



IPMS/Republic of Texas

SPRUE EXAMINER



A 1/48 Sukhoi Su-24M “Fencer D”

by “Bondo” Phil Brandt

Background

The Sukhoi Su-24 (NATO “Fencer D”), affectionately known by aircrews as “The Suitcase,” was born in the mid-Sixties amid the alarm caused in Soviet planning circles by introduction in the West of the General Dynamics F-111 “Aardvark”. The Soviet Union had no equivalent airframe with the Vark’s unique capabilities: low level speed, terrain following radar, long unrefuelled range and significant weapons carriage ability. The Fencer’s long development was a quantum jump for the Soviet aircraft industry and, as in the case of the F-111, a difficult one. But, the Fencer’s difficult early years eventually led--again, as in the Vark’s case--to a relatively stable maturation phase; the Fencer has soldiered on through the Afghanistan debacle of the Eighties into the New Millennium.

Initial Assessment

With many past Collect-Aire releases, the good and the not-so-good often battle to a Mexican

standoff, and the Fencer is no exception. This one was done by LF in the Czech Republic and, as such, exhibits clean, smooth molding, very little warpage and petite, sharp engraving that rivals the best injected. Unfortunately, the very nice looking parts in-the-box suffer from variable resin shrinkage which significantly affects major component alignment, and resin pinholes (not bubbles).

Wings

The wings have caused the Difficult Kit Division of Bondo Industries the most grief and indecision. The problem centers around the fact that the folks doing the master decided not to create movable wings (as opposed to the design philosophy of the much more inexpensive Monogram and Academy F-111s) but to leave it to the kit builder to permanently set the desired wingsweep angle and to cut the outer wings at an appropriate location to mate properly with the solid “gloves” (inner wing segment). This scheme would have been OK but for the unfortunate cross sectional enlargement of the outer wing at the wing/glove interface. This enlarged section makes the outer wing exactly the same thickness as the glove, which
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2004 Show Schedule**Austin Scale Model Show, IPMS/ASMS, Austin, TX**

IPMS/NCT Squadron ScaleFest, Mesquite, TX

Region VI Convention, IPMS/SWAMP, Lake Charles, LA

IPMS USA National Convention, Phoenix, AZ

AMPS Centex Regional 2004, Austin, TX

May 1, 2004

May 29, 2004

June 12-13, 2004

August, 2004

October 2004

Editor's Notes...

A quick look at the Show Schedule above tells the story; about a third of the shows are done and *We* are up *Next!* Check out Bruce's update on the show's preparation farther on in this issue. Be sure to attend the next meeting and get your name on the dotted line for the job you want to do. Russ Holm has the list and is coordinating the volunteers this year.

Our next meeting will be Tuesday, April 20. We are back in the Yarborough Branch Library on Hancock Drive in north central Austin. If you are a newcomer to Austin, give me a call for directions. Tim Robb has the program this month and he will be talking about making landing lights and wing-tip lights. Wonder if he will be using a P-51 Mustang?

This issue has a new feature by our Puerto Rico correspondent, Rafael Power. Rafael hopes to cover a model related website each month and this time begins with an aircraft resource and some tips on using the web as a research tool.

Thanks to all the contributors—Bondo, Skip, Ion, Richard, Jeff, and Bruce—for their help in bring this newsletter to you. If **You** have an idea for an article, give it a try or if you need help, call me. It's really pretty easy and I don't mind working from handwritten copy. Remember, we need reviews of kits, tools, and books of all kinds. And I would like to see more articles on tips and techniques so if you have some good way of doing things, why not share it with your friends. Just remember to keep the articles to no more than two pages. Short articles are generally better than long ones so you don't have to write as much as you may think. See you at the meeting.

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 Korner

What a great time I had at the last meeting! My thanks to all who participated in the quarterly contest. There were some beautiful models entered. Speaking of contests, the ASMS show is May 1. I hope that everyone is putting the finishing touches on their entries. I hope that you all have volunteered for a job during the contest. Things will go smoother if everyone signs up for something. If you haven't, please consider it strongly.

On Saturday, May 22, NTC chapter in Dallas will hold Scalefest. It would be great if Austin had a strong showing there. Kathy and I plan to go (since I will be able to stay with my mommy.) Also, IPMS nationals will be in Phoenix August 4th-7th. This will be a little more difficult for us, unless we get a job.

Club shirts have been ordered. They should be available at the next meeting. If you have ordered a shirt, please bring your \$28 per shirt this meeting. If the shirts are not available then, I will personally deliver them when they arrive. On a modelling note, I have finished my Christmas white elephant model. It's a 1/48 Tamiya Spitfire Mk Vb trop in the markings of Sgt. Claude Weaver of No. 185 Sqn, Krendi. It's quite an unusual scheme and I hope you will enjoy it. Currently I am working on my 1/48 Accurate Miniatures TBM-3. It will be done if the markings of Lt. Charles Taylor of Flight 19. Since our theme is "Missing in Action," I thought this would be the perfect entry. I hope your projects are proceeding and I hope you will bring them to the meeting so that we can all see them. Now, let's go build sump'in!

