



SPRUE EXAMINER



### Revell's 1/48 Spirit of St. Louis

by Milton Bell,  
IPMS #16702

For years I wondered why, of all the historic aircraft subjects, no major model manufacturer produced a state-of-the-art kit of the Spirit of St. Louis. Charles Lindbergh's epic adventure has been remembered in numerous books and even recreated in a major movie but until now no big-name model manufacturer has taken the chance on a 1/48 scale model of the aircraft.

This is not to dismiss the older box scale versions and the smaller 1/72 kits but what I wanted to see was a quality kit in 1/48. Last year I heard that Revell would produce the kit, and I was very happy. I was even happier when the kit made the shelves of the hobby shops and I discovered the price was just \$12 or so. By today's standards, that's a real steal!

Still, it's not a technically complex kit because it's obviously aimed at the occasional modeler and not those of us so obsessed with detail and accuracy. But it can be built into a very attrac-

tive model with enough details to please all but the most "obsessed".

#### History

Everyone should know the story of Charles Lindbergh and the aircraft by now, particularly if you are interested in Golden Age subjects. Most people know that there was a prize of \$25,000 for the first person to fly from New York to Paris (or vice-versa) solo.

The first crossing of the Atlantic had been accomplished earlier in 1919 when the Navy's NC-4 flying boat made the trip from Newfoundland to Portugal but the airplane landed in the ocean several times to take on fuel.

Lindbergh's Ryan monoplane was built in San Diego and was based on an existing Ryan design, the M-2 Brougham Sport Plane. With Lindbergh assisting in the design, the project was finished in just two months. The final product was an airplane that had no forward windshield but two large fuel tanks in its place and a very large wing holding more fuel. Forward visibility was afforded only by a periscope that could be extended from the left side of the cockpit.

*(continued on page 4)*

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IPMS/NCT, Scalefest 2006 - Region Six Convention, Mesquite, TX	May 20, 2006
IPMS/El Paso, Annual Show/Display, El Paso, TX	July 16, 2006
<b>IPMS USA, National Convention, Kansas City, MI</b>	<b>August 2-5, 2006</b>
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...**

Thank goodness we survived our own show again this year! It was a good show, and I thoroughly enjoyed myself working and being a judge. Although I did not have a chance to finish anything for our contest, I should have something ready for the NCT show two weeks from now.

This month we have Frank Sanchez in our "**Know Thy Fellow Member**" column. Some of you guys may not know Frank that well, but he has been a loyal member of our club for quite some time now. Turn to page 11 to find out what Frank likes to build and what he is working on these days.

Rafael's "Web at Night" column will be delayed again until next month. After his slow recovery from recent illness, he is now back on the net hard at work again. In his last email he reported having difficulties with the second part of his "Language Savvy" article, and a lot more research is needed. Apparently, he had better luck translating Chinese than Czech and Swedish. Figure that one out!

Our meeting this month will be on **Tuesday the 9th** at 7:00pm at the Yarborough Branch Library. "**Bondo**" **Phil Brandt** returns this month for his clinic on building resin kits. Don't forget next month we have another round of quarterly contest. Better finish that model you've been building for the last "nth" month. Yes, that one on the dark side of your bench...

*Eric*

**ASMS Officers for 2006**

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<b>Tim Robb,</b> vice president, TimRobb209@msn.com	512 392-0611
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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...

Well our show is over, and I don't know about you but I sure sweated this one out! For a while, I was certain the weather was going to spoil us again this year, but luckily the sky cleared and quite a crowd turned up. It was a good show, and I enjoyed myself enormously, even though my back and knee didn't!

I would like to thank everyone who volunteered at the show. It was great to see the club come together and do such a fantastic job. Special thanks also go to all trophy sponsors and those club members and vendors who donated kits to our door prize table.

This year the number of contestants and model entries I believe is higher than last year, but the number of vendors was definitely lower than before. Hopefully, we will have some figures compiled to show you all at the meeting next week. But I'm pretty sure money-wise we are in the black. So we are going to celebrate with real meat instead of fish-by-product wiener at our picnic next month!

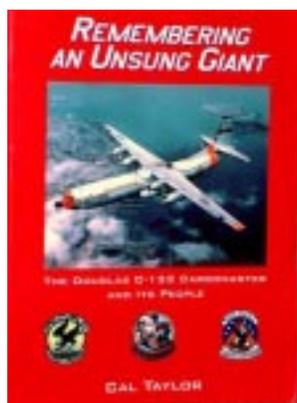
As far as venue for the show next year, we need to start looking early and think outside of Austin's city limit. In-town facilities are just getting too darn expensive. I would say anywhere within an hour's drive of Austin ought to do it. If you know of such a place or happen to drive by a facility that suits our needs, please let our show coordinators know so they can follow up on it.

In the meantime, I'm going to camp out at King's and wait for the arrival of HMS Hood this week!

