



IPMS/Republic of Texas

SPRUE CONFESSIONS



Tamiya's 1/72 P-51D Mustang

by Milton Bell IPMS #16702

I bought this kit several years ago at a sale. I know, it's not my usual scale. But, since I had built the Me 109E and F4U-1D in this scale and had so much fun building them, latching on to the Mustang was a no-brainer.

Like the other kits in this series, the Mustang is virtually a mini-version of the 1/48 scale Mustang and so is a delight to do. If there are no distractions, it can be a weekend build and the results will be most satisfying.

There is very little to caution a modeler about. All the parts were clean—no flash—and the dry fit is right on. The propeller/spinner assembly can be a problem but if you do ample dry fitting and adjusting, it fits just fine. The only underwing options are two fuel tanks and these have good detail which is not threatened by construction. I used Tamiya's liquid cement throughout and it provides a clean and tight weld. With a little care, cleaning the joint will not be necessary.

And that's true for just about all the model—dry fit, align, and glue. But then, that's what you do anyway. Right?

One little note. The flaps do not lower as on the 1/48 model. Since the inner gear doors generally do not “leak” open unless the flaps do, I decided to model mine with the inner doors in the 99% up position! I used white glue and they drooped ever so slightly.

The one problem I find with the 1/72 scale kits from Tamiya is the shallowness of interior (cockpit) detail. I decided to dress mine up a bit with an Eduard “Zoom” set. This set includes an instrument panel which captures a piece of clear acetate with instrument faces printed on it between two pieces of photoetch. It looks so much better than a decal or raised detail on plastic. I painted the instruments with flat white before assembly so the dials and indicators would be more realistic.

The Zoom set also includes trim wheels, seat detail parts, radiator screen, landing gear details, and fuel filler-caps. And of course there are seat belts. I prefer using white glue to attach small PE components. If I get a little too much, I can remove the excess with a moist paint brush and it's far more forgiving than CA.

After building this little gem, I got interested in doing the bigger one and began to do some
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IPMS/ASMS, Austin Scale Model Show, Austin TX	April 19, 2003
IPMS/Central Arkansas Sale Modelers, Little Rock AR	May 2-4, 2003
IPMS/NCT Squadron Scalefest, location TBD	May, 2003
IPMS/USA National Convention, Oklahoma City OK	July 2-5, 2003

From the Editor...

September's meeting will be Thursday the 19th back at Luby's on North Loop. Meeting time is the usual 7:00 PM. This is a very important meeting so please make every effort to be there.

We will discuss the recent August contest, get the particulars from Bruce and Tim, and—note the show schedule above—discuss next year's show. We also need to bring money for our tickets to the dinner honoring Bob and Alice King. In case you haven't heard, we are dining out at the County Line South on Saturday, Sept. 28. We need your money by the 19th. It will cost \$22.50 per person for all the BBQ you can eat. Iced tea and all the sides are included. There will be a cash bar.

Then we need to find a new meeting place. As you probably know by now, Luby's is closing on Sept. 25 and we need to find a new place to hang our hats! Since I had business recently at the Yarborough Branch Library (where the armor club meets), I applied for the third Thursday reservation from now until September 2003. We can have their large room, which they say has a limit of 80, from November through August, but **not** for October. If you know of a possible meeting place, let one of the club officers know. Since most of our members are in the "greater Austin area" the site needs to be fairly centrally located—sorry Tim, I don't think the San Marcos Community Center will fly. Just remember, we need to secure a site for our next meeting, Oct. 17. See you Thursday

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.



(P-51D Mustang continued)

earnest research. In doing so I found that I had followed too closely the Tamiya instructions. The wheel wells should have been aluminum paint, not chromate green. The seat should have been dark dull green, the floor black, etc.

Well, I built it to have fun and I did. I decided not to use the kit decals, instead opting for a set from Aeromaster, “Pacific P-51D/K Mustangs” #72.004. I’ve always wanted to do one of these colorful and uniquely marked birds and this sheet has four of them. I chose “Lady Marion,” a P-51D of the 342nd FS, 348th FG stationed in the Philippines in 1945. The hardest thing about the markings was matching the spinner color with the blue decal on the tail! I got it close but since they are pretty far apart they are ok.

I used a couple of shades of Alclad on the model and did the black stripes and AG panel with PollyScale. A coat of future made it ready for the decals which went down without any silvering. They reacted well to Micro Sol.

I added some silver “bead wire” to plumb the fuel tanks, connecting them to the wing. It’s a little thing but that fuel has to get into the airplane somehow.

I recommend any of these “minis” from Tamiya if you want to break away from what Steve Collins calls the “Braille scale.” Me? I’m working on the Ar 234 now. “Braille scale.”

