



IPMS/Republic of Texas

SPRUE EXAMINER



The A-12 Avenger II

by "Bondo" Phil Brandt IPMS 14091

History

The distinctively shaped A-12 "Avenger II," popularly known as the "Dorito," was the Navy's mid-Nineties stealth answer to the Air Force's F-117. Planned to replace the entire A-6 fleet, the joint General Dynamics/McDonnell Douglas venture instead suffered the ignominy in 1991 of being the largest DOD contract ever cancelled. At a cost of approximately \$100 million per airplane, this was a Very Big Deal...620 to the Navy, 283 to the Marines, and even the Air Force considered a buy of 400! The financial repercussions have lasted over a decade, as the builders sued the DOD for axing the program for "convenience of the government", not because of cost overruns and non-performance, as DOD had claimed. The courts ruled in favor of GD/McD in 1998, allowing the contractors to recover almost \$3.9 billion in engineering/construction cost incurred. The DOD, naturally, appealed, and the appeal is still under consideration.

Fortunately the full scale Avenger II mock-up was never destroyed by General Dynamics and has been fully restored by volunteers at Fort Worth, Texas. Additionally, there is a wealth of reference material, including detailed structural isometric drawings, on the Internet.

Down and Dirty!

With the roll-out of the Collect-Aire Avenger II, weary employees of the Weirdness Works Division of Bondo Industries feel as they've been in a barroom fight. But, all's well that ends...

The "Patient" Presents

The kit's overall molding is very good, with exceptionally smooth surfaces and petite, crisp engraving that rivals any of the Big Dogs. But, then there's the problem of fit, which is always troubling when there are large sections of resin that solidify at different rates, and the Dorito has such large resin components in spades! When I read an earlier construction article on the A-12 which stressed the poor fit of the outer wings to the main wing/fuselage, I decided to
(continued on page 6)

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2004 Show Schedule

IPMS USA National Convention, Phoenix, AZ	August 4-7, 2004
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...

Here it is June already and time for another Quarterly Contest. There is no theme that I'm aware of so bring your latest creation. Who knows, you might go home with a valuable gift certificate. As usual, we'll be meeting back at the Yarborough Branch Library on Hancock in North Central Austin. Meeting time is 7 PM.

I hope some of you were able to make the trek to Lake Charles for the Region VI Convention and show. Sorry to say, I had to sit this one out. If you went, I hope you had a good time and stayed safe. Several of us did get to attend the NCT Squadron Scale Fest up in Mesquite and enjoyed the trip to Carrollton for Squadron Mail Order's open house. I think that most everyone who entered won something. It was a good show and seemed to run very smoothly. The best thing about these shows is the chance to visit with old friends and see what's new and to make a few deals with the vendors. I've been to quite a few where I didn't win a thing but I still had a great time.

Please note that the Show Schedule at the top of this page has been updated. There is special interest group still forming that has a show set for October 16 in the Fort Worth area, I believe, that will be restricted to Forward Air Controller subjects only. Wish I had more information on the group but that's about all I know at the moment. Check your IPMS web sites for updates and changes. Now go finish that model for the Quarterly Contest!

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

Half the year gone! Where does the time go? Why haven't I built more? The unanswerable questions of life. Had a great time drive to, at and driving back from NCT's Scalefest. Kathy and I rode with Jeff and Angie, and it made the drive go quickly and the day that much more pleasant. I think everyone from Austin who entered models did well. It was a good show. Now, I'm biased, but I think our show had more quality entries, so that the competition was more challenging. In any case, my hat is tipped to NCT for a good show.

I held a postmortem for our show and got some great input. I will be discussing what we came up with in more detail at the meeting—not too much detail; we have a quarterly contest you know. One thing that came out was the need for groups to help out the contest coordinator and also for regular club business. So be thinking about how you would like to fit in and help us out.

Now for the soapbox: We just passed the 60th anniversary of the invasion of Normandy (there were a lot of D-Days in WWII). I just want to reflect back on the sacrifice those men made so that we could meet in peace. I want to thank all of you who served our country, whether you saw combat or not. Those who didn't see combat were none the less willing. Those who did see combat, I have no higher respect than for men or women who put themselves aside and serve us by putting their lives on the line.

One last thing (not trying to be political here) one of the greatest presidents, Ronald Reagan, died this weekend. I served during his administration, and was so glad he wanted to beef up the armed forces, make us stronger, and keep us safe. His optimism and vision for this country always amazed me. I wish all our leaders had his dedication and determination to do the right thing. I'm sorry to see him go.

