



SPRUE EXAMINER



Gabreski's P-47D "Bubbletop"

Tamiya Kit 61090

By Floyd S. Werner, Jr. IPMS# 26266

The History

The P-47 needs very little said about it so I will concentrate on Francis Gabreski. Gabby was at Pearl Harbor when the Japanese attacked on December 7th. Trying to gain combat experience Gabby convinced someone to let him fly with the Poles out of England. Gabby grew up in Oil City, PA in the Polish section of town and spoke the language fluently. He was transferred to Europe but 8th Fighter Command did not want to let him go to the Polish squadron. He was able to work the issue from the Polish side of the house. Soon he was flying Spitfires with them. Once he was integrated back into the 8th Air Force he was assigned to the 56th Fighter Group.

Initially he was shunned, as he was an outsider. The 56th, Zemke's Wolfpack, had developed back in the US and trained up together. As Gabby had rank and experience he was given command jobs, which didn't sit well with the people of the unit. Eventually his ability and

leadership won them over. His score increased steadily and soon he was pushing for the ace race. He had 28 kills when he was scheduled to rotate back to the States for a war bond tour and get married to his fiancé, Kay.

With bags packed and an airplane waiting to take him home, Gabby heard of another mission in which he thought there would be a chance to add to his score. He was able to arrange to lead and fly the mission. While there was no air-to-air activity, Gabby noticed an airfield and led his section down for the attack. He made the first pass with no problems despite the defensive fire. He turned around and went down one more time. During this pass Gabby munched into the ground and eventually had to make a belly landing. He was captured after a few days and spent the remainder of the war watching from a POW camp.

He eventually married Kay and they had a couple of kids. He worked various jobs in the military and then went to the Korean conflict in July 1951. Gabby helped develop the tactics that helped him, and many others, become a jet ace. His Korean War total was 6.5.

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IPMS/Alamo Squadron, Modelfiesta XXV, Live Oak, TX	Feb. 18, 19, 2005

Editor's Notes...

This month we are back in the library but we're a week early. Remember, we meet on the **SECOND** Tuesday of the month, at least for this next year. The program for the meeting will be on rigging biplanes and will be presented by Greg Springer. Tim Robb, our vice-president, wants to have a special category at our November quarterly for rigged biplanes.

A bunch of ASMS'ers attended the grand opening of Williams Bros. Model Products in Taylor last month and had a great time. We got the tour, lots of refreshments, and a good number of gift certificates. The big prize—a couple of nights and dinner at The Hangar, a nifty B&B in Fredricksburg—was won by Alice King! Way to GO!

In case you didn't get to make the grand opening, you may get another chance to visit the site. And remember, Daniel Brett is making the kits on-site. He isn't shipping the tools out to a jobber. Anyway, we may make arrangements to see the plant in operation and see the injection process up close. More to come on this.

Well, Fall is here. September tried to kill us with storms and some of the highest temperatures ever recorded for the month. I don't know about you but hot weather does not encourage modeling any more than it does yard work! So, I've been spending my days in front of a fan and usually staring at my computer screen. I've been cataloging my "collection" of unbuilt kits. If you haven't done so, this may prove to be an interesting enterprise; you find things you forgot you had! I have a simple table (MS Word) that lets me sort my list at the click of the mouse and I can see at a glance what I have on hand. Now when it gets cooler, I'll start building again. I hope that's pretty soon.

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

Dog gone it! I can't believe it's October already. Where has the year gone? I have to confess that the older I get it seems the time goes by even faster. October is a big birthday month for the Forster clan with four birthdays which we celebrate on one weekend. Of course this means I get to do my favorite night stalking and sneak over to my sister-in-law's house and seriously decorate her car. Lots of laughs.

Our annual contest is coming up and we need to start thinking about volunteering to help make this happen. Contact Kenny Rody and find out what needs to be done. We really need to find a way to get the word out here in Austin. Anybody who can get the word to news organizations or the papers or figure out other means we can get the info out would be appreciated. If someone would step forward and assume the lead role in organizing this we would be very happy to let you take the lead. On the subject of field trips I will be happy to organize

something just let me know what you would like to do. Drop me a line via e-mail or at the meeting with your suggestions.

