



SPRUE EXAMINER



**Hasegawa 1/48  
Hawker Typhoon Mk. IB  
and  
The Alchemy Works  
Wonder Putty 2-Part Epoxy**

by  
Tim Robb, IPMS #34705

My first encounter with Wonder Putty 2-part epoxy was earlier this year at the San Antonio Model Fiesta show. Wonder Putty is manufactured in the USA by The Alchemy Works, with an address in Joshua, TX, which is about 20-25 miles south of Ft. Worth. That makes them local, so I bought a package and promised the owners some feedback when I used it. The Hasegawa "car door" Typhoon is the first model I have finished that I used it on, thus this combo review.

This Hasegawa kit (no. JT59), the early Hawker Typhoon Mk. IB with the car door style entry, is not a new kit. The instruction sheet shows a release date of 1998, so the kit review won't be in great detail. Parts are molded in gray and clear plastic, and the instruction sheet shows a twelve step assembly with exploded drawings and clearly marked part numbers. Printing and the color reference legends are in both Japanese and English.

Decals are provided for two RAF aircraft: HH•N (EK139) of 175 Sqn and TP•R (JR371) of 198 Sqn.

The parts fit is generally very good, and the panel lines are finely recessed. I encountered only a few questions and fit problems. In the cockpit assembly, I was unsure of how the three part instrument panel should be assembled. There is a main front panel and two side panels that attach to the lower right and left sides of the main panel forming the left and right consoles. These consoles come down at an angle that the instruction sheet leaves the modeler to guess at.

I searched on Hyperscale and found a couple of build articles on this kit, but none of them answer my question. So I dinked around on the internet and found a build article on a 1/32 Typhoon in which the modeler showed both great detail and description of his scratch built cockpit. Typhoon cockpits were made of steel tubing which the various pieces of equipment, including the instrument panel, were attached to. The main instrument panel actually sits atop a steel tube cross member. In the Hasegawa kit, this steel tube is not a separate piece. It is molded as part of the instrument panel, and it is shown by a line across the lower section of the kit part. Without what I found on the internet, I would have painted the whole panel flat scale black and been happy.

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PMS/FAC Museum Modelers, FAC Model Contest, Fort Worth, TX	October 14, 2006
IPMS/Acadiana Plastic Modelers, GatorCon 2006, Lafayette, LA	October 28, 2006
IPMS/MCMA, LoneStar NNL #2, Irving, TX	November 4, 2006
SWAMP, CALMEX 21, Westlake, LA	January 11, 2007
IPMS/Alamo Squadron, ModelFiesta XXVI, Live Oak, TX	February 17, 2007

**Editor's Notes...**

You'll notice the newsletter is out early this month. That's because I'll be away for a long weekend spending quality time with my sister in Vancouver, Canada. Family is a wonderful thing...

STOP! Okay, I admit: I'm really going to a model show while visiting my sister, and I'm getting free room and board! There, now that I have confessed, I feel much better. It would be fun to see what Canadian shows are like, not to mention what I'll find in the local hobby shops. Stay tuned for my show report in the coming month.

This month our VP **Tim Robb** returns with his Hawker Typhoon fighter-bomber. His build article also features a review of a two-part epoxy product called **Wonder Putty**. **Greg Springer**, who has been modeling non stop for the last 50 years, is under the spotlight in our KTFM column this month. Meanwhile, our web loco, **Rafael Power**, has finally gone "loco" this time — railroad that is! He shows us we can learn quite a few weathering tricks from railroad modelers.

Modeling is a wonderful hobby, but it could be as deadly as any contact sports! **Ray Nickel**, a fellow member and a doctor of chiropractic, is writing a series of articles for us on how modeling can affect your health. Be sure not to miss his tips on how to avoid injury to your body while you hard at work with your hobby.

Our meeting this month is on **Tuesday the 10th** at 7:00pm at the usual Yarborough Branch Library. The clinic topic is "**Modeling Water**", and it will be conducted by **Rick Herrington**.

*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 yearly. Subscription to the newsletter *Sprue Examiner* is \$15 yearly. The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

## Jeff's Musings...

As we get close to the end of the year, I'd like to remind everyone our club's elections are coming up soon. In my opinion, periodic infusion of "new blood" is essential for any good organization. With new management bringing new ideas, this can lead us not only to be a better club but better modelers as well. I encourage everyone to take an active role and put your name in the hat for one of the four leadership positions. Whoever is elected will have my full support, and I will offer whatever help I can give to get him/her started.

On another note, it looks like the idea of co-hosting the nationals has fallen through. As our southern cohorts lost interest in the matter, I don't think we have sufficient manpower to handle it by ourselves. However, I believe we could take on next year's Regional Convention at our annual show with ease. Aside from the title change and hosting of the Region 6 business meeting, there isn't much difference from any of our one-day show. So give it a thought, we can discuss it more in our meeting this month.

