



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

June 2005

SPRUE EXAMINER



MRC 1/35 scale OH-58D Warrior “Thugs” and the Cutting Edge Update/Upgrade by Floyd S. Werner, Jr. IPMS 26266 Part II

[This is the conclusion to Floyd’s construction article on the Kiowa Warrior, a small but sturdy and dependable helicopter that he knows well. Floyd has updated his article with a correction. In the first half of this article, he described an action in which a good friend CW3 Cody Sharp was wounded and forced down. It was feared that Cody might not fly again. *Editor*]

The following is from Scott White, Cody Sharp’s brother in law. It appears that I had some errors and this includes the corrections and an update.

“I was reading about your model when I happened to notice your inclusion about my brother in law Cody Sharp. Cody is doing better and will soon be shipping to Ft Polk in La from his present station in Hawaii. He has received plenty

of strong reinforcement from his many friends in the aviation community and I will tell him about this when I see him next. If I can though I will tell you his wounds were to his left forearm and right pinky finger (loss of the upper digits) And Cody and his co-pilot both landed the chopper together due to the extensive damage to both sides of the cockpit. Both were put in for the DFC but I haven’t heard anything recent on this.

We are glad to still have him with us and maybe with some continued help from Gen. Cody he will someday fly again.

Scott White”

As we left Part I, Floyd had worked through the construction and gotten into **Step 9** and was about to say...

The next big thing is the ALQ-144 mount. The one in the kit is not accurate. The Cutting Edge set provides the pedestal, the mount and the base for the ALQ. They also provide a picture of the blanking plate in case you opt not to put

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June 18, 19, 2005

IPMS USA National Convention, Atlanta, GA

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Sept. 10, 2005

IPMS/Baton Rouge, Modelfest XXI, Baton Rouge LA

Sept. 17, 2005

IPMS/SWAMP Calmex XX, Lake Charles, LA

Jan. 2006

Editor's Notes...

It's June and time for another Quarterly Contest. It's also time for the Region 6 Convention in Moore, Oklahoma, and our annual BBQ binge and auction in Buda!

Please note that our Quarterly Contest is open to any subject. We had originally thought to restrict it to the "white elephant" gifts from last Christmas but since a number of them have not been built (what?) it was decided to postpone that subject until next November.

Our next meeting will be Tuesday, June 21, at the Yarborough Branch Library on Hancock Drive in north central Austin. Meeting time is 7 PM.

ASMS was represented at the San Marcos CAF Air Show and we probably picked up a couple of new members. The first day the table was manned by Tim Robb and myself and we talked to a lot of former model builders who may want to get back into the hobby. Tony Ivone and a friend from the San Antonio club were also on hand with two tables of built models and they attracted a lot of attention as well. We found that many visitors wanted to see how we put things together and finished the model so Tim and I were happy to oblige.

The air show was fun but many of the expected participants cancelled out at the last minute. As a result, there were only two helicopters instead of the expected eleven! There were no P-51s but there was an A-1 Sandy, a Bell P-63, Helldiver, TBM/TBF, B-17 Thunderbird, a couple of B-25s, and the usual gaggle of T-6s. The featured program both days was the Tora! Tora! Tora! show but only a handful of the "Japanese" planes showed up. Still, it was a fun—although hot—two days.

Milton

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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

Well, it's almost time for the June meeting and it's hot! I sure do envy all of you who get to build inside. It's miserable trying to build in a hot garage. For this meeting we will need to vote on where to have next year's show and sign ups for show committees. I feel it's very important to get an early start and get all the brains going so we will all have a head start on next year's contest.

I'm still researching places to go on field trips so if you have ideas on places to see please let me know. This month's meeting will be our quarterly contest. So bring your models and prepare to have fun!

Jeff

Jeff's Book Reviews by Jeff Forster, IPMS #30833

Fighter Pilot's Heaven Flight Testing the Early Jets By Donald S. Lopez



This is a fun and interesting hard back book published by the Smithsonian Institution Press. It has 223 pages with 17 pages of interesting photos.

The author was an ace while serving with the Flying Tigers in China. After his tour in China he was assigned to Eglin Air Force Base in Florida. He worked with the elite proof test group from 1945 to 1950. While reading this book I quickly realized what a gravy assignment this must have

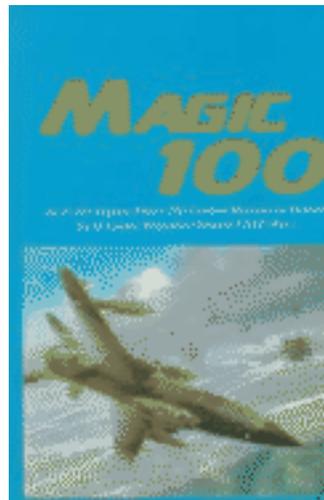
been! You get all the flying hours you want, you get to fly lots of different aircraft and you can fly in a manner most pilots miss out on.

