



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

March 2003

SPRUCE EXAMINER



The Northrop F-89H Scorpion

by

"Bondo" Phil Brandt, IPMS 14091

Bondo's 1966 navigator class at Mather AFB, CA had among its fledgling Magellans two Iowa Air Guard troops—one of 'em, Don Armitong, eventually rose to head the Iowa Air Guard—who were going back to Des Moines to fly (until 1969!) in the back seat of one of the oldest aircraft in the USAF inventory, the Northrop F-89J Scorpion. When we laughingly taunted them about their antique flying machines, they'd come back with the comment that it was "the world's most stable weapons platform." Having long ago stood on those gigantic wings at the Florence, SC Air Museum, I guess so!

The F-89H, last new-build version of what was one of the earliest USAF all-weather interceptors, featured huge wing tip pods that each contained three AIM-4 Falcon missiles, twenty-one folded-fin, unguided rockets and fuel! Begun in 1957, the H's Regular Air Force operational life was to

be a short one, and H models were heading for Air Guard service as early as 1958, having been supplanted by the J-model and the new F-102. The 75th FIS in Presque Isle, Maine, one of the last active duty units to fly the type, soldiered on with the H until mid-1959. The black-and-white checker-boarded wing tip pods of the 75th are perhaps the most distinctive of all Scorpion units.

The Model

I've always had a soft spot in my modeling heart for the efforts of perhaps America's best known Homeboy model producers, Revell and Monogram. For at least twenty-five years, they set molding and complexity standards for kits of USAF subjects, and even in today's "Golden Age of Modeling" many of their subjects are still unopposed in the marketplace. The F-89D/J is one that has stood the test of time, albeit with fine, raised panels. Perhaps the ultimate compliment to the 1991 kit is Black Box's release of an excellent resin interior upgrade set. I had always liked the visual complexity of the Falcon-equipped H models and started the

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MetroPlex Car Model Club	March 22, 2003
IPMS/Central Arkansas Scale Modelers, Little Rock AR	May 2-4, 2003
NCT ScaleFest, Mesquite Rodeo Center	May 24, 2003
IPMS National Convention, Oklahoma City OK	July 2-5, 2003
SuperCon, Fort Worth (Arlington)	August 9, 2003
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...

It's March and time for that First Quarterly Contest. Remember the Christmas Party? Well, that White Elephant model you received is to be the subject of this first contest. Hope you have it built up and cleaned up, cause that's all you can enter this time. My Otaki P-47D is ready so now I can turn my attention to a REAL P-47 Razorback, the fantastic new Tamiya kit. Don't forget, bring your entry and whatever else you want to show off. Meeting time is 7 PM at the Yarborough Branch Library on Hancock Dr.

Speaking of shows, a couple of weeks ago, several ASMS'ers made the trek south to the Alamo City (well, almost) for another ModelFiesta at the Live Oak Center. It was a great day for a show. Local weather was PC and mild while Austin stayed overcast most of the day. How was the show? Good. Actually, it was down a bit from last year, but still good. Sounds too familiar doesn't it? In an odd twist they had more people enter models than last time but they entered fewer models individually. I took four and that seemed to be the average.

The vendors were back but not in the numbers we have seen. Some of my favorites were absent but there were plenty of bargains and I found just what I went for. Actually, I was only interested in some Ultra Cast resin details. As I get older and the "collection" grows, I find detail parts are climbing to the top of my list.

This months headliner piece is Bondo's eye-popping F-89H. It was also the featured work on Hyper Scale's What's New section to start off that site's fifth year. Go Bondo!

Milton Bell

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Kenny's Kolumn

Well another month has gone by, where, I do not know. Kathy and I were unable to go to ModelFiesta this year. I heard from Jeff that the show was good, if a little light in entries. I hope everyone will be ready for the Quarterly Contest. It will be a tight squeeze for me, but I have high hopes.

On another note, I am still waiting to hear from Austin Monogram and Embroidery about the club shirts. Hopefully, they will be ready for the meeting this month. Hope to see everyone Thursday.

Kenny

Tamiya's M3 Stuart WWII US Light Army Tank

By Ray S. Katzaman

I first picked up this model as a cure for my burn out on cars and wooden ships. Yes, Virginia, you can actually burn out from too many cars and rigging lines! Ok, the fact is that this is my first piece of armor and I was not about to get fancy with aftermarket parts or scratch-building the interiors—after all, this was supposed to get me over the car and boat burn out—so I didn't.

