



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

January 2005

SPRUE EXAMINER



1/48 OV-1D Mohawk Scratchbuilt Conversion

by “Bondo” Phil Brandt
IPMS 14091

BEGINNINGS

As so often happens when the staff at Bondo Industries goofs off for extended periods on its backlog of Collect-Aire kits, an injected kit of same is released, instantly sending another expensive, C-A “investment” into the Obsolete-For-Collectors-Only pile.

Well, it’s happened again, this time with the release of the IMO very nice Roden A-model Mohawk of Southeast Asia vintage. As y’all may know, this curmudgeon usually prefers the definitive version of any weapons system. I was intrigued by a colorful OV-1D article in Smithsonian Air&Space, especially the overall gray color with tacusan—that’s “lots of” to you who have never travelled to the Land of the Rising Sun—black walkways and heat shielding; nice contrast. Yeah, yeah, I know; Roden announced a D-model sequel, but with no firm release date, as far as I know. Since we older folks don’t have as much time on earth, three

months ago I decided to jump the gun and take my chances with a homebrew D.

This project wasn’t exactly rocket science, and the work was greatly helped by extra, unannounced D parts on each Roden A-model sprues; ya just gotta know which is which! Each Roden A wing was extended three scale feet at the wingtip, a beeg SLAR pod was cloned from the Collect-Aire kit and hung from the right side, there were changes to the instrument panel to accommodate the new sensor suite, and under the right wing is carried a “Hot Brick” IR jammer pod (for countering IR missiles such as the Soviet SA-7 “Strella”) such as I saw in the flesh circa 1990 at the Bergstrom AFB Airshow. Rather than countering IR. We TAC Vark pukers always believed in the “speed saves” credo—we did carry exotic radar deception jammers such as the ALQ-94, as well as chaff and flares, but the ol’ Mohawk’s simply not capable of a whole lot of smash.

A slight “speed saves” digression, if I may: circa 1972 at Takhli AB, Thailand, initial homedrome of the F-111A SEA force, the wing commander held a confidence demo for the

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2004 Show Schedule

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
IPMS/NCT ScaleFest 2005, Dallas, TX	May 21, 2005

Editor's Notes...

I hope everyone enjoyed the holidays and is looking forward to 2005. Our first meeting of the new year will be Tuesday, January 18 at the Yarborough Branch Library on Hancock Drive. Meeting time is 7 PM. Don't forget that we are invited to a special day at the CAF Hangar in San Marcos on Jan. 15. More details in this newsletter.

Our main order of business is to elect a new slate of officers and begin to collect dues. Every officer has served the two year limit with the exception of our secretary Bill Delk. So, think about who would be a good officer to lead ASMS for the next couple of years. For that matter, maybe it's you.

In case you missed it, we had a well-attended Christmas Party back in early December. I've no solid figures but there were 45 registered "gifts" for the exchange. Assuming that half those who brought gifts also brought a significant other, we had close to 65-70 people in my house. Whatever, it was wall to wall people!

We all had a good time and there was plenty of food. Now it's time to get back to the business of model building and preparing for our April 30 show. That's just over 3 1/2 months away and it will be here before we know it. If you are asked to serve on one of the committees, please do so. A successful show depends on the input of a lot of people and the commitment of the entire club. We've had good shows in the past and we want this one to be the best! See you all either Saturday in San Marcos or Tuesday at the Library.

Milton

ASMS Officers for 2004

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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.

Crockett Throws Another Curve; They (We) Are Moving!

Bruce Burden had a surprise call from the operators of Crockett Center, the site of ASMS' local model show for the past several years. Apparently, Virginia College has decided to take over the entire building. This means that Crockett Center—if the name remains—will be moving.

The new location is on North Lamar at Braker Lane, the site of the old Sam's Club and more recently a "flea market."

The building is much larger than the US 290 location with over 100,000 square feet. This is being subdivided with about 33,000 going to the display area that will be available to us. There is plenty of parking and good access to the rear of the building for vendors to unload. Lighting is about the same as we had at Crockett Center. As is usual with modern "open" buildings, there are columns but we have worked around these obstacles for years.

According the Bruce's caller, the Crockett relocation is to be completed about March 12.

We will have to rework some letters and flyers to reflect the new location. We have a signed contract so our rates are locked in for this year. Next year will be a different story. (No word on bathrooms but I assume they have some that work.)

JEFF'S BOOK REVIEWS BY Jeff Forster IPMS#30833

I've got two great books for review this week. The first one is titled,

Nagasaki 1945

By Tatsuichiro Akizuki

I'm sorry I can't include a picture of this book but it seems I've got it packed away or passed it on. Needless to say, I found it very interesting. It's a fantastic hardback book with 158 pages including four pages of photos. This is a story told by the author who was a doctor in Nagasaki when the atomic bomb was dropped.

