



SPRUE EXAMINER



Academy's 1/600 RMS Titanic

by Richard Eaton

I recently got a chance to build the delightful Academy 1/600 release of the RMS Titanic. The kit is very impressive both in its details and method of assembly.

The kit is molded in white, black, tan, orange, clear, and brass-plated colors. The parts are molded in their representative colors from the actual ship. I was intrigued with the statement in the review "one could build a very attractive Titanic without any painting." I decided to paint details as directed but the major assemblies only got a coat of dullcote. Sound crazy? Read on.

Construction

The molding on this kit is extremely crisp, and there are a significant number of details provided in a kit of this scale. That means there are a huge number of parts to assemble. There are

no ejector pin marks, no flash nor or any sink marks on visible surfaces. This is a great mold from Academy!

I went through the instructions and the very handy annotated topside color shot of the model and painted details while the parts were on the sprue. I used various grays for equipment and decking. Benches and railings were painted with the Testors Brown. I then masked the hull and sprayed the lower part Dark Red. The portholes were then drilled out in the white sidepieces using a pin vise and appropriately sized bits. That done, I started assembly.

According to the instructions, I assembled the multitude of deck cranes and ship's ladders. Here the directions have you string the rigging through preexisting holes in the various decks. There are measurements given for each of the ship's wires to be cut from the supplied black thread. I chose to skip this for now, as the threads would be in the way of further assembly. I also chose to rig the ship with invisible nylon thread for scale effect.

(continued on page 4)

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2006 Show Schedule

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
IPMS/El Paso, DesertCon, El Paso, TX	October 7, 2006
IPMS/FAC Museum Modelers, FAC Model Contest, Fort Worth, TX	October 14, 2006

Editor's Notes...

Last month Kenny and I rode together to NCT's Scalefest in Mesquite. It was a good show. I had a good time and learned a lot from the judges in the model contest. But much like everyone else there, "we came, we shopped a bit, and then we all went to Squadron." Too bad there aren't any "King's Hobby" size full service hobby shops in the Metroplex anymore. The more I think about it, I more I feel we modelers here in Austin are blessed.

A break from the usual aircraft subjects, this month we have Richard Eaton's RMS Titanic article on the cover, and Jeff has given us an excellent book review on a submarine rescue story. The biggest news of course is the return of Rafael Power and his "Web at Night" column. For those of you who have been eagerly anticipating the second part of his "Language Savvy" article, you will not be disappointed.

The highlighted member in this month's "Know Thy Fellow Member" column is Russ Holm. Russ should be no stranger to anyone in the club. Check out what he has to say about building models, pole dancers, his love for his lawn and those alcohol excuses he told his wife!

This month we meet on **Tuesday the 13th** at 7:00pm at the Yarborough Branch Library. There will be no clinic during our meeting. Instead, we have another round of Quarterly Contest with the special "white elephant" category. Our annual picnic and auction is set on **June 24th 1:00pm at Mike and Sally Kachoris's** house. Details and map can be found on page 12 and 13. See you all at the meeting and at the picnic.

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. 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...

Here we are in June already. With most of the shows in Texas behind us, I can finally catch a breath and get ready for the National in Kansas City this August. Last month NCT's Scalefest was another success this year, well attended with lots of vendors and contestants. The only complaint I had was my early departure due to my work schedule.

So many kits have rolled out lately, and I'm having a difficult time trying to keep up. I picked up the new Hood and San Diego, along with the USS Sullivans. The CH-53 is at Kings now, and Trumpeter's 1/32 SBD will be here next week. It looks like Jeff's going to have to dig deep in the ole' pockets this month! With new kits coming out just about every week, it shows the state of the hobby is alive and strong. I hope everyone is taking advantage of the abundance of merchandise right now, because it may not last forever.

Don't forget this month we have a quarterly contest at the meeting. I hope I'll see you all there with your masterwork.

Jeff

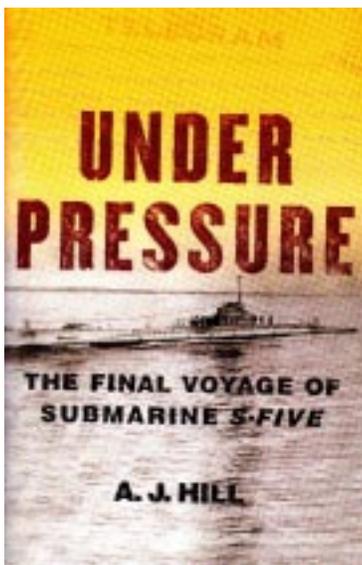
Jeff's Book Reviews

IPMS# 30833

Under Pressure

The Final Voyage of the Submarine S-Five

by A.J. Hill



Published by The Free Press in hardback format with 239 pages and 8 pages of b&w photos. Price \$25.00
ISBN 0-7432-3677-7

On August 30, 1920, the then state of the art submarine S-Five departed from Boston Navy Yard on what would be her final voyage in the US Navy.

Under the command of Captain Lt. Commander Charles M. "Savvy" Cooke, Jr., she was to conduct sea-

trials on her way to Baltimore for a recruiting appearance. Two days later off Delaware Capes during a routine test of her ability

to crash dive, her crew failed to close a faulty valve, which allowed 75 tons of seawater to blast in. Rapidly, she sank to the bottom of the sea at a depth of 180 feet. Although her crew managed to correct the faulty valve and stopped the flooding, her electrical system was damaged along with one of her motor drives. The sea water trapped aboard had also leaked into the sulfuric acid cells inside the battery system and started to fill the sub with chlorine gas. Since she was not expected to arrive in Baltimore for another two days, no one knew she was in trouble. With carbon dioxide and chlorine gas building up fast inside the sub, her crew had at best 40 hours of air remaining aboard.

Despite being able to rig up some power for the pumps to operate, all three pumps onboard the sub failed one after another. Eventually the crew found a way to channel the water to the forward torpedo room so that the sub stood on its nose. Captain Cooke figured at this angle the aft end of the sub should be standing out of the water. So he put the crew to work on cutting a hole at the very aft point of the sub to allow them to escape.

