



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

March 2006

SPRUE EXAMINER



Dynavector 1/48 BAC TSR.2

by "Bondo" Phil Brandt, IPMS #14091

Perhaps the most serious blow, ever, to the proud British aircraft industry was dealt by the Labor government in 1965 when the powers-that-be cancelled the high performance "tactical strike and reconnaissance" program that was well (and successfully) underway. This centerpiece of British aircraft development, while exceeding many performance criteria, ran afoul of significant cost escalation and uncertainties as to what the eventual price would be. The Labor government instead opted for the purchase of F-111Ks, another plan which never came into fruition, although twenty-five years of tweaking by the USAF resulted in a proven all-weather strike weapon system that was of serious concern to "Evil Empire" defense planners right up to the dissolution of the Soviet Union in 1991.

Bondo has always liked the long lines and performance potential of the TSR.2, and this past November he was privileged to stand right next to the beautifully-maintained real thing at Cosford (photo on page 7).

The Kit

The talented Taro Tominari released the big TSR.2 vacuform years ago in the U.K., and, as with other Dynavector kits, this one featured sharp molding, exquisite engraving, decent cast metal cockpit and landing gear and proper decals for the all-white test articles.

Construction

Fuselage

Things got underway typically for a high quality vac kit. The only tricky part was in accurately cutting plastic strengthening beams which are glued athwartship to insure stiffness and proper mating of the top and bottom fuselage halves; this curmudgeon still needed to break out the Blue Acryl to hide the long join line.

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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
IPMS/El Paso, Annual Show/Display, El Paso, TX	July 16, 2006
IPMS USA, National Convention, Kansas City, MI	August 2-5, 2006

Editor's Notes...

It's 2am in the morning, and I'm adding yet another page to the newsletter. What's going on? Who am I? Are those stars or punctuation marks I am seeing?

Welcome to the first "blowout" issue of *Sprue Examiner* under my helm. Thanks to everyone's generous contribution, this month's page count has reached 14 instead of the normal 11. I hope I can top IPMS/NCT's 16 pages in the future. So keep those articles coming, and I'll crank these pages out for you.

As promised, the first installment of "**Know Thy Fellow Member**" is here. My first "victim" is Jarrod Cunningham, who said he got stabbed in the leg with an X-Acto knife and still modeled on without noticing! Turn to page 13 and find out how Jarrod survived.

At the San Antonio show last month, I picked up a flyer from the new "**Hill Country Scale Modeling Group**" looking for modelers living in Kerrville, Fredericksburg, Junction and surrounding communities. It's always nice to hear a new club is forming, and with the excellent Nimitz museum in the vicinity, the possibilities of recruitment and modeling subjects are limitless. If you know someone in the area who is interested in joining, contact Rob Booth by phone (830) 459-1160 or email rbooth@cebridge.net.

We are meeting on **Tuesday the 14th** at the Yarborough Branch Library. This month we have our first quarterly contest of the year. Phil "Bondo" Brandt will return in April to finish his second half on how to build limited edition kits.

If you still haven't paid your dues, this month is your last chance to do so or you'll stop getting the *Sprue Examiner*. You don't want that to happen, do you?

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...

Despite freezing rain and icy road condition, many of our ASMS guys and gals showed up at Modelfiesta in San Antonio last month. This year the attendance of both vendors and contestants were lighter than before, with total number of entries down by about 150. While lousy weather was a definite factor, the two-day show schedule turned many away as an overnight stay increases traveling costs and expenses.

Next up in the show list will be Houston's Modelmania at Stafford this month on the 18th. Although their show is smaller in size compared to ours, don't miss the chance to see some excellent figure, sci-fi and automotive works from our fellow Houstonian model masters.

On the unpleasant side of business, it has come to my attention that recently an IPMS contest violation has occurred in our club. I have met and discussed this issue with the members of the executive board. We will keep everyone informed and publish our findings in our meeting this month.

Don't forget this month we have our first quarterly contest. I'll see you all there with all your masterworks.

Jeff

Jeff's Book Reviews IPMS# 30833

Wellington In Action

By Ron Mackay



Published by Squadron/Signal Publications, Inc. in paperback format with 50 pages. ISBN 0897471830.

First flown in 1937, Vickers Wellington was a twin-engined bomber utilizing the concept of

fabric covered geodetic airframe to obtain better strength and flexibility. It proved to be a versatile bomber as well as a stable platform for many experimental conversions.

As with other books in the series, this book is loaded with many "in-action" b&w photos. The real gem of this book, however, are those rare shots of the least known variants. This includes special installations of pressurized cabin for high-altitude, radar for maritime patrol and degaussing hoops to detonate floating mines.

Another great reference book!

Jeff's rating - ★★★★★

Region 6 Update

by John Vanek, RC6

Date: March 4, 2006

Greetings, R6 Members!

I am happy to announce that we have finally (and I mean finally) gotten all of the chapter renewals completed. I will start harrassing chapters in September about this for next year. My plan is to get 100% completed and approved before the deadline. For those who are not aware the deadline is December 31 to have all of the paperwork in to the DLC. So let's set our target date to get everything sent in no later than November 1 for 2007.

I have received a request from Kelly Quirk of IPMS/West Central Missouri to put out a reminder about 2006 Nats trophy packages. Having been involved with the Nats here in OKC, I can attest to the fact that getting as many as possible of the packages sold early takes a lot of stress off of the host chapter. If your chapter has not yet sent in a sponsorship, now is the time to get them in. The earlier you send it in the better chance you have of getting the category that you want.

You can find all of the information at

<http://www.ipmsusa2006.org/Sponsors.php>

either online through Paypal or a downloadable form to mail in. Packages are a very reasonable \$90 per category. Let's help out our fellow R6 group and get those sent in.

