



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

September 2006

SPRUE EXAMINER



With Regards to Jules Bringuier: Kitbashing a 1/48 B-57G

by
"Bondo" Phil Brandt
IPMS #14091

Background

Ever since 1971 when Boy WSO Bondo's RF-4C squadron at Shaw had two "Compass Site" B-57E real-time data relay birds attached, he has never forgotten their distinctive Hoover vacuum sound during ground operations. One of these two airframes remains, now on display at Pima County Air & Space Museum; good guys Bob Penny and Jerry Hughes bought the farm in the other one while practicing simulated single engine approaches in '71. But I digress...

In a 1969 project called "Tropic Moon III", sixteen B-57Bs were withdrawn from Phan Rang AB in RVN and sent to Martin in Baltimore for modification to an unusual configuration to be known as B-57G. Eleven of the newly modified B-57Gs were deployed, as the 13th bomb Squadron, to Ubon, Thailand in 1970. They remained there until their withdrawal in 1972, and they were transferred to the Kansas

Air Guard in Topeka. In 1974, they were ferried again to Davis Monthan AFB for eventual destruction.

It's interesting to note that, of the five Gs that remained in the US for aircrew training, only one was lost (fatal) during single engine testing, just as in the loss described above at Shaw AFB.

The ungainly appearance of the B-57G was more than offset by its accurate bombing ability, courtesy of new IR, LLTV, and laser systems housed within the platypus-like nose fairing.

It was the first aircraft that accomplished its own laser designating for its own weapons; the G carried two Mk82 LGBs under each wing and four Mk35/36 "Funny Bombs" in the bomb bay.

The Plan

Anyhow, there this curmudgeon was, with slightly less than \$200 invested in the typically clunky, idiosyncratic Collect-Aire B-57B/B-57G all resin kit. I had originally considered modifying the not-bad Falcon vac kit, of which I had two, into a G. But in the end I figured there was more to be gained in doing the labor intensive Collect-Aire kit.

(continued on page 4)

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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...

Oh dear! The unthinkable has finally happened. Last week, Airfix/Humbrol announced they are now "in administration" (similar to bankruptcy filing here in the US). Citing cash flow problems as the main reason, Airfix now joins its parent company Heller seeking court protection from their respective debtors.

Upon reading the news on Hyperscale, I couldn't help thinking the circumstance of the demise of this modeling legacy; just as the TSR.2 project killed the British aerospace industry back in 1965, 41 years later the very same subject last released by Airfix denotes the end of the UK model industry. Perhaps this is no coincidence. The curse of the TSR.2 has struck again!

After several months of hiatus, "**Bondo**" **Phil** returns with a kitbashed B-57G. **Rafael Power** also returns this month with some critical things to say about this newsletter and our website. The fellow member in profile is **David Orloff**, a familiar face for all of us in the club.

This month I have also installed a nice surprise on page eight. I thought you all would enjoy some fun and game once in a while (as if building model is not fun enough!). Since this is my maiden attempt, please do let me know any mistake I made, and as usual I appreciate any feedback and comment on how to make it better next time.

Our meeting this month is on **Tuesday the 12th** at 7:00pm at the usual Yarborough Branch Library. The clinic topic will be "**Armor Symposium**" conducted by our in-house armor experts **Russ Holm, Karl Leidy** and **Pat Rouke**.

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...

September is finally here! Another hot Texas summer is almost over. These days the only place in my house I can build models is in the garage. So I look forward to the cooler weather as I can spend some quality time with my "kits".

We are still waiting for a response from the San Antonio club on the idea of share hosting the IPMS/USA National convention in 2009. Both ASMS and Alamo Squadron are two great clubs. It will be wonderful if we can pool our people and effort together to make our modeling communities, not to mention Central Texas, proud.

We have an interesting presentation by our armor boys this month, and I hope to see you there. I might even have something I can bring to show off at the meeting.

Meanwhile, let's all return to the workbench and get something done!

Jeff

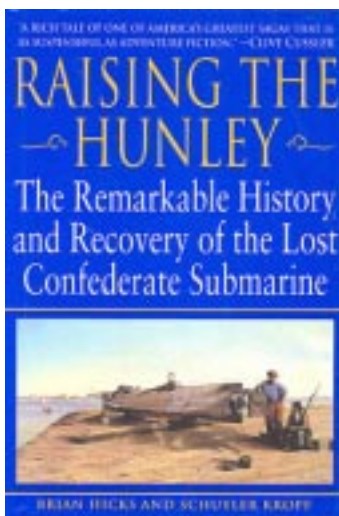
Jeff's Book Reviews

IPMS# 30833

Raising the Hunley

The Remarkable History and Recovery of the Lost Confederate Submarine

by Brian Hicks and Schuyler Kropf



Published by Random House in hardback format with 302 pages, 4 pages of color photographs, and 17 pages of black & white photographs and drawings. Price \$20.00. ISBN 0-345-44772-7

For those who are unfamiliar with the Hunley, she was the first operational submarine in history to sink a warship. Based on the idea from Horace Lawon Hunley, a wealthy New Orleans planter and lawyer, she was the third submarine to be built for the

Confederate States and the first to make it to combat.

