



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

November 2001

SPRUE CONFESSIONS



“BIG JOHN” MAZMANIAN 'S '41 WILLYS GASSER

By

Jeff Forster IPMS #30833

This model represents a '41 Willys dragster driven by Big John Mazmanian. Big John was known for his fast, candy red cars. This particular car was powered by a hemi engine and ran in the mid nine-second range with speeds approaching 160 mph.

First off, let me say that this was only the second car kit I've ever built—the first one was back in 1977! Second... I really had a lot of fun building it. It's kit #2350 from Revell.

The model consists of 36 chrome parts, 42 plastic, 4 rubber wheels, 1 sheet acetate, 2 windows, 4 lights, and 1 photo etched grill. This model assembled very easy. No mess, no fuss, and most of all, it was Fun!

Steps 1a & b are the engine assembly, and it's all pretty straight forward, except if you're like me you're used to dealing with aircraft which don't have chromed parts and it took me mildly by surprise—I knew it was lurking in the gray matter somewhere—that chromed pieces don't glue together very well. So, it was off to the reference library to find that Westly's Bleach

White tire cleaner will remove the chrome from the parts you don't want. A little sanding of the glueing surfaces of the chromed pieces not dechromed and you are back on track.

After you have the engine together you begin looking at it and wondering how to make it even better. I bought an after-market distributor kit, drilled out the mounting hole for the distributor, and glued it to the engine block. Now the hard part was making the spark plugs and running the wires. I made the spark plugs by cutting short sections of .030" insulated wire, removed the wire and used the hollow insulation as the sparkplug. Now you get to drive your eyes wild trying to run the .040" wire around the engine block, (in proper firing order, I want to point out.) If you're going to add the extra detail you might as well get it right!

I added fuel lines and the other parts to the engine before I was satisfied with it. It helped that my subscription to Hot-Rodder arrived the week before and, wouldn't you know it, it had an article on Willys dragsters and there was a photo of Big Johns car!

Moving on you have your basic dragster interior; seat, stick shift, and roll bar. I decided to add a set of seat belts to the seat and some clear over

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IPMS/SWAMP, Lake Charles, LA	January 20, 2002
IPMS/Alamo Squadron, Live Oak, TX	February 23, 2002
IPMS/Houston, Region, VI Convention, Houston, TX	March 8-10, 2002

From the Editor...

Here it is, time for issue number eleven of the Sprue. My, how time flies! In just about five weeks it will be Christmas and then we can start all over again. For me this is the last long newsletter (unless something special comes up) since the next one will announce the Christmas party on Dec. 8 and will have a map and all the instructions you need. The location is easy to get to—it's just off MoPac—but you will need a map. George Liebl has been good enough to arrange the party room at his apartment complex. Knowing Texas weather, it will (probably) be too cool for the pool and not cold enough for a fire. It's going to be just right I know! Don't forget, this is a family affair so plan on bringing the family. And there will be a White Elephant gift exchange.

Thursday night's program will be a double. Jeff Forster will talk about display stands and I'll talk about how to submit an article for the newsletter. Meeting time is the usual 7 PM at Luby's Cafeteria on North Loop, just west of Burnet Road.

I decided to feature Jeff's little red Willys on the cover because it's a very nice model—it's colorful and he did a good job on it. And he took the time to write a short piece about building it. I can assure you the time to write the article was considerably less than the building! Just when I thought there would be no Armor Column, I got the AABS nesletter from Don Jones. In it was a very nice piece by Terry Lowman about building his Panhard armored car. Wish I had done a better photo. If you want to see your favorite model feature on the front page and need photos, just let me know: I have camera and will travel—if the model can't come to me. See you Thursday.

Milton

ASMS Officers for 2001

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Kenny Roady, vice president, kar66@swbell.net	260-2907
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Austin Model Show Coordinators

Tim Vogt	447-2668
Bruce Burden	250-9424
Web Site www.kithobbyist.com/asms	
Ken Laronde (Vendor Liason)	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.

October Minutes

Visitors

Joining us for the evening was Steve Xu. He brought an exquisitely hand crafted, wood model of a F4B4 biplane, done in 1/48 Scale. This is the type of product his company, Tianyixing Model Developer Co. Ltd. Cheng Du, will be producing. He told me later in the evening that it takes about one month to produce one of these models. If you want to see more, check out their website at: www.tianyimodel.com. Thanks Steve for coming by and good luck.

Old Business

It's official, we have set the date of the Christmas party for the 9th of December. Same location as last year. The party will start at 2:30 and go on till 11:00. Of course the club will be picking up the tab for the meat and cheese trays but everything else will be potluck style. Start looking for your White Elephant Kit to bring to the party. Thanks go to George Liebl making arrangements for the room again this year.

Treasurer's Report

I noted that we have \$5327.00 in checking but failed to get an amount on savings.

New Business

Jarrold Cunningham started off this portion of the meeting by stating that the elected officers of the club, and the contest coordinators have decided that next year's Austin Scale Model Show would be an ASMS event only and not include Austin Model Cars as a co-host. A variety of factors were taken into account in making this decision. The main issue was the lack of involvement of AMC and its members in the planning, preparation, participation and post involvement of the contest. It was felt that ASMS had the experience and means to include automotive models in registration and judging. It was also stated that we would welcome members of AMC to join our club and assist us with the contest. Their knowledge and experience would aid us in continuing to produce a great show again next year. Bruce stated that as a result of this year's show, some categories would be condensed or eliminated. This year's share of the show's profits are still owed AMC. The contest date for next year is August 24, 2002, at the Crockett Center.

