

IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

January 2007

SPRUE EXAMINER



Classic Airframes 1/48 Bf-109D

by
Floyd S. Werner, Jr. IPMS #26266

History

The history of the Bf-109 need not be covered here.

The Hobbycraft kits have been around for years. They looked nice but needed a lot of work to make them "accurate". For a long while, if you wanted to build an early 109, they were just about the only games in town. With this latest release from Classic Airframes (kit #4125), now you can build the early Jumo powered Messerschmitt in either C or D model, as both cowlings are provided.

The Model

Cast in highly polished grey styrene with 17 parts in grey colored resin, a photoetched fret is included with a three piece clear canopy and clear acetate sheet. The relatively simple instructions are well printed with a separate sheet for decals and painting for four aircraft.

Be sure you decide which version you are going to build before you start, as different parts will

be used, and some parts are available in more than one medium. The oil cooler and gear doors come to mind immediately. You have to figure out which looks best or which medium you are more comfortable with.

The included resin parts are wonderfully and smartly done with no bubble or blemish.

Cockpit and Fuselage

The cockpit is mostly resin with photo etch and acetate being used for the instrument panel. The seatbelts are photo etch, and I painted them Apple Barrel Off white with a wash of umber.

I particularly liked that the gun sight was already attached to the instrument panel backing plate. That made the whole process more solid and easy to handle. Note that the stick is the spade type and not your typical straight handle.

The rest of the cockpit went together real quick. I assembled everything, gave the interior a preshade of RLM 66, and then over sprayed in RLM 02. A wash of Burnt Umber was all that was needed to give depth to the recesses. Chipping was represented with a #2 pencil and a silver pencil. The instrument panel was painted RLM 66 instead of the 02 that was recommended in the instructions.

(continued on page 4)

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| | |
|---|-------------------|
| SWAMP, CALMEX 21, Westlake, LA | January 28, 2007 |
| IPMS/Alamo Squadron, ModelFiesta XXVI, Live Oak, TX | February 17, 2007 |
| IPMS/MCMA, Showdown 2007, Irving, TX | March 17, 2007 |
| IPMS/Houston, Modelmania, Stafford, TX | March 24, 2007 |
| IPMS/Tulsa Modelers Forum, 20th Open Contest, Tulsa, OK | March 24, 2007 |

Editor's Notes...

Happy New Year to everyone! I hope everyone enjoyed his/her holiday. Let's all look forward to 2007 a grander year than the last.

Once again our Christmas party in December was a huge success. More than 40 people (including kids) showed up at the Kachoris' house. Everyone had a good time, and we all left happy with our white elephant gifts (well, most of us, I believe). I would like to thank our perfect hosts, Mike and Sally, for having us and their excellent hospitalities.

Last month before Christmas, Milton and I attended a special event in Killeen. **Jim Fullingim**, a good friend of Milton and an instructor at **Tarleton State University-Central Texas**, managed to convince the dean to offer an accredited elective course on building a plastic model under the title of "**Historical Applications in Aircraft Design**". Exceeding beyond his wildest expectation, 24 students enrolled, and each built a 1/32 Hasegawa's Bf.109G6 with the help of Floyd Werner's DVD as their "textbook". The class culminated with a model contest on the final meeting, and we were invited to be the judges of the students' models. The overall quality of the models was very good, with a few even having show winning potential (see pictures on page 7). It was hard to believe that most, if not all, of the students (including four young ladies) had never built a model before. I sincerely hope Jim and Tarleton State can continue to offer this class so more young lads and gals can learn about this wonderful hobby of ours.

This month we meet on **Tuesday the 9th** at 7:00pm at the usual Yarborough Branch Library. Our main order of business is **electing officers** for the new year. Be sure you show your face and hand at the meeting or you might get drafted without knowing it!

Eric

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| | |
|---|----------|
| Kenny Roady , KAR66@swbell.net | 260-2907 |
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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...

Well guys, this is my last Jeff's Musings article and you know what? I have really enjoyed myself these last four years, two as vice president and two as president. These have been really wonderful years for me, and I have learned a lot on the job. And most importantly I had a bunch of fun.

Now comes the part where it's time to hand the job over to another group of people to lead the club in a new direction. I have talked to the e-board, and two would not mind carrying on in the positions they now hold. Tim has told me he does not wish to carry on with a position on the board, and according to club bylaws, I have run my time out and must step aside. I hope my fellow members will step up and grab the reins. This is not a hard job. You will find a lot of enjoyment doing this job.

So please don't turn your back on these elections. We need new meat (prime rib) to keep this club fresh. If no one steps up to take over, we will be in trouble. So get your hand raised, and we will see you at the January meeting!

Jeff

Regional 6 Update

by John Vaenek, RC6

Greetings, Region Six!

With only two days left in the year, I don't know about everyone, but for me 2006 was a great year. I had a fantastic time getting out to shows, meeting new people, and spending some quality time with old friends.

I would like to extend a hearty *gracias* (for all those Texans in the region) or thanks to everyone for their hard work and dedication at the local, regional and national level. I know in my experience it takes months of hard work to make an event come off without a hitch, and as far as I can tell, we had a bunch who did just that. That's what makes our local chapters and society so great, you guys doing the job that needs to be done. So even if no one else noticed, I did and really appreciate you guys and gals.

