



IPMS/Republic of Texas

SPRUE EXAMINER



Two 1/48 P-47s Kit Comparisons between Tamiya P-47D no. 61090 @ \$36.98 and Hasegawa P-47M no. 09572 @ \$32.98 by Bob King

The Hasegawa P-47M kit came to my attention because of the natural metal finish and unique markings. It was the markings of Zemkes Wolfpack 56th Fighter Group with the "Over 1000 Destroyed" on the engine cowling for the Paris air show in May 1945.

Upon a close inspection of the Hasegawa kit, I realized I could also build a P-47D-30 by mating Tamiya's P-47D with Hasegawa's resin fin fillet that is supplied but not needed for the P-47M. Therefore, I started the two P-47s at the same time. This gave me an opportunity to evaluate the two kits as they were being built.

Cockpit

Starting with the cockpit, the seats in both kits are very similar. I like Tamiya's better as it resembles the real thing on my references closely. Tamiya also provides a decal of the seatbelt that is very good.

Hasegawa's seat, on the other hand, does not include any seatbelt nor is any decal provided.

While the instrument panel and gun sight in the Hasegawa kit are certainly acceptable, Tamiya's cockpit is nothing short of stunning. The side consoles are better defined, more to scale and contains more components. The main instrument panel has instrument in exactly the proper location. The instrument decal is clear with each gauge and instrument face on it. Once you have painted the instrument panel semigloss black and dry brushed it, you simply lay the decal on the panel. It really looks great.

Tamiya also provides three gun sights. The N3A and Mk.VIII reflecting gun sights are early and late versions. Hasegawa's gun sight, however, is an undersized N3A.

Also noticeable between the two kits is the joystick. The Hasegawa kit has a very "petite" joystick.

Tamiya's cockpit is definitely the better of the two—components fit together more easily and are the proper proportion. It is so good you will want to feature it even out of the box.

Tamiya ★★★★★ Hasegawa ★★★

(continued on page 5)

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IPMS/ASMS, Austin Scale Model Show, Austin, TX	April 29, 2006
IPMS/NCT, Scafest 2006 - Region Six Convention, Mesquite, TX	May 20, 2006
IPMS/El Paso, Annual Show/Display, El Paso, TX	July 16, 2006
IPMS USA, National Convention, Kansas City, MI	August 2-5, 2006
IPMS/Fort Worth, SuperCon 2006, Arlington, TX	September 9, 2006
IPMS/Emerald City, OZCON 2006, Wichita, KS	September 16, 2006
IPMS/Central Arkansas, CASM 2006, Little Rock, AK	September 29,30, 2006

Editor's Notes...

Ah, allergy season is here! What better excuse to stay indoor and work on your models. Which is exactly what I did for the past three weeks—superglued myself to my bench, tuned to KMFA's semi-annual fund drive, and built my quarter scale SH-60B Seahawk (the choices of my listening are very limited, as my radio is a true liberal from Travis County—with its broken tuner knob it refuses to pick up anything other than public broadcasting stations!). Life cannot be any better than this, won't you think?

Did everyone enjoy the show at Houston? I know I didn't because I stayed home. I heard many of our members (Ion, Pat, Russ, to name a few) are big winners at the show. Congratulation to everyone and keep up with all those good works.

This month's "**Know Thy Fellow Member**" features none other than our veep Tim Robb. According to "Dr. Monogram", a nickname little known and rarely used, he plans to donate his unbuilt kits to ASMS when he dies. I'm sure many of us upon hearing this are heading to Tim's house to place claim tags on his collection!

Our meeting this month will be on **Tuesday the 11th** at the Yarbrough Branch Library. Last month I made a mistake of announcing Bondo's return in April. His clinic on building resin kits is actually scheduled for next month (May 2006), and instead this month we have **Bob King** showing us how to glue and fill seams. My apology to Bondo and Bob.

Eric

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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 second 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...

Spring is in the air, and my work schedule has changed yet again. This 6pm to 6am shift leaves much to be desired, but at least I get more time off. My in-laws have been in town, and we have been camping down at the lake with them. It is good that we got to make good use of our R.V. Now if I can just find more time to work on my models.

The new German U-boat is finally here at King's, and I believe *HMS Hood* is due soon. I'm also eagerly anticipating the arrival of the 72nd scale Gato class submarine. As you all know WWII US sub models are far and few between. This new release will definitely please and complete many modelers' silent service collections.

Well, it is almost "showtime" —only three weeks away from our annual show. Time to get down to the nitty gritty. We need more volunteers to sign up for various duties and judging. Remember this is a club effort, and we need to give Kenny all the help he requires.

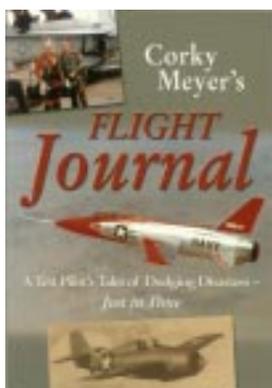
Be sure you all attend this month's meeting, as this will be the last time we meet before the show. I'm sure Kenny and Kathy will have many last minute updates for us. Our summer picnic is also around the corner, so we need to start planning on when and where it would be at this meeting too.

Let's get some modeling done and have fun at the show. See you all at the meeting on the 11th!

