



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

September 2001

SPRUE CONFESSIONS

From the Editor...

I had planned to spotlight Tim Robb's in-depth work with the Monogram P-51D kit but you'll have to find that inside. Instead, I decided to share with you an email I received from an old high school class mate and fellow state retiree, Bobby Alexander. His nephew, Chris Alexander, is a back-seater in an F-14 Tomcat, flying off the U.S.S. Constellation. What follows is a letter from Chris, written Tuesday the 11th as the ship was returning to San Francisco after a stop in Hawaii to pick up some of the crew's family members for a "boat ride home." It's a good letter.

Good evening friends and relatives,

I don't need to say anything to anyone about the day's foul, cowardly, soulless acts which were carried out against the people of the United States of America. We all know as much about it as any one of us possibly can, so we won't talk about events or reasons here. If you don't understand or are unsure about something, just turn on the television. There probably isn't a channel out there with anything else on.

As for what this means to our battlegroup and our homecoming, I cannot speak to as I do not know. Most of us here feel the same way: although we all want to come home, as the most combat-ready and combat-tested unit in the U.S. Naval fleet right now, we feel that if anyone is going to be called into action for the nation's interests, that unit should be us. There isn't a single one of us who doesn't want to turn this ship around right now and head back across the oceans, back into the heart of the Middle East, to stand ready for whatever we may be called upon to do. As I said before though, we have no idea whether we will be turning around or continuing home—we will just have to wait and see.

One thing I want to share with everyone is the story of my flight today. We are finished flying, true, and no one has flown since several days after we pulled out of Hong Kong (a while ago now), but today our "Air Power Demonstration" was scheduled as an air show for all the civilians currently onboard for "Tiger Cruise 2001." That airshow was canceled of course due to the events of this morning. However there is a jet in our squadron, aircraft 111, which hasn't flown for several weeks now, and we had to do what we call a "confidence hop" on it (which basically means since it hasn't flown in a while someone has to take it out and fly it to check it out and make sure it still flies and handles okay—find out what systems work and what systems don't).

By sheer blind luck, I was picked last night to go on this flight today. Although the airshow was canceled, our confidence hop was not, and as we prepared to fly, a lot of the civilians became curious as to what we were doing and why. As we sat in the Ready Room watching CNN's coverage of all that is going on back home and prepared to get our gear on and head up to the flight deck to get in the jet, we decided that this flight was going to be in honor of everyone back home, literally everyone, and it was our way of stabbing our middle finger right up in the face of all the terrorists and anti-Americans out there in the world, and specifically those responsible for today's tragedy. The call sign for our flight became "Freedom 1."

We launched off of the ship, a single F-14 Tomcat, in front of an audience of several hundred people who were up on the tower and flight deck. Several aircraft from other squadrons went flying today as well, but we were the only F-14. We climbed high up into the deep blue sky and went into some very, very dynamic maneuvering—barrel rolls, loops, dives—afterburners blazing—pulling 6.5 Gs, the maximum amount we are allowed to pull out here, and then we dove low right onto the cloud deck at

(continued on page 2)

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

IPMS/Baton Rouge, Modelfest 16, Baton Rouge, Louisiana Sept. 22, 2001

IPMS/Greater Abilene Scale Modelers, GASCON II, Abilene, Texas Oct. 13, 2001

From the Editor...

5,000 feet and zoomed along at over 500 miles per hour, experiencing a speed rush that I cannot begin to describe. Then we sank down into the cloud layer just a bit, pulled the nose straight up, and zoom-climbed up into the high altitudes — over 30,000 feet, before we rolled over on our backs, flew level upside down, looped over, earthward, and finally, out of gas, returned to the aircraft carrier.

Although originally just another “confidence hop,” the Freedom 1 flight was eventually flown for everyone who feels the “quiet anger” inside at the evil, dastardly acts of the day; it was flown to show that no matter what kind of terror anyone tries to inspire in the hearts of Americans at home and abroad, the only thing they will indeed inspire is our patriotism, our courage, and our fighting resolve for justice and liberty; and it was flown to show that despite the most dire circumstances, the gravest of times, and in our darkest of hours, the banner of freedom, liberty, and democracy will still be carried proudly on by those with a brave heart and an unyielding resolve for life, liberty, and the pursuit of happiness.

Our flight was in celebration of all those, civilians and military, who have lost their lives or who have lent a helping hand to ensure that America will forever be the land of the free and the home of the brave. May the wings of liberty never lose a feather.

Love, Chris

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Ken Laronde (Vendor Liaison)	288-2137

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

August Minutes

Visitors

Jim Krumm of Lockhart joined us for the evening. Jim is a model railroader working in HO scale.

Old Business

There was no Old Business other than the contest report.

