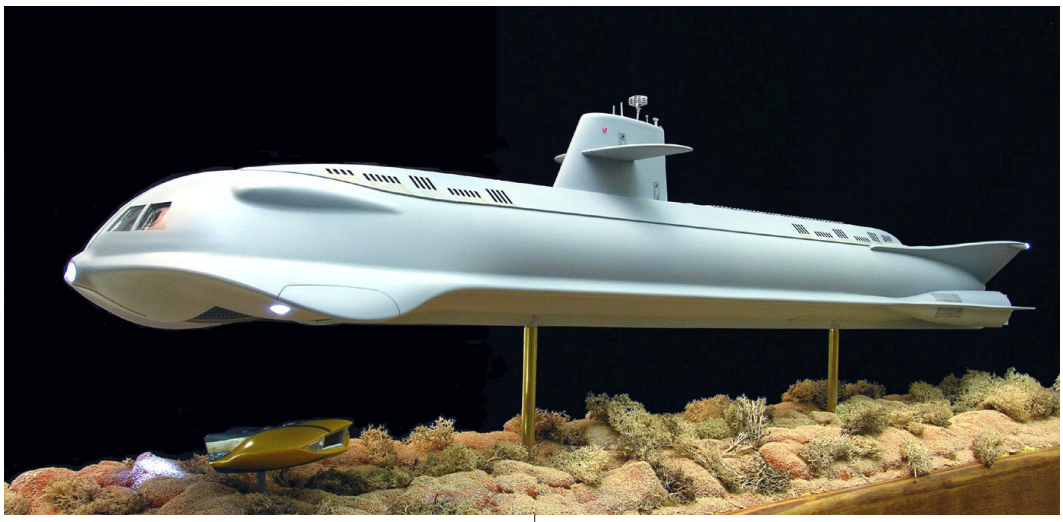
Vol. 16, No.11

Newsletter of the Austin Scale Modelers Society November 2008

SPRUE EXAMINER



Building the Mobius Seaview

by
Bill Delk, IPMS #35227

Make no mistake; this is a large model, measuring almost 39 inches from nose to tail. The scale is approximately 1/128th. The total parts count is 110 light gray and 19 clear styrene parts. That includes the 4-part stand, Flying Sub, Mini Sub, and Diving Bell. The four-page instruction is in black and white with four diagrams and descriptive text, eight-page history of the *Seaview*, plus an one-page painting color chart. There are already several aftermarket resin, photoetch and decal kits available for this model, but I chose not to purchase them.

If you are not fond of sanding and seam filling, this model is not for you. About 85 percent of my construction time was spent in this mode. I have the chapped hands and worn out sanding sticks to back up this claim!

The fit is pretty tight, but there are many long seam runs and hard to reach areas around the engine pods and tailfins. I didn't have to use a lot of filler, but the sanding chore almost wore me out. During the process, I used up two cans of Tamiya primer.

Construction was fairly simple on the sub body. I started with the control room construction first as I wanted to add some lighting effects, and I needed to see what kind of fit problems I would have after I had it put together. There is a lighting kit available from VoodooFx (**www.voodoofx.com**) for $60.00, but I had my own ideas on what I wanted to see in my mind. Besides, I think I spent under $20.00 for my parts.

I followed the painting instructions for the kit to paint all the parts in the control room before assembly. Part of the control room wall on the port side of the sub (left side facing the bow looking from the rear of the sub for all us landlubber types) was a bank of blinking lights simulating the ship's computer. I wanted to try and simulate this effect. I built the electronic circuit with ten blinking LEDs and drilled out many of the indentations that simulated the lighting. It looked great when you could look at it straight on. However, once the control room was installed in the model the effect was virtually impossible to see from the windows in the nose of the sub. So much for that plan.

After the control room was finished, I glued a thin piece of Plexiglas® to the top and mounted an LED into the hole I had drilled into the Plexiglas for it. I had lightly sanded the Plexiglas to give it a frosted effect to evenly distribute the light and covered the top of the Plexiglas with "Bare-Metal" foil to direct the light downward into the control room.

All things being done and having that good old 20/20 hindsight, I probably should have left off

(continued on page 4)

Our Sponsors

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

Austin Armor Builders Society
www.austinarmorbuilders.com

AUSTIN MODEL CARS
http://groups.yahoo.com/group/AustinModelCars/

IPMS-USA Alamo Squadron
www.alamosquadron.com

South Texas Auto Modelers

HobbyTown USA
2500 West Palmer Lane, Suite 80
Austin, TX 78727
Tel: (512) 246-8904
Email: hobbytownaustin@gmail.com

King's Hobby
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Tel: (512) 836-7388
Email: kinginfo@kingshobby.com
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Email: wmbros@sbcglobal.net
www.williamsbrothersmodelproducts.com

Phil Brandt **Kachoris Family**

Dennis Price **Ion Tesu**

John Seaman **Rick Willaman**

Upcoming Events

Model Shows

IPMS/El Paso, Veterans Day Tribute & Show, El Paso, TX	November 9
IPMS/SWAMP, CALMEX XXIII, Westlake, LA	January 24, 2009
IPMS/Alamo Squadron, ModelFiesta XXVIII, Live Oak, TX	February 21, 2009

Local Events

VAHF Fall Air Fair & Fly-In, Pioneer Flight Museum, Kingsbury, TX	November 8
Close Assault '44, Texas Military Forces Museum, Camp Mabry, Austin, TX	November 8-9
Pacific Combat History Program, Nimitz Museum, Fredericksburg, TX	November 8-9

Support Our Troops!

In support of the initiative to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones in Iraq, IPMS/USA has elected to have **SFC Steven DeLong** as the point of contact for **The Iraq Model Network**. Any individual, IPMS chapter, or industry supporter who wishes to make a donation, please send it to: **Baghdad Hobby Club, c/o SFC Steven DeLong, HQ, MNC-I (FSC), 18th Airborne Corps, APO, AE 09342**. SFC Delong can also be reached via e-mail at: **steven.delong@iraq.centcom.mil**

ASMS Officers for 2008

Kenny Roady, president, kar66@swbell.net	260-2907
Tim Robb, vice president, TimRobb209@msn.com	(512) 392-0611
Bill Delk, secretary, falconfyre@austin.rr.com	282-6832
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Web Site: http://www.austinsms.org

Mike Gilsbach, webmaster, mike@gilsbachdesigns.com

Austin Model Show Coordinators

Kenny Roady, asmscon@swbell.net	260-2907
Kathy Roady, vendor Liason, asmsvendors@swbell.net	260-2907

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.

Editor's Notes...

Get ready for stardom, folks! ASMS will be on KLRU-TV on November 6th and 20th (see story on page 10). Although a bit late to coincide with our annual show, it's good publicity for the club anyway. Don't forget to tell your family, friends, and co-workers to stay tuned on those nights.

