



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

March 2005

SPRUE EXAMINER



Building Academy Minicraft's 1/48 Piper Cherokee 140

By Tim Robb, IPMS 34705

Piper introduced the PA-28 Piper Cherokee in 1961 as a replacement for the Piper Cub. The basic model PA-28-140 is a four-seat, low wing, all metal monoplane with fixed gear, and powered by a 150 hp Lycoming engine. Follow on designs are the PA-28-161 Warrior, and PA-28-181 Archer, featuring various upgrades.

Academy Minicraft's PA-28-140 kit comprises 32 parts molded in white plastic and six clear parts. The surface detail of the kit is good, and the interior is nicely done for a simple kit. The interior consists of floorboard, two front seats, a simple one-piece back seat, instrument panel, and two control wheels. There is a nice representation of the Lycoming motor and motor mount. This is good because the air cooled engine is visible both through the cooling openings in the front of the cowlings and through an opening in the underside of the cowlings where the nose gear strut also attaches to the firewall. The fixed tricycle undercarriage is molded in just two parts for each wheel. The wheel pant, tire, and strut assembly is molded as one piece

for each leg and the second piece is the other half of the wheel pant. The decal sheet is worthless, more on that later.

I didn't have any reference materials at all for this airplane, so I started my study by logging onto Airliners.net. The painting instructions in the kit are pure fantasy. There are hundreds of photos of Cherokees on Airliners.net and none of them has a color scheme similar to what is shown in the kit's painting instructions. Another not quite inaccuracy but shortcoming the kit has is that most Cherokees operate without wheel pants, or at least without all three of them, so it would have been preferable for this kit to come with a more detailed undercarriage that made the wheel pants optional. Given those two things, my first chore was to scroll through the Cherokee photos and find one with a simple enough scheme that I could paint that was also at the same time an aircraft wearing all three wheel pants. I settled on a British civil registered aircraft, G-AVGC pictured at Popham, UK in June, 2003. It wears the same light blue and white colors (excuse me, "colours" – it's a Brit) as the model shown on the kit box top, but there the similarity ends. On to the building.

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John Seaman**Bill Delk****2004 Show Schedule**

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/CASM IV Spring Model Show & Contest	May 13-14, 2005
IPMS/NCT ScaleFest 2005, Dallas, TX	May 21, 2005
IPMS USA National Convention, Atlanta GA	July 20-23, 2005
IPMS/Emerald City, OzCon 2005, Wichita KA	August, 2005

Editor's Notes...

A bunch of us diehards drove down to live Oak in the rain last month for the Alamo Squadron's annual show. This one was Modelfiesta XXIV. Dick Montgomery and I were talking and it appears that he and I have been at each and every one of them! No, I may be wrong but I can't think of one I've missed. This year's show was a good way to start the CenTex modeling scene and there were plenty of super models. I don't have a count but there were plenty of aircraft and a fair number of armor pieces. Cars and figures may have been a bit light but the quality was sure there. We want our show next month to be at least as good. Congratulations to all the guys in SA for being good hosts and putting on a good show. And congratulations to the local winners too.

Our next meeting will be Tuesday, March 15, back at the Yarborough Branch Library. As usual, the meeting time is 7 PM and we need to vacate by 8:45. The program this month is the first Quarterly Contest featuring the White Elephant gifts from our Christmas party. The program will also include a judging seminar so we can be ready for our April show. So, be there and bring in that White Elephant, even if it isn't finished.

If you'll read the show schedule above, you will see that Houston is back in the line up after a few years off. This April 2nd show will be hosted by two clubs, Southeast Texas Automotive Replica Society and IPMS Houston. For more information, check out their websites, www.spacecitynats.com and www.ipms-houston.org. Let's help them out by attending. It should be fun.

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

March is here already? Well, I've been trying to get my white elephant gift done and I don't think it's going to happen—family in town, taxes to be done. I guess it never ends, as much as I hate it, modeling always seems to take a second seat. Life's like that.

Our yearly show is coming up in April so be prepared to volunteer some time, I'm sure Bruce will be handing out sign up sheets soon and I urge everyone to sign up for a few positions, especially judging, the more judges we have the faster we will get done with the judging. Also remember the sponsorship contest, the more sponsors you sign up the more chances you will have in winning the \$40.00 gift certificate.

For everyone who didn't make the San Antonio show you really missed out on a good show. Alamo squadron puts on a good show and it's great to meet people after the long lay off. Well, enough yapping, time to get modeling!

Jeff

JEFF'S BOOK REVIEWS

by
Jeff Forster IPMS #30833

Sailors To The End

The Deadly Fire on the U.S.S. Forrestal
and The Heros Who Fought It

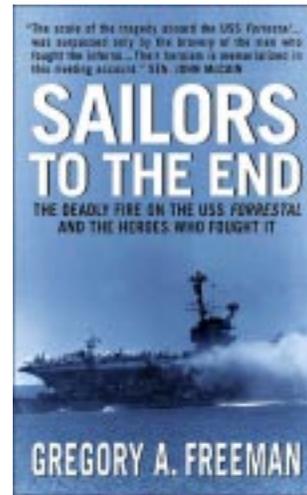
by Gregory A. Freeman

My copy of this book is in hardback form and it is published by Harber Collins foundation. It is 307 pages long and has 16 pages worth of some really outstanding photos.