Jeff's Book Reviews

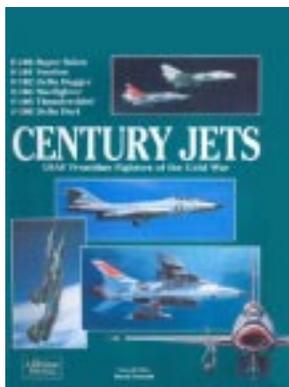
By Jeff Forster IPMS# 30833

CENTURY JETS

USAF Frontline Fighters of the Cold War

David Donald Editor, AIRtime Publishing

I grew up as a military brat on Air Force bases with F-100s, F-101s, the occasional F-104, and loads of F-105s and F-106s. After being able to look up into the sky and see one of these wonderful century series fighters almost every single day during my youthful years, I developed a serious interest in them. If you too love these aircraft, then you'll love this book!



I got this book from Kings Hobby shop for the incredibly low price of \$34.95! It's a large format hardback with 288 pages filled with text and 1066 photos with the majority of them in color! This is what makes it such a good value. As you might imagine this book is

laid out in chapters highlighting each aircraft and its variants. It gives information on all the units that flew the aircraft as well as each foreign operator.

Chapter one covers the F-100 Super Sabre. Some of the highlights are cutaway drawings, full color 3-view plates of the Thunderbirds scheme, and a bird from the 416th TFS, 37th TFW F-100D based at Phu Cat, South Vietnam. A history of F-100 operators from active Air Force units to Air National Guard units, miscellaneous units and foreign operators are included in this chapter.

The F-101 Voodoo chapter gives a great history of the aircraft, with color plates of a Canadian CF-101B, 410 sqdn. and one from a F-101C, 81st TFW USAF, and another one of a RF-101C, 45th TRS, "Polka Dots", Pacific Air Force.

The F-102 Delta Dagger chapter includes a history of the aircraft, cutaway drawings, and a page of F-102 colors with foreign colors as well. Included are color plates of an F-102A from the 317th FIS, 21st Composite Wing, Alaskan Air Command, Elemendorf AFB; a TF-102A, 82nd FIS from Naha, Okinawa; F-102A, 525th FIS, 86th Air Div. Bitburg, Germany, plus two pages of tail fin color plates showing squadron colors. There are 13 pages of unit operators with color plates of unit patches, histories of each unit and a photo of the unit's aircraft. Very Informative!

The F-104 history includes aircraft info and color plates of a CF-104, No.1 Canadian Air Group, Baden-Sollingen, West Germany, a F-104 Marinefliegergeschwader 1, Schleswig, West Germany, a F-104S from 22 Gruppo, 51 Stormo, Treviso/Strana, and three pages of Starfighter color schemes. Cutaway drawings are also included to liven up the chapter.

The F-105 portion has great aircraft history and photos, cutaways and color plates of an F-105D, 334th TFS, 4th TFW, Takhli, RTAFB, an F-105G, 17th Wild Weasel Sqdn 388th TFW, Korat RTAFB. A unit history of operators with a photo of their aircraft is included.

The final chapter, and my favorite, is on the F-106 Delta Dart. It covers all the aircraft history and uses. Cutaway drawings, color plates of an F-106A from the 49th FIS, Griffiss AFB are included. A page with nose art and two pages with color plates showing 36 unit tail fin colors is also provided. A color plate of a F-106A from the 159th FIS, Florida ANG looks really nice too. The pages covering production records is informative as are the ten pages of F-106 operator histories with the unit patches, unit history, and photos of their aircraft.

This is a great book! I'm not sorry I picked it up and I'm sure you won't be either. I highly recommend this book for any one interested in the Century Series aircraft and especially any modelers who wish to build a century fighter!

Jeff's recommendation: ★★★★★



Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

In keeping with the classic car theme, I want to tell you about this really neat street rod I got from Danbury Mint.



It is a '41 Chevy convertible called a "Vetterod", it has all new Corvette running gear, and is lowered and has the nicest stance of any car I have to date. It is super detailed as are most of the Danbury Mint cars. It uses all after-market parts and was designed by a good friend of mine who also wrote several books on building Muscle Car models, George Bojaciuk.

Now on to the kit that I am reviewing as I build it, it is not exactly a classic, but it is a new kit from AMT/ERTL, actually this one is a re-pop of the original (note two different boxes in picture). It is molded in gray, clear, chrome, and transparent red and has black vinyl tires. It can be built one of two ways, as an Extreme pickup or as a stock S-10 Pickup. It also has a chrome grill or a color-matched grill, a rolled pan with fog lamps in it, or a stock pan, it has ground effects all the way around or can be minus them and have a plain Jane kind of pickup. The one of many

drawbacks to this kit are the wheels, it does not have stock wheel covers so one would HAVE to use the 5-spoke mag-type wheels with the chrome trim rings.



