



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

September 2004

SPRUE EXAMINER



Building Italeri's Eurofighter Typhoon 1/48 scale, Kit #862

By Tim Robb, IPMS 34705

The Eurofighter Typhoon is just now entering service in the UK, Germany, Italy, and Spain so this model kit is of a very new airplane. The Eurofighter is designed with both air to air and air to ground capability. It's very newness presents some modeling challenges in the way of reference materials since there aren't a lot of books around. Eurofighter GmbH, based in Hallbergmoos, Germany, is a consortium set up to manage the development and production of the weapon system. It is owned by three partner companies, Alenia Aeronautica 21%, BAESystems 33%, and EADS (CASA and DASA) 46%. This information is straight from the Eurofighter.com website, which was the main reference I used in building the model. A new airplane deserves a new way to research the model, don't you agree? I viewed lots of photos on Eurofighter.com and also Airliners.net and answered all my "what does this look like? where does this go? what color is this? where do these stencils go?" questions that way.

Italeri kit number 862 is of the two-seat variant of the aircraft. The kit is molded in gray plastic with one sprue of clear parts. The gray plastic is fairly soft and is easy to work with. The clear parts are brilliantly clear and the plastic on them is harder. Stores included are two sidewinders, two drop tanks, and four AIM-120 missiles. Decals are provided for service test aircraft for the UK, Germany, Italy, and Spain.

I don't particularly like service test aircraft markings so to build an early squadron service machine my first task was to study photos on the web and see if I could find enough similarities in markings on any of them to make a go of it with the kit decal sheet. You can do it with just the kit decals if you choose the German machine with national insignias in four positions. The Italian, Brit, and Spanish birds all have national insignias in six positions, and only four of each are provided on the decal sheet. The insignia that the service test aircraft carry in the other two positions is a multinational insignia. I really liked the Spanish machine with the bright, red-yellow-red roundels, St. Andrew's cross on the tail, and the bull insignia also on the tail best. I found out from the hobby shop that Bondo had also purchased
(continued on page 4)

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2004 Show Schedule

IPMS/Baton Rouge	Sept. 25, 2004
IPMS/Abilene TX, GASCON V	October 2, 2004
IPMS/FAC Museum, Meachum Field, Ft. Worth TX	October 16, 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/SWAMP, Lake Charles, LA	January 22, 2005
IPMS /Alamo Squadron, San Antonio TX	Feb. 19, 2005
IPMS/Metroplex Car Modelers Association, Irving TX	March 19, 2005
IPMS/Tulsa OK	March 26, 2005
IPMS/Houston TX	April 2, 2005
IPMS/Austin Scale Modelers Society, Austin TX	April 30, 2005

Editor's Notes...

Well, we tried it—the food was fine—but the room just didn't fit our needs. I'm referring, of course, to last month's meeting at Flores' Mexican Restaurant. Might know that since I told the manager that we would have about 30 people (that's what they set up for) that closer to 40 would show up. Then there was no "head" table for the officers and hardly any place at all to display our models. To top it off, the acoustics were terrible. So, we are moving back to the Yarbrough Branch Library for this month's meeting. We'll meet Tuesday, Sept. 21, at 7 P.M. for our third Quarterly Contest. Be sure to bring your latest and greatest!

If you will notice the show schedule at the top of this page, I have made some more entries. These are all the shows I'm aware of from IPMS Region VI that the members are likely to attend.

The Fort Worth/Arlington show was set for Saturday, Sept. 11 and, at this writing, several ASMS members are planning to attend. Sorry that I had to miss it this year but you can't make all of them. I'm sure we'll have a report from those that went and hopefully, who won an award or two.

The Bergstrom display should be back up by the end of the month. Well, maybe.

Milton

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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

This month you're going to get it short and sweet. Life is imposing itself on my preferred activities, so I am writing this in a rush (I do apologize for my lack of preparation, but it's nothing new) I hope you are all ready to compete at this quarterly contest. I am putting the finishing touches on a 1/35 Tamiya Merkava I. Get yours done, bring it in, share with us and maybe win a prize. See y'all Tuesday night at Yarborough Library.

Kenny



Flakpanzer from the July ASMS meeting.

