



IPMS/Republic of Texas

SPRUUE EXAMINER



Fujimi's 1/700  
Spruance Class Destroyer  
USS O'Brien  
by Richard Eaton

**Introduction**

I reviewed the Fujimi Spruance Class destroyer (USS O'Brien) in 1/700 scale in the May issue of Internet Modeler. Armed with a bit of Eduard PE railings, I recently launched into this one. This is the first time I have worked with 1/700 PE. After so many years of modeling, it is interesting to encounter a "first." It was challenging. Read on.

**The Class**

Spruance Class destroyers were designed as replacements for the aging Allen M. Sumner (DD-692) and Gearing (DD-710) class ships whose service lives ended in the mid-1970s. All 31 ships in the class were built by Ingalls Shipbuilding Division of Litton Industries at Pascagoula, MS. Designed for the future installation of weapons systems and sensors not yet developed, and with an unprecedented attention to habitability, the result was a destroyer larger than many WWII-era cruisers. They were the first U.S. Navy major combatants to employ gas turbine engines as their main propulsion.

Highly specialized ASW ships, their primary AA defense is a point-defense missile system. The target of much criticism, many viewed the advent of the Spruance destroyer as a reversal of roles from the traditional destroyer, from hunter to hunted. Throughout the years, these ships have received a number of modifications and upgrades. Now, more than 22 years since the lead ship of this class entered service, Spruance Class destroyers have taken their rightful place as the workhorse of the U.S. fleet. Like the traditional (hunter) destroyers of WWII, their service as all-purpose fighting ships is marked with exceptional performance in a variety of missions.

**Building O'Brien**

This 1999 kit, from Fujimi, places all the latest technology on the O'Brien. It is a dandy, with clean crisp moldings and no flash. The parts consist of five trees of hard gray styrene parts, a metal "ballast" bar, and two decal sheets.

As is my habit, I separated and sprayed the parts while on the sprue. I painted the ships decks with Testors Gunship Gray, the hull and superstructure Light Aircraft Gray, and masts and exhausts Flat Black. Careful paint application  
*(continued on page 5)*

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IPMS/NCT ScaleFest 2005, Dallas, TX	May 21, 2005
<b>IPMS USA National Convention, Atlanta GA</b>	<b>July 20-23, 2005</b>
IPMS/Emerald City, OzCon 2005, Wichita KA	August, 2005

**Editor's Notes...**

Last month we had a practically painless election of new officers and began collecting dues for the next 12 months. Jeff Forster said he wanted to stay on in the role he inherited from Kenny Roady so he is our new president. Bill Delk likewise opted to stay on as secretary and Tim Robb "volunteered" to be our vice-president/program director one more time. Dave Orloff said that his regular job was causing him to spend too much time away from home to keep the job of treasurer so Ion Tesu was nominated and then elected to take over handling the finances of the club.

Our next meeting will be February 15, back at the Yarborough Branch Library and Tim Robb will present a clinic on making landing lights and formation lights for aircraft. Meeting time is 7 PM and don't forget to bring your dues money in case you are still owing.

Several of us made the trip to the CAF's CenTex Wing hangar down San Marcos way last month to look over some of the aircraft housed there. We got to witness a flyby of the three Yak trainers and saw a run-up of the P-39. Unfortunately that's all the P-39 did. Brake problems kept it on the ground so it was wheeled back into the hanger. We were able to look over the B-25 that was undergoing maintenance as well as the P-39 and the P-40N. We all had a great time, even though it was a chilly afternoon. We got some good detail pictures and Jarrod got some good interior shots of the B-25. Thanks to Bill Walsh and Ed Liscomb for setting things up for us.

MB

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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.

## Jeff's Musings

It's coming up on our February meeting and elections are now over. First, I would like to say thank you to every one for their trust and support over the last two years and the next two years. It means a great deal to me.

Among the things to think about in the near future is our sponsorship contest. Basically, we need members to go out and get people to sponsor our contest! For every sponsor a member gets, they will get a ticket entered in for a drawing. The more sponsors you get the more tickets you will have for the drawing. What do you get for all this work? The holder of the winning ticket gets a \$40.00 Gift certificate! I hope this will be a great incentive for everyone.

Please give your sponsorship info to Kathy Roady or Angie Forster. Kathy is running the sponsorship info contacts and Angie is taking care of the sponsor contest. Remember, our contest is April 30 at the new site on North. Lamar. I've dropped by to take a look and from what I saw I think it will work just fine, the Flea Market will be there with all the restaurants so that could be a plus.

I hope everyone is working on their white elephant project for the March Quarterly Contest. I'm looking forward to seeing everyone at this month's meeting. Keep on building!

