



SPRUE EXAMINER



Building LTD Models 1/48th LaGG-3

by
Tim Robb, IPMS #34705

Introduction

I've been wanting to try building a limited run kit for a while. On those occasions when I stand in front of my pile of model kits and open up a few to admire the parts, this one got opened pretty frequently. So one day when I was doing that recently, I said to myself, "Self, I'm going to build this sucker." And putting words into action I took it over to my work desk, never mind that I had at least six other kits already in progress and started building it.

The kit is molded in gray plastic that is fairly soft and easy to work with, and it has good finely recessed surface detail. There are two vacuformed canopies provided, round and bulged wheels, and decals for three machines. Well, actually two machines, because two of the decals provided are for the same aircraft; first in Russian colors prior to its capture by the Finns and then in Finnish colors under "new management." This is white 57 of the Russian Air Force, a LaGG-3 35th series, and that is the

airplane I wanted to model. The third set of markings is for a LaGG-3 66th series, white 43.

I commenced building using Squadron Signal Publication's *LaGG Fighters in Action* as my sole reference. All of the aircraft that decals are provided for are pictured in this book. Studying the subject, I discovered that it would take a lot of work to model a LaGG-3 35th series with this kit. Most of the features in the kit are actually for a LaGG-3 66th series. Fortunately one of the decal sets provided is for the later machine.

There are three main differences in the LaGG-3 variants. The first is the style of the windscreen. Prior to the 66th series, the LaGG-3 had a curved windscreen with curved framing. For the 66th series this was changed to a windscreen with three flat panels on the front. The canopies provided in the kit are the late style.

The second difference is in the engine exhaust pipes. These varied in style through the various models. The earliest production examples had a single long exhaust pipe. The 35th series machines had three exhaust pipes on each side, while the 66th series machines had four exhaust pipes on each side. The kit supplies only the four stack exhaust pipes.

(continued on page 5)

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2008 Show Schedule

IPMS National Convention, Virginia Beach, VA	August 6th-9th
IPMS/El Paso, Community Out Reach Show and Display, El Paso, TX	August 10 th
IPMS/Emerald City Modelers, OzCon 2008, Wichita, KA	September 13 th
IPMS/Forth Worth Scale Modelers, SuperCon 2008, Arlington, TX	September 13 th
IPMS/ASMS, Austin Scale Model Show, Austin, TX	September 27th
IPMS/CASM, Sproo-Doo 2008 Region 6 Convention, Little Rock, AK	October 18th
IPMS/Acadiana, GatorCon 2008, Lafayette, LA	October 25 th

Editor's Notes...

Another annual picnic and auction come and gone, and we fared not too well this year. We had only 15 members (and no wife/girlfriend) made it to Mountain City, and the gain from the auction is a far cry from our previous picnics. What went wrong? Is it the high fuel cost, work/vacation conflict, absence of last minute reminder, or simply because of the recent record high temperatures? All I can say is those who showed up all had a good time (see photos on next page). Many thanks to the **Mike and Sally Kachoris** for tolerating us again in their castle.

It's been a while **Tim Robb** sent us anything, and I'm happy to see he is back on the cover with his 1/48th LaGG-3. The **KLRU filming** of our last meeting was a success, and a short recap with photos can be found on page 9. As promised I present my notes for the clinic on how to select the right paintbrush I gave several months ago. **Floyd Werner, Jr.** also sent us his latest video review on Army Air Forces newsreels. After a much needed vacation, **KTFM** returns this month with **Marc Hobbs** in the spotlight.

This month our meeting is back at the **Yarborough Branch Library** on **July 8th**. The meeting starts at 7:00pm sharp, and **Milton Bell** will show us how to make custom decals with your computer and inkjet printer.

Eric

ASMS Officers for 2008

Kenny Roady, president, kar66@swbell.net	260-2907
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Austin Scale Modelers Society (ASMS) is affiliated with the International Plastic Modeler's Society (IPMS) as the Republic of Texas Chapter. ASMS meets the second Tuesday of each month except December. Dues for full membership are \$20 yearly. Subscription to the newsletter *Sprue Examiner* is \$15 yearly. The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

Kenny's Korner

(until I can think of something better)

Attention! Attention! There are now three more meetings until our show launch! All hands standby to make preparations to get underway! Set the special show and anchor detail!

