



SPRUE EXAMINER



Mirror, mirror on the wall... The Baddest Enterprise Of Them All

by
Eric Choy, IPMS #44323

According to *The Star Trek Encyclopedia*, the *ISS Enterprise* is a "starship in the parallel mirror universe to which the *USS Enterprise's* landing party was transported to during a severe ion storm in 2267. The mirror universe's crew were savage and opposite to the *USS Enterprise* crew; their mission was to conquer and control worlds for the Empire."

The mirror universe story lines of the Star Trek saga begins with "Mirror, Mirror" (TOS Season 2 #39) first aired in 1967. In this episode, we had a first glimpse of the evil *Enterprise*. Its appearance is similar to ours, even right down to lettering and serial number. The only subtle (and "disturbing", according to Michael Okuda) differences are the placement of empirical emblems on both hulls and the warp engines.

The Kit

Much has been written on the Polar Light kit, and I would recommend anyone interested to read the reviews and build reports on-line at

<http://www.starshipmodeler.com> and <http://www.modelingmadness.com> first before starting construction. Unless you are building it for your kid, this kit is not for the fainthearted.

Basically, this is a simple snap kit with only 40 parts. It can be built up to represent four different versions of the TOS *Enterprise*: the first pilot, second pilot, production series ship, and the mirror universe. Additional lettering and serial numbers are also provided for building three other Constitution class starships (*Constellation*, *Defiant* and *Exeter*).

The overall shape appears correct, and there are no recessed panel lines on the primary and secondary hull. At 1/1000th scale, you are not suppose to see any anyway.

And these are just about the only nice things to say about this kit. The rest is all down hill from here.

Construction

For a kit manufactured in the 21st century, it sure builds like something from the 1970s. There are lots of filling and sanding. At some point, I gave up using Mr.Surfacer and super-glue for filling and switched to epoxy putty instead. This *Enterprise* is evil all right; it's one big bloody sanding exercise!

(continued on page 6)

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Baton Rouge Scale Modelers, Cajun Modelfest XXII, Baton Rouge, LA	April 21, 2007
IPMS/ASMS, Austin Scale Model Show, Austin, TX	April 28, 2007
IPMS/NOLA, The Great South Model Fest XIII, Kenner, LA	May 19, 2007
IPMS/NCT, Scalefest 2007 - Region 6 Convention, Grapevine, TX	May 26, 2007
IPMS/KC, Heartland Model Car Nationals, Overland Park, KS	June 23-24, 2007
Emerald City Modelers, OZCON 2007, Wichita, KS	August 11, 2007
IPMS/El Paso, Bassett Place Show, El Paso, TX	August 12, 2007
IPMS/USA, 2007 National Convention, Anaheim, CA	August 22-25, 2007

Editor's Notes...

It's been eleven years since I moved to Austin, yet I'm still suffering from allergies every Spring. I'm not sure if this is because my body's immune system is getting worse, or this is a result of a guy's attitude toward sickness ("I'm a man. I can take it!"). But at least I have a legitimate excuse for staying inside building models. So while my backyard is turning into a weedy lot, I now have a few models ready for our show. Thanks to Kenny's encouraging words from last month, I can proudly say I'm no longer a SLUG!

Not too often do we have sci-fi articles in this publication. So, this month I decided to "boldly go where no man has gone before" — have my *ISS Enterprise* on the front page. Also different on the cover is the picture of our new "examiner". The no-name sniffing canine has finally reached its retirement age. In honor of the founder of this club, I shall call the new guy Bob...if that's okay with you all.

In case you missed Rick Herrington's clinic on modeling water late last year, I have obtained his blessing to reprint his handout in this issue. Dennis Price sent us some excellent pictures he took at the RIAT Air Tattoo last year. Also hot from my camera are pictures of IPMS/Houston's show last month in Stafford. Bill Delk, our club secretary and a true sci-fi modeler, is under the KTFM spotlight this month.

Our meeting this month is on **April 10th** at 7:00pm at the usual Yarborough Branch Library. **Dean Casewell** will share his experience as a USMC aviator in WWII with us. Be sure you attend this meeting, as there will be many last minute updates for our show on the **28th** of this month.

