



SPRUE CONFESSIONS

Styrene Six

Jarrold Cunningham

Greetings fellow “model geeks”! I would like to start my tenure by first showing my appreciation to Darryl Miller for his nomination, and to everyone else for their vote. I must admit I was, and still am very flattered that I was nominated and elected to this position. I hope I will meet expectations, as I have some very big shoes to fill as the “incumbent” honcho. I also thank the previous officers for ALL of their efforts for the past two years of service. I am sure we all feel the same. I count on using them as sounding boards when things get tough.

I have planned a meeting of the old and the new officers to discuss upcoming activities and projects, and basically “get up to speed” on where we are as a club. I hope that all club members will be understanding as my fellow officers and I transition into the postings. I would also like to say that we plan on having an “open forum” type of meeting in the near future to let ANY and ALL club members bring items up for discussion, whether GOOD

or BAD. I want to let you all know that EVERYBODY has a voice in the club, and if things need changing I will always be open to discuss the possibility of doing so. Only things that truly enhance the club will be entertained for discussion and possible implementation. There is no reason to talk about what we cannot avoid, or change in a positive way. Let’s face it, this IS supposed to be FUN! I have spoken to the other officers and have come up with some ideas for discussion and I sure you all may have some as well.

We have a lot of challenges facing us this year, one being the contest trophy project. I am confident that we can rise to meet these and will “save the world for democracy” in the process! We aren’t competing with a national convention in our back yard this year, so I hope that this year’s show will be more successful. Not that last year’s event went badly, but we won’t have that “late for the prom” feeling this year. I see this year with a lot of promise and opportunity for us as a club. Let’s make it happen!

Jarrold

from the Editor...

Here we go with a new slate of officers and a new year. Looks like Jarrold and the others are busy building an agenda. For the moment, let’s just concentrate on our next meeting which is back at Luby’s on North Loop, 7 PM on Thursday, February 15. The program will be on making groundworks from styrofoam and the presenter will be Andrew Martin.

I’ve been busy this last week with setting up a Road Runner account. I decided I had been cut-off one time too many and had waited far too long for those needed upgrades to download. So, Road Runner is my new provider. No, I don’t own Time-Warner stock and I don’t work for them. It just appears to be a better deal for me.

The only problem I have is I have been with AOL for about six years now and I’m accustomed to their operation. At the moment,

I can’t find some of my newsgroups. I’m sure that will all work out. So, if you have something to e-mail me, I have a new address. It’s in the box on page 3.

How many models do you have that need just a little tweak to get finished? I have a couple that seem to defy me. Everytime I try to finish, I get interrupted or screw something up to the point that I have even more to do to finish. I have to have the right mood, the will, and the time. It’s hard to get all three to come together sometimes—even for “retirees.”

I have had a number of calls from the good folks in San Antonio wanting volunteers for judging at the Region VI meet later this month. If you plan to go, the judging will take place Saturday evening and should be over by 9:30, according to Dick Montgomery. If you haven’t judged before, it’s a good experience and you won’t be working alone.

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Bruce Burden

Dave Edgerly

Marc Hobbs

(Editor continued)

In case you weren't at the last meeting, the club voted to increase the membership dues to \$20 for full membership and \$15 for the newsletter only. I have received checks from Ray Katzaman and Dan Iverson, former members who have moved away. Ray, our member in DC, decided to pay the full \$20. I guess he can vote "absentee"! So, if you haven't paid, it's time to ante up.

Milton Bell

In the Box Review Planet Model's 1/72

Saunders-Roe SR/A1

Kit PLT 044, \$31.96, Obtained from Squadron Mail Order

Review by

"Bondo Phil" Brandt, IPMS 14091

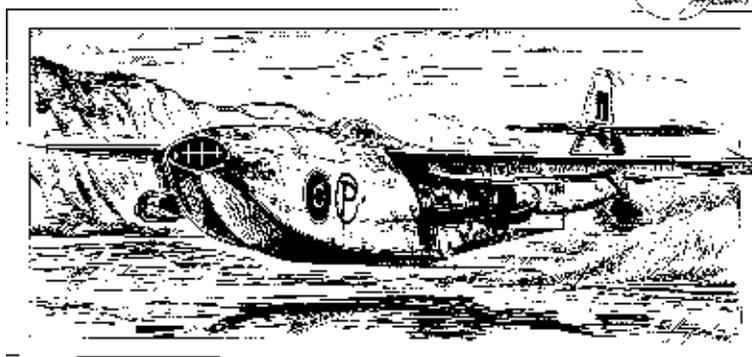
The tremendous momentum of military aircraft development during WW II pushed well into the Fifties, spawning some of the most unusual designs yet seen. This free flow of heady ideas was no stranger to flying boats, and the Saunders-Roe SR/A1 water-borne jet fighter--the first such jet to fly--is one of the most notable examples. The strategic concept was that flying boat fighters would provide fighter cover in Pacific forward operating areas until airstrips could be constructed.

Being jet-powered, the SR/A1 didn't have the design constrictions of prop-to-water clearance, and the very long pool-up times of early turbines were 'no problemo' with virtually unlimited runway distance. In a period when both the British and American governments gave little or no thought to preservation of cancelled aircraft for future museum display, the aviation world is fortunate that one of the original three prototypes of this bird survives.

To Bondo some aerochines, although not beautiful in a Spitfire/Mustang sense, have an undefinable 'neat' look about them, and this straight-winged, bubble canopied SARO jet boat does it for me. The Czech elves that crank out Planet Models releases, do some fairly esoteric and well-molded stuff, but they're not known for inexpensive resin, so when Squadron marked this baby down in their main catalog from almost feefty dollairs to just a shade over thirty, I was sucked in to the vortex...and wasn't disappointed.

