



IPMS/Republic of Texas

SPRUE EXAMINER



**Banner's 1/350 Scale
USS Arizona, BB-39**

by Richard Eaton

I was excited when Banner finally released a large 1/350 kit of the BB-39 Arizona. This kit was extensively reviewed in the September 2001 issue of Internet Modeler. I was chomping at the bit when the kit arrived in a huge box! After reading Tracy's excellent review I had formed some strategies for the build. I knew that there were several hurdles to pass on getting a decent build out of the kit. I was not going to correct the model lines.

Knowing that the Revell kit was its basis I ordered Tom's Modelworks excellent Arizona PE detail set 3528. With both in hand I was ready to attack this beast! Read on.

Tom's Modelworks Arizona Set (3528): Old Tom has made my day with this set. It includes two frets of finely etched brass. One fret has a multitude of ship's railings that look really sharp. An instruction sheet leaves no doubt at all where each railing goes on the model. The other fret contains the ship's cranes, catapults, mast booms and other details. Again an instruction sheet details how to cut, bend, and assemble the various components. The only thing I found lacking with the set was the absence of hatches and other detail for the ship's bulkheads (which the Banner kit desperately needs). I shot both frets with battleship gray and let them dry.

Building Arizona

The huge box and tree upon tree of parts are impressive. I planned to employ several basic techniques to add details to the model. There are minor sinkholes and ejector marks on kit parts so drag out the CA and sanding sticks on this one. I then prepared the parts as much as possible while still on the sprue. I filled and sanded, cleaning as many problems as I could find.

The Main Deck and Hull

I went over the instructions. They have nicely done exploded views with all parts identified. I quickly realized that the four-part deck was the first major hurdle to overcome. This alone precludes following the direction steps as presented. Two separate portions of the main deck are molded with the single piece hull. Three other deck areas (the stern, bow, and amidships deck) are all separate pieces!

This can be a real heartbreaker as the pieces do not line up well as molded. Cleaning up all those joints could be a real bear and wreck the look of the model. I dry fit the separate deck pieces onto the hull, taking care to get the tightest joints possible. I used small shims inside the hull until things started looking up. Once happy I glued them in place. I used CA, putty, judicious sanding, and a lot of eyeballing until the huge main deck area looked uniform from bow to stern. Whew! Just re-scribe what deck plank detail gets sanded off. I sanded off the poor anchor chains molded into the bow deck section.

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| ModelFiesta XXII, Live Oak Civic Center | March 8, 2003 |
| 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 |

Editor's Notes...

Well, we are off and running again as ASMS begins its 30th year! We have a new slate of officers and kept some old ones. If you haven't heard, Kenny Roady is the new president of ASMS and Jeff Forster has stepped into the vacated vice presidents role. David Ranny will stay on as secretary and Dave Orloff will still be looking after the club's money. All these fine members will serve two-year terms.

Since the main duty of the VP is that of securing programs for our monthly meetings, Jeff says he will be the program himself and will talk about building a paint booth. That's an item that many of us could use. Meeting time is 7:00 PM at the Yarborough Branch Library on Hancock Drive. The meeting room opens at 6:30 and some of us will probably have a little dinner at Jorge's Mexican restaurant across the street. Don't forget to bring your latest effort, finished or not.

Thanks to all of you who contributed to this month's newsletter. What started off as a weak looking prospect turned into a bumper crop of articles. I got material from Bobby Galvez, Floyd Werner, Richard Eaton, Jeff Forster, Phil Brandt, and Mark Smith. You may not know Mark but he builds some very nice aircraft—from 1/144 to 1/48 scale—and lives in rural Pennsylvania. I met him years ago when he was in seminary here in Austin and he had displayed his 144 scale B-26 diorama at Kings.

Just to have some quick model building fun, I decided to go ahead and build my Christmas White Elephant! If you didn't know, I got a "super kit"—well it was twenty

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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 Column

Everyone is reminded to keep their hands and feet inside the car at all times. If we are all buckled up, HERE WE GO!

First I want to thank all for their participation in the election last meeting. I especially want to thank Dave, Jeff, and Bill for stepping up and volunteering to serve.

January was also the time for dues. If you did not pay then, please make sure you do so at the February meeting.

There are several model contests coming up. The first on the calendar is ModelFiesta in San Antonio on March 8. The theme is "spies," and I'm hoping to get Monogram's 1/72 SR-71 ready in time. I'm currently working on Tamiya's 1/35 M2 Bradley and hopefully, I will be finished with both in time for San Antonio. After those two kits, I will be hard at work on the Heller Ferrari P4 that I got at the Christmas party. This will be entered in the March Quarterly Contest. Just as a reminder, only kits from the Christmas Party will be eligible for this one. ScaleFest in Dallas will be held at the end of May and Squadron will have an open house during the show. The last contest I want to mention is IPMS Nationals in Oklahoma City. I hope you are saving your nickels and dimes for this one, it should be one heck of a good time.

One of the first orders of business I want to address is the new club shirts. The other officers and I will present two alternatives at the meeting, after which a vote will be taken as well as orders for the shirts. If luck is on our side, we will have these shirts available for ModelFiesta.