At the time, the submarine project was supported by the Confederate Army (hence the Hunley does not warrant the

"CSS" title), but she was built in Mobile, Alabama in 1863 with private money from Hunley and his fellow inventors James McClintock and Baxter Watson.

The Hunley's first assignment after sea trial was to relieve the port of Charleston, South Carolina from the Union's naval blockade. As she was making preparation for battle, disaster struck when the wake of a passing ship caused her to roll and take on water due to her slender profile. She sank in 46 feet of water, and five men died in this accident.

Two weeks after she was raised, on a practice dive she took on water and capsized again, this time killing her entire crew. With so many lives lost, the Army lost interest in the Hunley. Only Lt. George Dixon and Lt. William Alexander, who were assigned to oversee the project, still believed earlier accidents were no fault of the submarine design but of the crew. Together they convinced the commander in charge, General Beauregard, to send the Hunley out to sea again.

On February 17, 1864, she finally accomplished what she was designed for. The Hunley made a daring night attack on *USS Housatonic*, and she successfully sunk the Union steam sloop-of-war by ramming her with a spar torpedo full of explosives. Although the Hunley managed to survive the blast, she failed to return to shore and remained lost for the next 131 years.

Hicks and Shuyler's book is divided into three chapters; the first chapter recounts the development of the Hunley, the training of her crew, the two fatal accidents, and the final mission at Charleston harbor. The next chapter describes the numerous futile attempts and the eventual discovery of the location of the Hunley. A detailed account of the legal scrambling of the rights to the boat that went on with the state of Alabama, South Carolina and the US Navy is also included.

The final chapter deals with the raising of the Hunley from the ocean floor and the race against time to preserve it from the element and treasure seekers. With the help of one dedicated individual and the local community, all the remains of the crew found inside were identified and finally laid to rest along with the victims of the Hunley's earlier accidents.

I truly enjoyed reading this book. It gives me a glimpse of life in a blockaded city, and it also makes fantastic reading on forensics science. Highly recommended.

Jeff's rating - ★★★★★

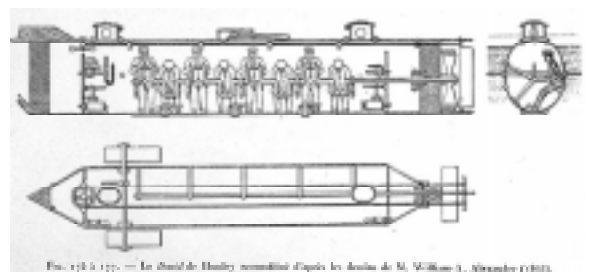


Fig. 114 à 117. — Le sous-marin Hunley reconstruit d'après les dessins de M. William G. Alexander (1864).

(Kitbashing a 1/48 B-57G continued)

Then, "Uncle" Jules Bringuier struck, beating Airfix by a year in releasing a quality 1/48 injected Canberra kit with nice resin details. Now here was an exciting new possibility for kitbashing a G. Since Jules' Canberra offers details and engineering much superior to the limitations of the Collect-Aire release, I decided that I would simply graft the forward fuselage of the Collect-Aire kit onto the Canberra. I picked up the razor saw and crossed the Rubicon...

Cockpit

Joining the forward and aft fuselage sections was a relative no-brainer. But first the large two-seat G cockpit and canopy structure had to be essentially scratchbuilt. Since the Collect-Aire cockpit was much too simplistic for such a large canopy area exposed to view, I cloned the more accurate Falcon vac tub in resin and created a master by adding Black Box console panels and sidewalls from an F-14 set. BTW, industrial strength Dremelling of the Collect-Aire sidewalls was necessary to fit the new tub; have I ever mentioned that the Dremel is by far the most valuable tool in resin kit construction? :)



My friend and consummate modeler, Fotios Rouch, kindly created accurate masters for both instrument panels, as the Collect-Aire parts for same were useless. Escapac seats are from True Details, with upper ejection handles created from copper wire. The Collect-Aire vac canopy was used, but the resin canopy frame, air conditioning ducts and canopy raising structure were all scratchbuilt.

Balance

A significant amount of lead shot around the nose gear bay was necessary to balance the very tail heavy airframe, even with the weighty resin forward fuselage. I even had to drill out the G radar nose cone to add more lead.



On top of this, the Classic Airframes nose gear strut (used with the Classic Airframes resin nose gear bay) was at least 3/16" too long. This gives the model a weird nose-high look, whereas most of the B-57s pictures show a distinctive nose-low attitude. The strut was shortened appropriately, using a brass pin for strength.

Engines

The Canberra engine intake diameters are too small for the later,



more powerful B-57 engines. So the larger resin intakes from the Collect-Aire kit were grafted to the Classic nacelles. The compressor faces were cut out from the Collect-Aire intakes, and separate resin ones from the Falcon vac kit were adapted.

