



2010 IPMS Region VI Chapter of the Year
 2009 IPMS/USA Newsletter of the Year
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Newsletter of the Austin Scale Modelers Society

September 2010

SPRUE EXAMINER



My First All Resin Kit AniGrand's 1/72nd Douglas D-558-1 Skystreak by Milton Bell, IPMS 16702

While I was at the recent IPMS/USA National Convention in Phoenix, I spent some time at the AniGrand booth, admiring the built-up models and visiting with Chris Mikesh. There were models of almost every kit ever produced by the company and some were really nice. Eye candy!

I know that of late I've restricted myself to some of the better known aircraft of the 1940s but I like those more exotic marks that aren't often kitted, at least not many that fit my budget. So, I was happy to see that Mikesh had a nice looking kit of the Douglas Skystreak. It looked like a "simple" build so I bought it.

Just as I dropped it into my bag, Mikesh informed me that "my" Skystreak was the last one he had and AniGrand would not be making any more. I guess you could say it was an instant "collectible" but I'm not a collector. Well, not really. So, when I got home with my treasures,

I decided to give resin a try so out came the Skystreak.

A Brief History

I've always liked the little Douglas experimental job. It was the only bright red experimental aircraft that I remember as a boy. It was featured on several magazine covers at the time and inside was a story about how it had just set a new speed record. Of course, this was after the Bell X-1 had exceeded the speed of sound and now several companies were competing for contracts. And of course the Navy was just as interested as the Air force. The D-558-1 was a navy project

All the early "X-Planes" were carried aloft by B-29s and dropped before igniting their rocket engines. Great idea to see what happened when the AC encountered Mach 1. Not practical for future fighters that would have to take off under their own power and return the same way.

That was the idea behind the Skystreak; build a small airframe, give it a powerful, at the time, TG-180/J35 turbojet engine, carry one man and 500 pounds of equipment, and go as fast as

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Upcoming Events**Model Shows**

IPMS/Emerald City Modelers, OzCon 2010, Wichita, KS	September 18
IPMS/Houma-Thibodaux Scale Modelers, AutumnCon 2010, Houma, LA	September 18
IPMS/CASM, Sprou-Doo Contest & Swap Meet, North Little Rock, AR	October 2
ASMS/Austin Scale Model Show, Austin, TX	October 9
IPMS/Acadiana Plastic Modelers, GatorCon 2010, Lafayette, LA	November 6
IPMS/MCMA, NNL #6, Irving, TX	November 6
IPMS/El Paso, Bassett Place Show #2, El Paso, TX	November 14

Local Club Meetings

Austin Armor Builders Society, Austin Public Library Yarborough Branch	October 6
Central Texas Scale Modelers Society, Harker Heights Activities Center	September 16
Lone Star Military Miniature Society, San Marcos Public Library	October 16

Other Events

Air Assault Vietnam, Texas Military Force Museum, Austin, TX	September 18-19
Georgetown Airfest, Georgetown, TX	September 25
Wings Over Houston, Ellington Airport, Houston, TX	October 23-24
Alliance Air Show, Forth Worth, TX	October 30-31
AirFest 2010, Lackland AFB, San Antonio, TX	November 6-7

Support Our Troops!

The **Iraq Model Network** is an initiative for providing model kits, supplies and reference materials to our servicemen and women serving in the combat zones of Iraq. Any individual, chapter, or industry supporter who wishes to make a donation, please visit the IPMS/USA website (www.ipmsusas.org) and click on the Support The Troops page link.

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Austin Scale Modelers Society (ASMS) is chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the third Thursday of each month except for December. Annual dues for full membership are \$20 (individual) or \$25 (family).

The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

Mike's Montage...

Well you probably couldn't tell by the weather, but fall is just around the corner. When fall is near, it is a signal that it is time for our annual ASMS Show. Most of you had all summer to work on new models or finish up started kits that were just nagging at you to complete.

This year our show is at a new venue and could be the precursor to a regional show that we have been striving to make happen for our club. Our club has so many gifted and talented builders that it could happen. For it to really take place and be our goal this year, we as a club need to step up and volunteer to help in every facet at this year's show.

There are members who are very knowledgeable and have a gift of gab and we need that this year. Those of you know who I am talking about; it would be great to channel that into a short presentation at this year's show.

There has been a small nucleus of members that has been planning and coordinating this year's show but they cannot do all by them selves. So to make this one of the best shows this year, please sign up at the meeting or call Eric, he will be extremely happy that you volunteered.