Jeff

Corky Meyer's *Flight Journal* A Test Pilot's Tales of Dodging Disasters - *Just in Time*

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



Published by Specialty Press. 254 pages with color and b&w pictures. ISBN 1-58007-093-0. Price \$27.95

Every so often you come across something that turns out to be much better than you expected. Such is the case with this new book from Specialty Press. I must admit that I have tended to turn a blind eye towards any books not specifically related to the combat history of military aircraft. This book is the second instance in which that attitude has proven to be short-

sighted. The first was the excellent text by Vought test pilot

Boone Guyton titled *Whistling Death* covering the testing and development of the F4U Corsair.

This new volume was written by one of Grumman's chief test pilots, Corky Meyer, and it covers the development and testing of every major Grumman military aircraft design from the F4F Wildcat up through the F-11 Tiger. In addition, the author offers critiques of non-Grumman designs including the Corsair, P-47 Thunderbolt, P-38 Lightning, and P-51 Mustang. The author even compares and contrasts the performance of these classics with the major fighters used by the axis based on his test flights in all of them and offers his picks of the best fighters of the European and Pacific theaters. Oddly enough, and I don't think this should be a surprise, Mr. Meyer selected the Grumman Hellcat at the best fighter in the Pacific. I suppose he should be permitted a bit of author's bias in this regard.

The volume is lavishly illustrated with numerous color and black and white photographs. Many of these are ones I had not seen before, though quite a few are of restored warbirds. Not a major problem for me but worth noting for reference purposes.

To be honest, I never thought the flight testing of these aircraft would be as interesting as it turned out to be. I thoroughly enjoyed learning about the trials and errors involved in developing the famous Grumman line of Navy aircraft. It was also illuminating to learn about the very few missteps along the way such as the XF-10 Jaguar. It is still a neat looking plane though.

In addition to some great aviation writing, the author provides a bit of background on his personal life including meeting his wife, (you guessed it) Dorky. (Reviewer's note: I sure wouldn't have wanted to be one of this guy's kids in high school!). Names aside, these personal glimpses add a nice touch of human interest to the technical aspects of flight testing. It's interesting to me how a lot of these famous pilots had such strong marriages a la Chuck and Glennis Yeager. I suppose it took a strong relationship to withstand all the years of danger involved in testing experimental aircraft.

All told, this is a fine volume and a nice companion to the straight ahead history books that fill most modeler's shelves. I would highly recommend it to anyone with more than a passing interest in naval aviation.

Floyd



Grumman XF10F-1 Jaguar



Blackest of the black... SR-75 "Penetrator" and X-7 "Thunder Dart"

by "Bondo" Phil Brandt, IPMS #14091

Background

The very recent revelations by Aviation Week and Space Technology (AWST) that all those rumors and supposed sightings over the past decades of an SR-71 follow-on program, code-named "Aurora", may not have been that far removed from reality. AWST posits that the super "black" reconnaissance system may in fact be in seclusion, mothballed at Groom Lake or at a rumored, highly classified new test site in Colorado.

Employees of the Black Projects Division of Bondo Industries were not surprised at the news because they, too, had always believed that there was no way the A-12/SR-71/Tagboard programs could be allowed to die with no air breathing progeny. Thus, these modeling stalwarts long ago availed themselves of the now hard-to-find Testors SR-75 mother ship and its separately available X-7 Thunder Dart air launched, high-Mach reconnaissance vehicle.

Highly respected John Andrews of Testors Corporation was a key proponent in that company's past titillation of the world modeling community through the release of more than one imagined development in the Black World of aviation. John didn't go into projects willy-nilly and was careful to lay reasonable foundations for his creations. It has been said that Testors early release of their F-117 impression put real world engineers at the famous Lockheed Skunk Works into a tizzy.

The Kits

Both kits are of the tough black plastic so typical of the Testors YF-12A and SR-71 kits, and the so-so fit should not surprise any but the most recent aircraft plastic modeling enthusiast. Molding is very smooth, but parts are not as delicately done—some might term them "clunky" as today's Tamiyagawa re-

leases. Raised paneling is also typical, but rescribing the relatively simple lines was no big deal.

Detailing

The large expanse of black airframe in the SR-75 (in 1/72 it's essentially as large as the 1/48 Testors Blackbird) cried out for some detailing to break things up. Thus, it was decided to do an open canopies configuration, including that of the X-7. The Testor's interiors are very plain, so the Monogram SR-71 was "cannonballed" for mother ship consoles along with four after-market ACES II seats are from True Details.



Finishing

The SR-75's variegated gray scheme pictured on the box art seemed somewhat hokey, and it was thought that an all-black National Reconnaissance Office operational scheme would provide a much more menacing effect.

The industrial strength red walkway stripes on the decal sheet dictated a very glossy surface for proper decal adhesion, and this curmudgeon wasn't interested in shooting coat after coat of gloss clear acrylic or Future over a flat black undercoat to bring up the gloss appropriately. Thus, gloss black was laid on via Tamiya spraycan. Testor Metallizers were used in the exhaust area.



Once the decals were applied to a well-cured (days) surface, multiple coats of Testors flat clear water-based acrylic were airbrushed to build up a suitably thick layer above the decals so that the flat clear could be wetsanded to a desired smooth, semigloss sheen; MicroMesh up through 8000 grit worked very well.



Conclusion

Rarely, if ever, does Bondo Industries go the fantasy route, but it was felt that this project was not without some basis in fact, especially the inflight description offered by an offshore oil platform worker (a seasoned aircraft observer) near Macrihanish, Scotland.

I certainly don't know what lurks up at Area 51, but I do know that my brother, after touring said facility in the mid-Seventies, replied to my joking inquiry as to what he saw, "You would be very proud of your country".