Let me start with the instructions—very simple with a good assembly flow—as later proved by the actual build-up of the model. I did get ahead on some parts, and eventually regretted it because I had to un-glue the parts and reattach them in their proper order – chalk that one up to inexperience! I did splurge into one item that really helped with the tank idiosyncrasies and the ones waiting in the sidelines, it was Mike Ashey's book titled "Modeling Realistic Tanks and Artillery – An Illustrated Guide", at \$23.95 it's a bit expensive but worth it.

As with most Tamiya products, the parts fit extremely well, and there was little to no flash on the parts at all. After I painted the parts, I did have to re-drill some holes because part A did not fit into part B. I painted the model with Testors Olive Drab, No. 1949, and some of the other parts with Testors Flat Black and with an old Sharpie permanent marker. The antennae on the back was made with a piece of copper wire from an old extension cord and then painted black with the Sharpie pen. The four machine guns were first painted flat black and then dry brushed with Testors non buffing steel metalizer.

My biggest concern was with the tracks. Would they become unraveled after the model was sitting in its display case, would I be able to get the two little pins into the two even smaller holes? Well, it all worked out just fine. After I managed to get the pins into the holes, a little bit of Super Bond white glue kept everything in place. The rest of the model went along really well and once it was finished it really looked good? The decal version I used on this model are the US Army in Europe, No. 12 Car, A Company, 32nd Armored Regiment, 3rd Armored Division. I

did not use any gloss as a base for the decals, however, I mixed a bit of Elmer's white glue with water—1 drop glue to about 7 to 8 drops of water—then after the decal released from its medium, I brushed on the glue/water solution on the model, applied the decal, and later over the decal after it had dried for about a half hour.

Overall, this was a fun kit to put together and I finished it in less than two days. I would recommend this model for the first time armor builder and in a scale of five Jalapeños, I would give it four Jalapeños

Ray





by Skip Perrine
IPMS 40167

Skip's CAR CORNER



This month I am looking at a Pro Shop kit of a great old muscle car of the dying breed called Oldsmobile. I wasn't able to find much background on this particular car since it wasn't officially offered by Oldsmobile—it was more of a Special Order option.

Dubbed the H/O 455, it was actually based on a 4-4-2 chassis and body. "Firefrost Gold" striping accented its white paint while a dual-snout air scoop was on the hood and an air foil spoiler stuck up from the decklid. The engine: the 455-cubic inch V8.

The story goes that the first one made was for George Hurst's personal use, built to tame the tiger in the Judge by Pontiac (also a GM product), the heart of this beast was a "snorting, rumpity-rumping 390-hp 455" featuring big heads, a wild hydraulic cam and 2.25 inch dual exhausts, among other modifications.

The exterior treatment was very important, and was very carefully executed. The new-for-'69 Cameo White with Firefrost gold stripes scheme would become a Hurst trademark. The hood scoop system was unique to the H/O cars, as was the large deck-mounted rear spoiler. Oldsmobile's trend-setting Super Sport rims were used. The wheels were mounted with Goodyear's mid-1969 F60x15 Polyglas GT white letter tires.

Other special Hurst touches included the tear-drop racing mirrors on each side, and H/O emblems on the front fenders, deck lid and on the instrument panel. Hurst mechanisms were used to shift the transmissions, with the automatics using the Hurst Dual-Gate system. This allowed using the normal shift pattern or had a separate slot that allowed notching the Turbo Hydramatic through its forward speeds.

The brochure for this car said, "Awesome is the word for it. You roll up to the light next to the cocky-looking guy in the supercar. He gives it a couple of blips...then looks you over and you watch the creeping horror of realization hit him. "That's more than a 4-4-2...it's a '69 Hurst/Olds!" Guys do funny things next—some start looking for something under the seat, some blow their nose 'til the light changes, most just look out the other window and try to pretend they never blipped at all."

"That's half the fun of owning a '69 Hurst/Olds. The other half is the solid joy of punching that big Hurst Dual/Gate Shifter up through the gears...feeling those 455 cubic inches grab you...all to the genteel accompaniment of the silkiest snarl you ever heard. That sir, is awesome. Snarls softly and carries a big stick. 1969 Hurst/Olds 455!"

The base price of a 1969 Hurst/Olds was \$4180!