Facing an inch thick hull and working in the tiller room the size of a telephone booth with nothing but ratcheting drills and hacksaw blades, the crew managed to cut only a group of holes four inches long after five hours. Time was running out, and as more holes were made, more water sipped in, causing the sub to settle further into the sea floor.

Twenty four hours after the incident occurred, the sub was finally spotted by *S.S. Alanthus*, a wooden steam-powered liberty ship. Her crew tied up to the doomed sub to prevent it from sinking any further, and a platform was rigged around the holes drilled by the S-Five crew. Since *Alanthus* had no radio equipment nor any tool onboard, her crew was only able to rig a pump to supply air to the sub and provide fresh drinking water for Captain Cooke and his men.

Ten hours later, *Alanthus* managed to contact the passing Pan American liner *S.S. General George W. Goethabe* with distress flags, and a signal was finally sent out by the radio-equipped *Goethabe*. It was quickly acknowledged by the Navy and many ships in the area. With the new help, over a hundred holes were drilled, and the hull was cut using a chisel and hammer to break the connection points between the holes. The 36 hour ordeal was finally over, and the entire sub crew was rescued.

This is a fantastic book, and the author has done an excellent job keeping the tension high and his reader on edge. It reads like a good techno-thriller with the focus always on the human element, and it never gets carried away with technical details.

Highly recommended for any one who has any interest in submarine or life aboard in the silent service.

Jeff's rating - ★★★★★

(RMS Titanic continued)



Next up are the numerous parts on the fore-deck, after-deck, and mid-deck. Even though I cut off parts as closely as possible with sprue cutters to minimize clean up, there was still plenty to do, since close to a hundred parts were involved here. The ship's walls and bulkheads are molded as separate pieces, usually joined at the 90 degree angles. The engineering and directions build up assemblies beautifully. This is definitely my kind of kit.

Upper mid-deck is next. I assembled the walls and parts of the equipment. All ships ventilators are separate pieces. They really add to the detail of the kit. The great domed skylights are molded in clear. I left those off at this point.

The four stacks of the ship are beautifully molded with rivet and steam pipe detail. There are subtle differences between the stacks, so take care not to mix things up. All these parts are molded in a nice light orange to peach-colored styrene.

I then assembled the rest of the top deck details. Each block housing is assembled separately out of component walls, decking, and equipment. The window detail has to be seen to be appreciated.



The kit railings, while not as delicate as PE, were nicely molded with no flash. Individual pieces, mostly straight but sometimes in angles and curves, are joined at right angles and then applied to the decks. It is not difficult, but it does take patience.

I then rigged the smoke stack support wiring following the directions on page nine. Having all the rigging holes already there greatly eased this process. The stacks are designed so that you can easily "sew" in the rigging prior to placing the stack crowns. Use care in choosing where the rigging goes in the deck, as there are more holes than there should be.

Once rigged, the black stack crowns were added, and I joined the upper and lower main decks together. These assemblies are nicely engineered. The fit is very good, although I had to use clamps to secure a closer fit to some lower deck walls for filling in spaces left in the upper deck.



Finally, I added the superstructure sides to the main deck. I laid in the bow and stern railing pieces and assembled the major components onto the hull. I then secured the fore and aft decks in place. Four support pieces assure that the hull is properly positioned to accept the upper deck assembly. I dry fit the upper deck to the hull, and it fit beautifully. I then cemented it in place, taking care to join it to the hull and both fore and after deckings.

All that remains are the masts, ship's ladders, lifeboats and still more railings. Use care with the lifeboats because, not only are there not enough of them, all pieces are individual parts. I tweaked the alignment as they dried to make sure everything was straight and in line. I then rigged the fore and aft masts following the ample directions. They call for extensive rigging, but don't let that intimidate you. I just took it from the inside lines to the outside ones. The results are convincing.



A bit more of a challenge was assembling the radio aerial. Be sure to tape down the lengths of wiring while assembling this—it gives you an extra set of hands. Use some care here to get the aerial symmetric. Once I was happy with the look, I placed the aerial between the two mast tops. I then added the radio lines from the aerial down to the radio shack.

Putting Titanic at Sea

Despite being a full hull kit, I decided to take photos using an ocean scene. I painted the water using acrylic navy blue, white, and a touch of green. I carefully traced and cut out a space for the great ship, and I placed it into the "water" and took it outside for some photos.



Conclusion

This is a very impressive kit. There is a significant level of detail in such a small scale. The molding is engineered perfectly, and it really shows during the build. I recommend this kit to anyone with intermediate or advanced ship modeling skills. It is also a good training opportunity for a more experienced basic-level modeler capable of patience.

My thanks to MRC for this review sample.

Richard

Challenging Contest Report

by Kenny Roady

Another contest under our belts. I thank each of you for your support and hard work on this last show. It is an impossible task to do alone, and I can always count on the incredible members of this club to lend a helping hand. I would be remiss if I did not also thank the members of Austin Model Cars and Austin Armor Builders Society for their help and participation in the show. I am so glad that Austin is a community where all the clubs get along.

And now, for something completely statistical...we had 111 contestants enter models in our show. They came with a total of 385 entries. I say entries because collection and triathlon models counted as one entry instead of five or three. In 2005, we had 327 total entries and 381 in 2004. The list below breaks out entries per category.

	2004	2005	2006	
Juniors	45	29	30	
Aircraft	103	75	114	
Armor	85	94	77	
Automotive	43	40	73	
Ships	19	(a)	15	(a)+(b) = 32 in
Sci Fi	26	(b)	8	2005
Figures	39	27	36	
Collections	3	6	9	
Dioramas	8	17	18	
Miscellaneous	10	7	5	
Totals:	381	327	385	

As you can see from the above, we made large gains in some categories and decreases in others. All in all, I think there was a very good turnout of models.

The door prize table looked busy, and although we didn't have as many prize donations as we've had in the past, I think we did well in that area and that people had fun with it. Angie and Kathy have done a great job with door prize organization for the past several years. One other area that the two ladies have performed well in is the coordination of vendors and the hospitality committee that greets them. The complaints we received from vendors this year were primarily aimed at the lack of an on-site food source and the stocking of the bathrooms. This is, of course, completely beyond our control, and if we are limited to complaints about things we aren't responsible for, I think it shows how well we actually did.

