



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

July 2004

# SPRUE EXAMINER



## Trumpeter's 1/32nd Scale MiG-3

by Dave Orloff

Trumpeter has reintroduced us to large subjects with a veritable flood of 1/32nd and 1/24th scale aircraft kits, with a steadily improving level of quality. The 1/32nd scale MiG-3 continues this trend.

The kit is packed in Trumpeter's trademark box, a very sturdy and stackable rig, unlike so many flimsy offerings from more established companies. The box contains 134 injected parts in light gray and clear styrene, a set of PE and piano wire hinges for control surfaces and decals for two examples. Unlike most Trumpeter kits there is no detailed power plant, a factor in the lower-than-average price, no doubt. This is my first build from this manufacturer, but I understand they are notorious for prominent and poorly placed ejector pin marks. The parts ARE riddled with these, but with a couple of exceptions mentioned later, they are well concealed. Apparently somebody's reading the reviews!

Construction begins with the cockpit, a very well appointed space with adequate detail for

most, and room for improvement for those so inclined. The floor is depicted as solid, but my references show an open tube structure with foot troughs, I elected to go with the kit part as I wanted to be the first kid on the block to finish one of these puppies! I added some switches to the electrical panel, some wiring to a side wall, the prominent charging handles for the three guns in the nose, and focused the rest of my attention on the seat. As depicted, the seat looks good, but one of those pesky ejector pin marks sits in the bottom of the pan. As I studied the situation, I noticed that the sides of the pan are too thick, so I rolled a sheet of sandpaper to the shape of the curved seat and sanded both side walls and the pin divot off in one move, replacing the side walls with sheet from the scrap box. The seat back is two pieces, the armor and the padded face. I deepened the pleats and rounded the pads to reflect photos, and added a slot 3/4 of the way up the padding to install a set of Eduard RAF belts, a very close substitute for the Russian style harness.

This is probably a good place to mention Trumpeter's painting instructions, questionable at best. The cockpit color is called out as  
*(continued on page 5)*

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<b>IPMS USA National Convention, Phoenix, AZ</b>	<b>August 4-7, 2004</b>
IPMS/Emerald City, OZCON Wichita, KA	August 14, 2004
IPMS/Fort. Worth TX, 2004 SuperCon	Sept. 11, 2004
IPMS/West Central Missouri	Sept. 18, 2004
IPMS/Baton Rouge	Sept. 25, 2004
IPMS/Abilene TX, GASCON V	October 2, 2004
IPMS/Flying Tigers, New Orleans, LA	October 23, 2004
IPMS/El Paso, Desert Con	October 23, 2004
AMPS Centex Regional 2004, Austin, TX	October 2004
IPMS /Alamo Squadron, San Antonio. TX	Feb. 19, 2005

**Editor's Notes...**

In just a few short weeks, ol' Bondo and I will be heading west down IH-10 toward Phoenix, AZ, and the 2004 edition of the IPMS USA National Convention. I know a few more ASMS modelers plan to make the trip so we will be represented.

For now though, we have some fun scheduled for the local area. Yes, it's time for the annual ASMS Summer Picnic and Model Auction. As has become the "custom," we are returning to Mike and Sally Kachoris' place near Buda. In case you haven't been there before, I'll have some maps at the meeting. As usual, ASMS will be furnishing the meat—BBQ Brisket, Sausage, and Chicken—from World BBQ Headquarters. The club members will furnish the sides, drinks, and desserts. Mike has a pool so if you want to splash around a bit, bring your swim suit.

And don't forget, we need to make a little money for next year's model show so bring a donation or two for the kit auction. These kits—and other model related items—should be new or at least complete and unstarted. If they are not, please attach a note stating what the conditions of the items are. The new owners would like to know.

Our next meeting will be July 20 at the Yarborough Branch Library on N. Hancock Drive. Dave Orloff will talk about using Photo Etch materials in model building. Meeting time is 7 PM. See you then.

*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

Welcome to the July newsletter. The year is halfway gone. Have you finished that project yet? Many of you have, and have shared your efforts with us. That is one of the main purposes of this society. We share our talent with each other so that every one of us strives for better results. That is what drew me to this club, that and the summer picnic. On Saturday, July 24, 2004, we will be having our annual summer picnic. It is to be held at the lovely and highly accommodating Kachoris residence. And, once again, our heart-filled thanks goes out to Mike and Sally for inviting us. For those of you who have not attended the picnic before, one of the main attractions is the kit auction. This is where members transfer their kits into another member's closet and that member transfers his/her kits into yours. It is so much fun. We ask for everyone's participation. We ask you to bring those kits that are complete or, if incomplete, so stated and with missing parts identified to the meeting on Tuesday, July 20. This will give the staff a chance to organize the items and make the auction go much smoother. I hope to see y'all (youse guys for all you f'riners) at the meeting. Bring your completed projects. Let us share in your joy. Bring your in progress projects. Share your troubles and triumphs with us. Most of all, come and share a good time with us.