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.

Kenny's Korner

(until I can think of something better)

The question that fills my mind now is "What are you doing on Saturday the 28th?" Kathy and I will be joining others at the Crockett Center helping out with the 2007 ASMS Show. Will you be there to help us? Many have said yes, and you could join them. We could use all the help we can get. Some say that I need professional help, but we can talk about that later. There's plenty to do.

On another note, we will have a special guest for our meeting on Tuesday the 10th. We will try to get all the business done quickly so that we can devote more time to him.

So in closing, I would just like to say, any models I buy at the show will hear "What? Those other models? They mean nothing to me. Really..."

Be there! Join in! Have fun!

Kenny



Collect-Aire 1/48 Northrop YF-23: First Look plus...

by
"Bondo" Phil Brandt, IPMS #14091

Kit #4869, \$269.95; www.Collect-Aire.com

Background

Over the past six decades, the innovations of Northrop Aviation (Donald Douglas once said that every aircraft in the world had a part of Jack Northrop's genius in it) have suffered some of the most unfortunate non-selections by the USAF: the cutting edge XB-35 and YB/YRB-49 flying wings, a concept vindicated fifty years later by the B-2, the F-20 "Tigershark", a stunning high performance, single-engine conversion of the very successful F-5, and the most recent YF-23 "Black Widow II".

Although the YF-23 is best known as the runner-up to Lockheed-Martin's YF-22 "Raptor" in the high stakes 1990 Advanced Tactical Fighter (ATF) flyoff, even today there is a contingent of aviation fans that maintain that the YF-23 was not only more esthetically pleasing than the Raptor but was a superior performer. Test pilots who flew the YF-23 have remained suspiciously tight-mouthed about the relative merits of Northrop's entry, so we might not know for years the political infighting that led to the DoD selection.

Kit Chronology

Largely because of its real world non-selection, this is a little-done bird; the only previous release is the 1/72 Testors injected kit at least ten years ago. Not a bad effort at all, but when Collect-Aire released this big (the airframe is larger than either the F-15 or Su-27 "Flanker") resin "Black Widow II" in 1/48, this curmudgeon had to have one.

The Kit

As a battle hardened owner and builder of many Collect-Aire releases, I freely accept the idiosyncrasies seemingly endemic in its eclectic, big buck lineup of subjects. As in the case of the recently reviewed Collect-Aire B-45, this kit also seems to not have as many problems as releases of the past. Besides, who else ya gonna call to do this esoteric subject in 1/48? Tamiyagawa is still busy recreating what seems like every version of every WWII fighter extant, and Trumpeter has bigger (literally) fish to fry with its most welcome foray into developing 1/32 Century Series kits.



Molding

This is a simply-engineered kit; the fuselage top and complete wings are one monolithic chunk of (hollowed-out in the main fuselage) resin. The bottom fuselage is also a very large casting and embodies the engine intakes, complete with deep, cast-in trunking that runs way back to the compressor faces. The surface is very smooth, much like that of the recently released B-45. I found no bubbles, but this is not to say that there are no surface problems. The wingtop surfaces have obvious manufacturing sanding marks, and there's a surface discontinuity on the right wing. That is, the outer wing is a thousandth of an inch

or so thinner, and is defined by a chordwise line that extends from the leading edge all the way back to the flap. This will need to be block sanded, and I suspect that's what happened to the left wing also.

The thickness discrepancies may be the result of successive resin pours into the large top fuselage mold. The bottom fuselage has one small area that is exceeding thin, so much that it's almost translucent and bears the look of a casting "fix". There's a glossy resin layer on a major area of the inside surface whereas the rest of the casting has the same semigloss texture as the rest of the airframe.