To start out I'd like to say I really enjoyed this book! It had great moment to moment action, it never gets boring and it's very informative. This book is definitely one that once you start to read it you'll not want to put it down. Once again this is a great book!

The *U.S.S. Forrestal* was the first of the super carriers to come on line with the navy. She carried double the fuel and weapons of the newest Essex class carriers. The flight deck was 300 feet longer than the Midway class carriers. Her engines could propel

her to a speed of 33 knots. She was also the first carrier designed for jet aircraft. She had four steam catapults and four deck edge elevators. With all the innovations incorporated into the design



of Forrestal she was truly an all-purpose carrier and no other carrier around at that time was better. She was also the first naval ship to have such creature comforts like air conditioning. She held a record as the only aircraft carrier to land a C-130 on her flight deck! She was large enough to carry 90 aircraft.

Capt. John Beling assumed command in 1967. He was excited that he was in control of the most powerful ship in the fleet and that she would soon be sent to the war in Vietnam. One of the people who was assigned to Forrestal and later went on to bigger and better things was John McCain, who would become a U.S. senator from Arizona.

Early in the book the author comes forward with the main explanation for the cause of the accident on the Forrestal. It seems that on Forrestal there were two safety boards that govern the weapons systems. The problem was that each group was contemplating a safety short cut and expecting the other group's safety checks to keep the ship safe. One group found that they could ignore a navy safety check involving the cable that connected the triple ejector rack with the missile launcher. It wasn't supposed to be connected till the aircraft was on the catapult, ready to launch. There was another rule in place to achieve the same safety measure. It involved a device called an intervalometer pin or a TER pin. This was plugged into a receptacle in the rocket-firing mechanism; it prevented the firing command from reaching the rocket. The main thing the crews were trying to do was make the launching of aircraft cycle quicker. One board found that installing the pig tail while arming the aircraft would cut the launch time. They did not know that some of the crew was removing the TER pin ahead of the cycle so in effect all the safety checks were removed.

Another reason this accident occurred was because the Forrestal was scheduled for a full effort air strike and they were supposed to carry 1000 lb. bombs. It seems that there was a shortage of 1000 lb bombs in the Asian theater at the time and some loads were found in an old open air depot in the Philippines. These bombs were of an old design and were filthy, rusting, and leaking. The head armament officer on board protested loudly but the Captain was ordered to keep and use the bombs. These bombs, being of an older design, could not withstand a fire for more than a few minutes. A modern bomb could withstand exposure to flames for a much longer period of time. Furthermore, the new bombs will explode at a lesser intensity after exposure to flames, while the old bombs will explode with

(continued on page 4)

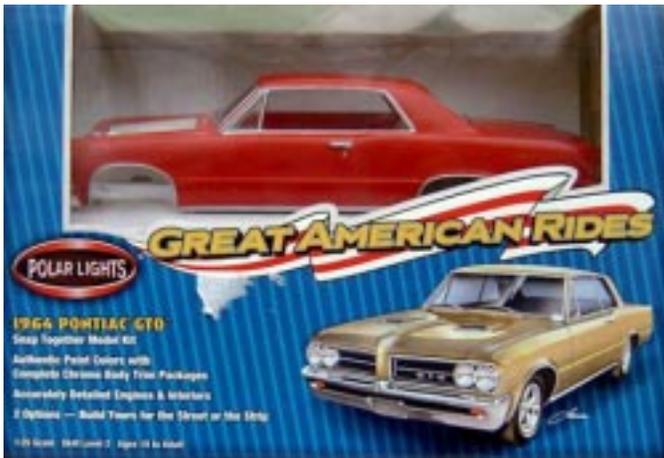
**Final Call for
2005 Dues**



Nathan's Classic Rides

by Nathan Perrine

Nathan's Historic Rides looks at one of the most famous Muscle Cars ever made, this is the one that actually 'birthed' a whole era of cars. Pontiac's 1964 Tempest GTO lit the fuse on the muscle-car era. It was the first modern mid-size car with a big-block high-performance engine. And it was the first factory hot rod with an identity all its own. Even the name was magic. GTO stood for Gran Turismo Omologato, a tag Pontiac appropriated from no less than the Ferrari 250 GTO. Translated from Italian, it meant a grand touring production car that had been officially sanctioned to race.



The Pontiac GTO is historically credited with starting the Muscle Car Era. Born in 1964 in Detroit, Michigan on a drawing board, the new GTO was the product of a man by the name of Jim Wangers, the idea was to stuff the 389-cubic-inch V-8 from the full-size Pontiac into the all-new for '64 intermediate Tempest. The development of the '64 GTO was a deep secret. Engineering prototypes appeared as though they were equipped with the Tempest's 326 four-barrel V-8, when in reality they had the 389s and even in some cases the 421 cubic-inch Pontiac V-8. Pontiac opted to make the GTO a LeMans option, and they got it to market without going through the hierarchy of the GM "big wigs"!

