



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

November 2003

SPRUE EXAMINER



Accurate Miniatures' Il-2m3 STORMOVIK

Dave Orloff IPMS 40892

With the announcement of a Tank Busters Challenge at the Armor show this year, I knew it was time to dust off this kit and give those tankers what for! Accurate Miniatures released the Stormovik in both single and two seat versions, and for some reason the two-seaters were scarce at first and then unobtainable after the fall of the original company. Luckily the company and the kit are back.

The Stormovik was produced in greater numbers than any other combat aircraft of WWII, a total of 36,163 being delivered. Loss rates were equally impressive, with one loss per thirty sorties, average. The airframe was very unconventional for the time, being built around a nickel-molybdenum steel forward fuselage that cocoons the engine, vital systems, and crew in plate armor, to which the aluminum wings and wooden empennage were attached. Armament consisted of two wing mounted cannon (ShVAK 20mm) and two machine guns (ShKAS 7.62mm),

four 100Kg bombs in internal wing bays or two 250Kg bombs on external racks, and up to eight RS-82 rockets on underwing rails. A flex mount ShKAS for the rear gunner completes the picture. Truly a "Flying Tank" in every sense of the word.

Accurate's kit is molded in light gray styrene, packed as usual with the clears and decals protected under a cardboard divider, trees all in individual plastic bags. Decals are provided for one example, but extra parts are included should you want an early style rear canopy or the late war underwing cannon pods.

Assembly is a real delight, as I have come to expect from this team. The cockpit interior is superb, I chose to add only a Sutton harness from Eduard to the front office in lieu of the decal provided. The only other modification was the replacement of the tab that represents the hand hold on the left fuselage below the rear gunner's station with a bent piece of florist's wire. The instrument panel is molded clear, with decals that can either be applied to the front of the painted panel or to the back. I chose the
(continued on page 3)

Our Sponsors

These are some of the individuals and organizations which help make Austin Scale Modelers Society possible.

King's Hobby Shop

8810 N. Lamar, Austin TX 78753
Phone 836-7388

Roger Williams

PO Box 291
Pflugerville, TX 78691-0291

Rudy Cline**Ray Katzaman****A K Young & Associates****Squadron Mail Order**

1115 Crowley Drive
Carrollton, TX 75011

Action Traffic Services

11012 Georgian Dr.
Austin, TX 78753

MB Publishing & Photography

7509 St. Phillip, Austin, TX 78757,
Phone 454-2395

Dave Edgerly**Commander Series Models****Ian Edgerly****Texas Military Forces Museum****Pat Lowe****Testors Corporation****Bob Kieras****SD&D****Roll Models**

P.O. Box 27066
Golden Valley, MN 55427

Show Schedule

CALMEX 18, IPMS/SWAMP, Lake Charles, LA
ModelFiesta XXIII, IPMS/Alamo Sqdn, San Antonio, TX
IPMS/Tulsa, OK
CASM III, Little Rock, AR
Austin Scale Model Show, IPMS/ASMS, Austin, TX

Jan. 18, 2004
Feb. 28, 2004
March 27, 2004
April 2-3, 2004
May 1, 2004

Editor's Notes...

Here it is, November already with T-Day and Christmas right around the corner. In case you missed it, the club voted last month to have the Christmas Party back at the Bells' place on December 6. Same rules as last year—the club will provide a couple of Meat/Cheese trays and the membrs will bring whatever other snack or heavy hors d'ouvre they want and whatever they want to drink. Martha and I will provide ice and whatever else is needed for the party.

Looks like the current stage our kitchen remodeling will be done just in time for a real "shakedown cruise." Between remodeling projects, rehearsing for a Mozart Mass, doing newsletters and keeping up with a ton of email, my time for model building has been somewhat limited and I haven't done any since August! Finally, the remodeling is almost done, the Mozart has been performed, and this is the last full newsletter (probably) of the year. Just maybe I'll find time to do some painting and work on a commission project for a friend.

This month's meeting will be back at the Yarborough Branch Library on Tuesday, Nov. 18. Meeting time is 7 pm and I have the program this time. The subject will be on basic tools and techniques, probably not altogether appropriate for the final business meeting of the year but better late than never. If you have any questions about basic preparation and work, now is your chance.

Congratulations to all the winners from the AMPS show and a big thank you for including a Tank Buster Challenge for us aircraft types. It was a good show. First place winner in the Challenge was the Il-2 by Dave Orloff that's featured on the front of this newsletter. Good work!