Kenny

Jeff's Book Reviews

By Jeff Forster IPMS# 30833

Heinkel He 111 In Action

By George Punka

Squadron/Signal Aircraft number 184

This is one of the special editions with the eight extra pages of material bringing a total page count of 57 pages full of photos, diagrams, and text. This book covers twelve models of the He 111. The He 111 was originally designed as an airliner but German officials were impressed enough with the design that they requested a bomber version as well. The He 111 had an internal bomb bay but could be loaded with bombs larger than the bomb bay could accommodate on special external bomb racks that fitted over the bomb bay. The aircraft could also carry two 1686.5 lb. torpedoes mounted over the bomb bay area. Included in the book are some interesting photos of modifications made to the bomber. Like the P-82 Twin Mustang, the Germans joined two He 111s together

with a new center wing section. That had to be a handful to fly. This is another fine book from Squadron, especially for all you modelers with one of Monograms He 111s lurking in the closet.

Jeff's rating- ★★★★★



Savoia Marchetti S.79 In Action

by Robert Gentelli Squadron

Signal Aircraft number 7

Squadron gives us another great book; this time the subject is an Italian bomber. The book has 49 fact and photo-filled pages and is definitely up to Squadrons standards. I received this book in my monthly shipment from Historical Books in action club. If you take a moment to really study this aircraft, it's really a great looking airplane especially in its airliner version for the time period. There are some great photos showing the various camouflage schemes used on the bomber. There are some photos of the aircraft used in the air race from New York to Paris. There are also pictures of the transport version. The S.79 must have been a pretty good design, since it was used as an airliner, bomber, racer, and transport. If you are planning to build that S.79 kit gathering dust in your closet, then this is a must-have book.

Jeff's rating ★★★★★

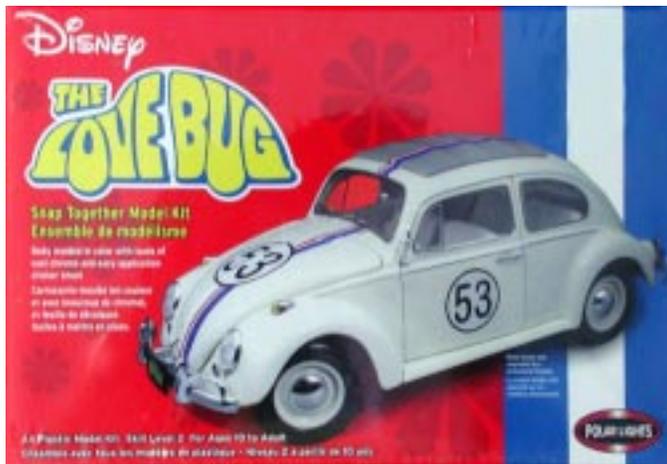




Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

This month we have a treat from Polar Lights as they just sent me the new release of the VW from the Disney movie, The Love Bug.



You've seen him in films and on your TV screen for more than 35 years. He's won races worldwide and provided laughs for millions. His heart endeared generations to his unassuming shape, and his perseverance and go-get-'em attitude is a lesson for all, young and old alike. Who is this automotive legend? Why it's Herbie the Love Bug, of course.

The legendary #53 is now available in a 1/24th scale snap together kit from Polar Lights, this kit promises to be a hit with both the car-culture and the military modeler as well.

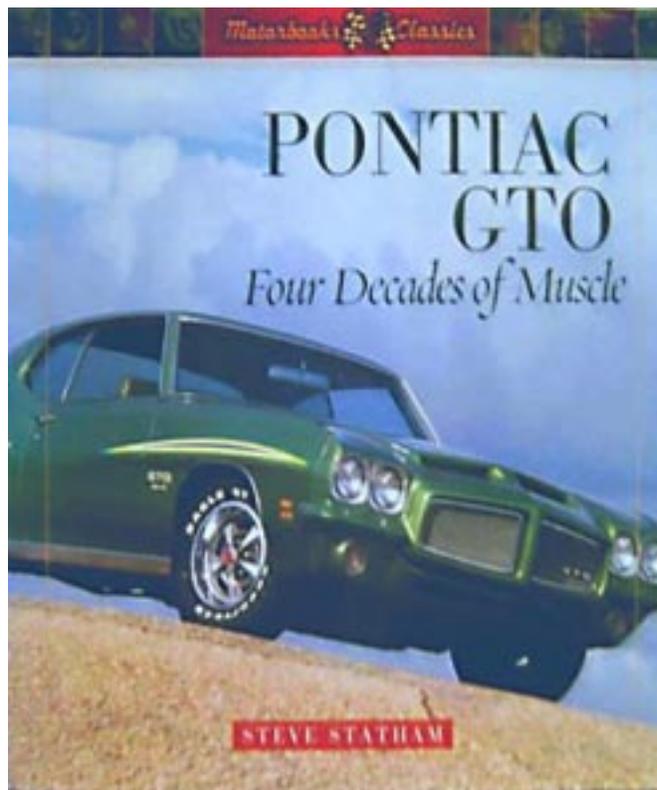
The molding is done very nicely—and is a very clean mold—in off white, black, clear and chrome. The Love Bug requires no cement; just a vivid imagination. It does come with an engine and appears to have an opening trunk (front) and a rear engine hatch. Unlike most snap kits, I am very impressed with this kit, and I hope to see many variations of it in the coming years. Other than that, here's not much to say about the kit.