Now on to the kit, since it is a ProShop kit, it comes pre-painted. (A note at this point, I personally like these—some may not but when your motor nerves are gone and your ability to paint goes with them, you will appreciate the extra time AMT put into these kits). All I had to do was assemble this faithful reproduction of this ground-pounding muscle car from days gone by. The box art shows it as having a white interior, this is the only fallacy that I have found, the interior is already painted black with gold stripes on the headrests. It comes with the entire chrome tree so there are custom American Racing 5-spoke mags with it, also chrome headers and extensions, chrome custom valve covers and a chrome fan.

I built my H/O 455 exactly like the one pictured on the box cover, with the exception that the interior in mine is black. I found some Polyglas GT Radials in my spare tire box since the tires that come with the kit are not correct according to the brochure I read and reprinted in this article. The steering is poseable and the marking on the real car are just as on my replica.

I highly recommend this kit and I really love the pre-painted body.

Skip Perrine



scratchbuilding conversion from the Revell kit years ago, well before Fox Three in Fort Worth produced their resin H conversion set.

Airframe

The entire airframe was sanded down with 400 grit and rescribed; a short sentence to describe a much more drawn out procedure! Then, you'll need serious balancing weight in the nose.

Cockpits

I had already finished painting the stock Revell tub and seats when the BB interior set was released, but since BB had taken pains to accurize all aspects of the cockpit, especially the incorrect Revell portrayal of the left side of the rear crew position, I started over, keeping only the Revell rear instrument panel/radar scope which, although representing the D, was very close to that of the H.

Weapons Pods

The H pods are somewhat longer than the D and have a different nose contour. I formed the revised nosecones from some scrap external tank noses and added A&B epoxy putty. Lengthening plugs were cut from another F-89 kit. Door openings were cut out and flooring added to each of three compartments per pod. Compartment doors were scratchbuilt, with added door interior detail. Note that the small, forward doors fold inward; the larger aft ones open outward. My many references (Aerofax, D&S, Squadron) show very few, if any, details concerning the compartment interiors and the Falcon launchers, so I 'cannonballed' Monogram F-106 launchers and AIM-4s. The pods were relocated slightly forward on the wings due to the lengthening plugs.



Finishing

After many iterations of Blue Acryl, Mr. Surfacer, wet-sanding (stepping up gradually from 400 to 8000 grit) and gray lacquer auto primer, Bondo's old standby, Alclad II, did the NMF honors. Dural Aluminum, Dark Aluminum, Magnesium, Jet Exhaust and a couple customized shades gave a desired, "busy" airframe surface, whereas just one shade over all that wing area might have appeared boring. Next, the future Insignia Red areas were masked (luv that Tamiya yellow tape!) and first shot with flat white undercoat to brighten the many red coats that followed. At this point Bondo really "stepped on it" because at every

interface of red and NMF was a slightly visible, hairline white layer...and although others didn't think it was a big deal, the builder did! Sooo, it was remask time, keeping the tape just a micron out from the existing white and red layers. One more thin red coat covered the hairline white layer, and Bondo started smiling again.

The weapon pods shared the same white undercoat as the



airframe, and the black and white checkers were created with good ol' Tamiya tape and the Iwata. Note that by 1958 the H models of the 75th FIS had given up the flashy overall pod/tail checker scheme of their D models (as seen in the nice Revell 1/72 Scorpion kit) and had settled for a more maintainable, checkered "slash" along the pod sides.

After masking and airbrushing the canopy frame, a U-shaped canopy-mounted antenna was created from decal paper and sealed with a dip in Future. The windscreen needed some fairly precise puttying to blend with the fuselage base.

Rather than the initial orange-colored missiles, I invoked artistic license and elected to do the AIM-4s in the later, red-and-white scheme as carried by Deuces and Sixes. The red-and-white is much busier, especially with proper decals (markings copied from pix in D&S Deuce book), and the scheme coordinates nicely with the overall Scorpion colors nicely. So sue me!

Decals

By 1958 the vertical fin was overall red, minus the black and white checks, with a circular squadron logo in black and white. The squadron logo was digitally copied from the Squadron In Action book color centerfold, enlarged and jetprinted on decal paper. Some black touch-up paint was applied to the areas surrounding the shark.