Milton Bell requested that we give him or confirm with him our IPMS Membership Numbers. If you have not done so please bring this to the November meeting. He also reported that the money that was available from IPMS for the Make It and Take It program would be running out soon. IPMS asked for contributions to ensure the event would continue. We should be on the lookout for kits to donate for the event in August 2002.

It was reported that George Lewis is in the hospital for diabetes related problems. [George had his left little toe amputated.] Also noted was that this month's special at Village was for Eastern Express.

Terry Loman reported that the National Museum of the Pacific War (Nimitz Museum) in Fredricksburg would have their Pacific Assault demonstration again this year on November 23, 24. The restored P.T. boat will be on display for the special December 7th celebration at the museum. Call 830 997-4379 for details or go to www.nimitz-museum.org

Styrene Six

Jarrold Cunningham

Well, time to gather again. It sure passes quickly these days, at least for me. The first order of business is our decision to run the show "solo." I did contact Wade Strickle (my opposite number in AMC). After a lengthy conversation, we came to an understanding. Frankly, I was pleasantly surprised. It's no secret to those guys that their membership is dwindling, so their support is also waning. I don't envy Wade's situation. I don't know how I would handle you all slowly dropping off in numbers, and the possibility of our group dissolving. It would be such a sad thing to see and I would be pretty depressed about it all. I did offer an open invitation to any of his members that desire to attend our meetings. I don't know if any will. I know that they are trying to attract new members, but I'm unsure about how much success they are having. After our phone conversation, I could not help but feel very lucky to have the membership that we do. I have the general impression that we all enjoy each other's company and like to gather as a group. I know that we all have something to offer, and we all can contribute to the group as a whole.

So that being said, we NEED the support! This year's show went well, but next year will be ALL US! This means more registrars, judges, AND setup/tear down. We are taking on a big task this year, and if we want to be successful, we have to really pull together this time around. I highly encourage you all to ASK what you can do this next "go round." It will be needed. I personally will be doing that. The car guys weren't many in number, but their part of the show brought in a good number of entries. I don't mean to harp on you all, but we need to consider this stuff NOW, before it becomes late June or July and we have to make a mad dash at it.

The Christmas party is rapidly approaching; George has graciously offered his facilities again. I know that I enjoyed myself last year, and got the feeling that others did as well. It will be the club's responsibility to provide the meat—side dishes and desserts will be brought by the attendees. I hope to see you all there. There will be a "white elephant" exchange, so round up some "elephants" (I'm sure we all have a few).

I hope to see you all at the next meeting, it will be our last "official" one for the year. We need to decide exactly what the club will provide for the Christmas party, so please think about that one. I will open the floor for suggestions during the next meeting. Happy Modeling!

Jarrold



CAR CORNER

by Skip Perrine

Book Review:

Checkerbee Fan Guide A Tribute To Dale Earnhardt Commemorative Edition

“The Man in Black,” The Intimidator; whatever you knew him as, he was Mr. NASCAR. Love him or hate him, you had to respect him and know that he was the best at what he did. What he did was win races, including seven Winston Cup championships.

The Checkerbee Fan Guide’s soft-cover book has 190 pages of text and photos, most in color, which detail the racing career of Dale Earnhardt which ended with the fatal February 18 crash at the Daytona Speedway. The book sells for \$14.95.

His No. 3 Chevrolet Monte Carlos were usually black, unless he had an agreement with a sponsor to wear different colors for a certain race, such as last year’s race at the Winston, which is not a race for points, and his was painted in a psychedelic color pattern for the fashion designer, Peter Maxx.

Earnhardt would have finished third if the fatal crash had not occurred. At the time he was a rolling blockade so that his long time friend and new employee, Michael Waltrip, and his son Dale Jr., could drive to victory in the race he had won only once. Waltrip won the race and Dale Jr. was second. The Checkerbee book lists Earnhardt’s career statistics from 1979 through 2001 and shows that his total earnings from racing were over \$41 million and his average point standing was 4.45.

The Daytona 500, sometimes called the Superbowl of NASCAR stock car racing, is the crown jewel of the sport.

And it is a sport. And like any professional sport, the men and women who drive race cars for a living have to be in good physical shape to drive those cars 500, sometimes 600 miles on any given Sunday. They have to work out to stay in shape and Dale Earnhardt Sr. looked to be in his prime, so why was he taken so abruptly? I guess we’ll never know for sure, but there will never be another like him. He is quoted as saying “There is only one King of Stock Car Racing and that is Richard Petty, nobody can take that away from him, because nobody has ever done what he did in the short amount of time that he did it!”

And that was said by a man who was going to try to break his seven championship record, a man who respected Richard Petty.

and even got to race him in his early days in NASCAR. How many people in NASCAR today can say that? Not many are still racing.

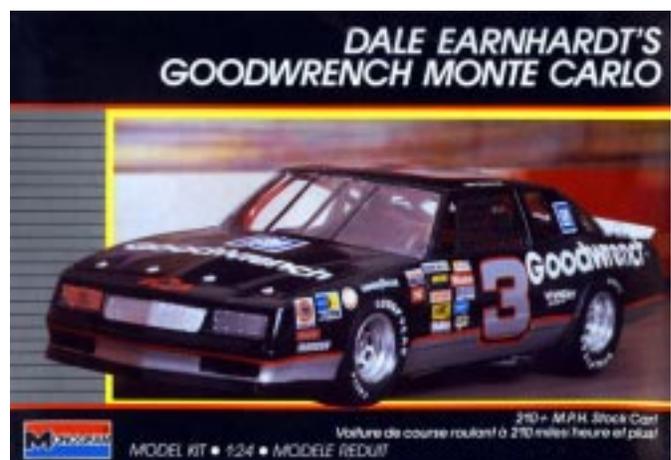
On February 15, 1998, after years of cut tires, blown engines, wrecks, and on one occasion, running out of gas, Dale Earnhardt put an end to an unlikely streak of losing 59 straight races. On that day he finally won the Daytona 500. As he made his way down pit road to victory circle, every single person on every pit crew came to the edge of their pit area to congratulate him on his victory.

