

IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

April 2003

SPRUE EXAMINER



Pat Rourke's winning 1/48 Typhoon in RAAF 251 Sqdn Egyptian desert markings gets the place of honor this month! Pat won the Hasegawa kit at the club's Christmas Party and built it for our first Quarterly Contest. Pat took a break from doing armor to turn out this beauty.

This is an unusual scheme for the Tyffie. Pat used Tech Mod decals and added a Jaguar Resin cockpit to improve the already nice Hasegawa kit. Pat's efforts got him the first prize gift certificate.

Russ Holm didn't have to stray too far from his primary interest...well sort of. His Nitto FLIEG PANZER KAMPF ANZUG Space Type, aka "Armored Flying Suit" took home the second place certificate. Scale is about 1/16.

This is a kit from several years ago and is one of a series of very imaginative kits from Nitto. Russ did a very nice job on it, even though the instructions weren't first rate. He borrowed some real "armor" decals from the spares box.



My Otaki P-47D Razorback took third.

Thanks to Kings Hobby for donating the gift certificates. The next quarterly contest will be June 19. Stay tuned for more details!

Milton

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Show Schedule

IPMS/Central Arkansas Scale Modelers, Little Rock AR	May 2-4, 2003
NCT ScaleFest, Mesquite Rodeo Center, Mesquite TX	May 24, 2003
IPMS National Convention, Oklahoma City OK	July 2-5, 2003
SuperCon, Fort Worth (Arlington TX)	August 9, 2003
IPMS/DAMS (Dallas Armor Modelers Soc.)	Sept. 13, 2003
West Central Missouri	Sept. 20, 2003
GASCON IV, Greater Abilene Scale Modelers, Abilene TX	Oct. 11, 2003

Editor's Notes...

ASMS meets Thursday evening at the Yarborough Branch Library on Hancock Drive in North Central Austin! Meeting time is 7 PM. but the room will be open at 6:30. Jeff tells me that the program will feature "Bondo" Phil Brandt, who will explain how he gets those realistic natural metal finishes. It should be a good meeting and I know Bondo's program will be informative and entertaining.

Tee Shirts are in! If you didn't get yours at the last meeting, bring your cash to the meeting and pick it up. They are \$24 this time (hey, what can I say; prices go up!) and they look really sharp. They are overall gray with red and black trim on the neck and cuffs. The ASMS logo is also rendered in black and red. These shirts are basically cotton so expect them to shrink some.

Mike Kachoris has once again volunteered to host the summer picnic and kit auction. This time it will be on June 21. That's a Saturday and it will kick off at 2 PM. It's not too early to start thinking about what kit(s) you want to donate for the auction. Remember, this is one of our prime fund raisers and we'll need the cash for next years April show.

Looks like I'll be missing this meeting. On occasion, there is a conflict with my church choir and this meeting night happens to be Maundy Thursday which my church celebrates.

Hope the meeting is a good one. I've taken the challenge to build one a month and so far I'm doing it. Can you? See you next time.

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.

Kenny's Kolumn

I recently read a thread on rec.models.scale about how many started but unfinished kits you have. A chill ran down my spine, my hands became sweaty, my heart raced. Did I have enough fingers and toes to count them all?

I went through my closet, I searched my shelves (lets not talk about how many unbuilt we have) and I came up with half a dozen. They were all at the painting stage. That's odd. Oh well, just a coincidence I guess. Perhaps the painting curse will be lifted in time for me to have them ready for Scalefest on May 24 in Dallas. More important I hope they will be ready for the next quarterly contest.

I hope everyone will get the opportunity to make the meeting, it should be a good one. Bring your new models. Bring a friend. Remember we're modelers, let's get in there and build!!

Kenny



Third place winner at the Quarterly Contest was this Otaki P-47D Razorback. A good kit for its time—late 1970s—it has been replaced by more modern kits such as the new Tamiya Razorback or the older Hasegawa or Monogram “Jugs.”



This is Skip's 1957 Ford from AMT, finished in a nice blue over blue scheme.

How to Boost Your Club Membership or How to Waste an Opportunity to Recruit Potential Club Members

by: Dick Montgomery/ IPMS Region 6 Coordinator

At the annual show hosted by my home club, Alamo Squadron, a large number of people purchase General Admission tickets. These individuals are not entering models in the contest. These folks are obviously interested in modeling or they wouldn't be at the contest. What is the attraction for them, and more important, why aren't they members of the club? These individuals come to the contest for two main reasons. One: folks come to the contest to gain access to the vendor area. The Alamo Squadron show has a very large and well stocked vendor area rivaled only by those found at the National contests. For the small fee of a General Admission ticket modelers can take advantage of the great deals offered in the vendor area and save much more than the general admission fee.