Best of luck to everyone in their building endeavors, and I hope to see everyone at the meeting,

*Jeff*

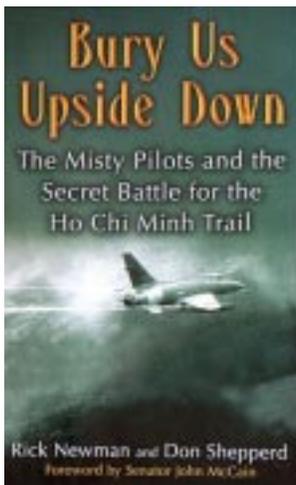
### **Bury Us Upside Down The Misty Pilots and the Secret Battle for the Ho Chi Minh Trail**

**by Rick Newman and Don Shepperd**

Ballantine Books, \$29.95

Reviewed by

"Bondo" Phil Brandt, IPMS #14091



1967 was not a good year for Forward Air Controllers (FACs) who flew small, slow O-1s and O-2s at treetop level trying to flush out the locations of the hordes of North Vietnamese trucks, troops, missiles and equipment flowing south, down the countless tributaries of the infamous Ho Chi Minh Trail. Along with the trucks came AAA, lots of it, and it was rapidly making the slow FAC mission untenable.

Something in the FAC business had to change. Keeping in mind

the old fighter saying, "speed saves", 7th Air Force in Saigon upped the ante by creating Commando Sabre, a secret "fast Fac" organization using F-100Fs, the two-man version of the venerable Hun. Flying out of Phu Cat Air Base under the permanent

callsign, "Misty", a small number, approximately twelve, of F-100Fs, waged a covert daily struggle with constantly increasing enemy traffic on the Trail, marking targets for various fastmovers, and occasionally doing their own strafing. It was probably the most exciting flying to be had in Vietnam.

This authoritative book-Don Shepperd was a Misty, who eventually retired as a two-star, begins with the Nineties military funeral in Arlington National Cemetery of Howie Williams. A Misty, who had crashed 23 years prior, was declared MIA, and whose few remains had been recently recovered from the jungle crash site. The only items in the handsome, horse-drawn casket were some teeth, a few bone fragments and a piece of an Ace comb. But these small remains of a once tall, strapping fighter pilot now rendered a sense of calm and peace to Howie's long-mourning family.

Mistys at first pulled four-month tours at Phu Cat, rotating back to their normal F-100 squadrons at Tuy Hoa, RVN. Later, the rotation criteria became the more usual 100 mission stint. The Misty operation got off to an immediate bad start when its first commander, Major Bud Day, was shot down and captured. His long and excruciating POW story is one of the most notable in the ten-year Southeast Asia tragedy, and it resulted in (now) Colonel Day receiving the Medal of Honor upon his release in 1973.

Even though flying an armed, much sturdier and faster airframe, the Misty role remained quite dangerous. Out of 157 pilots assigned over three years of Misty operation, 34 were shot down, 7 were killed and 3 were captured. A digression if I may: I was privileged to have lunch with a rescued Misty pilot at the 2005 Combat Search and Rescue Reunion at Moody AFB, Georgia. The telling of his shootdown, injuries and rescue made what hair I still have left stand on end!

The constant violent jinking and G-loading to avoid ground defenses made flying Mistys a physically grueling task; even in-shape young pilots would become airsick and were exhausted after missions. When a line of enemy trucks was discovered, Mistys would strafe the lead and tail end vehicles, then call in Thuds or F-4s to complete the job. Even with the Mistys "killing" many trucks and SAM transporters daily, Trail traffic continued to build. Of course, much of the enemy traffic was at night, and the Mistys flew days. A short trial of night FAC-ing was tried with poor results. The added aircrew hazards were not worth the truck kills.

"Bury Us..." is replete with eyewitness recounting of hairy combat sorties, shoot-downs and rescues. Dick Rutan, recently notable for his setting (in the Nineties) of the round-the-world unrefueled aircraft record, adds much to the Misty lore. When his close friend, Howie Williams, went missing, Rutan was inconsolable and secretly planned to insert himself via helicopter, along with a "black ops" team in an attempt to locate Howie and his airplane, or at least try to determine if Howie had been killed

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(Hawker Typhoon & Wonder Putty continued)



After learning how the airplane was constructed, I painted that lower section of the panel that was a cross member on the real airplane RAF interior green like the rest of the cockpit interior. All the cockpit parts fit together very well. In fact, the only part of the whole model that didn't fit very well was the wing to the fuselage. The wing did fit snugly against the assembled fuselage without any gaps, but it did not align properly when put in place there. So I put in a shim and got the wing lined up properly. But it left a step on the underside where the trailing edge joins the fuselage and another step on the trailing edge of the port wing where it joined the fuselage. These are the areas I used the Wonder Putty 2 part epoxy on. I will come back to describe that later.