The shark's mouth on the bottom of the forward fuselage is from an old aftermarket decal set (Repli-Scale SP002), and the stylized eyes (seen in an Aerofax pic of a 75th H bird) were improvised from decal paper. The actual shark's mouth on the H is slightly different from the decal (meant for the 75th D) but at

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Small Scales A closer look

by
Rafael Power

He 111B “Pedro”

By Roden in 1/72



Kit #:	005
Vintage:	2000
Origin:	Molding/Decals: Ukraine
Parts:	182 light gray/21 clear
Markings:	<ul style="list-style-type: none"> • D-ARAU He 111B-2 Armed transport supplying the Condor Legion from Germany. • 25_15 He 111B-1 4.K/88 (Spain, 1937) • 25_17 He 111B-1 1.K/88 (Spain, 1937) Conversion options (not included): He 111E “Pedro”

Condor Legion He 111s

Germany's Heinkel He 111H/P was the Luftwaffe's closest counterpart to the American B-17. Most of us are familiar with the Battle of Britain where waves of Heinkel He 111H bombed London during WWII. In other areas, the saga of the Heinkel in the Mediterranean, North Africa, Europe and Russian theaters is legend.

Early on, Goering and Hitler found an opportunity to test their new standard bomber in Spain when the He 111B was sent to aid General Franco during the Spanish Civil War in 1937. Like the Messerschmitt Me 109 and other German aircraft, Spain proved to be the ideal testing ground for their early combat aircraft. All battle-tested German aircraft went on to attack Poland and beyond.

In late 1938, the Condor Legion retired the war weary Pedros and received the more modern He 111E. Most of the B models were lost in combat while others were so severely damaged as to be useless. But, the early He 111B Pedros were forever linked with the bombing of the Spanish city of Guernica.

Available scale 111Bs

In spite of the popularity of the He 111, most models are of the 111H version. Germany's Airmodel vacuform #M-029 He 111B is a conversion for the FROG or Italeri He 111H, still available from Aviation USK Nebraska. There's no 1/48 Koster conversion kit for the Revell-Monogram He 111H.

First Impressions

MENTAL HEALTH WARNING:

THE SURGEON GENERAL OF MODELING CAUTIONS

1. THIS MODEL WILL CONTRIBUTE TO YOUR INSANITY.
2. THE LOSS OF CONTROL BROUGHT ON BY EXCESSIVE USE OF TENAX, FILLER, THINNERS, ETC. WILL
3. SEND YOU LOOKING FOR A SLEDGE HAMMER. IF STILL INTERESTED, READ ON.

The kit's box presents a rather gray box art which captures the grim rustic "iron boiler" look typical of the early 111B. My first look inside the box confirms my previous review on the TOKO P-63 "Pin Ball". TOKO is now part of Roden so, the color of the plastic, detail and fit of the "Pedro" is identical. This kit also reminds me of the Czech-built Kopro-KP kits. Although the kit's sunk rivets, subtle panel lines and attention to detail are commendable, the rough surfaces and excessive flash beg for careful cutting, sanding and polishing. As on the TOKO P-63, some surfaces such as the fuselage-to-wing joint skin panels have some unwanted globs of plastic that need to be removed.

Instructions

The 12-page instructions are printed in Russian, English and German. The diagrams are quite suitable and well done since this a very detailed model. About a tenth of the pieces on the parts trees are marked for disposal including some that remind me of the USAF's Mother Of All Bombs (MOAB). They are likely for the other two Roden (Nationalist Chinese Air Force and Lufthansa) He 111B kits. The paint instructions quote RLM colors but only refer to Humbrol paints numbers. The three aircraft illustrated are very well detailed with good shade separation—a plus for Roden.

Decals

Like the model's surface, the 5 1/2" x 8" sheet is printed in a slightly coarse but usable decal paper. The decals include no stenciling or prop manufacturer's logos but do include a two-part instrument panel and personal/unit markings. The decals are thin with good register but the red and yellow tail colors may not be correct.

Fuselage

Typical of TOKO/Roden moldings, the kit has no guide slots or pins and yes – generous helpings of flash. The fuselage is in five parts: two for the nose section while the main fuselage has three since the underwing/bomb bay is separate. Merging the fuselage halves, belly and wings will require precision work because of the faulty engineering. Although the molding shows very realistic detailed panel lines as seen in photos, unfortunately some will be lost under the filler and sandpaper.

Cockpit

The 11-piece cockpit is fairly detailed but here's where the problems begin. The fit is poorly engineered, causing one to constantly sand and cut to fit. As molded, the bulkheads stand on the way to joining the main fuselage halves. The interior of the He 111B in display in the Museo del Aire in Madrid, Spain shows that there's no door, just an opening connecting the cockpit to the bombardier position. Remove the molded door and add detail on the nose. The bomb bay is loaded with details including bombs and racks but the belly is separate from the fuselage, compounding the headaches. Although you can cut the bomb bay doors apart to show the inside, you are enticing madness.

