



SPRUE EXAMINER



Building the 1/48 Pro-Modeler Ju-52/3m

by

Tim Robb, IPMS #34705

Seduced by the power of the dark side, the Ju-52 is the first model of a Nazi warplane that I have built. I feel so dirty. I surrounded the model in my display case with models wearing stars and bars.

I used Squadron Signal Publications *Junkers Ju-52 In Action* as my main reference for building this model. The book details the changes in the development of the Ju-52 very well. The kit most closely makes a Ju-52/3m g4e with a cargo hatch on the cabin roof and a big cargo door on the starboard side of the fuselage, a small DF loop antenna, a wind driven generator, and a single defensive gun position. Decals and parts to make the lower dustbin defensive gun position and wheel pants of a Spanish Civil War Ju-52/3m g3e are included, but the larger DF loop of that variant is not provided, and the cargo doors would need to have their outlines filled in.

Kit decals are also provided for a Ju-52/3m g7e used in the invasion of Crete, but the door and window configurations of the kit are wrong for a g7e.

The interior of the cabin is fitted with folding seats for the paratroop dropping mission. Four paratroop figures are provided in poses indicative of boarding the aircraft.

The cockpit is detailed nicely. All the little knobs and levers and control wheels are molded in plastic and look very good. Seat belts are molded onto the seats. I built the interior straight out of the box with the exception of covering the molded in seat belts in the cockpit with photoetched belts from Eduard's WWII Luftwaffe Bombers set. I left the cabin seat belts alone since they are harder to see.

The kit's outstanding feature is its surface detail. The corrugated metal skin of the Ju-52 is molded beautifully. The Ju-52 fuselage cross section is a box shape with the corners rounded off. The kit fuselage is not molded in left and right halves but in four parts, one for each side of the

(continued on page 4)

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| IPMS/MCMA, Showdown 2007, Irving, TX | March 17, 2007 |
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| IPMS/ASMS, Austin Scale Model Show, Austin, TX | April 28, 2007 |
| IPMS/NOLA, The Great South Model Fest XIV, Kenner, LA | May 19, 2007 |
| IPMS/NCT, Scalefest 2007 - Region 6 Convention, Grapevine, TX | May 26, 2007 |

Editor's Notes...

In case you haven't noticed on the front page, our newsletter now has volume and issue numbers once again! See my notes in our new column "**Time Tunnel**" on the next page to find out how that came about.

Last month due to a family emergency, the good doc John Seaman was unable to conduct the biplane rigging clinic for us. However, I have convinced him to turn his notes into a full blown article for everyone's enjoyment. I dare say it is as good as any article found in FSM or IPMS Journal. If you build biplanes or have always wanted to learn how to rig one, don't skim but read through it. It'll do you good!

Remember, John will be at our show in April conducting a seminar on the same subject. If you have question regarding his rigging methods or just want to see him in action, be there and be sure you take good notes. There might be a pop quiz afterwards!

Thanks to my new found method of bribing, KTFM is back with Bruce Burden in the spotlight. The last day of March is the deadline to renew your 2007 membership. If you haven't "paid" a visit to our treasurer Ion, please do so at the meeting this month or you'll miss out this fine publication for the rest of the year. So, do your duty, **pay your dues**.

This month we meet on **Tuesday March 13th** at 7:00pm at the usual Yarborough Branch Library. A double feature is scheduled — our first **quarterly contest** and a clinic on "Realistic Metal Finishes with Tints" by **Russ Holm**.

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)

Another month down, and it looks like my New Year's resolution has bit the dust. I resolved to finish 52 models this year, but so far I have a grand total of zero done. I know, I know. Big shocker, right? What's really sad is that I have enough models in the finishing stages to get me through March and maybe even April.

Eric Choy suggested that I take some lithium and set my sights on 12-13 models instead. Good idea, but I think that might go down the tubes as well because I have just been diagnosed with Selective Lethargy and Uncontrollable Gathering Syndrome — SLUGS. That's right, I'm a SLUG. I am not to be confused with those who choose not to model, or with those who purely collect and never build. I want to be a modeler, but I don't act on it. Therefore, I'm a SLUG. I let common distractions of the day (week and month also apply here) or pure laziness pull me away from the bench. I don't set modeling as a priority in my life. I do buy a lot of them, though. Each sweet kit that comes through the front door of the house hears the constant lies I told the others: "You're next on the 'to build' list"; "I can't wait to see you beautifully gracing my display self"; "All those other models? They mean nothing to me. You're the only one I want"... the list goes on.

SLUGS is out to get you! Don't be a SLUG. Build something! I will try, too. Remember the first step to recovery is admitting you have a problem. Use our upcoming show (April 28th) as motivation. Get something built for the show. I will see you there. You know there may be some good deals there too.....Oh, those other models? They don't mean anything to me.

FRIENDS DON'T LET FRIENDS BE SLUGS!

Kenny



5 Years Ago (March 2002) ...

- A "show drought" year — both Houston and Dallas shows were cancelled! There was no model contest or meet in Texas after February's ModelFiesta in San Antonio and before August's SuperCon in Arlington (ours was scheduled in late August).

- Jack Johnston was recovering from non-Hodgkin's lymphoma. Milton reported he was doing very well and had to stay away from people and his horses for a while.
- Meeting was held at Luby's Cafeteria on North Loop.

10 Years Ago (March 1997) ...

- Milton mailed 63 newsletters before the meeting.
- King's Hobby expanded the store into the space next door, increasing the floor space by 35%.
- The first ASMS armor modeling class met every Saturday in King's newly expanded area. Bruce Burden was the instructor, and six students signed up. The projected schedule for the class was four weeks on parts cleanup/construction, four weeks on finishing/detailing, and four weeks on painting/weathering.
- Meeting was held at Military Forces Museum, Camp Mabry.

15 Years Ago (March 1992) ...

- Laurie Eichelberger joined our club after several months of "checking us out" as a visitor. She went on to become our club's first female president two years later.
- Meeting was held at Howson Branch Library on Exposition Blvd.