Another big reason for General Admission entrants to pay to get in the contest is to view the large number of models entered in the contest each year. There are, on average, 525-575 models to view. At the Alamo Squadron show one ticket gives a person access to both the vendor and contest area. Visitors cycle between the contest and vendor areas, make their purchases from the vendors and then go home. I submit that a wonderful opportunity to recruit people for club membership has been lost. The essential question is, “What is the contest leadership team doing to encourage these modelers to come to club meetings and, perhaps, join the club?”

The simple answer is, for the most part, “nothing is being done”. No one approaches these walk-in modelers to speak with them. No displays are set up to advertise the host club. Other than a table with flyers stacked up for distribution there is little or no effort being made to attract new membership. (One can easily hear the contest leadership team mumbling about a “lack of manpower” and a “lack of club volunteers” to provide for recruiters and people to man tables for that purpose...and that issue will be addressed later.)

Think of this opportunity in this way: There are modelers paying a general admission fee to come to your event and provide your club an opportunity to recruit them. They're paying to come to you!

There are several things that can be done to take advantage of this wonderful opportunity but it requires some imaginative and creative leadership. It requires a contest leadership team that understands that the model competition, perhaps, should play a less significant role in the daily schedule. Are more visitors coming to the show to participate in the contest or are most of them coming to the show for the vendor area? In many cases

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by Skip Perrine
IPMS 40167

Skip's CAR CORNER



As I begin this column I feel compelled to start off with what the instruction sheets of the kits say. This is important in any venue of the hobby.

IMPORTANT —Assembly: Carefully study and understand the entire instruction sheet. Compare the parts in the box to the instruction sheet to be sure you have received ALL the parts required. Carefully remove parts from trees. Before cementing, “TEST FIT” parts together to insure proper location and alignment. Scrape paint and plating from surfaces to be cemented. Subassemblies and components should be painted before any parts are attached. Use only cement and paint made for styrene plastic.

Painting: Wash parts thoroughly with mild soap and water. Parting lines, glue joints, and sharp edges should be sanded or filled with filler putty designed for plastic. Apply a primer coat and allow to dry, in some cases several days is best. Check parts for imperfections and repeat the procedure if necessary. Remove any lint or dust. Apply paint evenly, in several thin coats rather than in one heavy coat. Allow each coat to thoroughly dry before the next is applied. Each coat should be carefully “wet sanded” using slightly damp no. 1200 sandpaper. **BE CAREFUL NOT TO REMOVE ANY DETAIL WHILE SANDING.** Lightest colors should be painted first. Use frosted tape to mask off areas not to be painted. Remove tape after paint is dry to the touch. (preferably a day or two). Use a very fine brush to touch up edges.

This is good advice, no matter what you are building, but especially if a fine finish is required.



And now on to the review, this month I am reviewing two AMT ProShop subjects, they are both 1971 Dusters, just have different paint schemes. As with the other ProShop kits I have had, they come pre-painted; the first one I am reviewing was painted Sassy Grass Green and the stripes are already applied, the hood on this one is painted flat black and the hood decal is also already on it, very nice touch there.

The engine is painted hemi orange and the transmission is painted aluminum and another nice touch by AMT is that the air cleaner has the decal on it. All the parts that are rubber are painted a semi-gloss black.

There is one small discrepancy though: the chassis on a MOPAR muscle car is generally painted the same color as the car but in this case the chassis is painted flat black. The interior is also painted in a black with the details added to the doors and the dash. This version is to be built as a stock Muscle Car.

The Lemon Twist Yellow version is supposed to be built as a street machine, it comes with a different paint scheme on the hood, the rare "strobe stripe" on the hood, it also comes with a Viper R/T 10 engine in place of the stock 340 that the former one has. All the same features come with this one with the exception of “Viper Wheels” instead of the stock rally wheels. However I found enough stock parts in my parts boxes to make this one a stock version with a different paint scheme. So just as the green one had the hemi orange 340, so will this one, and it will also have the Rally wheels.

The interior is no different from the first one, black with all the trim added to it, door handles, window cranks, etc. Both of them have the window trim on the exterior of the car already done, so no need to BMF it. (Bare Metal Foil).