Just a couple of things to get out to you: First and foremost, tomorrow, December 31, 2006, is the last day to get your charter renewal in. If you have not done it up to this point, it is crunch time. I know that in years past there have been a couple who wait until well after the deadline to get the paperwork done and turned in. We can't have this as it will, and I mean *will*, have some serious repercussions. Not only does it muck up the works for our hard-working, dedicated, tireless DLC getting his job done, it also can affect your local shows. Dick has been gracious enough to help chapters with extensions to get their paperwork

in if needed. But that is on a case by case basis, and you have to talk with him directly before it is done. There is no grace period. If the forms are not turned in on time, your chapter's information will be removed from both IPMS/USA and Region 6 sites. Any event date that has been previously approved will be nullified and voided. This can really hurt your local event and chapter if the web is the only advertising media outside of your local area. And that goes for the event insurance as well.

I have sent out reminders. Dick has sent out reminders. We have done everything short of sending Sean and Matt out to bust knee caps to get this done. If you are not sure whether your chapter is renewed, you can contact either Dick or myself. We can get you an answer, but this has to be done before January 1, 2007! I don't want anyone to fall between the cracks and wind up losing a lot for what takes (literally) just a few minutes to get done. Please do not let this date slip by!

Now enough negative. Let's get to something positive. I am happy to announce that IPMS/North Central Texas will be the host for the **2007 IPMS Region Six Convention!** The official date is **May 26, 2007**, and it will be at a new location this year, the **Grapevine Convention Center**. For those who have not had an opportunity to attend their local event, Scalefest, it is something that just has to be experienced. I have always enjoyed the trip down below the Red River to spend a day with da boys and check out a truly awesome event. So mark your calendars, dash to the model benches, and get ready for the '07 ReCon for R6!

But before we get to May, we have two events on the calendar that I would like to make sure you know about. Number one, IPMS/SWAMP will be hosting their CALMEX event on January 28 down in Lake Charles, LA. You can contact Matt LeBlanc at drgrce69@cox-internet.com for more information.

Second, IPMS/Alamo Squadron is hosting the annual ModelFiesta on February 17 in San Antonio. Lee Forbes is the contact person, and he can be reached at MFDIRECTOR@alamosquadron.com. I am working diligently to get the R6 site updated this weekend, so I should have links on the calendar done to the events.

Well, that's all the news that is fit to print for right now. I know AOL users are still having some issues getting through to my email. I apologize, but there really isn't anything I can do except make mean phone calls. I'll keep sending them ugly emails in hopes that eventually they fix the issue. (Wonder if they get my emails?) Meanwhile, keep up the good work and don't stay out too late tomorrow night. Have a safe, fun and Happy New Year! If you need me, I'm sitting right here by the keyboard waiting for your emails.

Take care!

John Vaenek

(Classic Airframes Bf-109D continued)



Before you offer up the cockpit to the fuselage halves, I recommend that you sand the fuselage at the back decking almost to the panel line. The canopy will hide the step there. When that is done, you can dry fit the cockpit sidewalls with the floor pan. Once you are happy just tack them in place and you're off to the races.

I glued my fuselage halves together and then filled the joint with superglue and accelerator. I rescribed any panel lines that were sanded off, and I filled the filler hatches on the right side and rescribed them in the appropriate place. This is the only fault I could find with the kit. Only a real 109 nut would even care.

Engine Cowlings

You have to choose between the recessed exhausts (*a la* B model) or the one with the exhaust stacks protruding. As I was doing a D, the one with the exhaust stacks was used. Carefully remove the part from the backing. Here is a hint: the plastic part forms a 90 degree angle in the corner. Take a new hobby knife and make sure it is square. This will aid the fit of the cowling. Now you can test fit and test fit some more to get a relatively seamless fit. Make sure it is straight in thrust line. Once you have the top cowling on, attach the rest of the parts to it. I elected to just use the resin front as molded on the cooler instead of the photo etch part. While I was in the area I also fitted the stiffening strips and the drain line which exits out of the bottom of the lower front cowling.

This whole process was done quickly. A testament on the quality of the model.



Tail and Wing

Before you attach the tail, I recommend that you drill out the pitch adjustment hole just in front of where the horizontals attach. The tail planes are separate, which is really nice. All you have to do is round the front off, and they fit great.

Don't forget to offset the stick. I did. The rudder is the same way. I did not have any issues with the support struts. You may want to tack them in place with white glue first. Once the horizontal tail is set, you can then remove them for painting.



The wing is beautiful with a built in dihedral stiffener. The biggest issue here is the wheel wells, which are separate resin pieces. You would think just cut the casting block off with a razor saw and sand a little bit. Well, not exactly. I ended up ruining my first set this way because the part is not flat! Grabbing a backup kit, I then used a #11 X-acto blade and scraped away the pour block. Once that was done, it was time for test fitting in the wing. It turned out still too high. I couldn't do anything more to the wheel well. So I broke out the Dremel and sanded the wing so that the wheel well would fit. Remember this is a limited run kit. Test fit, test fit, and test fit again! Once I was happy, it was just a matter of gluing and filling as usual.

Before the wings are done, the Bf-109 has leading edge slats and flaps that need to be added. The slats did not fit as given. You will need to drill a hole where indicated and then the slats will fit into the slots. Easy enough to do. The flaps, on the other hand, are really a non-issue. Some light sanding with them and the ailerons and we were ready to join them to the fuselage.

The front of the wing is cleverly designed to be a part of the fuselage. Be sure to test fit numerous times to align the front, back, and wing root. If you do it correctly, you will not need any filler on the backside. I didn't of course, so I had to fill, sand and rescribe a little.

After that, I added the oil cooler and the cooler door, and it was ready to be washed. I prefer Dawn dish detergent, but any grease cutting detergent will do.

Painting

After washing it with warm water and a toothbrush, I let it air dry. Preshading was done with Gloss Black. While at it, I painted the exhaust panels as necessary. A coat of flat clear will be added to them later in the weathering process. I also used the gloss black as a primer for the Alclad Airframe Aluminum prop blades. Once the black had dried, I sprayed the white parts with Tamiya Flat White.