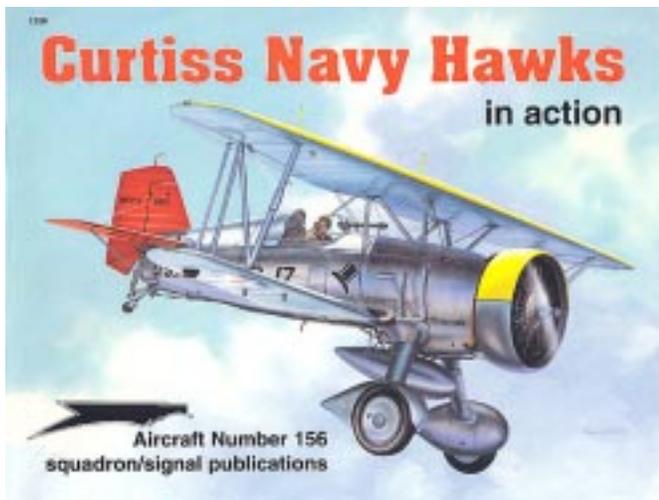
Jeff's Book Reviews

By Jeff Forster IPMS# 30833

Curtiss Navy Hawks In Action #56

By Peter Bowers

Squadron/Signal Publications



This is another of the great "in action" books; I received this book from the Historical Book Club, In Action Club. It has a total of 49 pages filled with the usual great photos and covers the nine different models of hawks produced. The first few hawks had no arresting gear so could not be assigned to carrier duty;

later hawks would be given arrestor hooks and beefed up landing gear. The navy used the F6C-3 as racers in the Schneider Cup races in 1926-1930. The XF6C-6 was a really slick modified F6C-3, which was used in the 1930 National Air races. The XF6C-6 was designed and used in aerial hook-ups with the navy's rigid air ships.

Foreign users of hawks were: Hawk I—Holland and Japan; Hawk 1A—Cuba; Hawk II—Bolivia, Chile, China, Columbia, Cuba, Germany, Norway, Siam, and Turkey; Hawk III—Argentina, China, Siam, Turkey; Hawk IV—Argentina.

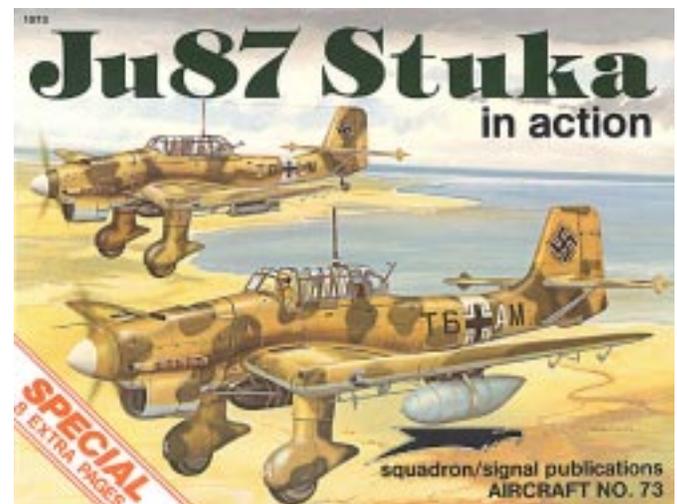
This is a good book for your library and for anyone interested in aircraft of the period between the great wars.

Jeff's Rating- ★★★★★

Ju87 Stuka In Action #73

By Brian Filly

Squadron/Signal Publications



This is another fine example of the great books put out by Squadron Signal. I received this one from Historical Books' In Action club. It contains 57 photo filled pages.

The Stuka dive-bomber was probably the best and most accurate dive-bomber of WWII; its drawbacks were slow speed and weak defensive armament. This book covers ten models of the Ju87. One thing I never realized was the propeller mounted on the undercarriage fairing was actually a siren used to terrorize the enemy. Page 16 has a big drawing of the siren assembly. Page 17 also shows a pair of bombs mounted on a stoke with whistles attached to the fins, also used to terrorize. The Battle of Britain proved to be the downfall of the stuka as they finally where used against a fairly modern air force. Also on page 17 is a chart showing what the fuselage codes meant.

Another good book for the ol' collection. Jeff's rating- ★★★★★



Nathan's

CLASSIC RIDES

by Nathan Perrine IPMS 40167

This is a comparison review using the old and the new '57 Chevy kits from AMT/ERTL. The new version is a lot more refined, although one of my all-time favorites is the original '57 Chevy Bel Air hardtop. The new version allows me to build either a two-door post sedan or a hardtop. On the new version I found that the trunk is open, not just cut to open, but actually opens.



The old version is molded in that yucky brown that the models then came in. The new version is molded in white. The drawback of the new version is that it comes only with what the box art shows — stock only parts. I took the mags from the old version and put them on the new one to give it a better look.

The new version is molded in white, clear, chrome and transparent red, it has black vinyl tires and wide white walls. There is at WalMart, a similar pre-painted version that can also only be built stock, and in fact it comes painted in an orchid color and is detailed nicely but it has rims painted to match the car, no



chrome wheels to speak of. The engine detail is very nice and about all that is needed to be done now is to wire and plumb it. With the pre-painted version the chrome trim is already done, so all that is needed is to assemble it.