Body work done, I painted the model with Ocean Gray / Dark Green over Medium Sea Gray scheme with yellow on the outboard wing leading edges. Although provided in the kit decals, I painted the characteristic Typhoon underwing black and white stripes instead. A masked and painted area always fits the model better. This added to my painting time, but later on in the weathering stage I didn't have a second thought about applying weathering here over paint instead of over decals that might be fragile.



I used the kit decals for HH•N "Dirty Dora" applied over a gloss coat of Future floor polish. They worked beautifully, every bit as well as any aftermarket sheet I have ever used.

The final assembly involved adding the undercarriage, bombs, various antennas, and the four groups of clear parts; canopy, wing tip lights, landing light covers, and recognition light. I installed MV lenses for the landing lights. Landing and wingtip light covers were kit parts. They both fit pretty well. I drilled small holes into the back sides and filled them with red and green paint to represent the lights underneath the covers.

During this process I dropped these about three times each. When I dropped the starboard wingtip light the third time, it disappeared forever. A full hour search over a hardwood floor, and I came up with nothing. This is what we call a setback — a ten minute procedure turns into a three hour ordeal!

Eventually, I gave up and stole one from a Monogram Typhoon kit. I sanded it to fit and used that so I could complete the model. So it seems I can't build anything without some parts being made by Monogram!



The complex undercarriage parts fit like a dream. I have never built a model with better fitting struts and doors. The main wheels fit well too, but they are wrong! Typhoon wheels do not stand vertically 90 degrees to the ground. The top of the wheel is closer to the aircraft center line than the bottom of the wheel. The angle is about seven to eight degrees (I didn't look it up exactly). The kit wheels are molded flattened on one side, and the struts have little knobs that the wheels fit over. Ideally, the wheels should be molded at an angle so that they stand at the correct angle when assembled. The landing gear struts should have short axles protruding from them also at the proper angle for correctly modeling a Hawker Typhoon.

The other kit part that I had an objection to was the gun sight, which was molded in clear plastic. It has a mold parting line running right down the middle. This is no good. So I cut the transparent lens that sticks up on the front side of the gunsight off and sanded the top of the sight down smooth. I then replaced the lens with a little rectangle of clear plastic cut from a blister pack of some kind of something we bought at the store. I always

save the clear plastic part of blister packs for this use and others. The type of plastic used in blister packs does not fog when exposed to super glue fumes like clear styrene does. Just make sure your super glue is fully dry before attaching the windscreen.

Model complete! Inevitably in reviewing a kit some of the focus falls on the problems the kit has, and almost every kit has problems. Despite the minor issues I have, this Hasegawa Typhoon is a really fine kit, and it makes a nice addition to my collection. I recommend it highly.



Now on to Wonder Putty 2-part epoxy. Before I start, I must confess I have never use Miliput or any other brand of epoxy putty before. So I have no basis for comparison to competing products, and my critique is less than good in this regard. Wonder Putty comes in a clear plastic package that can be opened and closed for repeated use. Within the excellent package, the two parts of the two part putty are in separate re-sealable tubs, one red and one yellow. Two pop-sickle sticks are provided, also one red and one yellow. A latex glove is also provided.

The mixing directions are easy to follow, and the putty is easy to mix. The directions state that the putty can be moistened with water, and it can be worked and sculpted while it is wet. I found this to be true. I was able to work it pretty close to the shape I wanted it before it starts to dry. It sanded and painted over easily after it dried.

My only complaint with this product is it cannot be sanded down to a really fine feather edge like I had hoped for. On the Hawker Typhoon with a dark gray and green flat finish paint scheme, the shortcoming of the poor feather edge on the putty is not very apparent. However, it would not be acceptable under a more demanding finish like natural metal or gloss white. For applications like that in the future, I will stick with my slow to build up but trusty multiple layers of Mr. Surfacer 500.

Go build a model!

Tim

## Modeling and Your Health Part I

by  
Raymond Nickel, III  
Doctor of Chiropractic



### Introduction

So how many times has this happened to you? You sit down with a project to make a little headway. Your peripheral vision fades away, and before you know it you have mysteriously time warped a few hours into the "modelland". The snap back into reality can be brought about by any number of things, for example your spouse, a child, the morning sun, or the occasional ache and pain.

Although modeling will never be considered a contact sport, it does present a few physical challenges, and it can put wear and tear on the body. The major physical stresses for a modeler stem from prolonged sitting and poor posture while working. It is one of the most common and yet worst things anyone can do to their body.