By a miracle of fate he survived the bomb blast while most of the hospital was destroyed. Since the bomb had already been dropped on Hiroshima they had some knowledge of what was happening. You can imagine the chaos that was going on. You suddenly have hundreds of patients, most of your staff are gone, and you don't have much in the way of supplies. It was really horrible those first few days. At least 30,000 people died in the

first minutes of the bomb. At least three times that would die in the months to come. Three percent of those were military personnel, 13% worked in the war industries, 84% were ordinary people. The author worked himself into near exhaustion trying to care for all these people, as the days went by he received a small amount of supplies from the Japanese army. After the Americans arrived he started to receive help from them. If you were even curious about what happened in Hiroshima or Nagasaki after the bombs were dropped, I mean on the ground in a personnel way, then this is a really good book to read. Jeff's Rating - ★★★★★

ROLL CALL: THUD

A Photographic Record Of The Republic F-105 Thunderchief

by

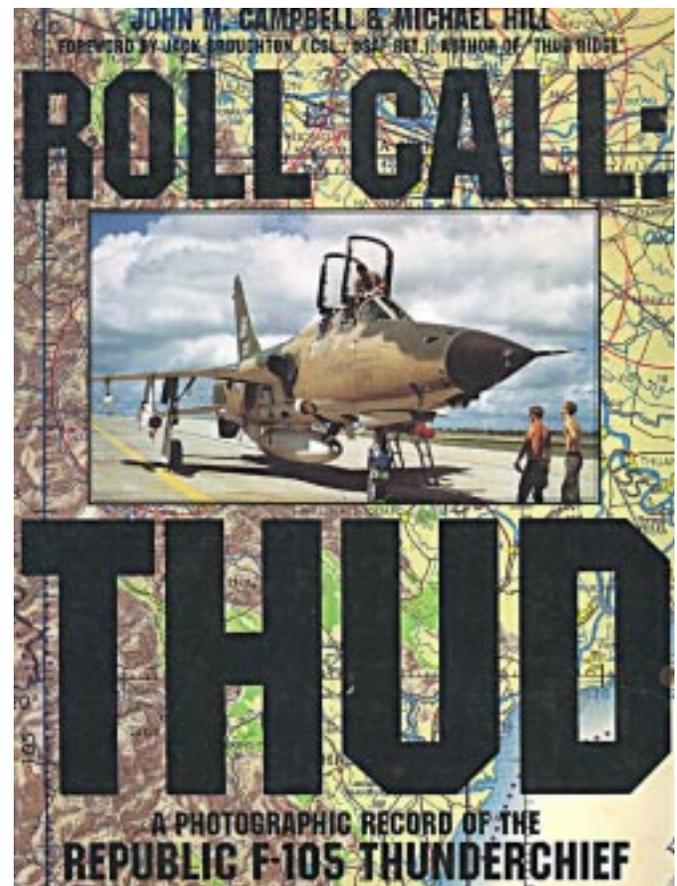
John M. Campbell & Michael Hill

forward by Jack Broughton (Col. U.S.A.F. Ret.)

This book is a really nice coffee table sized hardback. It's published by Schiffer Military/Aviation history. It contains 176 pages with 974 photographs, most of these are in color.

This book is a really great reference book. It isn't a history book as one might expect. There are no war stories or chapters of dialog. What the authors have done is give a history of each and every F-105 ever built. The authors give such information as

(continued on page 10)



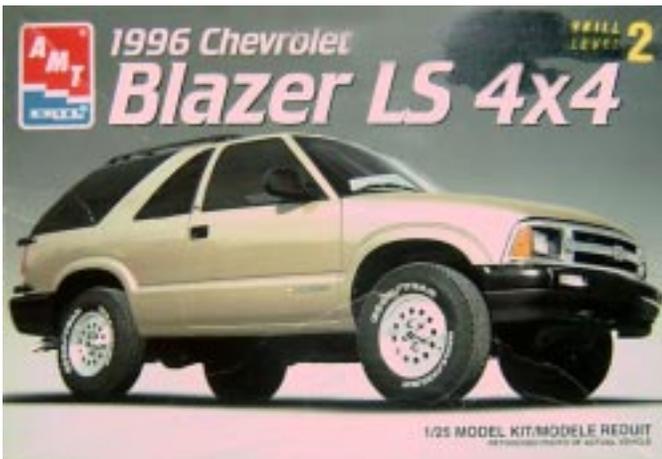


Nathan's

HISTORIC RIDES

by Nathan Perrine IPMS 40167

This month I am looking at a couple of kits that I may have already reviewed but not like I am reviewing them now, I am speaking of a conversion using two almost identical kits to make one very unique one. The kits are both 1996 and are both Chevrolets, one is a Blazer and the other is a S10 Extreme pickup, and they are both from AMT/ERTL, so the conversion wasn't too difficult. I took the Blazer and the components to make the S10 into an Extreme Pickup and added them to the Blazer, it required a bit of shortening the chassis of the S10 to accommodate the Blazer.



