



2006 IPMS/USA Region VI Chapter of the Year
 2006 IPMS/USA Webmaster of the Year:
 Mike Gilsbach



Vol. 15, No. 10

Newsletter of the Austin Scale Modelers Society

October 2007

SPRUE EXAMINER



HMS Diana Quarterdeck

Part I

by

Raul Guzman, Jr.

HMS Diana was a heavy frigate with 38 cannons and cannonades. Built in 1794, she served over 20 years in the Royal Navy as scout and convoy escort due to her speed. After the Napoleonic War, she was sold to the Dutch Navy and was part of the Anglo-Dutch fleet that participated in the bombardment of Algiers on August 17, 1816 to end slavery practices of the Dey of Algiers.

This project is a diorama of a good portion of *HMS Diana's* quarterdeck in 1/35th scale. The quarterdeck was a very important part of a ship. It was the command center where the captain and/or the officer of the watch would closely supervise the business of running the ship. The idea for my model came from a resin diorama made by Cutting Edge Modelworks/Waveform. Their diorama only includes two cannonades on the starboard side. I decided to build and expand

the quarterdeck to include both sides and the capstan, mizzenmast, channels, skylight as well as the 9lb cannons that flanked the cannonades.

It took me 55 days (261 hours and 39 minutes working time) to complete this project. She was constructed out of various woods and brass. The figures were purchased from Cutting Edge Modelworks. Of valuable service was the Anatomy of a Ship series book on *HMS Diana*. To get the plans in the right scale, I did the math calculations and took the drawings to a professional reprographics business in town and had them rescaled to 1/35th for me.

Deck Construction

The first step in this fun project was to make the deck and hull sides. Using the rescaled drawings, I got the dimensions and made them out of wood. I then began to plank the bulwarks from bloodwood I cut on my Byrnes saw. I had found a nice source of wood to be pen blanks. These were pieces of wood that measured 3/4" x 3/4" x 5". They were turned to make writing pens. I had purchased these in ebony, boxwood, pear,
(continued on page 4)

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2007 Show Schedule

AABS, AMPSCenTex Armor & Figure Expo 2007, Austin, TX

October 20, 2007

IPMS/Acadiana Modelers Society, GatorCon 2007, Lafayette, LA

October 27, 2007

IPMS/MCMA, LoneStar NNL #2, Irving, TX

November 3, 2007

IPMS/El Paso, Veteran's Day Show & Display, El Paso, TX

November 11, 2007

Editor's Notes...

The search for a new IPMS/USA coordinator for our region is over. **Sean Glaspell** was named the new RC6 earlier last month. Being a long time member and officer of NCT in Dallas, Sean should be no stranger to all of us here in Texas. We look forward to hear from him soon on the latest in our five-states region.

This month master shipbuilder **Raul Guzman** is back delivering the first part of his *HMS Diana* diorama. These days any serious modeler must have a fortune's worth of tools on his/her workbench. **IPMS Seattle's Ken Murphy** reminds us how we used to build models with just a knife, tube glue, and a few bottle of paints. **Greg Springer** also sent us a short build report on his award winning Fokker F1 triplane. With some nudging from yours truly, **Karl "What's up, bubba?" Leidy** finally made his contribution to this newsletter with his debut article. We also have **Jack Johnston** is in the KTFM column, and I have pictures and the list of ASMS winners at last month's **SuperCon** in Arlington.

Speaking of show, our sprue brothers in **Austin Armor Builders Society (AABS)** have a special treat for all armor and figure modelers this month. Their **Lone Star Armor and Figure Expo** is set on **October 20th** right here in our fair city. AABS has always put up a fantastic show at Camp Mabry. Whether you are an armor/figure fan or not, don't miss your chance to attend this biennial event. Show information can be found on the last page of this newsletter.

This month's meeting is on **October 9th** at the usual Yarborough Branch Library. The meeting room opens at 6:30pm, and our business meeting starts at 7:00pm sharp. The clinic topic is "**illuminating your model**" by our secretary-general **Bill Delk**.

Eric

ASMS Officers for 2007

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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)

Now is the summer of our collecting intent made ignoble winter by this lack of space (Richard III). O God, I could be bounded in a nutshell and count myself a king of infinite space if it weren't for all these models (Hamlet).

To sell or not to sell, that is the question. Whether it is nobler in the mind to suffer this sea of plastic or to take up arms and sell these things (Hamlet). I have had a stack of model kits sitting in my living room for two weeks. Another pile sits on my dining table. And all these kits sit wondering and waiting. They wait for the axe to fall. They are waiting for me to sell them. I have determined that I have too many kits to finish in the lifetime I have left unless, of course, I give up eating, sleeping, work and my husbandly duties (clean this, fix that, kill the SPIDER and cook these steaks, please). But the nagging doubt is — will I want to build that in the future? If I want to built it, will it be available? If it is available, will it cost me an arm and a leg? And, what is the airspeed velocity of an unladen sparrow?

In the end, I must purge the stash. I must reduce the inventory so that I may have *Lebensraum* and repatriate the "Sudeten closet." So, to sleep, perchance to dream. Aye, there's the rub. To dream of the day when I won't have to say to the new model coming through the door, "What? Those other models? They mean nothing to me."

Kenny



The Time Before Tamiya

by
Ken Murphy
IPMS Seattle

For the last five months, I've been involved in the kind of modeling I like the least — re-modeling. It was the longest time I spent away from the hobby since I returned to it a couple of years ago after a break of nearly 30 years (the period sometimes referred to as "The Dark Ages"). The current hiatus got me thinking about that earlier one and how much has changed in those intervening years. Just as my old house was being upgraded with the use of new tools and materials that didn't exist when the house was built, I couldn't help but think about how the hobby has changed with the new materials and tools that didn't exist when I first started.

