



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

May 2004

# SPRUE EXAMINER



## Building the Hobbycraft 1/48 Curtiss Mohawk

By Tim Robb, IPMS 34705

The kit builds a Curtiss Hawk 75A-4, which is the later Wright Cyclone R-1820 powered variant of the USAAF's P-36. In RAF service this is the Mohawk IV. The earlier Hawk 75A-1s, A-2s, and A-3s were powered by the Pratt & Whitney Twin Wasp R-1830 were the Mohawk I, II, and III respectively. This is a different kit than the Hobbycraft P-36, which is the kit you would use to make one of the earlier variants, Mohawk I, II, or III, or the Hawk 75 in French or Finnish service.

The kit comes with markings for RAF 155 Squadron, the last RAF squadron to operate this type. No. 155 received them in August 1942 and flew them from India against the Japanese all through 1943 and until January 1944. Other markings options are for Nationalist Chinese aircraft from 1942 and Peruvian Air Force aircraft from 1952. The RAF bird was my choice, and is in the dark earth, dark green, over medium sea gray scheme. More later on the decals.

The kit is molded in light gray with finely recessed panel lines. The parts fit is reasonably good and the parts do not require excessive cleanup. Options are provided for two windscreens, two pitot tubes, two antennas, three gun sights, two prop hubs, two sets of exhaust pipes, and two sets of landing gear covers. Having provided all of that, the instructions are then lacking in any information about which ones go on which variants of the airplane.

The cockpit parts are accurate in shape but not as detailed as some modelers would like. The instrument panel has recesses for dials, but no instrument faces molded on to it, so there is nothing there to bring out with drybrushing. There is also no instrument panel decal. There are no seat belts provided, which is OK, aftermarket seatbelts are easy to put in that way since there are no belts crudely molded onto the seat. The pilot's seat is the right shape but the plastic is a little thick. I sanded down the edges and it looks good. There is a nice diagram in step one of the instructions to show the exact angle to attach the rear bulkhead to the cockpit floor, but then in step two the instructions show

*(continued on page 5)*

**Our Sponsors**

These are some of the individuals and organizations which help make Austin Scale Modelers Society possible.

**King's Hobby Shop**

8810 N. Lamar, Austin TX 78753  
Phone 836-7388

**Roger Williams**

PO Box 291  
Pflugerville, TX 78691-0291

**Rudy Cline****Ray Katzaman****A K Young & Associates****Squadron Mail Order**

1115 Crowley Drive  
Carrollton, TX 75011

**Action Traffic Services**

11012 Georgian Dr.  
Austin, TX 78753

**MB Publishing & Photography**

7509 St. Phillip, Austin, TX 78757,  
Phone 454-2395

**Dave Edgerly****Commander Series Models****Ian Edgerly****Texas Military Forces Museum****Pat Lowe****Testors Corporation****Bob Kieras****SD&D****Roll Models**

P.O. Box 27066  
Golden Valley, MN 55427

**Cedar Park Hobbies**

12617 Ridgeline #A-01  
Special 20% discount for members,  
on 1 Tuesday; 5% everyday.  
www.cedarparkhobbies.com

**2004 Show Schedule**

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 22, 2004

**June 12-13, 2004**

August, 2004

October 2004

**Editor's Notes...**

Well, the ASMS show is over for another year. We didn't do as well as we had hoped but we did have to contend with weather of "near Biblical proportions." Some of the participants coming in on US 290 had to wait for an hour for water to go down off the highway! That, and the weather related traffic problems on the interstate, i.e. wrecks, further lowered attendance. Still, there were some glaring vacancies on the tables, primarily in the car categories so we may have a good idea of what to expect in the future. There were a lot of very good models but not a lot of models overall. I'm sure we'll be discussing the show and all its ramifications very soon.

Our next meeting will be Tuesday, May 18, back in the Yarborough Branch Library on Hancock Drive. The program will be two-fold; our first swap-meet and a discussion on seam filling by Terry Lowman. So, bring whatever ever you want to swap or sell—plus a small bag of cash—and any questions you have about seam filling.

Last month the newsletter had a small feature on Ion Tesu and his 1/32 "Marine Flieger" Tornado. He took home a first place trophy at the San Antonio show last February with the model. This time he did a little better. With the one model, Ion was awarded Best 1/32 Jet Aircraft, Best Cockpit, Best Aircraft, and Best of Show. That's four trophies with one entry. And it was his *only* entry.

Don't forget that we have another show this month. On May 22, the Dallas area club, IPMS/NCT will host its annual show at the Mesquite Rodeo Center Exhibit Hall. As usual, Scalefest is sponsored by Squadron Mail Order and SMO will have another big open house. So, better find some more cash and get those models packed.