Believe it or not, prolonged sitting is the third most traumatic thing you can do to your back after jumping and running. Combine this with poor posture, all sorts of micro traumas can occur. Just like exposure to the radiation in sunlight is cumulative over your life, so are physically traumatic events. So something as seemingly benign as sitting hunched over a desk has the potential to not only develop into a health concern, but it can also aggravate existing issues. Some of the most common modeling associated health concerns I hear are, back pain, limbs falling asleep, neck pain, muscle fatigue, and arm/hand issues. These are many different symptoms stemming from a few root causes.

With all that being said, there are ways to not only improve the symptom but also help prevent it in the first place. To try and cover everything in one article would be too long for a publication of this type, so I will present the information in serial format. I hope you find the articles interesting, informative, and helpful. As with anything of this nature I have to throw in the legal stuff. **The information contained in this article is intended for educational purposes only, and it is not to be substituted for current care. Be sure to consult your doctor if you have any question.**

### Micro Breaks

The most common cause of work-related discomfort and injury is working in the same position for a long period of time, such as working on a computer or building models. This stationary positioning requires your muscles to work under constant strain, which reduces blood flow and oxygen to the hard working tissues.

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The people who brought you such office innovations as power napping are at it again. Yes, from the Land of the Rising Sun comes another little trick to help you through your workday. It's called micro breaking and can just as easily be applied to model building as your workstation. If executed properly, micro breaking can increase stamina, help posture, decrease both mental and physical fatigue, and help breathing. It takes a little discipline but is really worth it in the end.

So what is it? Quite simply it's changing your posture, activity, and breathing at regular time intervals during an activity requiring you to work in the same position for a long period of time.

It works like this: every 15 minutes stop what you are doing, sit up straight, put your hands on your knees, close your eyes, and take long deep breaths for 15 seconds. Then stop and go back to work. It's just that easy, or is it?

The feedback I'm getting from my patients is easier said than done. It seems people get so caught up in the task at hand they forget to take breaks! The most successful people have some sort of timer to snap them back into reality. There are even programs computer users can pick up that alert you about your micro breaks at preset intervals.

Multiple studies are showing nothing but positive results from this practice. So do what you have to do, but get into this micro break habit. Set your watch, computer, egg timer, or whatever. Just get started, this will give you more time at your modeling bench before something goes to sleep or begins to hurt. Heck, 15 seconds isn't even long enough to dry the paint out in the airbrush.

The micro break routine I just gave you is just a basic format. It can be tailored to your personal needs with specific stretches, movements, tasks, etc. If you have any specific questions about micro breaking, please feel free to ask me.

Next month: head and neck care.

Ray

### Got Tips?

Want to be famous on the Internet without having to pose nude? Try sharing that favorite modeling tip of yours with the others on our website! Email it to our webmaster, Mike Gilsbach ([mike@gilsbachdesigns.com](mailto:mike@gilsbachdesigns.com)), and he will post it to our latest tip section on our homepage. And be sure to visit the tip section regularly. You'll never know what neat trick you can pick up from your fellow members.

Editor

(*Bury Us Upside Down* continued)



"Misty" F-100F

or captured. The night before the covert mission was to launch, Rutan received an anonymous telephone call. A gruff voice told him not to even think of doing what he was planning. The voice then said that Howie's disposition had been "determined" and that Rutan didn't need to know anything further. Needless to say, even the aggressive young Rutan realized he was playing with the powerful Black World and desisted.

The mysterious call was, in my opinion, probably based on data from "Teaball" at Nakhon Phanom (NKP) Air Base in Thailand (this reviewer did a one-year, 7th Air Force tour there in 1974). During the Vietnam conflict "Teaball" was a super secret listening facility at NKP which monitored North Vietnamese radio traffic 24/7. I'm guessing that Teaball intercepted North Vietnamese transmissions telling Hanoi that the crash site had been discovered and that Howie was a fatality.

The Misty operation ceased in 1970, its role now taken over by F-4s and OV-10s.

The last third of the book addresses the sad situation of wives, children, siblings and parents of Misty MIAs. Over the three succeeding decades following the repatriation of American POWs in 1973, they have had to wage an unceasing, sometimes infuriating, battle with Department of Defense, State Department and Executive Branch bureaucracies to determine the fate of their loved ones. Our government does not cover itself with glory in this respect, and the benign neglect accorded some of these families is most distressing to this veteran. When one puts his/her hand up, pledging to defend the U.S. Constitution, the government really does "own" you 'til death...and maybe after!