The adult modeling class is starting to get on its feet and we will need volunteers to help run the class. Tim Robb has been running some classes by himself and Milton has volunteered to run some more and needs some bodies to help run the class efficiently. Let's step up to the line and lend a hand! We should get more members and that's always a good thing with an infusion of new blood and new ideas.

On the modeling side of business I for one am looking forward to the new Italeri A-26K Invader in 1/72 scale and Trumpeter is about to release a new line of naval ships in 1/700 scale based on their recent line of 1/350 offerings along with some new WW II cruisers! Remember we will be having our meeting on the 2nd Tuesday instead of the 3rd Tuesday of the month, same location at the library. I hope to see everyone at the meeting and let's see some models!

Jeff

Region 6 Update

by Dick Montgomery

Howdy,

The National Weather Service has finally figured out what caused two Cat 5 hurricanes to impact Louisiana within just a few weeks. Ken Loup (IPMS SWAMP in Lake Charles, LA) confirmed that his infant son, Lil Gator Loup, was in the children's hospital in New Orleans when Katrina zeroed in on the Crescent City. Lil Gator was evacuated by his mama and taken to the hospital in Lake Charles...shortly thereafter Rita smacked Lake Charles.

It's clear that Lil Gator is the official hurricane magnet of the gulf coast. Lil Gator's current location is being kept secret and that is why the tropical depression south of Cuba is just spinning in place but not moving anywhere.

And now for some serious news, President Dave Morrissette shares the following info with all IPMS members: We have a special "IPMS Members only" offer available on the web site. SAMI publications has a 20% off offer for IPMS members only (membership will be verified) for their magazines and datafile publications. Current US price for a subscription is \$76—IPMS only \$59. See the page for details. (Dave is referring to the IPMS/USA web site at <http://www.ipmsusa.org>.)

Charter update packages have been sent to all chapter contacts by the DLC. Please deal with this item as quickly as possible and return your charter update payment and documentation quickly. For you club officers out there...if you didn't receive your packet please let me know asap.

IPMS Alamo Squadron recently held their club election with the following results: President: Paul Lemmon (Paul celebrated

his 46nd birthday with an election victory) V.P.: Ric Warring, and Treas/Sec: Jeff Faucett.

The new club contact for Alamo Squadron is Paul Lemmon. If you share emailed newsletters or correspondence with Alamo Squadron you might want to redirect it to Paul at pblemmon@earthlink.net. This is an entirely new set of officers for Alamo Squadron with no incumbents returning to the e-board. All of you club contacts and officers might want to adjust your contact points accordingly. And while speaking of Alamo Squadron, the club will be hosting the Silver Anniversary (25th year) ModelFiesta contest in February. This two-day event is shaping up to be an excellent event with seminars, workshops, speakers, a huge vending area, and of course, a model contest that usually draws about 550 models per year.

IPMS Abilene has canceled their GASCON event originally scheduled for Oct 1st. The GASCON folks felt that gas prices would keep people from making the trip to Abilene. I was already set with a car pool of guys from San Antonio and Kerrville, and will be disappointed that I won't be spending another enjoyable day with the Abilene crew. Perhaps circumstances will be better next year. Also canceling their shows are IPMS FAC (the facility they use is being remodeled) and IPMS Flying Tigers in New Orleans.

Please check the IPMS Region 6 web site at <http://htwebservices.net/region6/index.htm> for links to all Region 6 clubs, news about upcoming events, and general info related to IPMS and to Region 6.

And now I'm heading to the workbench to continue my efforts on the U.S.S. Arizona...sure is fun to build something outside of my usual area of interest.

Dick Montgomery, RC 6



Nathan's Classic Rides

by Nathan Perrine IPMS 40167

This month I wanted to show you my collection of '71 Hemi Cudas and show some of the custom decals available from a modeler in Canada. His name is Keith Marks and his line of decals is KMark. He does some of the finest muscle cars decals I have ever seen. The decals on my Cudas are his. This was the idea I had using his "Billboard" decals on my '71 Hemi Cudas.