Well that's it for this month. Remember, our hobby is building models, so let's get building.

Kenny

(Editors Notes cont.)

something years ago—from Jarrod. It was the venerable Otaki P-47 Razorback with a "modern" decal sheet. The worst thing about doing this old kit was that I had the brand new, super detailed, excellently engineered Razorback from Tamiya laying on another table where I could see it at all times. I have to say that the quality of kits has come a very long way. Well it's done—not well but done!

Why jump on this kit in January? For one thing, it was fairly simple and I knew (thought) I could get it done in a couple of weeks. And because I answered a challenge on Hyper Scale from Dave Roof, formerly a Dallas vendor, who challenged all the readers to do a model a month. Later he amended that to "finish" a kit a month and Lord knows, I have a few to finish!

So for me, the Otaki Razorback is done for January and now the Mirage PZL P.11c from Mirage is done for February. And now I may "finish" one from the incomplete stash.

Milton

Jeff's Book Reviews

WAR PAINT

The 1st Infantry Division's

LRP/Ranger Company

In Fierce Combat In Viet Nam

By Bill Goshen, Ballantine Books 2001

Bill Goshen dropped out of college in October, 1968 and joined the army. He volunteered for airborne training and was subsequently injured during training. He could have stayed out of the fighting war altogether but instead volunteered for the 1st Division's Long-Range Patrol element, Company F, 52nd Infantry. In Vietnam the LRP's worked in five to six-man teams, sometimes combining several teams for a single large action.

LRP's would normally head for their area by helicopter with the helo crew making three or four false insertions before finally going in for the real one. When they hit the ground, the team would make a mad dash for cover, and then wait for 30 or 45 minutes to see if they had made it in undetected. If they were successful they would head out and accomplish their mission, which, if they were properly used, might involve finding enemy base camps and enemy bunker complexes. Most of the time they avoided contact with the enemy and if contact was made they would call for an extraction. This book is full of anecdotes about missions in the bush. On one occasion one man was snake bit and had to be medivaced out and on another mission a team was attacked by a tiger.

Reading this book you will experience the tension as each patrol heads into the bush. Goshen was on one patrol that went bad in a major way. His team was inserted on a mission in a very heavy concentration of NVA regulars, possibly a division strength outfit. In 60 seconds half the team was killed and the rest were seriously wounded. The author had taken a round through the shoulder, and while trying to crawl away a machine gun bullet broke his hip.

Then to make a bad situation worse, a grenade landed a foot away from him, exploded, and sent shrapnel into the bullet hole in his hip all the way up into his chest cavity. The team's radio was destroyed so they were completely cut off. They had to wait the night out while the VC probed for them and made sure the dead members of their team were indeed dead. They had to fight off attacks with the few weapons they could get their hands on.

It wasn't until the next day that the survivors were located and a full company was inserted to fight to their position and recover them and the dead. Of the three survivors, one would die within hours of being medivaced out. The rest of the book tells about Goshen's near death and slow recuperation from his many wounds and infections and many, many surgeries.

A great book about LRP's! Jeff's rating- ★★★★★



by Skip Perrine
IPMS 40167

Skip's CAR CORNER



Revell kit#2376, Corvette C5-R, 2001 Daytona 24 hour winner. Molded in white, clear, transparent red and chrome.

The time was sometime in 2001—the place, Daytona Beach, Florida. The event was the Rolex 24 hours of Daytona an endurance race that went through the night. The weather was miserable with intermittent rain and drizzle and on top of that the visibility was poor under gloomy skies and dense fog, not exactly the best conditions to race under, but through the gloom of that drizzly night came two Camel Yellow Corvette C5-R race cars.

These two cars with their legendary drivers maintained a steady pace throughout the night, the No. 2 car was being piloted through the race by road racing veterans Ron Fellows, Johnny O'Connell, Chris Kneifel and Frank Freon, the No. 3 car was piloted by seven-time Winston Cup Champion Dale Earnhardt and his son Dale Jr better known as Little E., Andy Pilgrim and Kelly Collins.

They led a procession of GT and sport racers to the checkered flag. First overall and first in class, giving Chevrolet, GM and most importantly Corvette the most important racing victory ever. The No. 3 car finished 4th, not too shabby for their first time out.

Later in the year, during “The 24 hours of LeMans” another battle of attrition was joined with both C5-R machines outrunning or outlasting their competition. This time it was Ron Fellows, Johnny O'Connell and Scott Pruett driving the No. 63 to 8th place overall and first in GTS, with Andy Pilgrim, Kelly Collins and Frank Freon not far behind in the No. 64 car, second in GTS.

As both Corvettes took the checkered flag side by side on that dreary day in France, it was most appropriate that they both wore on their front fenders the famous No. 3 to commemorate their fallen comrade, the late Dale Earnhardt Sr.

