



# SPRUE CONFESSIONS

## Styrene Six

Jarrold Cunningham

Shalom!!

This being the accepted greeting that I have gotten for the past two weeks while in Israel. My story begins when I receive a phone call on Wednesday that I needed to be in Tel Aviv on Saturday afternoon of the current week. So, amidst a flurry of late night connections, various gate changes, and time differences, I arrived. Once my bearings were straight, and bags unpacked, we realign our priorities, looking for what all truly “plastically obsessed” people do—ask the locals, “where’s the nearest hobby shop?”

To be honest, a good majority of my flight down was entertaining dreams of finding the “Holy

Grail” of Israeli aftermarket and reference material on the IAF—something to go with, or on, or about, that new Hasegawa A-4 or the F-4E that collects dust, “waiting to see the light of day” from my closet. These are the ones that would really look nice in an IAF paint scheme. To my early dismay, there was a definite gap in what the American modeler has at his disposal, and what the Israeli modeler has to work with. The shops are few and far between and the selection is very limited. Most items that we would consider commonplace are “mail order only”.

My search for Eagle Designs resin (Israeli manufactured aftermarket pieces of fine quality) ended this way. In addition to this, the Isradecals (another local outfit that produces decals for IAF aircraft) were as much or sometimes more than the price paid in the U.S. for the same  
*(continued on page 2)*

## from the Editor...

The next meeting of ASMS will be March 15, at 7 PM, at Luby’s Cafeteria on North Loop. Come early and have a little dinner or dessert with the crowd. If you don’t know, Luby’s is just a block or so west of Burnet Road on North Loop.

Kenny has asked me to do a brief program on chipped paint...as in Japanese Aircraft chipped paint. I’ll try to demonstrate what methods I’m aware of and give you my opinion as to which I think is best. I’ve “chipped” a lot of paint but this is the first time I’ve had the opportunity to talk about it.

A good group of ASMS’ers went to San Antonio a few weekends ago for the Alamo Squadron’s Model Fiesta and Regional Convention. It was a lot of fun. Floyd talked his wife into bringing him to my house at 7 AM (from Killeen!) so he could go to the show. Now that’s love! And then on Sunday afternoon, she came back to get him. (Floyd, I hope you took Vonnie to dinner! Flowers wouldn’t hurt either.)

Floyd and I and the rest of the gang spent a few bucks at the vendor’s tables, drank a little beer,

(at least I did) and did lots of visiting. We also stayed late Saturday night to judge. For the most part, it was a smooth process—most of it was done by 9:30 or so but we hung around until it was wrapped up and checked into the motel about 10:30.

Sunday morning, it was back to the show and to the vendors one more time. There were some good moments for bargain hunters, but I was elsewhere. Floyd managed to snag some fine Hase kits for a fraction of their usual price—I only heard about it *after* the dust had cleared.

Since this was the Region VI Convention, there was a business meeting (poorly attended, I might add) and a meal where a number of modelers pigged out on fajitas, enchiladas, tortillas, beans and rice. Actually, it was pretty good. As usual, the folks from Austin did their duty judging and also brought home their share of trophies.

The folks at San Antonio had a very nice presentation ceremony where a picture of each winning entry was shown on a screen as the winners were announced. It was almost flawless. In fact, the entire show was a very smooth affair and the host club is to be congratulated.

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## Show Schedule

<b>IPMS/Houston, Modelmania '01, Humble Civic Center Humble, Texas</b>	<b>February 24, 2001</b>
<b>IPMS/HAMS Texas Shootout Model Car Contest, Bay Area Community Center, Seabrook, Texas</b>	<b>May 19, 2001</b>
<b>IPMS/NCT, Mesquite Rodeo Convention Center (Dallas)</b>	<b>May 26, 27</b>
<b>IPMS/USA National Convention, Chicago Ill.</b>	<b>July 4-7, 2001</b>
<b>IPMS/FWSCS, Arlington, Texas (Fort Worth)</b>	<b>August 11, 2001</b>
<b>IPMS/Wichita, Oz Con 2001, Wichita, Kansas</b>	<b>August 11, 2001</b>
<b>IPMS/Austin, Austin Scale Model Show, Austin, Texas</b>	<b>August 25, 2001</b>

*(Styrene Six continued)*

decals. I have heard that modeling is an expensive hobby outside of the U.S., and now I have seen this firsthand. My tour of duty in Germany didn't reveal this, because of the generous supply of European kit manufacturers and hobby supply companies. Truly, only the "seriously afflicted" can afford the hobby in Israel. I did visit the IPMS page and contact their webmaster who was more than helpful in finding the shops in Tel Aviv area. He acknowledged the high financial costs incurred in the hobby. This is not to say that we as Americans have a monopoly on cheap resources, and kits, but by Israeli standards we have it "pretty good". In respect to what the typical Israeli pays for a basic Monogram or Heller kit alone, it is easy to assume that what we consider a "necessity" would be truly "frivolous". I myself have "blown some serious coin" on some—well, maybe more than some—of my modeling efforts. But I would have to say that if I was to reside in Israel, I doubt that I could afford to continue to purchase the "Tamiyagawa" that has become my standard fare of late. Despite this obstacle, their web page displayed some very pleasing "eye candy" for the modeler/enthusiast. So regardless of the

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### ASMS Officers for 2001

<b>Jarrold Cunningham,</b> president, jhbmccunny@aol.com	292-3639
<b>Kenny Roady,</b> vice president, kar66@swbell.net	260-2907
<b>David Ranney,</b> secretary, dcrtx@aol.com	990-9699
<b>Dave Orloff,</b> treasurer, the.orloffs@worldnet.att.net	989-2795
<b>Milton Bell,</b> editor, mbell6@austin.rr.com	454-2395

### Austin Model Show Coordinators

<b>Tim Vogt</b>	447-2668
<b>Bruce Burden</b>	250-9424
<b>Web Site</b> <a href="http://www.realtime.net/~brucegb">www.realtime.net/~brucegb</a>	
<b>Ken Laronde (Vendor Liason)</b>	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.

