



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

July 2005

SPRUE EXAMINER



Building Tamiya's 1/48 Stug III and Sherman

by John Seaman

Like many modelers, I was more than a little skeptical when I heard Tamiya was introducing a new line of 1/48 armor kits. Initial online reviews were mixed, with much complaining about features such as molded-on tools and metal lower hulls. I found the former complaint especially serious and was all but turned off. Then I read Steve Palffy's five-part Hyperscale "how-to" article on weathering in which Tamiya's 1/48 Sherman and Stug III were the subjects. The built-up models looked great to me, so I took the plunge. (You can navigate to all five parts from <http://www.clubhyper.com/referenc.htm>. Just scroll down to the bottom of this list and you'll find them all.)

I have now built both the Sherman and the Stug III and enthusiasm has replaced my initial skepticism. Building these models out of the box is plain fun, reminiscent of putting together kits as a kid. This can be great therapy for one afflicted

with advanced modeler's syndrome (AMS). For those who wish to feed the AMS monster there is no shortage of aftermarket photo etch (PE) and other goodies for super-detailing these 1/48 offerings. I chose not to go that route and built both essentially out of the box (OOB), adding only a few details.

The kits are nicely packaged, with their metal, one-piece, pre-primed, lower hulls secured in their own bubble packs. As expected from Tamiya, both kits are well engineered and practically fall together so commentary on their assembly sequences is really not necessary here. Basic construction can be completed for either kit in a couple of evenings.

Molded-on tools aside, detail on both kits is quite good, including nice weld seams. Of course, the level of detail does not match that on 1/35 offerings. If you want a super-detailed Sherman or Stug, 1/35 scale is the better option. These kits provide a fast, straight-forward, more-or-less OOB build resulting in an attractive model.

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July 20-23, 2005

August, 2005
Sept. 10, 2005
Sept. 17, 2005
Jan. 2006

Editor's Notes...

And now for something totally different... We're going to have a swap meet. All you guys going to the Nationals, eat your hearts out! Well, not really. To tell the truth a lot of us wish we were going too but we are going to stay home and have an old fashioned Swap Meet. No money is to be involved; just swapping items we don't want for the ones we do. As usual, meeting time is 7 PM at the Yarborough Branch Library.

A bunch of us went to OK City—make that Moore, OK—for the Region 6 convention. It was a smaller than usual regional but had some quality work and we had a good time other than a couple of cars getting broken into. Carl Leidy lost a bag of just-bought model kits and Lee Forbes lost his garage door opener. What a shame! Now it's time for the big one and it should be a doozy! Atlanta is a great town for a convention and this one will be run concurrent with the Dragon Model Exposition next door. Expect to see most of the major manufacturers represented this time.

The next model show in our general area is the Fort Worth Supercon set for September 10 in Arlington. This is usually a good show and has been held in August in years past but for some reason they've moved it back to September.

Our 2006 ASMS show is tentatively set for April 29 and Kenny Roady has agreed to be the coordinator for this one. He's going to need some help so don't be shy about stepping up to help. If you have some particular skill you would like to contribute or some time, just give Kenny a call. Believe me, it's not too early and he will be happy to hear from you. See ya'll Tuesday.

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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.

ASMS BBQ and Auction a Success

Thanks to Mike and Sally Kachoris, ASMS members and families had another great afternoon enjoying BBQ, a dip in the pool, some favorite drinks, and a chance to raise some much needed money for the club.

Our annual BBQ and Kit Auction was a lot of fun and now we can pay some bills. The unofficial count from Treasurer Ion Tesu was over \$850.

In case you missed it, here are some pictures. Everything that sold was a bargain. In fact some very expensive and rare kits sold for a fraction of the real price! Thanks to all the members who donated kits and then spent money at the action.



Marc Hobbs looks over the pool table loaded with model kits, books, and accessories donated for the auction.



Eric Choy, Kenny Rody, and Tim Robb check out a Bondo Bargain kit that Kenny snagged at the auction.



Auctioneer Kenny Rody tries to get more money for the Italeri F-35 kit. Three ASMS members served as auctioneers as long as their voices lasted.



Karl Leidy gets some pointers at the Pin Ball machines. Tilt!

Coming Next Month

A review of Accurate Miniatures' new Vindicator.

Bondo Phil Brandt returns with another Russki bomber.

Rafael Power's "Wed at Night" returns.