When I could escape for a moment, I'd gazed longingly at my unused work bench, still cluttered with several half-finished kits, scattered tools, paint and brushes, piles of books and magazines, sheets of sandpaper and decals, tubes and bottles of glue and paint. I couldn't help but wonder: "How did this happen?"

(continued on page 6)



Mike Gilsbach and his IPMS/USA Webmaster of Year trophy. Each year the best local chapter website receives this award, and this is the first time an ASMS member has been so honored.

(HMS Diana Quarterdeck continued)

maple, and bloodwood. You might also notice the sheave that has been placed in the bulwark.

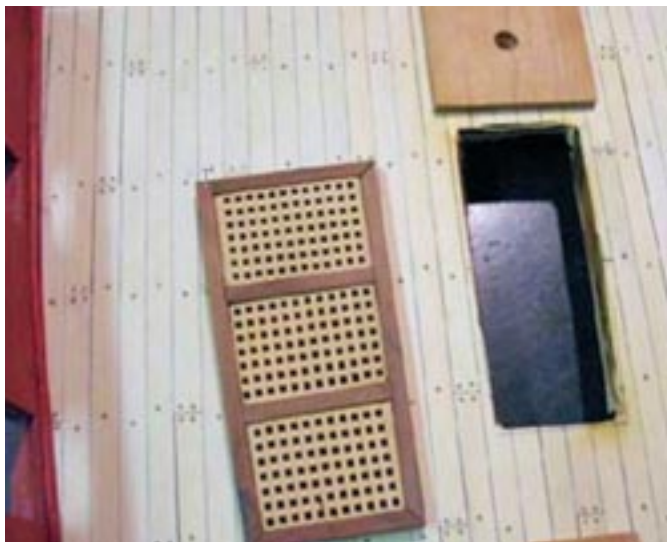


After the bulwarks were up, I then turned to the deck planks.

Maple was used, and each plank was penciled all around the edges. The metal weights you see in the photo below are just to keep the plank down while the glue dries. The deck was tunneled. You can see the tunnel in the insert in the photo below in the upper right hand corner.



I made the gratings out of boxwood and used walnut for the hatch coamings. I wanted the area below the gratings to have some depth, so I cut out part of the deck as can be seen in the next photo.

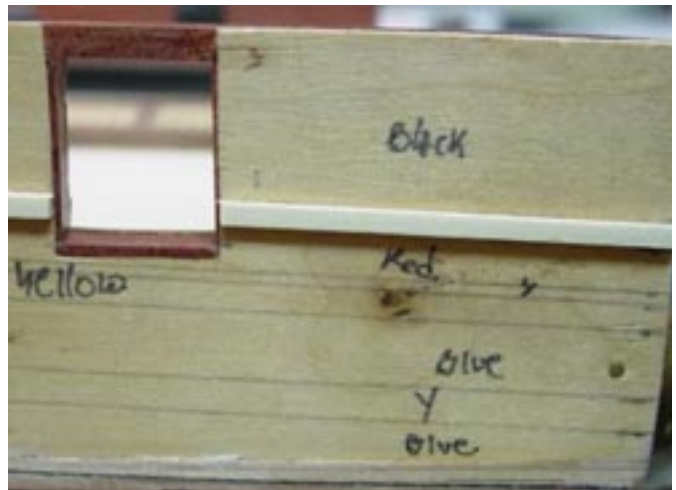


The making of the skylight was next. This was not an easy task, as I needed to cut wood at a 45° angle. I used a milling machine for that. After experimentation, you can see what I came up with. Another angle piece had yet to be added on top.



I knew that once the deck got cluttered, it would be difficult to drill the holes for the eyebolts for the breeching ropes, so these were now done. Holes for cannon and cannonades differed.

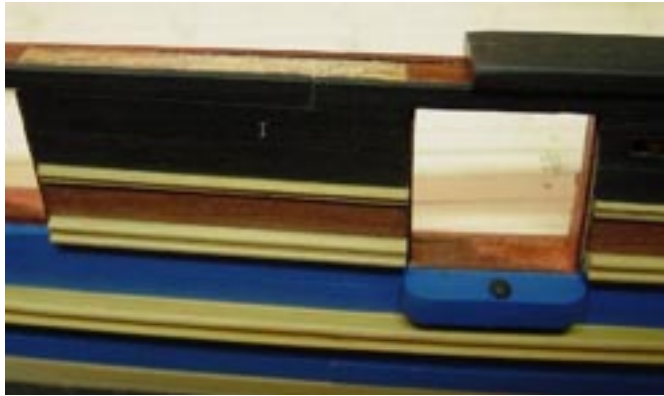
Using the drawing that I had resized, I marked what parts of the hull were going to be a certain color. I then figured out the width of the planks needed and cut them accordingly.



The structure now started to look like a ship's deck. The hole on the left was where the skylight will go. The holes for the mizzenmast and the capstan were enlarged later on.



The sides of the hull were now nearly complete. The black planks were ebony, the yellow boxwood and the red bloodwood. Notice that the yellow molding that I made. I have yet to find any blue wood, so the blue sections had to be painted. The ledge on the right was for the cannonades. It allowed the cannonade to come out further from the hull, thereby lessening the chance of harming the ship's own rigging when fired.



