



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

February 2002

SPRUE CONFESSIONS



Hasegawa's 1/48 Kawanishi NiK2-J Shidenkai "George" (Early Version)

by Milton Bell

Back in the '80s, Hasegawa released a very nice, for its day, kit of the low winged Shidenkai or George. It was a very good kit with excellent fit. Unfortunately, it lacked adequate interior details and the exterior was "pre-engraving." I built a couple of them and thought they were great.

I was a little surprised when I heard that the George was going to make another appearance. At first I thought it was just a rework of the original kit but then I saw it and decided a third George was needed for the collection. This kit bears only a name in common with the previous release.

There are some funny bits of engineering with the kit that I had my doubts about. For one thing, the spinner was done in two pieces. I still don't understand why they did it this way but it works and the seam is very easy to work out. I just assembled it as carefully as I could and then mounted it on my Dremel tool and spun it between worn 400 grit paper. The result was a spinner with no visible seam. The other bit that I thought would be a problem is a raised hatch on

the right side of the fuselage. This has to be removed and leveled. I took a lot off with a good old No. 11 blade, scraping and cutting, then finished with 320 and 400 grit paper. The hatch outline was soon gone with little damage to the engraved panel lines.

Construction of the kit is very straightforward with just a few more bits of detail than you usually find. For instance, the cockpit has 19 pieces, the engine—which has excellent detail—is enhanced by the 11 pieces which include a four part exhaust system. Wheel wells are separate and look very good. The landing gear struts have separate oleo-scissors and three-part gear doors. The kit offers a choice of open or closed cowl flaps—I did mine open—and the combat flaps can be modeled up or extended. Mine are shown extended.

Thankfully, the cannon barrels are separate pieces. I really hate to work on a wing with lots of stuff hanging off it. There are two nicely molded entry steps and I managed to lose one of mine. Since they had to match, I scratchbuilt both—no big deal.

The drop tank went together very well but was the only part of the kit that did not fit well. I still

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IPMS/Alamo Squadron, ModelFiesta XXI, San Antonio February 23, 2002

IPMS/Region VI Convention and Model Mania, Houston March 8-10, 2002

IPMS/USA National Convention, Virginia Beach VA July 31-Aug. 03, 2002

From the Editor...

There's a lot going on in modeling at the moment. First of all, if you look at the schedule above, you will notice that the Dallas Show is "conspicuous by its absence." The reason is simple: Lee and Penny have been the moving forces behind it for several years and they needed a break. Some months before, Lee had asked for someone else to take over the project. When that didn't happen, the show was cancelled.

James Walker, the editor of NCT's (Dallas) newsletter, uses Pareto's Principle as an example of how things can go awry. If you aren't familiar with Pareto's Principle, it's also known as the 80-20 rule which says that a small number of causes is responsible for a large percentage of the effect. The ratio is 20:80, or simply put, 20 percent of the members of an organization do 80 percent of the work to maintain the organization. Think about it. You see it everywhere; work places, churches, clubs, you name it. It's a sad thing when a club with the talent that Dallas has is forced to cancel a well established and popular event. It could never happen here, right? Wrong.

In case you were wondering, the Squadron Open House will go on as planned and Squadron is still willing to be a principal sponsor of the event, whenever Dallas finds someone to step forward and say "I'll do it."

In just a few days, we are going to have the Texas show season kickoff with ModelFiesta XXI just a few miles down IH-35. This year's theme is "The 50s" and the show begins at 9:00 Saturday morning. The show will be back in the Live Oak Civic Center on Pat Booker Road in Live Oak. I'll have some more flyers at Thursday's meeting. See you then.

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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.

January Minutes

Visitors

Bob Walters joined us for the evening. He models 1/48 scale aircraft and 1/8(?) scale gas engines. The engines he models are of the full size antique powerboat racers that he has raced and restored. Welcome to the membership Bob.

Old Business

I made no notation of any old business.

Treasure's Report

According to treasurer Dave Orloff, we have money in the bank and bills are being paid. Exact figures are available from Dave. A reminder—memberships runs from January to December therefore dues are due at this time of the new year. The current dues are \$20.00 for an Individual Membership and \$27.00 for the Family Membership.

New Business

Phil Brandt made the members aware that the yearly Dallas Scale Fest would not be taking place this year for a variety of reasons. The organizers of this event hope to have everything in place for it to take place next year. I believe that Squadron will have their open house about the time of the planned Scale Fest.

Several members made note of the upcoming contest in our "local" area. Lake Charles' group IPMS/SWAMP was to be on January 20th. San Antonio's Alamo Squadron will have their MODELFIESTA XXI on February 23rd. Then Houston is sponsoring the IPMS Regionals on March 8th – 10th. It was discussed that we should support the Alamo Squadron by sponsoring a category for \$50.00.

Jeff Forster brought photocopies of the IPMS guidelines for judging. Bill Delk provided a Scaling Matrix for converting plans drawn from one scale into another. Thanks guys.

