



SPRUE CONFESSIONS

Styrene Six

Jarrold Cunningham

Wow!!! What a success the auction was!

I don't think we could have asked for one any better. In the two hours or so I think we auctioned just about everything imaginable, except my kids (according to my wife they may be "on the block" soon). I would like to thank those who attended, and especially Mike for hosting our event. My wife especially appreciated the pool, as did my two kids. It's a good thing, because I had more "pressing" (model related) matters on my mind!

The stack of model stuff was really big this year, and the addition of the books really did add another element to the auction. In a way, I never really get a feel for the auction thing. I find them hard to read. It boggles my mind, that some of the items you would expect to go higher go low and some vice-versa. Case in point, the Heller 1/48th scale jets. I never would have guessed that one, guess it was just a good day for the French! I didn't get a firm tally before I left but heard numbers around the \$1400.00 range. That is just amazing. Last year's mark was our best and was around \$900, if memory serves. Chalk it up

from the Editor...

Kenny tells me that the program this month will be a "quarterly" contest. So, bring what you have; any subject will do, preferably finished, and not a winner from some past Nationals. Meeting time is still 7 PM and we'll be back at Luby's Cafeteria on North Loop, just west of Burnet Road.

This has been a busy month since the last meeting. We've had a successful summer get together to eat barbecue and auction off some donated kits. Thanks to all who donated kits and especially those who parted with their cash to make it our most successful auction to date. The biggest round of applause should go to Mike and Sally Kachoris who invited the mob back to their house one more time. I know a lot of kids and some adults really enjoyed the pool.

for a new record I guess. It was good to see the event go over well and generate some much-needed capital for the August show.

On that note August isn't that far off at all, when you think about it and I hope the highway construction doesn't hamper our efforts. I talked to a few people recently about the show, and they were all enthusiastic about it. Very soon Tim and Bruce will have sign-up sheets for those needed posts during the show. I hope all that can volunteer do so. It takes quite an effort to bring it all together for the show, and we need the support to be there as it has been in the past. I plan to volunteer and I highly recommend others do so as well. Please remember that as far as the show goes, no job is too mundane. Sure there are some positions that are more exciting than others, but ALL need be done. Please consider this when the sign up roster comes around. I am sure that Tim and Bruce would appreciate it.

On a sad note, if you didn't attend the auction event you missed your last opportunity to visit with Floyd Werner. Floyd, since retiring from the Army, has taken a job that will put him in the Midwest. He is going to work for a regional airline flying out of St. Louis, Missouri. He
(continued on page 2)

Several ASMS'ers made the annual trek to Dallas, or make that Mesquite, for another Squadron Scalefest. Bondo and I went up together and found a bit of rain on the way but the rest of the Memorial Day weekend was just great. Apparently most of the locals took the opportunity to visit SMO and leave a "donation" for the good of the hobby. Phil and I both brought home more than we took. Phil scored on some of those esoteric French jets you'll be reading about soon. Actually, it's a real treat to go to a supplier's warehouse!

Attendance at the show was down from what it was two years ago. Since Dallas hosted the National Convention last year, there was no Scalefest. But this year they were back in Mesquite's Rodeo Convention Center with lots of room. In fact, they had space left over with just 900 plus paid attendance and 441 entries.
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Bruce Burden**Dave Edgerly****Marc Hobbs****Model Show Schedule**

IPMS/USA National Convention, Chicago Ill.	July 4-7, 2001
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

(Styrene Six continued)

attended the event and brought his family as well. I personally wish him the best of luck and success with his career. I am sure I am not alone. Hopefully, he will remain in contact, otherwise I will have to go and purchase some of those Luftwaffe reference books, instead of just asking him!

Jarrold

(from the Editor... continued)

Our own Floyd Werner did his part; 32 of those entries were his! There were plenty of very nice models to look at, and I'd say that the quality was generally high. The big news was Greg Springer who took first in his category and best overall aircraft with his immaculate Zero. Bondo and I carried only a few models up ourselves but I believe we scored with everything we entered.

Another local modeler who got hand-cramps from filling out the paper work was Russ Holm. Russ's name was called many times so I know he did well. Other winners included Floyd Werner who compiled his too-many-to-count Me 109s into a collection and won, and won in several other categories as well, and George Lewis whose name was called often. Sorry but Dallas hasn't posted a list of winners so I'm going by memory at the moment. As usual ASMS made a good showing and a significant contribution to a successful show. Congratulations to all the winners. The next show on the schedule is the IPMS/USA Nationals in Chicago.

Milton

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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.

May Minutes

We had no visitors at the May meeting.

Old Business

Summer Party

Mike Kachoris is again to be our host at this year's party. The club will provide the barbeque and the members should bring side dishes, deserts, and your beverage of choice. Members should also bring chairs and swim suits for the pool. The party will start at 2:00 and run until...

Contest

It was reiterated that the Austin Model Car Club did have a charter. A silk screener had not been found as yet. Dave had a sample of the base of the award made out of southern pine. At the time of the meeting the wood had not been purchased. It was estimated that the plastic would cost us about \$1100 and the wood would be about \$300. There was discussion about having the plastic laser etched. This would cost about \$400-\$500. Even doing this we are looking to cut our trophy expenses in half from last year.