On my old version I am going to build it as an era-drag car without the front bumper and it is going to be a simple yet clean car, using basics to build it. Two engines are included—the 409 and the fabled 283 (a favorite of street rodders even today). In the new version the engine is the stock version 283 only. It has a chrome two-piece rear end and straight metal axles. The front end has lowering blocks for a raked stance.

The new version is highly detailed as compared to the original which is a basic kit, no wiring unless I use after-market wires from Detail Master or MSG or some other supplier. I use Tamiya Colors paints because they're like an airbrush in a can.

Nathan

(Eurofighter Typhoon continued)

a kit so I contacted him and he was kind enough to help me out by sending me the extra Spanish decals I wanted—thank you Bondo!

On to the building. The cockpit consists of a simple cockpit tub with decals for consoles and instrument panels and very simple—no, let's be truthful—crude ejection seats. The seats in the Eurofighter are the brand new Martin Baker Mk.16A. There is an excellent shot of the seat alone, removed from the aircraft to be found at www.topfighters.com/eurofighter_mk16.php. I took one look at the kit seats compared to this photo and immediately thought “aftermarket seats.” I didn't find them. I couldn't find any Martin Baker Mk 14s that the Mk. 16 is derived from either. Next I thought about building the model with the canopy closed to obscure the problem a little so I checked the fit of the canopy and windscreen parts. The front of the canopy part is a full 1/8” narrower than the back of the windscreen part so this canopy is going to be posed open.



So, into the spares box I went, digging for stuff to busy up the kit seats. I detailed the seats with bits of plastic card and rod,

(Eurofighter Typhoon continued)

landing gear struts from a 1/144 scale F-5E, and the center sections cut from some 1/72 triple ejector bomb racks left over from an A-7 kit. Painted up with a wash and a dry brushing, they look pretty busy and even in the right areas. I sanded off the molded-in seat belts and replaced them with some Eduard pre-painted green USAAF WW II belts. Someday there will be an aftermarket cockpit set for this kit, maybe there is already. It needs it.



Assembly of the airframe is pretty simple. The big canopy fairing/fuselage spine had long sinks on both sides. The multiple pieces of the intake area fit together pretty well. The kit gives the option of posing the big speed brake on top of the fuselage open, and also the air-to-air refueling probe on the starboard side of the nose. I didn't see any photos of parked airplanes with either of these open, so I fitted them in the closed position, in which they don't fit very well. Photos of parked airplanes do show the wing leading edge slats open, but these are not provided as separate parts in the kit. I didn't open them.

I used my favorite filler, Gunze Sangyo Mr. Surfacer 500, to correct the fit problems on the speed brake, refueling probe cover, and also the big long sinks on the fuselage spine. Mr. Surfacer 500 brushes on as a thick liquid, and when dry it can be rubbed down smooth with denatured alcohol on a cotton swab so there is no sanding and therefore no loss of the kit's surface detail. It works really well for sinks and for any narrow gap between parts that come together at an angle.



Two areas of the airframe, the outside edges of the jet intake part where it joins to the fuselage and the jet pipe piece where it meets the rear of the fuselage, did not fit well, leaving gaps of about 1/32". I already said the intake parts fit pretty well so this is a contradiction and here's the explanation: the interior parts of the intake that would be difficult to work with do fit pretty well, but the gaps are left on both fuselage sides where they are easy to get at. I filled them with plastic card and filler and sanded them smooth with no problem. They are on an area of the model where there is minimal surface detail to lose, and it will later have various stencils applied there too. The jet pipe gap is a little tougher. Since the plane is a twin-engine jet, the part is curved around the two engines. I filled it in with plastic card and gap filling super glue. I chose super glue here anticipating loss of surface detail that would require some re-scribing. Mr. Surfacer is a bit too soft to scribe on for me. On hard plastic, super glue dries at about the same consistency of the plastic and scribes OK. This kit is in soft plastic and the re-scribing didn't work out very well for me. Fortunately, my poorly re-scribed line is at a place where the gray fuselage joins to the metal tail section so is somewhat less noticeable. It is also on the bottom side of the model. If I had it to do over again, I would not try to re-scribe that line, I would just draw it in with a pencil. The body work done, on to the painting.