Milton

**ASMS Officers for 2004****Kenny Roady,**

president, kar66@swbell.net

260-2907

**Jeff Forster,**

vice president, jforster2@aol.com

331-4644

**Bill Delk,**

secretary, falconfyre@austin.rr.com

282-6832

**Dave Orloff,**

treasurer, the.orloffs@worldnet.att.net

989-2795

**Milton Bell,**

editor, mbell6@austin.rr.com

454-2395

**Austin Model Show Coordinators****Tim Vogt**

447-2668

**Bruce Burden,** webmaster, brucegb@bga.com

246-8916

**Web Site** www.austin-scale-modelers-society.org

**Ken Laronde** (Vendor Liason)

288-2137

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 show! Despite the rain, I think we had a reeellyy great shoo (apologies to Ed Sullivan.) My thanks to all who helped out in setup, manning jobs, judging, and tear down. Your help made things go smoothly (well, as smoothly as possible.) Also, my congratulations go to all the winners out there. I am always impressed and inspired by the quality of models that are displayed at our show. I hope that everyone who took a prize will bring in his or her model/models so that all of us can share in your celebration.

Now, on to Dallas and Scalefest. I am closing in on finishing my Avenger and plan on entering it up there. I am a bit irritated at myself for not having it finished in time for our contest. It would have matched our theme perfectly. Oh well, live and learn. Don't forget that June is the quarterly contest month. I hope everyone will bring something to compete. If not, bring in what you are working on, so we can see and maybe be inspired by what you're doing.

And finally, I am very appreciative of all the sponsors of our show: Cedar Park Hobbies, King's Hobby, Two Bobs Graphics, and many, many more pitched in to support our show. I hope y'all had as much fun as I did, and who knows, maybe next year we could try for a regional contest. See you all Thursday. Now get out there and build something.

Kenny

## Jeff's Book Reviews

By Jeff Forster IPMS# 30833



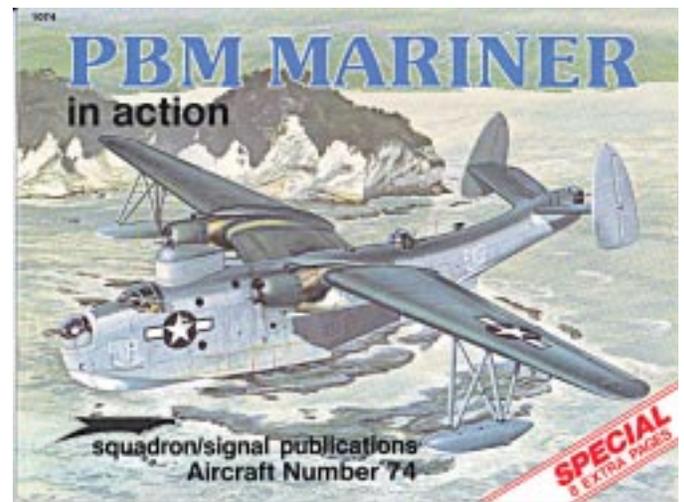
### SOPWITH FIGHTERS IN ACTION

By Peter Cooksley  
Squadron/Signal Publications  
Aircraft number 110

I've never been a big WWI aircraft kind of guy but I'll admit that I've been turning my eye in that direction for awhile now and have started picking up a few kits along the way with the hopes

of building a few, so when I received my monthly shipment from historical aviation and this was one of the books in the box my eyes picked up a bit. This is one of Squadron's Aviation series and covers a family of aircraft. Aircraft covered in this book are the Tabloid, Gun Bus, Schneider, Baby, 1 1/2 Strutter, Pup, Tri-plane, Camel, Dolphin, Snipe, and Salamander. The book consists of 49 pages and is overflowing with pictures and diagrams. On page 17 there is an interesting photo of a 1 1/2 Strutter fitted out with hydroplanes and air bags for experimental ditching trials. As with all the In Action series I would recommend this book for your reference library.

Jeff's rating-★★★★



### PBM MARINER IN ACTION

By Bob Smith  
Squadron/Signal Publications  
Aircraft number 74

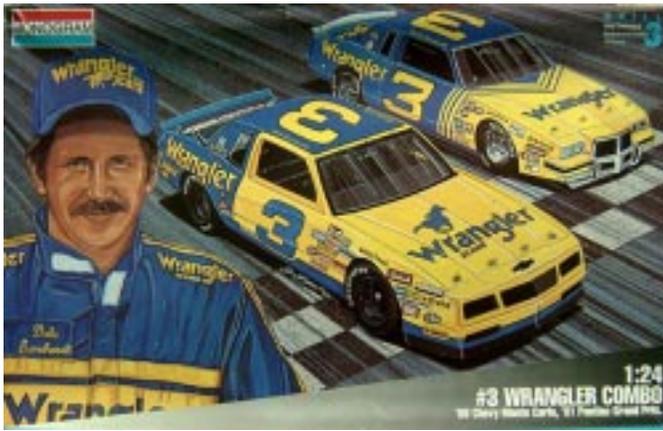
This book is one of Squadrons Specials with eight pages of new material bringing the total number of pages to 57. It is filled with photos and illustrations of the Glenn L. Martin Aircraft Company and the development of its flying boats. As the title suggests, the book covers all 10 models of the Mariner. On page nine is a photo of a PBM being successfully tested on a catapult, I had never thought they would have wanted to use a catapult on such a large amphibious aircraft. On page 20 are three good shots of a PBM-3D which suffered an engine failure and had to make an emergency belly landing at the Wilcox dry lake bed in the Arizona mountains east of Tucson. The other two pictures show the measures the repair crew had to take in order for the crew to fly the plane out. The aircraft were in use during WWII and the Korean war. The Mariner led to the development of the P5M-1 Marlin. The navy flew Marlins until May 1967, when flying boat operations ended. The last two chapters are devoted to the Martin Mars and the P6M Sea Master. The Sea Master was a really good looking flying boat. If your interested in flying boats then this is a great book to have in your collection. Jeff's rating-★★★★



## Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

In 1981 it was a Wrangler Pontiac Grand Prix and in 1986 it was a Wrangler Monte Carlo. These cars had something very similar in common, they both carried the now famous #3 and were driven by the then 5-time Winston Cup Champion (now it's seven times a Champion and deceased) Dale Earnhardt Sr., and were owned by Richard Childress Racing.



There are only a handful of drivers in the modern era of stock car racing who have enjoyed the success of Dale Earnhardt. Claiming five championships at the time this kit was released and now two more is a feat unmatched by anyone else except the King Richard Petty.

With an uncanny knack for avoiding mishaps that can occur with only a split second of warning and shout from a spotter, and hawklike eyesight earned him the title in 1980, '86, '87, '90, '91, '93, and '94 and there is much speculation if he had lived he might have won that elusive eighth championship. At least most of his fans believe so, as does this writer. In the seasons after his final championship, he struggled for a short time but seemed to have rediscovered his competitive edge late in his career. Before a tragic racing accident took his life early in 2001, the relentless competitor seemed to be back to his old form and was going to be vying for a record-breaking eighth championship.



Now, on to the kit. It is a combo kit from Monogram consisting of two complete cars, the '81 Pontiac Grand Prix and the '86 Monte Carlo. Both are molded in yellow, chrome and clear with black vinyl tires. The engine assembly is the first assembly and consists of 15 pieces, followed by the front end which I attached to the chassis. Then the assembled engine is installed. Then I add the fire extinguisher, floor shifter and differential cooler on the chassis part of the interior. Next I put the roll cage in place—this is a six piece assembly—and the drivers seat is installed and secured to the top of the chassis. The fire wall and pedals are inserted, then the fuel cell and the camera if you want. Then the dashboard, instrument panel and steering wheel are installed. Now I turn the chassis over and assemble the rear end, shocks and drive shaft.



Then my favorite (NOT!) the "floating rear end assembly." (I have thrown more NASCAR kits in the trash than I can remember because of these terrible rear ends.) You must use Super Glue if you expect these things to stay together, because normal cement won't do the job.

If I get past this part then the rest is easy, because all I need to do now is attach the finished wheels and tires, put the decals on the car bodies, then the glass in place, and then put the chassis assembly in the body shell and voila! I have a finished model.

*Skip*

the pilot's seat incorrectly installed at a 90 degree angle to the floor instead of leaning back against the bulkhead. Cockpit detailers will want to buy a P-40 cockpit interior set for an early mark of P-40. I don't see so well anymore so I used what was in the kit, adding only seatbelts.



All the assembly is straightforward and easy. Besides seatbelts, I replaced the kit's plastic ring and bead gun sight with a photo etched set from Eduard set number 48411. I also opened the circle molded on the underside of the wing representing the landing light and inserted an M.V. Products lens, number L 166. Other additions I made were adding a little plastic control horn to the port side of the fin / rudder, and installing plastic rod for the cowling machine guns. The location for the guns is marked by an indentation molded into the cowling, but no guns are provided. The gun barrels clearly protrude from the cowling on all the photos I looked at, but on the 75A-4, they do not have the bulbous fairings that they do on earlier marks.

The 75A-4 also uses the shorter landing gear covers that leave the wheels entirely exposed when retracted. Another addition I made was to fashion a fuel filler pipe and cap from sprue for the port side of the fuselage. The fuel filler is located behind the Plexiglas piece that is on the fuselage right behind the cockpit. The opening so it can be used is correctly left in the kit clear plastic part, but the fuel cap itself is molded integral with the fuselage half and is not represented very well. All of these were very minor and easy fixes, just adding little bits of stuff. The finely engraved panel lines do not include any for the wing gun bays. Also easy to add and the only scribing I did other than replacing what I damaged in construction.



The kit decals worked well, but mine were slightly out of register. The blue roundels had a crescent of white around one side of them that was not noticeable until the decal was applied because they are printed on white decal paper. I found replacement roundels in my decal box that were close to the right size. The blue on the kit decals seemed a little light and a little bright but I was going to live with that until the other problem appeared. There is now an Aeromaster sheet (48-620) for these RAF SEA Mohawk IVs that I would have bought if I had known about it. All but one of the choices on the Aeromaster sheet are for the dark earth—dark green scheme. The last one is for a one of a kind sand and stone scheme.

