



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

March 2002

SPRUE CONFESSIONS



Revell's Lionfish How to Build a Fleet Boat

by Bob Kieras

Step 1. Read a book. I liked this one, *War in the Boats—My Submarine Battles*, by Captain William J. Ruhe. Published by Brassey's, Inc. 1994. This is a new book and probably easy to find. I bought mine from Ken LaRonde.

First some naval background. It's correct to call a submarine a boat. At the start of WW II the US was very outclassed by German and Japanese submarines. Couple that with bad torpedoes and an unclear doctrine about what submarines were good for left us ill prepared for war after Pearl Harbor. But since the surface fleet was so badly mauled, submarines became one of the few functioning parts of the Navy. Consequently submarines were sent to Australia to counter the Japanese.

The war began with the US using WW I subs like the S class boats. The S class boats, called pig boats, were just too old and limited in range to be much help. Soon, while watching our own merchant fleet get chewed up by the Germans, we began to catch up. Fleet boats were in development at the beginning of the war but were very few in number. Fleet boats are characterized by having long range, fast diving and maneuvering, high surface speed (20+ knots) and improved creature comforts like air conditioning. The most important class of fleet

boats were the Gato or Balao class boats numbering about 200, which carried the bulk of the Pacific war in their distinguished careers. By 1944 fleet boats were operating in significant numbers in the Pacific and the doctrine of the sub as a commerce raider was widely accepted. No one will ever be able to count the American lives saved because so many Japanese cargo vessels and troop carriers did not make their destinations. So inspired by the rich history of the fleet boat, I wanted to build a model.

The subject I chose was Captain Ruhe's boat the *Creville*. He wasn't the captain but served as an officer on this boat. Revell's Lionfish kit (1/220 scale. \$12-15.00) was the best place to start. There are some resin kits—like Blue Water Navy's Gato 1/350 for \$60.00—but at this scale they are small.

So, I got the Lionfish kit and decided to spend the \$60.00 on after market resin parts. Nautilus Models (www.nautilusmodels.com) had a better conning tower for \$25.00 and a brass detail set for \$20.00. Also during my research I found that each time a sub would go in for repairs it would get a new antenna, gun, periscope, radar or something else and often the conning tower shape was modified. Finding what the *Creville* looked like at any point in time was difficult. I opted for the look of a busy fleet boat in the early '44 which would have had the latest radars and antenna. The Revell kit went together pretty well but the hull-deck joint needs work and the
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Clear Lake TX (one mile east of Johnson Space Center) May 17-20, 2002
Airliners International 2002, Houston TX (Sheraton North) June 19-23,
2002IPMS/USA National Convention, Virginia Beach VA July 31-Aug. 03, 2002
SuperCon 2002, Arlington Community Center, Arlington TX August 10, 2002

From the Editor...

The 2002 San Antonio show is history. ASMS was there in good numbers and took home a respectable share of awards, as usual I might add. It was a well run show with few glitches (has there ever been one without a problem or two?) and everyone seemed to have a good time. Several of us judged and I can tell you, the quality of the categories I looked at was very good and the margins between third and first were slim indeed! There is a wrap-up of the show and a list of the local winners later in the newsletter. As usual there were a number of Austin area winners that I don't know and I don't believe have ever been to one of our meetings. If you know any of these folks, please extend to them an invitation to visit us.

Speaking of contests, the next one for us is Thursday. Right. It's time for our first "Quarterly Club Contest." Be sure and bring something to enter and talk about. Our quarterlies are as much show and tell as competitions and everything gets judged together. The top vote getters are the winners.

As usual, the meeting place is Luby's Cafeteria on North Loop just west of Burnet Road in North Austin and meeting time is 7 p.m. Come early and have a quick dinner with the gang and solve the world's problems.

My program last month where I gave a pitch for contributions must have struck a chord. I got several pieces this month from new contributors. I'm especially grateful to Bob Kieras for his cover piece and his P-38 War Story, to Richard Eaton for allowing us to print his review on the Verlinden mini-sub, and to Dave Orloff for the B-25 story. But April is still coming and I'll be needing more material. Just keep it coming.

MB

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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.

February Minutes

Visitors

Tom Babin and Kyle Ripple joined us for the evening. Tom models single engine aircraft and armor. Kyle models mainly 1/48 aircraft and some armor.

Old Business

Milton Bell made a request of those people who wanted to get name tags to let him know and he would get them ordered. They were going to cost us about \$7.00 each. We also discussed getting new shirts made of a different material and possibly with a new design.

Just a reminder, that memberships run 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 rates.

Contest Report.

Jarrold Cunningham will be taking on the responsibilities of “managing” the make and take event during the contest. He will need two to three people to help him during the day. Two people to work with the kids and a third person to make sure the waivers are signed. Also we are to pay the Austin Model Car Club their portion of the monies from last year’s participation plus some other money. During the meeting the total amount was not made clear. Remember that “Rescue” is the theme for the contest this year.

Treasurer’s Report

Dave Orloff’s report showed that the club was still solvent with money in checking and savings accounts.