Oh, and if you're wondering where the book's title originated, it's from an old fighter pilot toast:

*"When our flying days are over  
When our flying days are past  
We hope they'll bury us upside down  
So the world can kiss our ass."*

*"Bondo" Phil Brandt  
USAF (Ret.)*



Rafael Power

## Weathering and Dioramas

Remember the early days of model kits? Surely you can brush past your early stages of feeble memory induced by old age and remember those days. There were no airbrushes, resin detail sets or overpriced model kits from the Far East. Model paint came out of a jar of 10¢ Pactra or Revell enamel and a bargain basement priced brush from the local school supply. Later we began using spray cans, followed by the well known entry-level Paasche V airbrush. The 79¢ Aurora model kits were put together quickly and on to the display case. I suppose it was a 1950s rite of spring for us Baby Boomer modelers.

Now, building models requires ravishing a lot of attention upon them. The correct FS, RLM or IJN colors, the relentless parade of resin and photo etched from the Czech Republic, decals, books and more are now obligatory. Aaaaand, you can not dispense with having some measure of weathering and a type of base or diorama effort for your model; especially if you want to compete on the next model show.

Today, military aircraft, armor vehicles and figures are the main users of weathering and dioramas. But some are also jumping into the bandwagon as more airliner, cars/trucks and ships are no longer just objects of display. Model show judges will look at two identical model aircraft: one in a beautiful factory finish and one with a realistic weathering finish; and the difference in points awarded between those models are quite obvious.

The old question: which came first, the chicken or the egg takes a new meaning.

Before the era of plastic models following World War II, aircraft and ship modelers had to use pine or balsa wood and other materials in order to make their models. Flying or ship models did not require any type of weathering. The old Guillow rubber band airplanes were strictly that: fliers. Sailing or warship models were completed to be displayed with no battle damage or weathering anywhere. Even museum master modelers employ no weathering on their display models. But, where did all this realism in weathering and dioramas come from? Well, from the hobby of model railroads of course!

The hobby of model railroads began in 1900 when Joshua Lionel Cowen started his company of model trains. Well known American brands like Marx, American Flyer, Gilbert,

and those European companies fostered the enduring hobby which remains today. Modelers took to building their own railroads layouts with a passion. Many a home garage, basement or den was converted into a huge layout with mountains, cities, lakes, tunnels, bridges, industrial areas, scenic vistas, fake snow and railroad yard. And yes, the old matrimonial edict of "it's either me or that toy junkyard" packed many a divorce court. Probably some judges were also railroad modelers, something which did not endear them to the former wives seeking a way out. But, it favored the husbands who exchanged information with the judge on weathering or coupling a difficult track layout before granting a happy departure.

To achieve ultimate realism on and around the tracks, railroad modelers applied weathering to everything they set eyes on: locomotives, railroad cars, buildings, bridges, rock, mountains. Worn out paint, rust, and burnt metal were fair targets for their appetite for accuracy, weathering and realism. Everything is fair game.

### Local Shows and Clubs

For those who would like to explore the secrets of the oldest hobby and their weathering techniques, I suggest a visit to the local model railroad show or convention. Most railroad modelers are members of the National Model Railroad Association (<http://www.nmra.org>), the IPMS equivalent of model railroads. Naturally, railroad modelers use a different vocabulary of their own; instead of terms like dihedral, flaps, turrets or link-to-link tracks, they have rail jargon like knuckle couplers, Flextrack, gauge, gondola, Homasote, hopper car, passing siding, reefer and rolling stock. Once you learn their language, you can pick up on their techniques and adapt them to your AFV, aircraft, ship or car models.

The two rail clubs in Austin are [www.trainweb.org/hotg](http://www.trainweb.org/hotg) and [www.trainweb.org/ttat](http://www.trainweb.org/ttat). Elsewhere in Texas, there are clubs in Bryan (2), Dallas (2), Houston (4), McKinney, Mesquite, San Antonio (5), Sherman, Sugar Land, as well as Monterrey, Mexico. Remember that each rail club specializes in a particular gauge/scale such as G, HO, N, etc. Just imagine the ASMS splitting into 1/48 and 1/72 scale clubs.

### Internet

From railroad model sites you can also get inspiration and tips on displaying your model next to a bombed out building, on a carrier deck, or on a hairpin turn at Indy 500. Some interesting sites with weathering tools and background information are:



<http://www.nmra.org/beginner/weathering.html>

This is the National Model Railroad Association's (NMRA) website. The list of things you can find there is quite extensive. Everything from basics, weathering, scratch building, links, scenery with photos, instructions and more for beginners to veteran model railroaders. This is a good start before exploring elsewhere. Recommended.



<http://www.greatesthobby.com/wgh/default.aspx?c=ps&id=28>

All sorts of background information and data on the hobby of model railroading. This site is a learner's tool with a list of terms, history of model railroads as well as a Frequently Asked Questions (FAQ). There's a series of booklets in PDF format to be downloaded on different subjects including the different scales, building a layout, etc. Also recommended for non-model railroaders.



<http://www.railmodeling.com/tipstricks/Weathering/>

Some weathering and water splash effect.