The GTO package started by beefing up the 389 with such goodies as 421 High Output heads, a high-lift camshaft (for hydraulic lifters), Carter AFB four-barrel carburetor and to perk up appearances, chromed valve covers.

Marketed to young buyers interested in performance at a "working class" price, this light-weight bodied, bucket-seated warrior shifted through the quarter mile in under 15 seconds. The

success of the GTO took the automotive industry by storm and what followed was an era unequaled in American automotive history.

The 1964 Pontiac GTO is part of Polar Lights' new series that celebrates The American Muscle Car Experience: Great American Rides. PL has done it again with the introduction of these pre-painted kits, they come in a variety of colors, the GTO comes in red, teal, white, black and gold. These 1/25th scale snap together model kits are highly accurate with detailed color molded parts, the engine is even painted according to specifications, the interiors are painted to match correctly for the color it is molded in or painted, in this case my car is red so it has a white interior, it also comes with two wheel sets—the stock version and the Hurst Mags. I plan to get a gold one to build the Hurst Tiger. Since it's a snap kit, it requires no cement, and all like-colored parts are bagged together and separately, for instance all the chassis components are bagged separately. I find these kits to be as much for the novice as the experienced modeler.

So get on down to your local hobby shop and get your hands on a couple of these before they are gone, it is an excellent rendering of a Time Honored American Classic.

Watch for others in this series from Polar Lights.

Nathan

(Book Reviews continued)

greater intensity. Another cause for this accident was a bad design in the Zuni rocket system on the F-4 Phantoms, this design allowed a surge of electricity to shoot through the system and light off the rocket. I believe this same design was what caused the fire later on the *U.S.S ENTERPRISE*.

Some of the statistics of the accident are, 72.2 million dollars worth of damage including a loss of 21 aircraft with 40 more damaged. One hundred and thirty four men died in this accident, and 18 were either never recovered or identified. There is a monument just behind the tomb of the unknowns which marks the final resting place of 12 to 14 bodies that could not be identified.

While reading this book you will get to know many of the crew as if they were your friends. You'll learn about the heroics that young men can find inside themselves when they are placed in danger. You'll realize that in a time of war sometimes safety measures get overridden and pushed to the side to make things quicker or make things easier for the people working on the equipment. This was a preventable accident but so many factors converged at one point with such tragic results.

This is a highly readable book and an enjoyable one as well, it's very informative and interesting. I would recommend it with the highest praise. Jeff's rating: ★★★★★

Kit & build Review
Cottage Industry Models Ltd
C.S.S. Pioneer 1/32 scale

by Russ Holm

Probably the first submarine produced during the Civil War, the Pioneer was a private venture by a trio of Louisiana entrepreneurs, including Horace Hunley. Commissioned as a Confederate Privateer in 1862, Pioneer completed several successful trials sinking a schooner and a barge with a clock-work "torpedo" designed to be screwed to the enemy ships hull. Before she could see action, Pioneer was scuttled to avoid capture by Farragut's forces after the fall of New Orleans on April 25, 1862.



Although no detailed plans survive, this representation is based on the sketch and description submitted to the Union Department of the Navy when the boat was examined in 1862. She was 34 feet long, powered by three men turning a hand-operated winch and steered by a fourth man with hand operated rudder and diving planes.

The kit at first glance is relatively simple, in that there aren't a lot of parts. There is the resin hull, brass and aluminum tubes, brass rods, 2 small sequin pins, a resin pour sheet with diving planes, prop guard, conning towers, rudder and torpedo assembly parts. There is also a cast metal propeller. The instruction sheets are quite good for a cottage industry resin kit.

I began by cleaning up the hull. My kit had what appeared to be a double pour line and mismatch line/area at the bow of the hull as well as other small-to-medium-sized voids. It was necessary to fill these areas so I used superglue with accelerator. Be careful not to sand off any of the rivet detail unless you are one of those individuals who loves to make and add rivets! Adding the ballast block was simple and straightforward, with placement added by location marks on the hull bottom. The only difficulty with installing the propeller was the cleanup of the prop. It too had some large voids. More superglue and filing I drilled and pinned the diving planes but held off on installation until later. Adding the conning tower and the hatch was next and relatively easy. I hollowed out the conning tower and drilled out

the lens openings in the conning tower and shaped the hatch for a better fit. There is a gap around both the hatch and the conning tower hull fit...more super glue. I used a piece of wire for the hatch hinge pin to give it a more finished look

Now the really fun part, fabricating all the rudder controls and supports. The instructions on this (while good!) I think would result in a more simple toy-like look. I used Osprey's Confederate Submarines and Torpedo Vessels 1861-1865 as a reference along with the kit instructions to make the control rods and supports. To do this, it was necessary to dip into the spares box for additional tubing and some brass sheeting for brackets.