"Bondo" Phil

References

Aurora, The Pentagon's Secret Hypersonic Spyplane
Bill Sweetman, 1993. Motorbooks Intl, ISBN 0-87938-780-7



(Two 1/48 P-47s continued)

Fuselage and wing

The fuselages on both kits are very different in their approach to fitting the wing assembly to it.

The Hasegawa kit uses the more conventional approach of fitting the wing to the fuselage by attaching a complete wing assembly to the underside of the fuselage. The two fuselage halves are fused together first. The cockpit assembly is then inserted from the bottom up into the fuselage opening and easily glued into place. If you have already positioned the gun sight on to the instrument panel as recommended in the instructions, you will find that the cockpit assembly will not locate properly because there is no room between the instrument panel and forward area of the cockpit. A notch can easily be filed to accommodate the gun sight on the fuselage without changing the cockpit appearance. It is an easy fix.

The fuselage has the intercooler exhaust outlets fixed in the open position. The resin fin fillet for the P-47M fits very nicely. The horizontal stabilizers and elevator assembly was an excellent fit. The rudder was molded as part of the vertical stabilizer.

The wing assembly also fits together very nicely. It is versatile in that it has two positions for the landing light molded into the wing. The early location for the landing light was directly behind the left gear strut. The airbrakes were later added to the P-47D-30 in this location on both wings. The landing light was then moved closer to the wing tip just outboard of the pitot tube. Hasegawa provides a plug and a clear part for each opening. You choose the location based on the aircraft you are modeling. The dive brakes for the P-47M and P-47D-30 are photo etched parts that are accurately done. The wing pylons fit nicely on to the wing. The machine gun placement on the wing appears slightly elevated compared to my references.

Fitting the wing assembly to the fuselage, however, presented a problem. The wing fits too far up into the fuselage. This left the panels that joined each other at both ends of the fuselage stepped down in the direction of the center of the wing. Also, the step was higher on one side than the other. I placed a .020" piece of plastic on each side of the wing fillet where it joined the fuselage. I then sanded these strips down until the alignment was achieved. This took a considerable amount of time to accomplish.

The Tamiya cockpit assembly is captured between the two fuselage halves and rests on the spar assembly that holds and aligns the wings on the fuselage. It fits perfectly. The fuselage intercooler exhaust outlets offer two options. You may show them closed or completely open. The rear fuselage has a separate assembly for the bubbletop P-47D. It comprises the upper portion of the fuselage aft of the cockpit to the vertical stabilizer. This allows Tamiya to change only this part to build other bubbletop variants of the P-47. The rudder assembly is in two parts and is beautifully done.

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(Two 1/48 P-47s continued)

Each wing is attached to the fuselage separately by means of a spar assembly that is held between the two fuselage halves. This spar assembly recreates the same spars that were used to attach each wing to the aircraft fuselage. The kit spars extend an inch or so into the wing assembly. The fit is perfect, and the wing slides in to position perfectly aligned. It took no time to accomplish placing the wings on to the fuselage.

The Tamiya wing assembly features flaps that may be posed up or down. They also fit together perfectly in either position and are very well done.

The two kits vary in the diameter of the fuselage at the firewall. The Tamiya kit is the most accurate from the firewall aft. The Hasegawa kit fuselage diameter at the firewall is approximately six inches smaller or 1/8inch. That is only 1/16 for the top and bottom. This does not detract, however, from the kit appearance. The opening for the cockpit, however, does appear smaller than it should.

Note:

Tamiya's fuselage has one minor step that needs to be taken if you want to build an aircraft without a centerline tank. It is designed to have the centerline fuel tank installed on the aircraft. If you do not want a centerline tank on your aircraft, you may use the shackle provided for the 150 gallon drop tank and place this shackle in the vacant slot that is between the anti-sway braces. You will only need to remove the stubs attached to the shackle (part B8) that are inserted into the 150 gallon tank. This modified shackle is easily installed once the anti-sway braces are in place, and the anti-sway braces must go in first. The anti-sway braces are very delicate and easily sheared off. Set it aside and have it primed, painted and ready to install just before you complete your final finish coat. It is a good idea to have the landing gear already installed in order to protect the four delicate anti-sway braces.

Hasegawa simply leaves two small holes to fill. They can be easily filled when you join the two fuselage halves. The four anti-sway braces are easily inserted in four holes provided on the fuselage when you are ready.

Tamiya ★★★★★ Hasegawa ★★★

Engine and Propeller

The Hasegawa Double Wasp Engine assembly begins with the engine firewall/rear flap cowling. Hasegawa requires that you remove 1.5mm of the engine mounting bracket on the firewall/rear flap cowling part before placing the rear cylinder part in place. The back row of the twin bank radial is rendered with the front half of each rear cylinder on the firewall. Beneath these partial cylinders the front of the oil radiators are slightly raised on the back of the firewall. The front row of cylinders are complete and they are keyed and located on the rear row of cylinders. This completes the engine in the Hasegawa kit.

The Tamiya kit begins with the engine firewall/oil radiator. The rear flap cowling is molded separately. The oil radiators are full depth (5/16") and are joined together by the air intake. The intake for the turbocharger is nicely rendered between the oil radiators. The mounting bracket for the Double Wasp Engine is above, and it is 5/8" x 3/4", which makes it a very secure mount that is also 1/4" deep. This also makes mounting the engine and cowling much easier. The rear row of the twin bank radial is then placed on a separate piece that acts as the mounting bracket for the complete engine assembly. The front row is then placed over the rear bank. It is keyed and very easy to do.