That was the easy part. The hard part was to determine what colors were used on the plane. The Jagdwaffe series of books says that the top color should be a medium green with RLM65 on the bottom. I disagreed with that interpretation. Judging from a couple of pictures of German top ace Werner Molders standing by 6•79, if the skin tone is any indication, the upper surface color would be less dark. Because of this, I chose RLM63 as the top color instead.

The other source of contention is the color of the spinner. Using the pictures as a guide again, it shows the spinner color is decidedly lighter than the black of the exhaust panels. According to *Condor Legion*, it should have been red in keeping with the Staffel color. This made sense to me, and it would add a splash of color to the model as well.

When the black and white dried, they were carefully masked off. The bottom was sprayed with Tamiya Light Blue, which is a ringer for RLM 65. Once happy with the results, it was time to paint the RLM 63 (looks like 02 actually) over the upper surface. FYI, at that stage of the war, RLM 02 was used as an interior anticorrosive paint, and RLM 63 was used for external applications. The two colors were so close that eventually 63 was dropped in favor of 02.

After everything dried, an application of Alclad gloss made the surface ready for decals.



Decals - Cutting Edge CED48264

I had three different set of decals for Werner Molders' airplane: the Cutting Edge set (CED48264), an Aeromaster sheet (48-459 Spanish Civil War Part 2), and an Aviation Usk one. The Cutting Edge decals had the proper red pants on the Mickey Mouse, and the Aeromaster sheet had the pants black. I think I

detect a slight color variation on the one photo, so the red pants would do. While the Cutting Edge set was based on the Jagdwaffe interpretation, I prefer its beautiful colors over the other sheets. They are in perfect register and fit perfectly. I had no problem setting them with Solvaset.

Other than fuel and oil markings, I could not make out any stencils on the photos. So my aircraft got only minimal. Once all the decals dried, a coat of Model Master Acrylic Flat was added.



Weathering

The weathering started with a wash of burnt umber artist oil with turpenoid. I followed that up with some silver chipping, but it was very difficult to see. Oil streaks were added next with umber carefully placed and then a wide brush streaking them in the direction of airflow. The exhausts were done with heavily thinned down mixture of Tamiya Flat Black and Dark Earth. Once happy with that, I added some Tamiya Desert Yellow to the wheels and the area aft of them to simulate mud splatter. Very thin Tamiya Buff was streaked over the top surface of the model to blend it with the ground and tone down the decals.

After everything dried, I took a look at the model, and it just struck me as needing something else. So I thinned down some RLM02 with Flat White and dappled it on the wings and fuselage spine. Now I was happy with the paint scheme. A thin coat of flat sealed everything in place.



Final assembly

After adding the landing gear, it made everything look correct. I chose to use the plastic gear doors, not for any particular reason. I just didn't want to deal with the photo etch parts. Next I added the tail wheel. Even though my aircraft is a D, it had a torque knee on the tail strut. This was added from the photo etch fret.

Luckily, my aircraft did not have an antenna mast. So the only fiddly bits to add were the mass weights and the pitot tube.

Conclusions

This is my second Classic Airframes kit. While it doesn't fall together, it took less time than most models I've built. Was it a Tamiya kit? No, but it does represent the best kit available from a limited run manufacturer. Time to put the Hobbycraft kits on the market or to the troops.

If you are looking for a kit to learn resin and/or photo etch, this is THE kit. Like any limited run kit, be sure you test fit, test fit, and test fit again. A word of caution: as these are limited run kits get them while they last. The Bf-109A is sold out already.

Kudos to Classic for the choice of subject, but also for the quality of the whole package, great plastic, resin, clear parts, and decals. I plan on building at least three more and have even more than that. Bring on the B model. Job well done, Classic! Highly recommended.

Thanks to Classic Airframes for the review copy.



References

Jagdwaaffe "The Spanish Civil War" Volume One Section 2, Eric Mombeek with J. Richard Smith & Eddie Creek, Classic Publications, 1999, ISBN 0-9526867-6-78

The Messerschmitt Bf-109 Part 1: Prototype to 'E' Variants-A Comprehensive Guide for the Modeller-Modeller's Datafile 9, Lynn Ritger, SAM Publications, 2005, ISBN0-9551858-0-7

Condor-The Luftwaffe in Spain-1936-1939, Patrick Laureau, Hikoki Publications, 2000, ISBN 1-9021109-10-4

The Legion Condor, Karl Ries and Hans Ring, Schiffer Publishing, 1992, ISBN 0-88740-339-5



North American F-86H "Hog" - The Last Sabre

A lot has been written on the North American F-86 Sabres worldwide. Its cousins, the Canadair CL-13 "Sabre", the Fiat F-86K, and the CAC CA-27 Avon "Sabre" also received a fair amount of recognition in Canada, Europe and Australia. But like the little caboose in the back of a train, the F-86H "Hog" has been all but forgotten. Most attention of the Sabre family were focused on the early Korean Conflict F-86E/Fs and later the F-86D/L "Sabre Dog" during the Cold War.

Following the end of the Korean Conflict, the U.S. Air Force (USAF) needed a new ground support "mud-mover" in its arsenal. The logical solution was F-86H, a fighter-bomber variant based on the "Sabre" fighter interceptor. Somewhat resembling the U.S. Navy's FJ-3 "Fury", the stout "Hog" shared with the F-86F-35 the distinction of being nuclear capable. The later -5 and -10 versions were equipped with more powerful four 20mm M-39 guns and 5-inch HVAR missiles, replacing the previous six .50-cal M-3 machine guns.

