



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

November 2005

SPRUE EXAMINER



Building a Replica of Dave Schilling's P-47D Using Revell's 1/72 P-47D-30 #04155 by Milton Bell 16702

I usually shy away from commissions. I have found that turning my hobbies into income tends to take away the fun aspect of the hobby. My "last career" began that way and it was great but I had to find another "hobby."

Early this year I was approached by Andy Meyer who wanted a replica of Dave Shilling's P-47D "Hairless Joe" as it appeared with the total number of kill marks. Andy had already purchased the kit, Revell's kit #04155. It's a nice kit with good surface detail and a fair interior and is a good starting point for anyone wanting to build a late P-47D. Best of all, it's cheap so you can spend more on accessories without going broke.

The problem is that there are currently no decals available for this particular airplane in 1/72 scale. Obviously, I would have to scrounge or make my own decals. There is also a lack of good detail photos of the whole airplane so not a little research was necessary to come up with a "best guess" color/camouflage scheme. I liked the challenge; I was hooked.

Who was Dave Schilling?

Col. David Schilling was the CO of 56th FG, 62nd FS, who had 22.5 air-to-air victories. Most of his kills were Me 109s and Fw 190s except for one Me 110 and an Me 410. Schilling had five victories in one mission, downing two Me 109s and three Fw 190s on December 23, 1944. He is also credited with 10.5 ground victories. He survived the war but died in an accident

His particular airplane was named "Hairless Joe" after a character from Al Capp's "Lil Abner" comic strip. Several other airplanes in Zemke's Wolfpack carried names and pictures from the strip. I remember "Hairless Joe" and his pal "Lonesome Polecat" who were always cooking up a fresh batch of "Kikapoo Joy Juice." I'm sure the G.I.s of the period at least wanted to identify with the pair!

There was an earlier decal sheet that featured a different version of the character that adorned the nose of Shilling's Razorback P-47. It wouldn't work on this one so I had to come up with a decal of my own. I did a Google Search on the internet and found a very nice rendering of "Hairless Joe" by Gary Velasco, an artist who specializes in nose art. This formed the

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IPMS/SWAMP Calmex XX, Lake Charles, LA
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Jan. 29, 2006
Feb. 18, 19, 2005

Editor's Notes...

November's meeting will be Tuesday the 8th at the Yarborough Branch Library. The program will be the quarterly contest and Tim says it's a three-parter this time. First off is the "White Elephant" category. That's for the gifts we got at last year's Christmas party. Then there's the Rigged Biplane category so we can use what we learned from Greg Springer's class. And finally there's the "Open" class or just bring anything you've got!

This is the last major newsletter for the year. In December we will have our party and the newsletter will be just a simple announcement and a map to the location. Then in January, we will start things up again.

So, this brings me to say that this will likely be my final newsletter to assemble and edit. It's not that I don't enjoy it. It has just begun to eat more into my modeling and writing time and I have some things I really need to do without having to sweat out a monthly newsletter. If anyone wants the job, I'll help them get started. It's not a hard job. It just needs to be done in a "timely manner" and requires the cooperation of other club members. I'll even write articles from time to time but I have to hand it off to someone.

And before I forget, I have to say that this is not a solo job. I have a number of contributors that I can count on and I do the mechanical act of assembling the newsletter. But most of all, I'm lucky to have a very good proofreader—my wife Martha. She reads every word and isn't shy about using the red pen! So, together we get this baby done in time to mail every month. But now we need a long vacation.

I think you will all understand.

Milton and Martha

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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 *Spree 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 here it is our last meeting of the year. I hate thinking of no meeting in December because I enjoy everyone's company so much.

The last show of the season, the AMPS Regional, was held Saturday, Oct. 29 at Camp Mabry's museum. It was a very good show, while numbers were down and vendors were kind of scarce, those who came brought some good stock to be had and yours truly had to make up for not getting to go to the Abilene Show. I felt very lucky at the show and won seven raffle awards as well as the grand prize which was a very nicely framed Japanese flag from WWII which has quite a story behind it.

My heartfelt thanks to the AMPS club for having this in their prize bag. Some of the things we will need to talk about at this month's meeting are the Christmas party, more door prizes—we are getting rather low on them—and next year's show.

The club's new website is up and running and looks very user friendly so be sure and stop by the site and register and look around at all the things you can do. The site is accessed at www.austinsms.org.

I'm still waiting for the Trumpeter A-7 Corsair and F-100 Super Sabre in 32nd scale. Remember the quarterly contest is this meeting so be sure to bring some models and let's have some fun!!