His career statistics real like a who’s who in NASCAR racing. In 1979 he won Rookie of the Year. He amassed a total of 75 career wins and seven Winston Cup championships—in 1980, ’86, ’87, ’90, ’91, ’93, and ’94. It kind of makes me wonder if he hadn’t died would he have won the next two years? Since he seemed to win in twos, who’s to know what might have been. I believe he was going to try for an unprecedented 8th WC Championship in 2001.

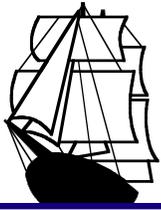
If you are an Earnhardt fan, I recommend this book.

And so in keeping with this tribute to my favorite driver, I’m going to review two blasts from the past. Both are earlier Monogram kits of Earnhardt’s Monte Carlos.

First is the Goodwrench Chevrolet Monte Carlo aero-coupe, so named because of the fastback rear window, instead of the “chopped off” look of earlier models. This 1/24th scale model is 8 3/8 inches long (21.3 cm) and is molded in black with clear and plated parts. Features include a detailed body and interior with a complete roll-cage assembly, competitive chassis, sponsor decals, and vinyl Good Year Eagle tires. The hood opens to reveal a 355 ci V-8 power plant. This is Monogram kit #2900.



Next is the 1997 No. 3 Goodwrench state-of-the-art Chevrolet Monte Carlo of Dale Earnhardt Sr. by Revell-Monogram and is kit #2447. Molded in black with chrome and clear parts, It features the famous Goodwrench logos across the trademark black and silver Monte Carlo body work, including the latest
(continued on page 10)



BY THE LATEST PACKET. . .

by George Lewis
IPMS 15401

The 2001 Nautical Research Guild Convention

My wife dropped me at ABIA at 7:15. There was one person ahead of me at the Continental ticket counter. There were three people at the security gate; they ignored my metal boot, and I arrived at my gate two hours early. The flight was full but I had a small woman on either side of me so I wasn't cramped. I was so tired, I fell asleep as we began taxiing out. When I woke up, we were still taxiing. "Man, we must be doing the perimeter," I thought. No, I had slept through the entire flight to Houston.

I had insufficient time to get to my next gate—as with all airports, my arrival gate at Houston was miles from my departure gate—and hitching a ride on the disabled cart saved me. I arrived at Dulles on time. Big place. I liked the moon rover style barges used to transport passengers from one terminal to another. A bus and train ride got me to my hotel. The mattress was too soft and the desk had no plywood for my back. I couldn't afford to eat, the phone didn't work and the AC didn't cool very well. I got all this for the special convention rate of just \$105 a night!

The first day's tour was the David Taylor Model Test Basin. The Canadian members were left at the gate. The tour guide was a retired Marine colonel and he loved to hear himself talk. Two hours of standing on the front steps and we had yet to see anything. Finally we boarded the Tour Enhancement Mobility Vehicle. It looked like a school bus to all save the colonel. We saw the basins, which weren't much to see as they are kept dark to inhibit the growth of algae. Then we descended into a stygian dark stairwell into the light. We were now inside the model shop where the navy's models not on display are kept for storage and repair. A number of Civil War models were under construction. Most were interesting was the research of new data on the CSS Virginia. I built the Virginia based on the Mariner's Museum's plans of 1930. The Taylor builders had uncovered new data that refute much of the Virginia's lore and the 1930 plans. Now I have a reason to build another model!

The storage area had an "Off Limits" sign to which we all turned Nelson's eye and went in anyway. The colonel looked the other way too. Ever see the 1/48 scale model of the battleship USS Texas? At one time it was stored here. There were a number of catapult aircraft models here too from the former Naval Aircraft Factory nearby. Yes, well, since they were transported on a ship, they are allowed! The afternoon was to the American History Museum by the Smithsonian. Prominent displays were American submarine life and the story of the American Merchant Marine. More ship models than I could take in. I met fellow archeologist Pat O'Neil and his wife for dinner. They gave me a quick tour of

DC. A black limo pulled in front of us and the plate said Texas Senator 2—Kay Bailey Hutchison. I took off my Texas hat and waved it. "Kay! stop and be friendly!" I was ignored. We made two passes by the Pentagon. Pat's sister-in-law was in the WING but had to go to the ladies room in another part of the building just before the plane's impact and that saved her life.

Next day was to the Chesapeake Bay Maritime Museum. I now know more about hideboats and sinkboxes that the average American could want. Ship models weren't as plentiful, most were of local fishing craft and bay steamers. This is a hands-on museum with ongoing restoration of wooden work craft. We saw a log canoe being rebuilt, a skipjack hauled out on the marine railway with much of here planking removed, and a recently restored Bugeye. Think of it as modeling 12 inches to the foot! This is a good place for families.