The first F-86Hs were delivered to the 312nd Fighter Bomber Wing at Clovis (later Cannon) AFB in New Mexico. The USAF operated the type for another four year before replacing it with the North American F-100 "Super Sabre". But it was with its new owners, the Air National Guard (ANG) that the service of the "Hog" was better known. Among them were ANG squadrons in Connecticut, Delaware, Maryland (D.C.), Massachusetts, New York, Puerto Rico, and West Virginia.

On 16 March 1956, production ended at the North American's Columbus, Ohio plant. The F-86H was the last of the line of Sabres with only 473 built.

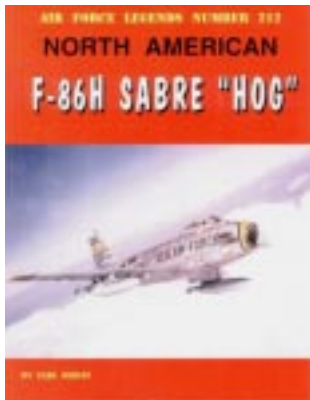
Short on available model kits

Compare with the large number of F-86F/D kits in all scales, F-86H model kits have been very meager indeed. For the longest time, the only way to model the "Hog" in 1/72 scale was through limited run conversion sets. Ventura (New Zealand) released an injected F-86H fuselage to mate with Hobbycraft's F-86F in the 1980s. It was rather flimsy and not "bulky" enough. Other manufacturers like Airmodel (AM-025), Rarebits (RP0003), and Rareplane (0003) offered vacuformed conversions for Heller's F-86F "Sabre". There was no complete kit with decal existing until the recent Special Hobby release.

As much as I like 1/72 scale aircraft, the F-86H deserves a new styrene 1/48 scale "Hog" with a reasonable price tag. Collect-Aire has a resin 1/48 F-86H still in their catalog. As with all their kits, it is very good but also very \$\$\$\$. See http://www.aircraftresourcecenter.com/Fea1/301-400/Fea301_F-86H_Vecchiarelli/Fea301.htm

In 1/32 scale, the C&H Aero Miniatures conversion set for Hasegawa's F-86F kit has been in the market for some time now. It costs less than the Collect-Aire kit, and it is very well done. See Bondo's recent review in the ASMS newsletter. Another review on this conversion set can be seen at Cybermodeler Online http://www.cybermodeler.com/hobby/details/ch/detail_ch_f-86h.shtml

References



While model kits of the F-86H are sparse, references are plentiful. There are many books on the Sabre family which also cover the "Hog". But for a good dedicated reference on the F-86H, there's no better work than Earl Berlin's book published by Ginter Books. To see a review on this excellent book, visit <http://f-86.tripod.com/f86hbook.html>

Also from Ginter Books, Duncan Curtis' book illustrates the saga of the F-86F/H Sabre aerial targets at NAS China Lake. The section dedicated to the F-86H has a good number of pages with many photos as well as information on tail numbers, markings, airframe conversions, and disposition.



Both books are recommended to all Sabre fans.

Other recommended Sites



<http://www.cybermodeler.com/aircraft/f-86/f-86h.shtml>

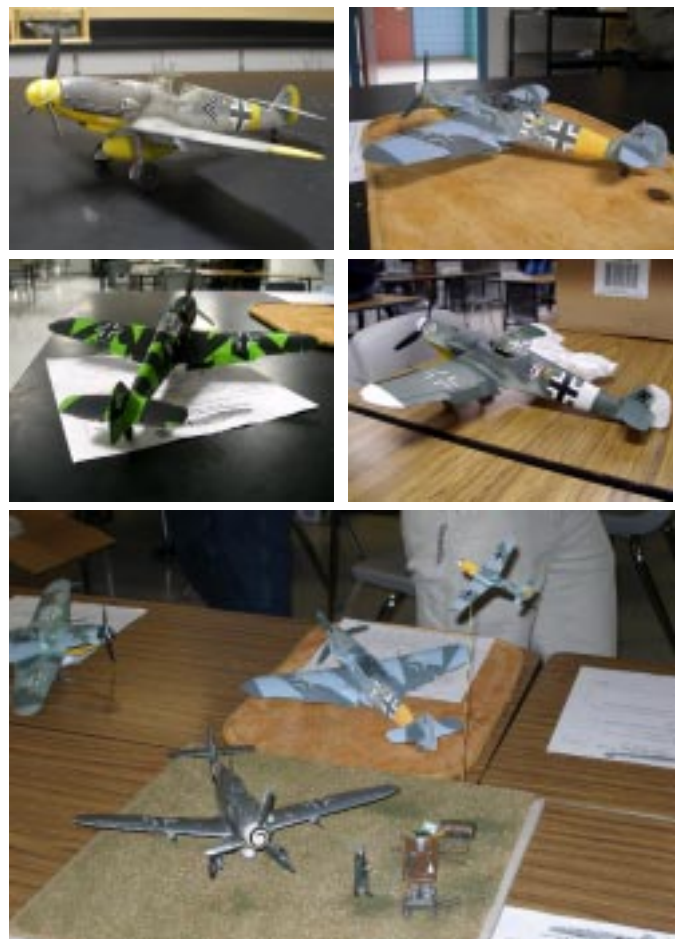
Michael Benolkin walk-around photos of the F-86Hs taken in different museums.

http://home.att.net/~jbaugher1/p86_16.html

Joe Baugher's site details the history of the aircraft as well as the units which operated the H model. This includes the USAF, ANG, U.S. Navy aggressor/Top Gun squadron and sadly, their demise as expended target drones.

Rafael

**Model Contest of
Tarleton-CT Course
"Historical Application in
Aircraft Design"
December 11, 2006**



A few of the 1/32 Bf.109G6s built by the 24 students.