This is a simple, straightforward kit. The molding is in the Planet tradition, that is, excellent, with exquisite engraving, though a bit hard to see because of the cream-colored resin and a faintly rough surface texture, as if the molds had been glass-beaded. The wings have cutouts for the retractable floats, and beaching gear is also provided.

Saunders - Roe SRA1



Made in Czech Republic



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Austin Scale Modelers Society (ASMS) is affiliated with the International Plastic Modeler's Society (IPMS) as the Republic of Texas Chapter. ASMS meets the third Thursday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Confessions* is \$15 yearly. For more information on meeting times and location, call Milton Bell at (512) 454-2395. The views expressed in this newsletter are those of the authors. The Austin Scale Modelers Society does not endorse the contents of any article.

January Minutes

Old Business

There were no visitors at the January meeting.

Bill Delk reported that the Alps printer is hooked-up and working. He has printed a test page and it looks great.

Next, we got a report from the CAF in San Marcos. The P-39 is still not flying. The B-25 "Yellow Rose of Texas" is undergoing annual maintenance. Also, Hank Potter (Jimmy Doolittle's navigator on the Tokyo raid) is recovering from brain tumor surgery. Our thoughts and prayers are with him.

The 2001 issue of Great Scale Modeling, the annual special issue of Fine Scale Modeler, features the work of club members Jim Fullingham, Floyd Werner and Tim Keily. Let's hear it for local representation.

Marty Hebda gave a Treasurer's report. The club had \$2,522.70 in checking.

On another financial subject, 2001 annual dues were due at the January meeting. Milton brought up the subject of rising postal costs etc., so a motion was carried to increase dues from \$15 to \$20 beginning this year. The Family Membership will increase to \$27 and the non-voting (absentee) membership will increase to \$15. If you did not pay your dues at the January meeting, please do so as soon as possible.

New Business

We then discussed the possibility of a web-based newsletter. The idea suggested is that as we develop the website, we could simply post the newsletter and people could download it as needed. This would save the club quite a bit of money in postage and printing. After discussing, we decided that, while this idea has great merit for the future, there are enough members without Internet access that we should continue mailing for the time being.

ASMS Officers for 2000	
Jarrold Cunningham, president, jhbmccunny@aol.com	292-xxxx
Kenny Roady, vice president, kar66@swbell.net	260-2907
David Ranney, secretary, dcrtx@aol.com	990-9699
Dave Orloff, treasurer, the.orloffs@worldnet.att.net	989-2795
Milton Bell, editor, mbell6@austin.rr.com	454-2395
Austin Show Coordinators	
Tim Vogt	447-2668
Ken Laronde (Vendor Liason)	288-2137
www.realttime.net/~brucegeb	

We received an update from the IPMS Alamo Squadron with hotel recommendations for the upcoming Regional Convention February 24 & 25. The LaQuinta on Tupperwine is offering a rate of \$45/night and the Clarion Suits is \$99.

They also asked for sponsorships of trophy packages. We unanimously voted to sponsor one package for \$35. According to Lee Forbes, we will be sponsoring Jr. Aircraft.

The largest order of business at the January meeting was the biennial election of officers. After much arm-twisting and coercion, the following are our newly elected executive board:

- President Jarrod Cunningham
- Vice President Kenny Roady
- Secretary David Ranney
- Treasurer Dave Orloff

Let's have a big round of applause for our new leadership! Congratulations!

We received some rather unfortunate news about museums around our area. The Champlin Museum in Arizona is closing and they have sold most of their aircraft to the History of Flight Museum in Seattle. While we are sure the aircraft will be well cared for, it is a shame to see this local museum go under. Also, the Fighter Aces Museum in San Antonio is moving to Seattle as well. There are pros and cons to these moves, but the most important thing is that the displays will be available for the public to admire and enjoy.

We also selected a contest theme just in time for flyers to be distributed at the Regional in San Antonio. Bruce Burden suggested the theme of "Flops." The motion carried. Start working on those Edsels, Flapjacks and Hover Cars right now!

Our "Lame Duck" Treasurer, Marty Hebda suggested we close the club post office box. This will save the club \$20 per year, and he says the only mail we get is the monthly bank statement. We will now have the bank statement sent directly to the current Treasurer's home.

Marc Hobbs

Making Your Hobby Pay!

Laddie Dick, our intrepid Florida Ship Modeler and ASMS member, has been asked to take his hobby on the road. Well, almost the road. As you may know, Laddie does some of the best scratchbuilt ships you'll see.

Now he and his wife Betty have been asked to present a ship modeling seminar AT SEA. They will be guests on a five day cruise around the Caribbean where he can introduce the hobby to shipboard enthusiasts. Talk about a captive audience. (Now why can't they do something like that for aircraft modelers?)



CAR CORNER

by Skip Perrine

Well guys and gals, it's CC time again, and just for Marty next month, I am going to be doing a kit review on the '66 Nova and specifically the Nicki Chevrolet Super Stock.



But this month I am going to do the '58 Edsel Pacer with Continental kit and fender skirts. A little background on the Ford Edsel, it's said that the name Edsel is as famous as the name Mustang and Thunderbird in the Ford roster. Produced for only three years, 1958, 1959 and 1960, production figures showed its ultimate demise, in '58 Edsel sold 33,800 models, in '59 44,700 units were sold and in '60, when word that the car would be no more, they only sold 2,946 units. A substantial drop from the preceding years. It's not that it was that ugly a car, it's just that the American buying public was not ready for a car with all of the "improvements" that the Edsel had, and on one car.