Editor: When I first took on this job as your editor, my on-the-job training consisted of reading old newsletters and learning by examples. Being an avid history reader, I thoroughly enjoyed my homework assignment. The only complaint I had was only the last six years' newsletters were available. Anything prior was either never scanned or rotting away on corrupted zip disks.

*So you can image how delighted I was when one day two weeks ago a stack of old newsletters landed on my lap. Thanks to the generous donation from longtime loyal member, **Buddy Pearson**, I now have in my possession 20 years of newsletters and club meeting flyers, with some dated as far back as 1985.*

The first thing I noticed was Sprue Examiner is now in its 15th year! In 1992, then secretary Bob North expanded the one page meeting reminder to a newsletter. It took off and never looked back. Over the years, we had many excellent articles written by modelers in our local and surrounding communities. Most of our favorite authors are all masters in their particular model interests, like Bf.109s (Floyd), 1/48 scale (Tim), or WWII era (Milton). And once in a while, we had a few "crossovers", like the time Bondo wrote a ship review!

Originally, I was going to reprint some of the best articles, similar to the "Blast From The Past" theme on www.modelingmadness.com. But on second thought, this would make me look like I'm just cutting and pasting old articles to fill the pages. Likely readers are more interested in knowing what was happening in our club and the local modeling community

than reading old kit reviews anyway. So I settled on using the “xx Years Ago...” format to highlight events in the past 20 years instead.

My intention for this column here is not to construct an official club history. For that I lack the training and the material to take on such an endeavor. I'm merely taking snapshots of yesteryears for those who have been around all these years to reminisce, and for the “new guys” like me to discover what the good old days were like.

How regular this column will appear depends on the availability of my sources and also if there is anything “exciting” enough to make the news. Let's face it, modeling is not exactly the most glamorous hobby there is; we glue, sand, paint, and then glue some more plastic (my friend Phil once told me “we're grown men playing with plastic. That's why women laugh at us!”). It's not every day that we converse or bicker over issues like selecting a new place to meet or picking the color of our club T-shirt. It's definitely not every day that a new member will save our local hobby shop in the future — September 1986 meeting minutes reported a new member **Rudy Cline** joined our club!

My new found collection of historical records is by no means complete. There are still many years of club history that need to be recovered. If any one of you guys out there have any old newsletter, club minutes or meeting flyer (especially anything before 1988), please contact me so I can put it to good use in this column here.

Don't let our 33 years of club history be forgotten. Let's share it with every member, new and “matured,” present and future.

Editor



Solution to last month's puzzle

(Pro-Modeler Ju-52/3m continued)

box. The four parts are engineered in such a way that no sanding is required that might damage any of the corrugated surface detail. I was absolutely in love with this kit until I put on the top piece of the fuselage. It was a little too wide for the opening at the rear end of the fuselage. I don't know if that is due to the kit parts not fitting quite right or my inadequacy as a modeler. I built up a little fillet with Mr. Surfacer 500 and smoothed it out. The surface detail wasn't damaged much, but the port side of the fuselage has a little bulge near the tail.



The wings go together pretty well and have nice mounting tabs for mating to the fuselage. Most of the wing has a bluff leading edge with the corrugations beginning just behind the edge. For the most part no corrugated detail is lost in assembling and sanding the wings. The exception is about a scale foot and a half right where the wing joins the fuselage. The corrugations are quite large there. They wrap around the leading edge, and the corrugations of the top and bottom wing halves do not quite match here. I filled in with Mr. Surfacer 500 and used a round file to shape the corrugations around the leading edge. This worked out pretty well.

While the corrugated skin is beautiful, working with it to convert this kit to another variant of the Ju-52/3m by changing door and window configurations would be extremely difficult.





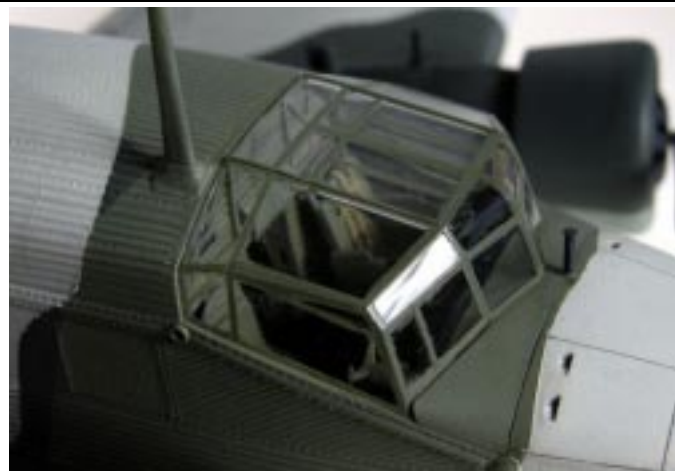
The three motors and all their various exhaust pipes are a bit tricky to line up and assemble, but I went slowly and carefully and got it done. The exhaust collector part number 82 is very tricky to match up with the exhaust pipes from the nose mounted motor. I never got it done the way I wanted, even though I cut the pipes off from the kit part and replaced them with plastic rod. If I ever build this kit again, I will leave this part off until after the motor is mounted instead of attaching it early on as the instructions call for.



While the beautifully reproduced corrugated skin of the model is its outstanding feature, it is also the curse of the model when it comes to painting and decaling it. Once I chose a segmented winter scheme with hard demarcation lines from a Three Guys decal sheet, I quickly discovered that all the masking for the hard edges had to be burnished into every corrugation to prevent paint from bleeding under the edges of the tape.

I used a few of the kit decals along with the Three Guys decals. They were a little thicker than the aftermarket decals but worked just as well, or would have on a normal model. Despite repeated applications of Solvaset, neither set of decals would lie down into the corrugations. On the third or fourth application I even brushed the Solvaset straight onto the decals with a broad brush to push the decals down into the corrugations.