I have built several different versions of the S10 Extreme and the only drawback in the kit is that the wheels don't fit on the spindles and it usually requires a lot of sanding to get the wheels to mount on the spindles properly, I had to cut off a fair amount of plastic to get them to even attempt to fit. I like the kit except for that and so I decided to try to build a replica of the Blazer Extreme, the parts from the Extreme pickup fit pretty closely and the interior for the Blazer was just right for the conversion.

Here's what they said about the compact SUV (Sport Utility Vehicle) Blazer, it will blaze a trail where other cars fear to tread. That's because the 1996 Blazer is not really a car at all, underneath the suspension and platform is an S-series truck with high-ground clearance and optional 4-wheel drive.

Chevrolet virtually invented the compact SUV market in 1983, when they introduced their S-Blazer, based on the light duty S-series compact pickup. The K-Blazer was their larger SUV, introduced in 1969 and based on the full-sized pickup. The biggest SUV in the Chevy line is the Suburban, with a history that goes back to 1936.

For the 1995 model year, Chevrolet completely redesigned the Blazer with a brand new aerodynamic body style that looks a lot like the very popular S-series pickup. At the same time, they redesigned the K-Blazer, renaming it Tahoe. For this reason, the S-Blazer simply became, The Blazer.

For 1996, the best had gotten even better with the addition of the Vortec 4300 series V6, which is standard equipment in the Blazer and pumps out 190 horsepower @ 4400 rpm and 250 foot pounds of torque @ 2800 revs from its 4.3 liters. The Blazer's 4-speed automatic transmission transfers power to the rear wheels to conquer steep grades, or press through the deepest snow or mud. This was said to be the best compact SUV Chevrolet ever produced in 1996.



The model kit specifications for this kit are:

type: 4X4 LS, 2-door

Engine: 4.3 Liter, Vortec V-6

Features: Highly detailed 4x4 LS trim package, Goodyear Wrangler tires.

Transmission: 4-speed OD automatic-electronically shifted.

Wheels: Stock cast aluminum

Interior options: New driver-side air bag style steering column, bucket seats and center console. Separate gauge cluster allows for easier dashboard painting detail.



**Fireball Modelworks-
1/32nd AH-1G Huey Cobra
Anti-Strella Kit and Tailfin**

Part# FM32-001ost: \$12.00 plus \$5.00s/h

Reviewed by Floyd S. Werner, Jr.

IPMS# 26266



What is the sexiest aircraft ever designed? There are many answers to that but one that is often overlooked is the AH-1 Cobra attack helicopter. I may be biased a bit as I flew three Army versions of the Cobra in my time. Granted the Marines have been able to add ugly bulk to it, but the basic Vietnam-era design is sleek, powerful, and deadly. Thirty-six inches wide at the cockpit the Cobra is as deadly as its namesake. With the re-release of the Revell AH-1G the venerable kit is again readily available. The one big drawback of this kit is that the kit as molded only allows you to do the earliest versions of the AH-1G. It was proven that by moving the tail rotor to the right side of the tail boom that the tail rotor was more effective. This modification was on all later Vietnam-era Cobras and beyond.

Until now you have had to scratchbuild this tail, which was beyond most modelers, but thanks to Fireball you can now have

a late Vietnam Cobra with minimal work. My example was bubble free and absolutely gorgeous. You get seven pieces of resin to replicate the toilet bowl (Anti-Strella) exhaust, the regular exhaust pipe, the intakes on the engine panel, and the tail fin. The whole set is cast in a white resin that is superbly detailed and designed to fit on existing kit panel lines. The instructions are on an 8x10 piece of paper that is adequate for the job. The instructions offer hints and tips to mate the set to the kit. The detail on the tail is exquisite. The tail even includes the stiffening rivets found on the real thing.

As a Cobra driver, I have to say that this set is greatly overdue. Fireball has produced a wonderful conversion set and now an example of a later Vietnam-era Cobra can be built by anyone with a little experience. Let's hope that this is just the beginning of a flurry of Cobra items for the Revell kit.

I highly recommend this set without reservations and not just for the helicopter modelers. If you haven't seen this kit it is very nice and with this set it will be even nicer.

Floyd

Hughes Models Needed For Houston Museum

Have you seen "The Aviator," the new movie based on Howard Hughes aviation career? If you feel inspired to model a Hughes aircraft, take notice.

Houston modeler Michael Bludworth has asked for help in securing models for the 1940 Air Terminal Museum in Houston. At the moment, he is looking for models associated in any way with Howard Hughes. "If he flew it, or is connected with it somehow, the museum is interested," Michael says. They are looking for quality models, preferably in 1/72 scale or smaller.