My Revell Corvette C5-R—the R is for racing—is a replica of the GM Goodwrench Service Plus entries in the historic 39th running of the Rolex 24 Hours Of Daytona, as well as the victory markings from the 2001 24 Hours of LeMans. The kit features in faithful reproduction accurate decals to make this replica a standout in any collection.

Now keep in mind this is a skill level 3 kit, which means it's the most challenging level for a Revell kit, and requires glue and paint.

So let's move on to the assembly of it. Now from what I have seen of this kit, it is not like most kits which start with assembling the engine and then proceeding to the interior and the tires and wheels. No, this one is a little more difficult. You really better read over the instructions before starting the kit.

All right, the engine assembly consists of a nine-piece engine. Then there's the front suspension, trans-axle and differential, rear suspension and metal axle. Then the rollcage assemblies are attached to the chassis. Then after I have the rollcage in place, I can install the radiator, interior panel and seat, bulkhead and rear cross member.

The interior assembly is next; dashboard—decal placement on dashboard is critical—steering wheel and rollcage top. Suspension and intake assembly is next. First I attached the lower radiator hose and then the upper radiator hose and third the upper cross member, two coil over shocks to the rear (left and right), then left and right upper A-arms and disc brakes. Next right and left intake boxes and right and left exhaust headers.

Finally I am at the wheel assembly, two front, two rear wheel, tire and axle pins. Final assembly—right and left headlight buckets, right and left headlight covers, right and left outside mirrors and faces. The windshield goes in from the outside of the body, one windshield wiper, and drivers and passengers side windows, two rear spoiler supports and one-piece rear spoiler, four transparent red oval taillight lenses. Front light bezels and front lens covers.

This kit is predecessor to the great IMSA kits by Monogram which were, in this writer's opinion, ahead of their time. I can't for the life of me figure out why Revell would give me such a great detailed kit with such a nice engine and the detail they give with the body being one-piece and unless you possess pics of this car with the hood off or open, I don't know how one would open it.

Skip Perrine

Hasegawa's 1/48 Myrt

A First Look!

by Mark Smith



The C6N1 Saiun (Painted Cloud), code name Myrt, began service in 1944 as a carrier based recon aircraft. It was the first Japanese aircraft designed solely for reconnaissance. It first flew in 1943 and underwent a number of modifications before it was suitable for carrier use. The Myrt was fast enough to get in, take its pictures, and outrun pursuing Hellcats. When it finally saw service, the Japanese carrier fleet was almost nonexistent. It ended the war as a B-29 night- attacker, armed with an upward firing 30mm cannon. A Myrt has the distinction of being the last Japanese aircraft downed in WWII.

Greetings from Pennsylvania. I have been thinking of fair Austin lately, as the low temperature the last two nights has been one degree. One arrival that warmed things up recently was a package from Japan containing the new Hasegawa 1/48 Myrt.

I have only cut it up and dry-fit the major pieces at this point, and the only good drawings I have are in 1/72—sort of a blessing. If there is any major problem with the shape, please don't let it get back to rural PA. Anyway, to the Mk. I eyeball it looks great. Lord knows it's shaped a lot better than the ancient Tamiya 1/50 kit.

One thing I love about this one is that its airfoil shapes are really carefully done—very thin, not only trailing edges but the flying surfaces as well. You hardly have to hold it up to light to see what I mean. The cockpit areas of the fuselage halves are almost eggshell thin, for instance, so that tolerances are much closer to scale than would be allowable otherwise. And the floor meets the sidewalls perfectly, including the structural formers. The split Fowler flaps beautifully molded (open) on their sliding rails; I have looked at the Maru Mechanic more than once wondering how that could be pulled off. The answer for 2003; buy the kit.

The leading edge slats are also offered in the open position, as well as the cowl flaps. You get two sets of cowl flaps; the one not used looks to be for prototype (and possibly early production) examples. Having wanted to do a prototype, a pleasant surprise. The wheel wells are as deep as the prototype, again due to very thin plastic. If you recall how Hasegawa did their P-47 wheel

wells, same method. Two different canopies for open and closed, including the little raised windshield section. The engine, unlike most of their other JNAF single engine bombers, is very very nice, the finning and pushrods on the cylinders being much more to scale.

The cockpit is one of their better efforts, the way they engineered the floor to be the right depth for all cockpit stations you'll have to see—try very thin plastic on the lower wing. One immediate and inexpensive help would be to get one of the superb Aires hand-held German machine guns, as the Myrt carried the Japanese copy of this weapon (“This week at King’s: buy an Aires m.g. and get a Hasegawa Myrt at retail!”)

Only trade-off for the fine tolerances is the need for a lot of knockout pins/ejector marks. These are mostly out of the limelight, but they result in some very subtle and small bumps in the otherwise mirror smooth surface finish. (They have to leave us something to do...or at least something to gripe about). The very fine panel lines are augmented by equally delicate rivet detail. (Oddly, the “supersize-it” fuel tank has much thicker panel lines which you'd probably be better off filling, as this unit had smooth joints). And to be honest, this crisp surface detail isn't completely consistent, turning “soapy” at certain points, and there is something present that's hardly associated with new kits anymore—flash. This was not a pre-production kit, either.