Although the kit instructions would have you remove the control outlets and fabricate a new control horn between the conning tower and the torpedo basket, I chose not to do this. The reference material available leaves the rudder control arrangement open to interpretation and there is insufficient room on the model to do this without extensive rework/moving the torpedo basket. I didn't drill the suggested holes in the hull for the control rod supports instead I cut short lengths of tubing and located them under the control rod support tubing at the desired points. The great thing here is that the factual records that remain allow for a reasonable engineering (artistic) interpretation. I installed the diving planes at this point prior to painting.

I painted my sub engine black. I then faded the hull panels with progressively lighter shades, and progressively smaller areas of black. I then sprayed two coats of gloss clear acrylic on the sub. When this was thoroughly dry I applied a series of thin dots of Winsor & Newton oil paints along the upper part of the hull. I used White, Black, Burnt Umber, Red and Yellow. Next, I used a brush moistened in thinner, and pulled through the dots repeatedly. This ultimately produced subtle color variations that you might see on any vessel that is exposed to the elements. I used Burnt Sienna for some rust flows. I didn't do much rust simulation; the sub didn't survive long enough too rusty. I painted the torpedo with Alclad Copper and faded that with Testor's Burnt Iron. I painted the prop with a mix of Testor's Brass and Floquil Bronze then faded at the center with Gunze Bronze.

I cut the porthole lenses out of a sheet clear plastic with a leather punch and glued them into the conning tower with future floor wax.

There you have it! I wouldn't recommend the kit to as a first time resin project. There is too much filling, sanding and fabrication of parts! I thought the rivet detail and panel lines a little heavy; the hatch and diving plane details a tad soft. But it is the only kit of this subject available and it allows the use of some artistic/engineering license.

I would recommend this to experienced builders with an interest in ships of this era.

Russ Holm

(Piper Cherokee continued)

The simple interior goes together well. The instrument panel is molded with raised circular gauges, but no faces to them, and no instrument panel decal is provided. The kit's white plastic came in handy here. I painted the whole thing a scale black color and then scratched off a little of the black on the face of the gauges to represent numbers, dials, etc. A follow on dry brush with white and a drop of Micro Kristal Klear onto each instrument face and the panel was quickly done and looks good compared to photos too. After painting the rest of the interior I added simple lap belts to all four seats and that finished the interior.

Now glue it all together, finish the seams and paint it up, right? Well yes, but there are still some challenges. The fuselage halves stop at the firewall and the engine cowling is molded in a bottom/ front piece, and a wrap around top piece. There is just a little room in between the firewall and instrument panel and I fit a penny and two small fishing weights in there – all there was room for - and thought it would be enough to make the model stand up on its nose gear by the time the motor and cowling went on. I was wrong but will come back to that; let me talk about the engine next.

The Lycoming and its mount are molded in ten parts. The instructions were not very clear on where these all went, just showing some arrows pointing to the general area, but this is not too hard to muddle through. When the motor and cowling were fastened to the rest of the model I discovered the weight I was able to get into the space behind the firewall was inadequate to make the model sit up on its nose gear. The cowl fits fairly tightly around the engine and there are parts of the engine



visible through the three openings in the cowl. There was no room for more fishing weights. I went to bed and thought about it. The next day I took a lead fishing weight and tried to mash it flat between a pair of pliers. It gave a little but not enough, so then I laid it on the handle of my bastard file (the big one for woodworking in one to one scale) and pounded it flat with my hammer. (That was some of the most satisfying modeling I have

ever done.) With a few weights now flattened into lead sheet, I lined the interior of the cowling in places that didn't show through the openings and this was enough weight. You could just use lead foil but it is FUN to pound fishing weights flat!



Now after finishing all the seams I should have been ready to paint, but the model didn't look right. At this point let me tell you that the other model I was building at the same time was a Tamiya Brewster Buffalo. The

Buffalo kit has nice deep recesses for the tailplane parts to fit into, and an equally sure method of mounting the wing to the fuselage. The Buffalo kit is idiot proof on alignment. The Piper Cherokee kit is not idiot proof and I proved I was the idiot. I had the wing on with right side swept forward and left side swept back or vice-versa. So I took it off, reattached it correctly, filled larger gaps than I filled the first time, got ready to paint again, primed it with Floquil Reefer White, and painted it all a nice gloss white with Testors enamel from the little bottle. I like the little bottles for glossy enamels. But the model still did not look right. This time the problem was that the one-piece tailplane part was too low on one side and too high on the other. So I took it off, worked on the opening it fit into until it would go on level, re-attached it, filled larger gaps than the first time, re-primed, and repainted.

Now, finally ready for the second color, I masked off the blue parts on the fuselage and painted. G-AVGC has a simple blue pattern on the fuselage with a thin black cheat line below it. The tail fin has two blue chevrons, also with a thin black stripe next to each. I did the blue with paint and the black with decal stripe. For the chevrons on the tail fin, I made a mask by drawing them to the size I wanted on a piece of post it note, and cutting out the chevrons with my X-Acto knife. I taped the mask onto the tail fin and sprayed straight down onto



it, stopping just as soon as I had paint coverage. The following day I removed the mask, flipped it over, and repeated on the other side of the fin. This worked well. G-AVGC has “Cherokee 140” in small white letters on the black cheat line on the engine cowling. It would have been nice if the kit decal sheet included this but it didn’t. It had the words “Piper”, and “Beech”, but in black only and too large. It also has a few letters and numbers in both black and white for the modeler to (shudder) make up a serial number. Apparently it is a generic sheet that goes into this whole series of light plane kits. It also would have been nice if there were striping options for one or more aircraft in actual factory color schemes.