In particular, they will be interested in models from kits currently available, such as the Spruce Goose, Lockheed 14 in Hughes' configuration, Sikorsky S-43 (new Sword kit), Constellation or C-69 in TWA or similar livery, R-1 Racer if a kit is available, etc.

Modelers will get name recognition and a letter of thanks. The minimum loan period is one year.

The museum is located at Hobby Airport which was, for a short time, known as Howard Hughes Airport. Hughes, a Houstonian, would have walked its corridors many times. The Sikorsky S-43 was hangared there for over 30 years. The S-43 was once sunk in Lake Mead, was recovered and restored, and is now in Brazoria County, having made the air show circuit for several years. It is hoped that it will be displayed at the museum.

You can contact Michael at ssinc77098@yahoo.com or through the editor. The museum's web address is <http://www.1940airterminal.org>



by Rafael Power

Model Paints, Pt. 3: Metallics & Others

Like other paint media, the mention of metallic paints deserves a separate piece in itself. To finish this three-part series on model paints, we'll explore metallic and alternative medium paint sites.

Metallic paints sometimes present modelers with a challenge: taking a crack at their first model with a metallic finish. Unlike enamels, lacquers or acrylics; mastering metallic paints may baffle some people. Following a great deal of trial and error, modelers settle on their favorite brand and paint medium to dress up their particular type of models. Some prefer certain brands for armor models, while aircraft, car, figure or ship modelers are partial to others.

However, some modelers avoid metallic finishes for different reasons. These may involve initial surface preparation, application, weathering, etc. Sounds familiar? Well, you use the same protocol with regular paints so, what's the difference? In reality, use of metallic paints requires different techniques. Although conventional paints are utilized with relative ease, metallic paints require more intense application skills.

Polishing the plastic surface, insuring the putty applications are extremely smooth, using the proper primer, polishing the paint and weathering to achieve the desired finish are obligatory. Let's not forget "damage control situations" where our best efforts are spoiled by fingerprints, visible scratches or poor airbrush performance that dictate partial or total removal of the paint job. It's the dreaded back-to-square-one syndrome.

Patience and acquiring new skills will get you out of the hole and with a new perspective on this sometimes misunderstood area of modeling. Although the primary users of metallic paints are aircraft modelers, auto, armor and spacecraft fans are sometimes called up to use metallic finishes. Things like auto chrome trim, rocket engines and armor come to mind. So, don't despair with metal finishes and read on.



www.alclad2.com

After transferring its operations out of the USA due to technical, safety and environmental considerations, Alclad2 settled down at Lowestoft, Suffolk, in the UK where it reigns supreme in metallic paints. The site displays its catalog, work samples, application instructions, etc.



www.airfix.com/paints.asp

Available at: all hobby shops and mail order
Testors' opposite number "across the pond" has been around as long as I remember. Like Testors, Humbrol is a respected and dependable range of enamels with a broad variety in their Metalcote and Metallic lines. Like most model paints available from Great Britain, these metal paints are sold in 1/2 oz tinlets



www.testors.com

Testors Model Master Acryl Metallizer Lacquers, Military Enamels and Fantasy Colors have a good selection. Polly Scale Acrylics and Floquil Enamel railroad paints include some metallic colors as well as weathering shades. Paint range information limited to color charts and no application instructions provided. Poo!



www.snjmodelproducts.com

Available from: direct from the manufacturer and selected dealers.

Although not as comprehensive as Alclad2, SnJ is another well-known brand of metallic finishes. The site does supply users with application and finish tips. Another recommended product site.

Xtracolor

Available at: Hannants and Roll Models.

No website. Xtracolor paints are oil-based. Most colors result in the high-gloss finish to aid the decaling. Proper semi-matt or matt finish can be obtained by using matt varnish for the top coat.

RUSTALL

www.rustall.com

Available at: local hobby shops or Squadron Mail Order
Down with metal, long live rust! Well, don't quote me on that. It does not sound as bad as you think. Rustall is a favorite among weathering fans, particularly car and armor modelers. And for those aircraft enthusiasts seeking to convert a perfectly good P-51 kit into a boneyard candidate, the Rustall system is just for you. Actually Rustall is a quite useful diorama and weathering tool.



www.crescentbronze.com

(800) 445-6810

Available at: several dealers in the web such as Dick Blick

(*Mohawk Conversion continued*)



Linebacker II troops who hadn't yet gone "North" into what then were the heaviest anti-aircraft defenses of all time. He told the crewdogs to be out on the ramp after sunset. The wing king would fly over them low level, and they were to tell him from which direction he had come and what his egress direction was. Guys who witnessed this event told me that there was literally an explosion of sound as the boss came over at 540K+ with the TFR clearance plane set at 200 AGL, roughly the weapon delivery parameters they would use in Pack VI. And, nobody could tell the square root of Fox Alpha about his track!