I made the interiors match the "Billboard" decal—red with white interior and white "Billboard" decal, white car with red interior and custom red "Billboard" decal. The idea was to make the interiors match the trim. This, I have discovered, was available only in the cases of a "Special Order" from the factory. They are so rare today that few, if any, still exist.

You should visit Kmarks website and see for yourself what he has to offer. They are \$6 a sheet and he does custom work. The URL is <http://public.fotki.com/mofobow/>.



Nathan



(Gabreski's P-47D continued)

After retirement, he moved to New York where he died on January 31, 2002.



The Model

Why Gabby's P-47? Well, I was commissioned to build one and I wanted to build one for myself to test out paints and techniques. So that was all the motivation I needed. The Tamiya P-47D is a fabulous kit and a lot has been written on it so I won't say anything else. I will only mention the areas that I upgraded or had issues with.

The first place was the fuselage join on the bottom along the keel. It is a pain to clean up and retain the panel lines and rivet detail. The other issue is the fuselage drop tank sway braces, parts G1 and G2. They don't fit as well as I expected. Filling them was a big pain, especially since the one model would not have any drop tanks fitted.

Cockpit



The kit cockpit is very nice but it can use some details. Ultracast to the rescue. They have a seat with molded on seatbelts that are excellent. The other thing that I did was to use the Eduard instrument panel. The panel is much nicer than the one in the kit. I thinned down the kit panel and used the photo etch front of it. This allowed the kit gunsight to be used and ensured the fit was perfect. Some rods and a few other photo etch parts and the cockpit was ready for paint. I used Humbrol Bronze Green. Then I washed the area with Burnt Umber and dry brushed with interior green and silver paint.

Fuselage

The fuselage is nice and the layout is exceptional but there is room for improvement. The enhancement set from ScaleQuest addresses the see through areas such as the intercoolers and the exhaust gates. This simple resin enhancement set is essential if you ask me. The engine cowling deflector is beautifully ren-

dered. The resin is perfect and bubble free. I got mine from Eagle Editions. You have to ask them for it but they still have some left.

Engine

The engine is beautiful out of the box but the Eduard set of ignition wires adds a nice touch. The engine cylinders were painted flat black and then dry brushed with aluminum. The crankcase was painted neutral gray. The open cowl flaps from the ScaleQuest set fit perfectly and when assembled with the Eduard actuator rods the look is realistic.



Elevators

I needed to reposition the elevator. I carefully scribed through until they were removed. Then it was just a matter of repositioning them to where they looked good. Don't forget to offset the stick in the cockpit.

Wings

Luckily for me Gabby's airplane did not have any pylons under the wings. The wings went together perfectly. I used some Bare Metal Foil on the landing light. I pushed it down with a cotton swab. Some of the Eduard set was used to update the flaps and the wheel wells. Some solder was added to the wheel wells and on the brake lines for extra detail. Ultracast wheels were so nice that you don't have to drill the hole for the axle. I did have to shorten the axle just a tiny bit.

Painting

OK let's start the mud slinging! There are just about as many interpretations of the markings as there are models of Gabby's airplanes. Here are my findings. First off, stop thinking as a



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OOB Review:**The 1/48 Collect-Aire MiG-31 Foxhound
Kit Number 4867 \$189.95**

Obtained from: Collect-Aire (www.collectaire.com)
by "Bondo" Phil Brandt

**BACKGROUND**

The MiG-31(NATO "Foxhound") traces its ancestry to the MiG-25MP, an airframe which although resembling the original Foxbat series, was in fact completely new. The new intakes, for instance, contributed twenty-five percent of the airframe's lift at speed. A new wing was cambered, slimmer and much stronger than that of the Foxbat. The backseater's crew position was fully equipped with flight controls and a periscope, negating the need for a separate Foxhound training version. The MiG-31's phased array radar was a Soviet first, as were the four underbelly-nested R-33 missiles, interestingly resembling the U.S. Navy's AIM-54 Phoenix beyond-visual-range air-to-air weapon. The main landing gear, totally different from the Foxbats, consisted of tandem staggered two-wheel bogies.

First flown in 1975, the MiG-31 showed significant promise and was immediately put into production. Many experimental Foxhound airframes appeared over the following fifteen years, but the definitive operational version was the Mig-31B, introduced in 1990. Although the Foxhound's role has been supplanted to some degree by the newer Su-27 Flanker series, it continues as a frontline heavy interceptor.