Jeff

## ModelFiesta XXIV Set For February 19

Alamo Squadron's annual model bash, ModelFiesta XXIV is on tap for Saturday, February 19. Although not the first show in the Region, this is the first big Texas show and has always been a good one, attracting some of the best modelers around.

And it usually sells out all its vendor tables so it ranks right up there with the Regional and National shows for a good selection in vendors and occasionally manufacturer reps. As usual, it's going to be in the Live Oak Civic Center on Pat Booker Road.

John O'Brien is contest director. For more information, contact him at MFDdirecor@stic.net or 512 246-0831.

**Your 2005 Dues  
Are DUE**

## JEFF'S BOOK REVIEWS

By  
Jeff Forster IPMS # 30833

### MiG-21 SUPER PROFILE



This is a nice hardback book that's printed by Haynes Publishing Group. It has 56 pages and 70 photos, with a few drawings thrown in for good measure. I picked this book up from one of our local used book stores which has unfortunately gone out of business.

The book's first title is appropriately titled genesis. It looks into the aircraft that paved the way for the MiG-21's development. It has some wonderful shots of MiG-15s, 17s, and 19s. There are several pages of good color photos.

I haven't found too many books about the MiG-21 but this one is very interesting. Especially helpful are photos showing the MiG-21 in the colors the many different nations that used it. At the end of the book there are some charts showing the specifications of each model of the aircraft.

The historical content of the book is very interesting as well. I would give the book a fair rating for the pictures provided in the book. Jeff's rating ★★★

### How to Build and Modify Resin Model Aircraft Kits

By  
Richard Marmo

My copy of this book is a large format paperback look with 132 pages and a bunch of photos filling these pages. It is published by Specialty Press.



I've read several how to books and this one really stands out in a league of its own. The photos alone are worth the price of the book. The author takes you on a step-by-step process in building your model. Each chapter is full of wonderful revelations into the art of modeling. You'll recognize a lot of the pictures; they were taken at the 2000 IPMS/USA Nationals in Dallas.

(continued on page 10)



## Nathan's Classic Rides

by Nathan Perrine

Well gang, this month I am looking at two models from Revell's California Wheels series—the 1966 Chevelle station wagon and the 1967 Chevelle SS396. Both of these kits are definitely collector kits, the station wagon is the first actual station wagon kit since the days of the Hubley kits when they had a Ford station wagon kit. So, I will look at the wagon kit first. I am currently putting the SS 396 together but the wagon appears to be done the same way.



Here's what I like best about these kits. In the past I thought I knew how to build WITHOUT reading the instructions, so now that I am reading the instructions—and following them too, I might add, I have found something very interesting. As I was building this car and going as per the instructions, the first thing that is built, as usual in all car kits, is the engine. That's a given.

But what really caught my eye about these particular kits, is that only the BLOCK—which consists of the right and left engine halves, right and left cylinders heads, intake manifold, chrome valve covers and exhaust manifolds—is installed in the chassis. Right! The completed engine is not installed, and that's the way a real 1:1 car is assembled.

Next comes the interior, which is very basic with the option of putting in a console or not. Most kits of this kind usually have the console molded in, so this was a nice touch by Revell in case you want to build it without the console and make it a street racer or a high school hot rod. After the interior comes the body and chassis assembly, the interior is installed and the body and chassis are mated, and NOW comes the final engine assembly and the focus of attention is like a real 1:1 car, on the engine compartment. Watch Overhauled on TLC sometime and you will see what I am saying is true. Now we are ready to attach the

engine parts, the water pump is first, then the fan belt assembly consisting of the fan belt, fan and alternator. Then to the back of the engine the coil and distributor are attached. Now comes the radiator and upper and lower radiator hoses and the chrome air cleaner.

Remember the chassis? I did it a little different from the normal way, I built the chassis up even before the engine, and it is a very basic chassis, front end (custom lowered or stock), rear end and exhaust system and drive shaft all mated to either custom 17" wheels or stock Rally Wheels, then all the chrome is added and the custom decals or whatever is desired, in my case I painted the body first before beginning assembly, everybody has their own personal style for building. I have always been a paint it first guy, and I build from what ever color I painted it. In this case on both the wagon and the SS 396 I painted them the same color scheme, as they are part of a race team I am building.

Another thing I like about these kits is there is very little flash or anything more to prepare to build them than soaking them in a detergent to remove the residue from the mold to have the paint adhere, and paint it the color you desire and I use Tamiya colors because it dries so fast and I can begin to work on it, although now I generally let it dry or cure for a week or so before beginning. Since I have been using model building as a kind of therapy since my accident on May 31, 2004, I am only able to work on a model for about 3-4 hours at a time so when I paint something it is given the proper time to dry and it usually turns out much better than my models used to look, now they are looking much better.

