



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

June 2002

# SPRUE CONFESSIONS



## Hasegawa's 1/48 Me 109G2 Trop

by Milton Bell IPMS #16702

Might know, just as I finished the first 109 I've built in years, Floyd would submit his own review of one. But Floyd's review will have to wait until next month. Sorry Floyd.

Ever since I built the old Monogram Fw 190 kit in tropical form and in desert markings, I've been intrigued by the scheme and the adaptations the Luftwaffe made to their aircraft that had to operate from north Africa to the Eastern Front in the dead of winter.

This is the G2 version of the venerable Me 109. It was a step up from the F. While the Friedrich had the DB 601E engine, the new Gustav had the DB 505A which gave it 125 hp more (and more weight). The Gustav 1 was to have a pressurized cockpit as standard and the bullet proof panel was integral with the windscreen. But birthing a new fighter was not an easy task and troubles with the new engine made for a troublesome gestation.

The Gustav 2 had an unpressurized cockpit and so, since it was simpler to construct, entered service in June/July of 1942 or about the same

time as the G-1. The G-1s were destined for the Western Front while the G-2s were headed east.

The G-2 Trop that I chose to model went to Sicily however. I found a color profile of it in the AJ Press Monograph 17 by Robert Michulec, Messerschmitt Me 109 pt. 2. Data with the profile indicates that the original aircraft was from 1/JG 77 and was flown by Lt. Wilhelm Scheib. The camouflage was in standard theater markings other than the large patches of RLM 80 (olive green) over the RLM 79 (sandgelb).

Since this was one of Hasegawa's earlier Me 109 kits, there were several "improvements" not available, such as the soft plastic washer that secures the prop shaft. I also decided not to build OOB this time. Instead I used a Cooper Detail cockpit set and tried out the new painted belts from Eduard.

As far as the original kit plastic is concerned I chose to cut the rudder free and reposition it. It was a simple task and adds a touch of realism to the finished model. I substituted a thin brass insert for the aft antenna mast. Wing-tip lights were cut away and substituted with drops of super glue which was "set" over the fumes of Zip Kicker, then sanded to contour, polished,  
*(continued on page 9)*

**Our Sponsors**

These are some of the individuals and organizations which help make Austin Scale Modelers Society possible.

**King's Hobby Shop**

8810 N. Lamar, Austin TX 78753

Phone 836-7388

**The Village Hobby Shop**

2700 W. Anderson Lane, #801

Phone (512) 452-6401

**Roger Williams**

PO Box 291

Pflugerville, TX 78691-0291

**Rudy Cline****Bruce Arbo****Ray Katzaman****A K Young & Associates****Squadron Mail Order**

1115 Crowley Drive

Carrollton, TX 75011

**Action Traffic Services**

11012 Georgian Dr.

Austin, TX 78753

**MB Publishing & Photography**

7509 St. Phillip, Austin, TX 78757,

Phone 454-2395

**Dave Edgerly****Commander Series Models****Ian Edgerly****Texas Military Forces Museum****Pat Lowe****Testors Corporation****Bob Kieras****SD&D****Model Show Schedule**

**2002IPMS/USA National Convention**, Virginia Beach VA

SuperCon 2002, Arlington Community Center, Arlington TX

OzCon 2002, Emerald City Modelers, Wichita KS

**Austin Scale Model Show, Crockett Center, Austin TX**

Gascon III, IPMS Greater Abilene Scale Modelers, Abilene TX

Great South Model Contest X, IPMS/New Orleans, Kenner LA

**July 31-Aug. 03, 2002**

August 10, 2002

August 10, 2002

**August 24, 2002**

October 12, 2002

October 19, 2002

**From the Editor...**

This is one of those rare months when I have more material than I have space for. I received a very nice piece from Floyd—yes, a 109 build up, what else—as well as reviews from Phil, Jeff and Bruce. Well, don't go away; these will be in future issues. A very large thanks to all the contributors!

This month's program will be our second quarterly in-house contest so be sure to bring something for a little "show and tell." Time and place are the same; Luby's Cafeteria on North Loop at 7 PM.

You may notice that there are no club minutes in this issue. I made the "editorial" decision to cut that column and replace it with a contest update from Bruce. My apologies to secretary David Ranney who had submitted the minutes of the May meeting. The reason for dropping the minutes is two-fold. First, the minutes are generally read at the monthly meeting and comments and corrections can be made then. Second, there is quite often material in the minutes that pertains only to the club members and functions of the club. Since the newsletter goes to a number of folks who aren't members, and I feel it's best to keep family business within the family. I hope no one minds. If you have a different take on the subject, talk to me at the meeting.

Bruce has suggested some changes in our "auction" procedures. It's a good point he makes that the auction takes a lot of time and needs to be speeded up. That's part of what the auctioneer does but sometimes things just move slowly. The pool table full of boxed kits for the action was daunting to say the least. Either we need fewer kits or a better way to handle the auction. Let's think about it.