Contest Report

We are to be spared the chore of setting up the tables this year nor do we have to take them down at the end of the day. They are to be put up by the Crockett Center people per our contest floor plan. At the moment it appears that we will not be able to get into the building Friday night for set up. Apparently someone wanted the building with less than 30-days notice and was willing to pay the accompanying fees. We will be setting up Saturday morning starting at 6:00 am. The phone line hook up for the Web Cam is to be provided at no charge. Bruce was going to get a check for about \$1500.00 for the Action Printer's bill. Tim brought in several samples of the various wood bases for the awards. They looked good and finished out real well. Ken Laronde informed us that we had commitments for 97 vendor tables. It was brought up that at last years contest drinks were provided for the volunteers. A call went out for coolers and Jeff and Jarrod said that they would provide some large coolers for this purpose.

Treasure's Report

Dave Orloff reported that the balance in checking was \$2083.17. He had about \$1000.00 in vendor's checks that had not been taken into account.

New Business

Milton had several items for us. He let us know that the dues for IPMS were going up from \$19.00 to \$21.00 a year. He had also printed up new ASMS flyers with the updated meeting information. He also brought along some membership rosters for everyone's use.

A discussion was started about new shirts and name tags based on the idea that we may be changing/adding new logos. Our current name tags are running \$7.00 each. The IPMS name tags are \$10.00. Shirts would run us about \$17.00. The green shirts of the Austin Armor Builder's Society are \$25.00. The discussion also brought up the idea of different colors and 'baseball' caps.

Terry told us that all Revell Germany model kits were on sale at 30% of this month (August) at the Village Hobby shop.

David Ranney

Styrene Six

Jarrod Cunningham

It has been both a time of shock and disbelief for all of us as well as a time of change and of reflection. All of us by now are aware that things will never be the same again. One of our most cherished freedoms, the freedom of movement inside and outside our borders, has been attacked. I will not linger on the current events that have deeply affected us all. I have the utmost confidence in our government to find and discipline those who are responsible for the actions. I am also confident that whatever may be decided in way of reprisal, will be just, not only to the American people but to the world as a whole.

Man...what a show we had last month!! I can personally state that it seems to me with our new venue things just keep getting better and better. I believe the estimate on model count was in the 500 range. That is just phenomenal! I want to take the opportunity to thank both Bruce Burden and Tim Vogt for ALL of their efforts and sacrifices made to make the show successful this year. I was VERY impressed with the trophy package as I'm sure others were, especially the recipients. I was happy to see a good vendor turnout as well. It was a true representation of the best that both clubs have to offer.

Although I didn't show any models this year I had a very enjoyable time. I was able to put on my "trader's" hat and cavort around the tables, haggling prices for all that I was worth. Sometimes for me that is more fun than competing. Like anyone else, I enjoy getting a bargain and there were some to be had for sure this time.

Once the wallet was empty though, it was time to "report for duty" at the make and take tables. I always support the continuation of our hobby and this was my golden opportunity to "do my part". It's easy to lose track of the "fun" part of modeling. When our experience level increases, our striving for that "magnum opus" leads to hours of research and prep work. This quest for the "holy grail" often makes us loose sight of what the hobby is about. It didn't take but about a minute in front of the kids to watch and be inspired with the old spark.

To these young modelers, it wasn't about the correct shade of paint or having flawless seams. It was pure modeling enjoyment at its most basic level. It was the look of concentration, inspiration and motivation all rolled into one expression. It was modeling euphoria. It definitely took my thoughts back to the time of the newspaper on the kitchen table on a Friday or Saturday night. It's definitely something that I think all modelers should try if they feel they are suffering from AMS (Advanced Modeler's Syndrome). Milton took a picture (I hope that he posts it on the web page) that pretty much sums it all up. It was of a young girl painting her creation, and if it doesn't put it all together for you, then I don't know what will! In helping the kids out I got to talk to many parents. Many of these were moms or wives of other modelers and I heard many say how

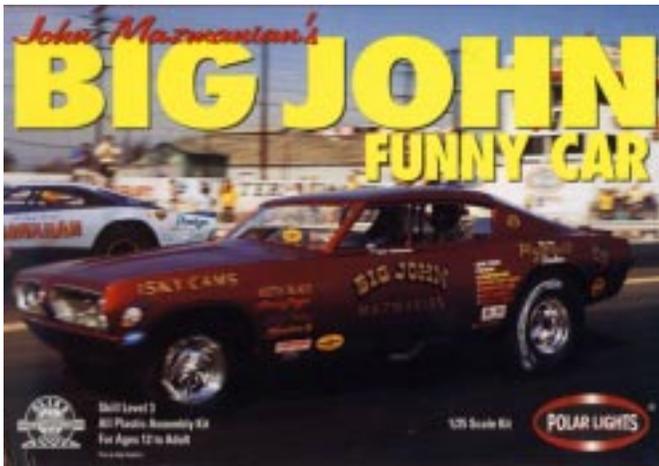
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CAR CORNER

by Skip Perrine

POLAR LIGHTS' BIG JOHN MAZMANIAN'S '68 BARRACUDA FUNNY CAR



When “big John” Mazmanian and his “Armenian Army” made the switch from Gassers to Funny Cars, it took 90 days to get the 1968 Barracuda ready to blow out the competition with 7-second runs through the quarter mile.