Floyd Werner does an Me 110 night fighter.

There is still an opening for an armor article, a report on the IPMS/USA Nationals, or your current project. I have a few articles in the "bank" but the newsletter would be much better with more variety.

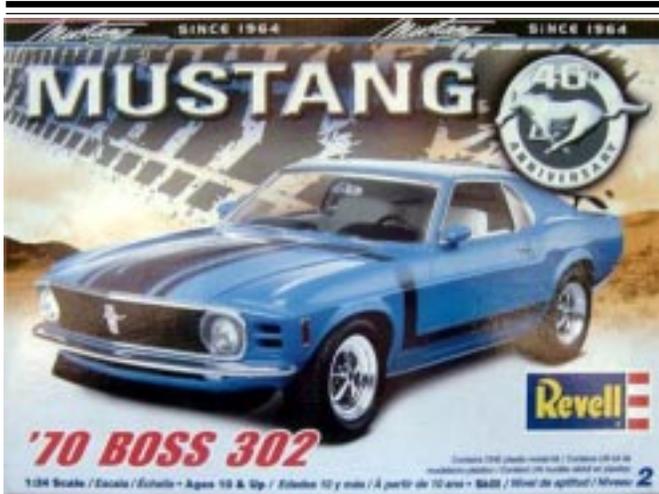
Many thanks to John Seaman and Tim Robb for their July contributions.

Editor



Nathan's Classic Rides

by Nathan Perrine IPMS 40167 40167



Nathan's Historic Rides looks at another "Blast From The Past", it's another Muscular Pony from Nathan's stable. None other than the 1970 Mustang Boss 302, it's an oldie but a goodie from Revell, since Monogram is no longer on the logo. It was originally a Monogram model release, some 20 years ago. Now it has come back as a re-pop. Molded in white, clear and transparent red, it has chrome parts and vinyl tires, and has a sheet of decals to make an exact replica.

The Ford Mustang Boss 302 went from concept to production as a direct result of the increased competition of the Sports Car Club of America (SCCA) Trans-Am Challenge. Competition was not only on racetracks but dealership showrooms as well. In those days the dealerships had to have equipment that was available to John Z. Public as well as the racers themselves.

The series rules required engines to be no larger than 5 liters in displacement, which equates to 302 cubic inches. Ford already had a 302 c.i.d. V8 engine that had won the Trans-Am Championship in 1966 and '67, the series first two years in existence. For the '68 season, reliability problems plagued Ford and worse yet, the competition had a new 302 to install into its new pony car they planned to enter in the series to run against the Mustang, namely the Camaro by Chevrolet. As a result, Ford did not win the '68 Championship.

Not to be outdone, Ford had some tricks of their own up their collective sleeves as they planned for the '69 model year. First they had an all-new Mustang, featuring sharp styling by the late ace designer, Larry Shinoda, who had recently been hired away by GM. Ford then addressed the engine issue by adding high-performance cylinder heads from their 351 V8. this increased the valve size and increased power output. Chevrolet however still won the Trans-Am Championship in 1969, but just barely.

But 1970 was a different story as Ford regained the championship using road-racing aces Parnelli Jones and George Follmer as the drivers on their team, and the well-known yellow-orange Boss 302 with its noticeable stripes and Can-Am style wheels was on display at many dealerships, the reason being that by it being there the public could actually order one just like it for the street and see what it would look like, sort of like a real-life poster of the car they were ordering.

For 1970 Ford became less "secretive" about the Boss 302 and made it a separate model in the Mustang lineup. For about \$3700, one could have their own Boss 302 complete with a 4-speed manual transmission with Hurst linkage and 290 hp and even then that was more-than-likely underrated for insurance purposes. Due in part to the increasing pressure from the government and insurance companies, Ford down-played the availability of some of its high-performance hardware. For example if you ordered something called the Drag Pack Axle Option on their Boss, you would receive not only that different rear axle ratio but also beefed-up internal engine parts and an external engine oil cooler, which mounted in front of the radiator on the driver's side. A rare option back then and even rarer now, I see that they've included that oil cooler for me as a separate part along with all the other details mentioned here in this brief editorial of this kit from Revell.

I painted mine French Blue by Tamiya, which in my opinion is as close to Grabber Blue as anything I have found. I am doing mine with a black interior and I striped it to match the box. This is a very basic kit yet can be done with a lot more details as the builder desires.