The photos in the book are worth a look. The first one show the author standing in front of his P-40 in China. There's a shot of a Boeing XF8B that was tested in 1946 as well as several shots of P-80As. There's a sequence of shots showing a P-84B disintegrating during a low-level pass on a formation of B-29s. They eventually discovered that the early P-84s had a poor wing construction which was remedied in later models. There's a great shot of a B-36 flying on the deck in front of the stands at a demonstration.

There are lots of stories about some of his adventures around the country flying whatever aircraft he could get his hands on! Those must have been the days! You sure couldn't get away with that kind of flying today!

I picked this book up at Half-Price Books and would recommend it if you're looking for a few good laughs and some adventures. Jeff's rating—★★★1/2

Magic 100 An F-105 Fighter Pilot's 100 Combat Missions In Vietnam By Al Lenski, Brigadier General USAF (Ret.)



This is a great hardback book published by Turner Publishing Company. It consists of 128 pages with 19 pages of photos.

I always thought of the F-105 Thunderchief as a really impressive aircraft, both for its great lines and brute power. I watched those birds fly over with a full bomb load screaming through the sky at Okinawa during the Vietnam War. The book describes the author's life before he went to F-105 training and was sent to Thailand. He was assigned to Takhli and quickly found himself in the war. The F-105 mission load was so heavy that there wasn't anything like a check ride; every mission was a combat mission. His first mission was to bomb some bridges in the Dong Ho area. One ritual that got my attention as well as the author's was at the arming staging area, while the crews pulled all the red pins out of bombs, the chaplain walked up to each aircraft and blessed each aircraft! His reaction was, "Jesus, we're being given our last rites".

Route Package 6 missions were the real knuckle buster missions and almost all F-105 missions were Route Pack 6. The F-105s were the only Air Force units carrying the war to Pack 6 and Hanoi. Most missions to North Vietnam were becoming predictable. They were flown in flights of four aircraft and in packages of six to eight flights. They usually ran this mission using the same entry and exit points which really helped the north to place all the artillery and SAM sites in a position to give the 105 pilots a real ride for their life.

The author ran into his first MiG 17s on his 31st mission. He tried to engage a gang of MiGs as they were firing on a lead flight. While he didn't register any hits on them, he did put a

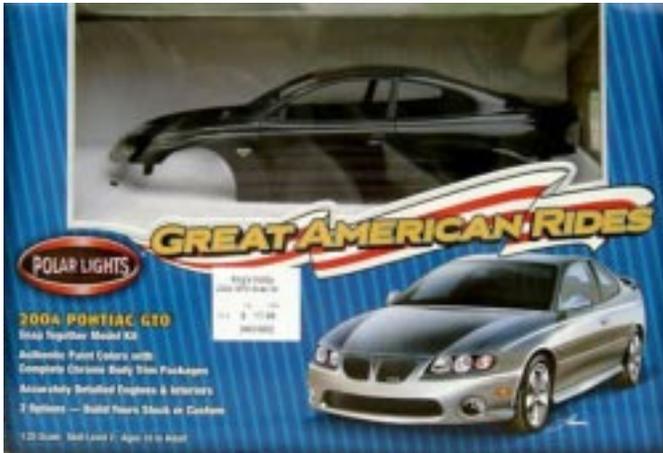
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Nathan's Classic Rides

by Nathan Perrine IPMS 40167

Nathan's Historic Rides for June looks at the 2004 Pontiac GTO from Polar Lights, mine is molded in black, chrome and clear with transparent red taillights, they are also available in red and yellow. Now this kit is a scale 1:25th and a skill level 2, which according to Mary Stevens at PL it is NOT for the novice, as evidenced by the wheels which are three piece and sort of hard to assemble, in addition there are two engine options and a fully detailed chassis. All-in-all this is a very nicely detailed model. It comes pre-painted and has prepared windshield glass which is packaged separately from all the other pieces in the kit.



It has two styles of wheels and backing plates for the low-profile tires. One peeve I have about his kit though is that the holes where the exhaust system attaches to the chassis are not big enough and require to be "honed out" to accommodate the exhaust system. Another drawback on these kits, is the instruction sheets, first they are so small that it takes either a good set of eyes, or an Optivisor with strong strength, in other words the drawings are very small, especially for older modelers such as myself.

I am in the process of trying to assemble the engine from the miniscule drawings. Most of the newer engines are either aluminum or black, since this is molded in black, I am leaving it black. Another thing, this is supposed to be a "Snap Kit," but as I have found on most so-called "Snap Kits," some glue is required to keep it together. The same is true of this kit. The paint suggestions are on the back side of the instruction sheet. This kit also comes with some license plate decals and some more emblems. This kit can only be built stock. I rate it a high 7.

