



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

October 2001

SPRUE CONFESSIONS



Huma Models FI-282 "Kolibri"

By Dave Orloff

Reference: *German Helicopters 1928-1945* by Heinz J. Nowarra (Schiffer 1990)

Added Detail: Eduard Photo Etched Seatbelts Luftwaffe WWII #48 290

As early as the 1920's, German engineers were experimenting with helicopters. One such visionary was Anton Flettner, whose development of a series of helicopters intended for naval use began in earnest in 1935 with the opening of his Berlin-Johannisthal factory.

Flettner's first successful design, the FI-265, was tested aboard ships in 1939, and was agile enough in trials to outmaneuver a pair of Me-109 fighters! This was the first successful use of twin intermeshing counter-rotating rotor blades, but a single seat aft of the transmission and the engine mounted in the nose combined to make this a less than ideal type for full service.

In 1940 the Flettner company produced the first of their FI-282 "Kolibri" (Hummingbird)

helicopters. A direct development of the earlier FI-265, the 282 was a neat little machine, using Anton Flettner's revolutionary rotor system to produce a stable helicopter unencumbered by a complex tail rotor mechanism. Moving the radial engine aft of the pilot put the cockpit up front in what would become the conventional layout for modern helicopters. The resulting craft was relatively easy to fly, extremely maneuverable, and mechanically reliable. Though 1000 were ordered, only 24 were delivered over the course of the war, and served as shipboard scouts and landbased battlefield spotters from 1940 right up through the Battle of Berlin in 1945.

Huma's kit is their only 1:48th scale offering so far, consisting of 75 well molded styrene parts on two trees and decals for two machines. Parts are provided to build both one and two seat versions, with or without auxiliary fuel tanks. Also provided is a spotlight and the unusual trapeze-like bar used to carry sling loads. All scribing is recessed and very crisp. On opening the box, I was immediately surprised by the quality of the parts and the delicacy of molding. I honestly believe I have never seen so many tiny structures produced in plastic as are found in this kit! The engine alone builds up out of 15
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IPMS/Flying Tigers Scale Model Builders, Metairie LA	October 20, 2001
IPMS/SWAMP, CALMEX XVI, Lake Charles LA	January 20, 2002
IPMS/Alamo Squadron, ModelFiesta XXI, San Antonio	February 23, 2002
IPMS/North Central Texas, Squadron SscaleFest '02	May 27-28, 2002
IPMS/USA National Convention, Virginia Beach VA	July 31-Aug. 03, 2002

From the Editor...

Well, you guys really put one over on me last meeting. That award you cooked up was very special to me and not something I'll ever take lightly or forget. It's hanging on the wall in the dining room with some other family honors. After the attack on our country and all the subsequent events, I was on an emotional roller-coaster like many of you and the award caught me completely off guard. Thank you all for a very bright spot in a dark two weeks.

We will have a quarterly contest as the theme for our next meeting which will be Thursday, October 18, at the Luby's Cafeteria on North Loop. I goofed last month. If you haven't been to a meeting there before, it's the one just west of Burnet Road in North Central Austin. Meeting time is 7 P.M. Be sure to bring something for the contest and be prepared to tell us about the model. (It's show and tell time!)

Martha and I took off from the daily grind to spend a few days in Rockport on the coast (the 6th was our anniversary) and we were there when the offensive against the terrorists began. The USCG began looking at vessels coming into port along the coast more closely and the local police and DPS folks were omnipresent at events in town. Frankly, I found that reassuring and certainly not threatening. Saw lots of flags flying and we were aware of an increased sense of patriotism. Let's make an effort to keep it up.

Milton

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

September Minutes

Visitors

We welcomed John Luther, a former member, who joined us for the evening and renewed his membership. Welcome back, John.

Old Business

There was no Old Business other than the contest report.

Contest Report

According to Bruce, Tim and Dave, our expenses for the contest, at the time of the meeting, were \$6590.43. Bruce and Tim said there will be additional expenses for postage in mailing the trophies to some of the winners. We took in \$7094.00 for the tables, entries and door prizes, giving us a profit of \$503.57. This will be split with the AMC. Bruce and Tim thanked everyone for their participation. Due to planned expansion at the Crockett Center there will be more floor space available and better vendor access next year.

Treasurer's Report

Based on what we accomplished with the contest we have a checking balance of \$5365.23 and a savings balance of \$42.71

New Business

Due to some confusion with this month's meeting (September), we will have a Quarterly Contest next month (October).

We will be having our Christmas Party at the same place as last year. A date in December has yet to be determined however and George Liebl is checking into the available dates for us to decide on at the next meeting.

Don Jones reminded us of the AMPS contest to be held Saturday October the 6th starting at 7:00 a.m. The room will be full of vendors and the seminars will start at 8:30. Don also reported the Austin Armor Builder's Society club had gotten their shirts from the same place we did a year ago and paid about \$17-\$19 each. We should be able to get more shirts without having to pay a set-up fee if we use the same logo. He said that he would bring samples in next month.

Milton then gave us a quick newsletter report—he mailed out 39 newsletters for this month. That number does not include the e-mailed PDF versions of the newsletter. Milton had reported that Floyd Werner had been one of the many laid off by the airlines due to the tragic events on September 11th.

