



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

January 2006

SPRUE EXAMINER



Building the Esci/ERTL 1/48 Beech G17S Staggerwing

by Tim Robb #34705

This project started as my second try at a rigged biplane. I have previously built the Accurate Miniatures F3F-2. That kit comes with the rigging on a photo-etched fret, so the choosing of the rigging material and the measuring of same is already done for you. I have long been intimidated by the rigging on biplane models. I wanted to learn how to rig biplanes and, because misery loves company and I am our club VP / program coordinator, this got turned into a club contest for rigged biplanes.

I started to build the old Hawk/Testors Nieuport 17, but the more I looked at it, the more things I saw on the kit that would have to be corrected or scratch built. I really just wanted a kit that would go together simply so I could get to the rigging so I rummaged through my piles of un-built kits and settled on the Staggerwing. In the box, it looked like a very simple build.

The kit decals offer two markings choices, a civil overall red aircraft with white trim, and a U.S. Navy bird in the WW II tri-color paint

scheme at NAS Vero Beach, Fla.1944. I chose the civilian model. Why drab down such a beautiful aircraft with war paint?

The kit has 46 parts molded in light gray plastic and five clear parts. The light gray plastic is softer than the styrene in most plastic model kits. The cabin is made from a one-piece cockpit tub with the back seats molded in, two separate front seats, instrument panel, control column, and a control wheel. I cut out the wing and fuselage parts and began dry fitting to see how the kit would fit and it all fit pretty well. But something didn't look quite right so I started comparing the profile of the kit to photos of Beech Staggerwings on Airliners.net and discovered the kit tail fin is about a scale foot too long in chord and worse, the engine cowling is totally wrong. Whoever the artist was who painted the box art must have used the assembled kit as his model because both of these inaccuracies are right there on the box art too.

As the kit comes out of the box, there is one straight unbroken line from the windshield sloping down to the front of the engine cowling. On the real airplanes, there is a cylindrical
(continued on page 6)

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John Seaman**Bill Delk****2006 Show Schedule**

IPMS/FlyingTigers, Kenner, LA	Jan. 21, 2006
IPMS/SWAMP Calmex XX, Lake Charles, LA	Jan. 29, 2006
IPMS/Alamo Squadron, Modelfiesta XXV, Live Oak, TX	Feb. 18, 19, 2006
IPMS/Houston, Modelmania 2006, Stafford, TX	Mar. 18, 2006
IPMS/Tulsa, 19th Annual Open Contest, Tulsa, OK	Mar. 25, 2006
IPMS/ASMS, Austin Scale Model Show, Austin, TX	April 29, 2006
IPMS/NCT, Scalefest 2006 - Region Six Convention, Mesquite, TX	May 20, 2006

Editor's Notes...

Happy New Year and welcome to the first newsletter of 2006. Incidentally, this is also my very first newsletter I ever edited. Therefore, I must beg forgiveness from everyone for any mistake I made and will be making in the future. I hope my enthusiasm and hard work can make up for my lack of experience, and with the help of everyone's participation, we can continue to produce a top notch publication that we can be proud of.

Several members have asked me if I have any plan to change the format of our newsletter. The answer is a definite NO. If it ain't broke, why fix it? I, for one, believe Milton has perfected the design and structure of the newsletter. However, I do have some new ideas on articles that I want to bring in and try out. Stay tuned for more information in the coming months...

January meeting will be held on Tuesday the 10th at the Yarborough Branch Library. The program will be **MiG Pigment Application** by Dr. John Seaman.

It is that time of the year again to renew your membership. Be sure you do your duty and "pay" a visit to Ion at the meeting! See you all there.

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...

Greetings to all! I hope everyone had a nice Christmas (yes, Christmas and not happy many holidays). My 2006 New Year's resolution for the club is to improve and continue our success with the annual model show and the adult model building class. Speaking of show, the first two shows of this year are both held in Louisiana: IPMS Flying Tigers in Kenner (January 21) and IPMS SWAMP in Lake Charles (January 29). Unfortunately, I will not be attending either one as they are too early in the year and only a week apart from each other. But I'm looking forward to San Antonio's two-day show in February. I plan to pull the trailer down there and have fun with my family.