On the cover this month we have **Bill Delk**'s impressive *Seaview* sub from the movie and TV-series *Voyage To The Bottom Of The Sea*. I sure hope Bill's wife Pat will approve of what Bill wants to use it as in their house! **Dennis Price** is back with his photos of this year's Farnborough International Airshow. Be sure to check out his excellent shots of the F-22A.

If you have always wonder how to use foils on your models, we have an excellent clinic by **Doug Girling** of **IPMS-Seattle**. Finally, KTFM is back this month with the spotlights on **Bob Bethea**, the "figurehead" of our club.

This month we meet on **Wednesday November 12th** instead of the usual second Tuesday due to conflict with Veteran's Day holiday. We'll be at the **Austin History Center at 7pm**. The scheduled program is the **White Elephant Contest**. See you all at the meeting.

Eric

Bob Bethea's Modeling Day, Part Deux

The second Bob Bethea's modeling day was another success. Fifteen modelers coming from ASMS, AABS, San Antonio, and other parts of Texas showed up on October 25th at Bob's neighborhood community center for a day of fun. The theme this time was figure painting, and we were fortunate to be in the company of Doug Cohen and Rick Rutter, two world-class figure painters who live in the Dallas area. Those who attended all learned a trick or two on painting with oil and acrylic, not to mention leaving with a belly full of pizzas and homemade kolaches from West, Texas.

Here are some of the photos captured by your editor at the scene.

Bruce and Russ taking a break enjoying homemade kolaches.

Rick Rutter showed us his moves with artist oils.

King's Hobby Closure Announced

On October 24th, we received this piece of sad news in King's Hobby weekly newsletter:

Dear King's Hobby Customers & Friends,

After long and difficult consideration of family circumstances, Rudy & Janis Cline have decided to end their commitment to King's Hobby on December 31, 2008.

Foremost among the many people for whom we are grateful are Bob and Alice King, who gave us this opportunity to carry on at King's Hobby and whose shining example we attempted so genuinely to honor. We are also very grateful for our incredible staff comprised of Brad Perry, Don Crawford and Antonio Brewer. They make up the best hobby shop team in the country!

Of course, all of the above would be impossible without a loyal base of customers & friends, and we will always be grateful for your support over the years. So many of you came every week, or even three or four times a week! Many of you traveled regularly from cities 70, 80, even 100 miles from Austin to see us and to share in these hobbies that are so enjoyable to all of us. To all of you we offer our sincerest thanks and hope you know how honored we have been to serve you.

Our Very Best,
Rudy & Janis Cline

Needless to say, we are heartbroken by this announcement. We understand how tough it is to run a hobby business these days, and we feel extremely lucky and proud to have a local model shop here in Austin. No words can express our deepest appreciation to the Kings and the Clines for providing us a haven and anchor for the last 35 years. We wish nothing but the best for Rudy, Janis, Brad, Don, and Antonio. King's Hobby will be missed dearly by all of us.

Editor

King's Hobby
Modeling With You
Since 1973

Upcoming In-Store Clinics

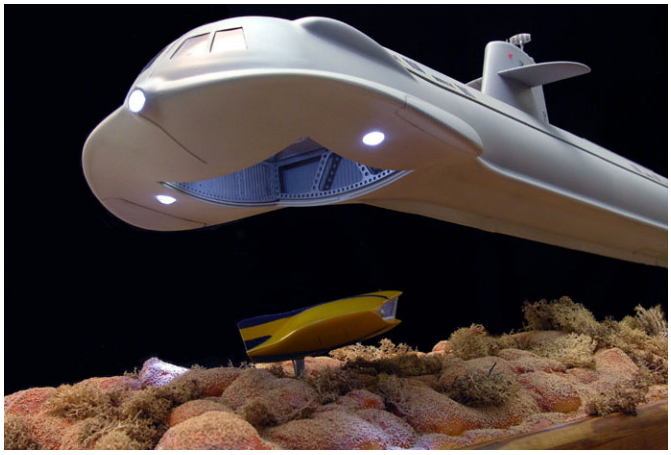
Nov 15 Sat 11:00am *Painting Scale Faces w/* ***Bob Bethea***

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

*(**Building the Mobius Seaview** continued)*

the computer light effect and added more LED's to the lighting so you could see the control room better.

Next step was the Flying Sub docking bay. After the parts were all painted and assembled, the control room was glued to the top and left to dry. These two assemblies were glued to the bottom part of the sub nose and after that was done, I installed three small lengths of styrene tubing I had that fitted the high brightness LED's and glued the to the appropriate holes in the nose section recessing the LED's into the hull rather than having them protrude outside the hull dimensions.



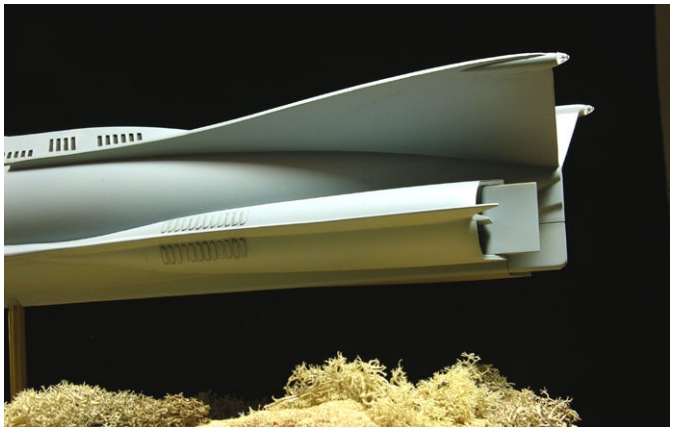
Since there is no way to run a light to the interior of the flying sub docking bay other than from the side walls, I drilled two small holes in the top of the front wall to run the LED leads through. I also made a small bezel for the LED to mount in out of styrene tubing that could be glued to the ceiling. I used an LED that radiates light 360 degrees for the bay rather than one with a limited viewing angle. The 360 LED illuminates the bay quite well.

Next, I began assembly of the sub body. The main hull of *Seaview* consists of four parts that when mated have long seams in the middle of the top and bottom. There are many interlocking tabs and the interior is ribbed. After the glue has set, the body is quite rigid.

The top seam is mostly covered by two flat parts, the first being the part of the deck where the conning tower sail mounts and the rear plate that allows you to choose which version of the *Seaview* you choose to build. There are two rear plates with different numbers of missile tubes, depending on which of the camera miniatures you have selected. The plates butt together at the rear of the sail and will require some puttying there as well as the recessed areas around the edges of where these parts glue into the top deck. This seam filling and repeated sanding took a lot of time and the hull once together is a bit unwieldy to move around when trying to sand it.