The thing with this kit is that the front wheel spindles do not fit exactly and require quite a bit of "shaving" the front spindles to accommodate the front wheels. I have gotten to the point on several occasions of just giving up and putting the model in the box. The engine went together nicely, and the rear end fits if you cut the tabs off the frame, otherwise the rear end and springs don't sit right. To insure a good fit of the front and the rear sections of the body, I had to cut the plastic "pins" that hold the bed to the cab, to get it "flush" with the cab, so again it leaves quite a bit to be desired.



However once it is completed and the wheels will stay on, it makes a nice model, I wouldn't recommend it to people who are dealing with stress issues however, as it and several others like it have almost ended up "splat" against the wall. On a scale of 1-10 I give this a 3 maybe, it required so much extra work to get the parts to fit that I doubt I will get many more of these.

Skipster

How It All Started

by Ion C. Tesu

As a kid, back in Romania, I had my share of plastic airplanes and ships. I built airliners, and some soviet jets and choppers, in 1/72nd scale. Usually the kits were manufactured in East Germany and USSR. The soviets never bothered to develop western jet kits. Probably they were too busy copying the real western planes... The decals were hardly perfectly aligned and the glue never managed to remain in its predestined place, spilling on the nearby surfaces. It was messy, but I enjoyed it and, frankly, it did not bother me much.

A couple of years after I arrived in US, while at Hobby-Lobby, I was amazed to see all those 1/48th scale plastic jets: F-14, F-15 and so forth. I decided to give it one more shot. The result, an F-4 and an F-15, was not much different from my childhood. Painting remained a problem. I decided that painting with white is a first-order impossibility. At the time, the word "airbrush" was not in my vocabulary. Back then in 1996, Hobby-Lobby had a 1/32nd scale Tornado. It was big, and I liked it a lot. Secretly I said to myself that one day I will have to build it... Couple of years past, and suddenly I remembered the Tornado. I went to Hobby-Lobby, but the kit was long gone. They did not even know what I was talking about. I'll spare you the details. Suffice to say that I got myself the 1/32nd scale "beast" at Hobby-Village. I decided to start in a couple of weeks. I was postponing it because I was not convinced that I would be able to finish it satisfactory.

Then one day, while at Hobby-Town south, I noticed a magazine about modeling, Fine Scale Modeling. I bought it and that evening, I perused it. The models inside looked fantastic. However, my eye was caught by a detailing set for a P-38J&L cockpit. "It can not be", I declared full of myself. "This is crazy! Who in his right mind would go for such a thing?". "What's that?" asked Mihaela. "I don't know, but it looks like you could get a cockpit detailing set for a model. Why?". I remember the look on "my better half," then she said "Well, there it goes...". Little did I know that I was ready to embark in this complete



Ion's excellent 1/32 Tornado at San Antonio

new journey for me, getting to know the airbrush, the compressor, 2400 to 12000 grit sandpaper (I thought that the 160 grit at Home Depot was the most that could be...), Eduard's photo-etched parts, King's Hobby, IPMS, ASMS, and the wonderful world and people of modeling.

It was April 2002, and the rest is, as they say, history.

March Quarterly Contest Results

by Jeff Forster

Well, March has slipped out the back door and April has come in the front door. We had our first quarterly contest during our March meeting and I would like to say that it appeared to go over very well with lots of well built entries and a good assortment of prizes. Before I get into the prize winners I would like to thank the hobby shops that were kind enough to donate to our contest. They include the folks at Kings Hobby Shop, who donated \$50.00, \$30.00, \$20.00 gift certificates for the adult categories, and, new to our club, Cedar Park Hobbies, who not only became a new sponsor for our club, but also donated a 1/32 Japanese Zero fighter from Tamiya, valued at \$100.00, for our special raffle at May's show. They also provided gift certificates valued at \$20.00, \$15.00, and \$10.00 for our junior categories. Please make an effort to shop at these two fine shops and give them a big club thank you!

Now on to the contest results,

Adult Categories

- 1st - Tornado Jet 1/32 Ion Tesu \$50.00 Kings Hobby Shop Certificate
- 2nd - F6F-3 Hellcat 1/48 Tim Robb \$30.00 Kings Hobby Shop Certificate
- 3rd - P-51C Mustang 1/48 Dave Orloff \$20.00 Kings Hobby Shop Certificate

Junior Categories

- 1st-Panzer4 1/35 Melinda Kupka \$20.00 Cedar Park Hobbies Certificate
- 2nd-SR-71 Blackbird 1/72 Micheal Kupka \$15.00 Cedar Park Hobbies Certificate
- 3rd-Leopard Tank 1/48 Micheal Kupka \$10.00 Cedar Park Hobbies Certificate



Milinda Kupka—Winner!