Also from Polar Lights is a '64 Pontiac GTO, it comes in four colors; red, black, gold and teal. It, too, is a skill level 2, scale



1:25th, and has complete body trim packages, accurately detailed engines and interiors, two options to build it, either stock or custom. It says on the box that this particular car has never been produced before, but Monogram has offered it in several different varieties, but yes this is a first for Polar Lights. Some history on the '64 "goat" GTO is that it is credited with birthing the Muscle Car Era. Born in Detroit, the new for '64 GTO was the product of a Tempest body and a 389 cubic inch V-8 power plant. Marketed to young buyers interested in performance at a "working class" price, these lightweight bodied, bucket seated warriors shifted through the 1/4 mile in under 15 seconds.

The GTO's magic was that it was the first "factory hot rod" marketed as an "integrated" performance package, with a key component being a carefully formed image. But it had the "goods", starting with 325 horsepower (bhp) with the standard 4-barrel carburetor and 348 with optional triple 2-barrel carb setup. Heavy duty suspension and brakes, bucket seats, and floor-shifted automatic or manual transmission added to the appeal. It could do 0-60 miles per hour in 6.6 seconds and cover the quarter-mile in 14.8 seconds at 95 m.p.h..

So there you have it two of the hottest cars around, from the past to the present.

Nathan



Not all the displays at CAF San Marcos were aircraft. This mint 1936 Ford 4-door convertible is one of nine known to exist.

(Kiowa Warrior continued)

on the ALQ from the kit. I did forget to add the oval access panel on both sides of the pedestal. Sorry about that. I added mine out of .005 plastic. The cut of the kit is the hardest to get correct. I feel it is better to cut into the kit mount and then sand as necessary to get it to fit. I ended up cutting too much on both of mine and added plastic and then carved it to fit under the pedestal. This is really the hardest part of the upgrade so go slow. Do not use part D-21 which is the base of the ALQ. The part is reproduced in the upgrade to have the open slots and mounts. The assembly should go like this; pedestal, mount, and base, then kit clear parts. Check the reference photos from the upgrade set for the correct orientation—it is not squared off but offset a bit. Holes are provided for you to add wire if you so desire. Attach the ALQ pedestal with superglue and then it is time to bring everything together.



Part 40 is not used on current aircraft. It is the Doppler antenna and is not mounted since the introduction of the GPS antenna.

When you make the rear avionics compartment you will have to break off the top part of C-32 or it won't fit. Again this is an area that is representative of an early version but not current. You have to assemble it as it keeps the door aligned but it really isn't too important. While you have the door in your hand there are two cutouts, one on the bottom and one on the aft part of the door, these need to be filled in. Leave the cooling grills but fill the round recessed areas. These were for the original aircraft when they were experimenting on things.

If you are going to build an Operation Iraqi Freedom aircraft don't open the holes for the AVR-2 antennas, part D-31 and D-32. These antennas are laser detectors and were removed from every unit's aircraft that I know of.

For an OIF aircraft leave off the clothesline antenna under the tailboom. It is the holder for the HF antenna and is not used. Just cut some square styrene to cover the holes. If you are building a Bosnian aircraft leave it on. If it gets bent or crooked this is actually preferred. The real things were hollow and frequently bent from handling and crew chief backs hitting it while walking under the tailboom. We left ours on more as a way to protect the APR-39 blade antenna on the tailboom than for anything else.

Leave off the front doors unless you have an aircraft that is flying in the winter. The greenhouse effect makes it very hot inside relatively quickly so the doors were removed to facilitate cooling plus visibility is markedly improved with them removed.

I recommend that you don't add the UWP (Universal Weapons Pylons) Part 19 & 20 until after painting the fuselage.

Before you assemble the fuselage I recommend that you add some strips of styrene on the bottom such as you would do for a vacuform. There is a lot of play if you don't you will have some issues as the area is flexible.

Time to bring it all together.

If you did everything properly you should have no big problems closing it up. Once everything is good to go, add the forward cowling after you paint the inside a yellow zinc color or the fluorescent green. You may have to fill a little bit. I recommend super glue. I built two and the two of them needed a little filler in different spots. Nothing too drastic though.



Once you have everything filled rescribe the line where the forward cowling fits to the model. There is another area that needs to be scribed and that is around the exhaust area. This area is titanium and broken into two separate parts. You will have

to look at reference photos to determine the shape but it roughly fits the shape of the open area. Look at the model photos. Don't be too concerned with how big the area should be. I have seen some that had lots of metal on top and others that had about a 2 inch area, which is the most common. Now check my pictures and you will see the other panel lines that need to be scribed, including the one that goes laterally through the exhaust area. Most of the panel lines are pretty straight and not a big issue.