Treasure Report

At the meeting Dave Orloff report that we had \$2563.06 in checking. And we have \$389.72 in the savings account.

New Business

Floyd Werner announced that this would probably be his last meeting with us. He has accepted a position with an airline and will be working out of the St. Louis location. He will be keeping his current email, floydwerner@hotmail.com. I would like to add my voice to the crowd of people that will miss Floyd's presence, input, modeling skills, and his calm and quiet demeanor. (?) Good luck to you and yours, Floyd.

Milton Bell brought to our attention that due to the up-coming movie "Pearl Harbor," there was to be a special event at the Doris Miller Auditorium. The event honoring Miller would be at the Capitol and auditorium would include members of the Miller family. Milton asked for those who would like to provide models for a display that would be part of the activities. Arrangements were made to have these models dropped off at King's by next Saturday. They will then be picked up by Milton.

A quick report was made on the Confederate Air Force activities of the past months. One item of note to me was the rebuilt engine of the P-40 had come in and had a bill of \$50,000. They were also looking for any information on the Cary Air Force base which is now the San Marcos Airport.

And Marc Hobbs had some great news. Marc and his wife Wendy are expecting and it has been determined that they are going to have twin boys. Congratulations Marc and Wendy.

David C. Ranney

Here and There

Not only are we losing Floyd, our good friend and fellow club member Masahiko Nakasone will be leaving us at the end of the month to return to Japan where he will enroll in a college later this year. We will miss Masahiko, and his fantastic publications from Japan and translations regarding the new offerings from Hasegawa and Tamiya. Good luck Masahiko!

We have a new Colonel in our midst. Bobby Galvez is now a Colonel in the Confederate Air Force! I don't know whether to salute or offer him a mint julep.

Bondo had a good long run on HyperScale. Over a period of a couple of weeks, Brett Green ran about five articles on Bondo's models and photos by me. We both got some notoriety and for a lot of modelers, it was a relief to see some models that usually didn't have props. Certainly not models you see every day. If you want to check out the site and the models, go to hyperscale.com and search back a couple of weeks.

The affair at the Doris Miller Auditorium went well with a couple of hundred folks showing. There was a display from the Nimitz Museum and some early radios from Motorola. Good fun and some good food too!

MB

Floyd: A Parting Shot

I have been selected to fly for Corporate Airlines out of St. Louis, MO. The name is misleading: it is just like American Eagle or Continental Express, a regional airline, except it's smaller. I will be flying BAE Jetstream 32s. I will be turning off the computer for the movers on June 12. If you want to be removed from my address list please feel free to email me at this address or the one listed below.

floydwerner@hotmail.com

Of course it will be about a week or two before I get back on a computer. We are travelling to New Jersey to vacation with my parents until my class date on the 23rd of July. I will go to training for three weeks in Tennessee and then another week or two in St Louis for simulator training. After that I will get the family moved to St Louis. Should be in time for the new school year.

Here is my snail mail address if any of you need to send something to me.

Floyd Werner
15 Cherry Street
Washington, NJ 07882

If you have any questions just email me back ASAP and I'll get back with you.

Floyd



CAR CORNER

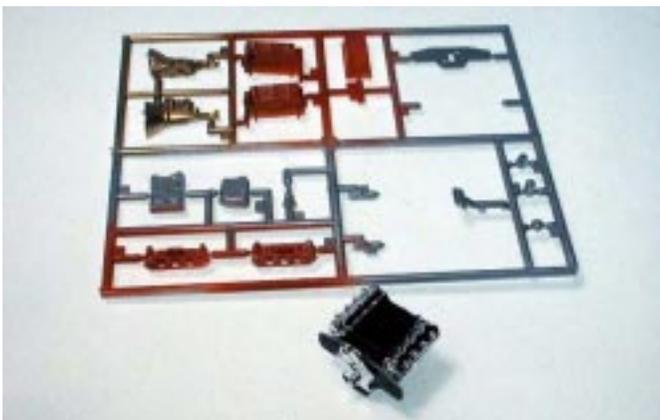
by Skip Perrine

Car Corner is doing a different thing in honor of our “New Look”—instead of doing just kit reviews and because I have not received any new kits to do reviews on, I’ve decided to do a complete buildup of a kit.

And since my primary supplier (at this time) is Polar Lights, my choice for the first buildup is kit # 6506—Gas Ronda’s Mustang Funny Car.

A little background on this car: it was called Gas Ronda’s Dream Car. A competitor’s worst nightmare, Gaspar “Gas” Ronda was already a well known personality on the drag racing scene. In 1951 he began his racing career as a stock driver and moved into the funny car ranks in 1966 with the first injected, fuel burning car to run in the eight-second bracket. By ’69, he introduced his ’69 Mach I/ Cammer—called that because it was a DOHC (double overhead cam) engine. He selected a Logghe Stage II chassis with a 120-inch wheelbase and mounted the SOHC (single overhead cam) 427 only 52 inches ahead of the fully chromed Ford rear end. Engine work was done by a “Master Engine Man,” Ed Pink.