MB



Styrene Six

Jarrold Cunningham

Its time again sports fans, to gather and share stories and thoughts and maybe a few projects in the works. We’ve decided to have another meeting before the planned banquet for Bob and Alice King. It will be necessary to go over the “post game highlights” from our August show. Personally, I had an excellent time, as I hope most of you did. I think turnout was a little on the light side but the models shown were very nicely done. I saw some truly inspiring models on the table, and was glad that I got some time to view them. I would like to personally thank Cliff, Marc, and all who assisted me with the make-and-take event. In total I had 30-plus participants. Maybe out of those we spawned a spark in some to continue building.

I was very pleased to see the addition of the “colors” to the trophies we awarded. I felt that it added a bit of flavor to them and I hope others felt the same. I would also like to thank both Tim and Bruce for their efforts with the show. I think that, as a whole, things went very smoothly, and were a credit to their efforts. I would also like to take this opportunity to thank Kathy Roady for her efforts with the raffle, particularly in obtaining the exceptional items that were up for grabs. I cannot recall in the past such a “bounty” of goodies. I know that there were lots of others involved with the show, and to list them all would take too much space. I APPRECIATE EVERYONE’S EFFORTS. The persons named above were, for me, individual standouts that I thought warranted recognition.

I would ask that all who can attend the next meeting please do. We have MANY things that need attention. First and foremost—those who plan to attend the banquet for the Kings, please bring your money to the next meeting. You need to get your tickets from Kenny. My thanks to Kenny for the idea of having these tickets printed.

Jarrold

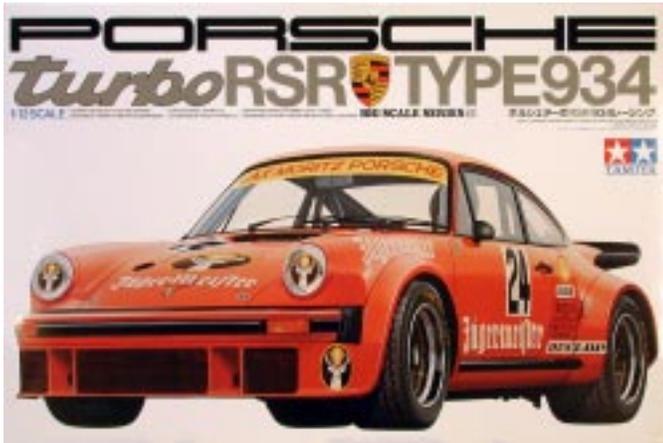




CAR CORNER

by Skip Perrine
IPMS 40167

This month I am doing a review of a kit that Bob King described many years ago as being detailed from the clutch out. I never forgot those words and when the IPMS Nationals were held in Dallas, and I had enough money, I purchased it from Roger Williams.



The kit has sat under my bed for all this time and I told Milton that in honor of Bob and Alice King retiring, I would do a review of the kit Bob told me about, too many years back to think about. The kit is a Tamiya 1/12th scale Porsche Turbo RSR Type 934.

The Porsche Turbo RSR is a factory produced sports/racing car designed for the street as well as the road course.

The Turbo marked a radical departure from Porsche's slow, steady development program. In one step, the 911 was rubbing shoulders with supercars from Lamborghini to Ferrari. Porsche designed the 911 for performance, but higher specification models have been included in the range. And with the introduction of Turbos in the 1970s, the 911 took off into supercar territory. Porsche's roots have always been in racing, dating back to Ferdinand Porsche's work with Mercedes in the 1920s. So it came as no surprise that the 911 was soon winning rallies and races the world over. The 935 was a predecessor to the 934 (which is what this kit is), but it won 32 major races including LeMans in 1979 and five IMSA (International Motor Sports Association) championships.

The kit has a super detailed flat six engine, detachable wheels, semi-pneumatic, rubber-like tires, moveable front and rear suspension, steerable front wheels, opening front and rear hood and doors. The kit has two instruction books, 16-pages of very detailed assembly drawings. It's a very good thing to get well acquainted with the model and instructions before assembling it.

This is a really nice kit, it has a two-piece body—the front end molded separately to accommodate the firewall. The flared fender wells are part of the molded body, it has a Porsche trademark, a whale tail on the rear.

The clutch on this model is operational, I couldn't believe it but the instructions show that you have to put some kind of lubricant on the moving parts. The shift lever even has a boot, and will shift. In addition the shifter works too! The steering is not only poseable but operational as well. This kit is definitely NOT for the beginner, I have been building models for years, and am not all that sure I will be starting this one anytime soon. Photographs of a real Porsche accompany almost every page of instructions.

The brakes alone are a work of art, they consist of 10 pieces each on both the left and the right in the front, and they are so intricately detailed that it is hard to follow the instructions. I am leaving everything on the tree, (not going to remove them until I am ready to build this model). It has real coil springs and functional shocks. The front suspension is also supposed to move up and down, so no glue here.