THE CONVERSION



Roden includes both early and late model wing tips, so the trick is to add 3/4" strips of Evergreen to the A wing, minus the tips, of course. Then, the D tips are glued to the assembly. Obligatory applications of Blue Acryl and block sanding, followed by the ol' reliable auto gray lacquer

primer and rescribing the now longer ailerons.

The distinctive SLAR pod was cloned in resin from the Collect-Aire item; handgrips and an exhaust air fairing on top of the pod were scratchbuilt.

The D has some differently sized air scoops compared with the A, plus a teardrop-shaped low pan camera fairing mounted ventrally on the empennage. I cannonballed all these items from the C-A kit.

The instrument panel uses the A main panel with additional scratchbuilt changes and additions: the large, square SLAR scope, various piping and wiring and a couple of black boxes on the left side of the pilot's glareshield. The seats were done OOB, but with aftermarket PE belts/harnesses. The color pix I downloaded from the Mohawk website provided an excellent painting guide.

The "Hot Brick" pod was scratchbuilt from personal pix using a bomb casing and tubing. I simulated the orange-red, pie-shaped emitting surfaces at the back of the pod with a basecoat of aluminum, topped with custom-mixed Gunze clear colors.

DIFFICULTIES

This, after all, is the Difficult Kit Division of the corporation, and employee skills were urgently needed to fit all the clear components of the bug-eyed Mohawk office. Part of the problem was an ill-fitting "bridge" structure that divides the A/C's canopy from that of the sensor operator. The arched part was incorrectly profiled and didn't match the clear panels; after a day of gently filing, your correspondent is still not 100% satisfied. I chose to configure the cockpit door panels open, which gets around many modeling sins. Another add-on detail which woulda been helpful were scratchbuilt positionable sunshades over each crew member's head. Thought I had it made, tinted clear plastic sheet and all, but I had faked myself out. Turns out the canopy breakers on top of the seats interfered with the installation of the canopy top panel. I simply couldn't sand down the seat bottoms enough to look right and clear the canopy. Another touchy area is the wealth of VERY small plastic parts on the sprue. I'd suggest working on a dark towel, just as many modelers do when working with PE. Then, you won't be down on your hands and knees looking for tiny components in the carpet or, in my case, the paint-stained garage floor!



Props were assembled in feathered position, since that's the setting which the OV-1's blades automatically assume upon engine shutdown. Protects against destructive engine windmilling in high surface winds.

Roden exhaust tubes are two-piece which, of course, creates two interior seams. I got around this by cutting one-piece exhausts from thin-wall plastic tube and then pre-spraying with Alclad Jet Exhaust shade. This whole tube assembly was then masked for the remainder of the finishing.

FINISHING

I chose to leave all canopy components, including the windscreen, off while painting the basic coats. Rescribing, primer and wetsanding up through 8000 grit gives a glossy base upon which to lay coats of PollyScale Light Ghost Gray. Masking for the plethora of black walkways and exhaust areas used up at least one roll of that primo yellow Tamiya tape. After using this stuff a couple of years ago, I'm totally sold and rarely use any other brand, including 3M. The props were done in Alclad II Steel with



(continued on page 10)

Black Box F-15C Cockpit set

Combat Series CS 32023,1/32nd

By Jarrod Cunningham

IPMS # 39291

Preface setting:

You have convinced yourself or the wife that you just can't live without another 32nd scale jet. Armed with a fat checking account or cleared balance on the plastic card, you speed to the nearest supplier.

Enter our Hero:

Ok "sports fans"; you've just blown some "serious" coin on the Tamiya F-15C in 32nd scale. You open the box, and look over the contents. Everything looks acceptable, good molding, no flash and acceptable/workable seams. Then you start to look over the cockpit area again this time CLOSELY (it's the heart of any big scale model anyway); and you start to examine the contents again. You feel yourself get fidgety. It's workable, but "Gee-whiz"; why did they do that? Why is there a screw over the top of that? How come they just didn't do this or that? Why? Why? Well, now those questions need not be asked. Jef at Black Box has come to the rescue once again!

Since the inception of the "Combat Series" line of cockpit upgrade sets, we have seen an ever improving line of really nice resin parts. This one is no exception. Jef has once again, come to the aid of the "big scale" modeler and produced another "winner" for the F-15C. The set consists of a multi part affair for cockpit tub arrangement as well as a full set of panels and associated details. Some would say this is a "blowup" of the set done previously in 48th scale. That truly is not correct. The set may have a similar parts breakdown, but is a definite "new thought." Due to the scale in question (32nd), much more attention has been paid to even the minutest detail. The castings are very well done in the proverbial "cream" resin that has become the Black Box standard.