It was noted that Brad Perry donated 12 boxes of models for our auction. Most of the kits are 1/72 scale and a few have been started. However this is a great gift to the club and I look forward to the auction. Thanks for your donation Brad.

Contest Report

Bruce Burden reported on the progress for our annual show. We have booked the Crockett Center for August 24th. There was a rent increase for the hall that brings us up to \$2750.00 for a day's rental. Also there has been an increase in the rental for chairs and tables. Hopefully the people at the Crockett Center will have had the time to improve the vendor access and enlarge the Make and Take area before we have our contest. Jarrod Cunningham volunteered to head up the Make and Take event. It was suggested that we all keep a lookout for inexpensive kits that we can use for the Make and Take items. We will again be building our award plaques and it seems that our past silk screener, Action

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Styrene Six

Jarrod Cunningham

Greetings "styrene supporters"! Time again to meet and ponder plastic. First off, I would like to thank Milton and Jeff for their presentations last month. I hope that you who were interested found them beneficial. I know that Kenny tries very hard to put stuff together for us and I am very happy with his efforts thus far. I think that Milton can give the display case seminar in his sleep now; it seems to be one of the more popular ones. It was good to see Jeff give his "spiel" on stands as well. I think that all of us have something to offer. So with that being said, please feel free to approach either Kenny or me with your "something", and we'll get you on the list!

San Antonio's show is rapidly approaching. Even as I write this, it seems hard for me to fathom that we are "starting the season". If you really stop to think about it, as modelers we are very fortunate to live in this area. There aren't too many places where you get the number of shows that we do in Texas. I have talked to many modelers who are lucky to get one or two shows in their region a year. Scalefest notwithstanding, we do pretty well for ourselves. It is a shame about Scalefest this year, but I hope things improve for the NCT guys next year. My best wishes to those who have completed models for San Antonio. I hope you do well.

Personally I was given a rare opportunity recently when the interior of my house was repainted. As you can imagine, the modeling area had to be shut down. It was a sad occurrence at the "CUNNINGHAM AVIATION WORKS," but it gave me the chance to clean it up some, and go through the "production floor" again. Before I continue, let me preface by telling you that originally I only wanted to *build* kits not *collect* them. But as many of us know, "good deal" has no concept of timing. Slowly but surely the stack multiplies like rabbits. Honestly, my basic intention was not to have a closet full of models (this is furiously spreading though, the bed now has a small stash under it too). Anyway, while I was cleaning up and consolidating, it gave me a chance to fully take stock of what I had tucked away. WOW—pretty scary! I know when I talk in numbers to some my stash is small, but man where did all this stuff come from? The really funny part is, I can't recall when or where I got some of it! But you know, I wouldn't give it up for the world. It's something I can't explain. Even after the cellophane is off and the box is kind of crushed, there is still some pleasure in looking in and even sometimes taking it out and holding it in my hands and dream. I guess I'm just a SICKO...

The point that I'm trying to get out, ever so badly is: take stock sometime. Go into that room or closet and see what's there. You may be surprised. Call it therapy, call it masochism, call it what you will. Maybe in the search of stuff, you will find something beyond what's in the box.

Jarrod



CAR CORNER

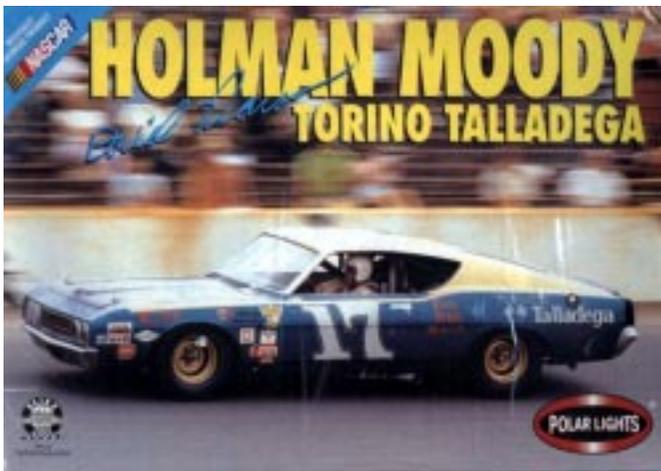
by Skip Perrine

Polar Lights #6602, Skill level 3

Holman Moody 69 Torino Talladega

Model and Photos by Matt McNally

David Pearson's 1969 Ford Talladega: The Aero War Victor, molded in white, clear, chrome plated parts, water-slide decals.



The late 60s found two of Detroit's big three, Ford Motor Company (FOMOCO) and Chrysler Corporation waged in a tight battle for stock car supremacy on the super speedway circuit of NASCAR.

With restrictions being put on engine size and carburetion the quest for greater speed shifted to the cars' aerodynamics. Ralph Moody redesigned the '69 Torino Cobra with a radically extended nose, both narrower and lower, which when tested by FOMOCO in the wind tunnel, proved to increase terminal velocity by nearly five miles per hour.