Here's a book that I think you'll enjoy. It's *Pontiac GTO Four Decades of Muscle*, and the really interesting thing about this book is that most of the cars pictured in it are from Texas or at least most of them have Texas plates. It begins with Pontiac's vision of a car to attract the youth of America in the early '60s with the introduction of the '64 GTO, or "Goat" as it came to be affectionately known.

The book features color pictures throughout and even has old magazine ads, but the photography is of a high quality and

offers good reference material for builders of replica miniatures of American Muscle cars. Much of the pictures really brought back fond memories for me, as I almost owned a 69 GTO Judge, but for a bad credit rating I might have had it or even still had it. I am not very good at book reviews so this is almost as short as my nonexistent kit review.

Skip



Tips and Techniques

There's a new column in this month's newsletter and it largely depends on you members and readers to survive. I'm kicking it off with a short how-to piece on using CA (Super Glue) for making wing tip light lenses.

We all have techniques that we have discovered—largely through trial and error, and the occasional blood letting—that we use and may not think much about. But, sharing them can enrich the hobby, especially for newcomers and may just be the difference for someone staying on or getting out. Frustration can do that...I know!

And for that matter, if you have a problem and need a solution, that solution may be at hand. Just ask "the Editor", me, and I'll ask around to see if someone can help. And I don't want to limit it to just models. Ever take your compressor apart and have parts left over after "reassembly"? Hey, it can happen and the answer to some of these problems may be a phone call away. Think about it and send me your problems and *your* tips.

Milton

Making Light Lenses With CA

by Milton Bell, IPMS 16702

Ever get frustrated trying to paint realistically a solid piece of plastic to make it look transparent? I have, especially when it's a lens on a wing-tip and will be very obvious. I've made a lot of them by gluing on a piece of clear sprue or colored plastic and then grinding and filing it down to fit. That's not a bad method but I've recently hit on another method that's simpler and gives excellent results.

Usually, the wing-tip formation light is indicated by an engraved or raised line. Simply use a file or good blade to cut the light out. If your research shows that the entire lens was colored, you can skip the next step. If instead, only the bulb was colored, stretch a bit of sprue to the size that suits you and make a bulb. No need to be fancy; just drill a hole where the bulb goes and glue in a bit of stretched sprue. Now paint it either red for the left wing or green for the right.

Now you'll need a bottle of accelerator, like Zip Kicker, to make the process work faster—and more efficiently. I like to transfer my accelerator to a more stable bottle; one that's low and wide and not tall and skinny. I don't know why they put chemicals in bottles that tip so easily. I like to hold the bottle in my hand and swirl it around to warm it and make more vapors.

Isqueeze out a good sized drop of CA on a work surface, usually a yogurt cup lid, and apply it to the cutout formation light with a toothpick or scrap of stretched sprue. Don't fill it all in at once, just apply a little and if there is a sprue "bulb," concentrate on getting the CA all around it. Now open the bottle of accelerator and hold the fresh CA over the bottle top. In just a few minutes—seconds actually—the CA will be dry and you can add another coat. For 1/72 aircraft, I usually have to repeat the application about three times—more if it's a big notch.

By now, you should have a nice ball of very hard and very clear CA where the light will be. Simply use a sanding stick to contour it to shape, finish with very fine grit wet/dry paper and polish it. If the lens was colored, tint it with Future to which a bit of red or green color has been added or one of the transparent colors from Tamiya. You can build up other light lenses in the same way, such as those pesky underwing lights, even landing lights if they aren't too big. Remember too, a light coat of Future will bring more life to your finished light! Try it, it's easy!



Cut Out



Filled and Polished!

Milton

2004 ASMS Postmortem

by Bruce Burden

Let me start by congratulating the winners, who will be posted to the web site before too long, and to thank all of the sponsors, vendors, visitors, and volunteers of the Austin Scale Model Show 2004.

As for the entry numbers, there were 391 ticketed visitors, who entered 381 models in the following categories:

Junior entries: 45
 Aircraft Entries: 103
 Armor Entries: 85
 Automotive Entries: 40
 Ships: 19
 Science Fiction/Fact: 26
 Figures: 39
 Collections: 6
 Dioramas: 8
 Miscellaneous: 10

Over all, I am fairly happy with the show results, given the weather conditions and our move to a Spring date.

