



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

June 2003

SPRUE EXAMINER



Revell's AG S-100 Class Schnellboot

By Richard Eaton IPMS 40101

Revell AG provides generous instruction in their multi page booklet. (53 steps!) I will provide the highlights as we build up this elegant boat. Following steps one through five I built up the boat bridge. Clean fit and lack of flash throughout make this build an enjoyable one. All bulkheads and floor pieces are separate. I toyed with painting the wooden slatted deck fittings prior to assembly but there was plenty of room to do it later. The exposed fighting bridge was used for torpedo aiming exclusively so there is no ships wheel evident. The actual bridge is completely enclosed in an unusual armored structure to wrap up assembly.

In steps 6 and 7, I assembled the two torpedo launch tubes. Again, just minor seam sanding and these are ready to go. You could really go to town here adding tubing and wiring. Steps 8 and 9 have you assemble the bridge and tubes on the quarter deck and assemble the hull. To simplify the painting I left all components separate for painting. Speaking of which I chose light sea gray for the hull and euro I gray for the deck.

Before assembling the hull parts I drilled the positioning holes for the trim rudders and propeller shafts. If you really want to go into detail, you might want to cut out the exhaust pipes below the water line and insert tubes. I taped the large hull parts together and applied glue the whole length of the seam using capillary action. The hull seam required just a touch of filling and sanding to make things ship shape. I then skipped over to steps 14 through 18 and added the propeller shafts, rudders, and trim tabs to have them in place for painting. I then assembled the port and starboard torpedo hatch assemblies and placed them on the hull. (Again, nice fit.)

I then drilled out the indicated holes in the quarterdeck and was ready for basic painting. I sprayed all assemblies, hull, and deck pieces light sea gray. As is my habit, I sprayed most of the other ship's fittings the basic gray color while still on the sprue. Once dry, I masked the hull and painted the hull underside flat black. I then masked the quarter and fore deck detail and shot both with euro I gray. After dry fitting the decks to the hull I ran into a fit trouble with the foredeck. Though not warped by any means there was a slight gap between the foredeck and hull. I had to clamp the assembly to minimize

(continued on page 6)

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Show Schedule**IPMS National Convention, Oklahoma City OK**

SuperCon, Fort Worth (Arlington TX)
GASCON IV, Greater Abilene Scale Modelers, Abilene TX

July 2-5, 2003

August 9, 2003
Oct. 11, 2003

Editor's Notes...

The year is half gone already and I've completed only four kits. Well, number five is on the bench and will be done soon enough. At least I'm ahead of what I did last year. I even have one to bring to the meeting Thursday night.

In case you have forgotten, this will be our second Quarterly Contest so please bring an entry. You may win a cash award. Meeting time is the usual 7 P.M. at the Yarborough Branch Library on Hancock Drive in north central Austin. And Saturday is our annual kit auction and picnic at Mike and Sally Kachoris house in Buda! See page 7.

Our friends to the north, NCT of Dallas, produced a nice one-day show just before Memorial Day. I emphasize "one-day" because in the past NCT has done two-day affairs to afford guests the opportunity to visit the Squadron Mail Order open house. Several of us managed to do both. Fortunately, I have relatives in the area so the wife and I spent a couple of nights in the big city. SMO has recently undergone some major remodeling so they were eager to show off the new digs to some of their customers. There were a few bargains and the chance to visit with several manufacturer's reps and aircraft artists. It was a thrill as well to walk around in the warehouse, surrounded by thousands of boxes of styrene and resin!

Several ASMS'ers made the trek and most who entered brought home some gold. Bondo, Greg Springer, and yours truly brought home firsts. I heard George Lewis' name called during the award presentations as well. I saw the Roadys there, the Forsters, Folkers, Don Jones, Terry Lowman, and some others whose names just refuse to come to mind. Entries were down at the show. Only 432 models I hear were entered and the number of vendors was noticeably down. Still, I think all of us who went had fun.

See you Thursday and don't forget your model for the contest.

*Milton***ASMS Officers for 2002**

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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

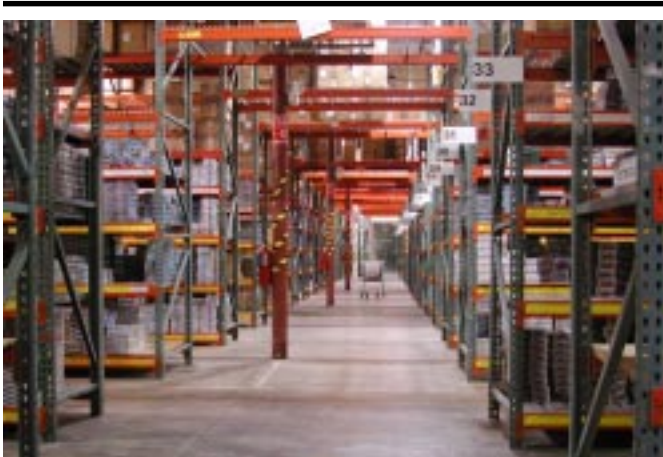
June already! This year is flying by quickly for me. We are at our second quarterly contest. I had hoped to get an F-84F ready, but I ran into trouble applying Alclad and made quite a mess. I guess I will have to practice some more. Perhaps I will have another kit ready by Thursday. Our annual summer picnic and auction is coming up on Saturday the 21st. I hope to see everyone there. Mike and Sally always show us a good time.

