



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

May 2002

SPRUE CONFESSIONS



SENIOR BOWL

by Phil Brandt, IPMS #14091

Perhaps the darkest of CIA “Black Programs” in the late Sixties and early Seventies, Senior Bowl used two modified B-52Hs as airborne launch platforms—the loss of a Lockheed M-12 Blackbird mother ship and one aircrew member in a midair with its just-released drone sounded the death knell for the earlier Tagboard program—for Mach 3+ Lockheed D-21B reconnaissance drones. After release, a large Lockheed solid fuel booster accelerated the Marquardt ramjet-powered drone to its Mach 3.35 operational speed. Four launches of highly classified operational missions targeting mainland China (most likely the Lop Nor nuclear test site) occurred probably between the Hawaiian Islands and Midway Island. The D-21B drone operated at approximately 90,000 feet altitude, and its route and sensor operation was controlled by an on-board Honeywell automatic navigation system. Upon return to mid-Pacific, the sensor package was jettisoned for airborne pickup by a JC-130, and the drone was command-destructed by the B-52 launch ship.

The D-21B never returned from its first operational mission on 9 November 1969. It may have flown on past its Chinese target, into the Soviet Union, because years later Skunk Works famed boss, Kelly Johnson, while touring Russia was presented with a smashed fragment of an airframe which turned out to be from the missing drone! The 16 December 1970 second mission went as planned, but the sensor package was not recovered. The third mission, on 4 March 1971, also returned to the recovery point, but the sensor package sank as the Navy attempted a recovery. The fourth, and final, mission was launched on 20 March 1971; the drone never returned and was assumed to have been destroyed by exceptionally heavy air defenses over the target area.

The international Peacetime Aerial Reconnaissance Program (PARPRO) Treaty negotiated in 1971 and lingering CIA reservations toward the drone program spelled an end to the operational career of the exotic drone, and the surviving airframes were moved to long-term, semi-secure, outdoor storage at Davis
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|---|------------------------------|
| Inaugural Space City Nationals Model Car Contest and Scale Automotive Expo., 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 |
| Austin Scale Model Show, Crockett Center, Austin TX | August 24, 2002 |
| Gascon III, IPMS Greater Abilene Scale Modelers, Abilene TX | October 12, 2002 |
| Great South Model Contest X, IPMS/New Orleans, Kenner LA | October 19, 2002 |

From the Editor...

I had a phone call from Jack Johnston today. He wanted me to tell everyone that his treatments are going well and he's feel pretty good. Good enough in fact to try to attend this year's picnic and auction. He has some donations that he will drop off to me just in case he can't but he really wants to be there. Jack is almost finished with his chemo treatments and is standing up to them very well. I bet he'll be at the picnic.

I had another phone call a few days ago. Masahiko called—morning here, very late at night in Okinawa—to say that he was taking courses in computer graphics but would be coming to Austin in August for a little "vacation." Unfortunately, he will have to return home a week before our show but he wants to come to a meeting if possible and visit with as many members as possible.

This month's meeting will be Thursday the 16th, back at Luby's on North Loop. Jarrod says the program will be about putty, fillers, and thinners. It should be informative and entertaining.

This issue of the Sprue is full of pictures but there are some really good articles with them. Richard Eaton came through with another nice construction feature as did Bondo. Former member Cookie Sewell graciously gave permission to print his review on the Skybow "Big Shot" and there is an interesting feature by Bruce Burden on using the computer to retrieve old decals. Skip and Jeff Forster round out the contributors with more reviews. Thanks to all of them for their support.

M.Bell

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| Ken Laronde (Vendor Liason) | 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.

April Minutes

Visitors

There were two visitors; Sheldon Eden who models Warbirds in 1/48 Scale and Keith Townsend whose interest is 1/43 scale Cars. Thanks for joining us this evening.

Old Business

Milton Bell had the nametags that were order in March. I believe he had one or two left over at the end of the meeting. He also checked to see if everyone had received his or her newsletters. He is sending out 32 newsletters by mail and 56 by email.

The P-38 "White Lightning," which crash landed several months ago, was displayed at the Burnet Air Show. The CAF is accepting donations to aid in the restoration efforts.

Mike Kachoris reminded us that the summer party and auction would be held on Saturday, June 1. Please make plans to be in attendance and support the club by donating and purchasing a kit during the auction.

Contest Report

Contest flyers have been printed and are being distributed to the local hobby shops. Ken Laronde will be sending out the vendor letters.

New Business

It was reported that the CAF's P-47 had been damaged in a fire and crash landing at Albuquerque. The aircraft was on a maintenance flight when a fire developed on takeoff. Damage was extensive but hopes were high that the aircraft could be restored to flying condition.

D.R.