The plane is overall light gray. The instruction sheet gives the color as FS 36375 light ghost gray, and that looks pretty close to me. The landing gear struts, wheel wells, and jet intake are all a glossy light gray color. No reference to this color was given on the kit instruction sheet. I used FS 36495 because I had it on the shelf already. It looks OK to me. Compared to the white used in these areas on US jets, this is toned down a bit, but still allows ground crews to spot hydraulic leaks if the fluid has red dye in it. That is just a speculation on my part and has nothing whatsoever to do with building the model, sorry. Masking the complex shapes of the wheel wells and the intake took awhile, but you gotta do it to get the look of the airplane right. The nose cone, fin tip, and a small rectangular area of the spine are painted in another shade of light gray, somewhere in between

(continued on page 9)

Painting a Metal Cannon Barrel

by Russ Holm IPMS 36619

This procedure attempts to duplicate that gunmetal/cast iron/deep blue/black, steel look found on Civil War cannon, heavy machine/light guns, and light armor gun barrels. I was once given high praise by an individual who, while looking at a cannon I had built, said "It looks like if I tapped it, it would go PING!" Now that's a metal finish!

Nothing that I will say here is cast in cement. I would encourage anyone to experiment and change things in an effort to improve the methods outlined. After all, what we are trying to do is fool the Mind's Eye.

Let's Begin!

1. Make sure the plastic/resin is clean and free of any contaminants.
2. Airbrush about two coats of Gunze Sangyo Mr. Metal Color Acrylic, in Dark Iron.
3. Let it dry about 30 minutes.
4. Using a soft cotton cloth, buff the finish until bright and shiny. A good cloth to use is an old T-shirt.
5. Airbrush, using a thinned, (like a heavy translucent wash) mix of Testors Semi-Gloss, black enamel. Apply in a cloud pattern heavier in recessed areas, lighter on raised areas or edges. Shoot for contrasts. This is a reverse panel fade process—darker in the middle, lighter to the edges.
6. Let it dry 30 minutes to an hour.
7. As you look at it, the finish is somewhat dull. If that's the finish you want—stop. If you desire a slight shine, buff gently with the soft cotton cloth. The more you buff (to a Point) the brighter it is going to get. YES! I Know, it feels a little sticky at the moment. You can control the bright or shiny areas by only buffing those areas if desired.



8. Using a good soft chisel brush prepared in Mr. Metal Color, Dark Iron or Iron, DRY BRUSH, VERY, VERY lightly only the highest point or points of wear or contact. When I say "dry brush," I mean a brush, where after it was dipped in paint and you have painted the paint out on to a soft cloth until nothing more appears on the cloth. There will be no need to use the cotton cloth. As you brush rapidly with the brush, it will buff or polish the highest highlighted points.

9. If slight rusting in corners is desired at this point a drop/dab touch of "Rustall" works well. Repeated applications may be necessary to get a severe affect. (I prefer a more subtle indication of neglect).

Done!



Variations to the Processes and Notes

You can substitute Testors Metalizer Stainless Steel, for the Mr. Metal. It doesn't work quite as well and you will have to work a little harder with the buffing. You may have to use the soft cloth in step 8.

No, I haven't tried an acrylic semi-gloss black in place of the Testors enamel. Who knows, it might work better, and be less sticky.

Yes, I know as you go through the above process and for a few days afterward, the finish feels tacky to the touch. That's the reason I use a plug in the cannon barrels or some way to hold the parts other than by hand if possible.

No, I haven't tried priming the parts first, but I've been thinking I should give it a try. A light prime for a brighter look, maybe black for a darker more shadowed affect.

Experiment, give it a try, have some fun!

Russ Holm

CONVERSION CORNER

By "Bondo" Phil Brandt, IPMS 14091

The Obscureco 1/32 F2G Corsair Conversion Kit

Price \$125.00 (convention price; may be higher now) + postage. Obtained directly from Chris Bucholtz, the manufacturer, at Phoenix Nationals)



BACKGROUND

Bondo has a predilection for the definitive version of any aircraft, and Goodyear's F2G Corsair rendition is no exception. Last in a long line of legendary Vought-designed "Bent Wing Birds," these sleek, long-nosed, bubble canopied fighters were meant to counter the plague of Kamikazes that gravely threatened Allied naval forces in 1945 as they fought their way up the long Pacific island chain toward the Japanese mainland. When the war abruptly ended in August of that year, F2G orders were cancelled, with only about eighteen airframes completed, of which five had hydraulically folded wings for carrier work.

The F2G design raised available thrust to a previously unattainable level through use of Pratt & Whitney's new R4360 "corn-cob" radial. The four-row, twenty-eight cylinder engine was so large that it required significant elongation of the cowling which, together with the bubble canopy, are the main distinguishing characteristics of this Corsair version.

Many of the remaining F2Gs took on new civilian lives as "unlimited class" air racers at such noted postwar events as the Cleveland National Air Races.