New Business

Ken LaRonde told us that the bookstore Adventures in Crime and Space have lost their lease at 609 North 6th Street. They will have a book sale to deplete their stock, since they do not plan to relocate.

The Confederate Air Force, in these days of political correctness, have decided to change the name to Commemorative Air Force. This allows them to acquire financial aid a little easier and save money by maintaining the same initials.

The Houston Regional Show has been cancelled. There will be a regional meeting at the San Antonio show but at our meeting a time had not yet been determined.

Milton Bell received a letter from the Albuquerque, New Mexico, group that maintains an extensive collection of models at the Albuquerque Airport. Despite the size of their collection they still have more items that they are looking for other modelers to help in the endeavor. They have provided a list of models that they would like to obtain and have offered to make payment for the kits used. Contact Milton if you want to participate.

(continued on page 4)

Styrene Six

Jarrold Cunningham

Hey sports fans, ready or not, “the season” has begun. “What’s that?” you ask. With the San Antonio show now completed, we have begun what I refer to as “the season.” Although this year’s season will be cut somewhat short with the loss of the Houston show and Scalefest, it has begun. The reason I view this as a “season” is simple—the number of shows over the next few months resembles an athletic schedule. We are very fortunate to have a large population of model clubs in Texas. Each of the bigger ones try to have a show of some sort. Usually, they line up pretty nicely on the calendar, so it’s almost like looking at a season schedule of some sort. Anyway, the season offers opportunities to show off your handiwork and to see what the other guy is doing. I view it this way—build in the fall and winter and show in the spring and summer. Thus for me the whole “season” rationale makes sense.

I got a chance to go to the San Antonio show this year and was impressed and inspired by some of what was on the table. Taking my four and six year old daughters was probably not the “ideal” situation, but I managed to view the tables full of models and photograph those that appealed to me. I even managed to peruse the vendor area, and how I did and returned with both daughters is still a mystery. It was good to see some of us down there shopping and visiting. I tried to visit with as many as my kids would allow. It seems that a model show is not an “all time favorite place” for a four or six year old girl. Oh, well. I did manage to pick up some things up for the “make and take” and do some personal shopping all for the low price of a McDonald’s visit in Buda. In the mind of a youngster, Ronald McDonald has more leverage with their time than a room full of “model geeks”. But hope survives, my eldest on the way home from the restaurant asked about building a model with me someday. I think this year I’ll have her come to our show and we’ll do one together and she’ll find out all about it.

With the cancellation of both the Houston and Dallas shows, that leaves Fort Worth, Abilene, and us as the only games in town. Of course the nationals are in Virginia Beach, so if you want to travel, there’s your opportunity. This may mean that our show may get more exposure or may be bigger than originally anticipated. While this would be tremendous for the club financially, it also increases the number of “bodies” needed for the actual running of the show. I am not posting this to hound anyone and I realize the show is in August. But it’s now March and August is slowly but surely approaching. Think about it.

Our quarterly contest is this month, so be sure and bring in something. Also, we need to talk about the club picnic/auction. It’s becoming necessary to firm up a date and place for it. My wife will be glad to rid our garage of the dozen or so boxes of donated kits for the auction! I look forward to seeing all of you at the meeting.

Jarrold



CAR CORNER

by Skip Perrine

The Car Corner guy is doing something a little different. Yes, it has four wheels (no flies included) and a cannon mounted on it, have you guessed what it is? No it's not a tank, but it is military, now do you know? No? It's a Jeep with a recoilless rifle mounted on it. It's a kit by Skybow 1/35th military series; U.S. 1/4 ton 4X4 W/M40A1 106mm Recoilless Rifle, M38A1C. Kit number TP3505.

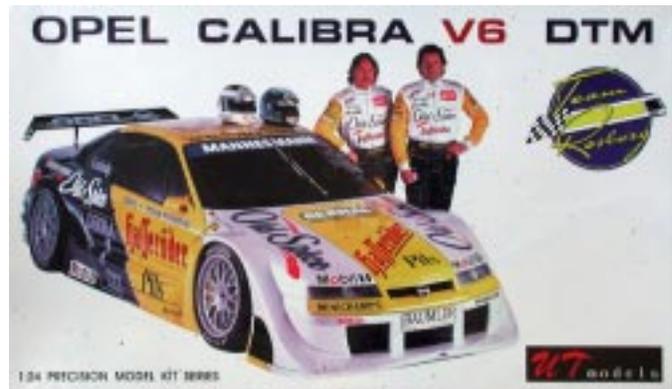


The battle against armor during WWII led to some frustrating conditions and also to a need of a weapon to counter attack this vehicle. These conditions gave birth to the small hand-shoulder or tripod mounted weapon known as the recoilless rifle. These small but lethal weapons gave the necessary edge the foot soldier needed to hold his ground. Among these weapons were the M18 (57mm), the M20 (75mm), and the M27 (105mm) each weapon increasing in velocity and range as the war progressed. The M27 led to the final M40 (106mm) which was used extensively in Korea and wars to follow.

This weapon also fitted to mobile units especially light vehicles such as the M38A1 1/4 ton trucks. Later a .50 caliber rifle was added to insure a first round hit. It was also used as a spotter which could be used first before firing the recoilless rifle. The M40s were used for many years and can still be seen in many countries especially the middle east.