Well, if I haven't confused you enough, let me just say that our annual show is getting close. The sign up lists for help before, during and after the show will be passed around this and every meeting until the show. The one thing I want to stress is that we WILL need YOUR help. Tell everyone you know about the show. Ask individuals and businesses to help us by sponsoring trophy packages. Also, let everyone know how great the club is and how much fun we have.

Speaking of fun, if you missed the last meeting, you missed the fun. I think all involved had a good time. I want to thank the video crew from KLRU for their kindness, inquisitiveness and thoughtfulness. Y'all are welcome back anytime. We had a lot of members ask if we could have a repeat build night. Hopefully we can accommodate that, but it will depend on where we will have those meetings.

In my second segue; we were informed by the library that they have a new scheduling process. Also, the Yarborough branch will not be available for our meetings in October and November. We will be meeting at the Austin History Center for the October meeting and November.

I hope you are all able to come to the July meeting. I hope you bring a friend. And, finally, I hope y'all bring something to show us. Now, get out there and build something! 

Kenny



Upcoming In-Store Clinics

- July 12 Sat 11:00am *Airbrushing Alclad Natural Metal Finishes w/ **Bob King***
- July 19 Sat 11:00am *Rescribing Styrene Surfaces w/ **Don Crawford***
- August 2 Sat 11:00am *Preparing, Building & Painting Figure Models w/ **Bob Bethea***

For more information:

King's Hobby
 8810 N. Lamar Blvd
 Austin, TX 78753
 E-mail: kinginfo@kingshobby.com

Tel: (512) 836-7388
 Fax: (512) 835-6485

ASMS Annual Picnic and Auction Highlights



Our host Sally received the club gift from Kenny the prez.



Everyone digging in.



Is it the false perspective of my camera or the food on Karl's plate just shrank to 1/35th scale?



Donations did not pile as high as last year.



Russ and Frank sharing a laugh at someone's silly comment.



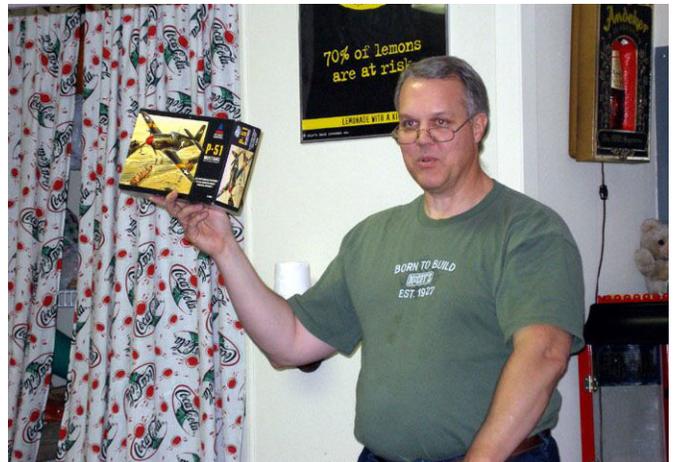
Looking bored was all part of Mike's bidding strategy, we think.



Our official auction showgal (Melissa Rourke) last year got promoted to be the bookkeeper this year.



This 1/1 "Pat Rourke" kit was donated to us from Hobby Lobby.



Tim the auctioneer trying to squeeze another dollar for the club.



(Building LTD Model 1/48th LaGG-3 continued)

The third difference is in the wing leading edge landing light. This was included on most LaGG 3s but deleted on 66th series machines. The kit is molded with the landing light opening in the wing leading edge. Therefore, it has features of both 35th series and 66th series machines. I chose the easiest fix, filling in the landing light opening, over forming a new canopy and exhaust pipes and opted to model white 43.

Construction

I started with the cockpit and used all the kit parts. No seat belts are provided, and thankfully they are not molded into the plastic seat. So it was easy to add aftermarket seat belts. The other addition I made was a throttle quadrant. All the cockpit parts require careful fitting and sanding during assembly to make sure they will all fit into the fuselage halves when assembled.



The belly radiator parts also need careful fitting and sanding to fit, and the instructions are vague about where they go. Blueprints of the actual airplane would have been handy to have. Two underside hinged vents are provided, but there is no clear indication of where they go and there are no openings in the bottom of the fuselage to accept them. I figured one goes under the engine, and the other goes at the back end of the belly radiator similar to a P-51. I didn't plan for these prior to gluing the fuselage together — oops! I opened an opening for the radiator vent and put in that part.



For the front vent I just scribed it into the plastic as though it was in the closed position.