Special Event

Jarrold called for any additional business that needed to be conducted and upon hearing none, he proceeded to a special event for the evening. He began to tell us about one of our members that has over the years given far beyond what he has

(continued on page 10)

Styrene Six

Jarrold Cunningham

Another month has passed, and now we find ourselves readying for another meeting with the ASMS. At our last session, we gave recognition to a very deserving member. It was a good feeling to acknowledge Milton and his efforts for our group. I was pleased to see all the faces and was very proud that those who attended saw fit to give him an ovation when he received the award. I feel better about our group when we see a good turn out. For me it makes the whole thing worth while. I do hope those who were building/have built for the quarterly contest remember that this meeting is the one to show off what you have done. Kenny and I saw fit to push back the previous date, to give those who needed it, more time.

On a personal note, as if you haven't noticed, my recent efforts have slowed somewhat. I find myself taking time away from the bench. This may seem odd to some, especially the need for an escape from what most of us use as an escape anyway. For me I take my modeling seriously, maybe at times too seriously, so I tend to get "burned out" sometimes while modeling. It seems that some tasks are more "mundane" than others, and there are certain aspects of the hobby that I just don't enjoy as much as others. I can honestly tell you that I enjoy cockpit work more than, say, scribing lines or sanding seams. I do have times that I am actually reluctant to go to the bench. I have found that if I am at a "lackluster" stage of a project, I will walk away from it for a while. This usually helps me refocus when I return. Maybe it's just me. I read novels the same way. I find that if I read just a few pages at a time, I retain more of the story. I guess in my modeling projects, if I take a step back, and allow myself to think about what I want to do, or how to accomplish something, it usually isn't so bad the next time around. Many times before, projects have gone bad because I didn't do this. With today's cost of just the basic kit, thrown in with the "extras", it can get costly to foul one up!

I do know some people who can "mass produce", but then I find this method difficult for me to really enjoy the results. I guess it stems from trying to do my best. I do realize its just a hobby, but still I see the perfectionist coming out. Maybe this will be my undoing, but for now, periodic breaks serve me well. If you find yourself in this predicament, maybe a break will do you some good. Maybe not. Doing so doesn't reduce the growing stack of model kits. That's a decision that you have to make for yourself.

With that said, it is just a hobby. Treat it as one.

I hope to see you all there for the next meeting; "same bat-time, same bat-channel."

Happy Modeling,

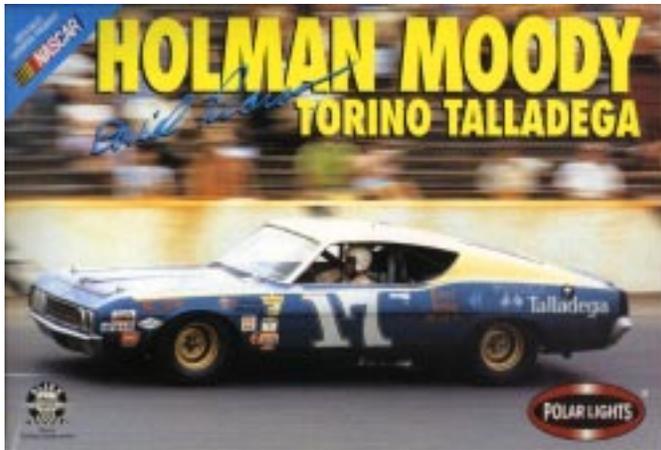
Jarrold



CAR CORNER

by Skip Perrine

To say that this kit made my mouth water would be putting it mildly, very mildly. So let's get to it.



The CC guy takes a look at one of the new releases from Polar Lights. The Holman Moody Torino Talladega was so named because of the super-speedway where it first won, at least that's what the legend says. Driven by the legendary David Pearson, the Torino Talladega had eleven wins and two championships to its credit.

The late 60's found two of Detroit's Big Three, Ford and Chrysler in a fierce battle for NASCAR supremacy on the super speedways. With restrictions on engine size and carburetion, the quest for speed was aimed at aerodynamics.

Ralph Moody of the famous Holman Moody Team redesigned the '69 Torino Cobra with a radically extended nose, both narrower and lower than a street legal stock Torino. Beneath the long-nosed body was a screw-jack adjustable front suspension with reinforced control arms, heavy duty coils and twin-shocks on each of the pale gold colored wheels, brakes were reinforced with HM shoes and ventilated drums, a Ford floor shifted four-speed manual transmission, and a HD (Heavy Duty) screw jack adjustable rear with leaf springs. A Ford 9-inch differential with floating hubs and twin shocks on each wheel completed the setup.

Pearson's Talladega by Holman Moody was powered by a full-race Boss 429—with a "beefy four-bolt main-journal" block, cast aluminum heads. This innovative engine was capable of putting out more than 650 horsepower.

This highly detailed kit from Polar Lights is NOT for the beginner, beginning with not only one but two complete engines—well, at least blocks anyway, both share some of the same parts.

To begin with, Assemblies 1a and 1b are for the engines, and you can choose either the 427 or 429. As I said at the beginning of this review they share many of the parts, such as the blocks and heads and all the basic parts, i.e.; heads, oil pan, front engine cover, water pump, 4-barrel carb manifold, bell housing for the transmission, and chrome valve covers belong to each respective engine. But they have to "share" the big NASCAR four-barrel carburetor and 4-speed transmission and linkage.

This brings us to Assembly 2—the chassis interior assembly. The roll-cage is a separate assembly, consisting of the right side, left side and back brace, with the drivers side window net. Next the dashboard, steering wheel, dashboard support, firewall and front engine braces are added. After the engine of choice is inserted, the exhaust headers must be attached; not a simple task but doable. The rear drive train finishes it.