The kit I am reviewing is AMT/ERTL #30033, molded in the customary AMT gray, clear, transparent red, it has chrome, and whitewall inserts for the tires. The clear parts are bagged separately as is the whitewall inserts, the tires are loose and the transparent red lenses are loose as well. The body, sans the hood, is bagged separately, and the chrome tree is also bagged separately. All the rest of the trees are in one bag.

Assembly is fairly simple, with all assemblies shown in the instructions. The engine is a basic one, 9-pc block, with the added necessities: fan-belt assembly, carburetor and air cleaner, exhaust manifolds, distributor, oil filler and coil. Next the interior consists of the floorboard which is the molded upper part of the chassis, two door panels and a front and back seat (note here, if you wanted to do a rolled and

pleated interior, it would not be that difficult, since the seats are of the bench variety, and the door panels are separate) the dashboard has a separate add-on instrument cluster. The chassis is a separate frame which is attached to the bottom of the chassis pan, then the front end, rear end, shocks and springs are attached. Final assembly is the body added and the skirts, continental kit and all the chrome, just follow the instructions. This kit can be built two ways; stock or mild custom.

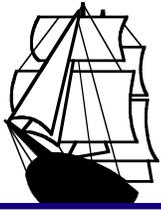
Next we have a very rare kit to look at, it's an ERTL (before AMT), International Harvester Off-Road Scout SSII. Kit #8030.

Molded in butterscotch yellow, it has a detailed V-8 engine, wide molded fender flares, a brush guard with off-road lights, and a detailed drive train. Off-road door panels, roll bar and bucket seats, full instrumentation and racing spoke wheels. I am thinking of building mine as a mock military vehicle, in full camouflage.



As a little sideline, I want to add a comment about where the plastic hobby seems to be going. The Japanese and Germans are trying to keep plastic as the main part of our hobby, but unfortunately the same is not true here in the USA. Just go to Walmart or even King's Hobby Shop and look at all of the pre-painted kits for the die-cast cars. The armor and aircraft folks don't have to worry too much, but we car people can see the steady move to die-cast taking over. And then there are the newer things that come along, what AMT calls Masterpiece cars. These are basically built models, and they have a nice price to go with them, up to \$30.00 in some cases. Well, you won't see me buying those anytime soon.

One more here that I didn't even plan on reviewing, but since I am trying to build it for the museum at Camp Mabry, I thought I would review it. Mark Hobbs supplied the kit, it's an Opel Blitz German truck, 3 (t) S. Typ, scale 1:35, kit #216, crew of two—easy to assemble. At least that's what it says, but after looking at the instructions I am not so sure. Anyway it's an Italeri kit. Molded in tan with vinyl tires, it has
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BY THE
LATEST
PACKET. . .

by George Lewis
IPMS 15401

Tamiya USS Indianapolis #31804

1/700 waterline, plastic 212 parts, weight, polycaps,
decals MSRP \$33.00

“What’s that?” asked Hooper.

“That, Mr. Hooper, was the *USS Indianapolis*,” said Quint.

“What’s the *Indianapolis*?” broke in the sheriff.

“Chiefly,” said Quint with a touch of contempt creeping into his voice, as the sheriff was quite lubberly and can’t even recognize a ship’s name when spoken with reverence, “the *Indianapolis* was a cruiser. We had just delivered the bomb, the Hiroshima bomb, to Tinian when a Jap sub put two torpedoes into us. The ship sank in 12 minutes, 800 men went into the water, four days later 316 got out; sharks got the rest.”

For many, this dialog was the first they heard of the *USS Indianapolis*, the last ship sunk in WWII. For myself I read the book *Abandon Ship* in junior high. Since Quint educated the public, several more books and a TV movie have come out; I still think *Abandon Ship* is the best.

The United States Ships *Indianapolis* and *Portland* were treaty cruisers. They were an interim design between the earlier Northampton and the later New Orleans classes. They were designed from the start as flagships with expanded superstructures to house the flag staff. Various refits saw the mainmast replaced with a lattice tripod placed atop the hanger, greatly increased light AA, radar and electronic countermeasures to increase the topweight (not wanted but unavoidable), removal of the starboard catapult to counter the added weight, removal of most of the boats, improved main battery directors, and others; they were still top-heavy and this helped contribute to the *Indianapolis*’ capsizing.

The *Indianapolis* was often used as Admiral Raymond Spruance’s flagship while he commanded the Third Fleet. When the *USS Iowa* became available, also built with flag facilities, Spruance transferred his flag to her. It was as a “private” ship that the *Indianapolis* took a Kamikaze on 31 March during the preliminary Okinawa campaign. Sent to the West Coast for repair and refitting she was ready in July when she received a special cargo (by the way, in my old home town, McKeesport, Pa. was the National Tube Works, where the early bombs’ casings were cast). The rest is as Quint described it. The ship delivered the cargo and sailed into history. The Japanese submarine I-58 found her at night. Rather than launch Kaitan (one-man suicide torpedoes)

Capt. Hashimoto used conventional torpedoes, he heard the hits and claimed sinking an Idaho class battleship. The two fish struck the *Indianapolis* forward under number two turret and the bridge. Capt. McVay ordered Stop Engines but the engine room telegraph cables were cut. The ship steamed on with the outward-torn hull plating acting like a giant scoop, causing very rapid flooding of the forward spaces. Had the ship been able to stop she might have been saved, or at least her sinking slowed; ships of this vintage proved able to absorb tremendous punishment. Her sisters were kept in mothballs after the war until 1959 when they were sold for scrap.

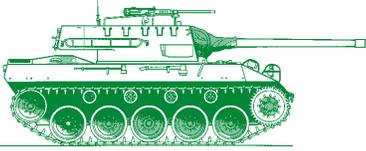
The Tamiya kit is based on the *Indianapolis* after the last refit of May-July 1945. In the early 70s Matchbox did a simple model and at first glance the Tamiya looks like a copy of the Matchbox kit. Well, there are only so many ways to make a ship kit. Many of the parts look identical but when you look at the deck you’ll see a big difference. The Matchbox turrets are installed with a peg into a hole in the deck. Tamiya has a pit in the deck into which a polycap is placed and the turret pressed into that. This makes for a tighter mounting of the turret.