Now on to the buildup of this incredible car and kit. Before we start, let’s look over each assembly. The engine is a kit in itself, with well engraved heads and it has a crankshaft—this is just like building a real engine—it even has a fan-belt to be attached after all the pulley assemblies are secured. I suggest using Super Glue and let it set overnight.



I painted the body a gold undercoat and then two coats of candy apple red. Then I applied the decals, which must have been Slix as they went on so nicely, and did not leave any residue or film. Next I assembled all of the undergirding inside the “Fiberglas” body.



The chassis was a bear. It comes in six pieces (no it’s not one-piece), two sides and four braces to keep it together. It’s a difficult kit and requires PATIENCE! After the chassis is all together, add the engine, and front fuel cell, then hook all of the hoses to the location in the instructions (study this thing before you begin). Now attach the rear end and front end then the slicks in the rear and the “skinnies” up front; next we “ease” the body down in place on the chassis. I forgot to tell you to put the driver’s seat in place before you put the roll cage together—it will save you a lot of grief.



So, that’s it. Let me know how you felt about this as opposed to kit reviews, because all I have are “old kits.”

Where’s Our Hobby Going To End Up?

With AMT shipping stuff to China for assembly and putting “our” people out of work, Lindberg getting completely out of the business of plastic models and the whole plastic hobby up in the air, so to speak, where’s it all going to end? The die-cast market seems to be taking over completely. So my question is how much longer will there be NNLS, GSLMCCs, IPMS Nats, and model contests in general? Is the plastic hobby dying? It would appear so, to look at the slow deterioration of our kit suppliers and supplies, Toys-R-Us used to have a pretty fair selection of models. Now nothing on their shelves but DIE-CASTS! WalMart had a great selection at one time too, now it’s all pre-painted kits of everything we ever had in plain, bare plastic. Target? We won’t even go there, they almost don’t even have models. Kay-Bee Toys has NO models at all.

Whatever happened to the variety stores with discount prices on models? What plastic Hobby Lobby has is as high priced as

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**BY THE
LATEST
PACKET. . .**

by George Lewis
TPMS 15401

It has been reported that the sistership to the *Osumi*, a Tamiya kit that I reviewed earlier in the newsletter, has been completed. It was also reported that after trials it was found that the class leader *Osumi*, is of too deep a draft to perform her rescue work which is one of her missions. Therefore, the Japanese Maritime Self-Defence Force has made plans for a different class of LPD, smaller and of shallower draft, to take over the coastal rescue missions. Does this makes the Tamiya *Osumi* eligible for the contest theme? [Flops!]

Ref: USNI Proceedings, June 2001.

The latest ship from the prolific Ted Paris of Commanders Models is the *USS New Mexico* as she looked in 1944. The New Mexicos (*NM*, *Idaho*, *Mississippi*) were the last pre-war battleships to be modernized. All three were in the Atlantic on 7 December so were spared damage. Kept in continual service, the Navy never was able to give them the massive rebuilds the ships damaged at Pearl received. Still, they did get numerous light AA guns, in the end totalling some 14 quad 40mms and numerous 20mms; they looked like hedgehogs when viewed from ahead or astern.

The model would be most impressive in the four color dazzle scheme. Extra parts are provided, according to the box, to make the *USS Idaho* as she looked in 1945 when her secondary battery was changed to 10 five-inchers in closed mounts. The Navy planned to keep all three in reserve post-war but others ruled they be sold. The *Idaho* and *New Mexico* went to the breakers by 1948; the *Mississippi* served on as a gunnery training ship (taking over for the *Utah* and *Wyoming*) until 1960. She gave up Y turret for a twin Terrier missile launcher. The kit is 1/350 scale resin.

GL

**The French Connection:
A Triad of Esoteric Gallic Prototypes**

by Phil "Bondo" Brandt

The annual hike up I-35 to Squadron Scalefest is especially enjoyable to these elderly bones because that fine NCT show always includes a side trip to Squadron's Open House in Carrollton. It's not that Jerry and Chuck have everything on sale there, 'cause everything's not marked down. But, being able to push a shopping cart up and down rows flush with kits, aftermarket sets and literature is almost overwhelming, the modeler's crack cocaine, if you will! This year Bondo was sucked into the eclectic, often esoteric vortex of weird French kits.

Warning: Modelers whose repertoire is limited to WWII primary Allied and Axis aircraft may find the following material objectionable! :)

Mach 2 1/72 Leduc 021 Kit Number MC0010, \$17.00



Rene' Leduc, a renowned French aviation propulsion pioneer, was responsible for a series of successful Forties/Fifties turbojet-ramjet (the French use the term "conduit") fighter interceptor airframes. The barrel-shaped Leduc 021 had exceptional time-to-climb figures—the hot criteria for Euro airforces of the era—albeit with serious range limitations. The most unusual design feature IMO is the 360 degree, clear, conical cockpit, essentially part of the extended nosecone, with just a slight blip of flat viewing area protruding above the nosecone profile. The -021 featured bicycle-type maingear with tiny outrigger struts and a huge, stepped exhaust cone for the turbo-ramjet.