Next: four tires, wheels and inner wheels.

And finally, the body. First soak it in mild detergent and water and allow it to "air dry." Next pick out all the body parts and soak them as well, to prep the body for paint. Then put it on the paint stand and apply a light coat over the entire car. After it dries, the second coat is applied, then we were ready to "lay down" a first full coat of dark blue metallic by Tamiya Colors (I recommend this paint—it's incredible—and it dries hard in a short time.) Apply the final coat and after it dries overnight, it's ready to apply the decals.

In my opinion this is among the best kits by Polar Lights and I hope they continue to bring us quality PLASTIC KITS in what's becoming a die-cast world.

Next Month, A Tribute To Dale Earnhardt.

The Skipster



Jeff Forster's little red Willys coupe. And yes, the glass is supposed to be red!



**BY THE
LATEST
PACKET. . .**

[This space is usually reserved for news for ship builders. This time it's for the modeler's bio of a ship builder, Laddie Dick. Laddie was an active member of ASMS when he and his wife Betty lived here. They moved first to Colorado and then on to Florida where they still reside. Laddie has kept his membership active wherever he has moved and is one of the most skilled modelers I know (a scratchbuilder!) and a genuinely nice guy.]

**Modeler's Biography
Laddie Dick**

Many moons ago, when I was just a young lad in grammar school, in the little city of La Canada, California, (which is near Pasadena) I got my first try at model building. You see, during the summer months, a class was held in the wood shop, supervised by the "Phys Ed" coach, coach Vance. I still remember his name! We all built the same airplane, a small rubber band flying ROG (rise off ground). When we finished with construction, we took the planes outside and flew them. Some flew and some did not. Luckily mine flew—wow, I was hooked! As I grew older I started to build larger ROG's that went faster and higher. I remember my father building a large gas powered "Mr. Mulligan" and flying it all over the neighborhood. At about that time my brother was building huge gliders and gas powered airplanes.

When I went to high school, one of the classes I took was wood shop. That was the beginning of World War II and the class made identification models for the military. That's when I really got interested in the various types of aircraft from around the world. I then began building plastic and wood kits (Megow) of World War I and II aircraft. The wood kits took some real work, for all you got were several pieces of balsa wood and some templates. One aircraft I really liked was the Spitfire. Probably because one of my uncles in England flew them in World War II (you see I was born in England). I remember buying a Cleveland Model kit of the Spitfire, and with my father's and brother's encouragement, built the model, not to fly but to super detail it. I built the model so you could move all the control surfaces from the cockpit, both the stick and pedals. The model won first place in a rather large model contest in Pasadena.

While attending Junior College, I got interested in architecture and from there went into building architectural models. Upon graduation, I went to work for the Ralph M. Parsons Co. as a draftsman and model builder in their model shop. I was with the company for 26 years, retiring in August 1993.

During my employment, I worked in Saudi Arabia for three years, helping to build a model of the new city of Yanbu for 150,000 people. The model was 20 feet wide by 40 feet long, built in 10 foot square sections so it could be moved. One of the

highlights of the job was getting to meet the king who came to see the work we were doing. I was very fortunate to have my young son who also worked in the model shop at Parson's working with me in Saudi Arabia. My wife Betty also worked in the model shop at Parson's for 12 years.

My employment at Parsons was interrupted for several years as my wife and I quit Parsons and moved to Reno, Nevada, where we opened a model shop "Reno Scale Models" and crated "Classic Miniatures," a company that produced old style structure kits for the HO model railroad builder. After five years of hard work we sold the business to a gentleman who still produces the kits.

About that time Parsons called me and wanted to know if I would be interested in the job in Saudi Arabia. Of course, I took the job right away. It was during the time that we operated the model shop that I became interested in ship models, a hobby I'm still enjoying at the age of 73. I have written several articles on the hobby and been feature on the cover of a well known ship model magazine and have given several lectures on the hobby.

I would like to say in closing that I hope all you model builders are getting the fun and satisfaction from your particular subject as I have through the years. I have found a great satisfaction in the meeting of people and clubs I have joined, particularly the gang in Austin.

Laddie



Two views of Laddie's scratchbuilt 4-stack flush-decker destroyer.

individual components and lacks only plug wires to be complete right from of the box. What a shame that it is all but invisible inside the fuselage! The many representations of tubular framing are well done, with only slight mold parting lines to clean up. A little patience and a fresh No 11 blade pay off big time here! Huma's plastic is soft enough to allow for some flex in the small parts, a good thing as even the fuel lines for the engine are included and require a bit of bending to match the instructions.



The instructions are adequate, though some steps require careful study of the exploded views provided. No assembly text is included, so reference to photos of the prototype and careful test fitting are required to get the cockpit and landing gear right. My only fit problem was along the fuselage top aft of the rotor assembly. The right fuselage half on my example was rather warped, but careful bending and a spot of putty smoothed things out nicely. Care is also needed when capturing the engine between the fuselage halves. The only weakness so far as detail is the instrument panel and side consoles. There are no molded instruments, just decals affixed to featureless faces. This would be easy enough to enhance with PE aftermarket bezels. I added a set of Eduard harnesses and an extra support for the foot step and was well pleased with the overall look of the cockpit. No problems here with hidden detail, it's right out there for all to see. The landing gear is somehow sturdy without losing the delicate appearance of the original. As a bonus, my model required no additional nose weight to keep all three wheels where they belong, a good thing as there is precious little space to add anything inside.