Update on the Werners

I had a note from Floyd's wife, Yvonne, informing us that they are now homeowners in Baltimore. Their mailing address is: 2718 Placid Ave., Baltimore MD 21234. Their phone is 410 668-2368.

Floyd expects to go through the police academy sometime in July. The aviation unit he is attached to is located at the Glenn L. Martin State Airport. The two girls, Alison and Athena, are still in New Jersey until the end of the school year.

The Werner's are putting out the welcome mat for any ASMS modeler who happens to be in the area. "DC is just around the corner, beaches aren't far away, and the Inner Harbor is a good place to visit," Vonnie says.

Styrene Six

Jarrold Cunningham

Back home again!

"Hello" to you out there in plasticland!! I'm back. It sure is nice to come home after being away. I hope that you all have been doing well, and your projects are progressing nicely. I heard through the grapevine that Skip's presentation went well. I would like to thank him personally for stepping up and offering his talent. I also would like to ask at this time for anyone else who would like to demonstrate something, please contact Kenny so he can get you on the "lineup".

The annual auction is rapidly approaching, and we have a fair amount already collected for it. If you have anything for the auction, please bring it in as well. In addition to the auction, we will have to get door prizes for the annual show as well. If you wish to donate a kit, be sure that it is unstated, since it may end up as a door prize itself. I also would like to ask if anyone has ANY kits that could fall into the "make and take" category, please let me have them for the show. We can use all that we can get! If you're in doubt about what qualifies for this event, please see me about it.

I had the opportunity to attend the Silicon Valley group's meeting while I was in the area. I know some of you know many of their members as well. While I was there, I visited with Chris Bucholtz (Mr. Obscureco) and he promises all is well and those Tigercat props will be out very soon. In addition to talking with Chris, I met Roy Sutherland (Mr. Cooper Details), and by popular demand his sets will be reappearing. If you haven't used one of his sets, you don't know what you're missing! He assured me that all of his previous stuff would be available—plus some newer offerings—very soon. If the new stuff is as good as his older stuff, then it will be a treat! Incidentally, if you guys need something that he used to produce, let me know. I found a source that carries just about all of it. It's a hardware store in Berkley California (who woulda thought). The nice thing about them is when you charge your purchase the wife will think it's yard tools!! A nice added bonus indeed.

At this month's meeting, I will be handing out report cards. I am a "feedback" type of guy (call me a glutton for punishment); I would like you all to answer the questions honestly, and to provide this administration your opinion. IT'S EVERYBODY'S CLUB, not mine, not Kenny's but OURS. It is very important to me personally, for you all to feel good about the club, and its direction to this point. I'm sensitive to criticism, and value other opinions. Please take the time to fill them out.

I hope that all can attend. It will be nice to see you all again. See you at the next meeting!

May the Tenax be with you!

Jarrold



CAR CORNER

by Skip Perrine
IPMS 40167

Car Corner for May looks at two AMT Pro Shop kits.

Kit #31521 is a 70 1/2 Baldwin Motion Camaro. Proshop means that it is pre-painted professionally. It's a takeoff on the Masterpiece Pre-built models that retail for around \$30.00 but this kit retails for \$10.00 and you get the enjoyment of assembling it. Since it is pre-painted, all you have to do is assemble it. So, Car Corner takes you step-by-step through the process of building it.



First step is the front and rear wheel assembly, which consists of a tire and wheel and inner wheel and wheel retainer. This is followed by the engine assembly, which consists of the two-piece block and heads, intake manifold, oil pan with filter attached, water pump and starter. Then attach the two chrome valve covers, two-piece carburetor, distributor, two-piece air cleaner, and fan belt assembly consisting of fan, fan-clutch, and alternator.

The chassis assembly consists of four subassemblies. The first subassembly—we'll call it subassembly "A"—consisting of the sub frame (to which the engine attaches) the floor pan which is painted a flat black with what appears to be a dull coat. The two-piece exhaust headers attach to both sides of the engine at this point.

Subassembly "B"—the suspension—is next. Here you attach the upper left and right "A" arms, springs, spindles, lower cross member and steering assembly. At this point, if you desire, you can achieve a lowered appearance in front by adjusting the spindles. Sub assembly "C" includes the side pipes, drive shaft, rear shocks, electric fuel pump, rear axle, rear end cover, right and left rear springs and right and left yellow traction bars.

Sub assembly "D" is the interior consisting of two 2-piece front bucket seats, two interior side panels left and right, a rear seat, (which at this point can be fitted with rear speaker grilles to give the appearance of a stereo), center console with shifter, instrument panel, steering wheel and column.

Moving on to the final assembly, attach the wheels and the upper and lower radiator hoses and radiator. Next the chassis is attached to the body. Attach the spoiler front and rear, front valance and rear body panel, left and right taillights which are clear red plastic. Then comes the front grille, windshield, back glass and finally the rear body panel.