The set represents the MSIP (Multi-Stage-Improvement-Program) setup. This program was initiated almost twenty years

ago to improve the capabilities of the Eagle. This setup has a few changes of the instruments to the standard Mac-D (at the time) setup. The main visible differences are the inclusion of the MCD (CRT panel in the lower left quadrant of the instrument panel) and the addition of a data transfer module (little panel on the front left side console), other than that, the cockpit is relatively the same as shipped.



Newer models from the production floor have these modifications already. So care must be taken when choosing a subject for your kit. If you want to do an earlier version, you have two options: A modify the resin, or B modify the kit parts. The resin will work to enhance option B as the kit parts will fit in the resin replacement stuff. The only issues would be the left console; you would have to figure out what you wanted to do for that. But, that's why they call it modeling, right? As far as the rest of the set goes it would suffice for the earlier version as well. The layout is engineered well. Kit modifications for fit will be pretty minor. Mainly sanding off what rear side detail there is, and gluing over the area with the resin replacements.

The castings again are crisply molded and removal should be fairly straight forward. There is one exception to this in my set. My main instrument panel is somewhat lacking in detail. Perhaps I got a bad casting? Not an issue for me, as I have a started resin casting of the kit part anyway. With Jef's generous replacement policy you could get another if you see the same thing on yours. His policy works and I've used it myself on occasion. All major details and most minor ones are represented well. There is no canopy detail stuff, so you're on your own for that one. There are details out there for that anyway, if your personal prerogative dictates these.



The rear "Bay 5" area is very nicely done, with inclusion of wire harness side wall detail present where necessary. The separate relay boxes and ECM gear is also nicely cast. A complete complement of panel detail is present on all four sides of this bay area. Meaning, when



assembled, it will look like a compartment, and not three sides missing a fourth. The canopy elevation actuators are nicely cast and are accurate for my eyes and taste. The cockpit will work for pretty much any Late F-15C out there.

The Israeli one may be a little off. Given the status of the censorship observed by the IAF (Israeli Air Force), who's really going to know? The Japanese and Saudi cockpit should be really close to this setup as well (good news to those who have the Tamiya F-15J kit). And here's the kicker... It may even work for the old Revell F-15C kit! It's been a while since I had one (traded mine off... "Hello Jack Lewis"). I think with the way the parts are laid out and given the Revell's minimalist cockpit anyway; it just might work out after all. Given the current state of that kit, anything is an improvement!

All in all, on the "Jarrod" scale, I give this one 9.75 out of 10. Some points deducted for the lack of the early style instrument panel as an option. Besides, nothing is perfect anyway! But as whole unit, it's a definite keeper. It represents a truly great improvement to a really nice kit. At 40 bucks-ish, it's well worth the dough. Personally if you have the money for the kit, then the resin ain't no big deal cost wise.

So in the end, armed with this set and the Tamiya OR Revell (maybe) F-15C, you are now really "cooking with gas"!

Jarrod

January 15 Field Trip To CAF San Marcos

In case you've forgotten to mark your calendars, ASMS members are invited to the Commemorative Air Force (CAF) hangar at San Marcos Gary Field for an afternoon of looking over, up close and personal, some of the vintage WWII aircraft. Plans are to meet at the hangar at 1 PM. We plan to break up about 3 PM to head for home.

Some of our fellow modelers from the San Antonio club have also been invited. Saturdays are also open to the general public so we will not be alone.

Watch the weather and dress accordingly and remember that the hangar, although a building, can be very cold.

If you are bringing children, please be prepared to watch over them closely for their safety and for the sake of the old airplanes. Aircraft that are usually housed at the CenTex Wing of CAF include at B-25, the P-39, and possibly a P-63. Other aircraft will probably be in the hangar as well.

The hangar is located on S.H. 21 NE of San Marcos. Several restaurants can be found around U.S. 80, exit 205, just east of IH-35. U.S. 80 intersects with S.H. 21. Go north on S.H. 21 to the airport.

Start's 1/35 BA-20M Armored Car

by Milton Bell IPMS 16702



OK, here it is; my White Elephant! I "won" this little beauty at the ASMS "gift" exchange. I could have passed it on but I might have had trouble sleeping. So, I kept it. And I'm making progress.

Actually, it's not really, really bad. It has some decent detail and when cleaned up, the parts actually fit. The only problem I've found is getting the top of the "body" to fit the "lower body." My car may have a pronounced ridge. Having never seen a BA-20M nor even a picture of one, I can't say that this is wrong. It just looks funny. But then, a lot of the car "looks funny."

There is actually an interior with seats, a radio (?), steering wheel, and gear shift. Rudimentary pedals are molded in and I chose not to make new ones. The 20mm antitank rifle has some detail but no one will see it—I have closed the top hatch. I do intend to leave open one of the engine access hatches. (Somehow, calling it a "hood" doesn't seem right.) The engine is pretty well detailed.