I elected to build the naval version, a single-seat model without the twin external fuel tanks. Several photos of the helicopter represented are in Nowarra's book, depicting operations from aboard a ship at sea in the Baltic or Mediterranean. I used Aeromaster RLM 63 acrylic paint overall, with various Testor's enamels for detail. The decals went on well over a couple of coats of Future, the model also was washed with Windsor & Newton Burnt Umber and Black oil paints thinned with mineral spirits. As usual with European kits, the swastikas had to be scavenged from the scrap pile, though for the adventurous Huma does include two odd outline squares with a black cross inside that could be meticulously cut into swastikas. A few light coats of Polly Scale clear flat and the little Hummingbird looks ready to fly!

As a display base, I cobbled together a helipad from Plastruct odds and ends to represent the 5-meter square decks built atop turrets on the Corvettes and Destroyers that operated these fascinating machines. I could find very little precise detail, so this is a "best guess" based on a few fuzzy photos. The structure is painted a well weathered light grey, with the wood decking painted Model Master wood tan with washes of Burnt Umber and Black oils to bring out the scribed detail, and pastels used to "rust" the frame.



In conclusion, Huma has created a beautiful kit of a very obscure but significant WWII aircraft. With a little extra care and a lot of patience with the tiny parts a unique bit of history can occupy a space on your shelf, too.

Dave

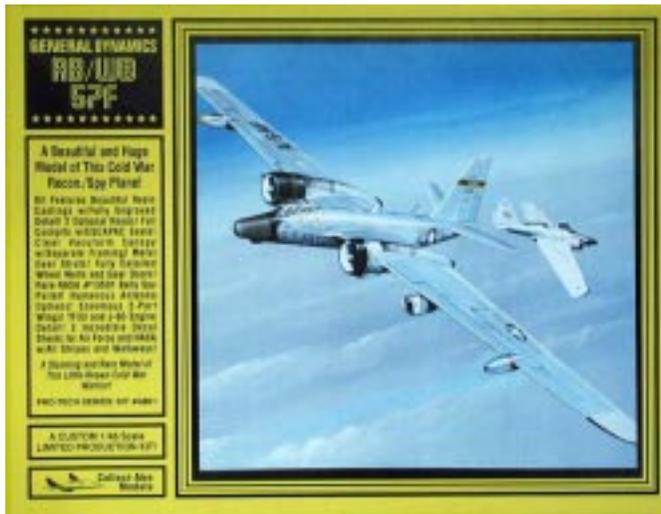
Resin Kit Roundup (Cont.)

The Collect-Aire 1/48 RB-57F

Kit Number 4861 \$199.95

by "Bondo" Phil Brandt

Obtained from: Collect-Aire (www.collectaire.com)



Ever since 1968 when Bondo watched this strange, secretive aircraft lumber out of a guarded Rhein-Main hangar and depart eastward in an extremely steep climb, he's been pointing in the direction of a satisfactory 1/48 rendition of the Martin-Convair "long wing."

It was a long process. First was the not-bad DB vac conversion for the Testors 1/72 kit. Then a brief dalliance with sheet plastic-covered, balsa-cored 1/48 wings to modify the nice 1/48 Falcon B-57 vac. Next the 1/48 ID vac with all the traditional ID shortcomings: inaccurate shapes, male molding, thin plastic, yellowing clear parts, etc; you get the picture. Then back again to 1/72, this time with the recent Mach 2 kit that at least was buildable, albeit moi having to laboriously shave the grossly thick flying surface trailing edges. And now The Beeg One by C-A...Bondo finally bit the bullet and laid his money down!

I wish I could say that, as much as Collect-Aire's improved in the last few years, this is a relatively turnkey kit, but nooooo! After a determined OOB evaluation, this experienced Collect-Aire builder's gotta say that it's gonna take at least as much effort as in some earlier releases, and a few major components are going to need industrial strength reshaping. But it's doable. Like many limited run kits, you just have to grit your teeth and get on with it!

Large component molding is generally very good: the fuselage is hollow-cast in odorless, buff-colored resin halves, with petite engraving, and a few small surface pits easily filled. The inner wings, cast integrally with the engine nacelles are clean, massive

castings with slightly heavier scribing and built-in anhedral. Although there are metal gear struts to support this weight, I plan some judicious drill press work on the nacelles to help lighten the load. Main gear wheel wells are cast into the inner wing sections and, while cleanly executed with some structural ridges and a boss for the struts, have no additional details such as hydraulic and electrical lines. The nose gear well is a separately cast "box" with a few structural ridges but no additional details either. The outer wing sections are solid, too, but are significantly lighter and have tiny precast mounting spots for the numerous static-dissipating "wicks." My outer wings arrived with a fair amount of warpage that will require some judicious application of hot water and a dead flat surface. Also, since the outer sections are solid, rather than cantilevered, I've wondered about longterm resin "creep" (droop) in addition to what's supposed to be in the original design. Tail surfaces are well-cast, smooth and true, with the same nice engraving. And BTW, all flying surface trailing edges are of proper fineness!