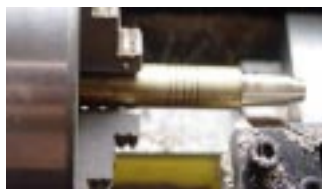
I was planning on rigging a bit of the mizzenmast, so I found deadeyes that were of a suitable size and proceeded to change their color. I discovered using Rit fabric dye gives me a desirable finish. I soaked them in the dye for two to three days before drying and soaking them another two days in a natural wood stain. Before using them, I polished them with an old toothbrush. Now I had deadeyes that look like they were made from ebony. Someday I may turn deadeyes from ebony, but for now this method suits me.



The deadeyes were then stropped. I cut brass tubing with my Preac saw, blackened them with chemicals (Blacken-It) and then used needle nose pliers to get them to the shape I needed around the deadeye. You can see the results from the above picture. Using different size tubing gives you a longer tail, so experiment.

Guns Construction

I now turned my attention to turning the cannonades. The four I made for this project were the first cannonades I had ever attempted. I had drawings at 1/35th scale and used them often to check against the work. I found turning cannonades easier than turning cannons. The hardest part was getting the four cannonades to look



alike. A good file is used to round certain areas as well as to polish the brass. One needs to be very alert while doing this as you do not want the file run into the three jaw chuck and turn it into a possible projectile doing harm.



Other parts of the cannonade were made using an end mill on my Proxxon milling machine. These parts were attached with super glue to the end of the cannonade later. I am slowly learning more and more uses for my milling machine.

For the cannonade slides and carriages. I made them out of bloodwood. It took me one full week, working 4-5 hours a day, to make all the parts for the cannonades. Notice the breeching loop (cascabel ring), the step sight, and the base patch had been added. An upside down view of the slide (photo on the left) is shown here. You can see how the wheels/trucks enable the cannonade to turn at an angle.



Now it was time to work on the cannons. The carriages were once again made from bloodwood. I cemented a 1/35th scale drawing for the 9 pound cannon on a piece of wood and placed it in a vise on my milling machine. I then used an end mill to cut out the "steps" to the carriage as seen in the photo. This wood was then sliced off on my table saw.

I then began to turn the cannons. Once again I had paper copies that I imposed often against the work to see where the reinforcements should go and checking the width with calipers. My cannon turning experience is rather limited, so I worked slowly, taking about 90 minutes to turn each barrel. I have learned it is best not to rush any modeling task. My photos don't show an important part of turning the cannon barrels — I found the muzzle and the cascabel/button to be difficult to make and to have them look identical. I made two forming tools, one for each end of the cannon, which greatly aided in shaping.



The photo on the right shows I am turning Brazilian cherry to make the trucks/wheels for the cannon carriages. Just like in turning cannon barrels, the first step was boring a hole in the stock. This was actually a





very easy thing to do. A center drill was placed in the cam locking tail stock and brought into contact with the work piece. Then the center drill was replaced with a drill bit, and the hole was made.

Parts of the cannon carriages were now made and ready to assemble on a jig.

Now for the part that I thought would be difficult — drilling the trunnions on the barrels. Each trunnion was located a little below center on the barrel. Thanks to X-Y table on my milling machine, my fears were unfounded. I used an end mill that was the size of trunnion, and with the X-Y table I was able to move the end mill to the precise spot to bore.



Here you can see how I cradled the cannon barrel for drilling without scratching the surface. The white was balsa wood with rubber (black) on the sides. When the barrel was tightly clamped, the balsa and rubber conformed to the shape of the brass. It was important to angle the barrel so the trunnion would not be slanted.



I was able to get all four cannons done using this method with no problem. Below photo shows the barrels being test fitted after they had been blackened and sprayed with a matte finish.



To be continued in next issue.

Raul

(The Time Before Tamiya continued)

When I started modeling, way back in my youth or as friend Scott would say, during my "Calvin-esque" period, I never had a mess like this around. For one thing, I didn't have a work bench — I worked on the kitchen table. I was either done or all packed up and put away by dinner time. What a luxury as an adult to have a place where I can work and just leave the mess for next time. But work space is just the most blatant difference. I also started thinking about all the other things that have changed.

The first and most obvious is that the hobby itself has grown up — as have I. There was a toy-like simplicity to the models of my youth; few parts, brightly colored plastic and simple instructions (laughably simple in some cases). One of the things that I loved most about opening a kit was reading the "history" of the aircraft waiting inside. These were usually brief, often inaccurate and as fanciful as the box art.

Speaking of box art — now there is an area in which modern kits have not improved. The skill of those artists amazes me still. A lot of the romance went out of the hobby for me when many companies abandoned box art for photos of the models, and not very good photos at that. Now when I go to a hobby shop, I'm thrilled to see all the great box art again. But it's what's inside that is truly amazing. Just as I have grown more sophisticated and demanding in my old age, so it seems, have the models. I'm hard pressed to find a kit with fewer than 40 or 50 parts. Some of the old kits were so simple they were barely more than plastic versions of stamped balsa flyers. Many of today's kits today have reached a sophistication that is of museum-like quality.

My first foray back into modeling in the modern era was very much like my last experience some 30 years ago. I wandered into the model section of a department store, which I often have done over the years, since I never lost my interest in looking, when I found something interesting — a 109 in markings I'd never seen before. With some vacation time coming up and on impulse, I bought the kit, some tube glue and Testors' generic military paint set. I had an X-Acto knife and brushes at home. In other words, I had all the tools I had ever needed to put together a model. You can imagine the results. None-the-less, it brought me back. All the old feelings I had relished as a child were relived now; marveling at the box art, the Christmas morning-like joy of opening the box and, as we say now, fondling the plastic, fitting the big pieces together and imagining the results. Before a drop of glue or paint has touched the plastic, I've already gotten my money's worth. Speaking of money, as a child, my weekly allowance of about one dollar would buy a small kit (a 1/72nd anything) and maybe some paint and glue. Now kits can be as much as 100 times more expensive. However, since the cost of a kit then would represent approximately 100% of my disposable income, today's kits are relatively much cheaper than anything I could buy then.