Smaller Details

The distinctive "ram's horn" air intakes flanking the radar nose cone were scratchbuilt along with the two small air ducts on each side of the aft fuselage and the long offset pitot boom. The G, as in other later B-57 models, uses larger oil cooler fairings under the forward portion of the engine nacelles. I scratchbuilt mine and cast them in resin.



Resin underwing weapons pylons were adapted from the Collect-Aire B-57, but the way oversize tip tanks were not; the Classic Airframes ones are correct.

Mk82LGBs were taken from one of the Hasegawa weapons sets.

Another big difference between Canberras and B-57s is the installation, in the B-57, of speedbrakes. Accordingly, the Bondo Industries Weirdness Works Division cut out and adapted those of the Collect-Aire kit to the Classic Airframes injected empennage.



Circular "bumps" on the empennage top and bottom were also cannibalized from the Collect-Aire kit. Upper and lower rotating beacons were scratchbuilt, as were all the various new antenna blades.

Finishing

Extensive sanding eliminated many panel lines; they were rescribed. And, yeah, yeah, Bondo knows that panel lines differ between the Canberra and B-57s. The three-tone SEA camo scheme, plus black undersurfaces, render this discrepancy rather moot IMO; as we used to say in the USAF, "close enough for government work"!

Many iterations of the ol' Blue Acryl...wet sand...lacquer primer routine were accomplished until the airframe surface took on a dull shine. The laborious SEA camo scheme was done in Polly

Scale acrylic. After initial basic patterns were airbrushed, each color area had to be remasked, and the edges of the tape slightly raised to gain the properly delicate overspray pattern in a 1/48th scale model.



Squadron codes and national insignia decals were taken from various Aeromaster sheets to represent the aircraft in the beautiful two-page artist rendition of an in-flight G in Bob Mikesh's B-57 book. A light coat of greatly thinned Testor's acrylic clear flat was dusted on to blend in everything. In a rush to ready the model for the Kansas City Nats, I skipped the panel line wash, but I may go back and do it later on.

Conclusion

As so often happens when Bondo Industries does a major kitbash, an injected version of said project appears as if by magic! I welcome Jules' B-57 kit announcement and hope that he eventually releases a G.

"Bondo" Phil



References

Martin B-57 Canberra - The Complete Record
 Robert C. Mikesh, Schiffer Publishing, ISBN 0887406610

Region 6 Update

by John Vanek, RC6

Greetings, Region Six!

I know I said I would never spam you folks with something crazy, but this is way better than Canadian Meds or fake Rolex watches. I was just thinking after the Nats that we should have something for our members to wear and show off our Region. So I have been feverishly working on something to meet that goal. Now VOILA! The R6 official T-Shirt is here (well, almost)!



What better to wear to events than a fancy lookin' T-shirt with the R6 logo? Nothing I can think of other than a beanie hat with a propeller (looked into those and they just cost too much).

All six states from our region are listed on the back print with the R6 web site proudly displayed and the IPMS/USA logo on the front (url not shown in picture, but it will be there).

The artwork was just completed today, so they aren't available just yet. I have talked with the printer, and it will only take a couple of weeks to have them ready. Now before you get too excited let me fill you in on what is even better. The cost (shipping included) is only \$12.00 each! WOW! As of the time of this message, we can do L to 2X for that price (I forgot to ask about medium, but I'm sure that it will be okay). We can do above 2X, but there will be a \$1 per X. This is the same printer that did the shirts for the '03 Nats, so you know that they will be just as cool in person.

What I would like for everyone to do is let me know how many your chapter is interested in getting, including size needed. Since this product is sponsored solely by your loyal and dedicated RC, I can't really put in a big order and hope that I sell them. If I can get enough interest, I might be able to look at getting some to bring to events next year. But that is down the road a piece yet.

Right now, I'm just looking to get some numbers to give the printer. Based on the responses from you all, I'll let everyone know when will they be ready. After that, we'll all be lookin' sharp as we dazzle folks at contests and displays.

Tell your friends! Tell your family! Region Six is "Modeling on the Edge"!

John Vanek

WEB AT NIGHT

..... ON AFTERBURNER

by Rafael Power

Greetings! The Web Loco is back with another small assortment of sites with an unexpected surprise at the end. Enjoy!



Centurion MBT, a steadfast old warrior

Seems like old tanks never go away but rather, they keep on tracking. This is the case of the British Centurion main battle tank (MBT). Cousin of the U.S. Army's M48 and M60 battle tanks, the Centurion appears as the only of that class still in service. Developed during World War II and classified as a Cruiser tank, the Centurion emerged from the production lines after the end of the war too late to see action. But it went on to serve in all corners of the globe and every major postwar conflict including the Korean War, Suez Crisis, Vietnam, and the Yom Kippur War. Armies operating the Centurion include Australia, Canada, Denmark, India, Jordan, Singapore, and South Africa just to name a few. Oddly enough, none were ever operated in South America.

And for a little trivia, this is the same tank used in the 1965 Beatles film HELP!

On the scale model scene, the Centurion is another type largely ignored by most mainline model kit manufacturers. The 1/35 scale Tamiya, Academy, Accurate Armour, Coreé and AFV Club examples are the only ones in this scale. Of course, aftermarket manufacturers Eduard, Accurate Armour, AFV Club and Verlinden also offer some items to dress up and up gun these kits.

