



IPMS/Republic of Texas

SPRUE CONFESSIONS



Hasegawa 1/48th Ar-234B

By
Floyd S. Werner, Jr.
IPMS# 26266

I often build multiple models of the same aircraft at the same time as a time saving measure and a way to thin my ever-growing collection. This system works well if, and only if, you have a quality model. Someone told me how nice this kit was so I thought this would be a good kit to double up. Boy, was I misled.

When Hasegawa listed the Ar-234, I was ecstatic. I had the Hobbycraft offerings, five actually, and I had bought all the detail sets for each one. I vowed I would build one some day. I was not looking forward to the bad fit and the simplistic look of the kit, not to mention that it was under scaled. I figured with the Hasegawa kit I could finally build this aircraft and enjoy the building process. I expected the Hasegawa kit to be up to the usual standards, but I was wrong.

I wanted to build a bomber and photo recon version. The photo recon pilots and aircraft are often overlooked in the history books. This

would make my third photo recon bird, a Bf-109G-8 and a Do-335V3 being the others. I chose to model an early aircraft of Oblt. Werner Muffey from Kommando Sperling. I liked his name and the fact that the aircraft had a unit emblem on the nose. It isn't everyday you get to build an aircraft with a farting bird on it. Last time it was a farting flea (Me-163). What's with the farting thing? I think it stunk to be a German pilot at that phase of the war. OK, so I'm not a comic.

The bomber aircraft I chose to model was the one flown by Ofw. Bruchlos against the bridge at Remagen. He was shot down in this aircraft and was missing for 50 years. His remains and those of the aircraft were recovered in 1975.

THE BAD

For those of you who turn to the back of a book read on. If not skip this section. I will now tell you the problems I had.

What I found on upon opening the box looked nice enough and held great promise. During the building process, I found some flaws that would make this kit a bear, at least for me. First off, the

(continued on page 6)

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From the Editor...

Here it is, that time of year again. Time to wish, to shop, to hope, to get together with family and friends. To run up credit card bills. Ah yes! Christmas!

And speaking of getting together with friends, this month's meeting will be the annual ASMS Christmas Party and White Elephant Kit Exchange! This year the event moves back to my house. A map to our domicile is printed elsewhere in this issue.

Martha and I are looking forward to everyone coming to help celebrate the season and close out our modeling year. The general rules apply—ASMS will furnish meat and cheese trays. The members will bring whatever they want to drink and a light snack or dessert.

And don't forget that white elephant kit, you know, the one in the back of the closet that you know you'll never build. Well, this is your opportunity to pass it on to another sucke...er, modeler. In fact, the next quarterly contest will be of these very models that we exchange. How's that for a challenge!

Last month we had our last quarterly contest of the year. There were a number of very nice models on the table but Russ Holm took home the first place gift certificate. Second place went to yours truly and third went to Richard Eaton. Josh and Jennifer Forster were the junior award winners. Photos of the models are on page 3. See you all Thursday evening at my place.

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.



Russ Holm's excellent Armstrong Rifle from Verlinden. How does he make resin look so much like real metal?



Revell's S-Boat by Richard Eaton was the third place winner, barely winning over Richard's modified armored rail car. Both were excellent models.



Junior modeler Jennifer Forster took second place with her Lady Bug. Her brother Josh won first place with his Gundamm Warrior. Jeff and Angela are bringing the kids up to be modelers!

Styrene Six

Jarrold Cunningham

Happy Holidays! I hope that is all well with you and yours. I have just returned from another business trip, so now it's time again for me to get in "the swing" of things again.

The first thing (other than writing this) that comes to mind is the Christmas party! The time to gather and commune with others who are "truly affected" is now upon us. I am happy that we passed the motion at the last meeting to go forward with this event. I see the party is a form of tradition. A group or club needs that. It gives us character, and provides us an opportunity to congregate socially without the rigors of the business end of the meetings. Granted this is somewhat miniscule in comparison to the total time we spend in our meetings, but it's nice to forego it once in a while. I know that I personally enjoy our meetings (in whatever form they happen), but it's fun to forget business once in a while and just be sociable.

I'd like remember those who cannot be here with us. I know from personal experience (and I know that I'm not alone with this sentiment either), how disheartening it is to be away from the ones we care about during this time of year. In this time of multiple global issues, and very diversified assignments, we have many very "quality" people stationed from one end of the earth to the other. I would ask that we consider these people, if only for a moment of our time.

Think about the soldier nearly freezing along the DMZ in Korea. Think about the sailor that stands watch at midnight on the 24th in the Arabian Sea. Think about the marine that stands guard in Afghanistan on some dirt plot that most of the world never knew was there. Think about the airman that is up at o'dark thirty prepping the F-15 or F-16 for a dawn mission. Think about the coast guardsman enduring 15 foot swells to keep the shipping lanes safe. They do their job voluntarily. These people have said good-bye to loved ones and tried to say when they will return, but really, they don't know. That's what they give to others. To us. They have given up a normal life to secure that which we hold most dear—freedom. Let us remember those who give the gift that secures our freedom, so that we never know a day that we look at what once was and say "remember when".