Please search your closets for a kit you can donate for the auction. We have several, but can always use more. Also, thank Rudy Cline for his generous donation of kits for the auction. Rudy and Janice have been very supportive of our club. Even though we are willing to buy our quarterly contest prizes, they always end up giving them freely to us as a donation.

We are just a few weeks away from IPMS Nationals in OKCity. I hope we will be well represented there. Kathy and I will not be able to attend because of our finances. If you do go, take lots of pictures and wear those flashy new shirts to let everyone know that Det. (detachment) Austin is present.

Hope to see everyone Thursday and Saturday.

Kenny



SMO's new warehouse and lots of boxes!



Original art for the new Classic Airframes Barracuda.

Jeff's Quik Book Reviews

By
Jeff Forster IPMS#30833

Gun Trucks

By Timothy J. Katta, Squadron/Signal Publications

This is another great book from Squadron/Signal. I purchased mine from Kings for \$11.95. It contains 64 pages and many more photos.

The book covers the operations of the 8th transportation group, 27th, 54th, 124th transportation battalion (truck). If you wish to build one of the army's cargo vehicles then this is the book for you! There are pictures of some very interesting modifications to these vehicles. As any good enterprising soldier would say, you use whatever you can lay your hands on to get the job done and ensure you're there for morning chow the next day. They managed to come up with many unique combinations of vehicles and weapons to protect the convoys and themselves. Some of these involved outdated vehicles with armor and M-60's mounted on them.

The 2-ton truck (M-35) was probably the vehicle of choice for transformation into a gun truck. A good gun truck would have armor welded onto the sides and back and the weapons would vary from one M2 50cal. to two M60's. The weapons varied from M60's, M2's, or 7.62mm mini-guns. One thing I never realized was how the crews would alter their trucks. There are also some great pictures of the art work applied to the trucks. Another vehicle used for convoy protection was the M42 Duster with its dual 40mm's from the 4th battalion, 60th artillery and were assigned to the 8th transportation group. Although they were used mainly for base security they must have been sheer terror for the VC when they opened up!

Another interesting vehicle was the Cadillac V-100 which were assigned to escort duty for the convoys. The V-100's could carry a variety of turret-mounted weapons, from twin .30 cal. or 7.62mm's in the turret with a 50cal. on top.

Also used to a great extent was the M-54 five-ton truck. This would allow even greater flexibility of modifications to be had. There are pictures showing every conceivable combination of weaponry mounted in their armored boxes. One modification I found was the installation of an M113 vehicle mounted in the bed of the truck! I plan on trying to build one of these! Imagine the firepower that a gun truck with two 7.62mm XM134 mini-guns and two 50cal. machine guns could put out.

As usual, Squadron has put out another very interesting and useful book. I highly recommend it for your reference library.

Jeff's rating - ★★★★★



Skip's CAR CORNER

by Skip Perrine
IPMS 40167

The story goes that Pontiac defined the muscle car with its 1964 GTO, a midsize Tempest stuffed with a 389 V-8 engine and all the sporty features to make it attractive to young baby-boomers of that era. Bucket seats, floor-shift, fancy trim, stripes, “performance” styling touches and a chassis tuned for serious driving—one drawback though was that these cars cost too much for the younger enthusiasts who most wanted them. All it took were a few options to work the price up beyond \$5,000.00.



In the spring of 1967, it occurred to Plymouth planners that there just might be a sizeable market for a bargain-priced factory hot rod. It would have few frills, which would cut costs and allow for more money to be spent where it counted most to these young buyers, namely under the hood. They wanted to go fast!

Thus in 1968 the Plymouth designers came up with a car targeting the younger set, it would be slotted below the GTX (which was the more “loaded” version of the Satellite), it was named the Road Runner and it’s target was the drive-in set, the twenty-something street cruisers who wanted the maximum bang for the minimum number of bucks.

The planners aimed to give them a \$3,000.00 car capable of 100 miles per hour in the quarter mile. The Road Runner was a hit from day one of its inception.

The package was predictable enough, starting with the lightest Belvedere two-door body, Plymouth added a modified version of Chrysler's veteran 383 V-8, with heads, manifolds, camshaft, valve springs and with minor help from an un-silenced air cleaner, the result was 335 horsepower at 5200 revolutions per minute (rpm) and a healthy 425 pounds/feet of torque at 3400. The ONLY engine option was the Hemi.

That brings us to this month's kit review, a '68 Hemi Road Runner from the Pro-Shop of AMT, which means it is pre-painted. It has one big flaw—the hood is painted wrong, it doesn't match the box art., so to do it right you would more than likely have to repaint the entire car.