The chassis on both is black as is all of the running gear. To do it right, I would have to find the Sassy Grass Green for the other one and Lemon Twist Yellow for this one and would have to paint the chassis pan the colors of the cars. So to do them right would require a lot of research and a lot of painting over the existing paint.

CONVERSION CORNER

by “Bondo” Phil Brandt, IPMS 14091

1/32 F-86H Conversion Kit

Mfgr: C&H Aero Miniatures
 4851 Cynthia Lane
 Murfreesboro, TN 37127
 (615) 896-1119

Price \$54.00 +postage (Obtained from Victory Models)

**BACKGROUND**

Bondo has a predilection for the definitive version of any aircraft, and the F-86 is no exception. Last in a long line of North American's legendary, sleek Sabres, the “H” was designed to solve two longstanding deficiencies in earlier versions: engine thrust and firepower. The J47 engine was replaced by the significantly more powerful J73, and the six machine guns were superseded by four M39 20mm cannons. The H's noticeably more robust profile was a direct result of the larger engine; the fuselage was stretched in length, width, and height. The jet intake was also enlarged to accommodate increased airflow to the J73. Various existing Sabre wings were incorporated in the design, but eventually all production H's were retrofitted with the slatted “F-40” wing.

THE KIT

The Hasegawa 1/32 F-86A has been around for roughly two decades and, although it's got the raised panel lines typical of that bygone modeling era, it's a quite decent kit. C&H Good Guys, John Carlton and Novus Henry, have now come up with a fine big-scale resin conversion for the Hasegawa Sabre in the tradition of their popular (and heretofore 1/48) offerings such as the RF-8, F-100F, RF-101C, etc.

PARTS

The all-resin conversion is complete except for decals (C&H sez they're coming soon) and features all new fuselage halves,

enlarged intake trunk, new stabilizers (including vortex generators) and rudder, a new multi-piece seat (molded-in harness), instrument panel, nosegear well and forward door, avionics shelf, canopy frame, canopy fairing with separate ADF/VHF shelf, and cockpit side panels. Molding is of high quality, but has moderate flash which is to be expected in large castings.

The fuselage, stabs and rudder are all engraved, although slightly on the heavy side. Naturally, the builder will have to rescribe the Hasegawa wings. Distinctive cannon gas slots are also nicely represented. The fuselage halves arrived with a slight bowing in the center of each half. I feel this is a natural consequence of the resin curing process, and can be solved with a flat area and the application of water that's just below the boiling point. The halves are fairly thick, so a fair amount of heat will be needed.

INSTRUCTIONS

Seven legal size pages comprise the instruction pamphlet which is a fairly thorough explanation of the operations that need to be done, such as gear well mods to accommodate the new fuselage and nosegear strut lengthening. A decent B&W pic of the H's ejection seat will be a big help to superdetailers. Revised large maingear doors are not included, but a fullscale drawing is included for those who don't wish to glue the doors shut (and simply rescribe).

CONCLUSION

The H model Sabre, although a much enhanced performer, was, like so many other promising designs of the Fifties, unfortunately overcome by events, in this case the soon-to-be-ubiquitous F-100 Super Sabre. C&H Aero Miniatures is to be congratulated for coming up with another well-thought-out and winning product. Two thumbs up!

“Bondo” Phil



SMALL SCALES a closer look

by
Milton
Bell

Three 1/144 WWII Kits from Sweet Model Aviation

OK, I know this is not my usual post but Rafael wasn't able to finish his piece on CH-46 helo kits. Don't worry, you'll get that next month.

Actually, I enjoy doing the "smaller scale" subjects from time to time. That Academy/Minicraft PBX that I built for our show last year caused some premature aging (have to blame it on something!) but it really was fun. At least there isn't much paint involved and they can be built quickly. That's a plus for me.

I saw mention of a new 1/144 scale kit line some time ago on Hyperscale and decided to see if they were still available. They were and I found them on Hobby Link Japan, a mail order outfit that generally offers a good selection of kits and good service. I clicked on the box that says you can view the box or the kit parts and I got a surprise. The box art was built around a Japanese anime figure named Yuki and her cat. Could this be a "serious" model kit?

The descriptions matched what I had seen on Hyperscale so I ordered three of the kits.