Our Christmas party at Mike and Sally Kachoris' house was a success. I hope everyone enjoyed it as much as I do. We had fun, good company, lots of good food, and best of all I finally got a good "white elephant" kit that I can keep!

There is still no release date set for the Trumpeter F-100 kit. But I understand their A-6 Intruder will be out in January or February. It should be as good as the A-7 released late last year.

We have a new editor starting this month, so be sure to get your articles in and give him all the help he needs. Don't forget our "white elephant" contest in June, and I will see you all at the January meeting.

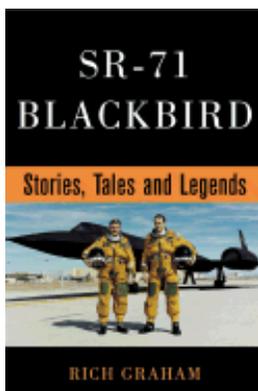
Jeff

Jeff's Book Reviews IPMS# 30833

SR-71 BLACKBIRD

Stories, Tales and Legends

By Richard H. Graham, Col. USAF (Ret.)



Published by MBI Publishing Company in hardback format with 256 pages and 52 pictures.

This book is a compilation of stories from the pilots, support crew and engineers who flew and worked on the SR-71 program from its inception to its retirement. You will discover details like the incredible amount of preparation for each mission and flight emergencies that accrued during normal missions. Little

known facts can be found throughout the book, for example it flew best at supersonic speed, and each mission was planned with the maximum amount of time spent at mach speed.

Most of the stories are centered around the operations from Kadena AFB in Okinawa during the Vietnam era. Pilots and crew members reportedly partied hard but always remain professional in their job, and they both share enjoyment with their SR-71s. According to many, the posting at Okinawa was considered more desirable than other units elsewhere.

This book brings back memories of my encounters with the SR-71 when my family was stationed in Okinawa from 1970-1974. I recall spending many days at the fence line waiting for the "Blackbird" to land or make its presence from taxiing out of its hanger. It was always a thrill to see the mysterious bird arcing its way through the sky over the base.

I have read several books on the SR-71, and this has to be the most entertaining! Highly recommended!

Jeff's rating - ★★★★★

Old Rumors & New Kits

Well, here we are again—the start of a brand new year. Big news is "this bus has a new driver." Eric has taken the wheel and I'm sure he will do a great job. As for me, I'm building a few models now but I still plan to write a few articles and try to keep up this column.

By now you probably know that the Village Hobby Shop has closed its doors. It's a sad thing to see a hobby shop close because it touches all model builders. Sadly, this is a trend nationally so it's in our best interests to support the local hobby shops. Today they have more competition than ever before with mail order on the internet accessible to anyone with a computer and a credit card as well as large national chain stores with massive buying power

We wish Phyllis and the Village Hobby Shop employees the best of luck.

Back in November, the Brandts and Bells took a little trip across "the pond" to attend the IPMS/UK Nationals. It was quite a trip. Even our wives enjoyed it! We had two and a half days in London to do as we pleased so we looked around a bit. Martha and I went to the Cabinet War Rooms from where Churchill directed the British forces during WWII. If you get the chance, this is highly recommended. We saw lots of other things as well and we had some good food and some good English beer too!

Then it was on to Telford, a four hour trip northwest of London for the big show. I knew that the Brits had a different slant on a national show than we did so I wasn't terribly surprised. Lee Forbes from San Antonio had been an organizer of the trip over the last five years and he told us what to expect. But I wasn't prepared for the size and scope of the show. It's just a two-day affair and included IPMS/UK clubs—the heart of the show—as

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Guiding the Hobbycraft Arrow: A Mastercasters Resin Trilogy

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

MST 48001 Cockpit Set £19.99 + S&H

MST 48002 Undercarriage, £18.99 + S&H

MST 48003 Nozzles/Intakes/Canopy, £17.99 + S&H

Sets obtained directly from Mastercasters
(www.mastercasters.co.uk)

General

Although only a few airframe components remain today, the long-cancelled Canadian CF-105 Arrow interceptor enjoys the same cult-level following by aviation fans in "The Great White North" as does the also-cancelled BAC TSR.2 in Great Britain. At the time of cancellation, both weapons programs were unarguably state-of-the-art and would have radically changed the world of military aviation had they come to fruition over four decades ago. Some aviation experts would say that cancellation of the Arrow was the end of Canadian aviation development, a blow from which that once-vibrant industry has never recovered.