Looking back it may have been easier to glue the front two sections together sand and fill that, then glue and sand the rear two sections then mate the two hull halves and fill and sand the middle seam. This would make the model easier to handle while doing all that sanding. Also attaching the tailfins and engine pods before mating the two hull halves would also make the seam filling of these parts much easier also.

The tailfin consists of three main parts and contain a channel into which one can fit a fiber optic filament to light up the running lights in the tail or wires to connect an LED in each pod. I initially ran two strands of fiber optic, one in each fin to be lit from one LED in the hull. I super glued each strand of fiber into the channels to hold it in place and mounted a high brightness LED in the hull in a piece of styrene tube and then used clear silicon sealer to mount the fiber to the LED in the tubing. This was later to cause me much grief, as during all the twisting and turning with the sanding one of the fiber optic strands broke. I had to cut out the panel on the lower hull for the docking bay for the miniature sub to get access to my LED and had to gouge out the tail fin channels with a Dremel tool and grinding wheel to remove the fiber optic to make room for the wiring for the 3mm LED's I eventually used for the tail running lights. This involved many choice words and considerable time spent filling and sanding these channels back in once I had the LED's and wires mounted in place.



There was some surgery done to both tailfin pods and the LED's to get them to fit properly. I had to mount some scrap styrene sheet inside the hole I had cut out to get to the electronics and glue back in the hull piece I had cut out again requiring even more sanding and filling. I'm beginning to think that you should buy two models and build the first one to find out where all the problems will be, but more planning in the first stages would probably help also.

I next tackled the conning tower sail and dive fins. This assembly is fairly easy, but again with some sanding and filling on the front, back, top and the bottom of the two dive fins. I left off the attachment of the fins until the model was mostly finished as the gluing area looked rather fragile. There are three small clear pieces that glue into the sides of the sail for the port and starboard running lights and a running light on the top rear

of the sail later on in final assembly. I wanted these to light up so I built a mounting bracket out of sheet styrene to mount the 360 degree high brightness LED in. I also ran a small strand of fiber optic the top running light. I drilled a hole through the sail mounting assembly and through the top of the hull to run the wires for the LED.

It's very important to test each of your electronics assemblies at each stage of the model construction as you want to make sure they continue to function properly. I then glued the sail to its base and let it dry before filling the seam around the bottom.

The kit provides two mounting bases for the display of the finished model, but since I wanted to build a kind of "Bottom of the Sea" style base, I used some telescoping brass tubing I had on hand to mount the model to the base and also give me two channels to run the lighting wires through. Since the holes in the sub were a bit elliptical in shape, I had to squeeze each one of the brass tubes at the top with a pair of vice grips to get them to fit. I then epoxied the tubing to the inside of the sub.

I built the display box out of a 1/4 sheet of birch plywood. After designing the plans on paper and triple checking the measurements, I had the good folks at Lowes do the cutting for me and brought all the pieces home for assembly. While checking the fit, I as usual forgot to figure in about 1/4 inch somewhere so I had to get out the old saw and hack off a chunk.

Assembly went fairly quickly after that using glue and nails for assembly. I used 1/4" round trim around the top of the base and using the sub as a guide measured, marked and drilled the mounting holes for the other larger brass rods which were then epoxied to the base. Once the base was dry, I filled, sanded and stained the case with two coats of Minwax stain and then finished the base with a seal of Minwax polyurethane clear satin spray.

I used a can of Dow "Great Stuff" insulating foam sealant as my base material. When you spray out the foam it kind of bubbles and expands so you have to be careful to go slowly and not use too much as it expands as it hardens. I would recommend wearing some rubber gloves as this stuff sticks to your skin and is tenacious when you try to get it off. Once it cures it has the look of a rolling sea bottom. I spray painted the foam a brown color and then covered the foam with a suitable model railroad ballast and "Elmer's" glue and then used Lichen to simulate coral formations. The foam comes in two varieties, window and door which is light yellow in color and gap filling which is a kind of cream color. I used a bit of both and they turned out similarly.

After the base was finished I ran the electrical wires down the brass rods and glued the bottom nose section, the control room and the flying sub bay to the hull and filled and sanded that seam.

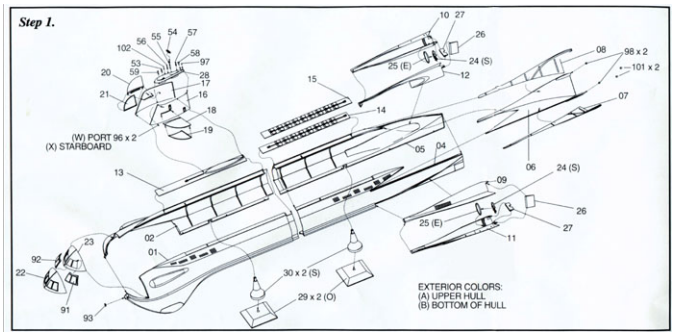
The entire submarine was painted two shades of gray acrylic: light Ghost Gray and Camouflage Gray (the darker color of Ghost Gray) going on the top of the hull. Once the paint was dry, the model was given a liberal coat of Future to seal it. I then proceeded to weather the model with a wash of oils. Once I was satisfied with the results I threaded the wires from the sub down the base mounting tubes and fitted the model onto the base press fitting the brass tubes together.

The switch control panel was constructed out of 1/8 inch thick Plexiglas. I made the labels on the computer, cut them out and glued them on with Future, then painted the back black. The holes were drilled out prior to the labeling and I installed the switches and wired them before I mounted the panel on the base box. I had to add several extensions to the wires as they would not reach the wiring blocks I had mounted on the interior of the box. A bracket was made out of some scrap Plexiglas that I heated and bent to hold a 6 volt lantern battery to power the electronics. The battery was held in place by plastic cable ties.

Once the battery was in place I proceeded to test and wire each component of the lighting to its corresponding switch and connect them to the wiring blocks. The wiring blocks make it easy to hook up each circuit without having to solder everything together. I used some Alligator clips to connect the battery to the power connections and to allow me to disconnect the power. I may in the future add a wall power supply to eliminate the battery which was used for the show display as I was not sure of being close to a power outlet.

While the model didn't win any awards, it seemed to garner a lot of interest from viewers, and I was quite pleased with the results. It will make a heck of a night light in the bedroom, if I can talk the wife into it.

Bill



My Girl Dana

Reaper 72mm White Metal Figure

(Kit # 01407, USD $13.99)

by

Eric Choy, IPMS #44323

It was love at first sight when I first saw Dana Murphy at Reaper Miniatures Asylum in Denton last year. Rarely does Reaper make any figure bigger than 28mm, so the "big scale" 72mm Dana caught my attention. What really won me over was her nicely sculpted face by Werner Klocke. Most female figures are too "manly" with masculine facial features. I liked Dana's feminine look, and Liliana Troy painted her gorgeously.