THE KIT

Master modeler Rodney Williams—if you've ever seen his build articles online, you know he doesn't do anything less than exacting work—began this labor of love in 1984, and that's why the venerable (and inexpensive) Revell 1/32 F4U-1 kit is the basis for the conversion rather than the latter day, big bucks Trumpeter release. In any event, the Revell bird's original parts comprise but a small fraction of the completed F2G. As in the case of Neil Burkill's marvelous Paragon correction/conver-

sion sets for the elderly Hawk/Testors OV-10, the conversion set is the kit and the original kit can be considered the aftermarket!

We at the Conversion Division of Bondo Industries are used to fairly exotic model conversions such as the above and other Paragon sets, but Obscureco's offering blew us away; this resin assemblage has got to be the all time King Kong of such undertakings! There are so many components that it was quite a task just to empty all the packets and arrange on a board for photographing; I left over one hundred engine parts in their bag.

PARTS

The horde of resin parts are crisply cast by Bill Ferrante in gray resin, with nary a bubble or warp in sight. Engraving as good as anything you'll find. There is some paper thin flash which is a normal resin casting characteristic, the removal of which is just "another day at the office" at Bondo Industries. There are so many tiny components that there's not enough room in the newsletter to mention, but take it from Ol' Bondo, they're there. Just think of these deluxe Eduard PE frets with a zillion parts and visualize 'em in resin. Now you get the idea!



The wings are completely reworked with the exception of the outer panels. Wheel well details are cast in to the new center section. Separate flaps and ailerons are positionable. New landing gear doors included, naturally; even small resin and wire actuators for trim tabs!

The fuselage is gutted and a new cowling (with additional fine structural bracing), cooling air exit sections, cooling flaps, turtledeck and air scoop added. Three various air scoop configurations are included. It will be necessary to scratchbuild—you didn't think this set was for "assemblers" did'ja?—cockpit sidewall framing (easy) and to add separately purchased Waldron instruments. There's some scratchbuilding involved in the cockpit, too, but the consoles, regulators, various boxes and new seat are very nice. The canopy tracks are multi-piece and add nice complexity to this big model. Two vacuformed canopies are very smooth and clear.

(continued on page 10)



by Rafael Power

Model Paints: Part 1

No doubt, paint is the icing on the cake for any model. Compared to an outstanding paint job, decals and aftermarket detail sets are just cake decorations. It is the painting and weathering techniques and skill that really distinguish the modeler and his/her models. But paints were not always the great tool they are today.

Like many of us, I entered the world of models in the 1950s. I liberally plastered plastic cement from a Testors or a Revell "S" (H-1606) squeeze tube. What a mess! The paint job was applied with a 10¢ brush from a five & dime store and paint was usually a small 10¢ square jar of Revell or Pactra "colors." There were also the usual Revell (H-1606) paint sets with 12 small bottles of paint, thinner and one brush. Of course, I experimented with household brands as well as those intended for flying models with the predictable results. Disaster followed and some of those model airplanes took a sharp dive into the trash can. Finito!

The Old Standards

Although Pactra, Testors and Revell paints have been around since the 1950s, few were Federal Standards in those days. They were usually Silver, Rust, Wood, Flesh, Mud as well as "basic colors" of green, black, etc. During the 1960s, the only available modeling magazines in the US were American Modeler and Model Airplane News for RC models. Although a flying model magazine, American Modeler ran a series of articles on plastic aircraft models featuring airbrush work and many techniques foreign to me. Among them is the use of "official" colors. I was hooked and my old modeling habits were discarded, replaced with the new ones. No longer would I accept brown, green and gray as actual WWII camouflage colors.

Enter Federal Standards

During the mid-1960s, "Official Products" brand of enamels appeared. They were billed as the first plastic model paints with Federal Standard colors. Official Products FS colors were available in single bottles or in sets. Model reviewers of that time were ecstatic with this new line. However, Official Products later failed due to financial difficulties. But it set the trend for model paints. No longer would modelers be satisfied with the old model paints. Only Federal Standard and other international official color standards would do.

Humbrol was one of the first to jump on the bandwagon. There was also Scalecrafter and others. Testors also launched its Model

Master enamels featuring FS, British, French, German, Japanese and Russian aircraft colors. Eventually, they also added car enamels and aircraft acrylic paints. Testors is now home to Floquil, Pactra and Polly Scale. Still, there were several model paint manufacturers that bit the dust and fell by the wayside.

