



SPRUE EXAMINER



**Building the Trumpeter 1/350
USS Hornet
with
Tom's Modelworks Fittings**

by Richard Eaton IPMS 40101

Introduction

I know a lot of modelers around the world were excited when Trumpeter released a large 1/350 kit of the CV8 Hornet. I reviewed this kit and Tom's Modelworks excellent Hornet detail set in the December 2002 issue of Internet Modeler. I was chomping at the bit at the bit to get after this beast and wasted no time in starting. Read on.

Building Hornet

I planned to employ several basic techniques to add details to the model. I tend to build large projects in subassemblies so I examined both the kit and Tom's details instructions to form a plan. I would deal with the flight deck first, then the hull, island, ship's boats and so on in stages to

break up a large build into smaller chunks. This method can also simplify painting as you go through the build. Here we go. One thing of note is that Tom's instructions rely highly on Warship Pictorial Number 9 Yorktown Class Carriers for details. You should really pick this up if you want to do justice to the model. I thank our esteemed Senior Editor for lending me his copy for this build!

The Main Decks and Hull

I went over the instructions. They have nicely done exploded views with all parts identified. I quickly realized that the three-part flight and hanger decks were the first hurdles to overcome. This alone precludes following the direction steps as presented. Fortunately fit was good on both decks and only required filling and judicious sanding until the huge flight deck looked uniform from bow to stern. Whew! I masked off the flight deck around the seams to save that great inlaid detail. I then assembled, painted, and added the flight deck under components to finish this stage.

(continued on page 5)

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Show Schedule

AABS, Camp Mabry, Austin TX (AMPS Show)	Oct. 24-25, 2003
Great South model Contest IPMS/Flying Tigers, New Orleans, LA	Oct. 25, 2003
IPMS/Baton Rouge, Baton Rouge, LA	Oct 27, 2003
CALMEX 18, IPMS/SWAMP, Lake Charles, LA	Jan. 18, 2004
ModelFiesta XXIII, IPMS/Alamo Sqdn, San Antonio, TX	Feb. 28, 2004
IPMS/Tulsa, OK	March 27, 2004
CASM III, Little Rock, AR	April 2-3, 2004
Austin Scale Model Show, IPMS/ASMS, Austin, TX	April 24, 2004

Editor's Notes...

In case you weren't there, last month's meeting moved around our third Quarterly Contest. Thanks to King's Hobby for donating the gift certificates for the adult winners. Juniors were awarded kits purchased from Village Hobby. Happily, there were a number of excellent models on the table.

This month's program will be on "Nuts and Bolts" and the presenter will be Ted Paone. Ted is primarily an armor builder but the information he brings will be of benefit to all of us. As usual, we are meeting at the Yarborough Branch Library on Hancock Drive in North Central Austin. Meeting time is 7 p.m., Tuesday, October 21.

A look at the calendar above shows that the AABS annual show is coming up this next weekend at Camp Mabry. This year's show will have four categories for aircraft but in keeping with the armor theme, all must be "Tank Busters" or ground attack aircraft. I'm sure we'll find out more about the show at the meeting.

Well, another GASCON show in Abilene has come and gone. Bondo and I made a "flying" trip up last Saturday, leaving Austin before sun-up and getting home well after dark. And once more, we drove in the rain. Several local modelers made the trip, among them Carl Leidy, three Foresters, Russ Holm, Dave Orloff, and Michael Kupka and family. We had a good time, working in a trip to Dyess to look over some "gate guard" aircraft and lunch a Jimmie Allen's BBQ. I believe that everyone from Austin came home a winner but at the moment I don't have a complete list of winners.

Milton

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Austin Scale Modelers Society (ASMS) is affiliated with the International Plastic Modeler's Society (IPMS) as the Republic of Texas Chapter. ASMS meets the third 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

Happy Halloween. Just a short note this time around. First, AABS is having their show on Friday and Saturday, the 24th and 25th. Since they have been kind enough to include all the wingnuts (airplane guys) via a special category (The Tank Buster Challenge), I hope we will have a good turnout of the things with wings. Also, Christmas is coming up. I have had one submission for a party venue, which we will talk about at the meeting. If you want to suggest alternatives, please come prepared to discuss them. All right, let's keep those kiddo's safe out there on the 31st.



Dave Orloff's B-25 "Shady Lady", Quarterly Contest winner.

Jeff's Quik Book Reviews

by Jeff Forster, IPMS 30833

VIETNAM ABOVE THE TREETOPS

A Forward Air Controller Reports

By John F. Flanagan

I received this book from the Military Book Club. It's a hardback consisting of 313 pages with 4 pages of photos.

This is a book about forward air controllers with a twist; this forward air controller (FAC) spent his entire tour in Vietnam not on an air base but with a Korean army group and later with project Delta.