There are other, subtle differences. On many of the prewar ships the scuttles were plated over, the *Indianapolis* kept her upper ones open and these are represented in the kit. No, no portholes to drill here. I suggest a dark wash after painting to bring them out. Assembly is straight forward. Be careful with the small parts as these are easily broken cutting them from the trees.

I recommend building this model in sub assemblies because the deck is painted a different color from the vertical surfaces. In peacetime the forecandle and weather decks were planked. Photos of her in refit indicate the planking was removed (fire and splinter hazard) and the bare metal painted blue. I cannot tell from photos if the underhangs were counter shaded in white; in this small model it doesn’t really matter. Paint her clean, remember, she just went through refit and repainting. The box art shows lots of floater net cradles on the superstructure; these are not in the kit and something should be put there. I don’t know if the aftermarket sets in 1/700 have them, either. I suggest thinning the splinter shields for the AA guns for in this scale they would be paper thin. Rigging is per the box art. By the way, the box art is excellent, too bad it doesn’t show all the foremast, there was another radar aerial up there.

The color scheme of dark blue and haze gray is correct, even the US flag at the main is correct. Note; if your model represents a ship underway, the national Ensign is flown from the main, at anchor the Ensign is flown from the staff on the stern and the Jack—small blue flag with correct number of stars—from the jackstaff on the bow. If underway you don’t even have to display a flag as real ships rarely do

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The Armor Column

A builder's Special Review!

Italeri Horch Command Car SdKfz 15

by Marc Hobbs

In the early 1930's the German Army began promoting the idea of the "uniform personnel vehicle." Unlike the American automotive giants, the German automotive industry consisted of many small independent firms. To achieve some level of mass production and to ease the logistics of maintenance, the concept of the uniform personnel vehicle was developed. Originally these were civilian vehicles modified for military use, but by the late 1930's the Army was receiving more purpose-built vehicles. The SdKfz 15, or more officially, "Uniform chassis for medium support vehicle (with support axle) Type 40" referred to a generally standardized chassis produced by Auto Union or Opel with engines from either Horch or Opel and body work by either Horch or Wanderer. All had 4 wheel drive and 2 wheel steering.

While cosmetically similar, the models still had many differences. The most troubling in the field was that it was very difficult to swap the Horch and Opel engines. So while the vehicle was a great step forward for German industry, the German Army still did not enjoy the level of logistical simplicity as that of the American Army. The complexity of maintenance along with mediocre cross-country performance led to the type being discontinued in 1943 in favor of the Horch Heavy Personnel Vehicle Type 40 and the Steyr 1500.

My model is the Italeri Horch Command Car SdKfz 15. This kit has been around for some time. I think the initial release was in the 1970's, but my example is dated 1996. The kit consists of 113 parts in dark green plastic, four windows and two headlights in clear and six black vinyl tires. Included in the 113 parts are a driver and officer figure and a nice little folding map table.

In spite of this kit's age, the overall molding is excellent. There are some punch-out marks in some rather annoying places, but I haven't built a kit yet that didn't suffer from this. Also the mold seams are heavier than on modern kits and there is one major fit problem around the bonnet, but the quality of detail is unmatched even today. Where this kit really shows its age is in the figures and accessories, they do not begin to compare with the sets now available.

For reference I used the excellent *German Personnel Cars in Wartime* published by Schiffer Publishing Ltd. This book is the

best reference I found for detailing. Unfortunately, the pictures are not reproduced very clearly, so you really have to study them. While you can find photographs of these vehicles in almost any book about the German Army in WWII, I also found *Panzer Colors Vol. I, II and III* by Bruce Culver to be particularly helpful. The photographs are reprinted much more clearly and these books provide a wealth of information on painting and marking the vehicle. Another excellent source of "in service" photographs is the three volume set *Waffen SS* published by Concord Publications.

The instructions state the kit is a replica of an example in the "Deutsches Museum" in Munich. It measures out accurately to the specifications in my references. Italeri has done a really nice job capturing the shape and look of this vehicle. It is quite possible to build this kit straight from the box and have a very nice model. However, if you like to add detail, there is still a lot you can do with this kit. Because I like to add my own personal touch to a model, I opted to take the detailing route. I guess its kind of like marking my territory. So here goes:



THE BODY

The car body goes together nicely, however, there is a prominent seam that runs around the car between the floorboard and the sides and rear. Unfortunately there is a lot of nice texture molded into the floor that I did not want to lose by sanding. A technique that works well for tight corners like this is to mask off area with the detail (in this case the tread plate on the floor) and then airbrush about three coats of Gunze Sangyo Mr. Surfacer into the joint. This is a fine leveling compound, so as it dries it fills the seam and leaves a smooth surface (i.e. no sanding!). It takes three or four coats to build up, but it is a lot easier and cleaner. I used the same technique later on the rear fenders and to blend the bonnet into the front fenders. It is a real time saver.

The seat cushions are molded open on the bottom and they overhang enough that, if you look carefully, you can see into them after the seats are installed. So, I blocked off the bottoms with sheet styrene, painted them Testor's Leather, and set them

aside until after painting the rest of the car. I dressed up the dashboard by thinning down the kit part, drilling out the instruments and filling in the holes with an instrument made by layering an aircraft decal between a piece of clear acetate and sheet styrene. The decals were from the Revell/Monogram Pro Modeler 1/48 Bomber Instrument Panels and the acetate is a



piece of an overhead transparency.

