



2006 IPMS/USA Region VI Chapter of the Year
 2007 IPMS/USA Webmaster of the Year:
 Mike Gilsbach



Vol. 15, No. 9

Newsletter of the Austin Scale Modelers Society

September 2007

SPRUE EXAMINER



My First 1/48th Scale Armor Kit

by
 Eric Choy
 IPMS #44323

Just when I thought I was out, they pulled me back in...

*Don Michael Corleone
 Godfather III*

I really thought I was through with armor modeling after I sold most of my 1/35th scale kits on eBay a few years ago. Then Tamiya resurrected the old 1/48th scale armor line and introduced a new military miniature series with some exciting armor kits.

Like everyone else, I was skeptical at first. But then the more reviews I read, the more curious I got. After I saw all the entries at my local hobby shop's (King's Hobby) in-house 1/48th scale contest, Mr. Tamiya has finally won me over.

Quarter scale, I'm now convinced, is just the right size for armor models: it's not so small as

to give you "1/72nd scale headaches", and it's not so big as to sink your fortune on superdetailing. Plus, it doesn't take up much display space, and the die-cast chassis really adds some "weighted realism" to the model.

Choosing a German Panther in my new favorite scale was a no brainer; I've been thinking about building one for a college friend of mine for quite some time. This presented a perfect opportunity for me to try out a new series and do some good for my friend for a change.

Construction

Tamiya must have released at least a dozen or so Panther kits in various scales and variants during its 47 years of existence. This latest one is almost an exact scaled down version of its bigger brother in 1/35th scale, except of course for the die-cast chassis and the link-to-length tracks.

Over the years, I learned the wheel and track assemblies are the most boring and tedious steps of building a tank. So I like to get them out of way first in case of my ADD (Attention Deficit Disorder) kicks in.

(continued on page 6)

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These are some of the organizations and individuals which help make Austin Scale Modelers Society possible:

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Ion Tesu

Rick Willaman

2007 Show Schedule

IPMS/Forth Worth, SuperCon 2007, Arlington, TX	September 8, 2007
IPMS/Metro Oklahoma City, Soonercon, Moore, OK	September 29, 2007
CASM, 6th Annual Contest, Little Rock, AK	September 29, 2007
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...

By now everyone should know who 2007 IPMS/USA "**Webmaster of the Year**" is: our very own web guru **Mike Gilsbach**. If you are not familiar with this honor, that's the equivalent of winning the best website of the year award. Congratulation, Mike! You did it for all of us, and we owe you our deepest gratitude.

As for the club, that's the second honor we received in the last three months. I hope we won't let success go to our head. There is much to do ahead, especially with our annual show in the coming year.

Your shameless editor has done it again; this month we have an armor piece of mine on the front cover. **Mike Gilsbach** also sent us an article on the 1/35th Zündapp motorcycle that he built. **Jorge Aduna**, long time AABS member and first time contributor, shows us how to create cast texturing with a motor tool. That's three armor articles in a row. I feel like I'm doing a special edition of *Sprue Examiner* on armor modeling...

Following up the story from last month, **Milton** has written an OOB review on the Williams Bros' reissued C-47 kit. **Floyd** also reviewed a set of pilot and ground crew figures from the orient. Finally, our KTFM spotlight is on **Rick Willaman**, one of the car guys in our club.

Our next meeting is on **September 11** at the Yarbrough Branch Library. The meeting room opens at 6:30pm, and our business meeting starts at 7:00pm sharp. Scheduled program is "**Individual Track Link Clinic**" by **Shawn Merrell**.

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)

Hear ye! Hear ye! Let's now attend to the report of the Austin Scale Model Show Committee. Thanks to Rudy and his staff, we were able to meet at King's Hobby earlier last month and had had several key issues of our 2008 show resolved.

First, we are planning to hold the show at the **Travis County Expo Center** located at 7311 Decker Lane. The main reason for the change in venue is the cost involved. Initial calculations indicate it will be approximately \$1000 cheaper there. Second, the date of our show will be **September 27th, 2008**. This date will move us from the heavily populated Spring to the mostly vacant Fall. In addition, the show theme chosen is "**Crazy Eights**" — any subject that contains the number eight (e.g. Sherman "Easy Eight", F-8 Crusader, CV-8 *USS Hornet*).

My thanks go to all who attended the meeting and gave their valuable input.

For those who haven't heard the news, **Mike Gilsbach** was honored **IPMS/USA's Webmaster of the Year!** Way to go, Mike! If you haven't checked our award winning website or contributed to the model gallery section, please do so by visiting:

<http://www.austinsms.org>

I hope to see you all at the meeting on Tuesday. Until then, Go build something!

Kenny



Get'cher motor runnin'; Bondo Meets the O.C. ...

Show Report by
Phil "Bondo" Brandt, IPMS #14091

California Dreamin', Northstar V-8 hummin', radar detector on, the Bondo Industries corporate limo set out on 18 August via West Texas on a quick 2500-mile roundtrip dash to L.A.