*Milton*

**ASMS Officers for 2002****Jarrold Cunningham,**

president, jhbmccunn@austin.rr.com

292-3639

**Kenny Roady,**

vice president, kar66@swbell.net

260-2907

**David Ranney,**

secretary, dcrtx@aol.com

990-9699

**Dave Orloff,**

treasurer, the.orloffs@worldnet.att.net

989-2795

**Milton Bell,**

editor, mbell6@austin.rr.com

454-2395

**Austin Model Show Coordinators****Tim Vogt**

447-2668

**Bruce Burden,** webmaster

250-9424

**Web Site** [www.kithobbyist.com/ASMS/](http://www.kithobbyist.com/ASMS/)

**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.

## CONTEST UPDATE

I would like to thank all of the members who showed up to the 2002 edition ASMS Summer Picnic & Fund-raiser, and of course, Brad Perry, for his very generous donation of kits. Special mention must go to Mike for hosting the party once again, and to Milton, Jarrod, and Mike for playing the role of auctioneer.

The result was very gratifying, both from a monetary point of view and for the raffle prize point of view, as several very good models were selected for the raffle drawing, and many more were donated afterwards. In addition to the raffle prizes, Kathy Roady will be sending the sponsorship letters out shortly. In addition, Jarrod combed the kits that Brad donated looking for Make 'n Take candidates. If you would like to contribute to the Make 'n Take collection, we are looking for 1/144 jets, "box scale" small cars and other simple models that a youngster can quickly complete. Remember, the level of detail is not important on these kits!

I will be sending updated club flyers out shortly to a couple of selected hobby shops in Houston, Dallas, and San Antonio. If you can think of a place that would like some show flyers, please contact me, Bruce Burden, at [brucegb@bga.com](mailto:brucegb@bga.com). By this time, I expect Ken has sent out the vendor letters, so that about covers everything except the trophies, which Tim and I will be working on over the next several weeks.

If you are interested in sponsoring a category, or you would like a to sponsor a special award, please contact Tim Vogt. We are asking for \$50.00 in cash or merchandise suitable to the Make 'n Take program or raffle, per first-second-third set, "Best of" or special award.

Dave Orloff has reported that the Crockett Center has installed two roll-up doors in the back wall of the building. This will make it considerably easier for our vendors to move their wares in and out of the building. In addition, the Crockett Center has a new facade and an electronic board. Both additions look very nice.

Finally, I wonder if there is some way we can speed up the auction. Perhaps we could do a silent auction. If you are not familiar with a silent auction, the various items have a starting price listed on a sheet of paper. You then write your bid on the paper. At some designated time, the auction closes, and the winners are announced. Items which are not bid on can go to the raffle. Of course, the problem is when we have as many kits available as there were, space could become a problem. I will have two donated items at the club meeting up for a silent auction—one a 1/72 Eduard "Sea Eagle", the other a 1/48 Pfalz D.IIIa by Tom's Modelworks.

*Bruce*

## Styrene Six

*Jarrod Cunningham*

Hello to you out there in modeling land. If you haven't guessed by now, it's time to put out our thoughts on the previous four weeks again. Personally, it seems that the time goes by rather quickly, and before you know it, another month passes. I hope that all of you have been doing well, and hope to see all of you at the June meeting.

The auction has come and gone, and much to my surprise my garage is clean (relatively) once again. I can't recall ever seeing so many kits in one place! I want to thank all who participated and all who donated. It really was a task to find the kits a home. I have to say that we actually had too many to auction off this time, although the balance book shows that we did quite well monetarily.

We all REALLY APPRECIATE Mike and Sally Kachoris' support through the use of their home for the annual "geek fest" (personal term, not to be taken too literally). I hope that all who attended had a good time.

I have a rough tally from those who were "taking score", but I'll leave the final figure for Dave's report at the meeting.

I also personally thank all who participated in the recent survey that was conducted at the last meeting. I have reviewed the results, and will pass them around to the other officers. I will address the items brought up through them, especially the "frontal nudity" issue. (If it involves the officers, I'm agin it! ed.)

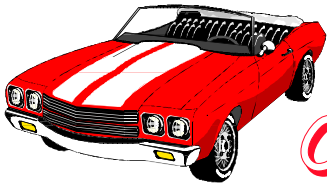
I know by viewing some of the visual reactions to this survey it wasn't very popular. I'm sorry if I offended or annoyed anyone by passing them out. I have always been a "feedback" guy. I guess I always would like to know if things could be improved upon. Maybe I'm just too anal retentive for my own good.

The yearly show is rapidly approaching. There has been a sign-up form at the last two meetings. There are quite a few "holes" in it. I cannot emphasize more the importance of these "holes" being filled! Every show has certain duties, some not as "fun" as the next. Please do your part. The smoother the show goes the more pleasant the experience will be for all.

If you are unsure about a specific task, please ask. I'm quite sure that Tim and Bruce will more than happy to explain anything that you need to know pertaining to the task list. Think about it.

Happy Modeling,

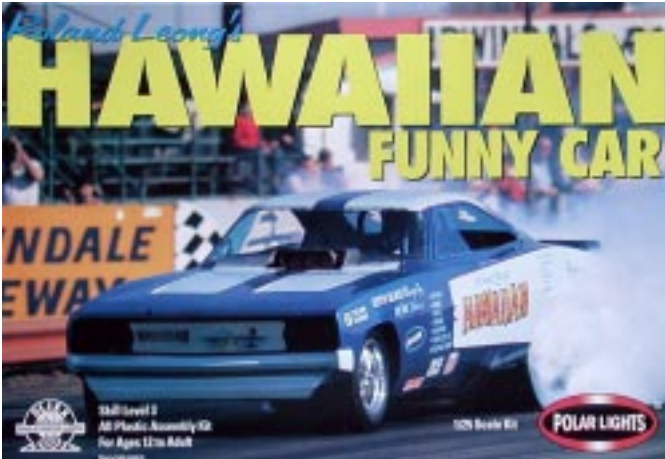
*Jarrod*



# CAR CORNER

by Skip Perrine  
IPMS 40167

Car Corner Presents another pair of kits from Polar Lights, this time they are a couple of Funny Cars. Both are Dodge Chargers.



