



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

July 2001

SPRUE CONFESSIONS



Monogram OS2U Kingfisher

1/48 scale

by Tim Robb, IPMS #34705

An oldie but a goodie, the venerable Monogram Kingfisher is still the only game in town for a 1/48 scale OS2U. I set out some 15 years ago when I became active again in my boyhood hobby of scale modeling to model a collection of US Navy aircraft in 1/48 scale, especially WWII birds. I have built about 40 models in the last fifteen years and this OS2U makes the sixth US Navy aircraft among those 40. So much for planning—I like other aircraft too. A few months ago I reminded myself of what my original goal was and became busy with this OS2U among other USN aircraft projects. I didn't think much about it, just walked to the shelf one day thinking "I have no floatplanes in my model case" and grabbed the OS2U kit that had been gathering dust for I don't know how many years.

Opening the box here's what you see: approximately 45 pieces molded in blue plastic with raised panel lines, and six clear parts - five canopy pieces and an underwing landing light. The fuselage is molded in left and right halves

with the single main float integral with each half. The wing is molded in three pieces and is trapped in between the fuselage halves at the time you join them together. There are optional parts for a wheeled undercarriage, and there are parts for the beaching gear used for the floatplane.

Armament included is one .30 caliber gun for the rear cockpit and two 100 lb. bombs molded together with the underwing bomb racks. No depth charges—bummer. There is a one piece front cockpit tub and a decal for the main instrument panel. The radioman/gunner's compartment is represented by a single piece cockpit deck, the aforementioned .30 caliber gun, gun ring, and a radio direction finder loop to fit on top of the radio that is a molded-in part of the deck. There is a simple bench seat for the gunner that attaches to one fuselage side and has a molded on seat belt.

The engine is molded with the cowl ring. The outrigger floats and struts are molded in such a way that the struts are inserted from the inside of the floats before the float halves are joined assuring correct alignment. The latest release

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Bruce Burden**Dave Edgerly****Marc Hobbs****Model Show Schedule**

IPMS/FWSCS, Arlington, Texas (Fort Worth)	August 11, 2001
IPMS/Wichita, OZ Con 2001, Wichita, Kansas	August 11, 2001
IPMS/Austin, Austin Scale Model Show, Austin, Texas	August 25, 2001

From the Editor...

You're right, your newsletter looks a little different. Since we had been using the same basic layout for a couple of years at least, I decided a change was in order. And since the newsletter is about modeling, I decided to go with a modeling subject on the front page. No, I'm not going to save the front page for aircraft, it's just that Tim's model photographed well and it was the first thing sent in this month. And it's a good article.

Thursday night's program will be presented by Bill Delk and Dave Edgerly and will be all about building resin models. If you were at the last meeting and saw Bill's Disney Nautilus, you will know that there are some fascinating models out there in resin. It should be a good meeting. Also remember that it's just about six weeks until our big doings at Crockett Center. Bruce and Tim will surely be there to enlist the aid of all who want to volunteer at the show. Believe me, volunteering is better than being drafted so sign up for what you "want" to do.

I haven't heard anyone say that we had any local winners at Chicago. I know that Greg's Zero didn't place because a judge didn't like the angle of the spinner with the cowling. But hey, there were more Zeros at this show that were on the Akagi! (Well, almost)

If you are a newcomer, the meeting will be back at the Luby's Cafeteria on North Loop, just west of Burnet Road. Meeting time is 7 PM but if you come early you can chow down with a lot of the membership and solve some of the world's problems. See you Thursday evening. Bring a model or a friend...or both.

Milton Bell

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Austin Model Show Coordinators

Tim Vogt	447-2668
Bruce Burden	250-9424
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Ken Laronde (Vendor Liaison)	288-2137

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.

June Minutes

We had two visitors who joined us for the June meeting—Steven Rodriguez and Tim Lyon, who models ships.

Old Business

• Summer Party

Mike Kachoris brought a lost and found box to the meeting with items that appeared after the party. During the evening several items were claimed. By the end of the meeting there were a few items left, most notably; a pair of sunglasses.

• Contest Report:

The IPMS Make and Take Program is a go. The sponsorship letters were to be mailed out soon. Wood for the trophy bases was to be bought soon. Laser etching the wood had been arranged. The laser etching of the Plexiglas will be about \$1,000. It could go up to \$2,000 if the contractor has to do the work on the template. Bruce gave us a quick guess on the award expenses. We will be spending between \$2,200 to \$2,400 this year on the awards compared to the \$4,300 spent last year.

Bruce had the usual sign up sheets for the different jobs at the show. He reminded the people who were to sign up as judges to be sure they did not sign up for afternoon jobs that might cause a conflict. The time is near when we are to give the Crockett Center their check for the hall, which was to be \$2,000. A question was raised about an exit being covered or blocked but it was resolved. There will be a table available for models that have won past contests and for modelers to display their works in progress.

• Treasure's Report

Dave Orloff reported that we had \$3512.45 in checking and \$389.72 in savings. Ken Laronde that table rentals were coming in with 15 tables so far.

New Business + Quarterly Contest

This portion of the meeting went fairly quickly. Part of the discussion was the fact that Accurate Miniatures was closing. They were packing their kits in bags and selling off their inventory at a reduced rate. July 3 was mentioned as their final day of business. It was also discussed that Aeromaster might also be shutting down. It was brought to our attention that Village Hobby Shop was having a sale until the end of the month.