Now you are ready to add the extras to the engine compartment, the two-piece power brake booster, ignition module, two-piece fuel "cool can," fuel line and battery. The front end is assembled with two headlight lens, two parking lights, front left and right bumperettes, side mirrors and the license plate. Rear end is the rear bumper and license plate. And voila! We have one very nice looking red with white striped Baldwin Motion Camaro.

The '71 Dodge Charger R/T is similar but not exactly the same. So we will go through it step-by-step as well. AMT/ERTL kit # 31522 is also a Proshop series car, the car is painted a Chrysler color called Sublime and the body is pre-decaled. The first assembly in this kit is the engine, it consists of two-piece block and heads, front engine cover, oil pan and transmission pan. Fan belt assembly consists of the pulleys, fan, alternator, a/c compressor and power steering pump. Next we attach the right and left valve covers, intake manifold, two-piece carburetor, right and left exhaust manifold, oil filter, distributor and air cleaner.

Attach all of this to the "upper K frame," then to that attach the right and left spindles, lower K frame and sway bar. The radiator and core are attached top side. All of this attaches to the chassis/floor pan to which is added the exhaust system and tail pipes.

Now you are ready to assemble the rear end and attach it to the chassis. The rear end assembly consists of the rear axle, differential cover, left and right leaf springs, shocks and shock mounts. Insert the drive shaft into the rear of the engine and secure to the rear axle. Next, the very nicely appointed interior, which is white and accented with silver, black and woodgrain paints. The dashboard also has wood grained inserts. All of this attaches to the chassis/floor pan.



Moving on to the body/chassis assembly, the firewall is detailed with wiring harnesses, motors and brake parts all being painted according to factory specifications. The glass is front and rear and side left and right and a rear view mirror. Tires are replica stock Goodyear Polyglas GT Radials.

Once the body is mounted you should be ready to do the final touches to the engine compartment. The only thing not included in this kit was
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Computers And Modeling ...Beyond the Web

by Bruce Burden, IPMS #30968

Everybody is aware of the resources that can be found while browsing the Internet these days—anything from kit reviews to hard to find kits are there, if you are willing to look long enough and hard enough. However, this article is not about that.

When I finally found a hard to find Monogram kit of “Muscle Bug,” a 1/16 scale Hemi-powered VW bug, the decal sheet was an immediate concern. Easily 25 years old, and already cracking, I don’t think I’ll have any luck applying these decals. Enter the computer, the scanner, and a graphics manipulation program.



This is a low-res scanned image of the original decal sheet, with no modifications. You may be able to see that the decal film is slightly darker than the rest of the sheet and the cracks on the leotard of the lower “Muscle Bug” at waist level. There are plenty more, believe me!

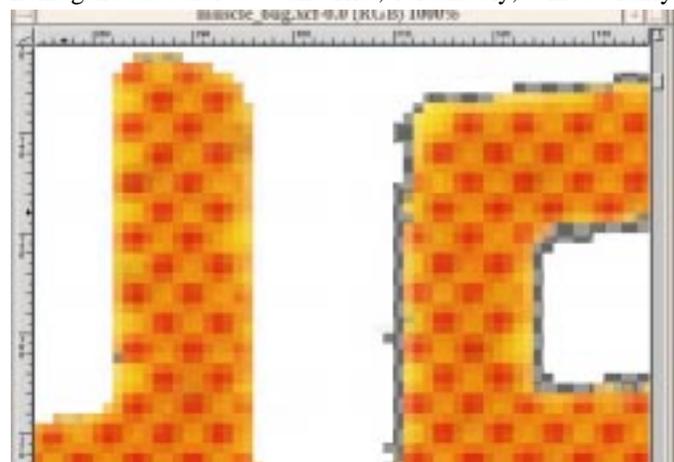
Once I had scanned the image at high resolution, I was able to start working on cleaning up the image. Since the paper backer is a tan color, I had to remove that color, or the supposedly clear areas of the new decal would have an annoying tan color. A few hours work and I had found the way to remove these areas and preserve the white areas in the Autolite, Fram and “HEMI POWER!” areas

In the second image note that the upper left white area looks much cleaner than the same area in the lower right. That is because I have been working to clean up this area. I have filled in all of the areas where scanner “noise” and the background



removal process left holes in the image. The grey checkered background, by the way, is how the program denotes a transparent area. What is not visible in this image are the areas that were not removed. Fringing every image is a tan area that may show up when I have the decals printed. Other problems, which won’t be visible on this image, are the areas surrounding the printing, where the transparent background is visible. The next screen shot shows that.