BTW (By The Way -for you no computer types) I will take this opportunity to let you all know about a event at my church. I know, I know. However, this event is called SummerFest. It is a carnival/street fest we have every year. There are game booths, food, drinks, cotton candy and many other fun things for the family to do. This is geared to kids, but everyone seems to enjoy it. It will be at 6:30 PM (1830 local for all you mil types) July 16 at Hill Country Bible Church Northwest's parking lot. The church is located at 12124 RR 620, Austin. This is between Lakeline Mall and Hatch Road on RR 620. For complete directions try this link <http://www.hcbc.com/about/directions.cfm> Hope to see you all and your families there.

Kenny

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## Jeff's Book Reviews

By Jeff Forster IPMS# 30833

### German Bombers of WWI in Action

By Peter Cooksley  
Squadron/Signal Publications  
Aircraft number 173

This is one of the more generalized aircraft books in that it covers five different German bombers used in WWI and not the usual single subject. The book consists of 49 pages full of the usual excellent photos. I received this book from the historical book club "In Action" series. The aircraft types covered in the book are A.E.G. G.IV, Friedrichshafen G.III, Zeppelin (Staaken) R.VI, Gotha G.IV, and Gotha G.V.

The color plates common to all Squadron/Signal books are great at showing the complicated camouflage pattern in use on

German aircraft. I'm not a WWI fan and not knowledgeable about WWI aircraft types but I would still recommend this book as good reading and a great reference for your library. I know Roden puts out some great bomber kits so this book would be excellent to use in their construction.

Jeff's Rating - ★★★★★

### Colors & Markings of the C-130 Hercules

C&M Vol. 7

By Ray Leader

This is a great book about the C-130 Hercules! It contains 64 pages and is filled with photos. The reason this book caught my eyes was the color photo on the cover of the Blue Angels C-130 doing a JATO assisted takeoff. The book focuses on the special purpose C-130's (those used in non-cargo carrying capacity).

The first chapter covers gun ships and includes some excellent color photos as well as black and whites. The second chapter covers tankers and rescue versions. Chapter 3 covers electronic warfare/electronic countermeasures. This chapter has some very excellent color photos of different aircraft. Chapter 4 covers drone control aircraft with excellent photos. Other chapters cover special operations A/C, weather recon, ski equipped aircraft, fire bombers and reconnaissance aircraft. There is a great color photo in the chapter covering test aircraft showing one loaded with falcon and genie missiles. And finally a chapter covering NASA aircraft. This book offers a lot of color photos, which show off some great detail. This book is a worthy addition to your reference library.

Jeff's Rating - ★★★★★

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### 1:144 PANZER Korps Set #2

## German Heavy Tank Maus/Tiger I Early

by Bruce Burden IPMS 30968

DML has been very busy in a very tiny market recently – they have released several kits in 1/72 scale, and now, they introduce a line of 1/144 scale kits. The 1:144 PANZER Korps kits feature two tanks in a box that is very close to the size of a VHS cassette. Inside, you will find some decals, PE, instructions/painting guide and, in two square trays, the two kits. For around \$5.00, that's not bad at all!

I picked up the set containing the Maus, and was initially impressed. There are about ten pieces: hull, turret, left and right tracks/running gear, fuel tank, rear plate, barrels, and three parts to make up the mantlet/gun mounting.

The parts are very cleanly molded and are not connected to a sprue. There are faint marks from the mold gates, but that is very minimal, and generally in a out-of-way location, so cleanup is very minimal. The hull and turret parts are made up of Dragon's

*(continued on page 10)*



## Nathan's Historic Rides

by Nathan Perrine IPMS 40167

Formerly Skip's Classic Car Corner now Nathan's Historic Rides

This month you will note I am going by my real name, as that is what I have been instructed to do, I am trying to lose the stigma of the nickname I was given when I was a youngster. You see it's like this, when I was a child, I spoke and thought and reasoned as a child does. But when I grew up (which recently happened to me), I put away childish things and that includes my nickname which has followed me all my life, and the name Skip—while it is just a name—has caused me to lose jobs, not be a complete person and to not be a very good friend either. Hence why I haven't been around is I have been out of town a lot lately at conferences of a different kind, haven't been building much at all, and even am running out of stuff to do reviews on. I will from time to time send something to Milton to put in the newsletter, but for the most part this will be my last official column.

The manufacturers just haven't had anything for car people to get excited about and frankly I am really 'burnt-out' with the hobby. Being that 90% of the model kits I see anymore are either pre-painted (takes the joy of being creative out of the hobby) or they are diecast kits (which is what I am sort of reviewing this month), although this "kit" can be built in about 10 minutes. I find myself going to hobby shops only on rare occasions and even then haven't seen anything to get me wanting to build anything. I am down to less than 50 un-built models in my collection and most of them are started.