Arriving at our palatial 14th floor Marriott suite (\$20 per day for parking!) on the 21st, it was, like a child on Christmas Eve, hard to wait for noon the next day. Precisely at Twelve fifty, hardcore IPMS'ers were lined up at the registration desk, when the first hint of trouble, that's T R O U B L E, reared its ugly head. Nat Richards, contest head, announced that registration packages had not arrived, and that we should all fan out to the model or vendor room and talk amongst ourselves. Hours later, still *nada*, and some were plainly irritated at the first of, sadly, many annoying glitches.

While my wife Cindy left with our grandson for Disneyland at 7 am, I was forced to tread water until the usual Wednesday Nats feeding frenzy, which was in full swing by 1pm, with greenbacks and plastic flowing like water. Bondo Industries scored the first two 1/32 Special Hobby X-15s sold in the U.S. and, later, one of the first 1/48 Classic Airframes Gannets.

THE PEOPLE

Friendly faces soon began to appear: Kent Roberts of the Abilene club, Brett Green, HyperScale *commandante*, the Three Rivers (Pittsburgh, Bondo's hometown) guys; author and all-round aviation authority, Dana Bell; master builder (Professor) Ian Robertson from Boise; along with my old Boise clubmates, Kent Eckert and airline decal guru Tim Bradley.

The next day our own Greg Springer flew in to LAX and gathered his beautiful Fokker F.I Triplane that we had carried out to the Left Coast for him. Talented resin builder and good friend from Tucson, Fotios Rouch, made the scene along with Eli Raphael, Zotz Decals honcho from Mexico City. In the last year Eli has dodged a life-threatening hepatitis attack (he thinks it came from eating shellfish) during which he had to have a liver transplant in Chicago. He's still among the living and slowly recovering.

Well known modeler, author and artist, Willy Peeters, is on the slow recovery road from a serious stroke in Dallas. Aeromaster ex-honcho Gaston Bernal was in attendance and claimed to me that he's 100% retired. Sez that it took a whole semi to transport all the business inventory he sold to Mike Mahon of Squadron.

The Czech honchos and their retinues were there in force: MPM (George) and Eduard (Vladimir Sulc). George told me he shipped five cargo pallets on Delta direct to LAX... only \$5K! *Ze beeg* P-39s and X-15s were selling well, as expected. Eduard's 1/48 Me.110 kits were also moving right out the doors.

BTW, many of the manufacturers ship their Nats stock unassembled. That is, sprues in one carton, boxes in another, decals and instructions in yet another. They set up rudimentary assembly lines as we all watched.

Award for best marketing ploy has to go to Loic Anthian of Great Models. Manning his vendor station were numerous young lovelies wearing tight black shorts and hot pink tank tops. Oooweeee!

It was a surprise to see CraftWorks apparently end a few years' hibernation and working on a nice 1/32 Val. They also are once again doing the neat 1/48 hydroplane kits with all the colorful markings that grace the Unlimited.

Paul Fisher was selling his big-buck-but-primo 1/32 resin Panther and Sea Fury kits. His stuff are really first class. The Sea Fury cockpit mastering was done by the inimitable Roy Sutherland.

Ernie Gee was there pushing his ever growing line of exceptional cast brass landing struts, and some vendors were selling the eclectic lines of friends who were not in attendance, such as Goffy detail sets. One of the neater tools I saw (and purchased) was the fine-toothed scribing sawblades with handle, innovated by two-time Nats Most Popular Model recipient, John Vojtek.

THE MODELS

By the end of business on Wednesday, the amount of contest entrants was nothing to write home about, and I had an uneasy feeling, a feeling firmly put to rest over the following two days when the tables went to overflowing.

The Luftwaffe was really out in force, as were Allied props. I especially enjoyed the Humor class entries such as: "The Carpet Monster", Hulk-like torso punching its way up out of the carpet to swallow yet another photoetched part; "Redneck Deer Stand" in which, at the top of the stand, was not a cammoed cylindrical enclosure such as we're all used to seeing around here, but a cab from a clapped-out red pickup; and the "Hammered Vette" in which a ball pein hammer-made of plastic, I believe, is planted squarely on top of and into a 1/24 black Corvette, squashing it.

The neatest diorama, and, BTW, the one which won Best Of, was a 1970s hobby shop with one wall removed revealing tiny models in display cases, miniature modeling supplies, kits and magazines. This award brought a tremendous round of applause.

Easily the most elaborate entry in the show was a very large (the display case was about five feet by three feet by five feet tall, and the assembly was carried to the show in a pickup) wooden model of the English three-masted man o' war, "Sovereign of the Seas." Built over twenty years, this creation was as good or better than anything I've ever seen at ANY museum, including the British Museum and the Smithsonian.

And then there were the paper models! Assembled from "kits", many of which were printed in Poland. Wonderful, just wonderful! It was virtually impossible from two feet away to discern that one was not looking at a plastic model. Some examples: a 1/48 F-4, 1/32 Stuka and a simply marvelous early parasol-type monoplane.