OK, first up is Roland Leong's 1969 Dodge Charger Hawaiian Funny Car, kit # 6502 molded in white, clear and chrome. Roland was a former drag racer, who made the transition to funny cars, or "flopsters" as they were called, in the 60s.

Leong's first funny car, the Hawaiian Number One was a 426 Hemi Logghe Dodge Charger which came to a violent end in a high-speed rollover during its maiden run at Pomona Raceway at the Winternationals.

The 1969 Hawaiian was a modified version of its predecessor and Leong used the results from the first version to make this one better. He changed the engine and chassis without altering or lengthening the body. At 118 inches, the '69 Hawaiian qualified for the Mustang and Camaro class—not quite as big as most Dodge Chargers.

The Hawaiian was powered by a Keith Black built 426 Chrysler Hemi engine modified to take pure nitro fuel and deliver nearly 1600 hp. Other features of the new and improved '69 Hawaiian included a Detroit Locker rear end, Summers Brothers custom axles, a B&M modified MoPar transmission, Cragar Manifold, Enderle injector and a Cirello magneto. Roland Leong is still active in drag racing as Don Prudhomme's crew chief.

Now on to the kit at hand. The first assembly is the engine which is 30 pieces and it even has a rubber band for a fan belt. An 18-piece assembly of the Logghe chassis is very detailed as well. After I assembled the chassis and engine, I installed the

engine in the chassis, and proceeded to the assembly of the roll cage and the steering mechanism and the rest of the chassis.

Next came the body, which I washed in detergent to remove all of the residue/finger prints. Then I sprayed on a primer coat to prepare it for painting it according to instructions. The body is a one-piece unit, but to complete it I had to put in the glass, which consists of two side windows and a front and rear piece of clear styrene. Next I put in the interior panels and the firewall and the top of the interior and rear bulkhead. Finally I attached the parachute pack holder to the rear of the body and then the parachute itself to the holder.

Now it was ready for the decals, and since they are Slix they are top quality decals and went on as they should without too much trouble.

Next is kit #6505 Texan Gene Snow's Rambunctious Funny Car, also molded in white, clear and chrome. This is the exact duplicate to the former kit, with the exception of Snow's background. When Ft. Worth used car salesman, Gene Snow, ran his "Ram Horn" Charger in the 1970 Season-opening, East/West meet at Irwindale Raceway, he was facing some stiff competition.

Although he didn't take home the gold that night, his Jake Johnston driven, "Crowerglide" equipped Charger with Keith Black built engine, Cragar Manifold and Doug's Headers all on a Logghe chassis like the Hawaiian. But he did manage to set a new strip record at Irwindale with an unbelievable 208.80 mph @ 7.42 seconds. The kit is identical except for the decals, and the fact that the Hawaiian was blue and white, and his was Candy Apple Red.

So, I decided to throw in one more from Polar Lights, after all they supply me with kits to review, so that's what I am doing. This one is called the Ghost Charger. It's the Mr. Norm's Charger Funny Car, now it's molded entirely in clear. Well, the body is clear—the chassis and engine are molded in white so they can be painted in the regular colors and you can see them through the car. It's a new concept that PL seems to be trying and maybe they will also try it on some of their Vintage NASCAR stuff.

So, the only difference on this one from the original is the fact that it's molded clear, but here's Mr. Norm's background. Mr. Norm's Grand Spaulding Dodge 1969 Super Charger has a celebrated history. It debuted in mid 1969, new from the ground up, sporting a new chassis—yes, a Logghe Chassis. It has a Keith Black 426 Hemi residing in the chassis and it is still alive and lives in a private collection in sunny San Diego. The Chassis can be painted to match the box art. Mine is black, with a black driver's seat and an aluminum painted engine.

*Skipster*

## Kibri Liebherr LTL 1160 Telescopic Mobile Crane

by Bruce Burden IPMS #30968



Kibri may be an unfamiliar name to many of you, but in Europe and to US railroad modelers, the Kibri name is well known. Kibri offers a wide assortment of vehicles and structures in both HO and N scale, although almost all of their offerings are European. In this case, the subject is the HO scale Liebherr model LTL 1160 Telescopic Mobile Crane.

The Liebherr LTL1160 was designed for highway/street use, yet its 8x8x8 chassis provides excellent cross country performance and still provides a capacity of 160 tons. The kit features approximately 71 pieces, molded in clear, black and yellow. If you think Hasegawa needs a lesson in packaging their kits, Kibri's idea of kit packaging is to throw everything into a box. Bags? Nope, no bags here! Still, everything is present, so I guess if it works...

The instructions are basic; the assembly of the model is broken into seven steps. The modeler will have to pay attention to the instructions, however. While the parts are all labeled, not everything is immediately obvious. Take your time, check the work, and you should encounter no trouble.

