



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

November 2002

SPRUE CONFESSIONS



Collect-Aire 1/48 XF-103 "Thunderwarrior" Number 4834

by "Bondo" Phil Brandt IPMS 14091

BACKGROUND

The Fifties and Sixties were a veritable hotbed of American aviation development, a highwater mark achieved by everyday "outside the box" engineering. The stillborn Republic Aviation XF-103 "Thunderwarrior" exemplifies this developmental frenzy, perhaps matched only by the later, wildly successful design and construction of the A-12/SR-71 Lockheed Blackbirds.

The XF-103 was envisioned as an extremely high performance (Mach 3.7/100,000 feet!) interceptor follow-on to the F-102/F-106. Although the XF-103 was originally in the same 1951 design competition with the proposed F-102, the F-102 won, and a Convair interceptor dynasty of over twenty years was launched. The Air Force, however, directed Republic to push

ahead with three experimental prototypes. A full scale mock-up was completed, and one airframe was partially completed when the axe fell in August 1957, the AF citing cost as the reason. Not only were the prototypes cancelled, but also the XF-103's innovative Wright turbojet/ramjet engine and Hughes intercept radar.

The Thunderwarrior was loaded with cutting edge features: dual cycle powerplant (license-built Bristol Olympus turbojet in tandem with a Wright Aeronautical XRJ-55-W-1 ramjet) providing an impressive 37,400 pounds of thrust in a 55,000 pound gross weight aircraft; totally enclosed ejection capsule from which the airplane could be flown; periscopic viewer in place of a conventional windshield and canopy; variable incidence wings; an all-flying stabilator, and wing "tipérons" in lieu of ailerons.

THE KIT

As with many Collect-Aire releases, the joy of obtaining such eclectic subjects in 1/48 can be substantially tempered by quality issues which often require moderate to heavy effort to correct. Although major XF-103 component shapes are

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MetroPlex Car Model Club	March 22, 2003
IPMS/Central Arkansas Scale Modelers, Little Rock AR	May 2-4, 2003
NCT ScaleFest, Mesquite Rodeo Center	May 24, 2003
IPMS National Convention, Oklahoma City OK	July 2-5, 2003
SuperCon, Fort Worth (Arlington)	August 9, 2003
West Central Missouri	Sept. 20, 2003
GASCON IV, Greater Abilene Scale Modelers, Abilene TX	Oct. 11, 2003

From the Editor...

I'm sure sorry I had to miss the CAF Air Show in San Marcos earlier this month but I'm glad ASMS was represented. In the past we have introduced serious scale modeling to a number of people and picked up new members as well. Thanks to all who "showed the colors" and especially to Tim Robb for making the arrangements with the CenTex Wing of CAF.

Next meeting is Thursday, Nov. 21, at the Yarborough Branch Library on Hancock. This month's program will be another "Quarterly Contest." OK, so it's not a quarter but this is the in-club event that was postponed from last month. That postponement was mainly the fault of your editor who failed to make note of the event in the newsletter so a lot of members weren't aware of it. Now, you are all on notice—bring a model and take your chances. The awards are gift certificates to local hobby shops and are large enough to make the effort worthwhile.

The last show of the year is gone and now we have time to catch our breath and build something. The weather is getting cooler and will send some of us indoors so there's no reason we can't get back to building. Before we know it, the San Antonio show will be upon us. Yeah, yeah, I know, it's football season. Well, you can build and watch at the same time as long as you aren't one of those fans who like to throw things.

There are lots of new things in the shops and some exciting news (see page 11) for next year. See you Thursday at the Library, with models in hand.

Milton

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Austin Scale Modelers Society (ASMS) is affiliated with the International Plastic Modeler's Society (IPMS) as the Republic of Texas Chapter. ASMS meets the third Thursday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Confessions* is \$15 yearly. For more information on meeting times and location, call Milton Bell at (512) 454-2395. The views expressed in this newsletter are those of the authors. The Austin Scale Modelers Society does not endorse the contents of any article.

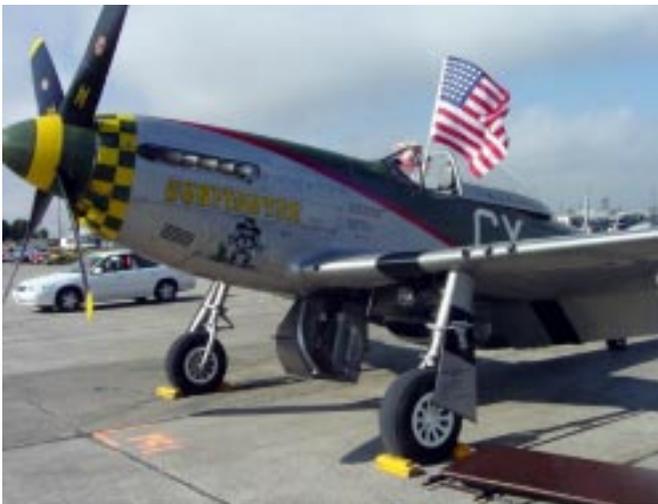
After Action Report From the San Marcos Air Show

By Tim Robb

We went, we watched, we talked, we modeled, we had a good time. OK, I guess that really isn't enough stuff to make a whole newsletter article, but that's essentially it and it's all true.