The only real fit problem on the model is in step 4 when installing the bonnet. The bonnet is molded in five parts and it takes a little finesse to get it all together. Do not follow the assembly order suggested in the instructions. First, I put thin plastic shims on the ends of the bonnet sides (p. 46 & 47). Then I glued the entire bonnet together (p. 19, 46, 47 & 50) and glued all this to the frame (p. 54). The shims help to hold the alignment so you can square everything up then the hood (p. 48) just drops right into place.

There should be seams between the hood and the bonnet sides. However there are not seams between the bonnet and the front car body (p. 19). Again I used Mr. Surfacer and some light sanding to clean up this seam. Also note that Italeri does not provide any engine (not even a faux bottom), so I dropped in the bottom of the engine from an old Tamiya SdKfz 250 halftrack just so the frame doesn't look empty from the bottom (of course do this before gluing on the hood). To prevent breakage during construction, I generally leave off any small detail parts until the model is ready to paint, so I move on to the chassis.

THE CHASSIS

The chassis provides the greatest opportunity for detailing, unfortunately, unless you display the model on a mirror, you can't see most of it. Still, if you must, refer to page 19 of the Schiffer book for a photo of the chassis taken from the maintenance manual. The photo is pretty blurry, but most of the detail you need is right there.

The first step is to clean up the frame (part 54), as there are quite a few punch-out marks along the frame and inside the wheel wells. There is also an Italeri logo and the words "Made in Italy"

molded on the bottom of the auxiliary fuel tank. If you expect the model will be judged at a contest, you will want to remove this as well.

There are seven lightening holes along each side of the frame. I drilled these in with Dremel tool and then cleaned them up with some files. I also drilled small holes into the backs of the middle axles (it is a small detail, but you can see it from the inside of the car body). It is interesting to note that on these vehicles, the axle was not powered, but the wheels did roll to improve cross-country performance.

The all wheel independent suspension sub assemblies are little gems, but beware, they are fragile. There are some mold seams on the springs and some punch out marks on the wheel discs that are a pain to clean up. I also found it handy to "trap" parts 59 and 66 without gluing them in place. This procedure helps to align the wheel discs later so your wheels don't end up canted.

Now you can detail away. I made the sides to the fuel tanks from sheet plastic (now that you can see them through the lightening holes), added fuel lines, brake lines and electrical wiring from solder and detailed the frame and gear box with Grandt line bolts and bits of plastic.

One easy detail that really dresses up the chassis is to add thin strips of plastic around the edges of the footsteps and some Grandt line bolts on the bottom of the supports. This adds some depth and it is actually visible from the sides.

FINAL ASSEMBLY

Because of all the nooks and crannies, I painted the body and chassis separately with Model Master Panzer Gray. I had left off the doors until the final assembly because I wanted to show them opened and I was going to attempt to build my own hinges. This became the most involved step in the construction, but after much trial and error, here is a technique that seems to work:

First, sand all the hinge detail off the model, but don't forget to take measurements before you do. Then, using the fine hypodermic tube from an empty Testor's Liquid Cement, cut it into appropriate lengths (two per hinge) with a cutting wheel in a motor tool (a razor saw takes forever, and cutters do not work). Insert a wire core into the hinge (a piece of plain copper wire from an old phone works great) and glue it in place from the top of the hinge. One great discovery I made during this process is Formula 560, a strong white glue used by R/C modelers to glue aircraft canopies. It claims to be as strong as super glue, does not run and dries very slowly so you can take your time positioning parts. I used this stuff throughout the hinge construction and it worked like a charm.

Next I cut two pieces of plastic to represent the faces of each hinge. Using the Formula 560, I glue one piece of the hypodermic tube to each piece of plastic (at this point the copper core is only

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glued to the top half of the hypodermic) and you have a working hinge. Then you just mount two hinges to each door and add a little rivet detail. Once the doors are set and the hinges are glued in place, you can remove the doors and simply hang them when the model is on display, or position them and glue them in place.

At this point I added all those small pieces that had been left off from the previous steps. I replaced the front windscreen with clear acetate for more thinness. The shovel does not fit quite right, so I added a spacer made of sheet plastic to the bracket around the blade. The lids to the side stowage boxes have some fit problems, so a little filling and sanding was necessary. I added wiring for the headlights, horns, turn signals and windshield wipers from thin solder and replaced the Notek light with one from the Pz IV set. I replaced the front clearance markers and commander's pennant with ones made from wire and plastic and I added a small plastic disc to the front where the hand crank engages the engine (Italeri gives you a hole, so I'm assuming the example they modeled is missing this cover).

Also I replaced the grab handles on the interior with new ones made from solder. You just bend them to shape, flatten the ends and attach them with a drop of Zap. This is easier than removing the mold seams and the parts retain their round shape. As noted earlier, the accessories are a little rough, so I replaced the three Jerry cans with cans from the new Tamiya German Fuel Drum Set, and I replaced the hand crank with one from the Panzer IV On Vehicle Equipment Set.

The last step of construction was building the folding canvas top. The kit provides a top in the employed position and one neatly stowed and secured. I wanted to show the top down but not stowed. In the field you rarely see a top neatly stowed and none of the pictures in my references show the top properly put away; it is generally just folded down and pushed out of the way in a rather random fashion. So of course, this is what I had to model. I considered borrowing the top from the Tamiya Steyr 1500 kit, but it is too wide. The Steyr top had the look I wanted, so using it as a guide, I built a framework out of plastic strips. Then I folded a long piece of white tissue paper around the frame and saturated it with watered down white glue to hold it in place. Once this assembly had dried, I glued it in place and the model was ready for final painting.