Here is what you get. Each box contains two complete kits with decals and each box is priced at just \$8.00. Paying shipping will kick that up to about \$10 or \$5 per model. Are they any good? If Tamiya or Hasegawa were to do this scale, this is probably close to what they would do—I hope. You may be getting the idea that I like them. Yes, I do. They are clearly the best "little" scale models I've seen. The kits are first of all, well-engineered. In other words, the fit and assembly should work very well.

Macchi Mc.200

This is the earliest of the kits so it's not quite as developed as the later ones. And the box has a photo of the real airplane and no Anime figure. The kits are molded in medium gray and clear.



That is to say that one entire kit is in gray and the other is entirely clear. This also means one canopy is going to be painted. I feel like going out on a limb and vac-form-

ing one. The finished item will be 3/16 x 1/4 inch so I plan to start practicing my breath control or I'll lose the darned thing!

How "big" is a 144 Mc.200? Well, the wingspan is 2 7/8 inches and the fuselage is about 2 1/16 inches. That's NOT big. Extras consist of two very small bombs. The cockpit is not open (yet!) so that's not a problem—just paint it black and call it shadow. Decals have markings for four aircraft and the instructions are printed on the inside of the box.

Hawker Hurricane Mk I

This one has a hilarious box, not the kind of Hurri you want to build but it's the same story as the Macchi inside; quality molding with very petite engraved details.



This one says it's the tropical version and the three views on the box "back" bear this out—middle stone, dark earth, and big sand filter beneath the nose. This one has a separate instruction

sheet with color views of four different aircraft. Markings for the one shown on the box are included so you can build two of five aircraft. All are trop versions but in the kit I found the very small regular carburetor intake. Unlike the Maachi, the Hurricane has separate wheels while the strut is molded with the gear door cover. This time the cockpit is open and a rudimentary seat is molded in. As in the Mc.200, one kit is molded in clear and one molded in light tan. And you get two clear canopies!

Ghost Fighter FM-2



Well, sure, this is a Wildcat, so, why call it a Ghost Fighter? Read on. I think this is the best of the lot and it's the most recent kit produced by Sweet.

That complicated Wildcat landing gear is represented by three pieces plus doors and wheels. Very nice! The engine is a separate piece and the prop is made to rotate. There are a couple of drop tanks and a set of wheel chocks too! These kits are molded in dark blue and medium gray. There is a separate clear sprue for canopies. This is a really "Sweet" kit.

But why Ghost Fighter? Well, the color plates show four choices for the Cartograf decals. One is an early -3 Wildcat from the USS Ranger. Then there's Butch O'Hare's -3 from the Lexington and a Martlet (F4F-4) followed by an FM-2 VOC-1. Sorry but you can't do all these from one set of tools. But wait, each one has a separate decal for the aft fuselage. Three say Confederate Air

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Hobby Craft 1/48 P-59A Airacomet and Cutting Edge Resin Cockpit Details

by Milton Bell IPMS 16702

When I learned that Hobby Craft would be doing a 1/48 kit of this important aircraft, I decided that when it came out I would have to have it. That was, hmmm...at least three years ago. Needless to say, they do not set records for getting their kits on the market quickly. But they did come through with the P-59. Finally.

Hobby Craft (HC) also has a reputation for running hot and cold. That is, one kit will be a dog and the next one a purebred. In this case, their recent kits, the A-4 series and their B-36's have all been quite nice. They should be given a solid round of applause for doing the P-59. It's not a popular aircraft, never was really, but it was our very first production jet and it set the stage for all that have followed it. It was built in great secrecy with technology loaned to us by the British. It first flew in October, 1942. It was never a solid performer as a fighter/interceptor but it was a good trainer for the coming generation of jet pilots in both the Army and Navy.

So, what about the kit? It's about what you would expect from today's manufacturers. Clear parts are good. It's molded in gray styrene with some odd breakdowns since there are two different kits offered by HC. The YP-59 for example had rounded wing tips and a different shaped vertical stabilizer and rudder. It also lacked the ventral strake under tail. To accommodate this in a relatively simple, economical way, HC has molded the wing tips separately and has separated the tail section just aft of the wing. The basic wing and fuselage forward are the same for both aircraft. There was a later B model which differed in having additional fuel tanks in the wings.

Markings for three aircraft are included: two are natural metal US Army fighters and the third is a blue and yellow USN aircraft which was used for tests and evaluations at Pax River in 1947. The decals on my sample are all in good register and appear to be quite usable. I intend to do "Smoky Stover," the first jet aircraft to land in Alaska. The other NM finished aircraft is well documented and bears a white nose cap and the number 88 and was stationed in California.