Small parts vary in quality. The Escapac seats appear to have been cloned from aftermarket ones, and don't have cast-in belts or harnesses; I'm going to substitute a pair of KMC Escapac seats which are very finely detailed. Wheels are very clean and well detailed, as are the main and auxiliary engine exhausts. The main exhausts have been cast with a protruding exhaust cone, though, which I've yet to see in any photo or other model of the real thing. If this were the actual engine tailcone, the engine would have to be about fourteen feet longer than it is! Many of the smaller parts such as control column and yokes are immersed in a typical amount of resin flash. The cockpit will need significant additional detailing if it's going to be an open canopy display. Although there are various raised panels on the side consoles, there is no detail on the cockpit sides save about eight ridges to simulate structural detail. My copy of Aerophile, Vol 2, Number 3, highly recommended by Collect-Aire as "...the definitive essay on the RB/WB-57's...", clearly shows that, in the interest of accuracy, there is significant sidewall detail to be added to the Collect-Aire release. Having built and detailed the above-mentioned Mach 2 1/72 WB-57F, Bondo heartily concurs. Instrument panels on the Collect-Aire RB-57F have raised detail, and the rear seat panel appears fairly accurate. The front panel, however, isn't, and contains significantly fewer gauges than (again) shown in Aerophile.

The very nice vacuformed canopy (thin, clear, two included) has a separate resin structural insert around the perimeter, but the builder will have to add additional items such as air conditioning ducts, mirrors, etc. The multi-piece resin canopy-raising support "arch" seems very scrawny, based on my picture references, and will most likely have to be scratchbuilt.

My main criticism of this otherwise very doable kit are the significantly mis-profiled and too-short main engine fan nacelles. Referring to the Collect-Aire-recommended Aerophile, there are numerous pix and drawings—I've enlarged the extensive three-views to 1/48—that clearly demonstrate the discrepancy,
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1/72 1/72 1/72 1/72 1/72 1/72 1/72 1/72 1/72 1/72 1/72 1/72	1/144 1/144 1/144 1/144 1/144 1/144 1/144 1/144 1/144 1/144
Small Scales A closer look	
1/200 1/200 1/200 1/200 1/200 1/200 1/200 1/200 1/200 1/200	by Rafael Power

LOCKHEED L.188

ELECTRA ☆

1/144 Scale By MINICRAFT

KIT NUMBER: 14444-1
 VINTAGE: 1998-99
 PRICE: \$12.00
 ORIGIN: Molding: China / Decals: Mexico
 PARTS: 54 light gray, 1 clear
 CONVERSION OPTIONS: None
 DECALS / LIVERIES: L.188A Reg. Number: N5537
 Eastern Air Lines-EAL L.188C Reg. Number: PH-LLG
 Royal Dutch Airlines-KLM

Electras: still on the move

One hundred and seventy airframes later, L.188 Electras are still flying the commercial trade routes hauling cargo in Europe, Africa and the Americas. Although the military L.188s still carry passengers/troops and cargo in Latin America, there are no commercial Electras carrying passengers today. Alaska's Reeve Aleutian Airways-RAA, the last scheduled passenger operator in North America, ceased its passenger service recently.

Electras in the model marketplace

Airliner scale enthusiasts have been waiting for an Electra for a long time. The only Electras available were the old box-scale Revell kit whose molds were changed forever into a P-3. That old kit is now priced in the \$200+ range collectible list. The other available Electras were a pre-resin era 1/144 scale foam material and a resin fuselage for use with the LS/Arii P-3C Orion (more on that later) kit.

First look

I opened the box expecting a scale Pandora's box, only to be somewhat disappointed. What I found was a simplified tube of a fuselage. However, something familiar also caught my eye. As they say in the TV-land Ginzu Knives sales pitch: But wait!! That's not all!

Having built the excellent LS (now Arii) P-3C Orion years ago, I spotted the similarity. I still have an unbuilt Arii P-3C Orion kit, which I laid out next to the Minicraft Electra. Bingo! To save on

production costs, Minicraft just produced a new Electra fuselage but copied the rest of the mold from the LS/Arii P-3C Orion minus engraved panels, electronic sensors and weapons racks. The wings and underbelly section is devoid of all panel lines, navigation lights, or access panels anywhere. Only the control surfaces remain. The engine nacelles and propellers lack the engraved panel lines. In contrast, the LS/Arii P-3 has full-engraved panel lines in the wings, engine nacelles and fuselage.

The instructions

Being a very simple model, the instructions are clear and uncomplicated. You get the Xerox-style painting guide and the individually numbered parts layout diagram.

The canopies/cockpit

Not much to see here. Due to their size and type, most 1/144 scale multi-engine aircraft models have no room for cockpit detail. The new fuselage has the correct Electra eight-window windshield configuration—different from the seven-window windshield used in the Orion. However, instead of producing their wrap-around style used in their KC-97 Stratotanker/B-377 Stratocruiser and Constellation kits, Minicraft used the push-in and lock into-the-slot style seen in the old Airfix type. In their new style, the Minicraft windshields merge nicely into the fuselage nose section but, not on the Electra.

Fuselage detail

The fuselage is of the slick tube-type with no window openings to be filled with clear plastic as on Airfix airliners. Just two engraved passenger doors and control surfaces on the tail.

Fit/assembly assessment

After adding enough weight to keep the nose down, the vertical-split fuselage halves go together quickly with a minimum use of putty. That's not the case with the fuselage to wing assembly. A fair amount of sanding, fitting, and putty is needed to achieve a good joint on the assembly. Loss of detail here is not a problem since there's none. There are small areas in the forward nacelles that are a bit mismatched. Sandpaper and putty will take care of them. Also, slightly flatten the tip of each propeller spinner and drill a very small hole on the tip. This is part of the engine cooling system. All control surfaces are too deep and wide and need to be filled with liquid cement and sprue and rescribed or improved.