“What do you think of having a web cam at our contest showing the World Wide Web our activities of that day?” This question was asked by Jeff Barringer. There did not seem to be much interest. To end the business part of the evening Masahiko Nakasone told us that he would be returning to Japan on the 27th. Masahiko will be going to college in the fall and will continue to correspond with us and hopes that we would do the same.

There were eleven entrees with several for display only. The models ran the gamut from aircraft to sci-fi to armor. Third place winner went to a Curtis P-36A by Dave Orloff with Second place went to a Field Gun by Russ Holm. And First Place was won by a B-25B done by Bob Kieras. The winners received gift certificates from King's Hobby.

David Ranney

Styrene Six

Jarrold Cunningham

Well, just when you thought it would be safe to “approach the bench”—without fear that a spending frenzy would distract you from actually building a model—here come the IPMS Nationals! So, with shades of National Lampoon's “Vacation,” our intrepid hero packs up the family truckster and scurries north in search of some deals and the hopes of seeing some really spectacular models.

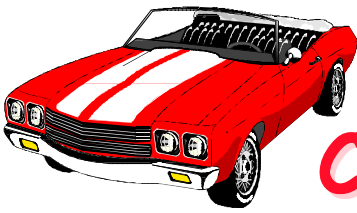
After many miles and a few stops we arrive at Grammas; and after a short visit, deposit the children. Onward ho! Dad needs no distractions—this is serious stuff. I have to admit, selling my wife on the idea of attending the convention on the same week as our anniversary was tough, but being a “model geek” wife she reluctantly conceded. The nice thing about Chicago is the number of non-modeling activities to keep those who aren't “plastically obsessed” busy. So with that she was able to keep herself entertained.

With the wife happily occupied on yet another shopping trip, I trekked down to the vendor room. I was afraid of missing something since I arrived on the 5th, but this was not the case at all. The best description I can muster about the room would be a virtual “cornucopia” of models, supplies and goodies. It was kind of a cross between “Sam's Club” and a swap meet. All of the major vendors were in attendance. I was amazed at how many there were. It was really nice to see some of the products first hand, instead of reading a review about them somewhere. I was able to speak with quite a few owners and did get some dirt on some projects “in the works”.

One of the vendors that may have surprised a few people was Accurate Miniatures. They had a booth and were selling what was fit to sell from their remaining stock. The big shock about this to me was the prices. They weren't any lower than one would find from shopping around online. The great “fire sale” that people were expecting just didn't happen. I had conversations with several people associated with AM and I am not convinced that they are entirely through. I suspect that they will be back as another label sometime in the future. Even in their demise they were very secretive and led me to believe that their story is not over just yet.

The contest room was equally impressive. The tables had many models that were just exquisite. From just a rough look around, though, it appeared as if the car categories were a little light. The

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CAR CORNER

by Skip Perrine

We have three different kits to look at this month, they are all from Revell, and are all Pro-Stock race cars. First up is kit #85-7678, the JEG'S Oldsmobile Cutlass Pro-stock, molded in white, clear and chrome, it has 109 pieces, the decals are silkscreen waterslide by Cartograph.

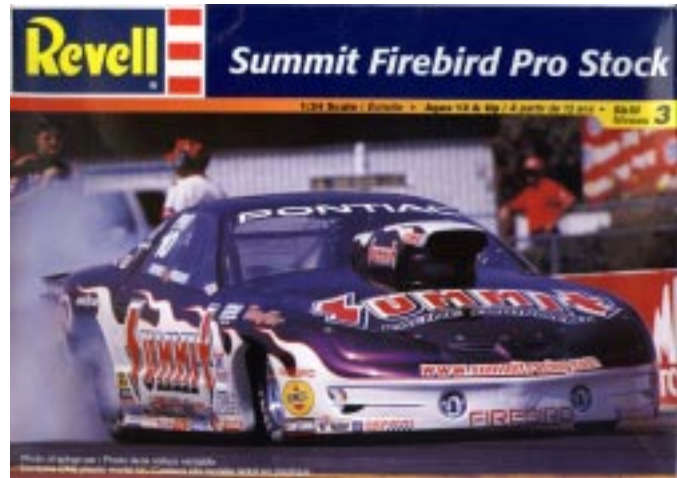
Now the toughest thing about this kit and the others is going to be the paint, this car is a "screaming bright yellow" with black and red graphics on the sides. Matching this color might be a bit difficult, but if you know Alice King at King's Hobby Shop, she is quite good at matching colors, so take the box with you and ask her to help you match it up.

It has a fully-detailed tubular chassis with big block V-8 engine of 1250 hp 500 cubic inches of Mountain Motor power. Accurately detailed interior with a full roll cage consisting of a 6-piece intricately detailed driver's compartment. Decals are included for both of the Coughlin brothers' cars, so if you were to get another one of these you could conceivably build BOTH cars. A little background on this car: in 1960 Jeg Coughlin Sr. opened a small speed shop business in Columbus, Ohio. Today, JEG'S Automotive is one of the largest retail and mail order high performance facilities in the world, and serves as a one-stop shop for all kinds of high performance parts and accessories. Jeg's four sons have followed in their father's hot rodding footsteps and, in addition to taking over the family business, are active competitors on the NHRA (National Hot Rod Association) Pro-Stock circuit.