Well here's the review for what it's worth. It's called a Maisto Assembly Line Die Cast Model Kit. It's the Ford Mustang GT Concept Convertible, skill level 2, 1/24th scale, screwdriver



included, easy assembly, pre-painted metal body. It has highly detailed, opening doors and hood, and rolling wheels. The interior has the most parts, consisting of door panels, dashboard and interior bucket seats and console, it has an insert for the engine bay to reveal a nicely appointed engine under the opening hood. Two sets of wheels, chrome-plated and painted and very low profile tires. When it's built it is a nice piece, but it's "Too Easy Drill Sergeant" (from the Renaissance Man starring Danny DeVitto).

Have a great day and God Bless.

*Nathan*



*(MiG-3 continued)*

light gray, but most sources specify a hodgepodge of possible colors, light blue, light olive green, even yellow primer (for the inner walls of the plywood aft fuselage). Instrument and control panels can be either light blue or black, or a combination. An excellent source for MiG-3 lore is Massimo Tessitori's web site: <http://mig3sovietwarplanes.com/MiG-3/mig3.html>. An excellent rendering of the cockpit is, believe it or not, in the computer game II-2 Sturmovik! As a general rule, interiors of Soviet aircraft of this period were the same light blue as the underside color, as were the wheel and flap wells. If gray was used it was a darker greenish gray primer, as on the Sturmovik.



Anyway, enough! I went with light blue with the various panels and controls picked out in black, steel, red or yellow. The seat pan and frame are aluminum, with black leather padding and light blue back armor. The instrument panel is light blue with black dials with gauges picked out with flat white and a couple of drops of Future on each to depict glass. The finished cockpit mounts very solidly into the fuselage halves, at which time the radio deck aft of the seat is added. I detailed mine with wiring conduits fashioned from guitar strings.

Fuselage assembly is straightforward, but take care when fitting the multi piece cowling together. I replaced gun barrels with hypodermic tubing, and added the plumbing for an exhaust gas scavenger system to the left manifold. This bled exhaust fumes into the fuel tank to lessen the danger of explosion. Mine is bits of styrene rod and sheet fiddled together per illustrations on Massimo's fine website



The wings and elevators fit very well, but assembly is slowed by yet more of those ejector marks. The inside of the flaps and insides of the landing gear doors exhibit deep circular depressions cutting right across some decent detail. Also, a peculiarity: the four piece flaps have detail on the two inboard panels, none on the outboard two. I decided the shortest route through this mess was to sand it all off and replace the framing with styrene strips. In hindsight I should've detailed the flap wells in the wings as well, but what the heck! The wheel well covers got the same treatment, and I cobbled together the lever-and-link system that closed the inner doors while I was at it. Naturally, now that mine's built, Eduard has a comprehensive PE set that addresses these very issues! Ahhh well, NEXT time...

The landing gear and wheels are very well done, and the gear mounts positively and is very sturdy. The aircraft I modeled has the tailwheel doors deleted and the wheel fixed in the down position, with a leather well cover. I made mine from lead foil from a wine bottle, painted black.

The underwing stores are triple rocket rails, used for ground attack. These were added to some MiGs in desperation, the fighter was designed as a high altitude interceptor. References show some painted, some dark, and I painted mine gun metal dusted heavily with brown pastels to show corrosion and use. The rockets are also gun metal with silver fuses. Fine solder was used for the prominent ignition wires at the rear of the rockets.

For a paint scheme, I wanted something different. The two versions provided in the kit are a winter white over light blue example (with the light blue misidentified as light gunship gray!) and Pokryshkin's green over light blue White 5. On Tessitori's website, he presents a multitude of profiles of various examples, one of which caught my eye. The aircraft was assigned to the Kharkov sector in the spring of 1942, with the 148th IAP. It is in overall winter white and has a field applied mottle of green over the upper surfaces.

I first painted the ship in white, clear coated it, and applied decals. The model was then washed with oils to highlight rivets and panels, and weathered a bit, since it would have spent the winter in all white. I then loaded my trusty AZTEK A470 with

*(continued on page 10)*

## The 1/48 Fonderie Miniature Breguet BR1050 "Alize"

Kit 6041, \$70.00, Obtained from King's Hobbies

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



### BACKGROUND

The sleek Ryan Navion was a popular all-metal light aircraft of the late Forties/Fifties. It was a real step up to quality for the pilots that could afford one, such as famed radio and TV host, Arthur Godfrey. And that reminiscence brings us to the venerable (over forty operational years! ) French Navy anti-sub weapons platform, the Breguet 1050 "Alize". As opposed to its British contemporary, the not-pretty Fairey Gannet, the Alize has always resembled nothing so much as the above Ryan Navion; it's just much larger, has folding wings and features turboprop power!