KIT OVERVIEW

It's been a long time since Lindberg released an inaccurate-and-simplistic 1/48 injected Foxhound kit. To be fair, though, at the time little information about the airplane had been officially released. Now, with the long awaited (approximately three years!) release of Collect-Aire's definitive resin Foxhound, the Lindberg kit can safely be resigned to the spares pile, of realistic use only to "practice bleeders" or collectors. And, speaking of "practice bleeding," prior to Collect-Aire's announcement, this curmudgeon had been well on the way to converting the Lindberg kit into the ultimate Foxhound version, the MiG-31M which, although a superior weapon system, probably will never see production because of financial realities in Russia.

As with other Collect-Aire kits in the Bondo Industries "to do" production stash, there is always a thrill when the chrome yellow box is first opened to reveal an esoteric aviation subject which has a high probability of never being produced in plastic. Unfortunately, closer inspection of said kit components often tempers that excitement with the realization that the kit will rigorously test one's building skills in many of the usual Collect-Aire ways. This being said, the not-inexpensive Foxhound kit shows obvious improvements over previous releases.

MOLDING

This is a big airplane! The kit, developed by the LF Company in the Czech Republic, features molding (done in the U.S., the writer understands) which compares very favorably with that of other first rank resin kit manufacturers. Engraving is very petite, easily equal to the best injected kits. Warping is absolutely minimal (slight bending of one stabilator), and resin voids are few and far between, mostly on the mounting spines of the R-33 missiles, and these will be hidden.

FIT

Although this is an OOB review, and overall dry fit seems decent, I must report that there is an annoyingly significant thickness discrepancy in the mid-fuselage spine cross section where it joins to the separately cast aft spine. That is, the thickness of the aft spine is almost 1/16 inch wider. Assuming the forward spine thickness is correct—if it isn't, the fix will be much more demanding—this will require cutting the aft spine in half lengthwise and then sanding the inside surfaces until the appropriate mating thickness is achieved. I've seen this type error before in Collect-Aire kits; it almost always involves solid semi-cylindrical parts that are cast in two operations such as rockets and jet engine pods (those J60 pods on the RB-57F, for instance, whose cross sections are "squished" horizontally).

Other fit issues are documented in the instructions (a welcome first, in my experience, for Collect-Aire) such as modifying the cockpit tub, tub mounting chines on forward fuselage halves and the nosewheel housing.

FUSELAGE

The fuselage is in four large pieces, two forward and aft halves. Intake trunking is nonexistent; two simple blanking plates are glued roughly two inches rearward from the intake lips. If trunking is desired, epoxy putty and plastic sheeting is the way to go. Or, the builder could simply do the old FOD cover trick and bypass everything!

WINGS

Wings are clean, one-piece components; no positional slats or flaps. Large wing fences are to be added, their location spelled out by cast-in wing grooves. Large pylons and smaller L-shaped

mounts are included for mounting the Aphid missiles. Although shown in enclosed three-view drawings, external tanks are not included.

LANDING GEAR

Many, many small cast metal parts assemble into the complex main bogies, but the exploded assembly diagrams should answer most questions. Required metal cleanup seems minimal. Main wheels, although generally OK, appear to have been cloned and are not totally accurate when referred to photo references. Strut mounting holes have been revised in the instructions. A thin, nicely done resin nosewheel mud guard is included. The detailed two-piece main gear wells are a big improvement over many past C-A releases and deserve special recognition. LF has captured the corrugated metal sides of the wells very accurately, and the “busy-ness” factor is very satisfying. Same, same for the positional speedbrakes and main gear doors, all of which have delicate structural details cast into the inner sides. Even the nose gear well is busier than normal, and the front gear door even has landing/taxi light details on the back.

COCKPIT

As mentioned above, modifications spelled out in the instructions are required to both the tub and the mounting surfaces on the fuselage halves. Additionally, no cast-in guides are included for fore-aft locating of the tub, but a drawing shows the relative positions of bulkheads and should be sufficient.