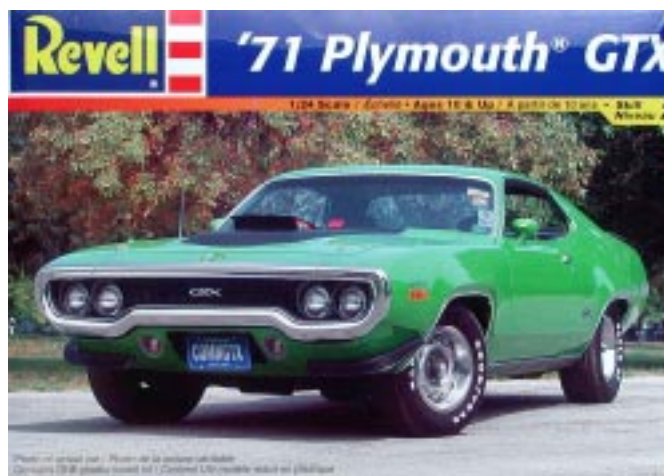
It's a 1/25th scale, pre-decorated plastic model kit. Fully decorated—easy assembly. It shows it to have Red Line Tires but it doesn't. It's molded or painted in red, which by the way needs to be polished out, it is kind of dull.

The plus parts of this kit is that they did go to the trouble to paint each assembly so that all one would have to do to build it, is just that, BUILD IT!

All right then, on this model all the running gear and chassis has been painted flat black, but for it to be built according to factory specs, it would need to have the chassis painted to match the exterior, with a little overspray on the sides of the bottom of the chassis. The firewall, engine bay sides and radiator mount are painted red—which is correct—and there's nice detail done on the 5-spoke Magnum 500 wheels, the exhaust system is painted aluminum and the interior is black. So, there's not a whole lot left to do to this kit, but if you wanted to, you could put some wires on the engine, and hoses on the radiator, but for the most part, ALL of the hard work has been done for you.

The rest of the kit is as it came out originally, with custom wheels and engine goodies.

Now for the second kit in this MOPAR set this month. It's the



newest reissue from Revell, the '71 Plymouth GTX. This marked the last year for the GTX as a separate model, but it had real muscle thanks to its 440 c.i. V-8 with 3 two-barrel carburetors and 385 horses. With all that power and added good looks, it was the definitive “muscle” car of its day. A radical change hit the GTX for '71—a new slippery-smooth, two-door hardtop body with a long nose and short rear deck. The convertible and pillared coupe were gone, but the 115-inch wheelbase was retained and the car's rear track grew by three inches, which

(continued on page 10)

The Tsybin RSR (020-3)

By "Bondo" Phil Brandt, IPMS 14091

Background

Although reverse engineering and direct copying of Western aircraft technology was a way of life for the Soviet Union ever since several 'misappropriated' WWII B-29s resulted in the Tu-4, the Tsybin RSR was a notable exception. Designed as a no-holds-barred bomber by brilliant designer Pavel Tsybin, the project instead morphed into a Mach 3, high altitude reconnaissance vehicle...at least three years prior to the Skunk Works design of the A-12/SR-7. Five RSR airframes were completed by 1959 and were awaiting engine installation when Premier Nikita Krushchev axed the program in 1961, ordering all five airframes scrapped. Loyal Tsybin design bureau workers resisted the edict until 1965, and all that remains of the RSRs is one wing and stabilizer assembly. Although the full size airplane was never flown, concurrent successful flights of the look alike, three-fourths size NM-1 test vehicle showed that the project was certainly a viable one.



Construction

This is Bondo Industries' initial foray into the labor intensive world of scratchbuilding. Working plans were enlarged to 1/48 from drawings in Bill Gunston's authoritative (and weighty!) Encyclopedia of Russian Aircraft.

Fuselage

Two layers of .010 plastic sheet were laminated around a 12-inch length of one-inch O.D. clear lucite tube. The large, squared-off ventral sensor housing was built up with plastic sheet, and the unique fairings at either end of the sensor housing were molded out of A&B epoxy putty. The forward fuselage was created from the large 1/48 Monogram B-58 fuel pod, and the empennage was formed from a section of the Airfix 1/72 B-29 empennage combined with a section of the Testors 1/72 C-119 tail boom. The wide fairings on each side of the fuselage were formed of laminated 1/8" strips. The prominent spine and empennage ventral fairings were built from plastic channel. The instrumentation boom is also from the B-58.

Wings

Monogram's beautiful B-58 again fell under the knife and furnished the sleek wings. The sweepback angle was increased, B-58 flight control surfaces were filled and new ones scribed. The outer 'winglets' were formed out of .030" sheet.

Engine Pods

Monogram to the rescue again! The circumference of the forward half of each outboard B-58 pod was slit lengthwise in eight places, and plastic 'gussets' were added to 'fatten' the whole profile. Inlet spikes from 1/48 O.E.Z. Su-7 kits were used, as they had the characteristic Soviet "cone with bump" profile. Hustler burner sections were used as is. Skid housings on the ventral surface of the pods were scratchbuilt, as were the six small cooling air fairings.