We are still looking for more nominations for the 2006 Region Six awards. Thanks to those who have already sent in their nominations, but that doesn't mean that it is too late to get yours in. The four awards are Chapter of the Year, Newsletter of the Year, Web Site of the Year and Person of the Year. I will be forwarding the nominees to the head office in Thule, Greenland on April 1st for selection and the winners will be announced at this year's regional convention in Dallas. As they say in Chicago, vote early and vote often.

I will be updating the website this weekend with some pictures from San Antonio as well as getting the corrections and addition requests I have received. Two things to address here. First, on the gallery pages I am looking to post photos from chapter activities in our region. These don't have to be only contests. They can be anything that your chapter or members does related to the hobby. So if you have an activity you would like to see up on the site, email me some pictures. I will also be posting pictures from the various contests that I attend this year as well.

Second, on the IPMS/USA page I will be posting not only the very important IPMS/USA news and events, but we are also

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In This Class, Everyone Scores A Zero

by Tim Robb, IPMS #34705

Everyone scores a Zero, a 1/48 scale Tamiya A6M2 Zero to be precise. Here's my report on leading two sections of Adult Scale Modeling class in building their first plastic scale model airplane.

Lee Forbes of IPMS Alamo Squadron and Tony Ivone, formerly of IPMS Alamo Squadron and now residing in Orlando, Florida, developed a detailed class plan around the Tamiya Zero kit last year. The goals of the class are to introduce the enjoyment of our hobby to more people, and hopefully pick up a few new active members for your local club in the process. The plan is to take a good, fairly simple-to-build, reasonably-priced model kit, and lead a group through building it from start to finish, teaching basic modeling techniques in the process. The class is designed to run for six two-hour sessions, and there are homework assignments along the way for the students.

In a perfect world, I think this could actually be done in six weeks. In the real world folks get sick, folks miss class or are late because of work, and some folks have zero time for homework so work on their model only in class. Pretty quickly the class members are at different stages of building the model disrupting painting and paint drying timetables. My classes didn't meet the timetable, but all the other goals were accomplished and they are the more important ones anyway, so I say, "Mission Accomplished".

Tamiya A6M2 is a fine choice of subjects, but other kits could also be used. Most of the Otaki / Arii 1/48 scale WWII series of aircraft kits would be simpler to build but perhaps more difficult to paint. Tamiya's fits together well but not perfectly. There are gaps to fill at the wing root and also on the underside of the fuselage where it mates to the wing. For class purposes this is good because one of the basic skills students need to learn is filling seams and gaps.

The cockpit is detailed well, but not so much so that it takes many hours to assemble it. One simple detail that can be added is to drill lightening holes in the pilot seat. Although not in the syllabus, we took the extra time to do that in the classes I led because I wanted to teach the use of reference materials in scale modeling, and also introduce the concept of adding detail beyond what is offered in a kit.

We also went beyond the syllabus in my classes by having each student take several turns in loading the airbrush with paint and cleaning it when finished. I wanted to do this to conquer any fear of the airbrush anyone might have. IMHO this is time well spent and will make the students more likely to become regular modelers. Masking the canopy is a bear, whether you are a beginner or not. But masking canopies is part of modeling so bring it on.



There are five markings options on the box stock decal sheet: a Pearl Harbor raider from carrier Akagi - overall "light gray" with black cowlings, two Solomons campaign aircraft including Saburo Sakai's, and two green over "light gray" aircraft. For simplicity and time savings, everyone in the class does the same overall "light gray" scheme.

Why do I keep putting "light gray" in quotations you may ask? Well, one day a few years ago I pulled into the parking lot at King's Hobby at the same moment as Greg Springer did. Greg loves to build models of Japanese aircraft. He is a meticulous researcher, a real demon for accuracy in his models. On particular day, he called me over to show me what he had in his pocket; a metal skin fragment from one of the A6M2 Zeros shot down at Pearl Harbor and dear readers guess what? They weren't light gray! Given that, Greg Springer was my source for color information, both for painting my model and advising the class on painting theirs. (Editor's note: please see related story by Greg Springer)

Go build a model - and teach a newbie how if you ever get the chance. It's a lot of fun!

Tim

Colors of Early Zero Fighters

by Greg Springer

Since the beginning of "serious" plastic modeling in the mid '60's, builders have sought to make the most accurate replicas they can. A major aspect of accuracy is painting with the correct colors. Amateurs from many countries have carried out most of the research into camouflage colors.

In the case of Japanese aircraft, foreign researchers were hindered by the language problem and the fact that most documentation was apparently destroyed prior to the occupation of Japan. Don Thorpe produced the first major works on Japanese camouflage and markings around 30 years ago. He actually had samples of a Japanese chip chart produced in 1945. It has only been realized in the last few years that the chart was a simplified version of an earlier color standard. It was produced for a conference that was held in order to speed up paint production by cutting back on the number of colors used. Modelers painted early war Zeros, Vals, and Kates in overall gray shades supplied by the paint companies. Other mistakes that were propagated include the myth that Japanese cockpits were painted in a metallic blue color and that the exterior paints of Imperial Japanese Navy aircraft were flat or matte finished.

I began to take notice around ten years ago that researchers were finding out more details about Japanese aircraft coatings. Jim Lansdale, a high school teacher in Florida is the pioneer in collecting and researching painted artifacts recovered from Japanese planes by GI's and sailors. It soon became apparent that the overall gray schemes were not accurate.

With the advent of the internet, a lot of information has been shared between western and Japanese researchers. The most recent revelation was the discovery in Japan of a complete, original color standard called Kariki 117, that has all of the colors well preserved and labeled. The research continues with different researchers having different theories on certain colors.

I am limiting this article to discussing the colors of Mitsubishi-built Zero A6M2b's at Pearl Harbor and the Nakajima-built A6M2b shot down on Midway on June 4, 1942.