Christmas is the time of giving. Please remember this when you think about the people in uniform this Christmas. What they give so unselfishly is beyond measure, and for that, they have my utmost respect, admiration, and thanks.

Soapbox off... lecture done. I hope to see all of you at the Christmas party. I would like to thank both Milton and Martha Bell for the use of their house for the event.

Seasons Greetings to All,

Jarrold



CAR CORNER

by Skip Perrine
IPMS 40167

OK gang, I am writing to you from the frigid north of North Dakota near Garrison, where Jeff Forster is originally from and where last night we received about an inch of snow. It's a beautiful sight and I have been shooting a bunch of pics for Jeff so hopefully he will show them to y'all when I get back and he gets them developed.

Well for December I am reviewing what I at first thought was a reissue by AMT, but actually it's from a new tool. It's a 1956 Ford Victoria, not a *Crown* Victoria—it's a bottom of the line Victoria. The Crown Vic had a see-through top that was usually tinted green—actually it was the first moon roof.

Anyway, when I opened the box up I found that everything in the original issue of the Crown Vic was in it, complete with skinny slicks to build a era drag strip racer. AMT has molded the top solid, not with the clear "original moon roof" so if you want a clear roof, you have to scribe around the top, snap it out and insert the kit supplied clear part. It even has the chrome trim for the moon roof.

You can build it as a stock, mild custom, drag, or street machine. You get all the custom stuff for the interior—bucket seats, custom console—and side ducts for side pipes. There are three sets of wheels. This is a total repop of the original kit!

This version is molded in grey, chrome and clear with black vinyl tires and all the parts runners are bagged separately, i.e. the chrome is in two separate bags, the clear is separate as are the rest of the gray pieces. The chrome in my sample looks to be very, very clean with no flash that I have yet found. The body was bagged by itself and looks to be very straight, no warps that I can see. I plan to give it a two-tone paint job as was popular in the late '50s on these cars. The "wrap around" windshield compliments the pillarless look of the hardtop, as opposed to the two-door post sedan of that model.

As with the chrome, there was very little flash in the rest of the kit, the parts were all "test fitted" and to me seemed to fit very nicely. Another nice touch by AMT is that they put the metal axles in the kit, another throwback to the great old kits of this kind that sold for \$1.49 in the '60s when I got my first '56 Crown Vic.

Well that's it from your "Northern" correspondent Skip, hope y'all have a great time at the Xmas party at Milton's and I hope to see you at the January meeting,

ASMS Annual Christmas Bash!

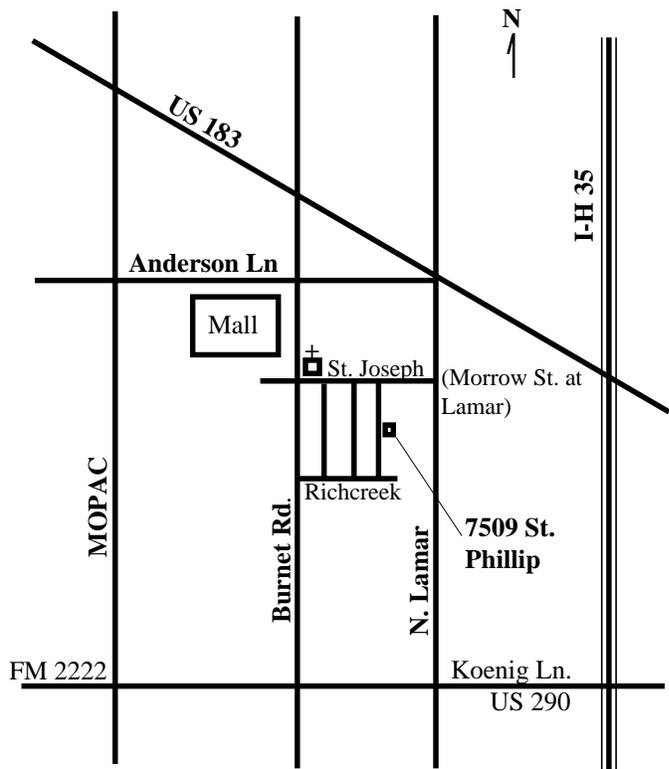
This year's ASMS Christmas Party will be back at Milton and Martha's house. It's very easy to get to but don't be embarrassed to call in case you get lost or turned around. It's 454-2395.