(Continued on page 8)

(Tarleton-CT Model Contest continued)



Milton - judge, jury, and...



Students voting for the "Popular Choice Award".



109s galore...



Class group photo with their 109s.

Lion Roar

Zimmerit Applicator Doe with Handle

Kit #LT0016, Cost: \$24.95

Zimmerit Applicator Doe Special Style

Kit #LT0017, Cost: \$18.95

Review by
Eric Choy, IPMS #44323



Ah, yet another zimmerit making tool for Panzer modeler! This time it comes from Lion Roar, a somewhat new company (founded in 2001) from Shanghai, China. Specialized in producing aftermarket photo-etched detail sets, Lion Roar recently introduced this application tool along with a set of four special style heads for producing different 1/35 scale Zimmerit patterns.

The basic set (LT0016) comes with a handle and one set of heads for making Tiger, King Tiger, Sturmtiger, and Jagdtiger patterns. The handle weighs 1.5oz, and it is comfortable to hold (much better than AFV Club's "matchstick" style handle).



Zimmerit can be either "rolled" or "stamped" out by the wheel and stamper heads provided. The wheel works best in covering larger areas while the stamp can handle those tight and irregular corners on the tank.

For making other Panzer Zimmerit patterns, the special style set (LT0017) provides three additional roller wheels and stamp heads. This allows you to make patterns for Stug III/IV (both waffle and ridge styles), Panther, Jagdpanther, Panzer IV, Jagdpanzer IV, and Brummbär. That covers just about every Zimmerit pattern out there. Woah! Impressive.

As a bonus, the special style set also includes a wheel and stamp head for 1/48 scale armor. The pattern on these heads are similar to the one provided in the basic set. So they are applicable to 1/48 scale Tiger patterns only.



The "trilingual" (Chinese, English and Japanese) instruction sheet is clear and easy to understand. Although it does not provide any illustration on how to roll/stamp Zimmerit, it does give you tips on how to prepare the surface before applying putty and the usage of lubricant to ensure even application of the pattern.

It appears Lion Roar's new Zimmerit application tool is very easy to use, and the interchangeable wheel and stamp heads provide more flexibility than most other applicators out in the market. Don't be discouraged by the relatively high price tags. The ability to produce any common Zimmerit pattern known to the Panzer Army alone is worth very penny you spend.

Highly recommended.

Eric

Your
2007 Dues
are DUE!



Collect-Aire 1/48 B/RB-45A/C "Tornado"

Kit #4873. Cost: \$269.95

OOB First Look

by

"Bondo" Phil Brandt, IPMS #14091

Background

The B-45 is notable as the first production American jet bomber. Filling the technology gap between the end of WWII and the coming of the B-57, B-66 and the definitive B-47, the four-jet B-45s played an important nuclear-capable role in the early years of the Cold War. The recce variant, RB-45Cs, conducted important data gathering intrusions of the Soviet Union (some flown clandestinely by RAF aircrews) as well as deep photo penetrations of North Korea and China in the early Fifties.

A very "mature" light colonel at Shaw AFB in '72 (who was flying the attached B-57E Compass Site birds attached to this curmudgeon's TAC recce squadron), had actually flown these suckers in his earlier days, and I can remember how old that made him seem to us young crewdogs. And now, 34 years later, Ol' Shakey nav Bondo is in that same elderly airman category too! What goes around...

Kit Chronology

This is a little-done bird; the only previous release I can remember is the relatively big buck 1/72 Mach2 kit, which rests half-done in the Bondo Industries production facility. As soon as I read of the Collect-Aire announcement in my favorite scale (it must have been at least three years ago, but to paraphrase the Collect-Aire honcho, Lou Maglio, "we may be late, but we WILL do the model"), I put aside the labor-intensive French release for good. If I'm gonna be sentenced to "hard labor", I'd much rather it be in 1/48!

The Kit

As a battle hardened Collect-Aire "investor", I steeled myself (even though we're talking righteous bucks here) to accept the

idiosyncrasies that often accompany these esoteric kits. I'm happy to say that at first look this B-45 has significantly fewer discrepancies than some of my previous acquisitions.

This is a BIG airframe, easily as large as the Monogram B-17. Wings are solid, but the fuselage halves and central engine pod sections are hollow-cast.



Molding

The overall exceptionally smooth (semigloss) surface is a strong reminiscent of Planet et al. I found only one small bubble at one of the wingtips. There is very little flash on the medium to large parts, and engraving is very light and crisp. Flying surface trailing edges are sharply done; no laborious scraping down the six scale-inch thick trailing edges of the injected Mach2 kit! If I were to guess, I'd posit that the Central Euro elves in the Czech Republic were the go-to guys for the project outsourcing. But, as HyperScale bro, Grunticus, sez, "Others may know more".

Fuselage

The fuselage from the front of the windscreen to the aft tip of the empennage is done in hollow-cast halves. Forward of the windscreen is a single hollow cylindrical piece which accepts either the greenhouse of the bomber version or the optional resin recce upper nose section.

Separate detail parts are provided to show off the interior of the navigator/photo navigator/bombardier station forward of and below the pilot. A separate crew entrance door enables some of these details to be seen. If the recce version is chosen, the builder will have to scratchbuild a vertical panel to separate the forward oblique camera station from the nav's office. There's lots of room in the nose to add weight; I think you're gonna need it!

The tail crew position can be done in two different configurations. The bomber version provides a bulbous vacuumformed greenhouse assembly along with the appropriate bulkhead, gun housing and

gunner seat. You'll have to saw off the empennage tip to effect this version.