Jeff

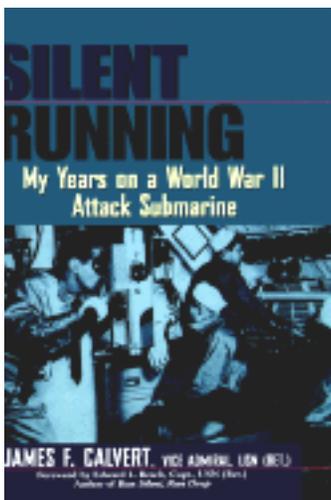
Jeff's Book Reviews

IPMS# 30833

SILENT RUNNING

My years on a World War II Attack Submarine

By James F. Calvert, Vice Admiral, USN (Ret.)



This is a large format paperback, published by John Wiley & Sons, Inc.; it consists of 282 pages with 8 pages of photos and several maps.

The author shipped out on a new submarine for the first time in Jan. of 1943. The boat was the *U.S.S. Jack*. Within the first two weeks of training for duty in the Pacific and while practicing crash dives, a chief petty officer accidentally opened the main induction valve which supplies most

of the air for the diesel engines. This could have resulted in a flooded submarine; The *Squalus* was lost in a similar accident, as it was, they spent quite a bit of time pumping the excess water out of the engine room. During the training period the author found he had the particular skill to set up the TDC (Torpedo Data Computer) and after that training period the captain decided he would man that position during all attack runs. The TDC was probably the most important item for an attack team. It was the primary reason for the success of our submariners.

One item of interest was Jack's engines; it seems the Navy was interested in new lighter, more flexible engines for its fleet submarines. They approached a number of railroad officials to design new engine/generator combinations because they knew the railroad was looking to replace their heavy coal engines. The two companies that won the competition were the General Motors Winton Division in Cleveland (GM) and the Fairbanks-Morse Company of Wisconsin (FM). The engines designed by these companies were very successful.

However, as usual with the military, someone higher up in command was interested in an engine built by the Hooven-Owens-Rentschler Company (HOR) of Hamilton, Ohio. These engines were called HOR MANS. They were badly designed, and unfortunately, the Jack used them. The Jack had a major failure on one of its engines during training. This resulted in a major redesign that affected all 12 submarines of their division, delaying their entry to the Pacific war by two months.

Once the Jack made it to the Pacific, she trained at Pearl Harbor and then upon reaching Midway she trained even harder because Midway was the final launch point of a war cruise, everything after Midway would be for real. As was usual for most submariners of this time period, they had trouble with the infamous magnetic torpedoes. One of their first contacts was a group of five heavy ships. They found themselves in a perfect firing solution. They fired eleven torpedoes and got four hits on three different ships, not bad for a new crew.

They were bit overconfident and when they tried to set up a shot on an escort heading their way, they were bombed by an aircraft that sneaked in on them. The bomb landed very close and caused severe damage. The radar set was torn from the wall, one of the two periscopes was flooded and useless, the port propeller shaft was damaged and one of the high pressure air banks was damaged, as well as several serious hydraulic leaks. Last but not least, four of ten torpedo tubes were damaged beyond their ability to repair. All told, their first patrol was a success—twenty-two days on station, twenty-one torpedoes shot for nine hits. They had hit five ships and were certain four had sunk.

On their next patrol they had some bad luck. They lost one of the HORS engines. Upon explaining the situation they were ordered back to Pearl, from Pearl they were ordered to San Francisco to have the troublesome engines removed and new ones installed and not a moment too soon. They lost two more

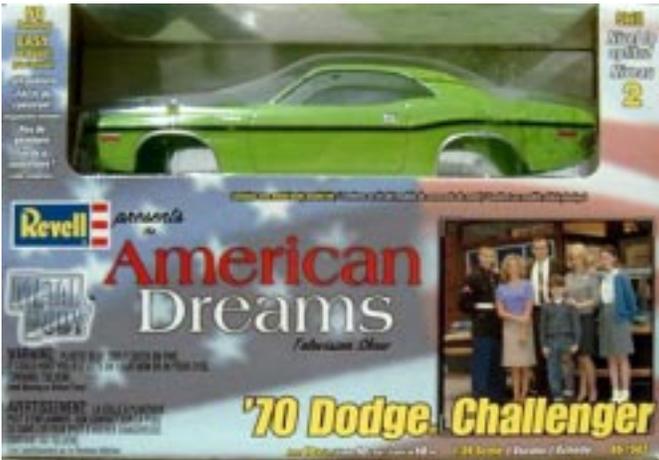
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Nathan's Classic Rides

by Nathan Perrine IPMS 40167

Well gang, I am reviewing both a diecast kit and a diecast replica this month. The kit was given to me by a friend as a birthday present. It's a '70 Dodge Challenger by Revell based on the American Dreams television series. It has a metal body with plastic parts. It is based on a previously released car that was used in a movie, Vanishing Point.