Under the long-nosed body with its blue and gold paint job was a screw jack-adjustable front suspension with reinforced control arms. Heavy duty coils and twin shocks on each wheel, brakes reinforced with H&M shoes and ventilated drums.

Pearson's Talladega was powered by a full-race, full-bore Boss 429 with a beefy 4-bolt main-journal block, and cast aluminum heads with full Hemi combustion chambers. For most of the 1969 NASCAR season, this innovative engine was capable of putting out more than 650 horsepower. Pearson in his Talladega racked up more than eleven wins in the 1969 season.

This kit was built entirely box stock by Matt McNally. Matt painted the body exterior pale gold over bright blue metallic. The body interior and the rollcage is gloss black, while the floor and interior panels are gray with a black bucket seat. The car's frame is gray and flat black, the engine is Ford Engine Blue, valve covers are a dull aluminum and oil filters are flat white, coil is black with bright yellow cap, hoses are flat black, fittings are flat silver. Tires are hand lettered. Matt's attention to detail is second to none. Thanks to Matt for the use of his well done pictures of his Holman Moody '69 Torino Talladega by Polar Lights.

This kit comes with two complete 25-piece engines—the 429 that this car was equipped with, and the 427.



1/72 Scale

A Model Sukhoi T-4 "Sotka"

Kit 72001, \$130, Obtained from Linden Hill Imports

Construction review by "Bondo Phil" Brandt, IPMS 14091



Background

Although Premier Nikita Khrushchev was firmly dedicated to furthering missile force development at the expense of the Soviet aviation industry, even he had to bow in deference to American aviation technology of the sixties. Particularly required was an intercontinental strike/reconnaissance weapons platform operating in the Mach 3 regime. If the technology race with America was stressful to Soviet planners, no less so was the fierce infighting between the Tupolev and Sukhoi design bureaus to create such a cutting edge machine. In the end, Pavel Sukhoi, Tupolev's brilliant former student, got the nod to start development of what would become the T-4 "Sotka", or Project 100 (one hundred tons gross weight).

Although the resultant 1964 Sukhoi design resembles the North American XB-70 in main respects such as delta wing planform, a long, swan-like tubular forward fuselage with canards and a row of aft-mounted engines, the two designs seem to have been reached independently. One large difference between the American and Soviet efforts was the variable forward fuselage geometry to allow triple Mach operations but yet allow normal vision during landing approaches. The XB-70 used a large, tilting windscreen, but the Soviets incorporated a gigantic articulating forward fuselage, about twenty feet worth! The high-speed forward fuselage configuration was sleek and rocketlike in appearance, but aesthetics didn't seem to apply in the case of the T-4 low speed configuration; the three-panel vertical windscreen, revealed when the forward fuselage tilts down about ten degrees, resembles a tugboat bridge more than an airplane. UUUUGLY!!

Although six T-4 prototypes were planned (up to 250 operational airframes were to be built) only the first and second were finished. "Black 101," the first prototype, and the only one to fly, lifted off in 1972, on the first of what would become a relatively uneventful ten-flight, ten-hour program.

Although the largely titanium Sotka boasted many firsts in Soviet aviation: fly-by-wire (the world's first); nitrogen purging of fuel cells; and auto throttle control for landing approaches, "sticker shock" had set in with Soviet planners, and it was all but over for the T-4. Although Andrei Tupelov had lost the initial battle of which bureau would design and build the new strike/reconnaissance platform, he won the "war" by cleverly planting financial doubt in the minds of Soviet planners, convincing them that modifying the existing Tu-22 Blinder force would be much quicker and more cost effective than starting from scratch. But what Tupelov didn't initially reveal was that the "modified" Blinder would in reality be a whole new airframe, the Tu-22M "Backfire." Fortunately Black 101, the only remaining Sotka, has been preserved at the VVS Monino Museum.

The Kit

This limited production kit (only 200 copies worldwide) is, construction-wise, truly one of the most unusual Bondo has built. Because this is such a gigantic airframe—it's easily equal to two large 1/48 fighters—Russia-based Amodel opted to create the central fuselage and wing "hull" in one monolithic, hand-laid epoxy resin fiberglass assembly, complete with engraving; the main portion of the vertical fin is epoxy fiberglass too! The forward fuselage, canards, wing and vertical fin leading edges and control surfaces, and tailcone are injected plastic, as are all other accessories such as landing gear and variable geometry inlets. Engraving of the central fuselage/wing assembly is a bit heavy but acceptable, especially if a multi-shade natural metal finish is done, and this airplane has lotsa varied titanium panels. Some parts of the epoxy fiberglass hull must be cut off with a razor saw before construction begins.