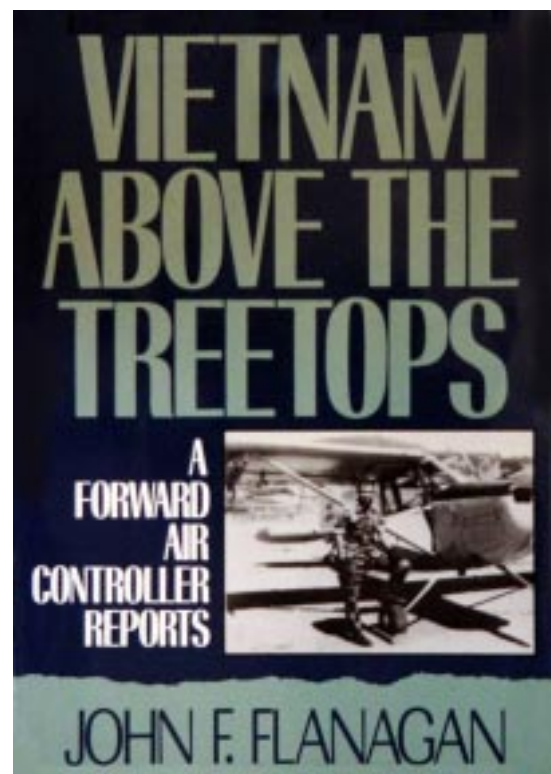
The author's first duty assignment after flight school and survival school was Otis A.F.B. flying Lockheed Constellations. Feeling that a tour in Vietnam was inevitable, he talked with some returning pilots from Vietnam and decided that he wanted to fly either the A-1 Skyraider or the O-2 Cessna Birdog. Four weeks after volunteering he received his orders to report to Hulburt field, near Ft. Walton Beach, Fl. on 5 Dec 1965 for training. Upon arriving in Vietnam he was assigned to a Korean army unit in Qui Nhon. There were American FAC's assigned to the ROK Tiger division. He was well appreciated by the Koreans who had him working as a ground FAC with a radio jeep and a romail.

I enjoyed the details of his first solo mission controlling a flight of A-1's from Qui Nhon. In his excitement and nervousness he armed the wrong rocket switch. By the time he corrected his mistake, he not only missed the target building but the entire village. Much to his embarrassment, the smoke rocket splashed harmlessly into the adjacent river. The fighter jocks immediately sized the opportunity for some fun. "Roger, Scooper, we have your mark in the river. What were you trying to hit? Fish? Submarines?" said lead mockingly. "Try the red-roofed structures closest to my splash". "Rog," lead responded. "I'm rolling in on the fish house." Two, his wingman, pursued the opening as he transmitted on the base leg of his bombing run, "two's in on the submarine pen." At the end of the missions he reported the BDA, (bomb damage assessment), he confirmed 30 hotches destroyed and 15 damaged. As a parting shot he radioed, "Add to your BDA, one fish school dismissed and one sub pen eradicated."

After working with the Koreans he was reassigned to the 101st Airborne to conduct some missions with them. He wasn't too happy working with them because they didn't take his advice on planning missions and that resulted in lost aircraft and men. He was later assigned to work with Project Delta, a Special Forces unit, detachment B-52. He enjoyed his work there and lived with the Delta men and suffered along with them. The men there appreciated him and took him in as one of their own because he cared for them and watched out for every team that was inserted.

This is a very good book and I really enjoyed it. I know you will too so be on the lookout for it—you won't regret it.

Jeff





Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

NASCAR KIT REVIEWS

Matt Kenseth: Driver
Primary Sponsor: DeWalt Tools
Owners: Jack Roush/Mark Martin
Team: Roush Racing
Crew Chief: Robbie Reiser

The first kit I am looking at today is a brand new tool from AMT/ERTL RC2 division. It's one I have been after them to produce since a certain young man took the points lead in Winston Cup and never looked back, Matt Kenseth exploded onto the NASCAR



scene in the 2000 season by winning the Raybestos Rookie of the Year Award. And in 2002, he spearheaded the re-emergence of Roush Racing as a power to be reckoned with, when he won five races, driving the No. 17 DEWALT Ford Taurus, he finished the 2002 season in eighth place, only 368 points behind Tony Stewart.

A little more background on Matt Kenseth, who has become a household word around here at my house.

The DeWalt Team with Matt is like a stealth bomber—they are quiet, stay in the background and then appear out of nowhere at showtime. This is a complete team with a great crew chief and a two-time championship pit crew. But Kenseth was in the “big one” (wreck) in three of the four plate races and was out to lunch on the road courses. But 2003 was Matt's year, he stayed out of trouble and always seemed to bring the DeWalt Ford Taurus home unscathed, and this year he has “escaped” a lot of the “big ones”, so I think it stands to reason that he must have angels riding shotgun with him.

Kenseth was born March 10, 1972 in Cambridge, Wisconsin. He and his wife Katie live in Terrell, North Carolina.

Now onto this fabulous kit, #38065 No.17 DeWalt Taurus, molded in off-white, clear and chrome with Tampos Printed decals. I painted mine DeWalt yellow then applied the decals using Solvaset (I highly recommend this stuff; it makes the decals conform to the area you are trying to cover), since the chassis is all grey I sprayed on a coat of primer gray and that is the color I am going with to do it in.

