



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

2005

SPRUCE EXAMINER



DRAGON'S TIGER I, Initial Production SpzAbt 502

3-in-1

by Dave Edgerly

First off, let me just say WOW!!!!!! This kit is wonderful. I know, the German Tiger is the Armor modeler's equivalent to the bf109 as far as really needing another new kit made of it but, HOLY COW, this puppy is a Grand Slam and in my humble opinion, puts Tamiya to shame.

Most everyone knows what the Tiger was so I won't go into detail about the real item. The initial version was deployed in late '42 to the Leningrad area of the Russian Front. OK, that's it for the prototype data. There are plenty of references available if more tank specific data is required but this is a model review after all so here goes.....

Suffice it to say that there is a boatload of parts in this kit's box. (If you really care about or need to know the exact number it says on the box.) The materials are plastic, steel, brass and vinyl.

We've got link-to-link, handed and already separated track, one turned aluminum and two plastic main gun tubes, three mantlets, brass and plastic 88mm rounds and spent casings, very accurate jerry cans (gas and water), two styles of the unique 502nd stowage boxes, fording gear, clear vision blocks and headlights, two sets of tools—one with molded-on clamps and one without, three different pattern front fenders, glacis plate with and without fenders and even nifty alignment jigs for assembling the tracks. There is much more but you get the picture, I'm sure. Basically, you could build it all plastic or using the multimedia parts and either way you'll have a very full spares box with the left overs.

Building is pretty easy but for a couple of minor glitches. I'll mention them as I go along but I'd like you to realize that they are probably modeler induced. The instructions are typical of Dragon—thorough and clear. The first thing you'll need to do is decide which SpzAbt 502 tank you want to build. Remember that only the 502nd had these initial production Tigers.

(continued on page 5)

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2005 Show Schedule

IPMS/El Paso, Desert Con 2005, El Paso, TX	Oct. 8, 2005
IPMS/Flying Tigers, Great South Tiger Fest, Kenner, LA	Oct. 15, 2005
AMPSCENTEX, Lone Star Armor & Figure Expo 2005	Oct. 28, 29, 2005
IPMS/SWAMP Calmex XX, Lake Charles, LA	Jan. 29, 2006
IPMS/Alamo Squadron, ModelFiesta XXV, Live Oak, TX	Feb. 18, 19, 2005

Editor's Notes...

It has been a full month and September isn't over yet! Hurricane Katrina has caused the cancellation of the late year Louisiana shows and indirectly perhaps, the cancellation of Abilene's Gascon VI! I've left the Flying Tigers' show in Kenner in the show schedule mainly because I've not heard from them but I doubt that they can pull a show together—or would want to—by mid October. Lake Charles remains a question too.

Abilene decided to cancel because they are a small club, are too far from major concentrations of modelers, and it's an iffy situation for vendors and participants now that regular gas is approaching \$3.00 a gallon. So, rather than obligate themselves for a bunch of money, they decided to sit this one out. I hate to see it but I understand.

BIG NEWS! We lost our slot at the Library. Whoever registered us last year forgot to mention that registration for the next year was due so... Jeff has reserved the second Tuesday for us beginning in October. This month's meeting will be at **FLORES MEXICAN RESTAURANT** on Anderson Lane and will feature a program by Marc Hobbs on resin casting and mold making. I'm assuming it will include demonstrations as well as discussion on various materials.

Several ASMS'ers made the trek to Fort Worth's annual model show. Actually, it's held in Arlington's Vandergriff Park and it's always a friendly and laid back event. This year's event was a bit smaller than usual and I missed seeing many local modelers and those from San Antonio. Greg Springer, Phil "Bondo" Brandt, John Seaman, and your editor entered and were winners. Pat Rourke was there with Terry Lowman but did not enter. Too bad; his armor could have cleaned up! See ya'll Tuesday.

Milton

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Jeff's Musings

By now everyone knows about hurricane Katrina and how many people are affected. This will probably affect our modeling world as well. With so many people looking to pick up the pieces of their lives and find jobs and homes for their families, it will mean lower attendance at model shows and fewer vendors for the shows.

With Baton Rouge suspending their show this month, I'm pretty certain that Kenner and Lake Charles will cancel their shows as well. What does this mean for us? I believe we can expect lower attendance and fewer vendors. With gas close to the \$3.00/gallon mark, many people will think twice about going to a show that's very far out of town. For myself, I probably will still go to the shows I always go to but I won't be taking the 5th wheel to as many shows as I had planned. With gas as it is, it takes about \$70.00 dollars to fill the truck and for an overnight trip I'll probably stay at a hotel.