Construction is basic with the exception of the separate tail. I have read some accounts that it is simpler to attach each "tail" half to the appropriate fuselage side to insure a good fit vertically. I have already glued the tail halves together and they line up very well in the taped together fuselage halves.

The wing and engine nacelle fit can be tricky as well but with careful dry fitting a near perfect joint can be achieved. The tail pipes I find can be added last so masking them can be avoided. The landing gear appears to be adequate with enough detail. The real thing was pretty bland in this area.

The one thing lacking is a decent cockpit. I have a couple of publications which show what a busy affair it was. You can imagine that the designers had to add some new stuff with all new engines. There are plenty of switch boxes, levers, and wiring. The stock kit missed most of them and molded in only the most basic parts. There are even decals for some cockpit parts.

Sorry, but I need more. Thankfully, Scotty Batistoni at Cutting Edge (Meteor Products) came through with a very detailed and accurate package of details in resin. This is one of the best cockpit sets I've seen and if you want to do a P-59, I highly recommend the set. The photo below shows the stock kit fuselage parts and the resin replacements. Not only are the side walls vastly improved, the instrument panel features a transparent instrument face insert that should add a good touch of reality. Also, the furnished seat has molded in belts. If you choose not to go the full resin office route, I hear that a resin P-40E seat with belts will work quite well. I believe I paid about \$19 for the Cutting Edge interior.



The best reference for the P-59 I know of is the *Air Force Legends, No. 208* by Steve Pace. You can also find some useful material in the Peregrine Photo Essay on the P-59B that is now in the Air Force Museum. And if you are lucky enough to have one of Jay Miller's old Aerophile magazines, you will find some photos not usually seen. I recommend both the kit and the detail set. Now when will we see the F9F Cougar?

Milton

Japanese Army Air Force Fighter Units and Their Aces

Ikuhiko Hata, Yasuho Izawa, and Christopher Shores

Publishers: Grub Street, London 2002

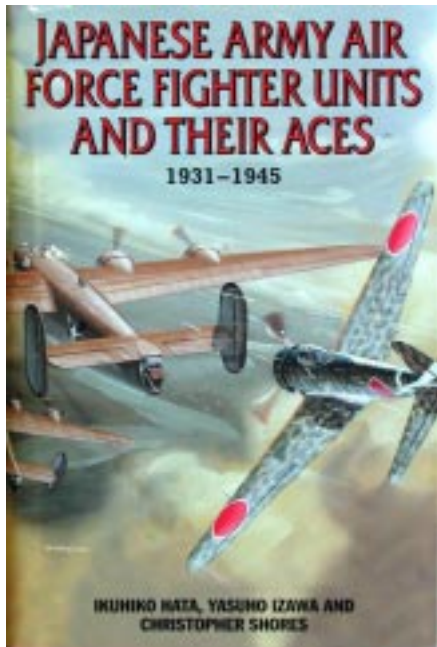
Hardback with dust jacket, 340 pp. \$54.95

reviewed by Mark Smith

New information in English about Japanese aviation history is always welcome. This volume has been long-awaited in the West as a companion volume to Hata and Izawa's volume on Naval Units and Aces, which was published some years ago by Naval Institute Press (now out of print). NAP has often explained that they would not be doing the Army volume since their books only cover Naval subjects. Christopher Shores has authored previous books for Grub Street, however, and has a long-standing mutual collaboration with prime Japanese sources. What has resulted from their combined efforts is a superb overview of Army fighter units and the individuals that were key to their success. In addition it's a much smoother translation and easier read than the Naval book. While this book was originally published in Japanese in the 1970s, it did not include all the material presented here, which has been revised and corrected in light of considerable new research.

As one would hope of such an expensive book, it's sewn-bound and printed on heavy stock, and the dust jacket bears a Rikyu Watanabe painting of a 50th Sentai Hayabusa attacking a B-24 (the only scrap of color the book can boast, by the way). Photo reproduction is of a high quality although some of the source photos are of poor to marginal quality. This has to be weighed against their historical value and rarity. Most of the photos are of individual pilots or group shots as opposed to hardware or aircraft details.

Section One is a hundred page chronological account of the JAAF from its early ragwing days through its intensive involvement in the China conflict, into the grinder of New Guinea and the Solomons, and its doomed attempt to defend the homeland. The unit histories give only general details.



Section Two covers The Units—thumbnail histories, commanders, bases, and markings. The illustrations for the latter are fairly basic and don't break any new ground, but they are comprehensive.