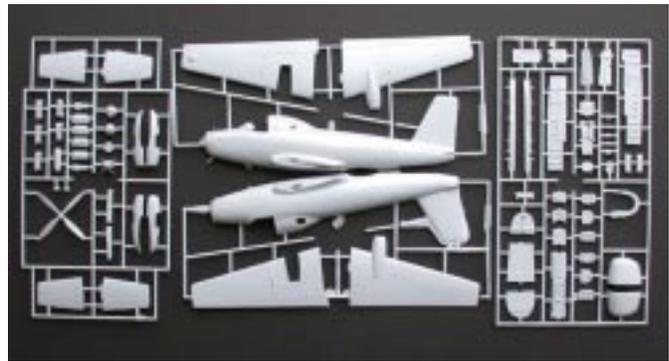
The Alize evolved from the turbojet/turboprop Breguet "Vultur" (1951) and the Br 965 "hunter-killer" (1955). Powered by a Rolls Royce Dart (1600 hp), the Alize first flew in 1956. Funding difficulties trimmed the French Navy's initial buy of 100 down to 75; an additional 12 were manufactured for the Indian Navy.

Years ago circa 1970, Heller produced a 1/50 Alize, which was then re-popped by Buzco. The kit was toylike in many respects, rather like Lindberg kits of the Sixties, and would have required major scratchbuilding to bring up to show quality. And of course, there's the 1/72 Alize by Mach 2, which for knowledgeable modelers, says it all! Thankfully, F.M has filled the gap with what seems to be a definitive kit, albeit not inexpensive, of this arcane bird.

### THE KIT

#### Plastic Molding

Plastic molding, while certainly not in the Tamiyagawa class, is quite decent for a limited production injected effort, with very acceptable engraving. Unfortunately, there's a bunch of thin flash on many components, but nothing that can't be cleaned up



in a few hours. Surface texture is typical of F.M./Hi-Tech kits. That is, it's somewhat textured, as if the master was glass beaded. Since the Alize has always been painted rather than NMF, some light sanding with, say, 600 grit should be sufficient preparation. Typical, again, of these limited production French kits, are the thicker than normal flying surface trailing edges, but not so gross as those in many Mach 2 kits. The only sink marks I could find were a couple in each weapons bay door (a full weapons bay is provided). There are no locator bosses cast into kit parts, but that should be no big deal for moderately experienced modelers, and actually eases fit problems in some cases.



#### Resin

An impressive bag of sharply cast resin parts adds a welcome touch to the basic airframe: nicely done, "busy" built-up cockpit tub (pilot, copilot and radar observer positions), instrument/equipment panels, seat (PE harnesses provided), wheel wells (main and nose), wheels and exhaust tube. It's too bad that much of the radar compartment's complexity is hidden by the bulged metal "roof" of the aft crew compartment.



**Cast Metal**

As is F.M's (and other French firm's) custom a fair amount of sharply detailed cast metal parts are included: seats, gear struts, flap hinges, and many small parts. Flash is moderate and easily filed off.

**PE**

A small fret of PE includes harnesses and seat belts for all three crew positions; arresting gear details; weapons bay and gear door details.

**Clear Parts**

Two bulbous vacuformed canopies are provided, but they have the same slight graininess on some of the panes as the injected parts and, unfortunately, this slight roughness, while not a "show-stopper" cannot be made smooth... unless the builder wants to mold a resin master from the existing canopy, carefully sand it and then vacuform a new one. Same, same for the movable clear panels for the radar observer and the clear fronts of the gear pods (some versions).

**Wingfolds**

I like wingfolds! They add interesting complexity and break up otherwise long, boring wingspans. F.M includes this optional configuration, with the modeler required to cut apart the upper and lower wing halves. The good news is that, unlike some other kits, the included resin wingfold bulkheads are sufficiently detailed to be realistic; just add a minimum of wiring, etc. to finish the effect.

**Decals and Color Guide**

Three exterior schemes are shown, but there is absolutely no information on interior cockpit/airframe structure colors. To this curmudgeon such a glaring omission is very annoying and especially inexcusable in a \$70.00 kit! I think the builder could



be reasonably safe in using overall black for the cockpit of early versions and dark gray for later models. Some color pics in "Koku-Fan" show the wingfold interiors to be either an off-white or the light yellow-beige seen in other French aircraft. The decals are thin; color and registration are excellent. Separate blue circles are added to be applied to the traditional French yellow-edged red roundels.

**Instructions**

Twelve pages of easily understood bilingual text and drawings, plus parts blowups and three views of the differing exterior color schemes. This retired tech writer would suggest, however, that F.M get a competent proofreader, or at least a spell-check program; there is more than one pen-and-ink correction in the printed text. As we used to say at Big Blue, "You always find the mistakes after the book's left the printer."

