



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

May 2005

# SPRUE EXAMINER



## MRC 1/35th scale OH-58D Warrior “Thugs” and the Cutting Edge Update/Upgrade

Reviewed by  
Floyd S. Werner, Jr.  
IPMS# 26266

### History

This history is not on the Kiowa Warrior but on my experience with it. I was first introduced to the Kiowa Warrior in 1995 when the last of the unarmed versions were transferred to my unit in Germany.

They were great little helicopters with power and easy to maintain in the field. I first flew the Kiowa Warrior in Bosnia in 1996 and loved it. It wasn't my Cobra but it was a fun helicopter to fly. When we turned in the aircraft and deactivated the unit in Hungary in 1996, I was asked which aircraft I wanted to fly, Warrior or Apache.

Now I was only four years from retirement and as a maintenance test pilot I thought to myself, “Self, if you go with the Apache you get big

guns, rockets, and Hellfire missiles as well as lots of maintenance time and you'll have to work long hours for little return. Or I can fly Kiowa Warriors and have a smaller gun (relative term), still have rockets and Hellfire and not work nearly as hard. Work hard or fly a lot?” In the voice of the knight from Indiana Jones and the Last Crusade, “I chose wisely.”

We learned to fly and maintain the helicopter and then it was off to Ft. Hood, Texas, to 1st Squadron, 7th Cavalry, 1st Cavalry Division. I was familiar with this unit as I served in it during Desert Storm flying Cobras. Interestingly, my Cobra (79-23221) was still there when I arrived but I never got a chance to fly her again. Once we turned in those Cobras it was time to train up on the Warrior. The training was interesting and fun. Wish they would have let me shoot more gunnery but hey, I at least had a job.

I flew the OH-58D(R) version of the Kiowa. It was equipped with the then Allison C250R3 engine and it was the latest and greatest Kiowa Warrior yet. We worked out lots of bugs which was fun and interesting. It was during this time  
*(continued on page 5)*

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**John Seaman****Bill Delk****2005 Show Schedule**

IPMS/NCT ScaleFest 2005, Dallas, TX  
**IPMS/OHMS, Region 6 Convention, Moore OK**  
**IPMS USA National Convention, Atlanta GA**  
IPMS/Emerald City, OzCon 2005, Wichita KA

May 21, 2005  
**June 18,19, 2005**  
**July 20-23, 2005**  
August, 2005

**Editor's Notes...**

Our annual show is over and we can relax...well, just a bit. It's not too early to think about what we will do next year. As you will read further on, we didn't do as well as we had hoped but we still had a good show, good vendors, and our new venue seems to work. We still need to work on the weather! Can you believe that rain and temperature?

Our May meeting will be Tuesday, May 17th. at the Yarborough Branch Library. Meeting time is 7 PM. Tim has arranged for Tony Ivone from the San Antonio club to talk to us about their modeling instruction program. This appears to be a good program for the Alamo Squadron and we have discussed doing classes here in River City as well. We have even found sites we can use for the classes. Now we need to get busy and set up the classes and get started. Tony should have some good information for us.

The next major model show in our area is ScaleFest, the IPMS/NCT group's annual affair which will be held in Mesquite. This is a one day show and as usual, coincides with the Squadron open house. If you haven't "shopped" at the warehouse, you have missed a real experience!

Now the problem is, this year's NCT show is set for Saturday May 21. That's the first day of the CAF Air Show at San Marcos and ASMS will have a table or two to demonstrate our hobby, talk to people, and quite possibly pick up a new member or two. This is a fun event and the first airshow in the area in about three years. I, for one, will have to pass on the Dallas show this year because I really like real airplanes! And there's a dinner dance and BBQ Saturday night with 1940's music.

*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

We've made it through another show and I believe we had a very successful one! The money end of the show came out good and I heard great comments from everyone, vendors and attendees. I believe everyone had a good time. We will go over the results of the show at this month's meeting. We did a lot of things well but there are a few areas we need to improve on for next year's show. We also need to be thinking about whether we will hold the show at the Crockett Center or somewhere else. I believe Bruce said we have to have a decision by June to lock our time in for next year.

Something to look forward to is our annual pilgrimage up to mesquite for the North Central Texas show and our visit to "toyland"—Squadron's open house! In case you've never been it is well worth the trip. Plus, the Dallas/Ft. Worth area has more aviation museums than probably any city in the USA.

King's is expecting to have the new trumpeter 1/350 *USS North Carolina* in by this week. If you haven't checked out the new Polar Lights Enterprise NCC-1701A, you are really missing out on an exceptional kit. This kit is simple awesome! The primary saucer hull is 24" in circumference—it's going to be a huge kit. Well, I hope to see everyone at this month's meeting and have some fun building that next kit.