I gotta admit I didn't spend a lot of time checking out the armor, but I can tell y'all that the George Lee Best of Show award was won by an individual's collection of, as I remember, 20 or more Sherman tanks depicting the development of that type.

TROUBLES, TROUBLES

As the days counted down toward the banquet, many registrants had still not received their name tags (a great reason to purchase permanent engraved IPMS badges), pins, and in some cases, banquet tickets. Adding to the general confusion was the fact that the O.C. club had not created any type of program pamphlet, forcing folks to discover on their own what was going on regarding seminars, etc. Unfortunately, lack of coordination was probably the biggest negative at the show.

One highlight in all the confusion, though, was the Friday afternoon Hyperscale "seminar" hosted by Brett Green. Putting names with faces is always great, and warm fuzzys of modeling camaraderie simply overflowed. Another function widely acclaimed was the IPMS-sponsored trip to Planes of Fame in Chino.

THE BANQUET

After Happy Hour (expensive —\$7 for a small 'Rita) in the seminar rooms, things started well in the ballroom, with excellent chicken or steak entrees. Among the eight folks seated at our table were Greg Springer and Abilene's Kent Roberts. The meal ended with a very good flan type dessert, and we were looking forward to the albeit lengthy awards drill. The O.C. club presentation led off with an old, very grainy, music video of Randy Newman doing "I Love L.A." After the IPMS/USA President welcomed us, it was announced that Columbus, Ohio would (again) be the site of the 2009 Nats. With the USAF Museum a mere hour down the road, I foresee it will be a well attended function.

Then things really went downhill when it was announced (instead of, as did the Atlanta club at their Nats, owning up to the fact that the computer program had gone Tango Uniform) that in order to "simplify and shorten" the banquet, only "best of" and "special" awards would be publicly handed out from the dais. Individual category first, second and third place awards would have to be discerned by an appropriate plaque placed in front of applicable winning models at the tables. As a palliative to this totally unexpected and unfortunate chain of events, the O.C. club promised to mail a hard copy list of category winners to all registrants within "a week."

It's been a week, now, and *nada* contest recap information has appeared in this curmudgeon's mailbox.



ASMS SHOOTS AND SCORES!

Four Austin winners I know fer sure: Our hardworking **Mike Gilsbach** received the prestigious **IPMS Webmaster of the Year** award; **Greg Springer** took Second in the very competitive WWI category, **Ion Tesu** took Third in Miscellaneous (I entered his beautifully detailed Mig-21 engine and radar pod by proxy) and, wonder of wonders, yours truly "swept" the 1/32 Aircraft Conversion category with my 1/32 RF-4C. Of course, I was the **ONLY** entrant! Hey, cut me some slack; as we say in the fighter business, "a kill's a kill!" :))

EPILOGUE

As happens at every nats, the crowds left the banquet hall (in this case about two hours early) and immediately flooded into the model display room. Because entrants were quickly doing their pack up drill, one had to be practically running down the table rows to try and discover who had won what. Gotta say it was fairly unfulfilling.

Turning the Caddy's hood ornament east early Sunday morning, we streamed out of twelve lanes of 80 mph L.A. traffic to the 100^o wastes of the Mojave desert. Two eleven-hour driving days, including a four-hour stop in Tucson to visit and have supper at Fotios and Michelle Rouch's lovely new pueblo-style hacienda, and we were safely back at the *El Rancho Loajo*.

"Bondo" Phil

**How to Create
Cast Texturing and Small Firearm Marks
Using a Motor Tool**

by
Jorge Aduna

This is the method I use to simulate rough cast texturing and the marks of small firearms on the turrets and upper hulls of WWII U.S. and German tanks.

You'll need the following:

- Motor Tool
- Assortment of rounded metal burrs
- Sandpaper and Metal brush
- X-Acto knife
- Dental pick
- Mr. Surfacer (1000 or 1200)

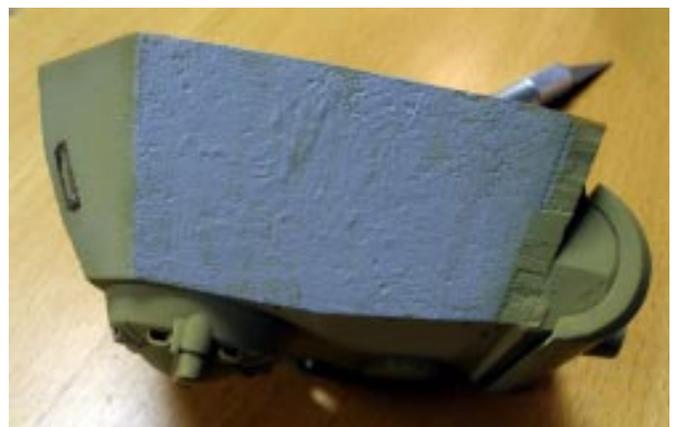


Always use reference books and photos to guide your work before you start.

1. Insert a round burr (small or medium size) to the motor tool.
2. Keeping the tool flat and at its lowest speed, let the burr runs free along the surfaces. The idea is to leave marks to imitate the roughness of the rolled steel armor.
3. To create the effect of bullet impacts, hold the tool horizontally and drill holes at random places.