This is a very detailed kit with the chassis as detailed as any automotive subject I have ever built. The engine is also very well detailed. It all goes together quite well and builds into an

impressive model. It can be built one of three ways—U.S. Army 82 Airborne, U.S. Army 101 Airborne, and 3rd Marine Division Vietnam 1963. This was a lot of fun to build and I recommend Skybow for your military models, at least for modern day army.



Next is a car subject, but again it is a bit different from anything I have ever done. It's a Euro-Sedan and it's produced by a company that usually does only die-cast models, UT models. This is the Opel Calibra V6 DTM, 1/24th precision model kit series, kit number 24001. It is molded in white, black, gray, chrome and clear; it has waterslide decals.

A little background on this car: the Opel Calibra V6 4X4 ITC is a technologically advanced racing version of the popular Opel Calibra street car. It is built to the regulations of the International Touring Car Championship with a 2.5 liter V6 engine developing around 460 horsepower. It is equipped with a sophisticated four-wheel-drive system, sequential six-speed gearbox, ABS and power steering.

The engine is a very nice 8-piece assembly. In the assembly process, the exhaust system and drivetrain, is attached to the chassis and the exhaust pipes. The interior assembly consists of a bucket seat, floor pedals, a floor-mounted shifter, a radiator cooling duct assembly, all inside the rollcage. The wheel assemblies consists of an axle, disc brake, backing, and the wheels themselves. The rollcage is a 5-piece assembly.

Final assembly is the 15-piece body. Yes, you heard me correctly; it takes 15 pieces to assemble the body. The body is in two main parts with additional parts such as the fender extensions around the tires being separate pieces as well as a few other bits that prevent the body shell from being molded in one piece. It's a very well detailed body once assembled. All 15 pieces of it!

Oh well such is the fun of being a model builder.

Skip

(Minutes continued)

Ken Roady informed us that the March meeting would be a Quarterly Contest. So bring your latest finished model or bring that work in progress and let's see what you have for us in March.

B-25: Old Glory

Up Close by Dave Orloff



While on a visit to Tulsa, Oklahoma last December, I had occasion to visit Flight Concepts, the company that operates Tulsa's MedEvac helicopter service. But that isn't all, the company also flies the only US-based B-25 rated for passenger flights, "Old Glory".

Manufactured in early 1944, this aircraft, SN 428938, was assigned to the 57th Bomb Wing of the 310th Bombardment Group in the Mediterranean Theater, flying from Corsica. Unfortunately most unit records are missing, destroyed in a fire shortly after the war, so no detailed account of her missions exists. She was in combat from September 1944 through the end of the war.

After being surplused to owners in Alaska, a long and useful career as a Borate Bomber, and eventual restoration by an owner in California who promptly crashed on his first flight, the B-25 wound up in the hands of the Flight Concepts crew. Ten years of mostly volunteer work brought her back to flying status, and she now tours the US many weekends, selling rides to pay for her upkeep, and helping to support the Tulsa Air and Space Center, a local museum.

The accompanying photos show the plane opened up for maintenance in the hangar. The exhaust system on this B-25 is a hybrid of the 'S' stacks common to later models and a collector for the upper cylinders. I have been told this was a common postwar modification to reduce noise in the cockpit. The most



interesting thing to me is the snake's nest of plumbing in the accessory compartments.

Also included are photos taken in Austin the first weekend of March when my wife and I were lucky enough to take a flight in "Old Glory". Unfortunately, I didn't have an opportunity to get up front, as we were separated from the front of the plane by the bomb bay, but I did get some excellent shots of the Fairfax waist positions and a lovely shot of Lake Travis from the tail gunner's position, looking forward. A considerable effort has been made to restore the interior, but it still isn't quite back to mil-spec. A web site is being developed to showcase the plane, and will include a virtual tour of the whole interior, when this goes on-line I'll let everybody know.

Dave



A satisfied passenger!



Engine and exhaust details.

Building Verlinden's 1/35 Seehund

by Richard Eaton IPMS 40101

I have always wanted to try one of Verlinden's interesting line of 1/35 German Pocket submarines. I was pumped when the kit arrived from GreatModels Webstore. This beauty was burning a hole in my bench so I dove right in. If you are into mini submarines of WWII read on.

Background

The Seehund is considered the most successful of the miniature German submarines. The type, designed in 1944, is known as XXVII B 5, also known as Type 127, and at least 138 were commissioned into the Kriegsmarine. From 1944 onward it was planned to build over 1000 in the Seehund class.



These boats had a displacement of 17 tons submerged, a crew of two and carried two under slung G7 type torpedoes. The Seehund had the range of 300 km at seven knots and could attack on the surface in weather up to 4 on the Beaufort scale but had to be almost stationary for submerged attacks. About 50 Seehund boats had an additional fuel storage that gave them a range of 300 miles at seven knots surfaced and 63 miles at three knots submerged. They were capable of diving to 164 feet.