Jeff

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## JEFF'S BOOK REVIEWS

by  
Jeff Forster IPMS #30833

### The McDonnell Phantom

by Robert F. Dorr



This book is a large format soft cover with 87 pages and it contains about 102 photos. It's volume 36 of the Aero Series, published by TAB books.

The Phantom was the largest, most powerful fighter aircraft during its time period. It was powered by twin J79 General Electric engines capable of 15,000 lbs. of thrust each.

The Phantom was a truly impressive aircraft, you'd hear that loud roar in the sky and all you needed to do was watch for the twin smoke streaks in the sky and follow them to the plane. During the earlier years of Phantom operations the Phantom achieved an absolute speed record of 1,606.342 mph to gain a

world record. The last attempt at a time-two-climb record established a new record of 82,025 feet in 230.440 seconds!

There's some great information in this book and photos are quite interesting, though I believe they made an error on page 27. There's no caption but the picture shows an F-105 refueling from a KC-135. There's a chapter on the reconnaissance version and one called the MiG killers. The main weapons for use by the Phantom were the radar guided Sparrow missile and the infrared guided Sidewinder missile and in 1969 the Air Force got a 20mm cannon with their F-4E model.

Chapters are included with information on Phantom usage with foreign countries. America's two great aerial demonstration teams also used the Phantom from 1969 until an energy crisis and budget considerations caused both teams to switch to more economical aircraft.

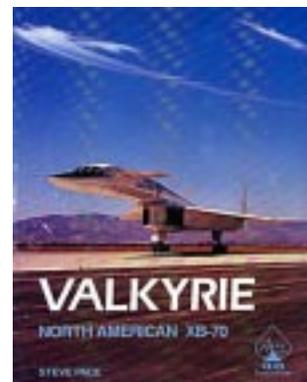
This is the first of the aero books I have received and I will give it good marks. It has lots of good pictures and good information as well. I would recommend it for your reference library.

Jeff's rating—★★★★

## Valkyrie North American XB-70

by  
Steve Pace

My copy of this book is a large format paperback with 98 pages and 74 pictures as well as lots of drawings. This book is volume 30 of the Aero Series, published by TAB books.



It covers the early proposals for the B-70 and shows some real eye-catching designs some great production pictures are provided. Information on the B-70 program is detailed through out the book with some really wonderful pictures.

There is a series of pictures showing the final flight of one of the B-70's when an F-104 chase plane crossed over the Valkyrie and took out most of both rudders. The last picture is really chilling; it shows the B-70 coming apart and falling end over end.

This is a good book for those of us with the AMT B-70 kit stashed away in our secret vault. Jeff's Rating—★★★★



by Nathan Perrine

## Nathan's Historic Rides

This month it's a new ride, in the form of a Cadillac Escalade from Revell. I am planning to do several of these in some different pearl colors—mine is being done in a pearl white with a white interior. The kit comes molded in white, black, clear, transparent red, and has smoked gray windows and chrome. It has two sets of wheels, I only wish one of them were the stock wheels, which aren't really all that bad looking.



The Cadillac Escalade has been touted the World's Most Powerful Full-Size SUV, and it's really easy to see why it's become so popular. Only a few years ago no one would have thought the luxury division of General Motors, Cadillac would even consider an SUV (Sport Utility Vehicle) for their lineup, but the Escalade is a sales success and a favorite of the hip-hop generation with its opulent leather interior and cutting edge styling.



I was in San Antonio a couple of weeks ago and noticed that the U.S Army is even using them as staff vehicles for generals and

the like, so this kit can also be done as a general's Staff Car, another idea would be to get a couple of them and make a Stretch-Limo out of them.

They assemble very nicely with very little flash, since there is no engine to worry about, the first assembly is the front end followed by the rear assembly, then comes the plush interior. You might want to do what I did and go to your local Cadillac dealer and get a brochure, so that you can do an exact replica of your Escalade. The Interior assembly consists of four two-piece seats and one rear bench seat, right and left interior sides and if you want, an auxiliary speaker platform with four boom box style speakers (I left mine out). A dashboard with the control panels and Navigation system and overhead TV console and TV screen.

I recommend this kit for anyone who likes variety in their collections, be you a car-guy or armor or even a Sci-fi fan, this one is one for everyone.