Cockpit

An appropriately kitbashed Black Box F-105 set furnished the tub and instrument panel. A Neomega KS-3 seat provided Soviet cockpit ambiance and is a realistic choice since this type was used in the Su-15/21 series of that era. The pilot's viewfinder mounted on the instrument panel coaming was scratchbuilt.

Canopy

The Tsybin RSR used a sleek, one-piece windscreen/canopy. I carved a blank out of basswood and vacuformed a couple of 'em just in case. Canopy 'rails' were cut from sheet and glued to the vac'ed canopy with R/C 56 white glue. The canopy erection mechanism was kitbashed from the Monogram F-5E, and plastic tubes glued into the avionics shelf provided a mounting base.

Landing Gear

The single main gear strut is white metal from an obsolete 1/72 Contrail XB-70 kit. Actually, this strut was somewhat offbase for the Valkyrie, but was fairly close to the RSR! Main wheels are from 1/72 F-111s. The nosegear strut was taken from another Soviet kit whose name escapes me; nosewheels are from an F-4. The main and nosegear wells were cut into the fuselage and the walls and ceiling built of plastic sheet. Gear doors were scratchbuilt with two laminations of plastic sheet. Although the original RSR bomber design used outrigger struts/w small wheels in the manner of the Harrier weapons system, Tsybin designers of the reconnaissance platform reverted to simpler skids ala X-15. The model's skids were scratchbuilt.

External Tanks

1/48 Zhengdefu F-111E external tanks were lengthened approximately two inches per the Gunston encyclopedia, and

(continued on page 10)

(S-Boot continued)

the gap. The large quarterdeck went on without a fight. I then assembled the ship's stand and dry fit it to the hull. A nice snug fit kept it in place during the rest of the build. I then painted all wood applications on the quarterdeck and bridge armor cover wood brown.

Going back to the directions I added a myriad of ships fittings to the fore deck following steps 19 and 20. Nice detailed moldings here. A circular shield for the forward gun tub is provided. I suppose you could use it to cover the tub as it was normally there as a sea barrier unless in action. I placed it on the deck. That forward 20mm is just too cool! Following steps 21 through 28 I added handrails, shields, hatches, flagpoles, and antennae to the bridge and bridge armor. Once assembled I touched things up with light sea gray and dry fit to the deck. Minor fit problem here. With sanding and test fitting, I got things reasonably together but I had to do minor filling and touch-up to fill the gaps.

Step 28A has you cut out and apply the nifty clear bridge spray shield. I chose to make that one of my last steps. I assembled the ship's life rafts and sprayed them dark yellow. Steps 29 through 38 (whew!) have you add loads of ship's fittings and railings to the quarterdeck. Having pre-painted them I simply added them to the deck without much fuss. The two aft gun positions both have firing restriction rails that are a tad heavy as are the ship's railings. I understand WEM has a nifty PE set for this boat that should shape things up in that area.

**The Weapons**

And now for my favorite part; working up the ship's guns and torpedoes! In step 39 I assembled the forward 20mm AAA gun mount. The gun is mounted in a very interesting mount that allows it to be fired from the gun tub under the foredeck. The 20mms were very nice. Steps 41 through 44 have you assemble the mid ship double 20mm gun and mounts.

Note that in the twin mounting the guns are assembled in a mirrored way to each other to facilitate loading. There is an unusual appendage meant to engage the gun restrictor rails to prevent an excited gunner from taking the captain's head off.

I assembled the two torpedoes in step 45. They have good shape and the long seams disappeared with minor sanding. The kit supplied props are poor but I cleaned them up a tad and used them. Here again PE would be nice! Spare torpedoes were rarely carried on missions due to their weight and lack of time to reload. I like their looks though so I painted them using metalizer gunmetal on the body and brass for the tail and warhead.



Steps 46 and 47 have you mount the mid 20mm, torpedoes, smoke generators, and aft 37mm gun railings. The kit comes with four smoke generator mounts in the aft area. If you wish to mount the mine racks later in step 52 you need to leave off the inner two smoke generators. That of course leaves two unused mounts on the deck. I wanted plenty of smoke available so I mounted them all and later trimmed the railings to fit.

Steps 49 through 51 assemble the aft 37mm gun, mount, and shield. The gun is a bit crude though accurate for the boat. The shield and gunner's positions are better, though PE would be nice here too. I wrapped up assembly by mounting the gun, trimmed mine rails, and aft lifeboat in steps 52 and 53.

Decals and Weathering

The kit comes with decals for three or four boats. I combined markings to use the large back panther with some ship's numbers. I applied them using the Future method to prevent silvering. I placed the KM ensign onto aluminum foil and induced some furls after drying. The flag comes with a big white circle where the illegal ruin should be though small marking may be available from the parts bin.



(continued on page 10)



In Box Preview:

Yukikaze Super Sylph from Bandai

by Chris McChesney

I just got this model from Hobby Link Japan. It is a “Yukikaze Super Sylph EX-13”, in 1/100 scale from BanDai. It is a stunning looking airplane and I can’t wait to dig into it.