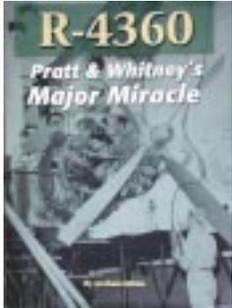
This year we held seminars. Mike Kupka was an invaluable help with his camera and projector. I believe most people who attended the seminars had fun and learned something. One thing we will need to work on next time is to provide a sound system so that people can hear the speakers better. Please thank John Seaman, Milton Bell, and Bob Bethea when you see them. Their willingness to share their skills with everybody makes us all better modelers and lucky people.

(continued on page 12)

R-4360**Pratt & Whitney's Major Miracle**by **Graham Price**

Reviewed by

"Bondo" Phil Brandt, IPMS #14091



Published by Specialty Press.
www.specialtypress.com ISBN-13 978-1-58007-097-3 Price \$64.95

"Three blades...six blades...nine blades...switch on!" Billowing clouds of white smoke were driven rearward by seventeen-foot Curtiss electric props as our four 4360s came to life. It was twilight at the end of a sparkling 1967

Fall day in West Germany, and our 185,000 pound C-124C taxied out of the chocks, taking the active at Rhein-Main Flugplatz. As we started our usual lumbering takeoff roll, the aircraft commander (A/C) called for maximum power, telling the flight engineer (FE) to follow him through on the throttles.

The unbridled surge of the 3000 horsepower Pratt & Whitney R-4360 radials in concert was always a thrill to this boy hotrodder and engine builder, and I always loved to watch the orange glow of the exhaust pipes reflecting off the cowling and belching blue flame. As we slipped the surly bonds, the FE made the comforting call that all four torqueometers (measuring engine output) were pegged. As the runway fell away, I peeped out my small nav window at Number Two. Suddenly it started shotgun-like backfiring under the tremendous load, and sheets of orange flame spurted from the exhaust. The A/C and FE simultaneously pulled back the offending engine's power, and the backfiring ceased. At that point "Ol' Shakey" assumed its oft-uttered nickname, "World's Largest Three-engined Airplane." Although that certainly wasn't the only time during the fifteen hundred hours I spent in the 124 that we caged one or more engines, the brilliant engineering and wondrous complexity of those twenty-eight cylinder radials always brought Bondo home safely.

The specialty book "sky" lately seems to be raining large reference volumes on us modelers. Last month, I reviewed Cal Taylor's impressive history of the Douglas C-133. Now, noted powerplant author Graham White ("R-2800: Pratt & Whitney's Dependable Masterpiece") has upped the page count ante to over 600, exhaustively addressing P&W's R-4360 "Wasp Major", the largest, most powerful mass-produced reciprocating aircraft engine in U.S.. history.

This exceedingly detailed description of the design manufacture, testing, as well as military, civilian, and racing applications of the P&W "corncob" radial, is as much or more than even the most rabid reciprocating engine fan could desire. White leaves no stone unturned, addressing in minute detail the design and manufacture of practically every component of this complicated

powerplant. The sheer volume of photos and beautifully drawn illustrations, many plates in color, is simply overwhelming.

Even though I'm an engine and machinery "nut" — who else but a machinery freak would get up at 6 am to drive twenty miles into downtown Austin, Texas to watch a beautifully restored black Union Pacific 4-8-4 Fifties locomotive shoot clouds of steam from its cylinders as it hooked up to ten passenger cars full of rail fans and chugged northward to Arkansas. I still had to reread and review much of the material to completely understand what was going on inside that thrashing radial. Especially requiring my undivided attention were the firing order design and crankshaft balancing considerations. OK, let's level here; EVERYTHING required my attention, from the master rods to the link rods, magneto drives, cams, injection carburetor, various supercharging/turbocharging schemes, and finally to the torqueometers; it's all there in bewildering profusion.

To top it all off, White devotes over two hundred pages to show every R-4360 airframe application known, from B-50 to XB-35, C-97, C-119, Martin Mercator, B-36, C-124, not to mention F2G Corsairs and air racers like the converted Hawker Sea Fury and Dreadnought. These military applications are accompanied by, again, a wealth of pix and drawings showing in mind-numbing detail the integration of the R-4360 into the nacelle structure of each bird. Wonderful stuff!

Near the book's end, White includes reminiscences (such as changing a generator in flight, behind 5000 pounds of roaring radial) of C-124 aircrew members, and this brief trip into years long past brought it all back to this curmudgeon as if it were yesterday.

As Jet Age technology spread slowly to the cargo side of the USAF in the mid-to-late Sixties, the days of the 4360 were decidedly numbered. What really put the final nail in the coffin of this outstanding-but-delicate powerplant was the very high price of rebuilding, costs so high that maintainers always preferred swapping out the whole engine, with accessories already installed, in a quick change "pod." Slowly but surely most of the thousands of new engine spares in the system were used, forcing latter day restorers and air racers to put out the big bucks for overhauls.

It's been 38 years since these engines were the heart of USAF heavy motive power, and their sounds, smells, dripping oil and vibration are still not forgotten by those of us who bet our lives on them every day. Fortunately, some factory demo, electric-powered R-4360 cutaway engines are on display in airpower museums, so that engine "junkies" like me can still watch the complicated interaction of the reciprocating components, gearing and superchargers.

Graham White's remarkable work has rendered a valuable service to the study and knowledge of these important adjuncts of aircraft history; I highly recommend it.

"Bondo" Phil



by Rafael Power

Language Savvy: Part 2

¡Salúdos to all my modeling compadres! If you thought that the Web Loco had taken leave of his senses for a couple of months perhaps you were right. Venturing into the world of translation of other languages was a bit stressful. There is a lot to be discovered on the web no matter what your interests may be. Searching for on-line language translation sites and other answers demands your full concentration. Writing this article also requires me to be in my best concentration mode. So, I'll sit down with a glass of my favorite Australian red wine and some Telemann classical music on my stereo and get on with the show.

