



SPRUE EXAMINER



**Tamiya's MiG 15**  
**A Last Look**

by Milton Bell IPMS 16702

When Tamiya brought out their MiG 15, I just had to have one. Then I got distracted.

Sound familiar? It happens a lot with me; and that accounts for the number of unfinished models I (we?) have sitting around. I began work on this model shortly after I bought it and, since it's designed to give the modeler the option of an exposed engine two-piece severed fuselage, I assembled the engine and did a little detailing.

Then I checked to see how well the aft end of the fuselage would mate with the forward half and before I knew it my detailed engine disappeared! Hey, I like my airplanes "whole." To tell the truth, that final step occurred a couple of months after I assembled and detailed the engine. Then the whole lot took a few years rest in the box.

Finally, I decided to open it up for another look and then got to work on the model in earnest. This is a very nice kit and, sad to say, already out

of production—not that the kit cannot be found. Tamiya has released three versions; the original, a plated version, and a transparent model that would really be a challenge to show off the interior detail. Vendors usually have one or two.

I plan to do another one at some point. I got another original issue from Morris Duet last month and no, I haven't started it yet.

As far as I know, there were only two injected 1/48 scale kits of the MiG 15—this and the older and more challenging kit from Monogram. The older kit had its problems but it could be built into a model that sure did look like a MiG. I won't go into the issues of accuracy but suffice it to say, this Tamiya kit is a real improvement.

Construction is straightforward, other than the fuselage being separated just ahead of the flaps. The only real disappointment was the cockpit which was inaccurate and the detail was too shallow but then that was pretty much the norm in 1996 when the model was produced. Fortunately, True Details came out shortly thereafter with a pretty nice cockpit in resin which address most of the problems found in the kit.

*(continued on page 7)*

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IPMS/Baton Rouge, Baton Rouge, LA	Oct 27, 2003
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ModelFiesta XXIII, IPMS/Alamo Squadron, 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...

Here it is, September already. We hope the hot days of Summer are behind us and the cooler days will be more encouraging to build a model or two. This September brings something really new to ASMS. For the first time—at least since I've been a member—our meeting day has changed from Thursday to Tuesday. Right. Don't forget, we meet on the third Tuesday now but we are still at the Yarborough Branch Library on Hancock and the meeting time is still 7 p.m.

Jeff Forster is having computer problems but he has relayed the message that this month's program will be the quarterly contest and a presentation by...yours truly. That came as a shock to me since I really don't remember the specifics of my volunteering. But, I take Jeff at his word and so I will have a program ready for Tuesday evening. Come along and be surprised with the rest of us—including me. And bring your models!

Good to hear that Kenny and Kathy got to change their church group meeting night to Thursday so they will be free on Tuesdays. It did seem pretty unfair to the president to say we were cutting him out of the club meeting night!

Last month I reported that Ron O'Neal had donated several kits to the club to use as door prizes, raffle prizes or whatever. Thanks Ron, the club appreciates your kind donation and will make the most of it. See y'all **Tuesday** night!

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

I don't know about you, but this meeting has just snuck up on me. If you missed the last meeting, you missed the vote to move the meeting date. We will now be meeting on the third Tuesday of the month.

This caused me some problems. You see, I lead a Bible group that meets on Tuesday. Now, I love you guys, and I enjoy every minute that I spend in your presence, but God's business is very important to me. Well, God in His perfect plan gave me a great solution. When we got to our Bible group on the Tuesday after the last ASMS meeting, the other members of the group started explaining to Kathy and me how it would be convenient for the group to change our meeting day to Thursday. Problem solved. Thank You, God.

For all of you who are plugged into the state of the industry, this will come as no surprise; AMTech will be offering three different F2H Banshees! Now, I'm a big 50's jet fan. I am a monster 50's Navy jet fan. My only problem now is; how am I gonna pay for all those Banshees? Oh well, I guess it will work itself out. This meeting will be a quarterly contest. I hope everyone will bring something. Even if you don't have a finished model, bring your current project so we can all see it. Hope to see you all there—ON TUESDAY.

Kenny

## AMtech Announces Three New F2H Kits For 2004

(via Hyperscale.com and others)

At long last, someone has decided to take the plunge and do a modern, state-of-the-art kit of the Korean War era F2H Banshee. This aircraft, the Navy's first to exceed 500 m.p.h., was the aircraft described in Michener's story, "The Bridges at Toko-Ri."