Things that went very well:

- The raffle had its best year yet, and the area was well organized, thanks to the work of Angie and Kathy.
- Make 'n Take looked to do well, and we have plenty of kits (250+) for the next three to four years.
- I have made contact with a local group that has a 4,000 strong member email list that deals with events for children. The website is www.kidevents.com. We need to register our show with them in the future.
- Flyers at Hobby Town and Cedar Park Hobbies gave us more visibility that just having flyers at King's.

Things to work on next year:

- We need to investigate a new venue. The Crockett Center continues to increase in price, and frankly, is probably exceeding its cost/benefit value.
- We (I) need to do a better job publicizing the event. This year was sort of a good news/bad news situation regarding the lack of publicity. The good news was that the Crockett date change only impacted people who read *Fine Scale Modeler*, but the bad news was that the usual rumors of the show being cancelled were flying at the San Antonio show. The bad news is that I did not send out notices to any of the hobby related magazines published both in the States and abroad.
- We need to figure out how to contact the "Rollerz", the low rider club in the Dallas area, as there were all of three (3) low-riders entered.
- Vendor category sponsorship packages – it may be worth

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(A-12 AVENGER continued)

fold the wings, which not only minimizes a group of modeling sins, but also breaks up the large, monochromatic surface of a flying wing design. Admittedly, folded wings are offered as a kit option, but the way-out-of-scale sheet metal thicknesses, relative lack of detail and clunky cast metal hinge mechanisms ruled out the use of stock kit components unless one could stand a distinctly toylike appearance, and “‘Homey’ don’t play dat” here at Bondo Industries.

Wingfolds

The stock OOB skin thickness scaled out to about four inches! Industrial strength Dremmeling shaved the wing skin surrounding the wingfold bulkheads to cardstock thickness. Now that the skin was scale, none of the thick, stock resin bulkheads fit. Four new bulkheads were scratchbuilt from plastic sheet and detailed to include hinge locking mechanisms. The cast metal hinges themselves were modified to fit behind the new bulkheads.



Weapons Bays

It was decided to pose one weapon bay open on each side of the airframe. The kit's large bays were painfully plain, so I substituted the old High Flight aftermarket F-117 LGB bay. The nicely detailed bay came with cast metal trapeze arms, a detailed resin pylon and distinctive GBU-27 “bunker buster.” The AAMRAM bay suffered the same lack of detail, so I adapted the multi-piece missile erection trapeze from the Monogram F-102 kit.



Cockpit/Canopy

Next to the wingfolds, the large, one-piece canopy was the biggest headache. Instead of simply creating the canopy and surrounding sheet metal as one vacuformed piece, the master modeler unfortunately chose to do a large resin canopy perimeter, a separately vacuformed canopy and cast metal canopy arches. Fitting the complex contours of the trimmed canopy to the resin perimeter was excruciating and required delicate masking and filling of the mating surface with Blue Acryl. The interior canopy arches were separated from their clunky joining members and individually trimmed and fitted to the canopy rails. A scratchbuilt transverse strengthening beam was also fitted. The funky, hollowed out inside area of the resin canopy perimeter was filled with A&B epoxy putty, adding much strength to the whole assembly.

Posing the large canopy open, as in the case of the wingfolds, clears up fit problems and allows for detailing of the large cockpit. F-4 resin side panels were adapted to add to the “busyness factor.” Also added were resin aftermarket seats.



Finishing

As per custom at Bondo Industries, multiple iterations of automotive lacquer primer, applications of Blue Acryl and wet sanding through 8000 grit preceded multiple color coats of Model Master Acryl Light Ghost Grey. Next, three coats of Model Master gloss clear paved the way for decalling. The first nasty surprise here was when the properly stored Collect-Aire decals (European “MPD” brand) disintegrated in water. Collect-Aire’s Lou Maglio kindly sent two extra sheets, but these

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Building the 1/72 Revell Vosper 70' Motor Torpedo Boat

by Richard Eaton

This month's adventure gets me back into the world of 1/72 Motor Torpedo Boats. This kit represents the Vosper 70' boat armed with torpedoes and depth charges. This British design was built both in England and in the US in limited numbers. Revell's "British" Vosper MTB kit is one of the type built in the US and fitted differently than the typical RN boats. These boats were sent lend-lease to the Soviet Union. I chose to finish the boat OOB and it therefore represents a Royal Navy craft. Hey it's a hobby after all!

A restored boat of this type was used in the production of the 1960s TV show "McHale's Navy". As I recall Revell once put out a version of this old model with characters from the TV show.