The joining of long lengths of epoxy and plastic requires lots of CA glue and some rapid assembly techniques to ensure that alignment is maintained, a tough assignment. I coated one joining surface with accelerator and the other with CA. And, as with some limited production Eastern European kits, parts fit is not a big plus with this project; Bondo is glad there's lots of Blue Acryl putty on his garage shelves! The cockpits are fairly crude and undersized, so I plowed into the plastic parts repository, and found that the Monogram 1/72 SR-71 forward instrument panel and consoles from both cockpits are larger and much more realistic; altering them to fit—I used the kit's aft instrument panel as is—was no problem. Add to that a coupla aftermarket resin K-36 seats, and we're cookin'. The real crew hatches open
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Eagle Strike Productions
Set number 32030
F-104G “Mount Olympus”

By Jarrod Cunningham

The F-104 led a somewhat “jaded” career. She proved deadly for those who weren’t careful with the aircraft’s flight envelope. Despite this, and a less than stellar service with the USAF, she became a common sight in European skies as well as in Asian airspace.

Under the United States MAP (Military Assistance Program) directives, the Lockheed F-104 was exported to many nations trying to rebuild their air forces and keep pace with the perceived Soviet/Warsaw Pact threat. The 104 became the front line fighter/interceptor for many NATO countries and stayed in that role for many years. The Italians were using them as late as Desert Storm in 1991 (not too bad for a design that traces its lineage back to the early fifties!).

The subject of this sheet is a “show bird” from the Greek (Hellenic) air force. My documentation shows it to be 1993



timeframe. As with any “show bird” the colors are bright and the subject depicted is dramatic in comparison to the normally drab grays and greens used so much these days. This scheme contains three major colors with some gray shadowing. The scene depicted is a big screaming bird overflying a snow covered mountain range.

The sheet itself consists of 24 main decals with a few minor stencils. The colors appear crisp and bright with very good lines of separation. The decals cover only what I would consider to be the most difficult areas to mask if you were to try and free hand this one. Only portions of the bird are represented allowing you to paint the majority of this yourself. Given what you have to work with it, it shouldn’t be a problem. The more detailed mountain areas are represented in decal form. The registration between the white and the grays used to show them appears to be acceptable.

The blue used to color the Greek flag looks a little dark to me but not having seen the real one up close, I don’t know if that is really true. The white definitely looks very opaque on the decal paper, but without trying it out first I cannot say that base colors won’t bleed through. Eagle Strike gives you a couple of “extras” on the sheet for patchwork. My suggestion would be to try a piece of the white film on one of these and see if a another color overlay is needed. The major area that causes me the most concern in this regard would be the wings. On them the white goes on top of a black area that represents feathers of the bird. The other areas border a lighter blue. If you were concerned about “decal bleed” on these, they wouldn’t be that hard to pre-paint white before you decal it. The decal film appears to be thin enough. Even the areas of multiple colors (mountain ranges) seem to be thin enough to use without concern with thickness.

The sheet gives you two FS “for sure” number to match the white and the black. The weird color is the lighter blue “sky”. It does give a mix of sorts to try and match it as best as you can. My advise; go get a premixed one that’s close. It seems in the mix instructions they tried two or three different mixes and got different hues of the color. To me that shouts out “save your self the heartache,” and go get a “sky” color that looks pretty close.

All in all, not a bad sheet to a kit (either the Revell or Hasegawa) that really needed help with markings anyways.

On the Jarrod scale I’d give it a high eight out of ten. Its value may go up even more if the white is opaque enough! If you’re looking to dress up that big scale 104, then you may want to give these Eagle Strike decals a gander.

Jarrod

**Your ASMS Dues are
DUE!**

Book Review:

Gordon Prange's
At Dawn we Slept

by David Bourland

I purchased this book from Ken LaRonde at one of our meetings. I had always heard it was "the" work on Pearl Harbor and the price was right. Be ready for quite a read; it is a hefty tome. Almost 750 pages long with another 100 pages of notes and references, it is quite literally a life's work: the product of 37 years of research by Prange. The book was published after Prange's death, edited down from 3,500 pages by his two assistants.

The book is divided into short chapters that give you almost a minute by minute, meeting by meeting account of the planning, attack and aftermath. The cast of characters stretches into the hundreds, if not thousands in locations spread across the world. Consecutive chapters may be set on the Japanese fleet, Tokyo, the Japanese embassy in Berlin, the US embassy in London, Washington D.C., and, of course, Pearl Harbor.

The pre-attack chapters cover political negotiations in US and Japanese embassies, presidential meetings, emperor's conferences, War councils, Naval intelligence, counter-intelligence, military thinking and expectations on both sides, Japanese planning, training, innovations and even FBI investigations of the Japanese embassy in Hawaii.

From Prange I learned how American's "Germany first" policy came about. Admiral Harold R. "Betty" Stark, Chief of Naval Operations wrote in what was to become plan dog, "...if Britain wins decisively against Germany we could win *everywhere*; but if she loses everywhere, we might possibly not *win anywhere*." (Stark's Italics.) Perhaps I haven't read enough about Prewar American planning but I had never seen this covered before.