AMtech announced the new kits at the annual RCHTA/International Model and Hobby Exposition in Rosemont, IL. Three photos of mock-ups were released. These photos are not of test shots but only illustrate the types of aircraft to be released.

The Banshee kits are from a new AMtech Limited Gold Series which is designed for military aircraft that saw limited production and may or may not have seen combat. The first in the series, the Banshee, will be released in four versions in three separate releases and production is expected to be limited. It's doubtful that any version will be released more than once. "The market just isn't big enough for it." Said Alan Griffith, AMtech president.

"This year has been the most challenging we've seen," he continued. "Our expansion ran headlong into a lack of sufficient personnel to get everything done in a timely manner. We're

dealing with that one on a constant basis. Each new product increases the work load geometrically, not arithmetically, and it has really been a pain.

"In addition, we have found there is a HUGE bottleneck in getting projects designed in a timely manner. Projects that we thought should take a maximum of six months to design have taken a year, and it only goes downhill from there." Griffith stated that "we've spent most of the past four months reorganizing our whole new project development system and identifying new sources of tooling. I know there will be new "surprises" to deal with but I'm pretty confident that we've taken care of our biggest headache in a very powerful manner."

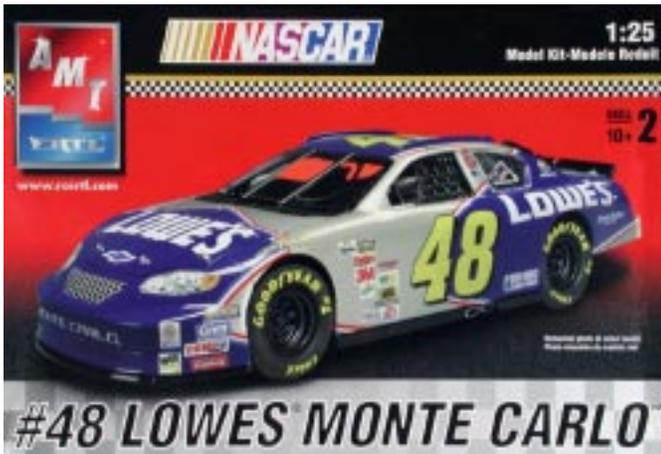




## Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

This month I am looking at a kit that was supplied to me from AMT/ERTL's RC2 division through my contact there, Craig Purcell. The kit I am reviewing for this month is a brand new tool from RC2, kit #38072. It's the Lowes Monte Carlo #48 driven by Jimmie Johnson, and owned by none other than Jeff Gordon, four time Winston Cup Champion.



During the 2002 season Jimmie won three times, had 21 top ten finishes, including a Dover sweep and he was fifth overall in the Winston Cup standings at year's end. He seems to always be in the top ten when the race is over.

This model replica of his car is a faithful reproduction of the #48 Lowes Monte Carlo he drove last year and this year. First thing I noticed when I opened the box is that the decal sheet is not on the bottom of the box, rather it is wrapped and put inside the instruction sheet, it also has a slick sheet of paper on top of the decal sheet to protect it I suppose, and another plus is that the instructions are right on top as the box is opened. The body is separately wrapped in a bag too, as is the glass (no TMG-tire marks on glass or TMD-tire marks on decals). Tires are also separately bagged and the chrome too, nice touch, RC2, keep up the good work! All the rest of the parts which are molded in light gray are bagged together.

So, now that I have told you what is in the box, let's get to the assembly of this model. The pieces are all FREE OF FLASH, another nice thing because I hate to take the chance of scraping off too much plastic as I try take flash off the pieces before I begin assembly. With this kit I am able to get right to work, so I begin with the 18-piece engine assembly. At this point let me say that the instructions are very clear, concise and easy to understand and read—excellent illustrations. After I have done the engine,

I begin on the 48-piece assembly of the chassis including the roll-cage assembly and the under-car assembly of the front end and the rear end. I am careful to follow the instructions as written and not veer off and do something else. For the most part, the box art gives the best depiction of the car so I can get a pretty good idea of how to mask off the car. The decals could have had the areas to be painted a dark blue, but this is the only drawback that I can see. I have to find a color to match the dark blue on the nose, rear and partial side area of the car, to try to match the decal.

After it's painted and allowed to dry, I will apply the decals and then do the final assembly of the hood, glass and trunk lid (note on AMT/ERTL NASCAR kits the trunk can be built to open, although it is not accessible on the actual cars.)