It was one of my favorite kits when it first came out and is still one of my all-time favorites. I rate it a 9.

Nathan



**Don't Forget the Swap Meet
Tuesday July 19th!**

I Built a Monogram P-38!

By Tim Robb IPMS 34705

A long time ago when I still believed that I would have time to build all the model airplane kits I was buying before I died, I bought several Monogram 1/48 P-38s. Now at the time, the Hasegawa P-38 and the Pro-Modeler P-38 had not been released yet, and I am a 1/48 builder, so buying the kit was a no brainer. At the time. Well over the years I've purchased about nine kits for every one I have finished, I'm now 49, I understand why they say you pass out of warranty at age 40, and my un-built model stash numbers somewhere around 350. I don't know for sure because I quit counting more than several years ago. I'm not even sure where all my un-built kits are.

So why with all those good kits to choose from, including Hasegawa and Pro-Modeler P-38s that both are now in my un-built pile somewhere, did I build the 1966 vintage Monogram P-38? Well a funny thing happens when you have a big pile of un-built models, at least it happens to me. I actually feel guilty when I'm loafing around the house and not working on one of those kits. Does anybody else out there with a big kit back-log ever get that feeling? Do you ever think, "I'm X years old, I build about Y models a year, I probably have about Z number of years left to me in which I will be capable of building a model. If I step up the building to Y+2 or maybe even Y+4 annually, I can probably finish over half of these models and make a decent dent in this big pile of un-built kits." It really hits me on Sunday afternoons in the fall when I'm watching NFL football on TV and the teams playing are two I don't remotely care about. I'll often run back to the model pile during commercials and take out a few kits and open them up and just look at the parts while I'm sitting in front of the TV. And I always think, "what a cool kit, I'm going to build this". So one Sunday afternoon either 22 or 34 months ago, I can't remember which, the open kit in hand was a Monogram P-38. The parts were kind of warped because it had been sitting on my shelf for so long, but sometimes warped parts will straighten out when you line them up and glue them together. So I cut them off the sprues and dry fitted them together and then taped it all together with masking tape just to see if it looked like it would straighten out. And it kind of did. In my un-built kit pile I've got a lot of old kits with the now out-of-vogue raised panel lines, and I've always thought about scribing the lines on an entire kit. I have also heard that if you sand the lines off of silver plastic, you can still see where they are. Well, included in my collection are the Monogram F-100D, F-84F, and F-80C, all still the only game in town in 1/48, all molded in that silver plastic like the P-38,



and I want to build them someday. I want to build my whole stash someday. So I said to myself, "Self" I says, "why don't you sit here in front of the football game and sand the raised lines off of this P-38 instead of just sitting here in front of the football game doing nothing at all." And that is how I chose to build the Monogram P-38.

So I started sanding and sure enough you can still see where the lines were when you sand them off of the silver plastic. A few Sundays later I had the lines sanded off and taped the kit parts back together and set it aside – without proceeding to the scribing the lines part. All through this period of slowly sanding off lines while watching football games I didn't care about, whenever I sat down at my hobby desk to do some modeling, I was working on other models, not the P-38. Some time later, the next football season I think, I got a wild hair and started scribing the lines on the P-38. And I found it to be easier than I had

imagined it would be and finished the scribing all in one sitting. And then this thought crept in, "the Hasegawa P-38 is a lot nicer kit than this, so if I'm going to build this kit, I'll do the F-5B recce version and then I can tell people that's why I did all the extra work to do the Monogram kit – to get the recce F-5B. The Minicraft F-5 is an F-5E

after all, and they are different". Never mind that what you should do is kit bash the recce nose from the Monogram kit onto the Hasegawa. So I did the plastic surgery and actually got started working on the kit with the intent to finish it, but it was still my back burner project. I knew it was going to be a chore but now I kind of just wanted to see if I could do it.



And today, either 22 or 34 months later, I FINISHED the model. And I like the way it looks! If you want to practice your seam filling techniques, this is the kit for you! Doubly so if you choose the recce nose conversion. I spent a lot of time on the seams, and

(continued on page 7)

(Tamiya Armor continued)

I like the cast metal lower hulls. They provide a nice heft to the model. Since I use cyanoacrylate (CA) for most of my assemblies anyway, the plastic-to-metal bond was no problem. Some have suggested that this is a potential drawback for the beginning modeler, but I don't think so. Detail on the bottom of the Sherman's hull is poor. Detail under the Stug's hull appears better, but I don't know about its accuracy.