(Editor' notes: looks like Rafael forgot to mention Legend Productions from Korea and A.E.F. Designs from Colorado! Legend has both resin conversion and full kits available if you are interested in building Australian or IDF Centurion Mk.V. They also make two other conversion kits for IDF '67 and '73 Centurions, both equipped with Israeli installed US M-60 engine decks.

Legend Productions' url on the web is www.wwww-legend.co.kr (notice the double "www").

A.E.F. also offers resin conversion sets for IDF Centurion in three different versions ('67, '73, and '82) as well as other Centurion-based IDF AFVs like "Puma", "Nagmashot", "Nakpadon" (all armored personnel carrier), and "Puma/Ram" (engineering and recovery vehicles). More information can be obtained from their website: www.aefdesigns.com.)

In the smaller scales, Airfix/MPC released a 1/72 scale Centurion which is still available. For the 1/87 HO scale fans, look for the Roco Minitanks, Zylmex Centurion Mk III, and an Airfix HO-OO Poly Centurion MIB. For more odd-scale Centurions, there was a Lindberg (1966, 3/16" = 1 foot) and a 1/48 one from Aurora. In the die cast arena, there's Dinky Toys (Meccano) #651 and a Corgi Centurion MKIII.

I should mention that all these Centurion models are currently available in eBay.

For the modelers there are the following kit related sites:

1. www.cidwebs.com/armorinscale/tamcentl.htm Review of the Tamiya 1/25 scale Centurion kit.
2. www.accurate-armor.com/search.cfm Excellent site from Scotland producing complete 1/35 Centurion kits as well as conversions to different variants such as gun barrels.

Excellent sources of photos and historical data on the Centurion can be found at:

1. www.rcaca.org/En/indexLM.asp?ID=27 Service history and photos with the Canadian Army Armoured Corps.
2. www.lancers.org.au/site/CenturionTank.asp Information on Centurions in Australian Army service plus photos of a fully-functioning restored example.
3. www.idfmodelling.free.fr/centurion.html Photos of Centurions in Israeli Army service.
4. www.israeli-weapons.com/weapons/vehicles/tanks/shot/Shot.html Photos and data on the Sh'ot, the Israeli version of the Centurion. Also photos of the conversions to other Centurion-based vehicles.



l'Escadrille

www.wwimodeler.com/escadrille.html

For all the canvas wing-challenged (and not so challenged) fans, **l'Escadrille** is a pleasant visit without the shock of a big complicated site. If you are contemplating on starting your first World War I model aircraft, l'Escadrille is the place to go. The

home page is simple and elegant without the overdone menu of pages. The main page has a short greeting from Webmaster Peter Leonard followed by a list of articles. These include galleries and how-to-do guides. The latter includes rigging materials and scratch building wings. This is a pleasant visit into the realm of WWI model aviation. I haven't worked on a WWI aircraft model in decades but this site may persuade me to do so again.

l'Escadrille is not an all-inclusive model site but rather one for a quiet afternoon of light reading and learning. Set yourself and your mouse to low speed and just relax on this one. Recommended!

Downside: no color profiles or kit reviews



Well, did you think I would just ignore this club's site? Not a chance! I supposed I'll have to do an Inspector General white glove inspection.

I visited this site some time ago when it was still in its early stages. It was very sparse on everything. The photos were too small to do the models justice, and articles were few and far between. The tag "prototype" was a fitting one for this home-grown site. Like aircraft, cars and other machines, a prototype signifies that the subject is open to changes and improvements.

But when I visited the site a few days ago, big changes were evident. Webmaster Mike Gilsbach has transformed it into a full-blown modeling site. Driven by Gilsbach and numerous suggestions and contributions from other club members, austinsms.org established itself into the ranks of other well-known club sites on the web. The site is very well done and has earned kudos from the IPMS and other clubs.

One of its pillars is the gallery section. It fields a large collection of member's models which demonstrates the high quality and mastery of their craft. Another plus is the large number of models photographed during past model shows. At last count, the total number of photos in galleries and shows now stands at a whooping 2,171! This is an example other club websites should follow.

During its regular meetings and shows, the club members also conduct clinics and symposiums to demonstrate different skills. These include weathering, biplane rigging, paint techniques and more.

Aside from the website, ASMS also publish a newsletter called the *Sprue Examiner*. What began as a mimeo sheet before the era of the personal computer in the early 1980s has transformed

into one of the best club newsletters. The *Sprue Examiner* has a nice selection of model and book reviews, news of upcoming shows and model kits as well as the essential editorial comments.

But unlike other club newsletters, the "Sprue" has a noticeable flaw: very few armor, car, figure, fantasy/sci-fi or ship articles. Being a longtime reader of the newsletter, I have noticed a continuing decline in the number of these missing articles. It's here that participation from club members is essential in order to make the "Sprue" a wide-ranging publication.

In spite of these shortcomings, the site and the newsletter are quite impressive and one I will frequently visit. Keep it up Texans!