Hmmm. What else to say about this kit? It's a simple build, and with a few minor additions makes a nice addition to your collection. Super detailers will want to replace the interior and the engine. You will definitely need to round up some references to look at. I used Squadron Signal P-40 in Action, and an article entitled "The Ubiquitous Hawk" from Air Enthusiast Magazine Jan. 1972. You probably have that one lying around.

*Tim*



Winning WWI Subject; Pfalz D-3

## Building the Tamiya 1/350 Fletcher Using the Gold Medal Models Fittings Set

by Richard Eaton



### Introduction

Recently I was given a chance to build one of my favorite class of ships, the Fletcher destroyer *USS Fletcher*. Bob Pearson asked me to do a buildup of the 1/350 Tamiya kit using the excellent Gold Medal photoetch detail set for this class. I was a little tentative at first since it had been some time since I had worked with PE railings. I just dove into the kit and enjoyed the result.

### The Class

There were 175 Fletcher class destroyers commissioned from June 1942 through September 1944. During this era, no other class of destroyer had more ships built. Though built with the Pacific in mind, Fletchers also served in the Atlantic theater. Nineteen Fletchers were lost during World War II. Fletchers were easily identifiable, yet many minor differences existed between individual ships. This was particularly true when contrasting early Fletchers with those produced late in the war. A handful of early Fletchers were even designed to operate a OS2U Kingfisher float airplane. Now that would make an interesting conversion! Three were actually built in this manner, but the need for a float plane was not great. All of these ships were refitted to a more standard configuration.

Because of the significant threat of attack by Japanese aircraft, some Fletchers were refitted late in the war with an increased anti-aircraft capability. On these cases, the forward torpedo tubes were removed, and the twin-40mm guns on either side of the aft funnel were also removed. A new quad-40mm anti-aircraft gun mount was placed on both the port and starboard side, between the two funnels. This gave the ship four additional 40mm gun barrels. Hopefully Tamiya might consider updating this kit with late war armament.

### USS Fletcher (DD-445)

Fletcher (DD-445) was launched 3 May 1942 by Federal Shipbuilding and Dry-dock Co. Kearny, N.J.; sponsored by Mrs. F. F. Fletcher, widow of Admiral Fletcher; and commissioned 30 June 1942. Lieutenant Commander W. M. Cole in command. She was reclassified DDE-446 on 26 March 1949.

The Fletcher saw its first action in the Solomon Islands, defending the US Marines on Guadalcanal Island. On November 13, 1942—a Friday—the Fletcher was the thirteenth and last ship in line of Task Force 67.4, a quickly assembled surface group designed to stop the Tokyo Express. The enemy ships included two battleships surrounded by 14 destroyers and one cruiser. This resulting battle had shells passing over and torpedoes going under the Fletcher as it battled its way through the mass of burning and sinking ships on both sides during the savage night engagement. Being of new design, it is now thought the enemy set their torpedoes to hit the keel of a deeper draft ship. After this battle, Admiral King made the statement, “This action lasted 42 minutes in one of the most furious sea battles in history and terminated when the USS Fletcher torpedoed the Japanese battleship Hiei and disabled it so that bombers from Henderson field could sink the abandoned and sinking battleship in daylight.”

When the Fletcher was the only destroyer to come through this action unscathed, the crew named it the “lucky thirteen” and it also became known as the “FIGHTING FLETCHER.” Perhaps the “lucky 13” crew helped the legend along on two other occasions in the Philippines—Dec. 5, 1944 and Jan. 8, 1945. Both were the results of Japanese kamikaze pilots using the Fletcher as their target.

In the first incident, the plane’s pilot was killed high above the ship but the plane continued to glide directly toward the ship. The captain, seeing the danger, rushed inside and took the wheel from the helmsman and spun the ship hard to port. The plane dropped into the sea 15 to 20 yards off the starboard side and its delayed action bomb burst just past the fantail. The other



incident was when a plane flew just 10 to 15 feet above the waves and aimed for the port midship 40 mm gun. The total firepower of the ship singled on this one plane until it was brought down just 200 yards from the ship. The bomb failed to explode.

On February 14, 1945, the “lucky 13” was hit by shell fire from Corregidor Island in the Philippines killing seven crewmen and wounding nine. The exploding shell started a fire in the ammunition locker which was quickly extinguished by Elmer C. Bigelow when he entered the compartment with two fire extinguishers. His quick action without using proper breathing equipment spared the ship but cost him his life. He gallantly gave his life in the service to his country and was posthumously awarded the Medal of Honor. The U.S. Navy commissioned the destroyer, Elmer C. Bigelow DD 942, Nov. 8, 1957 in his honor.

During WWII the *USS Fletcher* rescued over a 1000 survivors from five ships, five planes and one sub. It sank two destroyers and damaged one battleship and two destroyers. It also sank one Japanese sub and is credited with a “probable” on damaging a German one. It also shot down a total of 12 planes, including two kamikazes, and with the assistance of other ships was involved in a total of 31 anti-aircraft actions where other airplanes were shot down. The Fletcher was in three surface battles, sixteen shore bombardments and for its actions awarded 16 battle stars for the individual battle zones in which it was in “Harm’s Way.”