Back then I'd visit the shop on Saturday morning and by Saturday afternoon I'd have it done. Needless to say, things are quite different now. Now I can buy a kit on a Saturday morning

and by Saturday afternoon have it done — just three months later. Then, I never had more than one unbuilt kit in my possession at a time. Now I can afford stacks of kits. Which brings me to one of the most shocking revelations of my second coming: **kit collections!**

I couldn't, for the life of me, fathom why anyone would have more than the kit they were currently working on. You build a kit, then go out and buy another. Granted, buying the kits is a good part of the fun, but let's be reasonable here. Well, apparently reason has nothing to do with it. I chided Scott about his closet full of kits — many more than he could possibly build for many years. What's the point? It seemed to me like some kind of mania. I have lots of money, so I'll buy enough to stock my own hobby shop! Yes, I had a few kits, mostly bargains gathered up at meetings, but nothing like a kit collection. In fact, I was quite proud that I was well within Jacob Russell's 25 Kit Rule.

Then one day, at an IPMS meeting I was complaining about kit collectors when Jim Schubert uttered the words that would send me down the path to madness: "Whenever you see a kit you think you might want to build someday, buy it — you never know if you'll ever see that kit again." I bought two of his old kits then and there. He may be a crafty old salesman, but it made sense - a sort of twisted, perverted kind of sense, but since then my collection, er, supply of kits, which I will definitely build someday, has expanded to over 100. I know most of you will find that number pitifully and laughably small, but it's nearly overwhelming to me, and I've had to build extra shelving in my garage to store them. Now if only I could find the time to build them...

While on the subject of kits, another big difference is the number of manufacturers. When I was looking for kits at the hobby shop, or the drug store, I could choose between Revell, Monogram, Aurora and Hawk or perhaps one of those exotic kits from the only foreign company I knew: Airfix. That was it. Now there's everything from A-Model to Zvezda, AMT to DML, ESCI to ERTL, Hasegawa to Hobby Craft, Testors to Tamiya. The list goes on and on. I can name over 50, and I find new ones all the time. Among my small collection, uh, supply of kits, I count 38 manufacturers.

The best news is that along with the profusion of companies comes a profusion of modeling subjects. Before, your subjects were Spitfire, Messerschmitt, Mustang, and Zero. Now, there are more subjects than you could possibly build in a lifetime. But of course, that's not enough either. Another strange concept I was introduced to was building more than one version of a subject. Of course, as a child, options were limited. Why would you want to build more than one Spitfire? There was only one kit and one set of decals. The term "aftermarket" was unknown. Now not only can you build practically every type of aircraft that ever flew, but nearly every individual one too!

If someone had told me as a child that I was building "out of the box," I would have laughed. Of course it was out of the box.

Everything was out of the box. Now there are resin sets, etched metal, white metal and my favorite, decals. I still prefer to build out of the box, but I'll spend as much on decals as I did on the kit just for the extra quality and variety. Knowing what to do with these new decals falls under the general heading of "research." In the past, research was reading the brief history and looking at the box art. The finished model should look like the picture on the cover, shouldn't it? Now, I don't think I could list all the sources of information available on even the most obscure subjects. The explosion of information available to the average modeler in the last 30 years has led to vast libraries, piles of magazines and some serious storage problems. And now there's the need for high speed cable for your computer so you can swiftly search the Internet for even more.

Tools and paints are the next big area of change. All I used in the old days was a tube of Testors glue, an X-acto knife and a couple of bottles of enamel paint — usually black and silver, since I rarely painted anything other than the propeller, gear struts, machine guns and the pilot. According to the box art, the color of the plastic was the color of the plane, so there was no need to paint it. Now, even if the kit is molded in the same gray color that the actual plane was painted, you would have to paint it. Seams and imperfections must be covered, but most importantly it wouldn't be the right shade of gray.

To help with this, paint companies now provide us with a rainbow of colors specially mixed to exacting standards to faithfully reflect the exact shade of RLM74 as seen from a scale distance at high noon on a clear August day in 1943 Russia. All so we can say we used the correct color.

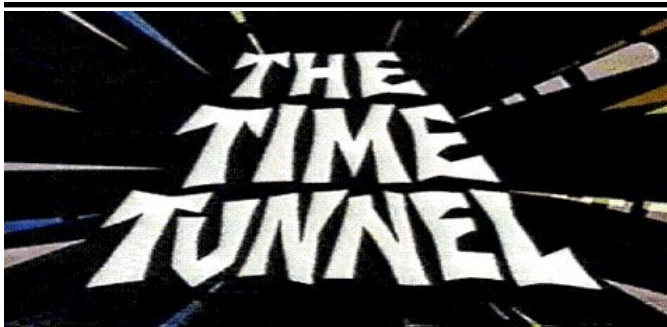


As with paints, I could go on and on about tools, I'm still learning about new ones everyday. My tool box is fairly simple. Only three or four kinds of glue, several kinds of sandpaper, a collection of small files, clamps, clothes pins, three kinds of tape, dozens of brushes, three airbrushes, a CO₂ tank, a respirator, a Dremel tool, a vice, sprue nippers, several tweezers and some loose odds and ends. I have numerous supplies such as white and green putty (can anyone tell me what the difference is?), various kinds of CA and accelerator, white glue, Future, Micro

Sol and Set, Acryl thinner and solvent and much more. All just to build a model!