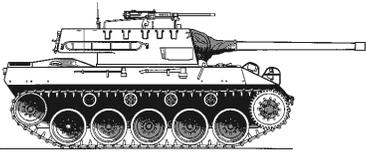
Yeah, yeah, it's a Mach 2 limited-run, injected kit with all the usual "baggage," but you can't say they don't select interesting subjects! Molding is fairly smooth; panels are reasonably well engraved; typical thick sprue connections to components; moderate flash and thick clear parts. World's tiniest decal sheet (use the box art to determine placement) and the usual one page component blowup assembly drawing. Because the pilot's area is so revealing....kinda like doing your thing in a department store window...I recommend using a resin seat with molded harnesses from the 'ol True Details 1/72 F-94 cockpit detail set. I tell ya, this set has furnished interiors for at least six of Bondo's 1/72 projects and adds welcome complexity to otherwise painfully plain areas.

The Leduc 021 is a relatively simple, doable kit which will require some surface fine tuning in preparation for the natural metal finish of your choice. That's the thing about Mach 2 kits; they're always a love-hate thing. But, if you can't resist weird aircraft, you'll hafta step up to the plate...

Mach 2 1/72 Leduc 022, Kit Number MC0003, \$26.00

If you thought the Leduc 021 was a strange bird, meet its Big Brother. Tagged as a "Statoreactor jet plane" on the box, it's

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The Armor Column

M 270

Multiple Launch Rocket System

Dragon 1/35 Scale

by Marc Hobbs

The M270 MLRS (Multiple Launch Rocket System) is the latest and arguably most sophisticated vehicle in the evolution of mobile, solid propellant systems for field artillery units. The heritage of the MLRS began with the German Panzerwerfer, Russian Katyusha and the US Calliope or "Screamin' Mimi" multiple tube rocket launcher mounted on the turrets of Sherman tanks during WWII. These weapons were all based on unguided solid propellant rockets. Due to their high rate of fire but lack of accuracy these rockets were used for area saturation missions only.

After the war, the US Army continued to develop solid propellant tactical rockets, but as the accuracy improved, the size and cost of the rockets increased. The multi tube vehicles gave way to single rockets mounted on trucks or AFV's that could deliver large conventional or tactical nuclear warheads over great distances and with pinpoint accuracy. Then, with the advent of the submunition, the long-range saturation mission was rediscovered and the MLRS was born.

After a long period of experimental design work from a number of bidding contractors, Ling Tempco Vaught of Dallas, Texas, (now known as Lockheed Martin Vought Systems Corporation) was selected as prime US contractor in 1980 for the new Multiple Launch Rocket System (MLRS). Production began shortly thereafter and in 1983 the first vehicles entered service with the US Army. European participation was built into the project from the beginning, and Germany, the UK, France, and Italy joined in production and deployment of the new artillery system under a memorandum of understanding.

Also known as a Self-Propelled Launcher Loader (SPLL), the MLRS is a mobile, self-loading, multiple launch, rocket firing unit. The SPLL is made up of two major components and an electronic fire control system (FCS), the components being the M993 carrier vehicle and the M269 Launcher Loader Module (LLM). The MLRS is designed to complement cannon artillery, to attack the enemy deep, and to strike at counter fire, air defense, and other high priority targets.

MLRS units are organized and equipped to provide field artillery (FA) missile fires in support of maneuver forces and to reinforce the fires of other FA units. The MLRS battalion is usually

attached to a FA brigade, but it may also be attached to a division. An MLRS battery is organic to a heavy division to provide immediate response fire for the division commander.

MLRS units are positioned and fight well forward and use their shoot and scoot capability to improve survivability. Forward positioning is critical to accomplishing these deep missions. When providing close support in the offense, as in Desert Storm, MLRS units move with the maneuver forces they support, stop to fire as required, and then move rapidly to rejoin the formation.



In keeping with this doctrine, Texas' own 49th Armored Division recently activated its own MLRS battalion. Honoring the legacy of our "Lost Battalion", the new MLRS unit has adopted the designation of the 131st Field Artillery Battalion after the unit lost in the Battle of the Java Sea at the beginning of World War II. The survivors of this original battalion spent the rest of the war building the Thai-Burma railroad for the Japanese. The new 131st is headquartered in San Antonio with rocket batteries in San Angelo, Texas, Wichita Falls, Texas and South Carolina.

Shortly after this new battalion was activated, I was approached by the Texas Military Forces Museum to build a model of the MLRS for their collection. Always willing to help, I chose to build the Dragon release of the M270 (as there are no other kits available) in 1/35 scale. I began searching for this kit at swap meets and hobby shops when Rick Herrington offered to donate a kit already 80% assembled. I immediately accepted this most generous offer, as it would save me many hours in construction. Therefore, I cannot go into detail on the construction, however I am familiar with the quality of Rick's work, and it is obvious there are some real challenges in building this kit.

First, take great care in assembling the suspension...and plan ahead. It appears the MLRS, like other early Dragon kits, does not have positioning pins molded on the suspension arms. You really have to work to get the wheels level and in alignment, however if you don't, the link and length tracks will not fit properly. In particular the positioning of the rear idler wheel is critical or you may end up having to hide a gap in the tracks. I



would recommend assembling the tracks early in construction so that they can be used as a guide while setting the wheels. I assembled and installed the tracks at the very end, and I never could get them on right.