The History

Despite some pioneering work in light craft in WWI, by the 1930s the Royal Navy's coastal forces lacked modern designs due to the Admiralty's scarce funds being poured into the capital ship programs. Nevertheless, Vosper pioneered a small 70 foot "hard chine" boat powered by huge aero engines, rated at over 1000 bhp each. These early boats (under the designation Vosper private venture boat) were designed by Commander Peter Du Cane CBE, Managing Director of Vosper Ltd., in 1936. This design became a standard, as a Motor Torpedo Boat, MTB, for attacks by torpedo on coastal shipping and as antisubmarine platforms. Most boats were built at Vosper Thornycroft's shipyard at Woolston, Southampton.

Early in the war Vospers were crewed by two officers and eight men, and during 1939 and 1940 they saw active service mainly in the English Channel. One of the greatest challenges during this period occurred during "Operation Dynamo," the evacuation of the British Expeditionary Force from Dunkirk. Many boats crossed the channel no less than seven times. When the destroyer HMS Keith was disabled by a bomb from a Stuka dive bomber, MTB 102 was used by Rear Admiral Wake-Walker as his flagship for the last two nights of the operation. As she carried no Rear Admirals flag, one of her crew made one from a navy dishcloth, and MTB 102 proudly flew the 'proper' flag!. This boat was the third-to-last warship to leave Dunkirk. Later

in 1944 she carried Winston Churchill and General Eisenhower to review the ships assembled on the south coast for the D-Day landings, and so saw both the desperate evacuation of the British forces from Europe and their determined return!

The Model

This is an older kit with fairly good detail and little flash for its era. Ejector marks are typical of older kits and no different here. I built OOB, though several assemblies would have benefited greatly from scratching up thinner parts.

I spray painted the major colors while the parts were on the sprue. I used Testors Euro I Gray for decks, camouflage and neutral gray for hull and bulkheads, and flat red for the keel. I was going to try out a new system for weather washes and drybrushing with this one.

The deck was first sprayed camo gray. I then painted in the decking with Euro I gray. Finally, I used intermediate blue for hatch tops to complete the British tri-tone camouflage effect. I assembled the basic components onto the main deck and proceeded to weather them. I wanted to work in weathering and detail with drybrushing prior to adding the numerous small parts. I sprayed the assembly with Glosscoat to allow the weathering wash to run into crevasses more readily. As an experiment I decided to try acrylic washes with this kit. I mixed Tamiya scale black and brown and diluted with water and alcohol. A liberal brushing with this mixture seemed to work pretty well. The torpedoes tubes were weathered separately in a similar manner.



After it dried overnight, I drybrushed the surfaces with light gray. This really seemed to bring out the details. The one piece hull was painted in a series of color and masking steps. First went camo gray. Then I masked off the wave design on either side and went with neutral gray. Finally the lower hull was sprayed flat red.

Final assembly was pretty straightforward taking the deck and hull in two sections. First the deck. The only way I differed from the instructions was cementing thin clear plastic packaging

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by Rafael Power

Taming your Mass of Data

Is this familiar? You download from the web all sorts of images and text to use as references for current or future projects. As you surf the web, masses of data seem to pile up and start to get out of hand. A victim of my own craving when I bought my new computer, I went on a binge from day one (or night) in the Internet. Like a kid in a candy store, I started downloading everything in sight.

I had to devise an uncomplicated system to find everything with a minimum of effort. After trial and error I set up my simple retrieval system. It works for anyone; no matter which area of modeling you are interested in.

Setup

First, create a set of folders in My Documents in your PC or Mac. Inside the folders start a number of related files. This is what mine look like:

1. Scale Model Inventories: files to account for unassembled model kits, paints, decals, books, etc.
2. Scale Model Notes: information on model companies, after-market items, etc.
3. Scale Model Paints: types of paints, color guides, metallic finishes, and painting and airbrush techniques.
4. Scale Model Techniques: detailing, weathering, decaling, working with resin and photoetched and others.
5. Scale Models-Airliners: all types like DC-3, Constellations and Boeing, Airbus, Lockheed, Tupolev jet "heavies." Each aircraft type file set in alphabetical order by airlines or operator.
6. Scale Models-Armor: types, eras, armies, countries.
7. Scale Models-Cars: manufacturer and/or model year types.
8. Scale Models-Flying Boats: by manufacturer's type (Martin Mariner, Martin Marlin, Consolidated PBY)
9. Scale Models-Helicopters: ditto
10. Scale Models-Jets: ditto
11. Scale Models-Miscellaneous: rockets, missiles, airships, drones, etc.
12. Scale Models-Props: WWII to today.
13. Scale Models-Ships & Boats: military ships by class or type (destroyers, cruisers, USS Nautilus, Iowa Class Battleships, etc.) or commercial or cruise ships by name or cruise/shipping line (S.S. United States, RMS Queen Mary, Carnival, Cunard)
14. Scale Models-WWI+ Aircraft: SPAD, Sopwith Camel, Boeing P-26