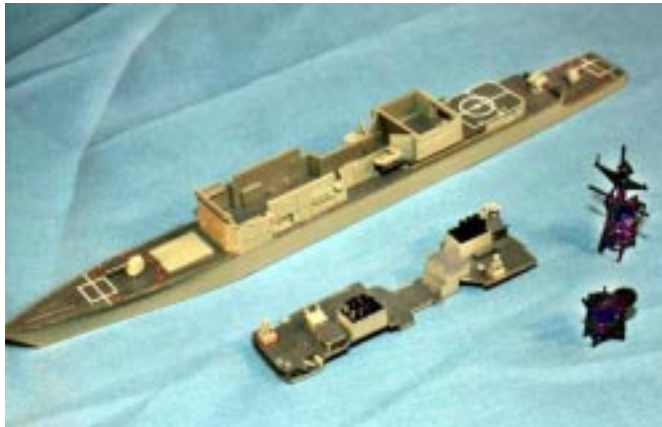


The wagon is, for the most part assembled exactly the same way as its counterpart SS 396 coupe, but I did notice that the engine is done the old fashioned way of the entire engine is assembled and put into the chassis and then the front end is assembled BEFORE the chassis is attached, for my taste I like the way the previous SS 396 was done.

Here's what they have to say about the wagon kit and the station wagon in general. Wagons are cool, however that wasn't  
(continued on page 10)

*(USS O'Brien continued)*

at the start of a kit like this saves a ton of masking down the road. Following directions, step one assembled the ship's guns, turbine cooling, and exhaust housings. Two parts make up each of the cooling housings. A separate decal sheet has vent details to apply to all four sides of each structure. Each exhaust structure is made up of nine parts including separate tiny stacks. Fit was perfect and only minor sanding and touch-up completed the assemblies.

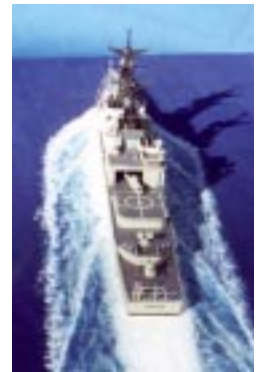


In step two I mounted the stacks and other components on the superstructure deck. I also assembled the superstructure and flight deck out of individual bulkheads and decking. Careful alignment left little to clean up. I posed the hanger doors open because I wanted to show the helicopter as it was emerging from the shelter.

Next, I secured the superstructure, and other major assemblies onto the hull piece. I kept the top deck separate to ease decalling and adding PE rails. With the hull basically complete, I applied a coat of clear gloss over the entire ship. Decals for the kit include extensive deck warning striping, flight deck, and bridge windows. These were large sheet decals with plenty of clear area so I was afraid of silvering. I applied Future acrylic floor polish over all decal areas. I then applied the decals. So far, so good. I then applied more Future over the decals and, when dry, they looked painted on. The bridge window decals were a particularly nice touch.



The ship was now ready for the PE railings. Actually the ship was more ready than I was. I had sprayed the PE with the ship's colors. The Eduard PE is finely done and extremely delicate. I started with the top deck. It has been a while since some aspect of modeling has kicked my behind. This was it. After a full night of experimenting I finally got the right combination of magnification so that I could see what I was doing. After a few tries, I could actually cut the railings from the fret successfully. I could not bend the rails to fit (as I would in 1/350 scale PE) on the first few attempts. Suffering my whimpering, I was given some much needed encouragement and advice. I saw improvement in the next few sessions and got the railings done. Not pretty but done. Whew!



I then assembled the ships masts, SH-60B helicopter and remaining items. The final step in the directions added all the remaining items onto the hull. Boy, I wish that I had added all these prior to the PE. PE 1/700 railing are delicate and, despite my care, received some damage. I used CA to add the mast structures, antennae, Harpoon launchers, and helicopter.

Then the ship went under the magnifier again to straighten out all that bent PE. At this stage I noticed that the flight deck looked pretty bare without any safety webbing. All I had was railing. Well, what the heck. I constructed webbing out of the railings as best I could and applied them. Hey, a few days ago I couldn't even cut this stuff off the fret! What do you know? A little dry brushing and touch-up and she was done. I painted a water scene using acrylic Navy Blue, White, and a touch of Turquoise. I tacked the ship on with a touch of glue and took it out in the sun for some photos.

**Conclusion**

This kit builds up to a really nice looking model. The numerous detailed parts fit well and, with careful painting, make a convincing Spruance class destroyer. I think average modelers would have a great time building up this nice kit right out of the box. More advanced modelers should add PE railings to add that level of realism. I think my next crack at 1/700 PE should go a lot smoother having this one under my belt.