Sons Jeg Jr. and Troy Coughlin compete with matching yellow Pro-stock Oldsmobile Cutlasses with the same Mountain Motors powering them. Jeg Sr. is still actively involved as well, serving as the President of Jeg's Automotive and the Team Advisor for the entire Team Jeg's Drag Racing Operation. It's plain to see that racing and high performance are truly a family affair for the Coughlins!

Here is yet another mogul in the Automotive High Performance parts business. Kit# 85-7660, Summit Firebird Pro-Stock, molded in white, clear and chrome, 129 pieces with silkscreen waterslide decals. This one will be a bit more of a challenge than the Jeg's Olds.

This is to be painted a candy purple or Boyd's Purple Pearl would probably come closest to the color of the actual car, the decals are of white w/ red outline flames, and of course the big bold Summit Racing Equipment logo across the front of the



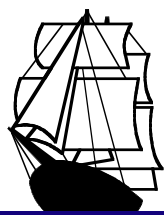
hood. This Revell kit captures all the excitement and power of the radical Firebird in an accurate 1/24th scale replica. The all new body and hood lift off to reveal the detailed big block motor and chassis, with an updated dashboard, shifter mechanism, driver's seat, rear chassis panel and wheelie bars. The decal sheet features complete, accurate markings to replicate the Summit Firebird's outstanding paint scheme.

The wild Summit Firebird is one of the most eye-catching Pro-stock cars on the NHRA Drag Racing circuit, with its wild flip-flop purple paint with white flames, The summit Firebird can't be missed at the starting line, and driver Mark Pawuk, crew chief Rob Downing, and the Summit Racing crew are working hard to make sure that the car can't be caught at the finish line.

Pawuk, a 39 year-old Ohio native, got his start in drag racing while he was still in high school and working part-time as an auto mechanic. By 1981, he was runner-up in the Super Gas category at the US Nationals, and in 1987 he moved up to Pro-stock. The Summit Racing Team finished the 1998 NHRA Season 10th in the points standings, with highlights like Pawuk's career best elapsed time of 6.889 secs ET (elapsed time) and a top speed of 200.08 mph, both set at the Revell Nationals in Dallas, TX. Another superlative model from the folks at Revell.

This time it's kit#85-7645, Warren Johnson's Superman Firebird Pro-Stock. Molded in white, clear and chrome. Warren "The Professor" Johnson is one of the most popular and successful Pro-Stock drag racers ever. He is a five-time NHRA Pro-stock champion, the second winningest professional driver in NHRA history, and the first NHRA Pro-Stock driver to exceed 160, 180, 190, and 200 mph. "WJ's" GM Goodwrench Service Plus Pontiac Firebird Pro-stock car is a formidable machine that looks even wilder with its special Superman paint scheme. The Firebird's 500 cubic inch engine puts out around 1300 hp, and has propelled "The Professor" to a career best of 6.84 seconds and a career best top speed of 202.24 mph.

This Revell kit captures all the excitement of the real 1:1 car in a 1/24th scale replica. The body and hood lift off to reveal the highly detailed engine and chassis, again with the updated
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**BY THE
LATEST
PACKET. . .**

by George Lewis
IPMS 15401

...passing the graveyards of the rusting automobile.

My wife and I decided to go the Chicago IPMS Nats via Amtrak and return by United. The train was late and even later getting into Chicago—six-hours due to heat-warped track and track repairs. Car rental places closed early—were supposed to be open until nine—so we were stranded in downtown Chicago on the 4th of July. I was and still am sick with pneumonia. You know it’s bad when the short-order cook leaves his grill to help you. We were late getting to the convention site and I missed Cookie Sewell’s talk. I visited the vendor’s room and was conservative in my purchases. Then I took Phyllis to a large mall so she could shop. (It’s only fair you know!)

There were more models than I expected in the display room. Friday night was judging. In years past, the society fed us dinner but this year we were told it couldn’t afford it so Phyllis and I ate early at the Navy Pier. The canal tour was worth the trip. Phyllis went to Caminski Park to watch the Pirates whup the White Sox 10-6 while I judged. There were 21 ship judges this year so nobody had more than two categories to judge. We were finished in two hours. I’m glad I don’t judge aircraft. Several years ago it was 74 1/48 scale Fw 190s that did it to them. This year there were eleven, count ’em, eleven splits in 1/48 single engine aircraft with categories such as Navy, non-Grumman, non-Martin. You get the idea.

At the awards banquet it was said 800+ entries and 2021+ models making it the largest show excluding Columbus in ’97. There were entries from 31 states and Belgium, England, Mexico, Japan, Canada, and France. Certainly put the International in International Plastic Modeling Society!

The 2002 show will be in Virginia Beach and the 2003 show in Oklahoma City. Rusty White, who accepted for Oklahoma City was quick to point out that OKC had plenty of parking. Chicago did...for a very high price that I for one was unwilling to pay.