Clear parts

The entire clear tree has well defined clear panes but everything is rather rough and scratched. Here's a challenge to restore these clear parts to a fine polished finish.

Wings, landing gear

Like the fuselage, the wings have no guiding tabs and lots of sand paper, liquid cement and Evergreen plastic are the order of the day. The lower wing halves show an uneven line on the flaps which may be improved with the use of stock plastic. The landing gear is very well detailed but keep track by test fitting before you commit any assembly with the liquid cement.

Engines

Each engine assembly comprises 23 parts including the prop, nacelles, engine hubs and individual exhausts. Get your drill warmed up. The exhausts will make you drill every hole to insert every piece, followed by a cover plate. There are also two different engine intakes for the He 111B-1 and B-2 versions.

Camouflage Schemes

The two B-1s illustrated in the instructions are in the overall drab Hellgrau with matt white wing tips. The third, a civilian D-marked B-2; is in a Hellgrau/ Dunkelgrün/Graubraun topside camouflage pattern with an Hellbrau underside.

Armament

The three machine guns are included for the nose and the five piece retractable belly position which could be lowered and lifted in flight.

My Recommendations:

- Arm yourself with patience.

- Look up the Propagteam and Microscale Spanish Civil War decals.
- Save as much surface detail as possible by gently sanding and polishing. This will avoid eliminating them and give a good painting surface.
- To preserve the fine detail, use several soft coats of paint to cover but not obliterate it. Finish it with a good measure of weathering and highlighting.

Final Comments

This is the only early He 111B injection molded kit of any scale in the market. It will need more work than what we are used to with Hasegawa, Academy, and other quality injection molding kits. The need for extra work on this kit will tax your patience but eventually should yield good results and an interesting aircraft. I recommend it to those with some limited molding kits under their belts.

References

Articles showcasing the He 111B/E have appeared in magazines like AIR Enthusiast, Aeroplane, Airpower and Wings. I also recommend reading Jim Zeske review on the Pedro that appeared in Fine Scale Model. Here's a small sample of useful references:

Articles

- He 111 y CASA 2.111 - Rafael Varo & Carlos Lázaro (Avión Revue #201)

Books

- Aircraft of World War II – Bill Gunston (Crescent or Octopus Books, 1980)
- Famous Bombers of the Second World War, Vol.1 – William Green (Doubleday, 1960)
- He 111 “Over All Fronts” – (Schiffer)
- In Action #184: Heinkel He 111 – (Squadron/Signal Publications, 2000)

Internet

Most websites cover the latter Battle of Britain Heinkel 111H/P versions rather than the early 111B and E versions. For the early versions as well as information on the Legión Condor (Condor Legion), the following sites are highly recommended: <http://www.museodelaire.es.org>—Spain's aviation museum with interesting walk-around color detail shots of the world's only remaining He 111E. <http://usuarios.lycos.es/mrvalverde/GC02602.HTM>—Black & white detail and overall views, unit codes and colors of the Condor Legion Heinkels and all other Republican and Nationalist aircraft and units in the Spanish Civil War.

Rafael

**Have You Paid Your Dues?
This is your LAST Chance**

**Hasegawa's 1/48th
Messerschmitt Bf-109G-10
"Type 110" Cowling**

By

Floyd S. Werner, Jr. IPMS# 26266



The 1/48th Hasegawa G-10 has been reviewed by others and myself to the nth detail so I will not talk about the kit, but about the simple conversion. I hope to spark some conversation about this particular aircraft.

The "Type 110" cowling consists of a flat plate on the left side below the cockpit on some G-10s. The two most famous examples are Erich Hartmann's G-10 in which he scored his last victories and the subject of my model, an enigma from JG2. Mermet states that in conjunction with the flat plate the gun troughs were lengthened at the front. The oil cooler had a small side section, similar to a standard G-6, but was in fact wider giving it more area. These aircraft usually have small wing teardrop bulges due to smaller main wheels. These aircraft were built in two work blocks, 491XXX and 150XXX. Because of the many similarities with the G-6-14/AS many experts call these aircraft G-10/AS, but they in fact are just G-10s with earlier models of the DB 605AS/ASM or DB605D engines.