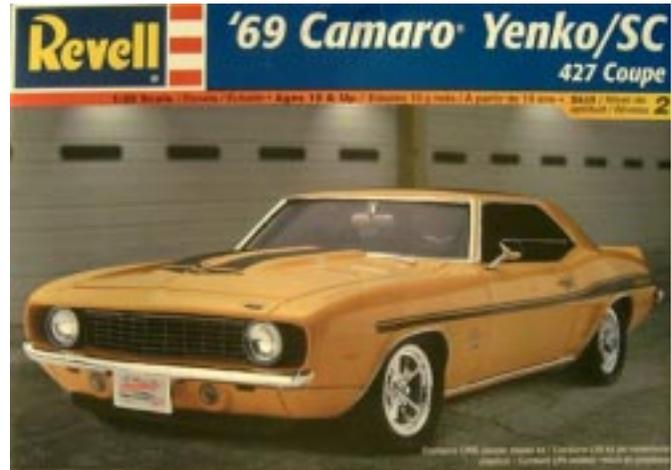


American Dreams is a thoughtful drama set in the '60s. It centers around a Philadelphia family preparing for the turbulent times ahead in one of the most unforgettable decades in recent history. The music, fashions and of course cars of the period set the style for the unique events of the '60s, and set the stage for cultural changes that still resonate loud and clear today.

The Revell kit is a pre-painted '70 Dodge Challenger R/T, painted Sassy Grass Green with a black interior, and Rally Wheels mounting Good Year rubber. It is a very basic model. The only opening feature is the hood which reveals a 440 Six-Pack V8 engine. The interior and chassis are detailed enough to get by and, on a scale of 1-10 with 10 being the best, I have to give it a 5, the fit and finish is creditable but not outstanding.



Next up is a 2005 Chrysler 300C Hemi version, with opening suicide doors and front doors too. This car was provided by DUB City to me for review for the diecast magazine, Diecast X. Some of the more noticeable features are the BIG 18" chrome wheels with the disc brakes visible through the spokes. The interior is very impressive as well and the engine is not bad for a diecast "toy" that sells for under \$15.00. They come in three colors (for now) black, silver, and a two-tone blue and silver.



One more "Blast From The Past" I am building for Ms. Nancy Harper of Capitol Chevrolet, is a '69 Yenko Camaro and I am doing it in Texas Burnt Orange with an orange and white interior. It will have white stripes. Guess who her favorite team is? And no, it's not University of Tennessee.

The kit is also by Revell (#2826) '69 Camaro Yenko/SC, molded in white, chrome, and clear, with black vinyl tires and two sets of decals. This replica is a nice addition to any collection, and soon to be a collectors item much as its 1:1 relative is.

Catching both the automotive industry and the American motoring public by surprise, Ford released the new Mustang in April 1964 to unbelievable success. Stunned by Ford's success, it took until 1967 for General Motors to get with the program, so in late 1966 Chevrolet unveiled the new '67 Camaro. Among the available options was the "SS" package that included the all-new 350 cubic inch V8 engine. Ford countered with their 390 engine in the Mustang for '67 and Chevy came right back with the 396 V8 engine as a mid-year Camaro option.

The 396 Camaros burned up the drag strips across the country, but this wasn't the "Bad Boy" engine that Chevy had—they also had a 427 that was available by special order. One of these special Order 427s could be acquired by getting a specially prepared "COPO" which stood for Corporate Office Production Order. These were used by special dealers. Don Yenko was just such a dealer who used the COPO for Camaros, Novas, and a few Chevilles. He grabbed up 201 of the 427 powered '69 Camaros for his dealership. All the Yenko cars came equipped

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Build Two!

By Tim Robb, IPMS #34705

I've got a big pile of un-built model kits, say 300 plus. I know I'm not alone in that. I'm a markings freak. I love all the various color schemes, detail differences, markings variations, and so forth, so in numerous cases I have multiples of the same kit.

Many times as I've looked at my pile of un-built kits and I've had the thought of building the same kit two at a time to speed up progress on that big pile. There are a few time efficiencies to be realized. For instance, when you're painting wheels, struts, interiors, and anything else common to both paint schemes, you'll only need to load and clean your airbrush once to paint both models. Another time savings comes in the construction. On the first kit you need to be slow and careful to make sure the parts are going together correctly and nothing gets left out. The second time through you know where everything goes so you can put it together quicker.



Earlier this year, I did a demo at a club meeting on wing tip lights and landing light treatments and brought in the wing from an Airfix Hawker Hurricane Mk. I to use in the demo. A few weeks later I participated in manning the ASMS booth at CAF's San Marcos air show. I like to work on something simple at air shows since you spend a large amount of time talking with the public while you're modeling, so I brought that just barely started Airfix Hurricane and also decided this was a good time to apply the "build two" theory, so since I had two of them, I brought both.

If anybody says that my building two Hurricane models this year is in any way connected to Katrina and Rita slamming our area of the world I am not going to listen to you, but I will not be building a Panavia Tornado next year.

The Airfix Hurricane I is an older kit now. I don't see a release date on the instruction sheet but I know I built one of these twenty years ago. The panel lines are raised. One of my kits was molded in baby blue plastic and the other, evidently a later release, in light gray. The light blue plastic was pretty soft and took more care to work with than the gray plastic.