In the end I cut the decals over each corrugation with an X-Acto knife, which left the paint underneath showing through the



decals. I then painted each decal in by hand with black and white paint. The decals actually served as painting guides for hand painting the markings on the model. Hint: If you build one of these, build a German scheme because the black and white on the decals is not hard to match with paint.

Building a big model is a pain in the rear. I started this model three or four (or five?) years ago when Milton was given a review sample by Revell-Monogram. He passed it on to me for building and review. Big models don't fit well on the workbench, and it seems like you are forever knocking something over or dragging the airbrush hose over it or something. There are more seams to work, more surface to mask in painting, more everything, and it's all awkward because of the size. The undercarriage is weak, and I broke it several times. I finally resorted to gluing it on with five-minute epoxy.

I must have finished six or eight normal size models while I was working on this one. Still, when finished, a big model has a nice "wow factor", so it's good to do some of them. Even though this is a challenging model to build because of its size and the corrugated skin, every Luftwaffe nuts should have one in their collection.

Tim



Rigging Scale Model Biplane

by
John Seaman, IPMS # 34159

Introduction

In this article I am going to show you four techniques I use to rig biplane models. One is well known, while the other three extend that standard method in a way that I think is new. I'll summarize these techniques after some general comments, and a few notes about tools and materials.

Most biplanes of all eras used some form of interplane rigging to provide strength, in addition to control cables to activate ailerons, rudders, and elevators — or in types like the Fokker Spinne ("Spider") or the later Fokker E.III, to warp the entire wing. The former is illustrated very well by Robert Karr's superb scratchbuilt 1/48 model, as seen below. (From an article originally appearing in the September 1999 issue of *Internet Modeler* and now available at the World War I Modeling site: <http://www.wwi-models.org/IM/German/spinne.html>).



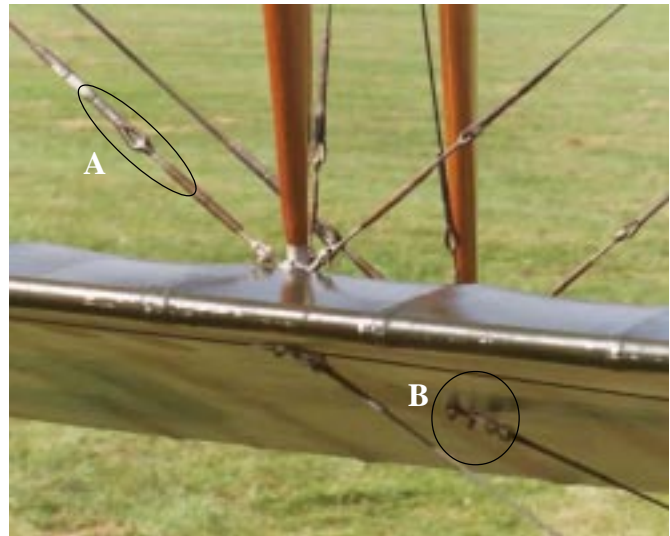
Bracing wires are like the standing rigging of a ship, while control lines are like running rigging.

Aircraft modelers are sometimes reluctant to tackle biplane subjects because they are leery of reproducing the rigging that is necessary to achieve realistic results. I suspect that Fokker Dr.I's and D.VII's are modeling favorites, both because they are significant, colorful subjects, and because they require almost no rigging. Some recent biplane kits have offered convenient photo-etched (PE) parts to ease the task of rigging. Tamiya's Swordfish family, Accurate Miniature's F3F family, and Fine Mold's Kawasaki-built Type 95 fighter Ki-10-II, all in 1/48 scale, are examples of this approach. It will be interesting to see if Eduard's forthcoming 1/48 Avia B-534 will have this option. Many biplane aircraft in the 1930's used interplane rigging with a streamline cross section, so the "flat" PE used in these kits is appropriate. I've built the Swordfish and F3F, and I found the PE very easy to install.

In the absence of PE alternatives, one must choose a rigging material and proceed from scratch. The methods I want to share with you ease this process somewhat. Because of the materials I've chosen, my approach is most appropriate for 1/48 scale aircraft or larger. My technique is relatively easy to implement.

It yields very durable rigging, and it allows a varying level of detail to be applied. I shall emphasize the creation of turnbuckles in what follows, both because in 1/48 scale or larger they are clearly visible, and because one of the methods I use to create them actually provides a way of tensioning the rigging — like the real things!

In the photos below you can see something of the variety of turnbuckles and related hardware found on biplanes. I'll refer to the lettered items later.



This image is cropped from a photo taken by Mike Kavanaugh and Lance Krieg at the WWI Fly-In, 13 Sept 2003, at the USAF Museum, Dayton, Ohio. The subject is an Avro 504k. The photo can be found at <http://www.wwi-models.org/Photos/Bri/Avro504k/index.html>.

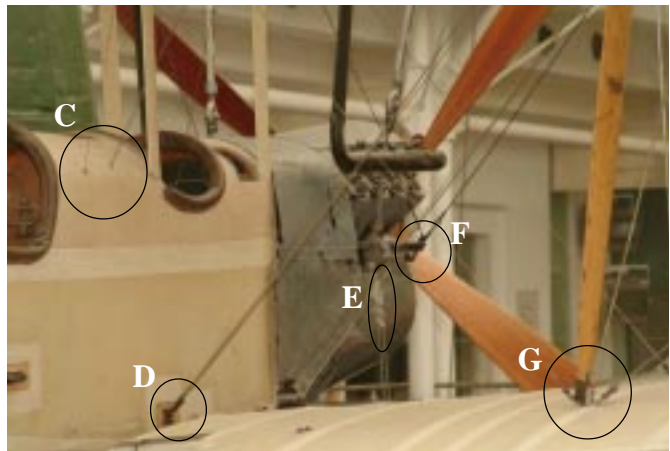


Photo by Knut Erik Hagen, July 2003, of a BE.2c at Imperial War Museum, London. <http://www.wwi-models.org/Photos/Bri/RafBe2/>.