Most of the schemes I saw in the photos were too elaborate for me to attempt, but would be fairly simple to apply from accurate decal sheets. I scrounged into my decal box for some black letters and black striping and applied the decals. Next, I sealed the decals and applied a thin black wash into the control surface hinge lines. The molded in lines were not deep enough to take this cleanly, so I had to scribe them a little deeper. I love doing that on an already painted and decaled model, don’t you? Next I put in the clear parts. The four side windows fit well, but there is a big gap either above or below the windshield, your choice! I chose below and filled it with several applications of white glue. The white glue levels itself as it dries and there is no need to come back and sand it. You can paint over it just fine with Testors enamels. G-AVGC has a tall red strobe on the top of the tail fin. I modeled this by taking a piece of clear sprue, inserting it into my Dremel tool, and sanding it down to the right diameter by holding the spinning sprue against sandpaper. Then, with the sprue still in the Dremel tool, I polished it back to clear in the same manner with a set of Micro-mesh polishing cloths. Next I took it out of the Dremel, cut it to length, glued it on the top of the tail fin, and painted it red with Kristal Klear tinted with red food coloring. I wouldn’t have had to do that last part if I had some clear red sprue around, maybe from a car kit, but I don’t do cars. Now add antennas accurate to the aircraft you have chosen to model (none are provided in the kit), add the boarding step, an MV lens for the landing light in the nose, stick the prop on the front, and it’s finished.

This kit was my “white elephant” from the Christmas party exchange and I never would have picked it for myself, but know

what? When I got into the building, this was every bit as enjoyable as any other model airplane I’ve built, and it makes a handsome little model. It gives a sense of size to all those warplanes in my display case too, and additionally gives me something to point to if I’m ever asked if I only build models of instruments of death. Academy Minicraft has several other kits in their series of civil light planes in 1/48. Try one!

Tim

Region VI Update

by Dick Montgomery, RC6

IPMS Alamo Squadron's ModelFiesta XXIV was held on Saturday, Feb 19th. Despite a steady drizzle crowds of walk-in traffic toured the vendor area throughout the day. Few, if any, vendor tables went unused and I managed to burn a hole in the 'ol wallet making my last purchases as the vendors were throwing their kits back into their vehicles. (Two Bandai Type 166s, thank you very much—I do dabble in the “armor” arts on occasion.)

I have no idea about entry numbers and I’ll suggest that you visit the IPMS Alamo Squadron web site for an after-action report and photos. (Linked through the Region 6 web site at <http://htwebservices.net/region6/index.htm>.)

As usual, the judging was well organized with more non-Alamo Squadron judges than club members serving (helps to keep the home-town favorite issue from popping up) I was approached by one or two entrants who expressed some concerns with some category definitions but not the judging results. Please be sure to contact the club officers with these concerns. IPMS and the Regional Coordinator do not micro-manage the details of local contests. I’m quite sure that the Powers-That-Be in Alamo Squadron, as well as all clubs that host contests, are willing to listen to reasonable and logical criticisms.

With the large and full vendor area and with the high-quality and neutral judging MF XXIV will go in the books as a very successful contest.

The next contest on the circuit is the Automotive event sponsored by IPMS Metro Car Modeler’s Association in Dallas. This event will be held on March 19th and is considered one of the best Automotive events in the country. The IPMS MCMA web site is linked through the Region 6 site.

Following MCMA’s event is IPMS Tulsa’s 18th annual contest (Tulsa, OK). Tulsa’s event will take place on March 26th and you can contact Frank Koons (fkoons50@sbcglobal.net) for more information.

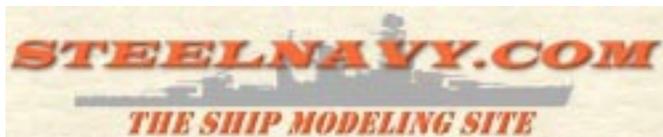
On April 2nd, IPMS Houston will return to the ranks of clubs hosting a contest. This news was received with a round of applause during the Region 6 business meeting so I’d say there is a great deal of interest in a Houston event.



by Rafael Power

Website hodgepodge concoction

While doing a column with a particular theme or subject, you have to stay within parameters. My last foray into the newsletter was dedicated to Soviet/Russian websites with at least one having a modeling content. Not an easy task sometimes. This time I, ll take a breather and pick up diverse subjects found in my plate (my PC,s 17% monitor, that is). This time the pie is full with a slice for all modelers.



www.steelnavy.com

For ship enthusiasts, whether you are a modeler or just enjoy seeing ships; Steel Navy is one of the most visited sites in the modeling world. You will find excellent model galleries, warship walkarounds (check out the Balao Class sub USS Pampanito), book reviews, color and camouflage information, links and more to get your diesels running full speed. But the best part of all is the model gallery.