Parts fit looks to be very good. The first two assembly steps concern the rolling chassis and the turntable. The front pair of axles are on a pivoting axle, while both pair of bogies pivot, so there should be no excuse not to get all eight wheels on the ground! Step 4 finishes the rolling chassis with the installation of the outriggers and the cabs (yes, cabs—one for the crane operator, and the driving cab). Cab interior is minimal, basic detail is present. Lightly tint the windows green and you should be all set. At this point, the first decision has to be made: You can position the outriggers in the travel mode or extended. In the extended mode, the base plate shaft is molded longer, so it

should touch the ground. Note that the outriggers are hydraulic, so the rams will need to be correctly painted. If you choose to extend the outriggers, base plates are provided. If you don't choose to extend the outriggers, the base plates are stowed on the vehicle. Steps 5 and 6 finish the crane. It looks to me like it is not necessary to attach the turntable to the chassis in step 2, but securing the nut (part 21) to part 19, and securing part 19 to the turntable will allow the turntable to be attached later, once all of the painting is complete. Step 6 also marks where the major decision must be made: Boom in or boom out. The extended boom is approximately 12 inches in length (what, you thought just because it is HO scale this is a small model?), and if shown extended, would seem to indicate the outriggers have to be built in the extended mode.

The decals are rather thick stickers, easily making them the only disappointing part of the kit. There several companies represented, but no guide for their placement is given. Only the basic Liebherr and safety markings are shown. Missing is the number prominently shown on the cover photo: 35407.

At approximately \$55.00, this is not an inexpensive kit. However, it isn't exactly a small kit either, given the prototype is over 18m long and 9.3m wide, with the outriggers extended. Mold detail appears to be very nice, with only two sink marks noted, and both of them are on the base of the telescoping boom, where they may be hidden by the base of the boom. Interior detail, as mentioned, is basic, but present. The options to have the outriggers and/or the boom extended is nice, allowing you to show the vehicle "in limber" or "in battery," as the arty types would say. The stickers (definitely not water slide decals!) are disappointing, and may peel after several years. I would definitely prefer decals, but stickers may work better on unpainted plastic.

If this kit is too small, Kibri offers the LTL 1160/2, which looks to be a 10x10x10 version of the LTL 1160. And if that is still too small, Kibri models the massive Liebherr LGD 1800 Spacelifter. This vehicle has a capacity of 800 tons, and the boom can reach a mere 181 meters. Or a bit over two meters high. In HO scale. Hmmmm...

Bruce



Model T Fire Truck seen at an antique /classic car show.

## Emhar MK IV WW I Tank

Richard Eaton IPMS #40101



I started this kit months ago and only recently finished it. The big Emhar MK IV really is a lot of fun and offers a unique chance for an interesting finish. One of my favorite aspects of modeling is dry brushing. Boy did I go to town with this it! Read on.

### History

At the beginning of The Great War, the only mobile armor on either side of the vast trench battles was the armored car, with its light firepower and insufficient armor. It could not even dare to face the massive artillery duels and merciless enfilading fire of the trenches. Instead the armored car saw its greatest times in the deserts of the Middle East.

The tank was a different matter, Just a handful of men in Britain and France share the credit for the development of the armored fighting vehicles. Politically Winston Churchill threw his weight behind it, despite at that time being First Sea Lord and having little to do with land fighting, and some others who were soldiers. Ernest Swinton on the British side and Jean-Baptiste Estienne on the French were instrumental in early tank development.

Ernest Swinton had spent time in France as an Official Observer, at that time the nearest thing to a War Correspondent. There he encountered the Royal Artillery's Caterpillar gun movers. Lieutenant-Colonel Swinton, whose official position gave him more influence than his rank implied, soon began lobbying for the development of battlefield capable version of the armored caterpillar, which could cross trenches and destroy enemy machine gun positions unimpeded.

However Kitchener was a traditionalist, and the idea soon foundered. The idea then reached Churchill's ears and the Admiralty's land ships committee was soon formed. After a series of false starts, a promising vehicle was developed, tested and finally shown off in January 1916. This was "Mother" the prototype of the Tank, Mark I. Orders for 150 were immediately made and delivery began in the last week of June.

Swinton was appointed head of the unit to be equipped with the tanks, but was forbidden to even describe his unit to the men he was recruiting. The term "Tank" was chosen as a result of an attempt to fool the Germans into believing the new vehicle was a mobile water carrier.

The section was formed as the Heavy Section, Machine Gun Corps in another attempt to preserve secrecy. It moved to France in August 1916 and went into battle midway through the following month. But this proved too early. The tanks were unreliable and incompletely developed when they entered battle at Flers-Courcelette. There, the terrain was muddy and the tanks were not immune to the devastating power of the artillery, but it proved the point. The Tanks could overrun enemy machine gun posts with impunity, giving the poor infantry following them a fighting chance.

A similarly limited degree of success was to be achieved twice more, at Arras and Messines Ridge, before the operational commander of the newly formed Tank Corps, Hugh Elles, managed to convince the British High Command to allow the tanks to operate over ground undisturbed by preparatory artillery bombardment. This "fair trial" came at the Battle of Cambrai, which began on 20th November 1917, where the tank came into its own, albeit briefly. There were no reserves to back up the breakthrough as the High Command thought it unlikely to occur.

The French developed their own Tank as did the Germans, each differing in principle. The British tanks were rhomboids, able to climb out of trenches. The French fielded lighter smaller tanks and the German boxlike contraptions. British Tanks effectively fell into Male and Female version, the Males armed with 6-pdr. guns and machine guns, with the Females being completely armed with machine guns.