Entry and baggage doors

The Electras have the following entry doors:

- two passenger doors on the left side,
- one emergency exit on the left side, located on the third window from the tail section and ...
- two cargo hatches on the lower right side on each side of the wing.

Minicraft omitted the exit and cargo doors. Only the passenger doors are provided either on the model or on the decal sheet. Either way, you have to add them by scribing them or using aftermarket decals if available. Those who want to use the liveries of other operators may have to add the mentioned doors.

The two passenger doors were incorrectly placed lower than the cockpit and passenger window line. They resemble the forward entry door in a C-130 Hercules. New doors have to be re-scribed in the same level as the top of the cockpit windows. You can just fill the doors and use those in the decal sheet.

If you are a super detailing freak and want to open the passenger doors, the front one has a self-contained airstairs. They extended or retracted without the use of regular truck ramp stairs. Remember that Electras operated during an era when there were no extended concourse gates like those we see in today's airports. The second door was actually the galley door used by service vehicles, not for passenger use.

Decals and markings/liveries

The two airliners included in the kit depict the first Eastern Air Lines-EAL livery before they were repainted in the two-tone blue hockey stick livery. The second one is of the colorful Royal Dutch Airlines-KLM livery depicting their early colors before they were twice revised.

Minicraft decals are very thin and the colors are well matched except for one element—sometimes the ink is sometimes misaligned with the carrier. If not done right, the ink will overlap outside the carrier onto the paper. As a result, small areas of the ink will remain on the paper while the rest will detach with the carrier during the application directly onto the model.

Color options

The Electra remains the second most colorful airliner (DC-3s remain in the top spot) with its interesting airline color schemes. Who can forget the well-known Braniff International-BI color combinations, or Eastern Air Lines-EAL Golden Falcon livery? For those who prefer other liveries, the Electra offers a multitude of large and small operators. Besides the mentioned ones, airlines like New Zealand's Tasman Empire Air Lines-TEAL, Air California, Hawaiian Airlines, National Airlines, QANTAS, VARIG and Western Air Lines come to mind.

Very interesting military Electras were also used by the air forces/navies of Argentina, Bolivia, Ecuador, Honduras, Mexico and Panama. Let's not forget the Electras converted in the U.S. and Canada for use as fire bombers. Other operators include Federal agencies, private corporations, travel clubs, musicians, basketball teams and assorted politicians.

My recommendations

Pick up a spare LS P-3 Orion kit and do the following:

1. Use everything except the fuselage and just use the Minicraft Electra since the Electra and Orion fuselages have different shapes.
2. Clean up the wings by removing all military ordnance racks, electronic pods/bumps and nonessentials for conversion and then do a little polishing.
3. Use the P-3 engine nacelles and clean up the props.
4. Fill and rescribe the entry doors.
5. Add the High Frequency antenna and other

communications antennas as need.

6. Shorten the main landing gear to make the fuselage level with the ground.
7. Scribe the radome and other areas of the fuselage.

References:

Articles

- The Lockheed 188 Electra: The Airliner that Refused to Die! – George R. Durina (Airliner, Jul/Aug 1994)

Books

- *Great Airliners Series: Lockheed 188 Electra* (WTP Airliners Books)
- *Lockheed L.188 Electra and Orion (1977)* – Jay L. Sherlock (Air Britain Publications)
- *Turbo Prop Airliner Production List (1994)* – John Roach & Tony Eastwood (The Aviation Hobby Shop,

The AMPS Regional Wrap-UP

by Don Jones

The skies were cloudy and rainy the night before the show and I thought "here we go, first show, bad weather, what a start." Saturday morning was a crisp, windy morning which turned into a glorious day. October 6th was the first Armor Modeling and Preservation Society (AMPS) show to hit Texas and it was a grand success.

Our local chapter Austin Armor Builder's Society (AABS) hosted the show and I would personally like to thank every member who worked through the day to make the show one to remember. We had a day full of informative seminars led by Bruce Culver, noted historian and author, who gave a slide presentation on all the armored and softskin vehicles that were taken to Aberdeen Maryland after WW II. Ed Gilbert, noted author on Marine history, gave a presentation on Marine Corp. armor in the Pacific during WW II. Jon Baker of Panzerwerks gave a seminar on armor modeling detailing. Lt. Colonel Ruffus Leggett gave a presentation on his time with the 636th Tank Destroyer Battalion and the 636th Recon. Colonel Leggett spoke to the ASMS at Camp Mabry several years back.