**Conclusion**

Fonderie Miniature has produced a very decent and complete representation of this little known (outside France) carrier turboprop, and, at \$70.00, the kit reflects their "pride"! But, it's an interesting, long-lived design. My purchase has already been assigned to the Bondo Industries Weird Kits production line. Two thumbs up!

*"Bondo" Phil*



by Rafael Power

On August 4, 2004 the U.S. Coast Guard (USCG) will celebrate its 214th year of service. The Coast Guard originated when Congress merged the Revenue Cutter Service and the Life Saving Service in 1790. The USCG has a history rich in wartime achievements during several campaigns. The Coast Guard was especially active during the Civil War, both World Wars, Vietnam and now as part of the Homeland Security. Its roster of countless peacetime rescues is also legendary.

Having being raised in San Juan, I kept track of the growth of the local USCG station starting with the 1943 buoy tender USCGC Sagebrush (W399) and the 1930s USCGC Aurora (W103). Next in line were the 82-foot Point Class and the 95-foot Cape Class vessels until the arrival of the medium endurance Reliance Class USCGC Courageous (W622).

Today, the Coast Guard conducts its operations between the San Juan home base and the now closed Roosevelt Roads Naval Station with five 110-foot (WPB) Island Class Patrol Boats plus a 270-foot Bear Class and a buoy tender on deployment from the U.S. mainland.

Across the bay in San Juan was the now closed USCG Air Station. Located on the old San Juan international airport, it was home of the Navy's Atlantic Patrol PBVs during WWII. The "coasties" flew the Catalinas from there during the 1950s before replacing them with the Grumman HU-16 Albatross and the Sikorsky HH-52 helos in the early 1970s.

The air station was eventually closed and moved to Ramey AFB on the west side of the island. From the old B-52 SAC base (now CGAS Borinquen) they now fly the HU-25 Guardian and the Aerospatiale HH-65 Dolphins. Their mission: to restrict the tide of illegal immigration from the Dominican Republic as well as rescue and drug interdiction.

Now, let's do a few missions on the web. For Coast Guard modeling enthusiasts looking for good reference material here are some interesting sites: *(continued on page 10)*

## Building the 1/74 Glencoe WWI Subchaser

by Richard Eaton

For the new year I continue on my journey through large-scale naval topics. I decided to tackle the venerable Glencoe WWI Subchaser in 1/74 scale. This is a basic older kit but does provide a nice representation of the SC-96. Born in the need for an anti-U-boat weapon this class of small wooden ship soldiered on through WWII.



### Class History

This class of vessel originated during World War I. In 1916 the United States was still neutral but during that summer two German submarines visited the U.S. and shortly thereafter sank five ships. This galvanized the navy into action. Spurred by a young Assistant Secretary of the Navy named Franklin D. Roosevelt, the navy undertook its own design for an effective antisubmarine vessel.

At this time steel was scarce and shipyard capacity was used up. Roosevelt invoked naval architects to come up with a suitable design for a subchaser made of wood. The idea was to build them quickly in small boatyards, using people with the necessary skills in wooden boat construction to get the job done.

Naval architect, Albert Loring Swasey was commissioned by Roosevelt to design a subchaser that would have the seaworthiness and the endurance necessary to be effective against the U-boats. Swasey came up with a triple-screwed vessel 110' long with a 16' beam, powered by three Standard 6-cylinder, 220-horsepower gasoline-driven engines. The popular view was that a subchaser should be very fast but Swasey disagreed, maintaining that extreme speed was not worth the price in the sacrifice of seaworthiness, cruising range and comfort. Despite a storm of criticism from shipbuilders who anticipated speeds of at least 30 or 40 knots he went ahead with preparations to have the boats built with a top speed of 17 knots and a cruising range of 1000 miles. He designed a bow flare similar to that of a big whaleboat with its hull cut off at the water line aft—a design unsurpassed for sea work since the time of the Vikings.

The SC-1 class subchaser had a displacement of 85 tons and a complement of two officers and 24 enlisted men. The armament consisted of two 3-inch, 23-caliber guns, and two machine guns. Later on a depth charge projector or Y-gun was substituted for the after 3-inch gun and it proved to be the most effective antisubmarine weapon of all. There being no electronic sonar in those days the vessels were equipped with

underwater hydrophones for detecting engine and propeller noises.

By the time the First World War ended, 440 SC-1 class subchasers had been completed and placed into service. One hundred were sold to France and another 121 craft manned by American crews crossed the Atlantic under their own power, refueling at sea from tankers accompanying or being escorted. The subchasers in Europe operated in the approaches to Britain and France and in the Mediterranean and those in the United States combined with destroyers in operations off the east coast against the U-boats.