This amazing machine featured a 4130 chromoly tube chassis constructed by Ron Scrima's Exhibition Engineering. EE also combined a Ford housing, Watts linkage, a Detroit locker with a 3.90 gear, Henry's axles, and Hurst-Air-Heart disc brakes to complete the rear assembly.

While the chassis was in the making, John Kranenburg was rebuilding the early '58 Chrysler 392 cubic inch hemi motor with Ansen pistons, Isky 590 cam, Domovan valves, Mondello heads and Enderle injectors. A GMC supercharger by VanLuven and a Cragar manifold topped it off. The custom body by Fiberglass Trends was expertly painted by Reuben Palazuelos in “Maz's” trademark candy apple red. Tom Hanna was responsible for the super-slick aluminum interior and all the chroming was done by California Electro Plating.

In one of its maiden races, the '68 'Cuda won the meet with an elapsed time of 7.75 and a top speed of 192 m.p.h., giving the NHRA fans a glimpse of the future of funny car racing.

Now on to this highly detailed kit. First, there is the 23-pc engine assembly. Choose either the Enderle style fuel injectors or the Hilborn style fuel injectors to place on top of the supercharger. A note of caution: be sure to allow sufficient drying time for glue joints on the supercharger

pulleys before installing supercharger drive belt. The incredible attention to detail that PL places on these kits is nothing short of amazing. With a 23-piece chassis, add to that the six-piece rear wheel assemblies times two, and the four-piece front wheel assembly there is little left out. Then there's the 19-piece driver's area complete with wraparound roll cage and a 13-piece body assembly. Water slide decals are supplied.

The Stardust Funny Car of Don Schumacher is very similar to “Maz's” Barracuda. Stardust Chargers were well known in the Midwest and when Illinois native Don Schumacher switched to a Barracuda in mid-1968, NHRA reviewers were skeptical of his record-breaking top end speeds and were calling his unbelievable ETs “popcorn times.” Then Schumacher took the Stardust to California where the ETs got shorter and the speed figures got fatter...so, even the skeptics had to grant Schumacher his due.

Schumacher purchased the '68 Stardust 'Cuda from “California Flash,” Butch Leal who retired from Funny Car racing to take up super stocks. With a few modifications—a lowered top and rear deck spoiler by Pellegrini's Fiberglass Ltd, an exceptional paint job by Dave Puhl's House of Kustoms in Chicago, a Ford rear-end assembly with 323 gears and Henry's axles, a Torque-Flite tranny from Bob's Transmission, Chicago, Halibrand mag wheels with narrow Goodyear tires up front and 13X15 M&H racing slicks in the rear, Airheart disc brakes, Logghe wheelbars, Simpson cross form chutes and chrome or polished aluminum everywhere—Schumacher turned the new Stardust over to master motorman, John Hogan.

The Crane-cammed, Hilborn Injected, Mickey Thompson-equipped, blown 426 cubic inch, fuel burning Chrysler hemi engine rocketed Schumacher's '68 Stardust to a blistering 7.38 ET at 202.70 m.p.h. in Orange County, CA. for an unofficial worlds' Funny Car record, winning not only the race but the respect of fellow racers, fans and even former critics.

The only difference in these two kits from Polar Lights are the decals and color schemes. Otherwise, they are identical.

Skipster.



Motorcycle from the Austin Scale Model Show 2001.

Views of the Austin Scale Model Show, 2001



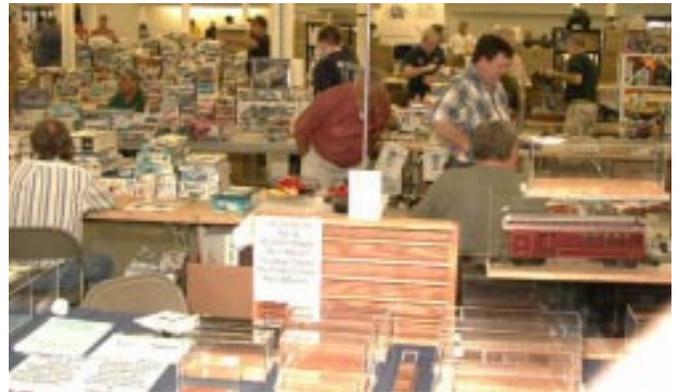
(Styrene Six continued)
much better the show was this year than last and that they intended to return next year. I believe we accomplished our goal.

To those club members who won awards: GOOD JOB!!! There were clearly some outstanding models on the table. (I only wish I had completed one!) To all that participated in the show: THANK YOU!!! Your efforts were noticed and appreciated. Let's hope that next year's event will be as successful or more. I'm truly happy with all who had a hand in the show's setup and execution. It speaks volumes about our group as a whole.