The Ft. Worth show was last weekend and from what I have heard, attendance was light and vendor turnout was lower than usual. Of course all this is insignificant compared to what the victims of Katrina have endured. I'm just pointing out that we are going to have to put an all time effort into preparing for our show, we need to get things organized and on the way to being done.

On a high point the future releases being announced looks very promising. Trumpeter has a long list of releases coming our way as well as Accurate Miniatures. Our meetings will be on the 2nd Tuesday of every month starting in October so make sure you mark your calendar for the new date. Now let's get some modeling done!

Jeff

Jeff's Book Review's

By
Jeff Forster
IPMS #30833

Squadron/Signal Aircraft in Action #196 F-16 Fighting Falcon

By Lou Drendel

I purchased this book from King's Hobby for \$11.95. It contains 50 pages and 108 pictures and drawings. The only fault I found was the two page color drawing in the center of the book; they left the two outside pages blank for some reason.

This is the second In Action book on the F-16 by the Drendel. This book goes into detail on some of the newer F-16 variants as well as experimental models. There are excellent photos of



equipment bays that will make all of you super detailers happy. There are also some photos of the Block 52 aircraft with conformal tanks of the Greek Air Force. A section is provided on weapons pods, pylons, and weapons along with excellent photographs. There is a chapter on foreign F-16 users which includes a history of each country's use of the F-16. Some interesting photos are provided of the Japanese version, designated the F-2, and F-16s used by the Israel Air Force. A great photograph of the F-16F block 60 is also included.

The Korean T-50 and Republic of China's Ching Kuo fighters are shown plus some interesting photos of various experimental models as well.

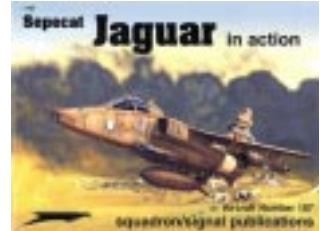
As is usual with Squadron's books this one also deserves high approval marks, one can never have too much reference material!

Jeff's rating ★★★★

Squadron/Signal Publication #197, Sepecat Jaguar

By Glenn Ashley

I purchased this book from King's Hobby as well, for \$11.96. This book has 50 pages and includes 108 photos and drawings.



The Jaguar was a joint British/French designed aircraft and was originally intended to be a Jet trainer. It quickly showed its potential and was developed further. One of the strange things the Europeans do is mount the missiles on top of the wings. I'm not real familiar with this aircraft although I did see them on several occasions flying on sorties around Germany. Some excellent photos are provided of Jaguars landing and taking off from highways in England. The full color pages are again left empty on either side. I think they should have added more photos to these. There's a chapter on export users of the Jaguar. India is one of the biggest users. Another section of the book provides several photos of the Jaguars used in the Iraqi war. Some of the aircraft art work by the British ground crews is displayed as well!! The final chapter deals with operations of foreign countries.

This is another fine book that deserves a place in your reference library. I have several Hasegawa Jaguars models waiting to be built so it will definitely be useful for me!

Jeff's rating ★★★★



Nathan's Classic Rides

by Nathan Perrine IPMS 40167

OK gang, this month I am looking at two pretty nice kits that I actually built as I did the review. The two 2005 Ford GTs can be seen at King's Hobby Shop on North Lamar in Austin, TX.



These are both Polar Lights kits, and all in all they have done a pretty nice job on the kits, with the possible exception of the instructions on which they really skimped. The print is so small that the average modeler would need a magnifying glass to read them. I don't recommend them for someone whose eyesight is less than perfect. But on the plus side the cars build into pretty nice replicas.



Both the 2005 Pontiac GTO and the Ford GTs are pre-painted and come in a variety of colors, ranging from purple, yellow, red and black for the GTOs and yellow, dark blue (the rarest), red and silver all with black stripes on the GTS, with the exception of the dark blue which I would guess are white (I am still awaiting delivery of mine from Rudy at Kings'). The detail is nice and with a little research and extra work one could make the cars even more impressive. The GTOs hood opens. On the Ford GTs nothing opens, but the engine is visible through the clear rear window. Now with an Auto Cutter one could possibly cut open the hood, doors and front trunk, but this would take a lot of work and a determination to make it look like a diecast. One nice point to the Ford GT kit it comes with a sheet of decals, in



case you want to paint it a different color and re-stripe it with either black or white.