FINISHING

The painting technique that works best for me is a five-step process. First, I base coat the model with enamel paint, in this case Testor's Panzer Gray. This is followed by an acrylic wash. The third and fourth coats are done in oils, and then I finish with a lacquer flat coat. I have been told that alternating the type of paint in each layer will prevent successive layers from attacking the coats underneath. I don't know if this is true, but I do like the results. Since the body and chassis were base coated separately before final assembly, I just touched up the gray where needed.

After the base coat, I apply the markings so they will be

weathered consistently with the vehicle. I found a great picture of a car with the 200 Panzerjager Battalion driving alongside a column of tank destroyers (a potential diorama one day), so I decided to do that car. The license plates are from the kit decal sheet (the kit decals work fine), and the tactical and divisional markings are from the Tamiya German armor decal sheet. I applied all the marking with Future floor wax, and they went on great.

Next a wash of 1 oz. water with about four drops of Polly Scale Dirt, four drops Polly Scale Black and one drop dishwashing detergent (this breaks up the surface tension and allows the paint to flow and dry evenly) was liberally brushed over the model (one coat topside, three coats underneath). This gives the model a good dusty worn look.

Then, in a shallow container, I mix three parts raw umber, three parts burnt sienna and one part lamp black (Grumbacher oils) and mineral spirits until I get a dark wash. Let this mixture sit about 10 minutes until the pigments settle, then tip the container slightly to let the mineral spirits flow to one side. Use the sediment at the bottom to lightly outline every detail on the model. The paint is thin enough that a touch of the brush to a bolt head will initiate the capillary effect and it will flow around the entire detail. This step simulates shadows in the recessed areas of the model.

Once this coat is completely dry, drybrush with the oils. The underside is drybrushed with a mixture of raw umber, burnt sienna and white to represent dirt and mud. This color is also brushed up the sides to depict mud and dirt thrown up from the wheels. The muffler and exhaust pipe are drybrushed with burnt sienna only, and the topside is drybrushed with a mixture of the base color and white. Once this coat is good and dry, give the entire model a final coat of Testor's Dullcoat lacquer. Dullcoat will fog clear parts so on cars and trucks be careful to mask off the windows. This gives the model an overall flat appearance and blends all of the colors together. Now the model is finished and ready for display.

Overall this was a great kit to build. I am quite pleased with the finished product and I wouldn't say requires any special effort to get a good result. It is definitely one of the best kits available from Italeri and for \$16 it's a great value.

Marc Hobbs

**Your 2001 Dues
are
DUE!**



A First Look!

Hasegawa's 1/48 scale B5N2 Ty. 97 "Kate"

In the box review

by

Milton Bell

From the box art by Koike Shigeo to the 30-plus parts for the two cockpits, this kit says quality. And looking ahead to the parts unused in this kit, it's certain that other versions will be forthcoming. If you are wanting a Kate with the long-lance torpedo, you will have to wait; this version comes with bomb only. But, it's not just any bomb. It's the modified 16-inch artillery projectile that was used to pierce the armor of the battleships at Pearl Harbor.

The Type 97 B5N2 was powered by the *Sakae* engine and was adopted in 1939. The earlier B5N1 was powered by the *Hikari* engine, about 300 hp less than the *Sakae*. It appears that Hasegawa will eventually release the earlier version as well.

The styrene parts are the usual gray, with the majority of the detail being finely engraved. Hasegawa continues its use of polycaps to mount the propeller but has apparently abandoned them for attaching parts such as landing gear or munitions. I'm happy to see them go, except I like them for mounting the prop. The engine is pretty nice, in two basic pieces with the front row of cylinders showing good detail. Pushrods are molded in but if you want wiring and other plumbing, you'll have to break out the wire solder or wait for Eduard to do a PE detail set. You can bet that PE details are being made ready as you read this. As usual, the polycap is held in place inside the crankcase housing. The prop is also well done with separate counter-balances and hub.

Back to the interior. It's very nice indeed with good detail on the two basic side walls. Unfortunately, there are several small ejector pin marks and if you are a stickler, you'll want to fill these with a little Mr. Surfacer or your favorite putty. Actually, I believe the design is such that most of the offending marks will not be seen, at least not easily, on the finished model. The

Hasegawa George that I'm finishing had them but they disappear in construction. Again, I bet some resin details will be available before the year is out. Instrument panels have raised detail or you have a choice of two decal techniques to choose from. There is a decal for the radio front as well as the lightening holes in the pilot's seat! Actually, I bet most modelers will use the decal "hole" pattern as a template and drill out the seat. Of course, you can wait for the resin one that's bound to come.

One of the first things I wanted to check out was canopy. It always seems a shame that a company will offer a wonderfully detailed interior then hide it behind a solid canopy! Not this time. This time you can either close it or open it. The open version is in six pieces!

Keeping with current design modes, the flaps can be shown up or down. There are two flaps per wing and two parts per flap so either way you'll have some work. Might as well show them open. The wheel wells are properly deep and detailed but actually, they are pretty plain. It's also evident that a folded wing version will be offered since the lines to separate the outer panels are there. No other wing-fold parts are provided in this kit however. Separate torsion-links are provided for the landing gear and the tires are flattened and slightly bulged. The armor piercing bomb is well done and appears to be correct for the scale. The cable reinforcing the shackle is molded in.

Other nice details include the gun for the aft-cockpit. It can be shown stowed or in the action position and it has extra magazines to mount on the cockpit wall. I suspect that PE ring and bead sights will be available for additional detailing. Right now, it looks pretty nice.

Markings for two aircraft are provided. The box art shows the most colorful choice, Fuchida's aircraft flown from Akagi in the first wave attack at Pearl Harbor. It's a solid dark green over natural metal with red empennage and yellow stripes on the vertical tail. The other choice is a brown earth mottle over dark green and depicts a Kate from Soryu, also used in the first wave attack. Then if you have some other Kate in mind, there are a good selection of codes and numerals in all the right colors and sizes.