Forward of the cylinders is the gear box, and both kits render it in different styles. The Hasegawa gear box is the later version, and it appears more cylindrical. Tamiya's gear box is the earlier conical version. The distributors on the gear boxes are also slightly different. The gear boxes on both kits are accurate and easy to assemble.

The Hasegawa kit provides two different propellers: Curtiss Electric C642S and C642S-B-40. You are to use the C642S-B-40 as per the instructions for the P-47M. The prop is in seven pieces, and the fit is acceptable. Propeller blade alignment is done with a slot that positions each blade. The spinner is then added to the propeller hub.

The Tamiya kit is in three pieces. The four prop blades are aligned by simply constructing a "plus" from the two pieces. The appropriate spinner is then placed on the prop. That helps if one needs to paint the spinner. I prefer the Tamiya propeller. It just looks like a big beefy paddle blade propeller.

The Tamiya engine and propeller assembly is more detailed and fits perfectly. The Hasegawa kit makes you saw a piece off of the engine mount which makes fit problematic.

Tamiya ★★★★★ Hasegawa ★★★



Hasegawa's P-47

Engine nose cowl and rear cowl flap

One critical difference in the assembly of these two kits is the nose cowling.

Hasegawa's cowling is in two parts, and the rear cowl flaps are molded closed. The forward nose portion of the cowling is joined at the leading edge of the rear cowl flaps. This creates a seam below the leading edge of the cowl flaps that does not belong because the nose cowl extends rearward to the oil cooler exhaust shutter deflector. This seam from one side of the cowl flap to the other side then must be corrected, and it can only be done after the engine, turbocharger intakes, oil cooler and cowl flaps are completely assembled due to the kit's assembly sequence. Extra care is necessary to fill this seam without harming the rest of the completed nose assembly.

Tamiya's cowling assembly is also in two parts. The rear cowl flaps are provided either open or closed. The nose cowling extends beyond the rear cowl flap and ends at the oil cooler exhaust shutter deflector. This allows the modeler to complete each sub assembly of the nose before final assembly. The fit is perfect. (It also makes it easier to paint and decal the nose.)



Tamiya's P-47
Tamiya ★★★★★ Hasegawa ★

Landing Gear

Tamiya and Hasegawa approach the assembly of the main landing gear in much the same way. Extra care must be taken when assembling the Tamiya main gear because of the strut and wheel alignment. It is easy to have the wheels appear slightly off vertical while gluing the gear assembly in place.

The main gear bay and bay doors are very well done on the Tamiya kit. Hasegawa does a nice job as well. Both kits provide six spoke wheel hubs and covered wheel hubs. Tamiya also provides a nice touch by including decals for the front of the main gear struts.

The tail gear assembly for the two kits is different. Tamiya's tail

gear well is exposed. Hasegawa's tail gear well is covered with a canvas boot to keep out oil, dust, and other contaminants. Tamiya's tail gear assembly is fairly complex and composed of five parts, and it shows the hydraulic cylinder that raises and lowers the wheel. Hasegawa's tail gear assembly is in two parts, and it installs very easily. I think that Hasegawa's is preferable since it is more typical, stronger, and easier to align.

Tamiya ★★★ Hasegawa ★★★★★

External stores

The external stores for Hasegawa includes two 500lb bombs and one 150gal flat drop tank. All are easy to assemble and look fine.

The external stores for Tamiya's kit are beyond compare. It includes two 500lb bombs, two rocket launchers, and one flat 150gal flat drop tank for ground attack. It also includes two 108gal paper drop tanks or two 150gal drop tanks (P-38 type) for escorting bombers. All fit together perfectly, and they are easily attached to the aircraft.

The eight .50 caliber machine guns in the wings are poorly done by Hasegawa. The injection points are located midway on the gun barrels, and it makes removal from the sprue and trimming trickier. The barrels look like sawed broom handles. Since they are barely inserted into the wing, alignment is very difficult. This should not be hard to do.

The machine guns on Tamiya's kit could not be better. I used Alclad II on the barrels of the ones that I built, and they look like custom barrels made from a needle. They are inserted deep into the wing and align perfectly.

Tamiya ★★★★★ Hasegawa ★★★

Clear parts

The front windscreen on each kit is slightly different due to the wider cockpit of the Tamiya kit. The Tamiya kit's windscreen can be cemented (snapped into) to a slot beneath the area where the windscreen joins the fuselage. This makes for an exceptionally clean fit to the fuselage. The sliding bubble top is fixed to the transverse metal piece that is attached to the canopy slide rail. You must elect to place it in the open or closed position.

The Hasegawa windscreen perches on top of the fuselage/cockpit opening. The transverse metal piece is glued into the clear canopy and may be placed at any point on the canopy slide rail.

Tamiya ★★★★★ Hasegawa ★★★

Decals

The decals in the Hasegawa kit are exceptionally well done. They are in register and very thin. I selected this kit because of the markings, and I was very pleased with the results.