What I like most about RC2 kits, aside from their great box art is the fact that they separately bag the body, tires, and glass and the rest of the same color parts are all in one bag. So in effect they have not left anything to roll around or stick to anything, and they have even gone so far as to include with any kit a “cover sheet” to protect the decals. The box art is very distinctive and I particularly like the way the colors go from a bright red and fade into the area surrounding the car to give it the appearance the car is sitting on the road, not floating out in space. So, for their box art I give them an A+++ grade.

Now the kit itself is very nice with very little flash to have to trim off. You can actually lay out the pieces and go ahead and get started on this one. So, let's do that. I start with the engine which I painted aluminum and the carburetor I painted copper with a wash of thinned black to bring out the highlights of the nice detail on it. There are ten pieces to the engine itself, add to that a three-piece fan belt, hoses, air cleaner and exhaust headers. At this point, if you so desire, you can add a pre-wired distributor (a friend of mine does mine for me).

Now I am on my way to the assembly of the chassis which consists of the installing of the engine that we just finished building, add to that the radiator, firewall, driver's seat, fire extinguisher, rear fuel cell and floor shift. Next comes what is referred to as the “cage” since it resembles a cage. It is a ten-piece assembly and kind of reminds me in the instructions of an erector set. After all of this is together and in place, we're almost done!

I add the dashboard, gauges, front struts, package tray and air intake for the driver to get fresh air into his helmet. Next I flip the chassis over and attach the front end and assemble the tires and wheels. I like to take my tires and put them on the end of a paint marker and then take my Dremel and put on a sanding wheel and let it run over the tires to give the semblance of worn tires.)

Next I install the rear-end assembly and mount the tires and wheels. And now it's the final assembly—the body, and windows and of course the sponsor decals on the glossy, yellow body that I let dry thoroughly.

This is an outstanding kit. I rate it an A+++.

Skipster

(USS Hornet continued)

I was planning a Measure 12 modified camo scheme for the ship as I was going to depict the ship at the time of the Tokyo raid. At this point I shot the flight deck with light gray. I then carefully masked the deck striping and shot the surface with Polly Scale deck blue. After this dried I pulled up the masking and touched up the stripes a tad. I wanted to add depth to the acres of flight deck so I did an oil wash followed up with light dry brushing with light gray. I shot the hanger deck with dark nonskid gray.

I wanted to do the kit full-hull so I joined the massive upper and lower hull pieces with tape and adjusted fit until things lined up. I matched the pieces at the bow and then work my way aft using the capillary method of applying glue. Things fit pretty well until I got to the stern where the lower hull overlapped slightly. I filled the long seams with putty and sanded until I was happy with the look. The stern took extensive filling and sanding to achieve a nice fit.



Of course the proof is in the painting so I shot the hull with Tamiya haze gray. I then masked the hull and sprayed on a flat black waterline. I then assembled the ship's rudder and drive shafts as called for in step 15. After masking one more time I then shot the lower hull with Tamiya dark red and let things dry. At this point I was ready to apply the second camo color to the upper hull. The color illustration and most photographs indicate that this expansive wavy design was hard edged. I decided that this was a masking job I was not interested in! I masked the hull at the water line and roughed in the pattern on the deck with a pencil. I then applied Polly Scale Navy blue free hand with an airbrush without a net!

The Hanger Deck and Bulkheads

I laid the pre-painted flight deck, fore, and aft decks into the hull. I could see right away that there are some seam issues involve between the decks and hull. I clamped and taped the hull extensively to minimize this and glued as I went. Once things dried I filled in the areas that were most visible and touched up the paint. Man this model is huge!

I went through steps 2 through 8 and assembled the various walkways and such to the hanger bulkheads while they were still

on the sprue. I then shot everything with haze gray. Once this was dry I followed instructions to assemble the bow and aft deck details. I used a cheap thin necklace material for the anchor chain. I sprayed the chain flat black and CAed them in place. I then assembled the hangar bulkheads to the deck following steps 2 through 8. Here again I found some fill issues with seams but nothing to whine about. I had zero touchup between bulkheads and deck using this method. I left off the ship's guns and boats at this point.

I then carefully dry fit the humongous flight deck to the hanger bulkheads. Not bad in most areas but fit problems on the aft starboard section of the ship. The bulkhead protruded slightly under the flight deck. The only thing to do to correct this was to do some minor surgery on the bulkheads to bring them inboard slightly. To heck with that so I just glued things together, filled, and touched up with haze gray.