Next is another favorite of mine, it's a '71 Dodge Charger with R/T decals. This one is being done in dark green with no decals for a friend of mine, who may never drive again due to an accident he had and he said he used to own one of these



machines, so I told him I would build him a model of the car he used to have. So since I am in the process of building it, I decided to do it as a kit review. It's from AMT/ERTL. Molded

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**(Kiowa Warrior continued)**

that I built my first Kiowa Warrior model. (See my earlier article, [http://www.kitparade.com/features00/Warriorfw\\_1.htm](http://www.kitparade.com/features00/Warriorfw_1.htm) and also my article with photos from my Bosnian adventure [http://www.clubhyper.com/reference/bosniafw\\_1.htm](http://www.clubhyper.com/reference/bosniafw_1.htm) .

After being certified, not certifiable, as being qualified as a unit we trained hard and a lot. Eventually we went off to Bosnia in 1998. It seems that the Apache unit was having a hard time keeping up with the OPTEMPO. As we prepared to deploy I was the Production Control Officer (PC Officer) so I made the stencils for the SFOR and made sure that they were positioned the same for everyone. After all, I was a model builder and would have to model this helicopter in the future.



Bosnia proved that the Warrior was a deployable and dependable helicopter. Our overall mission rate for the year was over 95%. We only were late for one mission due to material failure and none from maintenance. Lest I forget that not all of the time was fun and games: during the initial training we lost a Warrior (95-00017) that crashed into a tree during gunnery, no injuries. While deployed we lost another one (95-00013) and again, no injuries.

Why build this model now? Well, that is a two part story. The first being that I had a customer who wanted one. Not just any customer, but the Kiowa Warrior Project Manager who helped me when I was the PC Officer. He was a great help and a good friend. I felt I owed him at least something.

The other was more poignant. As a senior warrant officer it was my responsibility to interview and recommend people for flight school. One of my first interviews was one of my armament dawgs, SGT Wells. He was a motivated, articulate and professional soldier. I heartily recommended him to be a warrant officer. He went off to flight school and he elected to fly Kiowas. In 2004, a friend told me that SGT Wells had been killed in Iraq, one of the first Kiowas downed over there. He left a wife and two lovely children.

During the same phone call I was informed that a very close friend, CW3 Cody Sharp had been shot down and was at Ft Sam Houston undergoing his 13th operation. Cody was flying right seat as the Pilot in Command and was just entering a right turn when AK-47 fire erupted into the cockpit. The first round penetrated his right forearm. Another round took off part of his

left thumb. The left seater quickly took the controls as Cody's right arm was useless and that is the one that controls the cyclic. Despite being wounded in the arm himself the copilot was able to land the helicopter and get Cody out of the helicopter. They had been supporting a Stryker unit and the Strykers quickly secured the crew. The helicopter had to be destroyed. Cody is

doing better but may never fly again. To show you the amount of support that the troops have, Cody is from Texas and Ross Perot offered to have his personal surgeon do the operations at no cost to Cody. General Cody, who led the first Apache mission during Desert Storm, offered Cody Sharp a job on his personal staff if he couldn't fly again. It seems Cody Sharp was the General's pilot when he was a young battalion commander and he never forgets good people. Cody Sharp is only two years from retirement. My model is

dedicated to these great Americans who I had the privilege to serve with and who gave everything they had.

**The Model**

The MRC model is based on the earliest version of the Kiowa Warrior. It is accurate for the early version based on the 1985 time frame. It is molded in light grey plastic with lots of rivet detail and recessed panel lines. The Thugs gives you the option of building any of the armament options that a Kiowa Warrior carries. The Black Death offering is exactly the same except that you don't get the ATAS or rockets. There are large clear parts for the windscreens and various lenses. A small decal sheet is included. A PVC piece of gun chute is provided for the .50 caliber option.

**The Cutting Edge Update/Upgrade Set**

I cannot be objective to this update set as I designed it. All versions of the modern Warrior contain the new inlets so I mastered the inlets. You be the judge if you think they turned out well (of course they did). Besides the new inlets you also get a new ALQ-144 pedestal and mount, armored side panels, IR lights, APR-39 antennas, Engine Barrier Filter (EBF), mount for one of the IR lights and a GPS antenna. The instructions are illustrated with our aircraft in Bosnia so there is no question on how this stuff is suppose to look on the real thing.

**Let's get started**

I am going to walk you through the assembly process so that you can correctly update your Kiowa.