Fuselage

Monolithic resin pours almost guarantee differential shrinkage of adjoining components and, thereby, fit problems. The main difficulty is getting the upper and lower fuselage halves to mate accurately so that the cast-in intake trunks line up all the way back to the compressor faces, along with the stealthy zig-zag aft fuselage "tailfeathers" align at the same time. This process took *mucho* Dremel work, hours in fact, and the intakes are still not lined up completely. While casting the intake trunk channels in upper and lower fuselage halves may sound like a neat idea, filling, smoothing and painting the said trunk seams along their long (four inches) join lines is going to be tough, so much so that I might have to opt for intake covers. If not, good luck on working the seams back through a 3/4-inch cross section! Where's Seamless Suckers when ya really need 'em?

In fairness, though, the only way poorly finished seams will be visible is if one peers up into the intakes. Most everyone will be looking downward at some angle. Nobody said modeling would be fair...

Wings

Integrated with the upper fuselage, the clipped triangle-shaped wings are real chunks of resin, albeit well done, with sharp trailing edges. The leading edge slats and the flaps and ailerons are separate, and they may be posed in various deployed configurations.

Tail Surfaces

The two large, outwardly splayed tail fins (fifty degrees) are one-piece with, again, nice, sharp trailing edges. The fins simply butt-join to pre-angled aft fuselage strips, but I plan to use brass tubing so that the joint is more substantial and so that the fins may be slightly canted from neutral to simulate what often happens when a fighter's hydraulics are off.

Engines

We've already covered the intake trunk layout, and the hidden exhaust outlets are represented by two plain exhaust cylinders integrated with a rear fuselage former. The cans are deep



enough that the builder may not have to scrounge up a couple of parts bin turbine faces.

Cockpit

The cockpit tub is integral with the monolithic upper fuselage casting, and it has decent raised detail on side consoles. We're of course not talking Avionix or Aries here. A separate center console fits into a cast metal multifunction display instrument panel. The instrument panel nests in the separate resin windscreen coaming.



The Aces II seat is well done, if relatively plain, with cast-in harness and belts. It seems to me that some aftermarket seats may have more detail. The control stick for the fly-by-wire system is done in cast metal. There is a separate metal cockpit raising assembly and some type of avionics/air-conditioning detail provided behind the seat.

Clear Parts



Two vacuformed canopy/windcreens are provided. They're appropriately thin, but both have slight surface "frosting" (I don't know if Future dipping will save the day) and some small surface bumps which, fortunately, can be fixed

since they're on the canopy surround rather than the canopy clear portion.

The canopy's aft edge (that mates with the fuselage when closed) is in the shape of three "teeth" to maintain radar stealthiness. Here the vacuforming could have been better accomplished because the toothed edge is too close to the end of the vacuform master, making the whole area rather indistinct and not as crisply shaped as the rest of the canopy.

A welcome kit feature is that Collect-Aire has chosen to include a substantial resin canopy frame assembly. This is especially important to advocates of open-canopy models. Unfortunately, the frame's front "bow" isn't quite parallel to the slant of the canopy/windscreen mating line. The builder will have to judiciously apply hot water to bring the resin bow into alignment.

Landing Gear

Sturdy, crisply molded, two-piece metal main and nosegear struts will easily carry the weight of this hefty airframe. Resin wheel/tires have decent detail.

Main gear wells are, well, somewhat detailed, if you can call a strut mount and five strips of Evergreen square stock applied to the side of each well detailed. The nosegear well is completely unadorned. The main gear doors are plain and have clunky-looking lengthwise "bars" to act as hinges. I've never seen detailed closeup pictures of said airframe, but the whole deal looks hokey, and I'll probably cut off the bars and fabricate two or three hinges from plastic stock. The nosegear door has some inside detail and four normal-looking hinges.



Weapons



As with the "Raptor", the weapons of "Black Widow II" are carried internally. Collect-Aire furnishes four AMRAAMs, a resin launcher assembly, cast metal bay door hinges, and air deflectors.

Even though the bay parts and surface detailing are welcome, in the end I decided to configure the bays closed. When posed open on the ground, I believe they significantly detract from the overall sleekness of the airframe design. Gluing the bay doors closed required lots of fitting and plastic stock support along the center join line of the doors.