The party will start about 7 p.m. and will end when everyone but the hosts leave. Here's how to get there. If you commonly use MOPAC to travel N-S, take the Anderson Lane exit and go east to Burnet Road. Turn right on Burnet, then turn left at the next light which will be St. Joseph Blvd. There is a large Catholic Church at the intersection so it's hard to miss. Now go three blocks on St. Joseph to St. Phillip and turn right (you can't turn left unless you want to test your body work on an expensive fence!) St. Phillip is only one block long and we are in the middle of the block on your left, at 7509. Pretty simple, huh?

If you are coming from US 183, just take the Burnet Road exit and go south. When you get to Anderson Lane be aware that you will have to turn left at the next light which will be St. Joseph Blvd.

If you are coming north up Burnet Road, watch for Roger Beasley Mazda and be ready to turn right at either Richcreek or St. Joseph. These two streets are parallel so in either case go three blocks to St. Phillip. From Richcreek you'll have to turn left or run over a house. Turn left.

If all else fails, below is a very simple map. See you Thursday!



Absolutely NOT to scale!

In Box Review

1/48 Scale F86D Sabre Dog

Monogram Pro Modeler

Revell-Germany

by Jack Johnston



Note:

For all intents and purposes this is an in-the-box review. I did assemble some sub-components, as I will note during the review.

History

My father was an F86D/L Sabre Dog pilot in the mid to the late 1950's. I believe I was six to eight years old. Dad transitioned to this aircraft at Perrin AFB, Texas, and then we were transferred to the Air Defence Command (ADC) 330th FIS at Stewart AFB, N.Y. which is now Stewart International Airport in Newburgh, N.Y., and houses a MATS group of C5 Galaxies.

An all weather interceptor version of the F86, the D or NA-164, was on the drawing boards early in March of 1949. The idea was for a single seat interceptor with radar and afterburner. Up to this time, all weather interceptors were two-seat aircraft.

The single seat concept required sophisticated electronic systems, "black boxes," for target location, fire control and much of the flight control. The afterburner engine was provided with an electronically controlled fuel system requiring less engine monitoring. This created extremely fast response to throttle changes.

Although many changes were made to the Sabre airframe, one of the most notable (and obvious) is the nose radome, housing the radar and lowering the nose intake. Principally, only the wings and landing gear remained from the Sabre day fighter, so the aircraft was redesignated F95A. For procurement reasons, the aircraft reverted to its original F86D designation.

Contracts went out for two YF86Ds and 122 F86Ds in October 1949 shortly after the news of the first Soviet atomic bomb. With 979 aircraft on order, the first production F86D-1 was accepted by the Air Force in March 1951. The F86D-1 aircraft were

equipped with the Hughes E3 fire control system. All subsequent blocks, F86D-5 and on, were equipped with the more complex E4 system.

Armament consisted of 24, 2.75 inch, folding-fin aerial rockets, each with a 7.55 pound warhead, that could be fired 6, 12 or 24 at a time. The goal—intercept invading nuclear bombers and not allow any to survive. This was to be accomplished with three elements; 1. Radar target location up to 30 miles. 2. Electronically computed aiming. 3. Rockets to destroy aircraft with one hit. This was the E4 system.

The pilot radar tracks and locates the target, then turns the radar to automatic tracking for a lead collision course attack. When the tracking system indicates 20 seconds to impact, the pilot steers more precisely and depresses the trigger to fire the rockets. Time of firing depended on the point of intersection of the target and the interceptor, the time until the target reached that point and the time required for the rockets to reach that point. At the correct moment, the computer triggered the firing circuit, extending the rocket tray in one-half second, firing the rockets in a shotgun effect in one-fifth of a second. The pilot then receives a "pull out" signal to avoid collision.

Three ADC Groups were formed June 1953, with others added as more deliveries were made, with the first F86Ds being delivered to the Air National Guard (ANG) in 1957.

The aircraft was originally manufactured with no drag chute. F86D-45 and D-60 aircraft had drag chutes installed at the factory. D-10 through D-40 were retrofitted. D-1 and D-5 aircraft were not. There were 2506 Ds produced.

Beginning in 1956, F86D-10 through D-60 aircraft were upgraded to F86Ls. The main changes were the addition of the SAGE Data Link system for receiving ground radar information and a larger F86F-40 style wing. Some ANG units used these aircraft until 1962.

The Models

The Revell-Germany (RG) and Monogram Pro Modeler (PM) kits are virtually the same. There are differences I will discuss. Upon opening either kit, especially if you're a Sabre Dog lover, you will be quite impressed. The level of detail is very well represented with fine engraving. A nice touch for the two sprues that hold the wing halves, tail planes and some other small parts is that the corners have interlocking pins and holes keeping the sprues locked together, I'm assuming to prevent damage to the leading edge slat actuators.

The RG kit comes in an envelope style box. The parts are molded in silver, while PM kit comes in box top and bottom and the parts are molded in gray. The major difference in the kits is the RG fuselage is the D-10 and later redesigned type with the drag chute housing. The PM kit has no drag chute, leaving you to model the D-1, D-5 or D-10 through D-40 prior to retrofitting.