And now an "oldie but a goodie," a vintage AMT 3-in-1 kit, #2149. This '49 Ford Club Coupe customizing kit can be built one of three ways—stock, custom or competition. I am doing mine as a custom. This is an old Trophy Series kit, one of AMT's "Bread and Butter" kits, one of the kits that got them here so to speak. I would love to see them reissue this in a Trio set with the '49 Merc and the '50 Ford convertible. To me it's one of the best old Kits from AMT. 1949 was the year of change for Ford. Their new car was really "new" and became, from then until now, a favorite to customize, still seen at custom car shows all over and a lot of rod runs and lead sled conventions.



What I like about this great old kit are the many variations I can incorporate in it—a 60's Corvette grill looks right at home on it, as does the old Moon Tank in the grill cavity (a trend made popular back then by street rodders and customizers alike).

Molded in white, clear, chrome and transparent red (for taillights and emergency lights for police cars). It came with a whole lot of extra parts from custom fender skirts to drag strip accessories. For the whopping price of \$1.49 you definitely got your money's worth.

They've reissued it several times, but nothing compares to this one, copyrighted 1965.

Well that's it for this month, I hope y'all enjoy it.

Skipster

### August ASMS Meeting Models



OK, so it's filler and I don't have all the builders' names. Hey, dude, we made the page!



Model #: 14451  
 Vintage: 1999  
 Origin: Molding: China  
 Decals: USA  
 Parts: Light gray: 48, one clear  
 Markings: 98-0001 VC-32A 89th Airlift Wing (Andrews AFB, MD)



### The USAF's VIP limousine

Prior to retiring the Boeing VC-137s used by the U.S. Air Force to carry the President of the United States and government dignitaries, the USAF ordered four Boeing 757s as replacements. Based on the 757-2G4, the first VC-32A tail number 98-0002 was delivered to the USAF at Andrews AFB, Maryland, on May 29, 1998. The other three VC-32As (98-0001/-0003/-0004) were delivered by November of that year.

### Civil versions

For those building the commercial version, the kit is actually a 757-200, one of Boeing's best popular airliners. Preferred by European carriers, the 757 is ideal for tour charters. When European charter operators retired the DC-10s and L.1011 Tristars, the 757 fit in perfectly. Carriers like Condor, JMC, Monarch and Thomas Cook flocked to Boeing with orders. Most photos indicate the Europeans chose the Rolls-Royce RB.211 engines. In the US, Delta and Northwest prefer the Pratt & Whitney PW2043 but American Airlines, ATA, Continental, National, UPS and USAir chose the Rolls engines.

### What else is available?

Minicraft has now four 757 kits: Northwest Airlines #14467, United Air Lines #14492, American Airlines #14449 and the USAF C-32A covered in this review. Other than Minicraft, Welsh Models had an excellent vacuformed 757, also in 1/144. As far as decals, there's a good selection of US and European airlines as well as national flags, engine manufacturer logos, Corrogard panels, windows, doors, etc.

### First look

This model represents a regular off-the-shelf 757 with the P&W power plants rather than a dedicated military aircraft. Two part trees hold the fuselage and wings while a smaller third one has all the engines, landing gear and other details. The part tree holding the smaller parts shows four parts were cut out indicating those used for the Rolls engines in the American Airlines 757 kit. The molding shows very little flash and the panel lines have mild, soft scribing but consistent and quite acceptable. However, some on the fuselage halves do not match well.

### Instructions sheet

Since this is a very simple kit, the four page sheet follows suit. Although I noticed the missing parts, they are not marked on the parts layout diagram as such. The painting and decal diagram is well done but some color representations look right out of a Xerox copy.

### Decals/markings

The decal sheet was printed by Microscale with their usual super quality. The inks are thin and the graphics are in perfect register. The red stripes on the union jack show no slippage or smear into the white base surround as some red inks tend to do. Missing are the black NO STEP servicing area outlines and the windshield.

### Fuselage

The fit is so-so but not bad. Some scribing and careful bonding will minimize the sanding and uneven surfaces. The doors are way off so fill them and use decals instead. Although some problems between the clear cockpit and the fuselage have been mentioned, I found none that can't be fixed.

### Wings, engines & landing gear

Get your filler, sand paper and/or plastic sheets ready for the wings since the gap between the wings and the fuselage is rather noticeable. The flaps, tabs, spoilers and slats are nicely engraved while the oval fuel access panels are well done, equal and in perfect line. The trailing edges are a bit thick and need some sanding.