*Jeff*

### Remembering an Unsung Giant The Douglas C-133 Cargomaster and Its People by Cal Taylor

Reviewed by  
"Bondo" Phil Brandt, IPMS #14091



Published by Firstfleet Publishers. 420 pages. ISBN 0-9776762-0-X. Price \$38.00

On a cold 1970 winter day at Madrid's Torrejon Air Base, Boy Nav Bondo hopped off his C-133A in mid-mission to take a westbound C-141 jumpseat back home to Dover AFB, Delaware, to prepare for a short notice move to TAC recce fastmovers. In my excitement to join the "down-in-

the-weeds-with-your-hair-on-fire" community a continent away at Mountain Home Air Patch, Idaho, I never looked back to

properly reflect on the faithful, little-known Douglas airframe that had carried me safely throughout the world for fifteen hundred hours in eighteen months. Although it's now been thirty-five years since these unique heavy haulers went away sans fanfare to the AMARC "chop shop" in Tucson, retired navigator Cal Taylor's lovingly-written tome (420 pages!) brings back so many memories to this curmudgeon that my departure might as well have been yesterday.

Cal has divided this hefty book into some twenty-four chapters, leading the reader from post-WWII airlift development through design and flight test of the C-133, aircrew training, squadron organization-there were only three units, two at Dover and one at Travis-maintenance difficulties, Vietnam operations, crashes and incidents and, finally, civilian usage; yes, as recently as 2004 there still seemed to be an operational Weenie Wagon in Alaska!

For readers not familiar with the C-133, imagine the ubiquitous C-130, and then enlarge it by roughly fifty percent! For almost all of its fifteen year operational career, just fifty of these giant birds fulfilled the heavy airlift requirements of the Department of Defense. That's right, just fifty were built, and now comes the really tough part: nine were lost, and one was wiped out in a ground incident. Even so, Cal points out that the type's overall safety record compared favorably with those of other USAF aircraft. Statistics or no statistics, the aircraft became somewhat of a PR disaster and was grounded at least two times in the first few years of flying. In fact, when I related to one person that I had been a C-133A aircrew member, the guy exclaimed, "Wow, and you're still alive!" A little MAC black humor digression: in the flight planning room at Wake, the C-133 fuel manual had been inscribed on the cover with a cross and "For Underwater Use, see MAC Manual \_\_\_\_". You see, less than two years prior, a Weenie Wagon was lost on takeoff there, killing the entire crew, the wreckage settling into water fourteen hundred feet deep.

The most enjoyable sections of the book are the personal aircrew accounts and fourteen pages of color plates. In the interests of full disclosure, Bondo's recollections are included among those tales. My favorite color picture is a photo of the famous-but-long-gone Drifters Reef at Wake. The rustic, Gilligan's Island-type aircrew bar was located right on the beach of the inlet that flowed in from the vast Pacific to the lagoon where Pan Am had moored its legendary Boeing Clippers seven decades ago. One could carry a wooden lawn chair right to the water's edge and sip a cool one while watching sea birds and beautiful ocean sunsets. Some of us had the numbers on the video jukebox memorized. I especially remember "Monday, Monday" and the hot French babe who would perform some of the onscreen numbers.

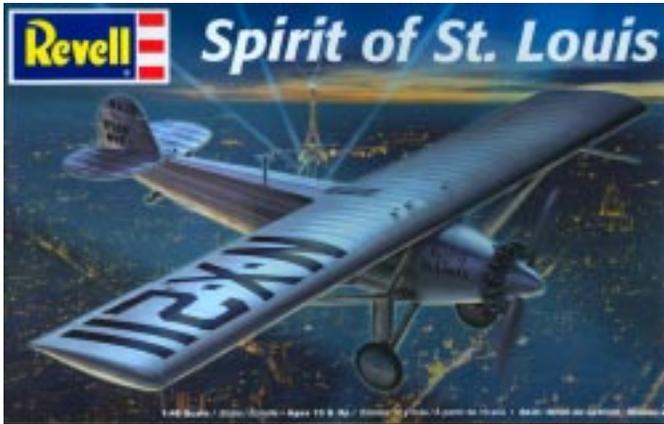
A "small world" story: We were buying our carryout liquor ration at the Wake Class VI store when I noticed that an aircrew member standing in line in front of us looked strangely familiar.

*(continued on page 11)*

*(Revell's 1/48 Spirit of St. Louis continued)*

The airplane was powered by a Wright J-5C Whirlwind engine that developed a max of 295 h.p. which gave a top speed of 129 m.p.h. It was constructed of steel tubing and wood and covered with fabric that was painted with aluminum dope. The nose of the aircraft was covered in sheet aluminum, and "engine-turned" to hide the hammer marks left by the fabricators. The spinner was spun aluminum and, when it left the San Diego plant, was also "engine-turned." The cross-country flight to New York broke in the airplane. Sometime before it left for the epic flight, a crack was discovered in the spinner so it was replaced by a plain aluminum spinner.