(continued on page 10)

(Ar-234B continued)

engraved panel lines on the bottom of the kit were uneven in thickness and depth, heck, they weren't even straight. It was not up to the usual Hasegawa quality, it wasn't even limited run quality. This all needed to be filled and rescribed. What a pain and time consuming. Now a friend has told me that she bought another kit later in the production run and that it had none of the problems I mention here, so we'll see.

Thirdly, something that I noticed upon opening the box, was a lot of mold release oil on my copies. I thought I got all of it off but I didn't and it manifested itself in the paint stage. Very frustrating.

The last thing was the fit of the cockpit aft bulkhead. It is too large to fit into the fuselage assembly and mount the cockpit assembly to but if you just sand it down a little bit, especially on the sides the cockpit will fit flush. The bulkhead should be sanded just to the point that it does not spread the fuselage.

THE KIT

The kit is molded in the standard gray plastic with a noticeable film of oil on the parts. Not what you expect from Hasegawa. The recessed lines were inconsistent, especially on the bottom of the fuselage. The entire nose section is molded in clear styrene. This will become the main area of concentration and I found the clear parts to be nice and fit well. There is a mold line on the nose piece that goes from top to bottom. This ensures that the canopy is fully molded, but will have to be removed. The decals were typical quality and well within register.

THE COCKPIT—Cutting Edge Upgrade

The kit cockpit is very nice right out of the box, but I wanted to add the Cutting Edge set as I thought it was nicer and brought out some great detail. The Cutting Edge set utilizes the kit cockpit floor. You have to sand off the details on the side walls and add the resin panels. These panels are sanded down and the dial films are added from underneath. Prior to putting the film on, I sprayed the panels Model Master Gunship Grey. "But Floyd, isn't the interior suppose to be RLM 66?" Yes, and no. The painting manual states it should be, but on the only surviving example at the NASM, the interior is noticeably lighter than RLM 66. Cutting Edge makes mention of this on their instruction sheet. You will have to decide. I liked the effect of the Gunship Grey. It was easy to weather with a wash of black artist oils and a dry brush of RLM 02 and silver. The interior was quite convincing.



The best part was the seat, which was far and away better than the Hasegawa part.

The instrument panel is a three-piece affair, the front, back and middle film piece. I should have sanded these parts thinner but when assembled they look very nice. On the back of the gauges, which are very visible on the kit, I drilled holes for solder and electrical wire. The electrical wire that I used was for wiring model railroads and it had a yellow coating on it already. The wiring and plumbing were wrapped around the backside of the panel and ran down to the floor. I added additional wiring to the rudder pedals. When viewed together the whole assembly looked really good to me.



Some of the parts have to be added to the interior of the canopy so you have to play with clear parts early in this model. I used a Micromesh set to remove the upper line on the forward canopy. The real thing has a small line on the bottom so I left mine there. Once the canopy was polished on the inside and out (yes I had to remove the interior mold line as well) the canopy was quite nice. All five pieces were dipped in Future and allowed to dry thoroughly prior to adding any parts. This helps prevent fogging and makes the canopy resistant to scratches.

I then added all the small bits in the cockpit and dry fit everything. I was pleasantly surprised that everything fit like a champ. I painted the interior color on the side walls, you will have to mask

(continued next page)

the inside of the sidewalls. If you choose not to do it this way it is no big deal, as you can paint it later from the outside. I don't think that you will lose anything either way. After cleaning off all mating surfaces, I attached all the clear parts with Tamiya Liquid Cement. This glue does not fog and the little brush that comes with the cement is actually usable. The whole assembly was neat when finished. I wish I hadn't closed up the upper hatch, thanks Brett—you were too late with that suggestion.

Conclusion: the Cutting Edge set and some scratch building add a lot to the cockpit. Highly recommended.

THE FUSELAGE

The kit fuselage consisted of the two sides, and to tell you the truth, these parts fit very well. Inside the fuselage are two cameras if you are building a photo recon bird. Since one of mine would be a recon plane I built up the cameras. They are little gems. I loved them so much that I asked all my friends for theirs if they didn't need them. They will look great in a Bf-109G-4/R2. The assembly of the cameras themselves is no big deal. The assembly of the support structure is a little tricky so test fit the whole assembly, leaving off one side to put the cameras in. If you build the support structure first and then try to put the cameras in you will have to break the support to mount the cameras. It is a little tricky but not a big deal. Don't forget to paint the interior of the camera bay your choice of color. I used RLM 66 but it could have easily been RLM 02. I was unable to find any color pictures of the area from the NASM aircraft.