During the Pearl Harbor attack, three Zeros came down under different circumstances. The first one was from the carrier Akagi and coded AI-154. It was shot down and crashed at Fort Kamehameha, killing its pilot Takashi Hirano. Sheet metal from the skin of this Zero was recovered, as was a section of cloth from a control surface. On the Zero these were the ailerons, elevators and rudder. The coating on the airframe sheet metal was a greenish khaki color. The coating on the cloth was a medium gray.

The second Zero was from the carrier Soryu and was probably coded BI-151. The pilot, Lt. Fusata Iida, deliberately crashed at

Kaneohe NAS after his aircraft was damaged. Skin artifacts from this crash are found in private collections and museums, including the Nimitz Museum in Fredricksburg. They match the color of AI-154.

The third Zero, from carrier Hiryu and coded BII-120 was also damaged. The pilot, Shigenori Nishikaichi, flew to a pre-arranged spot in the Pacific where a submarine was supposed to be stationed to pick up aircrew in trouble. The sub was not present, so he landed on the small island of Niihau. He attempted to take over the sparsely populated island and was killed in a fight with the residents. He managed to partially burn his plane but the wings and rear fuselage survived. Cloth from its control surfaces was salvaged and is similar to the gray cloth from AI-154.

The cross-checking of these artifacts has led me to the conclusion that these three aircraft shared the color scheme of greenish khaki metal surfaces, gray control surfaces and a blue-black cowling. A fragment of Iida's aircraft came from the cockpit area. The cockpit was painted overall with a color that matched Model Master Enamel "Medium Field Green" FS 34095. The inner side of the canopy framing and the areas of the fuselage beneath the canopy were painted with the same blue-black as the cowling. Wheel wells and gear doors are painted the same overall greenish khaki color as the airframe. Gear legs and the arrestor hook shaft are black. The torque links on the main gear are painted aluminum. The rear faces of the prop blades are dark brown.

Here are some mixes for the colors. Some are in Model Master Enamel and some in Tamiya colors.

Greenish khaki metal finish

- 10 parts Model Master SAC Bomber Tan FS 34201 plus 6 parts White FS 37578.
- (I am currently working on a Tamiya mix for this color, but it will take another few weeks to get it right.)

Cloth gray

- 105 drops of Tamiya Sky Grey XF-19, 15 drops of Light Sea Grey XF-25, 20 drops Khaki XF-49.
- (I have no enamel mix for this color.)

Blue black

- Mix Model Master Chrome Black with French Blue to get a black with a blue tint.

The Zero shot down on Midway was an early Nakajima-built plane with the manufacturer's number 646, meaning it was the 46th built. It was finished on Feb. 27, 1942 and assigned to the Akagi. Its tail code was probably AI-156. Metal and cloth artifacts were collected by Harry Ferrier, one of only two survivors of the Torpedo 8 land detachment that flew their six TBF Avengers from Midway to attack the Japanese fleet. He gave them to Tom Matlosz who kindly loaned them to me.

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(BAC TSR.2 continued)

Two modifications were added: the aftermarket Heritage Aviation (U.K.) resin avionics compartment, and scratchbuilt speedbrakes. The Heritage avionics compartment interferes with the nosegear well, but grinding and clipping off one side of the metal nose strut enabled the assembly to slip in beside the intruding box.



The open speedbrakes add busy-ness to large expanses of white airframe. First, a slab of epoxy putty was laid into the fuselage interior (insulated from the vac'ed plastic by a sheet of Cling-Wrap). When cured, this conformal piece was then removed and the areas under the speedbrakes was filed off flat to give depth to the wells. Next, the speedbrake doors were cut out, and inner layers added to the doors to give depth. The doors and wells received various structural components. Actuators were scratchbuilt. Afterburner sections were deepened.

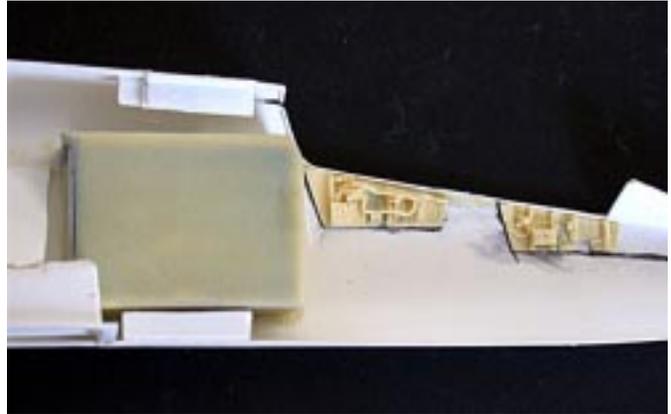
**Wings**

Instead of building wing spars, Taro-san specifies gluing plastic strips spanwise to strengthen the otherwise unsupported wing halves. Some depression still occurred (on top) and, again, it was Blue Acryl and block sanding that saved the day.

Cockpits

The cockpit cast metal components were free from flash and, by themselves, would have provided an acceptable interior, espe-

cially if the canopies were posed shut. It was most fortunate that the TSR.2 was built over a period of years because serendipity appeared courtesy of Airwaves who produced very nice resin seats for this specific application. Said seats are sharply cast and feature a veritable rat's nest of belts and harnesses, the way Bondo likes 'em! Some detailing was added to the otherwise plain front and rear bulkheads. Resin side panels were cloned from a Black Box F-4 set.

**Canopies and Windscreen**

Because of the nice Airwave seats, it was decided to go with open canopies. A second set of canopies furnished by Dynavector was sacrificed to be used as patterns for laminating inner canopy panels to give a more realistic appearance. The unusual tint on the windows was achieved with amber and orange clearcoats.