Milton

ASMS Officers for 2002

Kenny Roady, president, kar66@swbell.net	260-2907
Jeff Forster, vice president, jforster2@aol.com	331-4644
David Ranney, secretary, dcrtx@aol.com	990-9699
Dave Orloff, treasurer, the.orloffs@worldnet.att.net	989-2795
Milton Bell, editor, mbell6@austin.rr.com	454-2395

Austin Model Show Coordinators

Tim Vogt	447-2668
Bruce Burden, webmaster, brucegb@bga.com	246-8916
Web Site www.austin-scale-modelers-society.org	
Ken Laronde (Vendor Liason)	288-2137

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 Tuesday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Examiner* 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

For those who missed it, the AABS 2003 show was a great one. All that high caliber modeling all in one place! For those who came out, and especially for those who participated in the Tank Buster Challenge, my most heartfelt thanks. Your participation is the stuff that makes me proud to be an ASMS member. Your entries into the Challenge were especially important as this category was a gesture of friendship to the aircraft builders and a great way to show solidarity between all modelers. My special thanks go out to Milton Bell for being so willing to head up the aircraft judging, Jeff Forster and Dave Orloff for getting in there and judging and helping out in every other way they were asked (continued on page 7)

Jeff's Book Reviews

by
Jeff Forster, IPMS #30833

WE RODE THE THUNDER The Autobiography of the United States Air Force Thunderbirds By Bob Gore

This is a wonderful tabletop commemorative edition celebrating the golden anniversary of the Thunderbirds. It is a hardback book with 200 pages, filled with photos from former Thunderbirds collections as well as team collections. You will not find these photos in any other book. This is really a great book!



The book begins with the inception of the Thunderbirds and goes through each year of the team's history. The author uses former team members, officers as well as enlisted men, to provide great moments of the team's travels and adventures while training and performing at shows. You'll learn what it's really like to be on the road with the Thunderbirds, trying to keep aircraft ready to go as well as dealing with officials and the public. This book really makes for some facianating reading! I loved reading each page and enjoyed every photo provided between the covers. It has 288 photos not counting all the individual officers' photos. There's also a complete listing of every enlisted team member who ever served with the team.

This book is one of a commemorative edition of only 850 published. Each one is individually numbered and signed by the first team commander, Dick Catledge. I'm really glad I was able to get a copy of this book, so if you're a fan of aerial demo teams then you need to grab it for your collection. It's a wonderful book!

Jeff's rating - ★★★★★

back, using drops of Elmer's glue to mask the faces for painting. Once the panel is painted, detailed, and dry-brushed, the glue dots are picked off with a chisel-pointed toothpick, and the result is a very convincing instrument panel, with a realistic depth to the gauges.



As with all Accurate Miniatures kits, deviate from the step-by-step instructions at your own risk. In particular, the insertion of the completed interior is tricky and a little spooky as it snaps into place. But it all goes together with just a minimum of filler, mostly at the center section-fuselage joins on the underside. Another area that takes a little extra fine tuning is the wing to center-section connection underneath—be sure that you get everything lined up flush while gluing.

Another nice touch is the main gear that can be installed after the airframe is completed. I was a little skeptical of the main gear doors as they are molded with the bays, but a wash of dirty brown thinner along the seam between the door and the bay gave a convincing impression of two separate components.



I wanted to build two-time Hero of the Soviet Union Ivan Pavlov's presentation machine as shown in the Squadron Stormovik In Action book, but the Aeromaster decals with his insignia were nowhere to be found. Enter trusty Rudy Cline at King's Hobbies—he had the set at home but planned a different scheme for his Il-2 and generously donated his surplus. The inscription reads: "To the compatriot Hero of the Soviet Union, (continued on page 10)



Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

Hi Gang! The kit I'm looking at for November is, for me, definitely in the running for Kit-Of-The-Year.



It's the newly released '59 Chevy Impala Hardtop Custom 2'n1. By none other than Revell, this is by far one of their best efforts in a long time. To start with it's molded in white, so that made it easy for me to paint pure white by Tamiya, because their pure white is almost transparent, but sprayed over white it gives it a lustrous color and a shiny finish. I actually was so impressed with it without decals I did one with and one without the flame decals. Both model kits are skirted and lowered, and both have the custom interior (the kit comes with both the stock and custom interiors), not to mention a ton of custom "goodies," like Lakes Pipes, dummy spotlights, outside mirrors, "slant back antennae," a conny kit (for the non-customizer, that means continental kit which is where the spare resides).

The '59 Impy, as it was called affectionately by the custom crowd, was a chrome, dream machine—it had enough chrome that when shined up could blind someone on a sunny day. The '59 was a lot cleaner than the '58 Impy. This was also the introduction to the automotive world of the "vista" roof design which was not only sleek and futuristic looking but also eliminated the typical "blind spot" most commonly found on the bigger cars created by the rear pillar or post for the roof support.

There was a lot of debate among people who first saw it—some saw it as a flying bat, it has often been referred to as a Bat Mobile, while still others saw the face of an owl or a cat.