Preparation

I checked the parts and found that nothing was missing. The directions help identify all parts very well. All resin parts have pour plugs or stems which must be removed and cleaned up. I used a #11 point on most small parts and cleaned them up with a sanding stick. A razor saw made quick work of the torpedo pour plugs. The pour tab on the single piece hull was another matter. This huge plug runs the length of the hull and is several mms thick. After losing the feeling in both hands trying to use a razor saw, I wound up clamping the hull and pulling out the trusty hack saw. I taped the hull to prevent damage but managed to nick the hull bottom in several places. This was easily repaired with filler. Whew....

Construction:

• Torpedoes

The torpedoes look so damned cool on the box photo I had to start with them. They are made up of the main body/warhead, a



separate tail section, detonator, fins, and prop blades. I tried to sand the joint between the body and the tail section to form a perfect mate. Even using a glass plate I could not sand the two round surfaces to a perfect match. Anyone know a trick to this? I wound up using filler. I then added the detonator, which fit perfectly. The fins were a tad tricky to position as there are no indicators on the tail cone to show where they should go. I wound up eyeballing them into place using what surface detail there was. This would prove to be a constant theme during construction. I did a lot of eyeballing on this one. Then I added the prop blades and had a pair of wicked looking torpedoes on my hands. I painted the torpedoes to match the box art. I wanted a metal look to them so I first airbrushed the bodies with Testors burnt iron Metalizer. I masked (again eyeballing) and applied Testors Non-buffing Metalizer Brass. This gave me a beautiful finish on the warhead and after ends of the fish. Though I masked around the main cylinders, I didn't bother masking the fins. It is a simple matter to touch them up with a brush after spraying the brass color. I used scale black and then dry brushed with steel. I was so pleased with the results that I showed them to my wife. She said, "Oh, those look expensive!" I have no idea what she meant by that but took it as a good thing.

• The Hull

The combination of the clear, exploded drawing that is the instructions and the photograph on the box makes assembly pretty straightforward. The only problem is that there are no indications on the model where to position parts. I decided to build from the top down starting with the conning tower. I cut out the two PE parts that form the top deck of the con and CAed them in place. I then added all the resin detailed parts to the con except for the hatch. This included the periscope, which I recommend leaving off as I snapped it off several times in subsequent assembly. The hatch has a large hole that when cleaned up accepts the vacform clear vision dome part. The hole is a tad small so I sanded it out to allow more of the dome to protrude. Once I was happy with the dry fit I painted the hatch and then attached the dome with Kristal Klear.

I then assembled the propeller and rudder structure. The rudder is divided in the middle with a cone that surrounds the propeller. I suppose this provided wake suppression. I glued the prop on the hull and then dry fitted the rudder assembly. The prop is too big

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A Model War Story

by Bob Kieras

Like most of us, I built models when I was a kid. My brother, father, and I had many good times modeling. Remember the purple metal flake BF-109s by Aurora? Most of the models saw combat in the back yard and were destroyed by BB guns and firecrackers. But a few of these survive today and they, crude an effort as they are, have honored places in my display case.

In 1975 fresh out of college and starting my first real job, I found what seemed to be a promising start at Stokes Construction Company, in San Marcos, Texas. Soon I was hard at work learning about heavy construction, real estate, and property management. At the same time the owner of the company, John Stokes, decided to spend a fortune on war birds and bring together a number of Confederate Air Force members in the Austin and San Antonio area to form the Central Texas Wing. Many dedicated people worked for this, and I'm proud to say that I was one who, in a small way, helped.

At my young age I was essentially clueless about the opportunity that was in front of me. Soon an air force began to appear at Gary Airport in San Marcos. What showed up was amazing. The inventory included a P-38, P-39, Corsair, several B-25s, several A-26s, several Sea Furies, TBM, PT-19, BT-13, DC-3, T-6, Chipmunk, and more. I learned to fly at the flight school and FBO that Stokes started. I even got time in a couple of the trainers, but having to flamenco dance on the rudders of a tail dragger while trying to land, told me that a career in war bird flying was a remote possibility. Besides, the Central Texas Wing was full of highly experienced pilots all slobbering at the chance to fly.

The crowning glory of the collection was the P-38. It was beautiful with silver overall, red wing and tail highlights, and polished aluminum propellers. I found that one way I could contribute to the promotion of the wing was to build models for use during presentations. I found the 1/32 scale P-38 by Revell, built, and decorated it to look just like Stokes' real one. I built many other models for the CAF, but the P-38 got the most attention.

Now for the combat. I brought the model to a Wing meeting. By then I was a CAF member and we were all wearing the Confederate gray uniforms and enthusiastically discussing the next acquisition, air show, or fund raiser. My model P-38 got a lot of attention and many guys wanted to know how I got the shiny finish and the clean look of the model. The model was so well received that my boss, Mr. Stokes, asked me to bring it to each meeting as a kind of center piece. I was very proud if it.