The final screen shot is a 10x image of the “H” and “E” in the upper left “HEMI POWER!”. Although the orange “HEMI” looks to be one color, the scanner rendered it in a series of multicolored dots, ranging from yellow to red. What I wanted to show, however, was that there is a one to two pixel wide “gap” around the letters. On the “H”, I have already filled in the gap with the white background, while the “E” still waits to be worked on. At some point, I will have to make the words “HEMI” a homogeneous color as well. That, fortunately, will be fairly



(continued on page 10)

Skybow 1/35 Military Series No. TP3504; U.S. 1-1/2 Ton Personnel Carrier BIG SHOT

by Cookie Sewell, AMPS 1



Parts: 256 parts (245 in light olive drab styrene, 6 black vinyl caps, 4 clear styrene, 1 section of nylon string); price \$28-39

Advantages: Nice, light rendering of this kit, much superior to the Peerless Max/Italeri/Bilek one; nice options and choices.

Disadvantages: Like the original, only a limited selection of what to do with it once built!

Rating: Highly Recommended

Recommendation: for US Army WWII softskin fans and some French in Viet Nam, as well as some really narrow options in other countries

As the US spun up for WWII, they had just introduced a new, more tactically focused and purpose built series of 3/4 ton 4 x 4 vehicles to supplant and replace the 1/2 ton 4 x 4 series from the late 1930s. The WC-51/52 Weapons Carrier variant was designed for a squad of eight men—six in troop seats and two in the cab—and was a very powerful and handy vehicle for its size. But when the Army announced that it was going to upgrade the size of a squad to 12 men, it seemed too small.

As the 2 1/2 ton trucks were deemed too big, and were finding too many other functions to fill, Chrysler responded by creating what they felt would be a good stand-in for the 2 1/2 ton class truck. By adding four more feet to the WC-51 body, and an extra driving axle and new suspension, they felt they had a sure winner that would meet all of the requirements. The new truck was designated the WC-62 (w/o winch) and WC-63 (w/winch). The rollout prototype in 1943 was dubbed the “BIG SHOT” in large print on the sides of the body, and ads from the Fargo division of Chrysler even showed it carrying 16 troops (albeit when compared with the scale of the vehicle, they all would have had to be four feet tall...)

The WC-62/63 should have been a great gap filler, but in reality, it was found to have a lot of shortcomings. The WC-51 weighed

7,050 pounds and the winch added 300 pounds to that number. It had an engine that produced a net 76 HP but could easily move the vehicle around. The WC-62/63 weighed in at 10,225 pounds/10,525 pounds respectively, but had the same engine. Even adding a two-speed transfer case did not help it out, as it was clearly underpowered. On paper the two were interchangeable, but in the field the WC-62/63 quickly found itself an orphan.

While it had been suggested it could replace the GMC CCKW in most functions, in reality it was ill-suited for most of the tasks handled by the larger truck. Being slower and less maneuverable than the 4 x 4 was not to its advantage, either. The result was that while over a quarter million 3/4 ton based vehicles were built, only 43,000 of these were built and most of them were quietly dumped after the war ended.

The only real function it found was as the prime mover for the M1 57mm antitank gun, the US model of the famed British 6-pounder. This was only in infantry regiments and divisions, as armored units used either M2 or M3 halftracks for that function. Other than that, it was usually a “hack” used for “trash hauling” – rations, personnel transfers, laundry, mail, etc.

Having said all that, it had a certain charm and was (to me at least) one of the best looking of the WC-51 family. Skybow has continued the great job they started with the WC-51/52 “Beep” kit and the WC-56/57 Command Car kits in this one, and it is another beauty.

The kit replicates the original in that it pulls most of its parts from the previous kits—the clear parts and sprues A, B, E, F, and J are straight from the WC-51 kit. It also includes the same two sprues for the .50 caliber and its ring mount. But the kit adds a new chassis, a new body, a supplemental suspension sprue with two more wheels and a third axle, and a sprue with two very nicely done injection molded canvas roofs for the body and cab.

I looked over all of the parts with this kit and the only comment I have is that if the body canvas is used, there are no bows for it. These will have to be added from bent Evergreen or similar strip, and 0.020" x 0.060" is about the right size for them. These go on the inside of the canvas, so most modelers probably won't even bother.

The kit comes with a very nice instruction booklet, which, having built the WC-56/57 kit, MUST be followed to ensure you drill out the holes needed for the version you have selected. Three sets of markings are included: a truck from a Quartermaster truck company, one from an corps level artillery battalion in the 3rd Army, and the prototype at rollout (BIG SHOT). The first two are “hacks” and can be stuffed to the rafters with odds and ends, so they offer a lot of possibilities as is for diorama builders.

The only really sad note is that the old Italeri M1 57mm gun is currently out of production, as it would make a great lashup with this nice new prime mover!