You must cement the wheel wells inside the fuselage prior to sealing everything up. It is recommended that you install the landing gear legs in the wheel wells prior to installing the wells. This makes it difficult to handle the model but it is very difficult to install the landing gear later. So follow the instructions and put the gear in before you insert the wells. I painted my wells Humbrol 94 which is a buff color. The NASM aircraft had this previously unknown color in its wheel well area so I included it because it is colorful and accurate. I painted the nose wheel well with Alclad Aluminum. I noticed in a lot of photos that the nose wheel was swiveled backwards and in other abstract positions. This neat little feature was real easy to do. I just cut the front strut at the lower part and pinned the gear in the position I wanted. You won't confuse my model on the display tables.

As this kit is molded for future releases (B-2n Night Fighter [now available] and the C-3) there are clear parts for the top piece, as well as a clear bottom piece for the photo recon versions. These two clear pieces were a major pain. They were not quite wide enough to fit properly and had to be filled with superglue (carefully) and rescribed. Normally this was not an issue but for some reason I had trouble and ended up doing it three times before deciding it was good enough. If you do the photo recon bird don't forget to dip that part in Future.

THE WINGS

The wings should have been an easy thing to do, but because I was on a learning curve I did it the hard way, TWICE. The easiest

way to make the wings is to remove all locating tabs and just line up the wing tips. This will take care of a lot of issues. If you are like me and stuck with the pins then you will have a gap (about 1/8") at the wing roots that has to be filled and the wing tips will have to be reshaped. If you cut out the flaps like I did then you have even more issues because the cuts weren't lined up. What a pain those pins caused.

I used the Cutting Edge Flap Set to make the airplanes a little different. I had some pre-production flaps and one had a slight blemish that was easily taken care of with a little bit of putty. No problem. The wing trailing edges have to be thinned. Take care to get it even and there is no big problem. Overall I liked the way the flaps fit and they add to the look of the kit. I should have thinned the trailing edge more but they look good enough for me. I highly recommend the flap set as a simple way to "change" the look of the kit. The rest of the trailing edge is fairly thick and should be thinned down.

One other thing on the wings, check the airplane you are building and determine if you need to put in the direction finder panel, the blanking panel or the blanking plate for the loop antenna. You will notice that my two aircraft are different. The earlier photo bird had the loop antenna in the back and the bomber had it mounted on the plate.

ENGINES AND THINGS

The engines actually go together rather well. The exhaust nozzle is a separate piece, as is the nose intake. The intake presents a small challenge in the painting stage. How do you get the paint all the way down the intake? It took patience and lots of cursing. I did like the turbine wheel as a separate item. I painted this part and the exhaust area with Alclad II Dark Aluminum and added a wash to bring out the details.



The engine mounting to the wing was a little troublesome. The front was difficult to clean up where the wing and engine nacelle meet. Mounting the nacelle to the wing required me to insert a balsa support in the wing to raise it up to meet the nacelle. Once this was done the fit was beautiful. Don't forget to remove this plug once the glue dries. I'm not sure if this is caused by using

(continued on page 8)

the locating pins or not. Before you attach the nacelle remember to open the hole for the drop tank rack if you decide to use it.

For those of you thinking of using the True Detail Wheel set like I was. You can't. Well you can, but be advised that the nose wheel is too big and the main wheels are too small. The other thing with the nose wheel, which is close, is that the hole in the center of the hub will have to be enlarged a lot.

I loved the Walter Ri202 rocket units. They went together well and looked real nice. I painted mine with Alclad White Aluminum and Aluminum on the aft side. I thought these were essential to both aircraft. There are more decals on the rocket units than on the whole aircraft. The Hasegawa decals reacted very well to Micro Sol.

The drop tanks had a difficult mold pour line on the lip of the lower part but with patience it can be cleaned up.

The landing gear is very nice and very convincing. It can only go on one way and there is very little room to adjust.

Attaching the nose section to the fuselage is no big deal as long as you remembered to trim the bulkhead piece. I did notice that there are two stiffeners, one on the nose and another on the fuselage. After looking at the NASM and photos of actual aircraft I didn't notice these doublers so I filled the seam and just rescribed a single line, which I did notice.

PAINTING

I used the Cutting Edge canopy masks. These little gems made the whole process quick and easy. I did have to add just a little extra material to the top piece but other than that they worked well. If you build the photo recon aircraft don't forget to use the masks for the camera bay windows.



Now that I had everything together it was time to paint. I washed and sanded the model to get rid of the oily residue that I mentioned earlier. I thought I got all of it but I found out later I was wrong.

I decided to use Model Master Paints, as I liked the colors and pigments. Because of all the rescribing and work that had to be done I decided to paint the whole model RLM 66. There were a

few areas that needed some rework but I was ready to go. I painted the aft portion of the engine areas with Model Master Semi-Gloss Black and after it was dry I masked it off.