## February Minutes

### Visitors

We had three visitors at the meeting. Tom Babin, a member of the Alamo Squadron, made the effort to be at the meeting. Carl Leidy, a member of the Austin Armor Club, came to see what we were about, and Rick Williams, came as a guest of Jack Johnston.

### Old Business

There was a brief discussion about the dues being changed from \$15 to \$20 at the January meeting. It was also restated that the Family Membership rate is now \$27 and the Non-Voting Memberships is \$15.

Everyone was reminded about the upcoming San Antonio show produced by the Alamo Squadron. This was a Regional Show and because of that a few people mentioned that they were going to be there for both days.

Masahiko gave us a quick report about the Modeling Club in Shizuoka, Japan. He mentioned that they were requesting photos both of our models and our club members for their web site. Several people mention that they would see what they could put together for this venture.

Bill Delk mentioned that, as of that time, he has had no takers for the use of the Alps printer. You can contact Bill by e-mail at [william.delk@gsc.state.tx.us](mailto:william.delk@gsc.state.tx.us). Later in the meeting, he made the offer to help anyone in setting up a CO2 airbrush set. He had just completed one and still had the contacts for those who want to take advantage of his research.

### New Business

The report from CAF at San Marcos contained several items. The P-39 engine has been bore scoped. The engine repair of the B-25 is ongoing. The O2 is no longer in San Marcos. And there will be no air show in San Marcos, nor at ABIA according to Phil Brandt. During the conversations about the air shows it came to our attention that Marc Hobbs has been "inducted" into the Texas Historical Society. Congratulations, Marc.

Ken Laronde made us aware that over 200 books on WWII had been donated to the Austin Public Library. He will be bring some of these to the future meeting so make sure you have your wallets and checkbooks at the upcoming meetings.

Speaking of Checkbooks, Dave Orloff, the new ASMS treasurer, received the clubs checkbook only to run into trouble getting the account transferred over to his name by the bank. Therefore, with that problem and the incoming dues, he did not have a true reckoning. He and I have since conversed and at the time we had \$2520.72 in the checking account.

For the Contest Report Bruce Burden had several items and the group discussion afterwards added to their numbers. Here is a listing of the major items.

- AMC Participation
- AMS standing with IMPS
- Make and Take Program
- Returning to the Crockett Center
- Greater Financial Concerns and Returns.
- Raising Rates
- Club made Awards (need to locate a Silk Screen Printer)

These are items that we need to look to the future and help both Tim Vogt and Bruce resolve.

We were reminded that it would be soon time for the Summer Picnic. Hopefully it would take place before the show to aid in the usual fund raising festivities. Lets see if a time and place can come together at the next meeting.

The web pages came up in several different forms. I will be placing these minutes on the e-groups/yahoo web page( <http://groups.yahoo.com/>). If you have questions about the group contact please e-mail or give me a call. Bruce has his web page both for general use but mainly for the contest access. ([www.realtime.net/~brucegb](http://www.realtime.net/~brucegb)). Darryl Miller mentioned that his wife, Annette, would be willing to help maintain a web page for us. This is the field of work for her and this could be of use for a combined web page.

Jack Johnson presented the club an offer on a reprint of the 1993 title, *Little Friends - 361st Fighter Group*. Jack made us aware that there were still some unanswered questions regarding price and delivery but he would be available for contact at 244 -3953 or email [f86brat2@austin.rr.com](mailto:f86brat2@austin.rr.com).

*David Ranney*

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### *(Styrene Six continued)*

incurred expense, modeling does win out. In some respects it does reemphasize that NO kit is unbuildable, IF you are willing to put forth the effort. In that regard, maybe I shouldn't throw out my ERTL XB-70 yet!

In the final analysis of a "model geek" in another country/culture so different from my own, I would have to say if I learned anything from my recent trip there, it would be respect. Respect in regard for what we have in the U.S. modeling community, such as kits, decals, aftermarket and the like. Respect for what Bob and George provide for us locally in Austin with their own businesses. Lastly, respect for those who still continue to build without all of the goodies that we take for granted. These being the people that take the older kits or less advanced kits and truly create art "works"; models, that in many ways, best those made of newer kits that use all the "extras" to enhance them.

*Jarrold*



# CAR CORNER

by Skip Perrine

This month we are going to be looking back at some oldies but goodies, and one just for our own former treasurer Marty Hebda. After Marty told me that he used to hang out at Nicki Chevrolet, I felt it was only right to review another oldie, one that has been brought back at least a dozen times, the '66 Nova SS by AMT/ERTL kit #6769. It's molded in white, clear and chrome and this version could only be built one way—competition, better known in drag racing circles as Pro-stock, which was short for Professional Stock class.

For the out-of-the-box builder, it's a clean, sensible, street machine with building/display options. For the kit bashers and putty throwers, the same, plus a point of debarkation—to go wherever imagination and creativity leads. For example, the detailed accessory engine can be grafted onto the bell housing/transmission of the two-piece “main” engine block assembly. The detailed cylinder heads can be installed on either engine, on the engine stand or, as just mentioned, in the car as an “in progress” assembly. Also if one wants to add it to a garage diorama on a workbench, that works well too! If you choose to open the trunk, recesses are provided for batteries and fuel cell detailing, and the “wheel tub” rolled beads are already there.