I remember a line of (acrylics?) aircraft paints in plastic jars in FS colors during the late 1970s. However, the formula tended to harden if not used within a reasonable amount of time. You ended up with a block of rock-hard paint compatible with the nearest trash can. Does anyone remember the brand name? There was also CompuColor, a British line of enamels available to American modelers by mail only. CompuColor is similar to Xtracolor in quality. However, I remember there was a legal dispute over trademark and formula that finally ended the CompuColor brand. Still, those who used it remember having good results. It was the only paint line to feature the Swedish aircraft colors such as Morkgrön 326M and Ljusgrön 322M. I still hoard some of their Humbrol-type tinlets in my inventory.

If you are an enamel paint user, here are their home pages:



<http://www.airfix.com/paints.asp>



<http://www.testors.com>

The Floquil (railroad and military), Pactra (RC enamels), Polly Scale and Model Master lines fall under the umbrella of the Testors brand. See the history of Testors in the web site as well as their available plastic models.



<http://www.whiteensignmodels.com/>

White Ensign handles a line of WWII Royal Navy, US, Japanese, German, Italian and modern international warship colors. Also, there's a line of aircraft and armor enamels. To see a review on their WWII Japanese and Russian aircraft colors visit: <http://www.whiteensignmodels.com/brochure/colourcoats.htm>

A note about Xtracolor model paints from the UK. They do not have a website but there is information at the Hannants, Roll Models, VLS and other resellers as well as modeling sites such as IPMS, model club sites, etc.

Next Month: Part 2 - Acrylics and (if space permits) Metallic Paints.

Rafael

(Eurofighter Typhoon continued)

the light ghost gray and the light gray intake and wheel well color, that also has no color reference in the kit instructions. I had some US Navy light gull gray on the shelf but it didn't look quite right. I used a 50-50 mix of the light gull gray FS 36440 and the light gray FS 36495 that looked close enough to keep when I applied it.

The decals worked pretty well and were in register. I did have some silvering on some of the smaller ones, probably because I left them in the water too long or worked too slowly with them. I finished out my Spanish service scheme with some plain black code letters, and some low viz formation light decals. The serial number on the decal sheet, XCE.16-01, got shortened on the service scheme by removing the "X" from the front of it, and CE-16-01 is the correct serial number for aircraft number 11-71. There are numerous photos of this bird on the Eurofighter site. The bull insignia on the decal sheet has the bull turned with horns forward on both sides of the tail fin. This is incorrect, the bull's horns are to the left on both sides of the plane. With Bondo's extra sheet, I got this right on the model. The bull insignias are a little too large, and there is another insignia lower down on the tail fin that I am missing. Too bad, so sad. You can do a more accurate German scheme if you want to, I like my Spanish bird. Since this is a model of a new aircraft, I gave it only a very light wash. None of the photos I looked at showed dirty airplanes, but they did universally show a black stain on the port side of the fuselage above a vent at the wing fuselage joint. I put that on with black pastel.



Now for the finishing touches. The landing gear parts work well. This is a really good area of the kit. They do all require cleanup of mold parting lines. I already told you that the canopy doesn't match up to the windscreen and must be posed open. There are other problems with the clear parts too. The HUD parts are the wrong shape. They are molded in a sort of rounded rectangular shape with frames molded around them. The real ones are round in shape with no frames. The kit parts have a nifty little mounting bracket molded onto the bottom of them, so I sanded the kit parts down to the right shape, polished them back to clear, and used them. The wing tip lights aren't there at all. The solid back-side of the fairings for these lights are

molded onto the wing tip pods, but there are no clear parts to go on in front of them. Into the spares box again, I found some 1/144 scale 750 pound bombs that had about the right curvature to them. I sanded them down flat on one side, cut off the length needed from the front, and put them on. Then I painted them a silver undercoat, with a food coloring and Micro Kristal Klear top-coat to represent the colored transparencies. Done!

I like the model. It looks good finished. There's a lot more to do on a model of a two-seat, twin engine jet fighter with six missiles hung underneath it and complex engine inlet and landing gear struts, than there is to do on my usual WWII single engine prop jobs. Must be why I build more prop planes. I recommend this kit to you, especially as soon as there are cockpit detail sets, or even just Martin Baker Mk.16A seats, and some aftermarket decal sheets available to go with it.

Go build a model!

Tim

Fast Review:


Classic Airframes' 1/48

Hawker Sea Hawk

by Milton Bell 16702

Leave it to Classic Airframes to come up with those interesting aircraft that no other manufacturer will do. And, as time goes by, they seem to get better at it. This time, CA is doing two versions of the Hawker Sea Hawk

The Sea Hawk was one of the Royal Navy's first all jet, carrier-capable, fighters. The first one flew in 1947 but the first deliveries had to wait until 1953. And although it has two exhausts, they were single engine aircraft. They saw action during the Suez Crisis in 1956, primarily in the ground attack role. Several other nations used the Sea Hawk, including the Netherlands, West German Navy, and the Indian Navy. I chose to do the FGA.6 version from the Suez Crisis shown on the box art.