Section Three, The Aces, holds the most compelling and of course personal material, again about a hundred pages. Almost all these accounts bear at least one photo of the pilot in question. Some of their exploits are astonishing, and often give the reader a better idea of the ideological and philosophical differences of these warriors from their Western counterparts. In any case, the reader will never have encountered much of this information anywhere else.

While of great interest to serious modelers of Japanese aircraft, this one plays to the historian (borne out by the lack of color, which would have been welcome). While the price is dear, the subject matter is unique. It's taken a long time to see the light of day; it's only a shame that this book was published in English long after most of Japan's World War II Aces had passed away, proof of the axiom that the winners write history.

Mark Smith

Jeff's Book Reviews

by Jeff Forster IPMS 30833

NORTH AMERICAN XB-70A VALKYRIE

By Dennis R Jenkins and Tony Landis

This is Vol. 34 of the Warbird Tech Series. I bought this book from King's for \$16.95 and for that low price I got a fine book with 104 pages, complete with loads of pictures and drawings.

I don't know about you but I was in total amazement when I first saw pictures of the XB-70 while I was a kid, probably at Little Rock A.F.B. around '64 to '66. I wanted to see this plane in flight but while I never got to see it in its natural environment, you can imagine my total joy when I finally saw it at the Air Force Museum back in '83 for the first time. I've been back to the museum about six times since and I'm always amazed at this plane.

The book begins with proposals and drawings from various aircraft companies. They are very interesting. There's a great shot on page 11 of Republic's XF-103 mock-up. There are also several good shots of North American's XF-108. Looking at pictures of the XB-70 doesn't do it justice. On page 32 there's a shot of the wing fold hinge before the skin was installed. Imagine! the folding part of the XB-70's wing was the same size as a B-58 Hustler's wing!

As you might have guessed, this book not only covers the XB-70 program but lots of other programs that were off-shoots of the XB-70 program. If you've got an old AMT kit put aside, then this is the must-have reference guide. Jeff's rating: ★★★★★

Building the WSW 1/700 T-35 Destroyer

by Richard Eaton

I was delighted when our sample of the WSW 1/700 Torpedoboot T.35 came in the mail from Rocky Mountain Shipyard. This German company makes a fine line of waterline resin ship kits. This is my first experience with WSW products and it will surely not be my last. I just love the lines of these rakish and deadly little German ships. Read on.



The History

To keep up with the Royal navy's extensive program of building small, fast torpedo boats, the Germans responded with a building program of their own. The first torpedoboats were not well suited to anything but coastal or light sea conditions. The ships built in WWI and just after were used alongside the battle fleet as a method for massed torpedo attacks on larger ships. Right after WWI, the design changed to almost a small destroyer with armament besides torpedoes included. This again changed just before WWII with designs for just torpedo use. The Fleet Torpedo Boats built during the war reverted again to the small destroyer concept with abilities to lay mines, attack landing craft or for full-scale attacks on larger ships. These later vessels could be considered destroyers in other nation's navies.

The T.22 "1939 Period" Class

After the unsuccessful Torpedoboot 1935 and 1937 classes, a radical change in German torpedo boat design took place. Unlike their predecessors, which were focused on Torpedo attacks, the new class of Fleet torpedo boats were multipurpose ships, usable for torpedo attacks, anti-aircraft defense and escort duty. This new design could almost be considered a small destroyer or a frigate class. These were among the largest German vessels to be termed Torpedo Boats. They were distinguishable by their large superstructure mounted far forward. Several ships survived WWII and served in the French or Russian navy until the 1950s.

T 35

The "1939 period" Class T 35 was commissioned Oct. 7, 1944 to join the 5th Torpedoboot flotilla. She was presented as war reparation to United Kingdom on July 6, 1945. She was then transferred to the US Navy July 11, 1945 and renamed DD 965 and used for testing. She was then transferred to France in 1947 where she was used for parts.

Building the T 35

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. Instructions are basic, with little more than a few drawings and some basic painting instructions. They do a good job of identifying kit parts. You'll probably want to pick up some additional references on this ship anyway, so the limited information presented here shouldn't be too much of a hindrance.

Hull and Superstructure

The kit directions give an overhead view of the completed ship with numeric designations for the kit parts. Parts are identified on the reverse side of the sheet. I did quite a bit of flipping back and forth as I built up the kit.