Fitting and blending a windscreen to a vac fuselage can be exasperating, and this build was no exception. After gluing the windscreen with R/C 500 white glue, the prepainted unit was masked off around the fuselage join line, and Blue Acryl applied in a thin strip around the periphery. After some exacting wet sanding, the area was primed.

**Landing Gear**

One nice thing about Taro-san's use of heavy cast metal gear is that the weight makes balance in a lightweight vac airframe no problem; the TSR.2 sits firmly on its gear.

Building the nose gear was perfunctory; the more complicated tandem main assemblies are a bit more problematic (some struts needed "adjusting"). Since the main gear splays outward and sweeps backward, alignment of the struts to the slanted floor of the gear wells was accomplished while 5-minute epoxy cured (I've found that fifteen minutes is a more realistic figure). It's more of an art than a science, sports fans! Gear doors were enhanced with beveled edge inner panels which give a more realistic thickened look.



Slabs and Vertical Fin

The slabs are attached through 1/8" brass rods which slip into brass tubing glued into the empennage. There was some internal interference with the exhausts tubes.

Finish

Bondo thought long and hard about whether to be a purist and go all-white as in the test articles, or to go with an imagined operational scheme—a kind Brit modeler at Telford contributed a data sheet which shows a typical-for-the-time arrangement of green and gray cammo on top, with anti-flash white on the undersurfaces—but opted in the end for the overall white. Perhaps if what's—their names had brought out a 1/48 "what if" sheet to match the 1/72 sheet I viewed at Hannants in November, Bondo would've gone the fantasy route.

I didn't want to try to cover such a large airframe surface using the ol' Iwata, especially in white, so it was Spraycan City. Multiple coats of very finegrained Tamiya white lacquer primer (this is GOOD stuff!) were shot from the can, and the extremely smooth coat produced almost made topcoating unnecessary. Only the many decals that had to be applied convinced this builder to go with a totally glossy color coat. Tamiya "True White" (TS-26) lacquer was shot, also out of the can, and the spray is so even and fine that it's like shooting a 1:1 car with my big Binks gun.

Masking (Tamiya yellow tape) over the "dried" Tamiya lacquer twenty-four hours later gave Bondo an unexpected adrenalin check; when removed just twenty minutes later after Alclad II was applied to small areas, the tape left an ever so slightly "marred" surface in the white lacquer. Wetsanding with 8000 MicroMesh got rid of most of the unsightly areas. Funny thing,

when other areas were masked a week later, no marring occurred; lesson learned!

Decals

In the past, Dynavector decals have been problem-free for this modeler, but negatory zees time! The decals clung tenaciously to the sheet even after prolonged soaking and had to be nudged with a knife blade to get 'em starting to move. The decals were very delicate and often cracked, especially during the excruciating application of the plentiful walkway stripes. This curmudgeon felt as if he was performing neurosurgery.

After decal and Solvaset application, semigloss clear Testor's water-based acrylic was substantially thinned, and light dusting coats with the airbrush (30 psi) achieved the desired opacity.

Conclusion

Yeah, yeah, I know; Airfix just released the 1/72 TSR.2, and this curmudgeon's sure it's nice, having seen the prototype at Telford. I know of the traditional British fascination for 1/72, but for many of us road-less-traveled modelers, size does matter.

"Bondo" Phil



Bondo and the real thing at RAF Museum, Cosford.



by Rafael Power

Language Savvy: Part 1

As scale modeling enthusiasts, we constantly explore the web seeking information in order to build that new kit to your personal specifications. We search for historical data, photos, articles and reviews available to add to our info/reference files. But how many times do we enter a web page and ... no puede entender lo que dice? Perhaps *Αρχηγός του Γεικοῦ Επιτελείου* is all you get?

Fellow modelers interested in aviation magazines such as Japan's Koku-Fan, France's Fana de la Aviation or Holland's Scramble are confronted with outstanding aircraft photos and modeling article but are unable to understand the text provided. Frustrating, isn't it? How can they unlock the trove of information written in another language? Well, there's a way to get around that.

Born and raised in Puerto Rico, Spanish is my native language with English as an equal partner in school. I learned to completely master both languages while also learning French in college. This allowed me to specialize in freelance and in-house translations for ad and state agencies and other businesses in the Austin area as well as the military. But my interest in scale models and the global presence of modeling sites puts me in a distinct disadvantage. Even with my knowledge of the three languages, I still need some assistance from good translation sources.

Sometime ago Milton Bell brought to my attention the existence of an excellent free language translation online service called Babel Fish from the AltaVista web search engine. To put it mildly, by using Babel Fish, you now have the key to unlocking the treasure chest. Having tons of downloaded articles in my files in different languages with photos to match, I just had to try it!

While doing the homework for this article about Babel Fish and other translation services, I realized that in order to get the best out of it, I had to set a guideline. Due to the different technical terms used in the world of aircraft, ships, armor and such, combining them all would present chaos. I am fully acquainted with aircraft terms but not quite up to par with armor vehicles, cars or ships. In order to comprehend the raw text coming out of the Babel Fish translations I decided to stick with aircraft only. However, anyone can apply the same knowledge on the fields of AFVs, ships, cars, etc.

On this segment of this two-part series, I'll share the results of my tests of Chinese, Dutch, French, and German online translations. On part two I'll cover the more esoteric ones with special characters: Japanese, Korean, Polish, Portuguese, Russian and Spanish. Others like Czech, Greek and Swedish will be covered in another article.