The barrel-like Rolls Royce engines are not supplied in this kit—just the P&W ones. If you need the R-R engines, use those in the American Airlines #14449 kit. The engine pods fit very well and the inside lips are nice and "fat" but they have a gap. You'll need some filler to close it since Evergreen Plastic tubing will not work on this one.

How can you distinguish between both engine types? The P&W engine pod looks like a beer barrel with a thinner extension on the rear, while the R-R engine looks like a conga drum with no trailing extension.

The landing gear legs and side struts are thin but a bit of detail will look nice. You'll need to add two very small landing lights on the upper and one on the lower nose gear leg. The wheel wells have some ejector pin marks that need filling or sanding.

### Suggestions

- If building an airliner, add some aftermarket stenciling or logos if not supplied by the kit's decal sheet.
- Add the minute antennas, altitude and airspeed sensors, GPS bumps, fuel dump vents, windshield wipers, APU exhaust grill, etc.
- Although some airliners look clean, they start to get dirty when they are due for a phase inspection or C Check. A look at the belly, flaps, rudder and fan reverser sections will show a fair amount of weathering, oil slicks and soot on the bare metal or paint job. However, since 757s sit high on their long landing gear legs, they are cleaner than 727s and DC-9s which sit lower.

### My conclusions

This is really a simple but reasonable kit. Although the negative comments and reviews of Minicraft 1/144 kits on the web are numerous, this 757 kit shows some improvement. Compare it with the earlier kits from Minicraft and you'll be able to measure how much they have improved. Although the Welsh Models vacuform 757 is very good, I'll stick with the Minicraft offering. Also, many new 757 airliner decals are now available—a positive sign.

Rafael

### Suggested References

#### Books

*Boeing 757: Airliner Color History* by Philip Birtles

#### Internet

[www.airliners.net](http://www.airliners.net) : the web's leading site for civil/military aircraft color images

[www.boeing.com](http://www.boeing.com) : home of the 757

[www.jetphotos.net](http://www.jetphotos.net) : among the best aircraft photography sites

[www.planespotting.net/](http://www.planespotting.net/) : excellent aviation photography site

[www.theaviationzone.com/images/staff/c32/](http://www.theaviationzone.com/images/staff/c32/) : ditto!

### *(MiG 15 continued)*

The first thing I did was some research. There's always a big question about what color the cockpit was painted and, luckily, I found an old post on the Internet that described six Russian built MiG 15s that an individual had bought from China. According to the post, these still had the cannons mounted! And, as luck would have it, no two were totally the same but the cockpits "tended" to be light blue-gray.

Well, in terms of scale color that's a pretty big ball park to work in so I mixed up some paint that suited me and went to work. Research? Well, the interior wasn't green or black or brown, it was blue-gray. After the paint dried on the resin parts, I gave it all a coat of Future and let that dry well before liberally applying a wash of burnt umber thinned with lighter fluid. I like using lighter fluid for the thinner because it dries really fast so it doesn't have time to damage the underlying paint should it find a weak point in the Future.

Then it was a matter of wiping off the excess. To tell the truth, I don't do a lot of "wiping" because the details are so close that

no Q-Tip will reach where you need it. Instead, I used an old tooth brush (soft) and give the parts a vigorous brush that would make my dentist proud! Then I dry-brushed with light gray.

I gave the seat pads a brushed coat of medium green and did the belts in a light gray. Buckles were picked out with a silver Prismacolor pencil. The instrument panel has rather deep instruments but I managed to paint the faces black and pick out details with a white pencil. Then I did something a little different for the "glass" over the instruments. I used CA, applied with a toothpick and cured it by holding the part with tweezers inside a bottle of Zip Kicker. The fumes from the accelerator set the CA and it dried crystal clear—and very hard!

(You can use the same basic technique for doing those small wing-tip lights. Just make a small "seed" ball of CA, cure it, color it with transparent red or green, then add more CA and cure it over the mouth of the accelerator bottle.)

Then, construction of all the parts proceeded smoothly. I used Tamiya cement to stitch things together and in the event a little filler was needed, I used CA. The only fit "anomaly" was the flaps which touch the end of the underwing fuel tanks. Since I added the flaps at the very end after all was painted, this was not a real problem.