<http://www.trainweb.org/danderso/> or

<http://users.foxvalley.net/~osn/>

This O scale site is one of the best ones for weathering, scenery, and many other items most of us never use in our dioramas. Recommended!



<http://www.railserv.com/Models/Layouts/General/>

Good links and good information on figure painting, colors, scenery, etc. While you are there, visit:



<http://www.railserv.com/jump/jump.cgi?ID=4908>

Other weathering and diorama articles, guides, primers, structures, buildings, etc. can be found on the Internet on the

following sites:

<http://www.geocities.com/Heartland/Ranch/1916/weathering.html>

<http://www.gatewaynmra.org/structure.htm>

<http://www.tttrains.com/tips/mikestips.htm>

<http://www.thortrains.net/lackawanna/page7.htm>

Military Presence on Model Railroads. Era by Era Synopsis of Main US Military Vehicles. Of interest to armor fans of all scales.

### Magazines

The following magazines always contain articles on weathering, painting, dioramas and more:



[www.kalmbach.com](http://www.kalmbach.com)



<http://www.modelrailroadingmag.com/>



<http://www.modelrailroadnews.com/>

Visit this site to learn about the model railroaders struggling against the idiotic intellectual property debacle now being waged between the model railroad companies and the powerful companies. It's the same thing in the model aircraft sector between companies like Revell and Boeing, Sikorsky, etc.



<http://www.rrmodelcraftsman.com/>

I hope some of these sites will provide you with new weathering techniques as well as ideas on dioramas. Of course, attending the model railroad clubs and shows may be a refreshing experience as well.

Rafael

## Old Rumors & New Kits

Well, if you haven't noticed, it's Fall and it's a little cooler and the leaves are turning. Actually they are turning brown and falling off because the trees need to keep the moisture but what the heck—it's Fall. Cooler temperatures can't be that far behind and rain will surely come.

And with the change in temperatures come some of the best modeling weather so get ready to rev up that airbrush and paint in the garage without having a heat stroke. Actually, I don't have a garage to paint in. I have to step outside and paint in the inside back porch. Anyway, it gets done and the paint dries fast.

Now on to modeling. I'm sure most of you have taken notice of the in-store model contest coming up in November 4 at King's Hobby Shop. As far as I know, this is a first for the shop. The contest is restricted to 1/48 scale armor which has shown a resurgence in recent weeks. I have, in fact, been buying some of the Tamiya and Skybow kits that caught my attention. I already have a small stash of old Bandai kits that I look at from time to time. So, if you want to have some fun, get one or two of these little kits and have some fun. Believe me, they go together very well and quickly so you don't have to spend weeks and days getting it all together.

And there are some really nice bits of detail parts now available from resin interiors to PE fenders and other such fiddly-bits.

Many years ago when I got back into modeling, Revell had several nice 1/32 kits on the market. Among them were a Jack and a Tony. Some of the kits are still around but the Tony was one of the best looking and for some reason it has all but disappeared—you may find the occasional offer on Ebay. Fortunately, I have the old kit but I hate to build it. I guess there's something about cutting the parts off the runner and actually gluing them together that means there's one less Tony kit around. Still, I like the airplane.

This morning I was pleasantly surprised to find that MDC had a new Ki 61, Ty 3 Tony in the works and hoped to have it ready to sell at the UK Nats in November! There were photos of the taped together model, sans landing gear, prop, and clear parts but it looks really nice. I have no idea what the MSRP will be but if it stays with the current trend, it will be in the three figure range or very near it. Of course, it may be less but that's not the way prices have gone lately. Unfortunately, styrene prices seem to move in only one direction; up!

I also noted that Tamiya will offer an F4U-1A in 1/72 and possibly a -1 "Birdcage" sometime soon. A lot of these kits make their appearance before Christmas so keep your eyes open. I expect it to be reasonably priced as are the other 1/72 kits in the current series. Now if they would just do that P-51B as they did their excellent P-47D Razorback and Bubble Top. And there is a clamor for the same treatment for the Swordfish.

I noticed several new resin detail sets at King's, some of them for newer kits like the Hasegawa P-400 and for the Eduard I-16. Quickboost has a much needed resin seat for the "new" Tamiya He-162.

Eduard continues with their 1/48 Weekend Edition kits. These are real bargains. For just a little over \$10 you get all the styrene from the original boxing and decals for the box art subject. I know, some of you want more choices but for more choices, you have to pay more. And markings can be scrounged and borrowed if you want to be "creative." The last kit I saw was the WWI Pfalz D.IIIa. You would have to go some to find a more colorful fighter from that era.

And coming soon from Eduard is the 1/48 Lavochkin La-7. This kit will be a couple of dollars more than the Pfalz but at about \$12.50 it will be a bargain. And there are some decal sheets available if I'm not mistaken.