The Sea Hawk is their latest kit, coming just after their series of F-5 aircraft. Like all their kits, these are "limited run"— which
(continued on page 10)

(F2G continued)

Landing gear struts are all new, and they're wire-reinforced. New wheels. Lots of tiny-but-nice details parts add complexity. The tail wheel strut and retraction assembly is completely built up just as in the real thing. The tailwheel fuselage housing also gets the scratchbuilt structural strip treatment.

The set includes a new vertical fin, two-piece rudder and elevators.

The engine is built up much like the real thing, with individual cylinders (with individually added rocker boxes) added to the large crankcase (you drill the cylinder mounting holes). Lots more drilling here to add, lessee, fifty-six pushrods fashioned (by you) out of wire. Then you get to create intake and exhaust manifolds out of thick wire or solder; hey, you wouldn't be here if you thought this was a walk in the park, now would you?

INSTRUCTIONS

Instructions? We don't need no steenkin' instructions! Obscureco has come up with what this curmudgeon believes is a modeling "first," an included CD which comprises almost TWO HUNDRED detailed close-up pix of the kit design and model buildup as well as a group of detail shots of the real thing, technical manual drawings and many pix of F2G in air racer schemes and original Navy dress. Also on the CD is a multi-page Word document with a step-by-step buildup chronology. I especially enjoy looking at the pix of Rodney's twenty years worth of mastering efforts. Unbelievable!!



CONCLUSION

In fifty-five years of model building I've yet to encounter such a detailed release in any scale, and in view of the sheer resin casting effort alone, I'm surprised that Obscureco was able to hold the price so low. No kiddin'. Proper execution of this kit will guarantee a museum quality F2G, no ifs, ands, or buts. Together, Rodney Williams, Chris Bucholtz and Bill Ferrante have raised the aftermarket modeling bar to an unbelievable degree. They sold out the first batch of kits in two days at Phoenix. I'm surprised it took that long.

"Bondo" Phil

(Hawker Sea Hawk continued)

means they aren't always as builder friendly as say, Tamigawagram kits—and contain a goodly number of resin parts and photoetch. In this case, the cockpit tub, the seat, main gear wheel-well, jet exhausts, and wing fold details are cast in good quality resin. PE parts include cockpit details, instrument panel, (with transparent instrument faces) seat details and wing-fold details. The intakes have some tricky PE "splitters" so be careful.

I've got to say that Classic Airframes is very generous with the resin. In fact, there is a very good block on both the cockpit tub and wheel wells that has to be removed so get out the heavy sanding kit! In both cases, you'll have to sand until the "floor" is almost transparent. I removed much of the material with a razor saw but you'll have to finish with sanding. Dry fit everything before you do any permanent gluing!

The exterior parts have very fine engraving that in some cases is slightly blocked. You may want to clean up the panel lines before you get the parts together. Even then, you may lose some detail along the fuselage sides and where the tail section fits. Just plan ahead. It's something you have to do with limited run kits.

The fuselage divides along the sides so you have a top and bottom with the inboard portions of the wings. The aft fuselage is divided left and right and it all fits pretty well, once the gear well, cockpit tub and intakes are installed.

The wings can be built folded or extended. In my case, the wings will be folded. If you want to show the wings extended, I recommend you look into attaching the wing tops and bottoms to the corresponding fuselage/wing parts. Once you get these lined up, you should be able to glue all the parts together. It will probably be simpler to fold the wings.

Since a lot of the wheel well will be covered by the wing bottom, paint it before gluing it in place. Mine is painted the underside color so masking won't be a concern.

As for references, we are in luck. There is a relatively recent 4 Plus publication that covers most versions of the aircraft and it has some pretty nice scale drawings in 1/72. There are several color photos of various detail areas including the cockpit and landing gear. If you choose to fold the wings, the detail in the book will be invaluable although I wish there were more close-in photos of the "plumbing."

One other problem you may want to remedy is the jet exhausts. The photos in the 4 Plus book shows them almost flush with the shroud. The kit parts extend about a scale foot past the shroud so you can either cut the resin exhaust part down or remove the shelf that it attaches to inside the shroud. I recommend the kit for modelers with some experience in limited run kits. A full construction review will follow.

Milton

Old Rumors & New Kits

First of all, thanks to all who contributed articles for this issue. I'm sorry that I wasn't able to fit everything in this time but that just means I have the jump on next month's issue. Here's what you can expect: a construction feature on the 1/400 Heller Gniesnau and a report on the 2004 RIAT with photos.