The Island

I assembled the ship's Island and deck structures following steps 10 through 13, cleaned up seams, and shot everything with haze gray. I then applied the wavy Navy blue camo scheme to the island freehand with an airbrush. At this point I went to Tom's details instruction sheet. I had pre-painted the PE haze gray. I added extensive railings to the island following Tom's instructions. I basically crossed off the assembly steps as I went through the rest of the build. I then assembled the ship's masts following step 12. Use care with the main mast assembly, as there are some alignment issues when you place it on the island. I got mine close but the assembly "wants" to lean forward as the parts fit. I then assembled Tom's radar antennae and added them to the island. I fudged on the air search radar and went with the impressive CXAM array that was actually used after the Tokyo mission. Hey, I am having fun here! I then rigged the island masts with darkened .006 brass wire using Tom's illustration as a guide. I added just enough wires to "represent" the rigging without killing myself.



(continued on page 10)

Building a Wall-Mount Display Case

By Tim Robb, IPMS 34705

Ever get sick of breaking your completed models as you try to dust them? Building a protective plexiglass display case is not very hard. Here's a step by step description of what to do.

I have one homemade display case already that sits on top of my (also home made and very simple) entertainment center. It is ten feet long by 30 inches deep and holds about 35 1/48 scale models when they are shoehorned in, and it has been full for a while so I've been wanting another. So when my wife asked me to build her some book shelves, my favorite college football team had the week off, and I had a four day weekend, the timing was right to make both the bookshelves and the display case happen all in one project. My goal was to be finished by Sunday night of my four-day weekend.



I had been thinking about how to do this successfully for months because my carpentry skills are just adequate to do simple projects. The design is a very simple one for a wall mount three-shelf bookshelf. The top shelf will be the model shelf and will have a clear Plexiglas top with the front and side panels fixed and the top panel hinged at the back so new models can be put in as they are finished. The three shelves are joined together on the ends with boards that run vertically. Each shelf has a small backboard that serves as the mounting point for the whole unit to be fastened to the wall studs. The backboard for the top shelf is a little taller than the other two so it can also serve as the attachment point for the Plexiglas top of the case.

I'm a seat of the pants kind of carpenter so I didn't draw up any plans before starting my project. Instead, I started by measuring the space available on my wall and that dictated the length of the shelves – six feet. Then I decided on the depth of the top shelf by deciding what the largest size models I wanted to put in the case would be. I wanted it to hold WW II twins like B-25s, A-20s, and A-26s in 1/48 scale so I figured I needed about sixteen inches of

usable depth. Allowing for thickness of the backboard and supports for the front Plexiglas panel, I figured the shelf itself needed to be 18 inches wide. Eighteen inches wide dictated that it would be made from plywood instead of a board since the widest common size of board is a 1x12. Next I figured the vertical spacing between the shelves by figuring which of our books we would want to put on them.

Given those basic dimensions, I figured my wood framing materials list. One sheet of 3/4 inch AC pine plywood to cut into the three shelves, one 1x4x6 to cut into the two end pieces, two 1x4x6s for the two backboards for the bookshelves, one 1x8x6 for the taller backboard for the top shelf, and three 1x2x6s. Two of the 1x2s were to mount as stops on the two bookshelves because they were deeper than the books that would go on them. The third 1x2 was for a support for the Plexiglas top of the case as will be explained later. I planned to use 1/8" Plexiglas sheet for the display case, and since I don't own a router to cut a groove in the shelf, I planned to stand up the front and side clear panels of the case by trapping them in between two pieces of quarter round moulding nailed to the front perimeter of the shelf. This is the method I used on my earlier case and it has held up well in service.

So off to my favorite building supply center, McCoy's, and I made my purchase of plywood, three 1x4x6s, one 1x8x6, three 1x2x6s, 20 ft. of quarter round, screws, and six tee hinges. I already had varnish and tools on hand. I brought it all home and started cutting my pieces and got all the pieces cut the first day. I cut the top shelf first, 72" x 18", and then divided the remaining 30" width of the plywood equally to make the lower two shelves both 14" wide.



If you're mentally adding up the 48" width of the 4 x 8 ft. sheet of plywood, the missing 1/4 inch is accounted for by the two 1/8 inch saw cuts (kerfs). You will need to pay attention to this loss of material to the saw blade as you measure and cut your end and back pieces too so all the parts will fit together correctly. Know which side of the line you have marked that you are going to cut on and keep the edge of your saw blade moving along the correct side of the line so you have the full length you have measured left on your cut piece. Be careful with every cut to make it square. I notched out the back corners of each of the shelves 3/4 x 3 1/2 inch to accept the 1x4 inch uprights/end pieces.



After all the parts were cut to size, I attached the backboards to the top of each shelf with screws spaced about every eight inches. I chose screws instead of nails and put in a lot of them since they will bear the weight of whatever the finished shelf is loaded with. On the top shelf, I installed one but not both sides of the quarter round moulding that would serve to hold the Plexiglas front and side panels in place. Towards the end of the first day's work, with the top shelf complete to the point that one side of the quarter round was installed, I measured for the Plexiglas panels and called in my order to Austin Plastics for pickup the next day.