General Notes

It is helpful to spend time looking at real rigging, turnbuckles, and associated hardware. Photographic resources are readily available on the Internet. One of the best sites is the WWI Modeling Page at <http://www.wwi-models.org/>. Full-size replicas and restorations are another source, although biplanes are not the dominant types in museums within driving distance of central Texas. The Old Kingsbury Aerodrome houses a

Bleriot Model XI (replica), a Canadian JN-4 "Canuck" (Canadian "Jenny"), a Meyers OTW, and a Thomas-Morse Scout. At the Cavanaugh Flight Museum in Addison you will find a Sopwith Camel, a Fokker Dr.I, a Fokker D.VII (all replicas), an N2S-1 Stearman, and a de Havilland Tiger Moth. The Lone Star Flight Museum in Galveston has a Grumman F3F-2 rebuilt from wreckage recovered in Hawaii. Closest of all is the PT-17 Stearman in San Marcos with the Central Texas wing of the Commemorative Air Force (CAF). All of these museums maintain websites, so Google away!

Make sure you have good references before you begin a model rigging project. The box art sometimes helps but is rarely sufficient. Instructions do not always contain a rigging diagram, and when they do, attachment points and other details may not be represented. Windsock Datafiles are the gold standard for such references, although publications by Kagero and JaPo have recently come to the fore.

Supplies and Tools

Modelers use a variety of materials for rigging. I prefer nylon monofilament thread in 0.004" or 0.005" diameters. Fly tying monofilament is the same thing. I have used Danville's Ultra Fine (0.004") or fine (0.006"), for example.

Some modelers swear by Aeroclub stretch thread or its equivalent. This is a Lycra thread, if I'm not mistaken, and is quite flexible. Lycra threads are also available from sewing supply sources, but they are a bit harder to find than monofilament.

Brass wire such as the 0.006" diameter Detail Associates brand can also be used. (If you use wire, you may need to straighten it. Do this by rolling the wire between a steel rule and a hard, flat surface, such as a small anvil, a tile, or a piece of glass). Finally, there is good old stretched sprue.

Photo etch companies like Eduard, Tom's Modelworks, Part, and others provide scale rigging hardware. PE turnbuckles don't look realistic to me because they are flat, but they could be "thickened" with paint or cyanoacrylate (CA) "super glue". Model railroad turnbuckles, like those in 1/87 (HO) scale by Tichy Train Group, have their uses too. For example, see E in the BE.2c photo.

I make my own turnbuckles using micro tubing for fly tying such as Stalcup's Hairline brand. I have never seen anyone else use this tubing, but it has worked well for me. There are three diameters that I know of: Micro, Midge, and Standard. All are listed in the Cabela's catalog under "Stalcup's Tubing". They come in a variety of colors. You can order them on-line from Cabela's or at www.americanflyfishing.com.

Even smaller diameter tubing is available from McMaster-Carr at www.mcmaster.com. They have tubing made from a variety of materials. Small diameter tubing has many uses in modeling, including couplings used in plumbing like brake lines and insulators for radio aerials.

I use several tools and adhesives in rigging biplanes. Since I prefer to use monofilament, I attach all lines with CA. You need to be adept at precise placement of very small drops of CA. This can be done with a sharpened toothpick, for example. I also have a needle inserted into an old paintbrush handle for placement of even smaller amounts of glue. ZAP seems to work best for me (regular — not extra thin or extra thick, "Slo Zap"). It is essential to have CA accelerator as well, such as Zap Kicker.

A very sharp pair of tweezers is an absolute necessity. I prefer the type with curved ends called "curved watchmaker's tweezers". I also use a pair of reverse action or "cross" tweezers. I have a pair of very small, sharp scissors as well as flush cutting nippers that I use to trim excess monofilament.

I use dividers for measurement, along with a steel rule, such as General's "Ultra Rule". This thin, flexible rule has holes for precise marking. Fine drill bits with a good handle are a necessity. I use bits of size 77 to 84. These small drill bits are fragile, and you will break them eventually. So it is best to have several spares. To start your holes, use a needle in a pin vise or similar tool as a punch.

Biplane rigging requires plenty of light and a good pair of magnifiers. I could not work without my Optivisor. It is good to have a white tile or piece of white styrene to work over when manipulating monofilament and micro tubing. This makes it much easier to see the thin line and tiny pieces of tubing that make up turnbuckles.

Tips on Using Monofilament and Micro Tubing

Monofilament in 0.004" or 0.005" diameter is extremely fine — finer than a human hair. I wouldn't be surprised if it is actually sub-scale for 1/48 aircraft. However, when painted silver, it looks appropriately thick to my eye. I prefer monofilament over stretch thread (Aeroclub or Lycra elastic thread) precisely because it does not stretch. I want my rigging to do the job it does on the real thing — lend strength to the assembly. Monofilament is sufficiently elastic as to resist damage but allows tension to be applied. It can also be used to align wings that are not quite parallel. Monofilament and micro tubing both cut very easily with a hobby knife blade or scalpel. Both are quite tough and resist tearing and breaking.

In order to thread micro tubing with monofilament, I hold the filament between my left-hand thumb and forefinger (I am right-handed), with the end pointing up. I hold a piece of tubing with my curved tweezers and slide it down onto the end of the monofilament. Since both the monofilament and the micro tubing are made of vinyl, they slide together very easily. This is easier than it sounds, but you do need steady hands.

I paint monofilament with thin acrylic silver or aluminum paint after installation. Lightly load a round brush with the paint and pass the line within the bristles. A silver permanent marker is handy for this; just pass the line over the tip. Micro tubing takes acrylic paint well, but you should paint it after installation — it

will shed paint quickly if handled. I paint the finished turnbuckles a medium gray after installation.

Two of the methods shown here require drilling a tiny hole completely through the lower wing to receive one end of the rigging line. Since I install rigging after painting and decaling, a little touch up paint is required to hide the hole. Decals will often cover the holes on the underside of the lower wings. If your finish is flat, be sure to brush a little clear flat over any spot of CA on any attachment point to avoid tell-tale shiny spots.