Last but definitely not least, our noted panel of figure painters put on one heck of a seminar on, you guessed it, figure painting. I want to thank, and we are talking of some of the world's best, Jim Rice, Alex Deleon, Rick Rutter, Greg Heilers and, last but not least, Bob Bethea. What a group of figure painters. Due to our Country's crisis Mario Fuentes and Doug Cohen could not attend this year. Also missing was Chris Mrosko who was recovering from a ruptured appendix. The Northeast gang (New York, Connecticut, and New Jersey) came down to visit the show and worked all day to make sure we got the job done. With their support in the judging area, we were finished ahead of schedule. Steve Andreano, Bob Clifton, Bob Collignon, Lynn Kessler, Tony Matteliano, Devon Terpinning and Matt Toms, are

(continued on page 11)

(RB-57 continued)

not to mention the profile on the side of the C-A box! Specifically, the front third of the C-A nacelle is too bulbous as it curves down to a relatively “fat” lip of the intake, more like that of a Navy S-3 fan section. The actual RB-57 nacelle profile, on the other hand, starts with a relatively “fine” lip at the intake, slowly rising to a gentle hump at least halfway back and then proceeds essentially straight back toward the fan bypass exits. Making the situation even worse, the Collect-Aire fan nacelle seems to be a quarter-inch short, and the existing aft fan nacelle edges are literally paper thin, unusable for normal construction techniques. I never thought I’d hold up a Mach 2 release as an example of how things should be, but their RB-57F fan section is essentially correct; compare the two and the differences will be immediately apparent. Unfortunately, the problems with the C-A fan section go further: The pix I have (for instance the close-up, head-on color shot of an RB-57F on the front cover of AIR Classics, Vol 9, No.10 October 1973) show that, in comparison, the C-A first fan stage, integrally cast into the fan nacelle, appears to have been set back roughly a half-inch too far; shadows in my picture clearly demonstrate that the fan nosecone should be at least 1/8" longer and should be almost flush with the nacelle opening. The auxiliary cooler intake on the bottom of each fan section nacelle needs more work, too. The cooler intake should curve upward more, parallel to the nacelle profile, and the intake’s vertical cross section needs to be thinner.

While we’re talking engine profiles, the J-60 auxiliary engines appear to be too narrow in overall cross section when compared to the Aerophile drawings, and the intakes appear to have an elliptical rather than circular shape, which adds to the too-narrow cross section argument. Strangely, the J-60 exhaust profile seems to be circular! To fix the rest of the engine, though, would require sawing the entire engine in half, installing a plastic sheet spacer, drilling out the intake, inserting a length of tubing and a scrounged compressor wheel and nosecone, then fairing the whole shooting match! Additionally, the J-60 nosecone on one of my engine pods has a casting hole right at the nosecone tip.

Two fuselage nosecones are provided: the standard bulbous one and the pointed “MATS” configuration. I’m concerned with the accuracy of the fuselage-nosecone transition area. Looking down on the fuselage, the C-A release has a very definite “break” in the fuselage side profile where the radome joins. All my pictorial and drawing references depict this profile as a smoothly flowing, faired line; no “breaks.” It’s interesting to note that the Mach 2 RB-57F and the ID Models release shared this same odd “break” in profile. Putty Time!

Collect-Aire includes a welcome optional NASA “spy” pallet, as well as two wing-mounted nuclear sampling pods. The “mesh” or filter area halfway back on each cone has been fairly crudely represented, though, and probably needs to be redone with armor-type metal mesh.

Two large, sharply-printed, decal sheets provide markings options for a USAF WB-57F, a NASA Earth Survey bird and the late

NASA gray scheme with the “swoopy” NASA logo on the vertical fin. All wing walkways are provided, along with a numbered guide for all the line segments!

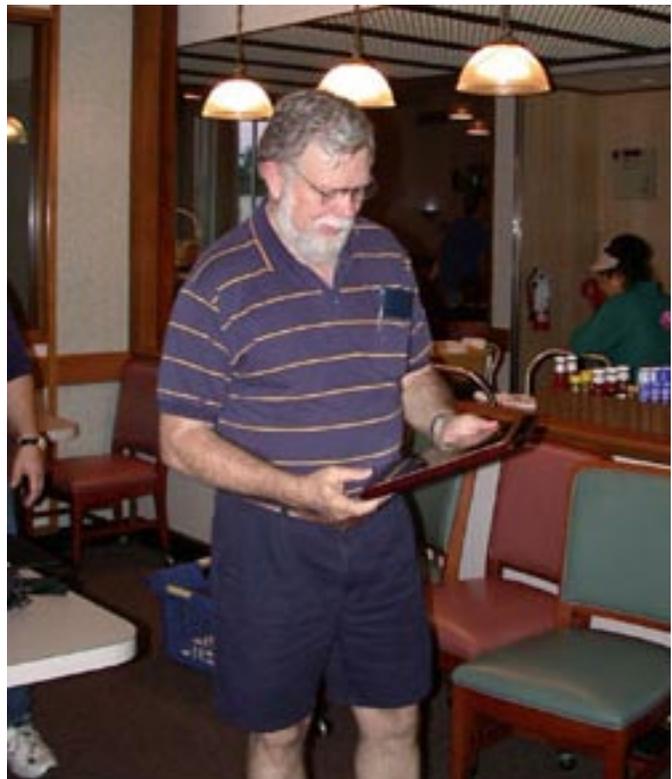
The instruction booklet includes a regular and enlarged parts location exploded view as well as a significant amount of reprinted material from the Aerophile reference.

All in all, this impressively-sized release is well worth doing. As with so much of Collect-Aire’s eclectic release lineup, it serves as a solid basis on which to embellish to whatever detail level the modeler desires. It will be a fairly laborious procedure to reprofile and lengthen the fan nacelles, and to cut out and replace or re-locate the fan discs. Bondo’s up to it, but as a longtime Collect-Aire devotee, I feel it’s reasonable to request an across-the-board redo of the engine fan nacelles of this top-end kit. The huge fan nacelles are, in addition to the wings, the most significant element one first notices on the RB-57, and IMO they should be much more correct, especially with the availability of so much excellent reference material.