There is a website that contains many photographs of the construction of the original aircraft that are extremely interesting and helpful to modelers. A search on Google should bring up many useful links.

**The Kit**

The kit is molded in light silver-gray styrene. There are a few clear parts and they are generally very good. All you will need are the skylight and windows for the door and window. You can leave them off if you wish and still be accurate.

You get a pilot figure that can be shown seated or standing but only one can be built since only one head is supplied. And the figure looks surprisingly like Jimmy Stewart!

Construction is very straight forward except for the struts, particularly the ones for the horizontal stabilizer. There is ample molded-in detail for the interior and the instruments are represented by a decal which attaches to a plain (no details) panel to which is molded the valves and fuel lines from all the tanks. The two forward fuel tanks can be seen through the door as can the rudder pedals and stick.

The wing is in two pieces and the trailing edge is acceptably thin. Unfortunately, the lower portion ends in the middle of the ailerons and the builder is left with a long seam to fill while preserving the raised wing-rib detail! It's not an easy task.

Three fuel tank vents are attached to the top wing (from the

inside) before the two halves are joined. The delicate vent pipes did not survive the rough handling required to fill the wing seam. I removed them and made new ones from wire when the model was finished.

The ground-induction compass was attached to the right side of the seat. This is molded on and it looks more like a tab that should be removed. Don't. But if you do it's a simple fix. The compass was driven by that funny looking four-armed anemometer mounted on the top of the aft fuselage.

**Construction**

I decided to rebuild the interior since the tube construction was very evident in the photos I could find. This meant that I had to modify also the seat mount but that was pretty easy to solve. I did add braces to the wicker seat that were left off the kit part. I painted all the interior parts a very light tan to suggest the unpainted muslin. There was some suggestion that the original was painted aluminum inside as well as out but the original, which resides at the Smithsonian, is not painted. And yes, I realized that it was recovered because of souvenir hunting Parisians! Still, the airplane was designed and built for one purpose and one trip so interior protection was probably a low priority.



The engine has molded on exhaust stubs and they will break if you aren't careful. The engine is in two basic pieces and the fit is good. A separate part contains the pushrods but I thought mine were too thick so I cut them off the circular base, drilled the base with a pin-vise and drill, and replaced the pushrods with small diameter styrene rod. All the engine is black with gloss black valve covers. It looks pretty good when completed.

The cowling was the biggest challenge and question of the kit. How would I replicate that engine-turning? There is a kit supplied decal that suggests it but it doesn't have that sheen and shimmer. Several people on the internet suggested using an abrasive "bit" chucked into a Dremel tool and I, Like Dave Orloff, remembered from my drafting days how an electric eraser could make interesting swirls on a stainless steel erasing shield.

And so, memories in hand before they left me again, I pro-



ceeded to look over the kit-supplied cowling. It's pretty plain and the original was in multiple parts of sheet metal. It needed scribing which was sort of indicated on the decal, plus I had photos of the real thing. So, measuring was with the M-1 eyeball! I marked the lines with pencil and triangle and then scribed them. Next I covered the now separate panels with chrome Bare-Metal Foil and burnished it down very well with various tools. When I had the entire cowling covered to my satisfaction, I did a quick search for the right diameter "tool" for the engine turning.

Since it would not be to scale-much too small-I hit upon the modeler's best friend; a piece of sprue. This particular piece was about 1/8 in. in diameter and an inch long and to it I super-glued a piece of mechanical pencil eraser. Next I ground the eraser down to the diameter of the sprue on a coarse sanding stick. Then it was simply a matter of lightly touching the spinning eraser to the foil covered cowling, following my scribed lines for reference and overlapping each swirl approximately one radius of the tool. It takes longer to describe than to do the work. The entire cowling was done in just a few minutes. And I found that if I made a mistake, I could go back over it and "erase" it! It was all pretty easy and no additional abrasive was necessary.

When I was satisfied with the work, I repeated the process for the front cowling piece, painted the propeller with Alclad polished aluminum, and assembled all the engine and cowling parts.



One error in the kit is the omission of stringers that are visible on the aft fuselage top. There should also be stringers on the bottom but I chose to do them to the top only. There should be three and I made them from thin brass rod embedded in shallow scribed grooves. I used Tamiya cement for this and the brass stayed put even after repeated applications of Mr. Surfacer and subsequent rubdowns with 400 grit wet/dry paper.



If I build another one, I'll leave the main struts off until last since they are hard to paint in place. I might also modify the struts on the stab as well since they don't quite match the photos.

The decals are thin and responded well to Microsol decal set. The kit offers two versions of markings—one for the original trip and one for the good will tour the Spirit made in 1927/28.

**Wrap-Up**

Lindbergh's flight was, for its time, comparable to what the astronauts do today. On May 20, 1927, he became a part of history. He was not only a great pilot, he was probably the luckiest man alive to have pulled off such a trip. The hundreds of things that could have gone wrong didn't. His instruments were primitive and unreliable, he had to estimate his drift by looking at the waves, a lot of the navigation was hit or miss, and he had to fly the airplane constantly, but for him on that day he hit Ireland just about where he intended. And then he landed in Paris. I'll be forever amazed that he made it.