Some aircraft types, like the Sopwith Camel or the Bristol Fighter, have doubled bracing wires. This is illustrated in the photo on the right of a replica Sopwith Camel at the Cavanaugh Museum in Addison. The methods described below can be used to produce doubled wires by carefully marking and drilling pairs of holes instead of single holes as described. This requires precise measurement in order for the lines to run parallel. I recommend using General's "Ultra Rule" for this. Its integral marking slots allow very precise alignment of holes for rigging.

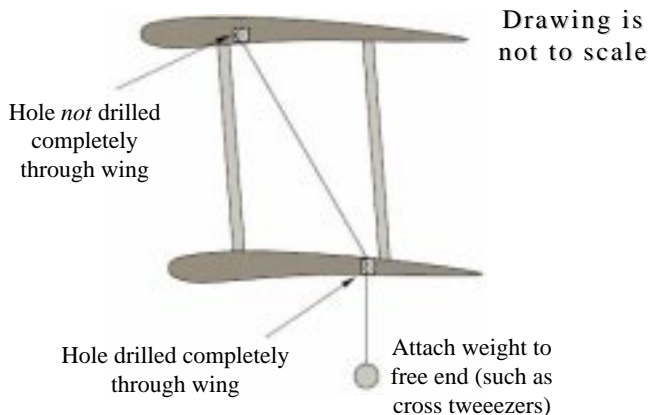


Rigging Methods

OK, here are the methods. The first is well known. The others are variations on that approach. I'll describe them in simple lists of basic steps. Letters in parentheses refer to the rigging example photographs mentioned earlier. They indicate that the method is ideally suited for that type of rigging and attachment.

Method 1: Simple Method (C)

1. Drill hole in lower wing to accept end of monofilament.
2. Attach end of monofilament to upper wing surface with CA.
3. Pass free end of monofilament through hole in lower wing and attach weight such as cross tweezers or reverse action tweezers, letting weight hang free below the wing. The suspended weight will provide tension on the monofilament line.
4. Place a small drop of CA into the hole in the lower wing.
5. Release tweezers and cut the free end of the monofilament flush with bottom of lower wing.



Method 2: Simple Method with Turnbuckles (B, D, G)

1. Drill hole in lower wing to accept end of monofilament.
2. Attach end of monofilament to upper wing surface with CA.
3. Slip two micro tube segments onto free end of monofilament.
4. Apply a drop of CA to monofilament next to upper wing attachment and slide one microtube segment over drop of glue.
5. Pass free end of monofilament through hole in lower wing and attach weight such as cross tweezers or reverse action tweezers, letting weight hang free below the wing. The suspended weight will provide tension on the monofilament line.
6. Place a small drop of CA into the hole in the lower wing. Pull remaining monofilament segment down over drop of glue.
7. Release tweezers and cut the free end of the monofilament flush with bottom of lower wing.



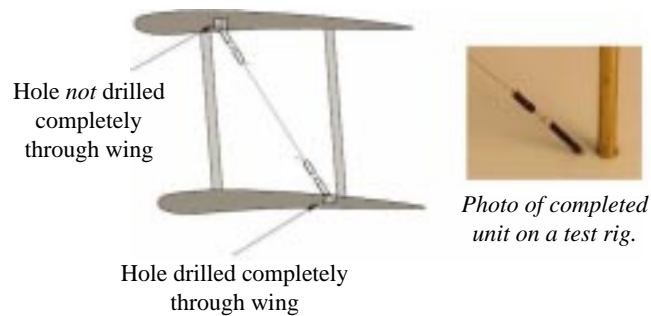
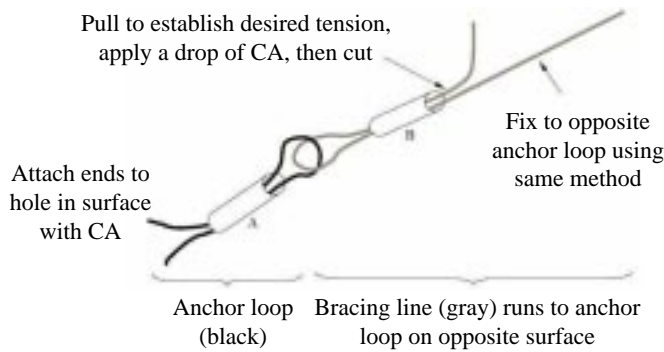
Photo of completed unit on a test rig.



Port wing of my Eduard 1/48 Albatros W.4.

Method 3: Double loop method (A, F)

1. Drill holes in opposite surfaces (fuselage, wings) where "anchor loops" are to be attached
2. Form anchor loop with monofilament (black below) through micro tube segment "A". Attach loose ends to hole in fuselage or other surface with CA.
3. Attach monofilament (gray below) to opposite anchor loop in wing or other surface with CA.
4. Form loop through microtube segment "B" with free end of monofilament (gray). Pull free end taut.
5. Cut off excess of free end and apply a small drop of CA to secure.



Cropped from the Avro 504k photo on page 6.

Method 4: Asymmetric Rigging

1. For asymmetric bracing wires, like those between the forward cabane struts of a Sopwith Camel, you can use a very short length of micro tubing to connect separate lengths of monofilament. Attachment points to struts, wing, or fuselage can use one of the methods described above.
2. Slip a small length of microtube over a length of monofilament and attach to form line *a* with the desired height *h*.
3. Next slip a length of monofilament through the microtube and attach to struts to form line *b* with depth *d*.