A lot has changed over the years. In many ways, it's not even the same hobby. It's like the difference between wiffleball and baseball. But some things are the same. For me, they are the reason I returned. Browsing the hobby shop looking for something new. The thrill of opening up a new kit. Learning something new about the subject. Overcoming the challenges of building. Admiring the results. Those are the things I hope never change.

Ken



6 Years Ago (October 2001) ...

- ASMS celebrated **Milton Bell's** 25th year with the club. Then president Jarrod Cunningham presented a plaque to our longest serving newsletter editor for his outstanding services over the years.



- Meeting was held at Luby's Cafeteria on North Loop.

9 Years Ago (October 1998) ...

- Then president **Phil "Bondo" Brandt's** ticker missed a beat just two weeks shy of his 60th birthday. Fortunately, it was just a minor heart attack, and Phil took no time to recover. Three days later he was already out and about buying models.

- Meeting was held at Time Out For Burgers on Bee Cave Road.

21 Years Ago (October 1986) ...

- First sign of ESCI's trouble reached us: King's Hobby reported the Italian company's entire 1986 releases were discontinued. Although ESCI's importer did not elaborate on the reason, it was hinted some of the kits may be released at a latter date.

- Three new members joined ASMS. Secretary minutes showed one of them was **Rudy Cline**, future owner of King's Hobby.

- Meeting was held at Howson Branch Library on Exposition Blvd.



Fokker F1

by
Greg Springer

My Fokker F1 was converted from the old 1/28th Revell kit (copyright 1957), and it represents one of the three DR.I pre-production evaluation airframes. Number 101 was kept at the Fokker factory, while number 102 went to von Richthoffen. This aircraft, number 103, went to Werner Voss, who was highly successful with it for a period of three weeks until his final epic battle with RFC 56 Sqn on Sept 23, 1917, in which he was killed.

This model was 95% completed since 1993. The cockpit and fuselage frame were mostly scratchbuilt. Compass, fuel gauge, and tach faces were photographed from drawings in WWI Aero using lithographic film and contact printed on DGA Daylight Copywhite plastic film. The guns were the old IPMS photo-etched set. Harness came from Tom's Modelworks. Cabane struts were made from aluminum sheet. Tailplane, cowling, and aileron balances were modified with sheet styrene.

I mixed the Turquoise paint with old Floquil lacquer railroad colors. The olive was a mix of Testors small bottle colors. The



Oberursel engine at the Air Force Museum in Dayton has steel intake pipes, so I painted mine to match. The prop was finished in two tones to represent laminated maple and cherry wood.



The decals on this aircraft came from various sources: Americals (wing crosses), Copper State (the face plus fuselage and tail crosses), kit (serial numbers) and Ed Boll (wheel markings).

Greg



Best of Show award went to this Tamiya 1/48th 78th Fighter Group P-47D by Danny Lauderdale.

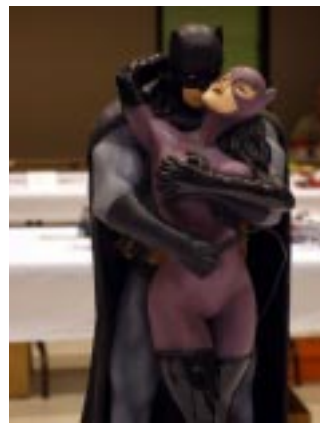
SuperCon 2007

Following the trend of declining show attendance, IPMS Fort Worth's annual event did not fare as well as last year. The contest had 272 entries with a significant absence in armor and automotive models. The aircraft tables were dominated by P-47 in various scales. Top honors in many categories, including Best of Show, were won by Thunderbolt modelers.

Perhaps due to the low number of entries, judging was one of the fastest I've seen; it only took two hours to decide the winners. By 4:30pm, everyone was packed and ready to go home!

Only a handful of ASMS members were present. We all had a good time, and everyone took home a medal or two. Here's a list of us who won at the show:

Name	Place [Category]	Subject
Milton Bell	1st [1/72 WWII 2-3 Crew]	Serian Floatplane
	1st [1/72 WWII Axis]	Horton Go.229
	2nd [1/48 WWII Prop]	P-400
	3rd [≤ 1/80 1-2 Engines]	P-51B
Bob Bethea	1st [Figure Diorama]	Confederate States Defenders
	1st [Figure ≥ 60mm]	German Warrior
	1st [Figure Bust ≥ 60mm]	SS Officer
Phil Brandt	1st [Scratchbuilt/Vacuform]	X-24C
	2nd [Miscellaneous]	SNARK Missile
Eric Choy	3rd [≤ 1/41 Armor Tracked]	Panther G
	3rd [Sci Fi In Flight]	ISS Enterprise
Kathy Roady	2nd [Miscellaneous Figure]	Bloom County Figures
Kenny Roady	1st [≤ 1/41 Wheeled/HT]	Kubelwagen
	2nd [1/72 WWII Axis Prop]	Fw-190A
Greg Springer	1st [≥ 1/50 WWI Aircraft]	Fokker F.I



Left: Batman and Cat Woman sharing a moment...



Right: Geometric 1/6th The Fly figure.



The King in "Elvis with the Beatles." James Robinson's diorama won the People's Choice award.



This 120mm Waterloo diorama "The Wounding of Colbert" was the winner of the President's award.