And finally, one more item of business. I would like to URGENTLY REQUEST: THAT ALL MEMBERS THAT CAN ATTEND THE NEXT MEETING, DO SO. We plan on recognizing a fellow member for his contributions to our group. I would like to see maximum support from the members with this request.

I hope to see all of you at the next meeting.

Jarrod



A red and blue Zero! Who wants to call the "color police?" Not me. She built it and she decided what colors it should be.



Building the Monogram 1/48 P-51D (and why you might want to)

By Tim Robb, IPMS #34705



My friend Milton Bell asked me to write this, and at first I thought, “this kit is not a very good subject for a review in the year 2001.” Then I thought about why I still build the kit and changed my mind. This is not the normal kit review because if you build 1/48 scale airplane models you are almost certainly already familiar with the Monogram P-51D kit and its shortcomings. If you aren’t and you are going to build just one or two P-51D models for your collection, buy the Tamiya kit; it is far better. But if you are like me, and you are fascinated by the many markings options available for P-51s, and you want to build a big collection of Mustangs, you have a need to stretch your modeling budget. If that’s the case, the Monogram kit is a very good choice and this article is for you. Here’s a short paragraph on each of the kit’s more challenging areas. The easy, straightforward areas of the kit’s building will be ignored.

Port Wing Gun Bay

I’m assuming that if you are still reading, you covet a collection of P-51s. The easiest way to do the left wing gun bay is to build it in the open position. All you need to do is cut the cover panel into the appropriate pieces, paint and assemble. Look at page 36 of Squadron Signal Publication’s *P-51 Mustang in Action* for a reference photo. If you are building a collection though, you probably don’t want all of your models to have the gun bay open on the left wing only. No flight line looks like that. Set the gun



bay cover in place and align it as well as you can for flushness with the surface of the wing. The kit part is flat, not curved like the wing surface; so just do your best. Fill around the edges with gap filling (slow) super glue. This is the filler of choice here because you will want to come back and scribe in some panel lines that will be lost to sanding. Super glue will dry hard enough for you to scribe it but putty will not. If there are low spots to build up, they may be built up with putty. My favorite is Gunze Sangyo Mr. Surfacer 500 because it doesn’t shrink like tube putties. I paint on successive coats of Mr. Surfacer with a paintbrush to build up the required thickness. Be careful to not get any bubbles in it as you paint it on. When dry, it sands very easily to a fine featheredge. You are going to sand off the little rivet detail surrounding the wing tank gas filler cap. Sand off the same detail on the right wing too to keep uniformity of detail from left side to right side on the model.

Lower Engine Cowling

This is the worst part in the kit—it doesn’t come close to fitting. On early runs of the kit, it is only terrible. On later runs, it is also a short shot when molded and leaves a BIG sink to fill on both sides of the model. When you glue on the part, ignore the big gaps and pay attention only to how the lower contour of the part aligns with the bottom of the fuselage and the nose piece. After the part is glued on with liquid cement, fill the gaps with pieces of plastic card, and then apply gap filling super glue around them. I like using the end of a piece of stretched sprue as an



applicator. When the super glue is dry, trim off the excess plastic card as close as you can to the model to reduce sanding time. Build up the sunken spots with Mr. Surfacer 500, letting dry thoroughly between coats. It usually takes about ten coats so this takes about five days. Sand it smooth and repeat as necessary. If there is a step where the nose piece attaches to the fuselage, build up with Mr. Surfacer to level the step, and then sand smooth. The main thing you want to do is to NOT lose the shape of the airplane when you are sanding and that is the reason to build up these areas with putty. You will likely sand off the vent detail on the lower cowling. Many Microscale P-51 sheets have a decal for this and that’s what I use to put that detail back. I just let the panel lines go.

Wing Roots

When you attach the wing to the fuselage, don’t push it snug against the fuselage to close those big gaps. The wing is molded

with the correct dihedral and pushing it up against the fuselage like that will result in a model with too much dihedral. Rather, just pay attention to your front view drawing of a P-51 to make sure you are attaching the wing with the proper dihedral. Use plastic card and gap filling super glue to fill those gaps. Remember—maintain the correct shape of the airplane! When you have sanded the wing root smooth, you will have lost the line where the wing root fillet rests on top of the wing. This is easy to put back and here's a great trick I learned from Greg Springer. It works on lots of models besides P-51s.