Even if you don,t build ships, the work of the featured modelers is very good. Maybe a few of the photos are below par but most rate from acceptable to outstanding! From submarines to aircraft carriers and some civilian ships thrown in, this is worth a visit. Even if you are ship-challenged (whatever that means), there,s much in store here for all.



www.geocities.com/CapeCanaveral/9735

Yes, yes, I know! You treadheads will be asking what took me so long to do some armor sites. Well, like I promised, I will venture into the armor vehicle arena starting right here.

Despite its aviation title, Venick,s Aviation is actually a mass of Russian military subjects. The Army subjects (tanks, APCs, etc.) fall under the Russian AFVS section. Each vehicle is grouped by function and each version is listed underneath. As an example, the tanks are listed start with the T-34. The T-34 has a complete description by model with detailed drawings, photos, detail photos, and color profiles.

Next version is the T-54 moving all the way to the new prototype main battle tank (MBT), the Chiorny Oriol (Black Eagle). Like the T-34, all Russian tanks receive a complete breakdown with everything you want to see, read and download for you future model reference. Anti-aircraft, utility, SAMS are included and well described and illustrated.

Like the armor and army, the sites also covers aircraft and warships as well. For the navy section, see:

<http://www.aeronautics.ru/archive/fleet/russian/frames.htm>

For the air force, see: <http://www.aeronautics.ru/index.htm>

Te quality is superb and I must commend the webmaster for the presentation and content. This is a user-friendly Russian I heartily recommend!

<http://www.junkers.de/vu/>

“This page is dedicated to Prof. Hugo Junkers and the Junkers Flugzeugwerke AG.” This is the salutation that opens the door to Horst Zoeller’s outstanding German site. Home of the Junkers name, this site records one of the best known names in the prewar and WWII German aviation.

Like most modelers, I look for good reference photos and I was not disappointed. The quality of the aircraft images are superior to other sites I have visited. The images do not appear to be second, third or beyond generation copies from magazines or poor quality postcards. Rather, they are better than most photos of the period.

Moving on, you will find photos and data on each aircraft engine; including the Magdeburg jet engines. The site also has a complete list of model kits available listed under each aircraft typ with links. There are other sections for simulators, postage stamps, videos and more celebrating the eminent aviation designer.

My only complaint is an annoying Yahoo! Geocities Sponsored L roll-down banner without a close button. It always comes on aets in the way every time you move on to another part of the site. Anyone know how to make it Kaput?

<http://members.aol.com/billbayer/kcchome.htm>

Let,s take a break from searching for the latest releases in model kitnd go back to the past. The recent publications of Thomas Graham’s books “Remembering Revell Model Kits” and “Aurora Model Kits” really opens a treasure chest for collectors and modelers alike who enjoy seeing the history of these model companies and remembering the feel, smell and box-top art from the 1950s and 60s when kits were inexpensive. For those who enjoy this aspect of our hobby comes The Internet Kit Collector,s Corner (KCC). This site showcases box art from the

(Continued on page 10)

Resin Kit Review by “Bondo” Phil Brandt IPMS 14091

RVHP 1/72

Beriev Be-12 Chaika (NATO “Mail”)

Kit 72122, \$140 (incl. U.S. shipping)

Obtained via mailorder from DMC Models (David Cooper)

BACKGROUND

The “Weirdness Low Level” light had been glowing on the Bondo Industries instrument panel for a couple of weeks when good ol’ David Cooper of DMC Models came to the rescue with the arrival of the latest and greatest from the Central Euro model elves at RVHP. That is, the long-lived Soviet turboprop amphibian, the Be-12 “Mail.”



The Mail resulted from a mid-Sixties need for a dedicated anti-sub, search-and-destroy amphibian to replace the elderly Be-6 which had proved to be more useful as a reconnaissance platform. The first Be-12 prototype was completed in 1960, but a lengthy flight test program delayed quantity production until 1965. Although the number of operational Mails dropped off markedly with the dissolution of the Soviet Union and the introduction of the IL-38 anti-sub weapon system, this proven design has soldiered on in a variety of assignments: anti-sub, search and rescue, refuelling/weapons testbed, flying laboratory, and, most recently, firefighting. The Mail is also used in the Ukraine, and export versions have shown up in Egypt and Vietnam.

The Kit

Even in 1/72 this is a large airplane! With the exception of vacuformed cockpit and nose transparencies and the cast metal landing gear, this is an all-resin release.

Molding

Without even noting the geographic location of the RVHP company, from the molding style and finish (VERY much like that of Planet Model releases) I would’ve guessed the Czech Republic, and I would’ve been correct. Components are exceptionally smooth and mostly flash-free; I could not find any



warpage. The larger pieces (fuselage halves and wings) do have large casting spigots which can be easily removed with the trusty razor saw. Many tiny components, and I do mean MANY) are cast as groups on wafer-thin sheets to prevent loss and for easy identification. Petite engraving is the equal of any of today’s injected kits.