Marc Hobbs and his Dad, Jeff and Angie Forester and their kids, Bill Delk, Jarrod Cunningham, and myself represented ASMS at the Commemorative Air Force Air Show in San Marcos Saturday Nov. 9. We were blessed with the first dry Saturday in a month for this, the first air show in San Marcos since 1999.

We got there early and eventually got in after finding the back gate we were directed to use locked. We wandered around a little bit and then, true to form, The CAF put everybody walking and breathing to work. In our case we helped push the L- birds out of the hanger to clear a space to set up our tables. That accomplished, we set up shop and started modeling. At the start of the day Marc Hobbs announced his goal to start and finish three small scale armor pieces all before leaving at the end of the day, and by golly he got it done! I think I painted one instrument panel and maybe glued a few wings together, so I was very productive too. Bill sanded the same spot on a Lockheed L-188 Electra airliner kit all day. Jarrod did something. We talked to lots of folks about modeling and several expressed interest in joining ASMS. I handed out four cards for people to contact me later. So far, less than a week later, I have heard from one. Thanks to Milton for sending down some of his models in the display cases. They really attract attention. All the Tora Tora Tora guys drooled over the Kate.



The planes Tim, what about the planes? There was a good showing of aircraft on hand and most of them flew. The show opened with a six ship formation of little Beechcraft puddle hoppers making passes down the runway in various formations.

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Styrene Six

Jarrod Cunningham

Hey "glue sniffers"! If you didn't get in on the air show deal, then YOU MISSED OUT!!! From the early "dawn patrol" deployment (drive) to the last "heritage flight hurrah," a complete day of fun could be had. I won't steal any of Tim's thunder with a duplicate write up of the total event. What I will go on record with is a few feelings about the day in of itself.

Something has to be said about the whole deal of a "model geek's" preparation, execution and post flight of an event like an air show. Like most, I always look forward to being there early. And by early, I mean as soon as the gates open and they let you in. Nothing beats getting on the flight line without massive crowds, camera in hand, and taking more than a few shots of your favorite aircraft. Even more so IF one of those subjects just happens to be on the bench or nearing the top of your "to do" stack.

I had a field day with the static A-10's that were there. And you've gotta love the digital camera. What else zooms in like one AND gives you instant gratification by letting you see the picture you just took and then have it readily available to you via the old PC? Then if you're lucky, maybe, just maybe, one of those planes has the crew around her. A simple request later and... WHAMMO...cockpit pictures too!

What could be better than that? Then there are the sounds. The whine of the MiG-17 as it squealed to life, the thunder of the radials as they revved up and then what must be, in my opinion, the sweetest sound ever heard, the Merlin. To yours truly, there is no finer sound than that of a Rolls Royce "Merlin" that's properly tuned. Call me a sicko but that gentle rumble is, for me, the epitome of all that can be perfect in an engine. As others love the Wrights, the Allison's, and the Daimlers—I just love the sound of the Merlins.

Ok...tangents aside, we did get the table up and we did get some modeling done. We had numerous comments about the displayed models. In fact I think I could have sold Milton's Kate three times! It was good to get together with those who attended. It was good to get the word out. And mostly it was just good to be there. I know the last few meetings have been kind of a "downer," so it was really nice to do something positive and get some exposure to the fellow enthusiasts out there. I want to thank everyone for their efforts with this. Especially Tim Robb for getting the passes and getting us coordinated through the CAF folks. My advice to anybody thinking about participating in the next show is: "DO IT", you won't be disappointed.

I hope to see you all at the next meeting. I look forward to sharing your thoughts and mine. See you there!

Jarrod



CAR CORNER

by Skip Perrine
IPMS 40167

Here is a Batmobile review of two new kits from Polar Lights—both diecast kits, 1/18th scale to be exact. They are pre-painted, metal, diecast cars with plastic parts and rubber tires. This is the first of this kind of kit I have ever received from PL. It is a skill level 2 kit and should not require too much work to do it. I have opened both of them and all I can say is there is not much to them. They are molded in black and chrome plastic pieces and have vinyl tires and a metal body, so when they are assembled they are heavy. One is the Batmobile from the 1940s and the other is the 1960s version.



Here's a quick blast from the not-so-long-ago past—the 25th Anniversary Pontiac Trans Am. It comes molded in white, clear, transparent red for the taillights, and chrome. It has blue decals and it can basically only be built stock. I painted mine with Tamiya Italian Red and I made the interior gray. Otherwise I did it box-stock. I was quite pleased with this kit. I had one when they were first released and I liked it back then. It is pretty basic in assembly and the parts all fit very nicely together, but with me I always have trouble with the plenum that goes on top of the engine. All I can say is it's a good thing the real car goes together better than the plastic replica. Other than that, this is a great kit and a lot of fun to build.