For the paint I chose Alclad over a good prime of Mr. Surfacer 1000 which was rubbed down to a fairly good gloss with Flexigrit and paper towels. I used two shades of NM, beginning with duralumin followed by a darker "C" shade for the central wing panels and for the separation lines on the fuselage. For large panels, it's not really necessary to paint all of it; just the edges where the contrast is greatest. I used more of the burnt umber on the inside of the dive brakes and on all the landing gear. It really brings out the detail on landing gear struts! Then I used the same wash on the exterior to give it an overall, oily, dirty look, followed by a light coat of clear flat.

Decals were from an Aeromaster sheet and feature an aircraft flown by a Russian pilot, Capt. Milayushin, who was an ace during the Korean war. If you can find the kit, try it.

Milton



## Hasegawa 1/48 Scale Vought AU-1 Corsair

by Hall Marshman Sr.

(via IPMS Seattle Chapter Newsletter)



Next to Thunderbolts, U-Birds sit pretty high on my favorites list. My favorite Corsairs are what we know as bird-cage types, or F4U-1s. Hasegawa has produced kits of the late model Corsairs, being F4U-5, F4U-7, and AU-1. The F4U-5 produced under the Revell label is also the Hasegawa pressing. My purchase was the Hasegawa AU-1 in French Aeronavale markings. There were no kits of the USMC version available in my area, so to produce the bird I want, gull grand and white, I will have to go to aftermarket sources for the markings. Here's what's in the kit.

Cast in light gray plastic with nicely scribed surface detailing. No flash was present, nor were there any release pin marks in visible areas.

Clear parts consist of windscreen sliding semi-bubble canopy and gunsight. These parts are quite clear and thin enough to suit me. The semi-bubble does show some distortion but in the slid back position, I don't see where it should make any difference.

Engine and four-bladed Hamilton Standard Prop are nicely rendered.

The rather complex main gear of the AU-1 is pretty well done, although I'd prefer to see the oleo scissors open a little more. Wheels are good, but need to be flattened if you like the tires to show weight. Tail gear and hook are well done. Tail wheel was solid rubber so should not show weight.

Cockpit is adequately reproduced, basically needing only arm rests, throttle handle, and seatbelt/buckles.

For ordnance, the kit provides two large drop tanks, two 1000 lb. bombs and ten rockets, along with the rails/and shackles/fairings to accommodate the various ordnance types.

Separate flaps are provided to allow the choice of up or down positioning. I love the look of Corsairs with their flaps lowered.

As stated above, I bought the Aeronavle version, which provides markings for three different French Navy planes. The decal sheet is well done with decals well in register and nice full colors. There is a black and white striped decal for the tailhook.

Because this kit is out of the same molds as other versions, there are some compromises. As stated above, you need to provide armrests and seat armor, which armor really won't show. The exhausts for the different marks change from mark to mark and do not belong in the placing shown. To put them in place in front of the area where they are supposed to be requires some trimming of the exhausts and thinning of the rear of the cowling. The ends themselves need to be drilled out. Hasegawa doesn't provide separate navigation light lenses so you have to either compromise by painting them to look like colored lenses or remove and replace in whatever manner you find expedient.

The above mentioned problems aside, the model goes together pretty well with little filling needed. The end result of your labors should be a pretty fair representation of the last American prop-driven fighter manufactured. Not bad for a design from the late thirties.

*H.M.*

## Victory Productions Super Size Decal Vought F4U-5/5n & AU-1 Corsairs



Hal may want to check out this super sized decal sheet from Paul Cotcher's Victory Productions. This sheet, nearly 8 x 11 inches, has markings for seven Corsairs ranging from a very late marked bird in gray and white from Quantico in 1957, to Korean War era birds to the Honduran Air Force "Soccer War" veteran from 1969. All are printed in Italy by Cartograf and are in good register with good colors. I bought my sheet at the OK City Nationals but they can be bought directly from Victory Models. Just point your browser to [www.victorymodels.com](http://www.victorymodels.com) for this and other decal sheets.

*M.B.*

## Old Rumors & New Kits

As you can tell, this is a somewhat truncated version of the newsletter. It seems that several of us have had computer problems lately and if you live in the NW part of town, your cable service may have been affected by some many cases of computer viruses and worms.

I have a Mac so viruses aren't a big concern for me. But I've had my share of problems. I decided that my computer would work better if I gave my memory-hog graphic software more RAM to play with. Unfortunately, the stick of RAM I installed had a bad element somewhere and I found that bad RAM can cause a myriad of headaches. It took me (and a techie) a good week to discover and fix the problem. Couple that with Bondo being out of town and Jeff's computer being down, there are two contributors knocked out of the picture. And having to change the deadline for submissions didn't help either. So, the newsletter is short and late. Sorry about that.