The landing gear struts need to be glued into the lower wings prior to putting the tops of the wings on. I didn't like this sequence, but it turned out not to cause any alignment problem, and I never broke the struts off. Fitting the wing to fuselage was another careful fitting and sanding exercise that took me about 45 minutes. I think I put in the part that makes the top of the wheel wells a little too far forward.



After all the parts assembled, seams filled, and a little bit of lost surface detail rescribed, it was on to the painting.

Painting and Decaling

Painting was straightforward using Model Master paints. I glossed it up with Future and started decaling with one of the under wing insignias, which shattered when it hit the water. Well, it was a good thing I started there. I found a couple of spare red stars in my decal box to replace the under wing insignias. I coated the rest of the decal sheet with Micro Superfilm decal film and was able to make the rest of the kit decals work.

Weathering

I started with a wash of artists oils and then applied a clear flat coat before weathering with Mig Pigments. I also gave a light touch of silver pencil around the cowling panels since the structure of the LaGG 3 was mostly wood. A final coat of clear flat sealed everything in place.



Adding the fiddly bits finished the model. There are retraction struts provided in the kit, but it isn't clear in the instructions just where they go. There are no sockets molded on the kit parts for them. I checked photos and discovered there should be two of these per gear strut, not one, and that they are of different diameters. I picked a place to put them using the TLAR method and used plastic rod for the larger and brass wire for the smaller.



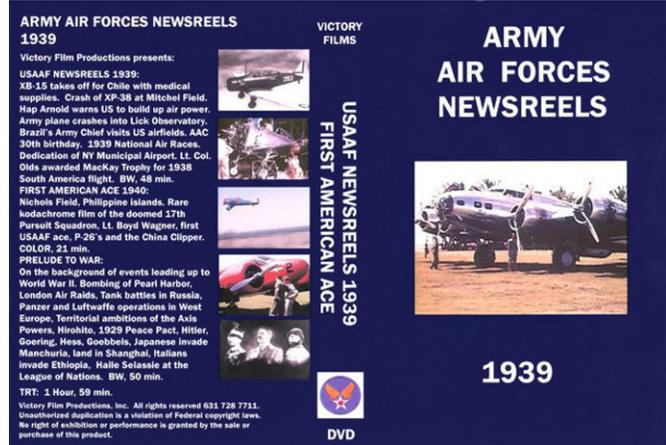
Conclusion

This is a nice kit and I recommend it. You need to work through the fitting challenges, but that is to be expected from a limited run kit. The building is not overly challenging to anybody who has built a few model airplane kits before, and it feels like modeling.

I have the other LTD Models kits in this series and look forward to building them. The end result is a nice addition to my collection of 1/48th scale aircraft models, and one that very few of the other kids on the block will have. That, after all, is the appeal of the limited run kit.

Go build a model! 

Tim



Victory Films Army Air Forces Newsreels - 1939

MSRP \$29.00

Reviewed by Floyd S. Werner, Jr.

IPMS # 26266

The last year of peace before the outbreak was punctuated by the fluffing of feathers by the US. The Army Air Force in particular needed the public to believe that the massive build up of men and machines was needed. Enter the newsreel. In the days before television and the Internet, the American public got their news from the radio and the talkies at the matinee. These newsreels were the truth as published by the government and always had a purpose to support the cause.

This video DVD contains numerous newsreels and is broken down into three chapters. This trip down memory lane starts out with the massive XB-15 deploying to Chile with medical supplies. The XB-15 was a huge airplane. In its natural metal finish, it is truly a marvel.

In the first chapter of this video, training airplanes are the order of the day, and we are treated to massive formations in the air and on the ground. These formations are truly inspiring. Interesting to me are some attack planes/dive bombers similar to the predecessors of Vindicator that I couldn't identify. In the same newsreel, an "unidentified" Lockheed twin boomed airplane (P-38) that just set the coast to coast record crashed on short final. Not the way you want to end the trip, but the aircraft sure is shiny though.

All sorts of aircraft are featured here, including the rarely seen B-18. P-36s taking off from Langley Field are colorful and painfully slow. The B-17s that are shown are very early models. It is nice to see them flying, all shiny and polished. More B-18s and B-17s are shown at the opening of Sacramento AAF. P-35s and P-36s on maneuvers in Michigan show that the AAF was nowhere near ready for combat, but the newsreels did their best to show strength and fortitude.