Temporary Archive

To this list add a temporary stand-alone catchall file. Whether it is for aircraft, armor, ships, cars, etc., this is a place to store images, text, reviews or other items until you decide on the proper file to store them in. If you are storing aircraft information, make a complete alphabetical listing of aircraft types you are interested in. When ready to add or retrieve something, type Control-F and the dialog box asks you to type what you are looking for (Note: Mac users don't have to do this). The good thing about this file is that if you are pressed for time and unsure where to store the information, you'll have a temporary location in the meantime.

How to Fill your Files

Now, let's say you have set up the Scale Models-Jets folder. Well, some files are too large. Let's take the Lockheed F-104 Starfighter as an example. At the twilight of its operational life, the F-104 is still one of the best known jet fighters. I found a list of links 15 pages long! There are also photos of F-104s from every country, operator, squadron, histories of individual aircraft, walkarounds, markings, camouflages and more. Add to that the modeling sites with in-box reviews, galleries, decals, books and detail sets to boot. It became almost impossible to manage all that mass in one single file.

To make it easy, I divided everything in two different files: one for scale modeling and one for actual aircraft. The latter were arranged in alphabetical order by country. That includes operators like NASA, warbirds and museum aircraft.

Another challenge was that of the North American F-86 Sabre. With a number of F-86 variants, I decided to follow the route of the F-104—with a twist. Instead of doing one file for F-86 modeling and one for the actual aircraft; I made one file for each of the variants. Within the folder named: Scale Models-Jet, I made one file named North American F-86 General Info. This includes walkarounds, colors, markings and camouflage. I then made different ones in order of variant starting with North American F-86A to E, followed by the F-86F, F-86D/L, F-86H and so on. There are also separate files for the Canadair CL-13 Sabre, the Australian CAC CA-27 and the Italian FIAT F-86K. Being smaller files, the latter are more manageable so the model galleries and the actual Sabres are kept in the same type file.

CD-RWs to the Rescue

Do not overlook making security copies in CD-RW. Some files are so large that they almost take up a whole CD. I found that out with the F-104 Starfighter. Also, remember that if you like to retouch your images with Paint Shop Pro or Photoshop the images will take more megabytes, requiring more space in your hard drive or CD. Frequent glances at your images will allow you to weed out unnecessary images taking up space. If like me, you download in bulk, keep these file contents in focus.

Europe Calls

Now to our European tour for this month. As a regular reader of scale model magazines such as Fine Scale Modeler (FSM), I

enjoy those publications that cover all aspects of modeling. Although I am a fan of dedicated aircraft magazines, I also like armor, ships, cars, etc. This is why I picked these two European model magazines. It's always nice to see what modelers across the pond are doing.



www.htmodel.sk

Published in Poprad, Slovakia (formerly half of Czechoslovakia before splitting into Slovakia and the Czech Republic in an amicable separation), HT Model Magazin (HTMM) seems to be the work of a Slovakian hobby company like Squadron Shop in Texas. Edited by Jozef And'al, HTMM made a transformation from a combined catalog and magazine into a full-fledged model magazine. HTMM also publishes a number of profile booklets called HT Model Speciál on the Bf 109B, D, and E, Panavia Tornado and F-16 with color profiles, detail walkarounds and excellent graphics and plans.

Starting with the year 1999 you can download a number of issues as a Portable Document Format-PDF. Each issue has 36 pages in full color and has the usual announcements of new kit, book, decals and detail sets with small text. You will also find reviews on aircraft, armor, car, figure and ships. This is followed by galleries, show reports, excellent walkaround details, how to's, kit conversions, air shows, historical association and current military vehicle demonstrations, museums and very nice aircraft profiles. I did not see any rockets, missiles, science fiction/fantasy figures, but that does not mean there are none. To access the available PDF magazines begin with www.htmodel.sk/pdf/magazin_20pdf and change the number next to pdf and download the particular issue. These are early issues but still worth downloading. Oh yes, they are in Slovakian-not English.



<http://elcutter.com/index.phtml>

From Spain comes HobbyWorld, an excellent magazine for all modelers. Although not a downloadable PDF magazine, the articles and galleries are superb! Yes I know, the text is in Spanish but the images alone makes this site one you must visit every month. The galleries are excellent!