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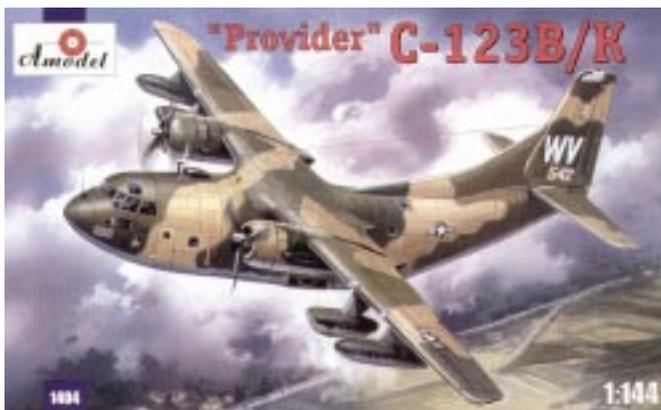
WEB AT NIGHT

..... ON AFTERBURNER

by Rafael Power

(Editor's note: The second part of Rafael's Language Savvy will appear in next month's newsletter. Due to recent illness, he was only able to finish this in-the-box review for us this month)

Amodel's Two Provider C-123s in 1/144 Scale



Markings:

1. C-123B 54-0569: 21st Operations Squadron/21st Composite Wing/AAC, Elmendorf AFB, AK, 1969.
2. C-123K 55-4542: 311th TAS / 315th TAW, Phan Rang, Tan Son Nhut & Phu Cat AB, Vietnam, 1968-71.



Markings:

1. HC-123B: USCG Naples, Italy, 1958
2. C-123B: USCG Honolulu, HI.

Dumbo: Chunky but effective

Flat-bottomed as an old GE electric iron and squat like Jabba the Hutt, stout and robust are perhaps the two inelegant names to describe the Fairchild C-123 Provider. But for those of us in the military who knew the "Dumbo", we remember the C-123 as a

quite capable medium sized airlifter which could go where the C-130 Hercules couldn't. The C-123 carved its own unique niche in the airlift world. Initially designed by Chase Aircraft Company as a glider, Fairchild developed the C-123 into a tactical assault transport to operate in the medium cargo role in smaller undeveloped airstrips worldwide.

Operators

Initially, the Providers flew with the U.S. Air Force (USAF), Air Force Reserve (AFRES) and the U.S. Coast Guard (USCG). The USAF and later, the Alaska Air National Guard operated a handful fitted with ski landing gear to resupply the remote Distant Early Warning (DEW) radar sites.

Overseas, the C-123 was operated by the air forces of Cambodia, El Salvador, Honduras, Korea, Laos, Philippines, Saudi Arabia, Taiwan, Thailand, Venezuela and South Vietnam.

Another well known operator of C-123 was the shadowy and super secretive Air America (aka the CIA), known as having more tentacles than an octopus. Its territories extended all over South East Asia during the Vietnam War and later South America. During my time in South East Asia (SEA), Air America flights were frequent fliers to our base with their C-47s, Pilatus/Helio U-10 Couriers, C-123s and other types not usually associated with commercial operators. What were they doing there? Hmm... don't ask!

Pass the popcorn

Speaking of Air America, the Provider has also been well represented in recent movies—*Air America*, *Operation Dumbo Drop* and *Con Air* among them. Some trivia on these films are in order. Filmed in Chiang Mai, Thailand, the C-123s used in *Air America* (1990) were leased from the Royal Thai Air Force (RTAF), including some ex-Vietnamese Air Force examples which escaped during the fall of Saigon. The C-123 on *Operation Dumbo Drop* (1995) belongs to a museum in the U.S., but according to some sources, the SEA paint job applied is incorrect. In the 1997 film *Con Air*, there were actually three C-123s used, one of which was reduced to a hulk. All three received identical markings for use in different segments during filming. The film was made at the remote Wendover Field, Utah, the same WWII Army Air Field where Colonel Paul Tibbets and the B-29s of the 509th Bomber Group trained prior to dropping the A bombs on Japan.

Available kits

These two releases from Amodel are the first (and only) 1/144 scale of the C-123 in any medium. In 1/72 scale, there are only two available kits, with one of them a very basic vacuformed kit not worth mentioning. The other one is the recent Mach2 release from France. Although I have not seen nor built one, I have read many unfavorable and critical reviews of this kit on the Internet. As with other Mach2 models, very seldom do you hear of someone not giving up at some stage of assembly! A new one would be nice, and Italeri would get my vote on this one!

First impression

These are short-run kits, so don't expect exquisite Fujigawa engraving or 'spot on' fit on them. Each kit consists of 72 white styrene and 21 clear parts with moderate flash and no locating pins. Thankfully, there are no ejector pins, and the wings have mounting slots, thus avoid having to flush mount them to the wing roots. These mini brutes are quite welcome but be prepared to spend some time engraving (or filling) panel lines, polishing and preparing the models for fitting before final painting.

Instructions

The user friendly instruction sheet is a folded four-pager with sharp graphics and the obligatory historical data written in both English and Russian. Since the part trees in both kits are identical, beware of the unused and/or extra parts that pertain to the particular version you are building.

Interior

Strangely enough, these kits have even more cockpit details than some 1/72 scale kits. The cockpit has two seats, control columns, central control panel and a bulkhead with separate doors. Not much of these can be seen once the canopy is installed, sealed, and painted.

Fuselage and wings

Amodel provides the standard nose for the USAF version and the extended radar nose for the USCG version. As with all short-run kits (read Roden), all surfaces will need a complete sanding and polishing to remove all imperfections that blemish the surfaces. The trailing edges on the wings and horizontal stabilizers are thin. The flaps and trim tabs are well done with good engraving, but the rudder area seems rather coarse. Some attention with an X-Acto blade and sandpaper will fix that.

Some model manufacturers give their vertical tail an unrealistic "thick" head-on look, but Amodel provides the kit with an accurate vertical tail area with a thin profile. Most model companies mold the fillet halves identical, causing some loss of detail during the gluing and sanding of the area. Amodel engineered the kit's fin fillet as a wraparound on the right half while the left one simply joins from under the other. Not a bad choice by Amodel.