Collect-Aire has come a long way in the development of multilayered PE detail components, and a large fret is included with this kit. Both multipiece instrument panels, four consoles and two sidewalls (front cockpit only) add a lot to the large cockpit. Printed paper instruments are placed behind the PE ala Eduard. I do wish Collect-Aire would move to film instruments (again, as in the case of Eduard) as the printed paper ones are not as realistic because too much white shows around the circumference of each individual instrument hole.

This BTW is the same situation Bondo encountered when building the C-A Fencer. PE sidewall locating is not as well documented as it could be, and the builder should refer carefully to pix of same as seen in World Airpower Journal, etc.

The K-36D seats may have been cloned, because the level of detail is not usually seen in C-A cockpits. In addition, PE belts and harnesses are included, which, if used, would force the builder to Dremel off the not-bad resin harnesses already cast-in. Control columns are of cast metal.

The canopies (three copies included) are vacuformed in one piece, allowing the builder to choose closed or, by cutting, open configurations. In the case of the open canopy arrangement Collect-Aire has included very welcome resin interiors which add realistic thickness for each canopy. Even quilted padding details are included in these interior resin pieces. There doesn't seem to be any detailing between the back of the pilot's

bulkhead and the forward face of the backseater's panel, so it's references and Scratchbuild City.

EXHAUST

Nicely done exhausts are two-piece (AB cans and separate nozzles) with realistic depth and cast-in turbine faces. Additional information is furnished (with patterns) for those who wish to superdetail the splitter plates seen between the exhausts of some late-model Foxhounds,

WEAPONS/ARMAMENT



Four multipiece (resin/PE) R-33 long range missiles are included as well as four smaller all-resin Aphid IR close-in missiles. It's disappointing, though, to discover that no detailing whatsoever is included for the R-33 missile trapezes which retract into the under fuselage. I say “disappointing” because this trapeze detailing is included in both 1/72 injected Foxhound kits done in the Ukraine. Scratchbuild City again!

Pix at Bondo Industries show slots in the under fuselage for the main fins of the two aft R-33 missiles, but there are none in the C-A offering. Perhaps the reference pix are from pre-production/demo airframes. A nice GSh-6-23six-barrel cannon is a separately added component.

DECALS

A wealth of markings possibilities and stenciling await the final efforts of the builder; two large sheets are included.



INSTRUCTIONS

Retired Big Blue tech writer Bondo is fairly particular regarding instructions, and the Foxhound instructions and diagrams are certainly a big step up from earlier releases which sometimes have featured simplistic, rather crudely drawn diagrams. It appears that the writer—I understand that the talented Gerry Asher of Fox 3 Studios in Fort Worth did the job—built (or at least carefully examined components!) the kit as he penned the instructions; a peer review as it were, because the kit corrections prominently include revisions such as relocating the main gear strut attachment points and grinding down locating chines for the cockpit tub. Overall, a BIG improvement!

CONCLUSIONS

In the past this writer has stated that, in contemplating the “investment” in and building of most Collect-Aire kits, expect to take a resin “beating.” That's still somewhat true even with

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(Gabreski's P-47D continued)

model builder and think as a crew chief who has got to paint the aircraft before the morning mission at 0300. As a crew chief, you do what you have to do with what you have on hand. As a model builder you would obviously paint the white of the invasion stripes before the black. As a crew chief, you would paint with what you had on hand first. After looking at the photos in the book "Gabby", you will notice that there are a lot of areas on Gabby's aircraft that have overspray. An absolute no-no for a modeler but tell that to the crew chief at 0200 hours. For example, look at the tail number. The tail number had to be resprayed when the rudder was painted red. Look around the number, lots of yellow overspray. Now look at the cowl ring on the top: same thing—overspray. The same goes for the invasion stripes. The crew chief painted the black and then masked the area off and sprayed the white. Of course, there was overspray. This has been interpreted as white invasion stripes with black outline but I'm positive that was not the case. I couldn't bring myself to spray the oversprayed areas but they were on the real thing. With that said it is on to the painting.