I thank HobbyLink Japan <<http://www.hlj.com>> for this review sample.

*Richard*

**References**

*Modern Naval Combat* David and Chris Miller (Salamander Books Ltd. 1986)

*The Dictionary of American Naval Fighting Ships Online*  
<<http://www.uss-salem.org/danfs>>

OOB Kit Review by "Bondo" Phil Brandt IPMS 14091

## Czech Model 1/48 F3D-2 "Skyknight" Kit Number 4814, \$55, Squadron



### BACKGROUND

The F3D "Skyknight" was Douglas Aircraft's response to a 1945 BuAer requirement for a carrier-capable, twin jet nightfighter to shield the fleet. The BuAer specification was driven by 1944 Naval Intelligence concerns that Japan would upgrade their bomber force with German jet engine power, thereby upping airspeeds into the 500 MPH range. First flown in 1948, airframe development continued into 1950 when the first operational bird was delivered.

The blunt, unlovely lines of the Skyknight were dictated by early radar requirements. Ungainly external radar antennas on WW II aircraft worked, but came with significant drag penalties. Dish antennas were just as efficient, but had to be large to produce a desirably narrow beam width.

Like many other American naval jet aircraft of the time, the Skyknight was plagued by the use of low performing Westinghouse engines. The poor performance of these engines came to a head with the F3H Demon, and subsequently Westinghouse abandoned the jet engine business.

The F3D could do its job, though, and in 1952 Korean War service made the first nighttime jet-to-jet kill (Yak-15) as well as the first nighttime MiG kill (MiG-15). Although the Skyknight was quickly bypassed by the rapid aircraft developments of the Fifties, it soldiered on, into the Vietnam War (as the EF-10B) until retirement in 1970.

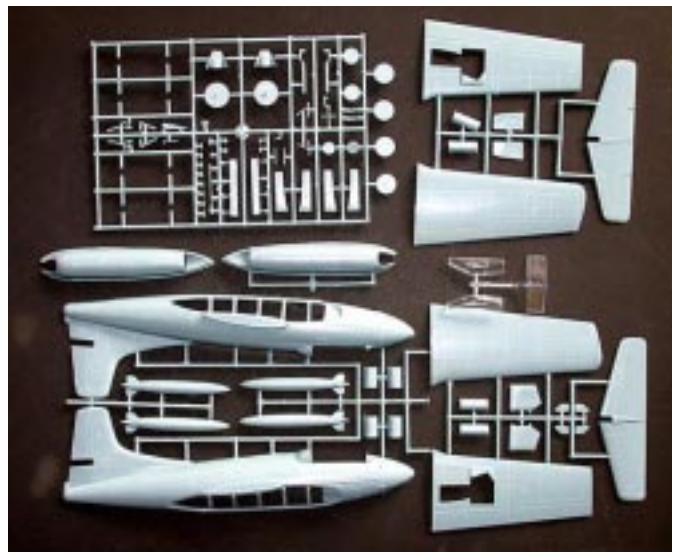
### THE KIT

It was with some personal sadness that Bondo acquiesced to the inexorable advances in model aircraft technology, plunking down the bucks for this admittedly very nice release, because on his "to do" shelf had sat the not-bad Collect-Aire resin kit of same...for at least three years and at almost three times the price. Another Ebay collector's item. But, I digress.....

Czech Model is, as "Uncle" Jules of Classic Airframes is also doing, getting with the program as far as giving modelers eclectic and exciting new releases.

### MOLDING

The injected Skyknight is well molded, with minimum flash, but somewhat more aggressive engraving than, say, Tamiyagawa. Surface texture is glossy which has been said (on another modeling forum) to be evidence that the raw plastic's oil content is too high. Now, this curmudgeon may have a forty-five year old chemistry degree, but he doesn't know the square root of Fox Alpha re this supposition. I do know that the modeler would be well advised to wet sand up through at least 600 grit before priming. The wealth of the kit's resin components (by True Details) makes all the difference, elevating what might, in this Golden Age of Modeling, be an average release to be competitive with the Big Dogs.



### FUSELAGE/WINGS

The wings are formed of four major pieces and simply butt-joined onto fairings extending from the fuselage halves. One could hope for a stronger interlocking mechanism such as dowels or tabs, but noooooooo.... I think I'll install some plastic through-tubing to add substance to the assembly. Flush flaps and ailerons are molded into the main wing sections, so you're on your own for positional ones. Kit wingfolds are nonexistent.