Let's make it happen. Thank you all for your support.

See you all at the meeting. 

Mike



2010 Monthly Meeting Program Schedule



September
October
November*

Mike Broussard
Karl Leidy
Angie Forster

* denotes Quarterly Contest Nights

If your name is on the list and you know your program topic already, please notify your editor (**Eric Choy**) or webmaster (**Mike Gilsbach**) so it can be published in this newsletter and on our website. 

Editor

SUPERCON 2010

Held on September 11th, IPMS Fort Worth's SUPERCON 2010 was sparsely attended. I was there to deliver flyers and talk to the vendors. Russ Holm rode with me to keep me awake. Aside from "Bondo" Phil Brandt, John Seaman & Son were the only other members at the scene.

The number of contest entries was less than usual. No doubt the registration table closing at 11AM (why?) was one of the main factors. Even some of the popular categories (e.g. 1/72nd Armor) received not a single entry! "Bondo"



Phil had the honor of representing ASMS as the only participant, and he took home first and second in 1/72nd Multi-crew Aircraft (Tu-160 Blackjet and AC-123K) and a third in 1/32nd Modern Aircraft (Su-30MK).



Most appropriate subject on the day of the show: a 200mm 9-11 Fireman.

(continued on page 7)

(My First All Resin Kit continued)

possible! The airplane was known as the "Crimson Test Tube," "Flying Stove Pipe," "Supersonic Test Tube" and others. In August 1947, Marion Carl set a speed record of 650.6mph (Mach 0.828) in the Skystreak.

The Kit

So, how is the kit? As I noted earlier, it's a simple kit, comprising two fuselage halves, a tail pipe, two wings, two horizontal stabilizers, a vertical stab, a seat, instrument panel, splitter, and the usual landing gear parts and two vacuum-formed canopies.

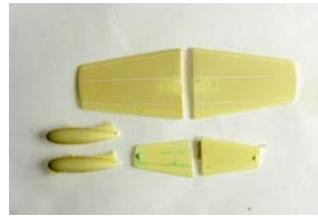


Markings for three aircraft are included; two in the overall red scheme and one in white with red control surfaces and the NACA shield for the vertical stab. My photos show the landing gear in all red with aluminum wheels and black tires.

The fuselage is pretty hefty so it's obvious that a fair amount of weight will be required to keep the nose down. The splitter plate goes to the intake so that is out. Fortunately, there are places to add weight. In fact, I could have stuffed the cockpit with lead shot and it would never be seen! But of course, I didn't know that at the time so I have a seat, belts, instrument panel and painted "consoles" that will never be seen. Still, my lead shot just behind the cockpit is enough to keep it from being a tail sitter.



I tried up all the mating surfaces and discovered that there was some warpage in the nose. I taped the two halves together, gave them a bath in very hot water and when the resin had softened a bit, clamped the whole lot together. It actually worked! When it was cool and dry, I glued them together with 5-minute Epoxy, added by three small clamps.



The wings were thin but had only a few bubbles that I filled with CA. Worst of all, the locating holes for the LG were so deep that they came through the wing so I filled the holes top and bottom, then sanded the top smooth. The correct dihedral was molded in so when attachment time came, there was no problem.

The horizontal stabilizers had some very out of scale mass balances added top and bottom. I removed them. Ditto for the rudder. Later I replaced them with styrene pieces made with the help of my Waldron Punch.

One stabilizer had a broken edge that I had to rebuild with CA. Same was true with the bottom edge of the rudder. Luckily this was not a problem and neither repair shows under the final finish.



The kit offers two canopies—one early with simple glazing and one with a basically painted canopy with small windows. I went with the late version.

Small parts are always a headache but small parts from a worn out mold are more of a PITA! Many of the small gear door covers looked like they were growing stalactites. Fortunately, I didn't break any resin but I had to be careful to remove the parts that weren't "parts."

Instructions are about as basic as you can get. There is an exploded view of the model and that's all.

I added very short pins of brass wire to the wings just to ease alignment and help maintain dihedral. I used 5-Minute Epoxy for the wings as well as the fuselage. All other parts were attached with CA.

After assembling and sanding down the basic airframe, I gave it a couple of coats of Tamiya White Primer. Then, after rubbing this down with some 900 grit wet/dry, I was ready for some color. Again I went with Tamiya's bright red. This was really bright over that white prime. I ended up giving it multiple coats as I corrected bubbles, etc.