But the new car clicked with the public as Chevy outsold Ford in 1959, so they must have been doing something right. This era also saw an increased interest in customizing, except for all-out show cars that appeared in magazines and were designed by such

customizing greats as George Barris, the Alexander Brothers or Daryl Starbird. Most customs were "mild," which meant the modifications were mostly "bolt-on" by nature. But young customizers eventually and even today see the value of it as a custom that they could make a lot better and add some of their own touches to "personalize it."

My kit has custom grilles, it comes with two suspensions, a stock and a lowered custom version, they've also included fender skirts, spinner hubcaps, and two kinds of taillights—custom and stock. There's a huge sheet of decals that includes pinstripes and scallops and purple flame graphics and so much more. The custom interior is simulated to look rolled and pleated, so I am thinking of trying to build a car like one a man I know had, Doug Milligan drove a sweet white '59 "bubble top" Chevy Impy with a red and white peppermint interior. Milligan still has a garage here in Austin. I think I might build one like his and take it to him—I like to surprise people.

So anyway back to the kit, which I purchased at King's (I got one on ebay too). Revell is not giving out review kits anymore.

There's an 8-page instruction booklet with the kit, and it's best to go through it and familiarize yourself with it. The kit is molded in white, clear, transparent red and chrome, and it's a skill level 3. Now I did say it can be built custom and stock, but with very little work and a lot of research it can be turned into a NASCAR stocker, the decals for this are available from both Fred Cady and Slix Decals and I am relatively certain Blue Ridge Decals probably has some for vintage NASCAR stockers. All that would be required to turn it into a stocker would be a rollbar in the interior behind the front seat, seat belts, a competition exhaust and racing tires and wheels which are available from BSR Replicas and Finishes.



Now this kit is loaded with more "goodies" than any other kit of this kind to date. I highly recommend this kit and possibly like I did purchase six or more of them, it's sure to be a collector's kit and in addition it's a hoot to build. Another thing I like about it, is that the tires are bagged separately from everything else, as is the chrome, and there are actually three trees of chrome. All the chassis, engine and extra "goodies" are also separately bagged. The body is bagged by itself so there is no chance of anything rubbing on it. I noticed that on the chrome tree, the chrome front windshield frame was there with the vent windows, so if you

(continued on page 10)

Special Hobby 1/48 Spad 7 C1

by Richard Eaton

Introduction

This is a delightful new kit from Special Hobby of the Czech Republic. It is great to finally have a decent injected kit of this important aircraft in 1/48 scale! Featuring two sprues of injected parts, nice resin interior components, PE details and vacuformed windscreen this model should hit the spot with a lot of WWI modelers. As the Spad series has been the subject of numerous articles I will just dive into the box here.



The Kit

This review kit arrived in a nicely done retail box. The box art shows a nice painting of the Guynemer's Vieux Charles aircraft. The bagged two frets are molded in hard light gray styrene.

On the Trees

Tree A contains the two fuselage halves, wheels, struts and cowls. The top fuselage around the cockpit is a separate piece for some reason s. I have not test fitted these parts but I would imagine there might be some filling involved here. There are two cowling/radiator versions available though the instructions call for using part A3 for this model. Molded-in detail is nicely done on all surfaces. The Vickers gun is nicely done.

Tree B holds the wings, rudder, elevator, exhausts and propellers (two). The wings had subtle rib detail molded in but have large gates and a bit of flash to clean up. They are a tad thick at the trailing edges but I don't plan to thin them. The same is generally true about the rudder and elevator parts. All control surfaces are molded into the main piece. The exhausts are nicely formed with light flash and molding seams. Two props are provided with the instructions leaving it up to you to decide. The



struts are scale thin, completely molded and lack surface detail.

The Resin

Resin parts include nicely molded interior components and a top engine cover. The interior consists of a four-piece box and floor surrounding the pilot's seat. Parts have the usual pour gates and are very thin. The upper cockpit framing is slightly warped but should not pose problems. The resin detail is good now that I got my stronger glasses on. The engine top cover is especially nice with access panels and vent holes well done.

The Metal

One small fret of PE brass parts contains interior details, control horns, struts, and a sight for the Vickers. The controls and harnesses are nicely represented and should complement the interior resin nicely.



Instructions and Windscreens

Two different clear vac windscreens are provided for the two possible versions of the kit. The decision points in the instructions keep pointing you to "page seven" which is the beginning of the line drawings for aircraft markings. The instruction booklet contains a page of parts identification, followed by three pages of assembly, and three pages of line drawings for the three possible aircraft. The directions feature detailed drawings and identify all parts clearly by number though the sprue have no such markings.

Decals

One decal sheet contains markings for three different aircraft. These include the French Guynemer subject and Lenoir and Calabria of Italy. The decals are well registered, thin, and may be the highlight of the kit.