Before I forget, I saw a very impressive new kit from Special Hobbies. It's the 1/32 Buffalo, a somewhat enlarged version of their earlier 1/48 kit. This is a very slick kit and from the photos I've found on the internet should make a fine looking model.

Trumpeter's Wyvern in 1/48 has sold out. But don't despair. More will be produced and will be back in the stores. Eventually.. Trumpeter has also released a 1/72 scale Gannet, one of the most awkward looking aircraft but one of the best sub-hunters ever built. It's not available locally but look for it. And maybe, just maybe they will do it in 1/48.

And for the kit that almost no one has, Czech Master has released two detail sets for the Airfix TSR-2, one for exterior details and one for control surfaces.

Speaking of Airfix, it appears that there is hope on the horizon. Hornby, the model train people in the UK, have shown an interest in acquiring the company. Whether they also might get Humbrol in the deal is not clear but Airfix has been spotlighted in the British press and media and a new owner is almost certain to keep the models coming.

I've seen an ad for a new tool 1/35 M2/M2A Half-Track from Dragon/DML. This kit is said to have bulged tires and finally an accurate rubber-band track with center guide band. Though not an armor builder, I'm hoping that this is an accurate half-track kit. DML has also announced a 1/35 3cm Flak 103/38 with Trailer. This is the first time to offer this in plastic and the kit will feature PE gun and gunner's shield, and other details.

For ship builders, look for a 1/700 Super Yamato Class Battleship. This "what if" model features 20 inch guns and comes from Fujimi. It's only 65 years late! Also look for a new In Action book from Squadron. It's the U.S. Navy Floatplanes volume and has some great photos. Whew! Now go build a model.

Milton

## Know Thy Fellow Member

### Name

Greg Springer, aka "Springer-san"

### Day job

Safety Instructor for Texas  
Department of Insurance

### I'm a...

"Lifelong" modeler for 50 years.

### Primary modeling interest

Single or twin engine military  
aircraft, World Rally cars.

### Favorite era and subject of my primary modeling interest

1914 to 1945 for aircraft. Modern for cars, naturally.

### Main reason why I build models

It's fun (usually).

### Other than building models, I...

Can't think of anything better to do in my spare time.

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

Watching "Air Power" and "20th Century" on TV in the 1950's.  
These were documentary shows made by CBS.

### My favorite "master" modeler is

The late Bob Davies. Current masters Roy Sutherland, Derek  
"Buffy" Brown, Dr. Don Alberts.

### I consider myself...

A builder.

### The size of my unbuilt collection

Just over 300.

### Best and worst excuses I used for buying yet another model kit

Never had that problem! When I was young, I could sneak them  
in quite easily. My punishment for bad grades was not being  
allowed to build.

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

Maybe I could have a Viking funeral? Pile all of the unbuilt kits  
in a boat. Put me on top of them with an Xacto knife in one hand  
and my faithful Paasche H airbrush in the other. Set fire to the  
lot and push the boat out onto Town Lake.

### First model I completed

Aurora Albatros D.III when I was seven years old in 1956. The  
cost was 69 cents at Jennings-Shepherd Sporting Goods in  
Roanoke, Virginia. My mom helped me build it. We learned  
never to build models on a varnished dining room table when  
the Testors tube glue ate some of the varnish.



You can see I'm not a Vampire.  
Now RUN, you fools!

My second kit was the Aurora biplane Helldiver, and the third  
was the Pyro Monitor and Merrimac set. The ships were my first  
painted models. I used Testors Silver, Rust Red and Black.  
There were no flat finish paints available in those days.

### Longest time I took to finish a model

Currently ongoing, the accursed Trumpeter Zero. I've been  
working on it (off and on) since August, 2003.

### Best model I built so far

Hasegawa 1/32 Bf.109-G6 converted to an F2.

### Worst model I ever encountered

It was a Tauro Savoia-Marchetti S-55X for Dr. Claudio Segre,  
a professor at UT.

### I'm currently working on...

The accursed Trumpeter Zero. All gods bear witness! What  
have I done to deserve such a kit?