After washing the models with Dawn dish detergent and then using Polly-S Plastic Prep it was time to mask up the cockpit and the wheel wells. I preshaded the entire model with Model Master Flat Black. After that had dried, I masked off the areas where the squadron codes would go. Then I thought like a modeler and painted the white over the area. Once dry, I masked over the areas and painted the flat black ones.



The next area that comes under scrutiny is the actual colors used on Gabby's airplane. It was painted in British colors of Med Sea Grey, Ocean Grey, and Dark Green. Was the underside unpainted natural metal or the Med Sea Grey? Your call there. I think that the bottom was the Grey but the horizontal tails seem to be natural metal. Didn't know for sure but I elected to keep the bottom all one color. I painted the bottom with Polly-S Medium Sea Grey.

Once that had dried, I painted the whole upper surface with Gunze Dark Green. Then came the fun part. After studying the available photos I determined that the right side was open to conjecture. The left side was easier, but the wings and tails were difficult to determine. One thing that I noticed is that the overpainted invasion stripes were LIGHTER than the original paint. I would have thought it would have been darker due to the

older paint being bleached by the sun, but pictures prove otherwise.

Once everything was dried, I masked and painted the red cowl and rudder with Tamiya Flat Red. A coat of Future prepared the model for decals.



The Ultracast props were beautiful. There were no bubbles and no distortion. They were painted yellow on the tips and that was masked off with Tamiya tape. Next Tamiya Flat Black was painted overall and then some streaks of lightened black were sprayed. The boss of Gabby's prop was painted black except for the pitch-change dome, which was aluminum.

I wanted my model to depict the large photo in the Gabby book so I needed a flat drop tank. I painted it aluminum for visual interest. I could have easily painted it Neutral Grey. While I had the aluminum out I painted the canopy and the area on the fuselage that the canopy would have mounted to. I masked the canopy with Black Magic masks. They fit perfectly and made the masking process so easy and best of all, quick.

Decals

The Aeromaster decals worked well, but I did notice that the fuselage ones were slightly smaller than the Tamiya ones. I have heard how thick the kit decals were, but that is a bunch of bunk. The decals, whether kit or Aeromaster, are not opaque enough to cover over the black and white. My solution is to apply multiple decals. I used Tamiya decals on my kit and they were perfect. Even with two layers the decals were still slightly see-through but they were not thick. Everything settled down with Microsol and Microset. Once the decals dried, a coat of Future sealed them in place. This was followed up by a coat of Polly-S Flat.

Weathering

Weathering was kept to a minimum. The first thing that I did was add a wash of Burnt Umber artist oils. Followed up by some silver pencil and pen to represent chipping. Some Tamiya Flat Earth and Flat Black were added to the exhaust areas. Once

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It's Official: Williams Bros. Model Products Is Back in Business!

Daniel Brett cut the ceremonial ribbon Saturday, September 24 to officially open the new Williams Brothers Model Products facility in Taylor, Texas. Most area model clubs and shop owners were represented despite the threat of rain and winds from hurricane Rita. It was a hot day and a little rain and wind would have been welcome at times.



Invitations encouraged attendees to wear costumes associated with the 1930s, or the period represented by many of the original Williams Brothers model kits. Dave Orloff made a convincing Roscoe Turner.



Several gift certificates to local hobby shops and eateries were awarded to lucky ticket holders. Alice King was the big winner with a trip to the Hangar B&B in Fredricksburg.

Everyone got a quick tour of the shop and got to see the injection molding machines and the array of tools representing the line of models developed by the Williams brothers. Several finished Williams Bros. models were displayed.

Thanks to Daniel Brett and to his staff for the reception and special gifts. Now we can all look forward to seeing more models from the company.



Plant tour



Injection molding machine



One of two Lockheed Sirius "test shot" models displayed.



Alice King. Nice hat, Alice.

(Gabreski's P-47D continued)

everything was dry a streaky coat of Tamiya Buff toned everything down and blended the decals to the model. A coat of Flat blended everything to an even sheen.

Finishing up

The remaining small parts were added and the airplanes were done.