There are even little nuts to attach to the top of the shock tower. The entire front end is about 50 pieces consisting of five separate assemblies. Moving to the rear of the car and the rear disc brakes, I find the rear suspension is designed to move up and down! I haven't gotten to the engine yet—this is just the chassis assembly. And remember on a Porsche it's an independent rear suspension so there's no axle.

Now finally I come to the engine, which I thought would be simple. WRONG! It's anything but simple. It requires three hands to get it together correctly (again the reason I am not attempting to build it yet), it takes three pages of the instruction booklet to assemble the engine. And lest I forget, I also have to wire it, (wire is supplied), once the engine is completed, I will have to put it in the car, and on a Porsche it must go through the bottom of the car into the engine bay.

The steering is also functional and looks like real fun. Not really. This kit is a very difficult one, I may pay someone to build mine so it will be done right. A nice touch by Tamiya was the addition of the smoked looking plastic gas tank which goes in the trunk. The gauges in the dashboard each have their own housings and dial faces, complete with covers for each gauge. It has a full roll-cage in the interior, two racing bucket seats, no seat belts, but I might add some when I build mine. All in all this is one incredible kit and from what I know of Tamiya kits, I am sure the parts fit perfectly. This is a future project

Now for some late releases and announcements. Look for these future releases from Polar Lights: 1/24th scale model kits of the Batmobile in Sept. 2002 and the Batplane, these are all new tools and with 110 plus parts they look to be popular with the younger modeler and the "Batman" collector. In January 2003, Polar Lights looks to follow these with the introduction of the Batcycle.

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Dragon Models 1/700 Type 42 Batch 3 Destroyer HMS Manchester

by Richard Eaton



Introduction

With the Type 42 Batch 3 Destroyer, Dragon provides the latest outfitting on this recent waterline kit. I also acquired the White Ensign Models Type 42 PE fittings set to dress things up a bit. With a nicely molded model and excellent fittings in hand, it was time to build! Read on. Now where are my high mag glasses?

Building Manchester

This 1997 kit is labeled HMS Manchester but includes parts and markings for any of the Type 42 Batch 3 ships. It is a dandy, with clean crisp moldings and no flash. The parts consist of three trees of hard gray styrene parts, and a decal sheet. The numerous small parts reveal detail that is state of the art.

As is my habit, I separated and sprayed the parts while on the sprue. I painted the ship's decks with Testors Euro One Gray, the hull and superstructure Light Gray, and masts Flat Black. Careful paint application at the start of a kit like this saves a ton of masking down the road.

Before assembly I went over both the kit and the WEM fittings' directions. I wanted to get a feel for where the plastic might leave off and the metal fittings begin. WEM does a great job with this set. The directions gave plenty of information as to how to apply the PE. That is good, because there are a lot of fittings provided.

Following directions, steps one through six provide the various weapon systems, masts, radar, and exhaust stack. I assembled the parts and prepared them for the PE fittings where appropriate. I trimmed the type 1002 air search radar mount, masts, and prepared the Lynx helicopter for its PE rotors. I chose to complete the plastic assembly as much as possible prior to cutting out the PE parts. I posed the Sea Dart SAM mount in the stowed position though the parts came with missiles. The fit was perfect and only minor sanding and touch up completed the assemblies.



In steps seven through nine I assembled the superstructures out of individual bulkheads and decking. There were numerous times where parts' choices were given between building Manchester or Gloucester. Careful alignment left little clean up. I posed the hanger doors closed because I wanted to show the helicopter in the take-off position. The ships' boats and counter measure launchers were well molded and in scale. I finished up these assemblies by detail painting and a light dry brush with white to bring out details.

Next I assembled the hull and painted the deck. Once it was dry, I applied a coat of clear gloss over the entire ships hull. Decals for the kit include extensive deck warning striping and flight deck markings. These were large decals with plenty of clear area so I was afraid of silvering. I applied Future acrylic floor polish over all decal areas. I then applied the decals. I then applied more future over the decals and, when dry, they looked painted on. I applied the rest of the kit details in a like manner.

I next assembled the remaining small parts to the hull and—still separate—superstructures following steps 10 through 12. I left off the masts and any other parts that require PE. Here I encountered my only disappointment with the kit. The small deck guns were grossly over scaled. I just did some judicious snipping to make them sit on the deck a tad lower.

WEM Type 42 Fittings

The ship was ready for the PE details. This is my second attempt at PE details in this scale. The quality of the White Ensign Models fittings and instructions made this build a pleasure. I painted the PE in the ship's colors and started attacking the many assemblies. First up was the Type 1002 air-search radar. I used two single edge razor blades to do the bending under high magnification. It went together like a dream—I mounted it on the kit part and set it aside. The mast fittings were challenging. At one point I almost decided to leave the plastic detail alone. The PE was just too nice! I spent a couple of sessions assembling the yards and antennae on each mast. Boy does it look sharp! Each mast had from eight to a dozen individual pieces to assemble.