This kit is based on a plane from the Japanese anime series, “Yukikaze,” which means, “Snow-wind.” After seeing the plane the name really fits. There are six part runners and a very extensive decal sheet, and it can, as with most plane kits, be built with wheels up or down. There is a lot of information about the kit on the box, but unfortunately it along with all the instructions are in Japanese. I also purchased a brass photo-etched kit to go with it. This is the first time I’ve attempted a model with a photo-etched kit and the instructions that came with it are, of course in Japanese. The overall quality of the kit looks pretty good, with clean lines and good surface detail. It looks like very little clean up or part pre-prep will be needed.

This model is a re-release and it has “sharper tooling for the intake nozzle, landing gear and the tires.” Assembly looks pretty straight forward, with three of the six-page instruction booklet dealing with assembly, the other three dealing with decal placement (I said it has a lot of decals!).

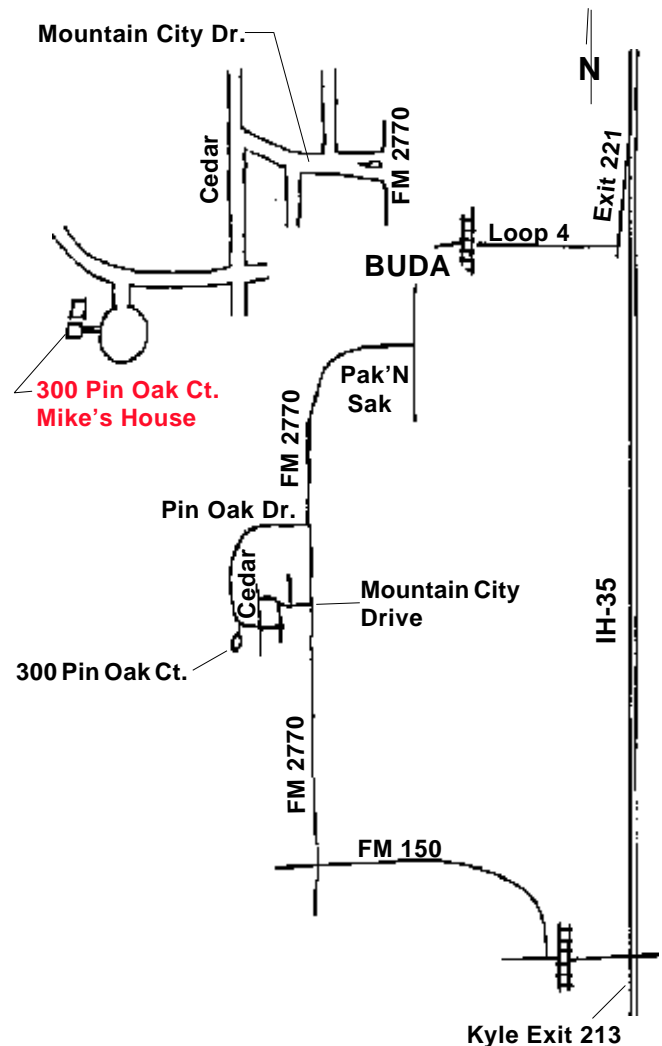
Chris



Annual Picnic and Kit Auction

Here’s a map to Mike and Sally Kachoris’ place. Bring what you want to drink and a snack or dessert if you wish. ASMS will furnish the BBQ from Duke’s BBQ World Headquarters. Bring your appetite, swim trunks, and a model for the auction!

It all begins at 2 P.M. Saturday, June 21!



If you get lost, call Mike at 262-3404 and they’ll talk you down!

AMTech's 1/48 P-40F-1 "Conversion"

by Milton Bell, IPMS 16702



The Kit

A few months ago I received an e-mail that said AMTech was offering a special deal for subscribers to their sometimes newsletter. It was to be a one-time offer of a P-40F-1, the short tail version of the venerable Curtiss fighter that had been fitted with a Merlin engine. OK, one more mailing list won't hurt. I signed up.

Well, when it became "available" there were some pictures of the solid resin nose and a peek at the three decal options. It was only \$15 so I sent my money...well, credit card actually. And then I waited. I figured I'd call after about six weeks to see if all was well and then it came, a nice little bag of styrene and resin.

What I had was the older basic kit that made a P-40E but there was a beautiful chunk of resin that made the very smooth nose that housed the Packard built Merlin 28. Now I have to say that in anticipation of the kit, I ordered the Cutting Edge resin interior done specifically for the F model. It was so nice, almost a kit in itself. Scotty Batistoni does *fine* work!

A Brief History

So, why did Curtiss go for the Merlin engine in place of the reliable old Allison? It really was how and where the engine developed its power. The Allison powered P-40 had problems with power and lateral stability, particularly on take off. The power curve really fell off at about 15,000 feet where a lot of action took place. That's why a lot of P-40s were relegated to ground attack duties. The Merlin 28 was a two-stage engine fitted with a turbocharger and thus powered the P-40 as fast at 20,000 feet as the old one was at 15,000. And so the P-40F was born. The new engine did away with the carburetor intake that had been mounted on the top of the engine just aft of the prop. The "chin" scoop was also altered in shape and there were new cowl flaps.