The wheels on these kits have always been a bit of a challenge to me, so here's the way I figured out to do them, take the front and backing plate of the wheel, (one is chrome the other is generally black) put them together by placing them in the holes in the backing plate, then holding them together, place them into the tire (which you will find to seem smaller than the wheel, but it will fit, I promise you this). Anyway you will have to FORCE the wheel assembly into the tire, (may even have to use your teeth), once in however they do fit and look nice. The fit of the kits once you decipher the instructions, is first-rate, and as I already said, they do build into nice replicas.

Nathan Perrine



(Tiger One continued)

Choose turret number 100 or 121 with or without snorkel equipment. I chose number 100 with the two side mounted stowage boxes but without the fording gear.



The hull is the first part tackled so that's what I did. The instructions show how to make the suspension work so I tried it their way on four of the torsion bars and the result was a low rider Tiger. So, I lined them back up with the unaltered torsion bars and glued them in place. No harm, no foul. You could, of course, follow those instructions and glue them into whatever pose you wish and that is a nice feature. I suggest that the idler arm not be glued at this time as it helps tension the tracks. I opted for omitting the forward-most outer roadwheel as that looks so cool. I don't know if they ever removed it from Tiger 100 but it's my model so my commander had it removed to keep mud from jamming the drive sprocket. I didn't affix the wheels at this time for painting purposes. I then deviated from the instructions by not placing any of the upper deck stowage and glad that I didn't because here is my first glitch.

The vertical plate (part F20) is glued to the upper deck piece (part K12) and this assembly is mounted to the lower chassis. Well, F20 has this forward jutting locking tab or some such that gets in the way of the horizontal glacis (part G19 or P8). If you do it in that order you will say some words that your spouse or children really shouldn't hear. My suggestion is to install the upper deck with the bow plate (F20) first and then the horizontal plate (G19 or P8). After that, things smoothed out and I followed the instructions again.

As an aside, the multipart jack is very nice and can be posed extended if you'd like to put it in a maintenance scene.

On the main gun assembly, I chose the aluminum barrel as it looks pretty darn good and you don't have seams to worry about. I suggest that you forgo the goofy spring action for your models mighty 88mm recoil. It is kind of stupid really. The breach assembly looks very convincing through the loader's and commander's hatches; even with figures installed. Those figures are not included in the kit but others are.

The turret goes together well. I used the brass launcher tubes which are easy to assemble and look much better than the plastic due to the thin wall thickness. You could load them if you wish. It really is easy!

Now, I didn't use the very nicely molded kit tracks only because I had some metal Fruilmelissimo early Tiger track on hand. You really don't have to go that route as the kit's tracks don't need much in the way of clean-up—only minor ejector pin marks on the inner surface of each link. I think the clean-up and assembly times would be similar between the Fruil and the kit tracks. The kit's tracks are already separated and bagged by each side: Y = right and Z = left. Nifty, eh? But you know, those 20 pounds worth of metal tracks...droooooool! (Imagine Homer Simpson and Doughnuts.)

Now, for the painting. Ca. 1942 pretty much means Panzer Gray, whatever that actually is. I chose the Polly S version as my basis. But first, primer is applied. I used Tamiya gray figure primer for the job. Next up is pre-shading with black. Once it has dried overnight, I come along with the Panzer Gray and a lighter version of the gray for panel fading. At this point, I gloss coated with Testors acrylic gloss and let dry overnight. (Actually about a week!) Next, I applied the decals. They are thin and lie down very well. I suppose that the white is a bit translucent but heck, it is, after all, a tank and the unit markings were usually field applications.



I used a burnt umber/Paynes gray wash and set it aside again to dry. Now for the accessories! The Jerry cans are for fuel and water you can tell by reading the markings molded into the parts. There is a photo-etched piece that is sandwiched between the plastic halves that represents the welded seam of the real can to great effect. Unfortunately, the alignment holes do not match so you must cut off the pins and use the old super glue. It all works out in the end and they look great. The turned brass 88mm ammo is of different functionality and have separate bases with the appropriate markings also. The plastic ammo does not by the way. The nifty bucket/pail is a nice addition and the only work required is to drop the bottom into it, level, glue and paint it your color of choice. I haven't quite figured where to hang it as this initial production model doesn't have a whole lot of practical spots to hang one.