Recommissioned 3 October 1949 as a specialist in antisubmarine warfare, Fletcher sailed for San Diego 1 May 1950 for a tour of duty with the 7th Fleet in the western Pacific. At the outbreak of the Korean Conflict, she lay at Hong Kong with Valley Forge (CV-45), and on 3 July arrived off Korea with the Valley Forge’s group, augmented by the British carrier HMS Triumph, to begin launching air strikes on North Korea. During the Korean and even Vietnam actions, the Fletcher did numerous shore bombardments and carrier patrols, rescuing many downed pilots. Fletcher was originally selected to be a living memorial in the Smithsonian institution at Washington DC. This was canceled due to the many structural changes made in its 28 years of service. It was decided that Fletcher no longer looked like a typical Fletcher Class World War II ship and so it was scrapped in 1972.

**Gold Medal Models WW2 Fletcher Class Fittings**

The fitting set consists of one fret of excellent details PE parts and directions. The set goes beyond just railings and ladders to include gun, radar, deck and depth charge details. Parts are provided for a mid and late-war Fletcher. I chose the mid-war parts for this early representation. Parts were easily separated with a new #11 X-acto blade and the fit to the Tamiya plastic was generally right on. The general assembly tips were a great comfort and very well written. It had truly been a while since I had taken on a full PE detail set like this!

**Building the Fletcher**

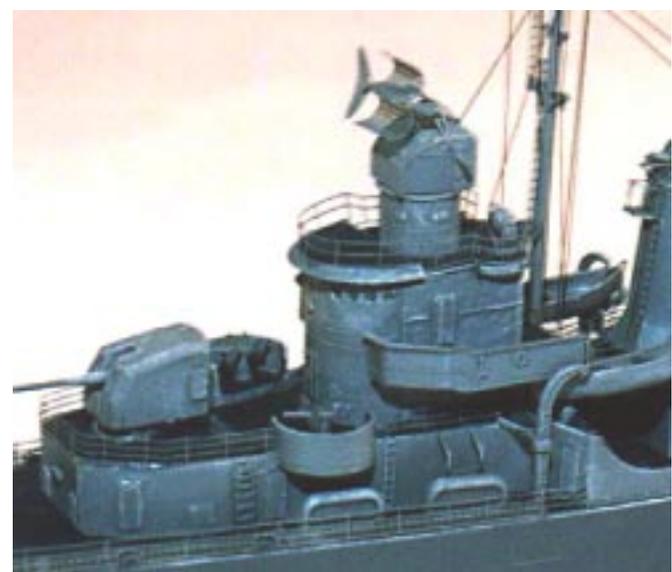
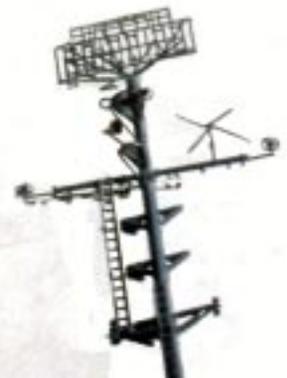
I began by preparing the parts as much as possible while on the

sprue. I “CAed” the PE details on bulkheads and doors and then painted. I spray painted the major colors using Testors Flat Sea Blue for decks, gunship gray for the hull and neutral gray for the superstructure. I masked the hull to spray flat black and then red. I decided early on to not do a camo scheme as the kit represents an early class ship and I was mainly wanting to show off the PE on this one. Kit assembly was pretty straightforward. I built things in sections so that detailing would be easier and to cut down on PE damage as the kit progressed. Each section’s construction included cleanup, assembly, PE details, and drybrushing with Testor’s flat light gray and white. Basic plastic assembly took about a day. Most of the rest of the week was spent applying PE details.

For instance, I added two levels of railings to the aft superstructure, I cleaned up the twin 40mm gun, replacing the rear solid railing with PE. I then placed the nifty gun sites in place and detailed with paint. I finished up the section by placing the 40 mm and 5-inch turrets in place and then set the assembly aside. Taking things in stages like that really helped keep the PE details in good shape for final assembly.

I next tackled the forward superstructure in the same manner. I detailed the bridge and lower gun deck separately and then joined them to the hull. PE gun shields, sights and harnesses were added to the 20 mm gun mounts. It really dresses up the parts nicely. Lastly I chose the mid war 5-inch gun director radar parts and bent and assembled them. I mounted them on the forward assembly after cleaning and filling the director turret.

I then cleaned up the kit main mast plastics and assembled the SC-2 radar with IFF. It topped the mast in place of the kit radar. I replaced



(continued on page 10)

# WEB AT NIGHT ..... ON AFTERBURNER

by Rafael Power



## Searching the Web for the Ford GT40 Ferrari's Adversary Makes a Comeback for 2005

Perhaps you were expecting reviews on aircraft sites this time? Hah! Well, before I became an aircraft modeler I was a very prolific armor, ship, and racing car modeler. I built all sorts of car models like dragsters, Indy, Formula 1, woodies, hot rods, etc. You name it, I did it.