There have recently been some questions regarding the color of the bomb carried by the Kates. The instruction calls for Nakajima green for the body and flat white for the nose and a dark green tip. Apparently some documents from the National Archives suggest that naval bombs were usually gray, not green, but with green supporting straps for the tail fins. As usual, artist Koike Shigeo does his homework and he shows the body of the bomb a light to medium gray. At this moment, I would go with the box art. And that "black" nose on the aircraft—it's not really black. It's blue-black.

Thanks to Masahiko Nakasone for bringing me the Kate direct from Japan. It's a a great kit.

Milton Bell

(Car Corner continued)

opening doors, and two crew members to ride in the cab. It says that the Opel without Blitz was a workhorse kind of vehicle and was used in a number of variants, such as ambulance, tank truck, command vehicle, and repair wagon to name a few. So the only thing holding somebody back from whatever they want to make it, is the modeler himself.

Ah, well that's it for this time around.

Skip "Skipster" Perrine

(Saunders-Roe continued)

The tiny cockpit is fairly rudimentary, but with a separate tub, seat, stick and instrument panel. If you're going to display the bird with the nice vac bubble canopy open, and your eyes are not up to scratchbuilding—good luck in obtaining cockpit pix anyway!—my old standby for embellishing single- and two-seat 1/72nd jet cockpits of all nations, the True Details F-94C detail set, Number 72452, is an excellent choice. The set is inexpensive, very detailed, sharply cast, and the seats look very much like the one in the kit. The overall effect will be to add beaucoup "busyness." For the purists, I doubt that some judge is going to call your bluff, unless you enter the sucker in the IPMS U.K. Nats.....

Decals are by Propagteam, which means they're thin...and very nice. Numbers for all three prototypes are included. A no-text, exploded assembly diagram is on one side, and a nice historical blurb in Czech and English is on the other, along with well-drawn three-views and decal placement directions. Maybe these guys could send a gratis copy to Mach 2 to show 'em how well a single instruction sheet can be done...

I wish this was a 1/48th kit, but even if it's in the teeny, tiny world of 1/72nd, I'll take it. Two thumbs up!

"Bondo" Phil

(Latest Packet continued)

once at sea because flags get expensive and the wind quickly reduces them to tatters! This is a complex model so take your time. There are several brands of aftermarket brass for those with the eyes to see. Conversion possibilities? Few, unless you do major surgery to the superstructure to make a Northampton, and these have already been done in resin for early and late war. You'd need to make an entirely new superstructure for a prewar model. I recommend this kit.

Movies for modelers who like movies. I know of only two that feature prewar heavies. One is an Annapolis story about various midshipmen on the football team with Robert Young and an even younger Jimmy Stewart as a sailor off a Northampton class. Second was a serial-type movie where the hero and his date thwart the saboteurs from blowing up the new cruiser. I believe shots of the Pensacola were used. Neither were very memorable and bilge me I can't recall the titles. Now go build something.

George Lewis

Book Reviews:

DESTROYER SQUADRON 23 COMBAT EXPLOITS OF ARLEIGH BURKE'S GALLANT FORCE

by Ken Jones

reviewed by Jeff Forster

I have to start off by saying that although I love to read navel history books, this one was a struggle. It is basically about Commodore Burkes coming into command of Destroyer Squadron 23, which was based in the South Pacific. The book details how he reorganized and instilled hope into a squadron that had lost its spirit through too many losses and bad leadership.

While there is much interesting information in this book, especially about Fletcher class destroyers and operations, at least half of the book is composed of stories about the backgrounds, seemingly of each and every officer on all eight ships of the squadron.

Once you get past all the biographies, the book gets into the battles and operations and is very interesting and exciting. You'll definitely come to appreciate how the commodore earned the nickname "31-knot Burke." This book is an interesting sidestep into an area I consider not covered in great detail on naval operations of the South Pacific in WWII.

Another book I hooked into is the *SPACESHIPS AT THE FINAL FRONTIER* by Rick Jackson. I know all you underground trekkies will be interested in picking this one up. It goes into building and modifying several of the starfleet models, how to light an Ambassador class ship as well as scratch building a borg cube, It also has some great color photographs of completed models.

Osprey has come out with an interesting series called Osprey Modeling Manuals. Vol. 1 is titled *Basic Aviation Modeling*, Vol. 2 is *Advanced Aviation Modeling*, Vol.3 is *Basic Military Vehicle Modeling*, Vol. 4 is *Advanced Military Vehicle Modeling*, Vol.5 is *Intermediate Military Vehicle Modeling*. These books are filled with great how-to info and some excellent photos. In my opinion, every modeler should have them on their shelf.

Vol. 6, *Airbrush Painting Techniques*, covers airbrushes, maintenance techniques, how to paint autos, aircraft, armor, and figures. It's full of great photos and even has a section on how to build your own compressor w/tank and a parts list.

The last book this month is Vol. 12, *Postwar Aircraft*. This is truly an outstanding book with amazing photos of models and how-tos on each model. If you could build models as good as these examples you would definitely walk away from each contest loaded with hardware!

Jeff Forster

Old Rumors & New Kits

Last month I was grouching about the lack of Eduard P-39 models in the local shops. Well, that problem has been partially remedied. They still aren't plentiful but they can be found.

Lots of new stuff is on the way. For one, the Hasegawa Kate should be here real soon, since it's out in Japan. The A-10 from Trumpeter will be along soon as well. I hear that it's very well done; not like those first MiG kits, but with detail comparable to the best 1/32 kits. I also hear that at least one 1/32 MiG 21 will be released from the Trumpeter folks later this year. It will be a late model of the aircraft, but which variant I don't know.