Conclusion

This is a nice little kit. It is on par with mid production Eduard in quality and detail. If you want to do an Italian Spad you will love the decals! I recommend it to average to experienced WWI modelers due to the multimedia challenges with the kit. This should build up to a nice model right out of the box.

Richard

The 1/48 Fonderie Miniature SE 2415 "Grognard II"...Go Ugly Early!

Kit 6033, \$55.00, Obtained from Squadron Mail Order

In-the-box Review
by "Bondo" Phil Brandt, IPMS 14091



BACKGROUND

Lord knows, there have been some ugly airplanes since Orville and Wilbur first "...slipped the surly bonds...", but over the years the French seem to have cornered the market in, shall we say, less-than-aesthetic designs. The Sud Ouest (SE) Grognard ("Grumbler" in French, the sobriquet applied to Napoleon's Old Guard troops in the Russian campaign) is a case in point. Designed in 1945 and first flown in 1950, the airframe was distinguished by under-and-over engines ala the later BAC Lightning. Unlike the Lightning, however, the Grognard's intake trunk was located above and just aft of the canopy, much like that of the sleek North American F-107. Bondo can't help but notice how the Grognard's profile resembles that of our own Texas turkey vultures, slim, featherless head and neck merging into the hump of the wings.

In addition, the Grognard's design featured long (70% of wing-span) flaps and slats, as well as spoilers. Other than the over-and-under engines, the most distinctive design feature was lack of a control column. Instead, movable seat armrests were connected via levers to flight control surfaces, speedbrakes, trim and radio.

Flight testing continued through 1953 (Rolls Royce Nene engines) with a maximum achieved speed of Mach 0.79. At that point the French government gave a volume production nod instead to the Grognard's competitor, the Vautour. Both Grognard prototypes were subsequently scrapped.

THE KIT

Plastic Molding

Plastic molding, while not in the Tamiyagawa class, is quite decent for a limited production effort, with very acceptable engraving, minimal flash and just a few small spigots. The injection-molded part count is minimal and simple (see sprue pic). Airframe surfaces have that familiar glass-beaded tex-

ture—I believe someone said this is a characteristic of the "spark erosion" method of mold creation. Thus, NMF finishes will require wet sanding up through at least 1000 grit (Bondo Industries goes all the way up through 12,000!) Per the instructions the inside of wing trailing edges need some thinning, but do not come anywhere near that needed by many Mach II kits. There are no locator bosses cast into kit parts, but detailed measurements are listed in the instructions.

Resin

Sharply cast resin parts add a welcome touch to the rather plain airframe: nicely done, "busy" cockpit tub, instrument panel, seat (no harnesses provided), wheel wells (main and nose), wheels and exhaust tubes.

Cast Metal

As is F.M.'s (and other French firm's) custom a fair amount of cast metal parts are included: gear struts, gear doors, wing fences and many small parts. Details are well-defined, with little flash.

Clear Parts

Two vacuformed canopies, with lots of framing ala the F-84G have the same graininess as the injected parts and, unfortunately, this slight roughness, while not a "showstopper" cannot be made smooth... unless the builder wants to mold a resin master from the existing canopy, carefully sand it and then vacuform a new one.

Decals and Color Guide

What color guide? None is given, but the builder could be reasonably safe in using overall black for the cockpit and that sandy yellowish beige for gear wells. The NMF is self-explanatory. Markings are included for the definitive prototype, the Grognard II. The decals are thin, and registration is excellent. Separate blue circles are added to be applied to the traditional French yellow-edged red roundels.



Instructions

Four pages of easily understood bilingual text and drawings plus a parts blowup and three view. Especially appreciated is a short historical review of the Grognard. This retired tech writer would suggest, however, that F.M. get a competent proofreader, at least for the English text portion!

Conclusion

Fonderie Miniature has produced a decent representation of this little known, but interesting design; I like it! The Grognard has a reserved spot in the Bondo Industries Weird Kits production line.

"Bondo" Phil

Modeling the Messerschmitt Bf-110

By Brett Green

ISBN 1-84176-704-2

Reviewed by

Floyd S. Werner, Jr. IPMS# 26266

The Messerschmitt Bf-110 was a very significant aircraft during the Second World War. The author, Brett Green, known for his excellent website, www.hyperscale.com, as well as his books from Eagle Editions, includes every kitted version of the Bf-110 in 1/48th scale. Brett discusses the shortcomings and attributes of each kit. Once these formalities are out of the way, he and Chris Wauchop model them for you. These artists take you on a step by step building process. Along the way you are introduced to various techniques for pre- and post- shading, painting, weathering, working with resin, photo-etch and presentation. Between the two builders, they use most of the aftermarket stuff available. The models are beautiful renditions of the real thing.