Cookie Sewell, AMPS

(Senior Bowl continued)

Monthan Air Force Base. Since the breakup of the Soviet Union, most of the surviving D-21B airframes out of the thirty-eight originally manufactured were given to museums; four remain with NASA for various high speed test programs. Today, at the USAF Museum in Dayton, Ohio, or at Tucson’s Pima County Air and Space Museum, you can get right up close to the Darth Vader-ish black shape that not so long ago was one of this country’s most closely held secrets.

The Model



This model portrays B-52H 61-0021 loaded with D-21B articles 508 and 509 prior to the first Senior Bowl two-drone test flight on 28 November 1967. Photographs taken at that time show that the standard SIOP paint scheme was very clean because the aircraft has just come out of Lockheed Skunk Works modification facilities.

B-52H Construction

Although the only injected 1/72 H model extant—and engraved at that—deficiencies of the AMT/Ertl B-52H have been well documented: (a) wings are in more of a flight configuration than static, that is, the familiar, pronounced droop of fueled B-52 wings at rest is missing and (b) the engine pods are significantly undersize. I planned a major kitbash to solve both.

One of my elderly Monogram B-52Ds furnished the wings (rescribed), and the wing saddle section from the upper center of the fuselage was cut out and grafted onto the Ertl fuselage to define the proper wing anhedral and mate exactly with the “new” wings. Added bonuses were deployable flaps and spoilers. And yes, Bondo’s aware that late BUFF spoilers are shaped differently; I’m invoking the “close enough for government work” rule on this one!

The undersized engine pods were replaced by a corrected resin set done by Red Dog Resins (OOP). Plan B would be to find ones done long ago by defunct DB Productions in the U.K.—I don’t know if Flightpath has acquired these parts. The engine mods are

not a turnkey job because the aft sections had to be widened slightly with plastic strip, and fan bypass vanes had to be scratchbuilt. Additionally, the Ertl H engine pylons had to be grafted onto the Monogram wings and also to the pods. Putty City!

The large Monogram D model iron bomb pylons fit right in to the wings, but the lower drone mating “shrouds” were scratchbuilt as per Skunk Works pix of the real thing. Also, the pylon trailing edges had to be reprofiled to match the leading edge of the GT-21B’s vertical fin.

GT-21B Drones



The rescribed drones were “cannonballed” from Monogram SR-71 kits. The distinct curvature of the jettisonable sensor pallets under and just aft of the nose aren’t well represented, so they were enhanced with A&B epoxy putty.

The gently tapering nose sections of the huge rocket boosters were created from ballpoint pen sections, with the aft booster sections represented by plastic tube. Larger diameter ring sections of tube were cut and slipped over the assembly to create the “bumps” as per the 1:1 version. The small white ram air turbine (RAT) in each nose was scratchbuilt, as was the folding ventral fin on the booster’s aft section.

Phil



Revell Golden Hind

by Richard Eaton IPMS # 40101



Introduction

I recently got a chance to relive a wonderful build of my youth when I found a 1965 molding of the Revell Golden Hind. I built this kit in my earlier years and just loved it. It is out of print now, but it is readily available and not terribly expensive. The kit is very impressive both in its detail and excellent assembly instructions. The bright color scheme is molded in relief in the plastic, easing painting and the rigging instructions are top notch. Even if you don't know a lateen from a sprit sail, there are easy to follow details that build up to a convincing rigging scheme. If you are into ships of this era or just want to get a feel for sailing shipbuilding, read on.

The Kit

The molding on this kit is very crisp, and there are a significant number of details provided in a kit of this age and scale. Judging from the five crew members provided, the kit scales roughly out to around HO scale. There is no flash, and only a few ejector pin marks, or sink marks on visible surfaces. There are some mold separation marks to deal with throughout, but they clean up easily. Parts are molded in hard brown styrene. Two types of rigging thread are provided and a nice large sheet of Vac sails is provided. I chose not to use them. There is one sheet of decals (still good) and a sheet of flags. A six page double sided booklet contains a nice history and thorough directions.

Prep and Painting

Painting and rigging make or break a kit like this. I went through the instructions and painted most parts in their base colors while they were on the sprue. I used light earth brown for the hull and Testors wood for the decking. I planned to add a dark brown wash over everything and dry brushed highlights later. I then masked the hull and sprayed the lower part and upper painted

works flat white. There is no distinct waterline molded in, so take care in establishing one.

Once dry I then hand painted the extensive color motif on the upper hull. I used the kit suggested scheme though I have never seen two paintings (or kits) with the same pattern. Using a fine round brush I first applied the dark gloss blue on the lower banding and upper diamonds. I then applied the reds as indicated. Again there are clear demarcations molded into the plastic. I know you are probably think this is daunting but just take it in sections. It is great therapy! I finished up with the gloss gold details and then a few spots of black. Some touchup and things started to sharpen up. I then painted the raised planking in a dark chocolate brown. I painted the beautiful crest of arms on the aft bulkhead as directed.