Phil Brandt

(September Minutes continued)

received. His continuing efforts on behalf of the club showed that we have a true and valuable friend in Milton Bell. Milton was presented with a plaque for his outstanding service to the club and with hopes that he will continue in his service to the club. Thanks again Milton.



A surprised and humbled editor with his plaque. [Ed. note: David Ranney insisted I include this picture by Bill Delk.]

Old Rumors & New Kits

There aren't many new kits to report on this time. There are several that are expected, such as the Hobby Craft B-36s and the 1/32 scale Me 109 G6 from Hasegawa, but little in the shops that's really a stopper. One of the best new kits is the 1/32 scale Spad that looks like a scaled up DML kit. And there are a lot of new publications available. Our old friend Steve Hardin has a new book out on the battle of the Alamo that you may want to look into. And there is a very nice book on the Fleet Air Arm from Squadron Publications.

Of more importance is a letter I received from Dave Morissette, Director of Local Chapters IPMS/USA. Included in the letter is our charter renewal application for 2002 and a questionnaire that deals with our annual show and contest. Of special interest is a note about the support IPMS has had from the IMMA for the junior make it and take it. Basically, the event is very popular and is seen as a very good recruiting tool to get new modelers. What IPMS wants is for clubs such as ours to make a donation specifically for this goal. We can discuss this and what follows at the meeting Thursday.

Included in the letter is a one-page copy of the Official Policy of IPMS/USA on Prohibitions and Screened Presentations at all sanctioned IPMS contests. Put in simple terms, this pertains to subject matter in modeling that for most people would not be considered appropriate subject material but, you know modelers—someone will want to do it!

Prohibitions include excretory functions, involving human or animal, sadomasochistic activity, equipment, settings or situations, and explicit sexual conduct, regardless of the degree and regardless of the clothing-status of the participants that involves touching of the breasts or genitalia, etc. In addition, there shall be no depicting of any nude human figure where the genitalia of the figure is exposed where the clear intent is to portray a sexual scene. IPMS rules are pretty specific!

Now, what can be entered in an IPMS sanctioned contest that must or may be "Screened." Concerning all sanctioned IPMS contests (local, regional, and National—IPMS events) each of the following depicting (individual models, groups of models, collections or dioramas) may be entered in the competition or put on display but can be presented only behind opaque screens or similar visual barriers and only where visitors are provided with a fair description in written format of the contents of the models behind the screen. This screened presentation covers competitors and the general public but no person younger than 18 will be admitted except in the presence of an adult responsible for the young person, subject to the provisions of governing local law.

Depictions of any nude human male or female figure subject to the screening system above. For instance, a model of Michelangelo's David would be permissible as would the equivalent depiction of a woman. A figure exposing a woman's

breast or genitalia, absent sexual activity, would be permissible, subject only to local laws that might prohibit it.

Models or dioramas of historic events, e.g. general dioramas or specific depictions of the results of the Cambodian Pol Pot regime, a Soviet Gulag, or a Nazi death camp, where the suffering of human beings as a result of a program or policy is depicted. Where the theme, content, or subject matter of presentations is graphic or would violate any provision of Part One of this policy, then the presentation is prohibited in any setting. We'll talk about it Thursday if you like. *MB*

(AMPS continued)

all members of AMPS and the National show board. We had visitors from Canada, the east coast, west coast, and all points between. We also had some visitors from Mexico. It made quite an interesting mix of people and cultures.

To the vendors, seventeen in all, what can I say, you took a chance on us and we gave you a full room and a successful show. I would like to give special thanks to the out of state vendors who traveled so far to be with us—Archer Fine Transfers, Armoured Brigade Models and CRM Hobbies. I truly give thanks for your support. To those who sent support for the show that could not be here, you were so generous with your contributions. Tamiya America, VLS/Warriors, RHPS Models, RZM Imports, The Tank Workshop and King's Hobby Shop, you are all truly class organizations! We do have all the seminars on tape as well as the model tables. I give a huge thanks to Cliff Spratlan who spent the whole day videotaping the show.

The show stats: We had 258 entries with 69 contestants. I do not have an accurate count on visitors, but I can say as of 1:00 PM we were about 250 people. We were still having visitors up to the awards ceremony. There were 38 Bronze, 51 Silver and 33 Gold medals awarded. The model and figure quality was incredible.

Special Awards are as follows:

Best Junior	Jacob Combs	Panzer II
Best WW II American Armor	Tom Jett	M10
Best WW II Russian Armor	Tom Ferris	JS2M 1944
Best Modern Armor	Kevin Gallier	BRDM 2
Best Figure	Jim Rice	Defeat at Majuba
Best Diorama/Vignette	Alex Deleon	Let's make a deal
King of the Cat's	Tom Ferris	503rd Tiger I
Desert Warfare Theme	Steve Andreano	75mm Pak 38/97
Best of Show	Jim Rice	Defeat at Majuba

Now that we have this show under our belt, my thoughts are of next year. We are already being contacted by vendors who weren't at this show but wish to attend next year's event. We have received some very positive responses to our show on some of the Armor web sites so the interest is already there for next year. We do not have a date but the show theme will be the Italian Campaign of WW II. The theme title will be "Up The Boot." See you next year!

Air Show Show Dates!

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

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

**Next Meeting:
Thursday, October 18**