### COCKPIT/CANOPY

The cockpit proper is all True Details, all the time...and very, very nice. A monolithic tub, complete with aft avionics shelf, side/center consoles and separate, petite vertical canopy supports, combine with the separate, properly "busy," large instrument and sidewall panels. Instruments are represented by slight circular depressions, but



you'll have to add the instrument faces. For a kit that's more than hefty dollars, I really would like to see a PE panel with instrument film. Side-by-side seats are properly reproduced—they're different—but there are no molded-in belts or PE ones. In any event, I'm sure it won't be too long 'til good ol' Eduard comes out with a magnificent color PE upgrade fret for this kit. Lessee, if I knock this kit out tout suite, that'll guarantee that the Eduard product will be released the following week!

The large, three-piece canopy is thicker (especially the curved side portions) than we're used to seeing in not only late-model Tamiyagawa kits, but even old Revellogram ones. I'll bet True Details comes out with a vac'd one. Come to think of it, why didn't they do that this time?

**ENGINES**

Separate, side-mounted engine nacelles have built-up (two-piece) intake and exhaust trunking, with separately molded compressor and turbine faces. The split trunks always create a seam sanding problem, unless seamless Evergreen tubing (or thin-wall brass) of proper diameter can be found. I did this on the Roden Mohawk, and the procedure worked well.

**LANDING GEAR**

The landing gear will need more than a little seam cleanup, and the relatively thick spigots, so typical of limited run Euro kits, will require extra care when removing the small parts...and there are five individual ones on each maingear strut, two on the nose! Two-piece wheels are excellent, with fine detail; the mains even have triple discbrake calipers. All three resin gear bays have very petite structural details and wiring/plumbing

representation. All injected gear doors have decent inner structural details.

**WEAPONS AND WEAPON BAYS**

Weapons? We ain't got no steenkin' weapons! Unless, that is, you count the four cannon ports in the nose, which will need drilling out, and thin tubing glued behind to give depth. Under the wings hang two external tanks. Unfortunately, all pylons have sink marks.



**DECALS**

Beautiful! A very large sheet of thin, perfectly registered markings and stencils enable the modeler to do any of the three versions colorfully pictured on the back of the box. There are more stencils, black and white, than you could ever hope for.

Note: I have always wondered about the shade of squadron markings on the Korean War overall black Marine nightfighters. Some pix I have portray this shade, at least on Tigercats of the same unit, as more "orangy" than the dull red provided, and this is the shade I did on my F7F-3N. However, the questionable (to me) dull red shade on the Czech Model sheet has also shown up on other manufacturer's nightfighter decal sheets as well as on the incorrect Monogram early—86D sheet—I've seen the real thing, and it's bright red. The dull, dark red on the Czech Model Skyknight sheet also seems to match the red bars of the national insignia, and this elderly modeler has his doubts about that, too.

**INSTRUCTIONS**

A four-page pamphlet with excellent perspective drawings, but mostly no-text, gives color hints as the builder moves along. The profiles of all three possible versions are portrayed in shades of gray (full color on the back of the box) with complete marking and stencil placement guides.

**WRAP-UP**

A very fine kit of a much-desired—well, I guess not as much desired for some as another interminable Luftwaffe "yawner"—post WWII jet! Now, let's see an aftermarket wingfold set so I don't have to do my scratchbuild schtick.

*"Bondo" Phil*



by Rafael Power

## Bears in the Web

Russia has always been a point of intense interest with modelers. The breakup of the former foe into smaller independent states created more new air forces, navies and airlines. This keeps us occupied with an overabundance of choices for our hobby. A formidable arsenal of subs, aircraft and missiles is still to be discovered by model manufacturers.

For Russian aviation enthusiasts and modelers the following sites maybe of interest:



[www.aviaworld.com](http://www.aviaworld.com)

A Military Aircraft Photo Gallery with many Russian aircraft in service with several countries. Not too bad although some photos are a bit grainy.



<http://www.mig-21.de/Default.htm>

Home of the MiG-21 aficionado, this German website (in German & English) has a lot to satisfy your modeling needs. From the early MiG-21F up to today's upgraded MiG-21-93 version for export, there are up to the minute news on all operators flying Fishbeds and Mongols. If you are searching for reference material for your model kit, this is a good source of details, drawings, photos, history to keep you busy.



[www.milavia.net](http://www.milavia.net)

[http://www.milavia.net/aircraft/mig-21/mig-21\\_pics.htm](http://www.milavia.net/aircraft/mig-21/mig-21_pics.htm)

A very good photo collection of global warplanes with a good dose of MiG-21s worldwide. The Milavia site comprises photos

from official and private sources. From Afghanistan to Zimbabwe and everything in between are there. This is not just a collection of early bare metal Fishbeds and Mongols. Rather, it's a gathering of airpowers flying the MiG-21 in all sorts of camouflage and marking combinations. This includes the license-built Indian Hindustan, Chinese J-7 and the Romanian Aerostar Lancer. You will also find MiG Floggers, Fulcrums; Sukhoi Fencer, Flanker, Frogfoot and Tupolev types. Although not part of this review, American, European and Asian aircraft are also covered.