Yet another blast from the past, is truly a BFP because it is a kit that was re-released some time ago. Definitely an oldie but a goodie and one of my all-time favorites for doing as a custom or a drag car. It's the old Monogram kit—the '53 Chevy Bel Air 2-door hardtop. It comes molded in red, clear and chrome. The reissue of this kit was molded in a metal flake blue, clear and chrome. Both kits came with all the custom goodies, i.e. a custom hood, hood scoop, custom wheels, fender skirts, and side pipes for the lowered look. In the engine compartment was a Stromberg 3-deuce (3 2-barrel carburetors) setup and a header pipe for the Blue Flame six. A front air dam can grace the front end if you are so inclined and as you can see from the photo below here's the one I have as a very clean stock buildup.

Skip



(Collect-Aire F-103 continued)

generally correct, delicately engraved and free of warpage, my kit was plagued with literally hundreds of micropits in the otherwise smooth wing and fuselage surfaces. This seems to be a continuing resin production problem that has been solved by other limited production manufacturers.

**CAPSULE AND COCKPIT**

I looked and looked at the ejection capsule configuration and instrument panel, comparing them with the enclosed Republic line drawings included with the Collect-Aire assembly pamphlet. Something seemed amiss, and it wasn't until I obtained pix of the cockpit mockup from Fotios Rouch that I realized that the master modeler had created major inconsistencies with the real thing: firstly, the ejection capsule as modeled is at least 1/8" too wide and had to be 'sectioned' down the center and the halves reattached; same, same for the sliding capsule hatch. This, BTW, made it necessary to also decrease the width of the movable ejection stabilization platform upon which the capsule is mounted...and also the width of the fuselage opening for the capsule. The capsule lowering rails were scratchbuilt.

From the mockup pix, the only instrument panel in the capsule itself is very small (much smaller than the one in the kit), accompanied by a few ejection switches around the coaming, and the F-102-style, twin-handled stick. There should be no consoles in the capsule. The side consoles, the throttles, flap lever and the main instrument panel w/periscopic viewer appear to be outside the capsule, mounted on 'ledges' in the fuselage sides and in front of the capsule. Strangely, the master modeler molded these side ledges, albeit mis-proportioned. I scratchbuilt the capsule and fuselage interiors and periscopic viewer using kitbashed Monogram F-89 consoles and modified front main instrument panel. A thinned, modified True Details Aces II seat replaced the too wide and much too plain kit seat.

FUSELAGE

An enclosed cutaway drawing in the construction pamphlet shows the intended missiles, so I elected to scratchbuild missile bays and display missiles on their launchers. The Hasegawa weapons kit AIM-54 was modified into its predecessor, the AIM-47 (also intended for the YF-12), by decreasing fin areas, etc. The smaller AIM-4 Falcon (and launchers) were 'cannonballed' from a Monogram F-102. The thick chunks of

resin cutout for the missile bays were thinned into the bay doors with a Dremel tool and an inner layer of plastic sheet laminated for strength.

Mating of the fuselage halves required much adjustment and filling, especially in the region of the "sugar scoop" intake and missile bays. I found the fit of the maingear well very poor and had to shim the fuselage sides approximately 1/8". The interior afterburner tube and turbine wheel were replaced by the same components from an OEZ Su-7 kit. This gave more depth and IMO, realism. The pitot tube was taken from an ESCI Mig-27 parts kit and mounted into concentric brass tubing glued into a hole drilled in the radome.

FLYING SURFACES

The wings are smooth and nicely cast with the exceptions of the micropits mentioned above. I elected to cut off the "tipperons" and display them slightly deployed. The very fine toothed Hasegawa saws are perfect for the smooth cuts needed. The relative massiveness of the resin wings and the fact that the incidence was variable allowed me to use lengths of concentric brass tubing as a carry through structure and pivot in the fuselage. This guaranteed that the heavy wings would line up and be well supported. Plus, they could be separately finished! I used the same scheme on a smaller scale for the stabilators. The vertical fin was CA-ed to the fuselage with no problems.

No pivot mechanism is shown or included for the large, foldable ventral strake (much like that in the YF-12) so it was Scratchbuilt City again.

LANDING GEAR

Monogram F-105 main wheels were substituted because of their size—the Collect-Aire wheels seemed too puny for such a long airframe—and molding quality. After all, the wheels are a Republic Aviation design anyhow! Nose wheels came from the F-4 Monogram kit.

FINISHING

After coating all components with gray automotive lacquer primer, the aforementioned pitted resin surfaces were filled with repeated iterations of my favorite lacquer putty, 3M Blue Acryl. Although it does shrink if applied too thickly, its quick drying and sandability are IMO unmatched. I also used Mr. Surfacer and slow drying CA glue for major discrepancies. Panel lines were rescribed and added as needed.

COLOR SCHEME

Since the F-103 was originally slated to replace the F-106 fleet in the Sixties, I elected to use the same ADC gray scheme overall—the Collect-Aire pamphlet mentions that Republic hinted at an eventual pale blue anticorrosion color scheme—except for the NMF flying surface leading edges and afterburner section all of which would have been very hot, especially during the ramjet, Mach 3.7 operational envelope.

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The U.S.S. Liberty... the Book and Maybe the Model

by Kenny Roady

Strolling through the vendor aisles at the 2000 Dallas Nats, I came upon a fellow selling 1/700 resin ships. Normally, I would have taken a cursory look and moved on to the “things wid wings,” but my eye caught sight of a cargo type vessel, specifically a liberty ship. I asked the man, “how much?”—he told me. I mentioned that I would like to convert her into the U.S.S. Liberty. The vendor suggested that I might try a victory ship, which he also had, and he made a sale.