(continued on page 6)

(Tiger One continued)

The two provided figures are of that funky vinyl that big D has decided to use now. But aside from the difficulty cleaning the mold seams and the attachment point nubs, they will glue together using the Testors glue in the black fine tip bottle. Tamiya figure primer sticks just fine also. I tried Vallejo paints exclusively on these figures. Since I can't paint figures worth a darn I really can't comment on their finer points but they cover very well as long as you shake the bottles for a fair-thee-well before trying to use them. The figures themselves are not Panzer crew but tourists! They've got a movie camera and still camera instead of any weapons. So, I made them into propaganda photographers chatting up the two Tamiya Stug. III G crew members and dog. There are a pair of boots and two coats, one of which is a tanker's coat. Oh, the boots have hobnail detail on the soles, by the way.

Back to the Tiger and I covered all the vertical surfaces with dabs of all sorts of colors of oil paint. At this point my wife walks in, takes one look and walks out laughing her head off. I mean really! A flat clean brush moistened in Testors thinner is gently dragged from top to bottom until the colors all mix barely leave a trace of their existence. This gives a filtered effect and kills that uniform look to the gray. If you want more just do it again. The flat coat will lessen the effect so keep that in mind. I also did a bit of dry brushing using a very light aircraft gray. Since the Tiger is new, I think that the weathering would be light. Now the whole tank except for the tracks was flat coated using Testors acrylic flat.

OK, here come the Fruil tracks. I cleaned them up and assembled 96 piece per side track runs. They aren't really that long but I wanted more than enough to start with for peace of mind. I then soaked them in vinegar for 24 hours. After they



were dry, I brushed on Blacken It and they looked pretty darn good. I then painted with a black and earth mixture, dry brushed with a desert tan and hit all the cleats and guide teeth with a medium sanding stick followed by a fine sanding stick to bring out the shine of used metal. Finally, for the tracks anyway they

were adjusted for fit and permanently attached to the Tiger.

At this point my courage was assailed by the collection of MIG pigments I've been collecting. Scary indeed but I had to try them. Not too long ago I noticed that King's Hobbies had a how-to clinic on the use of this product given by John Seaman so I thought I'd show up and listen for a change. It was very good

and it gave me the courage to try it. A little goes a long way so take your time and make sure that you use completely dry brushes. They don't have to be pretty but they MUST be dry. You do not have to apply another flat coat if you're not going to play with the tank on the floor but if you do flat again, remember that it will lessen the affect of the pigments. Experiment on scrap plastic before you do anything to the model.

So I added to the figures some refreshments for the soldiers and dog and draped the tanker's jacket over a thumbprint I left on the bow. Tiger 100 will be in a diorama with a Kubelwagen from a Panzer Propaganda Company and a couple more figures that will be called: "One more for the folks back home"

Finally, I suggest that you ignore the fact that this is a Tiger tank and key in the fact that it is a joy to build this model. BUY IT AND BUILD IT!!! I say again: Do not just toss this one into the "I'll build it someday" black hole.

I wonder if the Academy interior will fit in the next one...hmmmmm?

Dave "The Occasional Builder" Edgerly



Trip to the USS KIDD (DD 661) Veterans Memorial & Museum

by Bruce Burden



I had seen the USS Kidd from the bridge that carries I-10 over the Mississippi River several times, but finally decided to stop and visit the Kidd on the way to the IPMS/USA Nationals in Atlanta.

First thing I discovered is that this is more than the USS Kidd Museum, but also a memorial to Louisiana veterans. As a result, there is more here than the USS Kidd—a P-40E is present, commemorating the Flying Tigers and Major-General Clair Chenault, who was born in Texas but was raised in Louisiana. Representing Vietnam veterans is an A-7 Corsair II.



The star of the show, however, is the USS Kidd. The destroyer has been beautifully restored. While there is but one “ash can” on board, there are no shortage of the late war streamlined depth charges on board. Touches not often seen include the white paint on the port 20mm ammunition drums, making them instantly distinguishable from the starboard drums. Note the expended brass catch bag that hangs below the guns.

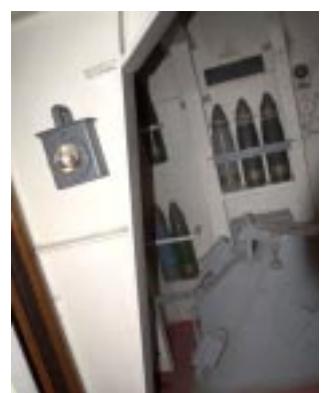


I was able to satisfy my curiosity on how the “K” guns were charged: Gunpowder is used to actually launch the depth charge from the cradle. Although difficult to see, the depth charges in

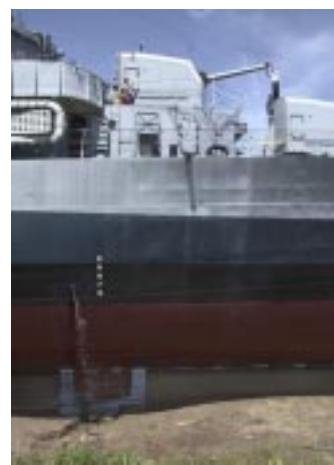
the ready rack use a trolley to move them to the cradle of the “K” gun.