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Revell Curtiss P-40E Warhawk

By
Floyd S. Werner, Jr.
IPMS# 26266



Why this kit?

This kit was originally released in 1978 and re-released in Monogram's Promodeller series with a few updates. I had this kit on the shelf and after watching John Wayne in "The Flying Tigers" I decided it was time to add a P-40 to my collection. I knew that AMTech was going to release a P-40E but I needed practice—practice in the fine art of scribing panel lines. The P-40 has mostly straight lines so I could work on them. Besides, once the AMTech kit comes out I know I would never build this classic kit from my childhood. It was off to the workbench.

Why these markings?

I flew Cobras in 1987 with a pilot named Rick Pierce. Rick's father came to Germany and visited. While he was there the unit had a party like only full blooded Snake drivers can. Well, Rick's father took to our drinking real well and being a southern gentlemen it only took a little prompting and he started telling war stories. Rick had told us that his dad had flown during World War II, but nothing else.

As it turned out Rick's father was Sammy Pierce of the 8th Fighter Squadron, 49th Fighter Group flying in the Southwest Pacific. Once his stories started, the guys pretty much stopped talking, not drinking just talking, and listened. If you ever get around pilots there was hand flying, beer drinking (oh, how I miss my German beer), the tales flew and by the end of the night we were all humbled to be in such great company. Sammy flew P-40s and P-38s and was an ace with seven kills. Since that night I have always wanted to model Sammy's machines. His normal mount was named "Kay-The Strawberry Blonde/ Pistoff Pat". There are no decals for this machine or his other P-40E "Yellow 50". I bought an ALPS Printer but so far great results are hard to achieve. Also the "Pistoff Pat" on the right/crew chief side is not very clear so that left "Yellow 50" which wasn't nearly as flashy

but still looked nice. Besides Sammy got two kills in this machine. This aircraft is depicted on the cover of the Schiffer book "Protect & Avenge" by S.W. Ferguson and William Pascalis.

Personally, I would like decal manufacturers to produce ace sheets. Depicting all the aircraft of a specific pilot, like Aeromaster did with Galland, Hartmann and von Maltzahn. Sammy flew two P-40Es ("Kay-The Strawberry Blonde/Pistoff Pat" and "Yellow 50"), one P-40N ("Kay-The Strawberry Blonde/ The Hialeah Wolf") and a P-38J (The Strawberry Blonde). The Squadron Signal book "49th Fighter Group" features pictures and drawings of three of Sammy's planes but only the left side. His P-40N will be a future project as soon as I figure out the printer. Sammy's P-38 is depicted on Three Guy Replicas sheet and when I feel froggy I'll jump all over the Academy or Hasegawa offering.

The kit

As you can imagine the quality of the kit is not up to today's standards. It was molded in olive green plastic with raised panel lines. Overall shape is very nice. After I finished the kit I found that the tail seems a little too big. No big deal for me. I'm happy with the looks of the kit. The kit is easy to build up into a real nice model. The fit was overall pretty good, except the wing root area. Nothing a modeler couldn't fix.

Before I started to build the kit I started scribing the panel lines. This was done by using Dymo label tape and a scribing tool. A friend at the local club explained that you should make only two lines, one in each direction with even pressure throughout the cut. Once that was done I sanded off most of the raised detail. I left some raised detail, as I didn't think I could replicate it as well as it looked raised. My kit; my rules. Anyway the next trick to even lines is Testor's Liquid Cement. Brush on a light coat of the cement ONLY in the panel lines. This solvent is strong enough to melt the plastic and smooth the scribed line. Finally I checked it all with silver paint and one final coat of sanding. I did all this before I even joined a seam. I was very happy with the results and will try it again. With my practice done I had to build the kit.

One complaint I had with the kit was that the cockpit was very sparse—after all it was molded in 1978. True Details came to the rescue with their P-40 E-N Warhawk Cockpit Detail Set (Set 48451) designed for the Mauve kit. This resin cockpit set is easily converted to the Revell kit. You have to cut off the floor enough to get it to fit in the fuselage and you have to cut the headrest off the seat but other than that it fits like a champ and looks great. Polly-S colors were used to paint the interior.

Another weak spot was the wheel wells. I used some Eduard stuff for the wheel wells which spruced up this area nicely and some True Detail wheels finished the landing gear area.

Had I thought about it I would have replaced the exhausts with Moskit ones but I'll save them for my next P-40. The propeller spinner needed a panel line added so I used Post-it notes to scribe it. Post-it notes? Yes I peeled as many as I need to get the panel

line where I wanted to with my scribing tool held firmly on top of the notes and spun the spinner on my scribing tool. Accurate, straight and even lines. This technique works for any circular item.