The "Patient"

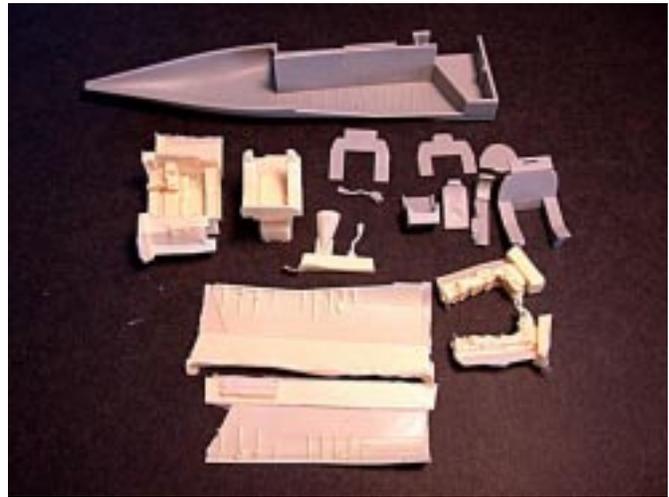
The big Hobbycraft 1/48 Arrow was released at least ten years ago, and has all the unfortunate HC earmarks so endearing to modelers: excessively deep engraving—and you wondered where the Matchbox "Trench Digger" had moved; simplistic, almost toylike cockpits and landing gear (simplistic wells); Coke bottle-thick clear parts; and so-so instructions and decals. The kit was re-released a few years ago, and HC did make a few positive changes: more petite engraving and much better decals.

Enter Jay Laverty and Mastercasters of the U.K., and this "Plain Jane" kit suddenly becomes a player. Note that the price of admission is not cheap; if you wish to go "full race" (as we hotrodders used to say) all three sets will lighten your wallet by some £56, plus shipping, but, hey, do ya wanna decent beeg Arrow or do you just wanna wuss out and do another (yawn) shake-and-bake 109? This add-the-expensive-resin-to-the-El-Cheapo-kit game has been seen before; combine either of Neil Burkill's (Paragon) excellent correction/detail sets to the simple Sixties Hawk/Testors OV-10, and it's contest-bound for sure.

Set Components

(Note: OOB parts are seen in gray)

Cockpit: Two-piece tub w/integrated instrument panels and consoles; seats w/cast-in harnesses; one-piece front/rear sidewalls; front instrument panel coaming and stick.



Wheels/Undercarriage: Easily the most extensive of the three sets. Detailed main and (two-piece) nosegear wells; detailed nose and main gear struts w/actuators; beautifully detailed main gear bogies; and multi-piece gear doors.



Nozzles/Intakes/Canopy: One-piece intakes w/integrated splitters; one-piece burner empennage; separate burner can sections w/eyelids and interior/exterior detail; cast (!) clear parts to include clamshell (opened configuration) fore and aft canopies and windscreen; and separate resin canopy divider structures.

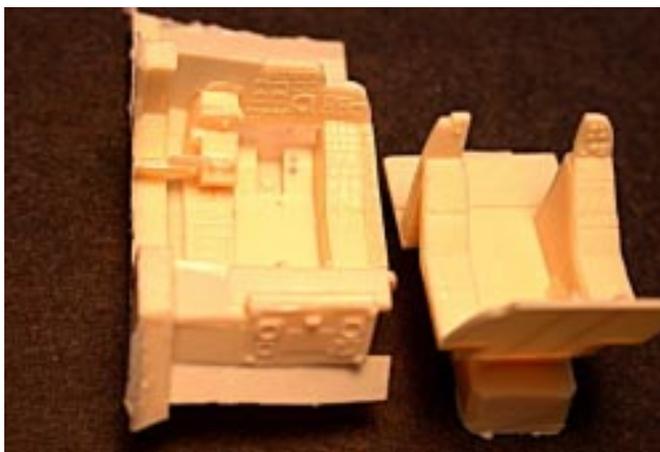




Molding and Detail Execution

I'm sure that modelers familiar with the 1/48 HC Arrow would agree that practically any add-ons to this somewhat clunky offering would be an improvement, and the Mastercasters aftermarket goes quite a bit further, enabling a contest level project. Resin parts are sharply molded with a fair amount of fine detail (seats have harnesses cast-in). Some of the structural detail in the cockpit and nosegear well might seem partially redundant from the OOB kit, but closer inspection reveals much finer execution. Many components such as gear doors have been thinned down and are much more realistic. Wheels have added detail as well. As you can see from the pix, some of the castings have thin flash, but here at Bondo Industries it's understood that flash comes with the territory, and if you're up to doing this type project, you should understand that, too.