The kit is very simple. There are four clear parts: a one-piece canopy, a gunsight, and two landing light covers. Both DeHavilland and Rotol propellers, excuse me it's a Brit, air-screws are included. There are six pieces for the cockpit interior: floor, seat, rear bulkhead, stick, instrument panel, and the clear gunsight. The gunsight has a mold parting line right through the center of it, but you can sand and polish it out and make the part usable. The instrument panel has no raised detail to drybrush nor is there an instrument decal provided. The side console details are molded into the fuselage halves. If you delight in detailed cockpits, you will want to replace the whole interior. I am a markings freak. I scratched some tiny little lines through the black paint on the instrument panels to represent instrument dials, dropped a drop of Kristal Kleer on each to represent the glass faces, added some Eduard seat belts to the seats and called the interiors done.

The tail fin and rudder on the Airfix kit is offset to port. I built a Monogram Hurricane II a few years ago and remember that is not the case on that kit. I also have an un-built Hobby Craft Hurricane II and an un-built Classic Airframes fabric wing Hurricane I in my collection. I checked them to see if they have the offset tail fin and they also do not. I don't know about the Hasegawa kit. (Ed: it does.) Well, this is a Brit model kit of an airplane near to the Brit heart so I'll bet the Airfix kit is correct, something to consider if you are a freak on having the shape of your model absolutely accurate. Another nice feature of the kit is the separately molded parts for the gun openings in the wing leading edges. Thanks to that part, the gun ports are guaranteed to be perfectly round, spaced correctly, and lined up correctly.

Besides Eduard seat belts, I made three other additions to these models. For the wingtip lights, I notched out the wingtips and set in a piece of clear plexiglas. To do this, start with a piece of

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(Schilling's P-47 continued)

basis for my decal. I made a photo-quality print of the internet image.

After doing the decal art, I discovered an older decal sheet that had markings for the same aircraft although they were in bad register, I was able to salvage the kill marks and part of the serial number plus the codes. The nose art was hopeless.

The Markings

The aircraft had the Hairless Joe figure on a white disc on the left side of the nose. As with all the aircraft in the squadron, it had a red nose and a yellow rudder. The fuselage codes were LM*S with the "S" being stenciled on the earlier aircraft but repainted as a solid character on the last. All photographs show invasion stripes on the lower fuselage.



Now this is where it gets interesting. The aircraft were delivered in natural metal finish and painted on the base with RAF Dark Green and Ocean Gray over Medium Sea Gray. Camouflage schemes were anything but standard. Photographs in several publications show the elevator undersides with the characteristic black stripe painted on NM aircraft. Invasion stripes on the fuselage top and on top and bottom of the wings were ordered removed in July or August, 1944. Other photos show the landing gear doors on the port wing to be natural metal. A copied and photoshopped version of the print strongly suggests the entire underside of the wing was also natural metal.

Another often published photo, and the only one I could find of the starboard side, shows the aircraft with bazooka type rocket launchers hung under a wing with invasion stripes! Why? The previously mentioned photo clearly shows a red wheel on the right side but this photo has the left wheel natural metal. Why? The landing gear covers are also natural metal so it can be assumed that both wings were natural metal on the under-sides.

That photo with the rocket launchers unfortunately does not contain the serial number, 42-26641, which would definitely identify the aircraft as Schilling's. It does, however, show the



"S" near the tail so the chances of this being the "right P-47" are pretty good in my book.

Then I found a very helpful piece of work done on the P-47 SIG that answered many of my questions. Unfortunately, I have lost the author's name but certainly give him credit for his research.

In September, 1944, the aircraft was put down hard in Belgium following some combat damage. There is a photo that shows the aircraft on the ground, the right landing gear collapsed, a bent prop, and a hole in the "S". Apparently, the aircraft was repaired with a replacement wing still bearing the invasion stripes and a the landing gear having a red painted wheel. It's possible the top of the new wing was still natural metal but it would have been camouflaged with the RAF Dark Green and Ocean Gray.



So, what did the top of the wing look like? So far there are no photos that show the top surface. There are hints from other aircraft in the squadron and from the published photos that show the leading edges of the wings. These show dark bands that go almost to the leading edge. I assume that they are the ends of bands that run back to the trailing edge, more or less, as some other squadron aircraft have. The leading edge appears to be painted Ocean Gray that wraps around to the underside.

There is no good picture of the aft fuselage and vertical stab. There is a hint of the fin camo and I assumed that the fuselage

would be similar to the opposite side. Who can say? The port side of the vertical stab was definitely repainted after the Belgian “prang” and shows a simplified scheme. Maintenance work certainly shows on the ebb and flow of camouflage around the engine.



I was finally able to get all the major markings on the model except for the data block containing the pilot’s and ground crew’s names.