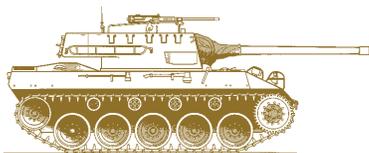


The new SSN USS Texas

Thursday was devoted to Baltimore's Inner Harbor and the USS Constellation, the just restored 1854 sloop-of-war. For years it was mistakenly believed the ship was the 1793 frigate and an ill-conceived restoration almost destroyed her. A magnificent job today and almost finished when we boarded her. I was getting sick and couldn't do as much as the others so I had to pass on touring the submarine USS Torsk, a lightship, and the USCGC Taney. This ship was at Honolulu on 7 December '41 and with the tug Hoga are the only survivors of that day. The Pride of Baltimore II and the slaver Amestad were in other ports. I spent too much money in the giftshops, buying books and CDs of sea chanties; there was not a ship model kit to be found!

On Friday we toured the Naval Academy. First the tour was on, then Black Tuesday put it off. Then Robert Summerall, a noted marine painter and author, got it back on with restrictions. When we got there it was business as usual and no Marines met us at the visitor center. We saw John Paul Jones crypt, the chapel, Rickover Hall (yes, I rubbed his bronze nose so I will pass my engineering exams!). Here are kept a few models including the 1/24 scale USS Agerholm, a fully detailed cutaway of a Sumner class destroyer. Built by the firm of Gibbs and Cox at the end of WWII she is the most detailed and expensive model ever commissioned by the Navy. It's a shame she is kept out of public view as she is the equivalent of the 17th century Admiralty

The Armor Column



French 1/35 Panhard 178 Armored Car

AL*BY (France) Kit No.: 326

Total Parts: 37 Cost: \$24.95

By Terry Lowman, Austin TX, AABS

Let me first start this review by saying that the building of this model ended a six-year drought for me on completing a kit 100%. That sure is a long time, but I had a lot of fun building this one and was proud of the end result. DML also makes this kit in three different versions and it may be the same mold. I really don't know for sure.

On first inspection of the kit, one is aware of very few parts, the simplicity of construction, and the good detail. It does come up short though, by not including any pioneer tools or other stowage goodies. You'll have to add these yourself from the spares bins. The model can be built in two versions; with a 25mm cannon with coaxial machine gun or with a twin machine gun turret. I decided to do the 25mm cannon variant.



The kit comes with a decal sheet to do two French marked cars or two captured German marked cars. I chose to do a three tone scheme camouflage representing a captured German Army version. The model began by gluing the upper hull piece to the lower hull which has the axles and differential relief molded as one piece. Next came the leaf spring parts added over the axles. Next I glued into place the front and rear hull plates of the body. I removed the molded-on grab handles from the engine deck on the upper hull and replaced them with brass wire bent to shape. Then I added the four fenders and stowage bins on the rear fenders. For more detail, I added a tow hook eyelet on the rear

hull plates incline from the parts bin. I next cut two pieces of sheet stock in a triangular shape, which fits between the inset angle of the hull body to the rear decline of the front fenders and level to their height. This creates stowage bins on the fenders to place fuel cans, extra gear, or tools.

Now came the assembly of the turret, selected as per the instructions. All of this went together easily and needed no sanding or putty to complete. The tire halves were glued together next to make the four tires needed. I need to pass on a tip on the construction at this time. The instructions show that relief meets relief and channel meets channel on the tread pattern. However, it should actually be assembled with one feature meeting the opposite when glued together. I realized this mistake too late after already building mine. A case in point, the importance of your reference materials is essential when building or detailing a kit. All of the pioneer tools were added on next and a grenade case on the left side of the hull body as I saw in numerous photos. Again, all of these items came from the part bins.

After all assembly work was completed, I sprayed on a coat of light gray primer to prep for painting. The entire model was base coated with Humbrol sand and then oversprayed with irregular bands of red brown and green for the camouflage pattern, also in Humbrol flat enamels. I then hand painted the leaf springs, their attachment points, and the muffler with Humbrol rust, followed by a wash of red brown and a dry brushing of sand to highlight details. The axles, differential, and inner wheel hub rotors were painted flat black with a wash of grimy, dirty brush-thinner and dry brushed with sand also. The tools were then painted to show wood or steel as necessary.

Tires were painted in flat black with an overall wash of red brown as well as the inner and outer wheel rims. The part of the tread that makes contact with the road surface this was left in flat black with no washes to show fresh tire wearing. Once all of these initial paintings had been completed, I sprayed the entire model with Dullcote to seal them and then let it dry thoroughly for 24 hours. A pin wash was applied next on all the vehicles bolt heads, recesses, angles, and relief areas and also for weathering streaks on vertical surfaces with dirty red brown wash. The entire vehicle was then dry brushed lightly with sand to bring out details. The model was then sprayed with a coat of Gloss and after drying 24 hours, decals were applied from the extra bin, as I liked them better than the kit supplied ones. I lightly weathered over the decals and applied one more dry brushing with a lighter shade of sand on the entire model. The final painted and weathered stowage items were added and the entire model sprayed once more with Dullcote to lose the gloss finish and tie all of it together.

The model was quick and easy to assemble, easy to paint and weather, and it makes a nice complement to anyone's W.W.II German armor collection. I highly recommend this or the DML manufactured variants of this particular armored car. It makes for a nice change from always building tracked vehicles.