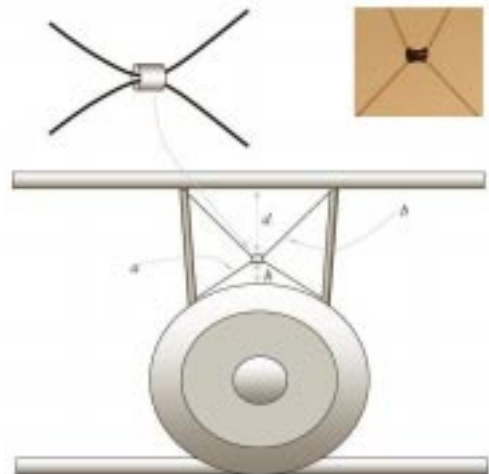
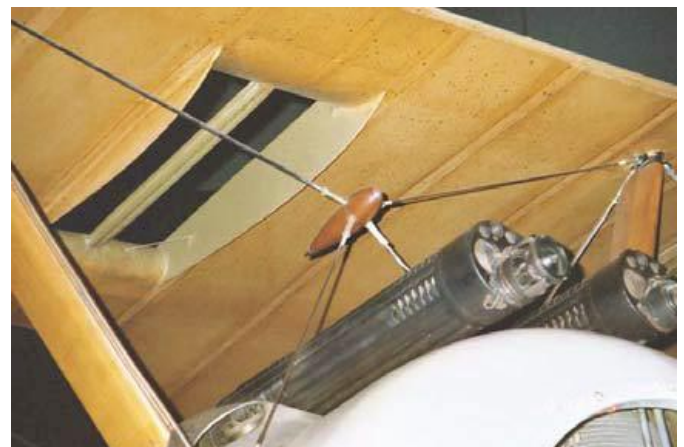


Photo of completed asymmetric link.



Lance Krieg took this picture in Sept 2003 of the Sopwith Camel at the USAF Museum in Dayton, Ohio. The photo, along with others, is at <http://www.wwi-models.org/Photos/Bri/SopCamel/>.

(Continued on page 15)

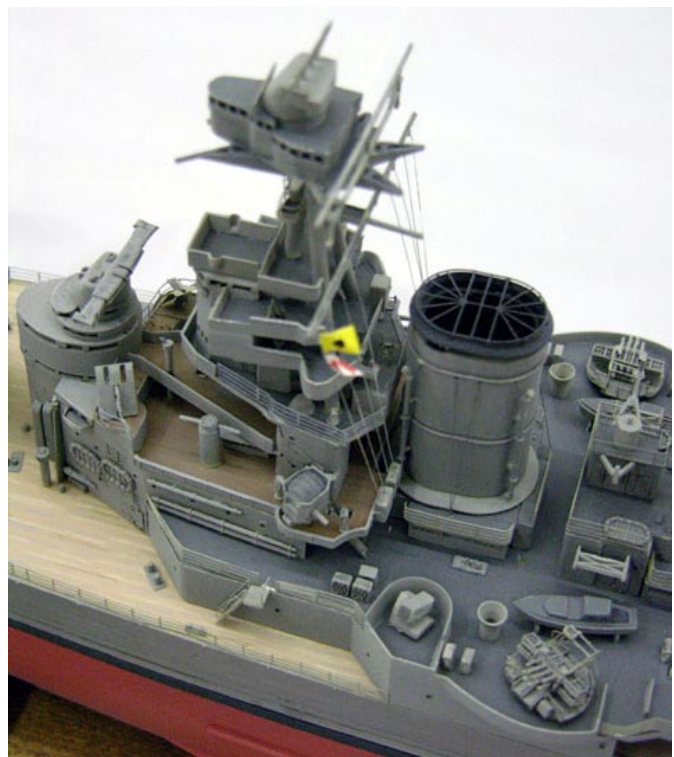
ModelFiesta 2006

Blessed with good weather and wisely going back to a one-day show, ModelFiesta was enjoyable once again. Many of our young modelers won big this year. Here is a list of members of ASMS and AABS who won in San Antonio:

| Name | Place [Category] | Subject |
|------------------|---|---|
| Bob Bethea | 1st [Figures 55-119mm] 3rd [Armor Diorama] | German Warrior LR Ambulance |
| Phil Brandt | 1st [Vacform/Conversion] | B-57G Canberra |
| Janis Cline | 3rd [>1/48 Allied Armor] | T-34 |
| Russ Holm | 2nd [Armor Conversion] 2nd [>1/48 APC/HT Axis] | Su-76i SdKfz.251/22 |
| Jeffrey Kachoris | 2nd [Pre-Teen Diorama] 3rd [Pre-Teen Diorama] | Monster Care Dragon Tower |
| Katherine Kupta | 2nd [Junior Miscellaneous] 3rd [Junior Miscellaneous] | Pilophosaurus Stegosaurus |
| Melinda Kupta | 1st [Pre-Teen Ground/Sea] | USS Hornet |
| Sarah Kupta | 1st [Pre-Teen Biological] | Triceratops |
| Dave Orloff | 1st [Submarine] 2nd [1/32 Aircraft] 2nd [>1/48 APC/HT Allied] | U-552 Type VIIc SBD2 Dauntless M2A1 |
| Tim Robb | 2nd [1/48 Multi Prop] 3rd [1/48 Single Prop] | Ju-52 Ki-84 |
| Pat Rourke | 2nd [≤1/48 Armor] 3rd [>1/48 SPGs] 3rd [Armor Box Stock] | King Tiger ISU-152 M4A2 Sherman |
| Keith Townsend | 1st [Low Rider] | Low Rider |

Special Award

| | | |
|------------|------------------------|----------------|
| Bob Bethea | Best Figure | German Warrior |
| Russ Holm | Best WWII Allied Armor | Su-76i |







Lone Star Models
1/48 B-58 Engine Intake & Exhaust Set

Suggested Price: about \$30

Review by
 "Bondo" Phil Brandt, IPMS #14091

The decades-old 1/48 Monogram B-58 is still highly regarded by modeler fans of modern jets. And, the real thing, albeit only in museums, still looks as much or more esthetically pleasing than most other current airframes.

I knew Mike West, the talented Lone Star Model's one-man show, was planning to do a B-58 three-cockpit resin set, but it's still in work. So I was surprised when, at San Antonio's ModelFiesta, he placed a B-58 resin intake/exhaust set in my hot little hands. Wowieee! And, an email from well-known Left Coast modeler and all-round good guy, Bob Moore, informs me that he did the original masters and sold 'em to Mike.