The instructions are self-explanatory; the engine is a basic assembly of 11 pieces, with added chrome “goodies,” in other words, valve covers, breather caps, intake manifold, headers, and carburetors. Next is the engine compartment assembly which consists of a firewall, two wheel houses, upper control arms and shocks. Install the completed engine from step 1, then attach the rear assembly, and finally the chassis is assembled. The interior is very simple, and if you wish to “gut out” the seating area, you won't have much to do, it is basically two 2-piece front bucket seats, and a bench back seat and two door panels.

As an added bonus with this kit, you get a Small Block Chevrolet Engine block and stand, the display engine consists of a lower block, upper block, two “detailed” cylinder heads, engine block front and rear engine stand mounting head, and the 3-piece engine stand itself.

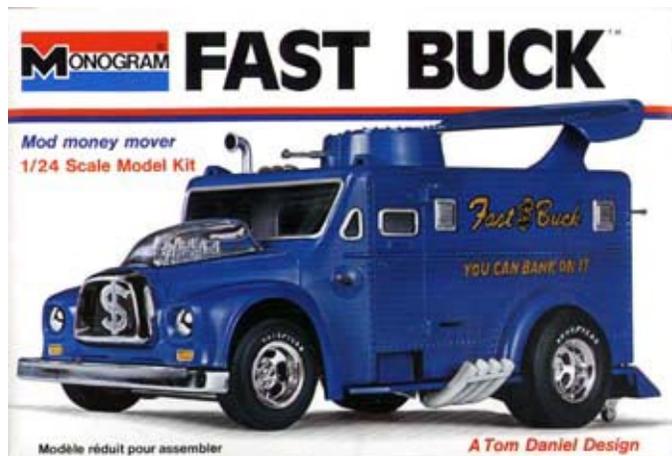
The first Tom Daniel model I am reviewing is the Monogram Garbage Truck, here's what the announcement said for this kit in the '60s when it was first released: “Attention, kids, moms, dads, teachers, here is the wildest surf party machine ever! Tom Daniels' Garbage Truck! Most garbage trucks are bent, dirty and...full of garbage, but not Monogram's Garbage Truck! This

zany and unusual rod is a shiny custom machine with all the latest speed goodies plus all the equipment needed for a swinging Beach Party.”



It was completely customized and scaled down to rod size with a “jacked-up” rear end, Fat Drag Slicks, two chromed garbage can gas tanks, four surfboards, air tanks, surfer helmets and swim fins. There was a large “bug-catcher” blower scoop, custom grill, custom interior, bucket seats, Coke Bottle shifter, chromed bugle horns, stove pipe exhaust pipes and loads of chrome parts. It was molded in Sanitation white and had a copyright 1968.

Next we have the Fast Buck, an armored car that is actually a savings bank. Monogram kit #7533, this is a reissue and what's really neat about these old kits, is that the instructions are of the original kit. So, this is what is said about this kit on the side of the box.



“This rollin' Fort Knox really hauls the bread! Tom Daniel stuck a big bad engine under the clear hood scoop, then added wide super-fast slicks to give it the GO when the green comes on. This pile of rivets is also a bank! Revolving turret has a coin slot and the rear “vault” door can be opened for withdrawals with a combination lock that really works. Fast Buck...you can bank on it!”

(continued on page 10)



**BY THE  
LATEST  
PACKET. . .**

*by George Lewis  
TPMS 15401*

**Trumpeter Chinese PLA Navy  
New Missile Boat**

**Stioned in H.K. #03504 1/150 scale**

86+ parts in dark gray plastic, motorized.

Yes, that is how the box reads Perhaps “stioned” is past subjunctive of stoned; I believe they meant to say “stationed.” This class has been reviewed here before by me , this kit is a larger version of the earlier one. She comes with rails that need cleanup or replacing with brass—1/150 brass came out a few months ago. If you don’t want a motorized pool toy remove the good motor and gearbox for other uses and plate over the on/off stitch hole on the fo’c’sle with some scrap plastic. The painting guide is in Chinese without any corresponding Tamiya/Heller/Testors numbers so you’ll have to refer to the box art for color and rigging details as these are also missing from the instructions. There is no history nor data provided for the ship. Too bad as few people have a current issue of Janes for reference. It’s a nice looking model that is large enough to put extra detail on. I recommend this kit, and disregard the translation!

**Italeri USS Nassau LHA 4 1/720 scale  
222 pieces of lt gray plastic, decals \$19.50**

This is a reissue of the DML/Shanghai Dragon/Revell-Germany kit. It is actually 1/700 scale but since Italeri does all its own work in 720 it was just a matter of changing the box art. Hey, Airfix got away with it several years ago. Since the ship has been reviewed elsewhere, all I’ll say is it is a good model that begs for the aftermarket detail sets. I saw one all decked out two years ago at the Orlando Nats and she was voted best ship and got beat out for grand award only by that Russian armored train (that wasn’t painted on the bottom but we judges are human, too). One nice thing about Italeri reissues of others’ kits is Italeri gives you a more comprehensive decal sheet. I recommend this kit and under the Italeri label she costs a lot less than the DML issue. Enjoy.