**Step 1-** Everything is flat black, very boring so add variations and detail paint the circuit breakers and switches. There are of

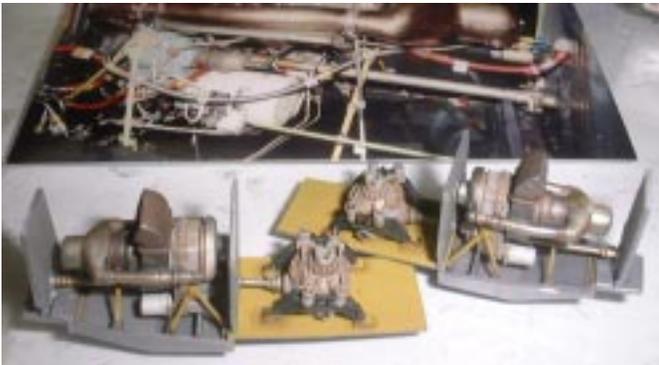
*(continued on page 6)*

*(Kiowa Warrior continued)*

course, variations of flat black throughout the cockpit. Don't attach the anti-glare panel yet. Wait until you get the window on. If you don't, it could create some serious issues with the windscreens later on. Don't use part B-72 or B-73. They create a fit issue with the fuselage and doors. You won't see them anyway. The back doors are always closed except during maintenance. I recommend that you don't have them open. The boxes in the back seat are not too accurate but do approximate the busy feel of the stuff back there. I did add some buttons to the cyclic and collective with white glue. I used some Tamiya Clear Green for the MFD (Multi-Function Displays) in front of the pilots and Tamiya Smoke on the screen on the top center of the instrument panel, forgot the name. Must be getting old.

**Step 2** has you finish off the front cockpit. I made a first aid kit out of epoxy for the right side of the pedestal, opposite the fire extinguisher. This was painted a light green and attached.

**Step 3-** Don't use part B-66. It does not fit and can't be seen anyway. Everything back here is Flat Black as well. Most of this stuff is not seen even if you are an IPMS judge with a flashlight.



**Step 4** is the engine and transmission compartment. Wow, this is a little gem! The engine is a great place to super detail but I elected not to go overboard. I just painted it and weathered it appropriately. Before you assemble the transmission add the assembly to the cockpit and fill the area where the mount pins come up from the bottom. The actual color for the epoxy coating for the area under the transmission is a fluorescent green I've never seen anywhere else. I used Tamiya Yellow Zinc and called it close enough.



**Step 5-** Assemble this as per the instructions but don't add it to the model yet. Wait until after you have the complete rotor system built up. You may want to leave off part B-29. This will help you during transportation.

Part B-34 is light grey but the rest is, you guessed it, Flat Black. I dry brushed with a light grey artist oil to bring out the highlights. Look at the picture of the completed assembly carefully. Remember part B-44 should be facing aft.

**Step 6** covers the pilot figures and I left them out. They look pretty good. That is your call. The flight suits could be sage green, desert tan, or woodland colored. Check your operational theater. Boots may be black or tan.



**Step 7** has everything on the inside being brought together. The fit is very good. After everything was assembled I added some bent metal on the back of the seats to represent the seatbelt channel. I also used the Cutting Edge USAF/USN Ejection Seat

Poseable Harness Set, CEC32099, to represent the seatbelts. These are perfect for this aircraft and the scale. Remove them from their flimsy backing with a sharp knife and slightly undercut them. Cut by pressing down numerous times. Do not draw the blade over the surface as you will rip and tear the material. The belts can be posed as you want which adds a sense of realism. I painted mine with a very light tan color, Tamiya Deck Tan, if I remember correctly. I then added some Floquil Old Silver to the buckles and Model Master Leather under the belt latches. I threaded the seatbelt over the back of the seat and tacked it down with superglue. Then I posed them as I wanted them to look and used superglue to tack them down in the front. I was very happy with the results and will use these belts again, especially on a large scale airplane. Nothing else looks as good.

I added some weight under the instrument panel area. It was a large round lead weight that I smushed (technical term) and then carved to fit in the open area which would be under the front part of the fuselage. Be careful not to interfere with the fit of the instrument panel. The area won't be seen when the chin bubble is painted. Test fit this with the fuselage half.



**Step 8-**One of the best things about this kit is the rotor system. It is *EXACTLY* the same as the real thing. Care and test fitting will be rewarded with an excellent representation of the real thing. A few words of caution though. Caution 1-The Pitch Change (PC) links are offset 45 degrees from the pitch horn. This is not pointed out very well. Caution 2-The blades are the

*(Continued on page 10)*

## Contest Results

by Bruce Burden

My final, and last, contest report.

The results were not as good as I had hoped. No, we did not do better than last year, which had a grand total of 381 entries. This year we only managed to eek out 327 entries.