I tried a technique on the wings to get a good fit and some strength. First I flat-sanded the mating surface of the upper wings and the fuselage join. Once this was done I attached each upper wing only. I really did this before I even put the fuselage halves together. This allowed me to compare them and make any small changes. I reinforced the join on the inside with CA glue. This technique worked really well and no filler was needed at the wing root. Next I ended up attaching the lower wing to the upper portions after the cockpit was done. This part required a little filler, especially in the back.

Overall I thought the fit was good for such an aged veteran. There were some areas that required some filler and others that had to be sanded down but nothing that you wouldn't expect.

I painted this aircraft as one of the airplanes that were reacquired from the British so I tried to get export Dark Earth and Dark Green. For me these ended up being Polly-S Dark Earth, Aeromaster Dark Green and Testor's Model Master Italian Blue Gray. I used Cutting Edge Black Magic masks designed for the Monogram P-40B but they worked with a little bit of work and some spare masking material I lightened all colors with some white and faded the camouflage as I thought appropriate. I have to say that the overall look of the model was very much what I was looking for. Definitely something different from German grays.

The decals are from various sources, including the kit's American markings. Surprisingly, they did not shatter and reacted well with setting solution.

Some final weathering with pastels and oils topped off with True Details canopy and an MV, L 116, lens and I was done.

Political Commentary

When you build a model you have to ask yourself a couple of questions. No, not whether it will win a contest, but did I have fun? Does it look like I wanted to? Most importantly, do I like it? If the answer to these basic questions is yes then you will know how I feel about modeling. Too many times modelers build for contests or to impress somebody. If that is why you build a kit then you aren't enjoying the hobby. The possibilities an unbuilt kit holds, the painstaking research, the building challenges, and the sense of accomplishment upon completion, these are the things a finished kit brings to me.

I know of so many people who start a kit and want to put so much into it that the kit never gets built. Still there are others who won't even start a kit because they have to have everything perfect. Boys and girls, build a kit! Enjoy the process if not the end product. Our hobby is supposed to be fun. If you win at a contest, great. If not, who cares?

Try to learn something new on every model. Learn a new technique, a new paint, a new way to weather, something that makes this one different. Not all experiments work, but someone use to tell me it isn't how bad you screw up (not the words he used, Cobra driver) it is how gracefully you recover. For me this model was a scribing exercise, it stretched my limits.

Most people lose the motivation and dedication necessary to finish a kit. It isn't the finished product, it is the process by which you arrive at the final results that makes modeling worthwhile. Remember, it is better to have finished a kit than to never start one.

Off the soapbox and back to the conclusion—

The kit is a cheap offering at the vendor tables (bought mine for \$5 US) now and with the True Details resin set the kit can be made into a nice representation of a P-40E. I really would like to build Sammy's other aircraft, especially his P-40E and N. That is a hint to decal manufacturers. The kit looks great built, but if I knew the AMTech kit was going to be as nice as it is, I probably wouldn't have started it. As it was, I finished the kit after the AMTech offering was released. Why? Because I liked the challenges and it looks good in my display case. Bottom line, I learned some things, I had fun, it looks like I wanted it to, and I like it. It will never win a contest but who really cares? Certainly not me. Finally, remember modeling is fun!

References

49th Fighter Group, Squadron/Signal Publications, ISBN 0-89747-221-7
Protect & Avenge, Schiffer Publishing, ISBN 0-88740-750-1 (Highly recommended)

Aftermarket Stuff Used

True Details P-40E-N Warhawk Cockpit Detail Set	48451
True Details P-40E-N Wheel Set	48015
True Details Canopy	
Unknown	
MV Lenses	L116
Eduard Photo-etch for AMT P-40K	
Forgotten	



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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 & Milton Bell

F-84E/G THUNDERJET

1/72 scale by Academy
by Rafael Power

Kit #: 1617
Vintage: 2000
Origin: Molding/Decals: Korea
Parts: 86 gray/11 clear
Markings: • F-84E-20-RE, "Dolph's Devil"/8 FBS/49 FBG (Taegu AB, Korea, 1951).
• F-84G-6-RE, 1st Escadre (wing)/EC2 Escadron (squadron) "Morvan"/Armée de l'Air, 1953.
• F-84G-25-RE, "Cynthia VI"/8 FBS/49 FBG (Misawa AB, Japan, mid-1955).
Options: Parts for E or G model. Numerous aftermarket detail sets.



Korean fighter

First ordered for the U.S. Air Force and the Air National Guard, the straight winged F-84 Thunderjet was supplied under the Military Assistance Program-MAP to Belgium, Denmark, France, Greece, Italy, Netherlands, Norway, Portugal and Turkey. Others were supplied/sold to Iran, Nationalist China (Taiwan), Thailand and Yugoslavia. Although not a real winner as compared to the F-86, it carved its niche in the fighter-escort and ground attack arena.