The Mk IV was the first operational "mother" with greater power and armor. The first tank duels took place on 24th April 1918 near Villers-Brettonneux between British Mk IVs and German AV7s, which were either destroyed or ran from their British opponents albeit at hardly more than a walking pace. By the Armistice the Allies were able to field a powerful armored fighting force.



### Building the Mk IV

This Emhar kit is molded in hard olive styrene with fairly decent molding and only moderate flash. Separator marks abound but are well hidden in construction. Vinyl tracks come in four parts and are nicely done. Markings for four versions (two British, two German) come with the kit. I have heard tell of shape problems with this kit but it still builds up to an easily built dramatic large model.

### Construction

Kit instructions include two pages of assembly directions. On page one I assembled the fighting compartments, guns, idler wheels and tracks. The 6-pounder guns are crude but are all but hidden within the side compartments. With a little clean up they easily swivel and train in elevation after assembly. The machine guns have swivel balls molded in them and again can train around. Putting together the side compartments I found fit problems that would continue throughout the hull. Basically every joint and seem need filling and cleanup. I assembled the two large tracks using normal styrene cement. The joints leave a visible gap that I closed up with careful trimming.

On page two there are four instruction blocks for assembling the large hull and finishing the vehicle. I cleaned up the three huge pieces that form the hull and cemented them together. Dry fit here. Once this was taped together I added the commander's compartment and top hatch in place. I then assembled the exhaust system and glued this to the top hull. The directions give you good indication how this is aligned. I then dry fitted and assembled the inner track housing to the hull. I then added the front and rear drive and idler wheels. Cement and let dry before adding the tracks. I stretched the tracks around the runners and then secured them with the outer track housing. This is a tad tricky so take your time. Try as I might the tracks had some gaps apparent at the front and rear. I aligned them to come as close as possible. I then added the upper framework to the hull in eight pieces. Be careful on alignment here because it is not very evident how these should meet the hull. I wrapped up assembly by adding the side fighting compartment assemblies.

### Painting and Weathering

Kit directions give color schemes for both German and British versions. There is some debate as to the actual color used during hostilities. The British tank was either olive or field drab. I sprayed the entire tank with Testors Olive Drab. Once dry I then sprayed the model with gloss coat to aid in dark washes and decals. I painted the tracks with burnt metalizer. Once dry, I added a wash of a mix of acrylic scale black and brown to the entire tank. Then I washed the tracks again with scale black. And now my favorite part of armor modeling, dry brushing! I used Testors light gray to highlight detail all over the tank and treads. I followed that up with Testors Steel lightly dry brushing the treads and hull. I finished up the weathering by applying ground pastel black with a brush to the gun muzzle, breach, and pretty much anywhere I felt like it. I accented panel lines mainly. I then weathered the tracks and lower hull with heavy brown pastel chalk. What a blast!

### Decals

Kit decals allowed for four different markings. I chose the British F56 markings because I thought "Flypaper" name on the front and rear looked cool. Those German crosses looked enticing too. I applied the kit decals with so so results over the gloss coat using Future. This worked well for the flat surfaces but the hull riveting was a challenge. I applied the large side decals over the riveting and applied numerous coats of Solvaset. The first two or three applications did next to nothing; I must have applied it six times over a couple of days. I then sprayed dull coat over the model to seal things up.



### Conclusion

I took the completed model and set it in the soil of my garden for the completed shots. This kit builds up fairly easily to a monster of a tank. Set this baby down beside a WWII tank and it dwarfs it! I recommend it to the average level armor builder due to the amount of dry fitting required and seems to deal with. If you are into Great War (or not) this makes a nice addition to your armor collection!

1/72 1/72 1/72 1/72 1/72 1/72	1/144 1/144 1/144 1/144 1/144
1/72 1/72 1/72 1/72 1/72 1/72	1/144 1/144 1/144 1/144 1/144
<b>Small Scales</b> <b>A closer look</b>	
1/200 1/200 1/200 1/200 1/200	by <b>Rafael Power</b>
1/200 1/200 1/200 1/200 1/200	

## TUPOLEV Tu-334

1/144 scale by Eastern Express



(Tu-334 kit courtesy of Commissar Milton Bell of the Bureau of 1/48 Scale Aeronautics of the People's Republic of Texas. Hmm, maybe he's thinking about defecting to the 1/72, 1/144 side, Da? Nyet?)

Kit #: 14402  
 Vintage: c.2001  
 Origin: Molding & Decals: Russia  
 Parts: 34 white, 3 clear  
 Markings: RA-94001: Tu-334-120 factory demonstrator  
 Conv. Options: None

### A Russian DC-9?

Ask most commercial aviation enthusiasts about the Tupolev Tu-334 and chances are you will draw a blank. Most are knowledgeable about the Ilyushin Il-14/-18/-67/-76/-86; the Tupolev Tu-134/-154 and the Yakovlev Yak-40 transport aircraft families. Every one of these aircraft has seen military and commercial service worldwide. Enter the Tu-334, a cross between a short and chubby DC-9 and a Fokker F-28. The Tu-334 hopes to compete with the Airbus A320, Boeing 737 and the Bombardier Challenger in the regional jet arena. With no sales in sight, only time will tell if the Tu-334 enters service or quietly retires from the market place.

### Available scale Tu-334s

This is the first Tu-334 in any scale (and possibly the last one).