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 started with the bridge components. There is a superstructure with a bridge topped by a gun director. There are no alignment marks molded into the hull or parts so care should be taken in aligning components. I used CA throughout assembly. I built the major hull components up easily due to the extremely clean condition of the parts. I have never seen a resin kit with so little cleanup required.

I then assembled the mid superstructure consisting of the funnels, gun mounts, and searchlight platform. I dry fit these assemblies and once happy I glued them in place. I then assembled the mid ship triple A platform and aft turret mount without difficulty. About those turrets—the kit come with four main battery turrets and a plethora of AAA guns. All were cast intact including barrels! I then glued the two three round torpedo launchers in place. At this point I was ready to try for the neat razzle camo scheme suggested by the box art.

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(T-35 Destroyer continued)

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 touch-up of the deck and I was happy.

Details, Details

Kit directions have you make individual small AAA gun mounts. There are PE gun shields for the single, double and quad mounts. I painted all remaining unassembled parts haze gray. Once dry, I bent these shields as directed and soon I had a small pile of very fine looking guns. I placed the AAA mounts around the ship as directed. I then glued the PE boat rails in place behind the bridge and glued the painted boats in place. I then attached the various ships cranes in place around the ship. There were five individual cranes, all complete as cast.

I assembled the two ship's masts out of the resin and PE components and painted them separately. The two PE radar antennae really look sharp. 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.

Final Assembly

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. The kit-supplied PE railings were large for the scale but I wanted to use them. I sprayed the PE railings 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. 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 and stern. I then installed the Main and after masts and their supports to complete the model.

Conclusion

I painted a wake on a royal blue surface and took some pictures for this article. I enjoyed this little build and recommend the kit for the average ship modeler. I have never seen such clean castings in a resin ship of this scale. There was virtually no cleanup of parts making this kit a snap to build. If you want to build your first 1/700 scale resin waterline kit this is a great place to start! The German WSW T 35 destroyer will make an interesting addition to any collection of WWII era ships.

My thanks to Lisa Norman of the company formerly known as The Rocky Mountain Shipyard for the review sample.

Richard

(How To Boost Membership continued)

most of the walk-in traffic has little interest in the "contest". If the contest is reduced in significance what, then, takes it place?

Recruiting Efforts

Provide a space in which you have current members serving as recruiters for the club. Select members who have good "people skills". Putting a grumpy or crusty person at this table will serve only to run off potential members. First impressions are important so select your recruiters carefully. Be sure to include Junior members and female members. Have a selection of models on the recruiting table. Make sure the models reflect a variety of modeling interests, unless, of course, your club is focused only on one particular kind of subject. Even so, these organizations can display a variety of subjects within their area of interest. Have a flyer with contact information on it. Make sure that the email addresses and phone numbers are correct. Make sure the flyer lists the correct URL of your club's web site.

Have a stack of business cards available with contact info on it. IPMS has created a PowerPoint presentation and has made that presentation available to all chartered IPMS clubs at no charge. The presentation can easily be modified to make it appropriate for use by any IPMS club. Have this presentation running on a laptop at the recruiting table. Did I mention the program can be ordered from IPMS at no charge?

If your club runs a raffle or door prize concession the recruiting table is the perfect point for visitors to claim their prizes. It makes the recruiting table the center of attention throughout the day as visitors check to see if their ticket numbers have been drawn.

Have a "Please Contact Me" form which captures the name, phone number, and email address of the walk-in. Explain that they will be contacted by someone from the club who can provide information about club meetings, meeting locations, and club functions. Make sure you follow up on this promise to contact them.

Dick

(Sweet Models continued)

Force. The Martlet is from the Fleet Air Museum. Aha! With those markings, each one is accurate for what it represents. Sweet offers a total of six of these kits but they are all based on the Mc. 200, Hurricane, and FM-2 mold. The primary difference seems to be with the markings.

At just \$8 a pop, you can have a fleet of tiny aircraft in no time at all. Storage space shouldn't be a problem. I figure I can get at least a half dozen in one of my usual 1/48 scale display cases! (Now I've got to check out an Australian company, OzMods, that has a really fine looking Canberra in 1/144.)

I give each of these little kits a very enthusiastic recommendation. Sweet. Really well named.

Milton

Old Rumors & New Kits

Not a lot of news this month but there's enough to whet the modeler's appetite.

First off is a new arrival at Kings. This new ultra-light, 1:1 scale future modeler discovered America on March 26 and is making his home with Rudy and Janis Cline, two very proud parents. Congratulations to young Nicholas Emlyn on his choice of parents.