Terry

**1/48 Blohm&Voss BV 212P.03
Fonderie Miniature Kit 6013 \$39.95,
Obtained from Squadron Mail Order**

Under construction review
by "Bondo Phil" Brandt, IPMS 14091



History

Hmmmm...a Luftwaffe '46 subject done by Bondo; what's wrong with this picture? Well, although Bondo's humble USAF beginnings were immersed in gigantic recip transports mit der big props, he's more a product of the Jet Age and was thusly intrigued by this diminutive player in the Luftwaffe's technological Last Stand.

Let's first agree that the BV 212P.03 wasn't a "cocktail napkin" study, but a fully conceived entry in the Luftwaffe's Emergency Fighter Program design competition in early 1945. The BV submission was the third iteration of a relatively small, single jet-engined, tailless, point defense fighter design. The wings were significantly swept back (40 degrees) with pronounced dihedral and downturned wingtips. Unfortunately for the BV folks, the Ta-183 won the competition, eventually morphing, under Soviet guidance, into the MiG-15. Blohm&Voss forged ahead, however, with an order for three BV 212P.03 prototypes for testing; the first was under construction at the time of Germany's surrender—a pic of the main fuselage structural member can be seen at the website referenced below—and had been scheduled for a first flight in August.

My interest in this subject was further whetted by the excellent website, www.luft46.com, run by Dan Johnson (<http://visi.net/~djohnson/bv/bvp212.html>). Everything you ever wanted to know about next-generation Luftwaffe birds and weapons. And, some stunningly beautiful computer art, too!

The Kit

The FM kit is typical of past limited production releases from this firm: looks good in the box (decent molding, smooth

surfaces, petite engraving) but fit is a whole level below Tamiyagawa. Small parts are a bit "clunky" with some flash and a misshapen rear bulkhead, but no big deal for anybody but the most finicky modelers. Main wheel wells are three-piece assemblies, with nice structural detail (same for gear doors), and the cockpit is a very sharply cast, well-detailed resin tub-cum-seat. Delicate rudder pedals and the stick are part of the substantial cast metal sprue (normal flash), which also includes nicely detailed gear struts and multiple retraction legs and braces.

The instrument panel is injected, with instrument depressions; you get to add aftermarket instrument decals and PE harness of choice. No gunsight is included, either. And there's even a "fix-it-in-the-pubs" goof that the modeler gets to correct. That is, the instructions show that an angle must be sanded on the outer tip of each main wing section so that the separate wingtip/fin assemblies will attach with the vertical fins actually vertical! Again, no big deal for most builders.

Bondo's biggest complaint is that FM elected not to do an intake trunk behind the prominent nosepiece, or to do an exhaust duct to surround the nice turbine wheel and outlet vane assembly. A shallow "vee" made from 3/8" diameter plastic tube suffices for the long (almost four inches) intake trunk, and a short length of 1/2" diameter tube fits around the turbine wheel perfectly. Some careful Dremelling—I like to hold the part up to the light to see when I'm getting close!—of the nosegear well, the sides of the maingear wells and the bottom of the cockpit tub is necessary to clear the intake tubing. In fact, to make the angles correct, the intake tube will actually protrude somewhat into the nosegear well interior, but the overall effect is quite natural. Plus, we're talkin' Luftwaffe '46, remember?

Cannon outlets are way undersized and, based on the above-mentioned website, the locations are suspect, too. I chose to do enlarged fuselage cannon outlets at nine, twelve and three o'clock.

External weapons are also non-existent in this kit. I chose to scratchbuild two Ruhrstahl/Kramer X-4 air-to-air, wire-guided missiles, the world's first. Again, there's excellent info on this AAM and others in the above Luft'46 website, including actual production and test-firing pix. The Mark 117 bombs in the Monogram B-52 kit make an excellent base from which to begin construction.

Two clear, thin Vac canopies are included, but a rear structural canopy "band" seen in drawings and box artwork is missing; another facet of the DIY program! I haven't been able to ascertain if the canopy opens to the side, or slides back ala Ta-183.

Two quite different color schemes are featured: a typical splintered RLM 81/82 with RLM 76 undersides (JG 26, Rhein Hopstein, 1945) and an RLM 83 with white mottling and RLM 76 underneath, plus prominent yellow nose, aft fuselage band and

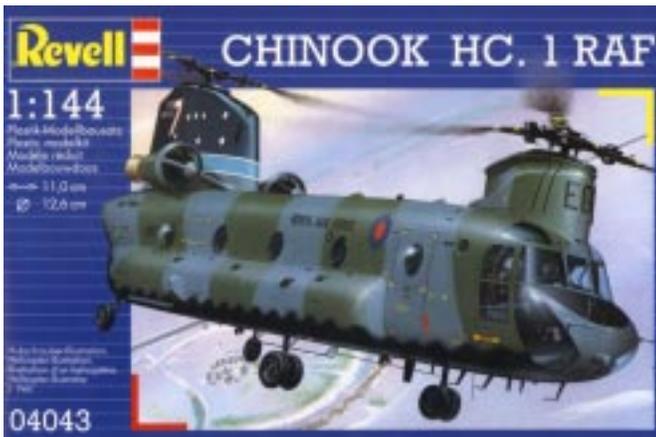
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Small Scales A closer look	
1/200 1/200 1/200 1/200 1/200	by Rafael Power
1/200 1/200 1/200 1/200 1/200	

BOEING-VERTOL CH-47D / HC.1 CHINOOK

1/144 Scale by Revell-Germany

Kit numbers RG4043 and RG4459
 Origin Molding: Germany / Decals: Italy
 Conversion options: U.S. Army ACH-47 Gunship
 Markings RG4043: HC.1 Chinook ZA671
 7 Sq., Royal Air Force
 (RAF Odiham, UK)
 RG4459: CH-47D 70072, U.S. Army
 'A' Company, 5 Battalion,
 159 Aviation Regiment
 (Giebelstadt, Germany, 1994)



(With the emphasis on Special Operations in the war in Afghanistan, it's time to showcase two helicopters used in the tactical assault and Search and Rescue-SAR missions. This month we'll feature the CH-47D Chinook, followed by the Sikorsky HH-53C Jolly Green Giant next month.)