After reading the chapters covering the planning required and difficulties to overcome in taking the Japanese fleet from home waters to just North of Hawaii you understand much more completely how and why the attack was such a shock. Prange covers how they changed their plane formations to increase accuracy and still maneuver in the confines of a harbor, how they trained and employed new torpedoes and bombs and even how they had to create a refueling at sea process. Many of the destroyers of the attack fleet simply didn't have the required range. Many had to be refueled each day of the journey.

The attack itself is a relative minor part of the book, it is covered in just about forty pages. However it doesn't feel incomplete, all of the buildup is so extensively covered we only need to read how the plan was executed and what happened that was unplanned. He uses a number of very helpful and detailed maps. Even in these short chapters I learned unexpected details. We all know about the message of Tora, Tora, Tora sent to signal surprise had been achieved. The message had a practical as well

as informational purpose. It determined the order in which planes would bomb. If surprise was achieved then the torpedo planes would bomb first, if not the slower, lower and straight line flying planes would allow their comrades to bomb first in order to disrupt defensive fire first. One of the most ironic facts about the attack the pilot credited with sinking the Arizona never made it home again. He was shot down by AA fire over Wake or Guam on a "side" mission by the fleet on the way home.

Yamamoto had planned a third wave attack to concentrate on the fuel dumps, submarine pens and repair facilities. But Nagumo (commander of the task force) become overly concerned about the missing American Carriers and thought it wise to leave Hawaiian waters. Nagumo, more of a battleship sailor, at a critical time took counsel of his fears rather than his talented airmen. Prange quoted a number of American officers wondering why the Japanese failed to launch follow up attacks. Kimmel himself said that any significant loss of fuel would have mandated moving the fleet back to San Diego. All the fleet's fuel in Hawaii had been stockpiled bit by bit from the mainland. Unknown to the Japanese, Kimmel and his staff had moved headquarters earlier in the year. That third wave might have destroyed the HQ and killed the entire staff.

The aftermath concentrates on the fallout for General Short and Admiral Kimmel. The many exercises in blame fixing and finger pointing are covered in depth. The Army, the Navy, the House and the Senate all had their own investigations into the "Pearl Harbor" question. Since the military didn't want a public hearing (possibly revealing evidence pointing toward Enigma) during the War these questions remained open until well after the war. Indeed, fault is still debated today.

If I could change anything about the book I wish Prange had devoted more pages to the military aftermath rather than the endless investigations into blame.

Both Kimmel and Short were as shocked by the Nation's need to attribute blame as they were by the attack itself. Kimmel retired to war time industry and was widely praised for his accomplishments. Short retired to Dallas. I get the idea from Prange that Short didn't completely understand his role. He was more occupied in preventing an invasion. He never realized that his mission of protecting the fleet meant he needed to protect the fleet's resting place, the harbor itself. He never envisioned a situation in which he would have to defend the harbor wherein the planes and AA guns of the fleet were not present or were disabled. He assumed the fleet would do much of his *mission* in that situation. I also get the idea that Kimmel was a fine officer, who had he been fortunate enough not be involved in the first battle of the war, might have accounted himself well in successive battles. I admit Prange concentrates on reporting facts letting the reader come to conclusions. Those are the conclusions I came to. If you read the book you may or may not agree with me.

Do not put the book down when you think you have finished.
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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

1/72 SIKORSKY H-19A CHICKASAW

Revell-Germany

Kit #: 04460

Vintage: 2000

Origin: Molding: Italy / Decals: Germany

Parts: 60 white, 9 clear

Markings:- 1309: UH-19G/HO4S-3G, U.S. Coast Guard, CGAS San Diego

- 077 Cleopatra: UH-19F/HO4S-3, Royal Netherlands Navy, Valkenburg 1954-1964

Conversion Options: Float version (not included) and civil operators.



Sikorsky's Flying Jack-of-All Trades

Better known by its military designation as the H-19, Sikorsky's S-55 became a worldwide workhorse. During the 1950s, the H-19 served as a troop, utility, rescue, casualty evacuation, and VIP transport in Korea and Vietnam. It also saw combat with the French in Indochina and Algeria. Over 400 S-55 Whirlwinds were built under license by Westland Helicopters in the United Kingdom for service with the Royal Air Force, Fleet Air Arm/Royal Navy, civil operators, and other overseas customers. In Japan, Mitsubishi built 44 for civil and military use.

Available Scale H-19s

During the 1950s, Revell released several 1/48 scale H-19s in U.S. Air Force (also with floats), U.S. Marine Corps and U.S. Navy versions under the "S" series. Currently, these models are floating around at the sale tables in model shows. In 1/72, Airfix released its old Westland S-55 Whirlwind (straight boom) in Royal Navy colors while Italeri has a H-19B in USAF markings (#1206).