The book itself is a soft bound book with over 80 pages of information. The text is an easy read. I read it in two sittings. The builds are discussed in the text, but for those of you inclined not to read the whole text, the photo captions discuss in details of what is being done. This is a nice feature as a quick reference.

Brett and Chris build the Fujimi Bf-110C/D in flight, the Fujimi Bf-110C/D as an E model in an all-black paint scheme that is wonderfully done. The techniques for achieving this weathering is worth the price of the book. Then the Revell/Monogram Bf-110G series is covered in two article, first as a relatively out of the box offering and then as a super detailed model with all the aftermarket stuff you can put into one of these kits. If the names of Meteor, Aires, Eduard, High Flight and Squadron are in your aftermarket stash then you will find this book a worthy investment. Learn the shortcomings of the sets before you tackle them and have to learn for yourself.

There is a section on presentation that offer hints to spruce up the look of model using accessories such as the Verlinden Compass Rose and some figures. This accessory section has a listing of decals, resin and photo-etch that are or have been available in the past. I think that some of the out of production items will be reissued based on this book (take note Squadron). There is a reference section for further reading. Finally there is a section on camouflage schemes that includes color plates that look nicely done.

This is a very complete offering covering this significant aircraft in 1/48th scale. Don't let the fact that it only covers one scale fool



you. The techniques and practices can easily be used on any scale and any model. This book will serve the modeler well in improving his techniques.

I highly recommend this book and if you are looking for motivation to start one of these kits this is it. Review copy supplied by MBI.

Modeling the Messerschmitt Bf-110, \$17.95, published by Osprey Publishing and distributed by MBI Publishing Company in the US.

Available in bookstores everywhere, through Classic Motorbooks at (800)826-6600 or on line at www.motorbooks.com.

Floyd

May Day! May Day! The Crockett Center Gave Our Date Away!

Okay, I really don't want to go into how this happened, or why, since what happened, happened, and we have a new date - May Day. This date has been cleared by the RC, now I need to update the web site and let the IPMS/USA National folks know that we are moving the date by a week.

We now have the contract signed, and everything is "locked in."

If Houston is going to host a contest, I expect they will do so in mid-March, and Dallas apparently seems content with their date on Memorial Day, so we are well clear of other clubs and shows.

Next year I expect to be back to the 4th week of April, except for 2008 and some other year when Easter Sunday is REALLY late.

Bruce

(Kenny's Kolumn continued)

to, and to Phil Wright for going out of his usual genre and entering a tank. In the words of Navy commendation, "Congratulations on a job well done."

Milton has covered the Christmas event. The next item on the calendar will be San Antonio's ModelFiesta on 28 Feb 2004. I hope we will have the same great showing of Austin modelers as we always do.

The theme is "Spit and Polish, Squeaky Clean" and I think I have the perfect kit, just hope I get it done in time. After that, I believe our show is the next up. I understand that there will be an update from the contest committee at the meeting, so I won't steal their thunder. Hope to see you all on Tuesday. Remember to bring some models, and AABS winners, let's see those medal winners.

Kenny

Trumpeter 1/700 USS Missouri, 1991

Item 05705

by Richard Eaton

Introduction

This is a delightful new kit from Trumpeter of the modern fitting of the massive USS Missouri! Fans of 1/700 shipbuilding will be pleased with this new release. Read on.



Background

The Missouri (BB-63), the last battleship completed by the United States, was laid down 6 January 1941 by New York Naval Shipyard; launched 29 January 1944; sponsored by Miss Margaret Truman, daughter of then Senator from Missouri Harry S Truman, later President; and commissioned 11 June 1944, Capt. William M. Callaghan in command.

After trials off New York and shakedown and battle practice in Chesapeake Bay, Missouri arrived at Ulithi, West Caroline Islands, 13 January 1945. There she was temporary headquarters ship for Vice Adm. Marc A. Mitscher. The battleship put to sea to serve in the screen of the LEXINGTON carrier task group of Mitscher's TF 58 (Task Force 58), and on 16 February her flattops launched the first air strikes against Japan since the famed Doolittle raid that had been launched from carrier HORNET in April 1942.

Missouri then steamed with the carriers to Iwo Jima where her mighty guns provided direct and continuous support to the invasion landings begun 19 February. Missouri then screened the fast carriers during strikes against targets along the coast of the Inland Sea of Japan where she splashed four Japanese aircraft. Missouri then joined the fast battleships of TF 58 in bombarding Okinawa where she took a kamikaze hit while fending off numerous intense aerial attacks. She then spent the rest of the war bombarding shore targets on the Japanese mainland.