When you airbrush a hard masked edge, you attempt to avoid paint buildup against the edge of your mask don't you? In this application, you are going to put that paint build up there deliberately. Put a piece of scotch tape across the wing root with the inboard edge aligned with where this line should be. Use the photo on page 39 of P-51 Mustang in Action as a reference. Spray about seven or eight coats of paint against the edge of the tape with your airbrush. You can do this all with just one filling of the airbrush if you use a flat finish paint that dries quickly between coats. Use scotch tape here instead of masking tape. Masking tape will give you a crinkly surface where the paint builds up against it. After you have done this and sanded the gun bay cover smooth, you are ready to rescribe the lost panel lines on the wing. I like the special scribing tool I bought from Squadron Mail Order for this. These are about the only lines I rescribe on this model. I leave the right wing with the raised detail intact. Up until now nobody has ever asked me why one wing on my model has recessed lines and the other has raised lines. That will probably change now at the next club meeting—you wise guys.

Gun Barrels

The guns look bad after you attach the wing halves together. I sand them down flush with the front of the gun barrel fairings (not the wing leading edge). Then I open up the four gun barrel openings that are half filled with a small circular modeling file. This tool cost me less than one dollar about fifteen years ago and it is probably still cheap. If you don't have a few various files, go buy some. Glue 3/64" (.047) plastic rod into the openings, trim it short, and sand it flat to a gun barrel length you judge correct.

Then open up the end of the gun barrels with the tip of your X-Acto knife. If there is a little gap on the fairings where the top and bottom wing halves fit together, I paint on white glue with a fine paintbrush and then immediately smooth it out with the same paintbrush dipped in water, repeating as necessary.

Landing Gear Doors

An item of detail missing in the kit is the little linkage rod that connects to the inside of the inner main landing gear doors. No matter, pose the doors closed or just slightly open. Refer to the photo caption on page 40 of P-51 Mustang in Action and look at that photo and also the one on page 42, or any other Mustang photos you can find for that matter. When the airplane is parked, those doors are usually closed or bled down just a little bit, often asymmetrically.

Propeller Spinner

There are two parts, a front and rear half and they don't fit. There is a big step there. Separate the propeller blades leaving an adequate stub on each blade to later reinsert into the spinner. Take the little propeller shaft part that is left and place it in the rear half of the spinner. Glue it in place with liquid cement and while the cement is still wet, insert the shaft into the nose of the airplane and spin it around so you get the propeller shaft aligned properly. Later the completed propeller will spin without wobbling around its axis. Glue the front half of the spinner to the rear half. Build up the big step with several coats of Mr. Surfacer 500. When it is built up enough and dry, insert the propeller shaft into your Dremel tool. Turn it on low speed and wet sand it by holding your sandpaper against the spinner as it turns. Easy, easy, easy. Paint your spinner and insert the painted and decaled propeller blades.

Painting E.T.O. & M.T.O. Wing ID Stripes and/or Invasion Stripes

You are a modeler; don't even think about using decals! They probably fit the Tamiya kit anyway. The dimensions and placements of the E.T.O. and M.T.O. wing and tail ID stripes for Mustangs can be found in a book by Roger A. Freeman called Camouflage & Markings, North American P-51 & F-6 Mustang, U.S.A.A.F., E.T.O., & M.T.O., 1942-1945. The wing and tail plane ID bands (white on green airplanes, black on silver



(continued on page 10)

Hasegawa's P-47D-5

By Floyd S. Werner, Jr.



I know that this isn't a German airplane, but I can build other aircraft, just don't tell my wife. She thinks that I only buy Luftwaffe stuff. I've always liked the Thunderbolt so I thought a little detour from the usual Luftwaffe subject would be a welcomed addition to my collection. The added benefit was that I could build another Don Gentile's aircraft.

Have you ever had a model that you just had to build and it had to have all the accessories? That is how I was with the Hasegawa P-47D Razorback. I've wanted to build Don Gentile's "Donnie Boy" since I saw the 1/32nd scale decals from Superscale. I was going to have the Superscale decals shrunk down for quarter scale but decided to wait. At a show, I mentioned to Gaston at Aeromaster how much I wanted to build Gentile's aircraft both his Spitfire and Thunderbolt, as well as, his P-51B in 1/48th scale. He just told me to be patient. Aeromaster finally released the decals about a year later. I was in hog heaven.

I had been collecting lots of aftermarket stuff for the Monogram kit and kept right on collecting things for the Hasegawa kit. It quickly became evident that I would spend about three times the kit costs on after market items. It just had to have it all.

I've always loved the P-47, even more than the P-51. As a little boy, I remember buying the Revell 1/32nd kit with a record in it and listening to it until my record player broke. I also stayed up late to see the movie "Fighter Squadron." It was a great color film loosely based on the exploits of the Fourth Fighter Group, my favorite American unit. Of course, there was the great documentary of the Thunderbolts in Italy that was in color. I also enjoyed reading about the exploits of Don Gentile and his wingman, John Godfrey.

Don Gentile

Gentile was an extremely good pilot with colorful, almost gaudily, decorated aircraft. He flew with the Eagle Squadrons in the early days of Hurricanes and Spitfires through the P-51B period. He scored his first victories with the P-47 over Dieppe during the attempted invasion. When he left England he had become the leading American ace, but like any great hero he was fallible. He crashed his beautiful "Shangri-La" at Debden following his last mission on a low-level pass for the camera

crews. He went on a war bonds tour in a brand new P-51D. Gentile was eventually killed in the crash of a T-33.