	2004	2005
Juniors	45	29
Aircraft	103	75
Armor	85	94
Automotive	43	40
Ships	19	
Sci	26	32 ships and sci entries
Figures	39	27
Collections	3	6
Dioramas	8	17
misc.	10	7
Totals	381	327

Total gate was probably off as well. Both years we had around 430 people attend, but this year Ed was willing to sit and take money longer than in years past, skewing the results somewhat.

Financially, we came very close to breaking even, so that is good.

I'd like to thank everybody who helped out, and special kudos to Kathy, Angie, and Ed for their efforts. Now, I am returning to being nothing more than a minion.

Bruce

## 2005 Show Roundup

Kathy Roady

Well, our show has come and gone and I'd like to thank all the people who helped out: from those who helped set up on Friday, to those who braved the storms and helped move in vendors Saturday morning, to those who helped with registration, judging, the raffle, make and take, and finally to those who helped clean up. I'd particularly like to thank Angie Forster for her help with the vendors and the raffle, and a hundred other "little" things.

I'd also like to thank our sponsors – specifically those who donated raffle prizes and those who sponsored trophy packages. Raffle prize sponsors include: AM Tech, Eagle Editions Ltd., Kings Hobby, Meteor Productions, Revell/Monogram, Roberts/Combat models, Squadron Mail Order, V.M.D. Studios Inc., and Williams Brothers. There were also a number of folks who donated items the day of the show – I apologize, but we didn't keep a list, or I would thank you individually.

This year we had 22 trophy package sponsors; I'm not sure, but I'm betting this was a record. Thanks go to: Austin Armor Builders Society (AABS), Austin Model Cars (4 packages), CENTEX Wing CAF, Crown Trophies, Dave Cumberlidge, Bill Delk, the Forster Family, Mike & Christina Gilsbach, Russ Holm, IPMS/North Central Texas, Robert Kieras, King's Hobby, M.A.L. Hobby Shop, Meteor Productions, Dennis Price, Kenny & Kathy Roady, John Seaman, Squadron Mail Order, and Ion Tesu.

Kathy

## IPMS Region 6 Update

by Dick Montgomery, RC6

Howdy,

We have two big shows coming up in the next two weeks. IPMS Central Arkansas will host their event Fri/Sat (May 13/14). Steve Wilson reports that they are up to about 30 vendor tables at this time. I was in attendance at this event last year and it was a ton of fun.

May 21 will see IPMS NCT's annual ScaleFest in Mesquite, TX. A full schedule of workshops will be scheduled as well as the vendor area and, of course, the model contest. The planning team for ScaleFest has promised to scale up this event from the previous ScaleFests, and that ought to be something since the event has been one of the premier events in Central Texas for many years.

Region 6 is, once again, well represented on the IPMS/USA Member's Gallery. Dale Smith of Mansfield, TX has his MLRS featured. This is Dale's first submission to the Member's Gallery and hopefully not the last. Great work, Dale! Rick Jackson's USS Missouri (1/700) is also featured. I was lucky enough to see the Missouri at the recent IPMS Austin contest and it's a beauty.

Please consider submitting a digital image of your latest project to Ron Grasmick. It's fun to share your latest project with your fellow modelers, and easy as well.

The Region 6 Convention in Oklahoma City is rapidly approaching. Thanks to those clubs that have sponsored a trophy package. If you haven't gotten around to that it's now time. Many folks at the recent Austin show indicated they were going to be in attendance at the Regional Convention and I hope to see you there as well.

Happy Modeling,  
Dick M.  
RC6



by Rafael Power

Light the fuse & put out the fire.

This month we'll look at two unlikely subjects: rockets and missiles and fire tanker aircraft.

A rather neglected area in modeling, missiles and rockets are still a part of our hobby. Although we tend to put more emphasis in cockpits and other areas, missile and rocket details, markings and weathering take a back seat. I don't mean to say that aircraft, armor or sci-fi modelers are not interested in the subject. Simply, the model industry is more interested in World War II aircraft and armor at the expense of rocket and missile models. However, the cottage industry is serious about the subject since small manufacturers are producing resin models to fill the gap.

Although not considered small scale modeling as we know it, rockets have a significant following in the United States. A recent documentary in the History Channel about model rocketry launchings is sure to get your attention. In this documentary, images of single and multiple mass launchings with ESTES Rockets was of interest, even to those in the IPMS "domain." I will certainly look at this subject in the web as time permits with more rocket & missile website reviews in the future.