Missouri's men were electrified by the unofficial news that Japan was ready to surrender, provided that the Emperor's prerogatives as a sovereign ruler were not compromised. Missouri herself entered Tokyo Bay early 29 August to prepare for the formal surrender ceremony.

High-ranking military officials of all the Allied Powers were received on board 2 September. Fleet Adm. Chester Nimitz boarded shortly after 0800, and General of the Army Douglas MacArthur (Supreme Commander for the Allies) came on board at 0843. The Japanese representatives, headed by Foreign Min-

ister Mamoru Shigemitsu, arrived at 0856. At 0902 General MacArthur stepped before a battery of microphones and the 23-minute surrender ceremony was broadcast to the waiting world. By 0930 the Japanese emissaries had departed.

Missouri later served in Korea where she served two tours screening carriers and conducting bombardment missions all around the peninsula. After the Korean conflict she was decommissioned 26 February 1955, entering the Bremerton group, Pacific Reserve Fleet. In reserve, "Mighty Mo" remained very much a part of the Navy and was a popular center of attention at Bremerton. Each year approximately 100,000 visitors boarded her by a once daily, weekday, 75-minute guided bus tour of the Pacific Fleet at Bremerton, Washington.

In May 1984, the sleeping giant once again heard the call to arms. The United States Navy was recalling its dreadnoughts for modernization and updating.

These weapons platforms were needed for an expanded 600-ship Navy to lead battle groups and help establish the U.S. naval presence around the globe. USS Missouri was recommissioned in San Francisco 10 May 1986. Four months later, The nation's most historic battleship departed her new homeport of Long Beach for an around-the-world cruise, bringing her message of "Strength for Freedom" to eight nations: Australia, Diego Garcia, Egypt, Turkey, Italy, Spain, Portugal and Panama.

Later, on January 17, 1991, the ship fired Tomahawk missiles at Iraqi-held targets. The early morning fireworks helped mark the start of the Gulf war. While the United States and other countries around the world heard the words "The liberation of Kuwait has begun," Missouri continued to fire Tomahawks—28 in all.

The war continued as Allied air superiority continued to dominate the demoralized Iraqi army. In February 1991, Missouri fired her 16-inch guns—the first firing of her guns in anger since the Korean conflict in the 1950s. Firing at targets just north of Khafji, Saudi Arabia, the ship assisted shore-based ground units in their tasks. Missouri shared gunnery duties with USS Wisconsin (BB 64) and the two battleships continued to hammer at their targets with 16-inch gunnery. Near the end of the month, Missouri turned her big guns on Faylaka Island and Kuwait City in support of the ground offensive. Iraq agreed to a ceasefire agreement on February 28, 1991.

The great ship left for one final mission the day after Thanksgiving 1991. Heading across the Pacific, "Mighty Mo's" last act of diplomacy was to visit Pearl Harbor for the remembrance of those who had died 50 years earlier on 7 December 1941. It is a rare sight indeed to see the beginning and the end of U.S. involvement in World War II in the same port. Following the commemoration, Missouri's last cruise was back to the U.S. to off-load over 1,000 16-inch projectiles, more than 6,000 5-inch projectiles, 16 Harpoon missile canisters and all remaining Tomahawk cruise missiles to prepare for the ship's imminent decommissioning.

Missouri, veteran of four wars, was decommissioned for the final time on 31 March 1992 at Long Beach, California. On May 4, 1998, Secretary of the Navy John H. Dalton signed the donation contract officially transferring the historic battleship to the USS Missouri Memorial Association (MMA) of Honolulu. The ship was gently guided and delicately docked at Ford Island, Pearl Harbor, June 22. Missouri is tied to the most seaward end of "Battleship Row" at piers F-2 and F-3. Missouri opened as a memorial and museum on January 29th 1999. Missouri received three battle stars for World War II service and five for Korean service.

The Kit

This review kit arrived in a nicely done retail box. The box art shows a nice painting of the 1991 Missouri. Side art shows a side and overhead view in color. The eight frets and large free components are molded in hard light gray styrene. The kit can be built either as a waterline representation or full hull.



Large Components

The upper hull piece contains most of the major superstructure molded in. There are holes on both fore and aft decks. For those of you not familiar with the class, these ships were huge! The upper hull is 15 inches (38 cm) long! This makes two areas where the main deck will have a seam to deal with. Molded in detail is nicely done though a tad heavy for the scale. Deck planking is represented with over scale inlaid lines.

A one-piece waterline hull base is molded in dark red. The lower hull is likewise. I had to test fit the hull pieces and was delighted at the fit. There will be only very minor filling and sanding.

On the Trees

Tree A contains the large fore and aft decks and the major superstructure decks and bulkheads. Molded in detail is nicely done on all surfaces. The foredeck has molded in anchor chains that really look pretty good from where I am sitting. The Bulkheads have reasonable detail with hatches and ladders represented.