Much has been written on the camouflage colors of the Ar-234. Was it 65/70/71 or 76/81/82 or a combination of these six colors? Well I can only tell you that after looking at the photo from the period it is difficult, at best, to determine the correct color. I did look hard at the color photo fold out on page 243-245 of the Monogram Monarch book (see references) and that aircraft appears to have a 76/81/82 appearance to me. I reasoned that an early Ar-234 could have had the early war colors and that down the production line it could have changed to the late war colors. Either way, what I'm trying to say is, "prove me wrong."



First I'll describe the photo recon machine. I used Model Master Acrylic RLM 65 for the bottom. For the upper surface I didn't like the look of the Model Master RLM 71 Dark Green so I used Floquil. I loved this color but the pigments tend to pebble so I ended up having to sand it before the next color. I used the Cutting Edge Masks for the camouflage color. Then I sprayed the Model Master Acrylic RLM 70 Black Green. When I pulled off the masks there was one area that pulled off most of the nose section. At first I cursed the Black Magic, but I was wrong. After sanding the area down I repeated the process using Tamiya masking tape and guess what? Same results. Again I sanded and used alcohol to get the area correct except this time I used Post-it Notes to mask the area and then I was ok. To add some more color to this aircraft I painted the drop tanks RLM 76. My rationale was that they would have been manufactured at a different site and would have been painted for fighter types. Anyway it looks nice and it points out the difference in the two colors.

For the bomber version, I used Model Master Acrylic RLM 76 as a base coat. After looking at the Model Master colors I decided that I liked the look of the Gunze line better. I did not spray the Model Master to find out how the colors would have looked after the whole weathering process but I liked the Gunze right from the bottle. A coat of Gunze RLM 81 was sprayed over the whole model. The Cutting Edge masks were used again. This time no real problem—some very small areas peeled up, but again that was attributed to the oily residue that I didn't clean very well. I've since purchased some of the Polly Scale Plastic Prep so that this won't happen again. The Gunze 82 was sprayed over the model and touch ups were done as necessary.

I did paint white walls on my nose wheels utilizing a mask provided in the Cutting Edge masking set for the direction finder and a circle template. I noticed that most 234s had these whitewalls so it was relatively easy to do. It just meant that the wheels are grounded.

When I was done I was happy with the results of both aircraft. A coat of Future was applied in anticipation of the decals.

DECALS

I decided to use the Cutting Edge decals CED48201 and CED48202. There are some issues that you should remember. On the photo recon aircraft the loop antenna is aft on the aircraft. The other thing is that the bird "fart" is definitely a different color. I just added some brown pastels to the decal after it set. Also on the photo recon bird it has an early style of periscope. For the bomber version Cutting Edge has you using the early war style of underwing cross, but the Monogram book has a clear photo of the aircraft I modeled and it has the late war simplified cross in black.

Other than those three little things the decals are beautiful. They are very thin and snuggled down nicely with Micro Sol.



FINAL PRODUCT

Before everything was given another coat of Future I attached all the little pieces and then I applied a coat of Model Master Semigloss finish. Most Ar-234s were glossy in appearance so semi-gloss was close enough for me. I applied a wash of burnt umber artist oils to the aircraft. A little bit of silver pencil was added to the wing leading edge and some steps. Most 234s were pretty clean even for late war conditions. The dirtiest part was the wheels. The photo recon bird got the mud treatment to the wheels while the bomber got the airfield weathering. Just to add some final difference between the models. Personally I liked the mud more. One more coat of Semigloss and I was nearly done. I removed the Cutting Edge canopy masks and even though I left the camera masks on for almost a month they left no residue.

Attaching the RATO units was easy but I did have to open the holes a little more. They fit well but there is still some hole showing but I can live with it.

CONCLUSIONS

I'm happy with the finished product. I now have two distinctive aircraft of this jet. This was not an easy build. It was well within the limit of most modelers though. Just follow my suggestions and your problems should be greatly diminished. Neither of the aircraft will win a contest but who cares? Will I buy the night fighter or the C-3? You bet. I will only build them one at a time though. You get a very good-looking kit when you're done, much better than the Hobbycraft and highly accurate even out of the box. Still, I highly recommend all the Cutting Edge products that I used. They added a lot to the cockpit and the masking material made that task real easy. The decals were the usual quality that we've come to expect from Cutting Edge.

Buy this kit and build it, even if you have the problems I had you will enjoy the finished product.

References:

Monogram Monarch-1: Ar-234 Blitz, Smith & Creek, ISBN0-914144-51-0

Aero Detail 16 Arado Ar-234 Blitz, ISBN 4-499-22659-7

ACCESSORIES provided by Dave Klaus

Cutting Edge Ar-234B Super Detail Cockpit
CEC48406

Cutting Edge Black Magic Canopy and Wheel Masks
CEBM48524

Cutting Edge Black Magic Camouflage Pattern Masks
CEBM48525

Cutting Edge Ar-234B-1 Blitz Bombers Part 1
CED48201

Cutting Edge Ar-234B-1 Blitz Bombers Part 2
CED48202



Floyd posed his Ar 234 duo against a backdrop of an early snowfall.