Introduction

Heavy helicopters, both civil and military, have carved their niche in all areas. They transport cargo, telephone poles on a sling in isolated areas, water and fire retardant, troops and more. Most notable of all is the brute known as the Chinook. Named after Pacific Northwest Native Americans of Oregon and Washington, the CH-47 Chinook is known as a strong and hardy workhorse. From carrying Jeeps/Humvees and light artillery pieces to dropping Army Rangers in the water – it does it all well.

Aesthetically pleasing? Not really. More like a flying loaf of bread on steroids. Ugly or not, it's a real tank of a helo that does an outstanding performance. People in Austin, Texas still remember the difficulty a CH-54 Tarhe/Flying Crane encountered in trying to remove the statue from the top of the state capitol. After failing in that attempt, a Chinook from the Texas Army National Guard was called in. With a minimum of effort, it plucked up the statue and deposited it onto the capitol grounds.

Also manufactured under license in Italy by Elicotteri Meridionali (now part of Alenia), Chinooks were delivered to Australia, Canada, Great Britain, Greece, Iran, Italy, Japan, Libya, Spain, South Vietnam and the U.S.

Chinooks in the model marketplace

Model manufacturers have not forgotten the Chinook. Italeri offers a 1/72 scale ACH-47 Gunship and a CH-47D, while Matchbox has a CH-47D / HC.1 (RAF). Revell-Germany has a CH-47D, which I think is a licensed reboxing of the Italeri CH-47D. Possibly Airfix or Heller reboxed the Matchbox kit as well but I still don't see a 1/48 scale Chinook in the horizon.

And now for the first time, the Chinook is available in 1/144 scale. The Revell-Germany Chinook is available in two different boxes. The first one was introduced last year as the U.S. Army CH-47D version. The second kit is available as a Royal Air Force HC.1 Chinook.

First look: twice!

This is a real gem. I was surprised at the amount of detail and quality in such a small package. Each kit has five trees including the clear parts. They are virtually identical except for the ones with the fuselage underside pans. Each has a different underside pan and wire and blade antennas arrangement. The detail on the rotor drives and blades is amazing. Could it be that they perfectly downscaled a 1/72 scale Italeri Chinook kit?

The instructions

The instructions are printed in German, Dutch, Norwegian, Finnish, French, Spanish, Italian, Portuguese, Danish, Polish, Czech, Greek, Slovakian, Russian and three other languages I could not identify. They forgot Japanese, Mandarin, Tartar, Hawaiian, Hindi, Arabic, Southern Drawl and 3,476 other languages, dialects and jargons. Whew! Oh yes, they're also printed in English! The sheets are very clear and include a very detailed paint/markings guide. They have the usual part tree diagrams indicating which extra parts have to be discarded.

The fuselage detail

My only issue with this kit is over the panel lines. For such a small-scale fuselage, the engraving is over done even for a 1/72-scale kit. It gives the fuselage a "quilt blanket" look, just like the cover on grandma's toaster. Although certain panels such as access panels should be preserved, the majority could be filled in. However, minute details like access panels, grills, scoop and cooling openings are very nice. The rear cargo ramp can be open or closed but the lower right side entry door is molded in.

The cockpit/canopy

The canopies are molded of fairly thin clear plastic and very detailed. Keep in mind that both kits have different arrangements of bubble observation portholes. The cockpit consists of a quilt blanket bulkhead, two seats, instrument panel and two cyclic sticks and control columns. The lower control panel between the seats is built into the floor.

Fit/assembly assessment

The fuselage fits extremely well and only a bit of sandpaper will do it. All panel lines on both halves of the fuselage will match perfectly. A little brush of Gunze Sangyo Mr. Surfacer and a spot of you favorite putty/super glue will do the trick.

Decals and Markings

The U.S. Army version (RG4459) includes a very small sheet with minimal markings. It has the warning blocks, stenciling, UNITED STATES ARMY titles, unit badge and tail serial numbers only. The RAF version (RG4043) has four times the markings. It includes the ROYAL AIR FORCE titles, serials, warning/data blocks, stenciling and STEP/NO STEP servicing area on top of the fuselage. No instrument panel decal is provided on either one.

Color Options

The U.S. Army version has only one option: O.D. The RAF version has a standard Dark Green, Mid-Gray on top, Matte Black on the antiglare panel and undersides and RAF Roundel Blue on the tail rotor pylon. For those looking for something different consider those used by Australia, Canada, Italy and Japan or the desert schemes used in Morocco, Libya, Iran. The most outlandish color camouflage scheme of all was one ordered by the Nigerian Air Force as illustrated in the Aerofax Chinook book. Although already painted when rolled out at the factory, they were never delivered due to financing problems.

My Recommendations

1. Look at photos of actual Chinooks to see how visible are the panel lines. Then decide whether to fill in all or some of the panel lines.
2. Open the bottom half of the right side entry "dutch door" and add detail like steps and support cable.
3. If you leave the tail loading ramp open, be prepared to add a lot of detail on that cavernous cargo hold. Add troop strap seats, overhead control cables, etc.
4. Add new sensors located on each side and aft of the tail rotor pylon.