4. Some poking with a dental pick as well as scaling with an X-Acto knife can increase the roughness and help level out the surfaces.
5. Use metal brush to remove residues. To smoothen the area, sand sparingly with a medium sandpaper.
6. Apply a light coat of Mr. Surfacer to make some parts of the surfaces seem rougher.



7. Done! Surfaces are ready to be painted and weathered.

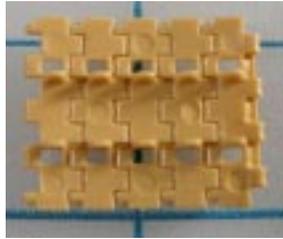
Caution: Always wear safety glasses. Junior builders must have adult supervision at all times while working with a motor tool.

Jorge

(My First 1/48th Scale Armor Kit continued)

I started by painting the track links while they were still on the sprue with MMIR track color: 2 parts Black (XF-1) + 1 parts Aluminum(XF-16) + 1 part Hull Red (XF-9).

While painting the tracks, I noticed each link, whether it is by itself or in length, contains prominent ejector pin marks. Some of them will be hidden after the road wheels are installed. But others, like the ones on the outside of the track teeth, will be quite noticeable on the finished model. Tamiya also molded the teeth on each link wrong; they should not be one solid mass but hollow in the middle.



As much as I wanted my model to be authentic, this kit was, after all, a tryout. I really did not want to spend weeks filling and sanding 150+ ejector pin marks, not to mention drilling through all the track teeth. So, I left these idiosyncrasies alone and moved on. Somehow I knew this decision will eventually come back and haunt me...

While waiting for the paint on the tracks to dry, I attached all the wheels, drive sprockets, and other parts onto the lower hull. Once done, I sprayed a coat of Dunkelgelb on and hand-painted the edges of the wheels with RLM66.

I then removed the links from the sprues and attached the tracks. The track assembly tips really made the whole process much easier, so I recommend you follow the instructions closely. The only deviation I made was using Faller Plastic Glue and cyanoacrylate instead of Tamiya Extra Thin for stronger bond and faster drying time.

The rest of the tank was built according to instructions. I added an aluminum barrel by Fine Molds (MK-06) and photo-etched details parts by Hauler (HLX48065). The side skirts also came by the way of Hauler (HLX48068) as the kit supplied ones were too thick.



To add some wear and tear to the tank, I removed most of the left front mud guard except for the last 2mm to simulate the mounting rail. Then I sanded the rail down to almost paper thin so it can be bent slightly. A series of holes were drilled to show the locations of the securing bolts for the mud guard.



The tow cable was made per Tamiya's instructions using the kit supplied nylon thread. Accustomed to using aftermarket cables in the past, I gave up doing tow cable the "nylon" way a long time ago. But being lazy and stingy these days, I'll do anything to save a buck! After a bit of fidgeting and drilling on the boots of the cable, I got it to work, and it didn't look too bad after all.

Many of the late war German tanks spotted spare tracks on the sides of the turret for extra protection. I intended to have the same features on my Panther too. At first I tried casting my own resin track links. But after numerous failed attempts, I knew the only way to get extra tracks was to kitbash them from another kit. Not want to buy yet another Panther, I chose Tamiya's Jagdpanther instead as the tracks in that kit are identical.

As I glued my "nicked" tracks to cover the turret of my Panther, I realized the ejector pin marks I discovered earlier on each link stood out even more on the turret. Something needed to be done. So I filled them with Mr. Surfacer 500 and sanded the surfaces smooth. When it was all said and done, I wasn't as painful as I thought it would be. Maybe I should have fixed all ejector pin marks after all. NOT!



Painting and Decaling

My Panther's paint scheme was inspired by the color plate on page 36 of Concord Publications' *Panther*. It depicts a 1944 model G in Poland with an late-war sharp edged splinter camouflage.

After studying the Concord book and photos of Steven Anderson's Panther G model in March 2007 issue of *Fine Scale Modeler*, I carefully made my stencils with Tamiya masking tape. Then I sprayed the upper hull and turret with Dunkelgelb. Once dried, I masked with my stencils and applied the olive green splinters. The whole process was repeated later with the red brown ones.

The German crosses were kit supplied decal items, and the white numbers were taken from an old VP dry transfer sheet. They absolutely refused to settle on the tracks. I ended up losing half of a number on the starboard side of the turret.



Weathering

To prepare for weathering, I sprayed the entire tank with a coat of clear gloss. I then applied a wash, composed of raw umber oil paint diluted with Testors thinner, to all the recessed areas of the tank.

To vary the tone of the base colors, I tried the filter technique I learned from Russ Holm's weathering class. Random dots of Yellow Ochre, Burnt Sienna, and Payne's Gray oil paints were applied to the surfaces and then feathered with a slightly moisten brush to create various discoloration of the surface. Being new to this technique, I made the mistake of feathering too much. Most of my oil paints were either wiped away or blended too well with the other colors. The result, as you can see, is a dirty and dusty look with very little discoloring effect. Something to improve on before my next armor project.