Austin Plastics will cut to your exact dimensions. I had the front and side pieces cut to a height 1/8" shorter than the backboard, and also fastened a 1x2 to the backboard 1/8" down from the top. This allows for perimeter support on all four edges of the top Plexiglas panel and also allows it to be flush with the top of the backboard. Since some of these areas would be hard to reach for varnishing later, I stopped construction at this point and applied three coats of latex based polyurethane to the tops of the shelves and the inside of the uprights. Latex poly costs more than the solvent based poly, but it dries in twenty minutes as opposed to 24 hours, so I got the shelves varnished with three coats, a light sanding, and then two more coats all in one day.

After the shelves were dry, I enlisted my wife as a helper and finished construction of the bookshelf. Work very carefully with a framing square to make sure that each angle is square and each shelf is level. I don't have a woodworking shop with benches or C-clamps so I really had to have help here to hold the shelves at the proper right angle while they were fastened together. Pine boards split easily so I drilled a pilot hole for every screw to avoid

splitting. At this point a deficiency in my original design was apparent. The 1x4 uprights were not wide enough to give the necessary support for the shelves to stay level when measured from front to back. I went back to McCoy's for a 1x10x6 and made two additional uprights to fasten outside the original 1x4 uprights. This worked on the design because the originals had been set into notches cut into the back corners of the shelves and it also worked to provide the support needed to get the shelves level.

Midday the second day, I drove in to Austin to pick up the plastic and brought it back home. With the protective paper covering the plastic still in place, I dry fitted the side and front panels onto the top shelf. With the plastic dry fitted in place, I measured and cut the other side of the quarter round support pieces for the plastic pieces and installed them. Next I set the top Plexiglas panel in place and set the hinges down to mark their locations. With the locations marked, I fastened the hinges to the wooden backboard first and then drilled the bolt holes in the Plexiglas for fastening it to the hinges. I did not install the Plexiglas top at this point, and also removed the front and side Plexiglas again to avoid damaging them. Next I got a package of iron-on wood tape to trim out the raw edges of the plywood shelves. This worked like a champ and was quite easy to install.

Almost finished now. With a helper again, we set the nearly complete bookshelf on top of a pair of concrete blocks against the wall where it would go, located the studs, and fastened the unit to the wall using six screws for each wall stud, two through each of the three shelf backboards. Anyplace that still needed a little varnish – like the edge tape on the shelves and the new end pieces got varnished now. Then I removed the protective paper from the Plexiglas and installed the front and side panels and glued the corners together with the same liquid cement that I use to glue my models together. Next we set the top in place and fastened it to the hinges with bolts, washers, and nuts. Finished, and on Saturday afternoon—one day under plan. The down side to the early finish is I had time to mow the grass Sunday



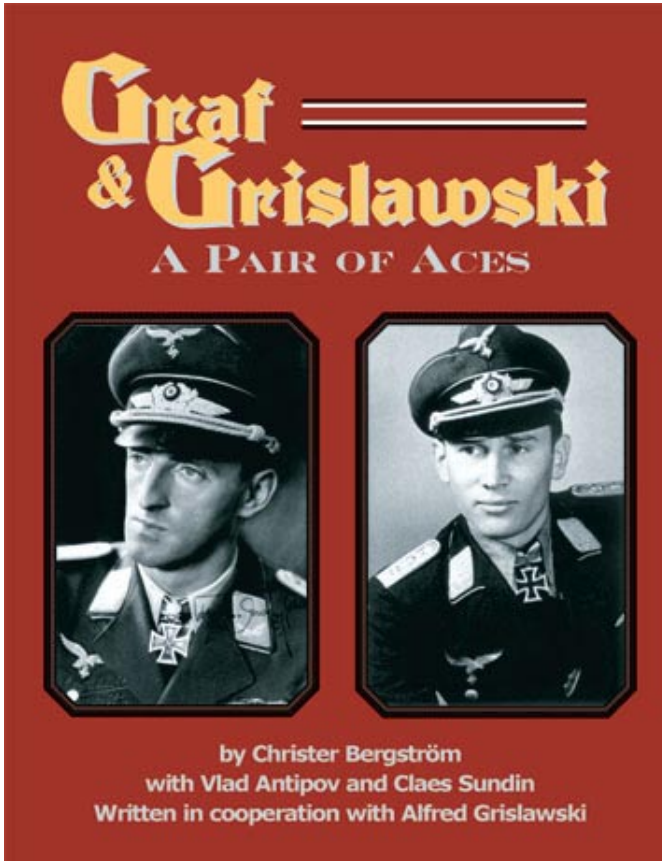
(continued on page 10)

Graf & Grislawski: A Pair of Aces

ISBN 0-9721060-4-9

Reviewed by
Floyd S. Werner, Jr.
IPMS# 26266

With the passing of Alfred Grislawski on 19th September, 2003, I felt compelled to write a review of the new Eagle Editions book: "Graf & Grislawski: A Pair of Aces." Alfred passed away less than a month after this book was published. His story is told the way he wanted and for generations to come. God speed.



When this book was announced on the Eagle Editions website last year I couldn't wait to get my hands on a copy. Finally someone would tell the story of Hermann Graf and Alfred Grislawski. For years after the war Graf was ostracized from the Luftwaffe pilots for what was determined to be his "defection" to the communists, hence very little was mentioned of his exploits. Well, time and good research heals all wounds and Graf and Grislawski's story is told in a new book by Christer Bergstrom.