(F-86D Sabre Dog continued)

The clear parts are free floating in the bag, leading to the possibility of scratching. Although not scratched, both kits canopies were scuffed. The PM kit also includes a nicely done tow tractor. I inspected the parts very closely on my two examples, and I could find no real flaws in the moldings—no sink marks or ejector pin marks, nothing. Just the usual copyright mark to be sanded off of a flap.

Both kit's instructions are easy to understand in their own distinctive ways. The RG instructions are mainly graphics with symbols and paint codes. A recommended weight amount (not mentioned in the PM instructions) is noted to place in the nose to avoid having to use the clear tail stand. The decal sheet is extensive with the major markings as well as lots of stenciling. Placement is well noted in the instructions. Although fuselage half drawings show the drag chute tail shape for this kit, the instructions don't mention the use of part 18, the brake chute door. The tail section drawings are "borrowed" from the PM instructions showing no chute housing and the placement of the door is not even noted. I saw a quick-build review of the this kit (two aircraft) in a magazine and the builder actually left this part off, leaving the holes open.

The PM instructions include graphics as well as the name of the part with "color-to-be" stated, painting and modeling tips, and captioned photos of the actual aircraft. Many Federal Standard numbers for the paints are included. The decal placement page illustrates three different tail/rudder/trim tab styles which are not options with this kit. I'll comment on this further in a moment. I do prefer this set of instructions for its inclusiveness.

The PM kit was designed after the F86D-1 on display at the USAF Museum and box stock you can build only that particular aircraft, whose entire career was as a test aircraft. It is actually S/N 50-477 painted as a later aircraft.

The RG kit, although having its tail redesigned to represent later aircraft, inherited a major item from the PM that was only used on D-1 aircraft. The instrument panel and shroud. All aircraft from the D-5 on had a different panel and shroud after being fitted with the E4 fire control system and they are very different. If this matters to you, there is an easy fix... Black Box ?? No! They reproduced the D-1 panel. The fix is Eduard's 48-380 photoetch set. Besides a variety of goodies, they include the D-5 and later panel and a replacement shroud for the one needed to be trimmed from the model. This is a very nice set. With this set you can build a multitude of fairly accurate aircraft from the D-5 on with or without the chute. Pay attention to the desired markings and the serial number and time frame you're building to.

If you choose to build a chute-less aircraft using the PM kit, another item to consider is the rudder's trim tab. It is extended but should be flush. It's easy to trim or sand back. The other problem with it is, it is too long, so you need to fill in the engraving and re-scribe. Still easy to fix.

There are some very nice touches to these kits. The undercarriage gear wells are well represented, the simple speed brakes are well reproduced and the interior framing for the canopy is included as separate parts and are well detailed.

I did assemble sub-components of the RG kit. The seat framing is five, nice pieces and the seat about snaps into it, and that assembly fits snugly into the tub. The intake duct goes together real nice and the nose gear well sides snap into place. The wing half alignment is very nice again with the main gear well walls fitting very snug. I just dry fitted the fuselage halves together and snapped the wing assembly underneath and it held the halves together. A very nice fit.

I'm not one to measure size accuracy, but if this one's not totally accurate, it has to be close and is so good looking it shouldn't matter.

As I said before, you can build the USAF Museum scheme right out of the PM kit and be accurate. If you want different schemes and still build box stock, you're still going to have a very nice looking aircraft. For more accuracy, research your subject.

There are a few books (hopefully more to come) that cover the D/K/L and some nice decal sets. The decals that come with the kits look nice; a Danish set with the RG; and Super Scale, Cutting Edge and Eagle Strike have come up with some very colorful schemes. Most of these are geared toward the RG kit with the drag chute.

These are extremely well executed kits and deserve much success despite any inaccuracies. I'll be adding a few to the shelf to add to the hope-to-build-someday group. I might even try to muster up the courage to convert one to an "L."

Oh, and by the way, my Dad holds a certificate from North American Aviation for breaking the sound barrier in an F86L.

Jack

Bondo Gives Us a Scare ...and Himself As Well

Our old friend Bondo, Phil Brandt, had the honor of spending "four fun-filled days in the Austin Heart Hospital" after a spell of angina and a heart beat that was all over the charts. He's much better now, thanks to the marvels of modern cardiac medicine but he got to experience first hand the defibrillator ("Clear...zap! just like on ER).

He can tell you that *That* is an experience that will literally knock your socks off! He even has a burn scar to prove it. (Don't ask to see it.) Worst of all, he scared the nurses silly when he "flat-lined" for about 6 seconds. It didn't do Bondo much good either. Anyway, he plans on being at the party, so wish him well.