In true Air Force tradition, after the meeting the bar was open. Way open. I was on the other side of the room when I noticed a small crowd had gathered around the model. One guy was

telling a real war story when to illustrate a maneuver he picked up the model, spun the props, and made motor noises. I couldn't do a thing. How could I break up the fun? I was just about to ask him to please put it down when a landing gear door broke off. He turned red and put it down. I told him not to worry about it that this was easy fix. So that night my P-38 saw combat and like a real crew chief my job was to get the aircraft ready for the next mission. Bear in mind that model etiquette was unheard of in this group and time. A lot of these guys had used models to illustrate maneuvers before, but the models they used were the WWII solid hard plastic or wood ones that were indestructible.

So over the next months the P-38 went on more missions and after each one I would repair it. A broken propeller blade or a broken wheel was often the case. I even tried gluing it to a base, but by then they were so used to flying it, that when it was picked up all three landing gear stayed with the base.

Finally by the 8th mission, the poor P-38 was looking battle weary, but most of the guys were being real careful with it. Well one guy, a WWII vet and friendly, giant mechanic, came up to me and the model. The model had, so far, survived this mission undamaged. I was just about to pick it up to leave when he picked it up and said, "Bob, this is really nice and we've been having a great time talking and remembering some of the good and no so good experiences we had. I sure appreciate you building this."

He began to gingerly set it down when it got away from him. He dropped it—but instead of letting it hit the floor, he tried to catch it. The P-38 spun and cart-wheeled in the air as he juggled it and hit it like a volley ball. He was trying to save it, but by the time it finally hit the floor it was totaled. I can't say who looked more stricken. The friendly giant, me, or the sad P-38. Then I remembered what I had seen these veterans do over the last few months with all the stories, the enthusiasm, and the joy.

All I could say was, "Hey, don't worry about it. You guys made the real ones go; this is just a model." Or was it?

Scale models transcend what they are to what people think and feel about their experiences—not just about war, but any time, place, and event that can be captured and brought to mind by the small three-dimensional piece of art. I really didn't mind losing the P-38 for the education I got in "don't touch" is the rule.

Later, and after starting a career in computer programming and system administration, I continued building models. I saw a contest flier at Kings one day and decided to attend. I joined ASMS soon after. I thought I was a pretty good modeler. But after seeing the work done here and at the contests, I was humbled. Could I ever do as well? Maybe, with a little help from my friends. Thanks.

Bob Kieras

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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

BOEING 707-320B INTERCONTINENTAL

1/144 by Minicraft

Kit #: 14450; Vintage: 2000

Origin: Molding-China / Decals-unknown

Parts: 67 gray, one clear

Markings: N732PA Pan American Airways-PAA Clipper Mercury

Possible conversion options (not included):

Military 707 tankers, VIP transports, J-STARS, E-6A TACAMO, C-18 ARIA, AWACS and commercial freighters.



Introduction

With the DC-8, VC-10, Caravelle and others, many consider the 707 as the most elegant of all commercial jets. When Pan Am 707s hit the skies sporting their famous blue meatball tail logo, all airlines took notice all over the globe. Most carriers rushed to get in line to order their own 707s. Only Douglas presented fierce competition as carriers like Delta, Eastern, Iberia, National, SAS and Swissair remained loyal to the DC-8. Where are the 707s now? A mere handful are in passenger and cargo service in Africa and the Persian Gulf region, while a large number of military AWACS, STARS, C-18 and converted ex-airline tankers are active worldwide. In comparison, the remaining DC-8s we used to fly in with Air Canada, Braniff, Delta and Eastern, are active as converted freighters with companies like Airborne, DHL and UPS.

Other 707s on the Market

Besides Minicraft, manufacturers like Airfix, Aurora, Comet, Entex, Heller, and Revell released 707 kits in different scales. In

standard scales, Heller is the undisputed champion with its 707/AWACS kits. In 1/144, Revell and Minicraft offer decent representation of the 707/720 followed by Airfix which some modelers utilize for parts only. Very good 707 kit reviews and available decal listing can be found at the end of Alwyn T. Lloyd's book, *Detail in Scale Vol. 23: Boeing 707 & AWACS*. I strongly recommend this book to 707 model fans for its excellent detail photos.

First Impressions of Minicraft's 707

A long-range version of the 707, this kit is actually a 707-321. The surface of the model is rather rough and will need a complete and careful sanding and polishing for good results.

Instructions

The four-page sheet has an introduction to the 707 family followed by the easy to follow assembly steps. The part tree layout shows the extra parts in case you are doing a different version (more on that later), followed by a very well done paint and marking layout for the Pan Am 707.

Fuselage fit

In contrast to my past review on the Lockheed L.188 Electra, Minicraft did an excellent job in engraving the passenger doors, emergency exits, cargo hatches and general panels. The fuselage halves fit well and just need a bit coaxing with liquid cement. Don't rush it. This will insure both halves meet evenly in all areas, avoiding uneven surfaces which cause excessive sanding, filling and lost of detail.

Installation of the ventral fin (part 16) on early 707s depends on the particular aircraft you are doing. Some Pan AM 707s had it, some didn't. Some aircraft like the 720 and the USAF VC-137s had a smaller fin. Always consult photos and airline registration listings. Discard the tail probe/fin cap housing the HF communications antenna/receiver, drill a hole and install a suitably blunted needle of the right size and blend it in. The plastic tip in the kit is too fragile and prone to break while handling the fuselage assembly, etc.