Why did I pick this aircraft to model? Well there is a lot of controversy over this particular machine. It was found in Langensalza at the end of the war. It wore light colored RVD bands that have been interpreted to be JG2 (Yellow-White-Yellow). Some feel strongly that it belongs to JG300 (Light Blue-White-Light Blue). One thing is sure, neither unit had G-10s on strength at this time of the war, so where did it come from and who owned it? What you see is my interpretation of the three photos that I know of. Will this solve the issue? No way, but it may stir up some conversation. The Luftwaffe Verband discussed this particular aircraft for an entire year and sort of came to the conclusion you see before you. You will notice some other peculiarities with this aircraft. The wing crosses are smaller and further out than usual. Why? Who knows? Typical of photo interpretations is the never ending and constantly evolving question are those the right colors? More food for thought, but I think it is very close.

The conversion process was quite easy. Use a razor saw, files, sand paper and cut the nose off. Square everything off and cement the new nose. Before putting on the new nose, make a vertical line in the elliptical cowl bulge on the left side just in front of the windscreens panel. Don't cut too deep. Flat sand the cut to smooth the area aft of the cut. Then take two part epoxy putty, using tape for masks, and build up the area forward of the cut below the cowl bump. Be careful not to obliterate the wing fairing, but the panel must meet this fairing. Prime and re-sand as necessary and you're done with the hardest work. I also scribed a new oil filler port above the one on the kit/conversion. I intentionally left the lower port visible as some aircraft did. I elongated the upper gun troughs with a fine needle file. They look real nice and when placed against a normal G-10 you can't notice the difference. I'm not sure what the difference is between the conversion set and the standard G-10 nose section, but I elected to use the resin replacement for the purpose of learning. I built the kit normally with the sets and detail parts below. Model Master acrylic paints were used throughout.

The Reviews

Eduard Messerschmitt Bf-109G-10 Set 48-390

As far as I know Eduard has been at the forefront of photo etch parts since the process was introduced to modelers in the late 1980s. They continue to put out sets for every modern kit release. Having built their earlier 109 sets I was very happy to get my hands on this one. What I got was a shock. You get two large photo etch sheets, one clear sheet for the gun sight and one painted paper which has the instrument faces painted. The instruction sheet is SIX pages long, SIX pages. The set covers every aspect of the model, inside and out.



I was leery of the photo etched cockpit area which uses some of the kit parts, notably the floor panel. I built the cockpit set up slowly and was very surprised that everything, and I mean everything, fit like a glove. Careful bending and rolling of some parts made for a quite convincing interior. It was noticeably wider than the resin tubs I usually use. I think I could put a pilot in there if I wanted to, but to hide the exquisite detail would be a shame. You will have to have some sprue stock but it looked great. The only thing you really have to add is the fuel line and

wires on the right panel. I made my lines from .025 and .010 leaded fly-fishing wire. The clear part was made from stretched clear sprue. The armored plate on the canopy is nice but there is no clear part for it. The kit part is way too small. Overall, I was very happy with the cockpit.

The weakest part of the Hasegawa kit is the wing radiator area. Eduard has a unique approach to this area that is beautiful in its execution. Eduard has you make the front and back pieces that cover the openings and allow the flaps to be positioned open. There is no see through and the delicate hinges are a nice touch. The only issue on this kit is the lack of doublers on the bottom side of the lower flap. I must say who cares? It looks great. Don't forget to thin down the trailing edge as per the instruction set, this allows the flaps to be wedged in between the wing and the enclosed back areas. This provides plenty of strength.



The landing gear is not forgotten either. The wheel well is enclosed with your choice of end pieces. The top of the wheel well is large enough for the area and this takes care of the gap in the Hasegawa kit. I did have to thin my upper wing slightly. The strut gets a thin piece that I lost so I ended up replacing it with some solder.

I also elected not to use the under wing antenna as I thought it was too thin, but that is just my thought. It fit like a champ. One minor thing is the instruction sheet has you put the canopy release handle on the wrong side so be careful. A tip for the DF Loop antenna, I cut it out and rolled it around a paintbrush handle. When I got to the end I used a razor to straighten out a little bit for mounting. I love the results.

Bottom line, I loved this set. I highly recommend it. Thanks to Eduard for supplying the review copy. Eduard is widely available and this set retails for \$19.99. Well worth the money.

Adeco MD480016 Bf-109G-6/AS Conversion

This set consists of a resin forward cowling to replace the kit one. It also has a resin oil cooler, flattened main wheels, prop blades and small wing bulges. The resin plug is a good fit if you are careful and test fit constantly. All the other parts are drop replacements for the kit parts. I was very happy with the end result. It has the proper bulge that the G-10 kit is missing. The resin nose does have a "grainy" surface but after painting and



priming it is not really noticeable. This set made my Type 110 cowling conversion very easy. The set comes recommended to anyone who has to have a G-6/AS. It is an easy conversion set. Recommended. If you want to purchase the set, check it out at www.ModelDesignConstruction.com. The review copy was courtesy of my wallet.