The overall detail on the kit is beautiful. Everything is nicely molded and there are some very delicate parts. Mold seams are not a real issue, however some parts (including the tracks) are cursed with abundant ejector pin marks. These are not difficult to clean up but the process is very tedious. I do especially like the detail on the cab and wheels. With proper painting and highlighting the model has a lot of texture. Another nice touch is the interior provided in the kit. This model is built "buttoned up", but all the parts are provided for a basic cab interior including the on-board fire control computers. If you are a real super detailer, an excellent article on the M270 cab can be found in the AFV Interiors website (see the end of this article for the URL). There's enough information in here to really do a masterpiece with the cab.

The other big fit problem is the large box shaped LLM. The box itself is molded as separate panels and getting it plumb appears to be a real chore. Ironically, there is a lot of really nice rivet detail on these panels, but the fit is so bad that it is mostly lost in trying to clean up the corners. Also, decide ahead of time how



to display the launcher. The kit provides the rails for the lifts and the full rocket packs, which is great if you want to display the model reloading. Unfortunately, if you want the lifts retracted and the rocket packs loaded, these parts do not fit in the launcher. I ended up using just the front and back facades of the rocket packs and sawed off the rails where they enter into the LLM. Everything else goes into the spare parts box.

At this point, I was ready to start painting. Most of the M270's assigned to the 131st had been used in Desert Storm; so sand is an appropriate color. I used Model Master US Armor Sand as my base coat. After the base coat is dry, I always like to apply the markings and then weather so that everything looks consistently dirty. I chose to do a vehicle from A Battery 131st Field Artillery based in San Angelo, Texas. The markings are from Archer Fine Transfers' excellent sheet of modern US Army lettering. The unit codes and vehicle numbers were pieced together onto clear decal film and then applied to the vehicle using Future floor wax as a setting agent.



After this was thoroughly dry, I applied a wash of 50% Polly Scale Acrylic Dark Earth and 50% Polly Scale Acrylic Flat Black. The wash gives the model a dusty look, but be careful to mop up any places where the wash pools or it just doesn't look right when it dries. Once this is dry, I make another wash by mixing equal parts Black, Burnt Sienna and Raw Umber artist's oils with mineral spirits and outline all the surface details to mimic shadows. I finished the painting with a dry brushing of the base color followed by a second dry brushing with straight white for highlights. This really brings out all that detail and gives the model depth. A final coat of Dullcoat to tone everything down and the MLRS was complete.

My part of this project was really quite enjoyable; of course Rick Herrington had already done all the hard work. Still, I would recommend this kit to anyone who wants an M270 in his or her collection. Just be aware that this kit will take some work to get a contest-winning model.

I am always proud to do a subject that relates to Texas history, and I would like to thank the Texas Military Forces Museum for
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Stuka Pilot

By Hans Ulrich Rudel

reviewed by David Bourland

I saw this book on a friend's bookshelf and asked to borrow it. I had heard about Rudel's fantastic career and wanted to learn more. It is a quick read, anyone interested in learning more about the ground support airwar on the East Front will enjoy it.

Rudel spend his entire combat career on the East Front. He is credited with:

flying over 2513 sorties
 destroying over 500 tanks
 forced down by flak 30 times
 forced down by a Russian Fighter 1 time
 forced down by a US (Mustang) fighter as he landed at Airfield 1 time.
 landed in behind Russian lines to pick up downed crews 8 times.
 was picked up at least once himself.
 downed at least one fighter (using the 37mm anti-tank cannon.)
 flew a Stuka and FW 190 in combat.
 flew a Storch and ME 109 as transport.

The book is about 300 pages. Introductions are written by the famous British Ace Douglas Bader, and both of Rudel's parents. It was first published in 1958. Rudel attempts to describe his experience and diverts into other issues only as necessary for a context.

Rudel wanted to be a fighter pilot. He volunteered for dive bombers because he feared his training class was going to bombers. He went to Stukas and the rest of the class went to fighter command. Rudel was an extreme patriot, only in the last two chapters does he see defeat looming or make any negative statements about the conduct of the war. This patriotism is evident throughout the entire book. He mentions two friends that fell in combat, saying "at least they died when it appeared victory was in our grasp." That perspective is new to me.

He threatens (Hitler even) to turn down medals if it means he has to stop flying. He hates to convalesce and goes back to the front with jaundice. He lies about his medical release and flies after a wounded shoulder hampers his ability to maneuver.

He doesn't drink or smoke but yet he is not a complete square. He talks about the nicknames for other pilots, pranks they play and how they amuse themselves. He is a fitness freak who might take a six mile jog before his morning recon flight. He spends most leave time (when forced to take it) skiing and plays football (soccer) and ice hockey on frozen rivers and ponds with the squadron.

He does not discuss much about his personal life. "On leave I got married" is about as personal as he gets. I think that is more a characteristic of his generation. Unlike today, I don't think it

would have ever occurred to him that anyone would want to read that information. The only descriptive phrase he uses in the book is "my wife" though she might be a seven foot, red headed circus artist but he isn't telling. Later, in passing he mentions they have a son.