The smoothly tapered recce tail section comes standard in the kit with a small bulkhead, seat, and a vacuformed greenhouse. The RB-45Cs have no gunner position. Fixed position guns, or none at all, were installed instead. As we modern day TAC recce pukers used to say, "alone, unarmed, and unafraid." Yeah, sure! The real version of this motto substitutes "scared ****less" for "unafraid". :-)

If you're going to do the recce version, as am I, you'll need to cut camera station windows into the bottom fuselage halves per a picture in the instructions. I wish there was a window pattern, or at least provided dimensions, instead of just a picture of what appears to be the underside of a model. You'll also have to scratchbuild cameras and fabricate camera windows from the flat clear sheet provided. The newly released 1/48 Trumpeter Wyvern includes a camera, and I'll bet this could be cloned in resin or, alternatively, one could simply glue a short piece of plastic tube stock to a flat square and paint 'er black, with a drop of epoxy in the tube to simulate the lens.

While we're talking about camera windows, beware the prominent forward oblique bulge at the tip of the nose has no engraving to mark that this is actually a camera window. Reference pictures clearly show the delineation between the fuselage and said camera lens housing.

Wings

The long wings are real chunks of resin, albeit well done, with sharp trailing edges and crisply cut out engine mating areas. Some gap filling will be needed, though, on either side of the joints between the underwing and sides of each center engine pod. I'm guessing there's been "differential resin shrinkage" here because of the monolithic wing castings. I'm somewhat concerned for the long term implications of resin "droop" in the outer wings, but there's really little option here, unless the builder mills spanwise slots in the undersides and inlays brass strips. The wings locate tightly in fuselage cutouts. I did some dry fitting, and any gaps (or thickness differences) at said wing/fuselage joint are minimal. This is definitely better than in some past releases.

Gear wells have lots of structural detailing, but could use some piping and wiring as well (see the B-45 pictures in ARC).

Large 1200 gallon tip tanks are smoothly molded with just a shade of mold parting line discontinuity; minimal sanding will square this away. Receiving slots for the wing tips mate fairly well. The very thin tank fins (three per tank) are sharply done, but, for added toughness, I prefer fabricating them with ten thou sheet.

Tail Surfaces

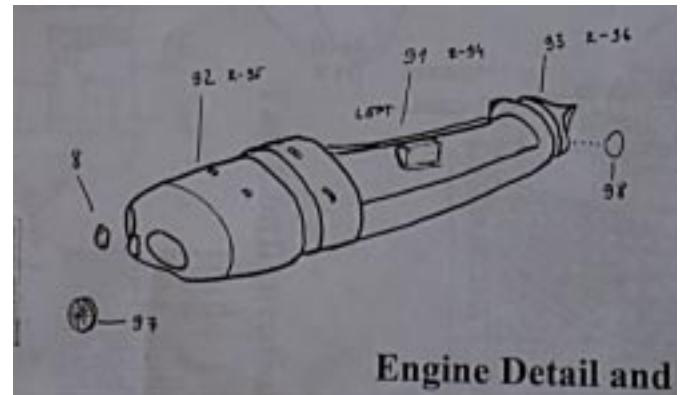
The vertical fin/rudder is one piece, and it keys into a slot in the empennage. Each longspanned stabilizer is one piece with

integrated hinge fairings, and it keys into pre-dihedraled bosses in the empennage. As with the rest of the kit major parts, all surfaces are very cleanly molded with crisp, light engraving.

Engines

Each massive two-engine pod is cast in three sections: hollow center (which fits in a precast, wide slot in the wing bottom), a large solid forward portion, including both deep intake trunks (separate compressor and exhaust faces), and a small aft exhaust section fairing with outlets that are about one inch deep. In the real thing, though, the J47 engines are almost entirely forward of the center of the wing chord, with long tailpipe extensions. I may just Dremel out the bulkhead in the aft fairing and install two-inch sections of plastic tube to simulate the tail pipes.

The hand drawn instructions show virtually identical intake and exhaust faces, whereas my kit furnishes two decidedly longer intake cones which appear correct.



Cockpit

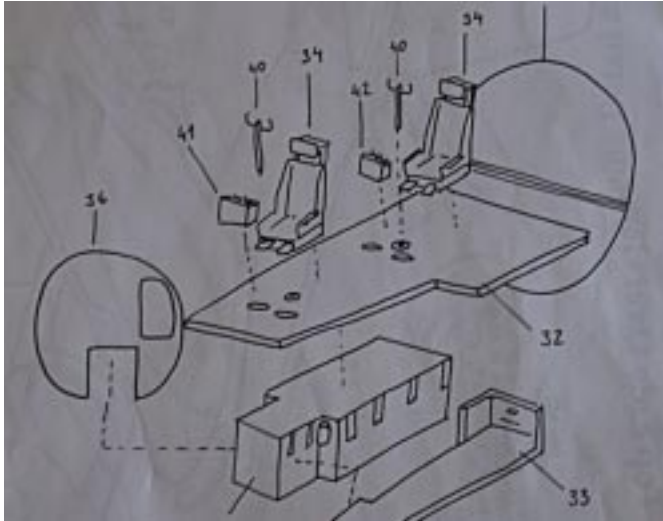
The left side cockpit floor of the B-45 is cut out, much like that of the B-47, so that crewmembers may climb up to the seats on the flight deck after entering from the lower entrance door. The kit has an externally detailed nose gear well onto which the entrance floor is glued.

Although we're certainly not talking Black Box or Aries quality here, the tandem pilot/copilot seats aren't bad, and each has molded-in belts and harnesses.