**Trumpeter Chinese PLA Navy type 33G  
Submarine  
1/144 scale  
112 plastic light gray parts, about \$20**

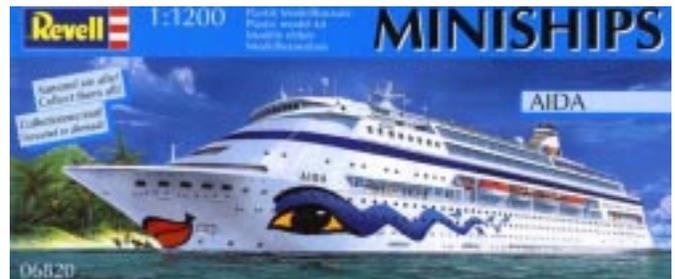
The Chinese took their Type 33, which was based on the Russian “Romeo” class diesel attack boats, which trace their lineage back to the German Type XXI of WWII and

added an enlarged casing housing six tubes for the C801 anti-ship missile, they also carry eight 533mm torpedo tubes (six forward, two astern). The first Type 33G was completed by the Wuchang Shipyard in 1985. According to the 1999 Janes, the PLA Navy currently has only this one example, using her for trials. The tactic of surfacing to launch is outdated by newer technology that allows missiles to be fired from a submerged platform or from a torpedo tube.

Trumpeter used many parts from its earlier Type 33 kit, providing the builder with the necessary parts to make the 33G. this includes the expanded casing, enlarged sail, missile tubes that can be built closed, raised for firing, or firing, the C801 missiles are included. The builder must cut away part of the hull to make room for the tubes. The hull is scored on the interior for this. A false deck must be installed and the plans have the template. Use scrap plastic for the deck. For gluttons of self punishment, the hundreds of limber holes on the casings may be drilled out...and be sure to put black painted backing in there so viewers can’t see all the way out the other side! No painting guide is provided; refer to the color photos of the model on the box. Finally, lots of stretched sprue will be needed if the builder wants to rig the lifeline along the deck An interesting subject and I highly recommend this kit.

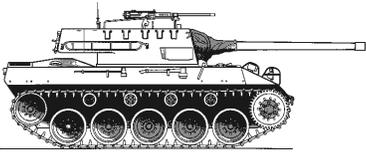
**Revell/Germany MV Aida #06820  
1/1200 scale**

**26 pieces of white plastic and decals, about \$4**



The motor vessel Aida is a cruise ship built in Finland for a German company and based in Paloma de Mallorca. She cruises the Med in summer and the Carib in winter. She sports a prototypical color scheme in keeping with her home port, i.e. the painted eyes near the bow (but the lips?) This is the first model of a modern cruise liner in 14 years, the other was a snap together very crude Nordic Princess model offered by the Princess Cruise company to travelers. This model is a sweet treat! Full hull one piece casting, portholes opened, looks easy to build and a challenge to paint. Lots of decals including two for the black underbody. Treasure highly this little model. And for those wanting early blindness there are 1/200 rail sets! I recommend this kit.

*George*



## The Armor Column

### BOOK REVIEW, by Tom Terry

*Gare La Bete, A History of the 814th Tank Destroyer Battalion 1942-1945* by Calvin C. Boykin, Jr., C & R Publications, 8407 Shadow Oaks, College Station, Texas 77845, 409-693-0224. \$35.00 plus \$5.80 tax and shipping. 228 pages.

*Gare La Bete* (Beware the Beast) is a unit history of the 814th Tank Destroyer (TD) battalion during WWII. Pre-WWII armor development, including antitank theory, in the US was disjointed at best. WWII caught the US woefully behind the other developed countries of the world in both numbers and military technology, especially tank and anti-tank weaponry. As Germany conquered Europe and part of Russia and Africa, panic gripped military and civilian leadership in the US and crash programs were started to prepare US military forces for the almost certainty of our involvement in the war.

The prewar infantry-driven philosophy of the tank's role being one of support for the foot soldier was combined with the German philosophy of "Blitzkrieg" in formulating the US armor tactics of WWII. In a nutshell, the philosophy (erroneous) was that the tank's mission was to provide fire support for infantry formations and, to lead cavalry-like fast moving break-through offensives. Thus, armored divisions were created to provide the break-through formations and independent tank battalions were formed to provide support for the infantry divisions. The M4 series of tanks were ideal for their designed role. They were fast, reliable and carried adequate weapons for supporting infantry—against other infantry and fortified positions—and for shooting up enemy rear areas. The task of defeating enemy tanks was to be left to infantry anti-tank weapons and to a new arm of the army, the tank destroyers.

The tank destroyers were to be of two types; towed guns for defensive operations and lightly armored fast gun motor carriages to **Seek** out enemy tanks, **Strike** and **Destroy** them. The underlying assumptions being that, again, tanks were for infantry support and offensive operations and not to fight enemy tanks, and, second, that the enemy would conveniently employ their tanks *en masse* offering numerous targets for the nimble tank destroyers. Unfortunately for US tankers and tank destroyer crewmen, both assumptions were flawed. The enemy refused to mass their armor in shooting gallery fashion. And, despite doctrine, army leaders had a very bad tendency to use tanks against enemy tanks and tank

destroyers for infantry support. Where properly fielded, tank destroyers did a marvelous job as did the M4 series; however, these instances were not the rule. One exception appears to have been the 814th TD Bn.

The 814th, like all TD battalions, was formed early in the war and disbanded at the end of WWII. *Gare La Bete*, written and published by a former unit member, chronicles the 814th TD Bn. from activation on 22 May 1942 though deactivation on 20 Sept. 1945 and even later covering reunions and personal histories of unit members. The book is in paperback, 8.5 by 11 inch format, and is printed in black and white.

The 814th trained at several sites in the US, deployed to England in February 1944 and onto continental Europe on 8 August 1944 via Utah beach. The 814th was semi-permanently attached to the 7th Armored Division and fought across Europe through most major battles finding themselves in the vicinity of the Elbe River in Germany at war's end on 8 May 1945. The battalion's equipment took a fairly normal progression for a motorized TD battalion initially training with M3 75mm gun motor carriages (Half tracks) and M6 37mm gun motor carriages (The awful unarmored 3/4 ton weapons carriers with an ineffective 37mm anti-tank gun mounted in the rear cargo area) through the M10 3 in. GMC and finally with the M36 90mm GMC, the best anti-tank weapon the US fielded. From the accounts in the book, the 814th was a great unit—well trained, professional spirited, well led, lucky, and successful. One note of interest, Lt. Will Rogers, Jr., son of the famous Oklahoman, spent his war years with the 814th and had a distinguished record.