He always refers to Russians as "Ivan." He passionately hates the Russian government but doesn't have ill will toward individual Russian soldiers or the civilians.

Air War in the East

Rudel flew Stukas until the end of the war. Part of his unit transitioned to FW 190s and they would work in concert, Stukas flying antitank missions and FW 190s flying fighter bomber missions with them. Rudel was flying a Stuka on the last day of the war, when he landed on an American airfield. Air war in the East was low level and ground support focused. Rudel describes flying at 2400 feet to get above the flak, pulling out of attacks at tree top level and using narrow ravines and gullies to evade fighters. His description of Russian fighters, "red falcons" borders on contempt. They would challenge them, scare them away and sometimes dogfight with them. One of the few times Rudel was seriously threatened by a fighter was when his maneuvering was hampered by a shoulder wound. They would usually escape from their attacks at tree top level. Rudel stresses the importance of formation flying and discipline both for navigation in bad weather and mutual protection. All aircraft books mention this but Rudel gave me a much better feel.

Russians would bomb their airfields constantly. By night in Bostons (A-20s) usually but never to any great effect. They would generally sleep through them (not go to the slit trenches) in order to be rested for the next day's action. By contrast only once does Rudel describe bombing an enemy airfield and it is Rumanian after they switch sides.

Late in the war the Russian and American fronts were close enough that American fighters would intercept their raids and attack them landing at airfield. About half the enemy aircraft he mentions is American lend lease equipment—Boston bombers, and Airacobra fighters.

Not all of the Luftwaffe's war was in the air. In the winter of '41 the Russians broke through the front line and the airfield personnel were forced to defend themselves like infantry. Rudel explained that his Luftwaffe training started as infantry so I assume this was standard. This attack was at night, otherwise, as they did on a number of other occasions, they would have taken off and strafed their foes to protect their airfield. Once they were threaten by a column of cavalry. Rudel calmly talks about the need to bomb their artillery first and only when that danger is removed to strafe the Cavalry to immobilize them and blunt their threat.

Rudel would begin the day with a recon flight at first light, then lead the squadron on sorties, all day if needed. One day he flew 17 sorties. If the front was close he might land just to re-arm,

forgoing the fuel for the next landing. At times he would get impatient with the time required to refuel and rearm the rest of the squadron and “squeeze in” a solo sortie.

The Antitank Stuka

At first Rudel did not like the Antitank version of the Stuka. He had been reassigned to a testing unit in early '42 and by that time was quite expert at dive bombing. He hated being away from the front and his unit. In particular didn't like the limitations the new Stukas—the wings of the Stuka could not take both the cannon pods and steep diving. Therefore, the path of the new Stuka's would be more predictable to ground defenses.

These technical differences caused changes in tactics. The two types of Stukas would fly together, the dive bombers would attack their targets and the flak defenses. Then the antitank Stukas would pursue their targets. Rudel says they were most effective when the front was fluid—before flak batteries were thickly established. This makes me wonder why the Russians never built their own flak panzer? Why not convert an SU-76 or an open topped flak version of the SU-85? The Russians did had some trucks with flak guns mounted on them and some lend lease halftracks but Rudel never mentions seeing them.

The Escape

One of Rudel's more harrowing adventures began when an inexperienced crew's plane was damaged by flak and was landed in a Russian field. Rudel landed to pick them up but the field was too muddy and he could not take off again. The two pilots and two gunners left for German lines on foot. They had to go down a cliff and cross a river where Rudel's gunner drowned when he became exhausted during the crossing. Then they came across a Rumanian patrol which did not know who they were— since they had to swim the river they had left their tunics and boots. Rudel was pulling his medals out of his pocket when he realized they were Russians! The three Russians promptly disarmed them. Knowing a price was probably on his head Rudel made a break for it. The other crew stayed put but Rudel was shot through the shoulder. He ran, avoided a platoon and kept running. He moved by night, breaking into a farm house where an old couple gave him bread and water. Although they didn't share a common language, the couple seemed to help enough to get him out of their house but didn't care otherwise. Eventually he ran across a pair of Rumanian peasants and discovered he was behind German lines. When he got back to his unit he couldn't wait to fly again but was ordered to never again land to pick up a crew.

Summary

I wanted to read this book to learn how one pilot could have been so successful in an obsolete plane in constant combat for three years. Now I think I know. He describes the context, how they learned to get the most out of their equipment and their tactics. I recommend it to anyone interested in the period.

David Bourland



longer, sleeker, “badder” looking; another turbo/ramjet combo...this one designed for eventual Mach 4 speeds! It's apparent that French aviation wasn't exactly sitting on their technological hands back then. The Leduc 022 featured innovations such as: each wing constructed from two milled panels; porous diffusers to absorb boundary layer air; ejectable cockpit; and the first French aircraft to use titanium and teflon. And, the 022 flew often, starting in 1956, with eye-watering climb rates and speed. By early 1958, however, the French government had cancelled the project due to funding limitations. The second 022 prototype, donated by Leduc's family, is currently on display in the French “Hall of Prototypes and the Air Force” (http://www.mae.org/n_hall-c.htm). Although never flown, the Number Two ship was designed to have significantly more performance than Number One.