When I read a book about a pilot or a unit I don't want to hear rote dates and aircraft shot down. That is very boring. What I want to know is the person and the story. I want to know what made the man. I want to know how a particular fight developed. I want to know some of the words spoken and the feelings felt. Air combat is not an impersonal endeavor. With this book I was not disappointed. With the help of Alfred Grislawski, this book tells the

pilots' story. While there is plenty of air to air action, it is more the small personal stories that make this book a must have.

The book is a 312 page hardcover labor of love. The stories of the two men are so intertwined that it would have been impossible to tell one without the other. From the first meeting in May 1940 until Graf's death in 1987, these two men fought the savage air battles on both fronts.

For the modeler, this book is a treasure trove of new and interesting aircraft. There are 13 pages of color drawings by Claes Sundin. All the aircraft are beautiful renderings of Bf-109s in every version from the E-1 to the K-4 and the FW-190. I've talked to Jerry and Judy Crandall of Eagle Editions who informed me that there will be no less than four decal sheets. Some of the profiles provide new interpretations (Graf's FW-190A-5 and Bf-109K-4). As we all know, Luftwaffe colors are just too open to interpretation in photos to be conclusive. This in no way detracts from the profiles as they are first rate and excellent. The pictures are in the book to draw your own conclusions.

For the historian, this book has many previously unpublished photos. Some exceptionally colorful Bf-109s, including another tulip nosed Bf-109G-6 "Red or Green 2" on page 251, which unfortunately is not a color profile. There is also proof that Graf's Bf-109 in JG 50 had main wheel doors on a G-6. Also explained is the meaning behind the pierced heart with women's names in them.

For the person looking for a good book, this book is well written and easy to read. Once you start you will find it hard to put down. The thing that makes it fascinating is that the events actually happened.

Is this book worth the price? You bet. I highly recommend this book as it is one of the easiest and most fun reads I've had in quite some time. It gives an unbiased and non-judgmental look at these two heroes. It gives an insight into the men and the events that shaped their time.

Thanks go to Christer Bergstrom for writing such a good book and to Claes Sundin for the exceptional profiles. I'm sure that when Grislawski died, he did so in the knowledge that his story did not die with him.

Review book provided by my wallet. The book is available through Eagle Editions at <http://www.eagle-editions.com> or by phone at 1-800-255-1830 for \$54.95 plus s/h. or an autographed, leather bound edition for \$115.

In-box Review

1/72 Amodel Tupolev Tu-128 "Fiddler"

by "Bondo Phil" Brandt, IPMS 14091
 Sample purchased from Lindenhill Imports



Background

Although Premier Nikita Krushchev focused on missile force development in the Fifties, the threat of fast, high-flying American aircraft such as the Vigilante—there was a concern that aircraft would launch from carriers positioned in the Arctic Ocean—as well as Snark and Hound Dog cruise missiles still required manned interceptors.

The Soviet Unions first all-weather interceptor, the Yak-25 "Flashlight," had quickly become obsolete, and the Tupolev O.K.B. was levied with the responsibility to develop a large interceptor as a follow-on to the earlier, one-off Tu-98, first seen in 1956. Andrei N. Tupolev himself headed the fast-moving program, personally refining wing and inlet aerodynamics.

The large, wasp-waisted Tu-128 (NATO-named "Fiddler") was to have a speed of slightly greater than 1000 MPH at 51,000 feet, with a combat range of 1600 miles. There would be no internal weapons carriage; instead, two semi-active radar homing and two heat-seeking missiles were carried under the wings. The crew consisted of pilot and radar navigator.

First flown in 1961, developmental problems (radar, fire control, handling) delayed full production until 1966-1968. The difficult flight characteristics made necessary the construction of ten trainers, the Tu-128UT. A total of 188 "Fiddler" interceptor airframes were built in addition to the trainers, and the relatively little-known interceptor was in service for some twenty years.

The Kit

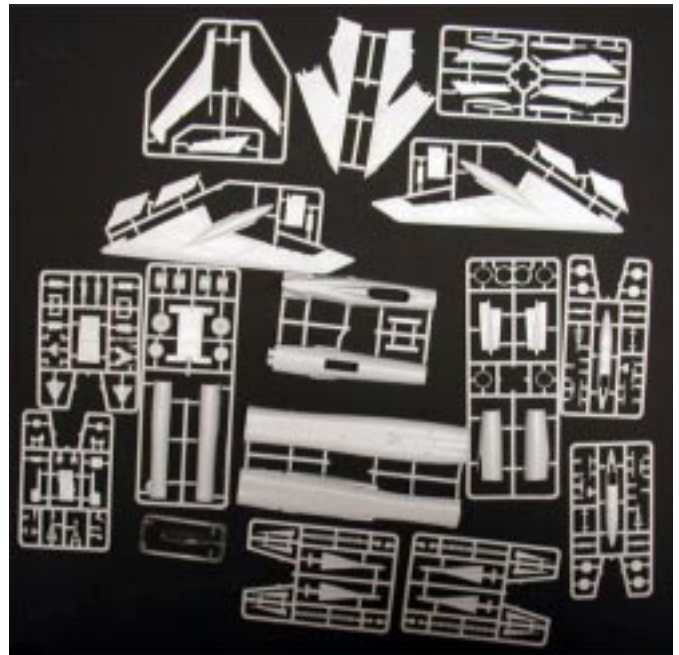
Amodel has done it again with the welcome limited edition release of another esoteric Cold War effort by The Evil Empire. The Fiddler kit represents a relatively large 1/72 airframe, but Amodel chose to skip the epoxy-glass monolithic center section seen in previous releases of large aircraft; this bird's been molded completely in plastic.