CONSTRUCTION DETAILS

Fuselage

The fuselage is produced in two hollow shells. Depending on specific location, wall thickness varies from 1/32” to 1/4” and has substantial vertical braces at each side of the main gear compartments. Many small window openings have the tiniest wisp of flash, but that’s easily cleaned away with a sharp knife. Another nice feature of these window openings is that RVHP has thinned the wall thickness surrounding each opening down to a very realistic degree.

Wings

The Martin Marlin-like gull wings are monolithic castings (spigots are on the joining surface) which are integrated with the aft engine nacelles. No joining tabs or slots are provided, so you’ll have to either butt-join them to the fuselage with epoxy, or, as this curmudgeon would recommend, drill mounting holes and uses brass rod to add strength. A convenient depressed mounting area on the bottom of each wingtip allows exact, seamless alignment of the outrigger sponsons.

Tail Surfaces

As with the wing sponsons, depressed mounting locations in the one-piece horizontal stabilizer allow the vertical fins to be mounted with minimal fuss, and the pre-filleted mounting flanges on the stabilizer are an especially nice touch. A step on the horizontal stab locates into an elongated notch in the empennage.

Engines/Props

Just looking at the long, slim turboprop nacelles and cowlings tells you this has to be a Soviet design! Cowlings are individual

(continued on page 10)

(Be-12 Chaika "Mail" continued)

pieces (as mentioned above, the nacelles are part of the wing castings), each with a thin casting disk that will have to be sanded off the mounting surface, but then that's just another day at the office for resin devotees. Three separate airscoops are glued to each cowling/nacelle assembly. Two-piece spinners mount into concentric depressions in each cowling. There are no provisions for propeller shafts, so if you want the props to be movable, you'll have to align and drill your own holes. Individual prop blades have thin mounting disks--again, you'll have to trim away the small casting spigots--which mount into depressed circles in each spinner. This makes for an alignment no-brainer and gives the realistic disk which stands proud of the spinner surface, just like the real thing.

Landing Gear

Each main landing gear well is made of three pieces which then are glued to the the inside of each fuselage half. The characteristic spindly-looking amphibian gear struts are multipiece, cleanly-cast metal assemblies

with nicely petite gear doors. The one-piece aft gear--this is a taildragger--is also of cast metal, and fits into a separate mounting bulkhead. A separate gear door cover is included. All wheels are resin.

Interior

The cockpit is made up of many little resin pieces: floor, seats (no seatbelts), yokes, console, instrument panel and rudder pedals. In a 1/72 aircraft, especially one with minimal clear overhead panels, the lack of intricate details ala Black Box is, IMO, no big deal. Just aft of the wing trailing edge is a clear, teardrop-shaped observation dome, beneath which is a rudimentary floor and seat. This is one location that could probably use a PE seatbelt.

Decals

Lots of colorful markings choices here: Soviet, Ukraine, Egyptian and Vietnam! The decals are thin, and registration is dead on. Because the Mail was often finished in dark gray, and since the Vietnam version has sharply delineated cammo areas, I hope the markings, especially the whites, are not translucent.

**Clear Parts**

The nose section, cockpit canopy and observation dome are vacuformed out of thick plastic. These parts are very clear, and details are sharp. The nose section has a factory bonded section of resin inside the tip which serves as a base for attaching the radome. There are no spares; for such an expensive release, I think it's not too much to ask that RVHP include same. And, there are no transparencies for the eighteen small windows! Apparently your choices are: use Krystal Klear or equivalent

liquid media, or thin the countersunk wall thickness around each window even more than stock, and glue thin clear sheet behind the cut-outs.

Instructions

Perhaps my tech writing years at Big Blue are showing, but this is the one area of the kit that needs work, and David Cooper promises that he'll relay this complaint to the movers and shakers at RVHP. Two no-text, B&W, 8 1/2" x 11" pages, printed on both sides, suffice for the whole shootin' match! There are so many tiny parts that the very small three-view diagram pointing out their locations is simply inadequate, even for experienced modelers. If I didn't already have the excellent International Air Power Review (Vol. 4, Spring 2002) Be-12 feature article as reference, I'd be guessing in some instances. At least there's a diagram of each small parts casting sheet to show part numbers. Assembly instructions are simple exploded parts diagrams which, although not great, are sufficient. Soviet, Ukraine and Egyptian colors and markings are shown in separate, medium size three-views, all on one page; the Vietnam cammo scheme and color call-outs are shown on one entire page.

**Conclusion**

I really like this exotic, albeit expensive, release; as many of you HS brethren are aware, Bondo Industries employees would rather have one kit such as the Be-12 on the production line than a whole Staffel of cookie-cutter 109s! RVHP has scheduled two additional Mail versions for release, including the firefighter.

"Bondo" Phil

(Web at Night continued)

1950s to the 1960s. Among them: Aurora, Hawk, Marx, and Revell. But it,s Revell where a large chunk came from. There are ships, aircraft, missiles and more to wet your appetite. The sites hints that there are more to come so I will continue to survey the site for future inclusions.

The two disappointments are that the some of the images are a couple of notches down in quality and half of the links listed no longer exist. There is one that I can recommend (it actually opened): www.cahood.com. Among the goodies, there are a number of old model catalogs (mostly Aurora) with good images to sample. So, unpack the old kits you have been hoarding under guard and key, deactivate your minefield and relish with reverence those old kits.