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ain't the way these 'switchblades' work! They really do slide between thin structural layers of the glove, and there simply isn't any extra thickness left in the Collect-Aire resin gloves. What to do...what to do?

Plan A

Although this scheme was eventually shelved in favor of working with the original Collect-Aire wing parts, I'll go into the procedure anyhow because it is workable. Bondo ambled out to the plastic kit "junkyard" and examined the Zhengdefu ripoff of the Academy F-111 kit. Wonder of wonders; the Vark gloves and wings were essentially the same shape and size (just have to trim 1/4 inch of wingtip) as the Fencer's! The only changes needed to adapt the injected gloves and wings to the C-A resin fuselage were to thin the cross sections of both wings and gloves by about 1/16 inch on the ol' sanding plate—the pivot pins/bosses also had to be trimmed—and to saw off a small aft portion of the Vark glove to match the Fencer planform. I even planned to adapt the interlocking Academy "gears" so that the wingsweep would be synchronized.

To pull off this synchronizing trick and provide clearance for the gears required some delicate, yet industrial-strength Dremmeling of the inside top half of the fuselage—we Vark troops call it the "over-the-wing fairing." And, we haven't even mentioned the rescribing of all the F-111 parts to match zee Russkiy panels or adding the irregularly shaped pivot pin covers which stand proud of the upper and lower glove surface! Although all the milling of the fuselage top has made it very thin for such a large section, there's a relatively thick, wide resin spine that laminates right over the thinned area. Mebbe it's a lotta practice bleeding, but since Bondo's an old Vark 'crew dog,' he really cared that the wingsweep appear realistic. An added advantage of this route would have been lightness and increased rigidity of the injected wing/glove halves. But it wasn't to be. After actually creating both wings, I rethought the whole deal and opted, instead, to work with the labor-intensive Collect-Aire wings.

Plan B

The solid resin Collect-Aire gloves were carefully sliced into upper and lower halves with a razor saw, and a filler sheet of



plastic sandwiched in between. The outer mating surface of each glove was painstakingly Dremmeled so that the outer wings would nest inside, with only a thin layer of resin covering the joint—just like the real thing. Rather than have the wings full forward, the wingsweep was set at forty-five degrees, which lends an offsetting sleekness to the boxiness of the "Suitcase's" fuselage.



Included wing fences are of the square-edge profile, seen only on the cammo'ed MK, or export, version (Iran, Iraq, etc.). To make proper -24M fences, the forward and aft fence top corners were rounded off and the whole fence tapered to a relative knife edge at the top. The fit of these fences with the wing was not good, so putty and some very careful sanding were required to blend into the wing leading edge.

Cockpit and Canopies

Most of the Collect-Aire photoetch panels were used, with some added sidewall boxes. No throttles were included, so they were scratchbuilt, as was a right console radar tracking handle. A thin piece of clear plastic sheet was sandwiched between the PE instrument panel and the included printed instruments. These instruments, although helpful, are way removed from Eduard's latest and greatest. Each kit instrument was printed with a hokey white ring which I inked over with a fine Koh-i-Noor pen. Although the Collect-Aire KM-36 seats are not bad,





I substituted KMC ones which are much “busier” and have very nice harnesses, etc. molded in. An avionics shelf under the canopy raising mechanism was scratchbuilt, as was the top of the longitudinal cockpit divider “wall”. The aft edge of the windscreen was thickened for realism with plastic strip, and another strip was glued down the inside of the center divider.

In the interest of even more cockpit busy-ness, I elected to pose the unique split canopies open in their flower petal configuration. This required significant thickening of those thin, vacuformed pieces. I used the spare canopy set as a female mold for two laminations of plastic sheet. Window cutouts and scratchbuilt interior surface detailing.

Fuselage

Now is where fit problems really surface. The radome aft cross section was fully 1/32 inch too large as compared to the mating cross section of the forward fuselage. Instead of industrial strength grinding and sanding of the radome, or significant puttying of the forward fuselage, I chose to cut (razor saw) deep vertical and horizontal kerfs in the radome, then gluing and clamping down to squeeze the part in both dimensions; it works! The bottom area of the separate afterburner empennage casting is oversize, also, and this time I chose to grind it down to mate with the aft fuselage. The long, flat resin fuselage “spine” didn’t mate properly (too low) with the forward fuselage section, so I (again) sandwiched in plastic sheet for the whole length of the spine, all the way aft under the vertical fin.



Afterburner assemblies from the Academy Flanker were substituted for the simple, much too shallow kit ones, and the divider area between the burner cans, absent in the kit, was scratchbuilt. For balance, model railroad lead sheet was rolled and then glued into the forward fuselage; sure glad the landing gear is cast metal!