And for all that interior work on the model, when it's all together you can't see it. So don't worry about the interior. Build it as is, use the decal for the instrument panel and have fun. It makes a pretty nice replica of a very important airplane.

MB



### A Quick Tour of Austin Scale Model Show '06



Best Ship "Rattlesnake"



Best Sci-Fi Entry



Winning Willys. What a paint job!



Theme Award Winner, British Challenger I, Mk. 3



Biggest One-Day Hobby Shop in town!



Bondo Phil and Mike West



Burned-Out T-34 was a winner.



*Best Finish*



*Dr. John Seaman demonstrating the use of MIG Pigments.*



*Indian Bust by Bob Bethea*



*Brad Perry and Janis Cline making a sale.*



*Marc Hobbs adds Gundam Figures to his list of hobbies.*



*A very clean Mercedes Rally Car*



### Military Wheels Kits 1/72 Tram-Car Series 'X'

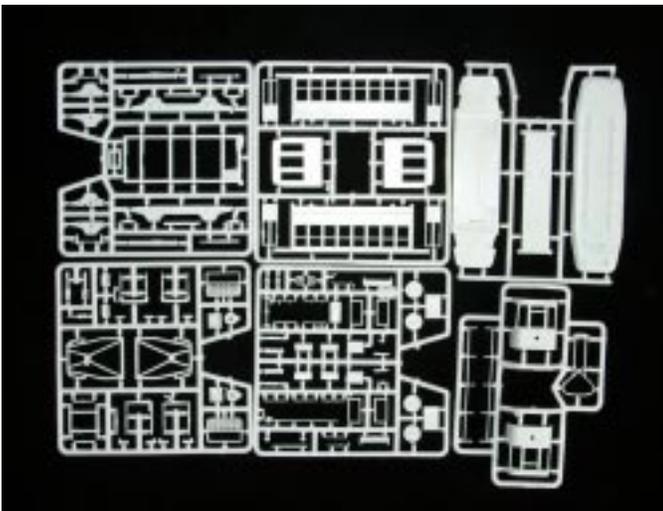
by Eric Choy, IPMS #44323

**Kit #7230, \$12.95, HobbyTerra.com**

Now here's something you don't see everyday – a model of a tram (trolley, to most North American). I must admit I know absolutely nothing about it. According to the brief history included on the instruction sheet, the tram-car series 'X' was produced by Myitschi carriage building plant, and it was approved as standard for all cities in the USSR in 1927. During WWII, these tram-cars were the main means of transportation for workers, building material, supply and evacuation of civilians.

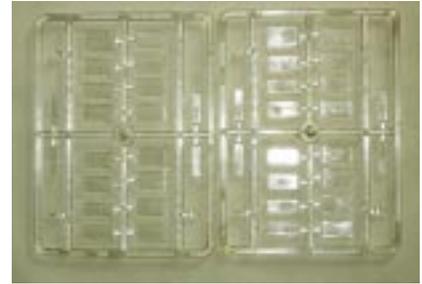
Production of modified version of series 'X' continued after the war, and throughout the 50s and 60s, they were common sights within the Soviet Union. The last tram-cars were finally withdrawn from service in the mid-1980s.

The kit is made by Military Wheels Kit, Amodel's sister company from Ukraine. Their product lineup so far is exclusively ex-Soviet military vehicles, all in 1/72 scale.



When I picked up this kit, the first impression I had was how heavy it is for such a small box model. It weights almost 9oz, the same weight of a Tamiya's 1/72 Mosquito kit. Inside the colorful, flimsy box, there are ten (yes, 10!) plastic sprues (seven white, one grey and two clear) with over 190 parts in total, plus a vacuformed base sheet. That's a lot of plastic for a 1/72 scale kit!

All the plastic parts are injection molded with a slight hint of flash here and there. Not much detail is engraved on the tram-car, as you don't expect to find any "recessed panels" on the real thing anyway. The clear parts are clear enough but a bit thick. The bilingual (Russian and English), 24 steps instruction sheet is clean and precise. Colors are given in Humbrol codes only.



Construction starts with the interior cabin, and most of it is the tedious work of putting together twelve sets of seats and benches of different sizes. Undercarriage is next. Judging from the number of parts involved, it looks like it resembles the real thing closely, although I have no reference material I can use to backup my claim. The roof is then installed, along with the overhanging cable hook, and that's it. Not much to it.

Two electricity poles are included to be used with the vacuformed base, which has cobblestone pattern and inlaid rails. The base is barely big enough to hold the finished model with no room for anything else. If you are interested in displaying the tram-car in its "natural" (aka diorama) setting with figures and/or vehicles around it, you'll need to replicate another one somehow or scratch build your own base.