The concave cockpit walls have a fair amount of detail, and that's good, because the rest of the cockpit is somewhat sparse. A separately molded instrument panel (with molded-in instrument circles) agrees with the technical drawing (included) of the front seat layout. I wish the same type drawing had been included for the back seat, because the rear instrument panel provided is very small, and it is merely attached to a thin, curved brace between sidewalls. Maybe this is how things really are, but it would be much better if the same type technical drawing had been provided as for the A/C position.

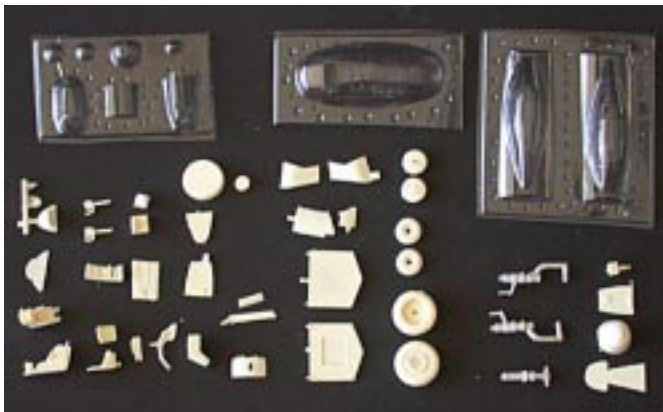
While we're talking documentation, the hand drawn assembly instructions leave a lot to be desired when it comes to identifying and locating the right side consoles. The roughly drawn assembly

layout would seem to indicate both consoles to be identical (although with differing part numbers), whereas they're apparently different. The included technical drawing of the cockpit front shows just enough of the pilot's right console that I was able to figure out that part. The rear console is anyone's guess, since there is no technical drawing of that crew position included; all that was left out of the jumble of parts in the baggy was a triangular piece with what might be a throttle console on top. I've asked Lou for some guidance here and am standing by.



Landing Gear

Sturdy, crisply molded metal gear struts will easily carry the weight of this hefty airframe. A small baggy contains lots of tiny struts and the strut oleo scissors. Large main gear tires have separately molded wheel inserts which are decently detailed. Each nose wheel and tire is cast together. The gear doors have some depressed detail and molded-in hinges.



Clear Parts

The large vacuformed windscreen, canopy and bomber greenhouse are nicely thin and very clear, much better than in some past releases. That said, it's gonna be fun to mask all that canopy bracing!

The tail gunner greenhouse is as well done as the frontal parts. I've already discussed the scratchbuilding of the camera

windows. Small pointed tip tank light housings are provided as well as the tiny landing light housing which mounts between the two left side intake trunks.

Decals/Color Schemes

Lots of choices here! No less than four medium to large-sized sheets offering seven choices of bomber/recce markings. Included is the one-off all-black bird that made high speed runs against North Korean AAA searchlights and also a set of markings for the just recently declassified mission birds flown by the RAF over the Soviet Union.

All decals are printed in an almost flat semigloss finish, which is much more desirable for applying over any glossy paint scheme. The other-than-glossy decals can change the look of the underlying NMF, (even when a glossy clearcoat is sprayed over the whole shooting' match), so I'd recommend trimming all markings as closely as possible and maybe using MicroScale/Aeromaster equivalents for numbers and letters.



Instructions

As a retired Big Blue hardware tech writer, I always appreciate well-done assembly/reference instructions. Unfortunately, such is not the case here. Although the accompanying historical material from (I'm guessing) "other" sources is good, the nitty gritty of assembly is not helped by the roughly drawn parts illustrations, very much like—a name's coming to me now...M...A...C...H...2!

(Continued on page 14)

ASMS 2006 Christmas Party Recap



Santa does exist! Just don't tell anyone it's Milton...



Tim chairing the "after dinner chitchat session".



The young ones taking turns at the game console.



Jeff laying claim to his white elephant.



Utilizing his psychic power, Bruce attempted to guess what Jack's white elephant could be.



Russ: What! No siege tower?

Know Thy Fellow Member



Name

Karl R. Leidy

Day job

Purchaser II for Texas Dept. of Public Safety.

I'm a...

"Lifelong" modeler for 33 years.

Primary modeling interest

1/35 scale armor

Favorite era and subject of my primary modeling interest
WWII through Yugoslavia conflict.

Main reason why I build models
It is a great stress releaser.

Other than building models, I enjoy...
Nothing else!

I was influenced/inspired to build models by...
Russ Holm, Bob Bethea, Shep Paine.

My favorite "master" modeler is
Tony Greenland.

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

The size of my unbuilt collection
Somewhere between 1001 and 2000.

Best excuses I used for buying yet another model kit
My best excuse: "I've been waiting for five years for this particular model to be produced!"

The worst: "I don't think I have this particular type in my collection."

Plan for my unbuilt collection before I die/give up this hobby
Before I die, I'll give strict instructions on what she needs to do with my collection.

If I decide to get out of the hobby, I'll sell them all on eBay or to a fellow modeler of the same interest that I have.

First model I completed
A Lindberg Tugboat when I was six years old.

Longest time I took to finish a model
It took over six months to complete my T55AM2 conversion.

Best model I built so far
T55AM2

Worst model I ever encountered
Nitto's M51 cargo tractor. I think that is what they called it.

I'm currently working on...
That M51 cargo tractor and a T34/122 Egyptian tank.

Dumbest thing I ever did when building a model
Superglue my fingers together; stab my fingers with a #11 blade.

Worst thing I ever did to express my anger or frustration while building
I once threw a near completed Tiger I into a brick wall after the cat knocked it off the shelf.

(B-45 OOB First Look continued)

Additionally, although each part has a number, it would be very helpful to see a master parts layout illustration such as one usually included with most injected kits and resin aftermarket sets. Normally, Collect-Aire small part assemblies come in individual sealed baggies to help differentiate between the often many items. Not in my kit, however. Figuring things out is not really neurosurgery, but ya just gotta grit yer teeth and press on...