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

During one of my usual web searches I found this site by chance. A part of Jim Ball's Yellowjacket Launch Systems Wasp rocketry launch pad site, the Scale Library of Missile Data (SLMD) is home of the fascinating world of missiles and rockets. Although mainly for rocket launching clubs for missile and rocketry, this site also offers a lot of information on actual flying hardware. By clicking on the SLMD box, you'll find different areas and links detailing all types of missiles, rockets, target drones and launch vehicles.

For the aircraft enthusiasts, SLMD has good photos and data on the Bullpup, Falcon, HARM, Phoenix and Sidewinder among them. For modelers interested in the "heavies" the site has the Bomarc, Navajo, Rascal, and the Nike family.

If you don't find what you are looking for, the site links will connect you to more information to known and lesser-known vehicles. There's a Russian site with photos and data on that

country's spacecraft, missiles and rockets. There are also links to museums, missile ranges, manufacturers, fact files and more.

Whether you are into rocketry or scale models, Jim Ball's site offers you excellent reference material not found in other sites. During recent email correspondence, Jim Ball told me he had some unexpected malfunction (who doesn't?) on the site. Jim now everything under control and ready for your visit. I recommend this site to all modelers.



[www.v2rocket.com](http://www.v2rocket.com)

Run by Tracy Dugan, the V-2 Rocket site will provide you with fascinating historical information on one of the most feared weapons of World War II. But more than a weapon, the V-2 and Werner von Braun paved the way for America's accomplishments (and disappointments) in the conquest of space.

You must be prepared to spend many hours perusing this site. Clicking on OPEN, you will be overwhelmed with a Pandora's Box rush. Everything on the history and development, personalities, support vehicles, firing sites, markings, camouflage schemes and scale models.

As an example, the Markings, Colors and Camouflage chapter opens with all the color schemes used; whether experimental or operational. All colors used are listed with photos and full color graphics to accompany the information.

Another remarkable area is the coverage of the bunkers. One particularly interesting one is that of the Wizernes bunker, also called La Coupole (The Cupola) still in existence in France. There are black & white photos taken during its construction in 1943. Now a full-fledged museum, there are detailed color photos as it looks today as well as diagrams of the inside chambers and outside areas. The museum has one of the few remaining complete V-2 inside as well as a "buzz" bomb.

As if this was not enough, the links in this site are just as fascinating. One of them is:



<http://www.postwarv2.com/>

As the title suggests, it is dedicated to the testing of post war

V-2s in White Sands, NM. Post card scenes, photos, paint schemes, museum survivors, flying & model kits, books and more links.

**Other suggested V-2 sites are:**

- Czech Homepage of the V-2 Rocket  
<http://www.jirzy.webzdarma.cz/indexe.html>
- Raketenspezialisten  
<http://www.raketenspezialisten.de/>
- Flying Bombs and Rockets  
<http://www.flyingbombsandrockets.com>

**Smokey's Season Starts**

Summer is coming and along with it, mosquitoes, flies and forest fires. Every year during the forest fire season, firefighting companies under contract to the U.S. Forest Services spring to action in the western United States, Canada and European countries along the Mediterranean region.

Whether called air bombers or air tankers, different regions still use similar aircraft. As in the USA, France operates S-2 Trackers, PBY Catalinas and the Douglas DC-6. But, there is one aircraft all Europeans prefer: the Bombardier (formerly Canadair) CL-215. The air forces or forestry fire services of France, Greece, Italy and Spain among them now fly this exceptional flying boat. In Canada, the provincial governments of Quebec, Newfoundland, Alberta and British Columbia have added the CL-215 and the newer CL-415 to their arsenals. Although not completely replaced, there are still many PBY Catalinas flying in Canada alongside the Trackers, A-26 Invaders and Douglas DC-6s.

Among vintage PBYs and Invaders, the rarest flying machine in service is the Martin JRM Mars flying boat. Of a total of seven built for the U.S. Navy the remaining two are now owned and operated by Forest Industries Flying Tankers of Canada. Based at Sproat Lake, British Columbia, the two Mars boats are kept in pristine condition and in flying status. Eventually, these Martin JRM Mars flying boats will be retired to museums.

In the United States, aircraft boneyards in Arizona and California provide an endless supply of retired airline and military aircraft for the fire bomber role. Fire bases in California, Montana and Wyoming rival the USAF in the number of missions. In the early days of fire bombers, retired WWII military aircraft like B-17s, P-61 Black Widows, Grumman TBM Avengers, DC-3s and other early generation airframes were the only first line of defense against forest fires. Then came the Fairchild C-82 Packet, its cousin the C-119 Flying Boxcar and a slew of ex-airline Douglas DC-4/6/7. Add to that the PBY, A-26, PB4Y-2 Privateer, Tracker and whatever they could convert to a flying tanker.