[www.samolet.co.uk](http://www.samolet.co.uk)

Russian Aircraft Camouflage & Colors

If you are looking for camouflage schemes and markings of most contemporary Russian warplanes look no further. Samolet offers full color three-way camos of first generation Farmer, Fresco and Fagot fighters. This is followed by second generation Fencer, Fishbeds, Fitters, Flagons, Flankers, Floggers, Fulcrums and a dash of non-MiG helos, etc. For fans of the pre-WWII warplanes there a nice selection of different I-16 "Rata" in different operator color schemes. There are also unit patches, walkarounds, wallpapers, airshows and more. Start downloading the camo schemes before they disappear. Enjoy!



<http://www.airforce.ru/modelism/index.htm>

A very interesting a model site with a large amount dedicated to Russian armor, aircraft with other subjects. Although in Russian, you will find interesting photo reviews, detail photos and galleries.

I haven't covered tanks, ships, submarines and other military and commercial transport on this column. However, some will be added soon. Tank websites alone can fill this newsletter for the rest of the year with more sites popping up. In all fairness to my fellow armor and ship modelers, I will be exploring these areas.

*Rafael*

Next month: Hodgepodge time

(Editor's Note:

Here's another good site. <http://vvs.hobbyvista.com/> is devoted to modeling aircraft of the Soviet VVS from 1930-1950 and is build around Eric Pilawski's book Soviet Air Force Fighter Colours, 1941-1945. The site features photo galleries, archives, and research. There is easy access to Pilawski's book section. There is good matgerial here for Russian colors and camouflage.)

*Editor*





## Hasegawa's 1/32 Ki-84 Hayate (Frank)

OOB Review by Milton Bell, IPMS 16702

The Ki-84 Hayate (Gale), allied code name Frank, was the Imperial Japanese Army Air Force's best fighter of WWII. It gave the Mustangs, Hellcats, and Corsairs fits and for a time gained a measure of air superiority in the skies over China. It entered production in early 1944 and was deployed to all combat areas of the Far East. Near the end of the war it was especially effective in the defense of the home islands. However, the almost incessant bombing by B-29s of Nakajima's production facilities limited its numbers. Still, with 3500 units built, it was the third most produced fighter of the war, ranking just behind the Zero and Hayabusa (Oscar).

OK, it's not my scale but in this case I just couldn't resist. This new kit of the IJAAF top fighter was just too good looking in the box to resist. Besides, I built the 1/48 version a few years ago and really liked the way the model went together and liked the looks of the airplane.

I think this is the best WWII 1/32 kit that Hasegawa has yet produced. It has very good interior detail with "deep" detail on the sidewalls plus a really well done instrument panel. For the most part, the same features that made the 1/48 kit so good are present in this bigger version—maneuvering flaps that can be shown open, fuel tanks with detailed braces, a nice eight-piece representation of the Homare engine that can now be easily wired. There is a very substantial looking spar that attaches inside the wing for strength and to ensure correct dihedral.

Gone—thankfully—are all those vinyl inserts that held the landing gear, tanks, etc. in the 1/48 kit. Now the only use for the inserts is to hold the seven piece prop/spinner to its shaft.



Naturally, all panel lines are engraved but there are numerous areas of raised details and these are very well done. It's obvious that other versions of the Frank are planned. The panel housing the gas vent for the two cowl-

mounted 12.7mm guns and the central part of the cowling are separate pieces so I expect to see the later version that replaced these with 20mm cannon. It's also possible that a prototype with broad rudder will be seen or a version with the upward firing 20mm. Certainly the latter isn't outside the realm of good scratchbuilders.

There is an optional cowl flap assembly that shows the flap linkages if you want to show the model with open flaps. In either case, there are six pieces for the exhausts.



As mentioned earlier, the instrument panel is well detailed with raised details on the instrument faces. If you aren't a fan of dry brushing, there are two decal options—one with black background and one clear. The instrument panel is only one part

of the 22 pieces that comprise the cockpit. The side walls have very good crisp and deep detail. Only the throttle quadrant is a separate part. The only thing missing is a set of seat belts. (Editor's Note: Eduard has just released a set of 1/32 IJAF colored PE seat belts. Looks like enough belts for two or three models.)