Since my last foray into the language arena, I suspect some of you may have ventured into Babel Fish to get answers on your modeling needs on the web. If you have, I hope it has been fruitful and many questions answered to your satisfaction.

On this segment of this two-part series, I'll share the results of my efforts of the more esoteric ones with special characters: Czech, Italian, Japanese, Portuguese, Russian and Spanish with Babel Fish and other on-line translation services. Although I have seen sites on Afrikaans (South African), Arabic, Hindi (Sanskrit), Norwegian, Thai, Turkish & Ukrainian, I may explore these in later issues of the newsletter.

As mentioned before, the different levels of success in these translations depend on the language and characters in the text. The text of the translation remains as it appears, errors and all. Let's begin with the Czech language which is very strong in Central Texas in cities like Temple.

Czech

The explosion of model kits, aftermarket detail sets from the Czech Republic has opened a Pandora's Box in the last few years. Although companies like Eduard, MPM and others have on-demand Czech-English selections on their websites, that is not always the case with other sites. Some Czech model and military magazines and some clubs remain faithful to their Slavic mother tongue. Since Babel Fish has no translation options for Czech among others, I had to search for an alternative source in the form of http://www.translation-guide.com/free_online_translators.php?from=Czech&to=English

The following is a short segment on the well known Czech WWII fighter aircraft the Avia B-534 fighter biplane:

Before: Slepili jsme tedy několik modelů B - 534 KOPRO a opatřili je různými kamuflážemi - jako na B - 35, jako na B - 71 a dle schématu čs. letectva ve dvacátých letech. Konzultovali jsme jednotlivé varianty s panem Škarvadou a výsledkem je tato rekonstrukce.

After: Agglutinates are why several standard B 534 DILL plus accommodated them sundry camouflage like within B 35, like within B 71 plus from schematics. aviations under twentieth aviator. Consult are individual variant with sir Skarvadou plus answers them this reconstruction.

Results: This is the most difficult and problematic of the translations. As you can see, it is a combination of Czech words, grammatical symbols and confusing English worthy of the title "The Worst Language Translation." Sometimes the translation site gets stuck and gives up on the translation. The result? The following text appears: *Too many translation requests by millions of user in the web. Please [click here](#) or try again later.* So, the quest for a decent Czech on-line translation service goes on. I will report on further sites in the future.

Italian (Italiano)

More new modeling websites keep on popping up in Italy. Besides the official IPMS Italy, there is an increasing number of city and regional sites which may or may not have English versions. Add to that the mail order hobby shop sites and you realize having a basic Italian translation is essential.

Here's a sample from Modellisti.It (www.modellisti.sullarete.it/), an excellent and quite comprehensive model site. The following Babel Fish translation is a segment on the 1/72 scale Italeri F-100D Super Sabre:

Before: Le decal si riferiscono al velivolo del Comandante del 20 TFW Ten. Col. R. Toliver sulla base di Weathersfield, in Gran Bretagna. L'aereo fu scelto per via del serial number 63000 che appariva composto da tre zeri sulla fusoliera, l'aereo era stato ribattezzato per questo "Triple Zilch". Il velivolo appariva così nel 1960, dopo che i meccanici avevano tolto dalla fusoliera il fulmine rosso -identificativo del 77 TFS, a cui Toliver apparteneva- perché tendeva a rovinarsi troppo spesso. Sui lati permanevano comunque gli stemmi dei tre TFS che costituivano il 20 TFW: 79 (una tigre con tre fulmini, fulmine blu) 77 (le carte numero sette su sfondo rosso, fulmine rosso) e 55 (due dadi che danno il numero 5 con le cifre "55", fulmine giallo). Dopo aver tolto il fulmine rosso dalla fusoliera i fulmini sulla coda e le bande sulla prua ricevettero una "maggiorazione" di colore rosso a sottolineare l'appartenenza di Toliver al 77 TFS.

After: The decal they refer to the aircraft of the Commander of the 20 TFW Ten. Col. R. Toliver on the base of Weathersfield, in Great Britain. The airplane was chosen for via of serial number the 63000 that appeared composed from three zeri on the fuselage, the airplane was renamed for this "Triple Zilch". The aircraft appeared therefore in 1960, after that the mechanics had removed from the fuselage the red lightning - identificativo

of the 77 TFS, to which Toliver belonged because it stretched to get ruined itself too much often. On sides permanevano however the coats of arms of the three TFS that constituted the 20 TFW: 79 (a tiger with three lightnings, blue lightning) the 77 (papers number seven on red background, red lightning) and 55 (due dice that numeo 5 with figures "55" gives, yellow lightning). After to have removed the red lightning from the fuselage the lightnings on the tail and the bands on the prow receive one "maggiorazione" of red color to emphasize the belongings of Toliver to the 77 TFS.

Result: a reasonable translation with the basic substance. Like other translations (esp. French and German) Babel fish could not come up with certain words and reverted to the original Italian words such as zeri (zeros), prow (nose) and identificativo (identifying).

Japanese (Nihongo)

It is here where I expected the most difficulty. I looked a couple of aviation and modeling sites and the following piece came from a site dedicated to the Zero: <http://www.geocities.com/CapeCanaveral/Hangar/4691/>

Before:

1. 零戦の誕生

日本海軍における戦闘機は、当初は輸入機によって始まったが、徐々に国産化を図り開発のペースが早まっていった。そして零戦の原型となる96式艦戦が誕生した。それにより、日本海軍の戦闘機技術は世界最高水準に達し、航続距離が爆撃機なみ、高速格闘戦に強いスーパー戦闘機・零戦が誕生した。

After:

1. Birth of Zero fighter

The fighter plane in the Japanese navy at the beginning started with the import machine, but domestic production was assured gradually and pace of development kept being hasty. And 96 type warship games which become prototype of Zero fighter were born. With that, fighter plane technology of the Japanese navy it reached to worldwide highest level, range forced to bomber average and high-speed dog fight and super fighter plane Zero fighter was born.

Results: As you can see, the Japanese translations is about a couple notches higher than that of the Czech translations result.