This unusual tram-car model is a welcomed break from the usual run-of-the-mill Nazi or Commie war machine. Highly recommended.

*Eric*

## Region 6 Update

by John Vanek, RC6

Greetings, Region Six!

I hope I find everyone well and in good spirits. Just a couple of things to get out to you before this month's meetings get started.

Congratulations to ASMS on a great contest this past weekend. I have heard from Dick Montgomery that he had a great time. I'm looking forward to hearing from the chapter in regards to numbers, but just as important, need some pictures for the gallery! Wish I could have dropped by for the event, but I will be looking forward to next year.

Quick reminder about the upcoming Region Six Convention. NCT will be hosting the event in conjunction with Scalefest and the Squadron Open House on May 20th. Check the IPMS/NCT website for more details.

Last item. Below is a message to all IPMS/USA chapters from Jack Kennedy. It gives us a basic overview of the what is happening with the eboard and reports on some of the ongoing projects. Please take this information to your next chapter meeting and share it with your group. I'll be more than happy to answer any questions or at least point you to the right person to ask. See ya'll!

*John Vanek*

## IPMS/USA Update

by Jack Kennedy, President IPMS/USA

In keeping with a policy set by Dave Morrisette, the previous President of IPMS/USA, I am issuing a status report on happenings from the e-board.

### President:

I have been in contact with Tony Ivone about how to present the Adult Plastic Model Building Course to the chapters. Tony was the originator of this project and I believe it has merit to the membership.

I am also proposing appointing Dick Montgomery to be our Membership Secretary to tie in to the job that he has been doing as DLC. Both Dick and Bob Hester are working out a new membership and Chapter database, and I feel that the logical solution would be to combine the two positions.

I have been in contact with our legal counsel and he came up with a disclaimer that will free IPMS/USA of liability in the event of lost, stolen, or damaged models at any IPMS event.

### 1st VP:

John has made arrangements to have IPMS/USA co-host the social that has been previously hosted by Two Bobs at the National Convention.

### 2nd VP:

IPMS/USA has received in excess of \$8,700. as our share of the profits from the Atlanta Nationals held last summer. Ron also reports that all of the awards have been sent out in addition to the judges' pins.

Our legal counsel is looking into re-wording the parameters for hosting a National Convention to make it easier to understand and make them more complete.

As far as the National Convention in Kansas City, 106 folks have preregistered and 1802 room nights have been sold and KC is looking into overflow hotels. 255 Vendors have booked (Sold out) with 55 on the waiting list. The new registration system looks good as does the awards ceremony.

Lastly from the 2nd VP is that two chapters have shown interest in hosting the 2008 Nationals and hopefully they will bid in KC.

### Director of Local Chapters:

Dick has been working closely with Bob Hester in formulating a database management system for the DLC database regarding chapters and membership. This is now 80% in place. More on this as it happens but it sounds terrific.

Dick has also proposed with the blessing of the regional coordinators putting the chapters outside the continental US into a satellite region to be administered by our Foreign Liaison officer. This sounds logical to me.

From Glen Broman, our Foreign Liaison Officer, is news of our latest SIG: **The Scale Firehouse**, an international group that focuses on the building of emergency vehicles models and sharing techniques for the scratch building involved. For more information please check our listing in the Journal, IPMS/USA web page at [www.ipomsusa.org](http://www.ipomsusa.org), or contact

Chris Mobley  
200 Fleet Drive,  
Dahlongega, GA 30533  
Tel: (706)867-8176  
<http://scalefirehouse.com/>

### Publications Director and Historian:

Jim Woody has informed me that the new Journal is almost finished, and it looks terrific. The editors will be inserting the amendments into the new Journal to be voted upon. I would like to remind the membership to vote and return the voting cards, as we need 15% in order for any amendment to pass or fail. Without the 15%, the amendments will die on the vine.

That is about all that I have for now. More will follow as I get more news. The e-board is having a meeting on Sunday May 14th, and additional news should follow shortly after it.

Yours in modeling,

*Jack Kennedy*

## Old Rumors & New Kits

Well, the 2006 Austin Scale Model Show is history and we can all relax a little bit. But just a little bit. I imagine that at the May meeting we'll be rehashing the show; talking about what went right and what didn't quite work. It's always that way.

From my standpoint, it looked pretty good. It was certainly better than many of us feared, having heard the somewhat dire predictions from the April meeting. As it was, we had a respectable number of vendors, some very fine models on the tables and a good number of visitors. We managed to sign up two new modelers for the adult model course and we managed to go home with money. Let's hope it was enough.

Now it's time to begin plans for the next big event: ASMS 07!

Like many of you, I received the May issue of Squadron Mail Order's Sale Flyer this week. There are a lot of nice things to look and make room for. For starters, that 1/350 scale HMS Hood on the cover will attract the attention of a lot of ship modelers. Kings should have it very soon. But what really caught my eye was the Airfix BAC TSR-2 that may be finally working its way to the stateside hobby shops. I've heard of the kit showing up in various shops from New Jersey to Seattle and some in Canada but none nearby. Squadron has it "offered" for \$29.98, a bit steep for a 1/72 jet that's about as plain as they come. Still, its shape will catch the eye of a lot of modelers.