Decals

Thin with excellent color registration, the modeler has the choice of markings for not only either of the two prototypes but also a hypothetical scheme (my personal favorite) from the South Korea based 8th Tac Fighter Wing "Wolfpack" Command. Wing and squadron logos are especially well done, as are the wolf's heads on the fins. I'm guessing that talented Gerry Asher, *honcho* of Ft. Worth's Fox 3 Studios, must've done the decal design. He has painted many Collect-Aire box art originals, including this one because one of the many stencils reads "C/C: SSgt P.G. Asher."

Instructions

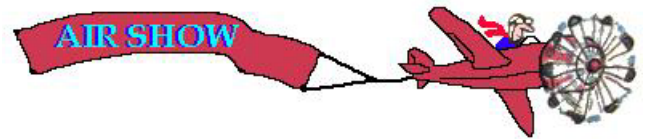
A twelve-page pamphlet details the history of the bird, and it includes simple assembly parts blowups which in this case are

OK because there aren't many parts. Also provided are full-page planform and profile drawings of all three versions with good color callouts and shapes, as well as the locations of the copious markings/stencils.

Conclusion






A sleek, menacing design that deserves a place in every 1/48 modeler's stable of current aircraft. You might have to take a gentle face slap or two during construction, but certainly not a resin "beating."

"Bondo" Phil



2007 Airshow Dates

Jeff Forster wants to remind everybody the following airshow dates in Texas this year. Don't miss out the chance to see US and Canadian aerobatic teams in action!

- April 14-15 **Wings Over South Texas**  NAS Corpus Christi, TX
- May 12 **Twin Tails Fly-In**, Midland, TX
- Sept 22-23 **Amigo Airshow**, El Paso, TX  (www.amigoairsho.org)
- Sept 29-30 **FINA-CAF AIRSHO 2007**, Midland, TX (www.airsho.org)
- Oct 6-7 **Wings Over Houston**, Ellington Field, TX  (www.wingsoverhouston.com)
- Oct 20-21 **Ft. Worth Alliance Airshow 2007**   Alliance Airport, Ft. Worth, TX (www.alliancetexas.com/FWAA/Air+Show)



US Air Force Thunderbirds scheduled to appear.



US Army Golden Knights scheduled to appear.



US Navy Blue Angels scheduled to appear.



Canadian Air Force Snowbirds scheduled to appear.

(*The Baddest Enterprise continued*)



Photo 1

The fit of most parts ranges from average to terrible. The two part V-shaped support pylon is especially bad (photo 1). The place where the warp engine and the support pylon meet also needs lots of filling.



Photo 2

But by far the worst is the slot where the support pylon sits on the secondary hull (photo 2). This is where I realized no amount of super glue or green putty can level the steps and gaps here. Time to call in the cavalry: epoxy putty time!

While you have the epoxy putty out, don't forget the bottom of the secondary hull where the "tongue" of part 6 (deflector coupling?) meets. That is another area that needs to be filled.

One final note on assembly is those three little "flaps" under the front clear dome of each warp engine. They don't sit on the nacelle after the dome is installed, and you can see significant gaps there. I recommend you cut them out of the clear dome and



glue them directly onto the nacelle instead.

Painting

Compare to assembly, painting seems like an effortless affair. I sprayed the model with Tamiya's gray primer first before applying a coat of Gunze's Hobby Color H-325 (FS26440). For the leading edge of the interconnecting dorsal between hulls I used H-307 (FS36320), and the grays on the warp engines are H-317 (FS36231). The main sensor and deflector were painted copper.

Decal

The kit's decal sheet is thick but usable. Some time back I obtained an excellent decal sheet from Absolute Model. Their Enterprise 1701 Instant Grid is especially designed for the Polar



Light kit, and it is very thin. Each item on the sheet has to be cut out individually as the whole sheet is one continuous decal. As I'm not building a box-stock *Enterprise*, I ended up using both Instant Grid and the kit's decal.

Display Stand

As my mother would say, the kit supplied display stand is "pure rubbish!" I'm still in the process of finding something appropriate to display this model.

Conclusion

No, I won't do it again. But if you are interested in building one, at least you can learn from other people's mistakes. Now go read the on-line articles I mentioned earlier.