Quite a nice helicopter in a small package. I would like to see Minicraft come up with this type of quality and detail.

For a long time, small scales such as 1/144 have been neglected by reviewers and manufacturers alike. Now with the renewed interest and availability of 1/144 kits from companies such as Minicraft, Revell and Hobbycraft—small scales are on a roll. I would like to extend an invitation to all modelers to contribute articles for this page. [Ed. A loud Amen!] As long as it is in the 1/72, 1/76, 1/43, 1/144, 1/200 or smaller scales, all aircraft, cars,

armor, missiles/rockets from all eras are welcome. Please send your contributions or suggestions to the editor or myself for publications.

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Rafael

Jeff Forster's Book Reviews

IPMS #30833

This summer has been awfully busy with summer chores, model contests, and air shows so I haven't been able to crank out as many book reports as I normally do but here are a few.

Air Warriors: The Inside Story of the Making of a Navy Pilot - Douglas C. Waller

It's an interesting book. It follows several groups of students through various stages of naval flight school. It gives insight into the background of the students as well as some of the instructors. It describes the process of each stage of training, background of each aircraft used in training, and the training involved.

As the author describes each student's training session, I could feel the frustration of the students as they made mistakes, and the sheer terror of making their first night carrier landing. I never realized that the F-14 Tomcat was a more difficult aircraft to land on a carrier than the F-18. The F-18 can be landed in one of four modes with the newest ones able to switch over and let the ship's computer talk to the aircraft and bring it in for an automatic landing. One example of the differences in training between the two aircraft is that when qualifying for carrier landings, an F-14 pilot would get several chances to qualify while the F-18 pilot would usually get only a single chance. The people in charge figure it is so easy to land the F-18 that only one chance is required. This book makes for interesting reading. Jeff's rating: ★★ ★ 1/2.

Scale Armor: Modeling the M4 Sherman and the PzKpfw VI Tiger Tanks, Osprey publications

This is an absolutely great book! If you like to build tanks, especially M4 shermans and PzKpfw Tigers, this is the book for
(continued on page 11)

(Big John's Willys continued)

the instruments. Step 3 is the frame and suspension assembly. No problem, just be careful to ensure that all four tires sit square on the table. Step 4 is your tire assembly. Make sure you use a little sandpaper and sand off the seam line and scuff your slicks a little. Step 5: throw the last few pieces into the engine compartment, (radiator, hoses, gas tank- I added the fuel line to the gas tank). Step 6, mount the windows. You will have to cut the side windows out of the sheet acetate and paint them clear red—I used Humbrol transparent red—then glue the body down **after** you paint it!



After much searching thru the local hobby shops I decided to use Model Master Stop Light Red Metallic, which I felt was as near a match as I would ever get! Final assembly consists of mounting the door handles, lights, grill, drag chute. Looking at photos, I noticed that the chute had a ripcord, which I would not have thought of if I hadn't noticed it, so I used a small diameter red colored copper wire. Finally, apply your decals, which are gold colored and really look great with the paint.

All the parts in the kit are very well molded without any flash on them and everything fits well together. I plan on buying a few more for future sessions.

Jeff

(Car Corner continued)

aerodynamic enhancements like roof and cowl flaps, rear window rails, and instead of just the hood opening, the entire body can be removed to view the detailed chassis for display purposes because this replica has a lot to show—suspension, belt-driven oil recirculation pump on both engine and rear end, inboard mounted oil tank, Butler built contoured driver's seat and interior-mounted cooling air duct hoses. Further details include ignition, wiring, and interior roll bar padding.

So, in the famous words heard at all NASCAR events—
“Gentlemen, start your engines!”

The Skipster

(By the Latest Packet continued)

models. Which is what we saw next, the world famous Henry Rogers' Collection of Admiralty and Prisoner-of-War Bone Models.

To see these Admiralty models and to realize they were made 300 years ago and are complete to working pumps and decorated Great Cabins makes all of us look like rank amateurs. Nearly every builder is unknown but using an orthoscope, the curates discovered inside the hold of one model the signatures of the two craftsmen who built it. If you are a ship modeler, this is your Mecca! Lunch was in the Officer's Club, followed by a visit to the Naval Institute Book Store. My poor wife warned me not to break the bank here. “But Phyllis, I get all their books wholesale!”

Saturday was filled with technical sessions. Alas, I was then sick with a respiratory infection and had to forego several of them, lest I disturb everyone with all my coughing and choking. Many members brought models to display and I would have too, but I was told “no carry-ons allowed” and I wasn't about to trust the baggage handlers with my models. One of the models on display was of the new Virginia class SSN USS Texas. The guest speaker was the famous marine artist Tom Freeman. I have several of his prints hanging in my store. Painting a ship easy? Not if you want to get it right. His completed painting of the USS Constitution receiving the Pope and King of Tuscany is on this month's cover of Naval History Magazine.

Saturday I returned to Austin and the trip home is a story in itself and outside the scope of this newsletter. Except...as we were banking over a river outside Newark, I caught a glimpse of many boat shaped islands. In 1918 we built a large fleet of wood steamers. Most were completed too late for war service and post-war nobody wanted them so they were laid-up, some going straight from the builders' yards to ordinary. By the late 1920s they were being burned to recover the metal, not being worthwhile to break up. As the charred hulks settled in the mud, life found a way to them and soon they sprouted plants, even trees. So when you see numerous boat-shaped mini-ecosystems remember the great wood fleet of 1918.