Don Philips's Andrea figure "True Grit." It won second in the 54mm or Smaller (Mounted) category.



1/400th War of the Worlds diorama "Martian Machine vs. Thunderchild."



Steve Spooner's excellent 1/48th B-25B Doolittle Raider won first in Aircraft Diorama category and the Best WWII Subject award.



"Pop Goes the Weasel" — 1/144th U-boat diorama.



This Panzer IV is the winner of 1/35th Tracked Armor.



Doug Cohen's 1/72nd H-34 won first in Rotary Wing Aircraft.



Winner of 1/48th Axis Prop: Bill Cronk's Tamiya Ki-84 Frank.



Ack-Ack Panzer, T-34 Style A Kitbash Job

by
Karl Leidy

During the relatively quiet summer of 1944, the 653rd *schwere* (heavy) *Panzerjäger Abteilung* was based in the Brzezany area. Like us modelers sometimes tired of working on German tanks, the mechanics in the maintenance company experimented with a few conversion jobs on their captured Russian equipment. One of those projects was the subject of this model: a T-34/76 based *Flakpanzer* with quad 20mm Flak38s inside a turret made from parts of a destroyed SPW 251.

Only one example of this *Flakpanzer* was produced, and its performance in combat was reported exceptional. Unfortunately, it did not last long with the *Abteilung*, and the fate of this tank, whether destroyed or abandoned, was a subject of much debate.

The Kit

I bought this Maquette kit from Village Hobby Shop a few years ago. The first time I saw this tank, I wasn't sure if it was another one of those "paper panzer" projects. Then owner George Lewis wanted \$53 for it, and I was in no hurry to spend that much on an Eastern European kit. But after I verified its existence, I was intrigued by its history and design. I decided to give it a go. Besides, the kit box promised resin and white metal detail parts augmenting the injection plastics. That sounded like a good value and a "doable" project, right?



Wrong! Things went south fast, and way down south it went. I ended up spending the next four months kitbashing my way out of this Ack-Ack Panzer project.

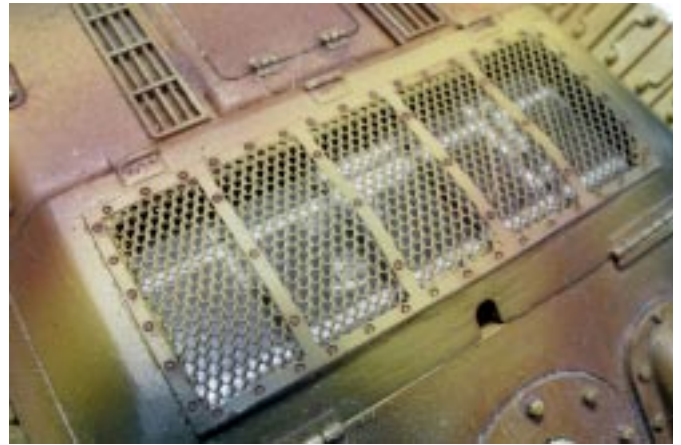
Construction

Upon opening the Maquette kit, I knew this was not going to be an easy build. Not only were the T-34 parts wrong for the tank

(they were not the /76 but the /85 variant), the molding was crude and flashes abound. The tracks were okay but full of ejection pin marks. Worst still, the resin turret was slightly warped, and the white metal Flak38s were thick and out-of-scale. After consulting with Russ Holm on my options, I decided to ditch everything in this kit except for the turret and kitbash the rest of my way through this project.

First I had to kitbash a T-34/76 chassis. That I had no problem with as I have plenty of old Tamiya T-34's around. No point of wasting a perfectly good DML kit in case things didn't work out.

Aside from covering up all holes for motorized parts with sheet styrene, I built the lower hull per instruction. These days no self respecting armor modeler will settle for rubber band tracks, so I replaced mine with a set from Fruilmodels. The engine/radiator was taken from a DML T-34/76 1941 kit. I also cut out Tamiya's molded screen and installed a new one from Eduard's T-34/76 Zoom set.



The ammo racks on both sides of the hull were made from "L" beam styrene and left over PE frets. The 20mm ammo boxes were taken from various Tamiya kits. I broke the kit's machine gun while drilling out the barrel. It took me a few days to look for a replacement, and I finally settled on the needle tubing of an empty Testors liquid cement bottle.

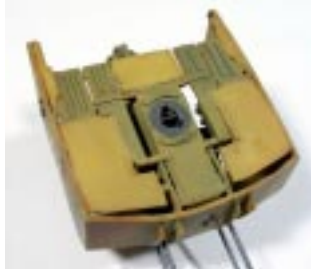
According to the Maquette instruction sheet, the base of the turret was surrounded by shot deflecting plates. Instead of using the Maquette kit parts, I cut out pieces of sheet styrene and glued them at the proper angles. The turret ring was taken straight out of the Maquette kit.



After installing a MV lens for the headlight, I was ready to move on to the turret and the guns of this bad boy.

The first thing I did with the resin turret was "unwarped" the walls with a hair dryer. I then set out to find my next kitbashing

victims: quad Flak38s. After a few seconds of pondering, I concluded Tamiya's quad gun set was the most logical (and perhaps only) choice here. Despite its age (almost 30 years old), it is still one of the better AA gun kits in the market. It has nice details, and the part fit is excellent. To make it up to "modern" standard, I installed four aluminum barrels by Elefant. I also replaced the crosshair of the gunsight with a photo-etched item for MG34.



The gun mount and shield turned out to be a perfect fit inside the resin turret. The only minor modification I made was filling in the floor gaps with parts from the Maquette kit.