Engines

Both kits have the standard radial engines used on C-123Bs. In addition, the USAF kit includes the auxiliary outboard jet pods fitted for conversion to C-123Ks. The propellers are nicely molded with accurate blade angle and hub details. The engine blocks and pistons have minimum details, both crying out for an aftermarket resin replacement. The engine cowlings are surprisingly thin but solid. The engine cowling liner flaps are nonexistent, so you will have to scribe them yourself. All the photos I consulted show the Providers have them either in opened or closed position while parked on the ground.

Landing gear and other items

The main landing gear consists of four parts per side: single wheel/tire, a gear leg, wheel well and gear door. The six-piece nose gear consists of two tires, leg, two doors and wheel well. The latter has no mounting hole, so you'll have to figure out where to drill. The main and nose tires are surprisingly detailed for this scale. The wheel bays, on the other hand, are devoid of any detail.

Bumps, antennas, etc.

I have always wondered about the purpose of the prominent antenna sticking out of the top of the nose of the C-123s. The answer came from Joe Luther, a local Austinite and ex C-123 pilot (call sign "Hades 12"). He explained "both antennas are for the Army's tactical (Jeep-mounted or backpack/ handheld) FM radios. The one on the nose is the receiver antenna, and the two 'whiskers' on either side of the nose near the pitot tubes are the transmitter antennas". Luther went on to praise these FM radios "very handy flying in and out of Special Forces camps when we didn't know if the real estate had changed hands since our last flight there".

Although adding the side antennas in 1/144 scale is out of the question, modeling the main nose one with dental wire or other medium is feasible.

Clear Parts

The canopy consists of a one-piece clear plastic, a la Minicraft style. Both sides of the multifaceted glass part look unpolished, and the same goes for the side and crew door windows. The remedy is either polish them to a shine or replace them with new plastic. Of course, you can also fill them with Microscale Kristal Clear.

Decals

The quality of Amodel's decal sheet can vary from kit to kit. The decals on the USAF version are sharp and generally acceptable. There is no stencil nor escape hatch/window yellow markings provided. The gray ink used in the over-wing service areas is not correct. One possible solution is to cut out the black boundary portion and paint the inside area with suitable rough matte gray.

Painting and Weathering

All paints are in Humbrol codes. No FS or any other equivalent is provided. While the simpler color scheme of the Coast Guard version is illustrated in full, the USAF version lacks the right side camouflage color pattern.

Weathering in the case for the Coast Guard version should be kept to a minimum. Likewise for the USAF version flying on stateside as they were kept fairly cleaned. However, for those aircraft operating "in country", heavy weathering is a must. While in Vietnam, many units removed the main doors to avoid being bogged down with mud.

(continued on page 11)

Old Rumors & New Kits

April is here already! Hard to believe that in just a very few weeks we will be hosting our annual Austin Scale Model Show at the Crockett Center. If you haven't signed up for a specific job, please do so. A successful show depends on how well we ALL participate. To the host club fall the tasks of setting up and taking down, getting models registered, getting the vendors situated, getting judging teams organized, and taking care of all the myriad unforeseen problems that we know will occur.

It's a lot of work but it's fun and one of the reasons we exist as a club. Volunteer early and often!

Several of us went to Houston last month for their annual Model-Mania show. I think everyone who went and entered brought home a medal. It was a good show in a pretty nice hall. Vendors and entrants were a bit light but the quality of work was very good. Glad I didn't have to judge! The weather was not good so that probably accounted for the lighter-than-usual attendance.

I've just installed a new operating system on my Mac, and it's taking a while getting it all sorted out. It has managed to cheat me out of modeling time, and I would like to get a couple finished for the show.

I heard of some really nice new releases recently, but since they came on April fool's day, I decided to wait for confirmation. So, if you heard about Tamiya's new 1/32 P-47, just settle down and count to 100, slowly. It ain't happening, at least not yet.

About the only news from Tamiya is the late April release of their 1/48 He 162 Volksjaeger. I have the older DML 1/72 kit of the He 162 but never had the 1/48 version. Early photos of the runners and kit assemblies are encouraging. And I'm pretty certain that we'll see some new resin and PE for the kit.

Last month I bemoaned the news that Airfix' TSR-2 was produced in quantities barely sufficient for the "local" market. Now I hear that they may have shipped some to a few suppliers on this side of the pond. It's just a rumor but I've heard that a shop on the west coast has had the kit. After seeing the aircraft "up close and personal" at Cosford last year (and looking over Bondo's 1/48 model of same) I wouldn't mind doing one in 1/72.

Rudy has tried to find a supplier who has stocked the Hasegawa P-40K and so far has come up empty. I've seen some stateside mail order houses list the kit but a call to them for verification usually comes up with an out-of-stock quotation or "they are on the way" explanation. I ordered one from Hobby Link Japan and it's exactly what I expected in terms of new parts to add on to the P-40E. I've no idea why Hasegawa's distributor decided against making the kit available in the US but I think the kit would do well here. That's my two cents!

You will soon see a couple of new Yak 1s from Eduard. Actually, they aren't all that new. Eduard has made a deal with Accurate Miniatures to produce the kits but these will include new PE frets and new decal sheets. No data on price but I expect they will be slightly more as when AM was marketing the kit.

I saw a very large kit box the other day. It's Revell's latest U-Boat kit so from the size of the box, you know just about how long the model will be. This is a new kit of the VIIc/41 boat. Sure will be happy to see that promised US Gato class sub. If the earlier boat was any indication, this will be a very good kit.