I saw Commander’s test shots of the USS Arkansas and the USS Vestal, both in 1/350. JAG says the three different classes of LSD will be out soon, including the USS Austin. Loose Cannon showed its variants of the Admirable class minesweeper (which I saw in Orlando). Tamiya denied again the rumor that it had a plastic 1/350 Arizona in storage. Revell-Monogram had nothing spectacular. Most of the other manufacturers didn’t show. I did manage to hear Cookie’s talk on the Russian Air Force in the Korean War on Saturday morning and it was enlightening. I had no idea of the extent of their involvement. Early on, IPMS cancelled the U-505 tour so Phyllis and I planned to take it on our own Saturday morning. IH 90 was grid locked for the 25

miles into town and we gave up after an hour and not even a quarter of the way there! It gives me something to do next time I go to Chicago. Now I have to plan a trip to the Mariner’s Museum..

Lee HMS Aurora

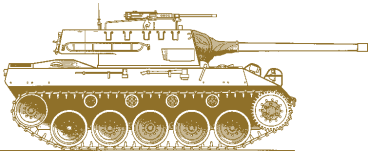
1/300 scale

HMS Aurora was one of a series of trade protection cruisers developed by the royal Navy under Washington Treaty limits. She carried six 6-inch rifles in three twin turrets and a moderate intermediate battery of eight 4-inch HA plus torpedo tubes. They saw much action in WWII. One was lend-leased to the Nationalist Chinese Navy and fell afoul of Red Chinese bombers in Shanghai. This kit I found in the corner of the lower vending room and it was a tight fit in my baggage without United’s handlers crushing it. I don’t understand Lee’s decision to offer ships in 1/300 scale. I’m currently waiting for its HMAS Adelaide, also in 1/300 from an eBay auction. Full report later.

Rumor Mill: Banner of China, 1/350 scale USS Arizona ca. 1941 and a Gold Medal Model 1/30 rail set for her. MSRP on both to be announced. Some guy at the nats had the Banner kit and he sold out Wednesday. I hear there will be a stiff tariff (Chinese) on these kits and MMD has cancelled their order since the tariff was added after the price was negotiated.

Below is the box art for a “new” Russian sub kit. It appears that only the box is new since the kit includes the old art and instructions. Scale is 1/400 and it’s molded in sick medium green (it will be painted!) with a moderate amount of flash.





The Armor Column

Book Review
By Tom Terry

Half-Track by R.P. Hunnicutt, Presidio Press, 505B San Marin Drive, Novato, CA 94945-1340, 240 pages with BW and color photos, line drawings and technical data.

Half-Track is Hunnicutt's latest extensive work on American WWII military vehicles. I do not own, and have only briefly seen, Hunnicutt's works on the Sherman, Pershing and other vehicles. *Half-Track* is an in-depth, very well researched, and, extremely informative volume, which I am sure lives up to Hunnicutt's other works.

I picked up my copy from King's Hobby, thanks to Brad's recollection of my American armor interest and his calling me to ask if I wanted to reserve a copy for the list price of \$80. My hat is off to King's for their great attitude and professionalism, even to bunglers like me.

The book follows a chronological sequence from pre-WWII development, through a very detailed pictorial and limited text explanation of the various adopted and trial models of American half-tracks to a pictorial "Goes to war" section. Then, there is very technical data on each version. The book is well indexed and referenced.

There are many great pluses about this book and only minor minuses. *Half-Track* is definitely the most definitive source of data on the American half-track in military service that I have seen. There are numerous previously unpublished pictures (at least to me), good line drawings in 1:48 scale, and amazing data. In addition, included are tables on weapons data sheets, manufacturing data and delivery schedules.

The book is mind-boggling. There is so much stuff included that an American WWII or Korea military vehicle buff could re-read it multiple times and still be picking new revelations out each time. My only complaint is that there is no section explaining the various equipment included with each version of the vehicle. For example, many gun and mortar carriage versions carry a bucket strapped onto the rear plates. I have always wondered what the purpose of the bucket was, knowing that the US Army would never provide a wash or laundry bucket as TOE (the Americans were notoriously negligent about providing for a soldiers' personal hygiene or comfort). So, what was the purpose of the bucket? I would guess that it was for drowning extra propellant increments or hot ordnance of some type, but it is not explained.

Half-Track is an exceptional work and is worth the price for serious history buffs and modelers with deep pockets. For more practical modelers, I would recommend borrowing a copy when you are involved in a relevant project.

TT

(*Styrene Six* continued)

aircraft more than outnumbered the other categories, but the Armor did show some nice numbers too. Many pictures were taken and many models were ogled over as well. This was my first national event. So as you can imagine, the skill level present more than impressed me.

Quite unexpectedly, I met Lee Forbes. I had a chat with him about the fate of the "Aces" museum project and he assured me that the models that were made by some of us and some of the San Antonio group were NOT going to go to Seattle. Apparently, they will be displayed at Stinson Field in an emerging museum to be based there. So a bit of good news to those who thought they would never see them again. Lee also said there is still an ongoing movement within the association to halt the Seattle move. I do hope that a resolution is made soon.

I hope to see all of you at the next meeting (the last before our show). I am sure that Bruce and Tim will have updates for us and more sign-up sheets. I would like to personally appeal to some members who may be undecided in their posting choices. If I am not mistaken, we still plan on having a "make and take" event. I can think of no better way to promote the hobby than to volunteer for this one.