Classic Airframes' new 1/48 British Electric Canberra was featured in a build/review on Brett Green's HyperScale site and it looks mighty good to me. This is the first injected version of the aircraft which was one of Britain's most successful designs. Both versions released feature the fishbowl canopy that was used on the early versions. The B.2/6/20 and the export version, the B.2/20, are the first of the series to be offered. There are some very impressive resin parts that make up the cockpit and wheel wells but I didn't see any PE in the review sample. Seat belts are molded onto the well-detailed seats so you probably won't need any help here. You can bet that there are some PE parts on the way as well as several choices in markings.

Some months ago I said that Special Hobby had plans for an impressive list of releases for the year. Well, they just published a list for kits due for release this year. Here are the 1/32 scale kits on the list: P-39D, Brewster Buffalo 239, F2A-2 Buffalo, Heinkel He 100D, Yak 3, P-51A, and A-36. And yes, these are injected kits, not resin, although they probably have some nice resin detail parts.

The 1/48 list is longer but no less impressive. This list includes a DFS230 Mistel, Tiger Moth, F-84F, Fairey Firefly Mk IV/V, Bristol Beaufort, Fairey Albacore MkI, Ilyushin Il-10, F2G Super Corsair, Blackburn Skua/Roe, Seafire Mk Vc, Breda Ba. 65, CAC Wirraway, Fairey Battle Mk I, I-152 w/skis and bombs, Fiat Br. 20, S2F Tracker (Yes!), E-1B Tracer, E-2

Hawkeye (2nd Yes!), Focke-Achgelis 223E-0, and a Fiat G-55.

I believe the 223E-0 has already been released, but I've yet to see one listed for stateside release.

Accurate Miniatures has released another version of their B-25. This time it's the D model with a nose full of .50 cal. and a very gaudy parrot head decal, the "Red Wrath." This is another limited release and features painting masks from Eduard.

If you want to try out your rigging skills that you picked up from Greg Springer's demo, you might want to look at the Roden 1/72 Staaken! This WWI monster bomber biplane would be a challenge just to get the wings aligned! Then there's about 50 yards of rigging. But when it's done, it's bound to be a real work of art.

Hasegawa's latest P-40 in their series is the "M". The P-40M was a popular fighter in the South Pacific theater and was flown by the U.S. Army as well as Australian and New Zealand forces. The kit has markings for two aircraft, both from the 44th FS, 18th FG. One is from Munda on New Georgia and the other from Guadalcanal, 1943. Both have the same basic markings; white tail, white fuselage bands, and white diagonal stripes, top and bottom, on the wings. This is another "limited release" from Hasegawa so if you want one, get it now. Kings had only a few in their order and it's not clear if more are available.

From what I have seen, the P-40 is a very well engineered kit, with separate tail section which appears to be the same as the N while the forward fuselage has the same features as the E with modifications to the exhausts and vents. There are probably others but these are the most obvious. I suspect that it will build up into a very convincing model. As far as I know, this is the first quality injected kit of the P-40M.

For you armor guys, Dragon has shown a new Panzerspahwagen Sd.Kfz. 234/4 eight-wheeled German armored car. The kit features an aluminum gun barrel and PE detail parts. Dragon also has released an Sd.Kfz. 184 "Elephant," and it too has an aluminum gun barrel and PE parts. They have also released two figure sets; Panzergrenadiers Grossdeutschland which has four figures and four extra heads plus personal gear and PE details, and Hohenstaufen Division Normandy which also has four figures in M2 smocks over M43 tunics with weapons and personal gear. All are in 1/35 scale.

AFV Club's new M548 Guntrack is now out and about. This 3-in-1 kit features photo-etched and resin detail parts, and it can be built into modern (IFOR), Vietnam or fire-support version.

Meanwhile, their Centurion kit should be somewhere over the Pacific by now, and I understand it will be a Royal Australian Mk.V Vietnam version. Strangely, their link-to-link track kit for the Centurion is already here and is available at King's.

The biggest news from Tamiya is their 1/35 WWII French Main  
(continued on page 13)

## Know Thy Fellow Member



*Name*  
Frank Sanchez

*Day job*  
A.I.S.D. Bus Driver

*I've been...*  
lifelong modeler for 36 years.

*Primary modeling interest*  
Aircraft, armor and ships.

*Favorite era of my primary modeling interest*  
WWII, Korea, Vietnam, Cold War, Middle East.

*Main reason why I build models*  
To relieve boredom.

*Other than building models, I like...*  
Railroad modeling.

*My favorite "master" modeler is*  
Me, of course!

*I consider myself...*  
a collector as well as a builder.

*The size of my unbuilt collection*  
101-250.