OK, I screwed up. I didn't realize until I was building my kits that I forgot a mod for the armed version of the Kiowas. The aft doors have a cutout. I have since made this and have provided it to Meteor Productions. If you bought this set and it didn't have



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(Kiowa Warrior continued)

it write or call them and they will provide it. My fault totally. Completely missed it. The doors were modified when armament was added because you didn't have access to the avionics because the door would hit the UWP. At first you had to pull the pins on the hinges and then remove the whole door. Finally they just made a cut out that allowed you to open the door normally. The new doors and cutout are a drop-in replacement that did not need any cleanup.

I left my vertical tail off until after painting. It tends to hit everything and will break off or break the skid. Speaking of skids, I used pins to mount them for support. The horizontal stabilizers should be flat on top and rounded on the bottom. They provide negative lift in forward flight to extend the CG range.

After the entire cleanup is done, I recommend adding the windscreen and chin bubble including the Wire Strike systems. I used liquid cement, sparingly, and white glue to attach the windows. This will aid the masking stage. I then added the glare shield and the instrument panel from the outside. You want to do this as it is easy to get a tighter fit without causing any problems with the windows.

I used the Cutting Edge Black Magic Canopy Masks CEBM35001 for this kit. There are some areas that are very hard for the Black Magic to conform to but overall they worked well. I highly recommend them.

Add the IR formation lights to the appropriate areas. Don't forget to add the mount to the base of the fuselage before adding the light. I had to add a bit of filler with Tamiya putty and then used Mr. Thinner to smooth it in.

Use caution when removing the GPS antenna from the mold block. If you are careful there is a circle under the block that needs to be kept. Add the GPS antenna to the tailboom. Ensure the hole is on the left side just in case you want to add the wire that comes out and goes into the tailboom.

If your aircraft has the Engine Barrier Filter now is a good time to install it. Check the photos on the instruction sheet.

Now is a good time to decide what kind of a

weapons load you want to use. Check your references, but a common load is .50 Cal and rocket pods. Another is .50 and Hellfire. Frequently the .50 Cal ammo box is carried regardless of the weapon on the left side. A word of caution, if the Hellfire is to be carried it will always be on the right side. The .50 Cal



can only be mounted on the left side. The rockets can be loaded any way, within the limitations of the Hellfire and .50 Cal, or on both UWPs.

Painting

I preshaded the model with flat black as I needed it to paint the rotors anyhow.

I said this before and I'll say it again. The only accurate color for a modern US Army helicopter is Model Master ACRLYIC US Army Helicopter Green. The enamel is too grey, but it has its uses. I used the enamel to weather my aircraft. The whole aircraft gets the acrylic green. I then streaked the enamel in a vertical movement to simulate the weathering caused by servicing the engine.



I painted my AVR-2 antennas Model Master Green Drab.

The blades are flat black aft of the line, gloss black on the in-board side and titanium on the leading edge about a third of the way to the tip. Check the photos of the model and references. The tail rotor is flat black with about half of the leading edge being silver, but can be overall flat black. Both the tail and main ro-

tor blades were then streaked front to back with Tamiya Buff and a light grey.

I painted my IR lights RLM 77 and the GPS antenna flat white. A coat of Future made the model ready for decals.

Decaling

The kit decals are ok but not great. They have a glue substance on the back that looks bad going on but will dry clear. I used Solvaset because of all the rivets.

I wanted to do an aircraft that Cody and I flew in with 1-7 but there were no decals available for the SFOR, 1st Cav, Garryowen, or Bounty Hunter emblems. I also didn't have decals for the 2-17 Cav aircraft. I did have pictures though. So I had some decals made. I didn't realize until I was decaling that they were about 50% too big. What to do? I just had received some gorgeous AH-1G decals from Joseph Osborn at Fireball Modelworks (<http://www.fireballmodels.info/>) A begging and pleading email went out explaining what had happened and what I needed. Joseph was able to work magic with the photos. After a few emails to tweak the size and the fonts and literally within a couple of days I had perfect decals. They worked well and reacted well to the Solvaset. Thanks Joseph, you saved my but!. They looked perfect. I am working with Joseph to get some more additional markings for this kit. So look for more from Fireball in the future.

A coat of Future and a Model Master Acrylic Flat made the model ready for weathering.

Weathering

I used a Burnt Umber artist oil wash over the panel lines. I followed that up with some Polly-S Mud on the skids and ammo box. I used silver pencil to chip the paint at various locations including the skids. I also used the silver pencil to "peel" back the area on the silver part of the main rotor blades as these took a beating, especially in the desert. I used the enamel helicopter



green to simulate the fuel spilled around the filler cap. An overcoat of heavily thinned Tamiya buff from directly overhead lightens up the top of the model. I used some pastels on various panels and in the exhaust areas. Another flat coat sealed everything.