Polish (Polszczyzna)

This piece is from the model site Plastikowe: <http://www.plastikowe.pl> on the Hawker Hurricane translated by the Polish translation site <http://www.poltran.com/pl.php4> Again, Babel Fish has no Polish translation available:

Before: Galeria 36 zdjęć myśliwca Hawker Hurricane I (HC-452) eksponowanego w Keski-Suomen Ilmailumuseo - Tikkakoski (Finlandia). Ekspонат to jedna z 12 maszyn zakupionych w 1939 roku, zachowana w doskonałym stanie i wciąż w oryginalnych barwach z okresu II wojny światowej.

After: Gallery of 36 photos of fighters Hawker Hurricane and in (to) () exhibited HC-452 Keski-Suomen Ilmailumuseo finland will become - () Tikkakoski. Exhibition article it reconciling of 12 machines bought in 1939 year, maintained (behaved) will become in perfect and in original paints from period of world war ii still.

Results: another confusing translation with a low number of accurate hits.

Portuguese (Português)

This long sentence (too long if you ask me) came from the official site of the Portuguese Air Force www.emfa.pt This time Babel Fish did a decent translation on the A-7 Corsair II description on the aircraft.

Before: Alcunhado de SLUF (Short Little Ugly Fellow), o Vought A-7 Corsair II nasceu de um concurso lançado pela US NAVY em 1962 para a aquisição de um avião ligeiro que fosse ágil e robusto, de baixo custo, manutenção fácil e económica, mas também com capacidade de transporte de grandes quantidades de armamento e capaz de permanecer prolongadamente sobre o alvo.

After: Alcunhado of SLUF (Short Little Ugly Fellow), the Vought A-7 Corsair II was born of a competition launched for US NAVY in 1962 for the acquisition of a fast airplane that was agile and robust, of low cost, easy and económica maintenance, but also with capacity of transport of great amounts of armament and capable to remain prolongadamente on the target.

Results: As usual, some words did remain unchanged. Some are: alcunhado (nicknamed or dubbed), económica (economic) and prolongadamente (extended) but essence of the sentence does make sense.

Russian (Russkiy yazyk)

Again, some Russian aviation sites have Russian-English service. The Russian aviation site <http://rus.air.ru> does have the option to switch from Russian to English. The following is an introduction on the MiG-21:

Before: Сверхзвуковой реактивный истребитель МиГ-21 был создан в ОКБ А.И. Микояна в 1958 году. На этом самолете для увеличения скорости полета конструкторы постарались уменьшить, насколько возможно, сопротивление воздуха, особенно на скоростях, близких к скорости звука, и на скоростях, превышающих звуковую. Крыло для этого было сделано треугольное, со стреловидностью 53 градуса, шасси - убирающееся в полете, с носовым колесом. Вместо обычного руля высоты, представляющего

собой отклоняемую хвостовую часть горизонтального оперения, на МиГ-21 был применен в качестве руля высоты полностью поворотный стабилизатор. Это обеспечивало управление самолетом до больших сверхзвуковых скоростей. Дальнейшая модификация самолета МиГ-21Ф была построена на базе самолета

Babel Fish translation: Supersonic jet fighter MiG-21 was created in OKB A.I. of Mikoyan in 1958. On this aircraft for an increase in the velocity of flight the designers tried to decrease, as far as possible, air resistance, especially at the speeds, close to the speed of sound, and at the speeds, which exceed sonic. Wing for this was made triangular, with the sweepback of 53 degrees, chassis - retracting in flight, with the nose wheel. Instead of the usual elevator, which is the slanted tail section of the horizontal tail assembly, on MiG-21 was used as the elevator completely rotary stabilizer. This ensured control of aircraft to the high supersonic speeds. Further modification of aircraft MiG-21F was built on the base of the aircraft.

Results: a reasonable translation from a non-western style text.

Spanish (Español or Castellano)

Ah! My native language and one of the fastest-growing languages in the world. I suspect a lot of ASMS members (and those in San Antonio) regularly understand, use or struggle with this global idiom. Besides Spain, South America and the Caribbean, Spanish is being taught in places like Germany where a large population of Spanish migrants is located. Some of the German TV broadcasts are done in Spanish (with Spanish and native Germans) for the global market by Deutsh Welle, the German equivalent of the British BBC.

This is part of the narrative on the North American T-6 Texan/ Harvard taken from http://www.fio.es/museo/t6_texan.htm, the Fundación Infante de Orleáns, Spain's national aviation museum.

Before: En Diciembre de 1938 llegan a Inglaterra los primeros de más de 6.000, que con el sobrenombre de "Harvard" prestarán servicio como entrenadores en los diferentes países de la Commonwealth. Durante la Guerra Mundial, derivados suyos, como los A-27 de ataque y CA-1 "Wirraway", combatieron en Filipinas y Nueva Guinea a los japoneses, siendo el "Texan" entrenador básico estándar de todas las fuerzas aliadas.

After: In December of 1938 they arrive at England first from more than 6,000, than with the sobrenome of "Harvard" they will serve like trainers in the different countries from the Commonwealth. During the World war, derivatives his, as the A-27 of attack and CA-1 "Wirraway", fought in the Philippines and New Guinea the Japanese, being the "Texan" standard basic trainer of all the allied forces.

Results: a fair and easy to understand text. Some words like sobrenome are really erroneous. The correct Spanish word sobrenombre (name) was wrongly changed in order to come up with a translated word. However, it just flopped.

Other Babel Fish Spanish translations did not fare so well. The following is a segment on the Hobbycraft Hispano HA-1112 Buchón (re-engined Bf 109G) of the Spanish Ejercito del Aire (Spanish Air Force). <http://www.iespana.es/concurso109/buchon/buchon.htm>

Before: Este es el Hispano Ha-1112 MIL de Hobby-Craft. La maqueta no representa ningun problema aunque la posicion de las ruedas con respecto a la pata del tren no es la correcta. El modelo representa el C.-4K-17, numero de puro 71-0 correspondiente al jefe del 71 escuadron, Comandante Comas. Estos aparatos eran Bf-109 G remotorizados con motores Rolls-Royce despues del fiasco que supuso intentar remotorizarlos con motores Hispano-Suiza (que se descartaron por problemas de calentamiento). Estos aparatos entraron en combate en Sidi-Ifni protagonizando tanto rocambolescos ataques contra manadas de camellos (se suponía que los rifeños se escondían de bajo de los cuadrupedos cuando escuchaban el ruido de los motores), como ataques de precision logrando "meter" cohetes Oerlikon dentro de las cuevas donde se escondían las tropas rifeñas.