Missing from this list are languages such as Afrikaans (South African), Hindi (Sanskrit), Thai, & Ukrainian since I don't see them in modeling sites. An excellent site on the world's languages and detailed information on their origins, pronunciation and other essential information may be accessed at:

http://en.wikipedia.org/wiki/List_of_official_languages

I recommend this site as a reference tool on languages for frequent multilingual web surfers. Another recommended source of free online translation services is:

<http://www.humanitas-international.org/newstran/more-translators.htm>



Fishing into the fish pond

First, a cautionary note from Babel Fish: *"Expect Babel Fish to allow you to grasp the general intent of the original, not to produce a polished translation"*. Remember that the basic language translation services do not include complex technical terms. Whether you are making a translation on aviation and military terms

or just Uncle Dmitry's recipe for Goulash, Babel Fish does not have a boundless dictionary of all the world's technical terms. It does have some terms embedded but many terms such as Heads Up Display (HUD), dihedral, ejection seat handle and IFF switch are not recognized by Babel Fish as such. Terms like drop tank may come out as disposable fuel deposit. So, you might have to complete the sentence using your own knowledge of terms. A little patience will yield a bountiful harvest.

Babel Fish offers language combinations such as French to Spanish, Dutch to French, etc. But for our purposes, we'll examine all these languages translated into English only. been hoarding, now is the time.

Getting started

The protocol is quite simple. It's the tried and true cut & paste routine. After reading the user's guide, simply select from the Babel Fish list of language pairs (German to English, etc.) and click on it. Then, select and copy a complete word, sentence or paragraph from your source or file, copy it and paste it into the empty Babel Fish window. Click on: TRANSLATE and just wait a few seconds. Finally, out comes the raw text translated on the upper window. Copy it on your file and go on to the next batch. One suggestion is to change the color of the original text to blue (or any other color except black) in order to compare the original text with the new English version. Do not discard the blue original text until you are certain that the translation makes sense. Then just delete it.

Although Babel Fish recommends that you limit yourself to 150 words per batch, I have loaded more than that with acceptable results. Bear in mind that Babel Fish does not deal with text inside a graphic image nor any other type of image. It is strictly a text format.

So let's get on with some good Chinese food for the mind.

Chinese (Mandarin - Putonghua)

If you regularly look into the Panda or Trumpeter sites you will have no problem. But if you poke into official military sites in China and Taiwan, no deal. Although Mandarin is China's language of choice, other versions of the Chinese language are in use such as Jin, Huainan, Wu, Xiang, Gan, Hakka, Minbei, Minnan, Yue (Cantonese), and Pinghua. The use of the languages is as follows:

People's Republic of China: (for most areas, Mandarin is spoken and Simplified Chinese is written. Also, Cantonese is a state or provincial language.

Hong Kong: both Cantonese and Mandarin are spoken de facto, Traditional Chinese is written; co-official with English.

Macau: similar to Hong Kong but with Portuguese as co-official language.

Republic of China (Taiwan): Mandarin is spoken, Traditional Chinese is written and some version of interior region Taiwanese.

Babel Fish offers two Chinese-English versions: simplified and traditional. The following is a Babel Fish Traditional Chinese translation from a piece from Taiwan on the North American F-86F Sabre jet:

F-86F係美國北美(NORTH AMERICAN)公司製造，使用J47-GE-27A 軸流式噴射發動機一具，推力5,898磅，最大速度590哩/時，實用升限49,600呎，裝配0.05吋機槍六挺，並可外掛AIM-9 尾蛇飛彈二枚，1,000磅炸彈二枚或5吋火箭八枚，以執行對空及對地任務。

韓戰期間該型機曾擊落數百架米格機，台海空戰更創下31比1之輝煌戰果，成為米格機之剋星。民國43年加入本軍服役，至59年作戰部隊停止使用，改為部隊訓練專用。至民國66年除役。

F-86F is the American North America (NORTH AMERICAN) the company makes, uses the J47-GE-27A axis to flow type injection engine, the thrust force 5,898 pounds, maximum speed 590 nautical miles/o'clock, the service ceiling 49,600 feet, assemble 0.05吋 machine gun six, and may outside hang AIM-9 sidewinder guided missile two, 1,000 pounds bombs two or 5吋 rockets eight, carry out ground-to-air and to the place duty.

Korean War period this molding machine once shot down several hundred Migs machine, the Taiwan sea air fight created next 31 compared to 1 to be magnificent victory, became the Mig machine difficult adversary of. 1,954 joins this armed force service, stops to 59 years combat unit using, changes the operational training special-purpose, to 1,977 eliminates the service.

Dutch (Nederlands)

Most aviation books and websites coming from tulip land are strictly in Dutch with no room for an English version. So, there is a need for Babel Fish here. Here's a website on the Fokker aircraft with model reviews:

http://home.wanadoo.nl/designers/aircraft/af50/f50_txt.htm

A sample of translation from Babel Fish:

Before: Het ESCI model. Het is een oud model van de korte F-27 dat qua vorm goed is. Alles is een beetje grof, maar wel zijn alle stuurvlakken los bijgeleverd, zoals Airfix dat vroeger deed en dat is ook bij deze modellen een voordeel omdat de stuurvlakken in het echt ook zo duidelijk zichtbaar zijn. De kit is voor een korte F-27. De fouten zijn in tegenstelling tot bij de Esci kit te corrigeren met wat handigheid.

After: The Airfix model. It is an old model of the short f-27 that with regard to form well is. Everything are a beetje grof, but its all wheel areas separately supplied, such as Airfix that in former days did and that is also at these models an advantage because the wheel areas are in real also this way clearly visible. The kit is for a short f-27. The errors are correct kit in contrast to at the Esci with what dexterity.



In the case of Scramble, the website is in English but the magazine itself is in Dutch. For those magazine readers interested in updates on aviation, air forces, serial numbers, accident reports and more; Babel Fish is essential. Scramble does have a very limited translation service for single words and terms in its website.

French (Français)

Here's a sample of French Babel Fish translation. It is a paragraph describing the French Dassault Etendard IV naval fighter and reconnaissance aircraft.