Eric

References

Okuda, Michael, Okuda, Denise, Mirek, Debbie, *The Star Trek Encyclopedia*, Pocket Books, New York, 1994.



Royal International Air Tattoo 2006

G.R. Dennis Price

2006 was another good year for Royal International Air Tattoo, with no rain and temperatures up in the 90's. On-going operations took their toll on the normally abundant static park, with only about 120 aircraft. However, they came from 20 countries, with a couple more represented on the flying side.

For those of you looking for incredibly difficult color schemes to replicate, the hands-down winner would be the Pakistan Air Force L-382B. Specially decorated (with a different scheme on each side) to thank for the response and help following the earthquake of the previous year, the aircraft won the Page Aerospace Concours d'Elegance Trophy and the BAE Systems Trophy for the "Spirit of the Meet". The large fuselage-band decorations just forward of the wing were added after arrival.

The Hellenic Air Force also sent an A-7E Corsair II in an all-over tiger-scheme, with another in a regular scheme. In order to show no favoritism, two Turkish Air Force F-4E's were parked next door on the ramp. Another tiger was depicted large on a Czech Air Force Mil Mi-24V.

This was surely the last appearance of the Canberra. It was the probably the last for the Jaguar as well, though it still soldiers on and its oft-imminent demise may be again premature. One did not need to wait for Farnborough to see new aircraft. Two MV-22B Ospreys were present along with Typhoons from 3 Sqn and 29[R] Sqn of the RAF and Esc 111 of the Spanish Air Force. Star of the flying show? My vote went to the MiG-29M OVT, absolutely gob-smacking!

Now is the time to be thinking of making reservations for the show this year on July 12-15th. If you own or can afford to charter your own aircraft, you can actually fly into the show on July 14th and 15th (the public days). Landing fees start at about \$500. If you are interested, I can give you more information.

Dennis



Lockheed L.382B (#64144), 6 Sqn, 35 CATW, Pakistan Air Force.



A-7E Corsair II (#158825), 335MV/116PM, Hellenic Air Force. The best tiger scheme at the meet.



F-4E Phantom II (68-0342), 172 Filo, 7nci AJU, Turkish Air Force.



Mil Mi-24V (7353), 231 VertuLnikova letka, Czeth Air Force. The blue and black color scheme is actually visually confusing and makes it hard to get a good focus.



MV-22B Osprey (166391, MV-22), VMX-22 Sqn, USMC. Another MV-22 (166480, MV-23) was in the static park. Both were also present at the Farnborough Air Show the following week.



Canberra PR.9 (XH134), 39 (1 PRU) Sqn, Royal Air Force, now withdrawn from service.



Upside down and right-side up, the MiG-29M OVT gave an absolutely fantastic flying display.



VC-10C.1K (XV104) of 10 Sqn Royal Air Force celebrating 40 years of RAF service. Here flying in formation with the Red Arrows, it was seen earlier flying in a distant formation of three VC-10's, though only this aircraft sported the red tail.



Pilatus PC-21 (HB-HZC), which, with HB-HZA gave numerous demonstration flights throughout the show.



Yak 42 (047) of the Polish Air Force, not part of the show, but a welcome visitor.



Mirage 200C-RD1 (#508), 5-OP of EC 02.005 French Air Force.



Two Hawks (XX205 and XX159) in anniversary color scheme from 298(R) Sqn. Manufactured by sponsor, BAE Systems.

ModelMania 2007

IPMS/Houston's show in March was somewhat less well-attended than last year. With the demise of Hobby Island in Houston, the vendor's area was noticeably sparse. Models on the contest floor were also on the skimpy side, with more armor than aircraft entries.

Here's a short pictorial recap of the show:



These two WWII German figures won 1st and 2nd place in the 120mm and larger figure category.



Scratchbuilt 1/96 Apollo Saturn V launch tower.



A nicely finished DML 1/35 JS-2M won the "Best of Armor" award.



The latest 1/35 artillery pieces from Russ: WWI Italian 210mm Mortar (above) and 305mm Howitzer (below). Both models were placed in the artillery category. Stay tuned for a full length article from Russ on how he tackled these Criel Model kits.