You may not be familiar with the Liberty. The only reason I am is because my father installed communication equipment and probably a few pieces of spy gear on her. U.S.S. Liberty (AGTR-5) was a “technical research vessel,” a spy ship. On June 8, 1967, she was fired upon by the air and naval forces of the state of Israel. What is even more stunning is the fact that it appears to have been a deliberate attack, if you believe the survivors. I first heard of this incident when my dad handed me a book written by one of the survivors, then Lt. James Ennes, Jr. The book, “Assault On The Liberty,” chronicles the weeks before, the hours during, and the years after the attack.

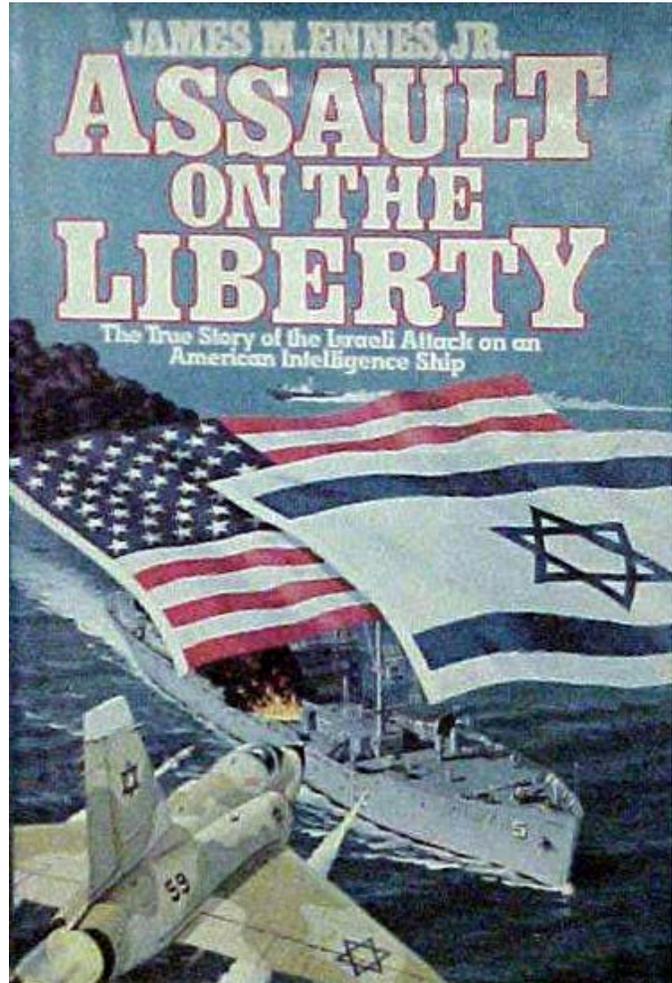
Four days earlier, the Israeli air force attacked the Egyptian and other air forces on the ground, starting the Six Day War. At 0600, 8 June 1967, Liberty was overflown by a “flying boxcar.” At 0900 she was reconnoitered at a distance by a jet. Two armed Mirage III's flew close enough an hour later that Lt. Ennes could see the pilots faces. For the next two hours and forty five minutes there were five more passes by Noratlases, one at mast height level. At 1400, Mirage III's commenced strafing Liberty with 30mm cannons and raking the deck with rockets. Mystere IV's then napalmed the deck starting many fires. If this wasn't enough, thirty five minutes later, motor torpedo boats arrived and fired at least five torpedoes, scoring one hit. The MTB's machine gunned men on the deck as they tried to put out the deck fires. When life rafts were lowered into the water the MTB's machine gunned them. The attack ended only when aircraft from the U.S.S. Saratoga were launched and were speeding on their way to the scene of the disaster.

The Israelis apologized, the White House accepted, and the U.S.S. Liberty limped into Malta with 34 dead and 171 wounded. The Captain was awarded the Congressional Medal of Honor in a low key ceremony at the Washington Navy Yard by the Secretary of the Navy; an unorthodox method by any measure for such a prestigious honor.

I looked at the pictures of the cannon and rocket holes, pictures of the wounded, dying and dead, and pictures of the huge torpedo hole in Liberty's side, I just knew I had to build a replica. It won't be easy. The cargo hatches need to be replaced with deck houses, the cargo cranes and crane kingposts need to be removed or

modified, a satellite communication dish and several other antennae have to be added. There are several websites by Liberty crewmen. One retells the story as his Christian testimony, a riveting tale.

There will be two contests next year that just beg for the inclusion of this model. The first is ModelFiesta in San Antonio. Their theme this year is spies. And I can't think of a better place and time than 4th of July at Oklahoma City.



Building the Samek Models 1/700**Razumnyj Type 7
Destroyer**

By Richard Eaton IPMS 40101

**Introduction**

Recently I was asked to do a buildup of the Samek 1/700 Russian Type 7 Class Razumnyj WWII era destroyer. I have never built a Samek resin before, but I have heard great things about them! I dug around until I found some Eduard 1/700 PE railing and anxiously awaited the kit!