La maqueta esta pintada integramente con Humbrol 15 brillante y barnizada en mate. Las calcas son las de la maqueta.

After: This it is Hispanic Ha-1112 MIL of Hobby-Craft. The scale model does not represent ningun problem although the position of the wheels with respect to the leg of the train is not the correct one. The model represents the C.-4K-17, I number of pure 71-0 corresponding one to the head of the 71 swarm, Commander Commas. These apparatuses were Bf-109 G remotorizados with Rolls-Royce motors despues of fiasco that supposed to try to remotorizar them with Hispanic-Switzerland motors (that discarded by heating problems). These apparatuses entered into combat in Sidi-Ifni carrying out so much rocambolescos attacks against herds of camels (suponia that the rifeños are escondian of low of the cuadrupedos when they listened to the noise of the motors), as precision attacks obtaining "to inside put" Oerlikon rockets of the caves where the troops escondian themselves rifeñas. The scale model this painted integramente with Humbrol 15 brilliant and varnished in kills. The granaries are those of the scale model.

The jury is in and the verdict is ...

Western European languages such as French, Italian, Portuguese and Spanish are part of the Romance languages, making them easier to learn, understand, and translate. It seems that the more eastward we travel, the more difficult languages become.

I acknowledge that this article is rather incomplete in scope and substance. There are more questions than answers. However, like Pandora's Box, this opens the need for all of us to explore global language translation options available. It is something that I will continue to search and pass on to all of you.

Clearly, there are no perfect translations in Babel Fish or other sites. However, they present us with an extremely versatile (and inexpensive) basic tool which enables us to partially solve part of the language puzzle; something we never considered doing

(continued on page 12)

Old Rumors & New Kits

I've been working on my "White Elephant" gift, trying to get it ready for the meeting next Tuesday. It's a real chore for me since I've never done a car like this before. I'm learning something of Tamiya's rattle cans and some techniques I've never had to try before but I have to say I'm having fun.

Just to be on the safe side though, I'm building an airplane kit at the same time to keep me safe from the dark side! It's the early Eduard kit of the Yak 3, one that was obviously overproduced and Eduard made available at just over \$10. There's nothing wrong with it other than it's an early Eduard kit. It has no PE nor resin, and the interior detail is sparse-the real thing was pretty "Spartan" as well-but the fit is good and the clear parts are clear. Two versions (markings) of the kit are available.

Eduard has received mixed reviews for its just-released Polikarpov I-16, but I'm putting my money with Eduard. They seem to have done their homework on a subject that is sorely lacking in reliable drawings and data. There are, thankfully, extant versions of the aircraft that can be measured and photographed. I look forward to the kit which will be a definite improvement over the old HobbyCraft version.

Eduard also has other versions of the "Rata" in the works and will eventually offer a Royal Class boxing of the kit. Their current Royal Class consists of three complete Fokker D-VII kits and markings for 12 aircraft. The three kits represent aircraft made by FOK, OAW, and ALB factories. Since the individual kits sold for approximately \$40 each, the multiple boxing Royal Class price of \$99 is a bargain. The earlier Sopwith F-1 Camel from Eduard is still available in the Dual Combo pack which has two complete kits and numerous markings.

Tamiya's new 1/48 Stug. III, Ausf. G is out, and it looks really nice. These new armor kits in the "aircraft scale" seem to be very popular in Japan but are slow to catch on here. The series includes many WWII subjects and continues to grow.

Another manufacturer who has several nice armored vehicles in its catalog is Skybow. Skybow has two very 1/48 Tiger I kits which come with PE. In the case of the late Tiger I, there are a couple of nice 1/48 resin figures from Warrior as well. The surface detail of the kits is very good and the late version even sports molded-in zimmerit! Tracks are "gluable rubber", unlike the styrene link-and-link found in the Tamiya kits. No idea which method will be the best but in the case of the Tiger, the finished model looked very convincing at the NCT show. Be on the lookout for a Sherman "Firefly" from these folks.

Academy's long-awaited 1/48 CH-53 Sea Stallion is finally here and it looks like a winner. This is the USMC version and it's certain that more versions are on the way. No word yet on fit and finish, but this is a big kit and is not "cheap."

The CH-53 will have some competition later this week when the 1/35 Trumpeter CH-47 gets here. Can't wait to see what a 1/35 Chinook will look like! And speaking of Trumpeter, be ready for their SBD-1/2, which is scheduled for delivery any day now. This is a good sized kit in 1/32, and we are all hoping that it's a reasonably accurate kit.

The other kit we are waiting for is the 1/48 Tamiya He-163 Volksjager. This little German jet has some good detail, and it can be built with the engine in or out or exposed. I can guarantee some resin and PE details are right around the corner.

I saw some nice resin details from CMK today that included a very nice engine for the Hasegawa Typhoon as well as a Tyffie cockpit interior. If you want to dress up that Buffalo from Special Hobby or Classic Airframes, check out their undercarriage detail set.

Valom has a new TBD-1 Devastator kit in 1/72 that appears to blow away the old Airfix kit. It's engraved, and it seems to have good detail, via resin and PE, with a relatively clear canopy. The corrugated wing is very well done. And just in time for the kit's release comes a new book from Ginter Books "Douglas TBD-1 Devastator: The Hero of Midway." While the title may be a bit presumptuous, the book does have some good information on the type, whether you are doing the old Monogram kit or the new Valom kit.

Mushroom Publications has a new issue that covers the Yak-9U & P. As usual, this is a very complete soft cover book that covers the Yak-9 and has plenty of photos, line drawings, and profiles. If you are into WWII Soviet aircraft, I really recommend this book.

Be ready for a third volume on the P-47 from Kagero. This is the larger format version of the soft cover reference books, and it should make a good addition to any modeler's reference library. It should be along soon.