Hot new aircraft kit since last time has got to be the Hasegawa F-8E. This is a very fine kit and I hope to have a review of it by next time. This should be a very good kit to build, but don't expect it to fall together, not that there is anything difficult. I expect the main problems to be with the canopy which can't very well be displayed open as produced. More on this later.

Hasegawa also released a new F-16 "Brakeet," the latest Israeli version of the Viper. Haven't really seen it but it should be a good kit if you want to do modern Israeli aircraft.

Hasegawa has also re-released their very nice 1/48 A-7E, Corsair II. I think it's one of their better kits and its the only one in 1/48 worth doing.

Eduard has a new version of the 1/48 Lysander kit. This is the Profipak version which means you get the basic kit plus a bit of PE and resin details. Costs more, but not if you figure in buying the extras. Gavia/Eduard(?) has released a neat looking DH-2, that weird looking little pod and twin-boom pusher from WWI. Sure would like to see them do it in 1/48.

Classic Airframes has two new kits out of the early Mk I Hurricane with the fabric covered wing. These appear to be excellent kits with very well done fabric surfaces. Even the effect on the fuselage seems to be better than that on the Hasegawa kit. A choice of three propellers, Rotol, DeHavilland, and the single blade of the early version are included. There are two separate kits, one in foreign markings (six aircraft) and the other in British markings (five aircraft). Looking at these kits in the box, I'd say they are about the best kits yet from CA.

Also just released is the S.79 torpedo carrying version of the Savoia Marchetti three engine bomber. A word of caution. This is a really nice kit and I understand the price has been lowered a little from the original bomber version. The box art is very nice but there is an error in the national insignia. The colors are reversed and the green band should be forward, not the red. I doubt that the decal instructions make this clear.

Look for a re-release of the Westland Whirlwind very soon as well. And remember that a Gloster Meteor F.8, a Hawker Seahawk, and a Vampire family is on the way as well as a new tool Fiat G.55. Classic Airframes is an ambitious company and their recent kits are very good for semi-short run subjects.

I had a note from Masahiko a few days ago and he said that there have been some real problems in the model industry in Japan. Then I read a short article on Hobby Link Japan that confirmed some of what Masahiko said.

Apparently, there have been a couple of bankruptcies that have a ripple effect. One is figure-manufacturer/distributor Reds which was behind the *Kaiyodo* action figure releases. They also imported the *Spawn* action figures from the US into Japan and evidently grew rapidly. Perhaps too rapidly. Now they are on hold and trying to reorganize.

The biggest blow to the industry however is the failure of Mitsubishi Shoten which was a major hobby distributor. One thing that will hurt the industry is the fact that many of the top model makers have large amounts of their stock on the shelves of sealed warehouses and they have not been paid for all of it. And it can't be sold yet until the courts decide when and how. It's a sad state and we hope that all the companies can recover.

There are a lot of new books available. The most obvious one is the *P-38 Walk Around* from Squadron Publications. It should be showing up in most hobby shops soon. There is another book that I really like — *Curtiss P-40, 1939 to 1945*. It has documentation on just about every user of the P-40 for that period. There are dozens of very nice schemes and markings that you probably never saw.

For Italian aircraft fans there's a new title *Reggia Aeronautica 1940-1943 Colors and Markings* that should fill a gap in what wasn't available on the Italian Air Force. There's another listing, *343 Kokutai, Genda's Blade* that I've not seen but it should be interesting for fans of Japanese aircraft in WWII.

For armor fans, it's been slim pickings this past month. There is a reissue from Academy of the M113 this time for the KIFD in UN markings and a slew of new Fruilmodel Tracks.

For you armor builders and sci-fi fans, I sure would like some contributions to round out the newsletter. Reports on kits, field trips, displays, or news in general are welcome. I don't do armor myself so I can't write 'em. (Love those sci. fi. road trips!)

I'm sure someone has the new Tamiya T-55 and I would like to see a review of it here. Cookie Sewell did a nice review for Hyperscale and it is apparently a nice but not very complex kit. If you are building it, keep a review in mind.

I have also heard that the new armor kits from Trumpeter, especially the Chi-Com SP Guns are very good bargains and you'll find very few modelers who will dispute the details or colors! They have good engine and interior detail and, all considered, are good value for the bucks. Try one and let me know what you think. Don't sweat the photos; call me.

See you next month. Now go build something.

Milton

**Next Meeting:
Thursday, April 17**