After I sprayed a dull coat on to "fix" the filters, it is time to add some "special effects" — chipping, scratches, and stains. The average life-span of a German tank, a bit of trivia I learned from Russ, was around three months. There was just not enough time for a tank to accumulate extensive chips and stains before it got

knocked out or abandoned. Besides, German AFVs were repainted fairly often when reorganized, redeployed, or issued a new camo scheme from GHQ.

Armed with these facts, I kept the "special effects" to a minimum on my Panther. The chipping around the mud guards, side skirt mounting rail, and other high traffic areas were done by the "sponge method": moisten a small piece of sponge with straight-from-the-bottle RLM66, remove excess and repeatedly press the sponge over the target area to create the paint chip peeling effect. To further highlight those places (e.g. handles, cable hooks) that were worn down to the bare metal surfaces, I rubbed a sharpened Sanford Prismacolor silver pencil on top of those RLM66 patches.



I tended to agree with Mig Jimenez's argument on the color of muzzle brake on German tanks; the inside should be painted primer red, and there should be minimal amount of missile smoke, unless it is a very old tank. Zee Germans are meticulous people, and they clean their gun barrels on a regular basis. So don't paint your tank like a Klingon Bird-of-Prey!

The rusty exhaust pipes were done by first painting them Testors Model Master Rust. Then Rust and Orange Rust pigments were applied to create the layer effect. I also left tiny smoke stains at the end of the pipes with Black Soot pigment. Do not blacken the entire exhaust system as some modelers do. German tanks ran on gas, not diesel.





The tracks were given a wash of diluted Model Master acrylic Flat Black and then drybrushed with Tamiya Metallic Gray (XF56). Unlike chips and stains, tanks do get dirty a lot, and fast, especially on the lower hull. I therefore rubbed a generous amount of Mig Pigment European Dust on the tracks and wheels to replicate that appearance.

The last step in weathering was leaving some oil stain on the engine deck. Holding an old toothbrush at an angle in front of the deck, I dipped a paintbrush into the leftover wash mixture and gently rubbed it against the toothbrush towards the deck. This created tiny droplets of wash on the model that looked like oil stain. Beware not to overdo it. It is very hard to control where the wash will land, and there is no easy way to correct any mistakes!

Conclusion

I really enjoyed building this latest Panther from Tamiya. Aside from the track issues, I have no complaint about this very nice kit. Now that I have a leftover Jagdpanther, I guess I better plan on building that kit in the near future too.

Eric

References

Panther, Thomas Anderson & Vincent Wai, Concord Publications Company.

Armor in Details No.2: Panther Ausf.A (Sd.Kfz.171), Verlinden Publications.



Know Thy Fellow Member

Name

Rick Willaman

Day job

Break stuff in the computer lab.

I'm a...

"Reborn" modeler for the last three years.



Primary modeling interest

Automotive.

Favorite era and subject of my primary modeling interest

Hot rods.

Main reason why I build models

It's challenging and yet relaxing.

Other than building models, I enjoy...

Music and on-line racing.

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

Jack Johnston

I consider myself...

A builder as well as a collector.

The size of my unbuilt collection

Less than 100.

Best excuses I used for buying yet another model kit

1. It was "there."
2. "It talked to me."

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

I will finish them all. I'm never gonna die!

First model I completed

Ford GT in 1962.

Longest time I took to finish a model

It took two years to finish my 1937 Beer Truck Show Rod.

Best model I built so far

1937 Beer Truck Show Rod.

Worst model I ever encountered

1970ish Firebird.

I'm currently working on...

A 1937 Chevy; kitbashing three Corvette kits to make a custom '68 Corvette convertible I used to own; a '37 Coca Cola Truck Show Rod (sister to the Beer Truck I built).



Got A Gun, Built A Motorcycle!

Building Tamiya 1/35th

Zündapp KS750 Motorcycle

by

Mike Gilsbach, IPMS #45357

At the last ASMS Christmas party's White Elephant exchange, I got my hands on one of those Tamiya kits I've always wanted but never got around to ponying up for: the 1/35th German 88mm Flak Gun 36/37. By all accounts it is a great kit with lots of detail and a nice set of crew figures. And I thought the subject would lend itself well to any number of diorama setups. It also comes with a nice little built-in side project — a Zündapp KS750 motorcycle with a standing rider wearing a motorcyclist overcoat and toting a 98K Mauser rifle. As my time to build has been limited lately, and the actual 88 appeared to be a fairly complex build, I decided to do the bike by itself.

The Zündapp Company started in Nuremberg in 1917 and was originally a producer of detonators for hand grenades and such. After the end of the First World War, the company diversified and began building light motorcycles, starting with the Z22 in 1921. In 1933, Zündapp began building heavier cycles with the K-series. The "K" stood for "Kardantrieb", which indicated the type of drive train used. It featured an enclosed drive shaft with two universal joints.