Having removed all of the parts from the sprues, I was struck by how thick some of those attachment points were, especially on delicate parts like the wing slats. If I hadn't had a jeweler's saw with a fine blade, it would have been even more difficult.

On initial impression, my kit did not have the fit associated with Tamiya or, say, the Hasegawa Frank. But I suppose the complexity of the subject should be considered

Markings for three a/c of the 762nd NAG as well as one from the 343rd, nothing exotic—but with lines like this airplane, who needs markings? By the way, Japanese-to-English translation entertainment value is back—I give you the notes for the 343rd a/c: “A part of paint figure for this body is presumption.”

In the coming year or so, look for further releases of this one: a prototype or early production variant, as well as a night fighter with a diagonal 30mm cannon mounted in the center crew position. (Ed. Note: Expect the night fighter variant by June of this year)

In the same way that the Tamiya 1/48 Seiran was a better “reference” than all of the previously available printed material, Hasegawa's Myrt seems to now hold the same title. The only Myrt left, at the NASM in Maryland, is a disassembled (and TAIC “Americanized”) night fighter example; so whether or not Hasegawa had access to it or not, this model is a real labor of love. If you like Japanese WWII aircraft—or just exotic ones—you'll have to have it.

Mark Smith

So, You Want to Know About...

Airbrushing Equipment

by Bobby Galvez

As a frequent visitor to the rec.models.scale newsgroup, I found that a topic that almost daily has an active thread is that of airbrushing. I'm by no means an expert, but I feel confident enough to share some ideas for putting together a basic set from direct experience over a few years.

What causes a modeler to look at the option of airbrushing when there is a broad range of quality aerosol paints on the market? It pretty much comes down to being able to get a spray quality finish with mixed colors, and that option isn't there with the canned spray paints. It also opens the door to spraying acrylics, which aren't available in aerosols.

There's a pretty wide range of options for modelers with regards to both airbrushes and air sources. We'll take a brief look at both with a view to sending those interested out into the market armed with good questions if not with a lot of answers.

Air Sources

Since there's no airbrushing without an air source, let's take a look at these first.

Air sources come in three basic configurations:

1. Air storage devices. These are either disposable cans meant for single use or tanks which can be refilled. These do not have a power source. They aren't self sufficient. You either need to keep buying the disposables, or taking the refillables out to get filled.

The smallest available are aerosol cans. Adapters are available to connect them to an airbrush. As a source these are best left as a last resort. They are expensive for what you get as they don't contain a very big supply. Users who place a steady load on them have found ice to form as the air super-cools from rapid expansion. If you're going to the expense of buying a quality airbrush, these cans become the equivalent of a Yugo engine in a Buick chassis.

Next up are compressed air cylinders. These come in two types: heavy gauge metal cylinders meant for medical, light industrial or SCUBA diving use, and lighter gauge tanks that work at much lower pressures. Modelers have used nitrogen, CO₂, and plain old compressed air to power their airbrushes. Some cylinders can be rented and refilled at an industrial air supply company.

Regulators are required. In the heavy-gauge cylinders these gasses will be under pressures ranging from 1500 to 3000 psi. The air pressure range for hobby airbrush use is from the low teens to the mid twenties in most instances. The tank rental and refills may appear inexpensive at first, but regulators and hardware will need to be purchased.

Lighter gauge tanks will get up into the mid-100 pressure range, so much less volume of air is available for an equivalent size. Some hobbyists are happy enough with smaller light gauge cylinders that can be filled up at the gas station pump, but be advised, you can find yourself making frequent runs, and gas station air isn't free any more, so it can get to be an expense

A couple of notes about high pressure cylinders:

- They are heavy and bulky. Even a SCUBA cylinder, which is about as small as you can get will weigh over 20 lbs. empty.
- Care must be taken in handling, placing, and connecting them. They must be secured in place. Should one be knocked over and the regulator connection broken, you have a heavy metal projectile on your hands—imagine a balloon inflated and released to flutter around the room. This is what a high pressure cylinder does with a break at the regulator connection. Ouch. Or it can simply fall over onto a foot, a toddler, a cat, a dog, or your pet iguana.



Caution:

One more very important thing about spraying with anything other than compressed air (atmospheric air, 80% nitrogen, 20% oxygen): Be sure to allow plenty of fresh air to enter the room. DO NOT use nitrogen or CO₂ in a room with poor ventilation. You can suffocate yourself. Lastly, don't spray with pure oxygen—there's a misconception out there that SCUBA cylinders need to be filled with oxygen. Wrong. That's a good prescription for blowing yourself up. It's compressed air.

The advantages to tanks as an air source are extremely quiet operation, and guaranteed dry air. The biggest disadvantages are bulk and having to get them refilled periodically.

2. Compressors. These compress air as needed for use and deliver it either directly to the airbrush or to a storage or holding tank. We'll stay with electric compressors.

For hobby use there are several manufacturers who supply the market. Motors for these will generally be in the 1/2 to 1 1/4 HP range. Most are oil-less units requiring nothing more than electricity to run. They're fairly quiet, making about as much noise as a waste disposer.