(continued on page 11)

How To Pick the Right Paintbrush

For those who still care or have the need to handpaint your models

by
Eric Choy
IPMS # 44323

Introduction

Airbrushing has almost rendered brush painting obsolete in modeling these days. I know this is a bold statement to make, but you have to admit that most of us probably can't model without an airbrush anymore. Unless you are a figure painter, you can accomplish over 90% of the painting of your model with an airbrush. Part of it is for the right reason: the smooth and uniform finish is hard to replicate with a paintbrush. The other part, IMO, is more of a case of substituting the lack of skill with technology. Most modelers will not blink an eye on the latest high tech/high dollar airbrush, and yet insist on buying the cheapest paintbrush there is at discount hobby megastores.

Call it lazy or old habit, I always find painting with a brush more comforting and personal. Don't get me wrong, I do own and use my airbrushes on a regular basis, but I still enjoy occasional sniffing of Humbrol tinlets with a good old paintbrush. With my latest venture into the arena of figure painting, I have the opportunity to purchase a new set of paintbrushes, and here are some of the research and thoughts I have on selecting the right paintbrush for model painting.

Choosing a paintbrush is very much like picking a toothbrush; it is subjective and personal. If you are comfortable with what you have already, you probably do not need to read what I have to say in this article. I'm no expert on the subject matter, nor am I here to criticize your choice of tools. The ends do justify the means in modeling: if you can work with a 99¢ Walmart paintbrush, all the more power to you. However, if you have yet to find the right brush for your painting needs, or you are tired of constantly replacing your brushes, this article may be just the right place for you to start on a healthy and life long relationship with your paintbrushes.

What to Use?

A trip to the artist supply store reveals all different types of paintbrushes out there. What works for painting models? Surprisingly, not that many. Here are a few that really matter:

1. **Round** for detail and pinpoint painting. A good round brush should taper to a fine point and retain its point after a good period of usage.



2. **Flat** for even strokes coverage painting. A flat with the shortest length of hair is called a **Bright**, allowing for greater control.



3. **Filbert** is a combination of a flat and a round for canvas painting. It makes a nice drybrushing brush.



4. **Tight Spot** is a round brush bent at an angle for reaching those hard-to-get-to spots. Contrary to what you may think, this is a fairly common brush.



5. **Grass Comb**, is a flat brush with some of its hairs removed. It is ideal for creating streaks in weathering.



Other brushes like angular, fan, mop, and rigger may come in handy for special occasions, they are generally not applicable to most model painting.

Anatomy of a Brush

Now that we know what brush to use, let's take a look at the components of a brush and the criteria we should look for in a quality brush.

Head



Ferrule

Handle

Brush Head

The head is the "hairy" part of a brush that holds and delivers the paint. Until the arrival of synthetic hair, all brush heads were filled with natural animal hair. Gone are the days when an artist took a dead animal to a tanner to have some brushes made (and jerky meat for snacking at the next public stoning!) Today, animals used in brush making are tightly controlled and regulated.

Natural Hair

The softness of the natural hair usually dictates the paint media to be used and how the brush is being utilized. Coarse animal hair, namely **bristle**, comes from the body of hogs. It is excellent for its spring action and shape retention, but it's oily in nature and generally not suitable for model painting.

Softer hair comes from a variety of sources: squirrel, mongoose, polecat, and even opossum. However, none can compare to the moisture and point retention of **sable**. Sable is a trade name for the fur of weasels living in the coldest regions of Asia. The best sable comes from Kolinsky weasels (*Mustela Sibirica*) in Siberia. Due to endangerment and protection by the Russian government, most Kolinsky sable hair found in brushes are now of Manchurian (China), Mongolian, and Korean origin.

Kolinsky sable is generally expensive, and the cheap ones are mostly of questionable quality or blended with other animals'

hair. When shopping for your sable brush, beware of misleading marketing terms like *red sable* (merely indicates the brush is of pure sable hair with no other animal hair mixed in) and dubious names like *black sable* (fitch from polecat, a cousin of the weasel family) or *sablène* (hair from the ears of certain species of oxen). When in doubt of the quality of the sable hair, always buy from a reputable manufacturer (e.g. Winsor & Newton) to avoid being scammed.

Synthetic Hair

Synthetic hair *Taklon* (invented by DuPont who later sold the rights to the Japanese) is made from nylon or polyester and dyed to look like natural hair. It is cheaper and easier to clean. Most sources state *Taklon* is more durable than traditional natural hair, a claim I concluded differently based on my experience. None of my *Taklon* brushes lasted as long as my better sable ones. It could be just me or the hobby paints I'm using.