Since I don't read Russian and just finding equivalent letters for Cyrillic letters is a chore, I used the colored illustrations on the box for a painting guide—dark reddish brown for the chassis and dark steel (Alclad!) for the engine and drive train. Tires were painted dark gray (scale black) and Warsaw green for the tires and body. The interior is a dirty white.

Now that the components are about done...I hope it all fits together!

(Mohawk continued)

some metal shade variation on the spinners. The windscreen bottom edge was a very poor fit with the fuselage, and I had to carefully daub industrial strength coats of Mr. Surfacer 500 to fill the gap.

DECALS

Roden's decal sheet is not too shabby IMO; lots of stencils and D model specific markings. Luckily, the gray D model Mohawks had no national insignia, just some medium "United States Army" strips at the speedbrake area, which I, BTW, elected to pose deployed; "busys up" the presentation. I laid down a couple of coats of Testers acrylic gloss to properly (I thought) prepare the surface for decalling. Sadly, I experienced slight to moderate sil-vering even with large applications of my favorite decal aid, Solvaset, and pricking with the tip of an Exacto blade.

**PRESENTATION**

The model's weight and balance just didn't work out, and, although I wedged in a group of sheet lead in the nose, she's still a tailsitter. Guess I could've packed some additional lead into the nose section of the wing tanks, but the overall model weight may have adversely affected the spindly gear struts. I simply drill a small hole in the nosegear tire, and glue in a short piece of .030" plastic rod. This rod anchors itself into a hole drilled, in turn, into whatever display base is chosen.

CONCLUSION

OK, troops, who's gonna drop the dime to Roden (it's a VERY long distance call!) to tell 'em Bondo's "D" is done, and it's now OK to ship thousands of their Ds to Uncle Jerry up in Carrollton (MMD).

"Bondo" Phil

(Jeff's Book Reviews continued)

serial number, aircraft model, what unit they served with as pictured, and what base they served at. Any special circumstances that occurred in her history and the final disposition of the aircraft. If you plan on building an F-105 model this book is a must-have item.

There is a great picture on page 48 that I wouldn't have expected to see. It shows a group of F-105Ds hooking up to a KB-50 for fuel. I was under the assumption that all the KB-50s had been retired by the 1960s. The last 34 pages show various nose art on the F-105s.

I really enjoyed this book and know it will provide me with some great reference material. The one thing that brought this book home with a great big reality slap in the face was as you look through the history of each aircraft you will see all of the aircraft that was shot down over Vietnam. Turn to any page in the book and you will see that at least half the aircraft shown on

the page was lost over Vietnam. I counted 833 F-105 aircraft shown and out of that count there was approximately 161 lost during peace time operations and about 376 lost during combat. Not good odds in my book.

I will give this book a very high recommendation for anyone who likes reference material on a century series fighter. The book is excellent and the photos are great. I found my copy of this book at Half-Price Books for \$9.98. Jeff's Rating - ★★★★★

(Metallic Colors continued)

Cres-Lite metallic powders are applied in a similar form to those available from SnJ Model Products. The site is rather mysterious regarding product availability, product catalog and being rather non-user friendly. Still, the product is worth it.

The alternatives non-scale model paints

How many times do you go into art & craft stores in search for something not usually found in hobby shops? I do that a lot but also, I find things by chance I did not know existed or needed for model projects. Those stores can be gold mines for modelers. Among these items are non-model Acrylic paints.

**www.plaidenterprises.com**

Available at: Michaels & Hobby Lobby in 2 oz. plastic jars
So, do you think I'm leading you on the wrong path? FolkArt acrylic paints are not Federal Standard colors so don't expect to see a #438 Ballet Pink Bf 109 or a #640 Light Periwinkle F-15 Eagle? Perhaps a #736 School Bus Yellow King Tiger or a #580 Taupe M4 Sherman? Naah! Actually, many armor and figure modelers discovered FolkArt paints many moons ago.

A division of Plaid Enterprises, FolkArt paint ranges are excellent and very comprehensive. If you use Andrea or Vallejo model paints for figures or dioramas, FolkArt acrylics are quite suitable and at a lower cost.

One of their lines is Paint For Plastic. Like the name implies, it is designated for hard or semi-flexible plastics. According to Plaid Enterprises: "Paint for Plastic works best on hard rigid plastic surfaces. These include Styrene, ABS, PVC and Acrylic plastics. It also works on some vinyl surfaces."

Although I have not tried these yet, they may be usable for painting white markings like manufacturer's logos, numbers and trademark titles on model car rubber tires or for painting figures. There are also enamel metallic paints available. This site is very interesting and packed with information, color charts and everything you need to know about these paints. Recommended!

www.krylonpaint.com

Available at: Ace Hardware, AutoZone, Hobby Lobby, Michaels, Sears, True Value, Western Auto, and many others.