Downside: some models in the gallery lack sufficient background information. There should be more articles, forums, modeling tips and a sell & trade section.

Please forward me your comments, suggestions and critique at my e-mail address at: r.power@prw.net

Rafael



I want to be an Author!



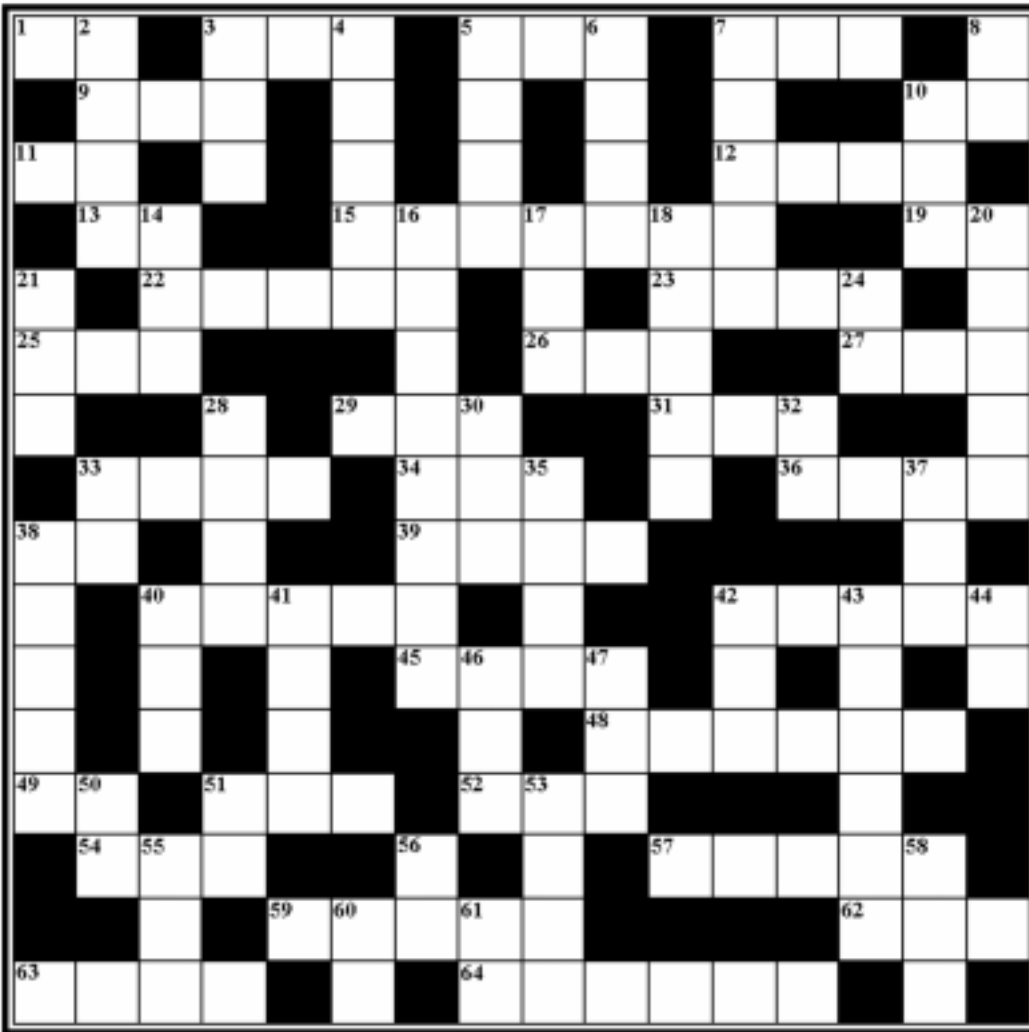
Have you ever thought of writing something for our newsletter? How about sharing that new technique, doing a review, show off your latest built, expressing an opinion, or whatever. *Sprue Examiner* is your soapbox, and we always welcome your contribution.

To get your article into print, type it in your favorite word processing software and send it to us via email or any other electronic media. Don't be afraid you are not up to it. We can edit anything we can read, and we are willing to work with you to dress up an article. If you have drawings or photos to accompany your article, we can help you scan it. If you need a photo of a model, we can take pictures for you too. If you don't know how to do a review, just look at any past issue's article on *Sprue Examiner* or other model publications.

Being an author is not as hard as you think, and others will enjoy getting your slant on things. Best of all, it beats paying your shrink to listen to your rant!

Editor

Sprue Puzzler



ACROSS

- 1 Its armies fought in scarlet tunics
- 3 Red tag flag
- 5 Creamy chip sauce
- 7 Black gold
- 9 Large green lizard
- 10 Orange DIY superstore
- 11 Tamiya's flat prefix
- 12 P-38 funny blue
- 13 Color standard since 1956
- 15 Racing finish pattern
- 19 381C color standard
- 22 Adopted from Indian Army
- 23 Hitler's Fall for Low Countries
- 25 Evergreen shrub
- 26 White angel
- 27 Mustard gas first used
- 29 Panzer primer
- 31 Recon blue
- 33 Desert BDU chip pattern
- 34 Immelmann's Blue

- 36 Green-winged duck
- 38 Snowbirds' Sabre color
- 39 V-bombers' flash
- 40 Raw or burnt
- 42 Whitewater sports boats
- 45 Hill gray user
- 48 Panther scheme
- 49 Ruby maker needs
- 51 1944 Splittermuster pattern
- 52 Pre FS color aviation color prefix
- 54 White lice egg
- 57 Annual meet scheme
- 59 Polish national white eagle
- 62 Gray baleen whale
- 63 Cockpit chromate
- 64 Fluorescent orange

Solution to this puzzle will be given at the next meeting on September 12.