*Gare La Bete* is not a standard WWII unit history, but is by far the best unit history, small or large unit, I have read. The book was professionally written, edited and published. It contains a wealth of information for the WWII history buff including descriptions of unit organization, doctrine, tactics, weapons including various tank destroyers, a detailed discussion of each phase of the unit's training, fighting and post-war occupation duties, unit rosters and the usual biographical sketches of surviving unit members. The book is well indexed and there are a large number of pictures, some previously published and many from private collections.

*Gare La Bete* was an entertaining read and will be a valuable reference for WWII students and especially for those interested in the tank destroyer arm. It has value for the modeler as many of the photos show vehicles, equipment and uniforms in real-world scenes. Also, the organizational data and descriptions of action will be useful to the modeler of US figures and vehicles.

I recommend *Gare La Bete* to the modeler and highly recommend the book to the WWII history buff.

Tom Terry

**In-the-Box Review...**

by Phil Brandt IPMS 14091

## The Welsh Models 1/144 C-133A Cargomaster

**Kit Number MT3, \$52.00**  
**Vacuform with resin and metal parts.**

Obtained from: Precision Enterprises Unlimited

That the Douglas C-133 is not well known to aircraft fans today is an understatement. Y' see, only fifty, giant "Weenie Wagons" were built, and the design went right to production in 1956, without a prototype! She could carry an entire ICBM, a 72,000 pound Russian tank or, in my personal SEA experience, five "Huey" choppers at one time. The 133's lifespan was but fifteen years—they went to the boneyard in 1971—and the type's "hours of boredom" were definitely punctuated with "moments of stark terror." In five out of eight accidents, the birds were lost over water, and in none of the seven in-flight accidents was an emergency message received. In fact, when some folks have learned that Bondo did almost two years ('68-'70) and 1500 hours in A models at Dover (the B models were at Travis) they wonder how it is I'm still alive! It was said that the formula to never be seen again was to (a) have a relatively new aircraft commander, (b) a bachelor navigator and (c) depart Dover on a Sunday.

Anyhoo, it was a neat, powerful airplane that could climb above the weather, was pressurized, air conditioned and could cruise easily at 350 knots, although one of the many, many changes that were effected after a lengthy grounding circa 1965 limited our true airspeed to 265 knots.

As if in answer to Bondo's prayers, Welsh Models has recently released this desirable multimedia companion to their excellent earlier C-124 offering. Although yours truly has been known to build ze beeg kits in 1/72, I've gotta admit that 1/144 seems more appropriate in very large airframes. They show more than adequate detail and are so much easier to store and display. As in the "Shakey" kit, molding is excellent and done in thick plastic. Engraving is fairly delicate, and even the later raised circumferential strengthening strips on the forward fuselage are faithfully reproduced. If you're going to do an earlier, more colorful C-133, you'll have to carefully sand these off. As in the case of the C-124, the one-piece resin engine nacelles save so much frustration in vacuform model construction. The twenty metal parts (props, wheels and gear struts) are finely cast and should require minimum cleanup.

Decals are for plain, late model, all-natural-metal-finished Weenie Wagons only ("MAC", not "MATS"), but are thin, with excellent color and registration. And to my great pleasure, the tail number (71612) is one in which Bondo "slipped the surly bonds" at least twice! Gotta say, though, that my favorite color

scheme is the earlier white fuselage top, with wide International Marker Orange stripes at the nose, tail and wingtips. Unfortunately you'll need to find or make "MATS" (Might Arrive Tomorrow Sometime) lettering instead of "MAC" which came on board in 1966.

The instructions consist of one ledger-sized sheet with excellent line drawings, a profile and head-on view in 1/144 and two smaller planforms on the reverse side. Welsh Models don't do everything for you, so you'll have to fabricate some interior panels to mount the landing gear, etc. But then, if you bought this vac kit, you really weren't expecting a Tamiyagawa fall-together lovefest were you?

Yeah, yeah, Bondo's prejudiced toward esoteric birds he's flown, but these Welsh kits are quite decent, if not inexpensive. The simplicity of assembly would make this an excellent kit with which to enter the vac game. My regards to Welsh Models!

*"Bondo" Phil Brandt*

## The IAF Museum at Hazerim A "model geek's" perspective

By  
Jarrod Cunningham



Unless you've browsed through the current (well almost current) photo-essay book at your local hobby shop, you would have probably never heard of this museum. Outside of the southern city of Be'er-Sheva is the Israeli Air Force Base in Hazerim. Despite the two-hour bus ride from Tel-Aviv, this was definitely one of the highlights of my recent trip to Israel. Everybody goes to the Wailing Wall and to Masada on the Dead Sea, but only the "truly afflicted" would take the time to visit the "official" museum at the base. I was fortunate enough to have a guide through the museum complements of the Internet. On my arrival I inquired about the local "site-rep" as far as hobby shops go, and the responder, not only informed me about the shops, but also invited me down to the museum, since he lives close by.

*(continued on page 8)*

## Book Reviews by Jeff Forster

Jeff's Rating- \*=-poor, \*\*\*\*\*=great

This month I had a craving for submarine history so I picked up 5 books on WW2 submarine warfare.