*Best and worst excuse I used for buying yet another model kit*  
Never used or need one! I don't let my family see me buying.

*Plan for my unbuilt collection should I give up this hobby/before I die*  
Put them on eBay to the highest bidder, knowing my family they will just throw them away.

*First model I completed*  
1/72 MPC He-177 in 1964

*Longest time I took to finish a model*  
1/72 Matchbox Escort Destroyer

*Best model I built so far*  
1/48 Tamiya Swordfish

*Worst model I ever encountered*  
Too many to list!

*I'm currently working on...*  
1/72 Supermodel Cantz 1007bis

*Dumbest thing I ever did when building a model*

Spill paint on myself and my clothes without using an apron; put so much glue on my model that the plastic began to warp.

*I once...*

In 1978, I had the pleasure of meeting Gregory "Pappy" Boyington, leader of USMC VMF-214 "Black Sheep" Squadron, and George Gay, sole survivor of USN Torpedo Squadron Eight (VT-8) at the Battle of Midway.

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*(Remembering an Unsung Giant continued)*

I approached him, and we both did a shocked doubletake; it was a high school classmate and friend who was flying reserve 130s. We hadn't seen each other since graduation, twelve years prior!

Cal covers the crashes/losses/incidents that plagued the 133 fleet in great detail, giving the reader the proper respect for the uncertainties and danger that stalked each airlift mission. "Hours of boredom interspersed with moments of stark terror" was the watchword, such as when all four props would inadvertently go into "fixed pitch" and the resultant horrendous torque needed to turn them as the aircraft descended to thicker air would flame-out the T34 engines, just like lugging your stickshift vehicle up a hill in forth or fifth gear.

Although flying TAC fastmovers was so much more exciting to Bondo than MAC "bus driving", I couldn't agree more with Cal's statement that airlift operations taught us invaluable self-reliance. When you, as the nav, haven't had a good position-what's an Inertial Nav System??--fix for hours, and you're DR-ing on a twelve-hour leg over the night vastness of the North Pacific from Kadena to Midway, with NO alternate airfields, and the aircraft commander asks you "Where are we?", you simply pound your fist on the chart and say, "Here". Of course, the "footprint" of said fist covers an area of about five hundred square miles!

Reading the names of C-133 aircrew members, some of whom this curmudgeon hadn't thought of in over three decades, made me happy, sad, and wistful all at the same time. We had a common task, served with pride out in the MAC "system" and enjoyed the company our fellow 133 pukers in a small, tightknit flying "club".

Cal Taylor has done a masterful job in creating a fitting biography of this little-known and little-remembered onetime centerpiece of USAF airlift. It's difficult to envision any future work that could flesh out the C-133 in more detail. We ex-Weenie Wagon troops are greatly indebted to him.

Highly recommended!

"Bondo" Phil

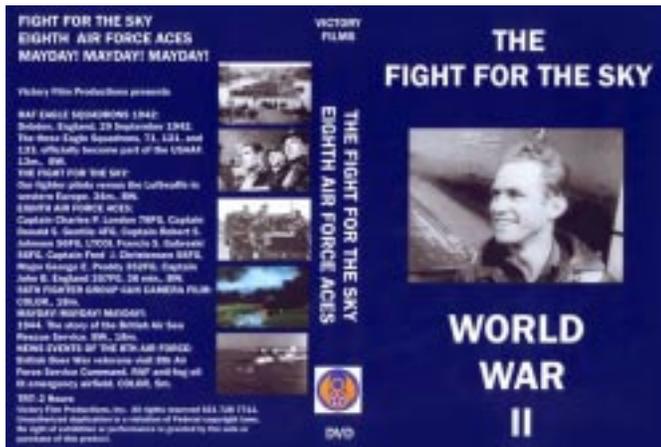


## Victory Films "The Fight for the Sky"

DVD Video

Cost: \$29.00

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



If you love World War II aviation, then have I got a treat for you. I've recently watched what I believe THE most exciting video related to this conflict. "The Fight for the Sky" is a two hour video put together by Victory Films using wartime propaganda films. Retrieved and remastered from its original 16mm and 35mm sources, it features some of the best combat video ever captured on film. Although some of the footage has been used elsewhere before, I am not aware of the whole film being available until now.

There are six chapters on this disc. The first chapter is dedicated to the action of RAF Eagle Squadron and its change over to USAAF 4th Fighter Group in 1942. For those who know me, I am a 4th FG fan, so this is right up my alley. Some of the early heroes of the Eagle Squadron can be seen here with their mounts, Spitfire Mk. Vb and Mk. IX, in both RAF and USAAF markings. A nice warm up chapter, interesting but not exactly exciting material.

The real action of "Fight for the Sky" starts in the second chapter. It contains some of the best combat videos that I have seen so far. The featured aircraft here are 56th FG P-47s, with footage of Shillings P-47 makes this a rare treat. Watching the combat actions through the gun cameras, you see all types of Luftwaffe aircraft being shot up and down. Some unusual ground targets were subjects of strafing, like a captured RAF



Lancaster and Ju-88 with "invasion stripes", something I've never seen nor heard of before.