This month's hint is **Color, Pattern and Paint Scheme.**

Believe it or not, it wasn't that difficult to come up with the words and the clues. It was the "painting" of the 16x16 grid that took up a lot of time.

My next puzzle is scheduled to appear in November's newsletter. Have fun.

Eric

DOWN

- 2 Soil color
- 3 Color standard
- 4 Bundeswehr camo pattern
- 5 Biplane color
- 6 Operation Gransby's desert
- 7 *Victory's* bands
- 8 FS 14084 or 14087
- 10 Texas red grocer
- 14 RAF underside color
- 16 Axis cockade
- 17 Hornet's false canopy user
- 18 One of USAF scheme
- 20 Austrian-Hungarian lozenge pattern
- 21 USN hi/low scheme
- 24 Before color
- 28 NASA logo scheme
- 30 Hi vis radome color
- 32 Rose Bowl winner
- 33 Photoetch alloy element
- 35 Hannants' own color
- 37 Reddish house pest
- 38 Starship pattern
- 40 Green-faced entity
- 41 UK nuclear arsenal prefix
- 42 Color standard
- 43 Axis cockade
- 44 Nazi brownshirts
46. U.S. Air Camo Scheme
- 47 Extra dark sea grey user
- 50 "White Ensign" navy
- 51 Boats with zebra pattern
- 53 Ballot choice
- 55 XF-76 user
- 56 "Silver Falcons" online suffix
- 58 Boeing's barn
- 60 "Frecce Tricolori" online suffix
- 61 Black Hills state

Old Rumors & New Kits

It may be September, but it still feels like it's July or August. I've noticed that my airbrushed Polly Scale paints dry in no time at all. In fact, it often dries on the way to the model! Just wait; in a couple of months we'll miss the warmth. Not the hot, the warmth. But modeling will be easier and more comfortable.

As I write this, Martha and I are making final plans for a trip to Houston and Galveston for the commissioning of the new USS Texas. This time it's a nuclear submarine, and it's already in a Texas port! Several years ago, 1977 to be exact, my family were guests at the commissioning of the USS Texas, CGN-39, a nuclear powered cruiser. Now, that fine ship has been decommissioned and is being scrapped at a shipyard in Washington. It didn't last nearly long enough, but technology advanced so fast that it was no longer practical to make the upgrades.

So, now it's a submarine, SSN-775, that bears the USS Texas brand.

August was a busy month for the Bells but not for modeling. We had house guests for several days so my hobby was put on a "semi-hold" for a while.

One bit of news that many of you are aware of is the problems with Airfix. You may recall that Heller went into receivership back in late July. Now that company's problems have migrated to its subsidiary companies like Airfix/Humbrol. Unless major rescue can be obtained, it is likely these "legacy labels" will simply fade away. Of course there are several interested buyers looking into taking things over, but there is no word yet. Part of Airfix' problems stem from its partnering with Heller since Heller used the tools from Airfix to produce some of the Airfix kits. From what I hear, Heller is hanging onto those tools. They may have no choice since the plant/warehouse has been padlocked by the bankruptcy courts. Stay tuned.

For scale models from another company that came back from the dead, Accurate Miniatures has announced a series of racing P-39s. There are four in the series, although I'm not sure if there will be separate kits of just a wide choice of decals and parts. Also, there is no mention of release date (not unusual) nor price. What everyone wants to know is whose kit will they base their model on, or will there be brand new tooling?

Eduard has a very nice kit and may produce the plastic for reboxing for AM. It's possible that any extra parts might be produced in resin or even a small injected sprue. Getting decals made is a fairly simple matter.

And speaking of Eduard, their new I-16 Type 24 is now available. It's possibly a notch better than the earlier Type 10 if only because of some standard detail features and markings. Could be that the Type 24 was just a more interesting aircraft. Both kits come with colored photo-etch detail parts.

And Eduard continues with its bargain "Weekend Edition" kits. You can pick up the Nieuport 17 for just over \$10 and the very nice Me 108 Taifun for about \$12. Both kits come with markings for single aircraft and decal placement is shown on the box top. No PE and no masks, just plastic.

Hasegawa has announced several new model kits for the next two quarters along with several old kits dusted off with new markings added. Among the new kits is a 1/350 model of the Antarctica Observation Ship SOYA. This is a Japanese research vessel, and it's a new tool. Included in the kit is a Cessna 180 float plane and two Bell 47G helicopters. That should be interesting to see. This one is labeled for a November release.