During my career with the USAF beginning with the Vietnam War, I was fortunate to be stationed at many well-known airfields. Among them were two where the F-84 Thunderjet reigned supreme: Bergstrom AFB in Austin, Texas and Taegu AB (K-2), Korea. Before my time, Bergstrom was home of the 27th FG in the early 1950s. But my strongest feelings occurred at Taegu where I encountered still existent Quonset huts, Pierced Steel Plates (PSP) and a couple of F-86s still there. I still cherish the smell of walking along the large patches of PSPs overgrown

with grass and abandoned huts where F-84s and their crews lived. Taegu was the baptism of fire for F-84 ground and flight crews during the Korean War. And I knew I just had to have a good model of the F-84 Thunderjet. Well, first came Heller and now Academy and Tamiya.

Cobras on the loose!

The following F-84 Thunderjets are in the market place: Heller #0278 F-84G, Tamiya #60745 F-84G and #60762 F-84G "Thunderbirds" in aluminum plate finish. During this year's German and British toy fairs, Kopro-KP announced they will release four new-molding F-84 Thunderjets in 1/72. The KP models will be #4107 & #4110, two USAF F-84Gs; #4109, an F-84 in USAF/Thunderbirds" markings. The fourth kit will be #4108, an F-84E in Belgian Air Force-RBAF markings.

First impressions

Excellent fit, no filler needed. Imaginative and ingenious. Engraved panels are very sharp and detailed.

Instructions

The three-part instructions are comprehensive and well done. The main sheet is printed in English and Korean, is user friendly and well illustrated. The second sheet illustrates the painting and decal placement while the third part relates to the display stand included with the kit.

Decals

Academy offers a very extensive sheet which includes complete stenciling and unit/national insignias and markings for three aircraft. They even provided stenciling for the underwing pylons for the jetisonable fuel tanks! A small correction sheet is also provided with missing tail numbers for "Cynthia IV". The decals are very thin and detailed but not without their problems. The yellow on the French roundels is misaligned while other yellow markings show a poorly-done, underlying, undersized layer of white. You also have to cut out a small yellow sliver on the tail in order to make room for the serial number for "Dolph's Devil" since it's a bit cramped in the allotted space.

Fuselage

Only one word can describe it: Superb! The fit is outstanding with no filler needed. However, Academy thought of everything except for one important area: the car hood. This is the armament access panel on top of the nose where the machine guns were serviced. It did provide the lateral access panels on each side of the lower nose. The nose split intake includes the wheel well as well as the nose gear doors attached as two-sided assemblies. Both the early and late dive brake doors are included although the early one should be replaced with more realistic aftermarket ones since they are not drilled through and the support rods are poor.

Cockpit

The four-piece ejection seat depicts the late style. The cockpit includes the well detailed control stick and assorted instrumentation on the side walls and coaming.

Clear parts

You have the options of the braced and non-braced slick canopies of the E and F versions. After a bit of polishing, you can do the canopies open or closed. There are two drop-tank navigation lights, gun sight and nose landing gear and main gear door lights.

Wings and landing gear

The wing leading and trailing edges are sharp. Excellent wing-to-fuselage fit, no filler needed. Tail stabilizer: ditto. The molded-in pylons are too short and should drop down more. They also prevent you from showing the wings as “slicks” without some surgery. It also makes it difficult to sand the wing-to-fuselage joint. The kit has the flying boom receptacle on the leading edge of the left wing while the tip tanks have refueling probes. Wheel wells: detailed but as usual, a mount hole with no extension mechanism detail. The main and nose landing gear legs are well detailed.

Armament

The kit provides the real life standard load: eight 2.75 HARV missiles with fins and two 500 lb. bombs. Hmm ..., big Ford or GM pickups can load more than that these days. Even your Chevy Suburban has room left over for your kid’s soccer team. Go figure!

My recommendations:

1. Improve the fuel tank pylons. 2. Take advantage of the aftermarket parts (as long as they fit). 3. A bare metal finish presents a challenge in the area of weathering. Korean War aircraft weathered quickly, so it’s time to work on those skills. Even the decals cannot be realistic the way they appear on the sheet without a bit of weathering.

Final comments: ups and downs

Although Academy neglected to provide a flip-open access hood for the nose machine guns on its F-84 Thunderjet, it presents a strong competition against the Tamiya kit. However, most of the aftermarket companies had to make a tough decision over which kit to favor. Most picked Tamiya over Academy since they could not make two different detail sets geared for both kits. Needless to say, both kits are superb. Now, when will we see some good 1/72 F-80s, F-94s and B-26 Invader kits?