The kit didn’t seem to allow for the distinctive anhedral of the wings, and the wing/fuselage joint seemed under designed for those relatively heavy parts, so I custom-bent a 1/8” diameter brass rod and glued it (somewhat like the modeler’s version of a “carry-through box”) to the inside of the fuselage top or, as we in the Vark community call it, the “over-wing fairing.” The laborious sanding required by ill-fitting parts naturally obliterated

much delicate scribing, and lotsa rescribing was required to duplicate the complex lines. 3/32” brass rod was also run through the empennage to create a strong mounting point for the large, movable slabs.



Gear wells were devoid of any detail, so both maingear ones were lined with ribbed plastic sheet. The nosegear well is too small for any detail to be seen. And, while I’m at it, the PE maingear doors are much too thin to be realistic, so an outer panel was made from plastic sheet and laminated to the PE. Thicker, scratchbuilt plastic ventral strakes were also substituted for the kit PE ones.

The PE seals, or fairings, into which the wing trailing edges slide when they’re swept aft were too small and difficult to integrate with the fuselage. I scratchbuilt new ones using very thin (.005”) sheet which could actually be pressed in to duplicate the softness of the real thing. BTW, in the Vark these flexible fairings are actually inflated to properly seal the wing/fuselage interface.

Ancillary Fuselage Parts

There were many, many tiny resin and metal detail blisters, cooling air intakes, ECM antennas, pylon components, etc., all in small unmarked plastic baggies, with no numerical references in the exploded parts diagrams. To really make things worse, my kit was missing a significant number of ‘em. Lou Maglio, the Collect-Aire honcho, quickly sent me the missing parts, with the exception of two. Because of time constraints the still-missing ones were duplicated in resin using the other, present, item of each pair as masters. The large sweptback antenna on top the fuselage, just aft of the cockpit, was scratchbuilt.

Weapons

I chose to use the included AS-11 “Kilter” and AS-14 “Kedge” missiles. The included PE fins and pylon sway braces add to the



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WEB AT NIGHT

..... ON AFTERBURNER

by Rafael Power

Welcome to this new column for all you night time web surfers. Besides being interested in scale models, I spend more time surfing on the Internet; gleaning reference material for scale models rather than building. Although I like to do model reviews, those can be somewhat time-consuming. But exploring and reviewing websites, now that's a lot of fun! Here are some pointers for those new (and some old timers too!) to the Internet.

Lost and Found Department

The first wake up call to avoid losing valuable information is remembering that websites can change their text and image content or even disappear. If you find an interesting site but don't have time right now to explore it, make a note of its web address so that you can find it at a later date. This also applies to links and other sites found by chance.

Dictionaries

Yes, Dictionaries! Buy some inexpensive dictionaries for the particular languages seen in the sites. If you search for aircraft, ships or armor from WWI, WWII and current eras, chances are some of the sites are in French, German, Italian or Spanish. Some sites allow you to switch from their native language to English but others don't have that option. I find it quite convenient to consult these dictionaries. Words like wingspan, links, gallery, military units, weapons, etc. may not be apparent in other languages. Although some sites are also in Greek, Japanese, Russian and Hindi, those languages are not for everyone.

Gain Control of the Images

Image/photos in the web are shot by all sorts of photographers and equipment. The great majority of images in the web need some type of enhancement. Whether they were taken with an inexpensive Kodak Instamatic or the latest Nikon digital camera, some enhancements are necessary to bring the image up to snuff. Some are out of focus and may have dust, scratches, poor contrast or color cast, etc.

To improve these images invest in a good photo/image enhancement software. This type of software may take up a lot of space in your file but some are really worth the space. A full-service, fully equipped copy of *Adobe Photoshop* used by ad agencies, artists and photographers will run you about \$700+. Although *Photoshop* is the recognized benchmark, it's out of my league so before you rush in to get a second mortgage, there are some excellent software solutions. My personal choices are *Microsoft Picture It!* and *Jasc Paint Shop Pro 8.1* software. *Picture It!* is a good entry level software to get you started at

around \$45. *Jasc Paint Shop Pro 8.1* (around \$95-110 less rebates) is the next level for those who like to have more professional options such as retouching, color balance, image filters similar to the *Adobe Photoshop* home versions.

I started with *Picture It!* but after 3-4 months I ran out of options. So, I upgraded to *Paint Shop Pro 8.1* and now I use it constantly. Although now retired from professional photography, I am very picky when it comes to images. I work every image I download from the web to make it meet my demands. If you only have one choice, go for *Paint Shop Pro 8.1* or *Adobe Photoshop* and you will not regret it! Whether you use Adobe, Jasc or other brands, their use will change how you look at photos.

Now, here's my first pick from the web.



www.airliners.net

Background

This site is always my first stop in the web to search for particular aircraft. Although I like commercial aircraft, don't let the airliner.net title fool you. There are military as well as commercial aircraft here. In it, you will find images of commercial, private and military aircraft dating from WWI to the present. There are also aerial views of airports and airfields, images of gliders, helicopters, microlights, balloons, and a good selection of air-to-air images. Also, there are detail close ups of aircraft noses, engines tails, markings, cockpit interiors, airliner passenger cabins as well as overall, of over, and under views during landings or takeoffs.