Blinded by my love for Dana, I didn't care to know her history or the game world she lives in. I was determined to give our relationship a go.

While enlisting help from Bob Bethea on figure painting, he got me hooked on Reaper's Master Series acrylic paints. I found the texture of this paint more "modeler friendly", and the slower drying gives you more working time. The Master Series paints are available on Reaper's website (**www.reapermini.com**) or locally at **Dragon's Lair Comic & Fantasy** (6111 Burnet Road, 454-2399). Try it, and you'll love it.

After cleaning the seam lines and flash, I sprayed a coat of Tamiya gray primer to prep her for the painting ahead. I decided to make her a blond with blue eyes. Her face and hair were painted with Reaper acrylics, and I used Testors ModelMaster British Crimson for her "body suit." The paddings, straps, and boots were painted with RLM66 Gray. I switched back to acrylic for all the shadows and highlights.

Not exactly contest level finish, I'm fairly satisfied with my first non-historical figure. Now I look forward to my next "adventure" with another female figure!

Eric

Farnborough International Airshow 2008

by G. R. Dennis Price

This year's Farnborough International was the 60th anniversary of the first show that was held in 1948. Since then there have been a lot of changes. Gone are the days (late 1950's) when the taxiways at nearby Blackbushe Airport were packed with show visitors, both military and civil. Also absent are the lines of military dignitaries at RAF Odiham (now sadly only a helicopter base). Now, the biz-jets and helicopters fly directly into Farnborough. I also have memories of four squadrons of BAC Lightning's with their large fin decorations at Farnborough in the mid-1960's.

Originally conceived as an all British show, then allowing foreign aircraft powered by British engines, today's Farnborough Airshow is a truly international event.

The 2008 show had one aircraft in common with the original 1948 show, and that was the Chrislea Super Ace (G-KVF). The continuing and increasing interest in UAVs is evident as some of the photos will document. Also of interest was the first "official" showing of the F-22A in the UK (the photo from RIAT being just a practice, with the public days cancelled) — and a very impressive performance it was.

Dennis

Northrop Grumman MQ-8B Fire Scout mock-up.This UAV is in its second year of low-rate initial production.

BAE Mantis UAV. Twin-engine mid- to high-altitude Intelligence, Surveillance, Target Acquisition, & Reconnaissance vehicle. Its first flight is planned for 2009.

BAE Talisman. Unmanned underwater vehicle. Carbon fiber composite hull with four vectorable thruster pods.

Avro Vulcan G-VLCN (ex XH558), recently restored to flying status, with about 5 tons less wiring than the original aircraft.

Airbus A310 MRRT, EC-HLA, used in the development of the refuelling boom for EADS tanker aircraft, including the KC-45A.

Slovak Air Force MiG-29 in fractal camouflage scheme.

Airbus A380-841, F-WWDD. This is the fourth 700+ passanger-capable airliner rolled out of Airbus' Toulouse assembly hall.

Sikorsky S-92A, N492SA.

Bell-Agusta BA.609 tilt rotor prototype, N609AG, demonstrated flying forward, backward, and hovering.

Vickers Vimy replica, NX71MY. Built in the US and flown across the Atlantic a few years ago, it graced the early evening cloudless sky.

Lockheed F-22A, with very impressive first public display in the UK during its single day appearance.

Chrislea Super Ace, G-AKVF, the veteran of the first Farnborough Airshow in 1948.

Amodel 1/72nd Tu-126 "Moss"

Kit # 72-017, $245 + Postage
Obtained from Linden Hill Imports
In-the-box Review
by
"Bondo Phil" Brandt, IPMS 14091

Background

In 1958 Soviet planners directed the development of a large turboprop radar picket aircraft, presumably along the proven lines of the intercontinental Tu-95 "Bear" family. It was realized early on in the design process that the Bear fuselage would not be able to meet aircrew and equipment volume requirements. The sleek Tu-114 airliner fuselage had significantly more internal volume, so it and its low-wing configuration became the basis for the newly named Tu-126. Powerplants, wing and tail design were essentially the same as in the Bear. The first airframes were completed in 1964, and the Moss system operated into the late Sixties when it was replaced by the all-jet Ilyushin A-50 "Mainstay."

General

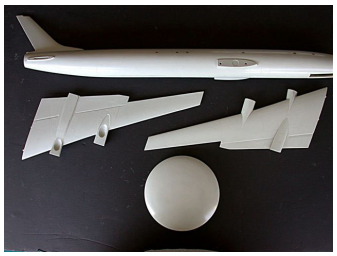
From out of the Ukraine comes another subject in Amodel's eclectic series of physically large 1/72nd Evil Empire aircraft kits (tabbed "Amonsters"), the huge turboprop AWACS, known to NATO as "Moss." Contrail did a 1/72nd Moss vacuform some twenty years ago, and until this latest Amodel release, the Difficult Kit Division of Bondo Industries was deeply enmeshed (five years worth!) in kitbashing the Contrail offering with engines and landing gear from the excellent Trumpeter injected Bear.

Recognizing the inexorable forward progress of the plastic model industry, Bondo employees have relegated said kitbash to the Bondo Industries Reclamation Facility and have started over with a clean workbench. As one might expect of such ambitious undertakings, Amodel kits come with a serious price, made even more so by the fall of the U.S. Dollar. Adequate discretionary income apparently still exists in the hobby, however, as evidenced by Linden Hill Imports honcho, Guy Holroyd, who tells me he sold all five of the Moss kits he carried to Virginia beach on the first day! It's my understanding that Amodel routinely sells out production runs of other of its similarly priced kits.

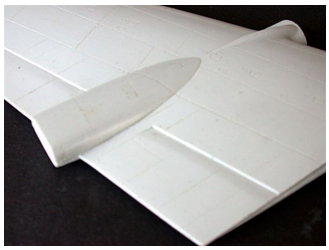
Alternatively, Anigrand in Hong Kong has recently released a very nice (but also not inexpensive!) all-resin 1/144th Moss for storage space-challenged modelers.

Molding

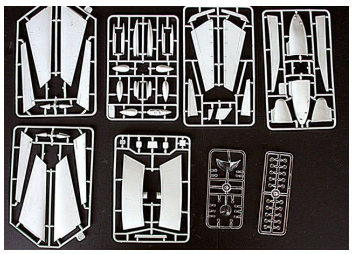
The traditional media for Amonster main components is the ol' reliable hand-laid epoxy glass over gelcoat, the parts done in halves and factory-joined with epoxy glue. Tough stuff; you could kill someone with the wings or fuselage!