All photos of 707s on the ground show the rudder positioned left or right - never perfectly straight on the tail. The clear windshield section is very nice and thin. Attach it after adding the right amount of plastic shim support to level it with the rest of the fuselage for a perfect blend.

Wing and Stabilizer Fit

There's a lot of fine detail including two engraved banks of vortex generator fences on top of each wing and stabilizer. There are groups of engraved elongated ovals marking the fuel access doors followed by the NACA scoop just under the wing tips. As in all 707s, drill small holes around the outer tip of the wing tips to insert static dischargers. These can be made from sprue or black nylon thread.

One error I detected was the way the wing leading edge roots meet the fuselage. The problem is that the wing roots do not meet

the fuselage at the same angle to make a perfect sweep. The problem area lies on the fuselage since it was poorly engineered making it an incomplete cranked sweep. To correct this, you have to slightly reposition the wing leading edges, sand them down and fill the area keeping in perspective the position of the landing gear. It can be done but it should have been done by the mold maker(s). Also add or paint landing and red/green navigation lights.

Landing Gear

The landing gear wells are totally devoid of detail except for the mating holes on the wings to place the landing gear legs. These areas extend from the wings to the fuselage all the way to the other wing. You can describe the insides of airliner landing gear wells in simple terms—busy and dirty. Even in this scale there's room in the bulkheads to add cables, tubing, hydraulic components, etc. The main gear doors are oversimplified and ripe for detail scratch building. On the actual aircraft, they fold in two, held by hydraulic linkages, not the two simple panels provided in the kit. The nose gear well is very small and cramped so there's no need to add detail in there. The nose gear leg does need a landing light, etc.

Engines

Although the kit uses the four Pratt & Whitney JT3D-3 turbofans, crude organ pipe sound suppressors are included in the tree part but not the complete early turbojet engines. Store those in your part bins since you won't need them here. These are probably used in Minicraft's early Lufthansa and Air France 707 versions. To improve the engines without having to sand down the seams inside the intakes and tailpipes, use Evergreen SB-4 5/16" plastic tubing for the intakes and SB-2 3/16" tubing for the tailpipe. Blend them to get them the look of one-piece intake caps and tailpipes

Decals and Markings

The decals are beautifully printed but...(uh, oh, here it comes!) Minicraft picked the wrong registration number for this Pan Am 707. There was never a N732PA assigned to Pan Am. As for as the Clipper Mercury, that name was first assigned to one of Pan Am's Douglas DC-6s and later transferred to their 707-321 N724PA—not to the phantom N732PA. The now-defunct Jetset Decals had an excellent Pan Am decal sheet which featured the correct markings but I don't think anyone is going to release them again.

Aftermarket Items

Other than decals and a couple of engine options, I am not aware of any aftermarket items. However, most modelers can overcome most errors and misses with a minimum of effort. You can convert this kit to a nice AWACS by using parts from Revell's AWACS kit. Conversions to tankers, TACAMOs and other versions should be fairly simple including the use of the General Electric CFM-56 turbofan engines from other kits, etc. An excellent source is the well-known ATP Airlines mail order catalog specializing in commercial aircraft kits and decals.

My Recommendations

- Add static dischargers around the outer tip of the wing tips,
- engine intake and tailpipe improvements,
- landing and navigation lights,
- landing gear wheel well detail
- a moderate amount of weathering.

Final Comments

Although I commend Minicraft for taking the lead in giving us a number of commercial aircraft in 1/144, they still need to bring their quality up to par with other model manufacturers. I hope they keep it up and add pieces to complete the jigsaw puzzle of still-needed models. In the meantime, I wish Heller would downsize their molds and release their excellent 707s, Constellations, DC-6s and AWACS in 1/144. I think they are letting a good opportunity slip by.

References

- Detail in Scale Vol. 23: Boeing 707 & AWACS* (1987) - Alwyn T. Lloyd (Aero/TAB Books Inc.)
- Pan Am - An Airline And Its Aircraft* (1987) - R.E.G. Davies (Orion Books)
- Profile No. 192: The Boeing 707* (1967) - Alfred Price (Profile Publications Ltd.)
- The Boeing 707* (1967) - Barry J. Schiff (Len Morgan/ARCO Publishing Co.)

NOTE: On my last review on the Revell-Germany H-19A Chickasaw I made several mentions to Italeri as if it was their kit. In fact, even though the kit was marketed under license by Revell-Germany; it was engineered by Italeri. A well-known marketing tool used by model companies is the art of re-branding and re-boxing other manufacturers' products. Well-known current and past marketing swaps include Airfix-Heller, Airfix-Otaki, Revell-Hasegawa, Testors-Fujimi, Aurora-Heller and AMT-ERTL-ESCI among others. For many years, R-G has used this licensing/ marketing tool using its own label.

Rafael

Jack Johnston Out For a While

You probably have heard that Jack Johnston, our model building bass player and riding instructor, has been diagnosed with non-Hodgkins lymphoma and has begun chemotherapy. Since the treatments just about destroy the patient's immune system, he has to be very careful of his surroundings. Naturally, that means he has to stay away from the barn and horses. He also has to stay away from malls, stores, kids, and generally most people.