The -021 kit critique above is equally applicable to the Leduc



022, except that there are no markings shown or provided. Again, use the True Details F-94C seat. I wanted to display the cockpit opened, but can't find any information on the opened configuration.

JMGT 1/48 Sud-Ouest Trident II (9050 SE) Jet/Rocket Interceptor, \$60

The Trident II is the last in this French triad of post WWII hybrid
(continued on page 10)

(Car Corner continued)

most mainline hobby stores, some stores like Michael's has sales of from 20-50% off on plastic kits, but how much longer will they even be around, especially in the plastic hobby area?

What we have is AFTERMARKET; they provide everything from parts and accessories to complete kits for a hefty price and I don't know about the majority of us, but I for one cannot afford to pay up to \$50.00 for a kit. And that doesn't even include all the machined aluminum parts for engines and even entire engines complete with fan belts and in some cases pre-wired distributors.

Friends, we live in a world of instant gratification, DSL for our computers, microwave ovens to cook our meals, fast food restaurants on nearly every corner, rush, rush, rush to get where?

Look at this, kids today would rather play Nintendo, computer games or Play Station 2 than work on a model, and guess who the modelling people listen to? Not the modelers that's for sure, It's THE KIDS!

I fear the demise of our hobby is going to be due to the die-cast market. Let's face it, when you can get any number of die-cast cars, trucks and yes, even planes, from a variety of manufacturers, and they come with opening hood, doors and trunk and top that off with engines that have been wired and plumbed to the max...why bother to build?

I'll tell you why, because it's fun to build and create something nobody else has done. I myself love to chop a top on a '49 Ford or Mercury, or do a complete custom on a '59 or '60 Impala. And just recently I have moved into a different aspect of our hobby, I have been building tanks! And guess what brothers and sisters? It's been fun, I am trying to bring fun back to the hobby. I enter contests not necessarily to win, but for the sheer enjoyment of having something to show.

Four years ago doctors told me I would never build again, that the nerves had won the war, well I am building more now and enjoying it much more. I build more plastic because I love our hobby. I am sorry to get on my soapbox, but I am passionate about model building, I may not build many winners, but to me every one that I show is a winner in its own right.

So let the die-cast people have their day, I feel plastic kits will prevail. There are still a lot of plastic kits in the world, so lets buy plastic, and build more plastic.

Skip "Skipster" Perrine

(Armor Column continued)

providing me this opportunity. Also, I would like to thank Mike Kendall for providing much of the research for this article.

If you are interested in armored vehicles from any time period, you will want to visit his fabulous AFV Interiors website at: <http://www.kithobbyist.com/AFVInteriors/>

Marc Hobbs

(French Connection continued)

propulsion interceptors whose short-lived high performance was rather quickly overcome by rapid advances in turbojet development. Needle-nosed, straight-winged, with a turbojet on each wingtip and a two-chambered rocket engine in the tail, this was, at the time (1958) an unbeatable aircraft for climb and altitude. Its performance was so striking that NASA's Joe Walker and USAF's Iven Kincheloe flew the Trident II in preparation for the X-15 Program. As with the Leduc ramjets, the Trident program, then in pre-production stages, was ended by the French government in 1958. Reasons were: defense funding (the Algerian conflict was in full swing), the developing Mirage fighter was much more versatile and, perhaps most important, because governmental powers wanted Dassault to be the premier French military aircraft provider.

JGMT has done a very nice overall job on this resin/metal kit. Molding is very smooth, much like the Czech firm, Planet, with only two mold separation lines (on the solid fuselage, from the wing trailing edge to the tailpipe) to be sanded off. And BTW, the instructions warn that this mostly solid bird is a confirmed "tail sitter," so you'll have to anchor the nose wheel to a base. There aren't many panel lines, but what's there is of medium depth and very crisp. The two-piece cockpit sides have nice detailing, with structural frames and consoles, and the instrument panel has individual gauges depicted. The ejection seat is sharply cast, with side detail and shoulder harness but no seat belt. The cockpit floor is also well done, with finely cast rudder pedals and some structural members.

The wing is one piece, integrated with an upper portion of fuselage. The turbojets have molded-in exhaust turbines and some detail in the intakes; no compressor blades, though. All three landing gear struts are finely detailed cast metal and even include brake lines. The nosewheel is one piece with its strut, and the main wheels are resin. Also in metal is a nose boom, the stick and two small pitots. The canopy (two are provided) is vacuformed, medium thickness, very clear, with raised framing. The canopy can be posed open or closed. An accurately molded centerline missile is included.

Decals are very complete, with logos, correct tail numbers and even the record-holding pilot's name and achievement. They're thin, sharply printed, with near-perfect registration.

The instructions, although just one two-sided sheet, are fairly detailed and complete, with more than adequate component painting suggestions.

I like this kit! It's smoothly molded, relatively straightforward in assembly, and you won't have to be doing excruciating surface prepping for the Alclad II (you are going to go First Class, aren't you?) NMF. What really makes this a fun project, though, is that Wings of Fame, Volume 10 (1998), did an excellent ten-page Trident feature, with lotsa B&W pix plus a color profile and color cutaway!