Fujimi has struck back with their own big box kit. This time it's the German Rail Gun "Dora" done in 1/144 scale. Dora was the biggest of the rail guns, coming in at 1,488 tons, was 141 feet long, 23 feet wide, and 38 feet tall. Its 80cm (31.5 inch) shell weighed in at 4.5 tons for the high explosive version and 7.8 tons for the armor piercing shell. This kit isn't cheap but the subject is very impressive.

And if you think that kit is big, there's another version from a European manufacturer that's in 1/35 scale. The finished model will be over six feet long-and will cost over \$100 per foot!

Since Tamiya has entered the 1/48 scale armor market, it was just a matter of time before they released a version of their 1/35 figures in the smaller scale. Their first release will be a set of US Infantry figures. No word on the number but there will be parts for a total of 15 figures in various poses. May be available in late April.

Already available is Roden's OV-1D Mohawk. Very nice kit with the SLAR pod and markings for a Nam bird.

There have been numerous re-releases of earlier kits with new decals. Here is a list of limited reissues from Hasegawa. Three are 1/48 aircraft; F-104G USAF, Ju 87R-2 Immelmann, and F-4G 37th. TFW, and in 1/32 F-100AJ, and Fw 190 A-6 Checker Nose.

Trumpeter's USAF version of the Corsair II, the A-7D in 1/32 should be making its appearance in late April or early May. I know a lot of modelers are really wanting this kit. Trumpeter's A-6A Intruder should also be coming soon, perhaps this quarter.

Also look for Italeri's Lockheed Hudson Mk. III/IV very soon as well. I hope it's as nice as the A-26 Invader.

Accurate Miniatures will release three new versions of some of their existing kits. These will be a Bermuda Triangle flight TBM, an SBD-4, and an SB2U-3 of VS-72.

Revell is showing a 1/32 Eurocopter EC-1455, a 1/48 Henschel Hs-123A-1 which is surely the Hasegawa kit, and a 1/72 Halifax B Mk I/II (Matchbox?). See y'all at the Show!

Milton

Know Thy Fellow Member



Name
Tim Robb "Doc Monogram"
(little known and rarely used)

Day job
Plywood buyer for McCoy's
Building Supply.

I've been...
building models since 1961,
except for my girl chasing
years. I caught a good one
who lets me build models.

Primary modeling interest
Aircraft. Any scale as long as its 1/48.

Favorite era of my primary modeling interest
No preference.

Main reason why I build models
They are always in the mood when I am.

Other than building models, I like...
watching football.

I was influenced/inspired to build models by...
Milton Bell

My favorite "master" modeler
Again, Milton Bell

The size of my unbuilt collection
251-500.

Best and worst excuse I used for buying yet another model kit
1. It was on sale!
2. I NEEDED it.
3. I only have six of them

The plan for my unbuilt collection should I die/give up this hobby
Donate to ASMS.

First model I completed
De Havilland Comet airliner, circa 1961

Longest time I took to finish a model
1/48 Pro-Modeler B-17G. It took three years.

Best model I built so far
1/48 Tamiya Brewster F2A-2 Buffalo.

Worst model I ever encountered
1/48 Revell F-16

I'm currently working on...

1. Pro-Modeler 1/48 Ju-52
2. Monogram 1/48 A-4F Skyhawk
3. Fonderie Miniatures 1/48 F11F-1 Tiger
4. Hobbycraft 1/48 Seafire Mk.XV
5. Miniplast Vacform 1/48 PZL-46

Dumbest thing I ever did when building a model
Super-glued a B-17 to my fingertip.

Worst thing I did to my model to express my anger and frustration
Nothing yet.

I once...
sneaked a Monogram 1/48 B-24 kit into the house by hiding it in the middle of a basket of clean clothes just out of the dryer. Got a kiss for being thoughtful while I was sneaking another kit into the house.

(Web at Night continued)

Suggestions

Here are some suggestions to complete the C-123:

1. Add a communications whip aerial on a small pedestal mounted on the nose in front of the windshield enter frame. Photos show this aerial as being very thin, especially for this scale.
2. Outline the side window frames with black paint or ink to 'simulate' rubber seals.
3. Open the crew door on the left would be nice.
4. Heavy weathering due to the proximity to the ground.

Comments

Despite its size, these small scale "Dumbos" will keep you occupied for a long while. In the end, however, they will definitely make a nice addition to your Vietnam era aircraft models.

Rafael

References

1. In Action #124: C-123 Provider - Al Adcock (Squadron Publications, 1992)
2. Still Providing - Graham Robson (FlyPast Magazine, April & May 1987?)
3. <http://www.aeroweb.brooklyn.cuny.edu/database/museums/galler.htm?airmast=c-0123fch> photos and technical data
4. <http://www.airliners.net> 117 photos of civil and military C-123s
5. <http://www.warbirdregistry.org/c123registry/c123registry.html> 38 current C-123 warbirds in museums, private operators, etc.

(Two 1/48 P-47s continued)

The decals in the Tamiya kit are very comprehensive, and I am sure no stencil is amiss on this aircraft. Although this is not a serious criticism, I did find the decals less flexible and thicker than Hasegawa's decals.

Tamiya ★★★★★ Hasegawa ★★★★★

Plastic

I really do prefer the plastic in Hasegawa kits. The plastic fuses to itself very completely and quickly. Often, it fuses so well that putty or Mr. Surfacer is not needed. I should also point out that I am gluing it together with Tamiya's liquid cement.

Tamiya ★★★★★ Hasegawa ★★★★★

Summary

These are essentially two different P-47 aircraft types, but they both can be built as several different aircraft. The Tamiya kit will build five types, and the Hasegawa kit will build eight types (see notes). Tamiya will build two unique ones from their kit, and Hasegawa will build five unique ones from theirs. Tamiya offers more of the earlier types, and Hasegawa more of the later types. These variations are based on the wing, fuselage, engine gearbox, dive brakes, and propeller.