Special Attention

I need to talk about some areas that required special attention in regards to painting. First is the MMS, the Mast Mounted Sight, ET, or the thing that

gives the Kiowa big balls, no sorry—that is the pilots. The small opening is the side for the TVS system. I glued a light blue transparent bead to the inside. This was followed up by painting

the area inside of the area for the clear part the Acrylic Helicopter Green. Once that was dry I added Future in multiple applications until it was level with the face of the sight. For the



TIS (Thermal Imaging System) I tried something a little different. This side is opaque and reflective. I painted it gloss black and then used a thing called Pearl-X (available at Wal-Mart) Iridescent Gold. It is a powder that is rubbed on

the paint. Well it looked great and was exactly what I was looking for.

The ALQ-144 is a multi-faceted IR jammer. I decided to try Alclad red to gold paint. I painted the gloss black and then the Alclad. I found the color pigment to be too coarse but decided to go with it anyway. I then applied the Pearl-X. It looks good but not great. I then added some Tamiya Clear Orange and Red. I was happy with the results but I think it could have been better. If I had to do it again I would skip the Alclad.

Final steps

I removed the masks and polished the canopy with Tamiya polish. There was a marginal bit of overspray that was removed with a toothpick and some Aeromaster Paint/Decal remover and some careful patience.

I had no big problem in assembling the weapons. A tip for gluing the ammo chute to the gun, use vinyl glue available at Home Depot. Comes in a small tube and works great. The .50 Cal was painted flat black and then dry brushed with some silver. The cage around the gun was painted semi-gloss black. The ammo box got the aircraft green color.

The Hellfire launcher got the helicopter green for the launcher. The missiles were flat black and after a gloss coat were decaled as shown. Remember that live missiles have a brown square at the aft end. This indicates a live motor. The yellow on the tip indicates a live warhead.

The rocket pods were assembled as the instructions showed. I did elect to fill the seams on the end pieces as well as the halves. The end caps were painted Magnesium. The rockets themselves were Olive Drab.

Finally everything is brought together at the UWPs. I did have an issue with the angle of the UWPs. They cause the ordinance to be angled in too far. A little angle is ok but this is too much. I haven't figured out how to fix it yet.

Conclusions

Wow! That took a long time. From the time I mastered the original cowling to finishing both kits was about a year and a half. I'm happy with the way they look though. They are

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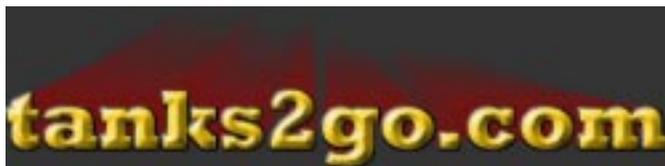


by Rafael Power

This month we'll be looking at a couple of sites on the rather forgotten Suomen Ilmavoimat (Finnish Air Force) during World War II. The Finns have the distinction of operating many military aircraft from both the Allied and Axis factions during the Winter War of 1939-40 and the Continuation War of 1941-44. A particular type, the Brewster B-239 is in this month spotlight. Also the complete inventory of the FAF during WWII is covered in the other site.

Many movie fans will recognize armored vehicles no longer in production in films like Tank, Mars Attacks and many others. I you wonder where some of these vehicles come from, then visit Tanks2Go, one of many providers to the movie industry.

To wrap up this month sites we'll visit a small model site in Hong Kong specializing in model aircraft.



<http://www.tanks2go.com/>

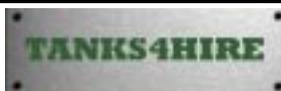
Tanks2Go is a collection of American, Russian, British and European vehicles restored and available for rent to movie and advertising companies. Located in Roanoke, Virginia, this site has a very good selection of photos of the entire collection divided by country or by eras.

On the American site there's a good selection of tanks and armored vehicles, starting from the WWI M1917 tank to a Humvee ambulance. There are Shermans, Stuarts, Bulldogs, half tracks, scout cars and heavy trucks.

If you like British armor, then Tanks2Go includes a Centurion, Saladin, Churchill, Crocodile and more. The Russians are represented by the T-34s, T-55, T-72 and personnel carriers. Europe is represented by vehicles from Sweden, Switzerland, Germany and France.

If you read the list of credits in the site you will certainly recognize many of the films in which these vehicles appeared. There are also many vehicles for sale, including a very nice M5A1 Stuart for \$75,000 and a M16 Halftrack with .50 cal. quad mount for \$38,000. Hmm! I wonder if they take VISA.

Downside: Needs more WWII, Korea and Vietnam era tanks.



<http://www.tanks4hire.co.uk/>

Another for hire armor site. Based in West Sussex and trading as Tanks and Targets Ltd, this British company also specializes in armor for rent. Among their specialties are tank riding experiences, corporate entertainment, television & film work, etc.

Downside: Still short in some types



<http://hkkk.fi/~yrjola/war/faf/brewster.html>

This site is dedicated to the Brewster B-239, the export model of the F2A-1 used by the Finnish Air Force during WWII. The main attraction is the recovery of aircraft BW-372 found in a lake in Russia and shipped to the Naval Aviation Museum in Pensacola, Florida for eventual restoration. There are good detail images of the national Finn and unit markings.