Starting in 1940, Zündapp manufactured over 18,000 KS750s for the Wehrmacht. The KS750 normally featured a sidecar with a driven wheel, although this particular kit does not include one. After the war, Zündapp continued to build motorcycles until they finally went out of business in 1984.

It is interesting to note that about 70% of the KS750's parts were interchangeable with its more famous contemporary, the BMW R75. This had obvious maintenance advantages for the German

Army in the field. As it happens, I have Tamiya's 1/35th R75 (with the sidecar) on my shelf, and there are a great many similarities when you compare the two. In fact, if you wanted to build the KS 750 with a sidecar, the sidecar from the R75 kit would probably fit with almost no modification at all.

I didn't intend to depict my KS750 for any specific unit or area of operations, but I did decide to paint it Dark Yellow, which was used on most German vehicles after February 1943. So it would seem to be a mid to late war subject.

Construction of the model was pretty straightforward. I built the front wheel assembly and most of the rear wheel/engine assembly (minus the cylinders) as two components. I then airbrushed those and the two body frame/fuel tank halves with a base coat of Dark Yellow (Tamiya flat acrylic). I wanted to paint the engine and the wheels before assembling the frame halves, which surround the engine once attached.

In the reference photos I saw, the engine appeared to be a metallic gray. To get this effect, I painted the engine a base of Neutral Gray (Testors Flat Acrylic), then drybrushed it heavily with Aluminum (Testors Enamel). Somehow I overdid it, and it looked too metallic. To remedy this, I simply drybrushed the gray back on, and I was happier with the result. Finally, I went over it with a wash of acrylic Flat Black.

For the tires, I started with a coat of acrylic Flat Black. (The Windex capillary technique discussed on our tips page worked well here to get a nice tire/hub line.) Then I drybrushed the tires with Rubber (Testors Flat Enamel). Once that painting was finished, I was able to assemble the frame halves around the engine assembly, which required a little putty, but was a pretty good fit overall.

My next job was the engine cylinders — one on each side. The heads required a bit of sanding to get them to fit right, but they weren't too bad. The worst part was that the cylinder bodies had a raised flash seam that ran right across the ribbing on both sides. There wasn't much space at all between the ribs and I didn't want to mess them up trying to get rid of this seam.





I thought about this for a couple days and then, ASMS to the rescue! At the May meeting, I saw Don Crawford's demo with the scribing tool. I got one at King's the next day, and it worked perfectly to coax that flash out from between the ribs.

The rest of the bike went pretty smoothly. I took care of the seats, saddle bag, exhaust and registration plates, which I painted flat white and then coated with Future before applying the number decals. I finished the handle bar assembly and attached the front wheel to the rest of the model. Until now, this had been totally out of the box. But there was one detail missing that I thought my modeling skills would allow me to add — the wheel guards on the front and rear wheels that extend from the ends of the mud guards to the axles. I fashioned these out of wire and superglued them on.

The rider was all box stock built except for the goggle strap on his helmet, which I made from a small painted strip of Testors masking tape. I painted his uniform a base of German Uniform Grey (PolyScale Flat Acrylic). For weathering, several different washes were applied along with drybrushes of grays and greens. Rather than modeling him with both hands on the bike, as the kit indicates, I put a pair of binoculars in his right hand to give the appearance that he is out on a recon patrol and not just standing there holding the bike up like some kind of human kick-stand!



As a quick aside, in my search for reference photos I found a very good web resource: <http://www.lssah.com>. The site is the home page for a 1st SS Panzer Division reenactment group. They have a fantastic collection of color photos of uniforms, equipment, weapons, insignia, etc. A very nice little resource.

I felt this subject definitely needed a base. So I cut a triangle from some scrap oak plywood I had and created the texture and the roadside berm with Sculptamold. I painted that a basic brown, went over it with some darker brown washes, then rubbed it with some earth-tone pastels. I created some vegetation using two types of Scenic Woodlands static flock grass and some coarse turf, attached with scenic cement.

Now that I had the groundwork done, I could go back and put some dirt on my subjects. I went over the motorcycle with a reddish brown wash I created from the same pastels used on the groundwork. I gave the rider a little dusting — I didn't want to overdo it. That finished, I airbrushed both motorcycle and rider with acrylic flat coat and attached them to the base.

It was a fun little project, and I am pleased with the result. As for the 88, I'll get to it eventually. Right after the Space Shuttle, and the Su-25, and the Marder III, and the Type IXB U-boat, and the...

Mike



Noix 1/48th
Luftwaffe Pilot & Ground Crew
Product # NM4807, Cost: \$17.35

Reviewed by
 Floyd S. Werner, IPMS #26266

It is no secret that I like to add pilot figures to my 1/48th scale models when I photograph them. So when these new figures came out from Noix, I was immediately interested.

Arriving in a clear plastic box with foam protecting them, you are treated to five white metal figures. The box top contains a very nice photo of the figures painted by someone obviously

better than me. The instructions are mostly in Japanese with key points in English.