A real highlight of both kits is their tracks. They are link-and-length and are very precisely engineered. The sag characteristic of Stug III tracks is nicely reproduced in these moldings.



I do have some nitpicks. The bottom of the Sherman's hull is one. And, like its 1/35 Tamiya big brothers, the 1/48 Sherman's sponsons are not enclosed, although this is easily remedied with card stock. The M4's headlight and tail light guards are rather



thick and should be thinned down or replaced with PE. Its .50 cal. heavy machine gun (HMG) is OK except for the handles, which are molded solid. I opened them up and added the barrel changing handle from fine wire.

I did not like the towing cables provided with the Stug III. Although well detailed, they looked a bit too "neat" for my taste. I left them off and added small brackets from surplus PE where they would have been on the engine deck. No cables are

provided with the Sherman. Fine brass screen from Scale Scenics (652-3501) was used to cover the two fuel tank ventilators on the rear of the Sherman as well as the two air intakes on the Stug. By the way, I know those are fuel tank ventilators on the M4 because I have the excellent new Tankograd Technical Manual Series book on the Sherman, entitled U.S. WWII M4/M4A1 Sherman Medium Tank (No. 60001). I recommend it highly.

I used MV lenses for the headlights on the Sherman. I omitted the headlights on the Stug in favor of empty brackets made from surplus PE. I did this for the simple reason that one of the tiny lights was launched into Neverland as I tried to drill it out to receive an MV lens!



There are three painting options for Tamiya's little M4. My choice was a plain olive drab (OD) tank from an unknown unit in France during the summer of 1944. The other options include "Hurricane" (H Co., 66th Armd. Regt., 2nd Armd. Div.) and an OD and desert yellow tank from the Italian theater in February of 1944 (C Co., 756th Tank Bn., 5th Army). Doubts have been expressed about using the "Hurricane" markings on this particular variant in at least one review online. Three panzer grey schemes are suggested for the Stug III. One is from StuG.Abt 203, 1941, Eastern Front—this was my choice. The second is from StuG.Abt 190 in the Crimea, 1942. The third is from StuG.Abt 192, Eastern Front, 1941. Decals from both kits settled down without problems using Mr. Mark Softener.

I used Tamiya OD (XF-62) as a base coat on the Sherman. I used Tamiya panzer grey (XF-63) for the Stug's base coat. I painted



the tool handles on both vehicles Vallejo desert yellow (977), followed by Polyscale gloss. Once dry, I applied Windsor & Newton burnt umber oil in streaks to simulate a wood grain. To my eye, the results are just fine in this scale. So much for worrying about the molded-on tools.



For vehicle wheels of all types I use one simple method. I paint the wheel the color of the vehicle, then dust it and the tire with Tamiya buff (XF-57) or whatever weathering color I am going to use. Then I rub charcoal or Mig pigments “black smoke” (P023) on the tires. The result looks like rubber to me.

Tracks on the Sherman were first painted Tamiya flat earth (XF-52). The rubber chevrons were rubbed with charcoal and the results weathered with Mig pigments as described below. The Stug’s tracks were first painted panzer grey (XF-63), then dry brushed with Polyscale flat aluminum before weathering.

Weathering of both models proceeded in two stages. I first airbrushed very thin shades of Tamiya buff (XF-57) on the undersides and up onto the sides, front, and back of the hull. Mig pigments were used thereafter. For rust on the Stug’s muffler, I started with a coat of Polyscale rust then applied Mig “light rust” (P027) followed by a dusting of Tamiya buff. Exhaust stains were obtained using Mig “black smoke” (P023). The Stug’s mud consisted of Mig “European dust” (P028) fixed with turpenoid: deposit a “clump” of pigment where you want the mud and touch the edge of the clump with a brush moistened with turpenoid. The result is resistant to gentle pressure and, in my experience, stays on the model just fine. I sealed it all with a very light coat of Polyscale flat, mixed 50/50 with water and a drop of detergent. A little more emphasis with pigments here and there finished the weathering.

The Sherman’s markings consisted of Archer dry transfer stars (from sheet 35023W) and kit serial numbers. For the Stug, I used the kit markings except for the number “33” which came from Archer sheet 35061W.