My original masking plan for the canopy did not work out so I had to scrub off the offending paint and masking with a Q-Tip and alcohol. Then I used Bare Metal Foil, my old standby, to mask the windows and repainted the canopy. I really like that Tamiya rattle can red! It's bright, glossy, and dries pretty quickly. No need for gloss coating but I added some as a final coat to seal the decals.



Summation

Is it accurate? After all, it's supposed to be a scale model. To tell the truth, I didn't put a scale to the model but I can tell you that there are some mistakes. For one, the vertical stab and rudder has a shape problem. It would have been possible to make a new part but I was determined to use just the kit components. The problem will not bother most viewers since the type is not that well known.

While the fin and rudder can be corrected, the wheel wells present another problem. Basically, the kit had the wheel wells too far apart. In reality, they almost touch at the centerline while on the model they are almost a foot and a half apart. The kit offers optional wing tip tanks, but there is no mention of pitot tubes/probes for the wing tips. Hey, I can do that (I think!).

This was a fun build, even with all the sanding and clean-up I had to do. I would certainly do another but I think I'll wait a little while. Don't want to wear out my enthusiasm. Besides, I've got a lot of styrene stashed away. But at least I can say I've built a resin kit.

If you are interested in the Skystreak, I can recommend the Ginter publication Naval Fighters Number Fifty-Six, Douglas D-558-1 Skystreak, by Scott Libis. 

Milton



High Gloss Finish

by Michael Poole

I love building cars, so a gloss finish is an important part of every build. In fact, I've spent years trying a multitude of products and painting techniques to achieve a consistently smooth and high gloss finish.

In brief, here is how I do it. After fixing any surface flaws, I spray three different layers: primer, color, clear. Then I color, sand, and final polish the clear coat. It's a lot of work, but it gets consistent results, and that's what counts when it comes to gloss paint. Here is a photo of some of the products I'll mention:



Surface Preparation

Surface prep is important for a good finish. With glossy finishes, it's critical because every tiny flaw gets accentuated when the gloss goes on. A trick I use in finding flaws is to examine the surface under a halogen desk lamp at very shallow angles. The shadows will reveal the tiniest flaws even on white plastic. For high areas I scrap off with a dull #11 blade. If I find a small sink or gap that needs filling, I use thin CA. It levels nicely, and it can be sanded at the same rate as the plastic. Really big flaws on older kits may need 2K epoxy putty like **Milliput-Superfine White**.

For final prep I want a surface that is flat and smooth but not shiny. I do a final wet sand with 600 Wet or Dry to give the primer something to bite. Try practicing on a soda can to get the process down before risking an expensive kit. In



the photo I've sanded off the paint layer of the can, revealing many flaws in the surface. If they were on a car body, they would need to be filled.

Primer

The purpose of the primer is to hide colored plastic and give the color coat a base so it doesn't pull away from sharp corners. I use **Tamiya Fine Surface Primer** shot from the can because it's extremely smooth and goes on very thin. It's also white so it won't alter the tone of the color coat. I spray a light coat initially, then follow up a minute or two later with a heavier coat. If you got any dust specs while drying, you can sand those down with a 1000 grit sandpaper, but do it very lightly so you don't cut through to the plastic.

Color Coat

If this is your first gloss finish, I recommend **Tamiya's Synthetic Lacquer TS Colors** in 100ml spray cans. They come in nice colors, and they dry fast. They also have a raised surface at the nozzle so you can spray them into a soda straw to decant them into the spray cup of your favorite airbrush without making a mess.

Spraying directly from the can is okay, but it wastes a lot of paint. Plus you don't get any fine control, and it increases the potential for bubbles in the paint. Spraying with an airbrush is a lot easier, so if you have one, use it. I use a Paasche VL double action to lay down light coats to build the color gradually. You don't want a wet surface. Just enough for an even coverage is sufficed. Lighter TS colors are translucent, so they will continue to darken with every coat. I stop adding coats when I get a nice depth of color in the same shade all over the body.

I also hold the other body panels up to the main body to make sure everything matches in tone with no starved spots. That halogen desk lamp trick comes in handy for color matching too. Remember, it's not critical to get a shiny surface with the color coat! That is the job of the clear layer, so avoid the urge to spray a thick wet color coat onto your model. It often results in runs, puddles, and dreaded bubbles. Keep an eye out for dust particles between coats. You can remove them with 1000 grit sandpaper before adding another coat.