The Tamiya kit is easier to build in various configurations. It can be built in less time because of its exceptional fit. It may be one of the very best 1/48 kits ever made. I really like the way the Hasegawa kit turned out, and I was glad that I built it. But if you can only choose one, choose Tamiya.

**Notes**

The **Tamiya** kit builds the following:

- P-47D-25-RE Hamilton Standard Hydromatic Propeller 24E-50-65
- P-47D-26-RA (early Curtis narrow bladed prop)
- P-47D-27-RE
- P-47D-28-RA (no dorsal fin fillet)
- P-47D-28-RE Curtis Electric Propeller C542S or Curtis Electric Propeller C642S(no dorsal fin)
- Curtis Electric Propeller C642S-B-40

The **Hasegawa** kits builds the following:

- P-47D-27-RE
 - P-47D-28-RE
 - P-47D-28-RA with retro fit fin fillet
- Note: Front antiglare panel changed from olive drab to black beginning with P-47D-30

- P-47D-30-RE with dorsal fillet
- P-47D-30-RA without dorsal fin fillet
- P-47D-30-RA (Dorsal fin fillet added in mid production run and dive brakes added)
- P-47D-40-RA with dorsal fin fillet w K-14 gun sight
- P-47M (Dorsal fin fillet resembles the fin fillet on the P-47N)

M&Ms

I have recently completed Tamiya's latest P-47. It is the P-47M. This kit has several changes that should be noted.



The cockpit floor is new. This floor is a smooth sheet metal instead of the grate like floor on the earlier P-47s. The instrument panel is new and accurately depicts the changes from the D's to the M's .

The rudder pedals are updated, as well as both cockpit side consoles. Two options for a headrest are included, one is square and the other has a rounded top.

The engine assembly has a new conical shaped gearbox.

Three versions of the dorsal fin are included in this kit. It can be built without a dorsal fin. It can be built with a dorsal fin that was installed in the field, or it can be built with the dorsal fin installed during a mid-production run. The markings included in the kit are for a mid-production run dorsal fin.

The landing light was moved to the proper position on the underside of the starboard wing outside of the pitot tube, and the dive brakes have been added just aft of the landing gear struts.

The kit decals are for three aircraft that have natural metal finishes on the underside and the leading edges of the wings and horizontal stabilizers. Two have blue/black upper surfaces, and one has a two-tone blue over blue with a black cowl.

The stenciling for the upper side of the aircraft is not included. The stenciling for the underside is complete. All other appropriate markings are included. All decals went on very nicely.

This new version of the P-47 has several new sprues to update the P-47D bubbletop to the P-47M. You will have many spare parts after completing this kit.

Bob



Vector
1/48 Wright R-1820G /
Shvestov M-62/M-63
48-005

Cost: \$13.50

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

A new company to the aftermarket scene is Vector out of Russia, and it is a force to be reckoned with. This offering is the engine used on the B-17, SBD, Buffalo, Helldiver, H-75, Duck Hudson. Not only does this engine work with each of these aircraft in it's Russian copy, it is also applicable to the I-16 and the I-153.

Cast in a light gray resin the quality of the castings is exceptional and the level of detail is phenomenal. This mini kit is bubble free and includes no less than 25 parts. Minimal pour blocks and intelligent parts breakdown makes this set a winner.

There are no color instructions, but this may be intentional as the Russian and US versions vary. You will check your references anyway, so this is really not a big issue.

The relatively low price and the level of quality make this mini-kit a great value. But wait there is more—for a limited time when you order, you also get a free 6-foot length of detail solder with every engine you order. Now you can plumb this baby, and it won't take 6 feet! So there will plenty left over for you to work with on landing gear and cockpits. Think of the quality of Aires or any of the other aftermarket providers but at a significantly lower cost, and you will understand the value.

I highly recommend this engine. If this is the quality we can expect from Vector, I can see Aires and the rest feeling the pain, especially after Aires and the rest raised their prices recently!

Other radial and rotary engines are also available in different scales. Currently, Vector listed 14 in 1/72nd, 19 in 1/48th and 3 in 1/32nd.

The engines are just the tip of the iceberg for Vector. Full resin kit and interior detail sets are scheduled to be released in the near future.

Floyd



Vector
1/72 Nakajima NK1F
“Sakae” 21 Ha-115
72-011

Cost: \$7.50

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

Here is another excellent resin engine offering from Vector. This time it is "the" Japanese engine in 1/72nd scale for use on the Zero, Oscar, Irving, Lily, and the Sally.

You get 15 pieces of light gray resin. The quality of the castings is extremely good. Just because it is 1/72nd doesn't mean the quality is sacrificed for scale. Even in this tiny scale (sorry to some God's scale), the level of detail is extraordinary. The crankcase is molded as a single unit with each cylinder being molded separately.

Again, there are no color instruction included. You will need to check your references on the correct colors.

Highly recommended.

All Vector products can be ordered from **Buffie's Best** at:

[http:// www.buffiesbest.com/news_events.php](http://www.buffiesbest.com/news_events.php)

or

8716 East Frontier Place
Denver, CO 80237
(720) 200-9122

By the way, Buffie's Best are the guys that did those Restoration Illustrated CDs. They are the sole distributors for Vector products in the US.

Thanks to Buffie's Best for both review copies.

Floyd

**Next Meeting
April 11, 2006**



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