Building the Razumnyj

Opening the box I found a plethora of very finely molded resin parts with no evidence of air bubbles anywhere. I mean, this is some of the better resin I have seen in a water line ship kit. Bob Pearson had already cleaned up most parts from the resin flash so I had only the fun part to deal with. Thanks Bob! He also glued an L shaped bit of sprue to the hull bottom for a handle. I have never done this before but I will from now on. This really makes things easier in the following steps.

Hull and Superstructure

The kit directions do a nice job of breaking the build up into assemblies. That is exactly how I like to model small ships. Did I say small? The hull on this sleek destroyer measures about 12 mm at the widest and 160 mm in length. But boy does Samek want to pack the detail in this one.

I couldn't stand it so I skipped the many detailed gun and fittings at this stage and assembled the superstructure components and placed them on the hull. I love the look of this rakish vessel. I started with the bridge components. There is a superstructure with a flying bridge topped by a gun director turret. There are no locating marks molded into the hull or parts so care should be taken in aligning components. There is a nice plan view of parts placement but it basically comes down to eyeballing the components. I used CA throughout assembly.

I then assembled the midships superstructure consisting of the boat deck, funnel, and searchlight platform. I dry fitted this assembly and the bridge to the hull to try and get alignment with the parts. I'm glad I did too, because there is a tight fit between these assemblies and I'm sure I would have messed up on the smoke stack placement. Once happy, I glued them in place. I skipped placing the boats at this stage because I was not happy with the parts and was still looking for my spares box.

I then assembled the mid-ship triple A platform and aft turret mount without difficulty. About those turrets—the kit came with four main battery turrets and four secondary turrets. All were drilled out and barrels made from the various width styrene rod supplied with the kit. The rod is color coded and used extensively throughout assembly. I then glued the two triple torpedo launchers in place. At this point I was ready to try for the neat dazzle camo scheme suggested by the box art.

Basic Painting

I sprayed the hull with a light coat of gunship gray and let that dry. I then carefully masked off the hull and superstructure to go for that neat splintered effect. I mean this took tiny slivers of masking tape to achieve this. You have to stand back and look at the ship at a waterline view to really see what you are doing. Once I was happy with the masking I sprayed a couple of light coats of haze gray on all horizontal surfaces taking some care to keep it off the deck. Once this dried I pulled the masks off and had a look. Not too shabby! I then did general touchup of the deck and I was happy.

Details, Details

Kit directions have you make individual small gun mounts, searchlights, vents, davits and masts out of the rod material and a few near microscopic resin parts still in the flash. I tried for awhile but began to lose as many parts as I was completing. At this point I found my stash of 1/700 parts trees left over from previous projects. Oh yes! I used these to replace the boats, single and dual AAA mounts, search lights, torpedo launch housing detail, and the gun director. Was I happy with this choice? You bet. Did I use any of the remaining Samek parts? You bet. I measured, cut, and assembled the two ships masts and boat davits out of the remaining rod material. This made for very nice scale thin parts with enough detail to be convincing. I did not mount them on the ship quite yet though. I did touchup painting and dry brushing of all the details in preparation for the PE railing.

Markings and Final Assembly

The kit comes with no markings. I found a sheet of Verlinden dry transfers that had extremely fine lettering, stars and numerals. I

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Small Scales A closer look

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by
Rafael Power



WESTLAND HU.5 WESSEX

1/72 by Italeri

(Greetings. I'm back into the small scales after my first incursion into the 1/48 arena and am now totally rehabilitated. Just have to keep the venerable editor happy from time to time. Hah!!)

(Editor's Note: Venerable? Bite your tongue!)

Kit #: 082
Vintage: 1997
Origin: Molding/decals: Italy
Parts: Dark Gray: 95, clear: 8
Markings: XS517 84 Sq./RAF (RAF Akrotiri, Cyprus, 1987)
XS522 777 Sq./RN (aboard HMS London, 1981)
XT471 847 Sq./RN (Malaysia, 1986)
Conversion Options: Several detail/conversion sets are available in the UK to convert the Wessex to one of several versions.

Sikorsky's British Cousin

Developed under license from Sikorsky's S-58 and H-34 in 1956, the Westland Wessex became Britain's main combat helicopter. Used by the Royal Air Force-RAF and the Royal Navy's Fleet Air Arm-FAA, The Wessex was developed into a series of versions to serve as a troop, utility, Search & Rescue, casualty evacuation, VIP transport, and Anti Submarine Warfare-ASW helicopter. Still in service, Wessex helicopters were used in the film "Full Metal Jacket" to simulate Vietnam era Sikorsky H-34s.

The Wessex was used by the RAF, RN/FAA, Royal Marines, Australian Navy, Ghana AF, Iraqi AF, Royal Brunei Armed Forces, and Uruguayan Naval Aviation. They were also employed in the civilian sector to service oil rigs, tankers, power companies, etc. The "big schnozola" with its pronounced nose is reaching the end of its usable military life as the RAF retires its SAR Wessex in favor of the Westland Sea King.