Clear Coat

After the color coat has had three or four days to dry, I apply decals. Once done, I'm ready for clear coating. Clear finishes come in three basic flavors: Lacquer, water based Acrylic and 2K Urethane. If you have decals, it is best to avoid Lacquer because it can melt them. The 2K Urethanes are durable, and it won't harm decals. They cure to a hard shell that is easy to polish but require special handling and cost a lot more.

For a first clear coat, I recommend **Tamiya TS-13 Clear Lacquer** from the can or through an airbrush if there are no decals. Otherwise, **Tamiya X-22 Clear Acrylic** sprayed through an airbrush is equally good. Lay down a mist coat concentrating on even coverage. Now start laying it down a bit heavier with

each coat leaving a few minutes drying time in between. Avoid runs and puddles but don't worry too much about the thickness. Much of the material will evaporate. The idea is to build up a layer high enough to give some polishing thickness. Set it aside to dry for three or four days.

Polish

We've come to the final step, and it's where all our hard work will pay off. I recommend two excellent products for polishing. First is **Detail Master DM9000 Polishing Abrasive**. It is also called "Micro-Mesh" Abrasive. Each pack consists of 6 squares of fine emery cloth in 3200, 3600, 4000, 8000, and 12000 grits. This is the secret to those mirror smooth show finishes. I cut the squares into 16 equal rectangles so I can get 16 models per package. You use it just like you would any other wet sanding media. Go slow, especially with the coarser grits, and don't loiter on sharp or raised edges.

Once you've gotten your sanding done, it's time for the final cream polish. For this I recommend **Tamiya Polishing Compound-Fine**. It comes in a small tube and has the consistency of toothpaste. Put a small dab onto a cotton ball or soft cotton rag and gently rub in a circular motion. As if by magic the finish just jumps off the car with an almost unimaginable luster. Now do the whole car that way and you are done.

In the photo below the left side is untouched TS-13 Clear. The right side was polished using Micro-Mesh cloths and cream polish. The left side is shiny, but there are bumps if you look close. The right side is ultra smooth. Also notice the dent in the left hand side of the can. I should have filled that one.



Summary

I hope you found this article interesting. The outline above can be simplified by eliminating the polishing stage for a first attempt. Once you've become familiar with the products mentioned, you might also try automotive grade base colors and 2K Urethanes. Several companies now mix custom colors in the tiny amounts we model builders required. ✂

Mike

(SUPERCON 2010 continued)



Nicely done 1/24th Porsche 956.



1/35th Rolls Royce armored car in Middle East camo pattern.



1/48th Yokosuka K5Y1 Type 93 Trainer "Willow." We think it is the old Otaki kit, and it looks like the work of master modeler Bill Cronk.



Anyone brave enough to tackle Collect-Aire kits deserves to be a winner! This is a 1/48th Vought XF-8U-3 Crusader III.



We thought this scratchbuilt (with help from Monogram) 1/72nd Convair XC-99 is a "Bondo" job, but it isn't. It is still very impressive.



Steve McNaughton of the Killeen club (Central Texas Scale Modelers) finally finished his 1/32nd Airfix AV-8A Harrier. It sure is a beauty.



Old Rumors & New Kits

Greetings and wishes for some cooler temperatures for central Texas. We are moving ever closer to show time so be sure and volunteer for the job you want or you may be called upon to do one you dislike! Don't worry, none are dangerous or even particularly painful.

I hope we had a good showing at the Fort Worth/Arlington show. I know our editor and a few others made the trip, but I've not heard any trophy reports.

Pickings for new kits had been a bit slim of late. King's Hobby Shop had no new aircraft in their weekly newsletter last week and the same was true a week or two earlier. Armor guys often have dry spells but aircraft builders can usually expect something new almost every week.

There have been some new publications and one of the best, at least for me, was *The Battle of Britain, Part II*, a Top Colors booklet from Kagero. There are some excellent profiles of the major aircraft of the era plus three decal sheets for most of the profiles. Quality and printing of the decals is excellent as is the book. This is the first time I've seen a big sheet of RAF codes in 1/72nd through 1/32nd scale.

While there may not be a lot of new models in the LHS, there are many scheduled to be released during this last quarter.