I generally created a symphony in brown as I painted railings and gratings in dark brown, fittings in lighter brown and the ship's boat a series of washed white and browns. The deck planking is very well molded. The details just flew out with a dark brown wash. The masts were painted a light brown and detailed with darker browns and flat black. I sprayed cannon barrels and other metal fittings flat black and lightly dry brushed with steels to bring out details.



Assembly

This kit goes together easily with good fit. In step one I assembled the multitude of deck fittings onto the main deck. I did not secure the ship's boat as indicated as called for to easy later parts placement. This is a good point to touch up and detail the main deck fittings.

Step two calls for assembling the hull main deck, stern and rudder. The massive rudder is in two parts and requires filling and sanding. I also filled and sanded the hull seam along the keel. Once happy with the fit of things, I clamped things down and applied cement.

In step three I assembled the forecandle and bowsprit as directed. Be sure and add the rigging details shown in notes A, B, and C,

because once the forecastle deck is in place you would be hard pressed to back fit. A thick anchor rope is provided. Wind that around the anchor post and feed it out the bow. The gammoning tie around the bowsprit really adds realism when wound correctly. Once the “pre-rigging” was done I finished assembling the bow components. I left off the figurehead deer for now.



In step four I assembled the large and small cannon and put them in place on the deck. The cannon barrels rest on a two piece base. These I touched up and dry brushed to bring out the nice details. I then placed the cannon in the ports and applied the cannon rigging. This gets a tad tricky in some of the closer fittings. I was glad I left off the ship’s boat at this point.

In steps five and six I assembled the aft quarter and poop decks and fittings. Note that the aft decking rests within the wide deck ribs in the hull and not on top of them. I touched up the deck ribs with deck color after assembly. I then assembled the aft gallery components. Here I added the kit decals as directed—I prayed that they would not disintegrate due to age. They went on fine. I over sprayed the decals with some Dulcote. I then went over the aft portions touching up and detailing.



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Seaview #5099 by Polar Lights
by Jeff Forster IPMS# 30833



This is a review of the old Voyage to the Bottom of the Sea Seaview kit. “Old” probably isn’t the proper word—reworked would be better. The good folks from Polar Lights sent it to us for review. I remember building this kit when I was eight or ten years old. I always wanted to try it again after I got better at it building but I never saw it again, probably because I was overseas most of the time. This is supposed to be a retooled kit from the old molds but in all honesty, I can’t remember enough about the old kit to be able to tell the difference, but I have heard that they improved the fit.

The kit consists of 19 styrene parts, molded in very dark gray, and two clear parts. Included is a nice little sea bottom display stand. All the parts are clean with no sink marks or flash. For those of us who fell in love with the TV show you’ll be pleased with this kit and the price is right too! The local shops have been carrying it for about \$17.00. I recently found out that Rebellion Creations has released an aftermarket kit for the Seaview which includes the flying sub launch doors, hanger bay, accurate front windows, (TV version), nose section, and a flying sub in scale with the rest of the sub. Buy one and relive your childhood!

JEFF’S BOOK REVIEWS

Okay everyone. This month’s book reviews start with a book titled: *The Illustrated History of Tanks* by Andy Lightbody and Joe Poyer.

This is a wonderful book with lots of color and b/w photos. It’s very informative with great stories about each tank. It includes a chapter on history and development. It also has the following chapters on each countries tanks, which includes the United States with 10 tanks; Soviet Union, 7 tanks; Great Briton, 5 tanks; France, 3 tanks; Brazil, 1 tank; Israel, 1 tank; Sweden, 2 tanks; Italy, 2 tanks; Japan, 5 tanks; China, 3 tanks; and South Korea, 1 tank. I really liked this book; the photos and text are wonderful. This book would be a valuable addition to your reference library. It is listed at \$24.95, but I picked it up at Half-Price Books for \$12.48. Jeff’s rating: ★★☆☆

The next book is SKYRAIDER—*The Douglas A-1 “Flying Dump Truck”* by Rosario Rausa. This is a really, really, great book and I enjoyed it immensely! It was great to read about the conception of this aircraft as well as the development. This book is told in a personal perspective, which makes it doubly interesting.

(continued on page 10)

(Car Corner continued)

ignition wiring and for the life of me I cannot understand why since they included the air conditioning hoses that attach to the compressor and condenser, i.e. a/c line/dryer, heater hoses and a/c compressor hose. Also there's an upper and lower radiator hose, wiper motor, power brake booster and master cylinder and battery. Now add the rear taillight panel, left and right wing pedestal, rear wing, rear valence and rear license plate.