Cookie Sewell has had a look at the new Rocco 88 mm Gun and says it's pretty sweet. If you haven't looked at Rocco lately, you should. I know, they are pretty small, 1/87 scale. But if you are a railroader, they may fit right in.

And going from the tiny to the ridiculous, Italeri has released its 1/48 scale AAC-130U. You may have to put yourself on a budget if you get this beast. Eating may become an option. It's a great model evidently, with lots of new stuff to make the big gunship. I would build this one but I don't have a garage. Here is what you get; AC-130A sprues for the fuselage and wings, C-130E/H engines—four blade props, short engine sponsons—and a C-130J sprue for the cockpit, some intakes and door. And there is a single U sprue for the really cool stuff.

The Revell Germany home page shows some interesting releases for 2001. Some of these are new; many are new to the Revell box. If you build 1/32, you may find a Fiesler Fi 156 Storch, a Fw 190 F-8 and a Spitfire Mk. I/II. Anything sound familiar?

In 1/48 they will have a Do 217E-5, F-86D, Ju 897B-2, Ju-88 C-6 Nightfighter, F-22 Raptor, A-7E Corsair II, Ju 52 3m Civil Airliner. Now this is interesting. You can see what are obviously Hasegawa kits in Revell boxes, but the Ju 52 in civil markings is bound to be a modified Promodeler kit. Should be interesting and it opens up the possibilities for lots of new markings and mods.

The list goes on with 1/72 scale with some new and some old—problem is, I can't always tell which is which. Look for a F4U-5 Corsair, Ju 87 B2/R2 Stuka, Lockheed P2V-7 Neptune, Mosquito B Mk IV, BAe Hawk T Mk 1 "Red Arrows," Boeing X-32A JSF, Eurofighter Typhoon, F-15E, Lockheed Martin X-35 A JSF, and the S-37 Berkut. I look forward to seeing the JSFs and the Berkut.

In the really small scales the list a Eurofighter Typhoon, F-14, and Tornado IDS in 1/100. In 1/144 there is a BAe 146 ST "Military", Hunter FGA.9, and another Berkut. In little helos, they list a Chinook HC 1 RAF.

In large helicopters there is a Eurocopter EC-135 Heer and an EC-135 Helicopt in 1/32 scale. In 1/48, look for an RAH. 66

Commanche in US Army markings. For the 1/72 fan, there are also a Commanche and a Sikorsky CH-54A Skycrane, a Westland Sea King Royal Navy HAS Mk 6, and an EH 101 Merlin Mk 3 RAF.

For armor builders, Revell Germany lists a Demag 1t Zgkw D7 (SdKfz 10), GAZ-66 Lastkraftwagen NVA, MAN 5t milgl 4x4 BW & UN, MAN 7t milgl 6x6 BW & UN, SdKfz 250/3 Greif, Ural 4320 NVA, all in 1/35 scale. In 1/72 scale look for an 8t Halbkettenfahrzeug m, 37 mm Gun, a Cromwell Mk IV and a Crusader Mk III. Also listed are a PzKpfw III (sdKfz 141/2) Ausf. M, PzKpfw IV (SdKfz 161/2) Ausf. J, an SdKfz 7/1, an M2A2 Bradley and a Panzerhaubitze PzH 2000 plus British Infantry troops WWII and German troops for SFOR/KFOR.

Here is something else to look forward to: Hobbycraft's 1/48 A-4 series should be hitting the shelves in a week or two. There are four kits in the series: an A-4B Falkland Islands, A-4C Viet Nam bird, A4E/F Aggressor, and an Israeli A4E/H. These are reported to be some of the better HC kits but not quite as good as Hasegawa's version but they will cost a few bucks less. Still no word on the Cougar or P-59 Airacomet. Of the three, it's the Cougar that I want to see most.

Classic Airframes has announced a couple of 1/48 Lockheed Hudsons. After all these years, we will finally get an injected kit of this airplane. This is one I really look forward to.

For WWI fans, the Roden 1/72 Gotha G.II and G.III should be out very soon. They will have a price tag of \$25 to \$30.

A few days ago, I found one of Eduard's new Zoom PE detail sets. This one was for the Tamiya P-51D in 1/72. Yeah, I know, it's not my scale! But I had so much fun with the Me 109, Fw-190D and Corsair, I just had to get the 'Stang. It's a super kit and this looks like a super detail set and it was pretty cheap too at \$3.98. With the set, the modeler gets the usual transparency for the instrument faces and PE panel. There is plenty of detail that the kit doesn't have and I have to confess that some of the pieces seem to defy installation they are so small. But, I'll be giving it a try when I have the time.

In addition to PE parts Eduard has a number of Masks, including several for insignia and canopies. The PE sets for the Hasegawa F4U-5N Corsair, A-7D Corsair II, and Tornado F.3 are really impressive. You'll pay more for these sets but you get a lot more than with the Zoom sets.

If you are a German armor builder and want an alternative to doing zimmerit, Cavalier has sets for Tamiya's Panzer IV, Dragon's Jagdpanzer IV/70A. These are flexible resin casts that look like they should attach pretty cleanly to the armor panels. If you are feeling flush and just have to have it, Tamiya has their FAMO half-track with the tank transporter for just \$128, MSRP. Pictures in the ad on the back of the current journal are impressive, I must admit.

Milton

SHOW DATES!

**IPMS/Alamo Squadron, Region VI Convention &
ModelFiesta XX, San Antonio, TX February 24,25, 2001**

**IPMS/Houston, Modelmania '01, March 24, 2001
Humble Civic Center, Humble TX**

**Next Meeting:
Thursday, February 15**