All these sites are highly recommended to all. Stay tuned for the next batch.

Rafael

Old Rumors & New Kits

It's mid-March and our annual show is just about six-weeks away. How's your model coming? If you haven't built anything, you sure don't have the "there's nothing to do" excuse. So far it has been a good year and it looks like it will continue. If you've seen the latest issue of *Fine Scale Modeler*, you probably saw their list of new kits. And there are actually more.

But first, I have a couple of requests from fellow ASMS'ers. You may remember that Bill Walsh announced that the local CenTex Wing of the CAF wanted to have models of the real aircraft its pilots flew during their flying careers. You may remember too that if you take the time to build a model for them, you get a ride in the B-25 "Yellow Rose." Good incentive.

First up was Jeff Forster who almost dislocated his shoulder getting his hand in the air. Here's what Bill wrote: "I have given him (Jeff) the Monogram kit and I have ordered the Meteor Productions conversion kit for the Vietnam B-26K version. Aeromaster has a sheet for the K [48-343] that includes the exact a/c the member flew. I don't have one and can't find one at my usual sources. Can we use the newsletter to ask the membership if one is available?" Yes we can.

So, if you have the decal sheet in question and want to donate those particular markings, please get in touch with Bill or me. Or lucky Jeff.

Here's a request from Marc Hobbs. "I need to ask you a favor. I'm working on a 1/48 Sikorsky R4 Hoverfly for the museum and I need a few figures to display with it. If anyone has any old Monogram ground crew figures in their spares box, would they mind donating them to the museum (and bringing them to the next meeting). I would be greatly indebted. Specifically I need 4 WWII figures in ground uniforms (not flight suits) and with caps." If you can help out Marc, give him a call.

And this from our Maryland member, Floyd Werner, who invites any interested modeler to participate in a special Me-109 display at the Atlanta Nationals in July. He will have tables, as many as it takes, to display the whole family of 109s from the B to the K. I'll have more later.

Now, on to the new kits and stuff. The He 162 from RoG is available just about everywhere as is the Hasegawa P-40E. Meteor has a resin interior/detail set for the 162. Expect the P-40N pretty soon as well as the new "short-nosed Tony" also from Hasegawa. I've seen a build-up report on the Tony and it looks very nice.

The Classic Airframes Vampire is out and is being built. Some say there's a problem with the intakes. They are tricky to do, no doubt but it's still a Vamp and not every manufacturer will do one. Hats off the CA for taking the plunge on this kit and several others.

Mike West, the Prince of Sugarland and owner of Lone Star models has a new detail set in his catalog. It's a resin cockpit detail set for the old Nichimo Nick and I got to see an early version at San Antonio. The Nick is a good kit but it really needs an up to date interior. This one looks good.

Mike did a vac/resin conversion kit that makes the old Monogram P-61 into an F-15 Reporter. Bondo just finished his and it's nice. Very nice. Look for it next month right here. I bet you can see it Tuesday.

Accurate Miniatures will re-release their F6-A (photo-recon P-51B Mustang) very soon. Actually, it's still available most places so this next release might possibly be with different markings...or not. And speaking of AM, their SB2U Vindicator may, repeat MAY, be released this Spring. Sure, I know we've been hearing about this kit for at least the last three years, I'm convinced we will eventually see it.

Hasegawa's P-40N should be as good as the E. I already know how it will go together so it will be no particular surprise. I've heard it's a typical Hasegawa kit to build but some have problems getting it all lined up. If you build it, just exercise the usual patience and care and it should work just fine.

I notice that Czech Master has re-released their excellent resin interior for the Hasegawa A6M5 Zero. It's a good kit but this set from CM really helps. It has quite a few PE pieces and it's a complete cockpit set.

Fujimi has re-released two 1/72 MiG 21s—the SMT and the MF "Pin Up." I remember these as very nice model kits and it's good to see them back in stock.

For the armor modeler, Aber has some nice details for the M10 Tank Destroyer from Academy. Nemrod has some modern crew figures for an Abrams, a Hummer, and one with Hummer driver and crew. Italeri has a number of 1/72 figure sets—British Light Cavalry, Paratroopers, and WWII Commandos. Eduard has a bunch of colored PE sets now. I've used several of these sets and I really like them, especially the cockpit placards. Best thing is, the paint or printing doesn't flake off although they will scratch if you aren't careful.

Now for an optimistic note on modeling. If Special Hobby is any measure, the hobby is in good shape. They announced a long list of planned releases at the recent hobby show in Germany and it includes some subjects I've never seen before. All are in 1/48. Only the Brewster Buffalo has box art. Here is a sample from the 25 on the list. F-84F, Wirraway, Breda Ba 65, F2G-1/2 Super Corsair, Blackburn Roc. Blackburn Skua, Fairey Albacore, De Havilland DH. 82 Tiger Moth, Phoenix D.II. Miles Magister Mk. 1, and a bunch more. Better start that special savings fund now. You are going to need it. Now, it's time to go build something. See you Tuesday.