Available Scale Wessex choppers

First on the market was the FROG #247, later released under the Airlines #7905 and NOVO #247 labels in Russia. That was followed by a very nice Matchbox #133 with Royal Australian Navy and Fleet Air Arm-FAA markings. The FROG/Airlines/NOVO versions are still fairly available on sale tables while the Matchbox is still available in the UK catalogs. A couple of 1/48 Revell-Germany Sikorsky H-34/Westland Wessex kits were released during the 1980s, the latter with Queen's Flight markings. They are now only available in collectible listings unless Revell decides to re-release them.

First impressions

This is Italeri's use of particular aircraft/helicopter to release them in different versions. Approximately 75 percent of the kit parts are identical to the Sikorsky H-34. The fuselage is molded in a fine pebble-grain finish with good detail and panel lines. The fit is very good and needs a moderate amount of filler and some panel line scribing to line up both fuselage halves.

Instructions

The ten sections are clear and easily followed and illustrate three different helicopters – one RAF and two RN/FAA. However the painting and marking guide erroneously illustrates the three machines with H-34 observation windows instead of the elongated ones used by the Navy. The RAF uses the original square ones. The parts breakdown indicated four gray and one clear ones should be relegated to the parts bin since they probably belong to Italeri's H-34 kit.

Decals

The sheets are thin but too glossy for my taste since aircraft markings tend to weather rapidly into a semi to flat finish. A good number of warning blocks and other markings are included. However, there's no control panel decal. Also missing from the inflatable landing gear canisters are two danger triangles similar to the ejection seat warning ones.

The Interior

The 10-part cockpit includes two seats, control sticks, and a control panel with separate coaming. The main cabin includes the seats and panel bracing/interior skeleton. The clear parts are excellent and fit well. The usual polishing compound will leave them nice and bright.

Small Assembly Details

The large engine exhausts are acceptable but you can try to fabricate a more realistic ones from thin metal or plastic piping/

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tubing. An Airwaves detail set includes a photoetched engine cooling intake grill that replaces the kit's plastic one. A more detailed and correct rescue hoist is also needed.

Larger Assembly Details

The eight-piece main propeller assembly is well-detailed although you may want to add some more as needed. The four blades have the built-in droop so you won't have to drop them in hot water.

Landing Gear

The landing gear legs are very nicely done but are very fragile and prone to be easily broken. I suspect the legs may not support the fuselage during handling. Time to sharpen your scratch building skills.

My Recommendations:

- With the ready availability of materials in local hobby shop or craft stores, it's not too hard to scratch build a more durable main gear. Combining plastic tubing/rods and metal wiring/tubing on different thicknesses to fabricate a sturdy copy that will withstand the weight of the fuselage. This would be a very interesting project allowing you to develop your multimedia skills. This may apply to the engine exhaust pipes.
- Replace some decal markings with painted ones such as maintenance areas or slightly weather them with superfine sand paper, etc.
- As always, a good going over with a good polishing compound will get your Wessex ready for the paint shed.
- Reduce the size of the observation windows if you want to convert the kit to an RAF rescue version.

Final Thoughts

Italeri has become the benchmark for helicopter model kits. Whether under their own trade name or under license to Revell-Germany, this is the brand to seek for the best helicopter models. Yes, they do make mistakes as I have noted here but they do satisfy helicopter fans like me. You Italians know what I want so keep them coming!

References

I believe there's a book on the Westland Wessex family published in the UK but I was unable to locate the title or availability. More data on the Wessex can be located in books about the RAF and the RN/FAA.

The following articles are very helpful:

- *Wessex – A Big-nosed Sikorsky S-58*, Denis Calvert (AFI, 1997)
- *Wings Across the Sea: History of Australian Naval Aviation*, Ross Gillett (Aerospace Publications, 1988)

Next Issue: Hasegawa's 1/72 KA-3B Skywarrior

Rafael

Jeff's Book Reviews

By

Jeff Forster, IPMS#30833

Not Going Home Alone - A Marines Story, is by James J. Kirschke. It's published by Ballantine Books and I received it through the Military Book Club. It has four pages of photos and is 238 pages.

This is the story of 1st Lt. Kirschke who went to Vietnam in 1966 as a mortar platoon leader and then he took over a rifle company. He was definitely a "lead-by-example" officer, the kind you would want to have leading you into combat. Reading this book you knew that with him in charge, your chances of going home were very good. He trained his people hard but fairly. His unit saw combat almost daily in the area south of the DMZ and the terrible An Hoa region, operating most of the time at 50% or less than the authorized level.

He voiced his disapproval of the system that allowed an individual to rotate back to the states when either his dero's or ETS came up. He felt a unit would be much more cohesive if they rotated in and out of country as a whole so there would be more experienced men in the unit and thus fewer fatalities. His men's morale was always high which in turn kept their fighting level at a premium. He continued to lead his men even though he suffered through several attacks of malaria. At one point of his tour his platoon even went on a mission north of the DMZ and made it back alive.

He was finally taken out of action after triggering a triple mine—exhaustion will get you every time—a box mine rigged to an antitank rocket and a fragmentation grenade. Severely wounded, he eventually lost both legs. He spent months at Clark AFB going through numerous surgeries and using over 55 pints of blood. When he was flown back to the states he weighed less than 80 pounds.