First Impressions

Although Italeri marked this as an H-19A, this is really a naval UH-19F/G. This is a very clean and well designed model (with reservations!) of the much-needed H-19. Italeri molded the fuselage so that different versions can be built. The fit is very good and hardly any filler is needed. The real test of this kit is the fit between the fuselage and the tail boom which passed with flying colors. However, there's lots of room for improvement and detailing. Also, Italeri's engineering leads me to believe they worked from plans, not the real thing. You'll see why as this review moves on.

Colors

The USCG version is painted in FS.17875 Insignia White and FS.12197 International Orange color scheme. Keep in mind that this version's color scheme is in the USCG's early International Orange, not their current International Red. The box art shows the wrong red color. The Dutch Navy version is in Sea Gray on top and Sky underneath. An example of this helicopter is on display at Amsterdam's Aviation Museum next to the Schiphol International Airport in the Netherlands.

Decals

The sheet is very thin and comprehensive with plenty of warning blocks and an instrument panel. Colors are true and there's no movement between different colors.

Boom Style

This version of the H-19 shows the straight tail boom with the triangular fin/two small fins fitted to the rear of the tailboom in an inverted "V". Italeri's USAF H-19 is in the jockey stick style downward-sloping tailboom. The main rotor blades droop nicely when removed from the part tree and a touch of sand paper will complete the process. Make sure you install the anti-torque rotor facing in the right direction—not reversed.

The Interior

Even with the door closed, the canvas troop seat straps show through the side windows. All clear parts are crisp and thin. The pilot/co-pilot side hatches can be positioned open or closed. Although the clear parts are nice and thin, Italeri neglected to include the wiper blade mechanism on the pilot's side. Is he expected to open the window and wipe the windshield with a rag? The coaming over the instrument panel has an indentation you have to fill.

Small assembly details

The simplified hoist mechanism provided in the kit is not at all like the real thing. All H-19s have a step/stirrup leading to the two footrest steps allowing the pilot/co-pilot to mount the helicopter on either side. Italeri provided only one on the port side but forgot about the starboard side. Drill two small holes for the missing step and make one from thin gauge wire. Landing gear assemblies are thin and delicate so don't break them.

Larger assembly details:

...scalpel and saw, please!

HMOs do not cover this invasive surgery sooo... here's where your skills as a scale surgeon come to light. Italeri molded a flat bulge under the fuselage whose real purpose (fuel tank or avionics?) is unknown to me. It is molded with a raised bump in the rear section that does not appear on any of the photos I examined. So, where did Italeri get this from?? To correct this error, remove the rear section and replace with plastic to convert the entire in the shape of flat elongated oval.

As in all H-19s, the clamshell engine compartment is not completely covered. The clamshell halves show a central seam which should not sanded or filled. The bottom is left open to show part of the engine, firewall and engine mounting hardware, etc. Unless an aftermarket manufacturer comes up with a complete engine detail set which allows you to leave both clamshell halves open displaying the complete engine, it's up to you to add all the needed detail.

Eduard to the rescue!

Just when I was ready to suggest some improvements, Eduard's 72363 H-19/S-55 Detail Set hit the market. This detail set corrects most of the errors and improves on some areas. Included is a replacement rescue hoist, side window frames, cooling grill panels and underside engine details. The set also provides interior details for the flight deck and cabin with new canvas troop seat straps to replace the kit's thick straps and crew seat restraints.

My recommendations:

- Add assorted antennas particular to the H-19 version you are building.
- Add the collective/cyclic control handles.
- Add a step/stirrup on the starboard side.

In spite of Italeri's omissions and errors, this is a very good kit with a lot of room for detailing and other improvements. Now that Italeri has covered the H-19, H-21 and H-34s, can we expect the HH-43 Pedro, the HUP-2/Army Mule and some civilian versions among others?

References

U.S. Army Aircraft Since 1947 (1990) - Stephen Harding (Specialty Press)
U.S. Coast Guard Aircraft Since 1916 (1991) - Arthur Percy (Airlift)
U.S. Coast Guard Aviation (1989) - Arthur Percy (Naval Institute Press)
U.S. Marine Corps Aircraft 1914-1959 (1988) - William T. Larkins (Orion Books)
United States Military Aircraft Since 1909 (1968) - Gordon Swanborough-Peter M. Bowers (Putnam)
United States Navy Aircraft Since 1911 (1968 & 1976) - Gordon Swanborough-Peter M. Bowers (Putnam & Naval Institute Press)

(George continued)

don't know if it was my fault or a design problem. The problem appeared to be getting the mounting struts to completely clear the lower intake housing

On my example, the retractor springs for the landing gear were not molded well and any attempt to clean them up removed any semblance of the part being a spring. My solution was to get a small piece of brass wire and then winding fine gauge soft wire over it to make the spring. Silver wire would have been a better choice than the painted brass I used—but it looks better than my "cleaned up" kit part.



I used the kit decals, which worked very well. They look a little thick on the carrier sheet but that thickness may be due to the adhesive. As usual with recent Hasegawa kits, the modeler has a choice of painting the instrument panel or using a decal. I did both. After painting the panel flat black and dry brushing with light gray, I used a punch to cut the colored decals. A final application of Future sealed the details and added a hint of gloss.