The gallant little SCs of WWI ranged far and wide, completing missions as far north as Archangel, Russia, inside the Arctic Circle. Many SCs were captained by enthusiastic amateur yachtsmen with Ivy League backgrounds exhibiting an air of informality and relaxed discipline as seen onboard submarines and PT boats.

Officers and crew were a close-knit group, almost to a man recruited from the Naval Reserve. The small size of the ships and the informal, nonconformist ways of their men earned them the label 'Cinderellas of the Fleet', and 'Splinter Fleet'. They were a hardy lot. At sea the conditions were grueling, uncomfortable, and definitely not for the fainthearted. The constant pounding, rolling and pitching of the vessels was unremitting and unforgiving.

To locate the submerged submarines, three types of sound detectors were mounted beneath the hull to determine the distance and direction of the target. The subchasers worked in groups of three in line abreast formation. The idea was to depth charge submarines to the surface and finish them off with gunfire. Ironically this class of ship looked much like a submarine outline-wise, and several records of friendly fire incidents were reported.

The history and performance of the World War I subchasers has been debated by historians. One source says the SC-1 class subchaser was the most important weapon of the war and credits them with destroying 40 per cent of the U-boats sunk in the war. Another source takes a diametrically opposite view, saying "The submarine chasers never fulfilled the hopes placed in them and never achieved a single kill." Nevertheless everyone is in agreement that they were an effective antisubmarine deterrent. In an operation in 1918 known as the "Otranto Barrage" a dozen or so American subchasers helped keep the U-boats bottled up in the Adriatic, unable to escape to the open sea to press their attacks. By denying the Germans the offensive power of their U-boats at this critical stage the Otranto Barrage was perhaps the greatest single contribution of the subchasers in World War I. And on 2 October 1918 eleven SC-1s blew up enemy mines in the Austrian harbor of Durazzo, thus insuring their role in the only general naval engagement by the American navy in the war.

Later, the subchaser class was resurrected for service in WWII. Wooden WWII subchasers appear quite similar to their progenitors but the WWI subchasers were two feet narrower of beam and had radically different propulsion systems and armament. The WWII ships had lots of cool armament such as anti-aircraft guns and a double rack of launchers known as "mousetraps" that could hurl eight fast-sinking, contact-firing projectiles 200 yards ahead to rupture the pressure hulls of enemy submarines. Now that would make a neat conversion project! During WWII these brave vessels led landing craft right in to assault beaches, protected them from enemy fire, fought off air attacks, swept for mines, laid down smoke screens and patrolled the seas for enemy submarines. And they did all this without any of the crew comforts found on the larger ships they supported.

**The SC-96**

The subject of Glencoe's kit was built in 1917 at the Elco Boat Company at a cost of \$72,150. Entering service in December 1917 she completed training and went to New London Conn. to join a flotilla of 30 some subchaser destined for over seas service. In Jan, 1918 the flotilla left New London and went to Bermuda and then the Azores Islands and the entered the Mediterranean Sea. Based at Corfu, this squadron was part of the Otranto Barrage tasked with keeping the Austrian/Hungarian fleet bottled up in the Adriatic Sea. The Barrage was a system of mine fields, patrolling warships and aircraft that went from Italy to Greece and consisted of English, French Italian, and American forces.

The SC-96 never fought a U-boat during WWI, or participated in the Durazzo Bombardment in 1918. Her great achievement was patrol.

After WWI the SC-96 was used to evacuate Americans from Turkey during one of the 1922 battles between Greece and Turkey. In 1924 the navy stripped her of equipment and sold the sub chaser at public auction to a man in Athens Greece.



**The Model**

This is a basic older kit with fairly good detail and little flash for its era. The parts are molded in very soft gray and tan plastic. Ejector marks are typical of older kits and no different here.

There are no decals or clear parts provided – hey, what do you want for \$15 US! Markings are molded into the hull and superstructure. Although I built pretty well OOB, I used a few basic techniques to jazz up the build such as drilling out port holes, scratching railings, and adding glass to the bridge.

Part cleanup was step number one. I filled sink holes and cleaned up the huge ejector marks on parts. This was made easy by the soft plastic.

Next I spray painted the major colors while the parts were on the sprue. I used Testors wood for decks, neutral gray for hull and bulkheads, and flat red for the keel. I figured I'd go with the embossed markings rather than risk ruining the hull sanding them off. I masked off the hull markings and sprayed with flat white. A final masking allowed the waterline to be added in flat black. The final effect was pleasing.

I assembled the basic components and decided to add further enhancements as I went. The ship's boat was a tad heavy for the scale unless you like a ten inch thick hull. I decided to cover the



boat with tissue soaked in diluted white glue. This was later painted flat white. I then went to work on the bridge. I added windows all around by cementing thin clear plastic packaging material to the insides with Testors clear parts cement. Very handy stuff!