Making Decals

I used my old reliable Epson Photo printer for most of the work. First I printed out the Velasco print on 8X10 Photo Quality Paper. Then I traced the image I wanted using a #3 ink sketch pen. This gave me a very wide outline of all the parts I needed to reproduce. Then I scanned this outline image and saved it in Photoshop.

Since the colors were not uniform in the original image I copied from the Internet, I felt it best to discard them and reapply them electronically. It was a fairly simple matter to clean up the scanned image and then “pour” in the colors I wanted. It’s a lot like learning to color in first grade but the computer stays within the lines a lot better!

Now, it was back to the scanner to reduce the image to the size I needed. I set the resolution for 300 dpi and measured the model to get a real dimension to shoot for. It was about half an inch as I remember. Then it was a simple matter to scan at the reduced size. Those wide black lines from the original almost disappeared but they are there in the finished deal.

I laid out a small page with multiple “copy and paste” images, just in case and then ran a test on plain paper. When I was satisfied, I loaded the printer with White Super Cal decal paper and let it rip. First run looked fine so I sprayed with Super Cal Fixer, let it dry and then I was ready to cut and apply my decal.

So, why did I use white paper? Because the printer does not have white ink. The white has to come from the paper. Trimming around the club and feet is pretty easy with a new No 11 blade. And just to be sure my circle was round, I used a compass to cut another to back up the printed decal. It sounds more involved than it really is. The only problem I’ve had was finding compatible papers and inks.

Building the Model

The model kit has just about all you need to do a convincing P-47 Bubble top. I built it pretty much out of the box with the addition of a seat and belts from an Eduard PE interior detail set.

A spare Hamilton Standard prop from a previously built Tamiya P-47 kit completed my package. Since this was to be a P-47D-25-RE, I left off the optional vertical stabilizer “strake.” I painted the cockpit and all parts AN 42 Medium Green which is a good double for Dull Dark Green. I applied a wash of burnt umber and then dry brushed with Interior Green. I used Yellow Zinc Chromate for parts of the cowling interior and the all wheel wells and gear doors.



I used a trick to make the wing tip lights. I used a small square file to remove the light lens area then drilled a small hole in the corner of the resulting notch. Then I used jeweler’s wire (bead wire) repeatedly dipped in CA to form a round ball on the tip. I made two of these then painted one green and one red. Then I painted the notch yellow chromate. When it was dry I inserted the short lengths of wire so that the small colored ball was just protruding. Then I began adding CA, from the tip of a toothpick until I had filled the notch completely and had no bubbles around the painted “bulb.” After a little sanding and polishing, the CA was totally smooth and clear. To speed up drying, I held the wing tips over a bottle of accelerator. It makes a great looking light and takes only a few minutes to do.



The kit goes together really well and can literally be assembled over a weekend with good results.

(continued on page 10)



by Rafael Power

Brazil and the End of the Road

Brazil, the land of the Sugar Loaf, Rio, boss nova music, and those undersized HO scale tangas (thongs) at Copacabana beach. But the largest country in the South American continent is also home to Embraer, the small to midsize jet airliners manufacturer. The Embraer name is now as well-known worldwide as Boeing and Airbus with a large number of their aircraft in commercial and military service all over the world. Many mainstream and second level carriers in the United States have been operating Embraer's turboprop and jet airliners for quite a while with more to come.

On the military side, Brazil features its aircraft carrier. Until the late 1980s, Brazil and Argentina had three aircraft carriers between them. The Argentine Navy maintained two carriers, the Independencia (formerly the HMS Warrior) and the 25 de Mayo (formerly the Colossus Class HMS Venerable and RNN Karel Doorman) flying F4U Corsairs, S-2 Trackers, A-4 Skyhawks, Dassault Super Etendard and SH-3 Sea King helicopters. The Independencia was the first one to go to the scrap yard in 1971 but the 25 de Mayo was on service during the Falklands/Malvinas War. Following the cessation of hostilities, it was retired from operational use in the 1980s and scrapped in 1999.

Now the Brazilian Navy or Marinha do Brasil lays claim to being the only South American country with an aircraft carrier. Following the retirement of the old Minas Gerais (formerly the Colossus Class HMS Vengeance) in 2001, Brazil took delivery of the former French aircraft carrier Foch on April 28, 2001. Now renamed the São Paulo, the home-based CAG's VF-1 Squadron flies a number of AF-1s (ex-Kuwaiti Air Force A-4 Skyhawks) and a flight of UH-14 Super Pumas helicopters assigned to HU-2 Squadron.

The following websites relate to both the Brazilian carriers and their air wing aircraft:

www.hms-vengeance.co.uk/minasger.htm

A well illustrated history of the HMS Vengeance/Minas Gerais from its initial operational history in the Royal Navy and the Royal Australian Navy to the breaking up of the Minas Gerais following retirement from the Brazilian Navy.