### First Impressions

The two part trees are heavy on the flash, bordering on the limited production molding area. The fit is so-so since you have to do some medium cleaning to achieve good fit. The kit was probably engineered to be displayed in flying mode, not on the ground since the landing gear doors are engraved in the in-flight mode. The access areas include passenger and crew doors, cargo/luggage and a rather unusual right-side access door that appears to be the...ahem, "Honey Bucket." It was positioned too close to the galley so...maybe you need to eat something elsewhere prior to boarding. On the plus side, the fuselage has very fine engraving but it's rather vague on the wings. Although the wings and control surfaces are also finely engraved, that tends to disappear in places. Some moderate sanding or filling will take care of the indentations in the engine mounts. Also included is a display stand.

### Colors

The Tu-334 is painted in semi-gloss white with glossy blue and red cheat lines and a "Boeing Gray" underbelly. The kit represents the Tupolev "buy me" exhibition color scheme seen at industry shows like Paris and Farnborough.

### Decals

The sheet looks like a vintage FROG decal. Although the decals look fairly thin, the carrier may present some silvering problems. Besides the registration and tail and cheat lines, the sheet includes the passenger doors and manufacturer's logos and national flags. What's really missing are the passenger window and windshield decals. Apparently, Eastern Express wants you to use the clear plastic windows—not decals. My personal reaction to that is a resounding NYET!!

### The Fuselage

There is only one male/female guide pin on the nose in this kit. However, the complete rudder assembly on the left side will suffice as a guide. There's no interior detail provided. The engines are well done and include rings to finish the intakes. There are no landing gear wells, just the engraved panels. You may have to do some major surgery by fabricating your own wells and also vacuforming the gear doors. There are only very shallow indentations and mounting holes for the gear legs. The nose well is also very shallow, needing a new one. The landing gear legs are not too bad but need some sanding and detailing. The tires are not very good so replace them with those from a scrapped Airfix kit. There are no nose landing gear lights provided. The tail Auxiliary Power Unit-APU exhaust needs to be replaced and the slot for the display stand filled. Yes, you will need to use some amount of filler since the fuselage to wing fit is not up to par. Don't forget to add the nose weight before it becomes a tail sitter.

### The Wings

I'm pleasantly surprised at the amount of engraved detail in the control surfaces and wings. I find them more detailed than most 1/144 kits I have seen but, some of the panel lines tend to vanish in places. But never mind, you craft-minded modelers will put



to good use your X-Acto or Eduard engraving tools from your local Model Depot. The kit also has well-done thin winglets which do complement the entire wing assembly.

**Clear Parts**

The windshield windows are atrocious. They look like old FROG clear plastic parts that have been put through the wringer by several model companies in Eastern Europe. Use them for support by filling, polishing and painting before applying your own decal windows/windshield

**My recommendations:**

- Fill the passenger windows and use the Microscale 1/144 scale sheet of airliner windows. As for the windshield, blend the clear parts and cut your own from silver, black or gray decal blocks
- Carefully complete the fine engraving on the wings and control surfaces
- Add assorted antennas
- Clean the landing gear legs and add lights to the nose gear

**Final comments**

The fine engraving coming from a Russian kit is remarkable. This is still a very unusual but welcome airliner joining the 1/144 stable. In spite of its rather doubtful future, this is a very interesting kit needing some attention and improvements. I recommend this kit to those with the patience for detail. The kit box side flaps show a future(?) release of the RCAF Canadair Argus ASW bomber, a Cubana Bristol Britannia and Aeroflot Antonov 24D and Tu-153 kits. I hope Eastern Express will also release my favorite Russian airliners—the Tu-134.

**References**

Very little has been published on the Tu-334. A few photos and notes on this aircraft appeared in magazines such as Air International, Airways, etc. Perhaps, a sign that the Tu-334 will enjoy a very short shelf life.

*Rafael*

---

*(Me 109G2 Trop continued)*

and coated with Tamiya clear red and green. Looks better that painting the raised areas on the wing tips!

This is an easy kit to build and the fit is pretty good. I used very little filler and most of that was on the bottom of the fuselage where the rear edge of the wing panel fits. After the Tamiya liquid cement had dried, I filled whatever gaps there were with CA. There was no need for filler on the upper wing fillet/fuselage joint and very little on the leading edge of the fillet/wing. I chose to use the kit slats with a small shim inside to give them some “space” above the wing recess and to have something positive to glue to.

I also used the kit wheels although True Details makes an acceptable set of somewhat flattened wheels of the correct pattern. I have other 109 kits and these TD wheels will come in handy when I get around to building one of them.

The paints I used were a combination of Polly Scale and the now OOP Aeromaster Warbird Colors. I added a bit of Golden’s Retarder to keep the paint flowing and not drying so quickly in the air brush. A touch of dishwashing detergent helps sometimes but I didn’t use it this time.



The blue underside, RLM 78, was an Aeromaster color and luckily dried a little darker than it appeared in the bottle. The white bands, wing-tips and spinner were Tamiya flat white. Tamiya is my favorite white because it covers well and evenly. After all my paint was dry—I had to do a lot of trimming of the camo job—I gave the entire model a couple of coats of Future. When this was dry, I did a little more polishing with a piece of Flexigrit before applying the decals. I dug out a “1” and “2” from my “spares” and used the kit decals for the basic insignia and stenciling. Before I applied the flat coat, I used my old bottle of mineral spirits and burnt umber to add a little grunge to the wheel wells and landing gear as well as the areas around the engine panels. When I was satisfied—is a modeler ever satisfied?—I added a coat of Polly Scale Flat and finished the weathering with pastels and another coat of flat. I’ll probably add a final bit of Polly Scale Dust to tone things down a bit.