Cooper Details CD4817 Bf-109G-6 and G-14 upgrade

Cooper Detail is the standard I judge other 109 products by. With that said, Roy Sutherland developed this set to address some of the minor problems with the Hasegawa kits, namely the bulbous nose. The set also includes replacement tails for either the regular or tall tail and new bulged main wheels. All the parts, with exception of the tails, are drop in replacements. This set has been incorporated into the Bf-109 set from Jaguar. Highly recommended. Review copy supplied by my wallet.

Cutting Edge Black Magic Camouflage Masks CEBM48288

I've been using Black Magic masks for quite some time and I find them indispensable. The set is very easy to use. I do one thing different, I use Silly Putty under the masks to raise them off the model 1/8 inch and get a slightly softer edge. The best use of these masks is on the scalloped leading edge areas. These masks are reusable if you are careful so they are well worth the money. Highly recommended. Review copy again supplied by my 109 driven wallet.

Aeromaster Reich Defense Bf-109G/K 48-004

This set is long out of production but is the only sheet with the decals for my aircraft including the smaller wing crosses. A word of caution on the camouflage in the drawings, check your references.

Conclusions:

I enjoyed this model a lot and it looks exactly like I envisioned it. All the sets were very helpful in building up a Type 110 G-10. I hope this model will stimulate some conversation on the original aircraft's origin.

References:

Messerschmitt Bf109 G-1 through K-4 Engines and Fittings. Mermet, Jean-Claude Available only through Mr. Mermet. This is one of the reasons to belong to the Luftwaffe Verband. (Some of the contents are
(continued on page 10)

Aeroclub's Meteor NF14.A

by Ron Dobrzelecki



This is my Aeroclub 1/48 Meteor NF14.A multimedia kit—vacuformed fuselage, injected interior, metal parts, and decals. The kit builds up nicely with not too much puttying on it. Actually, the only area that needed it was the wing to fuselage joint. The rest went together with Tenax or CA with zip kicker.

The instruction sheet gives you both written and picture breakdown. I really like Aeroclub kits because they go together without too much fuss and they give you what you need in detail parts. In the case of the Meteor NF14, you get the option of two color schemes.

I began by cutting out the vacuformed parts, going slowly at first so as not to sand off too much. I use sanding sticks as much as possible and get them at the drugstore because theirs are cheaper and bigger. Check out the nail care section. If you're chicken, have your wife or girlfriend buy them for you!

The rest of the build is per kit instructions. I used Testors MM paints—British Dark Green and Dark Sea Gray with Medium Sea Gray for the undersides. I gloss coated it for the decals and used a little Solvaset on them and they settled down nicely. I highlighted the panel lines a little and then flat coated the model.

Now I have the first in my collection of Meteors. I have a Mk 8 almost done. A little more sanding and it will be ready for paint. I'll send along some pictures when it's done.

Ron

(Me 109-G10 continued)

in Eagle Files: "Last of the Augsburg Eagles" by Brett Green)

Broken Eagles 3; Bf-109 G/K Part II; Hildebrandt, Carl

Luftwaffe Vol 2, Warbirds Photo Album, ISBN T1005706112308,

Aero Detail 5 Messerschmitt Bf109G, ISBN 4-499-20589-1

Floyd

(F-89H continued)

this point Bondo was tired and chose to invoke the "Close Enough for Government Work" rule. At least it was from the same squadron!

Conclusion

A long-term (five years on and off) project, to be sure, but Bondo never tires of the colorful USAF jets that filled the skies in the Fifties and Sixties.

Bondo

Model Fiesta XXII Photos



Scratchbuilt 1/16 Fokker D-8 by Alex DeLeon

Old Rumors & New Kits

Time to do this last page and, even though there is plenty of news, it's hard to concentrate with the news from CNN seeping in from the TV. We may well be at war by meeting time and certainly by the April meeting it seems. Please keep the our service men and women foremost in your thoughts and prayers these coming weeks.

Just in, from Eduard. It appears that Eduard will be bringing out some kits previously offered by Fine Molds, primarily the Me 412 Zerstorer in 1/72. This kit will be offered as a Profipack in two versions. I assume it will be offered as a "straight" version as well without the extra PE and resin. No word on when or what the price will be

Eduard will also bring back the Ki-115 Tsurugi "Kamakazi" in two versions as well. This 1/48 scale kit may be Eduard's version of the earlier Finemold kit. For WWI fans, for which Eduard has been a conduit of very nice kits, look for an Albatros W.4 on floats in 1/48 scale. For those who like very small, very delicate subjects, they will have a DH-2 in 1/72. (Sure would like to see that one in 1/48!)