A four part pilot figure is included and you can dress up his outfit with some decal buckles for the parachute harness. The chute is molded in as the seat "pad."

There are decal markings for three aircraft plus a sheet of white underlayment in case the yellow markings show through. All three aircraft were IJA dark green with pale gray-green undersides. Remember, Franks generally sported light green props!



Is it perfect? No, but it's very good. My example had a small heat sink, easy to fix, on the right horizontal stab and all the control surfaces have an exaggerated fabric support structure. Greg Springer suggests filling these in with Mr. Surfacer 500

and carefully sanding them down. And I would have preferred a seat with no pad nor molded in parachute. I suspect the resin and PE makers are already at work on extras for the kit.

This is a good kit, especially considering what else is out there and the prices of large scale kits these days. I recommend it.

Milton

*(Jeff's Book Reviews) continued*

Chapter 2 is a good eye opener. It will take you on a trip learning the proper use of all kinds of tools. I don't know about everybody else but I'm a gadget kind of guy, I like to use all kinds of gadgets and this chapter definitely raised the level a notch or two for me. The author takes you on a whirlwind tour of a large group of tools.

The chapter on airbrushing is also quite interesting. The author explains the differences of several types of airbrushes as well as all the possible sources of air to run them.

The fourth chapter is unusual in that it covers the math used in modeling. The author really gets into the math here. The chapter on paint is also very interesting. The two chapters on building a resin model are quite detailed and lengthy, you're sure to pick up a few pointers from these chapters. The chapter on conversions is really great. The author uses a P-38 as a subject for this one. Another good chapter to check out would be chapter 10—Dioramas and Vignettes, the author uses an old Revell Huey Cobra and builds a Vietnam style setting. The last chapter covers selected sources with address and web sites for all kinds of companies.

This is truly a fine book to add to your reference library. I would give it a great rating for future buyers. Jeff's rating ★★★★★

*(Classic Rides continued)*

always the case. In the '60s, when all of the American car manufacturers had at least one wagon in each size model lineup, they were nothing less than behemoths at best.

They would usually be relegated to the last page of a brochure and typically in a scene with a mom and a bunch of kids or a fellow with his sleeves rolled up loading some nondescript boxes or cartons in the back. Never with the girl in the bathing suit waving from the colorful sailboat. No respect, indeed. These days however with SUVs (Sport Utility Vehicles) riding high on the popularity charts, the long straight roof look is not so dated, after all.

For 1966, Chevrolet offered wagons in small, medium, and large sizes. The Chevelle owned the middle slot, the two-door wagon available in the car's first two years on the market, 1964 and 1965, better known as the Handyman was suddenly gone from the lineup and the better selling four-door version remained.

Two trim levels were offered, the 300 Deluxe and the upscale Malibu. Although the option sheet showed both wagons being available with either six or eight cylinder engines, the 283 or 327 V8s were found in most. Governments mandated safety equipment came along in 1966, making items such as padded dashboards and sun visors, dual-speed windshield wipers and backup lights standard fare. Popular options of the time included a power tailgate window, tilt steering wheel, AM-FM radio and rooftop luggage rack.

Station wagons were designed with heavier duty components such as a reinforced frame, a stouter transmission, and larger wheels and tires. This was done in the name of load-carrying capacity, rather than performance.

Most of the good go-fast options were followed by the words "NA on wagons". Chevy didn't offer the Super sport package for the wagon lineup, although it would have been cool if they did. Restored examples of wagons from this era that are seen at car shows today often have modern engines, brakes and suspensions rather than the whitewall tires and the faux-woodgrain trim of the originals.

Revell thought it would be a lot more fun to include some items that Chevrolet didn't offer on the '66 Chevelle wagon, but perhaps should have; things like the ground-pounding 396 engine, a 4-speed manual transmission, disc brakes, and large diameter wheels with low-profile rubber all around and the classic SS hood. Add some wild graphics and a slick paint job and you have a hot hauler to go to the beach in or to Saturday Night cruises.

(The foregoing was provided in the '66 Chevelle station Wagon kit, and is much appreciated since I didn't have ANY history on the station wagon. Thank you Revell.)

Til next time,

*Nathan*



Jeff Forster gets the lowdown on P-39 landing gear.



Starting up the P-39 for a flyby that never happened.

## Old Rumors & New Kits

If you've been to any of the local hobby shops lately, you have surely seen some new kits. We are well into the first quarter so it's not surprising that the new kits are finally arriving. And there are some announcements of new things as well.

Classic Airframes and MPM just announced another joint venture. No release date was given but they plan on entering the 1/32 aircraft market with an F2A-3 Brewster Buffalo. CA will release one in Midway and one in RAAF markings while MPM will do some other "variants." That's about all I know at the moment.

