forged for all time

Light of hello and salvation

Faithful guardian lifted toward sky

Shepherd of souls at sea

Without rest...

par PasKal

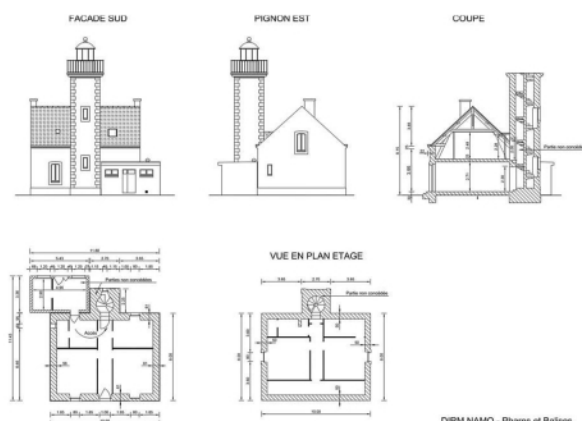
The lighthouse of the Pointe des Chats - Groix island



Modeling means reproducing in miniature a subject that is dear to us, that fascinates us and makes us dream. Lighthouses make me dream, even more lighthouse houses. Here is a first model inaugurating, I hope, the beginning of a new collection to share.

To create a model, it is essential to have as much information and plans as possible. Sticking to the reality of the subject is obvious in model making. Some topics are well documented, others little or not at all. Unless you find the right contacts with the keys to certain archives, it becomes impossible to draw a model without making approximations. The web is a mine of information, you have to start there. There I found a remarkable website of the "Secretariat of State for the Sea", the (DIRM NAMO) Interregional Directorate of the Sea, North Atlantic Channel West.

54 lighthouses from 5 departments are copiously documented: plans, sections, photos, history... There are even links to the organizations to contact for those that can be visited. It is therefore from the information collected on this website that I created: The Pointe des Chats lighthouse.



The multi-view plan and sections of the Pointe des Chats lighthouse, available on the DIRM website



One of the photos of the lighthouse available on the DIRM NAMO website. For the model, I deliberately obscured the annexed construction attached to the lighthouse because it distorts the original monument as it was at the beginning of the 20th century.

The model - scale 1:100

The parts of the model are spread over 3 sheets. The upper guardrail of the lighthouse is to be printed on a transparent film treated for inkjet printing. Provide a sheet of 10 mm featherboard for support and if possible a little flocking!



By following the link below, you can download the instructions and the model boards from my website.

You will also find a little history and the characteristics of the monument.

=> <http://maquettes-en-papier.fr/le-phare-de-la-pointe-des-chats.html>

Good assembly !