Not to leave it at aircraft, Eduard is showing two 1/16 figures. One, a standing Baron Richtofen with black leather jacket and knee-high boots, looks rather dashing. The other is of Boris Safonov with holstered sidearm, quilted breeches and furry boots. Interesting subjects for Eduard.

Eduard also shows some armor: a 1/72 M-10 tank killer. Again, no dates, no prices.

The HobbyCraft YP-59 is out on the east coast. I've read accounts from modelers in New Jersey and Delaware who have the kit and they say it's one of HC's better efforts. If you want to do your Airacomet right, you can get a resin interior from Meteor Products. Look for it locally real soon.

Revell-Monogram and RoG both have released the 1/48 Ar 234C. The kits are identical and are for the most part identical to the earlier Ar 234 from Hasegawa. This version is apparently produced just for R-M and RoG and features a new canopy/cockpit and a new wing to accommodate the four BMW jet engines. The kit looks pretty good in the box. It is now possible to do one of the several "Luftwaffe 46" versions, even the early "AWACS" equipped machines with mini-disc radar mounted on the middle of the fuselage.

R-M has also released their F4U-5N Corsair which is identical to the earlier release from Hasegawa. R-M's kit comes with USN Reserve markings. In the rumor department, Bill Koster, who did the masters on several of R-M's better ProModeler kits, is reputed to be working on another project. This time it's supposed to be a "large jet." Great, but which one? Want to take a WAG at what it will be? B-57, Vigilante, Skynight. Hey, I can dream!

I've taken a gander at Trumpeter's new Spitfire Mk. Vb and I must say I'm more impressed with this one than either the P-51 or the ill-fated Wildcat. This is certainly the best Spitfire in 1/24 scale to date but it comes with a hefty price tag. Looking at that big elliptical wing, I was reminded of the AA control line scale models I used to build and fly. Hey, I've flown smaller ones!

The word on the Wildcat is that there were too many serious errors even for Trumpeter and Stevens Intl, the importer. The tool is being reworked and a "new and improved" Wildcat is on the way.

Another kit that is "on the way" is the Hasegawa F-8E Crusader. No idea what's taking so long; I heard they left the west coast terminal last week and the distributors should have them by now. Look for an ITB review in the April newsletter—providing I get mine by then!

Remember Accurate Miniatures? Sure, you do. They gave us some of the best 1/48 scale aircraft kits and great 1/24 scale car kits we ever saw. Apparently their demise was, as Mark Twain said, exaggerated. They had their financial problems but now the company is under new ownership and new management. According to a note sent to modelingmadness.com (check it out) they have been shipping new plastic since the early part of January! A restock of B-25Bs has been shipped to distributors and both versions of the F3F were to be shipped by mid-month. The B-25G, a full build kit, will be out by midsummer. Best yet, the Vindicator is expected by the end of October.

What about the P-40E? Apparently there is some question on that subject that has yet to be resolved. The deal to sell the molds to Italeri did not materialize. Better yet, they are looking forward to kits beyond the Vindicator. Let's hope Accurate Miniatures regains its financial health and gets back to producing top quality plastic kits.

Don't know if I mentioned it or not last month, but AMTech will produce a late model 1/72 B-52H based on the earlier AMT/Ertl kit. The kit will feature a newly tooled wing box with correct angle (actually two wing boxes will be included). Also included will be new engine pods, new weapons pylons and beams, and Black Box resin for all those lumps and bumps. Markings will be for two each for Desert Storm and Enduring Freedom.

If you purchased one of the new EC-135 kits from AMTech and have warp problems you just can't manage, contact the company for free replacement parts. Evidently, the packaging isn't the friendliest for the large, thin parts.

Lastly, congratulations to all the winners from ModelFiesta. I took home three, Ron O'Neal did likewise, Russ Holm got his usual bucket load, Bondo did well, Chris Wray had his usual excellent 1/43 car winners and swept a category, Carey McGaw won as did Carl Leidy. And there were others. ASMS and AABS were both well represented. Till next time...build a model!

Milton

Thursday, March 20
Next Meeting:

Austin, TX 78757
7509 St. Phillip

Austin Scale Modelers Society