This still did not solve the directional problems but lengthening the tail eventually did. To make it really better, they eliminated two of the .50 cal. wing guns to save weight and cut out some

more "extra" weight to make the L model. L's still used the Merlin 28 and they were the hot rods of the P-40 line.

That's why this is the "short tailed" or original version. The later long-tail P-40F/L is available now in most hobby shops and has the same resin nose, just a longer fuselage. All these kits are based on the old AMT molds and they use the same relatively soft, light gray styrene. They are easy to work with and generally forgiving.

Construction

The first thing I did on my kit was the interior. As I said, I had it in hand before the kit so I assumed (correctly) that it would fit as promised. It was painted and ready to attach when the kit arrived. Cutting Edge resin is good. If you don't want to go that route then I recommend any of the resin interiors that will work in a P-40E. I know it's not quite the same but very few will know the difference and what you need is something to "busy up" the office. What about the kit interior. Hey, it's not that bad and with a few little extras you can scratch build it can be very good. Even without the extras it's passable.

I've got to point out that the Cutting Edge set has an error in the seat (as do some other sets). The shoulder harness belts should pass OVER that bar behind the seat, not over the seat back itself. And they should be white. Same goes for the Tamiya P-47D Razorback. Hey, no kit is perfect. It's up to us to fix it.



I use a mix of paints for cockpits. I first paint a slightly darkened interior green or DDG and then drybrush with the lighter shade. Then I give it all a good coat of Future and let it dry really well before adding an oil wash of burnt umber thinned with lighter fluid. When the excess is wiped off, the "dirt" is left in all the corners and recesses. I also use a silver pencil to weather the floor...provided it's metal and not wood.

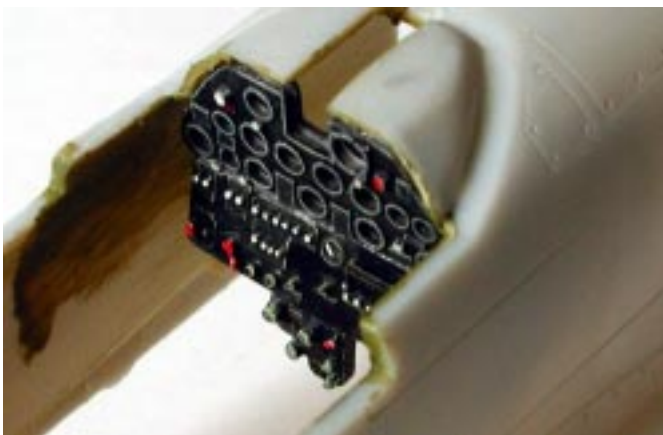


Next I tackled the fuselage and marked the portions to be removed for the new resin nose. A portion of the lower wing has to be removed as well. I used an Xacto Razor Saw with fine teeth to make the cuts. The instructions were very specific as where to cut. I first did a test of each fuselage half on the engine. Satisfied that it should fit, I removed the aft casting plug from the engine. Resin cuts slowly but it cuts. Be patient and careful. Resin is brittle and dropping the piece can chip off important details.

Satisfied that all would fit, I glued the fuselage halves together and when they were dry I began a careful process of attaching the nose. I sanded off the forward edge of the fuselage sides until I got a good fit. Then I used CA to fix it all together. Any seam that looked suspicious got a little extra as filler. When it was just dry, I used a sanding stick to smooth it all out. The fit was near perfect and the filler I used was minimal. Now it was time to install the finished cockpit and instrument panel from the bottom. Again, the Cutting Edge pieces fit the way they were meant to.



The CE instrument panel is made up of three pieces; surface, instrument faces, and rear. The panel surface had the bezels and switches molded in but not the instrument faces. I sanded down the panel until the holes opened up, then clean them up with a round file. Sort of like building a vac-form kit. When the panel was cleaned up it was painted flat black and then drybrushed with light gray to bring out the detail. The instrument faces are printed on a transparent film. Dabs of white paint on the back surface brought life to the gauge faces. This was sandwiched between the surface panel and rear panel. It makes a convincing instrument panel and is relatively simple. I used white glue to hold it all together. A cut was made in the kit parts for the resin gun sight.



Construction of the wing is straightforward as are the tail surfaces. I did the cut-out for the new engine after I had the wing together but you can do it either way. I added brake lines to the landing gear. My favorite material for brake lines is lead-free wire used for weighting fly-



fishing supplies are sold. I paint it before attaching. I also gave the LG legs a good coat of Future and then a wash of the oil paint and thinner, then wiped off the excess. Detail is much improved by this simple step. I also weathered out the wheel hubs this way. Cowl flaps were scratch-built from thin sheet stock. When everything was set, I gave the entire model two coats of Future and let it dry well between coats. After decals were applied, I again used the oil paint and thinner to outline various panels and dirty-up some of the underside details. Excess was removed with a piece of an old Tee-shirt. The kit canopy was molded unevenly so I decided to use the True Details set for the sliding portion. The kit windscreen was used and it fit very well, it's just a little thicker than I would have preferred but it's still usable.