The Sherman’s .50 Cal HMG was first painted black, and then rubbed down with graphite scraped from a pencil. The hull and coaxial machine gun barrels got the same treatment, all having

been previously drilled out. Radio antennas were added to both vehicles using fine brass wire rolled between a steel ruler and a hard, flat surface, then blackened with Blacken It. (This product is great for darkening any metal part.)

There you have it! I am not a “rivet counter”. No doubt Shermaholics and Stugaholics can pick apart the details on both of these kits. For me, if it “looks right” I’m happy—and they do look right! Build one for AMS therapy, build one to attack your 1/48 flight line, build one out of curiosity—but build one. I think you’ll enjoy it. (Thanks to Rudy Cline for reading an earlier version of this review.)

John Seaman

(Monogram P-38 continued)



on re-scribing panel lines lost in the process. I made lots of mistakes on this model. After I had the booms together and the seams done, I noticed I could look right through the radiator openings. No good! I stuffed them full of Kleenex, set it with white glue, and sprayed black paint into the openings. Of course the right thing to do is to fit in some plastic card before you ever glue the booms together. Going to school on that mistake, I noticed before assembly that you would also be able to see right through the recce nose. So, I fabricated a plastic wall inside the nose and fitted enough weight in and around it in places you could not see to make the model sit on its nose gear. I painted it all black inside. Much later, like last week, I noticed that while you cannot see in one side of the nose and out the other, you can look in one side and out the bottom. Don’t tell anybody, OK? If I ever face a similar situation, I’ll build little plastic boxes around each camera opening, each painted black on the side facing the opening.

Next, there is no detail in the landing gear wells at all. I inserted sheet plastic into the main gear wells so you can’t look into them and see the seam where the booms join together, but that is all I did. I didn’t close in the front of the gear wells and this proved a blessing when I found out later I didn’t have enough weight in the nose after all. Later when I found that out, I covered some fishing weights with white glue, put them into the engine nacelles through the area where I was now glad I had not built firewalls, and rolled them forward. Hey, it worked. The kit canopy is molded in five parts, windscreen, rear canopy, the top part that opens, and two side windows. The top part that opens has a bulge for a rear view mirror molded into it. This is good for P-38s but not for all F-5s. I sanded it off and polished it back to clear. Then I noticed that there was a depression on the underside of the part too that now looked like a little bubble in the plastic. I carefully sanded the underside until this was smooth too, and polished it back to clear again. The kit part was thick enough to allow this without my sanding a hole in it where the mirror had been. Studying photos of parked P-38s, most had the top down and also one or both side windows rolled down. I posed mine with the top up and both side window rolled down.

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AMtech P-40K-5 Kit 489213 MSRP \$24.98

By

Floyd S. Werner, Jr. IPMS# 26266

The History

The heaviest of the P-40 family the P-40K came in three varieties. The first looked exactly like the P-40E. This was followed by the K-5 version, which has the characteristic large rounded tail section. To add to the confusion, this tail could also be retrofitted to the P-40E. The final version of the K had the extended tail like the P-40F. How the Curtiss and field units ever kept track of what parts were interchangeable is beyond me. Originally designed as an intermediate aircraft the P-40K was produced in great numbers with most of the aircraft being in North Africa, the Pacific and in China.



For those interested, here is a link to my P-40F article: http://hsfeatures.com/features04/p40fwarhawkfw_1.htm. Obviously many of the things mentioned in this review are the same as the P-40F so I will not go into it unless something is different.

The Kit

The contents of the kit are the AMtech P-40E kit, including the replacement fuselage, a tan resin tail and set of colorful decals for three airplanes. The instructions are clear and concise on where and when to cut the old tail off. The instructions have you place the fuselage on the instructions and cut off the tail. The downside to this kit is that it's availability is currently limited to Hobby Lobby stores in the US only or from AMtech. Box artwork by Jerry Boucher shows one of the decal options to great detail. The resin tail is cast by Black Box and is beautifully detailed.

Cutting Edge Cockpit

The kit cockpit is actually very nice, but I had a Cutting Edge set that was beautiful so I just had to use it. The fit was perfect. The construction is very straightforward and presented no problems whatsoever. I preshaded the cockpit with flat black



and then used Humbrol Bronze Green. A wash of Burnt Umber in the recesses accentuated the shadows. I dry-brushed the cockpit with zinc chromate and highlighted the worn areas with a dry brush with some silver. Some color of Apple Barrel acrylic paint was used on some for detail painting. Finally, some touches of a silver pencil made the whole thing come to an end.