Perhaps the biggest disadvantage of synthetic hair is the reduced amount of moisture retention — the ability to hold moisture (i.e. paint) between each filament. The scales covering the outer casing of natural hair allow greater moisture holding capacity than synthetic hair. To overcome this shortfall, brushes with synthetic and sable blends offer better absorbency, but natural hair still holds the edge on moisture retention.

Natural vs. Synthetic

While the opinion war of natural versus synthetic will probably never settle, it is safe to say for the price and convenience, there is nothing wrong with using *Taklon* (synthetic) for general purpose painting. The softness of *Taklon* actually makes it ideal as a blending brush, according to master figure painter Bob Bethea. If there is a minimal difference in price, it's a good idea to consider synthetic-sable blend over synthetic for its better moisture retention capacity.

But for pinpoint application such as fine details on faces and uniforms, I'm in agreement with Bob Bethea that you should go with the best quality Kolinsky sable brush you can afford. As he pointed out in his excellent figure painting clinic, all that matters when you are painting small is the point of the brush. This is where synthetic fails to shine: *Taklon* lacks the finer taper point enjoyed by natural hair, and the tendency for synthetic to lose its point is nothing but legendary.



Examples of *Taklons* gone bad.

Here's another tip from Bob on purchasing small brushes: do not consider anything smaller than 00 (double zeros) for any fine detail painting. The less hair a brush has, the less amount of paint it can hold. What's the use of having the finest point if you don't have any paint to paint with?

Ferrule

The ferrule is the crimped tubing that connects the head to the handle. In most cases, the longer the ferrule, the better the quality of the brush. To avoid rusting or solvent attacking the ferrule, look for better material (e.g. cupro-nickel) instead of cheap light weight metal like aluminum or tin. Seamless construction is also preferred as it reduces the chance of solvent leaks inside the ferrule.

Handle

The handle, as the name suggests, is where you handle and hold the brush. Traditional handles are made from seasoned hard wood dowels sealed with several layers of solvent resistant varnish or epoxy. Plastic handles are also common in less expensive brushes. Most handles are round in shape, but it's not uncommon to find triangular or "soft grip" handles in some of the newer/fancier brushes.

Precision handles will balance on your finger regardless of the size. If you have to make a choice between better hair or comfortable handle, always go with the better hair. It's the hair of your brush, not your fingers, that delivers the paint to the model. If your fingers are tired, take a break. Don't waste money on gimmick handles with bad hair!

Old Brushes

Hey, don't throw that old brush away! You can always use it for color mixing or weathering. Drybrushing is so hard on brushes that as a rule I always use an old brush for that task.



Shop Til You Drop

Ready to spend some money on brushes? For synthetic *Taklons*, you can get them at any discount hobby megastores like Hobby Lobby or Michael's. For any decent red sable brushes, you probably have to go to an artist supply store. A good place to go is **Jerry's Artarama** (6010 N. IH35, 512-420-9359, www.jerrysartama.com) or **Asel Art Supply** (510 W. MLK Blvd., 512-477-1762, www.aselart.com) near UT Campus. Both stores carries a wide range of quality brushes. AABS member **Gary Beetley** (512-238-7140) also has Winsor & Newton's top of the line Series 7 sable brushes for sale.

King's Hobby (8810 N. Lamar Blvd, 512-836-7388 www.kingshobby.com) carries Floquil red sable brushes that are also very good. However, the product range is very limited, and special ordering might takes a long while to fulfill.

You can also get on the Internet and do some digging. Google your favorite brand and see what's available. If you are brave enough, you can also try auction sites like eBay.

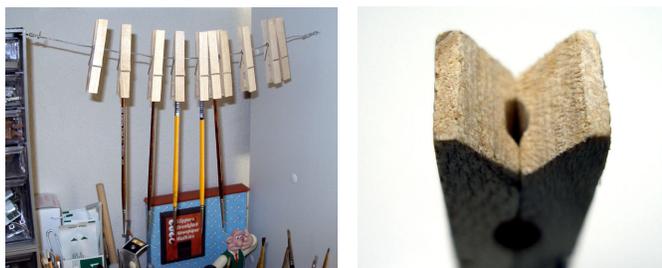
Bear in mind you buy what you can afford. The nice thing about artist supply stores is they have specials going on all the time. Sooner or later, you'll get your \$20 paintbrush at a bargain price that you can't ignore. Always check the clearance section while you are at it. You never know what you might find there.