Conclusion

This most welcome release fills a long-standing modeling void in the critical years of Post WWII modern USAF jet aircraft development. I'm pleased to see that some traditional failings in Collect-Aire productions, such as overall molding quality, have been recognized and apparently solved. Yes, righteous bucks are still involved in purchasing this kit, but I doubt if it'll soon be done in 1/48 even by the CHICOMS. Highly recommended.

"Bondo" Phil

References

1. "America's Great Jet Bomber Flyoff," "Wings" Magazine Vol. 29 No.3, June 1999
2. "Midnight Reconnaissance-The RB-45 Tornado in Korea", "Airpower" Magazine Vol. 23 No. 4, July 1993.



Old Rumors & New Kits

Well, I hope all of you had a very Merry Christmas and your New Year is off to a good start. As the old saying goes, "if you didn't get what you wanted, I hope you wanted what you got!"

ASMS is about to begin another year and the main order of business is the election of new officers for the next two years. Please give some serious thought about who you want to lead us. Who knows; it might be You!

There have been a number of events since our last regular meeting. We have had a successful Christmas party, thanks to Mike and Sally Kachoris and several of us got another "white elephant" gift to think about building for next year.

Shortly before Christmas, Eric and I travelled to Killeen for the final class meeting of the special Model Building Class offered by Tarleton State. If you are planning to take the course, you'll have to wait until Spring 2008 which is the next time the class will be offered. Eric and I were asked to "judge" the finished models, all 1/32 Me 109Gs built from the excellent Hasegawa kit. Almost every one of the 25 students had a finished model for the competition. Most of the students had never built a plastic model before, so there were some well built models in schemes that would make a scale addict cringe. But there were some models that would stand up very well at any local contest. Perhaps we'll see some next Spring.

I have to confess that I've not touched a kit in weeks. Sometimes it just hits me that I need a break from styrene. Having also been struck by the annual shower of cedar pollen hasn't helped. It's not as if there were no new good kits. For that matter, I've plenty of older kits to work on (or finish) but they can wait a bit longer. My wife gave me a very nice new Kagero book on the Fw 190 so I've been getting ready to tackle the new Eduard -8 kit.

If you have been following the events at SMO/MMD you may remember that they acquired Kendall Products and more lately Aeromaster and Eagle Strike decals. Now I've heard that they have bought VLS and plan to move the studios and workers to the Dallas area. Guess we'll be seeing more of our former member Chris Morosko.

Now that Bronco has released a 1/35 scale L-4 Piper, Revell of Germany has announced on in 1/32. RoG's PA-18 Super Cub is a new tool and is supposed to be ready in November 2007. That's a long time to wait so you might as well shell out the coin and do the Bronco kit. I've seen the kit and it looks pretty nice. Not perfect but very nice. I hear that Revell's cub will be released about the same time as their new sail plane kit.

In addition to the Super Cub, RoG plans several re-releases of older kits such as the 1/32 Matchbox Sea Venom, Spitfire Mk-22/24, and Hasegawa Bf-109K4, 1/48 Ar 234 Nachtigall, F-105G, and F-86D.

You have probably heard that the P-51D from DML, their first 1/32 AC kit, is out. You may have also heard that it's less than great. Well, it may have its problems but most problems can be solved with a little skill and patience.

At this point, I confess that I've not seen the kit. I've read reviews and seen photos but I know that some well thought of modelers are actually building the kit and will probably wind up with a nice model. The biggest gripe seems to be that DML failed to do their homework and left a lot of work for the modeler. Actually, many modelers won't care and will build the model and enjoy it. If rivet "divots" on the wings bother you, fill them and perhaps the deeper ones on the fuselage as well. And if the cockpit isn't to your liking, you can be sure that a resin and PE set is on the way.

I did take a good look at the new 1/35 Bronco L-4 Cub and it looks nice. If you get one, I recommend you fill those deep round indentions on the lower surface of the wing. These are inspection panels and should be flush with the surface. Other than that, the kit looks very nice. There is a small fret of PE and a nice decal sheet for an L-4 with invasion stripes.

Roden has a good looking 1/32 kit of the S.E.5a. This kit has a lot of details from front to back. This is the Wolseley Viper version and for a large scale WWI model, it should make a very nice model.

Classic Airframes' latest version of their very successful Canberra, the B-57B, is out and Bondo did not buy them all! This is the U.S. built version of the light, twin-jet bomber and the kit features nicely detailed plastic with resin details. You get markings for three aircraft.

Eduard should have its latest Fw 190, the -5, on the shelves soon. I hear it's just as good as the -8, which is excellent. Eduard is also planning a Bf-110 and an F6F Hellcat, all in 1/48 of course. Speculation is that the Hellcat will have a detailed engine similar to that in the Fw 190A-8 and A-5. Eduard has also released a Yak 1b which is the earlier Accurate Miniatures kit but with added PE and a great decal sheet.

Tamiya has two new additions to their 1/48 armor series—a King Tiger with Porsche turret and a Sturmgeschutz III, early version.

Dragon has several pieces of new armor including a Firefly Sherman in 1/35 as well as a 1/72 special edition Firefly. They also have a set of crew figures for the Sturmgeschutz (Russia) in 1/35.

That's about all for this month. Be sure to attend the meeting Tuesday, Jan. 9 and nominate someone for office. And remember, to serve you need to be an IPMS member. If you aren't and are elected, ASMS will pay your first-year dues. See you then.

**Next Meeting
January 9, 2007**

*Austin Scale Modelers Society
Eric Choy
13213 Marero Drive
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