Recently I started my computer on MSN and was confronted with a photo of a Ford GT. It was a wake up call on the new 2005 Ford GT40. That got my engine running. I have always revered the Ford GT from the 1960s and now that extends to the 2005 Ford GT40. I still have a special place for automobiles still in my model collection begging to be built. Among my favorite is the Revell-Fujimi Ford GT40. Now that Fujimi has reissued that kit, it's time to have another look at this fabulous racing car.

### Enter Ford

Hoping to enter the rarefied atmosphere of European auto racing in the early 1960s, Ford Motor Company made an offer to buy Ferrari, Italy's world renowned automobile flagship. Rebuffed by Ferrari, Ford decided to return the favor by creating a powerhouse of a racing car – the GT40. The car debuted at the 24 Hours of Le Mans in 1966 and the junkyard dog from Detroit soundly beat Ferrari. For four years in a row, the Ford GT40s held Ferrari at bay by winning in LeMans until 1969. This must have been the most frustrating losing streak for the Il Commendatore Enzo Ferrari. The GT40s also raced in other European races like Brands Hatch, Monza, Nurburgring and Silverstone, garnering good results for Ford. The GT40 also did well in the USA.

Other than those lost in crashes, the remaining 100+ GT40s built are now preserved in museums and private collections.

Most are still being put on display in concours de élégance events and also entered in vintage auto races in places like Daytona, Laguna Seca, Monterey, Sebring and Watkins Glen.

### The new 2005 Ford GT40

Started as a concept car, Ford responded to the positive automotive news media that pushed for the return of the GT40. Ford expects to produce around one thousand units a year this year. Although Ford knows that there's not a lot of profit in the GT40, it considers its new star as an image car. With the return of the new GT40, Ford will move to command respect by reclaiming its rightful place among American and European muscle cars.

### GT40s in the web

As a GT40 aficionado I searched for sites with historical information on the original cars as well as the new 2005 GT40. But it's not as easy as it seems. By typing Ford GT40 in Microsoft MSN I found 21,389 hits, while in Google.com I found 65,900! Well, unless you want to move into a monastery for the rest of your life, you'll have to be very selective. I started by seeking the original GT40, followed by the new one. Then I found some automotive modeling sites and to finish, where to buy the kits or die cast models.

### Gentlemen, start your engines!

Now let's have a look at the past by searching for the history of the original GT40 in Classic Cars.com and The Roaring Forties GT40.org.uk. and Ford GT.com. For information on the new 2005 GT40 we'll look at Road&Track, FoMoCo, Ford Vehicles and Fast-Autos.net. For car modelers there's Grand Prix

*classicscars.com*

Modelers Association-GPMA.

### [www.classicscars.com/chassis/gt40.htm](http://www.classicscars.com/chassis/gt40.htm)

This site is mostly a historical data file with a listing of every GT40 built, who drove it, which races or circuits they entered, race results, accidents and final or current disposition of each chassis. As with all data bases, there are some gaps and some of the chassis numbers are blank due to lack of information. Still, they continue to update the data as it arrives. There is also data bases on the Jaguar, Ferrari, Aston Martin and Chaparral marques among them. Unfortunately, there's only a handful of small black & white and color photos; none which include the GT40, the bulk which were taken in Europe. The site does have many photos for sale by contacting the webmaster.

### [www.gt40.org.uk/](http://www.gt40.org.uk/)

A site from Britain. A good history of all Ford GT types from the Mk.I, II, III, IV among others. All gallery groupings include small photos but with an annoying website address plastered on top. Other photos in other sections avoid that. Also, some are not thumbnails you click on the image to enlarge it. There's also a section for models (rather limited), games and books.



**www.ford-gt.com/**

This is a must visit site! Although the site's historical text is sparse, the photos are not. This is one of the best photo sources of the GT. From the 1960s prototype to the new 2005 GT40, the large color photos are superb and ready to incorporate into your PCs as wallpaper or screen savers. There are also many original black & white photos taken during actual races like Le Mans, Sebring, etc. color ones. Start downloading!

**Fo dot Mo dot Co**

An enthusiast page for American Ford products

**www.me.mtu.edu/~prater/ford.html**

This site for Ford aficionados is not affiliated with the Ford Motor Company. But, as the page states: "I like Ford, a LOT!" It covers all sorts of Ford cars including the Falcon, Ranchero, Mustang, Thunderbird and of course - the GT40. The GT40 section has some technical information by type and some nice color photos taken during the races in Le Mans. Not a lot on the GT in this site but still has some hard to get information and



interesting photos of other Ford autos.

**www.roadandtrack.com/article.asp?section\_id=9&article\_id=871**

This is one of my favorite car magazines with coverage of news, shows, races, new car road tests, reports and reviews. This site's mark opens on the December 2003 extensive article by Jim Hall "Ford GT: A legend is reborn." Well illustrated with images of the 2005 GT40 as well as an interview with racing driver Dan Gurney and Patrick Hong's accompanying road test "2005 Ford GT: American thunder roars back to the top" with more photos to download. If you missed the R&T December 2003 issue, here's your chance to download the complete coverage. Don't miss this one.