The first book is *Steel Shark in the Pacific -U.S.S. Pampanito SS-383* by Capt. Walter W. Jaffee. Published by the Glenn Cannon Press. This book was fairly interesting, starting with a history of the development of the fleet submarine. The Pampanito was the 99th boat of the Balao-class subs and had successfully completed seven patrols before the war ended. She was pulled out of mothballs and converted into a museum in San Francisco. This book is chockful of photos and drawings. Rating-\*\*\*(for great photos).

The next book is titled *Clear the Bridge!-The War Patrols of The U.S.S. Tang* by RADM Richard H. O'Kane, USN. This was an excellent book, fully detailing submarine life and operations during WWII. It was told in a clear and interesting manner. O'Kane was captain during all five of Tang's war patrols and has the distinction of being one of the most decorated sub commanders in WWII, including three Navy Crosses, and the Congressional Medal Of Honor. Although the ending took me completely by surprise this book comes with my highest recommendation as a must read book. Rating-\*\*\*\*\*

*Bowfin-The True Story of a Fabled Fleet Submarine in World War Two* by Edwin P. Hoyt. The Bowfin (SS-287), third of the Balao class of fleet submarines, completed nine successful war patrols. This book was another great book full of excitement. Among her accomplishments were the sinking of 44 ships, a bridge, and a bus! The Bowfin is now a museum at Pearl Harbor, Hawaii. Rating-\*\*\*\*\*

Next up is a book called *Thunder Below!-The U.S.S. Barb* by admiral Eugene B. Fluckey. This book was excellent in several ways. To start off I was able to meet the author and have him write a welcome and sign my copy, second, it was probably the best of the sub books I've read. It is very well written and very interesting as well. The author manages to make it so interesting over the period of 12 war patrols through the use of his own memories, his log book, one of the crew's "illegal" war diaries, as well as archival Japanese documents from the Japanese navy. He even went to China in 1991 to revisit the scene of one of his greatest and most daring attacks to get firsthand evidence and information. Fluckey was the most highly decorated captain of any naval submarine with four navy crosses and the Congressional Medal of Honor. Everyone should read this book. Rating-\*\*\*\*\*.

*The Terrible Hours* by Peter Maas is set on the eve of WWII. This book is an interesting look into what it's like to be inside a doomed submarine. The submarine *U.S.S. Squalus* was performing her sea trials when during a test dive the main induction valve proved faulty which allowed the sea water to

rush in and flood the engine rooms, sending the sub to rest on the ocean floor 243 feet below the surface.

This book is about a naval officer—Charles “Swede” Momsen—who invented the Momsen lung, the diving rescue bell, as well as the development of exotic gas mixtures to allow divers to dive deeper and safer than before. This book will take you through all the agony and perseverance of trying to rescue the 33 surviving crew members of the *Squalus*. This is also a book I would list high on my reading list. Rating-\*\*\*\*\*.

Last is a book I finally managed to get called *Ironworks-The Story of Grumman And Its Aircraft* by Terry C. Treadwell. This book was interesting as it went one plane per chapter detailing its development and production problems, modifications, and successes. Interesting in its own way. Good if you wish to read about military aircraft from the manufacturers point of view instead of the military or history side. Rating-\*\*\*.

Jeff

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### (IAF Museum continued)

I did manage some “me time” on my business trip, so off I went.

The museum is about five to ten minutes outside of Be'er-Sheva, which is the nearest town of size; at least as far as the bus line is concerned. It is located on the north end of the active base which was home to F-4 and A-4 squadrons. Sadly, these have relinquished their duties to that of the F-15E and F-16D units. The museum is a spread-out affair, but the majority of the areas are paved and well kept. The tour begins with a gate guard of an IAI “KFIR” well in need of a paint job. She is the first aircraft that you can view and is decked out in circa '73 markings, although very faded due to exposure to the harsh desert climate. As we made our way to the main drag, several recent recoveries were displayed. Among these is one of five Bristol Beaufighters that were “smuggled” out by the Israeli government. Also on display are the twin Rolls-Royce “Merlins” from a former “Mossy” that was lost in action. It is a shame that these are all that remain of these aircraft that played such an important role in the early history of modern Israel. The condition of the wreckage gives thought to the constant struggle that Israel has faced since its early inception up to the present. These are reminders of past battles and lives lost in the fight to keep Israel for Israelis.

Another turn led us down a parking area of assorted IAF aircraft in a variety of colors and markings. This is the “main event” as far as what can be viewed and contains Fougas, Ouragans, Mirages, Meteors, and a few “war prizes”. There are a few Phantoms in this area to boot. All these, even the war prizes share a desert scheme of one flavor or another. Some of the more interesting war prizes include several MiGs, a DH Vampire and an Aerospatiale Gazelle. Most of these are painted in the markings in which they were captured or defected. I photographed two of them that weren't. Both a MiG-21 and a MiG-23 are sporting the standard IAF cammo scheme, perhaps used for evaluation at some testing site years ago. Interestingly

enough, Israeli Aircraft Industry has taken up a contract to upgrade the MiG-21, and now refurbishes them. How's that for a turn of events!

Also present on this line-up are some of the rarer aircraft in the museum. They happen to include the Avia (Czech 109) and the all black "Weizman Spit." The Avia is a static display, but the Spit actually is in flyable condition. I was told by my guide that they take her to air shows on occasion. Also in flyable condition are a Boeing Stearman, a North American AT-6 "Texan" and DH-89 "Dragon." Upon closer inspection of another maintenance hangar, it appears that a P-51D may be next on the "flyable" list.