Other decals are available for the George but the kit has excellent markings. One sports the white "15" inside the fuselage hinomaru and is from the 301 FS, from the Matsuyama Naval Air Base in 1945. The second, the one I chose, is "03" from the 407 FS, 343 Naval Flying Group. There are ample stencil decals for that extra touch of realism.

This was a fun build and I recommend the kit to any modeler interested in Pacific war subjects.

Milton

(January minutes)

Graphics, wants to retain our business. The flyers that we send out to the hobby shops and area contests are 99% complete. We have sold out our tables for the last two years. However we have had some no-shows but those tables will now be sold to people that show up wanting tables at the event. We now have seven months to plan, prepare, put into action, and finalize our contest for this year. Now that we are doing this contest by ourselves it will require some additional involvement from our members.

David Ranney

(Sotka review continued)

fore and aft, so it's surprising that Amodel instead arranged them to open sideways! Fit of the three-window windscreen panel is especially poor, as is the articulating nosecone, if you want to pose the fuselage in highspeed, "up" position. Although the landing configuration reveals the gross 'tugboat' windscreen, it adds variety, plus it's the way the bird's displayed in Moscow, so Bondo opted for "ugly." And, the cast-in detent "holes" need to re-drilled to allow the nosecone to depress to the proper angle.

The XB-70 lookalike intakes on the T-4 are a plastic multipiece assembly, with no tunnels leading back through the cavernous interior to the four line abreast engines. Sooo, the way to go is to do FOD covers, the dimensions for which are conveniently included in the instructions. Additionally, large orange-red decal rectangles are provided for said covers. Same, same for the rather crudely cast, four-piece exhaust assemblies. Dimensions for the exhaust circular FOD covers, and decals, are provided. The real pain here is in the excessive flash in the afterburner actuator "fingers." I'd guess it'll take an hour or so to clean 'em up, and they're unfortunately not covered by the FOD plates!



Wheel wells are very shallow, really just a hint of depth, but the open part is not that large, so the gear doors will cover most of this shortcoming. Large, plastic main-gear doors glue into recesses in the fuselage slab sides. Landing gear struts and braces are decently detailed, but will need flash cleanup, too. The wheels are fairly plain, but are overpowered by the sheer size of the airframe they support, so not too noticeable.

Decals are very thin, and seem to be complete. The coloring of the orange-red FOD facings seems to be somewhat weak, and I'll probably paint the covers. Overall color and registration of

the other decals are OK and complete, but I will probably opt for aftermarket Soviet national insignia.

The instruction sheet is sharply printed, with numerous assembly blowups and some small detail photos of the real thing. Included are four complete airframe views for decal placement, and Humbrol colors are called out.

This is not an easy kit, as the epoxy glass center section might lead the modeler to believe. But, the Sotka's a genuinely rare release of a Soviet aviation landmark, and it'll make a great companion to the AMT/Ertl XB-70. Amodel is to be congratulated on such an energetic undertaking and production initiative. I understand that their next release is a 1/72 Bear!

Bondo Phil

(At Dawn We Slept continued)

Page past the index, biography and source notes and you will find one more chapter covering revisionist historians and conspiracy theorist. Those that promote the idea the Pearl Harbor was a sacrificial lamb, bait to get American in the war. I think the revisionists have never worked in a bureaucracy. With all the paper generated it would be amazing if there weren't a few needles in the haystack to build a theory on.

I highly recommend this book to anyone interested in the Pearl Harbor attack or even the opening stages of World War II.

David

Dick Montgomery is New RC for Region VI

Penny Thomas has resigned her position as Region VI Regional Coordinator and Dick Montgomery of the Alamo Squadron in San Antonio has been named to take her place.

At the moment, Dick is still working toward making arrangements for the Regional meetings at Houston in March. He will also take on the task of making sure that contests are not scheduled to conflict with one another and has promised to stay in touch with the various chapters throughout the five-state region.

Dick has been active in IPMS for years and an active participant in central Texas modeling. He is currently serving as webmaster for the San Antonio club. Dick will report directly to Jack Kennedy, the new IPMS/USA Director of Local Chapters.

Check out Alamo Squadron's site at http://www.stic.net/users/alamosq/IPMS_Region6/index.htm. You can check that website for information on the upcoming Modelfiesta set for Saturday, Feb. 23. Contest entry forms can be downloaded from the site which should speed up the process of getting models on the tables. Dick says to be careful and download **three** forms for each entry.

Have You Paid Your Dues?

Old Rumors & New Kits

Last month I mentioned the pretty secure rumor that Tamiya would be bringing out an Me 262 with Kettenkraftrad in 1/48. Well, as many of you may know, it has been confirmed by Tamiya.