In the past I've been very disappointed with the quality of white metal figures. You are always bound to obliterate some details as you clean up the casting seam lines. But upon initial inspection, I can tell that these Noix figures are some of the best I've ever had the pleasure to deal with. The seam lines are almost imperceptible, which makes clean up a breeze. I had all five figures cleaned in less than 20 minutes.

The figures are all nicely molded, and the proportions of each body part look perfect to me. Not too thin and not too fat. The pose of each figure is natural and interesting. You get a pilot that is shown in a Fw.190. Obviously he'll fit really nice in a 109 too. The other pilots include one in a tan flying suit with Kapock life vest and one in a defiant pose with his hands on his hips. The mechanics are also posed naturally: one has a lean with his arms crossed and another is holding a parachute.

All these figures will add great visual interest to your aircraft diorama. They are so nice that they would look good even by themselves.

Did I say it before? These are some of the best figures that I've ever had the pleasure to build. I hope that Noix will release more WWII figures in the future.

Highly recommended.

Thanks to David Cooper at DMC Models for the review sample. You can see more figures and great looking airplane models at

<http://www.coopersmodels.com>

His contact e-mail address is proteus440@msn.com.

Floyd



Floyd put these Noix figures to good use: around his recently completed Hasegawa Bf.109E-1.



Williams Brothers 1/72nd C-46 Commando

OOB Review

by

Milton Bell, IPMS #16702

Seeing Williams Brothers C-46 back on the shelves is like having an old friend you've not seen in years drop by for a drink. Happily, the kit is back and has actually improved with age.

After Daniel Brett bought the company from the original Williams brothers, Grainger and Larry, we knew it would just be a matter of time before we saw some of the original aircraft kits emerge from the company's new digs in Taylor, Texas. The C-46 Command is the first kit to be produced by Brett, and it is a good choice. He has been busy producing radial engines for RC modelers to dress up their flying models.

The C-46 is the same basic kit that was available for many years and as far as I know is the only 1/72nd kit available of the Curtiss twin. It's a little more expensive this time around, but at an MSRP of \$32.95 USD, it's reasonable.

Surface detail is limited to fine, raised panel and hatch lines. Control surfaces are delineated by recessed lines with soft detail. There is flash on a few parts but it's thin and easily removed and should not be a problem for most modelers. Experienced modelers will probably remember that this was definitely not a "shake and bake" kit as there were some shortcomings. None of the Williams Brothers kits are simple, and like all so-called

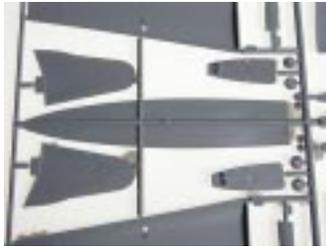


short run kits, they require some careful fitting and planning before any glue gets applied.



One of the main concerns with the original kit was a fuselage floor that was too narrow. Brett has corrected this problem, and test fitting shows that it is indeed wide enough for the fuselage. The only place the floor can be seen, once the model is assembled, is in the cockpit.

For some reason, the mold cutter placed the new floor directly over a major runner. The new floor will not flex, but as it cooled a large sink line formed that you may want to fill (or not since it's not readily seen) or plate over with some sheet styrene. I suppose you might be able to peep inside one of the side windows and find the floor, but who is going to try that! I suppose someone may also want to open the cargo door, but I won't get into that here.



As usual, the kit is molded in medium soft light gray styrene and is contained on two runners. There is a separate runner for the clear parts—the cockpit canopy which is in two pieces, ten windows, an observation dome, and three light lenses. The clear parts are very clear.



Both three-blade and four-blade props are included. Prop blades are molded separately and must be attached to the appropriate hub. Engine detail is adequate but Spartan.

Fit of the fuselage halves, with trapped floor tacked in place, was very good, and it appears that no filler putty will be required. No other parts were tried.

The instructions are practically identical to those in the original kit. They still include details for modifying the wing tips for a Model IV version of the Commando. Lloyd Jones is credited for the new decals, and the box art is by Robert Karr who created the Laird Solution art for the earlier Williams Brothers kit.

Markings include an early (ca. 1942) USAAF aircraft with red centered star and circle insignia, and a 1944 USAAF C-46. There are also markings for a Chinese Air Force aircraft from 1946-47, and a Flying Tiger Line aircraft from the 1950s.

In addition there are two sets of markings for OD Commandos from 1945-Smileys Airlines from the 15th Combat Cargo



Squadron, Burma, and Tiger Fleet "Back Breaker" from the 1st Troop Carrier Squadron, 443 Troop Carrier Group, Burma. All versions have painting instructions that appear to be complete.

Unlike the original issue of the kit, this one has references that include several web sites.

If you like the era and people/cargo haulers, and love the Commando, I recommend this kit.

Milton



ASMS Jacket Money Due NOW!

If you have placed an order for the ASMS jacket, please bring your money to Jeff Forster at the meeting in September. The order is overdue, and we need your money now.

The price for each jacket is \$31.06. This is the **FINAL CALL** for the jacket money and your **LAST CHANCE** to order one. Don't miss out!