These can come in a number of variations:

- Simple on/off units that are turned on and run continuously.
- Demand units that sense demand and run only when under load.
- Some come with pressure gauges some without. A note about gauges here. What's important is knowing the pressure being delivered to the airbrush. Since airbrushing happens at the low end of the pressure range it's important to have a gauge that allows for fairly fine adjustment at this range. Gauges meant to run nailers will have hatch marks every 5 psi. A better gauge for airbrushing has hatches for psi by the unit. You don't need a gauge that reads over 50 psi.
- Some have moisture traps, and some don't. A moisture trap can be a small glass bottle on the line which allows for enough expansion of gas for moisture to condense and be filtered out before the air stream reaches the airbrush, or it can be a small inline filter type of trap. The glass bottles have the added benefit of providing a tiny air storage volume that usually eliminates pulsation caused by the compressor's cycling.

When I made my purchase a few years ago, I got a hobby compressor at Kings Hobby. It's a Paasche 500. At the time there was only one flavor: power cord, no switch, and a simple bleed valve to control pressure by feel. It's a good basic unit. Since there's no regulator, no moisture trap, and no storage device, it had some minor pulsation. I dealt with the lack of an on/off switch by connecting it to a power strip with a switch.

About a year after buying it I found a pressure gauge/moisture trap combo at Hobby Lobby and, with some pipe and brass fittings from the hardware store, I adapted it to my compressor. As Murphy would have it, a month or so later Paasche released the same compressor with an optional gauge/moisture trap combo. My consolation prize is that their factory rig is functionally the same as mine, but cosmetically I don't compete.

Good work can be done even without the pressure gauge. A deft touch with the bleed valve can give excellent results. Being a bit of a hamfist, I like to have the extra confidence that dialing in a pressure gives so that I can feel reasonably assured of duplicating results.

Testors, Paasche and a number of other companies produce compressors for the hobby industry and for between \$ 50-\$300 you can get a good unit. I have no hesitation in suggesting that you visit one of our sponsors, and start your search there.

Most of these units are small enough to fit on a tabletop. Testors has two small units that are very compact, but only produce up to about 20 lbs. of pressure. This should be sufficient for most hobby uses.

Compressors do tend to be heavy, so take care with placement. Also, they vibrate and vibration causes them to creep along. If on a tabletop be sure to stabilize it and assure that it isn't moving. on my first day I had to jump up and save mine from a fall—they move fast! It now resides on carpeted floor and stays put.

3. Mixed systems which combine an air storage tank and a compressor which fills it beforehand, or keeps it full via a demand regulator as it's used.

Units intended to drive nailers and smaller air powered tools are finding favor with hobbyists. They can be less expensive, but those intended for use with tools tend to be very noisy, and the smaller tanks don't have the capacity to do a lot of work from a single fill, so if you're spraying when others are sleeping and the motor kicks in, you're likely to have company in the hobby room soon! I have read of hobbyists so involved in a paint job only to be startled by a loud motor kicking in and flinching enough to spoil the job.

Units with tanks as large as 20 gallons are available for residential use, and that will deliver a lot of air for a session or two. This can solve the issue of the motor kicking in at a bad time. A good idea is to top off the tank before starting a session. There are folks who have need of a large air source for other uses at home and have placed units with tanks in the 100 gallon range in a garage or workshop and run an air line to the hobby bench, too.

Some hobbyists have reported a lack of longevity from some of these units. Prices can be as low as \$80 for units with 1-5 gallon cylindrical or pancake tanks, but remember it's a "you get what you pay for" world.

As for gauges, some hobby-specific units will come with them and these will be graduated so as to give enough information as to enable the user to regulate pressure finely. The units intended for tool use will generally be graduated in 5 psi increments, and I have seen some that have hatch marks at every 10 psi. Getting a properly regulated gauge for airbrushing is a good idea here.

A moisture trap is a must. No matter what kind of unit you end up choosing, dry air is the only desirable result. Moist air coming from the source causes the airbrush to "spit" and water condensing in the line and coming out as a droplet in the paint will certainly mar the finish. Moisture traps come in two basic types, either mounted at the source, or spliced into the air hose itself between the source and the airbrush.

And that in a nutshell is a brief overview of air sources. We'll leave the topic of airbrushes for the next issue. Until then, enjoy!

Bobby

Resin Kit Roundup:

**The 1/48 Collect-Aire
Yak-25M (NATO "Flashlight")**
Kit #4864 \$129.95 Obtained from: Collect-Aire
(www.collectaire.com)
by "Bondo" Phil Brandt



BACKGROUND

Early (1949-1951) Soviet single seat prototype interceptors overtasked the pilot, and in 1951 an official request went out for a new two-seat, all-weather interceptor. The Yakovlev design bureau effected a clever revision to the existing Yak-50, scaling it up to a sweptwing, twin engine, 'bicycle' landing gear design. Although never officially accepted as a bonafide weapons system, 406 copies of the NATO-coded "Flashlight" were manufactured from 1955-1957, and the type was operationally flown until 1963. The Flashlight was the progenitor of the definitive Yak-28 family although strangely enough, that type was also never officially recognized by the Soviet defense establishment!