It was a fun build—only took me three weeks this time. When you finish only one or two a year, that’s not bad. Now I can finish the painting on the Oscar. Maybe.

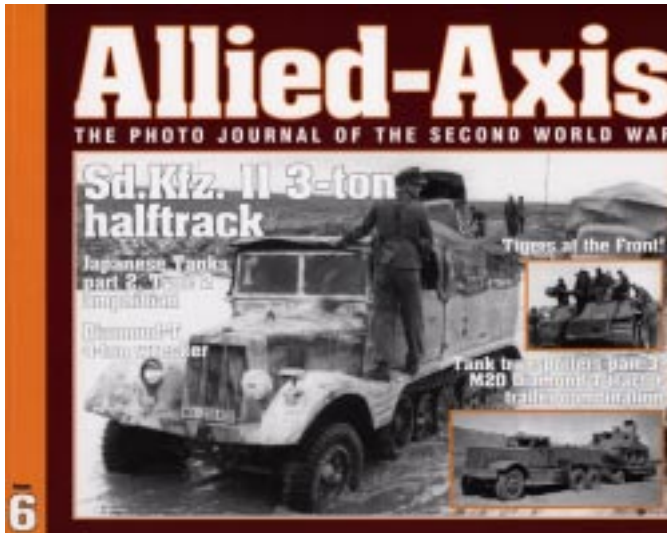
*Milton*



## "Allied-Axis: The Photo Journal of the Second World War"

### Issue #6

by Bruce Burden IPMS #30968



The sixth installment of "Allied-Axis" continues the tradition of clear, well captioned photos and balanced coverage of Allied and Axis equipment. This issue starts, as usual, with Axis equipment. In this case, the very rare and poorly documented Tiger tank. I don't know that there is anything new, photo wise, but the photos are generally crisp, and are well reproduced. I wish I could say the same for other publications.

For perhaps the first time in this series, a Japanese tank is covered: The Type 2 "Ka-Mi" amphibious tank. Seven pages are devoted to this vehicle, which I suspect few modelers have ever heard about. Like a Czech design, this tank apparently used metal chambers to provide the displacement necessary for the tank to float. For modelers, I believe there is a fairly hard to find Japanese resin kit of this tank available.

Given the recent release of the AFV Club Sd.Kfz. 11 3-ton half-track, the third vehicle covered is the Sd.Kfz. 3-ton half-track. If you want to have your Sd.Kfz. 11 towing something, the coverage will provide you with plenty of ideas. One of my favorite photos is of a battery charger. Batteries of all shapes and sizes are shown either being charged or waiting their turn. Hmmm, what were all of those batteries used for?

For the Allied side, we have two Diamond T subjects: The Model 980/981 M20 with the M9 tank transporter trailer, and the 4 ton Model 969 6x6. Both of these vehicles have been or are available in resin, the M19 (M20 truck + M9 trailer) by SMA years ago and the 969 series is currently offered by Roy Models.

The British Army was the major user of the M19, the US opting for the bigger M25 "Dragon Wagon" based on the British experience with the M19 in North Africa. For those of you with the SMA kit, the photo coverage is a "must have" reference. There are sharp photos of the trailer itself, the trailer with an M3 Medium tank, a LCM III (Landing Craft, Medium, Type III, yes), an LVT-4 (there is something you can do with Italeri's new kit!), a Churchill ARV I (the irony here is ARV I stands for Armored Recovery Vehicle, Mk I), a M5 Light tank, various shots of the trailers being used by the "Red Ball Express" hauling a LOT of boxes, and, of all things, a photo of the trailer with a German Panther on board. How did they get the Panther on that trailer? The Panther must put the trailer ten tons over gross! Needless to say, there are a lot of diorama possibilities here.

The last subject is the Diamond T 969 6x6. Most of the coverage is the 4-ton wrecker, which featured the Holmes twin-boom/winch system. A couple of pages are dedicated to the cargo version as well. Many years ago, a model of the wrecker was offered by a French resin caster. Unfortunately, I didn't follow up with a vendor quite soon enough, and he sold the last example I have heard about to somebody else. (snarl, mutter, mumble!) Late last year, however, a relatively new resin caster named Roy Models released several Diamond T 969 kits, the wrecker being the most recent. Again, the photo coverage of this vehicle offers numerous possibilities. One photo has a jeep with the front of the jeep connected to the rear of the 969 (or, perhaps, one boom holding up the front of the jeep) and the second boom holding up the back of the jeep. To keep the jeep from oscillating, cable or rope appears to be looped around the back of the jeep, under the spare tire, and back to the 969 wrecker body. The jeep is dangling about two feet in the air!

For the ambitious modeler, another photo, from Korea, depicts a 969 and a Caterpillar attempting to get a 6x6 cargo truck back on the road. The 6x6 has obviously skidded off the road onto a rather steep embankment. Although the cargo truck probably isn't a CCKW 353 (I'd guess an M35?), you could use the Tamiya GMC kit, the Resicast D7 bulldozer with the LeTourneau blade and the Roy Models 969 kit, and call the location Belgium, 1945.

I find the \$16.00 price of admission easily justified. As I have mentioned, the photo reproduction is excellent (I am sure all of us have been frustrated by the author talking about some detail in a murky print, wondering just what the heck he sees!), the text is minimal, yet sufficient, and the entire book has a pleasing feel to it—reasonably heavy coated stock and a solid binding. Definitely recommended, especially if you can't afford those rare Tiger references! Just one question—Why is the journal called "Allied-Axis", when every one of them has started, I believe, with a German subject?