First of all, Hasegawa's new 1/32nd Me.109F is out and should be very soon available locally. For the most part, the early reviewers are enthusiastic about the kit and wonder why it took so long to get a state of the art product on the shelves. Not being a great fan of things *Luftwaffe*, I can only say it looks like a Frederick and would probably suit me just fine. On the other hand, some reviewers are lamenting the "fact" that the nose appears to be 3mm too short. As always, if you think it needs fixin', jump right in.

Revell of Germany has some good photos of test shots on their page and I have to say they look pretty good. First off is the B-17G. From early accounts, this will be the best 1/72nd G model kit ever produced. The test plastic looks good and there are several options already apparent. Revell has offered a clear section that lets you look into the bombardier's "office" from the right side of the nose and see the cheek gun mount as well. The waist guns are staggered, the engines appear to be well done and there is a lot of detail for the general interior as well as the surface. At this point I must remember that this is just a test shot so when I say the engine nacelles look undersize or the shape of the fuselage looks "off," it is probably the photograph. Test shot is subject to change.

Still, I really want to see the finished kit. If it follows the trend of the earlier Lancasters, it will be affordable and well worth the wait.

Also from Revell Germany is a real surprise. They are showing a test shot of a totally new 1/32nd Arado Ar.196A-3 floatplane. This little ship-board airplane features wings that will fold back if you so desire. I can see a lot of possibilities for after market materials for a kit like the Ar.196.

They also featured a piece of modern armor and it looks pretty good as well. That would be the SPz Marder IA5 in 1/35th scale. They also show a MAN LKw 7t MilGL truck, also in 1/35th. No date of release on any of these kits was available.

Also planned by Revell Germany are two *Kriegsmarine* ships, the *Tirpitz* and the *Bismarck*. I believe both are 1/700th.

There are several new kits for car modelers including a very spiffy Ferrari California.

From "our" Revell, there is a good looking test shot of the Eurofighter. This is the two-seater version of the new typhoon. For something older, they are bringing back the Monogram F-5F as a two-seat Top Gun Agressor. I suspect we will see the F-5E as well. This was a nice little kit and the only game in town for years. It's still a good buy even with the raised detail.

Airfix has announced that it will begin publication of their Airfix Model World magazine. No word on when it will start but look for it at your LHS.

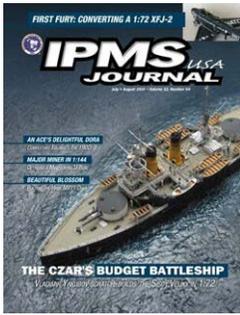
Trumpeter is still busy cranking out kits and has a couple that should be available soon if not now. First is a German E-50 *Flakpanzer* which is shown to be a "Late WWII projected design." In other words, wishful thinking or too late to be of any help. From the description, it should have lots of surface detail and some for the interior. The paint guide for one conjectural vehicle is included.

The second is a Russian *Voroshilovets* Heavy Artillery Tractor. For all the world, this one looks like a heavy truck body and bed mounted on a tank suspension. And that's what it was; a truck mated with a T-24 medium tank suspension.

Trumpeter has its own version of the Me.109F-4 so I assume we will be seeing some comparisons of the two. So far, I've not heard much about Trumpy's kit but it's priced reasonably and from the description offers quite a bit of detail options.

And now for something completely different. The Georgetown Air Show is set for the September 25th and we have a chance to participate. King's will be set up and we can join them with some modeling demos and a chance to talk to the crowd about our favorite hobby. We might even find some new members.

That's about all for this month. I hope you all sign up for our show. It will take the efforts of many modelers to make it work. And don't forget to build something! 



In the latest issue of...

IPMS Journal

July/August 2010

Volume 22, Issue 4

• **Fallen Blossom** — Tricking out the old 1/48th Hawk MXY Ohka, by Mike Hanson;

• **Sabre at Sea** — Converting a 1/72nd F-86E into the prototype FJ-2 Fury, by Bill Dye;

• **Bargain-Basement Battlewagon** — Scratchbuilding Russia's Sisyov Veliky in 1/700th, by Vladimir Yakubov;

• **Delightful Dora** — Making an ace's plane from Eduard's 1/48th High Altitude Butcher Bird, by Pablo Bauleo;

• **Monumental Minenleger** — Using Griffon Model's giant photoetched set on a 1/144th Type VIID U-boat, by Scott A. Bregi;

And much, much more!

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Next Meeting:
September 16th, 2010
at
Austin Yarborough Library
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Eric Choy
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