This book was very awe-inspiring and worth the read. Jeff's rating: ★★☆1/2

Next up is a book titled *The Man Who Flew The Memphis Belle —Memoir of a WW 2 Bomber Pilot* by Col. Robert Morgan, USAFR, Ret. With Ron Powers. Dutton publishes it. It contains eight pages of photos and 388 pages. I received this book from the Military Book Club.

First off, I'll put my two cents in. After reading this book my view of Col. Morgan changed. I always figured he was like most other American boys flying the bombers over Europe, but instead it turns out he was raised with the likes of the Vanderbilts living on the property for most of his years before he joined the military. He was a very spoiled person who looked down on people of a lesser status. I believe the marriage count must have been at four or five by the time the war ended. I will admit that he did some growing up by the time his first tour ended in Europe but he needed more. After returning from the war over Hitler's Europe, he and the Memphis Belle's crew went on a long war bond tour. Later, he
(continued on page 10)

(Collect-Aire F-103 continued)

Two very close gray shades of custom-mixed Polly Scale acrylic flats were created by substantially whitening Light Gunship Gray and adding a few drops of Intermediate Blue. Before decaling, I shot two coats of gloss clear acrylic. NMF surfaces were done in various custom shades of Alclad II shot over a base coat of Steel and were masked to protect from the clear gloss.

The Collect-Aire decals were rather thick and somewhat yellowed, plus they were for the XF airframe, so I substituted SuperScale decals from an old F-102 sheet since there's no reason that the follow-on F-103 wouldn't have used flashy tail logos as did the Deuces and Sixes. The checkered tail scheme is from the 16th FIS at Naha in the Fifties. After sealing the decals, I wet sanded with micro sanding cloths of 8000 grit, transitioning to 12,000 to bring up the gloss.

Phil

(San Marcos CAF Show continued)

Not the thrill of a big Pratt & Whitney but still something I had never seen before and kind of cool. One of the first acts was a pair of T-28s doing formation aerobatics, I'd never seen that before either. The Tora Tora Tora Pearl Harbor reenactment, the signature event of a CAF air show, was there naturally. The good guys were represented by a P-51D and a P-40N this time.

We got good demos and photo passes from "The Gunfighter" P-51D, and TBM-3, a P-63, and "the Yellow Rose" B-25J and a few more I didn't see because it was my turn to be inside the hanger. The P-39 did not fly. This time the excuse was water in the gas tank. Sandy Sansing walked out to start her up, and then after about twenty minutes walked back in. But, I saw it fly over my house less than two weeks ago preparing for the show. Eat your hearts out. Other planes were there and flew at the show too, but I wasn't taking notes on all of them. Lots of trainers and L-Birds flew. The new USAF T-6 Texan IIs were there and flew. This is a tricycle gear, turboprop basic trainer with a huge bubble canopy for two. Very ugly airplanes to my eye.

We got aerobatics from Paul Fiala, a regular at this show, in his Great Lakes biplane, a REAL T-6, a MiG 17F, a T-33, and an F-16. The MiG 17 was very cool and again something I had never seen before. It trails a long streamer of fire when the afterburner is lit—very impressive. It was easy to visualize this type lying in wait down in the weeds in Viet Nam and making effective pop-up attacks on inbound Americans. The MiG and T-33 staged a "dogfight", really just a few passes together in trail formation.

We had a fly-by from a Missouri based B-2 Spirit, which made three passes before leaving. Once again, something I had never seen before. The last act of the day began with the arrival of the F-16, which put on a good, loud aerobatics demo—lots of afterburner. When he was done, The Gunfighter P-51D took off again (they flew this airplane all day long—maybe four different times) and the F-16 joined up on him and they made lots of photo passes together. They finished up with a head on pass at each other starting from opposite ends of the main runway and breaking away at show center. Dare I say it again? I had never seen that before.

All in all, a pretty good day for a little air show. I don't know when we'll be treated to another one in San Marcos, but I'll be there again when it happens. Small crowd, fun modeling, cheap food (\$2 sausage wraps! compare with \$6 at big shows), good flying!

Tim

(Razumnyj Destroyer continued)

transferred the ship's numbers on the hull and even found tiny stars for the bow. I decided to put complete deck railings around the ship. Most of the superstructure railings consist of splinter shielding so I did no railing there. I sprayed the Eduard PE haze gray and carefully cut out a few spans. Switch to max magnification here. I bent one rail carefully into a tight V and glued the apex at the bow point. Boy here is where Bob's "handle" sure made a difference. I then tacked down the railing on first one side and then the other with the tiniest amounts of CA. I then glued to lengths of railings on either side of the hull to complete the model.

Conclusion

I painted the cutout box bottom, painted in a wake, and took some pictures for this article. I enjoyed this little build but do recommend the kit for the experienced ship modeler because of its size and complex parts. I'd also recommend having PE rails and replacement parts for the secondary weapons and small boats. The Samek Type VII destroyer will make an interesting addition to any collection of WWII era destroyers. I thank Bob Pearson for offering me this very nice kit that he acquired through Lubos Vinar at VAMP MAIL ORDER.

Richard

(Jeff's Book Reviews continued)

was given command of a B-29 squadron and led the first B-29 raid over Tokyo in "Dauntless Dotti." He ended the war with a total of 51 combat missions—25 over Europe and 26 over Japan.