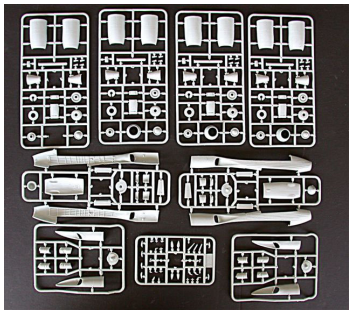


Additionally, the epoxy glass strength and relative lightness puts worries of drooping vac or resin fuselage or wings to rest forever. Engraving on the epoxy glass components has gradually improved over the many "monster releases" — note that this kit is 17th in the line — until it's now very restrained, perhaps even more petite than some leading injected kits. The factory joint along the fuselage will require some sanding to make it perfectly flush (this is a NMF finish, remember?) and that means the erased panel lines will have to be carefully rescribed with fine-toothed Hasegawa saws. Fortunately the Moss has many injected components that mount over the seams, so the rescribing task may be somewhat eased.



Some twenty-eight smaller sprues of soft plastic injected components are generally well done, with petite, even scribing. Allow lots of time for parts cleanup, though, because the horde of injected components come with typical limited production, industrial-sized spigots, not only where they join the sprues, but spread onto flat joining surfaces, too.





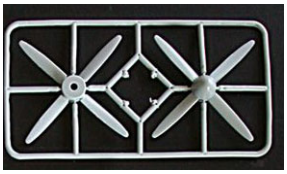
One thing I like about the Amodel releases is that the master modelers strive to produce every visible part, no matter how small. Yes, there's the cleanup problem, but the detail is available.

Fit

If Amodel kit history's any guide, fit of the injected parts will be so-so, certainly not Tamiyagawa, or even Italeri, but doable by all but the most ham-handed, who probably won't be venturing into the arcane world of limited run kits anyhow.

Engines

The four big Kusnetszov turboshafts are multi-piece assemblies with the cowlings done in halves, actual depth to the concentric ring intakes (1/2") and add-on oil cooler scoops.



Unlike Amodel's previous release of the Tu-95, each four-blade prop section is cast as one piece; much less assembly time. I do wish that the exhaust outlets had each been cast as one piece, not halves; again, much less assembly, cleanup, and sanding.

Landing Gear

The complexities of the main and nosegear assemblies have been realistically rendered by Amodel and comprised numerous spindly struts and small parts (as opposed to the many fewer parts in the Trumpeter Bear) that require cleanup. The maingear strut assemblies (there are no separate gear wells) locate between the interior-detailed halves of the big inner nacelle pods, a Tupolev design hallmark. The nosegear well is of built-up construction with structural detail in the "roof." The nosegear strut has been correctly lengthened, as required by the low-wing airframe. Wheels are well done with delicate holes in the outer halves.

Flight Deck

The flight deck and nose station are straightforward with separate consoles and control yokes. The instrument panel has sunken instrument bezels. Seats match up with pix of the real thing, but no belts or harness are included. The small windscreen and windows won't permit much viewing anyhow.

Wings and Control Surfaces

The epoxy glass wings have cast-in dowels which mount into pre-drilled holes in the fuselage. Unlike the Amodel Bear, flaps are integrally cast with the wings, but ailerons, horizontal fins, stabilizers and rudder are of injected, built-up construction.

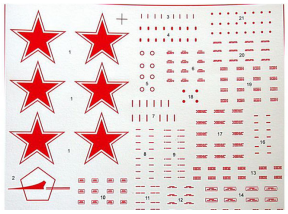
Clear Parts

Not as thin as good vacuform, but very clear (Mach 2 could learn a lot from these Ukrainians) with fine engraving. The modeler is directed to drill out the fuselage portholes, an action I don't understand. There's really nothing to see inside, so why not skip the drilling, paint each "hole" black and then glue in the clear cast windows? Because the fuselage comes in one piece, pouring clear resin into the window opening from behind is not possible.

Decals

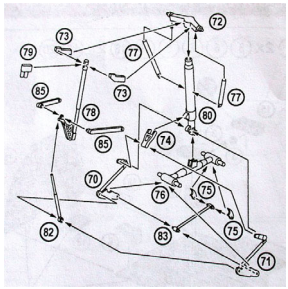
The decal sheet features Soviet stars and a wealth of red stencils, unfortunately all in that irritating flat-finish which doesn't jive

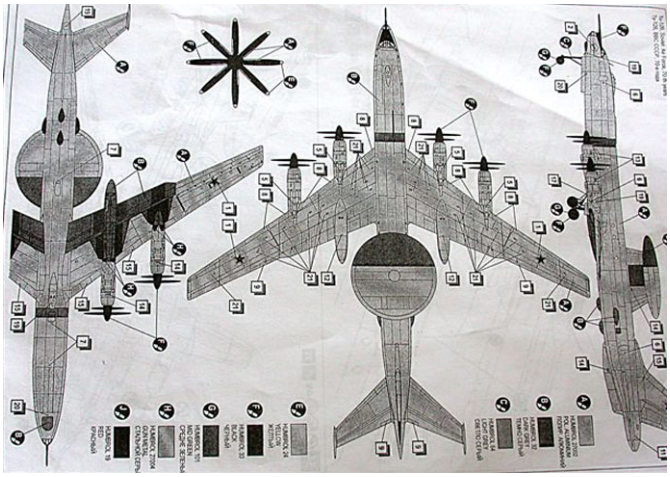
with shiny, NMF finishes. This curmudgeon's gonna try to pre-spray the sheet with Micro Superfilm. Maybe one of Linden Hill's vendors such as Begemot, will release an improved sheet... soon!



Instructions

The kit comes with a decent booklet done in no-text style. Exploded parts assembly are self-explanatory. Also included on the back of the assembly booklet is a b&w three-view which contains color, markings and stencil callouts. Although adequate, I would strongly recommend the modeler to obtain additional references, such as the excellent Aerofax book by Yefim Gordon.

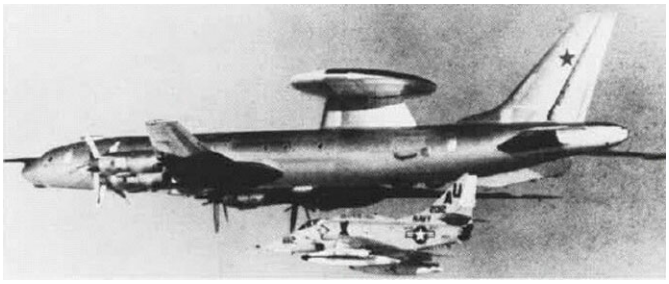




Conclusion

Another great subject for the Evil Empire niche of the hobby. Amodel's release, while not an inexpensive afternoon project, and with the comparative roughness of limited edition kits, is nevertheless a quantum step beyond vacuform multimedia kits of the past, and this modeler welcomes it.

"Bondo" Phil



A Douglas A-4E Skyhawk intercepting a Tu-126 over the Mediterranean Sea in 1973. (USN Naval Aviation News)

ASMS on the Tele, Finally!