Downside: Although the recovered aircraft photos are fine, the site needs more photos, color profiles and more information on the operation, bases and campaigns during its operation life in the Finnish AF.



<http://www.sci.fi/~ambush/faf/color.html>

This site has a good selection of photos, color profiles and unit insignia of the Finnish Air Force aircraft during the period of 1939-45. The site is divided by fighters, bombers, trainers and others. Each aircraft is described with technical data, number in service, squadrons and wartime operational history. FAF in Color fills a void on information on the Finnish Air Force during WWII no matter what your favorite aircraft type is.

Downside: Some aircraft photo or profiles boxes are under construction but the site will eventually fill them. This site is worth a visit



http://www.geocities.com/hon_dog/

A personal modeling site by Jimmy Tam of Hong Kong. An all-aircraft site mainly 1/48 scale with a dash of 1/72 ones. Except for a single F-16 (who let him in?), all the galleries are
(Continued on page 10)



Special Hobbies' 1/48 F2A-3 Buffalo "Battle of Midway"

by Milton Bell, IPMS 16702

I took this kit to San Marcos to use as an example of the kinds of kits available to modelers today. I took a few others too, for comparison. At one point Saturday morning, before the flying began and visitors were looking around the hangar, I was aware of an older gentleman wearing a ball cap looking at the Buffalo box art. "What a death trap that one was. The F3F was so much better." I looked up and discovered the cap said USS Yorktown and learned that the head underneath, very gray now, had been on the Yorktown at Midway!

Indeed the Buffalo turned out to be a death trap for many and was quickly retired from service. One surviving pilot commented that anyone going into combat in one should be "written off." No Buffalo went into combat from a carrier deck but they were used as a land-based Marine fighter. This is the first injected kit of the Brewster Buffalo F2A-3 in 1/48.

Molding of the kit is good with engraved panel lines. Parts are generally flash-free except for the cuffed prop. It's an easy clean-up. There are a lot of parts obviously made for subsequent versions so I expect at least two more. Clear parts are very nice for a limited run kit. They are thin and clear and have fairly crisp framing.

The kit includes a small bag of resin parts which consists of just two detail parts for the landing gear bay, engine back, and a propeller hub. The resin is very good with no bubbles. There is also a small fret of PE which includes an instrument panel, trim wheels, levers, seat belts, bomb fins, etc. A fair modeler should be able to build a pretty nice model without buying anything more than glue, putty, and paint.

So, how good is the kit? Well, it's not bad but it's not great. It takes some imagination and patience. This is not a shake-and-bake kit! There are some unusual engineering approaches that require careful fitting and assembly. Also be aware that the instructions are not always clear on some points and in some cases simply ignore the step. However, it can be built into a convincing model.

I decided to finish the model as I began it, before realizing I had made a number of mistakes. I've outlined them here and in pictures. If you decide to build the Buffalo, be aware of the problems and figure out a way to work around them.

First off, I opened the shell ejection port for the cowl guns. It's near the port wing root. There are notches in the upper wing halves for part D1, the bulkhead that has the well for the retracted wheel. Be sure the resin parts that form the details for the wing LG Bay are mounted AFT of the notch. The plans are not clear on this and I messed up. Super glue is unforgiving.

Part D5, the spent cartridge chute, does not align with the molded-in port that I carefully opened. Also, it's a pain to work into the space between the wing halves. Don't bother with opening the port or realigning the chute. The first choice is easy. I left off the wing-top until the bulkhead was installed

The engine mount is delicate, so be careful. Be aware that D19 has an opening that's way bigger than the mount. I assume this is "wobble room" but it's a pain to mount. I spent more time here than I would have liked.

The cockpit floor is in two pieces with the aft section somewhat lower than the front. This makes installing the control linkage rod a bit of a challenge. You'll need a needle file to work on the "hump." Cross section drawings of the Buffalo show the rear section higher than the front so I don't know which is right.

The life raft container has a PE hatch face that's a larger diameter than the container itself. I question this since it makes the headrest sit too high. Be sure to mount the roll-over cage forward so the canopy clears it. You will also need to clean up the area where the aft canopy fits the fuselage. The fit is not great.

The decals look pretty good. You get markings for a Lexington based Buffalo, one from Pearl Harbor, and two from Midway. I elected to do MF-11 of VMF-211 from Midway, March 1942. For paints I used Gunze Sangyo USN Blue Gray over USN Light Gray from Polly Scale. Interior paints are US Interior Green which may not be correct but that's what the kit call for. I left off the two bombs since I doubt the defenders at Midway flew off to intercept the Zeros and Vals with a load of bombs!