I've heard that Revell/Monogram will re-release their old F-101 in 1/72 scale as an "upgraded" kit. I would like to see the One-Oh-One again, since it's just a smaller version of the excellent 1/48 kit, and I missed it the first time around. I've also heard that R/M has re-released their 1/48 Me-262A-1a, but I've no hard data as to when or what the price will be. This is still a good kit, even if it has raised detail. I suspect the price will be "right".

Several ASMS members made the annual trek to Mesquite for the NCT annual bash and trip to SMO. This year's show was the Region 6 Regional. It was fun, and the trip to SMO was good. There were some bargains and some nice models to see. At the show, we were once again entertained by a local group of Belly Dancers. No kidding. The show was well attended but not much more so than ours. I think there were just over 400 entries so you have a fair idea. See you Tuesday.

Milton

Know Thy Fellow Member



Name

Russell (Russ) Holm.
I haven't earned a nickname yet (not that I'm aware of), but I have answered to "Homer", "Sherlock", "Homely" and "Homes".

Day job

Development lab technician for IBM

I am a...

"Reborn" modeler (1952 to 1963, then 1984 to now)

Primary modeling interest

I enjoy and appreciate it all. I have built airplanes (tons and tons), armor, ships, cars, and figures. At the moment, I seem to be stuck on armor, artillery, submarines, and some figures.

Favorite era of my primary modeling interest

I like WWII armor the best and within that, some of the more obscure tanks and vehicles. In submarines, I think the smaller or midget subs of WWII or earlier are of particular interest. But in general I would say WWII or earlier would cover it...but jets are cool, too. I guess I'm just a modeling slut.

Main reason why I build models

I can't afford to hang out at the "gentlemen's clubs" and watch the pole dancers! To me, building models can satisfy a creative need, much like woodworking, leather working, or jewelry making.

Other than building models, I like...

At various times: photography and cameras, competitive shooting, framing pictures, model rockets, coin collecting, fishing, hunting and as directed by my wife: lawn care and home maintenance.

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

My older brother. He still builds better, more complicated stuff from scratch. The sibling rivalry never ceases.

My favorite "master" modeler is

Here's where I live in the moment. It's anyone who has built something that I really like or has created an illusion in the "mind's eye" that I think is wonderful.

I consider myself...

A builder. I have finally realized that I really don't get taller, better looking, or smarter (in spite of how it feels for the moment) when I buy another kit.

The size of my unbuilt collection

It's around 45. This includes figures and, you know, the really small boxes that we kinda overlook when your wife or significant other asks how many you have. Size does matter, and for once, the smaller the number the better.

My wife's opinion on my unbuilt collection...

Is generally supportive, although she has pointed out the ever diminishing shelf space in the closet. I've been asked if I ever consider selling some (most of) the ones in shoe boxes. "After all, you can't even see them in there..."

Best and worst excuse I used for building/buying yet another model kit

1. "Hey! At least you know where I am"
2. "It's a lot cheaper than hanging out at the bar with the guys"
3. "It isn't like I'm drinking beer and peeing the money away"
4. "It was a GREAT deal. Half off!"

The responses:

1. "I'd know where you were if you were mowing the lawn"
2. "Do you realize how many of your reasons involve alcohol?"
3. Same as above.
4. "How much is half off broke?"

Plan for my unbuilt collection should I give up this hobby/before I die

Actually, if I continue to operate with the great hope of "build 2 or 3 and buy 1", I'll catch up to where I "buy one, build one", and there won't be any leftover.

First model I completed

Aurora P-40 in 1952-3

Longest time I took to finish a model

I think it's a year. It was a Stewart tank, I think.

Best model I built so far

Maybe the Walker Bulldog tank or the Dahlgren Civil War cannon.

Worst model I ever encountered

Easy, Maquette's T-34 tank with the 57mm antitank gun. Nothing fits; this is the only kit I ever stopped building with no intention of ever attempting to complete. I will use some of the parts possibly for other projects.

I'm currently working on...

An Sd.Kfz 251/22 (German half-track with a 75mm Pak40 antitank gun) for a group project, and an early Russian T-34.

Dumbest thing I ever did when building a model

I once dipped a Q-tip into what I thought was alcohol to do a little blending of ink and enamels on a model, only to discover in a rapid and dramatic fashion that it was actually acetone!

To myself, I guess the usual donation of pints of blood through the use of Exacto blade and other sharp objects on my workbench.

(continued on page 12)

(Know Thy Fellow Member continued)

Worst thing I ever did to express my anger or frustration while building
So far, so good. I haven't done anything to a model other than to get up and move away from the workbench and get three fingers of Scotch.

Modeling experience I would like to share with my peers

Brad at King's Hobby showed me how to do panel fading. Until he took pity on me, all my work was monochromatic. He set me on the road to layered painting techniques with the advice of "if you can paint, you can win".

I had no idea how to paint figures until I took Bob Bethea's classes on figure painting. He opened my eyes to working with artist oils and forcing or exaggerating shadows and highlights.

(Challenging Contest Report continued)

On a final note, we owe IPMS Houston a huge debt of gratitude. We indirectly appropriated (stole) their ideas for registration forms and wrist bands for re-entry identification. As always, we are also indebted to Alamo Squadron in San Antonio for the use of their table tents.

I have enjoyed coordinating my first show. Next year I hope that someone will take the reins or at least tag along to learn the process. I think it's important for every member to be aware of the process and what is required to put on a good show.

And with that, fair winds and following seas and congratulation on a job well done. See y'all at the meeting.

Kenny

(Web at Night continued)

before. But, do not get rid of your current dictionaries. I still have my paperback French, German and Spanish dictionaries and thesaurus. They are still extremely practical, inexpensive, and in abundant supply at your local Half Price Books or other used bookstores. There's no need to invest in expensive ones.

Another option is investing in language translation software. There are many global language software packages in the market today. Most language software available may include an embedded technical term dictionary for use by professional translation. Popular languages such as Spanish and French are generally more affordable than something like Czech or Polish.

Finally, you can also download specific technical glossaries from the web on aircraft, military vehicles, ships, etc. Best of all, they are free.