<http://www.airsceneuk.org.uk/hangar/2004/saopaulo/saopaulo.htm>

"Going Brazilian, Navy style" is an outstanding pictorial review of the São Paulo, the new Brazilian Navy aircraft carrier.

Although short on photos of the carrier itself, the aircraft and helicopters on board are well covered. The photos are very good and of good angles.

Downside: need more photos of the ship.

<http://www.history.navy.mil/nan/backissues/2000s/2003/so03/brazil.pdf>

A new twist on the São Paulo in PDF format with extra photos from the previous website.

<http://www.skyhawk.org/2C/Brazil.htm>

Complete breakdown of the A-4 Skyhawks in service with the Brazilian Navy, including color scheme profiles.

<http://www.skyhawk.org/2C/argentina1.htm>

As on the previous, this covers the Argentine Air Force and Navy A-4 Skyhawks with history, serial numbers, color schemes, unit badges, etc. Don't forget to look into the other countries operating the Scooters.

<http://home.planet.nl/~roden171/faa.html>

<http://home.planet.nl/~roden171/faa1.html>

Since the Argentine Navy operated its S-2E and S-2T Turbo Trackers from both Brazilian carriers on exchange visits, it's only fitting that these are mentioned here. Both sites have lots of photos on both versions in flight and on the ground. Downside: some photos are a bit small.

The Brazilian Air Force

The Força Aérea Brasileira (FAB) has one of the most interesting and colorful air arms in South America. Operating American and European aircraft from its inception, the FAB was also host of the U.S. Army Air Corps and Navy during WWII. Brazil made bases available to the U.S. to conduct antisubmarine patrols in the Atlantic and Caribbean sectors as well as the defense of the Panama Canal. That included a U.S. Navy airship base as well as detachments of B-18 Bolos, B-24s, B-25s, PBX Catalina heavies as well as the smaller aircraft scattered around different bases. Santa Cruz, the former blimp base still has the old hangar built by the U.S. Navy to house their blimps.

During the 1950s and 1960s, Brazil depended heavily on U.S. aircraft until other overseas suppliers stepped into the mix. The C-46, C-119, DC-6 were the cargo haulers of choice before being replaced with C-130s, DHC-6 Buffalo and Boeing 707s. Republic P-47, Gloster Meteor, and Lockheed F-80 fighter aircraft were later retired in favor of the Dassault Mirage III, Aeritalia/ AMX-1 and the Northrop F-5E.

www.rudnei.cunha.nom.br



This site is full of color aircraft profiles, serial numbers, operational history of all main FAB types. As a bonus, you can switch from Portuguese to English at will. Outstanding!

<http://www.aviacaomilitar.com.br>



P-47 Thunderbolt fans will recognize this squadron insignia in this website. It represents a complete history of the FABs 1º Grupo de Aviação de Caça (1st Aviation Fighter Group) from its activation to its combat history alongside the USAAF in Italy during WWII. The most complete historical site dedicated to this famous squadron and its well-known P-47 Thunderbolts. Everything you wanted including black & white and color photos of the aircraft and the flight and ground crews. There is a complete listing of each P-47 involved and those surviving in museums. Colors, markings, missions, awards – the whole works! Highly recommended! Downside: no English version.

<http://www.sentandoapua.com.br>



A website dedicated to Brazil's military aviation during WWII. If you think the previous site is good, this one is just as good! This includes several units, histories and more. There is a section on the P-47 with a comprehensive walk-around gallery of one of the surviving FAB P-47 which participated in the WWII operations in Italy. Wall papers, screen savers, good links, don't miss this one! Note: the black vertical sash on the left of the site logo covering part of the FAB insignia is in observance of the passing on September 8 of Commander Nero Moura, one of the pilots of the 1º Grupo de Aviação de Caça in WWII. Downside: Yes, I know this is getting repetitive but...no English version.

<http://www.mach2.hpg.ig.com.br/>



Started five years ago, Mach 2 is a modern military aviation and modeling magazine from Brazil. Contains superb color galleries of actual and model aircraft. Check out the Operation Cruzex 2005, a combined air exercise with aircraft from Argentina, Brazil and Venezuela. There are walk-around galleries for different types of aircraft, kit and decal reviews, modeling tips, and color scheme information. Highly Recommended! Downside: no English version, just Portuguese

As we conclude our travel I am getting together a new batch of interesting sites for next month. Enjoy.

Rafael



Tim's Battle of Britain Mk. I Hurricane.

1/8" Plexiglas square stock. I purchased mine from Austin Plastics. Cut off two pieces long enough to make your wing tip lights. I used a razor saw and a little mitre box for this to keep the cuts square. Now you have two little plexiglas cubes (or maybe they're a little longer than cubes). Notch the middle of one edge of each with an X-Acto knife and then drill a tiny hole at a 45 degree angle into them. Paint the inside of the holes—



one red and one green. These will represent the red and green wing tip lights. Sand off the excess paint that didn't get into those tiny holes and check the surfaces of the Plexiglas cubes to see if they are really square – my piece of square stock is not, each side is slightly concave. You can see this easily by sanding it. You will want to get both the plexiglas cubes and the notches on the wingtips as square as you can get them so you will have the best fit possible for the glue joint between them.