Painting, Decals and Weathering

I finished my tank in the usual three colors scheme typical of the German Army in that time period. All the paints I used were Tamiya acrylics, and the camo pattern was sprayed freehand.



The photos in Karlheinz Münch's book show our *Flakpanzer* was devoid of any marking on the turret and hull, which was a bit unusual as the standard practice at the time was to apply oversized

identification on captured equipment for obvious IFF reason. I thought I should apply some of my artistic license here. So I placed large Tamiya *balkankreuz* decals on the turret and two small *Abteilung* insignias taken from DML Ferdinand kit on the front and back of the tank.

As this tank was freshly converted and did not see much action, I kept the weathering to a minimum. After applying a pin wash and some drybrushing here and there, I dirtied the lower hull and tracks with earth toned pigment. The final step involved installing an antenna made from stretched sprue. *Voila*, this *Flakpanzer* baby is ready to kick some *Sturmovik* butts!



Conclusion

I had fun building this *Flakpanzer*, although I have to say the Maquette kit is terrible and totally overpriced. I basically spent all my \$53 on the resin turret shell as everything else in the kit is utterly unusable.

Since the time I finished this model eight months ago, I now intend to use it in a diorama setting with another unusual 653rd *Abteilung* AFV: a Tiger (P). Stay tuned on how I tackle that rare beast in my upcoming build report.

Karl

Reference

Karlheinz Münch, *Combat History of Schwere Panzerjäger Abteilung 653*, J.J. Fedorowicz Publishing Inc., 1997.



Did You Know?

Flak (short for *Flugabwehrkanone*, aircraft defense cannon) first appeared during the Franco-Prussian War of 1870. When Paris was besieged after the Battle of Sedan, the French attempted to resupply their capital by air balloons. The Prussians successfully shot down a few of these balloons with their field-modified artilleries. In the same year, Krupp developed the first flak from a one-pounder (3.7cm) gun. Development of flak halted after the war, and it did not regain attention until the arrival of airship and aircraft at the turn of the 20th century.

Know Thy Fellow Member

Name

Jack Johnston

Day job

Equine riding instructor.

I'm a...

"Lifelong" modeler, on and off for the last 45 years.

Primary modeling interest

Many, but primarily aircraft these days.

Favorite era and subject of my primary modeling interest

All.

Main reason why I build models

It's rewarding.

Other than building models, I enjoy...

Music (bass player) and team roping.

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

My father.

My favorite "master" modeler is

There are so many. Can't name them all.

I consider myself...

A builder and a collector.

The size of my unbuilt collection

Between 251 and 500.

Best excuses I used for buying yet another model kit

"It keeps me off the street."

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

Haven't thought about it. I guess I'm not ready for this one.

First model I completed

AMT 1932 Ford Coupe in 1960, I believe.

Longest time I took to finish a model

Haven't finished it yet!

Best model I built so far

Revell 1/48th F-86L.

Worst model I ever encountered

Can't remember... I erased it from my memory.

I'm currently working on...

F-86D, Me.109G-6, P-51, RF-4E, and a 1937 DIRT Modified.



Dumbest thing I ever did when building a model

I dropped my F-86L, resulting in this "cracking" sound. Fortunately, it was repairable.

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

The living room wall greeted a flying '72 Challenger Funny Car.



Model Alliance Decals RAF B(I)8 & PR.9 Canberra's Pt. I

MA-48145 (£11.06), MA-72145 (£7.66)

Reviewed by
Eric Choy, IPMS #44323

Now that we finally have a decent 1/48th scale Canberra B(I)8 (courtesy of Classic Airframes), it's just a matter of time before we see a plethora of aftermarket decals for this very British Cold War bomber. Not surprisingly, the first company who did so is from the land of hope and glory. If you are a RAF fan like me, the name Model Alliance should be no stranger to you.

Five RAF aircraft markings are included on this decal sheet:

1. B(I)8, WT332, 16 Sqn, RAFG Laarbruch, W.Germany, 1972.
2. B(I)8, XH208, 3 Sqn, RAFG Geilenkirchen, W.Germany, 1967.
3. B(I)8, WT339, 88 Sqn, RAFG Wildenrath, W.Germany, 1961.
4. PR.9, XH165, 13 Sqn, RAF Akrotiri, Cyprus, 1961.
5. PR.9, XH131, 39 Sqn, RAF Marham, 2005.

The decals are thin and printed in perfect register. Color illustrations are provided for each aircraft's top, bottom and side views. This sheet is available in both 1/48th (MA-48145) and 1/72nd (MA-72145) scales. I obtained my copy from Hannants (www.hannants.co.uk). You can also order from Aviation Workshop Publications (www.theaviationworkshop.co.uk).

Aside from the one reviewed here, there are now at least four more sets of Canberra decals available from Model Alliance. With the 1/48th scale PR.9 already announced and forthcoming from Classic Airframes, I look forward to a bright and sunny Canberra modeling future. Highly recommended.

Eric

Old Rumors & New Kits

Well, it's October but it still feels like summer. Hey, that's one of the perks for living in Austin! Perhaps it will cool off by November.

October is the time IPMS/USA wants all the chapters to begin renewing their charters. And it's a good time to check our own memberships to be sure we are still "in good standing" and, it's a good time to join if you aren't already a member. All our officers must be members and we need to have eight members total who are IPMS members. So, check the expiration dates on your cards or Journals.

Remember, all IPMS members get the Journal, one of the best model magazines out there and easily worth the price of membership.

Sorry I had to miss last month's meeting but I was a bit under the weather. It was the first one I've missed in years.