The last bits to add were the exhaust stubs. You'll notice that they aren't molded onto the new nose. Instead, you have to cut each individual exhaust off the kit part—use the flared ones—and glue them into the holes provided, a la the old Mauve kit. Just paint them first. I used Metallizer burnt metal.

Final paint was with Polly Scale Dark Earth and Middlestone over Azure Blue. This makes for a colorful aircraft but that's what was used in North Africa in WWII. I chose the markings of Col. Earl Bates of the 79th FG, 1943. That Egyptian cartouche on the nose has the hieroglyph for 79 and Horus the falcon. Being an archeologist, I guess that sort of appealed to me.

Anyway, it was an interesting and fun kit to build and I don't hesitate in recommending it or the new F/L version. If you've never done a "conversion" this is your chance to get it all in one box.

Milton



(CAR CORNER continued)

definitely helped the handling of this “beast”. As in ’68, the famed 426 Hemi was still available, but the 440 c.i. displaced “Wedge” engine was often the engine of choice, as the latter was just **too much** engine for a street car. The most powerful 440 had three two barrel carburetors called a “Six Pack” which developed 385 horsepower. This “Magnum” engine benefitted from special camshaft and stronger valve train, new big-port heads, Hemi-type forged rods, and a higher capacity oil pump. To handle the power increase, the GTX used a 3.23 geared 9.75 inch Dana rear axle assembly. The “Slap Stick” shifter allowed manual control of a three-speed Torque Flite automatic transmission.

The Plymouth GTX as well as the Road Runner used a unique “Air Grabber” ram-induction system sunken into a blacked out panel on the hood. Air was routed to the carbs through a flap that lay flat in use and raised on demand during sudden acceleration. There were graphics available to complement the smooth body curves and, new for ’71, hi-impact colors were available, like Sassy-Grass Green and Curious Yellow. Dual hood locking pins and twin teardrop rear view mirrors were featured. Optional G60-15 tires with raised white letters mounted on wide, styled steel rallye wheels. This was an eye-catching machine and a terror on the street or strip.

The model kit is equally as fine as the foregone description of the real car. It is from Revell kit #2166, molded in white, clear, transparent red and chrome with black vinyl tires and very nicely appointed decals, (thanks to the decals, one does not have to try to mask off the area for the “blackout” panel) so paint it whatever color you wish and then put the decal in the location as shown on your instruction sheet. I think I might just get a few more of these kits. The instructions are self explanatory and easy to follow. So have fun and build two great kits, they are fun and the parts go together very nicely.

I rate both of these kits highly—a 9 to be exact.

Skipster

(TSYBIN continued)

pylons were kitbashed from the old Revell 1/32 RF-4 Sergeant-Fletcher outboards (a little ‘inside’ F-4 talk here; kindly indulge the curmudgeon!).

Stabs and Vertical Fin

The above-mentioned Zhengdefu F-111E again furnished the all-moving tail surfaces, albeit highly kitbashed, for the RSR. Slabs and vertical fin are attached through brass rods which slip into brass tubing glued into the empennage.

Finish

Alclad II as always! Many iterations of automotive lacquer primer and wetsanding up through 12,000 grit resulted in a gloss undercoat completely compatible with four shades of topcoat. Testors acrylic was used for the anti-glare panel and radar housings.

Decals

Aeromaster. No pictures of the finished airframe were available (the NM-1 test vehicle did make it to a Russian museum, however) and I don’t think just the Soviet national insignia will be considered “spurious” by IPMS judges.

Conclusion

The RSR would’ve been a goin’ aerochine, running very close to ‘Big Dog’ SR-71 parameters. Unfortunately for the Tsybin design bureau (and others of the period), Nikita Krushchev’s obsession with strategic rocketry was a serious setback to many forward-thinking Soviet aircraft designs, and that industry didn’t really recover until the MiG-25/31 series.

“Bondo” Phil

(S-Boot continued)

I did a light acrylic dark wash to deepen shadows and followed that up with some dark pastels. I used red and brown pastel to simulate light rusting on the hull. I then sprayed the boat with dulcote to hide the shine and seal things up. I then lightly dry brushed things over with light gray to bring out the details.

Final Steps

I went back to the nifty clear bridge spray shield at this point. A black outline is printed on a thin piece of acetate. It looks kind of sharp! You are left to cutting it out, shaping it, and placing it on the bridge. I used a #11 point to crease the multiple panes so that they would fit the complicated shape of the bridge shield. Take your time here and do a lot of test fitting. I glued the clear shield to the bridge in a series of steps using clear-part adhesive. I wrapped things up by rigging the hand hold ropes from the kit provided twine. It added lengths of rope to tie down life rafts and various other things on the boat. I coiled some heavier twine into a naval circle at the bow.