This article may not be complete without mentioning the connection of scanning text from books and magazines before translating it. However, this will appear in a future article.

So! The lesson is: si no tratas, nunca sabrás lo que tienes en las manos. Es una buena herramienta para los todos los maquetistas y modelistas. So there!

Rafael



Annual Picnic and Auction Set for June 24

That's right, folks, it's time to party "Mountain City" style again. Thanks to the generosity of Mike and Sally Kachoris, our annual picnic and auction will be held once again at their house this year. You and your family are invited. There will be food in the kitchen, water in the swimming pool, video games in the game room, gift exchange for your significant other, and most importantly, an auction for our club.

For those of you who are new to our picnic or needed reminding after MIA for a while, here are the basics.

The club will provide the BBQ, and club members bring sidedishes, drinks, and desserts. Mike has no free booze, so if you want to drink, you have to bring your own beer, wine or any other alcoholic toxin. Remember this is a family event. Please don't bring anything stronger than acetone to the party! (Tamiya's extra-thin is okay though)

For the club auction, please bring one or more modeling-related item, such as a kit, book, or decal. These donations do not have to be brand new or shrink-wrapped, but they should be in good conditions with no missing parts or pages. The proceeds gained in this auction will go directly to ASMS operating fund for future events like our annual show, Christmas party or road-trip. So clean out that closet and bring as many goodies as your vehicle can carry.

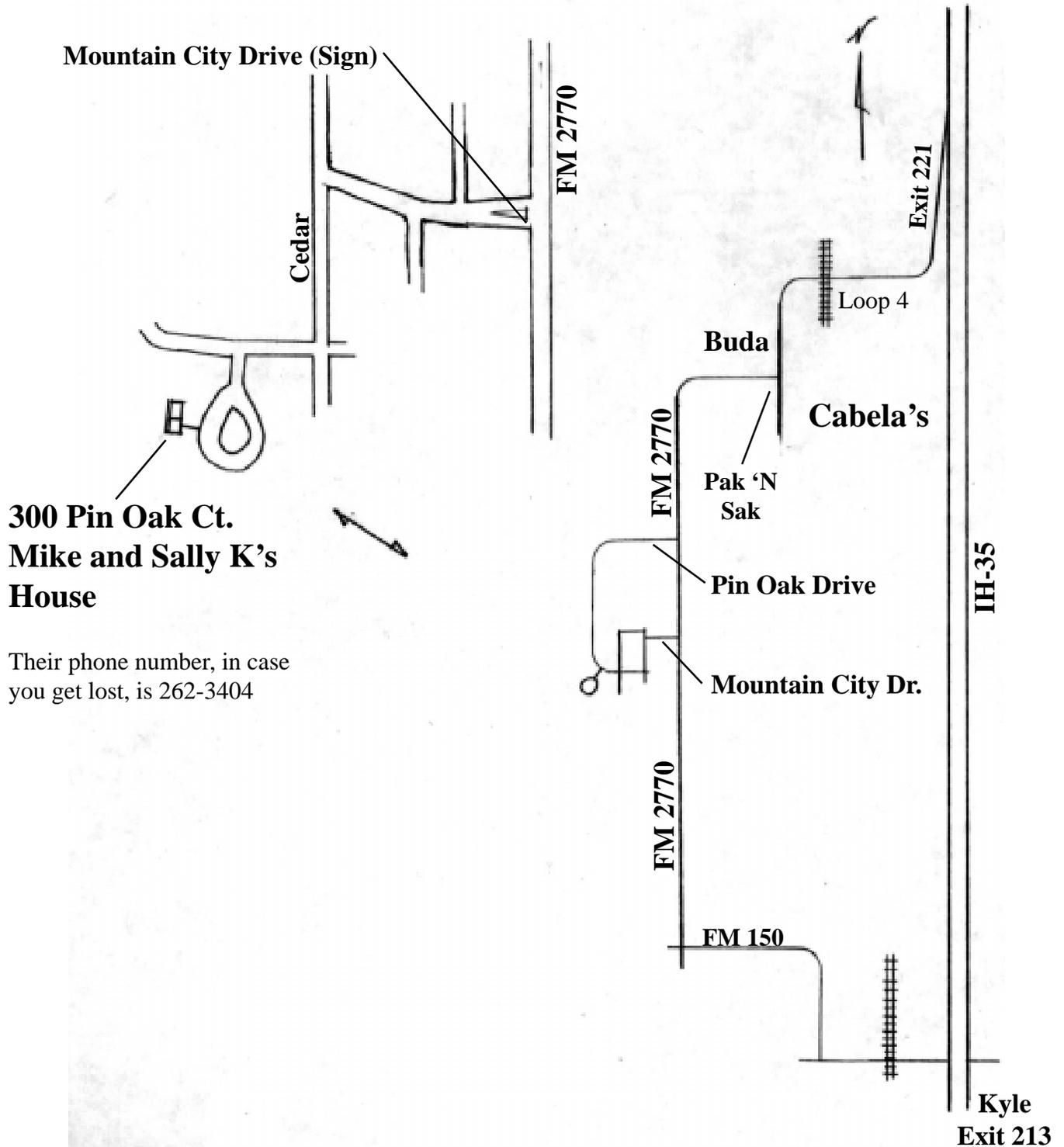
As for the ladies and gals attending, the gift exchange is back. The \$10 limit remains the same, and it can be arts & craft, homemade, book, coffee/tea basket, baked goods with recipe, or whatever she fancies. Be sure it is wrapped or gift bagged. Again, this is a family event, so please remind her that your half-finished/naked models cannot be considered as gift items!

The picnic starts at 1:00pm, and a map to Mike and Sally Kachoris's house is on the next page (page 13). In case you get lost, their street address is **300 Pin Oak Ct.**, and their phone number is **262-3404**.



Annual Picnic and Auction June 24, 1:00pm

Map to Mike and Sally Kachoris' Place



Their phone number, in case you get lost, is 262-3404

**Next Meeting
June 13, 2006**



*Austin Scale Modelers Society
Eric Choy
13213 Marrero Drive
Austin, TX 78729*