Today, operators like Aero Union, Hawkins & Powers, and Butler Aircraft field a large air armada of P-2 Neptunes, L.188 Electras, P-3 Orions and C-130 Hercules. Now Evergreen International in Oregon wants to raise the bar by testing a

Boeing 747 converted to an air tanker! Successfully flown last year, Evergreen considers retired commercial 747s may be the way of the future in combating forest fires.

For modelers, fire tankers offer an alternative modeling subject. If you are burned out with building nothing but the same old stuff, this may be a good solution. Put aside your Messerschmitts, Zeros, Sabres and Phantoms and explore this alternative element of our hobby. To get some ideas visit these sites:



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



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



<http://www.erickson-aircrane.com/>

Also visit:

- Hawkins & Powers - [www.hawkinsandpowers.com](http://www.hawkinsandpowers.com)
- Forest Industries Flying Tankers (flying the last surviving Martin Mars flying boats!) - [www.martinmars.com](http://www.martinmars.com)
- Aerial Fire Fighting and Aviation with good links on forest fire aerial bombers - <http://www.sonnet.com/usr/wildfire/aerial.html>

To get a feel of daily life in fire bases in Montana and Wyoming, view the film "Always". For a good source of fire tankers and related airframe images in the web visit [www.airliners.net](http://www.airliners.net) where you will find Flying Boxcars (including the one used in the film "Flight of the Phoenix"), Hercules, Neptunes, Orions, Trackers and more.

Rafael



*(Historic Rides continued)*

in gray, clear and chrome, it is a very basic kit, being able to be built only one way, stock. But stock in this case is a 440 cubic inch "Magnum" V-8, 4 barrel carburetor, transmission is a TorqueFlite three-speed automatic. Suspension is a Rallye extra heavy duty, front suspension is independent upper and lower "A" arm with torsion bars. The rear suspension is a leaf spring configuration. The wheelbase is 115 inches.

Instructions on this kit are done so well, all one has to do is look at them and they can follow them to assemble this kit. The engine assembly is broken down with excellent drawings to show how the engine is assembled. AMT/ERTL is to be commended on this particular model, they did their homework on this one. There's a chart that tells what colors were available and also what interiors go with whatever color you wish to do your replica in. This car had very little flash, which is such a joy to put together when you can get right to work on it and not have to trim, trim, trim.

On this particular model AMT also has an assembled model of this car in a series called Masterpiece. It is done very well even though it is not detailed as much as mine will be, I intend to go "all out" on mine for my friend.

Well that's all for this month, so until next time, Happy trails!

*Nathan*

*(Kiowa Warrior continued)*

correct shape but for some reason they molded a recessed panel line on the trailing edge of the blade, on the top and bottom. This should be filled in with your filler of choice, mine was super glue. Advice 1-Before filling the blades it is a good idea to get the droop on them. I used really hot water on the blades, cooked for one minute in water that is real near to boiling. I then removed them and taped them to a 12 inch skillet around the outside. Once I had them all on there I ran the pan under cold water to set everything. I liked the way my droop looks. It is very realistic and adds to the model's appeal.

Caution 3-The Quick Release pins, part C-42, are painted silver but they are not placed on the same place on each blade. That is they are not always on the leading edge pin or trailing edge pin. Check your references, but if I remember correctly, the green pin is on the rear pin and the rest are on the front.

**Step 9** is a little overwhelming. Lots of stuff has to go on here. First off, before you do anything else it is time to use the Cutting Edge Upgrade set. Follow the instructions very carefully and remove the forward cowling. This is fairly straightforward. Use a BAF, to true the aft surface once the cut has been made. What is a BAF? A Big Ass File, of course. I have a large file that I've learned to love. Don't forget to remove the flashed-over center of the cowling. This is easily carved out and cleaned up with some sandpaper. This part will be added later but you have to cut it out now.

**To Be Continued!**

*Floyd*

Editor's Note: Since we have a limited amount of space available, the second half of Floyd's excellent article will have to wait until the June issue. Be sure to wait for his comments and advice on the ALQ-144 mount (the kit is wrong), weapons, details, painting and decals. Just be patient.

*MB*



## Old Rumors & New Kits

Our annual show was a lot of work and took a lot out of me. Still, I had fun and I think most of the attendees did as well. I wish more modelers had taken the time to attend, but—maybe next time.