Little touches, never seen on some other museum ship that I have been on, are present on the USS Kidd—cork life rafts and a stokes litter, a populated 20mm ready locker, stowed spare 20mm barrels, a well represented fire fighting station and finally, some stowed 40mm barrel cleaning rods.

The interior of the USS Kidd has been well restored also. Here is a view of the bridge, some of the powder in its rack, and some of the 5 in. projectiles in a turret handling room. The biggest impression I took away from my visit was how very cramped this vessel was, compared to the battleships that I had visited. The overheads are low, the passageways are narrow, and any open space is filled with racks.



Although the USS Kidd is moored on the Mississippi River, and not subject to any significant tidal action, the Mississippi still fluctuates approximately 40 feet over the course of a year. The Kidd will settle onto special concrete keel blocks around the summer solstice, and not refloat until sometime around the winter solstice. To keep her from heeling over, a pair of dolphins were constructed, and the Kidd is attached to them on her port side by a pair of rings. These rings slide up and down the inner pair of legs.



(continued on page 12)



by Rafael Power
Latin American Sites: Part 2

¡Saludos! This segment of our journey through South America takes us to Perú, Uruguay as well as some of the IPMS sites. Although these websites are rich in photos, and history as well as the modeling angle, most lack an English-Spanish version so, keep your dictionaries handy.



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

Also known as Piloto Viejo (Old Pilot), this is one of my favorites. An unofficial site for the Uruguayan military aviation, it

is full of color and B&W photos of vintage and current aircraft used by the air force and navy. But the best feature is the complete coverage of each flying machine with excellent color profiles (profiles). Each has a main view with smaller supplemental artwork. By clicking on the smaller ones they also become full size color profiles. Initially, you may find a head-on image but if you click on the smaller side view and overhead images you can access the rest of the set. About 95 percent of the aircraft used by the Uruguayan Air Force and Navy are of U.S. origin. There are P-51 Mustangs, F6F Hellcats, T-6 Texans, Martin Mariners, F-80 Shooting Stars and more. The non-U.S. airframes include the FMA Pucará, Westland Wessex and the Breguet XIV. There are links, book reviews and articles (with photos). This is a site not to be missed by aircraft modelers and historians alike.

Downside: No English version



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

A Peruvian aviation site covering military, commercial sectors as well as scale models. Although the military side of the site is currently under construction, the commercial aviation side is full of photos, profiles, logos, etc. One of the few with English-Spanish versions. The webmaster promises hundreds of new photos of military and commercial aircraft so I will scout this site for new additions.



<http://www.geocities.com/baja/trails/1974/>

The unofficial Peruvian Air Force site includes the Navy and Army flying machines. Very nicely designed with good graphics and current and post WWII aircraft including the F-86 Sabre, P-47 Thunderbolt and PBY Catalina. Note: Also visit <http://www.fap.mil.pe/>, the official site of the Fuerza Aérea del Perú.

Downside: No English version, photos too small and few links.

IPMS in South America

For IPMS members there are some of the better-known sites in South America. Although Argentina, Brazil and Mexico represent the largest segment of the South American region, smaller countries (and islands) like Guatemala, Puerto Rico and Venezuela have very active clubs and IPMS chapter websites and competitions. Some have English language versions but others are in Spanish only. Also, a number of the sites are rather deficient in the photographic department which doesn't do their model handiwork justice. Still, the images alone are worth a visit.

There are a few other clubs worth visiting but I'll save them for another time. Now here are the main IPMS and club sites in alphabetical order by country:



<http://www.choiquehobbies.com.ar/ipms/>

IPMS Alto Valle, Argentina, a very comprehensive site with all bases covered. You'll find tips, galleries, links, a magazine, color information and kit reviews. Downside: So-so photo quality on some of the subjects. Needs a good digital camera.



<http://www.cmargentinos.com.ar/>

Excellent links and more but also needs a good digital camera to record the models and activities.



<http://www.ipmschile.cl>



<http://www.geocities.com/ipmasco/>



<http://www.ipmsbogotaar.cjb.net/>



<http://www.geocities.com/jcporcella/>

From the Caribbean comes ADME, a modeling association from the Dominican Republic.