As an example, visit the Condor Legion Ju-52-3m in <http://www.elcutter.com/galeria.phtml?id=125>. Also from the Condor Legion is a Heinkel He 111 in <http://www.elcutter.com/galeria.phtml?id=86> and a Consolidated PBY-5 in <http://www.elcutter.com/galeria.phtml?id=31>

in Royal Air Force WWII color scheme. All three are Revell-Monogram in 1/48 scale. The treat you don't expect is that the thumbnails become images that take up the entire screen. They are amazing and just a little time spent retouching the colors with Jasc or Adobe software will turn them into super images. I wished that Fine Scale Model magazine would upgrade its web images to look like these. But don't think this is an all aircraft magazine. There are also armor and car galleries, collections, club exhibitions, chats and links.

Another pleasant surprise is that this is the first time I have seen a downloadable PowerPoint file on a modeling website. To download the file on removing acrylic paint see <http://www.elcutter.com/articulo.phtml?id=127>. This is very well done and unusual but quite welcome. This is a very pleasant site to visit.

I hope the language barriers don't prevent you from visiting other overseas sites in the future. I will be looking into the <http://www.babblefish.com/babblefish/> translation website with a report in the future. Hasta luego amigos!

Rafael

Bergstrom Display Cases To Get Better Space

Before Austin Bergstrom Airport opened, several ASMS members worked on a project to create a special display to celebrate the history of Bergstrom AFB.

The result was two impressive display cases built from aluminum and glass in the shape of airfoils. In these cases are several items relating to the base—photos, documents, a flight suit, helmet, and of course, models of some of the aircraft that were stationed there.

After many false starts, the cases were finally installed and the models placed inside. Since then, they have been cleaned and repaired once. Models displayed include a B-52, C-130, OV-10A, C-47, F-82, F-16, and a C-118. All the models are 1/72 scale.

Unfortunately, the display cases were placed just outside the American Airlines gate on the upper level, so only those flying American got to see them. And now, post 9/11, they are behind security so even fewer people get a chance to see the display. Bill Lacey, who was instrumental in getting ASMS involved, has learned that the airport officials want to move the display to the unsecured part of the airport somewhere on the first level, perhaps near the main entrance. Both cases have apparently been damaged by cleaning crews at the airport. Of course, ASMS will be involved in the move and will probably have to repair and replace some of the models.

More news on the display as it becomes available. —MB

(Contest Postmortem continued)

offering a package deal of purchasing, say, five tables and getting a category sponsorship. Of course, prepayment would be required.

- Ending the show on time—well, okay, closer to on time. I am toying with the idea of opening the show at 8:00 AM, and closing registration at 12:00 PM. This will allow us to start judging one hour earlier. This, of course, means that the raffle will need to open earlier, although I don't think that we need to move the first raffle drawing up. Registration will open earlier as well.

Any ideas, issues, concerns or suggestions I'll be happy to entertain. And, if anybody wants to take over as the contest coordinator, well, let me know!

Bruce

(Vosper MTB continued)

material to the inside of the windows with clear parts cement instead of using the thick kit supplied part. The boat really started to look mean as I added the weapons. The 20mm is passing but the .50s should really be replaced. With all the various fittings in place I worked the hull.



The aft portion of the hull has some really interesting detail. After pre-painting all parts I assembled the mufflers in position. The rudders, steering mechanisms, and rear plane assembly are detailed and really add to the look of the boat. I added prop shafts and screws and touched everything up. The screws were painted with Testors metalizer brass. I have never seen a better brass paint and applied it with a brush despite the admonitions to the contrary.

Once the various assemblies were done it was largely a simple matter of fitting and alignment. The hull and deck fit well with minor adjustments and require no filling. From there, final



touchup, decals, and rigging (black sewing thread) and it was done. The kit comes with a passable paper Royal Navy ensign that adds a tad of color to the kit.

Conclusion

Despite the age of the mold, I recommend this kit to PT boat and ship lovers of average experience. It really does build up to an impressive boat and more experienced modelers could go to town detailing and scratching parts on this one. I want to thank Barry at Rosemont Hobbies for providing this review kit.

Richard

(A-12 Avenger continued)

also tended to break up. Applying MicroFilm to the decal sheet saved the day. Low viz F-18 stencils were added to break up the airframe's significant top area. Flat Testors Acryl was "dusted" on which blended in the decals nicely.

Conclusion

Although only the full scale mock-up of this innovative-but-expensive aircraft remains, the program was truly a going deal, not pie-in-the-sky machinations of aeronautical engineers. This largest of all DOD cancellations has been fully documented in the book, "The \$5 Billion Misunderstanding; the Collapse of the Navy's A-12 Stealth Bomber Program" by James P. Stevenson.