**www.fast-autos.net/ford/fordgt.html**

Production 2005 GT40 site. A stunning selection of walk around images as well as overall ones! Also current technical data as well as historical information on the car. There are plenty of large size GT40 color images suitable for wallpaper on your personal computer screen.

[www.fordvehicles.com/fordgt/time\\_line.asp](http://www.fordvehicles.com/fordgt/time_line.asp)  
[www.fordvehicles.com/fordgt/gallery.asp?bhcp=1](http://www.fordvehicles.com/fordgt/gallery.asp?bhcp=1)

A good number of color and black & white photos of Le Mans GTs as well as concept and pre-production 2005 GT40s. It covers the history of the legend from 1963 on. The first prototypes, the Le Mans saga; up to the new GT40. Well worth

**gpma.org**  
*Grand Prix Modelers Association*

the visit to add photos to your GT references.

**www.gpma.org/Archive/gt40s.html**

[www.gpma.org/Archive/imcgt40.html](http://www.gpma.org/Archive/imcgt40.html) Revell-Monogram kits  
[www.gpma.org/Archive/rmfordgt.html](http://www.gpma.org/Archive/rmfordgt.html) IMC kits  
 Dedicated to F.1, Indy, Can-Am (sorry, no NASCAR) models with excellent galleries and kit reviews including out of production collectible ones. Includes a gallery of private collection GT40s and detail shots photographed at Laguna Seca, California. Good links too! Recommended!

**Other modeling sites:**

[www.naplak.com/modeling/articles/ford\\_gt.htm](http://www.naplak.com/modeling/articles/ford_gt.htm)  
[www.graphicshangar.com/wwm/February/epotkaigt40.jpg](http://www.graphicshangar.com/wwm/February/epotkaigt40.jpg)  
 Where to buy the kits or die casts:  
[www.hobbylinc.com/hm/tes/tes430023.htmby](http://www.hobbylinc.com/hm/tes/tes430023.htmby)  
[www.internethobbies.com/internethobbies/fujmodcar.html](http://www.internethobbies.com/internethobbies/fujmodcar.html)  
[www.fordaccessories.com/ford-gt.htm](http://www.fordaccessories.com/ford-gt.htm)  
[www.replicarz.com](http://www.replicarz.com)

I hope this is of interest to modelers in general including those interest in automobiles; particularly Ford GT40 fans. There are thousands of websites that include mention or photos of this classic car but not enough room to cover them all. I would like to hear about other sites on the subject I may have missed. Comments and suggestions are welcome at: [r.power@prw.net](mailto:r.power@prw.net). Now, it's time to fire up the afterburner on my mouse before hitting the road. Hasta la vista, y'all!

*Rafael*

(GT40 images and wallpapers courtesy of Ford Motor Company®)



(USS Fletcher continued)

the kit main spar with the detailed PE spar. The SG radar TBS and BK antennae were then added. Ladders and light supports finished off the assembly. Moving aft I replaced all depth charge racks and storage bins with the PE parts. I assembled the aft roller racks around the cleaned up kit supplied racks to provide depth bomb details. Two types of K gun loader racks were supplied with the PE. I chose the single rack over the double for the period. GMM does a nice job of etching these details so that they are easily folded into shape and just look sharp once painted.



Final assembly was largely a simple matter of fitting and alignment. Once the superstructures were in place, I added lifeboats, rafts w/supports, cranes and miscellaneous PE detail all around the ship. Nice little touches like life rings, fire extinguishers, and Stokes litters really dress up the model.

Next, I placed the hull railing in place. Gold Medal Models provided two sets of rails; one with and one without netting. I chose the netting. I was amazed at how easily the parts fit the Tamiya plastic! And I was worried about PE railing! I managed to get the rails in place without too much damage. One must be careful during attachment and paint touchup as the detailed webbing is easily clogged. Lastly, I tackled the rigging. I chose invisible nylon thread colored with permanent marker for the scale. I used kit supplied references and went to town. The GMMI main spar had a series of rigging rings that aided in support wiring on the main mast. Break out the magnifier here! I ran support and wireless aerials to represent the ship's rigging at a distance without doing too much damage to the PE.

**Conclusion**

A few last touchups and I was pleased to have a really sharp model of this classic ship. Despite the initial fears of taking on a detail job like this, I recommend this kit and fittings set to most ship lovers. Hey if I could do it so can you! Due to the large number of small detailed PE parts, I recommend this upgraded kit for experienced modelers. I want to thank HobbyLink Japan for supplying the Tamiya kit and Gold Medal Models for supplying their excellent fittings set.

*Richard*

**Sources**

John V. Jensen—former First Class Petty Officer, *USS Fletcher* (1942-45)  
*The Dictionary of American Naval Fighting Ships*, Online.