The trip was worth it and I returned with renewed determination to build more ships. So, what are you doing?

GL

(BV 212 continued)

wingtips (STAB JG 54 “Green Hearts,” Pomerania, 1946). Decals for both versions look fine.

Instructions are four pages of self-explanatory assembly blowups and color/markings schemes; not bad!

Even with its unTamiyagawa-like flaws I like this kit. It's small, a fairly quick build and a real conversation piece, especially beside this month's imminent Ta-183 release. And, with minimal corrections and detailing, you should have a real competitor in 1/48th Jet.

Bondo

(Jeff's Reviews continued)

you. It has several chapters on the variants with great photos on each and instructions and in some chapters they include templates on making special equipment. At the end of each chapter they include a reference list which includes the model source, Eduard photo etch metal set reference number, Jordi Rubio gun barrel number, and Verlinden part number and track numbers. There's a chapter on each type that includes a group of walk-around photos, scale drawings, camouflage and markings, references, and web site info. Jeff's rating:★★★★ and off the scale!

World War II Luftwaffe Fighter Modeling, by Geoff Coughlin, Osprey Publications

This is another Osprey offering and you know something? I'm starting to think that these people cannot put anything out that is anything but high quality. This book is no exception.

The book contains over 240 color photos to show the various methods the author uses in modeling Luftwaffe fight aircraft. He describes his work area and materials. In another chapter he lists his reference sources. The book covers basic construction, advanced construction, Luftwaffe camouflage schemes, special techniques, and ways to creat a realistic display base.

If you build German aircraft or are thinking of building one, this is the book for you. A must have! Jeff's rating:★★★★

Jeff

Old Rumors & New Kits

When I was a kid, there was a radio commentator named Gabriel Heater—I'm not making this up—whose on-the-air trademark was the quip, "There's Good News Tonight!"

Indeed, there is Good News Tonight. I just picked up a note that Hasegawa announced at a special show in Japan some very interesting kits for 2002. Topping the list is a 1/48 kit of the Arado 234. **YES.** It's been some time since I looked at the moldering Hobbycraft kit I had such good intentions toward. I suspect it will stay in its packing box a while longer now. If you aren't familiar with the Ar 232, it was one of the Luftwaffe's early twin jet recce/bombers that actually saw service. It has a lot of clear parts surrounding the pilot who had to use a periscope to see what was behind him. I can just see the folks who produce resin detail sets scrambling for all the data they can dig up.

"But wait! There's more!" You know about the 1/32 Me 109 G6 that's due out maybe for Christmas, right? Well, how about a G14 sometimes in '02 to go with it? Sounds good to me and I don't even do 1/32. Well, not yet. What else can we expect from Hasegawa in 2002? A Spitfire Mk IXE, a 1/700 Tirpitz, and an A-4B (A4D-2). If you need something nice for Christmas, you should find the F-104S which is set for a December release. For your information, the kit numbers given for the new kits fit right in with what is already out or scheduled. It's genuine!

It looks like the next 1/32 aircraft kit from Trumpeter will be a MiG 19S (Farmer C). From the comments I've picked up from those who claim to have seen the early test shots, this one will be the equal of the MiG 21. I suspect the price tag will be about the same as well (\$55 or so). Trumpeter also plans a Shenyang FT-06, a two-seat trainer version of the MiG 19. If that's not your scale, MPM is supposed to be doing one in 1/48.

Trumpeter is also showing three 1/144 scale subjects; an IL-76 "Candid", an IL-78 "Midas" and an A-50 "Mainstay." I have no idea of the quality of the kits nor when we can expect them.

Classic Airframes has released their Re 2000, serie I and II and will soon have a night fighter version of their very nice Re 2001.

ICM, that Ukrainian outfit that produces some real bargains, still shows a line of Me 109s and now I see that they have a number of P-51B kits listed as well. Now, I can understand doing that Spitfire Mk IX since no one else had one but there are just a few 109s out there as well as some very nice P-51Bs. That, I can't fathom.

Sword brought out a nice little 1/72 N9M flying wing a while back and now they have the same model in 1/48. This one is nicer but begs for some extra detailing in the cockpit.

Revell-Monogram and Revell Germany have a new owner, Gearbox Toys and Collectibles. Don't expect any big changes from R-M real soon but they may actually expand their workforce to take advantage of new production opportunities. At least the new owners are in a closely related business.

You can expect some re-releases from R-M including the Ju 52, PBY-5A and some others. I'm not aware of anything really new other than some re-pops of DML kits.

Academy has some nice armor out or about to be which include the Achilles Tank Destroyer, M10 GMC, and M-36 Jackson.

There is some really nice resin on the shelves too. I recently picked up an Aires set for the Tamiya Spitfire Mk I in 1/72 scale. This should fix the one problem of the kit; detail that's too shallow. Does it fit? I'll let you know. Other recent sets from Aires include a MiG 29A cockpit, F-15A exhaust nozzles, Me 262A gun bay, and a cockpit set for the A7D Corsair II. All these are in 1/48th. Black Box has a detail set for the F-14 A/B Bombcat cockpit that should be really nice.

In other areas, Tamiya has some sets of abrasive sheets available in grits from 400 to 1500. These should work very well and I assume they are wet/dry papers.

Special Hobby has a kit of the X-15A-2 but at the moment I can't remember if it's 1/72 or 1/48. I hope it's 1/48. We can always used another good scale research vehicle. See you next time. Hope you find time to build something.

Milton

**Next Meeting:
Thursday, Nov. 15**