Molding

Overall molding is decent; somewhat "soft", with moderate flash and typical larger spigots to cut and sand off. Some very petite parts are well-cast but will need care when separating from their spigots. Engraving is excellent, easily as good as what we've come to expect from the Far East. Preliminary fit, though, seems to be what we've come to expect from the lower volume producers in the former Soviet Bloc. That is, more than normal dry fitting and putty.

Fuselage

The long fuselage consists of four main components plus the radome. The forward and aft halves are all joined top and bottom. Two long, partial intake trunks join with the fuselage to form a complete tunnel with separate compressor faces. Afterburner assemblies are separate tube sections, also with turbine faces.



Cockpit

The cockpit components are better than previous Amodel releases: fairly petite instrument panels, sidewalls, bulkheads and consoles. Raised details are just about right, judicious drybrushing should provide the proper degree of cockpit "busy-ness." KT-1 seats are multipiece but do not have harnesses. I may use modified KM-36 True Details seats or obtain Neomega's aftermarket offerings. The canopy has been cast in one piece, has the same fine engraving but is somewhat thicker than those of Tamiyagawa; certainly not grossly done. Raised canopy fans are going to have to work very delicately to separate the crew hatches from the windscreen and other components.

Wings and Tail

The top surfaces have wraparound leading edges; bottom inserts will need some puttying at the join line. Separate flaps (inboard and outboard sections) and ailerons lend welcome variety, as do

(continued on page 10)

(Fiddler continued)

the separate stabilizers and rudder. All flap and control surfaces feature delicate hinge detail. Wing fences/pylons are separate, and the wings are marked with the correct area for gluing same.

Landing Gear

Finely cast, multipiece struts and bogies look great, but will again need careful separation from sprue and some flash cleanup. Wheels are OK, but I'm sure Equipage will eventually come out with aftermarket rubber-tired ones.

Weapons

Two radar and two IR missiles plus applicable multipiece pylons and launch rails are featured. Fins are separate which will require some judicious gluing, especially on the tiny aft vanes.

Decals

Markings for one aircraft are offered plus national insignia and at least thirty-six stencils. It's beyond me, though, as to why the decals have been given the ol' ESCI-type flat finish. It's exactly wrong for an aircraft that's gonna be done in NMF. I'll probably substitute aftermarket gloss finish markings.

Conclusion

Bondo loves Amodel's eclectic spirit! Regardless of the added labor required, that's the fun of this hobby. Nobody else has seen fit to do these important Cold War participants. And, Amodel is coming on even stronger in the near future; stand by for ze beeg Tu-160 "Blackjack" due out late this month.

Bondo

[Ed. Note: Any bets that Bondo has a Black Jack on pre-order?]

(USS Hornet continued)

Details, Details

At this point I just let Tom's Details assembly steps drive the rest of the build. I will just hit the highlights here. The kit comes with a multitude of ship boats. I decided to do them all at once. I assembled them using Tom's PE inserts and railings and shot them haze gray. They look pretty sharp if I do say so myself.

I assembled the main ship's crane using the kit base and Tom's PE. I scratch built the ship's PA speakers using sprue and Tom's PE faceplates. I added the various PE antennae and direction finders. I just went down Tom's directions until I had all the components added and checked off. The ship's 20mm guns are so-so but I used them for the build. You will enjoy putting on a gazillion PE gun shields on these babies! (And then putting them back on as you knock them off!)

Final Assembly

I wrapped things up by installing the Island and other deck detail on the flight deck. Fit was perfect so again no touch up between bulkheads and deck. I laid down the numerous PE arrestor deck plate covers following Tom's guide. I left these haze gray so they would show up.

With everything pretty well built I added the deck railings working from the inside out. There are a ton of railings to put on so take it in stages. Thankfully there are few complex bends to deal with. At one point I thought I would run out of railings but old Tom planned pretty well. There were just enough! I then added the kit-supplied decals. Assembly complete!