"Bondo" Phil



Old Rumors & New Kits

Here's something brand new. It's the latest Kupka! Bound to be a modeler in a few years, this 1/24 scale replica is Juanita's latest figure model and was some nine months in the making. (And you thought you were slow!)



Seriously, this is Matthew Kupka and he was born Friday, June 4th at 3:17 in Seton Hospital. He was a couple of weeks early and weighed in at 6 lbs. 12 1/2 oz. Matthew and Juanita are both doing well. Congratulations to Michael and Juanita and all the kids.

Now for the model news. I just took a good look at the Roden 1/48 OV-1A Mohawk. I'm impressed! This was a neat airplane that I first saw back in '64, probably at Fort Hood, and it was an eye-catcher—a real ARMY airplane. Roden's version is of the short wing Mohawk but it comes with some underwing ordnance. I sure there are future versions in the works that will include the longer wing and the SLAR pod. I don't know about the fit but the detail and parts look like Tamiya/AM quality. If it came in a Tamiya box, it would probably be double the \$34 price tag—maybe more. Markings for two aircraft are included, one in early yellow and white lettering and one in low-vis black on OD. I would bet that Bondo will have a report on the kit very soon—he picked up two the first day it was available.

Roden has another version of its Felixstowe F.2A flying boat in 1/72 scale. This is a model of the earlier version of the big boat and sports some really bright paint schemes. Sad to say, the intricate markings aren't necessarily supplied on the decal sheet. Still, it's a nice kit and at least has good rigging instructions.

The Czech Model 1/48 Curtiss A-12 Shrike with radial engine is available and I personally like it better than the original A-8 with the in-line, liquid cooled engine. Either one would be a colorful addition to a between-the-wars collection.

Hasegawa has announced that it will release—a limited release I might add—a 1/48 scale RF-4C kit, based largely on their earlier RF-4B kit that was released earlier this Spring. The primary item that makes it a C is the decal sheet! And yes, it has markings for a Bergstrom, 67 TRW, bird. OK, I know they aren't the same aircraft, but the B version that Hasegawa released had the thick wing like the RF-4C/E and with non-slotted stabs. They

also supplied the short burner cans and both noses so you can do an accurate C model. No date for the local availability of the kit but I've got my name on the reserve list! I hope to do one for the Bergstrom display.

I'll have a review of the RF-4C in a future newsletter but let me say now that in the kit as released in Japan, there are some serious errors in the instructions. So, if you get the kit before the review, give me a call and I'll fill you in on what I know. And no, I'm not the local F-4 expert.

If you are a WWI fan, check out the Eduard Sopwith Camel 2F.1 in 1/48. This is the Profipack version so expect to pay a bit more for the extra bits of resin and PE. It should build into a very convincing model of one of the more famous aircraft of the era.

Airfix, who rarely has a new announcement, has reissued two of its best kits; the Mk. 22 Spitfire and the Seafire Mk. 47. Both are in 1/48 and are excellent kits. If you didn't pick up one the first time around, now's your chance.

Special Hobbies has some good stuff out too. Their Pfalz D-12 is one of the best looking WWI kits I've seen lately and should rank right up there with Eduard and others who produce well engineered biplane models. Special Hobbies has a couple of very nice kits in 1/72 as well—the Hawk 75 and the P-59 Airacomet which I believe can be built in both versions.

Osprey has two new publications on the shelves too. They are USAFF-4 Phantom II MiG Killers 1965-68, and F-15 C/E Eagle Units of Operation Iraqi Freedom. Both are excellent publications. Also check out the new Mushroom publications on the Bf-109G series. I bought this one and it has some excellent photos, drawings, and text. All those Mushroom publications that I've seen have been very well done.

For the armor builder there are a couple of new kits from Pegasus Hobbies, beginning with a Maus kit in 1/72 and an Sdkfz. 251a in 1/144 which can be done in one of seven schemes. Aber has a Super Detail Set for the Tiger and Panther and I hear they are not too expensive. Aber also has barrels for the Tiger 2 and for the Ferdinand/Elefant.

Dragon has reissued their Jagdtiger (Hunting Tiger) and Hetzer Command Vehicle versions. Both are 1/35 of course.

And, since Hasegawa and others have begun to produce some very nice "larger scale" kits, the decal manufacturers have been busy cranking out new sheets. And fortunately, when they have the art work for one, they often repeat it in the other scales as well. Look for some new sheets from Aeromaster and Eagle Editions for Fw 190As as well as some older subjects, even the old but still very nice 1/48 F-80. Sure would like to have an F-80 done in 1/32, followed of course by a T-33! Hey, I'd even sell my stash of old Monogram kits for a new one in 1/48!

That's all for June. Don't forget the Quarterly Contest! —MBell