We all started building once, take a minute and reflect on the "magic" that surrounded the first model you built. Wouldn't you want to share that feeling with a youngster? In this world of computer-generated fun, this hobby if not promoted may fizzle out someday. Wouldn't that be a shame?

J.C.



Kathy Roady's armored car, from last month's Quarterly Contest. She didn't place but the little 1/72 car was a real eye-catcher. Nice work Kathy!

Building Monogram's F-84F in 1/48

by Milton Bell, IPMS 16702



A few months ago, Andy Meyer asked me to build the F-84F for his collection of '50s jets. I had started building the kit years ago when it was first released but never finished it. Andy wanted it finished in natural metal with pilot and speed brakes deployed. He also furnished a sheet of Super Scale decals.

First off, this is typical of Monogram's models from the early '80s; good detail for the interior and raised detail for all the exterior panel lines. Unfortunately, it's a little on the heavy side but if you want, you can sand it down. Wheel wells were designed to have part of the interior walls molded with the doors and this can be lived with if you're careful. The clear parts are really clear although thicker than you would find today but they generally fit and are easy to work with.

The cockpit is where I usually begin. I figure if I can pull this off, the rest of the kit should take care of itself! In this case, Monogram gives the modeler a basic tub to which is added the stick and a valve and pump handle, an assembly molded in one piece. The seat is a four piece affair and features molded in belts and foot restraints. The general detail is pretty good. Here is one of those areas to be careful of because the instructions aren't really clear as to how all this fits. The seat sides must fit inside the seat back, otherwise the completed seat will be too wide to go into the cockpit. Do some dry fitting to be sure you have it right.

Likewise, do some pre-fitting of the valve and pump to be sure it and the seat will co-exist—it's a tight fit.

The instrument panel, probably the signature piece of Monogram's mold cutters, features raised details that are just right for dry brushing. In my case, I painted the panel flat black and dry brushed with light gray. Extra detail for the instruments was picked out with a white Prismacolor pencil, then each instrument face was given several coats of future to build up a good impression of glass. Don't worry if you can't cover every tick mark; the impression will still be there. If you want to totally cover each dial, use epoxy or Krystal Kleer. Anyway, the panel fits the tub pretty well. One item not well done in this kit or any of the period is the throttle lever. Check your references and improve on the one molded into the "tub."

When I had the cockpit tub completed and had done the preliminary dry fitting into the fuselage halves, I turned my

attention to the pilot. Pilot? Yep, Andy wanted a pilot so I obliged. Monogram's figures are just about the best you can find in kits so I had to do some more fitting I discovered that a little "elbow surgery" was necessary for arm clearance. A razor saw and some Testor's solvent cement solved the problem and I painted the figure as best I could. Super detail was not necessary because he is pretty well hidden. To simplify matters, I painted the helmet gloss white which also draws the eye away from the poor job I did on the face!



Be sure to add the fuel dump before you cement in the tail pipe! The nose gear well and gear doors are done in two pieces that thankfully fit well. The resulting seam is hardly visible if you do a little sanding to the mating surfaces. The whole thing fits well inside the fuselage.

Be sure to paint the inside of the fuselage before you add extra assemblies—aluminum for the nose and interior green for the cockpit area, and don't forget the tailpipe and exhaust area.

The wings are molded in top and bottom halves with most of the wheel well box molded in. Paint the corresponding areas before assembly. You should try to thin down the trailing edge a bit since it's typically thicker than scale. Just don't get carried away. Keep dry fitting as you go.

By now, the fuselage is assembled as are the wings and they mate tolerably well. Here is where I dislike the raised detail. I've yet to do one of these early models without having to fill the wing-

(continued on page 9)



(Kingfisher continued)



of this kit includes a photo etch sprue with a new instrument panel, perforated gun ring, and a bunch of grab handles that go in a lot of places on the exterior of the airplane for ground crew to manhandle it during beaching. My example was the older release without the photo etch.

I didn't measure anything to check scale but when the model is built it looks like a Kingfisher. The only reference I used for building was Squadron Signal's "OS2U Kingfisher In Action," and I really pored over those photographs. I don't see anything in this kit to disappoint me—"OS2U Kingfisher in Action" is in order here. At no point during the construction of this model did I have a question about some detail of the airplane that I could not answer by examining the photos in this book. It is a "must have" if you are going to build a model of a Kingfisher.

Several of my kit parts, including a fuselage half, were warped so badly I could not use them. A letter to Monogram and the replacement parts quickly came back to me. What a great model company to deal with! I have asked Monogram for replacement parts about four times over my many years of modeling and they come through every time with no fuss. I have had less than happy experiences in the same situation with AMT/Ertl and Testors.

This is an older kit now, so the builder needs to expect that when tackling this kit. An investment in detailing both cockpits, the engine, and the beaching gear can produce a first rate model from this kit. I chose to model my Kingfisher with the front cockpit open and the rear closed and detail the front cockpit only, figuring much of the detail in the rear would be less visible through the closed canopy. I scratchbuilt an instrument panel by using the kit decal as a template to get the size correct and working from the photos in the Squadron book from there. I replaced the molded on shoulder belts on the pilot seat with lead foil belts and photo etched buckles, but left the lap belts alone. I painted the molded in lap belts the same tan color as the shoulder straps and used a silver pencil to highlight the molded in buckle detail and I'm 100% pleased with the result. That is all the extra detailing I gave the cockpit and all I did with the gunners station was a little carving of the handle of the gun to make it have two handles instead of one.