The Kit

The kit started out life as kit # JT58 P-47D Razorback Southwest Pacific. It represents the D-5 variant of Thunderbolt. The D-5 had an enlarged keel to carry more fuel but did not get the wing racks. It had straight cowl flaps all the way down. One of the things that made 4th Fighter Group P-47s slightly different was that they only carried six guns in the wings. There were fittings for eight but the logic was that a full load of fuel and more rounds per gun (longer bursts) were preferred. The early Jugs did not have that much excess power to carry full fuel and armament so a compromise had to be made.

Typical of Hasegawa releases, this kit comes in light gray plastic with finely engraved panel lines, thin clear parts and some good quality, if not thick, decals.

Construction-Fuselage

In keeping with trying all the aftermarket stuff that I had, I started with a KMC cockpit set. If you can find this set, it is beautiful. The parts are a marked improvement over the kit cockpit. Molded in light tan resin the KMC set is bubble free. The only trouble I had was one section of the wiring harness on left side broke off in handling and had to be replaced with real wire. The set is designed specifically for the Hasegawa razorback kit. Construction was straightforward and fit was exceptional. The entire interior was painted with Model Master Interior Green and Dry brushed with Polly-S Interior Green and Model Master Zinc Chromate. Finally the assembly was touched up with a light drybrush of Titanium white. Silver Pencil was used to simulate the wear patterns and chipped paint.

I wanted to reposition the control surfaces, but after checking the Verlinden set and the KMC set with the kit parts I determined that the rudder and the ailerons would not fit, either the shape or the hinge line was wrong. I added the horizontal tail assemblies after I removed the elevators from the kit. The fit was great and I added a tube to the elevator horn to complete the assembly.

Engine

I decided to build the engine assembly at this time. The instructions for the kit would have you construct it later in the assembly. I decided to use the Verlinden engine assembly and the cowl flaps. The cowl flaps for the D-5 are different than the ones provided in the Verlinden set. The bottom two flaps were cut out to improve cooling. So with the Verlinden set I had to fill in the bottom two flaps. I used epoxy putty on the first flap and the second one was modified with a piece of .010 plastic. The conversion was very easy. If you decide to use the kit part you won't have to modify it, provided you use the JT58 kit. The only problem with the kit cowl flaps is they are molded closed.

The Verlinden engine is beautifully molded with separate cylinders and crank case assemblies. Care must be used when

constructing the two banks of cylinders to ensure that the whole assembly fits properly. I added the prop governor and magnetos. The entire assembly was given a wash of black and burnt umber and dry brushed with some silver. I decided to keep the engine assembly inside the cowling so as not to disturb the lines of the P-47. I did want to use one of the engine supports for cowlings so if you look inside the cowling it is in there. I drilled a hole completely through the entire engine assembly and the cowl flaps back plate. This provided a mount for the prop and secured everything on the engine assembly together. My cylinders were too big to fit inside the kit cowling (D1) so the cylinders and the cowling were sanded to allow for a perfect fit. Even with my sanding the Verlinden cowl flaps weren't correctly shaped for the front cowling. I heated the cowling in hot tap water and then clamped it against the Verlinden part and secured it with super glue.

Wings

I was going to show the 4th Fighter Group's six gun installation with the Verlinden set, which includes an open gun bay, but a problem arose. I folded the photo etched parts as per the instructions but when I test fit them to the bottom of the wing I noticed that the distance between the ejector ports wasn't the same, not even close. I was then faced with having to try to show it with the gun port being covered over. It is an effective way to show it, but not nearly as impressive.



While the wings were apart I had to cut the wheel well detail so that I could use the Aires wheel well detail set. This set is very impressive. The detail is exquisite and the fit is a drop-in for the kit wheel well as soon as the detail is cut off the bottom wing. I also drilled out the holes for the drop tank and sway braces at this time. I decided to paint the wheel wells before putting them in the wing. I preshaded the entire assembly and then painted Tamiya Zinc Chromate. The Tamiya color is very yellow and it is not too opaque. It dries flat and this allows more weathering to be done sooner. I painted the landing gear actuator silver and started weathering. I used a thin wash of burnt umber and dry brushed some titanium white. The whole assembly was then superglued into the lower wing assembly. Be careful to get the alignment correct. Mine is off just a little bit. Not that I noticed it until final

construction, of course. The upper wings attached quite nicely. I added the pitot tube from a hypodermic needle.