This scary 1/6 lobotomy figure took home the “best of” in the miscellaneous category.



Jack added another trophy for his Revell 1/48 F-86L Sabrejet.



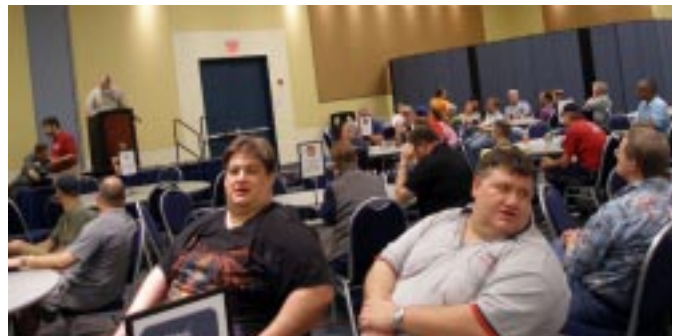
“Best of Automobile” went to this 1/20 Ferrari 126 CZ Long Beach.



Dick Montgomery (IPMS/USA Director of Local Chapters) and Jeff working hard judging aircraft.



Despite the low quantity in entries, the quality of most, if not all, aircraft models was up to the usual excellent standard. This 1/32 Hasegawa Bf.109G6 won the “Best of Aircraft” award.



Bruce and Karl were spotted at the awards ceremony.



I caught Tim making faces while Kathy smiled for my camera.



Russ and James Sharp of IPMS/NCT (Dallas) visiting.



Modeling Scale Water

by
Rick Herrington

Simulating scale water, whether it is a ship slicing its way through waves or in a diorama with a tank crossing a streambed, can be a challenge for us modelers. There has always been the two parts clear resin with activator method, but when dealing with plastic models, the heat that the reaction generates can turn a finely finished masterpiece into a warped mess.

The following is the method I choose to create ocean bases for 1/700 ship models. The two major ingredients are **Liquitex Acrylic Gloss Heavy Gel Medium** and **Future Floor Wax**. The Gel Medium can be found at your local art supply stores like Michael's or Hobby Lobby. It's easy to use, doesn't generate any heat, and is very forgiving if you make a mistake.



The base is always the last step of my project. I only start work on the base after the model is finished, rigged and weathered.

1. Cut out a piece of foam core board as the base. The length and width depends on the size of the ship you want to put on the base.
2. Glue styrene strips to the edges of the foam core. Paint them in color you desire.
3. Paint the foam core in the colors depicting the ocean you want. Notice the North Atlantic is a lot grayer than the Mediterranean.
4. Place the finished ship model on the base. I build waterline models almost exclusively, so the bottom is already flat. Place the ship where you want it and draw a line around it with a pencil, then remove the ship.
5. Spread a thin layer of Liquitex Heavy Acrylic Gel Medium over the base outside of the outlined area in step 4. The Gel Medium looks like thick Elmer's glue. When it dries, it dries clear. Don't worry about being too careful with it, but try not to get any air bubbles on the base. Set it aside for 24 hours to dry.

6. Dry brush the wave tops with enamel or oil based white paint. Make the peaks of the waves the whitest. Let Dry.

7. Place the ship model on the base. I usually use a dab of Future as glue to fix the ship in place.

8. Sculpt the bow wave and wake of the ship. The Gel Medium is great for sculpting curling bow waves. It creates the illusion of your model cutting through the water. Use pictures of the real ship at speed as guides. Set aside to dry.

9. Use white paint for the edges where the hull meets the base and the bow wave. Don't forget any white steaming lines coming off the edges of the hull. Let dry.

10. The final step is to apply a coat of Future to the Gel Medium and the white painted areas. This gives the ocean its "wet" look.

Large Scale Water

For 1/350 and 1/72 ship models, I use styrofoam as a base. Depending on how large I want the waves, I first build the ocean out of blue clay and then follow the same method outlined above with the exception of using an airbrush to paint the white wave peaks. The larger the scale, the more color, shading and high-lighting you need to make the water look more real.