The first announced variant of the 1/72 Ju.88A-4 released a few weeks ago will be the Ju 88G-1 Night Fighter. Marking for three aircraft will be included. It's obvious from the layout of the original kit that several more variants are possible and will probably be announced next year. The 1/32 Fw.190A-4 will soon be available in North African Campaign markings.

Look for re-releases (new markings) for 1/72 F/A-18F Diamondbacks CAG birds, more 1/48 Spitfire Mk.IX Nose Art series for USAAF aircraft, a 1/48 Bf.109F-4 "Marseille", Nakajima Ki-27 Nate, F-104C "USAF" Puerto Rico Air National Guard and 479 Tac FW, and a 1/32 Fw 190A-5 "Priller" with markings for three of Priller's aircraft.

For me, the biggest news of the release data is the announcement of a 1/72 B-26B/C set for a December release. Two types of canopies and four 1000 pound bombs are included. I'm looking forward to a "new" (and hopefully good) kit of the Marauder.

Also in December, look for the first variant of the P-39 which follows on the heels of the P-400 just released. This one will come with new instrument panel, prop, exhausts, etc. to make a proper P-39Q. Markings for 363 FS's Bud Anderson's aircraft are included.

Again, several re-releases with new markings make up the bulk of "new" releases. These include new versions of the F-104, including a two-seater, F-4, A-4. Me-109, Ki-43, and more versions of the F/A-18. And look for a version of the very nice 1/72 B-25 kit in Russian Markings.

Coming in January will be another 1/72 Lancaster with Tall Boy in "Tirpitz Raid" boxing. Markings for three aircraft included. Also look for a 1/700 kit of the Japanese Navy Heavy Cruiser KAKO from the Battle of the Solomons campaign.

That's about it for this month. I hope next month settles down a bit. Until then, I hope you enjoyed the Arlington Show. Just keep on building. There are lots of kits waiting.

Milton

SuperCon '06 Highlights

Kenny Roady and I hit the road again last weekend and attended Forth Worth Modelers Society's SuperCon 2006 in Arlington. As we shared a vendor table selling some of our precious collection, I only managed to take some pictures of the model contest. My sincere apology to anyone whose masterpiece I omitted to photograph, especially ASMS members who won at the show.

Eric



Shot of the contest hall from my table.



1/25 Gran Turismo.



Kitbashed Kubewagen Speedster.



A Texas DPS Mini Cooper.



Mean looking Cat Woman.



General Custer's last stand at Little Big Horn.



An "almost" invisible stealth floatplane



Me-262 "Mistel" stack



"Recap of my kill"



Panzer IVD, North Africa



Interesting stealth two-seater.



Futuristic hover tank in camo finish.



Panther G in splinter camo, Poland 1944

Know Thy Fellow Member



Name

David Orloff

Day job

Photogrammetrist with Aerial Data Service of Texas, LLC.

I'm a...

"Lifelong" modeler for 40+ years.

Primary modeling interest

Aircraft (but will build anything that looks interesting)

Favorite era and subject of my primary modeling interest

WWII and thirties.

Main reason why I build models

The sense of getting an inside look at a piece of history, of somehow preserving something of the past.

Other than building models, I like...

Reading voraciously, bird hunting, target shooting, collecting Russian Moisin-Nagant rifles, and tinkering with my junker automobile.

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

My dad, who was primarily interested in keeping me away from his Aurora WWI collection!

My favorite "master" modeler is

Russ Holm.

I consider myself...

A builder as well as a collector.

The size of my unbuilt collection

less than 100.

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

Best: "but it's a limited edition!"

Worst: "I've been waiting for a kit of this my whole life!"

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

Donate to the club.

First model I completed

Aurora box scale B-47, circa 1965.

Longest time I took to finish a model

Probably eight months for a 1/48 YB-40 kitbashed out of Revell's B-17G (unless I ever finish Williams Bros Wedell Williams Racer I started in 1985).

(continued on page 11)

Victory Films

"303rd Bomb Group"

Cost: \$29.00

Preview by Floyd S. Werner, Jr.

IPMS # 26266

B-17 Flying Fortress. The name evokes images from the "Memphis Belle" and "12 O'clock High". Not exactly new subject material for us modelers here. But just when you thought there couldn't possibly be more new stuff, along comes Victory Films latest video titled "303rd Bomb Group".



The bomb group 303rd "Hell Angels" was one of the first groups in the fledgling 8th Air Force that arrived in Europe. Flying B-17 "Flying Fortress" from September 1942 till the end of hostilities, it was the first heavy bomber unit to achieve 50, 75, 200 and 300 missions in the ETO. It also held the record of most 8th Air Force missions (364) flown from England.

The first part of this video is a video diary with completely new (to me, at least) footage of the 303rd forming up. This appears to be an unofficial diary from Lt. John Castle. It takes you from picking up the factory-fresh aircraft through deployment to England. Watching the ever-so-young crewmembers standing next to the new B-17Fs in full colors, you will notice the difference in the paint colors and the fading even on the new aircraft.

I found it a bit unusual to see graffiti around every turret and on some engines. I've never seen each engine on a plane named after a woman before, and it is a nice touch for Victory Films to include this in the video.