Chapter three is dedicated to the pilots who flew in the ETO. Aces like Gentile, Gabreski, London, Preddy, Johnson, England and Christensen are all covered here, each with a brief biography. What makes this chapter worth the price of admission is the footage of the aircraft these aces flew in. They help us modelers and historians answer many questions in reference to what their aircraft are like. For instance, the argument of the exact location of the black outlines of Gabreski's last P-47D can now be laid to rest. From this video it clearly shows the black was painted on the top and bottom of the fuselage with the "black" outlines being overspray from masking the white stripes. Or, how about different colored landing gear legs on Christensen's "Miss Fire/Rozzie Geth II"? The amount of details you can pick up here is almost like a mini-reference guide.

Also included in this chapter is in-action footage from the gun cameras of these aces. Some is clear and some is shot through frozen over gun camera ports, however, what can be seen is awe-inspiring. It is quite obvious from Gabby's footage we learned why he crashed. The man flew so low he would have given a squirrel a haircut! That is impressive flying, especially considering people are shooting at you.

It is also interesting to see the different shooting styles of the aces. Some get in real close and knock the living snot out of the enemy, while some do it from a longer distance. One film shows John England shooting down a FW-190 while its pilot, with arms and legs flailing, falls right past the camera. If he got any closer you could see what color eyes the pilot had!

If that is not exciting enough for you, now comes what I found to be the most exhilarating chapter of this video - the 56th FG gun camera footage in COLOR. Who would have ever guessed that World War II was fought in color? There is one strafing run where you can recognize not only the color of the Bf-109 on the ground (RLM 76), but also the codes on its side. Another particular sequence has Gabby shooting up an Ar-195 seaplane, and the water literally boils up in front of his airplane from other P-47s.

Numerous shots of flak burst right in front of the camera gives you that, "Holy s\_\_\_, that was close" feel to the video. This is as close to being there as you can get. The targets and the level of detail makes you feel like you were actually in the cockpit. While watching this part of the video, I felt my heart rate increase, and I found myself crouching in my seat to make myself smaller to "avoid" the flak!



The next chapter is not as thrilling as the color gun camera footage, but it is still a jewel. It covers air and sea rescue operations of downed pilots. Despite being a propaganda film, it is nicely done with an upbeat tone. War weary P-47s and Catalinas can be seen here with lots of close-ups of unique equipment and armament. Great stuff and a good way to calm down your nerves after strafing Germany in the previous chapter.

The last chapter wraps up this disc with two news events taken at 8th Fighter Command. No airplane, no shooting, but a different look at the war. The Boer War veterans resplendent in their bright red long jackets, were quite dashing.

The video quality of the entire disc is first rate and crystal clear (as clear as 16mm and 35mm allows, I suppose). There are occasional scratches and dust in the film, but I think this only adds to the realism of the film.

The only down side is there is no way to do a scene selection, not even between chapters. An annoying issue, but not a major problem.

This DVD release is indicative of the quality of the rest of Victory Films. If you are interested in World War II air war, you will most certainly enjoy these films. Modelers and historians will absolutely love the historical significance of the represented films. I highly recommend this title and the rest of the series. These DVDs are great values for the money. For less than the cost of a kit, you will be motivated to build numerous kits!

Now where is that Tamiya P-47D in my collection?

"**The Fight for the Sky**" and the other videos in the series can be purchased on-line from Wade Meyers Studios at:

<http://wademeyersart.tripod.com/id70.html>

Don't forget there is coupon code at the bottom of the page for postage discount.

Thanks to Wade Meyers and Victory Films for the review copy.

Floyd

*(Old Rumors & New Kits continued)*

Battle Tank Char B1 bis, unveiled at the 2006 Paris Hobby Show last month. The tracks of this tank will be either link-to-link or link-and-length, a departure from Tamiya's usual rubber band type. I understand you armor guys have waited a long, long long time for this kit to be done in injection plastic, and your prayers have finally been answered.

In 1/48, Tamiya has released a new version of the Sherman, a StuG III Aus.G and SU-122 Russian Tank Destroyer. Coming up in the next few months will be Cromwell Mk.IV, Sherman IC Firefly, Krupp Protze 6 wheeled light truck, KV-1 and King Tiger.

In 1/72 scale, Dragon has a couple of new pieces: a Panther G Early with zimmerit and a Jagdtiger Porsche, also with zimmerit. Revell of Germany is showing a British Churchill tank in 1/72 scale.

That's all for this month. Don't forget, our model building classes are underway on Sunday afternoons at Kings. And don't forget the Region 6 Convention in Dallas (Mesquite) on May 20. This is always a great show and one you don't want to miss.

Milton



Russ Holm's very nice Siege Tower. And that's a white elephant special!