Based in Sweden, founder and president Johan Lundgren operates this site with a group of associates from Australia, Canada, Europe, New Zealand, South Africa, and United States. This group of enthusiasts administers the data base, editing, photo screeners, and forums. With the exception of model aircraft, this site serves all segments of the aviation world.

What's There?

Although listing around 65,000 images in their server, the daily addition of new images makes it over 70,000 by now and still climbing. When the page opens, your first impression is of four switches that move with your mouse. With them you can add new images to the site and by moving the SEARCH switch; you begin looking for images you need. By moving south to the bottom of the page, click on Photo Index and you're on the way to finding your favorite aircraft, airline, air force, etc. The Photo Index allows you to search by aircraft type, operator, country, registration, cockpit views and other categories (seaplane, warplane, military, airports, etc.).

This all inclusive site offers superb image quality. But, keep in mind that some of the older pre-1970 photos may not as good as the newer ones.

Actual Aircraft Information

Another interest aspect of this site is that of aircraft accidents. The server has so many images that when an aircraft crash or accident is in the news, an image of the particular aircraft will be posted the same day. Not a similar aircraft mind you but the actual aircraft showing its registration or tail number. Attachment to the image includes disposition of the actual aircraft. That may be past owners and operators, accidents, crashes, museums preservations, and final scrappings.

Recently, posted images included the DHL Cargo Airbus A300 hit by a rocket over Baghdad (including detail shots of the wing damage on the ground), the UTA Boeing 727 that crashed in United Arab Emirates in December, and the Iranian Kish Air Fokker 50 that also crashed at Sharjah in the United Arab Emirate on February. Also covered is the burned hulk of the Federal Express-FedEx McDonnell-Douglas (now Boeing) DC-10-10F that crashed and burned while landing at Memphis, TN in December 2003.

Images Galore!

Get ready to spend many hours downloading aircraft photos for your photo files! Here's a sample of what's available. For those who like military jets, there are 159 F-86 Sabres, 695 F-4 Phantoms, 363 F-104 Starfighters, and 190 MiG-21 Fishbeds. For prop fans there are 443 P-51 Mustangs and many other WWII types. For airline fans there are 1,202 images from Pan Am aircraft, 364 from Braniff, 3,300 from Aeroflot, and 4,044 from Southwest Airlines. Commercial aircraft have a hefty number with 4,391 Boeing 707s while the 727 has a whooping 12,991! For those who prefer to glean photos from a particular air force, there are 7,555 plus from the U. S. Air Force alone. Other worldwide air arms are covered as well.

Whether you are looking for images for screen savers, references, or other uses, I heartily recommend this site as a must visit! I hope it becomes one of your favorites. If you have a particular site you would like me to review, please contact me at r.power@prw.net and I'll light up the afterburner of my mouse in that direction.

Rafael

[Editors Note and a word of caution: Downloading photos from websites may be a good way to add to a personal reference library but users should be aware that much of the material is copyrighted. Use common sense and caution, especially if images are copied with the intent to use them for any but personal information. Please do not include them in articles submitted to this or any publication unless permission is granted by the copyright holder.]

2004 Model Show Report

Well, it is nearly show time once again. If you did not have the opportunity to sign up for something during the March meeting, please take the opportunity to sign up during the April meeting. We always need volunteers to fill in somewhere. Russ will have the sign-up sheets available.

We are planning to have a Friday set-up session. I did not put it on the sign up sheets since volunteers for that is generally not a problem. I expect to have a time available at the meeting.

- **Raffles**

Kathy and Angela are doing a great job with the raffle—now, all we need is a bit more response from our sponsorship letters and we will be all set.

- **Make 'n Take**

I have acquired 100 kits, 50 race cars, and 50 jet planes—all new—so we should be in good shape on the kit front. The racing cars come with glue and paint, plus we have had some paints donated for the Make 'n Take, but this has proven to be a problem in the past, so I want to de-emphasize the painting—less mess, less fuss all around. We will need side cutters, however. Plus sand paper/sticks and water containers for the decals/sanding sticks.

- **Entry Materials**

I have started looking over what we need here, as far as quantity of the paperwork goes. Nothing has changed over the past few years, so as long as we have the paper, it is a simple matter of doing the copying.

- **Trophies**

The plastic has gone to the screen printers, and Tim has started work on the bases. We have simplified the trophies a bit from past years, primarily to combat rising expenses with the venue.

- **On the good news/bad news front**

Fine Scale Modeler managed to include our show notice this year. That would be the first time in three years. Unfortunately, they have the date as April 24, instead of May 1! Sigh. Why Kalmbach can't make trivial updates is beyond me. You'd think they still set their type with carved wooden blocks or something...