<http://ipmsecuador.tripod.com/>



<http://www.ipmsguatemala.org>



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



<http://www.geocities.com/ipmspanama/>

http://www.geocities.com/peru_ipms/



<http://www.thperu.com/amel/>

Lima, Peru's modeler's association site with Spanish-English versions. Good links and model photos.



http://ipms_pr.tripod.com/

Although this club's presentation banner hints it has modelers of all segments of the hobby, the Puerto Rico Scale Plastic Modeler Club is really an all-car model club. Although some of the club members dabble in aircraft, armor and other areas, the photos in the website are of cars and nothing else. But, even if you are not into car model the quality of the model cars competing in the club's shows and exhibitions is first-rate.

Downside: no aircraft, ships or armor; just cars. Also the site needs some improvement, better photos, modeling tips, links and other items we are accustomed to seeing in other sites.



<http://www.ipms-venezuela.com/>

We will finish our journey during October with a visit to Brazil. Next month: Samba, Ipanema and A-4 Skyhawks!

Rafael

Mohawk Mania... Resin Aftermarket from Cobra

In-the-box review
by "Bondo Phil" Brandt, IPMS 14091

48037 OV-1A/JOV-1A Cockpit Set \$18.00
48038 OV-1A/JOV-1A Main Wheelwell Set \$10.00
48039 OV-1A/JOV-1A Exhaust Tubes \$5.00

All sets obtained directly from Cobra (www.cobracompany.com)

General

This curmudgeon can't imagine where we road-less-traveled modelers would be without the efforts of small aftermarket firms such as the Cobra Company, outfits that choose with apparent relish to create aftermarket niche detail sets which can bring an elderly, wayyyy below average kit up to contest standards, or "guild the lily" on a current release. Such is the case with three just-released sets to embellish Roden's excellent 1/48 rendition of the Grumman Mohawk.

Prior to Roden's volume production (over a year ago) of an injected Mohawk, the only 1/48 kit of this bird was the righteous buck (\$120) Collect-Aire resin release with all the traditional idiosyncrasies and shortcomings of that firm's earlier efforts. Now, of course, it's a new ball game, and owners of Collect-Aire Mohawk kits are free to either attempt to recoup some of their money at vendor tables or build said kit and enjoy some practice bleeding. So far, Roden has done the A and B/C Mohawks; the IMO definitive version, the D, still awaits release, and that's why the overeager employees of Difficult Kit Division at Bondo Industries chose to convert the Mohawk A to a D, that is, longer wingspan, SLAR pod and all that good stuff, not to mention scratchbuilding the instrument panel.

As is often our luck at Bondo Industries, the completion of a conversion signals the release of said conversion parts by aftermarket entrepreneurs, and this case is no different.

Set Components

The largest of the three offerings is the cockpit set. Mastered by the talented, well-known modeler, Scotty Battistoni, the set contains approximately 31 pieces: Cockpit floor (integrated with the nosewheel well and center console), instrument panel, two instrument panel hoods, a new aft cockpit bulkhead with insulation pads and piping/wiring, overhead instrument panel and bridge struc-



(continued on page 12)

Space Ship One Visits Tulsa

by Dave Orloff

I was in Tulsa the weekend that the White Knight and Space Ship One flew through on the way to Oshkosh and thence to the National Air and Space Museum, and was privileged to be among those allowed full access to the ramp for photos and a chance to shake hands with Mike Melville, our first "private" astronaut. Here are some of those pictures, with an eye toward details for the inevitable model to come.

Dave



First view coming out of the FBO



Interior shot of White Knight (shot by sticking the camera way over my head thru the hatch!)



Inside Space Ship One



Right side "passenger" seat in SS-1 with ballast to represent occupant and recording instrumentation



The scoreboard, the last three flights appear above the caption
"X1+X2=10M"



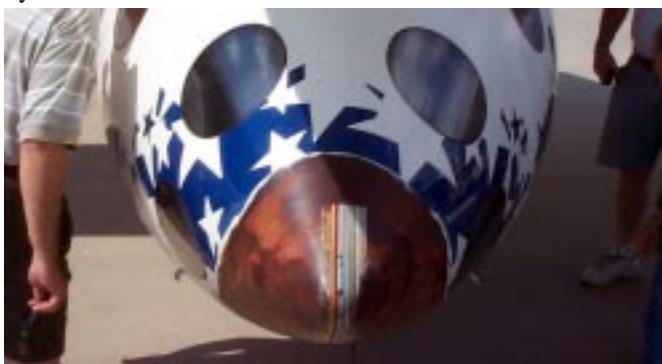
Left Main Detail



Nose Wheel Detail



Pylon and Braces



Nose with ablative material (the stripes are test strips that burn away at different temperatures).