Brush Care

Caring for your brush is just as important as knowing how to select one. Your brush will last a long time if you take care of it. Here are my brush care rules I adhere to:

- Use clear plastic caps to protect the point of the round brush.
- Place brushes in sealed containers for lengthy storage. Bugs love to munch on sable hair!
- Separate the brushes by paint medium (enamel, acrylic).
- Don't use a good brush to mix colors.
- Clean the brush immediately after each use.
- Avoid contact between thinner and the handle while cleaning the brush. Some lacquer thinner will react to the varnish on the handle and create a gluey mess.
- Wiggle the brush head in thinner for 5-10 seconds and drag the head lightly on a piece of clean paper towel like you are painting it. Repeat this process until there is no sign of paint on the paper towel. DO NOT let the brush sit inside the thinner bottle.
- I usually lay the brush flat or hang it head-down to drain excess thinner. This eliminates the chance of thinner and paint residue running into the ferrule and causing hair splits and fishtails. Once the brush is dry, I can store it standing up.

The picture on the lower left is my homemade brush hanger. It's nothing more than a piece of flexible wire with clothespins running through it. To give each clothespin a better grip on the brush handle, I sanded a half-round groove in each half of the clothespin. The whole setup takes less than 15 minutes to put together, and you can see the result of the dried brush retaining its point immediately. Give it a try.



Final Words

I hope this article helps you pick your next paintbrush wisely. Just remember you don't need to spend a fortune on acquiring all the best paintbrushes. All you need is one or two really good ones for "mission critical" tasks, and you can buy what you can afford on everything else. Getting an expensive paintbrush is not going to turn you into Bob Bethea overnight. A good paint job is a result of skill and practice, but a better brush can definitely help you get there much faster. ✍️

Eric

KLRU Filming of ASMS

The KLRU filming of our June meeting went off without a hitch. Close to 30 members showed up with their masterpieces and something to work on as suggested. After Kenny finished making a few announcements, we were off to build models for the camera. All of our excellent work and enthusiasm impressed our guests so much that they had a hard time trying to capture all of us on film. At the end, only a lucky few received the full attention of the camera crew.

On behalf of Kenny and the officers of this club, I would like to thank every member who showed up for this special occasion. I sure hope everyone makes the final cut when our segment of "DOWNTOWN" is aired in late September/early October of this year. It would be nice if it comes out before the last week of September so we can get some publicity for our annual show.

As soon as I learn the definite broadcasting date, I'll let everyone know in this newsletter. ✍️

Editor



El presidente looking mightly dignified in front of the camera.



Look at what everybody brought in!



Jack getting warm up for his moment in the sun!



After Kenny yelled "Action!", we modelers all went to work.



Bob showed our guests how we "do things downtown."



Two of our biggest "stars" of the evening: Bondo and Russ.

Know Thy Fellow Member

Name

Marc Hobbs.

Day job

Certified Public Accountant.

I've been building models...

Since 6th grade. I did not get serious about my hobby until 1994.



Primary modeling interest

1/35th armor, WWII NW Europe in particular.

Main reason why I build models

The historical background of the subject matter and the enjoyment of building something I can admire when finished.

Other than building models, I enjoy...

Little Leagur Soccer and scouting.

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

My dad. He built me a Cessna 172 for Christmas when I was six. I've been hooked since then.

My favorite "master" modeler is

Bill Gunther. He was a master scratchbuilder, and the quality of his models were better than most kits.

I consider myself...

A model builder.

The size of my unbuilt collection

Between 501 and 1000.

My ex-wife's opinion of my model collection is...

Generally positive, although she has called my model collection "Miniature Instruments of Death!"

Excuses I told my ex-wife for buying yet another model kit

Best: "I'm buying it to build a baby mobile for our son."

Worst: "I promise I'll take you shopping right after King's."

Plan for my unbuilt collection before I die

None. I'll finish everything I have before I go.

First model I completed

Aurora Seaview submarine in 1973.

Longest time I took to finish a model

Thirteen years and counting... I've been working on this Tiger I model since 1995 when I moved to Austin from Atlanta.

Best model I built so far

Tamiya 1/35th M8 Greyhound armored car.

Worst model I ever encountered

Special Hobby 1/48th R4 Hoverfly. The fit of the parts were terrible.

Modeling project(s) I'm working on

1. Italeri 1/48th C-130 in USAF 136th Airlift Wing markings.
2. DML 1/35th Kubelwagen ambulance for AABS's Red Cross contest next year.
3. Three years worth of white elephant kits I received from the Christmas parties.