Before: Critères d'identification. L'Etendard IV est facile à identifier, surtout en raison de son nez spécifique, qui comprend pour toutes les versions une quille anti-roulis sous le nez qui abrite aussi une antenne de contre-mesures.

After: Identifying information. Standard IV is easy to identify, especially because of its specific nose, which includes/understands for all the versions an anti-roll skittle under the nose which shelters also an antenna of countermeasures.

As you can see, the translation falters a bit when it tries to change aviation technical terms. The Etendard IV is now the
(continued on page 14)

Royal International Air Tattoo 2005

G.R. Dennis Price

Where do you get a static park extending for about two miles and containing over 150 aircraft, flight lines with another 100 and an 8-hour-plus flying display that includes several national display teams? The only place I know is RAF Fairford, where the Royal International Air Tattoo is held each July. Part of the allure is the presence of aircraft types that are not normally seen, both those coming into service as well as those making perhaps their last appearance; another is the numerous special color schemes. The event is held to raise funds for the Royal Air Force Charitable Trust.

The 2005 event was ordered around several themes, the largest being that of surveillance/reconnaissance. Aircraft in this segment ranged from some of the largest aircraft present (RAF Sentry AEW.1 and USN E-6B Mercury) to some of the smallest (Phoenix UAV and Boeing ScanEagle). The ScanEagle also took part in the flying display, but way away from the crowd and flight line. Other surveillance aircraft present included: RAF Canberra PR9, Nimrod R.1, Nimrod MR2, Tornado GR.4A, Jaguar GR3A; Navy Sea King AsaC7; USAF U-2S and RQ-4A mock-up; USCG HC-130J; Hellenic Air Force RF-4E, Polish Navy M-28; French Transall C-160G, Cougar, Atlantique, and Falcon 50; Danish Canadair Cl.604; Italian Atlantic, Piaggio P166DL-3, Agusta-Bell AB.412HP, and ATR-42-400MP; German Do.228-201LM and Irish CN.235-100MPA.

Usually a colorful contingent of tiger stripes is present. The 2005 tigers were somewhat more subdued, the result of the many on-going operations world-wide. Pride of the tiger stripes, in my opinion, was the Polish 6elt Su-22UM-3K, followed by RAF 230 sq. Puma HC.1 and USAF 77 ARS/916 ARW Boeing KC-135R. More subdued colors were worn by Spanish Air Force Ala 15 EF-18B; Royal Navy 814 sq. Merlin HM.1, and Army 671sq. Lynx AH.7.

Unusual types and color schemes included four Romanian Air Force Mig-21 Lancer C's, a Lithuanian Mil Mi-8 MTV-1, Hellenic Air Force TA-7C Corsair, a Danish Air Force F-16A in special marks, and Italian Navy Harriers (AV-8B and TAV-8B). On the Harrier theme, making their last appearance were Royal Navy Sea Harrier F/A.2's. Other likely final appearances included RAF Jaguars and German Air Force F-4F's.

Flying displays were provided by the "Red Arrows", Army's "Blue Eagles" and Navy Sea Harrier and Lynx teams, Spain's "Patrulla Aguilla", Italy's "Frecce Tricolori", and the Royal Jordanian "Falcons". Individual shows were given by RAF Hawk, Jaguar, Tornado, and, for the first time Typhoon, as well as by Finnish Air Force F/A-18C, French Air Force Mirage 2000, Netherlands F-16AM, and USAF F-16C, B-1B, and B-52H. Fireworks were provided by the Netherlands Air Force AH-64D Apache, with at least two flare firings in each display.

The Patrulla Aguilla also dispensed flares during the finale of their display during one practice session, but did not repeat the performance on the public days.

Now is the time to start booking for the 2006 Air Tattoo, it will be held at RAF Fairford on the weekend of July 14-16, 2006.



"Red Arrows" (speed brakes extended) with two Spitfire PR.XIX and one Spitfire PR.XI.



Polish Air Force Su-22UM-3K (#707) of 6 elt, in tiger markings.



Royal Air Force Typhoon T.1 (ZJ609/BH) of 29(R) sqn.



Danish Air Force F-16A (E-195; USAF 78-0195) of Esk 726 (also with Esk 723 marks).



Royal Air Force Canberra PR.9 (XH131) of 39 (1 PRU) sqn.



Royal Air Force Puma HC.1 (XW231) of 230 sqn. in tiger marks.



Royal Air Force Nimrod R.1 (XW664) of 51 sqn.



Royal Air Force Tornado F.3 (ZG753/HH) of 111 sqn.



Royal Air Force Tornado GR.4 (ZG756/BX) of 14 sqn.



Spanish Air Force EF-18B Hornet (CE.15-01/15-70) of Ala 15, with tiger markings and celebrating 100,000 hours of flying.



Hellenic Air Force RF-4E Phantom II (7519; ex German AF 35+72; USAF 69-7519) of 348 Mira.



USAFR KC-135R (61-0313) of 77th ARS, 916th ARW in tiger marks.



USCGC HC-130J (2005) from Elizabeth City, with scale model.



USAF U-2S (80-1077) of 99th RS, 9th RW, landing.



Romanian Air Force Mig-21 Lancer C (#6707) of Baza 86 Aeriene.

Old Rumors & New Kits

Spring is upon us, even if the calendar says otherwise. I don't know about you, but I like to alternate my outside time with time at the old workbench working on a model.

My recent modeling though has been of the 1:1 variety - a remodeling project in the dining room to add wainscot and paint the walls white. Just as I was finishing the job I noticed that my bookshelf in my Office/Modeling Room was listing badly toward the floor. A quick survey confirmed that the shelf supports were pulling out of the wall brackets. So it was a race to unload the books, cased models, and boxed kits before I had a real mess on my hands!

All this work has cut short my writing and modeling time. But at least I am confident to say I now have stronger, and not to mention more expensive, shelf supports for my collection.