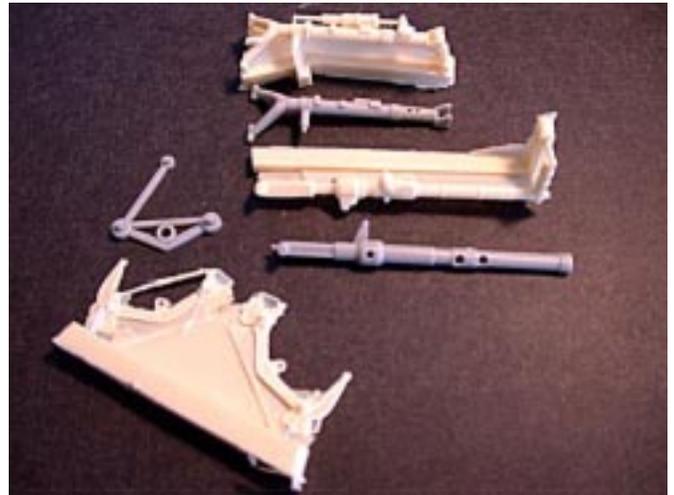
When any model airframe sports a large tandem cockpit the "busy-ness" quotient becomes important, even if the canopy is closed, to avoid a toylike appearance. The only exception would be in many large, older Soviet aircraft that have much less glazed area. The two-piece Mastercasters tub has integrated instrument panels which may cause a bit of difficulty in painting.



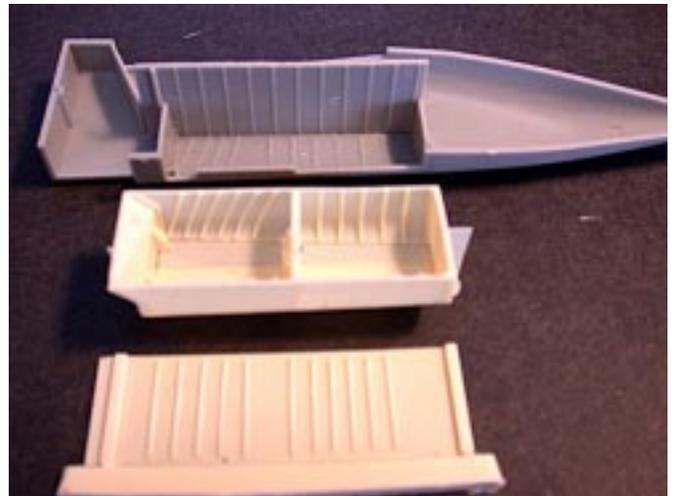
Landing Gear

This is another area where HC crudeness so often makes its presence known. That's now a thing of the past with the finely

detailed Mastercasters struts and, most of all, maingear bogies. The pix speak volumes.....



Maingear wells go from nuthin' (in the OOB kit) to generously structured areas once the modeler adds the one-piece resin wells.



Clear Parts

You can forget about trimming and handling tricky vacuformed canopies, because Mastercasters has produced canopy components in clear, thin resin (note that the structural arches separating the canopies are in buff-colored resin). No, the clear parts aren't quite Monogram or Tamiyagawa quality, but they're very close! Additionally, the canopies are to be posed open, showing their unusual clamshell design.

Weapons

So far, nothing. I would've sworn I read that an aftermarket weapons bay was coming down the line, but, as of this writing, no joy. So, the technicians here at Bondo Industries offer a substitute: Take one Monogram F-106, remove the large missile bay, glue in two of the "busy" Monogram bay sidewalls, add two F-106 launchers in tandem (the plan here is to show just one
(continued on page 9)

(Staggerwing continued)

cowling that goes from the nose straight back to the firewall without increasing in diameter at all, and behind the firewall the fuselage increases in size back to the cabin area. This was not going to be the easy, throw it together and let's get to the rigging kit I wanted after all but by now the club contest approached and it was either the Staggerwing or the Nieuport and I chose the Staggerwing.