Bruce

## Old Rumors & New Kits

Without a doubt the biggest news this month is the arrival of Hobby Craft's new B-36 kits. Well, you can't argue that the box is BIG! Actually, a B-36 in 1/144 is pretty impressive—the wingspan is 19 inches!



How does it look? It's not as crisp and slick as their B-47 was but it will surely make into an impressive model. No doubt the decal makers and resin casters will have some extras for the new kits pretty soon. After only a cursory glance at my copy, I can see that some work will be required to open the engine cooling intakes. I wish—modelers do a lot of wishing—that HC had made the intakes separately so that they could be molded open. Two versions of the Peacemaker are available at present; the earlier B-36B in arctic markings—red tail surfaces and wing tips—and the later B-36D with jet engines to augment the six recipis. I bet some entrepreneur comes out with a vac formed fuselage for an XC-99. Look for the FICON version with trapeze and F-84 parasite fighter at a later date from HC. A full review is coming.

If you are interested in the B-36, there is a web site you will want to visit. Go to [www.cowtown.net/proweb/B36\\_home.html](http://www.cowtown.net/proweb/B36_home.html). You can even hear a real one!

Another big aircraft kit that will soon make its stateside debut is the Hasegawa Me 109G14. It's out in Japan now and should be here within the month. Same is true for Tamiya's Mk 3 Meteor. This may be a more desirable kit than the earlier version since it actually saw some combat and with its modified canopy and correct dive brakes is better looking, to my eyes anyway.

Many of the new releases from Hasegawa are actually older kits with new markings. Expect to see the Nate in Manchurian markings for example. Hasegawa does plan something new however; a Corsair with tractor. I guess that will be a new trend—supply some sort of ground/towing equipment with the model a la Tamiya's Me 262 and Kettenkraftrad.

I'm looking forward to Hasegawa's Arado 234 which may be out in August. I doubt it will have a tractor. Revell (Germany) will release the four engine version later this year.

Tamiya's new Irving (Gekko) is pictured on Hobby Link Japan

and it's impressive. Two shots of the model are shown, with one cut away to show the two sets of obliquely firing guns. This is the notch-back version of the Irving and offers more things to open/detail than the original kit. Probably will see an August release.

Remember the nice little Heinkel 162A-2 Volksjager from a few years back? Well, Dragon has released it again. This is a nice little model with early jet engine that, if I remember correctly, had some photoetch parts. Anyway, the engine can be displayed all opened up so super detailers will love it.

If you like the early French jets, Fonderie has just released a kit of the Dassault Mystere B2. This is a sleek looking jet that reminds me a little of an F-100.

And speaking of jets, we can finally buy locally and build a correct F-86D. Revell AG did the definitive version of the Sabre Dog and it's available at most shops. This is the one with the parabrake housing below the rudder, not the early type offered by Revell-Monogram. How that goof happened I'll never know but the modelers in Europe had the opportunity to build a "real" F-86D before we did. Whatever version you build, it's an excellent kit but I would recommend the Eduard PE interior to get it "all" right in the office.

Revell-Monogram sent out a press release listing their June releases. Sad to say, not even the car modelers can find much joy here. They list an "American Heroes Combo Kit" with Mack Fire Engine and Chevy Malibu Police car in SnapTite series. Then there is the '67 Shelby G.T. 500 Mustang metal body kit. This means it's a snap and glue kit. For a purely glue kit there is a Datsun 510 Tuner Series car and finally a Revell Die Cast with figure. This is a '70 Dodge Challenger replica of the car used in the movie "Vanishing Point." It comes with a figure of the hero of the story, Kowalski, who said he could drive a new Challenger from Denver to San Francisco in 15 hours. If you want to check out photos of new products, go to the R-M web site at [www.revell-monogram.com](http://www.revell-monogram.com).

There are a number of new books out too. The latest In Action book from Squadron features the Pe-2. It's the usual quality of Squadron publications and has plenty of photos of this Russian fighter-bomber.

Defenders of the Reich Vol. 2 and Jagdwaffen, Battle of Britain, Vol. 3 are both available and have some very nice color profiles and plenty of black and white photos that I've never seen anywhere before. There is another Red Stars book on Russian aircraft and this one focuses on Lend Lease aircraft. There are new books out on the Me 262, Mistel, Me 163, and the Finnish Air Force.

There are plenty of new decals as well, especially if you like the major WWI aircraft. As usual, there is lots more to look at and wish for than we have time to build. I hope you are still building as well as wishing. See you Thursday.

Milton

## **Air Show Schedule**

*Lubbock, Tx Sept. 7-8 (Thunderbirds)*

*Enid, OK. Sept. 21 Vance AFB air show 2002*

*Midland, Tx. Oct.11-13 Gathering of Memories*

***San Marcos Tx Oct 11-13 Gathering of Memories***

*Ft. Worth, Tx Oct. 11-13 Ft Worth International Air Show (Thunderbirds)*

*New Orleans Oct. 25-27 N'awlins Air Show (Blue Angels)*

*Houston, Tx Oct 26-27 Wings Over Houston (Thunderbirds)*

*Lackland AFB, San Antonio Nov. 1-2 (Thunderbirds)*

**Next Meeting:  
Thursday, June 20**