Dumbest thing I ever did when building a model

While blending the windscreen of my 1/48th C-130 to the fuselage, the static build up from sanding attracted all the plastic dust and turned the cockpit into a snow globe.

Worst thing I did to my model to express my anger/frustration

Let my kids play with my finished model.



(Army Air Forces Newsreels continued)

There is a strange sequence showing a XB-15 delivering the casket of a Mexican aviator back to Mexico. The huge reception for the arriving party and situation followed are surreal; there seems to be accusation of sabotage, and the crowd turned ugly and rushed the airplane. Eventually, the situation turned into a melee with the crew and other Americans under attack by the mob.

Visiting dignitaries and flyovers are the highlights of many of the newsreels. Aircraft doing the flyovers are impressive. The early B-17s at low level and in formation is nice. P-26s, one of my favorite airplanes, is seen in formation over New York City. It's amazing how things changed in both aviation and construction during such a short period of time.

There are also plenty of newsreels dealing with the 30th anniversary of Army Aviation. Historical aircraft and pioneer such as the early Wright Flyers and Eddie Rickenbacher are showcased. In what might have been the earliest flying RC model, a scale aircraft replica is used for target practice. It is interesting to see the control unit had a rotor dial similar to old telephone of the period.

Flyovers of really colorful (okay, they are in B&W) P-36s will motivate modelers. It is nice to see the real thing doing what they did best. Also included are clips of Roscoe Turner winning the 1936 Air Races and some exotic aircraft that you don't see everyday. One of them is the Bell XFM-1 Airacuda. It isn't a gorgeous aircraft, and there are only a few built. In this video



you actually get to see this baby fly, and I have to admit it's actually pretty nice looking during flight. The long, sleek P-37 is also featured here with its metal skin as shiny as chrome.

The second chapter of this DVD is in full color and technically not a 1939 but 1941 feature. Among the highlights includes America's first ace Dwight "Buzz" Wagner of 17th Pursuit Squadron and the supply voyage from San Francisco to Manila. As items for defense of the Philippines being loaded on ships in the Bay Area docks, it's interesting to see the clothing and the cars of the period as well as the four years old Golden Gate Bridge in the background.

Upon arrival in Manila, we are treated to full color shots of Catalinas with bright yellow wings and silver skin, P-26s lined up on the airfield alongside, and some redirected Swedish P-35s with no wing and a lot of panels removed. There are many beautiful take-off and in-flight shots of the P-26s with their blue fuselages, yellow wings, and red cowl rings. Some P-35s are unique in having red, white and blue tails along with Swedish markings still visible, while others took on a new look with Oliver Drab and Neutral Grey. Sikorsky S-43 seaplane is shown loading up while a Pan Am Clipper docked and a beautiful B-17D landed at the field in all of its aluminum glory. I'm amazed at the clarity and the color of these home movies, and they are just glorious in their representation of life in the Philippines in 1941.

Prelude to War is the final chapter on the DVD, and it's a typical Frank Capra production filmed in B&W. This is the best version I have seen of the required viewing newsreel for all soldiers, sailors and marines. It dealt with the reasons for Germany, Italy and Japan being bad and evil and America's isolationism during the inter-war years.

One thing that is readily apparent from these newsreels is that America was not ready to go to war in 1939, nor would it be ready for a while.

The quality of this film and the others in the Victory Films library are well worth the money. I have yet to see a bad one, and they are all highly recommended.

You can obtain your copy of this and the other titles by going to <http://wademeyersart.tripod.com/id73.html>. Don't forget to tell them you heard about it here.



Floyd

Old Rumors & New Kits

Well, I have survived another computer crash. This one was not too serious but I was seriously shopping for a new one. And I may still bite the bullet and get a new Mac. When faced with the choice of starting from scratch after erasing your startup disc or not starting at all, I did a quick assessment of what I would lose and decided I could start over. I forgot about my address book and it's still not totally rebuilt. I have the ASMS members and the important "model stuff." Kinfolks and former coworkers—well, that's another story.

Last weekend, I took a little trip down to Mountain City (Martha was in Dallas) for the ASMS annual BBQ and kit auction. Expecting the usual mash of kits and eager auction patrons, I was surprised at the light turn out. The BBQ—brisket, sausage, and chicken—was some of the best we've had and Mike Kachoris and his wife Sally went out of their way to provide a place for us to meet, eat, and spend our money. (A large hand for Mike and Sally!) If you've forgotten, this annual auction of donated kits is one of the main fund raisers for our club, providing much needed capital for the annual show.