In case you were wondering what happened to Mike Gilsbach, our club webmaster, he was busy last month becoming a new father. Yep, his new son **Alexander Thomas Gilsbach** was born February 14, same day as the meeting. Alexander and his mom are doing well. Our congratulations and best wishes to Mike and his family.

If you do business with Squadron Mail Order and get their monthly Squadron Supplement, you have probably noticed a new look. Now each issued has a front page dedicated to a particular model type. It was the A-4 Skyhawk last month, and this month features the Gloster Gladiator. The interior of the supplement has changed as well. Part of the reason for this is that Squadron Mail Order/MMD has a new owner. Apparently, Jerry Campbell sold out back in November. This is no rumor.

Last month a bunch of us went to San Antonio (make that Live Oak) for the 25th Model Fiesta. Since I had agreed to be the head aircraft judge, and Bondo was a judge, we had to spend the night. It was a wet and dreary weekend and pretty cold too. When we finally left the hall Saturday night it was nearing 10 o'clock, and the fine mist was beginning to freeze. My wipers did little more than spread the ice, but we finally found the motel and checked in. Next morning, there was about a quarter inch of ice on the north side of my van and a good glaze on the steel stairways that led from our second floor room to the parking lot.

After a careful descent, it took several minutes of defrosting to clear the windows so we could return to the Live Oak Center for the awards ceremony, retrieve our models, and return to Austin. It was a fun weekend despite the bad weather and two-day event. Altogether, the model entry count was only 420, way down compared to last year. The models were good, and we had some experienced and careful judges although there were a couple of minor accidents. I was fortunate to pick up a first place with my P-40E. I know Pat Rourke was a winner as was Bondo.

Last month I encouraged the members to get photos of their models posted to our website (www.austinsms.org), and Mike has been very obliging. So far, Bondo is in the lead with photos posted with yours truly and Tim Robb next. So, to facilitate your taking advantage of this way to get your modeling skills before the public, I'll be setting up my portable "studio" at the next meeting so bring some models for me to shoot. If you wish, I can get you copies via CD so you can view or print them at your leisure. I'll even do it for FREE!

Last month I mentioned the P-40K from Hasegawa. This third kit from the basic tool that gave us the E and N variants was expected in the local shops "soon", perhaps this month. Well, it turns out that it was indeed a very limited production run, and it appears unlikely that the local shops will be able to stock it. That's too bad because we need a good K to round out the series. While the AMtech kit is pretty nice, it doesn't build up quite the same way as Hasegawa does. I suppose one could graft the AMtech tail onto the Hasegawa kit. Hmmmmmm...

In similar fashion, the Airfix TSR-2 in 1/72 scale appears to have been a single limited run. There were just enough to sort of satisfy the "local interest" in the type and if you got one, it had to be pre-ordered from Hannants. Chances of seeing the kit in quantity this side of the pond range from slim to none.

Now for what is in the shops now. Quickboost, a spin-off of Aires, has a series of very nice resin gunsights and engines. These are priced reasonable I might add.

And if you want something big and impressive, check out Trumpeters 1/35 Kreigslocomotive BR-52. This killer kit just needs a Karl Morser or some other huge piece of armament to tow! At over 35 inches long, this thing is big! Trumpeter has also released a USS Essex CV-9 in 1/700 and I understand re-released the USS Hornet CV-8.

Bronco Models, a brand new company out of Hong Kong, has released its first kit, a 1/35 Hotchkiss light tank and I understand it's very well done.

We're still waiting for that 1/72 USS Gato Class submarine from Revell/Monogram and the 1/350 HMS Hood from Trumpeter.

Classic Airframes has some nice new kits on the shelves, including two versions of the Fiat CR-32. Still new and impressive are Tupolev Tu-160 Blackjack Bomber and Shenyang F8 II Finback B fighter, both in 1/72 scale from Trumpeter.

That's all for this month. Don't forget to bring models for me to photograph. See you then.

Milton

Know Thy Fellow Member



Name
Jarrod Cunningham

Day job
Tech Support Engineer with a major semiconductor equipment manufacturer.

I'm a...
life-long modeler, 31 years (geez...didn't realize it has been that long!)

Primary modeling interest
Airplanes mostly. Some automotive, but only the cool ones.

Favorite era of my primary modeling interest
Vietnam to present, sometimes WWII. I'm a "jet guy".

Main reason why I build models
Personal escape from reality. This is only temporary though...RATS!!!

Other than building models, I'm a...
Sports fanatic, especially football.

I was influenced/inspired to build models by...
My older brother. It was a sibling thing. Since then he stopped, but I never grew up.

My favorite "master" modeler
Dr. Frank Mitchell

I consider myself...
A model builder as well as a collector. I didn't start out collecting, but I build like a snail.

The size of my unbuilt collection
100 or less. The "sad" thing is not necessarily the number of kits but the "goodies", after market detail and conversion sets, that I have inside the kit boxes.

My spouse and family's opinion of my model collection...
is generally positive, as long as I finish building more models in my collection.

Best and worst excuse I used for buying yet another model kit
"It's out of production...". This works both ways. Usually the worst case is when the OOP kit is re-released, I ended up purchasing another one as a "spare".

The plan for my unbuilt collection should I die/give up this hobby
I'm not planning on dying, and I can't give up! I do take

"Sabbaticals" from time to time though.

First model I completed
Monogram's box scale B-58 with dropping bomb.

Longest time I took to finish a model
The one I'm working on...18 months and counting!

Best model I built so far
1/32 Tamiya F-4J "Blue Angels" currently on display at the University of Texas Aerospace Engineering building.

Worst model I ever encountered
1/72 Italeri RF-84F. It didn't make it.

I'm currently working on...
1/32 Revell RF-4B (kitbash)

Dumbest thing I ever did when building a model
Stabbed myself in the left leg after the X-acto fell off the table, and I didn't see it. After a trip to the emergency room and a Tetanus shot later, I was "good to go" again.