### Dumbest thing I ever did when building a model

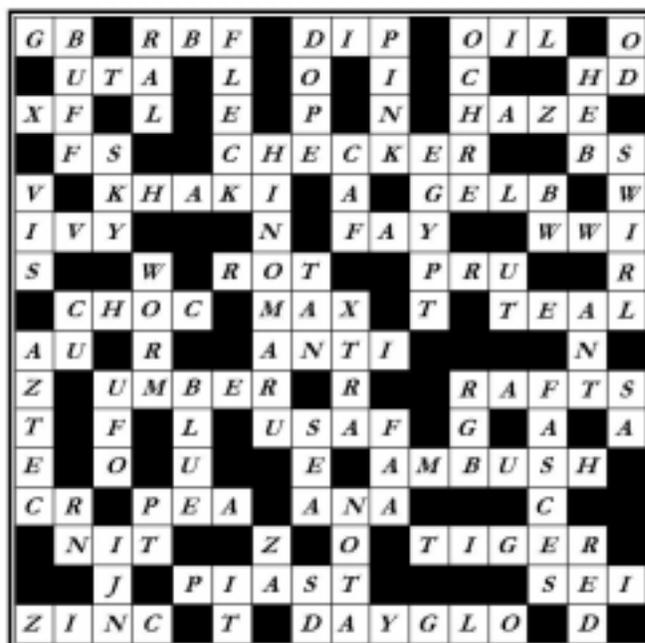
Too numerous to mention! All involved either installing some-  
thing before it should have been, or closing up the fuselage  
before putting a part inside of it. Instructions are for sissies.

### Worst thing I ever did to express my anger or frustration while building

I once smacked an Airfix B-26 across the work bench because  
the Floquil silver paint kept messing up. I never had any luck  
with that stuff. Thank God for Alclad!

### Modeling story I like to share with my peers

How about some philosophy? All it takes to build good models  
is simply the patience to go back and fix all mistakes. Easier said  
than done.



Solution to last month puzzle

## My Modeling Toolbrush

**Gunze Mr. Hobby G-Tool**

**Mr. Polisher-Pro**

**Cost: ¥1,500 (about \$12.75)**

Review by

Eric Choy, IPMS #44323



If I have to name one thing I don't enjoy in modeling, it has to be sanding. I am not good at it, and I hate the mess it creates. Maybe that is the reason why I spent so much of my earlier modeling life building armor kits. As any armor modeler will concur, the amount of sanding and the attention to a polished surface in building tanks is minimal compare to building aircraft.

To make up for the lack of skill, I, like everyone else, turn to technology. While surfing on the Internet one late night, I came across this toothbrush-like polishing tool by Gunze Mr. Hobby. Thinking it looked like a good idea as a sanding tool, I promptly placed my order, and a few weeks later I received my "toothbrush" in the mail.

As with any other modeling gadget from the Far East, the first thing I checked was to make sure it contains instruction in a language I can understand. Luckily, both Japanese and English instructions are included on the back of the package. Curiously, however, there is a warning in the safety precaution section that says "This is not an electric toothbrush"! Well, someone in Gunze must have a good sense of humor. I cannot image why any sane modeler would not use this perfectly good toothbrush for his/her teeth while not polishing models!

Mr. Polisher-Pro operates on two AA batteries, and it comes with water resistant polishing pads ranging from 600-1000 grit. Each polishing pad is about 0.5" in diameter. Attached to a cushion-like sponge with self-adhesive (see picture), it conforms to most curved surfaces and allows various pressure to be applied while polishing.



Three sheets of each grit (600, 800 and 1000) is included, and each sheet contains fifteen polishing pads.

Eager to brush some modeling teeth, I put my Mr. Polisher-Pro to the test. First I tested it on regular model styrene surface, and then I tried it on a few resin aftermarket parts. In both cases it

works pretty much like it is advertised — it polishes fast and well. You do have to pay attention not to leave the pad in one place for too long or you'll risk leaving a circular indent in the surface you are polishing.

What about using it as a sanding tool as I originally intended? The answer is no, not really. The grits on the provided polishing pads are not rough enough to perform any major sanding operation, although it is possible to cut out a piece of 300 grit sandpaper and glue it to one of the polished pads. However, the small diameter of the polishing pad has pretty much limited this tool to handle only small surface areas, regardless of polishing or sanding.

Another problem I can foresee is the indistinguishable polishing pads in different grits. They are all grey in color with no marking on them whatsoever. This makes interchanging pads very confusing, not to mention expensive after a while as the back loses its adhesive to stay on the head of the tool.



One possible solution to this problem is to buy additional heads so each polishing pad of different grits has its own exclusive head. The cost for each head is not that expensive, only ¥280 (about \$ 2.38).

So, was Mr. Polisher-Pro worth it? Well, it depends. It's cheap, and it does exactly what Gunze advertises it can do. But the small surface area it intended for makes its usage quite limited. Plus the indistinguishable polishing pads issue, I cannot justify a full recommendation. I can only file this one under the title "peculiar tool that might come in handy in a certain situation". But if you are in the market for an inexpensive toothbrush that can also double as a model polishing tool, or maybe a cheap Christmas gift for your modeling buddy, you might want to give Mr. Polisher-Pro a try.

I mail-ordered my Mr. Polisher-Pro from HobbyLink Japan (<http://www.hlj.com>).

Eric



**Next Meeting  
October 10, 2006**

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