Bondo has an earlier 1/48 multi-media version of the Flashlight done by Victoria products. It wasn't bad for ten years ago, but the vacuformed plastic is rather thin, and the resin castings just so-so. Never let it be said that Bondo can't accept progress, so when Lou Maglio, the Collect-Aire honcho, ran a special in January, knocking \$30 off, Bondo was sucked into the resin vortex....again.

THE KIT

This is one of Collect-Aire's better, late-model efforts: cleanly cast, hollow fuselage halves, petite engraving, improved cockpit components and nice decals. I noticed immediately that the components are essentially bubble and pit-free, a problem that has plagued Collect-Aire releases in the past.

Small parts are cast together on three separate sheets and are held together by flash. They'll take moderate cleaning up but this is certainly not a showstopper. The builder will need to be particularly careful when cleaning up the outrigger landing gear struts which are one part with the tiny wheels.

The two-place cockpit tub is straightforward, with sufficient console detail for most modelers. Sidewall detail is slim, with

just a coupla Evergreen strips used in the master. In any event, Bondo has found very little in the way of cockpit pix of this family of aircraft. The dedicated Flashlight seats are multi-part, but have no seatbelts and harnesses. Instrument panels are of the "sunken hole" type, that is, with no instrument faces, just blank holes. The shapes seem decently accurate, though. The vac'ed canopies (two are included) are thin and clear, with no "orangepeel" evident.

The instructions include a nice article on the history and development of the bird (seems possibly to have been taken from a magazine article). Three pages of finely drawn three-views are furnished, along with painting information and an exploded view of kit components. My only question is the accuracy of specifying the "operating room green" for the cockpit which seems to me to be more in keeping with Seventies and later Soviet aircraft.



CONCLUSION

Once again, Collect-Aire has produced a subject that has little, if any, chance of ever being done in injected form. And, the quality of their releases seems to be definitely on the upswing. Plus, as modelers often say, it's the only game in town.

Bondo

Web Sites for Color Info

Here are a couple of web sites that have information of FS colors. The first is from IPMS/USA and breaks the usual FS number into RGB, CMYK, and Munsell numbers. The second is from IPMS/Stockholm. In it, you type in the FS number and it appears on your screen. Pretty neat if your monitor is calibrated properly. The third site is the Garber facility. Good collection photos.

<http://www.ipms-earth.com/fs595b/index.htm>

<http://www.ipmsstockholm.org/color> server

<http://aviation-history.com/garber/images/>

(Arizona continued)

At this point I ran into hurdle number two. The mid gun deck has joins to the hull dividing the walls of the structure at mid porthole. Hello Revell! The portholes are way too large for the scale as well. I figured the easiest thing to do to get past this problem was to join the gun deck to the hull and panel over the walls and portholes with thin styrene sheet. I installed the five-inch guns and glued the gun deck in place. Once I had the sheeting in place I cleaned and sanded and re-drilled the portholes. One might be concerned about covering up all that molded-in bulkhead detail. Don't be; there is no detail on any vertical surface in this kit. Hello parts bin! I found a fret of leftover PE hatches, fire-fighting hoses, and other goodies and applied them where they looked good, according to some pictures I dug up. Wow the hull and main decks are together! Time to see how things look.



Of course the proof is in the painting so I shot the hull with Tamiya Battleship gray. I then masked and shot Testors Tan onto the deck, cleaned up some more, and re-shot until I was happy. I was aiming for a Measure One paint scheme for this build. The Tamiya gray is very dark (almost anthracite). I've read sailors call the measure one gray "black" so I figured with dry brushing I'd be OK with this. I then masked the hull and sprayed on a flat black waterline. I lightly drybrushed the raised decking with dark brown to highlight the planking.

Deck Detail

I pulled the various masking off turret mounts and splinter shields and found I needed to do a good bit of touchup. Knowing this, I wanted to complete all hull and deck so I could limit things to just one touchup pass. Following step three in the instructions I installed the various pre-painted deck fittings around the ship. Once things were in place I went over hatches, splinter shields, bout mounts, and the like with a fine tipped brush so that there was clean demarcation between the deck and all gray parts.

Ships Boats

The kit comes with a multitude of ship boats. I decided to do

them all at once. I chose to paint the hulls in peacetime white. After spraying all boat parts white I hand painted the decks and spars in light brown. Once dry I added them to the deck. Pile them up!

The Main Guns

I drilled out the barrels of all the main guns. I then assembled the main guns using masking tape to back the large turret gaps that allow the barrels to elevate. I just poked the barrels through the tape. I assembled the main guns in a stowed position. The kit turrets have poor molded in ladders on the sides so sand them off and replace with PE. I used white glue to fill the barrel elevation gaps and applied several layers to form blast bags. I then shot the turrets with battleship gray. I brush painted the "blast bags" flat black. I then glued the turrets in place fore and aft.