Back in June this year, our local PBS station came to film us at our meeting, and I'm happy to report our footage made the final cut in the award-winning TV show DOWNTOWN. Here's the schedule of our "appearances:"

Nov 6th - Art in Public Places/Rainey Street/Crafting

Nov 20th - Austin's Independent Businesses/Your Health Is Your Health/Life's Journey

DOWNTOWN is on **KLRU-TV, Austin** every Thursday night at **8pm**. Additional information on the program can be found on the website **www.downtownaustin.com/tv/thisseason/**

Here are a couple of screenshots I received from the film production firm Action Figure. Be sure to spread the words of our stardom and have your VCR/DVR ready!

Editor

Six eyes are definitely better than four, according to Russ Holm (left) and "Bondo" Phil Brandt.

"We're artists, NOT geeks! Women adore us" said Keith Townsend. (Left to right: Karl Leidy, Greg Smith, Keith, Bob Bethea, and Daniel Brett)

Curses, Foiled Again!

by
Doug Girling, IPMS Seattle

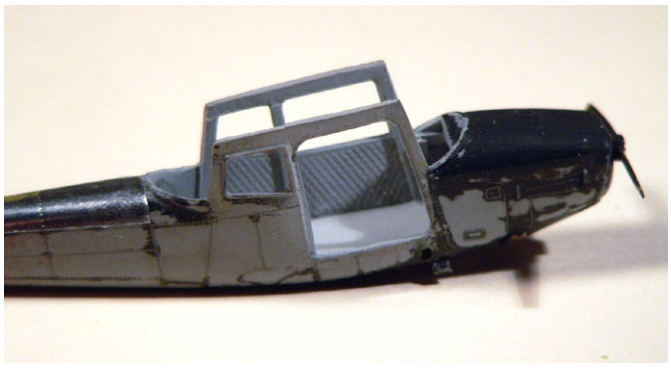
People seemed intrigued by some of the aluminum foil tricks I'd come up with, so this article goes into a bit more detail on what I've found works for me.

Embossing is simply pressing a 3D design or texture into a 2D sheet of material. The quilted insulation panels found in aircraft interiors are a really easy way to start with embossing. I use aluminum foil for the 2D sheet, and household foil is cheap and works well – the cheaper the better.

Insulation Panels

Many aircraft interiors have a quilted diamond insulation which is often lacking in models. Facing just such a need, I found I could emboss a suitable diamond pattern into aluminum foil. The diamond texture comes from a knurled rod — I used the handle of a ratchet wrench that was handy. Cut a panel of foil and place it shiny side up on a firm flat surface. Take the knurled handle and roll it over the foil, pressing down uniformly. The foil will be a bit curled as a result of the embossing, but you can pat it out with your fingers and any creases you create look just like the real thing. Cut the embossed foil to size with scissors or a rotary cutter — it will squash the pattern at the cut, but that's OK because the real quilted panel gets clamped in place in the real aircraft.

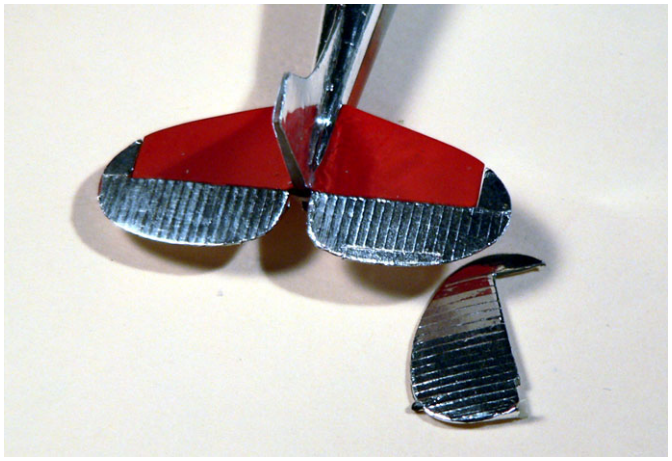
I've used Microscale's MicroFoil Adhesive to attach the foil to the model interior. Pay special attention to getting the adhesive all the way out to the edge. (By the way, I found that cutting the foil after applying the adhesive is rather like playing B'rear Rabbit.) The embossing is pretty delicate, so gently pat it into place. Use a thin tool like a toothpick or the edge of your scale ruler to push the edges of your foil panel against the interior (that's why it's important to get the glue all the way out to the edges – they do most of the work holding of the panel in place. Prime and paint the dull side.



Raised Rib Control Surfaces

I was unimpressed with the raised rib detail on the control surfaces of the 1/72th scale Airfix L-19, and after thinning them down, the ribs were completely gone. Now what? The humble bolt came to the rescue. Rolling it against the foil like we did above for the insulation creates the raised reinforcing ribs found on Cessna control surfaces. (Turn the foil over and you can get the depressed stiffening ribs found on Mr. Piper's planes.)

There is a little more technique involved here than with the insulation. Because the ribbing extends the whole length of the control surface, one can't cut it to size after embossing because that will collapse the ribs at the cut. Precutting the foil introduces a new constraint: the thread on the bolt is a spiral, so you have to orient the bolt at an angle so that the track from the threads is perpendicular to the cut edge. How do you get the right angle? Same way you get to Carnegie Hall...Of course, because the bolt is tracking diagonally across your foil, you tend to have a limit to the maximum rectangle you can emboss.



While the interior of a model is pretty protected, the control surfaces are most decidedly not. To keep the ribs from getting crushed, I glue the panels in place with epoxy, making sure that it fills the inside of the ribs. This gets messy as you use a toothpick to smooth/burnish the flat part of the panel between the ribs onto the control surface. You'll need slow epoxy and patience, but the results are very nice and you get a good natural metal finish.

When embossing, the surface you are using is important. You want it smooth, of course, but also texture-free or else your embossing will pick up the underlying texture. The hardness of the surface will also affect the resulting emboss — a hard surface will only emboss the high points of the bolt or knurled rod but tends to create very crisp embossing because the foil is only deformed locally. A softer surface (like a blotter pad) captures more of the depth of the tool, but creates a softer emboss because the backing deforms with the tool and presses

back against the foil between the high points. Experimentation is quick and inexpensive.

Stupid Foil Tricks

Real planes are skinned in aluminum, so why not skin your model in aluminum? Because they look like a toy covered in tinfoil! However, back in the day when bare metal finishes were done with silver paint or Rub-n-Buff™, foil seemed like a good idea. Even today, foil appliqué has the advantage over even Alclad™ because it has a "grain" which makes it more reflective in some orientations than others, just like the real thing.