You may have forgotten, missed the announcement, or just didn't take notice of the event since only fifteen members showed up. Now I know some of you had conflicts but that meant that we fifteen had our work cut out for us with all that BBQ! I still feel stuffed. Sorry you other guys missed it.

Unexpected news from Hobby Boss is a new 1/48th F-105D. I had no idea they were doing a new Thud. It's pricey at over \$65 but look for it next week. Also from HB are two new MiG-15 kits, the UTI and BIS in the Easy Assembly Series. And Eduard will feature the P-400 as a Weekend Special for about \$20.

At the moment, the big news at the shops is the all new Airfix Canberra in 1/48th. This is the first we've seen of Airfix version of the twin jet bomber. Classic Airframes kits are pretty much sold out. This version is the B(1).8/B(2).12 and features the usual finely engraved panel lines, a well detailed cockpit, wheel wells, and bomb bay with bombs. In case you aren't familiar with all the variants, this one has the long, teardrop canopy which is offset to the left. The kit includes markings for three aircraft. The kit also has separately molded control surfaces and flaps — a nice feature if you like to pose your models with dropped flaps, offset rudder, and dropped elevators.

Still new is the 1/32nd CAC-12 Boomerang from Special Hobby. This is probably a good scale for the diminutive Australian fighter. Aussies are really proud of this airplane. It was the first indigenous fighter aircraft produced by Australia and it served well during the war, primarily marking targets and spotting for artillery and other aircraft. The kit contains some well done resin details to go with the well molded styrene kit. There are also sufficient PE details to make this a winner. Markings for four RAAF aircraft are included.

One of the most sought after 1/48th modern jet subjects has been the TA-4J, the trainer version of the A-4 Skyhawk. Classic Airframes has heard the modelers and has released a TA-4J Aggressor kit. From what I've seen, it's a good kit and typical of the Classic Airframes line with a good assortment of well done resin details, a clear injected canopy, and markings for four US Navy Aggressor aircraft. Since the TA-4 was developed as a trainer and was later pressed into the aggressor role, I suspect the next release will be for the advanced trainer. These colorful trainer aircraft were flown by virtually all USN fighter pilots.

I'm glad to see this TA-4J, but I was really hoping that Hasegawa would do one (or two) since they already had a very fine A-4 single seater. I built the old Fujimi TA-4 years ago and really liked the model. It was, however, closer to 1/50th scale than to the advertised 1/48th.

Dragon has brought out a new tool kit of the Stu.Pz.IV *Brumbar*. The Sturmpanzer IV *Brumbar* was designed as a heavy armored assault vehicle and was equipped with a 15cm gun in a "ball" mount. Generally, they had the appearance of an armored box on tracks. It should make an interesting model.

Other armor kits recently released include the Cyber Hobby Panzer II, Aust. C "DAK", the Alpine Miniatures WSS Crew which includes two figures, the Dragon Panzerschreck Team, and Trumpeter's Sdkfz .7 halftrack, the early version, which is a new tool. The scale is 1/35th naturally.

I've noticed some new Osprey publications which might interest you. First there's one titled *USAS 1st Pursuit Group in WWI* that has some very nice profile illustrations of Nieuports and Spads. Then for a later era there's *British Fleet Air Arm in WWII*. Two more titles are for the rotor heads among us; *Sikorsky UH-60 Black Hawk* and *U.S. Helicopter Pilot in Vietnam*.

If you are a helo modeler, you might want to check out the UH-34D Choctaw kit from Hobby Boss. This is a 1/72nd scale kit, and I have to confess that I've not seen what's in the box.

If you are particularly well-heeled and are a Luftwaffe fan, you may want to check out the new Bf.110 Royal Class kit from Eduard. From the contents, you can build two models of either a C, D, or E variant plus you get a 1/4th scale instrument panel that builds into a pretty interesting kit all by itself. Since this comes from Eduard, you know there's all the PE you will need. All it takes is money — about \$185 — and a little patience.

If you missed last month's meeting at the History Center, you were in a minority. We had an excellent turnout and, since the TV cameras were rolling, almost everyone brought a model to work on. I believe most members got a chance to talk about their work. I hear KLRU will want to do a repeat. So, if you missed the meeting, get started on a project and have it handy. 

**Next Meeting:
July 8, 2008
at
Austin Yarborough
Library**

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