Superstructure, Mast Towers, and Cranes

From here on the kit instruction are to my liking. I like to take things in sections so that detailing would be easier and to cut down on PE damage as the kit progresses. Each section included cleanup, assembly, a scale black wash, dry brushing with Testors flat light gray and PE details. Following step eight I assembled the main superstructure and added the gun directors, searchlights, and other parts. I then placed hatches and other detail on the bulkheads. I am a firm believer in adding PE rails from the top down with ships. Following Tom's excellent directions I railed from top to bottom. I used my usual method of measuring, bending, and dry fitting to make the runs around these complex structures. Folks, there are a ton of complex bends in railing this ship. You might want to detail a simpler project before taking on this one. I then built the ships single funnel in the same manner

I then built the ships mast towers in steps six and seven. Use care in aligning things as the portholes are split here too! The kit provides two large masts with large yardarms. I didn't use the one on the forward tower because it did not exist on the Arizona. I modified the rear so that it looked more accurate. I bent and installed the two angular PE booms on the front tower as described in Tom's instructions. These large arms are angle aft and just look awesome! Once the fore and aft towers were complete I masked them at funnel top level and sprayed the top structures haze gray to complete the measure one effect. I then touched up the mast top gun platform splinter shields and installed the AA guns. These smaller weapons are generally crude and should be replaced. That must have been a nosebleed post if ever there was one!

Step eight has you assemble the ship's cranes. I assembled Tom's replacement parts. These are really sweet. I cut down the kit supplied crane parts so they would accept the PE booms and then CAed them in place. These included the two large mid-ship cranes and the stern aircraft crane.

The Air Department

The kit includes two Kingfisher observation aircraft. These are
(continued on page 10)

(Arizona continued)

best replaced but I spiffed mine up and used them. Filling and sanding help but the planes are just molded a tad flat. I sprayed them with blue-gray and then painted the canopies light gray. I added the markings and was happy at that. Tom's includes PE supports for the wing pontoons but I went with the birds as is.

The catapults are another matter. Tom's detail set supplied two detailed catapults that are small kits in themselves. The kit-supplied cats don't hold a candle. I assembled, painted, and added them to their mounts.

Final Assembly

I wrapped things up following step nine of the instructions. It basically depicts finishing the model. I added the pre-painted AA guns to the mid gun deck. Prior to placing all the major component on the ship I did an over all dry brush of the hull and all deck components to bring out details and enhance scale effect.

With everything pretty well built I added the main deck railings around the perimeter of the ship. Tom's instructions and parts were spot on so this went quickly. I then wrapped up assembly by dry-fitting, adjusting, and then cementing the main superstructure, funnel, Tower masts, and cranes to the ship. This method worked well while holding down the damage to the extensive PE. I then added the kit supplied decals. I used a cheap thin necklace material for the anchor chain. I sprayed the chain flat black and CAed them in place. Assembly complete!



Rigging

I used invisible nylon thread colored with permanent marker for rigging in this scale. I used various references and went to town. I ran support and wireless aerials to represent the ship's rigging at a distance without doing too much damage to the PE.

Conclusion

It is so great to have a large scale Arizona that is economical! Despite the hurdles, I recommend this kit to most ship lovers. You might want to get an easier PE job under your belt if you are planning to use Tom's PE details. They are first rate and easy to work with but there is a ton of PE to build into this ship.

Richard

Tamiya 1/48th Kettenrad

By

Floyd S. Werner, Jr. IPMS# 26266



Recently Tamiya released the Me-262 Fighter Bomber kit (now the Do-335) with a bonus Kettenrad. If the beautiful airplanes weren't reason enough to buy the kits the Kettenrad is. A very simple, easy, quick build. It is just the type of kit to get the armor fix without leaving the comfort of airplane modeling.

The instructions are very simple with a very well thought out parts breakdown. Even the heaviest handed modeler should be able to turn out a nice product. If you are looking for an evening of fun, this little kit is it. I don't normally time my builds but this one took about 5 hours to complete. I used techniques that I use for airplanes except to a greater extreme and I love the way my little Kettenrad came out. The only place that needed filler was on the bottom. Everything else cleaned up well and just a bead of Mr. Surfacer smoothed over with alcohol (rubbing, not the drinking kind of spirits) was all it took to make this a little gem. The driver is included. I haven't got him put together yet but by dry-fitting he fits in the seat and will touch the handlebars. There are no decals so just build and paint. I used Model Master Panzer Yellow for some color, but I could have used a Panzer Grey. For variety you can easily add stripes of Panzer Green and/or Brown.

If you bought one of the Me-262s and don't want to build or use your Kettenrad and driver I will gladly take them off your hands. Now I may have to think about the Navy tractor with the Corsair kit.



Old Rumors & New Kits

It's only February but there are already some fantastic new kits available and many more on the way.

First off is the very nice Saiun or "Myrt" from Hasegawa. It's everything that Mark said it was in his review. Released with it is a nice Spitfire Mk. 8 in USAAF markings. Looks good. Also available is the new 1/32 Me 109G-4 Trop which is basically the earlier G6 with modifications. One of the sprues is labeled "109F" so look for that version eventually.