Since it was out I formed porthole glass in the numerous drillings I had done with a toothpick. The bridge top deck just cried for some railings so I scratched them out of brass wire.

Next, I lightly drybrushed all surfaces with light gray to bring out a little detail. I decided to make this ship clean with little or no washes.

Final assembly was pretty straight forward taking the deck and hull in two sections. First the deck. I built up the major structures and added ventilators and weapons. The red depth charges add a splash of color to things. With all the various fitting in place I worked the hull.

The two part hull fit well and was secured with tape. Once dry I added prop shafts and screws and painted everything. The screws were painted with Testors Metalizer brass. All of the propulsion assemblies are too heavy and best replaced if you are into that kind of thing. .

Once the assemblies were done it was largely a simple matter of fitting and alignment. The hull and deck fit well with minor adjustments and require a bit of filling fore and aft. From there, the mast assembly and remaining tiny parts were added. I then CAed thin brass to form deck railings and did a final touch-up. The kit instructions had rudimentary rigging instructions. Re-

*(continued on page 10)*

*(MIG-3 continued)*

Model Master olive green thinned with alcohol and tried to put myself into the mindset of a bored groundcrewman with a spraygun and a whole line of these birds to speckle. It's always tricky with field applied camouflage to get it rough without having it look like you just bought the gun yesterday and didn't read the instructions! As per the profile I ran the spots all the way to the tip of the spinner and up the antenna mast, too. The stars weren't masked, just worked around.



Looking at the finished product, the green should probably be greener, but I think I got what I was after. Final weathering involved exhaust and gun blast staining with pastels and mud staining on the undersides of the wings and tail surfaces as these units operated in some rough conditions. When weathering, bear in mind that this is a metal and wood airframe, so no paint chips on the outer wings and rear fuselage.

I think Trumpeter is gaining quality with every release, and highly recommend this kit to anyone looking for an unusual subject. An added plus is the diminutive size of the MiG-3, I have 1/48th scale single engine planes that take up more space!

*Dave*

*(Subchaser continued)*

search sources gave a much better scheme. I used black sewing thread for a light rigging job and it was done. The kit comes with a decal of a US flag that I used to add a touch of color to the kit.

**Conclusion**

Despite the age of the mold, I recommend this kit to large scale ship lovers of average experience. It builds up to an impressive boat with that Viking ship like bow. More experienced modelers could go to town detailing and scratching parts on this one. I still like the idea of converting this kit to a WWII variant. Oh well, maybe some day! This kit is out of production but still available, at widely varying prices, at shows and on online auction sites.



*Richard Eaton*

*(1/144 Maus/Tiger I continued)*

typical grey styrene. The track/running gear are molded from a soft, flexible plastic. In general, this looks like it will work well. Unfortunately, the rear hull plate is also molded from that same soft material, and it doesn't fit worth a flip.

I haven't applied any primer to the tracks/running gear yet, so I don't know how the material will react to some Tamiya Surface Primer. Aside from the rear plate, the parts fit and accept glue well. The model looks like a Maus when all is said and done, so I guess that is all that matters.

We will see where Dragon goes with this line, but for those looking for a diversion from their standard fare, these kits offer the opportunity to try something new/different with very little investment.

*Bruce Burden*

*(Web at Night, USCG continued)*

<http://www.uscg.mil/USCG.shtm>

This is the official home page of the U.S. Coast Guard loaded with all varieties of information. There are news, recruiting information, the CG Academy, Commandant's bulletins, and more. Move on to the Coast Guard Historian's area and you'll find descriptions and data sheets of all the CG vessels, aircraft and units and locations accompanied by good color images. There are also screen savers downloads, station website links and more. Highly recommended!

**World Navies Today**

[www.hazegray.org/worldnav/usa/guard.htm](http://www.hazegray.org/worldnav/usa/guard.htm)

A complete description of each vessel class with a summary of each current and older surviving ship by class, current home base and a good color image of each vessel type. This includes all Medium and High Endurance Cutters <<http://www.hazegray.org/worldnav/usa/guard.htm#whc#whc>> , Patrol Boats <<http://www.hazegray.org/worldnav/usa/guard.htm#wpb#wpb>>, Icebreakers <<http://www.hazegray.org/worldnav/usa/guard.htm#wagb#wagb>>, Training Ships, <<http://www.hazegray.org/worldnav/usa/guard.htm#wix#wix>> Buoy Tenders, Tugs, etc. <<http://www.hazegray.org/worldnav/usa/guard.htm#wlb#wlb>>



[www.uscgaviationhistory.aoptero.org/index.html](http://www.uscgaviationhistory.aoptero.org/index.html)

A very good non-official, aviation oriented site. There's a good selection of early and current aircraft photos as well as historical data and photos. A few of the photos are unavailable since

## Old Rumors & New Kits

Last month I mentioned that the display at Bergstrom International Airport (BIA) was going to be moved. By this time it probably has been moved back to Mike Davis' place for repair and modifications. Bondo and I spent a couple of hours one morning in late June moving all the models out of the case. Some of them will need minor repairs but they are out and safe for the moment. We also removed the other items and turned them over to Bill Lacey for safekeeping.