The smoothly cast components overcome one of jet aircraft modeling's biggest headaches — how to sand and smooth jet engine intake seams after the halves are glued together. The B-58 kit is especially difficult in this respect because the compressor face and spikes essentially prevent the intrusion of almost any sanding media.

The seam bugaboo is ancient history now, because all ya gotta do is cut off the front an inch or so of each assembled engine pod and glue on the seamless resin part, including the new resin compressor face and spike.



One tiny caveat: there is a small strake (which fairs into the support strut) on the top of two of the B-58's four J79 pods. All four of the Lone Star intake castings have this strake, so you'll have to gently sand off said fairing on two. Another note: some

of the sharply-edged intake openings are very slightly egg-shaped. Perhaps they were removed from the mold too early after pouring? It will require judicious use of hot water and squeezing. Not a big deal.



The exhaust assemblies are just as deep as the Monogram parts but with much more internal detail. The pictures speak for themselves.



Sharp-eyed Hsers will notice that some of the pre-production exhaust assemblies are one-piece and one is two-piece. Mike told me that pulling the one-piece master from the RTV mold is so difficult that he elected to go the two-piece route when he begins volume production.

All in all, this is a welcome aftermarket addition; highly recommended!

"Bondo" Phil

2006 Member(s) of the Year: Kenny and Kathy Roady

In our meeting last month, Kenny and Kathy Roady received a Meteor Productions, Inc. gift certificate after being named ASMS 2006 "Member of the Year."

Sponsored by IPMS/USA and Meteor Productions, this award is given to a deserving chapter member who has done the greatest good for the chapter that year. Thanks to the Roadys' excellent job on running our 2006 annual show, they deserved recognition and our deepest appreciation. Congrats, KARs!





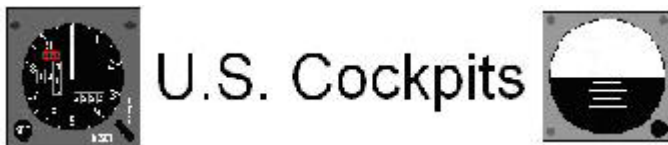
Rafael Power

Getting Your Money's Worth

With the importance placed on details on models, aftermarket detail/conversion companies have taken a large piece of the pie in the scale modeling world. Probing and pricing the cost of dressing up a new kit, these components add considerably to the cost to building a kit, not to mention decals, references, and scratch building materials.

If you are worrying whether these investment are worthwhile, here are some websites that can help you decide before causing the adding machine on the cash register to spark!

One of the most important aspects in aircraft modeling is cockpit details. The following is a dedicated U.S. aircraft cockpit site:



<http://uscockpits.com>

If you like American aircraft, this site has cockpits galore. Starting with the Curtiss JN Jenny all the way to the Lockheed-Martin F-22 Raptor. Moving from fighters to early bombers like the Martin MB-2 and Keystone B-6, you will arrive into the B-17, B-52, and North B-2 Spirit stealth bomber territory. Experimental aircraft such as the North American XB-70 Valkyrie and X-15 and Boeing X-32 are just a few covered.

Although this site does not cover all the periodic instrument upgrades each aircraft receives, it does highlight some aircraft whose instrument layouts differ throughout their service careers. For example, you will see the early, middle and later cockpits of the F-100C and D models as well as the different layouts for the two-seater versions.

Other types of aircraft, such as airlifters, tankers, and helicopters, also have their own spaces on this site.

Downside: American aircraft only, no foreign aircraft. Many manufacturer official photos are monochrome images.

The next two sites have no English language options. So let's get Babelfish (<http://babelfish.altavista.com>) fired up first before we depart for our next stop — Europe.



<http://zone.sousmarins.free.fr>

Some of you may remember *El Snorkel* (www.elsnorkel.com), a South American site dedicated to submarines I reviewed in the August 2005 issue. Here's the French counterpart site. Incidentally, this site has most submarine movie posters.

Downside: needs thumbnails and an English version.



<http://www.modellversium.de/>

This excellent German site is very methodical and neat. It has tons of information for all modelers. Although a bit confusing at first, the home page has all the modeling news, upcoming event announcement, kit/decal reviews, book/magazine reports, as well as club, manufacturer, and forum links.

The galleries are divided either by type of model or by manufacturer. The former is quite bulky; currently there are 444 prop and 393 jet military aircraft, 77 civil aircraft, 338 armored vehicles, 213 cars, 289 ships, 60 motorbikes, 121 helicopters, 119 dioramas, 27 space & sci-fis and 7 trains. Worth mentioning also are two interesting galleries; one contains pictures of models taken in various model shows in Europe, and the other is a showcase of modelers' hobby rooms at home.

For the younger modelers, there is a section called *Jugend-Ecke* (roughly translates as Youth or Kids Corner) with models built by the under 20 age group.

The *Tips & Tricks* section is also divided by categories such as tools, photography, detailing, casting, etc.

This site is in my MSN favorite list, and it merits frequent visits.

Downside: no specific aircraft, AFV, ship or car link. Some photos need color correction. Larger sizing on some photos is also needed as there is no thumbnail. German language only. *Bitte können wir eine englische version auch haben?*

Rafael

Your 2007 Dues
are DUE!

Know Thy Fellow Member

Name

Bruce Burden

Day job

Breaking software.

I'm a...

"Reborn" modeler for the last 15 years.



Primary modeling interest

Everything, but armor kits are most prevalent.

Favorite era and subject of my primary modeling interest

WWII.

Main reason why I build models

So I can get really frustrated!

Other than building models, I...

Enjoy photography.

My favorite "master" modeler is

Not sure I have one. I see many really nice models at shows.

I consider myself...

A builder as well as a collector.

The size of my unbuilt collection

2000 plus.

My family's opinion on my model collection

Positive, as long as I feed the cats and clean the litter box.

Best excuse I used for buying yet another model kit

They will only be more expensive later.