This was a good month for announcements. Both Hasegawa and Tamiya announced several new kits that practically no one expected and they should be here by the first quarter of next year.

First off, let's look at Tamiya. Just when you thought they were through with the "larger scale"—1/32—they announce a new tool F-16CJ, Block 50 kit. This kit is said to have removable stores, a removable engine, and a rail-mounted ejection seat. Look for this kit in November but expect to pay about \$110 for this one.

Hasegawa's surprise kits are a trio. One, a 1/32 Fw190 F8 isn't that much of a surprise but the other two are. Look for the F8 in the first quarter of '05, maybe April. It will be about \$59, from what I hear.

The surprise kits are a 1/32 Ki 84 "Hayate" or Frank. Look for this one in December. If it's anything like their earlier kit in 1/48 scale it should be really nice. Expect to pay about \$39 for this one. The third surprise kit, and the one I'm really looking forward to, is a 1/48 all new tool P-40E. This one is supposed to be released in December and it will be priced comparably with the other 1/48 scale kits.

Hasegawa has announced another new kit that will have more appeal in Japan than here but it's a very interesting aircraft. It's the Mitsubishi F-1. Fujimi made a kit of this one several years ago but it's pretty dated so this new one from Hasegawa should be very nice. It's due in December as well.

Fine Molds makes some very good kits but unless you have some of their earlier Judy or Oscar kits you probably haven't seen much of their aircraft kits. They make some very nice Star Wars kits but they really do aircraft well. They have announced a couple of 1/72 Bf 109 kits, an F-2 and an F-4 and they are also slated for December release.

Trumpeter is showing a 1/32 TBF-1C/TBM-3 Avenger and, finally, a 1/48 RA-5C Vigilante and they too are set for a December/January release. (I know a lot of modelers who are going to be broke by Christmas! But then you can add them to your personal "wish-list") That Avenger should be a BIG model for 1/32. It will feature the usual special items that Trumpeter has begun to build into their kits. Look for a completely detailed engine, bomb bay doors, positional flaps and ailerons, etc. Markings are for a VT-2 TBF-1C (95), tri-color scheme in 1944.

The Vigilante should be ready in January. In case you plan on building one of these giants, remember that in 1/48 scale it will take some real space. When completed it will be 19 inches long and have a wingspan of 13 plus inches! I hate to say it but I don't have a place to put on. I took a few pics of the example at Pima and I can tell you it will take a lot of white paint! Markings for two aircraft, RVAH-5 off *USS America* and RVAH-6 from *USS Nimitz*.

Trumpeter has also announced a 1/144 scale LCM(3) landing craft which is a scaled down version of their earlier LCM in 1/72. They also announced a 1/35 Italian MBT C-1 Ariete.

And now for the new stuff. I picked up a kit that I first saw at the Phoenix Nationals. It's a 1/144 scale kit of a Leopold Railway Gun from Dragon, complete with a section of track—plastic of course—and several crew members. This little kit features a small fret of PE and some decals by Cartograf. The main gun barrel is turned aluminum (about three inches long!). Those figures are some of the best I've seen for the scale. Since the price for the kit is under \$15, I expect to see several of these at the next show. Dragon offers two versions: one on a straight piece of track finished in gray and the one I chose, a camo version in earth tones with a curved and straight section of track.

I saw one of the new FM Piasecki H-21 "Flying Banana" kits recently but I have no idea what the quality of the kit is. I know it's a big kit and I'm happy to see that there is a 1/48 scale kit available.

If you are a WWI fan, there's new kit of the Vickers FB5 Gun Bus from Blue Max in 1/48 scale. This is one of my favorite WWI aircraft, with its pusher engine, plenty of rigging and struts and a gunner stuck out in front of the pilot. It's a nice kit but you better be prepared for some digital gymnastics to get this one fully rigged.

That railway gun is not the only 1/144 armor that Dragon markets. At the moment, you can also get their Panzer Korps Marder 3 and Marder 3M, a Panzer Korps Pz.2B and Pz.4F2, a Panzer Korps Pz.4F2 and Hornisse, and a Panzer Korps Panther G Early, and Nashorn. I wish they made some kind of troop transport to go with their railway guns. I can see small scale dioramas on the horizon!

Trumpeter's new 1/32 Su-27 should be arriving soon. I hear it's out in Europe already. Save a lot of room for this one.

Kagero books has a great book out on the PZL 23 Karas, I suppose in anticipation of the kit from Mirage. Mushroom publications have new ones out on the Japanese Submarine Aircraft (very good), the Me 262, the Caudron, and the 315 Squadron RAF in WWII. And there is more than I have room for. See you Tuesday for the third Quarterly Contest!

Milton