Trees B and C are molded together and contain the main gun turrets, upper superstructure parts, ships boats, and propellers. Again, detail is good and there is no flash to deal with. The ships props are only fair but I plan on cleaning them up a tad and using them.

Two tree Ds contain the ship's 16-inch gun tubes and secondary armament. The Mo in 1991 shipped a plethora of weapons and they are nicely represented here. Of special note, the main gun tubes contain molded in blast bags. Thank you Trumpeter! We have Harpoon tubes, Tomahawk cases, the twin five-inch guns, CIWS, and a nicely done Apache helicopter to play with here!

Tree E contains the ship's masts, crane, antennae, and prop shafts. The ship's masts are near scale thin and the various antennae are delicately molded. Some care will be needed in removing and cleaning up these parts, as they are very fragile. A PE detail set would shine here but the Trumpeter parts are quite usable.

Tree F contains the ship's base components.

Directions

A well-done instruction booklet contains four pages of parts identification followed by 12 assembly and marking steps. The directions feature detailed drawings and identify all parts clearly by number. There are but a few words of instruction present. Ship's markings are shown for the Gulf war action. Gunze Mr. Color values are shown.

Decals

One decal sheet contains markings for all parts. There are ship's numbers, flags, deck markings, and a one-piece decal for the helipad. There are very small markings for the aircraft. The decals are well registered and thin.



Conclusion

I am impressed with this kit. I recommend it to average to experienced small-scale ship builders due to the large number (223) of small pieces. This beauty should build up to an impressive model right out of the box. Throw in a set of photo etch details and this should be a showstopper! Can't wait to start building now!

Richard

(Stormovik continued)

comrade Pavlov from the workers of the city of Kustanaj”. I like the faceted “Kremlin” star national insignia also. Polly Scale USSR Light Blue was used for the underside, with Testor’s Acryl Green Drab and Polly Scale US Earth Red for the upper surfaces. With all the controversy surrounding Soviet colors of this era I went with my best guesses, all run through my faithful Aztek A470. I dunno, seems to match the contrasts in the black & white photos...



Weathering is pastels for exhaust stains and gun/rocket residue, Berol PrismaColor silver pencil for chipping and thin oil washes run down the recessed panel lines. Remember, no chips on that wooden tail! A dusting of pastel browns on the wheels and behind the wells for that rough-field look and some nylon thread aerials and she’s done. I’m definitely planning another one, maybe a single seater or one of the field-converted straight wing two seaters, ahhh, the possibilities! Meanwhile, I’ve picked up Warriors Stormovik crew, conveniently based on Pavlov and his gunner, Mamachrin. If I can paint ’em successfully they’ll be standing by their mount soon. And I think I can speak for us all when I say welcome back, Accurate Miniatures!

Dave



Rear cockpit/gunner's position detail. That's a lot of silver pencil weathering along the wing fillet!

('59 Impala continued)

happen to have an old Revell Impala convertible and the windshield somehow got broken, you are in luck. You can use this one on it. The two interiors, stock and custom, are also separately bagged.

The decals are protected—placed inside the instruction sheet



with a piece of wax paper to protect them. When applying the decals, don't think it's going to take forever for them to let go of the paper, these are ready to come off and be applied to the model almost as soon as they touch water, and they go on nicely. I applied Solvaset to them and let them sit overnight, and the next morning they looked like they were painted on. Actually, in all honesty, the chassis is very detailed and very difficult, the instructions are very detailed as well but even so it takes a lot of time and patience to get it right. For instance the hardest part for me was that front end which consists of the upper A-arm, coil spring mount, the coil springs (which MUST be mounted right or the car WON'T SIT RIGHT). Then comes the custom or stock front suspension which the other end of the coil springs go into.

This kit also has all the belts and plumbing to make the engine look real, it has upper and lower radiator hoses, braces for the engine to mount to (which are separate and must be mounted to the frame), battery, horns, and on the firewall is the ignition coil, wiper motor, master cylinder and washer fluid tank, then on the inside side of the firewall (which must be painted to match the interior) the pedals and heater are mounted. Then whichever interior you are using must be installed, but not before installing the glass. Milton Bell has shown me some incredible cement—it's by Tamiya and it's called Ultra Thin cement. This is the way I now put in glass free of fingerprints, I put the glass in place and hold it firmly and 'paint' the glue lightly in dabs around the edges of the glass, and believe it or not, IT HOLDS! Next I install the interior and glue it in place, then drop it down on the completed chassis, and the rest is to add the chrome and grilles and bumpers and other trim.

My two cars are on display in the case at King's Hobby in Austin.

My kits went together real well, they had very little flash and again were fun to build. I give them a high 9.