It was shown at the recent Nurnberg Toy Fair and from the photos, it will be a real winner. Tamiya has molded a very nice nose weight to keep the nose down and done a very nice gun bay and cockpit. This version is strangely the fighter/bomber variant with a couple of bombs. There is little doubt that the pure fighter version will follow.

Tamiya will also release their excellent 1/32 Zero with lights and the sound of a real Zero! It should be a real hit in Japan. Tamiya also had its big 1/16 Pershing to show as well as a really nice looking 1/700 Prince Eugen.

Italeri had some good items for armor builders, namely a very good looking DUKW in 1/35. I can see the dioramas taking shape already. In addition they will add a Panther G and M1A2 to their line as well as a Hummer Avenger, Dodge Staff Car, and a SdKfz 10/40 Half Track with a flak 30.

Academy also had its share of sought-after armor in the form of a couple of all new Stuarts, the M3 and M3A1, and an M10 tank destroyer with the late duckbill turret counterweight. By the way, those Stuarts have individual track links.

Revell's new kits included a 1/35 LVT Alligator and a Paladin in KFOR markings as well as a whole bunch of German troop figures. In case you didn't get one of those 1/9 scale Zundapp motorcycles with sidecar or the Kettenkraftrad when Esci had them, it appears that Revell will release them sometime this year. Revell's big surprise was in aircraft. They had a built-up Bv 222 flying boat in 1/72. This monster has six engines, a turret on each wing, and a wingspan of about two feet! I'll need a bigger shelf! Other new releases include a 1/72 Bubble Top P-47, a G-91 in Tiger Meet markings, a GR Mk 7 Harrier, and a Block 50 F-16. In 1/48 scale they showed a Fokker D VII and an SE 5a.

Eduard was showing off its new Me 108 Taifun which should be released very soon. The photos of the completed engine and cockpit are very impressive and this should be a popular kit, especially if it comes in at the projected price of \$20 or less. Eduard also showed off their pre-painted seat belts and turned gun barrels with muzzle brakes—pricey but very nice. Other aircraft kits announced included a 1/72 Fokker Eindecker and an Albatros W4 and D.V. in 1/48.

If you like WWI armor you may want to hang around for Emhar's Sturmpanzer ATV. FM Models has a bunch of 1/48 scale German armored trains and an armor transporter. They also showed a 1/35 LCVP which spells more dioramas. If you

like smaller artillery pieces, JB Models has some really nice looking 1/72 105mm howitzers.

Mirage Models had a surprise in the form of a 1/48 PZL 23 Karas. The Karas was a Polish single engine fighter-bomber of WWII. Heller had a nice model of it back in the late '70s. I don't recall an injected one so this should be interesting to see. Mirage also has several kits in 1/35 which include a PzKpfw "Luchs" light tank, an SdKfz 123 light recon tank, a T-50 in Finnish markings, and several versions of the Polish C7P heavy gun tractor.

Here at home, Revell-Monogram will probably not have any "new" tool kits for the year. They will however release some kits formerly seen in Hasegawa boxing! These include a P-38, Stuka, A4E, and a "new" F-16C. The new owner of R-M is Gearbox and they seem to be busy making deals. These kits are supposed to be priced slightly below Hasegawa's kits.

This trend toward Hasegawa's kits is also going on with Revell AG. Their A7 was formerly released by Hasegawa. Their website shows a future Ar 234 in 1/48 which will very likely be Hasegawa in origin.

I picked up a really impressive new kit last week, the Ta 183 from AMTech. This is a brand new company headed up by Alan Griffith who was/is a part of Three Guys Decals. For a first kit, the 183 "Huckbein" is very nice and there will be a review soon. It's molded in Korea and when I opened the box and saw the white printing on the bags and the dark gray styrene, my mind said Accurate Miniatures. But no, AMTech appears to be primarily working with some of the better AMT molds. Their next kit will be a P-40E which is one version AMT never got around to. Like the 183, the P-40E will be molded in Korea and will be in a "better" quality styrene than the original series of P-40s from AMT featured. Expect the P-40E in March.

AMTech is not limiting itself to 1/48. They are also releasing some good subjects in 1/72 which include a Ju 88S-3/T-3, and a Ju 88S-1/T-1. Bondo is sure to like their EC-135C/N ARIA/H/ALOTS "Hog Nose."

Now the best rumor I've heard in a long time is that AMTech will release a series of P-40B/C kits. (Next Year!) Now that's one that I've wanted to see done right for years. Yeah, I know Hobbycraft did one but it has major shape problems and frankly, I'd rather do the old Monogram kit. It's pretty dated but at least the shape is right! It's hard to believe that the most famous of all the P-40 line has been ignored by major players. I would be satisfied if R-M decided to do another one and do it right.

Trumpeter continues to make the news and bring out kits in short order. In Nurnberg they announced the F-105D and G, Yak 18 Max, F4U-4, F4F, Su-27, Mil Hound, Mi 8 Hip, and Mi 24 Hind, all in 1/32. And I wouldn't be surprised to see the F-105s by April. What do you think?

Milton