Old Rumors & New Kits

How many of you are expecting to get a model kit or gift related to your hobby for Christmas? Really. That's great. What do you think about helping out some kids, and grown-ups for that matter, who received models for Christmas and need help putting them together? You may have received my note forwarded from the guys in San Antonio who are planning to help out the good folks at the Nimitz Museum over in Fredericksburg later this month and just after New Years. It should be a fun couple of days and I'm sure they are still needing volunteers.

Now, what's new? Well, the Roden Gladiator Mk I is finally available and it looks pretty nice. I had planned on doing an in the box review this month until I received Floyd's multi-page review of the Hasegawa Ar 234. I can tell you now that the new Gladiator is a far better kit than the old Pyro/LifeLike/Lindberg kit that's been around for something like 30 years. Roden plans on at least two more iterations of the Gladiator—a Sea Gladiator and a ski-equipped bird, probably in Finnish markings.

Also new, and impressive, is a PZL P-11c from Mirage. This is the first quality 1/48 scale kit of this early WWII Polish parasol-wing fighter. From what I've seen in the box, it's very nice indeed and light years better than the kit from LTD. It comes in three versions—a fighter, a fighter-bomber, and a Romanian fighter. This kit is very nice indeed and probably is as good as the Gladiator. It's available now.

For the armor builders the new Academy Stuart is out and is certainly as good as the Honey (same thing almost). Saw some the other day for just \$20 and almost fell for it. But...I've got the Honey.

In case you were wondering when the next bunch of Trumpeter kits would be here, I've heard they have finally been off loaded from the container that was tied up by the shutdown of the docks in San Francisco or wherever they came in. Expect to see that massive 1/24 Mustang with its equally massive sticker price soon, maybe even by the end of the year. Included is the 1/72 Tupolev "Bear H" and it's pretty big too.

You can expect the P-47D Razorbacks from Tamiya pretty soon as well. Apparently they too have been sitting in some container ship. They are out in Japan and I've seen some good reviews and photos of the finished model and it really looks good. The detail on this one is supposed to be so good you won't need any resin or photoetch other than seat belts.

What about the new stuff from Hasegawa. Well, the F-8E Crusader should be out by the end of January. The F-8J should be out sometime after June and the French Navy version won't be out until the fourth quarter and it's rumored to be armed with Matra Magic missiles. The U.S. Crusaders are to have Zuni's but you'll have to find some sidewinders in the spares box.

The 1/32 Fw 190D "Dora" is indeed an all new tool and should be out around March. I hope it's as good as the Me 109 duo. The 1/72 B-25 release appears to have been pushed back to at least June. The 1/48 AV-8B+ Harrier is supposed to be ready sometime after June (Will we see it in OK City?) and I hear there are plans to do a Night Attack, GR5 and GR7 as well. The F-2A, Japan's version of the F-16, is to be released about the same time.

I've heard rumors of a surprise release, from a new tool, scale uncertain, from Hasegawa in the October - December time frame.

Replic, that French Model Magazine that has such neat construction features and photos, says we may see a 1/48 scale Maryland, Fw 200 Condor, Vigilante, and Skywarrior in 2003. No hint as to the manufacturer and they (Replic) makes clear that this is a rumor.

Not rumors are the announcements of four versions of the PZL Karas in 1/48 scale from Mirage. If they do it as good as the P-11c, it will be a winner. The only kit I've seen done of the Karas is the old Heller kit in 1/72. It's an interesting little airplane and I look forward to seeing one in the "right" scale.

Roden is doing a couple of SE-5As, the first with the Wolseley Viper engine. Unfortunately, the first listing I saw said it was to be 1/48 but in reality it's going to be in 1/72.

The folks from Revell AG are reported to be doing an all new tool Eurofighter Typhoon in 1/48. I guess the Italeri kit wasn't good enough.

If you are into 1/72 armor, you are having a good year. RPM has announced a series of tanks, all based on the Char. They are doing a Char Canon FT-17 w/turret, a Char Mitrailleur w/turret, an FT-31, and a Russian Renault light tank with twin turret. You can build a French, German, Japanese, or Russian light tank.

No idea how the quality will be but SKIF is listing a 1/35 scale T-55 AM, BMD, and T-84.

As usual, most of Revell-Monogram's new releases are cars. In January look for a Ford T-Bucket die cast, a #24 DuPont Monte Carlo, a #8 Budweiser Monte Carlo, and a '31 Ford Sedan Hot Rod. These last four kits are glue kits.

Also, R-M seems to be on this re-release an old-kit-but-pack-a-book-with-it thing. This time it's the F-105G Thunderchief with "historical book." Whatever. It'll be good to have a F-105G in 1/48 on the shelves again. Also in January, we should see the next set of Hasegawa parts in a R-M Box—the eagerly anticipated Me 109G-4 Trop in 1/32. If this one is anything like the first two kits, it will be a good one.

That's about all for this month. Sorry the news stories were short but we'll be back in January. That's ELECTION month.

Milton



Next Meeting:
Thursday, December 19