His doctor says he is doing great. He has a round of treatments every three weeks with increased dosages. It's one down and five to go. They end in July. So far he says he is feeling fine and the outlook is good. He has been running a few errands but stays in the car. Jack is missing the farm and horses. So, if you have been wondering why Jack hasn't been to a meeting lately, that's why. Prayers and good wishes are in order. Jack's email address is F86Brat2@austin.rr.com .

(Fleet Submarine continued)

propeller guard rails are a real pain to clean and are probably molded way too thick. I cut off most of the cleats because they weren't shaped right and there were too many. I also sanded off the raised panel lines because none of the pictures had any lines at all and at scale the lines would be like 2x6's on the hull. The rest of the hull seemed to have good shape and cleaned up nicely. The deck is real groovy and looks pretty good.

Paint jobs. Floyd is right. Prove me wrong. That said, I picked the most swanky job in the book, *U.S. Subs in Action* (Squadron/Signal Publications), a two tone gray scheme know as Measure 32/3SS-B. I could have painted it pink. Paint was in short supply during the war and the gray and black would often weather away, revealing the red primer. The red with the remaining gray would combine to make pink. Remember the movie with Rock Hudson about the pink sub? Ruhe also talks about the Seadragon that he served on that Tokyo Rose called the Red Submarine in her broadcasts. After a few days at sea the black paint on the conning tower would wash off uncovering the red lead paint underneath.

Another story in Ruhe's book describes the captain asking Ruhe to design a camouflage scheme for the Crevalle. Ruhe was something of an artist so he got out his water color set and more to humor his captain, designed a paint scheme. The captain was thrilled and ordered Ruhe to repaint the sub. Two seamen on the paint detail began laughing and having way too much fun. Thinking that paint fumes may have gotten the better of them Ruhe went over to see what was up. Then he saw that they had painted a profane slogan on the side of the conning tower as part of his new scheme. He dismissed the men, took up the brush, and painted it out before anyone else saw it. I thought this scheme would be fun, but since model shows are family events, I decided against it. Anyway I used anti-fouling red from Floquil, and gunship gray FS 36118, and aircraft gray FS 16473 from Testor Model Master enamel. I over-coated with Testor's flat acrylic.



Why no numbers ? Numbers were removed from subs at the beginning of the war. The tradition continues today—US subs only carry numbers during their christening. The sub turned out pretty well but to make a better one I would replace the kit props

with photo etch, scratch-build the propeller guards, and find some better deck guns. Nautilus models included these with their set but they were poorly cast. I used two resin cast guns and two kit guns. Stretched sprue provided a credible whip antenna and brass parts from a WWII Navy ship set provided the radar dishes.

Bob Kieras

(Seehund continued)

to fit in the cone so I decided to trim it down to fit. I then added the PE rudder mount and glued it in place. I finished up the control surface by adding the rear diving planes (again eyeballing.)

I then worked up the parts that make up the torpedo mounts. These consist of two resin support arms, three rail-like pieces and a PE ejection mechanism. There is no indication exactly where the parts mount to the hull. I wound up taping the torpedoes in place to use as a guide for the mount assemblies. Once things looked right, I glued the mounts in place and added the front PE guide mounts. These have thin arms that you bend until they make contact with the warhead. Once happy, I removed the torpedoes and filled and sanded the gaps between the mount parts and the hull.

I then applied the various plates, davits, and tie downs to the rest of the hull to finish assembly. The thin wire included for tie downs was too flimsy so I replaced it with brass wire.

- **Painting and Weathering**

Instructions say paint the whole model dark sea gray. I wanted to control the various shades of weathering so I went with light sea gray. Once everything was dry I added the hatch/dome assembly. I did the "future" trick with the dome to bring out the sparkle. I wanted to show a lot of tonal variations with weathering and bring out the excellent hull details. I darkened all hull flooding ports with scale black. I used black pastel dust to darken around all the hull plate seams and sealed the weathering with a coat of Dullcote. Mask that dome! I then went over the whole model, dry brushing with light gray to make all those rivets and other details pop out. I decided to go very easy on the rust at the end because, let's face it, these vessels did not last that long in action.

I wrapped up the build by gluing those two beautiful torpedoes in place using the box photo as a reference. I replaced the periscope (that finally managed to leave this dimension after it broke off for the third time) with painted brass rod. I mounted the model on wood for photographs and to take down to the local IPMS show.

- **Conclusion**

I am pleased with the results of this build. I would recommend that you have a few resin kits under your belt before trying this kit—it is a tad pricey. The sparse instructions lend the kit to more advanced modelers but the old trusty eyeball pulled me through. That said, I definitely recommend this kit to the submarine enthusiast.

Richard Eaton

Old Rumors & New Kits

For this issue, I should rename the page but room permitting, I'll give you the latest on the latest model news as I've heard it. First of all is a list of the local winners from Model Fiesta XXI. I believe I attended every show, won at some but not at others—like this one—but had fun at all of them.