Now glue the little Plexiglas blocks into the wingtips with Five Minute Epoxy. You will need epoxy for this joint as plastic cement will not be strong enough to stand up to the sanding process. When the epoxy is dry, sand the Plexiglas cubes down to the contour of the wingtips, and then polish them out to clear. I use a set of Micromesh polishing cloths for this. Done. Good looking wingtip lights.

The second upgrade I made was to the wing leading edge landing lights. I replaced the molded-in landing lights with MV Products lenses I purchased at King's Hobby. You'll need to take your kit part in to the hobby shop to compare and get the right size. Then I discarded the kit landing light covers and replaced them with Scotch brand Crystal Clear Tape (the one with the red label). This is one of the very last steps in finishing the model. Put a piece of tape over the landing light opening and trim it to fit with the tip of your X-Acto knife. You will want to use a brand new blade for this. The tape's own adhesive will not be strong enough to hold it in place. You will think it is working but



(continued on page 10)

(Nathan's Classic Rides continued)

with the 450 horsepower version of the iron block 427, high-rise intake with Holley 4 barrel carb, power disc brakes, the ZL2 cowl induction hood, positraction rear end with 4.10 gear and the customer's choice of a 4-speed manual transmission which in this case came with Hurst's dual-gate linkage. Yenko's staff added the horizontal body stripes and the headrest graphics after the cars arrived at his dealership. Today, original Yenkos are among the most sought after Camaros ever built, let alone the Novas which are as scarce as hen's teeth.

This replica left nothing out. It fits together better than many other kits I've built. It's a favorite with many modelers, hence Revell's releasing it again as both a Yenko and a Baldwin Motion Camaro with the 427.

Well that's all folks! Happy trails, and keep on modeling.

Nathan

(Build Two continued)

will look at your finished model the next day and see one side of the tape sticking up. Dilute some white glue with water, paint it on there, press it down and hold it a few seconds and it will hold. This makes great-looking covers for wing leading edge landing lights. They are so thin and so clear that if you don't get some light reflecting off of them it looks as if they are not even there.

The third upgrade I made was to replace the kit canopy with a Squadron vac-form unit. I cut the kit part in two and used the kit windshield with the vac-form sliding part so I could pose it open. The kit part is too thick to fit over the model's spine, but the vac-form part works.

One morning in 1934 when Sir Sidney Camm designed the Hurricane, he said to himself "I'm going to make the framework on this canopy slant to the rear a bit so in the future model airplane builders will have hell masking the canopy frame". Then he laughed an evil laugh. Here's a tip for working through Sir Sidney's challenge. If you don't have one left from your high school drafting class, go buy an adjustable triangle from the drafting supply store. They have MANY uses in scale modeling – I find more all the time. Set the adjustable triangle to the same angle as the slant on the canopy framework and then use it to cut little squares of masking tape to mask off those slanted window panels. I used four little tape squares per window and let them overlap in the center. This makes quick work of masking those slanted areas of the canopy frame.

The kit decals didn't look so good to me so I used a Sky Models sheet and selected a Battle of Britain Hurricane I from 303 Polish Squadron at Northolt in September 1940, and, because I wanted to do one with the Extra Dark Sea Gray / Dark Slate Gray scheme, a Sea Hurricane Mk.Ib, from 885 Squadron, Fleet Air Arm, HMS Victorious 1942. The Sea Hurricane required only a minor modification to the kit, the addition of an A-frame

arrestor hook. They're done and I like them. They look good in my display case next to my Sand and Stone Hurricane II.

Go build a model, or two!

Tim

(Silent Running continued)

engines on the way and limped into port on one engine.

After the war the Jack was ranked ninth out of over two hundred submarines in tonnage sunk, and it was in the top twenty five in number of ships sunk.

Silent Running is another very nice book on submarine warfare. I would be glad to recommend it for a good read.

Jeff's rating —★★★★

(Schilling's P-47 continued)

Final Finish

I primed the underside with Mr. Surfacer 1000 cut with Mr. Color Thinner. Then I applied two coats of Alclad Duraluminum. Invasion stripes were painted first with a broad white band masked to the required size and then masked to accept the black. When all was dry, entire area was taped over before the camouflage was added. The yellow rudder was painted and masked off as was the red nose.

The topside finish was Ocean Gray followed by Dark Green applied with a Tamiya airbrush set for very close-in work. Most of the camouflage was painted with the airbrush only a half inch or less from the model. I used PollyScale acrylic paints for all the colors.

When I was satisfied with the result, I let the model dry for two days, gave it a coat of Future and let that dry well before applying the decals. When they were well set and dry, I used PollyScale Flat as a final coat. Then it was a simple matter to remove the tape from the canopy, tail and nose and invasion stripes.