The wings were then added to the fuselage and here was the first sign of trouble. The fit was less than perfect. There were large gaps in the front of the wings. I decided the way to handle this was to first attach the upper wings to the fuselage. This did two things, first, it ensured that the wing to fuselage joint was perfect and, secondly, the dihedral was set correctly. Next I attached the bottom wing lining up the aft portion of the joint. This ensured that there wouldn't be the need for a lot of filler. Next attach the bottom to the top and fill the resulting seam. I made sure that the front was squeezed as much as I could to minimize the front joint. The Hasegawa kit has a noticeable valley where the wings and fuselage meet so I used lots of superglue and filler. Of course, I had to rescribe it. I checked the work with Alclad Aluminum and reworked it a few more times until I was happy with it.

When I tried to add the sway braces that were provided in the kit gravity and a shag rug ensured that I couldn't. I lost two of four in the carpet before I knew it. I guess I had to scratchbuild them. I made them out of tubing with a disk at the end. Actually, I liked the scratchbuilt ones better as they were more scaled and didn't require a lot of clean up.

Landing Gear

I used the Teknics brass landing gear. Teknics include the main and tail struts, as well as, a flattened tail wheel. I was worried about how they would fit in the Aires wheel wells but the fit was excellent. The Teknics gear fit the Aires landing gear doors fantastically. The landing gear just needed a little clean up and a coat of primer. Then they were painted with Alclad Aluminum and detailed with various colors. The servicing data was painted flat black and the silver was writing was added with a sharp knife to simulate the data plate. The landing gear was finished off with a set of True Detail Wheels painted Aeromaster Tire Black with the hubs Polly-S Neutral Grey.

Painting

I washed the entire model with Dawn dish washing detergent and let it dry over night. I checked the surface for imperfections by painting the model with Alclad Aluminum. After I was happy with the results I preshaded the entire model with Polly-S Flat Black. Polly-S Flat White was painted over the areas where the identification bands would be. I then masked the stripes and the nose markings. Note that the identification band on the vertical fin is 12" and the ones on the horizontal are 15". This is a small but a noticeable difference. Next the Polly-S neutral gray was added to the bottom. Finally, I used Gunze Olive Drab 2, which I thought looked correct. After letting the model dry a day I coated it with Future in prep for the decals.

I used the Aeromaster sheets for the Eagle Squadron: The Early Days and the P-47 Data Sheet. A hint here, cut the fuselage stars and bars as close as you can for the intercooler doors. This will aid in placement. I had some slight problems with the wing stars
(continued on page 10)

(Monogram P-51 continued)

airplanes, yellow in the M.T.O.) are 15" wide. The stripe on the tail, if the airplane you are modeling has it, is 12" wide. The outer edge of the tail plane stripe is 27" from the tip of the tail plane. The inner edge of the wing stripe is 40" from the centerline of the airplane. The top edge of the tail stripe is 18" from the top of the tailfin. Both wing and fuselage invasion stripes consist of five 18" wide stripes, two black stripes on a field of white. When properly applied to a real Mustang, the rear white stripe on the fuselage starts 10" to the rear of the panel line that runs just in front of the tail wheel doors. This places the center white stripe centered on the fuselage national insignia. You can find many photos of airplanes with the stripes applied incorrectly (they literally stayed up all night painting them June 5, 1944) so check photos of the specific airplanes you are modeling. The wing invasion stripes start 8" inboard of the inner edge of the ailerons. I write all of this because if you are building a collection of Mustangs models, they will look bad if you don't apply these stripes consistently and correctly on every model.

To paint the wing ID stripes, get out your architect's scale and turn to the side where the 1/48 scale is. Cut a strip of masking tape a scale 15" wide. Place (do not cement) the landing gear strut doors in place in the closed position. Apply the scale 15" wide piece of tape to the wings of the model in the correct place. The tape will hold the landing gear door in place. Look it over thoroughly and make sure it is in the right place; it is easy to change right now before you paint. Get some more tape and mask along both sides of the stripe. Remove the first piece of scale 15" wide tape, and spray your stripes. To prevent paint buildup against the edge of the tape, be sure to spray across the edge of the tape instead of toward it Repeat for the tail. If you are painting invasion stripes, paint the big white area first, and then repeat this procedure for the two 18" black stripes within the white field. If you need to mask a circle around the national insignia, lay a circle template on top of the decal you will be using to find the right size and then lay the circle template over your masking tape, cut out the circle, and apply the mask to the model. I like using Floquil Reefer White; it covers well in a nice, thin coat that is easy to keep from building up against the edge of the tape.

**Final Thoughts**

Yep, I like Mustangs and I use the Monogram D kit for these reasons—it's cheap enough for me to build a lot of them, easy to find, and so easy to build that I usually build them two at a time. You'll probably want some Bs in your Mustang collection too. I use the Monogram B kit too, for the same reasons I use the D. The only quirk I do anything about on the Monogram B is the funky shaped one-piece propeller. I always replace it with one from a D kit and it gives my collection a better, more consistent appearance. The D kit comes with two choices for engine exhaust pipes, shrouded and unshrouded. Save some of those extra unshrouded ones for use on some of your Bs. Swap the drop tanks back and forth too. You won't see the 108-gallon paper tanks on an M.T.O. bird. Check the photos of the airplanes you are modeling. I gotta go now, I have about 30 more Mustang decal sheets to use up.