The model count at number XXI was down a bit from last year but the quality was certainly there and there were plenty of vendors. One of the best things about these shows is getting to visit with other modelers you haven't seen since the last show. Since the folks in Houston had to cancel their show which would have been the Regional Convention site, Dick Montgomery decided to call a quick meeting of representatives from around Region VI. We met Saturday morning and transacted what business was necessary for the convention so in fact, there has been a Regional Convention. It is doubtful that Houston will have a show this year but they may if they can find the space.

Now for the list of winners.

Dave Orloff	1st Rotary Tilt	Flettner FI-282 Kolibri
Richard Eaton	3rd Vac Form	Gotha WD VII
Greg Springer	1st 1/48 SE Prop	A6M2 Zero
Robert Kieras	3rd 1/48 Multi Prop	B-25D
Dave Orloff	3rd 1/72 SE Jet	Fi-103
Phil Brandt	3rd 1/72 Multi Jet	Tu-22M
Richard Eaton	3rd Conv./Scratch	Bison
Russ Holm	2nd Allied Armor	T26
Russ Holm	1st Panzer Chl'nge	Panzer IIC
Pat Rourke	2nd Panzer Chl'nge	Mid Prod. Jagdtiger
Russ Holm	2nd BT from 1946	M41
Russ Holm	1st Arm.Cars, APCs	BA-6 Armored Car
Russ Holm	2nd Arm. Cars APCs	ZTS-42
Karl Leady	3rd SP Guns Util. Veh.	M-7
Russ Holm	1st Towed Art'y	SOG 33
Rob Owens	2nd Towed Art'y	Gribeaval-12 pounder
Russ Holm	3rd Softskins	Krupp Protze
Rick Herrington	1st Small Armor	U.N. Ambulance
Dave Edgerly	3rd. Club/Group	American Armor
Kathy Roady	3rd Figures, movie	Bill the Cat
Richard Eaton	1st Submarines	Seehund mini sub
Robert Kieras	2nd Submarines	Gato Fleet Class Sub
Richard Eaton	3rd Spacecraft	Soyuz R-7 Launch veh.
Jeniffer Forster	2nd Auto pre-teen	Slammers Rambler
Josh Forster	1st Auto junior	Will Wild
Josh Forster	3rd Auto junior	Manglia

Special Awards

Russ Holm, BA-6 Armored car	Best Allied Armor
Dave Orloff, FI-282	Reuben Barrera Award (Best Rotary/Tilt)

If you want to check out the web site and see the photos, go to www.stic.net/alamosqn/ and follow the links to "archives." Congratulations to Dick Montgomery for getting the list and photos up in record time.

This is an abbreviated list and is only those winners whom I can identify as being affiliated with ASMS. There were several other Austin winners that I don't know but who built some excellent models. In fact, the theme winner ("The 1950s") was a 1/43 scale blue Maserati A6GCS by Chris Wrey who is listed as from Austin. Do you know him? How about Jack Malito of Cedar Park, Bill Jones, Steve Longoria, or Steve Beard of Austin. Beard won several awards for Armor—perhaps he is a member of AABS. If you know any of these modelers, give them an invite.

As you have noticed, this issue was almost devoid of aircraft articles and we had two, yes Two!, submarine articles and a very nice semi-modelers bio. If you submitted articles and they didn't get in this issue, be patient. This was a tight issue and I really can get spoiled with having more material than I have room for. Articles not printed will be reserved for future issues so stand by!

Now for some modeling news. Remember a few months ago when it was announced that Accurate Miniatures was no more? Well, to paraphrase Mark Twain, the news of AM's demise has been exaggerated. Yep. At a show back east, there was a table manned by AM where they were selling off the last of the old stock but at the same time announcing a new kit! It seems they have some new financial backing and will release later this year a 1/48 P-40E. This new kit may be here in time for Christmas if all goes well so don't start looking for it right away. It appears that their "surprise" kit, a 1/48 scale Vindicator is ready for production but there is some kind of financial/legal problem with the facilities in Korea so when that kit will appear is a real guess. AM's foray into 1/32 was to have been an Me-109 but that was scrapped when Hasegawa decided to do their G-6.

Revell-Monogram has released a re-pop of their very nice F9F Panther kit and this time it comes packaged with a special 48-page book, *U.S. Navy Jet Fighters, Part 1, the Early Designs* by Bert Kinzey. This kit has been sought after by modelers and collectors alike. The only differences in the new kit from the old is the color of plastic—the old one was in dark blue and the new one is in gray—and the decals which include Lt. Brubaker's aircraft from *The Bridges at Toko Ri* movie. Selling price with the book is in the mid-twenties. Despite the raised detail, it's still a good kit.

R-M will also rerelease the PBY probably next quarter. Still no definite word of the Ju-88C-6 nightfighter. It's coming, we just don't know when. Also be on the lookout for those "new" kits which have their origins in Japan (Hasegawa). These will be sold in the ProModeler box and include the P-38, A-4, and Stuka. If you want to visit the R-M website—very handy if you need replacement parts—go to: www.revell-monogram.com.

That's about all for this month. Congratulations again to all the winners from San Antone. Don't forget the quarterly contest Thursday night. See you there. Hope you are building something. Before you know it, it will be August, so don't be late.

Milton