(continued next page)

Old Rumors & New Kits

Greetings everyone! It's shaping up to be a great modeling year. I hope you got your wishes granted at Christmas so now we can get down to building—maybe even cutting down that stash of un-built models.

But in case you want something new, we are going to have plenty. The freshest things in the shops at the moment are Trumpeter's 1/32 Avengers. There are two of them—a TBF-1C and a TBM-3. I must say that these are about the best Trumpeter aircraft kits I've seen. At this scale, the recessed rivets shouldn't look out of place and out of scale. The wing folds are well engineered and the clear parts are thin, clear, and crisp.

Trumpeter has also released their Liberty Ship, the *USS Jeremiah O'Brien* in 1/350 scale and a new *USS Sea Wolf* SSN21 in 1/144. Both look very nice in the box and should build into very nice models.

Trumpeter's RA-5C in 1/48 should be out this month, followed by the 1/72 version in March. I'm looking forward to seeing what they do with this big aircraft.

The other hot items, for aircraft modelers, are Classic Airframes' new Wyvern in 1/48. This is a big model of a big airplane and when I build one, it will be in the Suez crisis markings. It's the most colorful of just about any combat theater markings. CA kits are getting more interesting and they are doing subjects no one else has done. Later this year, look for a series of Vampires and best of all—to me anyway—a series of Brewster Buffalos beginning with the F2A-1 in Finnish and USN markings! CA has also announced a series of Fiat CR.42 WWII era biplanes, including a nightfighter and a floatplane. And all of these are in 1/48.

Look for a review of the Wyvern in next month's newsletter.

Not to be outdone with previously ignored model subjects (at least in the mainstream products) Czech Models has released a very nice kit of the F3D-2 Skyknight. I had to spring for this one as soon as I saw it since I have an affinity for Korean War era

(Metallic Colors continued)

A division of Sherwin-Williams. Recommended for plastics, Krylon Short Cuts enamels include some metallic paints as well as standard basic colors. Sold in 1 oz jars.

In Short:

This is just a sample of alternative metallic and craft paint mediums. As usual, certain brands of metallic paints are discontinued or like old metal, weather away. Sadly, Pactra Metallic and Polly-S Metalline acrylics are no longer available.

Next month: The Russians are coming!

subjects. This aircraft soldiered on from Korea and well into the Viet Nam era and was flown by the Navy and Marines. Markings in the kit allow it to be built in an overall black scheme from VMF(N)-513 "Flying Nightmares" based at Kunsan in 1952, an overall glossy sea blue scheme from FV-14, USS Intrepid, 1954, and a white and light gull gray F3D-2Q (EF-10B) from VMJ-1, ca. Viet Nam 1967.

The kit contains the necessary bits of resin details and numerous styrene parts with nicely engraved panel lines. The only tricky parts I see are getting the three piece canopy together with clean seams. Naturally, I would like to show mine open but I've not figured that one out yet. This may be one of my "next projects." Look for a full review in a future newsletter.

Eduard, that Czech company that supplies us with some of the most sophisticated PE details, has announced a number of new kits for 2005 plus some changes in the way new kits will be supplied. First of all, they plan a series of 1/48 Polikarpov I-16s. You will have to wait for these—they are set for a December '05 release.

In the meantime, look for a 1/16 (!) Schwimmwagen. Yep, a BIG swimmer with rubber tires and PE—natch—details. Then look for more PE detail sets, including some ZOOM sets in 1/32. They also plan to rework their precut mask sets, switching to new masking medium. Also, look for self-adhesive PE details!

The first 1/48 scale kit will be the DH-2 with lots of struts, rigging, and "few surfaces." Look for these kits to hit in late February. It will also be available in ProfiPACK version. This will be followed by a new tool Bristol Fighter, possibly by April. It too will be available in ProfiPACK and will probably be the last of the series. Future kits from Eduard will be released in "unified style" which will be a modified ProfiPACK with a large decal sheet with a minimum of four aircraft and a color PE set. These kits will be released as a closed production edition. When the run is sold out, they won't be restocked. So, in the future, if you want the kit, better buy it and not hope to buy it "next year." Chances are you'll be out of luck.

And there will be a "RoyalClass" release. Some kits will include a computer game, some a poster, some a book. They will also contain parts for **TWO** complete kits and a huge decal sheet. Expect three Royal Class kits this year, including a Fokker D.VII, an I-16, and a 1/35 Hetzer (!) tank destroyer.

The Hetzer is expected this summer and will have a complete interior, engine, crew figures, ammo, injection molded tracks, and clear periscopes. There are two basic versions—early and late or the 1st and 3rd production batches until the original BMM factory designations came in. This one comes with a walkaround book.

See? It's going to be a great year!

Rafael

Milton