Wingtip with ablative material



Vertical Fin/Rudder (note added-on airflow fences, simply bent aluminum sheet taped on both inner and outer surfaces with aluminum tape!)



Front View

I don't think the crowd at Oshkosh got this close.

(USS Kidd continued)

Visiting the ship in the middle of July also gave me a taste of what it was like to be a crewman in the South Pacific in World War II. It was quite simply hot. There was the faintest breeze coming up the Mississippi if you stood on the port side, but below decks it was hot and still. Nor did I have to contend with the heat from the boilers like her crew did. If you visit the ship in the summer, remember to bring plenty of water!

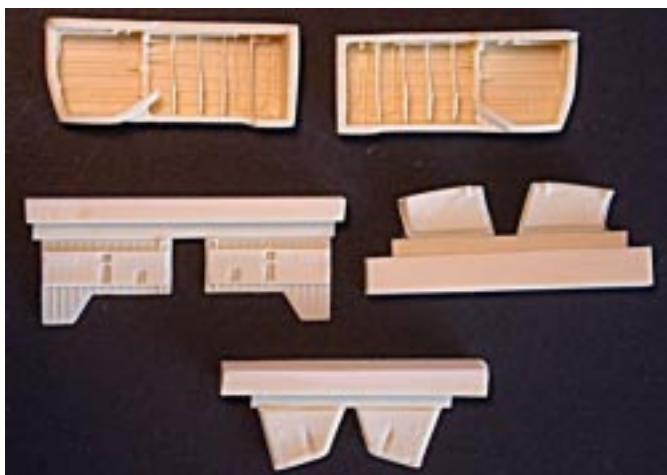
Directions: Take I-10 to Baton Rouge. Take I-110 north, but be sure to stay in the rightmost lane, because you are going to take Exit 1, Government Street almost immediately. At the end of the exit ramp, turn left. Continue down Government Street until it turns right. Turn left into the parallel parking lot fronting the Museum. The USS Kidd will likely be out of sight behind the levee.

Find out the current status of the USS Kidd Memorial and Museum by visiting their website at: www.usskidd.com

Bruce

(Mohawk Resin continued)

ture, FOUR ejection seats (two with cast-in belts and harnesses; two without, allowing for the easy addition of Eduard PE belts), insulated side panels with map boxes, etc., rudder pedals, control column, gunsight and numerous other small boxes and parts.



Next are the maingear wheelwells and gear doors, eight components excellently rendered by honcho Chris Miller who, as the "Chief Snake," has been personally responsible for mastering much, if not all, of the eclectic Cobra product line.



Last, but very helpful, are two, one-piece turboprop exhaust tubes which relieve the modeler of the drudgery of either filling and sanding the interior surfaces of the Roden two-part tubes, fabricating one-piece units from brass tube or, as Bondo Industries did, use thinwall plastic tubing. The delicate thinness of the Cobra outlets is just right for accuracy

Molding and Detail Execution

Flawless molding; I've found no bubbles or warpage in any part. The details are very fine and sharp. When all the cockpit parts are added to the Roden forward fuselage, it's a significant and welcome improvement in "busy-ness", and such complexity is important to this bug-eyed airframe with a large glazing area.

The wheelwells are somewhat more complex (delicate floor corrugations) than the kit ones, and the large ejection marks (dead center in the stock wheelwell floors) are, happily, gone. The Cobra seats are very nice and complex, and the cast-in belt versions even have the belts posed differently.

Instructions

I've always been a big fan of Cobra's detailed pictorial instruction sheets—IMO their color assembly pamphlet accompanying the complex, much-desired 1/32 HH-43 "Pedro" chopper detail set of a few years ago established an enviable industry standard, to date equaled only by the hard-to-find Kazan Mig-23 detail kits. The three-page Mohawk instructions follow in that tradition: many black and white pix of components, two easy-to-understand line drawings and a wealth of detailed text addressing assembly as well as OV/JOV version differences and intricacies.

Conclusion

Two thumbs up; Cobra again hits an aftermarket home run. Although it's too late to re-do the Bondo Industries converted D model, the olive drab Vietnam Roden A kit is still resting up on the to-do shelf and will be much improved with these sets.

"Bondo" Phil

Old Rumors & New Kits

Last month we lost a local modeler and shop owner. George Lewis died Sunday, August 27 following bypass surgery. George had owned and operated the Village Hobby Shop on Anderson Lane since 1981. He was a former president of ASMS and had been active in club affairs before operating the shop and working on a master's degree in archeology took a toll on his time. Our condolences have been extended to the family and employees. His widow, Phyllis, plans to keep the shop going.