(continued on page 11)

(Book Reviews continued)

good scare into them and forced them to break off the attack. The author's longest and toughest mission was the 34th. It was a Route Pack 6, on the way in, there was lots of SAM warnings as well as MiG warnings. MiGs sneaked in and shot down two F-105s in his flight. While flying a RESCAP for the two downed airmen, MiG-21s came out of nowhere and got some body shots into him! His wingman was hit by the second MiG-21 and now there were three aircraft on the ground. In the rescue process one of the Sandy's was hit and on fire and was advised to bail out. Since the rescue attempt had failed on the first three aircraft he wasn't going to attempt another rescue and instead dived his aircraft to gain speed and put the fire out. He eventually made it back to his base in Udorn, Thailand, but four good airmen wound up as guests at the Hanoi Hilton.

This is the caliber of reading you will find in this book, I enjoyed it and most people will too. I picked this book up at Half-Price Books. Jeff's rating—★★★★

(Web at Night continued)

of WWII Axis aircraft with the mandatory Bf 109s and Fw 190s.

Downside: Not a lot of building and painting information.

Next month: Heading south.

Rafael

(Kiowa Warrior continued.)

impressive. I feel the upgrade is essential and makes the difficult task of converting the Warrior to modern standards exponentially easier. I will not make a recommendation on the upgrade. You will have to make your own conclusions.

The kit itself is a challenge but not something most builders couldn't master. It is the perfect vehicle for super detailing. There are a lot more things I would like to do next time. I wish the UWP's were better angled but that is my biggest gripe.

The masks were very useful and made that task a lot easier. Highly recommended. The poseable seat belts were wonderful and easy to use. Highly recommended.

The decals from Joseph were a Godsend. Thanks again for the help. Without you, these models would be unfinished. Highly recommended. Check out his Cobra decals. We are discussing doing a few of the AH-1F Cobras I flew.

References are few on this vital helicopter. The internet is the best resource. I hope to put together a walk-around book on the Kiowa Warrior if I can find an interested party and if the demand is there. I have lots of photos that I took and I still know lots of people in the Army who are willing to help.

This little helicopter and the men and women who fly them are always out front in harm's way. I would like to think that SGT Wells would be proud of the finished results. I know he would yell "Garryowen, Sir!"

Annual BBQ and Auction Set for June 25 in Buda

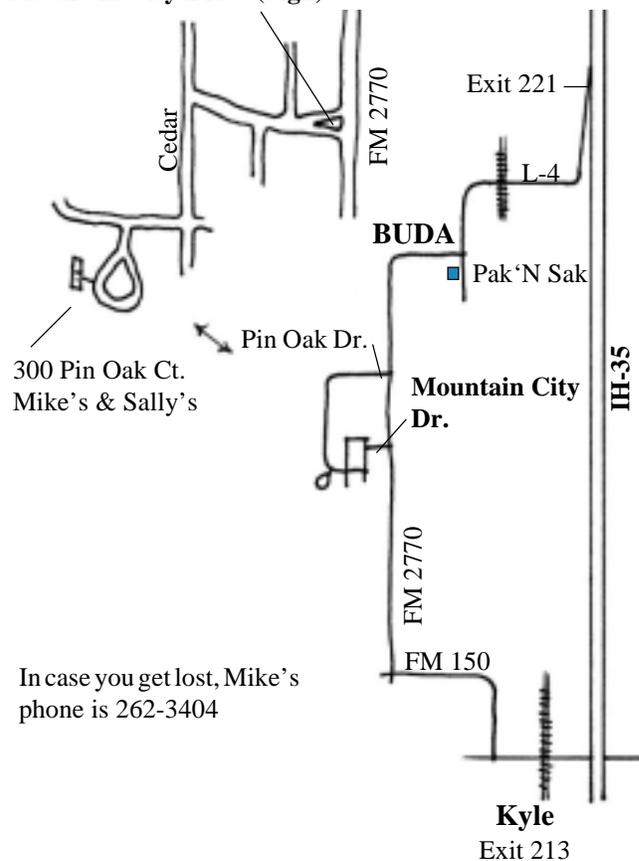
In case you don't have your calendars marked, it's time to go to Buda and spend an afternoon with Mike and Sally Kachoris. Once again, they've asked to host the annual fund raiser picnic. We will make the final arrangements at the June meeting so be sure to attend. Here are the basics.

The club provides the BBQ and the club members bring the side-dishes, drinks, and desserts. If past years are any gauge, there will be water in the swimming pool, food in the kitchen, and a kit auction in the game room. Bring whatever you want to drink and a side, PLUS donations for the auction. Clean out that closet!

These donations should be kits or books or related items. Just be sure the kits are complete and NOT STARTED! They don't have to be in shrink-wrap but be sure they aren't leaking parts. We need to make a bunch of money this time since we came up a little short after our April show.

For the first time, there is a special event for the ladies of ASMS, a Gal's Gift Exchange. There's a \$10 limit and items can be arts & crafts, home made, books, coffee/tea baskets, baked goods with recipe, or whatever. Bring it wrapped or bagged. Should be a lot of fun while we modelers are spending money.