A high point of the show was the “return” of Williams Brothers Model Products. In case you haven’t heard, last year Williams Brothers announced they were quitting business after 45 years. Then in March, all rights and assets were acquired and moved to Taylor, Texas, by Brett Industries, Inc. The idea of course, is to continue the production and sales of the Williams Brothers line. And, we hope, to introduce some new items as well.

Daniel Brett, the new owner, was present with samples of almost every kit ever produced by the company. Also shown were first shots of the new 1/48 Lockheed Sirius monoplane from the 1930s. Two versions—one wheeled and one on floats—were on display. All that remains to complete the model is an interior for the cockpit.

Brett says he hopes to return to production by the end of May. I sure do want to do one of the Sirius floatplanes, perhaps in Lindberg’s markings that he and his wife used to map out the Pacific Clipper routes.

There has been a rumor, pretty cold by now, that Tamiya would announce and show a new 1/32 P-47 at the USA/IPMS national convention. I seriously doubt they will, although I’d like to see a state-of-the-art big scale T-Bolt! Remember that Tamiya’s first order of business is to produce for the “home” market, and we aren’t it!

Fresh out and now available are several new aircraft kits. The Hasegawa P-40N is out and looks just the way I expected. So far as I know, they have made no mention of the next variant but I would expect a K. Both the earlier P-40E and the new N are excellent kits.

Trumpeter released the Wyvern in 1/48 some time ago and now has the same subject in 1/72 for about half the price. Probably not all the detail parts you would get in the bigger version, but it’s still good to have a small scale Wyvern to replace the long OOP Frog kit.

Hasegawa has re-popped their old 1/32 P-51D, this time in Big Beautiful Doll markings. Not a bad kit but it’s about time for a new one in the large scale. Yes, I know that Trumpeter did one in 1/24. I just think it’s a bit too big and too expensive. Hasegawa could have done it better, IMO.

Trumpeter does have a fine model in their USS North Carolina BB55. This is another in their series of 1/350 scale warships and if you’re a fan of WWII battle wagons, the \$104 price tag won’t bother you. It’s a lot of model!

The long-awaited Accurate Miniatures’ SB2U Vindicator was shown at a Virginia Show recently. Both versions, the yellow-wing, pre-WWII aircraft and the blue-gray Battle of Midway were on display and both are pictured on the company’s website. Last word I had was a late May release.

Speaking of Midway, Special Hobbies has released their new F2A3 Brewster Buffalo. Sorry to say, it’s not available locally, that I’m aware of, but should be soon. From what I hear, it’s the first accurate F2A3 Buffalo and is a pretty nice kit. Classic Airframes has released the box art for their pair of Buffalos. Before the year is out we should have three accurate 1/48 versions plus one in 1/32.

Classic Airframes has released their export version of the Vampire. There was a question about their earlier kit’s intake shape. I understand that the FB.5 has corrected parts.

For WWI fans, HobbyCraft has two 1/32 Sopwith Camels, one with the Clerget and one with the La Rhone engine. HC seems to run hot or cold with their kits. I’m happy to say these appear to be on the Hot side!

Fonderie finally released their 1/48 Halifax Mk. III. This is an impressive kit for the WWII bomber fans and is a very welcome addition. As far as I know, it’s the first injected kit of the big bomber. It looks pretty nice in the box with some very hefty white metal landing gear and detail parts. Engine and cockpit details are resin. Clear parts are vacuum formed and therein lies a problem with several of the kits. The turrets are thin and poorly packaged and may be damaged.

Roden’s OV-1B/OV-1C Mohawk is still new. Of course, Bondo jumped the gun and did his the hard way. At least we know what the finished kit should look like! Still new is Roden’s DR-1 Fokker in 1/32 scale, another great WWI kit.

Eduard has a number of interest releases, not the least of which is a long list of PE sets, many including colored placards, belts, and instrument panels. One of their best looking sets is for the 1/48 Hasegawa Frank, plus fenders and other details for Tamiya’s 1/48 Sherman. They have a limited re-release of their P-400 with Air-a-Cutie markings. Eduard also has another nice WWI kit, the Nieuport Ni-23.

Happily, detail manufacturers are picking up on the new 1/48 armor. Gaso.Line has a T1E3 Mine Exploder for the Tamiya Sherman and Verlinden has a drop-in engine for the Tiger. Verlinden also has a set of reactive armor for a Bradley—not 1/48.

ADV/Azimut has released a 1/35 R-40 and a US 76mm Anti-Tank gun. Dragon has released a 1/35 King Tiger “Henschel” Battle of the Bulge with “a lot of extras.”

That signs -30- for May. Now go build a model!

Milton