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

Die? No chance. I'll build them all!!!

First model I completed

Revell Tarantula, circa 1968.

Longest time I took to finish a model

Don't know. I'm still working on it.

Best model I built so far

Bandai 1/48th Daimler Mk.I armored car, given its age...

Worst model I ever encountered

Hobbycraft 1/48 "Gutlass".

I'm currently working on...

Top secret :-)

Dumbest thing I ever did when building a model

1. Use Tenax on very thin plastic.
2. Use string glue.

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

Use open flame to melt plastic to add "crash damage" to a model.

Modeling story I like to share with my peers

Don't try to work on a model during a vacation trip. It does not seem to work.

(Rigging Scale Model Biplane continued)

There are, of course, other methods for making turnbuckles. Two good tutorials are located at www.wwi-models.org/misc/Make_Turnbuckle.jpg and wwi-cookup.com/albatros/modelling_hints/kittech_turnbuckles.html.

Now, no more excuses! Go build a biplane!

John



Shots of John's Eduard 1/48 Albatros W.4. Visible are examples of method 2 and 3 described on page 8 and 9.

Old Rumors & New Kits

It's March now and that means the ASMS show is just over a month away. The model show season is well underway with the San Antonio event already behind us. The Irving MCMA show is on the calendar for March 17, the Saturday after our meeting, and then it will be on to the IPMS/Houston show —it's really in Stafford.

I'm sure a number of us will be making the trip East to the Bayou City. A similar group made the annual trek to Live Oak for the Alamo Squadron's Model Fiesta. It was fun, it was good weather, and there were lots of vendors. The number of entries seemed to be down a tad. Lee Forbes says there were 510 total entries with most being in the car categories, followed by aircraft and then armor. They had 130 vendor tables and sold 127 of them so, they made out pretty well in table sales.

Now let's hope we do as well. If you haven't signed up for a job, it's time to do it. If we all work together on this project, it will be easier for everyone, so get your name on the dotted line!

A few days ago I met an old friend in King's and he said he was ready to get back to building airplane models. Naturally the conversation turned to what's good/new and he said he had bought the new Tamiya 1/72 F4U-1A. I haven't bought that kit but I've built the F4U-1D and I'm working on the Birdcage. So, I was surprised when I heard him complain about the fit and quality of the kit. He said his kit's wings did not line up, the forward fuselage fit poorly and that he would need a lot of putty. I had to ask again if he was talking about the Tamiya kit! He was.

I assured him that I had no problems with mine nor with any of the recent Tamiya kits. He seemed surprised. I sure was. I guess this sort of illustrates some of the complaints we hear from time to time about some particular kit. Tamiya kits are quality kits and well engineered. But, they don't assemble themselves and you have to take a reasonable amount of care to align parts, test fit, and know what sequence you'll use in the assembly. I no longer assume parts fit until after I've done considerable "dry-fitting." Only when I'm satisfied do I open the glue bottle. If you are having fit problems with any of the newer kits, find out why. It may be an alignment problem that you created or a fit that you could have fixed.

I'm working on the Hasegawa 1/48 P-400 at the moment and it's almost ready for paint. This is a good fitting kit that I'll review soon. One thing I noticed, however, that I thought I would alert you to is the softness of the clear canopy. It's suitably thin and clear but I wanted to brighten it up a bit so I polished with a piece of old T-shirt. I almost polished off the raised framing so be aware that polishing really can level out the clear parts.

So what's new? Revell of Germany has a really fine 1/144 Connie out in Europe and elsewhere but not here yet. This one is the airliner version but other versions are bound to come.

Also from Revell and available now, is the 1/32 sail plane kit of the LS8-a/18. This sleek little glider is a single seater and the kit has optional wing tips for either 15 or 18 meter wings. Markings for 12 (!) aircraft are included.

Now I'm waiting for that 1/32 Super Cub tow-plane that should be along in the next month or so.

There's another model from Revell that I've not commented on and that is really a fine looking kit in the box. It's the 1/72 Fw200 C5/C8 Condor. This late war version of the Condor has a couple of anti-shipping missiles. Surface and interior detail of this kit is excellent and it appears that it will make into a very fine model. The price is also excellent, especially for a large 4-engine aircraft. Another "big" aircraft kit is the C-130J which comes with a book and a new sprue with 6-blade props. It's from Italeri but probably is an AMT re-pop. Good kit though.

Hasegawa has a couple of "new" releases. The Ju87D-8 is a Night Stuka and is a re-release of the earlier, and very good, 1/32 kit. The other is the night fighter version of the Ju88, the G-1. Look for a future release of another nice 1/72 twin, a B-26 F-G.

Still "new" is the Trumpeter F9F-2, -2P Panther. Several new decal sheets have been announced by various makers as well as new wings, tanks, and other detail parts from Cutting Edge. And speaking of resin details, Black Box, if you hadn't heard, has changed its name. The product is the same but the name is now Avionix.

For modern jet fans, the 1/48 F-14A Bombrat from Academy looks like a winner. Speaking of Tom Cats, I noticed that the military had taken back four F-14A airframes that had been donated/sold to Planes of Fame and other museums. The reason: they were not fully demilitarized. Bottom line is they don't need to be let go just yet lest they turn up in the wrong hands somehow.

Dragon has a very nice set of 1/35 U.S. Armored Infantry figures. These four figures are in different poses and carry different equipment—there's a carbine, an M-1, a .30 cal. machine gun and an MG tripod. Details look very nice and the scale is good.

Similarly, there's a set of five Russian Snipers from WWII, including a female soldier. This set comes from Zvesda and is 1/35.

If you are into ships, Hasegawa has a very well designed 1/700 model of their WWII Cruiser Myoko. This kit contains some PE details and additional turned brass barrels are available separately.

Some books that you may want to check out are *F-16: Worldwide Markings* and *Gotterdammerung, Luftwaffe Wrecks and Relics, No. 1*.

Milton

**Next Meeting
March 13, 2007**

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