On the front, add the front bumper/grille and four headlights — RC 56 is the best thing to put headlights in with—front valence with airdam, turn signals and finally the hood and outside rearview mirrors.

Skip

(Computers and Modeling continued)

simple: I will choose a representative color pixel, and fill in everything with that pixel. Something in the orange range should work, I think.

As you can see, the use of an image manipulation program and a scanner bring almost unlimited possibilities to the modeler. Salvaging old decal sheets, modifying sheets for use on different scale models, manipulating a decal sheet to "hypothetical" paint schemes/subjects, duplicating decal sheets from long out of production kits or combining multiple decal sheets, and creating new decals are possible using the computer and time. Lots of time!

No MicroSoft products were harmed (bashed, perhaps, but not harmed) during the preparation of this article. For those of you who are interested, the graphics program is "The GIMP," or "GNU Image Manipulation Program." (<http://www.gimp.org>). This is an open source program, and is distributed free of charge. A Windows version of The GIMP is available, but I have no idea how well it works!

Bruce Burden

(Jeff's Book Reviews continued)

There are accounts of carrier operations, battles in Korea, the years between Korea and Vietnam, then operations in Vietnam. Then finally, there are some great moments in the Skyraider's life. This book makes for some highly enjoyable reading and it has plenty of pictures. I got mine from the Military Book Club. Jeff's rating: ★★☆☆

Next up is an oldie but a goodie—*PT-109, John F. Kennedy In WWII* by Robert J. Donovan. This is a reprint of the book I first read in 4th grade many years ago. It was great then and is still great today. This time around it has a forward by Daniel Schorr, which I found to be very thought provoking. Pick it up and read the foreword if nothing else. Jeff's rating: ★★☆☆

Another good book I read over the Christmas holidays was *The U.S.S. Arizona* by Joy Waldron Jasper/James P. Delgado/Jim Adams. This is a fabulous book! It starts out with a history of battleships, the building of the Arizona, her career up to Pearl Harbor, and the events of her final fateful day on 7 Dec. 1941. Jeff's rating: ★★☆☆1/2

Jeff

(Hind continued)

In step seven I added the gun ports, anchor (huge and nicely detailed), cat heads, and shroud dead eyes. Use care in separating the shrouds as they are delicately molded. I had pre-painted the shrouds flat black and, once assembled, I dry brushed them with steel to bring out details.

In steps eight through ten I assembled the fore, main and mizzen mast assemblies. The masts are in several parts so use care in alignment. I detailed each mast at this point before adding them to the ship.

In step eleven I added the pre-painted ships ratlines. You are probably getting sick of all this nautical terminology at this point but fear not; the directions explain all components. The ratlines are the angled webbing that support and provide access to the crow's nests. The directions tell you to place all the yards (spars) in place at this point but don't do it!

Rigging

The directions provide a simple standing rigging scheme that is relatively easy and will provide a good looking model. If that's what you are into, fine. The last five pages of instructions give a detailed running rigging that I had to do. Rather than bore you with a blow by blow account I'll just give you my tips on turning a great model into an accurate one.

1. The kit comes with a multitude of blocks (as in block and tackle). Clean up the blocks and widen the holes for easier rigging. Tie off all the blocks in place on the masts and yardarms as directed BEFORE placing the parts on the model. Use a minute amount of CA to lock the ties you make.
2. Once all the blocks are in place the rigging is much easier. Generally, secure the rigging thread at the pin rail, cleat, or kevel on the hull first. Then just thread the line up and through the various blocks and tie at the terminus. Secure with CA. Make the lines as tight as possible, tightening as you go.
3. Take your time and do the rigging in multiple sessions.
4. It doesn't take a genius or psychopath to rig a ship (or an aeroplane for that matter).
5. Once the rigging is in place, tighten the cotton thread by applying a bit of water with a Q-Tip. As it dries it will tighten up a bit.

Conclusion

This kit is a real joy to build and a great education. The instructions and build teach you a lot about sailing ships. This kit is out of print but still readily available at meets and on-line auctions. Heller and Airfix still have a Golden Hind kit in production. I have seen the Airfix kit in 1/72. It is larger than the subject of this article and has good detail in the plastic. It lacks the nomenclature and rigging details of the old Revell. Wrapping up this baby I almost feel 15 again and I am ready for another three master.

Richard

Old Rumors & New Kits

I'm always amazed when I get to this point on the newsletter since I was able to make all the type "fit."

First off are a couple of web sites that I really like and I thought I'd share. First is the IPMS/Stockholm site. This site had some really great links and it's available in English. Go to www.ipmsstockholm.org and start looking. It's a great site for reference material and links.