The numerous grab handles all over the aircraft are molded as solid pieces on the fuselage halves. I sanded them off and

replaced them with handles made of soft wire. This was easy to do and really enhances the appearance of the finished model. I believe this to be superior to the flat handles I have seen on the photo etch sheet in the newer release. I like the scratch\built instrument panel better too. All these little handles really were not in the way during construction and I never broke one off.

There are predrilled holes for the rigging wires for the main float on the float but not on the fuselage and underwing. The holes on the float for the rear wires are in the wrong place, so fill them in and drill new ones. The rigging wires have shrouds around them where they attach to the floats in most but not all of the photos I looked at. I didn't like the kit parts for the shrouds or know how I would scratchbuild better ones that would work with the rigging, so I left them off ("most but not all" saved me).

The single set of wheels provided in the kit are correct for the landplane undercarriage but not for the beaching gear. I took wheels from my spares box from a Monogram F-104. These have eight spokes instead of six so they are not 100% correct but they do get the size right. The beaching gear itself is basically correct in shape but there is lots of detail that can be added. The kit beaching gear includes an axle piece that runs underneath the float. This is wrong, so leave it off and just cut the ends of it off and glue them in place to give an axle mount for the wheels.

Another area to detail are the balance weights on the propeller. I used the kit parts but carved and sanded them a bit first. Kingfishers have single step retractable boarding steps that drop down from both fuselage sides both in front of and behind the wing, for a total of four steps. Strangely, the kit provides only three, all in the dropped down position. I modeled number four in the retracted position by gluing a little bit of strip to the fuselage in the appropriate spot. During final assembly I discovered that the framing lines on the three pieces of the rear canopy do not line up with each other. Seems like they would and a quick check of the photos showed that they do on the real thing, so I sanded the framing off one canopy piece, polished it back to clear, and repainted.



That's it. My overall impression of the kit is that it was a fun build. There are lots of areas you can make improvements to if you choose to. I chose to improve some and leave others alone. None of the enhancements I made to the kit were very difficult to do and all added to the quality of the finished model, which I am pleased with.

T.R.

(F-84F continued)

fuselage seam and the resulting sanding eliminates some detail. Just be careful and mask the area to be worked. It helps. The stabilators should not be filled since the whole thing moves in flight. Just be sure to dry fit before you cement them in place. The wheels and gear struts need some cleaning up but it's pretty minimal and there is good detail here. Unfortunately, the nose gear wheel is molded with the "fender" so positioning it correctly is a must. The main gear inner door and the corresponding part of the "box" are molded together and fitting it after the wing is together is a bear but doable. I painted mine and assembled it last.

For preparing the final paint, I chose Mr. Surfacer 1000, thinned with Mr. Color Thinner, as a base for the color. I like Mr. Surfacer because it fills all those little cracks and scratches that show up so well in natural metal finishes and it being gray, I can see where I may need more work. And it polishes to a very smooth surface. Some modelers use Future for this and it works very well but Mr. Surfacer lets me check for errors. The final color coat was Alclad "A" with PollyScale black and medium green for the other principal colors. I used Testor's Metallizer Burnt Metal for the exhaust. Some of the panels were darkened using a darker shade of Alclad. Alclad can be masked over just minutes after painting and will not pull up, even with Scotch tape or masking tape. Alclad and SNJ are the only two natural metal finishes I recommend unless you want to be very careful indeed.

The decals that Andy provided were evidently done for the old Heller kit and were just a bit large for the Monogram. I had to do a lot of cutting and trimming to make the stencils fit. The kit decals are of the older high gloss finish—nice register and bright colors. I also remember that they did not respond well to setting solutions and usually required dilute white glue to stick!

This was one of the first kits to include a model nuclear weapon which the F-84F was designed to deliver. The kit also includes a bomb cart which will accommodate the nuke or a fuel tank. There are inboard and outboard tanks in it kit as well as a JATO bottle assembly. A nice touch are separate sway braces for the underwing stores. The speed brakes can be displayed open and could do with some extra plumbing.

The canopy is a bit of a bear. I always get nervous when I have to glue anything inside a big piece of clear plastic and this model has two supports that hold up the main canopy as well as a bracket that contains the hinge. It's quite an affair. After painting everything, I added the two supports using Weld-On. I have to add that before attaching the supports, I gave all the clear parts a good double-dunk in Future! After everything had dried a couple of days I began dry fitting and finally got it all to line-up. White glue was the glue of choice to assemble the raised canopy and the kit was done.

It's not a bad kit at all and certainly the best (considering the long OOP Heller) F-84F you can find. Even if it didn't have a prop and was natural metal, it was a fun project. I recommend the kit.