There are some good models just released and more coming. I wish there were more young modelers coming along. They are missing out on some good fun.

I just finished an unusual kit, the South Front 1/48 La-5. This is the early version of the type and South Front is a Ukraine company. It's a good kit with adequate detail and at a good price. Good price for a 1/48 single engine airplane today means that it's in the lower \$20 range. Anything less is a bargain!

Unfortunately, there doesn't seem to be a US distributor for the company so you won't find it on many hobby shop shelves. You will find a very fine kit of the La-5FN from Zvezda. I know—you've seen Zvezda kits before and weren't impressed. Well, this one is very different. In the box it reminds me more of the Eduard Fw 190 kits than any kit I can think of.

One fault I can find with the kit (with a very good price!) are a couple of heat sinks on the fuselage sides. They can be fixed and the detail retained if the builder is careful. The kit features a well-detailed engine, two 20mm cannon, and engine mounts. It can be built with all this exposed or closed up. The internal details aft of the cockpit are a new twist. I've no idea how one could see them but they are there. Markings for three aircraft are included but I'll bet there are some other markings in the works.

Another fault of the kit are the color call outs. Remember, this is a Russian model from a Russian kit maker so colors may not translate well. For instance, "steel" is called for an exterior fuselage color and "aircraft gray" for the underside. All my references show blue for the underside and two shades of gray for the top. Iron-gray was the color suggested for the interior in the South Front La-5 but FS 26187, a mid blue-gray, was said to be a near match. So, you have to do a little digging just to get close. Steel probably means a light gray.

The only rumor I have for this month is that Tamiya will do a 1/48 Zero. Naturally, it's a new tool but will it be an early or late model? I hope they scale down their excellent 1/32 kits and do both. No idea when this model will appear. And you may wonder why would they bother when Hasegawa has very good kits of any Zero you might want to do and there are loads of nice resin and PE made to fit. But I can say that if Tamiya actually produces a 1/48 Zero, it will be just about perfect.

Hasegawa has a couple of 1/72 kits coming soon starting with the B-26B, C with shark mouth markings due in November. They plan to release their Lancaster B, Mk. 1, in December. The next version of the Ki-61 Tony will be out in December as well. This is the Ki-61 I Otsu with 12.7mm wing guns. Should be nice.

I saw a really well done 1/35 Studebaker truck the other day. It's hard to believe that there aren't more kits of WWII Studebaker trucks on the market. I saw lots of them when I was a kid and after the war was over there were hundreds sold as surplus with many of them in east Texas going into the logging business. Anyway, the new kit is from ICM and it looks pretty good to this aircraft builder. Those Russians should know what a Studebaker truck looks like too since they got a ton of them as lend-lease.

I looked at another model that has bargain written all over it but it's certainly not in the \$20 range. This is Dragon's King Tiger with Henshel turret. This standard armor scale kit features molded on zimmerit with a process that Dragon has patented. According to Rudy, any armor subject that would have had zimmerit and that Dragon produces will probably have it "factory applied." Not only does the kit have zimmerit but also features a good fret of PE details, a turned metal gun barrel and Magic Track, a snap-together individual styrene link track.

Italeri's new Bofors gun kit looks good as well. There's more box than kit but the parts are well done and it comes with "servants" as the plans describe.

If you have been waiting for that Revell Germany kit of the Super Cub, your wait is almost over. The 1/32 scale Cubs are due for a November release. Now might be a good time to start that glider kit that Revell released some months ago. Revell will also release a 1/72 kit of the Gannet A.S.4 and the F-22 sometime this month. They also have reissued the F-86D, early version (probably the one sans para-brake).

Fujimi has a later version of the old 1/72 E2C Hawkeye. I suspect there is some of the older plastic in the kit but with the new scimitar shaped multi-blade props.

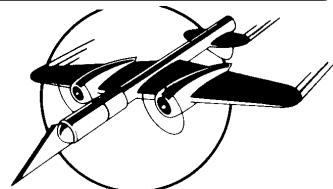
Platz plans a 1/144 P-47 and a P-51D with rocket tubes to be released in December. A little Jug would be really nice.

That's all for October. Sure hope you are building something. See you Tuesday.

Milton

**Next Meeting
October 9, 2007**

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





**Austin Armor
Builder's Society**
In association with
**Armor Modeling &
Preservation Society**



Presents

AMPSCENTEX
South Central Regional
LONE STAR ARMOR & FIGURE
EXPO 2007

October 20th, 2007
Austin, Texas
Camp Mabry's Texas Military Forces
Museum, Bldg.6



Contest Theme
The theme of our model contest is **Winter Warfare**.

Event Schedule

0700-0800 Vendor setup
0800 Doors open to public and model registration
0900-1000 *How to use Mig Pigments* by John Seaman
1000-1100 *How to sculpt/build figures* by Alex de Leon
1300 Model registration closes
1300-1400 *How to use paint filters* by Russ Holm
1430-1600 Figure painting seminar TBA
1630 Awards presentation

Fees

Senior (≥18): \$10 for first two entries, \$2 per additional entry.
Junior (≤17): \$5 for first two entries, \$1 per additional entry.
General admission: \$2 per person. Children 12 and under free.

Location

Camp Mabry is on the NW corner of Mopac (Loop 1) and 35th Street:



A detailed map can be obtained at www.austin.about.com/library/tour/blvt-cm-mabrymuseum.htm

More Information

Please contact **Roderick Bell** at (512) 507-6104 or email information@austinararmorbuilders.com. Our website address is:

<http://www.austinararmorbuilders.com>