We've had a busy September. After seeing gas prices go up, now they are coming down, ever so slightly. The Fort Worth show participation was down perhaps due to fuel prices and possibly because of hurricane Katrina.

Katrina has played havoc with southern Louisiana and unfortunately, that's where most of the IPMS clubs are. Last I heard, some clubs were still trying to locate missing members. I wouldn't count on going to any model shows around New Orleans for a while. Lake Charles may be the exception.

In case you haven't heard, we have lost our spot at the library. Somehow, the individual who signed us up last time didn't pass on the renewal information from the library or did not receive it. At any rate, we will no longer meet on the third Tuesday of each month. Jeff Forster was able to reserve the second Tuesday and that should work for us. So, for this month only, we will be meeting at Flores Mexican Restaurant on Anderson Lane. Meeting time is still 7 PM but I intend to go early for dinner.

I had an email from Daniel Brett, the new owner of Williams Bros. Model company and he plans to attend this meeting. He hopes to have a number of models from the 1920-1939 era to display at the grand opening of the new company next weekend, Sept. 24. All of you should have received an "evite" for the event and I hope you have responded in the affirmative! I understand that those who bring models to display will be eligible for "special" door prizes. I will be there, though not in costume, and I'll be bringing four or five models that fit the period Brett has asked for. If you have any questions, you can ask him yourself Tuesday evening.

You will also notice that you are getting two extra pages in this newsletter. I had material that needed to get out and have more long articles still in the hopper. Sure could use some short pieces though. Next month will be here before we know it.

Now on to the new kits:

Accurate Miniatures shocked a lot of modelers by announcing two new kits that will be out in October. This October, not next year! No hard date was given but expect two new SB2C Helldivers, a -4 and an early -1. Now I wondered how they could develop a new tool this quickly and keep it under wraps until I found that AM reps had mentioned it to a few people at the

Atlanta Nationals. Here's what happened. AM made a deal with Revell/Monogram to use their excellent ProModeler tools to make some more -4 Helldivers. Yep, it's the RM kit in a new box.

How did they do a -1? They have tooled a new three-bladed prop and modified the PE fret to eliminate the perforated dive brakes. That seems to be a simple solution and of course there will be correct decals. Basically, the prop and dive brakes are the main visible differences between the Helldiver variants. This is an excellent kit and good choice for AM make a deal for.

Tamiya continues with their 1/48 armor kits. I picked up their British Universal Carrier Mk.II and it should be a good companion piece for a mixed aircraft/vehicle diorama.

And Tamiya, not to be outdone by AM, will soon have a new 1/48 Fw 190 A8 on the market. No release date but the box art is done so it shouldn't be long at all.

Here's a good rumor that has come from several sources. The next 1/32 prop job from Tamiya will be an early Zero. We should have seen this coming since Greg Springer has all but rebuilt the 1/24 Zero from Trumpeter! Way to go Greg!

Italeri has released an early version of the Avenger, the TBF-1, which is a back-dated Accurate Miniatures kit. No word on how it was done but judging from the original kit, it's probably very good. I still think the Avenger is probably the best plastic aircraft kit ever produced.

Trumpeter has finally released their 1/32 Me-262A. I've seen the sprues and details and this is a very impressive kit, possibly the best that Trumpeter has done to date. Rivet detail is closer to scale now, and the landing gear is offered in metal or plastic—your choice. And there is a fully detailed engine, positional flaps and slats, gun bay details, great cockpit detail, and even the clear engine covers look good. Still not cheap but certainly not out of reason, the kit will set you back about \$70.

There are lots of new decal sheets available along with plenty of resin and PE sets for the new 1/32 kits. Cutting Edge has a couple of nice AVG sheets for their 1/32 P-40B.

In case you haven't seen it, there is a Master Class Model Building video, a 3-disc (DVD) set featuring our old friend Floyd Werner, Jr. And what does Floyd build? A Bf 109-G6 of course. This time it's the Hasegawa 1/32 kit and Floyd takes you through the entire process of turning the kit into a finished, OOB, painted and weathered model. He even makes a couple of mistakes and then shows you how to correct them. This set plays on all computers with DVD capabilities and most home DVD players. There are over five hours of "modeling action" on the three discs. Probably the best and most inclusive modeling instruction video ever produced.

See you at Flores' Restaurant Tuesday evening. Milton