My guide and I took a stroll to what can best be described as a holding area. I wouldn't necessarily call it a "bone yard" but it's a close call. In this area are more Fougas, Ouragans, Meteors



and just a multitude of aircraft parts and pieces. I guess a good analogy of this area would be if Fred Sanford (Lamont...you big dummy!) had an aircraft salvage yard, this is what it would look like. I can say however, that I did get some good frame detail shots for my upcoming Alouette II project! The most disheartening thing I saw in this area, was the rusting frame and rotting remains of an old Norseman. I can't recall the last time I saw one restored, and it was really sad to see this one in such sorry shape.

Next stop was another holding area that was strictly A-4's and F-4E's. These were in a sectioned off area, but with us being the only visitors there, we took a chance. I took several pictures of the A-4's for a request from a fellow modeler, so I did get to see quite a few of those up close. Most of these are awaiting deposition and possible sale. I was told by my guide (a former A-4 wrench turner), that most were structurally damaged beyond



repair in the main spar, and so were quickly withdrawn and deposited here. The same being the case for the F-4's placed in this area. I swear though, you could almost imagine you were on the flight line in '72 and hear the scream of the J-79's, and watch these aircraft being readied for a strike. Ok.. maybe if you look past the massive collection of dirt on the struts, and take away the window tinting they place on the canopies you could be there. But hey, it's possible! One thing that is abundantly clear at this museum is that Mother Nature is very unforgiving to an exposed aircraft. These are no exceptions—the desert climate has taken its toll on these airframes.



Almost in the back of the museum live the various armor pieces. They have a couple of ZSU-23's, and some SAM-2 mobile launchers. These again are "prizes" from various conflicts and are in fair shape. They do have what looked like a T-72 but it was in very poor shape and somewhat segregated from view. I guess at an air force museum armor, takes a back seat. They did have a couple of very nicely restored "Half Track" vehicles and it was obvious that somebody had spent some time and effort on them.

Upon my exit, one item caught my eye and somewhat shocked me to see it. There was the "LAVI". This plane, which was to be the Israeli equivalent to the Euro-fighter, was parked. The shimmering hope that Israel could produce its own "super-fighter" the likes of the "KFIR" sat on this ramp forgotten. I considered it a poignant reminder that despite the best laid plans, even the most adventurous endeavor can become a museum piece in a heartbeat.

So with that parting thought I made my exit. My host and I strode off to the refreshment stand and a quick bite to eat. After a short visit to the gift shop, I was on my bus headed back to Tel-Aviv with memories to last a lifetime. All in all, not a bad way to spend the day, and yes, I did buy a model at the gift shop.

Jarrold

## How I Got Started Modeling

by Kenny Roady

First, I want to thank you all for having the confidence in me to elect me VP. I hope I live up to your expectations. Since this is my first article, I thought I would tell you a little about myself.

I have always wanted to be a Navy pilot. I remember going to see the Blue Angels at NAS Willow Grove, Pennsylvania when I was 5 or 6. My dad took me into a P2V (I'm guessing here) to see the cockpit. I loved it! I also got a kit of a Blue Angels F-4J. I don't count this as my first model though. My first model came about two years later. We were living in Carrolton, Illinois after coming back from Asmara, Ethiopia (now Eritria) My dad was still on assignment there and we were living near my dad's family. I had a good friend whose brother did waterline ships. I saw those and I was hooked. So my mom, my brother and I went to the 5 and 10 (M.E. Moses I think) and I bought a Revell 1/32 UH-1D. I was ecstatic. I couldn't wait to get home and build it, so I could play with it. I didn't care about paints. I just needed glue. This is when I found out you can't wash glue off of clear plastic. The model was a mess, and I don't know what happened to it.

When we returned to Texas, I went to the 5 and 10 (M.E. Moses for sure) and I bought a kit a week with my allowance, and it wasn't just airplanes. I built ships and Star Trek models and anything else that caught my fancy. I built everything I bought back then. The idea was to build it as fast as possible so that I could play with it.

My teen years didn't see much building. As a matter of fact, I don't think I picked up a model until I got out of the Navy. That's when I joined IPMS NCT. We met in a hobby shop in Balch Springs, but the thing that really got me was that vendors were at the meetings! Oh, JOY!!! From that time forward my closets were full. I am now starting to suffer from mild AMS, but I know the disease will get progressively worse. I have found that the disease is communicable. Kathy is now infected. Remember, the only cure is to gather with other victims and build models.

Kenny

(Car Corner continued)

Molded in blue, chrome and clear, this mobile bank has all the detail you'd expect from a Tom Daniel designed Monogram kit. Low and wide, Fast Buck is raked to street perfection. A clear "bubble" hood scoop shows the top end of the big bad engine. The driver compartment has a full seat, steering wheel, shifter and dash detail.

The roof has a periscope and the top turret revolves and has a "deposit" slot for use as a *real* penny bank. Rear door to "vault" opens for "withdrawals" and has an operating combination lock. Five spoke American Mags shine on the big "super-fast" slicks. You can save pennies, dimes, nickels and quarters in the Fast Buck. It will hold up to \$2.50 in pennies, and much more

if you save coins of larger denominations. The instruction sheet is very detailed and easy to read but much too involved to go through here.

And last but not least this month, is another creation from Tom Daniel, it's called Ice "T". This li'l chiller will leave 'em cold at the starting line. The Chevy 396 Rat Motor with high ram intake manifold and dual Holley carbs will make the hottest fans shiver with delight. You'll freeze at the sight of that "groovy interior", rakish front end, concealed headlights that open and close.