Tim

(P-47D-5 continued)

and bars, but they were quite acceptable to me after a few coats of clear. After letting the decals dry for a few days I applied a coat of Future and the next day a coat of Polly-S Flat.

Weathering

I started weathering with a light wash of burnt umber. I chipped some of the paint to get to the Alclad underneath and a silver pencil for more layers. Pastels were used on various panels and for the exhaust stains. I always weather more than I think I should then I cover the whole process with another coat of Polly-S Flat and this tones down the finish and weathering. Everything is blended and secured together.

Final Touches

I attached the last little things like MV Lenses for the landing and recognition lights. I assembled the prop assembly. I will get a KMC prop later and add it. The canopy was dipped in Future and allowed to dry. They were then masked with Scotch Brand Magic Tape and painted as the rest of the fuselage was. The kit canopy fit so well and looked so good that I didn't use the Squadron one that I had. Finally I added the wing tip identification lights. First I drilled a small hole in the end of each and added Tamiya clear red and green as required. Finally I added tubing for the guns.

Old Rumors & New Kits

You will excuse me if I'm not too excited about new kits this month. There have been some announcements of new items at the RCHTA show in Chicago but they pale in the light of what happened in New York.

Our next meeting is Thursday the 20th. I don't have any definite word on a program but I assume it will be a recap of the August show or another good clinic. Meeting time is 7 PM at Luby's Cafeteria on North Loop, just off Burnet Road. Be there.

On a much brighter note, Marc sent me an early Monday morning email that he and Wendy were on the way to the hospital for the imminent birth of the twins. You can bet that he will be walking on air for a few days and if you don't see him at the meeting you'll know why. Congratulations Marc and Wendy!

You may notice that the newsletter is a little shy of news this month. I did not receive an article from any of the armor modelers, not even a thread about their show next month, nor the usual article from George Lewis for his Latest Packet page. I know people have been pretty busy, but this newsletter depends on contributions to keep going. I do have more book reviews from Jeff Forster for later and some other longer reviews. The two long reviews I did use take up the bulk of the newsletter.

I need more modeler's bios so if you haven't done one on how you became a model builder, please send it in. If you have any comment on the hobby, this is a good place to make it. If you want to write a review, do a bit on tips and techniques, I would like to hear from you. Stories need not be long. In fact, a 1000 word piece fills a page and then some. Don't worry about writing in columns, my computer takes care of that. Just write in plain

(P-47D-5 continued)

Conclusion

I found the kit a real joy to build and will build more. That is the best compliment I can give a kit. The Thunderbolt will fit perfectly in my collection of Gentile aircraft. My thanks to Aeromaster for finally putting out the decal sheet—now if we can get his P-51D... The fit problems may cause some problems for inexperienced builders but are well within most modelers, capabilities.

The aftermarket stuff was superior. The Aires wheel well set, Teknics gear, KMC cockpit and True Detail wheels are definitely the way to go. The Verlinden set, while nice, was not really necessary. The kit engine was beautiful, but like the Verlinden engine, was hidden. The Verlinden engine requires lots of experience to build properly. I did enjoy the look of the Verlinden cowl flaps and the elevators are the only accurate ones available, but I don't think this justifies the cost of the kit. I'm sure that more of the set would be used in the bubble top P-47. I'll build one later for sure.

Floyd

text with spaces between paragraphs and I will do the rest. The main thing I need are the bios and short articles. And you don't need a computer to write them; I can still read most writing!

New kits from Hasegawa announced in Chicago include a 1/32 Me 109G-6 and a new Apache helo as well as some other kits that basically have new decals and details. There is a later model Oscar on the way as well as the torpedo armed Kate.

Black Box has released a set for the new Promodeler F-86D. A lot of Monogram's older kits are being re-released and the F9F-5 Panther is among them (yea!). Apparently the only "new" kits from R-M are those done from DML tools, such as the Me 163 and Ju 88C night fighter. They are still doing cars and this month's list of new releases has several NASCAR models and some die casts.

Last month's show was one of our best. There were 587 entries and we made some money so our debts can all be paid. Thanks to all the volunteers who came to help. I was astounded by the response at the Make and Take tables once the kids got started. It was "overwhelming" to put it mildly. We need to continue this feature and get a few more adult modelers involved next time.

I do not have a lot of pictures from the show. I shot crowd pics and people pics and left the models to those who were shooting for the web page. Below is one of my favorites, Russ Holms helping a future IPMS member assemble a donated model kit. And it wasn't even armor! See you all at the meeting Thursday. Now lets build something.

Milton



Air Show Show Dates!

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

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

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

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

**Next Meeting:
Thursday, September 20**