I started with the interior. Assembling and painting was straightforward. I found a photo of a Staggerwing instrument panel on Airliners.net to use as a reference. The panel is varnished plywood with black instruments. The kit panel has raised detail for the instrument panel so it was easy to paint it brown, give it a little bit of streaking with a tan-yellow color, paint the instruments black and dry brush them with white. A coat of Future finished the instrument panel. The rest of the interior was built straight out of the box and painted a creamy white color to represent the luxurious leather interior, and a tan color for the carpet on the floor. I finished it off with lap belts cut from black electrical tape and some photo-etched buckles.



Next I turned to assembling the airframe and addressing the two inaccuracies. The cowling looked like the harder of the two problems to fix so I started there. I looked through my spares and un-built kits and selected the cowling from a Tamiya 1/48 scale A6M2 Zero kit that I had bought cheap at our club auction because it had been started. I put it together and compared it to the Staggerwing fuselage. It was a bit too small in diameter so I cut a piece of .010 plastic card, wrapped it around the Zero cowling, and glued it in place with liquid cement. Using the TLAR method (that looks about right), the diameter was still too small so I repeated the .010 plastic wrap one more time. And now, still using the eyeball Mark I as my main measuring tool, it looked acceptable. After wrapping two layers of plastic card around the Zero cowling, there was a significant step at the front of the cowling between the cowling cylinder and the front cowl ring. I filled this in with gap filling super glue, set it with accelerator, repeated a time or two, and sanded it down. Now comparing the opening in the front of the kit cowling to the opening in the Zero cowling, the opening in the Zero cowling was too small. I opened it to the same size as the kit part by laying the two parts against each other and tracing the line to cut

to onto the new cowling. Then I ground it out to that size with my Dremel tool and sanded it smooth. The kit engine attaches to front of the kit firewall so I was able to check the fit of the new cowling against the kit and make sure it was the correct length. The front of the kit cowling was cut off and discarded. The back portion was used to make the sloping part of the fuselage from windscreen to firewall. The kit comes with a separate lower cowling part through which three exhaust pipes from the engine exhaust collector ring protrude. The last step in making the new cowling was cutting an opening in the bottom of it to accept this kit part, bending the kit part a little bit to fit the new smaller diameter, and fitting it in. I made several test fittings as I went to make sure the part would line up with the exhaust pipes from the already installed engine. The finished product isn't totally right, but it is a whole lot mobetta than what came out of the box. The second problem was the oversize tail fin and fixing that was easy. When the fuselage halves were joined, I sanded down the leading edge to the right shape, a task made easy by the soft plastic.

With the fuselage finished I attached both wings and the interplane struts. The Staggerwing is constructed with ribs and stringers and much of the fuselage is fabric covered. The surface detail of the kit is good and shows numerous raised ridges down the length of the fuselage where the fabric stretches over the stringers. On both the top of the upper wing and the bottom of the lower wing, the seam where the kit parts join the fuselage goes right across the stringer detail so that the surface detail is lost in filling and sanding the seam. To put the detail back, I cut strips of Scotch Magic Transparent tape and applied them down the length of the fuselage with one edge right over where the stringer detail needed to be replaced. Then I sprayed several coats of gray primer paint over the edge of the tape to make a paint build-up against the edge of the tape. I repeated this for each stringer that needed to be replaced on both top and bottom of the fuselage and this worked out well. With the model assembled, I painted it overall red with a white cowl ring, and applied the kit decals. The fuselage striping on Staggerwings is very distinctive and, good news, the kit decal sheet both has it right and the decals worked well.