Wings

Nothing different from the P-40F except that I removed the guns and replaced them with hypodermic needles.

Fuselage and Tail Conversion

Prior to adding the tail, I recommend that you clean out the excess resin from the rudder hinge line. It is very thin and easy enough to do. This allows the see-through effect so prominent on the K.



The instructions provide you with a drawing, which you place the fuselage halves over. Then you cut the tail off. I must admit that I cut my first set of fuselage halves too short. You receive two fuselage halves per side, so I got another shot at it. I cut long and sanded it flush with a BAF (Big Ass File). I then followed the instructions and had no problem with the fit. I used Superglue and accelerator to set the resin tail in place. The superglue filled

any seam. I then sanded it smooth and had to rescribe any panel lines, but they were no big deal as they were all straight lines. The horizontal tail planes fit great to the resin tail.

The rest of the construction went great with no real problems encountered anywhere. The only thing I did do that differed from the normal construction was cut an index card to fit into the openings for the back of the engine and the inlet on top of the engine. These were colored with black marker and they only served to prevent a see-through effect.

I'll let you in on a little hint. The prop spinner does not have a panel line. The panel line can be easily scribed with a straight pin held in a pin vise. This is then elevated with post it note pads to the proper height, hold it tightly in place and spin the spinner. This ensures that the line is straight and the same height throughout.

Painting

I used Black Magic CEBM48336 for the P-40K canopy. These fit perfectly and simplified a job I hate. They stick perfectly and prevented any bleed. Highly recommended.

I used Polly-S US Khaki for the tan. I used Black Magic camouflage masks (CEBM48153), which are actually designed for the P-40B/C but easily modified for the complex painting. After the masks were laid down I used Gunze Dark Green for the top camouflage colors. Model Master Enamel RLM 63 substituted for the bottom side. I liked the tonal qualities of these colors.

Cutting Edge Decals

Once dry, a coat of Tamiya Clear from the spray can prepared the surfaces for decals. The kit decals are very nice, but I wanted to do something a little different. I used the Cutting Edge Decal sheet CED48171 P-40 Warhawk Part 3. It contained a large sharkmouth for "Old Hellion" from the 18th FS in China. The decals reacted well with MicroSol and MicroSet. For the sharkmouth I decided on Solvaset because of the complex curves. I caused the only problems experienced. I touched up the offending area with Apple Barrel paints. The decals were sealed with another gloss coat of Tamiya spray gloss and then



a coat of Model Master Acrylic Flat.

Weathering



Weathering is done in layers. First chip the paint with silver pencils, pens, and a dry brush of silver paint. Particular attention is paid to the high traffic areas. Next, I like to use Burnt Umber artist oils on all the panel lines. While I'm doing that I also "streak" oil stains. Next I like to add the gun stains with pastels. I think pastels give me more control for this area. I start the exhausts with Tamiya Flat Black heavily thinned. This was built up slowly. Once happy with the results I used a Model Master Grey and applied it in irregular patterns. The P-40 has a distinct way the exhaust streaks because of rain and handling. I took a long soft bristle brush and lightly dipped it in Turpenoid. I then took the almost dry brush over the grey in a vertical pattern. I was very happy with the exhausts. I then took a very thin coat of Tamiya Buff and sprayed streaks from front to back on the wings and top to bottom on the fuselage. Everything was sealed with another coat of Model Master Acrylic Flat.

Conclusions

The new P-40K is more accurate than the previous offering by AMT/Ertl. Because of this it is the best available P-40K on the market. Some will ask if the tail will fit the Hasegawa kit, yes it will fit. A little sanding will allow for the resin tail to be inserted in the Hasegawa kit. If I had to find something wrong with the AMtech P-40K, I would say that the limited availability is my biggest beef. Ask your people from the South to look for them at the local Hobby Lobby. You may be able to order them online as well. While comparisons between the Hasegawa and AMtech are inevitable, I think this kit from AMtech is up for the match. The detail is not quite as good and the plastic is a little soft, but when built it looks every bit the P-40. You don't have to fill all those plugs in the Hasegawa kit. I wouldn't sell off my AMtech kit to get the Hasegawa, but if you do, I will be there scarfing them up. My hat is off to AMTech for making the most of their molds. I highly recommend this kit to everyone but the beginner modeler.