**Conclusions**

What a great kit! The aftermarket stuff was really nice. I didn't use the entire Eduard set but I did use enough to justify the costs. The Ultracast stuff was flawless and highly recommended. The ScaleQuest set was perfect and added a lot to the finish of the kit. Again highly recommended if you can find it. The kit itself is fantastic and worthy of all the praise the modeling community has heaped on it. I can highly recommend all of the aftermarket items I used. They all did what they were intended and worked as designed. Overall it was a very pleasant build. The paint scheme may intimidate some modelers but Gabby's airplane is a historically important aircraft of a great American fighter pilot.

Accessories

Black Magic	P-47D Bubbletop Canopy and Wheel Hub
Masks	CEBM48544
ScaleQuest	Tamiya Thunderbolt Enhancement Set SQ-001AP
Ultracast	P-47 Thunderbolt Seats 48017
Ultracast	P-47 Hamilton Standard 4-Blade Propeller 48103
Ultracast	P-47 Thunderbolt Covered Wheels Diamond Tread 48123
Aeromaster	The Wolf Pack Part IV Decals 48-660
Eduard	P-47D-25 Thunderbolt Bubbletop 49240

References

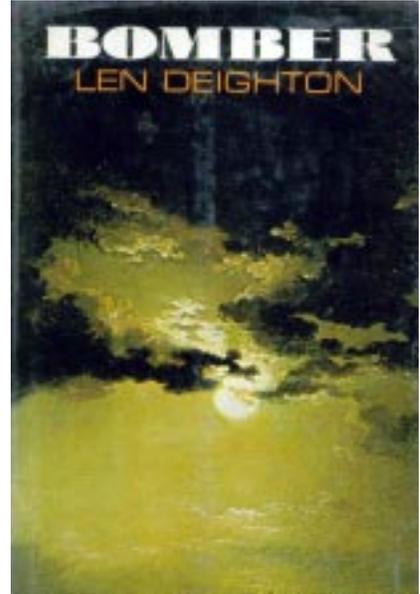
Gabby: A Fighter Pilot's Life, Francis Gabreski and Carl Molesworth, Schiffer Publications, 1998. (Note: this book is identical to a paperback edition by the same name, except the Schiffer book has many photos.)

Bomber, by Len Deighton

Book Review by Tim Robb

Bomber, published in 1970, is an historical fiction novel describing one day in the night air war over Germany in the summer of 1943. Although everything in it is fiction, it has a feel of absolute authenticity.

The many characters are well developed, and that Mr. Deighton has done his homework well is clear from his technical descriptions of aircraft, radar stations, civil defense organizations, and military organization.



The first three or four chapters are a little slow, but press on, the novel becomes compelling as it builds to its climax. I checked it out from the San Marcos public library so it is probably available from the Austin Public Library also. Highly recommended.

Tim

(MiG 31 Foxhound continued)

this new, improved Evil Empire release, but now the "beating" is more like a "love tap." Be this as it may, those of the Tamiyagawa faith still need to imbibe a healthy dose of caveat emptor before starting such a project.

Today's modelers are truly fortunate that there are small companies like Collect-Aire willing to take the financial and developmental risks to produce desirable, "road-less-traveled," subjects. This kit is hereby awarded the prestigious Bondo Industries Stamp of Approval! :))

References:

World Airpower Journal, Vol 13, Summer 1993
World Airpower Journal, Vol. 34, Autumn/Fall 1998
 Ken Duffy's Soviet Pix section, www.lindenhill Imports.com
 "MiG 31", Przegląd Konstrukcji Lotniczych, 1/93, ISSN 1230-2953

"Bondo" Phil

Old Rumors & New Kits

Seems like I just wrote this page. Moving the meeting date up a week really messes up my internal clock! But, to keep meeting at the library, we have to bite the bullet.

I don't have any big rumors this time. I did see that Airfix has decided to move "forward" with a new line of snap-together kits of various robots, etc. I suppose they want to grab a bit of the market that appeals to the kids today and I can't blame them. I had hoped they would continue the lines that feature the 1/48 Spitfires, the EE Lightning, Buccaneer, and Mosquito. I sure hope those kits don't disappear completely.

I'm still expecting the SB2C Helldivers from Accurate Miniatures sometimes this month. I had hoped to hear something definitive about corrections to their Vindicator. I still think it's a good kit. It just needed some "proof reading" before going to press.