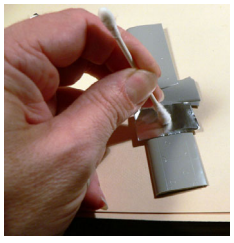
Microscale's cleverly named "MicroFoil Adhesive," looks like white glue, but is as sticky as flypaper when dry. The instructions are simple: "cut out foil pieces somewhat oversize, paint it to the back side of foil, let dry, then press onto the model and burnish with a toothpick or cotton swab." — this proves to be about as helpful as saying that one plays a clarinet by blowing in the end whilst wiggling your fingers. If you follow the instructions, you end up with something that is way too shiny and ends up with a curiously oily look.

The problem is that much of the scale effect comes from the grain of the foil and burnishing it presses that grain out. The cotton in the swab also makes its own faint scratches in the foil, so the swirls from burnishing leave their imprint in the foil. (Note, you can see this effect in some metal finishes that have been crudely polished in the field, so you can sometimes get away with documenting it and calling it a feature.) Again, what follows are tricks that have worked for me.

Generally use the dull side of the foil. The shiny side works best for polished aircraft or for those times when you're modeling a repair. Otherwise, the shiny side is too shiny and you get the foil-covered toy look.

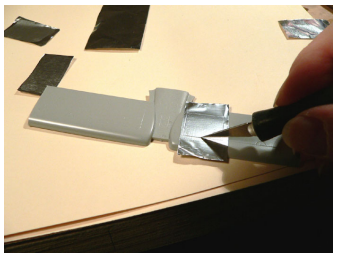
Paint the adhesive with a wide, flat brush and work hard to avoid heavy brush marks and bubbles. I suppose you could use an airbrush, but cleaning it would not be fun. Work in small pieces. Cut them a bit oversize, and then paint the adhesive on them. Leave a non-sticky corner or edge so that you can handle it.

You have one chance of placing the piece. If you handle it by opposite corners, the tension will cause it to curve slightly, giving you an easy initial point of contact. Once it is touching the model, use the cotton swab with a rolling motion to flatten it gently onto the model. Don't burnish yet; you just want it on the panel with no creases or bubbles.



Take another piece of foil without adhesive and place its dull-side against the foil you just placed, with the grain oriented the same way. Now you can use your cotton swab to burnish away. Start in the center and work your way out to the edges.

When done, remove the foil you burnished through. You should discard it after a few uses because it tends to work-harden. Recessed panel lines will come through nicely and look very sharp. You can use a toothpick to press the foil into the recessed lines.



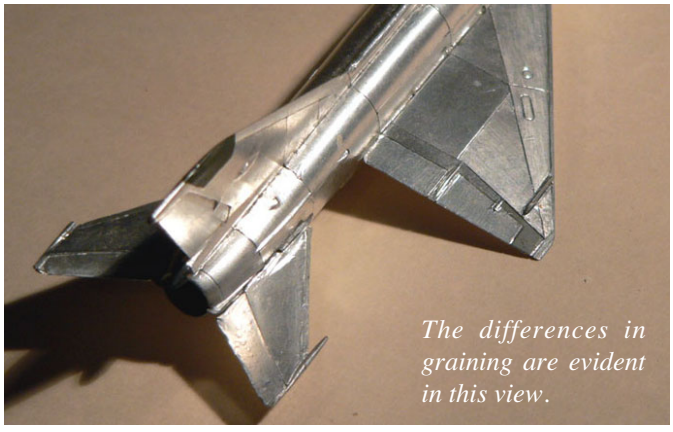
It's best to use a rounded scalpel or X-Acto blade in rolling motion rather than a dragging motion to trim the excess. If you are the masochistic type who is fond of fixing torn foil, you can of course use a fresh number 11 blade in the traditional manner. Use a cotton swab moistened with lighter fluid (naptha) to clean up the adhesive smudges. (If you use too much, you'll tend to debond the edges of your earlier work.)

There is one more trick with foil appliqué. If you boil the foil with some egg shells (I've also heard vinegar works), you can reduce the shininess. Depending on how long you process it, you can get a lovely heat-discolored effect too. An alternate way of getting great heat-discolored foil is to salvage the foil used to cover tomato based casseroles — the acid from the tomato does a great job. What I find makes this better than paint techniques is that the discoloration is non-uniform, making it look super realistic.

Conclusion

Does it work? Absolutely. Is it worth the bother? Unless you really want the grain effect, I'd recommend staying with Alclad™ or SNJ. The problem is that it is a slow and tedious process, roughly akin to building a real plane. Using MicroFoil Adhesive is very much like opening a jar of honey: everything within the room magically becomes sticky, and you'll be trailing little aluminum crumbs all over the house. On the other hand, the results can be very impressive.

Doug



The differences in graining are evident in this view.

Know Thy Fellow Member

Name
Bob Bethea.

Day job
Whatever I want to do. I'm retired!

I've been building models for...
48 years, except for my time in college. Too much drinking and too many girls...

Primary modeling interest
Ancient and Civil War figures, WWII armor.

Main reason why I build models
Other than a means to release stress, it's a "three-dimensional expression of my interest in history." (*Editor: nicely said, Bob!*)

Other than building models, I enjoy...
Reading, landscaping, and home improvement.

I was influenced/inspired to build models by...
When I first joined ASMS back in 1976, I was primarily a tank builder. Then one day a UT professor brought his figures to the meeting. They were nicely painted with shadows and highlights, something seldom done by anyone back in those days. I was most impressed, and since then I was hooked.

Later when my friend Dieter Mattingly started Lone Star Miniature Society in the early '80s, I watched and learned all his techniques and tricks. I guess you can say he was my figure painting mentor.

My favorite "master" modeler is
Shep Paine.

I consider myself...
A model builder. I also collect my friends' masterpieces by trading my finished works with theirs.

The size of my unbuilt collection
Between 501 and 1000.

My family's opinion of my hobby is...
Absolutely positive. If not, they can take a hike! Ha, ha, ha.

Best excuse for buying yet another model
Never need one. We all have self control, don't we?

Plan for my unbuild collection before I die
I'll let my closed friends cherry-pick the good stuff while the rest will be auctioned off for the benefit of my family.

First model I completed
Adams 1/40th tanks and trucks in 1960.

Longest time I took to finish a model
I have a 1/12th Celt figure still in progress since 1990.

Best model I built so far
My Japanese infantryman figure I scratchbuilt and the Cowboy bust I finished earlier this year. I truly believed the Cowboy is my finest work.

Worst model I ever encountered
All the Adams 1/40th tanks and trucks, of course! But honestly, that honor should go to the first figure I finished in 1977. It's a 90mm US Calvary Sergeant by Real Model. I still have it in my showcase. I use it as a point of reference to remind me how far I have come along after all these years.

Modeling project(s) I'm working on
A diorama with late war German figures around a Panther II.

Dumbest things I ever did when building models
Spilling paint on the carpet, airbrushing in a closed room, and applying superglue to everything!

Worst thing I did to my model to express my anger/frustration
None. I walk away and work on it some other time (or just stop working on it). It's not the model's fault that things don't work out. It's entirely my own.