Worst thing I did to my model to express my anger and frustration
There have been some "casualties" on the bench. Every now and then, there has been known "flight testing" that took place from my loft area window.

(Region 6 Update continued)

providing space to advertise dates for local chapters. Contests will get posted over automatically, so if it is approved it will go up before your event. But things like club builds, model kits for sale, or dinners (I like dinners) can be posted. This gives your club some exposure outside of just your members. So send in items you would like added to the news.

Last, and most sadly, I need to pass on that Robert Scott has passed away. Bob Hester has posted on the forum that Fred Horkey will be writing a testimonial for Gen. Scott. I never got an opportunity to meet the general, but his contributions to our country and aviation will be long remembered. He was truly one of our American heroes. For more information you can visit his biography page at

<http://members.aol.com/rlsca/bio.html>.

Well, I need to get on with things here. Don't forget IPMS/Houston and IPMS/MCMA will be hosting their contests in just two weeks.

Hope to see ya'll around!

John Vanek

(Colors of Early Zero Fighters continued)

Again the mixes use either Model Master enamels or Tamiya acrylics.

Khaki metal finish

- Model Master enamel- 100 drops of Field Drab FS 30118, 48 drops of Flat White FS 37875, 10 drops Insignia Yellow 33538.
- Tamiya - 100 drops Khaki XF-49, 35 drops Flat White XF-2, 6 drops Orange X-8. (This color has also been found on artifacts from three Vals shot down at Pearl Harbor.)

Cloth gray

- Model Master enamel - 100 drops Light Sea Gray FS 36302, 13 drops Aggressor Gray FS 36251, 1 drop Insignia Red FS 31136.
- Tamiya - 50 drops Medium Grey XF-20, 7 drops Sky Grey XF-19, 5 drops Neutral Grey XF-53.

The cockpit of this Zero was painted in a green color that falls between FS 34095 and 34096. The Model Master 34095 is just fine for this application as it is a bit dark as well. The wheel wells of this Zero were finished in the translucent blue lacquer over natural metal. I reproduced this with a mix of 10 parts Tamiya Clear Blue X-23, 1 part clear Green X-25 and 11 parts Smoke X-19 sprayed over Alclad White Aluminum. The insides of the two landing gear doors attached to the gear legs are the same khaki as the exterior. The insides of the butterfly doors in the center of the wing are the same translucent blue as the wheel wells. The rear faces of the prop blades are dark brown. The cowling, inside and out, as well as the insides of the canopy frame and fuselage decking under the canopy are black.

The Japanese Navy painted its aircraft for corrosion control, not camouflage. Even later in the war, the dark green upper surface color was glossy when applied. At the time of Pearl Harbor, the carrier aircraft were maintained in a highly glossy finish by polishing and constant care. These mixes yield correct colors when covered with a glossy clear coat. You can use a semi-gloss in 1/48 and smaller scales to avoid that toy-like appearance.

In closing all I can say is: You can be the first on your block to build a model with the latest information on Zero color schemes! Guaranteed to start a controversy, if not an actual knock-down-drag-out fistfight at the next contest!

Greg



Best of Show Winner at Modelfiesta XXV

(Web at Night continued)

Standard IV. But it gives you a basic description that aviation enthusiasts can decipher and understand.

German (Deutsch)

There are excellent sites in Germany with or without English option. For example the Revell-Germany site <http://www.revell.de> gives you the option to switch from German to English at your discretion. It allows you to compare and learn certain German modeling terms.

But there is an excellent one: <http://www.modellversium.de/> which is strictly in German. The photo model reviews are also accompanied by a fair amount of text. So I put Babel Fish to work on it. Although the complete text does make sense, some of the words in the English translation were returned unchanged in its original language since Babel Fish was unable to make the transition to English. Here' a sample of a paragraph on the 1/72 scale Hasegawa F-102A Delta Dagger just the way it appeared on the Babel Fish screen:

Before: Da ich die Case X Flügel beibehalten wollte musste ich mich erstmal nach passenden Decals umschauen. Die von mir zuerst favorisierten Microscale Abziehbilder für eine F-102 der Pansylvania Air National Guard mit schwarzem Rumpfücken passten dann auch prompt nur für ein Flugzeug mit Case XX Flügeln, und selbst die im Bausatz enthaltenen Decals stellten sich als Case XX Variante heraus.

Zum Glück hatte schließlich ein netter Modellbauer aus den USA (danke Murph!) ein Einsehen mit mir und schickte mir Decals für den Bau einer Delta Dagger der USAF Europe der 32nd Fighter Interceptor Squadron die in Soesterberg, Holland stationiert war. Endlich ein Case X Flieger für mich!

After: Since I the Case X wing maintained wanted had I first only after suitable Decals to umschauen itself. The Microscale of transfer pictures for an F-102 of the Pansylvania air, favored first by me, national Guard with black trunk back fit then also promptly only for an airplane with Case XX wings, and even the Decals contained in the kit turned out as Case XX variant.

Fortunately finally a nice model construction amateur from the USA had (Murph thanks!) seeing with me and sent itself Decals for the building of a delta Dagger of the USAF Europe of the 32nd Fighter Interceptor Squadron in Soesterberg, Holland was stationed. Finally a Case X flier for me!

Note the misspelling of Pennsylvania. For non-aircraft modelers, the Case X (Case Ten) or Case XX wings refers to a wing on the F-102. The aircraft was first delivered with the X wing with a squared wing tip on a curved upward angle. Starting with F-102A tail number 56-1317, the cambered, curved down Case XX wing replaced the Case X wing. The early F-102s retained the Case X.

To be continued on the next issue...

Rafael

Next month: Akira, Boris and Pedro online