Mountain City Drive (Sign)



Old Rumors & New Kits

Regional Convention is almost here and several intrepid modelers from ASMS are preparing for the trip north of the Red River. I missed the last show and understand it was a good one. Dallas usually attracts a bunch of good models. This last show was made more unusual by the addition of “entertainment” during the pre-awards lull.

I mentioned this to our new Contest Coordinator Kenny Roady and suggested that belly dancers as a diversion to boredom was not a bad idea. This was quickly vetoed by Kathy as was the use of Hooters Girls to hand out trophies. Oh well, I’m sure Kenny will come up with some other good ideas.

There aren’t a lot of new rumors or new kits in the immediate pipeline. I did see a really nice Macchi C.200 Serie VII in 1/32 from Pacific Coast Models. This is a fine kit and the first injected one of the C.200 in this scale that I’m aware of. I understand that a Macchi 202 and 205 are in the offing if this one sells well. Photoetched parts are from Eduard, the decals are from Skymodels of Italy, and the kit is molded in Czech Republic. It’s pricey but it’s a complete kit with very good

(Buffalo continued)

The radio mast is a piece of very thin plastic that is far too fragile to support a piece of stretched sprue so I replaced mine with a piece made from a wood toothpick, sanded to size and filled with CA. I had to Dremel out a shallow hole for the mast but at least it works. I also used a couple of pieces of brass tube to mount the prop—the small one glued into the prop hub and the other inserted into the engine crankcase. The prop spins!

The aircraft had one landing light under the port wing. The kit has landing light recesses in both wings but does not mention filling one. I used a couple of styrene discs and some super glue. The rations compartment is missing from the aft canopy section. It was on the forward section, lower left. The main instrument panel PE piece is a bit smaller than the transparency with instrument faces. Just fit it the best you can or wait for Eduard to do one. Several bits of PE that adorn the cockpit are not well located on the instructions so use your best guess.

There are other small injected parts that attached to the underside of the model—catapult hooks and the like. Just don’t lose them or you’ll be stretching sprue to make replacements!

If you get the kit, have fun with it but just be prepared to use a tad more putty and super glue as filler than you did on that last Tamigawa kit. You will also improve your “rescribing skills” if you are a stickler for detail.

The kit is pricey but you get some PE, some resin, and don’t really have to spend much more unless you really want to. Even with its problems, I still recommend it.

Milton

detail. I can only imagine how good an Mc. 202 would be from this outfit. While not on the C.200, you might want to check out the publication *Ali d Italia C.202-205, Part 2*. This Italian publication on markings and camo will certainly be of use for the future releases.

Most of the news comes from Classic Airframes. The next major releases for the shops are two more Brewster Buffalos—an early F2A-1 and a Finnish BA.239. It will be interesting to see if they bear any resemblance to the current offering from Special Hobbies. They should be in the shops by meeting time.

The Wyvern is back in production so if you missed one of the original issues, there’s a chance you can get one now. The Gloster Meteor night fighter, NF 11/13, should be available very soon as well. The DeHavilland Vampire Trainer will be available at the IPMS/Nationals in July.

The CA Walrus will be re-released and this time will have injected clear parts. That’ll be an improvement. Wonder if the price will creep upward! Also, the Fiat CR 32 will be out for Atlanta and will feature some new tooling. Your guess is as good as mine as to what is being retooled.

The single-seat DH Vampire in Foreign Service Pt. II will feature markings for South Africa, Egypt, Syria, and Lebanon. No word on release date but it should be this quarter.

Needless to say, all the Classic Airframes kits are in 1/48 scale.

For armor builders, Dragon has a Flak 36 88mm and a second release of the M4A1 Sherman #6048

Ginter Books has a new one out on the F9F Cougar. Now if we could just get a decent kit in 1/48. Or even in 1/72 for that matter. I have the old 1/72 kit from Hasegawa and, while not bad, it’s a 1980’s vintage and pretty dated. I stopped waiting on the Hobby Craft kit long ago.

Kagero has a very nice book out on the P-47 Thunderbolt. This is the Part 1 so it looks like they will do the “jug” justice. Mushroom Model Books, another good name for research books, has one on the DeWoitine D.520. I’m looking forward to both of these.

If you do a lot of natural metal finishes or like to use a brush-on filler, you are familiar with Mr. Surfacer. I swear by their 1000 grade as a thinned and airbrushed primer for Alclad. It dries quickly and fills little scratches better than any other modeling product I know of. Now they have a new grade. It’s Mr. Surfacer 1200 so I suspect it’s thinner than the 1000 grade. You can cut Mr. Surfacer with alcohol but I prefer Mr. Color Thinner. I’ve got to try this new one unless someone wants to review it for the newsletter.

That’s all for June. Now go finish that model. See you Tuesday.

Milton