1/48 B-29



M7 Priest



1/72 Buffalo



1/35 Challenger

## Old Rumors & New Kits

Just in case you didn't find that bargain at the vendor tables a couple of weeks ago, you may get another chance at our first "Swap Meet" next Tuesday. Let's hope the weather holds for this one.

There were a couple of new things on the Squadron table, just to tease us a bit for the day. Most impressive was the 1/32 scale Fw 190A-8 from Hasegawa and the little 1/72 P-47D Razorback from Tamiya. Not to worry; both are now available at the local shops and they are very nice. First out was the Razorback and I had to have one. I'll try to get a review written for next month's newsletter but at the moment let me say that it appears to be a shrunk-down version of its bigger 1/48 brother. It's very, very nice and I'll just stick my neck out a bit and say it's the best Razorback in 1/72. I expect some new resin bits to come along pretty soon as well as some new decals. Not that they are needed but you know how those resin guys are!

That FwA-8 is a really nice kit and shares not a few parts with the earlier D-9. The box features some really fine art by Koike Shigeo. Obviously, Hasegawa plans to do a series and I would expect an F-8 version later—possibly this quarter.

Probably in the shops by this weekend will be the Grand Phoenix models Seafire in 1/48. I believe a series of kits (at least two) are planned for the subject. It should be a pretty good kit and will be high on the list for Spitfire fans.

And speaking of Spitfires, how about a Mk Vb on floats in 1/24 scale? Yep, it's another version of the Trumpeter kit. It's not a bad kit and from what I can see, it's accurate in outline so adding floats and some other things should make for a real conversation piece. Should be available soon.

Several months ago, Czech Model introduced the first 1/48 injected model of the Curtiss A-8 Shrike, a mid-1930s attack aircraft. It's a neat looking subject and very sleek for its day. This one was powered by a liquid cooled engine. Now the radial engine version is about to hit the shelves. Squadron will release it at their open house in Carrollton the weekend of the Dallas Scalefest. I've seen the kit and I personally like it better since it has some really fine individual cylinders cast in very good resin. Looks like the price will be about the same as the original—mid \$30s.

Speaking of the Squadron open house, it's set for Friday, May 21 through Sunday, May 23. Doors open from 9 a.m.—5 p.m. except on the final day when it all ends at 2 p.m. If you haven't been, it's generally a real blast to walk around a warehouse full of modeling stuff! And you may even find a bargain or two.

Probably the best new series of kits for this last month are the Classic Airframes F-5A Freedom Fighter. Two of the series are on the shelves now and they include the USAF version and one

in NATO allies markings. These are very slick kits with much improved moldings. There are reviews of the kit on several Internet sites and the photos look very good. There is some speculation that the same folks responsible for the Sword T-38 kit had a hand in designing the F-5 but the two aircraft don't share any notable parts.

Eduard has released another version of their 1/48 Sopwith Camel. This time it's the 2F.1 or "ship's camel" that was flown off an earlier carrier to attack the Zeppelin bases during WWI. This is not the Profi-Pack version but I would expect one soon. Eduard also has the three-gun version of their La-7 in 1/72 and a Profi-Pack version of their standard kit. And if you want something really small, try their 1/144 scale Ju-87 Stukas. They have a new version now, a Ju87G with 40mm guns.

For the large scale fans there is another 1/32 rework on the market. It's the Azur Dewoitine D-520 but now in the "Hi-Tech" box. This means it comes with extra detailing for the cockpit and is otherwise the same kit brought out earlier. It's a good one and should build up very well.

Amodel, a Russian firm, has a spotty reputation for quality and fit but they do produce some interesting subjects and with patience and perseverance. They have three interesting subjects on the market now; a Spad A-4, and two Avro 504K biplanes, one in Zeppelin killer markings. If you don't recognize the designation, the Spad A-4 was a two-place, single engine biplane with the gunner seated ahead of the propeller. Figure that one out!

The Academy 1/72 P-38J in Pacific Theater markings is still new and looks good in the box. If anyone has the kit, I'd like to see a review—in-the-box or otherwise.

Hasegawa has resurrected its excellent A6M5 Zero for another try at a market niche. This time it appears as a night fighter with the only difference apparently in the markings.

Italeri has brought out a 1/72 kit of the P-47N. This last of the Thunderbolts looks pretty nice in the box with engraving that sometimes seems overdone. Still, it should build into a convincing model of the longer wing, long distance fighter.

Italeri also has another version of their DUKW, this time with the 105mm Howitzer. It's in 1/35, naturally. They also have an updated version of their British Crusader Mk.1.

A company I have no knowledge of, Tristar, has a kit of the Panzer I Aust. A (Late) on the shelves. It may be a re-pop or something new from the Russians.

And there are some new books too. Squadron has new Walk Around, this time on the Bf 109E and it looks very nice if you are a Messerschmitt fan. Also check out the publication on the Dragon Wagon: A Visual History of the US Army's Heavy Tank Transporter, 1941-1945. That's all for this month.

Milton

**Next Meeting:  
Tuesday, May 18**