Plans call for the display cases to be moved to an area outside security so the general public can get a look without having to pass through the security checks. The location as described to us will have the cases placed on the second floor, just inside the entrance from the upper parking area and near the American Airlines ticket counter. At present, there are only rows of seats in the area and these will be moved.

The cases were apparently damaged by a floor maintenance crew driving a four wheel floor buffer. Somehow the case was hit hard enough to break through the aluminum sheathing and smash the plywood backing. Good thing the case was bolted to the floor or more damage would have resulted. We expect to get the models back into the display in the next few weeks.

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the following notice appears: 404 - File not found. But it's worth the visit to download photos of many of the service's early aircraft and helicopters.

<http://www.uscg.mil/lantarea/iip/home.html>

A less well known element of the Coast Guard, this site provides safety information, data and bulletins to ships on the ice season. But move to the Photo Gallery and you'll find interesting photos of current and vintage ice patrol aircraft and vessels on duty.

### Coast Guard Index

[www.bluejacket.com/index\\_Coastguard.html](http://www.bluejacket.com/index_Coastguard.html)

This is another must-visit site. Lots of good aircraft and cutter photos, unit badges/insignias and WWII recruiting posters. Look into the U.S. Navy/Marine Corps section for more of the same. You will spend a lot of time on this site. Recommended!

<http://www.pasty.com/~barbspa/MLB.HTML>

This site is dedicated to the motor life boats history and its preservation. There are walkaround photos of restored boats as well as existing preserved ones and site links.

Although there is sufficient reference material in the web for modelers, modeling sites with CG model galleries are scarce. Still, not a bad haul of sites for a smaller service with such importance to the national security. Enjoy!

Rafael

Now on to the new stuff. Since I'm a little tight for space, let me just list a few of the new models now available. The big ones this time are helos.

Academy has a very nice CH-46 in 1/48 scale that should build up really nice. I've seen the pieces and the detail and engineering point to a potentially killer model of the Bull Frog. Coming real soon will be the Trumpeter 1/35 Mi-8 Hip. It's not here at the moment but should be out by meeting time. I'm curious as to how Trumpeter will handle the clear parts. Their Mi-24 Hind was a very impressive kit and I expect this one to be as well.

Eduard surprised us with a very nice 1/48 Mirage C-III and now I wonder what they will do for a follow-up. If you are into jets of that era, check out the 1/48 MiG 23 from Revell, Germany. This is an engraved mold from what I gather but I don't know if it's just the older kit reworked or a new tool. At any rate it's now available.

For Sci-Fi and Star Wars fans, there is a brand new kit of Slave I on the shelves. This one comes from the folks at Fine Molds and is up to the quality standards of their earlier 1/72 kits from Star Wars. It's just a lot bigger scale.

Not science fiction but still sort of strange looking is the new RoG kit of the BMW 3/15 in 1/24 scale. This little, very early BMW looks slightly out of place compared the 'Beamers' of today. If it's your thing, check it out!

Dragon has re-released the Maus and the Sd Kfz. 141 and will soon have a late Panther A and Panzer I Ausf D on the shelves. They have also re-released their very nice US figure sets in 1/35. In 1/72, Dragon has a new Tiger I and AAZT Landing Craft. Mirage has three versions of a M3 Lee and a Grant that should be very nice if you are into small scale armor.

Hasegawa's new 1/48 RF4C Phantom—with markings for a Bergstrom bird, I might mention! Should be here by meeting time. I've got one of these on reserve so I'll be working on a jet again very soon. About the same time, you can look for an A4M and a P-47M. All three of these should be good kits and are needed to fill out the lines. Also be on the lookout for the new 1/32 Me 109 G-10. I've got to say that these new kits in 1/32 are so much better than the old kits that we have stashed away. Why did it take so long to get a good Me 109 in this scale—not to mention all the other fine kits that have been just now produced in the scale? Coming soon: a 1/32 He 162 and an Su-27!

And there are some new car kits too, in addition to the little BMW mentioned above. AMT has re-released the '69 Corvair. I understand Nathan will review it soon. Also AMT has a new '73 Mustang Mach I while Revell has a 1/25 Cadillac Escalade, a Ford Focus SVT Tuner, and a 2004 Corvette snap-tite. Revell also has the current model of Jeff Gordon's Monte Carlo NASCAR on the shelves. Lots of choices. Pick one and go build it. See you next month.

Milton