One of the links took me to the Vought Corporation site. If you want some really nice line drawings of Vought products produced by the company, go to www.vought.com/vspecial/html/line-drawings.html. These drawings are of aircraft from all eras—from 1910 to 1969—and include classics as well as lesser known types. If you want to scratch build a Regulas 1, this is your site!

The big news for 1/48 builders is the new Tamiya Me 262 with Kettenkraftrad. It's available now in most hobby shops and sells for about \$40 or so. This is a very nice looking kit in the box and from what I hear builds up in typical Tamiya fashion.

If you have looked at the Tamiya web-site lately, you may have noticed a really strange illustration. Apparently, Tamiya is getting into the Luft '46 act with a Ta183A and Kettenkraftrad! Is this a new tool or a rebox of the excellent AMTech kit. I'd bet it's the latter. This is not a rumor, but since I don't read Japanese I can't say when this might be released. An illustration (box art?) also appears on the IPMS/Stockholm page.

Also coming from Tamiya is an F4U-1D Corsair *with* tractor. I can only guess at what the tractor will be but it's due in July in Japan. Also new from Tamiya is the Gloster Meteor F3, due this month, and a Nakajima Gekko Model 11. This is the early "stepped cockpit" version and it's set for a June release.

Another kit I expect to see soon is the La 7 from Gavia. This company from Czech Republic had produced some good kits lately, especially their Lysander, and I am looking forward to a really good La 7.

Just recently on the shelves is a 1/48 scale Dauphin 2 helicopter from Trumpeter. I can tell you that this 1/48 kit is just about as good as their earlier kits in 1/32. Three versions, separate kits, are available and two include markings for coast guard aircraft, although only one is USCG. (Good subject for the theme award for this year's contest!) Also from Trumpeter but yet to arrive are three versions of the Su-15 Sukhoi Flagon. These include a two-seater Flagon C. A bit pricey at \$40 plus, but these are the first injected 1/48 scale kits of this aircraft.

Hasegawa's 1/48 Arado 234B is due in July and should make a good display match for the Tamiya 262. Also due soon from Hasegawa is an A4B (AD4-2) due in June. Their 1/32 scale Me 109G-14 is due later this month. It should be every bit as good

as their earlier G-6. They also will soon release a Royal Army version of their Apache AH-64 helicopter in 1/48.

Fine Molds has produced what is probably the best X-Wing (Star Wars) model available. Now they have announced a Tie Fighter which will likely be just as good. These are 1/72 scale kits. Also from FM is a new (?) Manshu Army Ki 43 in 1/48. This may be the old—but still quite good—kit with new markings.

For ship builders, Pit Road (Sky Wave) has announced a couple of battle wagons in 1/700; the USS New Jersey and USS Iowa. These are waterline models are 38.5 cm long or just about 15 inches. The price will be about \$30 but I have no release date.

For the armor builders, Dragon has an all new Sd. Kfz. 171 Panther A, early type. I hear the instructions are improved and there is a PE set from Gum Ka that should make it a real winner. Tamiya is offering its excellent R/C unit in a Leopard 2, 1/35 scale, that includes a rotating turret. Tamiya will also re-release their M41 Walker Bulldog and M42 Duster. If you want to travel to never-never-land (and have \$300 for the ticket) you may want to look into the resin and white metal E-79 Bis from WAVE for the tank that never was.

Czech Model is showing a 1/48 scale T-34C Turbo Mentor. As usual for the company, it has injected main parts, resin details and vac canopies. Priced in the mid twenties, it's a welcome addition to a oft neglected field.

Books? We got books. New from Squadron is the latest in the Walk Around series. This time it's on the Cobra gunship. There are some great photos from the Gulf War. No, I didn't find Floyd in any of them!

There is a real nice looking softback that has loads of photos and sufficient text of the Sk. Kfz. II 3-ton half-track from WWII. This is another in the Allied-Axis series.

Steve Ginter has a new one out on the A4A/B Skyhawk. You may need this one for the new Hasegawa kit.

If you haven't built one of the many resin kits on the market now, and are afraid to try one, you may want to get the How To Build Resin Model Aircraft Kits book.

Osprey has two more great books on the market and I recommend them both. The first is B-25 Units in the MTO with some of the best and most varied profiles you'll find anywhere. The second is on the 352 Fighter Group with plenty of historic photos and as usual, great profiles. Osprey books just get better and better.

That's about all for this month. If you are on-line, be sure to check out those two addresses I mentioned and follow the links. In the meantime, don't forget that time is passing and you may run out of it before the August show if you don't get to building!

Air Show Schedule

Laughlin AFB, Tx. May 12 Air Amistead (Thunderbirds)

Naval air station Ft. Worth May 11-12 (Blue Angels)

Little Rock AFB Ark. June 1-2 Warriors in Flight

Oklahoma City June 15 - 16 (Blue Angels)

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, May 16**