**Conclusion**

There are a lot of parts and steps to this build. Fit is overall pretty good so I can recommend this kit to the average ship builder in the crowd. More advanced modelers would definitely want to take advantage of WEM’s PE fitting for this build. Many interesting camouflage schemes were also used on S-boats of the period. My research told me that none were used in the S-100 class however. But hey, this baby would definitely look cool with a mottled dark gray pattern! This is another well-executed and reasonable kit from Revell AG. Our thanks to Rosemont Hobbies for providing this review sample.

Richard

Old Rumors & New Kits

I had good time at the Dallas show. It was the first major contest I had the opportunity to attend since San Antonio in February. A trip to SMO topped off the experience. They have a very nice new facility and it's certainly easier to maneuver through than the old one.

Like San Antonio—and us last year—attendance was down. Don't know if this is a trend or not but misery seems to have company! I will always wonder what the attendance in Dallas would have been if SMO hadn't had its open house.

There are some interesting new kits on the shelves this month, among them a couple of kits from Trumpeter and a vehicle from Tamiya. That new vehicle is an all new mold M 1025 Humvee and I hear it's very, very nice. And coming very soon is a brand new 1/35 leFH 18 105 Howitzer from AFV Club. Now you can have something to put behind that prime mover! All the reports I've seen on this historically important German artillery piece are very enthusiastic. Photos of it look good.

Revell has their late or as I prefer "corrected" version of the F-86D out now. This is the one with the parabrake housing that was refitted to almost all but the prototype! It's a good kit and it's priced right at about \$15.

AMTech's Hs 123A-1 is out and if you want one, get it now. Only 5000 of these kits were made and when they're gone, that's it. This is the kit that Floyd reviewed in last month's (May) newsletter. The resin for the interior is exceptional and the new sprue for the un-spatted version is very clean and should assemble with no problem.

Trumpeter's new SM-79 is out and looks pretty good in the box. Detail is typical of Trumpeter and the two torpedoes included are nicely detailed and appear to be accurate. Two are included although the aircraft usually carried only one, but hey, build it however you want.

A kit I want to do is the new 1/144 scale Ty. 97 Japanese flying boat "Mavis from Trumpeter." This WWII flying boat figured in many of the campaigns in the Pacific. This kit has good engraved detail, possibly too heavy for the scale, but that's easily overcome. The clear parts are "clear" and it looks like a well engineered kit. And it comes in under \$20.

Trumpeter has recently come under some heavy criticism for running hot and cold. That is, one kit may be a real show stopper and the next a show stinker. Their 1/24 F3F Wildcat had so many problems that Trumpeter decided to do some retooling and recalled what few kits were delivered. Now we are waiting for their Zero which was shown at the Shizuoka Hobby Show. I hope the Sm 79 and the Mavis turn out OK. I'm sure they will build into convincing models and you won't be mistaking them for anything else.

Now for some rumors. Some of these are NOT rumors but hints at things to come. Nice thing about shows like Dallas, there are enough insiders to keep things hot.

Some of the best "news" I picked up concerns Accurate Miniatures. Now AM was one of my favorite model companies and I was very sad to hear that they were about to fold. Apparently, the company has gone through at least three iterations. The current owners are committed to keeping the company afloat and things look promising. AM has already announced a B-25G with Maxwell modification to be released later this summer. You may have already noticed new B-25Bs and C/D kits in the shops. You will soon see more Avengers as well.

These are some of AM's plans. The P-51B/C series will get a rework with new and corrected wings. The A will get some modifications to make a prototype and a correct RAF bird. That will mean a new wing at least.

The Stormovik Il-2 two-seater will appear again and there will be a straight-wing and swept-wing version. Gone are the transparent instrument panels with decals. Instead we may expect a panel with either raised details or a transparency to place behind drilled out instrument faces, sort of like the instrument panels from Cutting Edge.

Early next year, AM hopes to have its newest model ready for release. It's the SB2U Vindicator that we have heard so much about and seen profiles of on the AM website. It apparently is on the way for the first quarter in 2004. Scale for all the AM kits will be 1/48, naturally.

Other rumors involve future projects that may or may not see development. One of these, the F-100, is a subject I've hoped someone would jump on and do as a state-of-the-art release. I hear that more than one version may be "planned." Another one that really caught me by surprise was a possible series of B-26s, both short and long-wing versions. How's that for a surprise? Well if that wasn't enough, there was a good rumor that AM would do a four-engine WWII bomber. What do we need with another B-17, or B-24, or... Well, there were a few four engine bombers and we have kits of several. But we don't have one of a Halifax! Perhaps we will...eventually.

Not a rumor but an announcement from Alan Griffith at AMTech finally confirms that they will do a definitive P-40B/C in 1/48. The masters are being done by a very good craftsman who has given us some very good models in the past. AMTech's new Black Widow and Reporter should be out in a few months. They hope to announce several new projects at the Chicago show this fall. In fact, they have 20 new aircraft kits in 1/32, 1/48, 1/72 and 1/144 scale. These include both WWII prop jobs as well as some post war jets, even multi-engine jets! These are all new tools so let's hope that AMTech takes off. Until we see some of these "rumored" kits, there are plenty to build right now. What do you say, let's go build some!

Milton

**Next Meeting:
Thursday, June 19**