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(Monogram's) P-38 continued)

It looks good and allowed me to entirely avoid any canopy fit problems that may exist and I had two less clear parts to mask for painting. I never even dry fit all five canopy parts together to find out about the fit.

I used the markings from the kit to do 42-68229, a natural metal F-5B named "Mary" with full invasion stripes from the 34th Photo Reconnaissance Squadron, 10th Photo Reconnaissance Group. There is a photo of this airplane on page 52 of Squadron Signal Publications' P-38 Lightning In Action, book number 1109. This helped a lot with the markings, and details like the rear view mirror too. I could see in the photo where the invasion stripes started and stopped, measured that area on the model, and figured the stripes on both wings and booms were two foot wide. After the model was painted silver overall with Alclad, and the anti-glare panels had been painted with Aeromaster Warbird O.D., I measured off ten foot sections of the wings and booms and painted them with Floquil Reefer White. Then I used my engineer's scale to cut some strips of tape a scale two feet wide, and used those to mark off where the black stripes needed to go. I masked them off and sprayed them black using Floquil Grimy Black, which is lighter than true black and gives a good scale black color.



I used after market national insignia decals, but for the stencils, serial number, squadron codes, and the name "Mary", I used the kit decals. All lay down just fine over the Alclad with one application of Solvaset that may have been unnecessary. The Monogram decals have a very thick carrier film that takes about a day to turn clear after the decal is applied, and is quite noticeable even when dry. The carrier film on the after market national insignia decals virtually disappeared. I could have left the model in its very shiny Alclad finish without any other topcoat if the Monogram decals had worked that well too. But even though there was no silvering, that Monogram carrier film is so thick that the appearance of the model wasn't good. Well, goodbye shiny Alclad finish, hello dull flat finish. The model looked a lot better over all with a flat topcoat applied and this is correct for a natural metal wartime aircraft always parked out in the open anyway.

Monogram left one decal off the sheet that is clearly visible in the photo of the airplane, the name "Bret" on the outer side of the port engine cowling. I hand painted this onto blank decal paper, covered it with Micro Superfilm, and applied this hand made decal following the instructions on the Micro Superfilm bottle exactly. The Superfilm looked really thick and gooey when I painted it on the decal paper, but the finished decal had a very thin and clear carrier film that worked just as well as the after market decals.



Well, its finished. I'm not sure how long it took. I'm not sure I can recommend this kit. I haven't built the Hasegawa P-38 or even broken the shrink wrap on mine, but it probably fits a lot nicer and probably does not have the "see through" faults and void wheel wells that the Monogram kit has. But even given all that, I'm glad I built it. I learned how to do some stuff on this kit and I'm really pleased with the way it turned out. Go build a model! Even bad ones are fun and it is really satisfying to turn out a nice finished piece from a kit that is no longer state of the art.

Tim

(AMtech P-40Kcont.)

I'd like to thank AMTech for the review example.

Accessories

Cutting Edge CEC48366	P-40E Super Detailed Cockpit
Black Magic CEBM48336	P-40K Canopy/Wheel Hub Masks
Black Magic CEBM48153	P-40B/C Camouflage Masks
Cutting Edge CED48171	P-40Warhawk Part 3

References

World War 2 US Army Fighter Modeling, Jerry Scutts & Brett Green, Osprey Publishing, 2003, ISBN 1-84176-061-7

P-40 Warhawk Walk Around #8, Lou Drendel, Squadron/Signal Publications, 1996, ISBN 0-89747-361-2

Curtiss P-40 in action, Ernest R. McDowell, Squadron/Signal Publications, 1976, ISBN 0-89747-025-7

P-40 Warhawk in detail, Bert Kinzey, Squadron/Signal Publications, 1999, ISBN 1-888974-15-X

P-40 Warhawk in World War II Color, Jeffrey L. Ethell, Motorbooks International, 1994, ISBN 0-87938-928-1

Floyd

Old Rumors & New Kits

After a very, very long wait, Accurate Miniature's 1/48 Vindicator is going to go on sale Tuesday. Hey, that's just in time for the club meeting. The first of the trio of kits to be released is the SB2U-3 or Battle of Midway version. If you want the early yellow wing era Vindicator you'll have to wait until August. I think I can make-do with the -3.

From the early reviews I've seen of this kit, there isn't much you will need to make an excellent model. As usual, the cockpit is very complete and the decal sheet includes material to build a replica of any Vindicator that was on Midway. This isn't a cheap model but it's right there with all the other quality kits. Look for a price tag in the mid \$30s.