The Air Department

Kit aircraft includes (two each) B-25 Mitchell bombers, F4F Wildcats, SBD Dauntless dive-bombers, and TBD Devastator torpedo planes. I chose to build the B-25s and F4Fs for this mission. Each aircraft has very finely scribed details even to the point of representing the fabric control surfaces. These are some of the best in scale birds I have seen. I posed one B-25 lifting off with the other revving up at the start off point. I built the F4Fs with wings folded and placed them on the aft elevator as CAP fighters on the way! Aircraft decals are nicely done and went on without a hitch. Trumpeter has now come out with ten packs of each of these aircraft and I am sorely tempted to add to the B25 flock!



Conclusion

It is so great to have a large scale Yorktown class that is relatively economical! Despite the minor warts, I recommend this kit to most ship lovers. Average level ship builders would have a lot of fun building right out of the box. It builds up to an impressive representation of this historic ship. You might want to get an easier PE job under your belt if you are planning to use Tom's PE details. They are first rate and easy to work with but there is a ton of PE to build into this ship. We thank Stevens International and Tom's Modelworks for supplying review product for this article.

Richard

(Display Case continued)

afternoon. This was not a difficult project at all and would be even simpler if you are only building a single shelf with a Plexiglas top.

Heck, I have never finished a model in three days. You can build a case like this to fit whatever wall space you have available. Go for it.

Tim

Old Rumors & New Kits

I've got to tell you about a weekend my wife Martha and I had a couple of weeks ago. As some of you may remember, she submitted the winning design for the ship's crest of CGN-39, the USS Texas. This last USS Texas was a nuclear powered guided missile cruiser, now decommissioned and sadly being scrapped. She was commissioned in 1977 and we were there.



BB-35, Commissioned 1911

Anyway, the crews of CGN-39 and BB-35, the USS Texas that is on display at San Jacinto State Park, have joined ranks and now have a joint annual reunion. In an odd twist of events, we were invited to this year's reunion (my wife is an honorary crew-member) at Galveston. And not only were we guests, she was asked to be the dinner speaker at the Sunday evening banquet.

It was a fine dinner and her speech was very well received. She gave a brief history of the ships named for Texas, the design of the crest for CGN-39, and its symbolism. It was a fine end to a weekend that saw the group touring the old USS Texas. I can't describe feeling of being on board with the veterans from North Africa, Normandy, Iwo Jima, and Okinawa who could describe the battles firsthand and recount what they were doing and where they served. It was quite an occasion for the old crew as well since some hadn't been on board in many, many years. There was more than one teary eye as the tour bus pulled into the parking lot and they could see the ship again, I can tell you.



If you get down to San Jacinto, just east of Houston, and see the ship and wonder about the color, it has recently been repainted in Measure 21, the scheme she wore in the Pacific. It's a rather striking, dark, greenish-blue that is very different from the old battleship gray I remember her wearing when I first visited her. I was about 15 years old at the time.

So, now I would like to find a good kit of either CGN-39 or BB-35. I have heard of a Virginia class cruiser kit that can be converted to the Texas but so far haven't located one. This was an all resin kit so it was probably produced in limited numbers. I did see a very clean model of BB-35 at the Abilene show. It too was finished in Measure 21 and was well detailed with PE railings, etc. That's it at the end of the first column.

So, what's new? Just took a quick look at Classic Airframes' new F-8 Meteor. The kit comes in two versions; one early natural metal bird that saw action in Korea that also has Czech markings, and a late version in camo. The one I looked at was the early version and I noticed that there were two sets of engine intakes so be sure of the version you want to do. The kit has some very clean and crisp resin so detail of the finished model should be pretty nice. A trainer version will be forthcoming.

Trumpeter's new F4F-4 Corsair in 1/32 scale should be making its appearance very soon. Likewise, the reworked F3F Wildcat—which has received some good reviews—should be released later this month. At a recent hobby show, Trumpeter showed its next two kits in 1/32; a P-40B and MiG 3. Trumpeter has also showed the new SAM-2 and SAM-2 with trailer, both in 1/35 scale.

Speaking of the larger scale, MRC/Academy has brought out some really nice helicopters and it was rumored that they would continue with kits of the larger twin helos. Well, it now appears that the CH-46 will be in 1/48 scale. Don't rush out to get this one though—the built-up shown isn't near ready for production so, we have something to look forward to sometimes next year. Maybe they'll do the CH-47 in 1/48 as well.

It's not really news but Revell-Monogram has re-released their excellent EA-6B Prowler. For a while, this was a much sought after kit on Ebay and the prices being paid were amazing! Now you can have one for under \$30.

For the armor modelers, there are some neat subjects coming from AFV Club. At the recent shows, RCHTA and Las Vegas, they showed a new 1/35 Pak 43/41, NATO Aifv, and Phalanx CWS Mk. 15 Mod.11.

Dragon USA has a new line of die-cast, pre-painted 1/72 tanks, including an M1A1, Jagdpanther, Panther G, Ferdinand/El-ephant, Tiger I, King Tiger, Sturmtiger, and a line of 1/144 tanks. Dragon seems to think die-cast is a good bet judging from their investment in it. They also have a line of die-cast aircraft.

That's all for now. Now, go build something!

Milton