To my fellow modelers...
1. If you're not having a good time, you're not doing it right.
2. Always help out your fellow modelers so they won't make the same mistake you made.
3. Use your resources in your club, and don't be shy when you need help.

For me, the best part of this hobby is being in the company of my peers doing weird things they don't find weird. When you stop worrying about being competitive and start enjoying your friendship with your fellow modelers, you'll find not only life-long friends but also a more positive outlook on your life. Man, I love you guys!

Bob's Japanese Infantryman figure and Cowboy Bust.

Old Rumors & New Kits

As I write my page, it's election day. The TV is on but it's still morning and the news is about people going to the polls. Tonight it will be a different story and tomorrow, I hope, the elections will be over for another four years.

Martha and I voted early, on the first Monday morning the special polls were open. It's so easy to cast a ballot today. When I first began to vote, I had to go to the court house to register and pay a two-dollar "poll tax." Since I had no "real property," I was not allowed to vote on bond issues or most propositions. Times have changed and all for the better in that respect.

Enough reminiscing. For us modelers, the big news this month the announcement that Rudy and Janis Cline plans to close King's Hobby Shop on Dec. 31st. That is a real shocker, and it's hard to imagine not having a first-class local hobby shop (LHS) just down the road. Let's hope a buyer for the business comes forward and that LHS doesn't become a memory like the old poll tax!

It has been a little slow for new releases but there are several good ones out there.

I picked up one of Eduard's latest Weekend Editions. This time it's the Airco DH-2 with markings for one aircraft; a machine from 32 Squadron, France, 1916. Eduard has an odd idea of marketing, but that doesn't bother me. The original kit had some PE and markings for several aircraft, and it was priced near $40. This Weekend Edition goes for about half that. If you want to dress this one up with some PE, that's your privilege. Continuing with the Weekend Edition theme, look for a couple of reissues—the La-7 and Albatros D.III—very soon.

Eduard also has a Royal set which features three complete kits of the F6F Hellcat. This time you get an abundance of PE and several pieces of resin and plenty of decal and marking options.

Eduard has also updated their Bf.110 series with a new D model. This kit features a lengthened fuselage and underwing fuel tanks. The "D" was the first long range Zerstroyer. Next month look for a brand new WWI release. This time it's the Fokker E.II/E.III Eindecker! This is a brand new tool and should feature quite a bit of Eduard's special colored PE. And for the final WWI kit, look for a reissue of the Roland C.II at about the same time.

And finally, Eduard has teamed up with MPM to issue their version of the Spitfire Mk. Vc. This kit will feature a different wing, late style exhausts, Eduard's colored PE, and will be a limited edition. All these Eduard kits mentioned are in 1/48th.

Hasegawa will have a limited edition of a 1/32nd P-40K which should be out in November. I wonder which other versions they can wring out of the basic P-40E kit. I hope they do an "N."

Classic Airframes has announced a very ambitious lineup of new kits. First and foremost is the F2H Banshee. This has got to be one of the most requested kits, and it appears that Uncle Jules has heard the plea. I've no idea when the kit will be released, but I hope for the first quarter of next year.

Also shown in the lineup of new kits is the Fokker D.XXI, Spitfire Mk. Vc (another C wing!) in USAF markings, the twin-engine Fiat Br.20 in Japanese markings, Fokker G-1 (a twin-boom, twin-engine fighter), the TA-4J in trainer markings (already out), two versions of the Heinkel He.51, and the AEW version of the Fairey Gannet, a very pregnant looking airplane.

The Hobby Boss German Land-Wasser-Schlepper is finally out, but I've not heard any reports from armor guys who are building it. It's a big model that looks something like a small tug-boat with tracks. If you are interested, True Details has a resin replacement for the gunwale bumper as well as a three figure "crew" for the vehicle.

Hobby Boss recently introduced a new-tool kit of the MiG 17 Fresco C in 1/48th. This has proven to be a popular kit and a much improved option over the old Hobby Craft kit or the Smer/Airfix version.

The Dragon M-16 Multiple Gun Motor Carriage in 1/35th is still new. This is an impressive looking WWII half-rack mounting quad 50 cal. guns. There are lots of details and PE accessories and decals for six vehicles.

Tamiya has reissued the 1/35th Ty. 1 Japanese Self Propelled Gun and crew. The kit contains a detailed Type 90 field gun and crew figures made by Fine Molds. Tamiya also has a new kit of the Japanese Army Light Tank Type 95 which also comes with four figures.

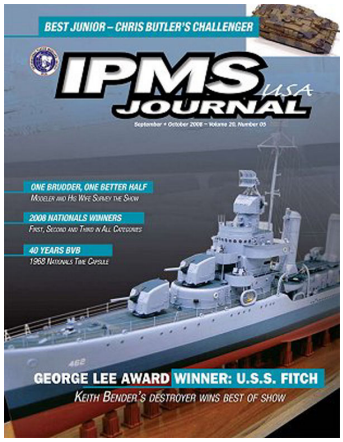
For fans of 1/48th armor—and I'm one—Tamiya's next kit is supposed to be a Marder. No word on release date.

It has been a pretty good time for Sci-Fi builders. There are two Star Wars snap-together kits out; the Tie Fighter and the Imperial Shuttle. For more serious modelers, check out the Fine Molds kit of the X-Wing in 1/48th. This is a very nice and much detailed kit. Not cheap but if you are a serious collector...

For car modelers, especially competition cars, Fujimi does some of the best. They have a very nice kit of the Porsche 917K, the 1970 Le Mans winner, and a GTR Nissan. For those of us who wish secretly for a Ferrari, there are two—the 250GT and the 288. Love that RED paint!

That hits the high spots. Hope you all tuned in to KLRU at 8pm on Thursday to see the club "in action!" And I certainly hope you all took advantage of your right to vote for the candidates and cause of your choice. Elections are over. Now go build something!

MB



In the latest issue of...

IPMS Journal

Sept/Oct 2008
Volume 20, Issue 5

• **2008 Nationals** — Sketchy Commentary about a Textbook Show, by Dick Enger with Bill Engar;

• **Nationals Winners** — Juniors, Aircraft, Military Vehicles, Figures, Ships, Automotive, Space and & Sci-Fi, Dioramas, Miscellaneous, and Special Awards;

• **40 Years Ago** — The 1968 IPMS/USA National Convention, by Ralph R. Forehand;

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North Canton, OH 44720-0475

Next Meeting:
November 12, 2008
at
Austin History Center
(810 Guadalupe Street)

"Me? Gluing my fingers to the model? Never!" Milton will be one of the stars on the television program "DOWNTOWN" scheduled to be aired on Nov 6th and 20th on KLRU-TV, Austin.

Austin Scale Modelers Society
Eric Choy
13213 Marrero Drive
Austin, TX 78729