Now for the main event, the rigging! The kit has locations for the double flying and landing wires molded into the inside of the wing halves. You can choose to assemble the model without rigging and the model will have no rigging holes in the wings, or you can open the holes with a drill bit and be ready to rig. I opened the holes before assembling the wing halves and now was ready to go. I used dark clear nylon sewing thread, measur-

ing the lengths to be just a little bit long with dividers, and fastened in the wires one by one with thin super glue applied with a sewing needle cut off to have half of the eye open. I tightened each wire one by one as it was installed using still hot, burned wooden matchsticks as the heat source. It looked great and I was ecstatic. It was 11:30 PM the night before the club contest. I was so proud of it that I went in the other room and dragged my son in to look at it. He looked closely and said “one of the wires is sagging.” It was. I lit a match, let it burn down, blew it out, moved to re-tighten the sagging wire and promptly burned it in half. @#!x*7#@%—in fact @#!x7#@% for about an hour and a half, then I went to bed and slept poorly. By the next morning, all of the wires had sagged. The next night, I took it to the club contest anyway. Hell, I had to; the damn thing was my idea! At the club contest Richard Eaton suggested I try brass wire. Time passed. A month later I was ready to try it again. I cut out the nylon thread, re-opened the holes as best I could on a biplane that had both wings already on it, and repeated the procedure with .010 brass wire painted scale black. You have to be a little more exact with your lengths using brass wire because they won't heat shrink, but I got it done in two evenings and the brass wire method is the one I'll use on my next biplane.

The finishing touches were the landing gear, the propeller, the clear parts, and an antenna. The landing gear worked fine. There is too large a gap between the top of the gear doors and the wing. I didn't fix it. The propeller in the kit has a pitch that looked more appropriate to a ship's screw than an airscrew to me. I checked photos and confirmed the pitch was too great and then



cut it apart and re-attached the blades at a finer pitch. Most Staggerwings have chrome silver propeller spinners. I painted the prop and spinner Testors non-buffing steel, and then polished it out with my Micro-Mesh polishing cloth set. Photos of Staggerwing cockpits show two steel tubes that run from either side of the instrument panel up to the cabin roof. These are prominent and very visible right behind the windshield, but they are not included in the kit. I cut them from plastic rod and installed them just prior to attaching the windshield. The windshield fits with minor gaps around the edges, which I filled with white glue. One of the two fuselage windows fit just right and the second fit well enough in outline but was too thick, protruding from the fuselage. I sanded it thinner and polished it back to clear. Done. I finished a biplane model and accomplished a goal. I'm not so intimidated by rigging now so its time to build another simple biplane soon and work up towards a really “wind in the wires contraption” like a Curtiss Jenny or an Airco DH.2. Go build a model!

Tim

(Old Rumors & New Kits continued)

well as the Special Interest Groups (SIGs), manufacturers, vendors, and “cottage” industries. It's held every November at the same location. Competition is actually secondary to showcasing the IPMS clubs' members and their work. It was a blast!

And of course we met a lot of local modelers, visited Hannant's Hobby Shop, and took a ton of pictures! The only two BIG manufacturers present were AirFix and Revell of Germany. Airfix announced two new releases for 2006 (I hope) and had a test shot of the TSR-2. Those two new kits are the long-awaited Canberra/B-57 in 1/48 scale and will eventually include the four principal variants. The other kit is a 1/72 Nimrod and will include parts for three versions. The Nimrod was an outgrowth of the Comet 4C Airliner. The Canberra has a winter 2006/2007 release date and the Nimrod is supposed to be out in the summer of '06.

Revell showed off their new Airbus 380 and the Antonov 124, both giants in 1/144. I was impressed by the detail on both but especially by the raised nose of the Antonov. The An 124 is available now.

Last month I noted the super ambitious list of new Special Hobby kits and now Trumpeter has “trumped” them with a super list of their own.

Here are some of the “more significant” new releases. As usual, there's no date or price given but I don't expect them to offer a price reduction any time soon. To start off, here's a kit every 1/35 armor builder will have to have and it lists a price. It's the BR52 Kriegslocomotive German WWII Armored Steam Locomotive for a mere \$159 and change.

For aircraft builders, we can start with a pair of scaled-down F-105s in 1/72—a D and a G model. We assume they are generally based on their larger 1/32 kits already released. Then in the larger scale, look for a 1/32 P-40M and P-40 Kitty Hawk, a P-40E, an SBD 1/2 and an SBD 3/4 (YES!) and an F4F-3 Wildcat.

For modelers who want big jets, there's an F-100D coming as well as the USAF version of the Corsair II, the A7D. There's going to be an Me-262B1a/U1 that will probably be just as good as the earlier one. For USN fans, there's an A6A Intruder. All these are in 1/32 scale.

For the 1/24 builder—if you like 'em big—look for a P-51B/C, a Hurricane Mk 1, and an Fw 190A6/8.