The next big release will be the F-8E Crusader which is out in Japan and several modelers already received. This is an all-new kit and will probably be reviewed in next month's newsletter!

Packed inside the new Myrt box is a flyer that lists the 2003 releases for the first half of the year. Included are some entirely new kits plus some re-releases of some popular subjects including several 1/32 kits. No release dates are given but look for the return of the F-104J in JASDF markings, and the F6F-5N Hellcat. The one to watch for is the new-tool Fw 190D-9.

For the 1/48 modelers, look for a Spitfire Mk. IX "Continental Spitfire" in what appears to be NM finish. Along with it look for a new version of the P-47D Bubble Top, AU-1 Corsair "French Navy," P-51D "Big Beautiful Doll," Type 21 Pearl Harbor Zero, Bf 109E1 "Sitzkrieg" era, F-86F Sabre, N1K2-J George, Spitfire Mk VIII SEAC. A-4E/F Marine Corps Skyhawk, C6N1-S Myrt with 30mm cannon, two versions of the Frank, AH-64 Apache IDF, and an F-15C "58th FS."

If you are a 1/72 modeler, you'll be getting a new Su-27, F-15A/C, F/A-18A "Adversary," F-14D Tomcat, F4 Phantom II, and a host of prop jobs including a Peggy, Ty.21 Zero, P-51D IDF, Hurricane Mk IIC, Ki-61 Tony, FG-1D Corsair, Fw190-D, Me 262 and Ty. 52 Zero, Mustang Mk IV, Rufe. Frank, Hellcat Mk II FAA, and a Midway Kate.

For the really small scale fan there's a nice looking 1/200 KDC-10 tanker in Royal Netherlands Air Force markings. Two new ships in 1/700, and both JMSDF destroyers are shown—the DDF Kongo and DDF Kirishima.

And that's just from Hasegawa! So far, not much news has been forthcoming from Tamiya. Their new T-55 is out and it's really nice. It's a fairly simple kit but well done and looks like it was worth the wait.

This is the list of new kits announced at the Nuremberg Toy Show. First is a 1/12 REPSOL Honda RC211V followed by a 1/35 JGSDf Ty-90 tank w/ammo-loading set, a German Pz.Kpfw.IV Ausf.J w/Eduard Photo Etch Parts for Zimmerit Coating, a Krupp Protze 1 ton (6X4) Kfz.69 Towing Truck w/3.7cm Pak, and a German Panther Type G Early Version w/Eduard PE for Zimmerit coating.

They also announced a 1/700 scale Japanese Heavy Cruiser Suzuya and a 1/24 Peugeot 206 WRC, 2002 version. So far, there's no solid news on what they will do in the way of new aircraft kits.

Also for armor builders here are some items from AFV Club. The M3A3 Light tank should be out anytime, if not already, and next month look for a 150mm LeFH18 Howitzer, both in 1/35 of course.

Trumpeter has some new armor pieces out that are reasonably priced but I've no idea about their quality. They appear to be well detailed. The British SP gun looks good and the Chinese pieces as well. Doubt that anyone will question much about the accuracy of the latter.

Last month I got a list of new releases from Trumpeter through 2004. Very impressive list. Frankly, I'll be surprised if we see half of them ever produced. I do expect to see their 1/32 F4F Wildcat very soon. I have heard that it will have folding wings. That's "folding" not "folded". Could this kit be an upscaled Monogram "classic?" Let's hope not—that old kit needed major surgery to become a real Wildcat.

Hard on the heels of the Trumpeter list comes one from Panda. Panda is another Chinese model company that has a few kits out that frankly, to me, aren't impressive. Their F-35 is an early prototype and will require a lot of work to make it a real F-35.

Now, Panda appears to be outdoing Trumpeter in announcing new kits. A lot of jokes are made about large kits, such as "I'd sure like to see a 1/32 B-29 or a 1/32 B-17." Well, you may not see the B-29 but Panda has announced two B-17s, a G and an F, in 1/32! How big will it be? Well, the wingspan in that scale will be just over 39 inches! Better get a loan to add on to that hobby room.

Panda hasn't stopped with just two big ones although the others are more "reasonable." Their list includes a couple of home-grown Chinese fighters, a couple of F-18s, an early and a late P-51, two P-47s; a -15 and a -30, and a TBF-1 Avenger.

Panda also lists a bunch of 1/35 helicopters which include Marine One, a Merlin HAS.1 Royal Navy, a Comanche, and a Eurocopter.

Classic Airframes has released a new list which includes a reissue of the Whirlwind, an F-8 Meteor, a family of Vampires (yeah!), a Hawker Hart family, a Barracuda Mk. II, and a Hawker Sea Hawk. All good choices.

Now on a serious closing note. By next month's meeting we may be at war with Iraq. At the moment the changes appear weighted toward actual combat. Let us hope that, if war comes, it's over with quickly and with few casualties. And if it comes, let us all be united behind those who represent us on the line.

Milton

**Next Meeting:
Thursday, February 20**