Milton



Bob Kieras' winning B-25B from Accurate Miniatures

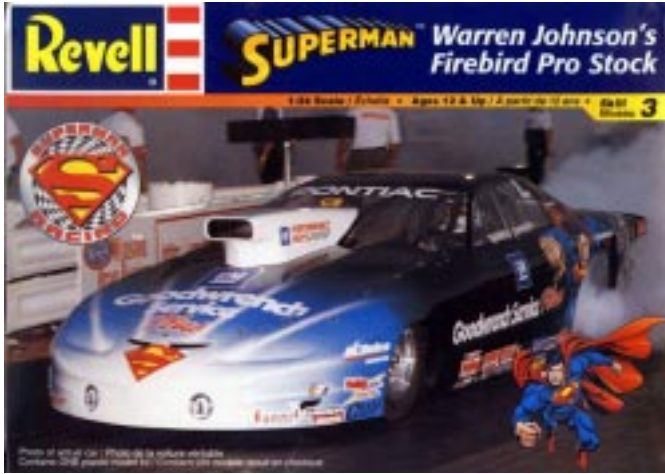


Dave Orloff's Pearl Harbor P-36 was a winner at last month's meeting.



Kenny did a great job on this one but unfortunately did not place.

(Car Corner continued)



dashboard, shifter mechanism, driver's seat, rear chassis panel and wheelie bars to prevent flipping over at high speeds.

Some of the features of these two Firebirds are very clean molds, including the chrome, the Weld Wheels, "extra-fat" slicks and GoodYear Front Runners for the front end.

So, there you have it, these are blasts from the not-too-distant past.

Skipster

JEFF'S BOOK REVIEWS

This month we'll start with a review of four of the Osprey Modeling Manuals. First off is #9, *MODELLING WW 2 FIGURES* by Rodrigo Hernandez Cabos. This is a great book if you are planning on doing some figures to go with your models. It covers a British Infantryman, Africa Korps Infantry, Memphis Belle Crew member, German Fighter Pilot, Waffen SS, German Fallschirmjager, Merrill's Marauders. This book contains great information on colors and blending as well as great photos. ☆☆☆☆

Next up is #8 *MODELLING AND PAINTING FIGURES* by Jerry Scutts. This book covers adapting figures, detailing figures, painting figures with acrylics. Again much useful information and loaded with step-by-step pictures and illustrations. ☆☆☆☆

#7 *WW2 DIORAMAS* includes subjects such as carving and modeling plaster sheets, doing an urban diorama, battle diorama, lots of information on vegetation preparation, planning your scenery, realistic blast effects, prepping your vehicles. Great photos. ☆☆☆☆

Lastly, #11 *WW2 SOFT-SKINNED MILITARY VEHICLES* is a very interesting book covering the following subjects; KFZ 1/20 Schwimmwagen, Sdkfz 11, Sdkfz 7/1, Self-Propelled anti-aircraft guns, GAZ-67B, Bedford Mw, Dodge WC-5 6-ton, Jeep, BM-13 Katyusha, Alblon AM 463, Dodge WC-54, VW-

86 Kubelwagen, Willys Jeep. This book has lots of information on modifications and painting info, and as expected, is full of pictures. ☆☆☆☆

I said it before and I'll say it again, these Osprey books are great, they are full of great photos, illustrations, and great information. You won't be wasting your money on these books.

ABANDONSHIP!-THE SAGA OF THE U.S.S. INDIANAPOLIS, THE NAVY'S GREATEST SEA DISASTER by Richard F. Newcomb. This is the updated version of the original book and is the story of the heavy cruiser *USS Indianapolis*, the ship that delivered the atomic bomb, and was sunk by a Japanese sub on the return trip. Of the 1200 man crew, 900 were lost. This book reveals facts that were unavailable at the time of the first publication. Great book, includes photos. ☆☆☆☆

For you sci-fi fans; a mini-series of two books titled *STAR TREK- THE NEXT GENERATION- "THE GENESIS WAVE" BOOK 1 & 2*, by John Vornholt. These 2 books are a direct tie-in to the movie *The Wrath Of Khan*. These are great books with a new twist of the Next Generation crew with the Enterprise E.

Next is *BASICS OF SHIP MODELING- THE ILLUSTRATED GUIDE* by Mike Ashey. This is another good how-to book covering lots of different techniques on shipbuilding. I would rate this one right up there with most other how-to books. Great photos. ☆☆☆☆

Finally, *X-FIGHTERS-USA F EXPERIMENTAL AND PROTOTYPE FIGHTERS, XP-59 TO YF-23* by Steve Pace. This book was very interesting. As the title implies, the material covers prototype and experimental fighters, including lots of information and photos. Great reading for anyone interested in aircraft. ☆☆☆☆

Check Out These URLs!

Here is a bunch of my favorite web sites. Check 'em out. There are some really fine sites here and loads of information for the modeler. Do you have a favorite? Send in to the editor and we'll all share.

www.marcopoloimport.com/ This is the official site of Marco Polo importers. You can take a look at the new 1/350 Arizona and a bunch of new stuff from DML.

Doing a Skyraider? Go to <http://skyraider.org/> and to www.abledogs.com/ For Bearcat fans check out almansur.com/aviation/bearcat

A fun site; www.geocities.com/msheftall/. Great music!

For some really fine modeling, check out Mr. Taira's site at <http://www2.sala.or.jp/~taira-m/>. For Me 109 fans you have to see www.messerschmitt-bf109.de/index-1024.htm.

Old Rumors & New Kits

The IPMS/USA Nationals are over for another year. Next year, we'll be going to Virginia Beach, VA. That's a nice area but you'd better make reservations ASAP because they aren't exactly covered up in five star hotels! (One thing you will find is some excellent sea food and some friendly people!) Don't forget, it's just a little way to D.C. and the NASM.