Bondo

Old Rumors & New Kits

I wish this was a rumor but the following notice appeared on the Accurate Miniatures Web Page. I wish I could say it isn't so, but it appears that AM will soon be history.

GOODBYE

It is with both sadness and regret that we announce that with effect from 5:00 p.m. on June 30, 2001, Accurate Miniatures, Inc. will cease operations. At this time, we would like to thank all the model builders (worldwide) who purchased our kits for their unwavering support over the past eight years. Your input and advice was truly valuable and very much appreciated.

Thank you all for great memories.

Accurate Miniatures, Inc.
Dave

I've been aware for some time that AM was selling down their inventory of kits with specials on bagged kits, double kits to make different versions and all in plain corrugated boxes. AM had a finer run and produced some of the finest work done by anyone. I still say the TBM Avenger kits are THE best 1/48 aircraft kits ever produced!

Hasegawa's latest, the Spitfire Mk IXc is out and it's a honey! Truly, one of the best looking models that Hasegawa has done of late. Judging from the way it's molded, look for a Mk VIII and a e-wing at the very least. Priced at just under \$25, it's a good buy. Next from Hasegawa should be the early Ki43-1 Oscar and the early version of the Kate. Having built B5N2 Kate, I'll wait before doing the N1. Now the Oscar is a different story.

I've seen a photo of a built-up F-86D and it looks pretty nice but there have been a lot of comments about it having some basic shape problems. I'll have to wait and see but I'll build it, one way or another. You can bet I'll be taking some pictures of the 'Dog at Camp Mabry. R-M has also rereleased their F-100D Super Sabre and a 1/32 scale Spitfire Mk I. Revell of Germany has a two-seat version of the excellent Rafale.

Classic Airframes has finally released a good model of the Grumman J2F Duck (early) that should be available real soon.

Mike West of Lone Star Models says he survived the floods—he lives in Sugarland—and he has some new resin detail sets that will be ready in time for the Nats. Included are a Kingfisher cockpit, Tigercat Drone controller, Junkers D-1 (re-release), AT-6 Hollywood Zero and Ryan M-2 Mailplane. All these are in 1/48th scale. In 1/32 he has a P-47 cockpit, P-47 tail unit, and an F-2G Corsair. I think I'll need that Kingfisher set since I have a couple of old Monogram kits that need building!

Jeff's Book Reviews

by Jeff Forster

We'll start this month with a look at "*CARRIER AIR WAR IN ORIGINAL WW2 COLOR-US NAVY AIR COMBAT 1939-1946*" by Robert Lawson & Barrett Tillman. I picked this book up in the bargain section of Barnes & Noble. This book is full of wonderful photos, at least one on every page. It is well written and interesting. Great information for model plane builders because of all the great photos. ★★★

Nest is a book titled "*A HUNDRED MILES OF BAD ROAD-AN ARMORED CAVALRYMAN IN VIETNAM 1967-68*" by Dwight W. Birdwell & Keith William Nolan. This book turned out to be a fairly interesting book about armored operations in Viet Nam. Full of information about Birdwell's personal experiences during his tour of duty. 16 pages of photo's. ★★★

"*B-52 STRATOFORTRESS-BOEING COLD WAR WARRIOR*" by Robert F. Dorr & Lindsay Peacock. This is an absolutely great book on the development and operations of the B-52 with hundreds of color and black & white photo's. This book comes with several informative appendices, including B-52 wing organizations, B-52 bases, strato fortress attrition tables. Great book. ★★★

Lastly, 2nd edition, "*HOW TO BUILD DIORAMAS – AIRCRAFT, ARMOR, SHIP, AND FIGURE MODELS*" by Sheperd Paine. This book was interesting for all the different techniques used to make the various dioramas shown in the book. Many different subjects shown and illustrated with lots of photos. This would be a great addition for your reference library. ★★★

Jeff

Madge Liscomb's Stuffed Jalepenos

[Not only do we have model reviews that range from aircraft to light houses, we have recipes as well. These were a hit at the picnic so Ed forwarded the "instructions" on to us.]

Hi there! Here's that recipe that everyone wants.

Stuffed Jalapeno Peppers

1 lb. fresh Jalapeno peppers (about 20 to 25)

1 lb. Italian sausage

1 8 oz. pkg Cream cheese softened

3/4 cup Parmesan cheese

Trim stems from peppers and cut in half lengthwise, devein and seed. In frying pan, brown the sausage over medium heat, crumble and drain. In mixing bowl, combine sausage with cream cheese and parmesan cheese. Fill pepper halves with sausage mixture. Place single layer on a baking sheet and bake at 350 degrees for 20 minutes. Place under broiler for 2 to 3 minutes or until tops are browned. Serve hot.

Enjoy! Best regards, Ed Liscomb

Air Show Show Dates!

July 15, 2001, Aviation FunFest, San Angelo, Texas

September 8, 2001, Air Show Oklahoma, Muskogee, Oklahoma

September 8, 2001, 50th. Anniversary of Majors Field, Greenville TX

September 22, 23, 2001, EAA Southwest Regional Fly-In, Abilene TX

October 6, 7, 2001, CAF Air Show 2001, Midland, Texas

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

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

**Next Meeting:
Thursday, June 21**