In that somewhat smaller scale, 1/48, look for a Wellington Mk 1C and a Mk III, and a Beriev Be6 “Madge” seaplane. Two more versions of the 1/144 Tupolev Bear will appear as well, the Bear H and Bear J. More aircraft carriers are planned in both 1/350 and 1/700 scale are planned. Like I said, it's going to be a good year.

(continued on page 9)



by Rafael Power

We Are Connected for 2006

Greetings from the "Web Loco." To our fellow modelers I wish your wish lists become reality for the 2006 modeling year. As with past years, we start the New Year with a new clean sheet. Good health and good modeling to all.

I also want to show my appreciation to our long-time editor Milton Bell for his tremendous effort in keeping the ASMS newsletter going for so many years. Also, his lifelong wife Martha Ann who is always there, editing the text, etc. Thank you both for a commendable performance! Aaaaand! Let's not forget to welcome the new editor Eric Choy. Good luck on your new venture! Now, as they say: It's Showtime!

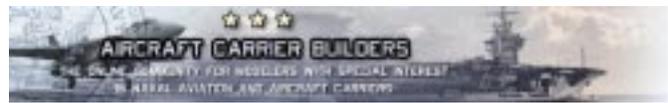
<http://www.tarrif.net/>

Do you know the difference between a Panzerkampfwagen II Ausf. F and a Panzerkampfwagen IV Ausf. F/2? Yup, me neither. I just know what the King Tiger and a Panther look like, period! If you are armor-challenged like me, and cannot distinguish between a WWII German Sd.Kfz.3a Zgkw. 2t "Maultier" and a sauerkraut taco vendor's truck you are not alone. Well bitte Meine Herren, das school is open! This site is an excellent first step for beginners (and not so beginners) who would like to get a good primer on all the different WWII German military vehicles.

To start, you will find a complete color view of all vehicles in the site, divided between light, medium and heavy tanks. There are also tank destroyers, assault guns, reconnaissance, self-propelled artillery, anti-aircraft, armored personnel carriers, support vehicles, and special vehicles. Click on each color profile image and a similar larger image appears with a lot of technical details on the particular type.

So, what's missing? Small support vehicles such as the BMW motorcycles, VW Volkswagen and Kubelwagen were not included. Is this an all-Panzerfest you ask? Think again! The site also includes Allied and Axis armored vehicles, aircraft, ships, artillery and infantry weapons. For example, all the different versions of the M4 Sherman tanks are illustrated with all the technical details such as production numbers, range, motor and types of ammo, to name a few.

This site is really a handbook of WWII weapons used by the Allies, the Axis forces and the other non-aligned countries. It is a good starting point to search for more detailed information of the particular subject. Recommended to all.



<http://www.carrierbuilders.net/>

To naval aviation fans and modelers, aircraft carriers are their mecca. This site caters to all your interests with a good number of walkarounds, reviews, photos, forums and articles. Oh, and did I mention model galleries? The galleries are full of models of naval aircraft, aircraft carriers, and onboard dioramas to please and stimulate everyone into model building.

The site also has a news section concerning naval air stations, carriers, cruises, squadrons and personalities to keep you busy. The walkarounds are very good with inside and outside views plus all the aircraft types on board. Don't miss the visit to the Indian Navy ISN Viraat (ex-HMS Hermes) and the embarked airwing. Always nice to visit and explore other global aircraft carriers. Welcome aboard!

Scale Models: Spacecraft, Rockets, Missiles, and X-Planes!

<http://www.ninfinger.org/~sven/models/models.html>

All about model rockets, missiles and spaceships with model galleries, box art galleries, actual hardware photos, reviews, museums, mail order sources, and modeling tools. The list goes on and on. One of my favorite parts of this site is the box art gallery. Here the box art of Hawk, Aurora, ITC, Renwal and many long-gone model companies comes to life with restored images. The images are a bit small but still welcomed by collectors and modeler alike. If you like rockets and such, then we have liftoff!

Didn't get anything for Xmas? Well, here are some leftover websites for the Christmas stocking:

<http://www.geocities.com/Pentagon/8780/> Collector's site for HO scale (1:87) Roco Minitanks. Interesting.

<http://members.aol.com/geobat66/galland/galland.htm> Dedicated site to Luftwaffe ace Adolf Galland.