Then in 2003, the National Convention moves back to Region VI with a four day stint in Oklahoma City. The OKC show will again be over the Fourth of July holiday. I hear there will be better parking than in Chicago.

Lots of new things were recently announced, some from the convention itself. Classic Airframes had some of the best news with three new kits promised. Finally there will be new molds Sm.79, a Supermarine Walrus, and an Arado 68, all in 1/48. There is no date on their release at this time. CA has just released their two 1/48 Lockheed Hudson kits and both should be popular subjects for the civil airliner folks as well those who like early WWII aircraft. Their J2F Duck has pretty well sold out of the first run. Now there's a late J2F-5 Duck on the shelves. Both look very nice indeed.

Just found out that CA is also doing a couple of Italian fighters, an Re 2000 and an Re 2001! First good ones

As Jarrod mentioned, Accurate Miniatures has closed down all but the barest warehouse operation. The last time I looked, they were still offering stuff from their website, some of it at good prices but still they have to make some money so there are no giveaways! The best bargain I saw was the double Avenger kit which was roughly \$20 per single aircraft or about \$12-\$15 off the usual price.

I fully expected to see the Pro Modeler F-86D from Revell-Monogram in the shops by now but still no word on a stateside release date. The kit includes underwing stores for the folding fin "Mighty Mouse" rockets and bombs. A multi-piece towing tractor is included. It's available across the pond and reports are favorable. Expect a price in the low \$20s.

Other items from R-M available now include the F-15E Tigermeet, this time with a large assortment of underwing stores. This is a very good kit, probably the best F-15E on the market—certainly the best considering the price that's still under \$30. If you didn't get the F-100 the last time, it's available now. Still the best Super Sabre available in 1/48 and at a very good price. Look for another version of their Me 110G, this one in Eastern Front markings. Good price too.

From the looks of things, it's doubtful that R-M will be doing any more new Pro-Modeler kits. You can expect some updates of older kits and from Revell you may find some plastic that was originally in Hasegawa boxes, such as the A-7E Corsair II.

If you want to check out all the releases from R-M, go to their web site at: <http://www.revell-monogram.com> .

If you were impressed with the Trumpeter A-10 Warthog, you may want to check out their new 1/32 MiG 21s. There are two versions of the aircraft; the MF Fishbed J and the Mongol B. Even for a smallish aircraft, this is a big box for some very cleanly molded plastic. It's impressive in size as well as the quality. Just be prepared to lay in a supply of good natural metal paint. As far as I know, Trumpeter still plans on doing an F-105D and I wouldn't be surprised to see a G model later on, seeing how they engineered the MiG 21. Meteor Products already has a very nice looking resin cockpit for the kit. Now I just learned that Trumpeter has a series of Su 27s and Su 30s in 1/48 scale.

Another rumor that proved correct was the demise of Aeromaster. Well, that's not to say that all is lost. The parent company apparently decided not to continue Aeromaster so Gaston and all his people moved over to Eagle Strike. The Aeromaster line of paints was discontinued earlier so that won't be a loss. I expect to see an increase in the production of decals from Eagle Strike, probably including more 1/72 subjects. If you haven't noticed, there are some really nice sheets from Eagle Strike in all scales.

The Tamiya Zero should be available next week. No motor or lights but they did retain some working parts and managed to keep it from being a toy. For example, the landing gear retracts, has "working" oleos, and movable control surfaces. The landing gear fits so well, you have to insert a crank into the wing to lower it out of the wheel well! It's not going to be cheap but I don't think it will be in three figures! Hah! What else is Tamiya up to? Probably another version of the Gekko—perhaps the humpback.

Hobby Craft surprised us with a pair of Harriers in 1/48. One an FRS-1 and a GR 1. No idea about quality but the price seems right. Hope they are as good as the A-4s.

Hasegawa has their new Hayate "Oscar" out in Japan and I expect it any day now in the local shops. I had a call from Masahiko a week or so ago and he was singing the praises of the kit. By the way, Masahiko is doing well and says hello to all the club members. I think he sounded a little "homesick."

Their new Mk IXc Spit is a very fine kit and I've seen some good reviews of it, although some suggest some corrective measures that I'll have to check out before I begin cutting styrene. The second version of the Kate, B5N1, is in the shops now and appears to have the multiple bomb rack. This one will look real nice in natural metal and black. For larger scale fans look for the re-release of the 1/32 F-5, the Mk Va Spitfire—Douglas Bader, and the A6M5 Mk 52 Zero. In the future Hasegawa will release an OA-5M Skyhawk and a Pearl Harbor Mk 21 Zero, the latter most likely a re-release with new box and decals.

That's about all I have for this month. I'm still needing articles, reviews, and how to articles. Now build something!

Milton

Air Show Show Dates!

September 8, 2001, Air Show Oklahoma, Muskogee

October 6, 7, 2001 Confederate Air Force Air Show, Midland, Texas

October 13, 14, 2001, Amigo Air Show, El Paso, Texas

October 19-21, 2001, Wings Over Houston, Ellington Field, Houston, Texas

**October 20, 21, 2001, Alliance International Air Show, Alliance, Fort Worth
(<http://www.allianceairshow.com/>)**

**Next Meeting:
Thursday, July 19**