This beauty rides on huge real-looking wrinkle slicks, just like those seen on hot machinery at the drag strips. Its big thumpin' Chevy mill is topped by the latest Weiland Hi-Rise Manifold, giant gas-gulpin' Holley 4-barrel jug, and a slick looking scoop. Go juice is carried in two chromed sidetanks with quick filler knock-off caps. The body has that mean low look that TD gives to this kind of competition car. Check out the side exhausts, forward rake, chopped roof, dished hood, and out-of-sight interior. The kit comes complete with "melting" ice blocks and chrome tongs. The kit was copyrighted in 1970 and 1974.

So, that's it for March, as we march into April, I will be reviewing a couple of Mopar items and a surprise.

Skip "Skipster" Perrine

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*(From the Editor continued)*

ASMS usually supports the shows that are within driving distance of Austin. I expect a reasonable contingency to make the trek east to Houston on March 24, however I will not be among them due to a previous commitment. It should be a fun show with lots of models that didn't win at San Antonio, plus some the builders just couldn't get finished.

It's always a shock to see what's *not* on the show tables. This year's show had a lack of 1/48 jets, 1/32 scale anything, and was even light in 1/72 props. The big split was, as usual, with 1/48 single engine props. The other big split was with 1/48 scale out of the box entries which was divided along the lines of USN/Marines and others. But there were still plenty of models to gawk at and here are the local winners.

**AIRCRAFT:**

Category 110 1/72 Box Stock

- 1st, PZL P-11C, Tom Eisenhour
- 2nd, Bf 109E-3, Milton Bell

Category 115, Civil Aircraft

- 1st, Habicht, Floyd Werner

Category 120, Small Scale Military, Smaller Than 1/72

- 3rd, F-105D, Cliff Spratlan

Category 135, Vac and After Market Conversions

- 1st, Bf 109G12, Floyd Werner
- 3rd, Su-15, Phil Brandt

Category 140, Conversion and Scratchbuilt

- 2nd, XF-91B, Phil Brandt

Category 145, Origins to '38, 1/72 Scale, Category Split

- 1st, Siemens Schukert DIV, Steve Beard
- 2nd, Fokker EIV, Richard Eaton
- 3rd, Nieuport II C-1 Bebe, Steve Beard

Category 145b, Origins to '38, 1/48 Scale, Category Split

- 2nd, Albatross DIII, Steve Beard

Category 150b, 1/48 Single Engine Prop, Axis, Category Split

- 1st, Bf-109F2, Floyd Werner
- 2nd, Bf-109K4, Floyd Werner
- 3rd, Bf-109G2, Floyd Werner

Category 155, 1/48 Multi-Engine Prop

- 1st, Do-335, Floyd Werner
- 2nd, Hs-129, Milton Bell
- 3rd, Hs-129, Floyd Werner

Category 165, 1/48 Multi-Engine Jet

- 2nd, F7U-3M Cutlass, Phil Brandt

Category 170, 1/72 Single Engine Prop

- 1st, F4U-1D, Milton Bell

Category 180, 1/72 Single Engine Jet

- 2nd, F8E Crusader, Kenny Roady

**ARMOR**

Category 205, Box Stock, ASAE

- 1st, Panzer II, Russ Holm
- 3rd, Russian BT-5, Russ Holm

Category 210, Conversions and Scratchbuilt ASAE

- 3rd, Kosovo Fox, Rick Herrington

Category 221, Panzer Challenge (Panzer II & IV Derivatives)

- 2nd, Flakpanzer IV, Steve Beard

Category 230, Larger than 1/48, APC's, Armored Cars (Split)

- 3rd, Russian BA20, Russ Holm

Category 240, Larger than 1/48, Misc. Towed Artillery & AAA

- 2nd, 7" Brooke Rifle, Russ Holm
- 3rd, 13" Union Mortar, Russ Holm

**AUTOMOTIVE**

Category 335, Custom/Street Rod, 1949 and Older, Street Legal

- 3rd, Sleepin' Beauty, Michael Broussard

Category 370, Miscellaneous

- 3rd, Beat to Hell, Troy Perry

**DIORAMAS**

Category 620, Figure

- 3rd, Bail Out & Cover, Gary Beetley

**FIGURES**

Category 735, Movies, Horror Figures & Creatures, AS

- 1st, Biohazard, Joe Ceballos

Category 740, Movies, Action/Adventure/Anime Figures

- 3rd, James Bond -007, Angela Forster

**SPACECRAFT**

Category 905, Spacecraft/Sci-Fi, Actual Vehicles, Missiles,

- 3rd, Rocket Science-Goddard

Category 915, Spacecraft/Sci-Fi, Fictional Ground Vehicles

- 3rd, Sa B Lee X-291, Joe Ceballos

**JUNIOR & PRETEEN**

Category 1005, Preteen Automotive (Category Split)

- 2nd, Super Coupe, Jennifer Forster
- 3rd, PT Cruiser, Stephen Longoria, Jr.

Category 1015, Junior - Armor

- 1st, Churchill Mk VIII, Kendall Washburn
- 2nd, Tiger I, Kendall Washburn

**MISCELLANEOUS**

Category 1110, Misc. Biologicals

- 1st, Raptors, Cliff Spratlan

**SPECIAL AWARDS**

Best Third World Award (Best Aircraft from a small air force)

- PZL P-11C, Tom Eisenhour

Best WWII Luftwaffe Multi-Engine Aircraft

- Do-335, Floyd Werner

# ***SHOW DATES!***

**IPMS/Houston, Modelmania '01, March 24, 2001**

**Humble Civic Center, Humble TX**

**CAF Bluebonnet Air Show, Burnet, Texas, April 14, 2001**

**Lone Star Flight Museum 11th Annual Showcase & Aircraft**

**Walkabout, Galveston, Texas, April 28, 29, 2001**

**Fayette County Air Festival, La Grange, Texas, May 11, 12, 2001**

**Next Meeting:  
Thursday, March 15**