Then all that was left was attaching the landing gear, propeller, and sliding canopy. The antenna mast was made from a bit of wooden tooth pick. Fuel tanks were painted natural metal but medium gray would have worked as well. And that was it. Most of the "work" was researching the records to discover how the actual aircraft looked and that was be most fun. I think it turned out pretty well.

Milton



Old Rumors & New Kits

First of all, thanks to all the contributors who made this newsletter possible. In fact, I had more material than I had room for so we'll try to get your article published in a later newsletter.

Now to the models. Since last meeting there have been two major hobby manufacturer shows—one in Japan and one in Los Angeles.

The Tokyo Hobby Show saw the announcement of a new P-40K from Hasegawa to join their already released E and N variants. Look for this kit in December (Hey! That's next month!) Hasegawa will also reissue their P-51D in markings for an Iwo Jima campaign aircraft. The 1/72 Lancaster Dambuster should be out in November and the single seat F/A-18 in 1/48 should be out the same month.

Tamiya is reissuing their very nice 1/72 P-51D with decals from Cartograph for Big Beautiful Doll, Glamorous Glen III, and Old Crow. Best of all they will have a new tool 1/48 Fw 190A-9. This kit features separate guns and a choice of prop types; wood or metal. Tamiya will also release a P-47M, obviously based on their excellent D model and that should wind up their Jug series, unless they choose to do an N which would require a whole new kit.

Trumpeter's 1/72 Tu 160 Blackjack should be out in December (if we are lucky) but the new 1/32 A-7, A-6A, and CH-47 Chinook have no release date. Sorry Jeff.

Dragon will have a 1/48 Fw 190A-7 with slipper tanks and a B-29 "Enola Gay" in 1/144 near the end of November plus a 1/400 (?) C-5 Galaxy, no date given.

Then from out west at iHobby 2005, the news was a big 1/72 USS Gato class submarine. I'll be looking forward to that one myself. From RoG comes word of a 1/32 Eurocopter, and in 1/48, and probably ex-Hasegawa molds, an Hs 123 and Spitfire Mk IX, and in 1/72, a Walrus, Halifax, and Bv 232.

Minicraft will have a 1/48 Cessna 172—'bout time—and a B-24 Berlin Airlift (?) in 1/72, and a Spruce Goose (probably the old mold but...) and a working model of the Mazda Rotary Engine. Hobbycraft has cranked up their old Do 17Z and done some retooling and showed off their F7U-3/3M. No word if this was reworked as well. HC will also released a series of 1/32 early P-51 Mustangs.

Special Hobby has an incredible list of proposed kits that include 1/32 P-39s, X-15, Brewster Buffalo, He 100, A-36 Apache, Bloch MB 151/152 and many others. In 1/48 the list a Curtis SOC Seagull (YES!), a S2F Tracker, E1B Tracer, E-2C Hawkeye, Tiger Moth, Fairey Albacore, and on and on. Whew! Where will we find the time!

Milton

ASMS Web Site Ready for Member Review

by Mike Gilsbach

Two meetings ago, I volunteered to redesign the club's web site. To that end, I purchased a new domain name and a hosting plan and set up a new site. This is a permanent setup, not a holding area, so we can move forward with this as our site if that is what the club chooses to do.

While the site is certainly a work in progress, I think that it is ready for member use and feedback for the next meeting. The site includes the following resources:

- **Home Page**

- **Online Forum:**

The majority of this forum is open to any user who cares to register. At the bottom, there is a Members' Only Area and there are instructions for gaining access to it. This Members Only area will eventually contain, among other things, past editions of the Sprue Examiner.

- **Links:** This is the same list we had on the old site (updated with correct addresses) plus a few more I added. I will be happy to add any others that the membership sees fit.

- **Meetings & Club Information:** This area is pretty self-explanatory. Please let me know if any changes need to be made to it.

- **Contest Page:** Here again, please let me know if there are any inaccuracies or if we should add anything to this page. All the contest photos should end up in the Gallery.

- **Photo Gallery:** This area is open for anyone to view and post comments to, but I will only post photos from members. I have provided instructions for sending me pictures to post. I decided to play gatekeeper for this area for several reasons including: (1) Guaranteed security to prevent non-members from posting. (2) Shortcomings in the gallery software that would make organizing user-posted photos almost impossible. (3) This will allow me to optimize the photos before they are posted so that we aren't unnecessarily using loads of server space.

- **Sponsors:** I got this information from the old site. If there are any that we need to add or remove, please let me know right away.

After all of that, here is the new URL: <http://www.austinsms.org>

If you have any comments, complaints, suggestions, etc. please feel free to email me at mike@gilsbachdesigns.com, or tell me in person at the next meeting.

Now that that's done, maybe I can get my model finished for the quarterly contest! See you Tuesday.

Mike