Skipster

Old Rumors & New Kits

I had planned on doing an in the box review of Trumpeter's new F4F-4 Wildcat kit but looks like that will have to wait until next time. I can say, however, that it's a good looking kit and should make into a first class model with a little work.

One of the most impressive kits I've seen is the new Fokker D-VII from Roden. I think it's the best thing Roden has done to date. The kit contains 108 very nicely molded parts. All the parts are clean and crisp. A highlight of this kit are the two engine choices—a BMW and a Mercedes—and three props. Your spares box is sure to grow! Markings for four aircraft are included and there are three decal sheets. Two are for lozenge decals, one light and one dark, and the other is for unit and individual markings. Oh yes, that engine may be shown either exposed or covered. And the nicest thing about the kit (besides all the neat parts and the fact that D-VIIs didn't have a ton of rigging wires!) is the price—right at the \$20 mark.

Still talking about Roden, their latest (final?) version of the Gloster Gladiator, the Mk. II, is out. This version comes with skis as well as a lot of the Sea Gladiator parts, including both single and three blade props. Very nice kit and you have more rigging than the D-VII.

If you really want to try rigging a monster, there's the 1/72 Roden Gotha G-5a/5b. This huge, by WWI standards, biplane bomber comes with some very nice detail parts, good engines, and a variety of bombs. There are a total of 230 pieces, two lozenge decal sheets—one light and one dark. This is the twin rudder version so that means a few more areas to rig. Thankfully, there is a rigging diagram...once you get past the struts!

HobbyCraft has a newer version of their Avro CF-105 Arrow. This is a big airplane and HC has certainly improved the beast but there are still some things that need to be done in order to make it a first class model. Still, it's the best thing going for this big Canadian aircraft.

Only a week or so after releasing their F4U-1 Corsair, Trumpeter has released their new -4 Corsair. It's a good looking kit. At least the cockpit floor is correct for the type. This 1/32 scale kit goes for just over \$60.

One of the most eagerly awaited kits is just about ready to ship. Trumpeter's all new 1/32 P-40B has already made the rounds of review builders and from what I hear, it's pretty close in the accuracy department. Most of the fixes seem to be minor and you just know that a load of new decals are coming, not to mention the PE and resin goodies. From what I've seen, about all it needs is a careful and clean build. No idea on price yet.

Close on the heels of the Warhawk is the MiG 3. I've seen a build -up of the kit and it looks really good in the light blue and white winter scheme. At this point, it appears that the canopy is fixed

over the cockpit—I just don't know. Like the P-40, it's 1/32 scale. Both are due for a December '03 release.

I have also found photos of the new Revell Ju 190A-5. This 1/72 scale kit is—as far as I know—the only good injected kit of this big Luftwaffe maritime bomber. No word on the release schedule.

Accurate Miniatures is back to releasing some of their more popular kits. The 1/48 IL-2M Sturmovik is reissued and should be on the shelves. Likewise, the SBD-3 has been reissued. Both are excellent kits

For the armor builders, look for the Tascas Panzer II, an excellent kit I hear and a peek inside the box reveals some very good detail work. You may want to check out the new Friulmodel Panzer 2L Luchs Link Track. You can make a good kit even better.

Tamiya has a new version of their HumVee, this time with a couple of TOW missiles instead of the Bushmaster gun. Tamiya also has a Panzer 3L with figures and a SdKfz 223 with photoetch details. For sometimes next year (?) Tamiya will release an all new M1A2.

As you probably know, AFV Club bought out Skybow and now they have reissued their excellent SC 57 4x4. AFV also has a collection of very modern antitank weapons.

Verlinden has a couple of USMC sets—a radio command group and an AMTRAC crew, both WWII. They also have an interior detail set for the Tamiya Tiger I and a Nashorn ammo and detail set.

If you are a car builder and depend on the mainstream manufacturers, you have a hard time seeing new releases. True, there are a lot of the older kits around and a lot of them are worth doing over, there just aren't a lot of new kits in the pipeline. AMT has released a 1/25 scale 1962 Chevrolet Bel Aire and a kit that's definitely NOT a car, the Batman Batski Boat, also in 1/25. The other domestic manufacturer, Revell-Monogram, is pretty quiet at the moment.

Andrea Figures has a very nice 54 mm German Stormtrooper, ca. 1917.

Back to aircraft for a moment—Hasegawa has a new F4J Phantom out in 1/48, this time with Liberty Bell markings. And they have re-released their 1/72 Marlin. You can get their F-104G in Mt. Olympus markings.

Trumpeter has some new big'uns. Check out the new Bf-109 G10 and the new Bf-109G6-G14 with the tall tail and Erla Hood, all in 1/24 scale.

That's -30- for this month. See you all at the XMAS Party on Dec. 6. Now go build something!

Milton