Did You Know?



Shunsaku Tamiya launched his very first plastic model kit, 1/800th scale **Battleship Musashi**, with this logo in 1960. It was designed by his younger brother Masao, then student of Tokyo National University of Fine Arts and Music. Tamiya's familiar logo of two white stars on red-blue background did not appear until 1965, and it has remained unchanged for the last 42 years.

Old Rumors & New Kits

September is already upon us. The IPMS National Convention for 2007 is history and now we are looking ahead to local shows. First of all, congratulations to our National Winners. "Bondo" Phil Brandt, Greg Springer, and Ion Tesu were our only entrants this year and they all won! That's quite an accomplishment.

And the big news, if you haven't heard, is that Mike Gilsbach, our webmaster, was named Webmaster of the Year! As far as I know this is the first time an ASMS member has been so honored. Great work Mike.

As for the local winners, Bondo got a first, Springer a second, and Ion took a third in for his MiG engine.

Some of you probably took the trek north to Arlington for SuperCon 2007, the Fort Worth club's annual event. I missed it again—saving money and time—but I hope those of you who attended did well.

One of the nicest things about big shows like the IPMS National is that manufacturers tend to use the captive audience to make announcements of new products and make new releases to the show goers. This one was no exception. Eduard was on hand with a limited number of Me110E kits. I understand they were sold out the first morning or soon thereafter.

From all accounts and photos, it's a great kit and there are more versions to come. Eduard had parts from their new F6F Hellcat on hand as well but its release won't come until the end of the year or early next year.

Eduard had previously announced the Hellcat and a family of MiG 21s and they may show in 2008. They aren't getting out of the WWI business since they announced a Fokker DR-1 to be followed by a Spad XIII, and a Fokker EIII. All are in 1/48 of course and there will be at least two versions of each kit. Available later this month will be another set of figures. This time it's a set of 1/48 USN personnel.

Eduard plans to release in combo packs their DR1 and Albatros kits in 1/72. For the large scale fans, their 1/32 Bf 109E will be ready for a 2008 release.

The big surprise from this Czech company was the announcement of a family of F4 Phantom kits in 1/48. This company is growing and improving and they are proving to be one of the top kit manufacturers and they continue to provide modelers with excellent detail sets. Their latest releases will include a slat armor set for the 1/35 Stryker and some very nice exterior details for the Leopard A26 as well as lots of PE for the F-15E.

There has been a lot of speculation as to what aircraft subject Tamiya would release next. While there is no definite word on the subject, Tamiya's reps have said that it would be a good

match for the just announced "Rommel's Halftrack." For a lot of us, that points to a Storch—which doesn't elicit much enthusiasm. Storches aren't high on anyone's want list.

Hasegawa has been producing some really nice light/medium bombers in 1/72 with their He111 and B-25, and lately the B-26. Many of had hoped that the list would include an up-to-date A-20 but it seems they have skipped the twins, at least for the moment. Their Lancaster bomber was a success and that apparently opened the door for four-engine subjects. Their announcement at the nats was a 1/72 B-24. The box art shows a Ploesti bomber. It's a safe bet that there will be more versions of the Liberator over the next year or two.

Meanwhile, I'm still holding out for a really good A-20.

Revell showed the sprues for a real surprise kit. Yep, they will be doing their version of a Lancaster in 1/72. From what I've seen in photos, it may just give Hasegawa a good run. If it comes in near the price of the Condor—which is excellent, by the way—you better believe it will challenge Hasegawa.

Zvesda has released a very acceptable 1/48 kit of the Lavochkin La-5FN. Sorry to say that it's not available locally yet. The price appears to be in the mid-\$20 range and from the reports and reviews I've seen it's very good. This is Zvesda's first new aircraft kit. Their reputation for ship and armor kits is not too good but the La-5 seems to be an exception.

Another 1/48 La-5, an early version, has been released by South Front, a Ukraine based company. It's not a bad kit but typical of Russian kit engineering. In other words, they don't always do things the way we expect. Still, it's an injected kit with markings for 11 aircraft and is far cheaper than the resin kit from Vector.

Available now is the new Special Hobby P-39D in 1/32 scale. This is the first injected kit of the Airacobra and for what you get in the kit is very well priced. Surface detail is good with some of the access panels being molded slightly raised from the surrounding surfaces. Interior detail is good and you just know that there is more resin and PE details on the way. A resin Allison engine would not surprise me! Markings for three aircraft of the 8th. FG based in New Guinea are included.

Tamiya has not abandoned the 1/35 armor guys. Their new Hetzer 30AT mid-production kit is out and looking good. As usual you get a choice of track; rubber-band or sectional injected. Dragon's King Tiger with Henschel turret and molded on zimmerit is still a little while out. The Academy 1/72 Dragon Wagon is now available and should be popular.

And for IPMS business, Sean Glaspell has been named the new Region 6 Chapter Coordinator, replacing John Vanek. That's all for now. Hope you are busy building something, if not get busy on that White Elephant!

Milton

**Next Meeting
September 11, 2007**

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