Once the unit moves to England, the tension and drama heightens as camouflage can be seen on the buildings and the support vehicles. On the ground, the real tractor from the old Monogram B-24 kit dashed in and out, while in the air B-17s practiced flying in formation with A-20 Havoc being used for formation form up and Ju-88 attack simulation.

All this buildup footage provides countless diorama ideas, and it sure would be nice if Tamiya could give us a new jeep and Deuce-and-a-half in 1/48th scale to realize these possibilities.

The mission to Lorent is next, and it is filmed in black and white. Watching the sequence of pre-mission loading of the bombs, you'll notice that their B-17s aren't so new anymore. There are lots of weathering and battle damage repairs. Some of the footages seen here were actually used in "12 O'clock High". There were scenes of German fighter attacks that are very close to the bombers, taking nerves of steel on both sides.



Reverting back to color, the mission to Villacoublay is a short sequence that has some wonderful sunrise shots with the B-17s in the foreground. Occasionally the video goes dark, but the full color makes it worth the price of admission.

The 50th mission of Knock Out Dropper is the next sequence, and it is shown in crystal clear black and white with period music on the background. What is unique here is that one can see the whole airplane with all the graffiti, weathering, and the air and ground crew. You'll also notice the grayed out stars and bars, silver deice boots, and the mission markings. Despite all the work up, no bomb was dropped on this mission as cloud cover obscured the target.

This chapter wraps up with the unsung heroes, the ground crewmen, at work and at play. There are some tools, such as a grease gun, that would look nice in a diorama setting.

Included in this video are two bonus short films. The first one, "The Year in Review: 1944", is a typical WWII propaganda piece. It has some great footages of the Fortresses in action and the ground crew at work, such as raising a belly-landed B-17. There are also fighter aircraft sequences like P-47s from the 56th Fighter Group with some really close shoot down photos, Bf-110s and He-177s getting hammered, a FW-200 Condor being shot down on short final, and an amazing view of a pilot flying formation about 50 feet behind a FW-190 before shooting it down. Impressive to say the least.

Typical of any propaganda film of that era, lighter side R&R is expected after returning from yet another Nazi killing mission. Here we see boxing matches between the USAAF and the RAF while the Royal Family dutifully visited air bases on morale boosting runs.

The second bonus is "Combat America", a film Clark Gable put together about aerial gunners. It was shot in full color, and it has not deteriorated over the years. The story is obviously around Gable and the mission he went on with shooting a waist gun. The featured B-17 was painted in OD with medium green stripe-like splotches over neutral gray. You'll be pleased to see the real bomb trolley from the Monogram B-17 kit made an appearance here. Interestingly, the bombs it carried did not have fins attached until it actually arrived at the bomber.

There are also some wonderful P-47 razorbacks with the red surround included. As always, the film ends with VE day celebration in London under a beautiful sunset.

One interesting feature about this film is the included outtakes, very much like the deleted scenes on a modern movie DVD. As

far as I know, they have never been seen before, and it shows an intriguing contrast of actors of that era and present day.

The final chapter is reminiscent of "12 O'clock High" where some veterans return in 1954 to the airfield they were stationed at during the war. Did life imitate art or vice versa?

I highly recommend this title and the rest of the series. Great research material, exciting action and new film makes this DVD a great value for the money. For less than the cost of a kit you will be motivated to build numerous kits. If you ever want to build a B-17 or just get tired of the "Memphis Belle", this will be the only DVD you'll need.

Wade Meyers Studios can be found on the Internet at <http://wademeyersart.tripod.com/> Don't forget to check out the wonderful artwork while you're there. The actual DVD, "303rd Bomb Group" is on-line at

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

This is just one of many great DVDs that are available. Don't forget to use the coupon code at the bottom of the page to save postage. Let him know that you heard about it from here.

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

Floyd

(Know Thy Fellow Member continued)

Best model I built so far

1/48 HUMA Model Flettner Fl-282 helicopter.

Worst model I ever encountered

Williams Brothers 1/32 Seversky P-35/SEV-32, which out of the box builds neither version...not by a long shot.

I'm currently working on...

Trumpeter's big Me-262A1a, Revell's 1/72 U-boat, the aforementioned Wedell I really do mean to finish (honest!).

Dumbest thing I ever did when building a model

Years ago, I was stretching sprue for the aerial on my Hasegawa 1/32 F6F. Somehow I set the bloody model over the damned candle. It melted through my very first scratchbuilt cockpit, and I nearly ended my modeling career at the age of 28.

Worst thing I ever did to express my anger or frustration while building
Carefully, neatly reboxed the whole mess and forcibly stuffed it into the kitchen wastebasket with repeated emphatic stomping of one of my size-thirteens.

Modeling story I like to share with my peers

The first model I actually sold was a Bandai 1/24 Zero 52c to an attendee at a show in Tulsa, OK. He talked me into selling it to him and had it shipped to a friend of his in Japan. Somehow it arrived overseas intact, except for a loose prop spinner.

**Next Meeting
September 12, 2006**

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