Rafael

A Quick Look At Tamiya’s F-84G

by Milton Bell

Tamiya’s 1/72 scale F-84G is, like their other releases in this scale, a mini-version of the 1/48 scale kit. Like its big brother, the little guy has a detailed nose-gun bay that can be shown open. The interior of all areas are well detailed with fine raised or engraved lines. The fit is “near” perfect and the engineering is very thoughtful. It’s a relatively simple kit to construct.

I chose to close the nose bay on my model and found the only less than perfect fit in the kit; it wants to be open. A little prompting

and CA filler took care of the problem. All the other parts and assemblies went together with no fanfare. I don’t care for decal seat belts so I replaced those with pre-painted ones from Eduard. Other than the belts, the kit was OOB.

Markings for two aircraft are included—508th SFW FS-271 from Turner AFB in 1956 and the “Four Queens” of 58th FBS, FS 454 from Taegu, 1952. I chose the latter. Underwing stores consist of either two 500 lb. bombs or two extra fuel tanks. I assembled both bombs and tanks but opted for the bombs. RATO units are included but I did not use them. They may be added later.

The decals for “Four Queens” are extensive but went down very easily and responded to Micro Sol very well. The split decals for the landing gear doors and vertical tail need care but they are not difficult to apply. I used two shades of Alclad for the NM finish. Polly Scale paints were used for the interior, wheel wells, canopy and anti-glare panel. Masking was done over the NM finish with Tamiya tape. You will never have a lift-off problem with Alclad! Bare Metal Foil was used to mask the clear parts.

The kit is a winner as far as I’m concerned. I also have it in Thunderbird markings and may try it someday. I heartily recommend either version.

Milton

Aftermarket detail sets

Detail sets for the 1/72 F-84 Thunderjets continue to appear in the market place. Among them:

Aires: #7062 F-84 Thunderjet Gun Bay, #7066 F-84G Thunderjet Wheel Bay (Tamiya), #7070 F-84 Thunderjet Detail Set for Tamiya. CMK (Resin): #7033 F-84 Interior Set (Tamiya), #7034 F-84 Armament Set (Tamiya), #7035 F-84 Undercarriage Set (Tamiya) Eduard: #72346 F-84E/G Thunderjet Photoetched Set. Airwaves: AW2105 F-84 Detail Set (Heller).

Aftermarket decals

A small sample of available decals for the 1/72 F-84s include Aeromaster: 72170 Thunderjets Over Korea Pt.II, and Microscale/Superscale: 72-0202, -0203, -0217 and -0357.

References:

- 111th Squadron 1923-1973 – MSgt. James T. Densford (147 FG, Texas ANG, Houston).
- Detail in Scale Vol.59: F-84 Thunderjet In Detail – (Detail-N-Scale)
- F-84 Thunderjet Over Korea – (Osprey Military)
- Fighting Colors: USAF In Europe 1947-1963, Vol.1 (1990) – Robert Robinson (Squadron/Signal Publications).
- Frontline Colors Vol.3: F-84 Thunderjet Units Over Korea – Warren Thompson (Osprey).
- In Action #61: F-84 Thunderjet (1983) – Larry Davis & David Menard (Squadron Publications).
- Republic F-84 Thunderjet, Thunderstreak & Thunderflash: A Photo Chronicle – David Menard (Schiffer Publishing)

Articles:

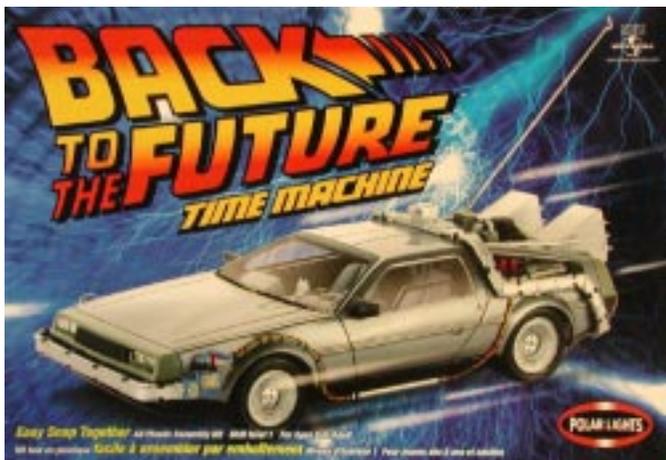
- Republic F-84 Thunderjet – Lindsay Peacock (Scale Aircraft Modelling: Vol. 3, #9, June 1981)
- The USAF in England 1948-70 (1984) – Lindsay Peacock (Scale Aircraft Modelling, Vol.6, #11)

(Car Corner continued)

Based on the original Aurora kit—it has been improved—the new kit will have separate wheels and soft tires. Then in May 2003, the company will introduce the Batboat, another reproduction of an old Aurora original.

Still more from Polar Lights/Marvel Comics characters glue-kits, a faithful reproduction of Spiderman and in June the Incredible Hulk. It's due in February.