Streambed

A streambed in a diorama can be simulated by first building and painting the bed and then spreading the Gel Medium over it. Water based colors can be added to simulate muddy water.

My method is simple, very forgiving, and can be adapted easily to depict almost any type of water. Try it.

Rick



Shots of Rick's 1/700 WWII German light cruiser Nürnberg.

Know Thy Fellow Member



Name
William (Bill) Delk

Day job
Telecommunications State of Texas

I'm a...
Life-long modeler for 50+ years.

Primary modeling interest
Sci-fi and aircraft.

Favorite era and subject of my primary modeling interest
Contemporary subjects, 50s to present

Main reason why I build models
It's my relaxation.

Other than building models, my other hobby is...
Electronics.

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

My favorite "master" modeler is
Mike McCowan, a friend from Florida.

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

The size of my unbuilt collection
Less than 250.

Best excuse I used for buying yet another model kit
1. "This kit is being taken out of production. I need to get one before they are all gone!"
2. "I don't have this one."

Plan for my unbuilt collection before I die/give up this hobby
I don't have a plan. Maybe I'll sell them all to make my wife and children wealthy.

First model I completed
Probably Revell Lockheed Electra. I wish I still have that kit.

Longest time I took to finish a model
Still working on that AMT Star Trek Enterprise.

Best model I built so far
Academy Dauphin Coast Guard Helicopter.

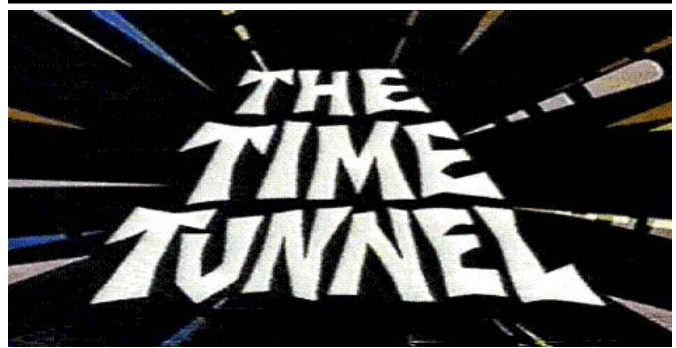
I'm currently working on...

1. Revell Germany ASK-25 Sail Plane
2. Academy Vigilante
3. Polar Lights Star Trek Enterprise

Dumbest thing I ever did when building a model

Stuffed a F-104 model with cotton balls filled it with lighter fluid, lit it and launched it on the roof. It was a mad scramble to find a fire extinguisher to put it out before the fire truck arrived.

Worst thing I ever did to express my anger or frustration while building
Haven't done that yet. It's supposed to be fun.



8 Years Ago (April 1999) ...

- Austin Armor Builders Society (AABS) had their charter meeting on April 24. The Austin chapter of AMPS was started by Don Jones, then member of ASMS and an avid armor builder. He liked the idea of "getting out two nights a month, and at least one night talk tanks with the boys." Attendance of the first meeting was reported outstanding.
- Milton received word from Floyd Werner in Bosnia. He was working his butt off flying maintenance missions. While he had no time to build models, he did utilize his modeling skill to help fellow pilots to identify WWII vintage AFVs over the radio.
- Meeting was held at Time Out For Burgers on Bee Cave Road.

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), 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

Old Rumors & New Kits

I hope everyone had a Happy Easter. The Bells did and frankly, since my church has a lot of pre-Easter music, I'm tired.

Now it's Contest month! That said, I won't belabor the topic other than to urge everyone to participate fully. And I hope you get that model finished in time for the paint to dry!

I had a note from Jim Fullingim of the Centex model group up in Killeen that the club has a new meeting time and a new place. They had been meeting at a Hobby Lobby but have decided to move to Fuddrucker's in Killeen Mall, a place where a hungry modeler can get a burger and still enjoy the company of fellow model aficionados. Oh yes, Shipley's Dough Nuts was also mentioned. Next meeting will be Thursday, April 19 from 6 to 9:30 PM.