Another kit that recently made its appearance and was also much sought after is the Trumpeter Fw 200 Condor. This one's in 1/48 too but it will have a footprint about like a Monogram B-17 or B-24. It's big but looks really nice in the box. Like all the other Trumpeter kits I've seen, the detail is plentiful but just a bit overdone, especially the fabric covered surfaces. Still, it's the only injected Fw 200 you're likely to see and I'm sure it will build up into a very convincing model. Not only is it a lot bigger than the Vindicator, it's going to set you back a few more bucks. If you can get it for under \$100, it's a good price.

I'm sure you've read John Seaman's excellent article on the Tamiya 1/48 Sherman and Stug. III. Apparently, Tamiya plans a whole series of these little pieces and the detail is pretty impressive. Just out is the Russian T-34 which has the same basic features of the previous releases. I saw the T-34 and Hetzer at the Moore, OK, regional meet as well as some very nice PE that will really dress up these little gems. I'm looking forward to their 1/48 Bren Carrier and maybe doing a mixed diorama with some British aircraft.

A lot of modelers were surprised when Tamiya announced their 1/48 armor/mil. vehicle series but I like it. I have missed the old Bandai pieces, none of which were as good as these new kits.

MPM, that parent company that includes Azur, CMK, and a bunch more names, has announced a couple of interesting kits. First off is a first. It's a 1/32 P-36A Pearl Harbor defender. Cutting Edge has produced a very nice resin conversion set for the Trumpeter P-40B that should make a very nice P-36 but if you aren't into that much styrene cutting, you can wait for a complete injected kit.

MPM has previously produced a 1/32 D.520 and an I-16, both very nice kits. Joining the DeWoitine will be a MS 406. No idea when they will be available but I expect them this summer or early fourth quarter.

MPM isn't stopping with these kits. They've also announced a 1/72 X-15A-2, an F3F-2, and, still in 1/72, a U-boat Type

XXIII! Again, no idea about dates but I'm really surprised to hear of another big U-boat. If you haven't seen the details for the Revell boat by this company, you should check them out.

Planet Models will be doing a Letov S.328 biplane. That's a Czech two seat aircraft used for recce work. The kit will be all resin and is 1/48 scale.

Classic Airframes surprised everyone earlier this month with the announcement of a Supermarine Attacker. Don't know the type? Well, it was the very first operational jet fighter used by the Fleet Air Arm. As usual, this CA kit is in 1/48. It should make a nice display especially if it shared a case with one of the newer types used by the FAA. They've come a long way!

CA has also announced some new Vamps—a night fighter for the RAF and Italy and more trainer versions. Also available is the NF version of the Gloster Meteor 11/13. No release date given for the Vampires, but then CA rarely gives dates.

Hasegawa has a totally new NIKI mid-wing George that I personally think is a tad better than the Tamiya version. If you are a fan of WWII Japanese aircraft, you need to check this one out. You can get this one at under \$30 too. Not bad.

Speaking of bargains—the best deal for a new kit has got to be the Revell-Monogram F-18E Super Bug. This 1/48 kit has all the stuff you should ever want to hang on it, great details, and good markings. You can have this kit at just under \$20. It is easily as good as their F-15E—maybe even better.

If you want to do jets in a larger scale, check out the new Academy F-16C in 1/32. This kit allows you do either a Block 40 or 50, making it a more versatile kit than the excellent Tamiya version. This is a very nice piece of kit engineering. Expect to pay about \$100 for this one.

Trumpeter continues producing large ship kits and has released an excellent kit of USS North Carolina, BB-55. This is a well done 1/350 scale kit.

Tristar has released a Panzer 4D which is supposed to be the ultimate Panzer 4. I haven't seen the plastic but it should be pretty nice for about \$50.

Also for you armor fans, don't forget the excellent AFV Club Flak 18 88mm gun and the Dragon three-in-one kit of the Sdkfz 265. This is the command version of a Panzer I that has all the tubular antennae around the top. It builds one of three versions.

And that about wraps it up for July. It's going to be a hot day and I know a lot of you will be on the road to Hotlanta very soon. Enjoy yourselves but be careful. We'll see you all in August and you can tell us all how great it was.

Now I think I'll work on a model. Maybe even a Vindicator.

Milton