Also from PL is The Simpson's Snap Kit series, from the series episode "Oh Brother, Where Art Thou" comes a replica of the car Homer designed for "the common man." The car will be reproduced complete with a one-piece pre-painted figure of the driver himself, Homer J. Simpson. Also in January 2003 PL will reintroduce its Scooby-Doo Mystery Machine Snap kit. Then PL will be bringing to consumers the ultimate in sci-fi space ships, the Starship U.S.S. ENTERPRISE NCC-1701 from the original "Star Trek" TV series.



So now on to the kit which sits in front of me, the Polar Lights "Back to The Future" Time Machine, this is a snap together all plastic assembly kit, skill level 1, for ages eight to adult. The body is completely molded in a chrome-like pewter color, it has chrome wheels and the taillights are also chrome, so they will require some painting to do it right. The windshield glass is bagged separately to eliminate the tire mark on glass like the kits of old. The rest of the car is in a dark gray color. It looks to be a very easy build, sort of leaves it up to the builder whether or not to detail it. The pictures on the side of the box are easy to copy to get an idea of how it should look.

Well, that's it from The Skipster. See ya at the meeting.

(HMS Manchester continued)

Once done I painted the masts as directed and set them aside. I next went over the superstructure adding PE according to the WEM directions. These parts included aials, cranes, railings and the like. Man, talk about details! The engine air intake grating was particularly nice.

Now it was railing time. I finished what was left on the superstructure railings and started on the main deck. Not having

the superstructures in place greatly eased placing the deck railings. The WEM PE had special railings for the bow of the ship. Once those were in place, standard railings went aft to the flight deck. I was able to get the railings fairly straight but I still have a habit of mucking things up by applying too much CA. I need to find a finer tool to apply the CA as a sharpened toothpick does not cut it. I sprayed a few puffs of Dullcote to hide the CA shine. The WEM flight deck guard rail was one continuous piece that wrapped around the stern.

Final Assembly

With the PE in place I spent one more session putting all the detailed assemblies onto the hull. I tacked the air search radar masts onto the forward superstructure. When everything seemed aligned, I fixed the superstructures to the hull. I ending up aft by placing the Lynx helicopter on the flight deck. That done, I sat back and marveled at the details. A little more touchup and she was ready to put to sea.

I painted a water scene using acrylic Navy Blue, White, and a touch of Turquoise. I carefully tacked the ship on with a touch of glue and took it out in the sun for some photos.

**Conclusion**

This kit builds up to a very nice looking model. The numerous detailed parts fit well and, with careful painting, make a convincing Type 42 class destroyer. I think average modelers would have a great time building this nice kit right out of the box. More advanced modelers will love the WEM detail set. Come on guys, you haven't lived until you have aligned 1/700 scale railings!

Our thanks to Squadron Mail Order for the review kit and to Caroline Carter of White Ensign Models for the photo-etch samples for this project.

Sources

Modern Naval Combat David and Chris Miller (Salamander Books Ltd. 1986) *The Royal Navy*

Old Rumors & New Kits

The big news at the moment comes via the RCHTA show. Tamiya surprised everyone with a built up test shot of a P-47D Razorback. You can see a photo of it on the Tamiya website.

Alan Griffith was there with AMTech's mockups of the new P-61 models and someone walked off with them. Good looking models from what I hear. He will be doing some 1/72 XP variants of the P-47.

Revell-Monogram continues its release of older kits. Available now is the F-102. Coming soon will be the F-105G with a book by Bert Kinzey. The association with Hasegawa continues and we should see the Ar 234C in November or December. The word is that it's highly unlikely that R-M will have any more homegrown aircraft kits. Revell of Germany, however, will continue to crank out some very interesting work.

There were other bits of news of kits but the more immediate question on folks mind is "how did we do at the show?"

Well, we have had better—in terms of numbers—but I don't think that's a fair way to judge the success of a show. We had an even 400 entries. True, that's the lowest number in some years but the show was a success. We hosted a show that was open to all who could or wanted to attend. We had a good venue, good prizes, plenty of raffle prizes, and a good selection of vendors. The quality of models was as good as its ever been. We just had fewer people.

I haven't seen any of the monetary figures but I must assume it was down as well. Did we break even? That's all we needed to do. Bruce and Tim will have all the details Thursday.

Here are a few pictures from the show. If you haven't heard, Ron O'Neal took best of show with his very nice Beautiful Doll Diorama. I don't know about the other winners, other than what I won with. For the first time I got the theme award, winning with a 1/144 scale OA-10A (Catalina). A strange turn of events!



Judging best of show ...and the winner is!



Ron O'Neal's Best of Show Diorama



1/72 scale Russian Tank with driver!



15 cm SIG-33 Artillery Piece

Air Show Schedule

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

Midland, 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)

San Marcos Tx Nov. 9, Gathering of Memories

**Next Meeting:
Thursday, September 19**