Bruce

Swap 'n Trade Day

Next month's meeting will feature our first swap 'n trade day so it's not too early to think about what you want to look for and what you are will to say good bye to. It's a good excuse to clean out that closet and make use of those models you know you'll never build.

(Quarterly Contest winners continued)

Since this was our first quarterly contest of the year, it's referred to as our White Elephant contest where you build and enter the white elephant prize you won at the Christmas party. Starting this year we decided to award a single prize for the winning entry. Since Hobby Lobby was having their 50% off sale we got a \$40.00 gift certificate for the lucky winner!

White Elephant Winner

Triceratops Angela Forster \$40.00 Hobby Lobby Certificate

Congrats to all the winners and everyone who entered the contest. Jeff

(Fencer continued)

detail, but it's my opinion that the PE weapon fins are actually too thin. I used thicker plastic sheet instead. The "TV" nose of the "Kedge" was created by using kitbashed fronts of 1/32 Mavericks from the Trumpeter A-10. The "Kilters" are carried on the inboard pylons, but the fins wouldn't clear the wing under surfaces, so I added a missile launch pylon from the Monogram F-18. The included PE weapon sway braces—adding homebuilt jackscrews would've been very laborious—were replaced by more realistic, three-dimensional ones from the Monogram E-6B kit. More Monogram sway braces were added to the three empty under-fuselage pylons. The outer pylons/missiles are anchored to the wing with brass rod and are removable; same, same with the inboard missiles, although the fence/pylon assemblies are permanently affixed to each wing.

**Finish**

After much filling (Blue Acryl) and many priming/wet sanding iterations, all leading edges and airframe bottom surfaces were shot with multiple coats of PollyScale Reefer White. Then appropriate areas were masked (luv that Tamiya tape!) and slightly bluish PollyScale Haze Grey, lightened with Reefer White, was applied with Bondo Industries' new Tamiya gravity-feed airbrush. Masking for the gray was almost as laborious as the above-mentioned resin fit problems. The outer wing slats are hard masked, but the inner wing leading edges, vertical fin leading edge, slab leading edges and fuselage color divider line are "soft-edged." This was achieved by lifting up the outer edge

of the tape with a knife edge and spraying over the upturned tape edge. Next, PollyScale gloss clear was applied (at least two coats) to provide a proper base for the extensive decaling that was to follow. After the decaling, PollyScale clear flat was lightly applied. This stuff dries almost instantly, so you don't have to wait around to see if there was enough flattening agent to do the job.

Decalling, Markings and Weathering

Collect-Aire provides a very extensive sheet of markings and stencils. Strangely, the included sheet appears to be almost an exact duplicate of the older Cutting Edge offering that was ostensibly produced (years ago) to accompany their advertised-but-never-released Fencer kit! Bondo went with the Cutting Edge decals because of the known quality and opacity—he's had past troubles in this respect with thin Collect-Aire decals that don't underlay vivid colors with a layer of white. I'm confident in saying that close to one hundred individual decals were laid on, and I spent at least eight hours just on this task.

Tired of seeing red Soviet stars, I was impressed with the unusual blue and yellow national markings on Ukrainian Fencer Ds of the Nineties as seen in a great World Airpower Journal feature (see references) and with the weathering opportunities to duplicate the overall VERY dirty Ukraine airframe exteriors. Apparently there was little financial room in the post-Soviet breakup budget for wash racks. The multipiece Ukrainian national roundels and vertical fin badge were taken from the nice Cutting Edge Flanker sheet.

Weathering was done with watercolors, and the dead flat PollyScale clear coat provided the perfect base for the medium, just like watercolor paper! The "adjusting" of watercolor intensity is, in my opinion, MUCH easier than with oil washes. There's no worry about solvent action with the underlying finish, and, since much of the real airframe staining is done by flowing liquids, the "staining" can be brushed out, or done over, any number of times, and seems to these elderly eyes to be more realistic.

Auxiliary Ground Equipment

The thin canopy braces were scratchbuilt, as were the intake and exhaust FOD covers. The crew ladders are from old OEZ Su-7 kits and are the same generic design used on the Fencer and other Evil Empire birds.

Summing Up

This was a laborious but uplifting project for personnel of the Bondo Industries Difficult Kits Division. The struggle defines what modeling is to me and was well worth it. Now that the Fencer's been rolled out, I look forward to the imminent release of same by Trumpeter! I continue to appreciate (and buy!) the wonderfully eclectic Collect-Aire releases.

References:

World Airpower Journal, Vol. 5, Spring 1991, and Vol. 39, Winter 1999. The Fencer is the featured cover article in the latter volume and IMO the primo pictorial reference.