They are a good group and welcome visitors.

I had a note from Accurate Miniatures saying that they will shortly release six Revell kits that were popular back in the 1960s. All the kits are boxed in pairs and they include the P-40N and P-51B in 1/72 scale. Two other subjects are the F4B-4 and the P-6E, also in 1/72. No word on price but they are supposed to be available in May. I know, that's only four but the other two weren't named. Go figure!

For you Lawn Dart fans, the new Tamiya F-16CJ, Block 50, is out and looks really good in the box. With Tamiya's reputation, I'd bet it goes together as advertised and will make into a very well detailed and accurate model. I have to say that the kit exhibits some recessed rivets but unlike the recent Trumpeter kit, these are done right and don't seem out of place on the F-16. It has some of the best internal details I've seen on a 1/48 kit.

Tamiya has also just released another version of their Fairey Swordfish, this time the Mk. II. This is the radar equipped anti-submarine, anti shipping version and it comes with the appropriate underwing stores. Still, it's basically the original and excellent kit that is engineered for the photo-etched rigging.

And following along with their earlier 1/48 armor and soft-skin releases, they have the GAZ-67B Russian "Field Car" which looks like a Russian version of the Jeep. It should look very good posed with some Russian aircraft or armor of the period.

Coming later this month will be the 1/48 Crusader tank. I suspect this will be of the same caliber and price as the former 1/48 armor pieces from Tamiya.

Hasegawa has released their "Follow Me" Jeep in 1/48, their first vehicle in this scale. It looks good and comes with a good sized decal sheet of red and white checks. And you don't have to use the checkerboard scheme if you don't want to.

Do you remember back in the '70s—the dark ages—you could buy bagged kits for just a buck or even less? Well, Eduard has taken us back a few years with the release of two of their better WWI kits that, allowing for inflation, are just about the same price. These are the Fokker Dr. I of Rittmeister Manfred von Richthofen, 1918, and the Albatros D.V. of Oliver Frhr von Beaulieu-Marconay, Jasta 15, 1917. Both are 1/72 and are priced at just \$3.98. Both contain decals for a single aircraft and the instructions are printed on a single sheet but for under \$5 what do you expect? Remember that the kits were priced much higher when first released.

And Eduard has another of its Weekend Editions. This time it's the Roland C.IIa Walfish and it's priced at \$12 and change. This one's in 1/48 (Yes!) and has markings for one aircraft. The Roland is an odd looking biplane with the top wing mounted on the fuselage top and the lower wing on the fuselage bottom so there are no cabane struts. It's a two-place aircraft that features side windows for both crew stations. A decal for the "window curtains" is included.

If these are too big for you, check out the Me-262B Dual Combo kit from Eduard. This one offers two 1/144 scale kits in one box that even has PE radar antennae and markings for two different aircraft. Detail is very good for the scale and the price—\$9.95—is quite reasonable for a "two-fer."

The Special Hobby "Super Corsair" is back in stock. From what I hear, it's a good kit that builds up into the racing version of the Corsair very well or you can do the USN version as well.

Revell of Germany has released a very fine model of the Lockheed Constellation in 1/144. This is the L. 1049 Super Connie and the kit includes markings for two basic TWA Connies and one in Lufthansa livery. The decal sheet seems to be very complete with even an instrument panel included as well as much stencilling and hatch outlines. This is a very nice kit and I hope it's just the first of a series of Constellation versions.

Fruilmodel has jumped into the 1/48 armor fray with new metal tracks several of the German armor pieces including the Panthers, Tigers, and King Tiger. These sets are not cheap (when were they?) but really add to the look of the finished piece. Check to see which specific tracks will be released.

There were many armor accessories released in April but not a lot of armor kits it seems. Still, there are plenty of subjects to keep busy with. I did see an interesting 1/48 scale landing craft that would be a nice base for the Tamiya Sherman! It's from Hobby Boss and the kit looks pretty darned good.

That's about all I have for April. Please finish those models for our show and be sure to sign up to work. Bring your models, bring some money for the vendors, and have fun. I will.

**Next Meeting
April 10, 2007**

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