<http://www.memphis-belle.com> All about this historic B-17. Photos, information, etc.

<http://digilander.libero.it/zioprudenzio/fokker.html> A break from plastic and resin models. Nice paper model downloads, galleries & links. Surprising!

<http://www.decenco.com/> Home of the Carpena Decals.

¡Feliz Navidad y Buen Año Nuevo! Let the modeling year begin!

Rafael

Next Month: Translation Please!

(A Mastercasters Resin Trilogy continued)



of four AIM-4 Falcon missile bay segments in extended or nested configuration—Monogram gives the choice of either), cut out an appropriately-sized slot in the belly of the Arrow, glue in the entire bay/launcher/missile assembly, and voila!

Instructions

Each set comes with a full page of instructions and lots of B&W pix which should make the add-on process a no-brainer.

Color schemes

Just as in the case of the imposing TSR.2 Bondo was privileged to see at Cosford in November, all the existing Arrow prototypes were done in overall test white, with some large International Red or Orange areas. The upgraded HC decals are, of course, meant for those white versions. Just as in the case of the TSR.2 (planned green/gray cammo w/anti-flash belly), I'm sure there were operational color schemes on file somewhere in Canada. This curmudgeon is not in any way a fantasy modeler, but feels that the Arrow would look great in Air Superiority Gray, mebbe two-tone. Just might do it.

Conclusion

It's hard to imagine that any serious modeler lusting to do an Arrow would opt to skip the Mastercasters sets and stick with the OOB offering, especially when so many of today's better kits are in the \$50-\$75 range.

Reference:

Note that "Reference" is singular. IMO, you only need one reference: "Arrow", Boston Mills Press, Ontario, 1992, ISBN 1-55046-0471. More information than you'll ever need.

(Old Rumors & New Kits continued)

Tamiya's new 1/48 P-47M should be out real soon to round out the use of the current basic tool. Question is, will they do the N, the long-range version of the Jug that was used in the Pacific?

Likewise, Hasegawa's new Ju-87C Kanonvogel in 1/32 should be out before the end of the month. It has been out in Japan for awhile and the photos of the sprues look really good. It's about time we had a BIG state-of-the-art Stuka!

I've no way to confirm but I've heard that Hasegawa plans to "surprise" us later this year with a 1/48 P-400. Let's keep our fingers crossed. Could there be a series?

So, what's available now? Hasegawa has some new releases in their NIK1-JB Shiden "George" and an upgraded F/A-18C Chippy Ho and F/A-18F of VFA-02. All three are in 1/48. Another interesting kit is from Czech Model, the F2R-1 Dark Shark. This limited run kit has very nice, consistent, engraved detail, some resin detail parts, and a couple of very clear vacuum formed canopies. There are markings for two aircraft and the decals look good.

Revell of Germany (Revell AG) has a re-pop of the Bv-138 seaplane and Special Hobby has what I hear is an excellent kit 1/72 of the Tempest Mk. 2 at a very good price.

Amodel has two 1/144 kits of the HU-16 Albatross, one in USAF Rescue markings and the other as an ASW version with larger search radar and detection gear. These are nice kits and moderately priced.

If you have the new Tamiya 1/48 Sherman or T-34 there are some new detail sets available in the form of an interior for the T-34 and a dozer blade and mine roller for the Sherman. All are from Verlinden. There are also some PE sets to detail the Sherman. Check them out.

I have to mention cars. You may have noticed that there is no car article this month so if you are thinking about writing one, February is waiting! There is a BIG Revell 1965 Corvette out in I believe, 1/8 scale. Yeah, that's big! There's also another "not quite so big" 1/12 69 Camaro Z-28. Frankly, my shelf space is somewhat limited so 1/24 is about my limit. And for that, Revell AG has a 2003 Sauber Mercedes and a 2005 McLaren Mercedes.

I saw a very interesting book the other day that I could certainly see in my bookshelf. it's the Histoire Publications on Soviet Fighters 1939-1951. It's loaded with B&W photos and some very nice color profiles.

That's it for January. Send those articles to Eric and if you need photos see me. Check out our webpage (www.austinsms.org) and let Mike Gilsbach know what you think. We all need feedback. Enjoy the new modeling year and build a bunch of models!

Milton