Old Rumors & New Kits

Well, it has been a pretty good month for us scale modelers. We have seen the first new tool 1/32 P-38 kit in many years issued by Trumpeter of China. To say it's impressive is an understatement. Its price is also impressive but if you really want to build a state-of-the-art P-38L-5 Lightning in the large scale—and have room to display it—this is your best kit ever. Some of the rivet detail may be a bit overdone but taken as a whole, especially considering the two detailed Allison engines, good cockpit details, wheel wells, etc., you will probably not notice any rivets!

And speaking of Trumpeter, we should be seeing the 1/48 P-40B/C before long. I assume it will be a scaled down version of their 1/32 kit released several months ago. That's still a great kit but I'm waiting for the smaller version because I'm not getting any more shelf space.

Now, if you want a "smaller" P-38, you may want to check out the brand new 1/72 Academy kit. This is the "J" version and it comes in markings for two Pacific theater a/c.

Revell of Germany has finally released their Ju 290-A and Dassault-Breugnot Atlantic, both in 1/72. To me this is a perfect scale for these to aircraft. Actually, either would be appropriate in 1/144. (Shelf space, again.) I've seen the sprues of each kit and they are very well done. The Ju 290 was a large, four-engine long range ocean recon a/c from WWII. The more attractive paint scheme will be a real challenge for you airbrush artists but you can do it in less complicated schemes as well. The Atlantic is usually seen in ocean gray and white schemes and is a really slick looking a/c. Best thing about both kits is that the price is usually under \$30.

Mirage has a couple of new PZL kits, this time it's the P.24G in Greek AF markings from WWII and a Greek P.24F with 20mm cannon. This little fighter has a parasol wing similar to the earlier p.11c but this time the cockpit is enclosed. I've not seen the kit parts but the earlier p.11c was very well done and had good fit. The kits come with resin and PE detail parts so you don't have to search for aftermarket parts.

(Fencer References cont.)

Przegiad Konstrukcji Lotniczych, "Su- 24", by Jefim Gordon, 2/93, ISSN 1230-2953. This monograph includes a superior centerfold of removable Fencer line drawings. Many closeup detail pics, some in color.

Russian Falcons, Steven J. Zaloga, Concord Publications, Page 27-31. Nice color pix.

Red Stars Over Europe, Marcus Fulber, Concord Publications. Color pix (front cover and pages 10-14). Excellent cockpit close-ups.

"Bondo" Phil

Mirage still shows the later and much larger PZL 23A Karas, a bomber/recon a/c. If the quality of the kits continue to improve, this should be a really nice item even if the price exceeds the \$40 mark.

A couple of months ago, I mentioned that Trumpeter had released a couple of very nice Pontiac Bonneville car kits. These are very nice kits but both kits that I check out had chrome plated trees with very dull chrome. I wasn't sure if this was the way Trumpeter wanted it (or was what Chinese chrome looked like) but I knew the car modelers I knew would not be happy with it. Well, it turns out that it was a major goof. Although I can't personally confirm it, I've heard that some later boxings of the kits may include two sets of chrome parts. More important (and practical) is the rumor that Stevens Intl., the importer, will trade out the bad old dull parts for bright, new, shiny chrome trees. If you have the kit, maybe you should check it out.

On April 10, I joined several other local modelers and history buffs to hear Dr. Steven Hardin talk about his involvement with the Alamo movie project. If you hadn't heard, Steven was the Historical Advisor on the film and he had plenty of tales to tell of his experiences. He is a treasure trove of information about the Texas Revolution and is a former member of ASMS. He is still active with historic miniatures painting and teaches Texas History (what else?) at Victoria Junior College. Steven's presentation was sponsored by Kings hobby Shop.

Expected very soon is a new kit of the Star Trek Enterprise NX 01 in 1/350 scale. This is the Enterprise from the latest Star Trek series and comes from Polar Lights. This is a biggie and should delight the sci-fi fans. It should be out by the April meeting date.

For the armor builders, there is a new Tanks in Detail No. 7 on the Panzer 3 by Ian Allen.

Tamiya has released a Leopard II A-6 in 1/35 and Verlinden has an interior set for the Dragon T-34/85. That should be a good combination (if it all fits!). And in other areas, Verlinden has a couple of 1/32 sets for the F4U-4 that includes a cockpit detail set and gun detail set. Not real sure what is included but those kind of details should make for an interesting Corsair. They also have a set out for the new Trumpeter F-105 that also includes a cockpit detail set plus a gun. Now that I understand and it should make the Thud very impressive.

Aires has several detail sets out as well. Look for wheel bay details for the 1/32 Bf 109 and Fw 190D. They also have a new ejection seat for the 1/32F/A-18 and new control surfaces for the Me 262—Tamiya I assume—and a cockpit detail set for the F-16C, both in 1/48 scale.

Kagero, that Polish publishing company that includes decals and PE with many of its books, has a new one on the B6N Tenzan (Jill) that should be a knockout. And that it for another month. Now go build a model.

-30-

Milton