I picked up a new tool last week and although I've not used it, I think it's pretty good. It's the Mission Models Micro Chisel. I have a surgical tool that's very close to this but the bit isn't quite the same. I think this little chisel with its 2mm wide bit will be just the ticket for seam trimming, square holes (can you say "shell ejection port"?) and the like. The extremely sharp bits are replaceable.

Classic Airframes has announced a series of early Bf-109s and the first one, probably a B model, should make its appearance later this month. CA has also announced an Avro Anson Mk.I family but gave no release. They have more of their very nice Vampire family still to do. Their fabric wing early Hurricane is out now. Also look for the Supermarine Attacker, the first operational jet used by the FAA.

For you rotary wing fans, Academy will shortly release a Navy version of their very nice 1/48 CH-46. I have the original USMC "Bullfrog" release and it's one of the best detailed kits OOB that I've seen. Box art for the Navy version has a lot of stars and stripes on the nose. And I mean a LOT.

Czech Models has two new 1/48 kits, a Dark Shark and a Curtiss SO3C Seamew. I've seen a mixed media kit of the Dark Shark but I believe this is the first injection molded 1/48 Seamew. In case you don't know, the Seamew was a late war float plane to replace the Kingfisher.

Roden's OV-1B/OV-1C still has not made it to the shelves despite Bondo's best efforts. Usually when a modeler goes that extra mile to convert an existing kit to different version—as Bondo did—the manufacturer brings out the new version as soon as the conversion is done. Maybe Roden didn't get the word. Besides, they have been busy on their 1/72 Zeppelin Staaken R. VI, a real WWI giant with a mile of rigging! No word when it will be out either.

Dremel has an interesting marketing ploy. Package a battery powered tool with a few common grinding and carving bits in a classy orange box and presto—you have a Pumpkin Carving Kit. Sounds like an outside activity and I suppose that if you are talented enough, a prize winning Jack O'Lantern might result.

A few weeks ago, Yellow Wings Decals released a set of markings for a bunch of aircraft that appeared in the 1940 movie "Dive Bomber." These were great markings and it was an extensive set. Now the company has released several "individual" sets for Devastators and Vindicators and probably some others. These are equally impressive but be aware that in some cases, the chevrons, pin stripes, and insignia are sold separately. Still, these are very nice sets.

For the armor builders, there's a new 1/144 Morser "Karl" with railroad transport. This would be a nice companion piece for the previously released "Leopold" railway gun.

Trumpeter has a couple of KV-1 kits, one with the simplified turret and the other with cast turret. Scale is 1/35 naturally. Also from our friends in China is the USMC LAV-25 Piranha.

Italeri has an very nice looking WWII armored car in the Autoblinda AB41 and an equally impressive Sd. Kfz. 232 Rad 6 Super although the latter is somewhat expensive. Italeri also has a very nice 1/35 LCVP Landing Craft.

For "real" ship modelers there's a new 1/700 version of the USS Lexington CV-16 from DML. DML also has a new 1/350 USS Cushing (DD-985) Spruance class destroyer.

There are a lot of new and very nice books out as well. My favorite is the new Kagero publication on the Bf-109G/K. This is the larger format book and comes with a decal sheet. These decal sheets also appear in some of the smaller format books such as Kagero's Opel Blitz book.

And right up Bondo's alley are the Specialty Press books on the MiG 31 and B-47 Stratojet.

For armor modelers, there's a new Tankograd publication on the LeClerc MBT. Wings & Wheels has two publications just out—Kubelwagen in Detail "Type 82 Models 1939 and 1943" and Bundeswehr Tank Transporter in Detail "German Heavy Tank Transporters SLT Franziska and SLT 50-3 Elefant."

Eduard has released a lot of new PE detail sets. There are two sets—a Color Etch Interior Set and an Exterior Detail Set—for Hasegawa's 1/32 Ki-84 Frank. Other sets include 1/48 Color Etch details for the N1K1-J George, P-40N, and Bf-109G-10 kits. Zoom sets are usually limited to cockpit details.

That's about all for this month. It has cooled off some and I feel like working on a kit or two, maybe work on a biplane so I can practice rigging! See ya'll Tuesday.

Milton