The MPM group, which includes CMK, Azur, Special Hobby, HHL, and others, has announced the following kits in 1/72: Lockheed Hudson, Fokker D.XXI (Finland version), Fiat CR 25 light twin transport, Junkers W34Hi monoplane, Fiat G. 55 Centauro, and in 1/48 an F2A-3 Buffalo! Looks like we're gonna to have Buffalos! The Buffalo may be out this month.

Also in 1/32, Revell's (RoG) He-162 Volksjaeger has finally found its way across the Atlantic! This dandy little kit has been out in Europe for some time now and not just a few folks have been wondering what the holdup was for stateside distribution. But now, I hear that it may show up locally this month. I've seen photos of the model and the kit and it's just the right kind of subject for 1/32!

CA's Vampire FB Mk. 5 is out and the finished model looks very nice, certainly better than the old Hobby Craft kit that can barely be called a Vamp. The resin interior is especially nice and the fit seems to be good, especially with an improved wing to fuselage joint. The kit has some very nice decals as well.

Coming soon, perhaps by meeting time, is the Hasegawa P-40E. While I haven't seen the kit, I have seen a copy of the instructions on the Internet and I'm very impressed. It's a "gotta have" kit. It's obvious from the design of the kit that several future models of the P-40 are planned. Hasegawa has already announced a P-40N but I expect a K and possibly an M as well as a D. From what I can see on the instructions, the kit features individual paired exhaust stubs, a separate tail that apparently breaks along a panel line, and some other type-specific options. I expect a typically well molded 1/48 Hasegawa kit that will be priced under \$30.

Speaking of 1/48, those new armor kits from Tamiya are really nice. What began with accessories for aircraft kits has blossomed into a series and it appears to be growing. From the Kubelwagen on to the M4 Sherman, these kits have typical Tamiya fit and detail. The latest pieces have cast metal hulls that give a lot of heft to the model. One feature on the Tiger that I didn't care for was the molded in tools. That's not really a problem, I just like to finish both sides of those kinds of items. On the just released Sherman however, the pioneer tools are

separate and should finish out just right. Tracks are styrene in the length and link style and aren't bad. I have noticed that a Hellcat and Sturmgeschutz is in the works so maybe Tamiya will stick with the series for awhile. I sure would like to see a review of the Sherman.

If you want something in a slightly larger scale, check out the Hasegawa 1/24 Kubelwagen Tp. 82. It's not quite as large as those 1/16 monsters but you should be able to pack a lot of detail into the model. Looking back the other way, Dragon has released a 1/72 kit of the T-34 76, 1940 version. Haven't seen it, but it should be a nice kit.

Back in the "standard" armor scale, Dragon has reissued their Sturmgeschutz 3 Ausf.B, and their Js-2M ChZk. Eduard has some turned barrels for the King Tiger and Jagdtiger Dragon kits as well as details for the LCM 3 Trumpeter kit. Voyager, a China company, has some good looking and pretty complete detail sets for the M2A2 Tamiya kit, the King Tiger Porsche Dragon kit, and the Sdkfz.251D w/KwK 75mm Dragon kit.

Look for the Dragon T-34/76 German Army and Trumpeter's French and German Hotchkiss tanks next week, maybe by meeting time.

As usual, Eduard has some new PE detail sets, particularly interesting are four sets for the Academy CH-46 kit. In addition Eduard has a set of Italian WWII seat belts—first ones I've seen—German Radios, and WWI wheel wire discs. All are in 1/48 of course. In 1/72 Eduard has a set of TBM-3 Avenger bomb bay details, a Color Etch Zoom set for the TBM, and German WWII Color Etch radios.

If you are planning to build one of Hasegawa's excellent Macchi C.202/205 kits, you can certainly use the Eduard Italian seat belt sets and you may want to check out a new book from Ali D'Italia book on the Macchis. There is some text but it's mainly filled with some of the best color profiles I've seen.

The same publisher has a nice little book on the Breda BA.88, the Italian light twin fighter. There are plenty of photographs as well as color schemes. Now where is the Eduard kit?

Kagero, the Polish model book publisher, has three new titles out; the 345th Bomb Group Vol. 1, Richthofen's Eleven; Jasta 11, and Junkers Ju-88 Vol 1. The nice thing about Kagero, they usually include a sheet of decals in at least two scales with each book.

I've heard that Tamiya's Extra Thin model cement may not be imported in the future. Seems they have run afoul of California's environmental laws. The supply that's on the shelves may be all we have. Also, look for a \$2 increase in the cover price of Squadron's "In Action" book series. Future prices will be \$11.95. That's all for this month. See you in San Antonio on February 19.

Milton