Last week was RCHTA week in Chicago. So? Well, that means that the hobby retailers, wholesalers, and suppliers get to meet with the manufacturers to see what's going to be offered over the next year. We are all awaiting the announcements.

I began to get wind of some of the new products even before the show started. I had a very neat email announcement from AMtech's Alan Griffith announcing their plans to do three, yes **Three**, versions of the F2H Banshee. No hard dates given but we should expect them sometime next year. There was no mention of the progress on the P-61s and the F-15 Reporter kits nor the experimental versions of the P-47's.

But those Banshee kits really caused a stir. We haven't had a decent 1/48 scale kit of this aircraft...ever! The old Hawk kit looked like a Banshee but had too many problems to correct to make any accurate version. But now it appears that we will get three—an F-2H-2, an F2H-2P/2N, and an F2H-3/4

Now that I have your attention, AMtech has announced their plans for several more kits that you may find interesting. First of all, they are venturing into the large scale arena with a series of P-39's. **Yes!** Plans call for a P-400, a P-39F, and a P-39Q.

Of course they announced their 1/48 P-40B/C some time ago. The X-kits, which include the XP-42 and the YP-37 will be limited in production to only 3500 kits. And just to round out the popular scales, they will do a series of C-135s in 1/144 scale. These will be limited to just 3000 kits of each version and will include PE metal antennae and Black Box resin "lumps and/or bumps." There will be ten aircraft in the series—KC-135A, KC-135V (early version), NKC-135A, KC-135E, KC-135A "King Crow II" (USN), RC-135-135U, RC-135W (late), EC-135 ARIA/ALOTS, KC-135R, and the NKC-135A "Big Crow." That should keep you busy for a few weeks! No data on price or release schedule.

What else is new? Well Polar Lights will be bringing back a lot of oldies with some new wrinkles. PL will do a series of Marvel Comics Snap Draggins R-1 in January. These are pre-decorated kits with pad prints of some of today's hottest Marvel characters. This is a six-car assortment featuring four different body styles in Captain America, Incredible Hulk, and Spiderman themes. Also in January look for a Klingon Battle Cruiser snap kit from the original Star Trek TV series. This is a Skil Level 1 kit in 1/100 scale.

Over the year, they will release Herbie the Love Bug Snap Kit, Marvel Comics Spiderman Snap Draggins R-2, a 1965 Dodge Coronet Hard Top Snap Kit, 1964 Pontiac GTO Hard Top Snap Kit and a Star Trek Nemesis Scorpion Snap Kit.

These Snap Kits may help out our "make-and-take" program and get more kids involved in modeling. I'm sure they'll like the subject matter.

So what's new now? The F-105's from Trumpeter are still fresh and can usually be found for just under the \$100 mark. They sure look impressive in the box but so far I haven't heard much from anyone building a Thud.

I saw the new 1/24 Me 109G-6 from Trumpeter and it looks good in the box. Trumpeter has give you a choice of fuselage halves. One set is done in the usual gray but a second set is transparent, I suppose that's in case you want to display more of the engine and cockpit than can usually be seen. Or if you make a mistake.

Trumpeter has also released a couple of Russian kits in smaller scales. No idea of the quality but there are two more kits of the An-2 Colt and Il-28 Beagle on the market. Anyway, both are new tools and in 1/72 scale.

I saw the new Blue Max 1/48 Roland D-VIb the other day and was impressed by the molding. The Roland had a fuselage of wood that was made of individual strips that lapped over the strip below. That gave it a very odd ridged look and Blue Max has molded it right. No idea of the fit or finish but the plastic looks good.

Fine Molds has a new Tie Fighter ready to go with their previous Star Wars models. If you are a fan of Star Wars, these kits from Fine Molds are the best on the market, IMO.

Next week should see the first delivery of Hasegawa's new B-25 in 1/72. All I've read says this is an excellent kit, probably the best done to date in this scale of the Mitchell. This is the -J version. Price for the kit will probably be in the mid to low \$30 range.

That about winds it up for this month. Remember, since we meet a couple of days early, that means that the deadline for the newsletter is earlier too. I could use articles on ships and armor as well as how-to pieces. All contributions are welcome.

Milton

**Next Meeting:  
TUESDAY 16, 2003**