This book was what I would call so-so, and I suppose my bias is a result of my disappointment in the main character. Jeff's rating: **1/2.

Jeff



Jeff got this shot of a P-40N in AVG markings at San Marcos.

Old Rumors & New Kits

Not all the good announcements happen at Hobby Shows. Just a few days ago there was an announcement from the “Joyful Modellers Convention” in Japan. (Gotta love those Japanese Show Names! Bruce, are you paying attention?) Anyway, Hasegawa took the opportunity to announce four new releases for aircraft and one new ship.

Hold on to your wallets. First is a 1/32 scale Fw 190D-9. Now it’s possible that this will not be a 100% new kit since the older fuselage could be used with a set of new wings, etc. At the same time, the “word” is that it’s a totally new tool. The kit number is ST 19 and the release date is May 2003

Second on the list is kit number PT 26, an F-8J, a companion to the yet to be seen 1/48 F-8E. This is not totally unexpected but confirms that a series of Crusaders will eventually find their way to the shelves. This kit is tentatively scheduled for a summer 2003 release.

Then there a couple of real surprises. PT 27 is the F-2A, a souped-up Japanese version of the F-16. Again, this is in 1/48 scale and should be an interesting kit and we should find out this summer. The kit that really catches my eye is PT 28, a 1/48 AV-8B Harrier. And no, this isn’t the old Revell-Monogram kit! The photo on the Hasegawa flyer is of the latest 8B Plus version with the extended strake, 100% LERXs wing, chaff dispensers and long nose. I should have known that when I bought the AMRAAM conversion set that someone would bring out a new kit! If an AV-8B Plus is coming, can the night-fighter be far behind! Unfortunately, no date on the Harrier is given.

The ship model appears to be a 1/700 scale recent Japanese destroyer but since my Japanese isn’t too good that’s about all I know.

Prices? Probably in line with current releases from Hasegawa. I expect the Dora to be about the same as the Gustav, perhaps a little more. Time will tell.

Remember the ICM P-51B Mustangs that everyone said were “based” on the Tamiya kit? Well, guess who’s back. Yep! This time with four more ‘Stangs—a P-51D, a Mk-IV, a P-51A, and a Mk II. The latter seem to have some parts very similar to the Accurate Miniatures kit of the Allison Mustang. No word on the derivation of the D but I can only guess. These aren’t bad kits and though they don’t fit quite as well as the Tamiya kits, they are certainly cheaper.

If you are a fan of the aircraft from the earliest days of WW2, you’ll be glad to know that Mirage has released three versions—actually just different markings—of the Polish PZL P-11c. This very attractive little parasol wing fighter was offered some time ago by LTD. The Mirage kit appears to be much better and comes with resin and PE details.

Armor? Yes, there is new armor, especially if you like 1/72. There are some really neat looking pieces from Mirage that include a Chinese Vickers EMk. B tank and an AT-1 assault gun. I haven’t seen them in the flesh but if they are anything like the Mirage PZL they should be worth a look.

AMTech’s new P-40 F/L is in the hands of some reviewers for test builds and it looks good. Wish I had one. This kit features a new resin nose that lets you easily make the long-tailed F/L version. What you get is the E kit and the resin nose plug. Actually it’s a plug from the wing forward! You have to cut off the nose and attach the new nose. Exhaust stubs must be also cut off the backing plate and applied individually. I suppose you could do them in pairs but I haven’t had the kit in my hands yet.

You may also know that AMTech is also reworking the old ESCI Henschel Hs-123 biplane. Their version will have resin details for the cockpit and new styrene “un-spatted” landing gear. I have also heard that both the P-40L and the Hs-123 releases will consist of only 5000 units so if you want one be early or you may miss out.

I noticed a semi-rumor that Classic Airframes would be doing a Fairey Barracuda. Frankly, I doubt this since they have already released a list of planned projects and the Barracuda was not included. It’s possible that Grand Phoenix who did the Fairey Firefly may opt for the Barracuda. Classic Airframes will shortly release two kits that are attracting a lot of attention. They are the De Havilland Sea Hornet and Hornet F.1/F.3. The Hornet was a very sleek twin that was an “evolution” of the Mosquito.

If you missed out on the B-58 Hustler and B-26 from R-M, word has it that Revell AG will re-release both kits next year. That big BV 222 seaplane—25 inch wingspan in 1/72—from Revell is set for a December release. The Dassault Atlantique should follow in January.

Revell-Monogram has its expected reboxed versions of popular Hasegawa kits in the first quarter, including F4U-5N Corsair. The Arado 234C is supposed to out in February as is the Corsair. The Me 109G-4 Trop is due in January. I believe all these will be under the Pro Modeler label.

If you have been waiting on the F-105G, January should bring some satisfaction. R-M is re-releasing this kit and including a book with the kit this time around.

R-M has a slew of cars in the offing, many of them metal-bodied. Fortunately, there are a number of glue kits as well as some new SnapTite kits. In fact, there are just too many to list here but each month should see some new kits for the car builder.

There are also some new books just out. One that I picked up is the new Squadron Signal book on the He-111. Also look for new books from Osprey, always good bargains, and another from Squadron on the U-2 In Action series. More next month.

Milton

Air Show Schedule

**Next Meeting:
Thursday, November 21**

