



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

August 2001

SPRUE CONFESSIONS



Oshkosh 2001

by Philip Wright

Here are some photos I took on the way to and while at the annual fly-in called Oshkosh. I have been twice before but this year I flew by myself in my newly acquired airplane, "Short Snorter" a Cessna 150.

With all the apprehension of an Allied pilot crossing the channel for the first time—well close enough!—I left Austin and flew for two days until I arrived over Rippon and led the way for about twenty aircraft down the railroad tracks into Oshkosh, landing on runway 09 on the green dot. They have three planes landing at a time when it is really busy and I was relieved to finally pull off in the grass and shut my plane down.

After tying down my Cessna, I inflated my air mattress and watched the rest of the 15,000 aircraft arrive over the next two days. When fully refreshed, I finally went into the mass of humanity that comes with all those aircraft and spent two days enjoying the huge variety of aircraft that make up such an event. Every conceivable type of aircraft is there and it's almost impossible to see them all so please enjoy what I was able to photograph with my SONY digital camera.

The Boeing 307 Stratoliner, above, has the historic significance of being both the world's first four-engine airliner in scheduled domestic service and the first to be fully pressurized, enabling it to cruise at 14,000 feet, an altitude described at the time as "above the weather." A straightforward conversion of the B-17, the 307 was priced at \$315,000 when it was ordered in 1937.

The Clipper Flying Cloud, one of only ten built and the sole remaining 307, was delivered to Pan American World Airways in 1940 and designated Pan American 903. It was flown in Caribbean service for two years, when a one-way ticket aboard the luxuriously outfitted airplane cost \$1,000 in 1940 dollars (\$12,000 now). With the onset of WW2, PA903 was put to work for the Army Air Transport Command, flying South American routes from 1942 until 1946, when it began to fly the daily round trip between Bermuda and New York.

The Smithsonian Institution acquired the aircraft in 1972 and the Boeing Company offered to restore the Clipper Flying Cloud to its original and flight worthy condition in the early 1990s, a rebuilding effort that took place in the same Seattle building where it was first built. The 903 will be in an exhibit in the Steven F. Udvar-Hazy Center of the National Air & Space museum at Dulles International Airport outside of Washington D.C. in 2003.

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Bruce Burden**Dave Edgerly****Marc Hobbs****Model Show Schedule**

IPMS/Austin, Austin Scale Model Show, Austin, Texas	August 25, 2001
IPMS/Baton Rouge, Modelfest 16, Baton Rouge, Louisiana	Sept. 22, 2001
IPMS/Greater Abilene Scale Modelers, GASCON II, Abilene, Texas	Oct. 13, 2001

From the Editor...

I decided to lead off this issue with an "off topic" photo; Phil Wright's nice shot of the old Boeing Stratoliner. Since there is now a kit—quality unknown—of the old bird, the photo might inspire someone to build it and even replicate that super shine finish. There are more photos from Oskosh inside the newsletter.

This is also the final meeting before our annual Austin Scale Model Show. If you haven't volunteered for a spot, please do so. It's a good idea to be at the meeting Thursday so you can get the latest updates from Bruce and Tim.

I hope you all have finished your latest creation. No? Well, you won't be alone. Staying up late the night before seems to be typical of modelers. Seriously, I hope you all bring lots of entries and help fill the tables. It's important for the local club to lead the way at shows and remember that it is a show as much as it is a contest. Building models and showing off your handiwork is just as important as winning a trophy in the contest. People who attend the show will remember having a good time if there are lots of models to look at so let's not disappoint them.

This month's program is by Terry Lowman and Carl Liedy. They will talk about building groundwork for dioramas and scenic bases. As usual, we will meet at the Luby's Cafeteria on North Loop just west of Burnet Road. Meeting time is 7 p.m. See you then!

Now go finish that entry for the show!

Milton

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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 third Thursday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Confessions* is \$15 yearly. For more information on meeting times and location, call Milton Bell at (512) 454-2395. The views expressed in this newsletter are those of the authors. The Austin Scale Modelers Society does not endorse the contents of any article.

July Minutes

Old Business

Masahiko Nakasone had been heard from and he is doing well back home in Japan.

The state of Accurate Miniatures was discussed. At the time they were still in the process of closing down.

Contest Report

Bruce reminded us about the sign up sheet for the contest job requirements.

The wood for the trophy bases has been purchased for a total of \$160. One more piece of wood was required for a special base but its cost should be small. Action Printer was chosen as the screen printer. They will be doing the work for \$1300. This includes three colors for the award plaques. It also allows for category splits if they occur. The Plexiglas will cost \$900-\$1000. The etching/engraving of the bases has yet to be done.

A payment of \$2500 was due to the Crockett Center by July 25th. There was some talk that the Crockett Center would be remodeling but hopefully would not interfere with our show. We will also be able to do our set up Friday evening. The work on US 290 and IH-35 should not cause any problems with traffic.

The question of an available phone line for the Web Cam was brought up and Tim and Bruce said that they would check into the costs. Ken LaRonde reported that table rentals were going very slowly with only 30 tables sold so far. The club usually has a total of 100 tables at the show. But he also stated that some of the larger vendors had yet to reserve tables and could show up toward the end of the month. For publicity for the show it was suggested that News Eight Austin, Channel 8, be contacted to do a story that morning that hopefully could run the rest of the day as a news story. It was also suggested that the Austin Convention and Visitors Bureau be contacted for their help. Phil Brandt suggested that the Austin American Statesman be contacted to place an announcement of the show in the XInt section of Thursday's paper.

Treasure Report

Dave Orloff reported that we had \$3,929.15 in checking and \$366.71 in savings. He also had checks totaling \$275 from table rentals that had yet to be added into the accounts.

New Business

Terry reminded us about the Austin Armor Builder's Society/Armor Modeling & Preservation Society contest on the 6th of October. They were to have their auction on August 1 at their regular meeting. Terry also mentioned the special sale on Tamiya kits that the Village Hobby Shop was having.

Styrene Six

"The Eleventh Hour"

Jarrood Cunningham

Well sports fans, our annual show is almost upon us. Are you ready? Is your masterpiece finished yet? If it's not don't feel bad, you're not alone. In conversations with fellow modelers the topic of "contest deadlines" always comes up. We always share anecdotes about midnight sessions, and finishing touches demanding to be done at 2 a.m.. or so. I don't know how many times I've heard "I'll never do that again, I'll be finished way before it's time on the next one." Sometimes it happens, sometimes it doesn't.

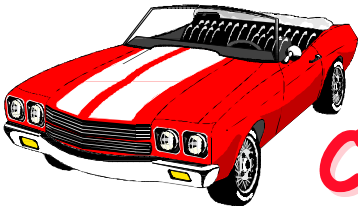
Some modelers say they work better with a deadline. Personally I do not. It's hard enough for me to try and get in what I call a "groove" during normal hours. To throw that in with sleep deprivation—well that's just "asking for it" in my case.

If you're wondering what I call a "groove," I'll try and explain. I'm sure that we all have times like this we just refer to them in different terms. My definition of one of these times would be some of the following. Being in the "groove" means you only have to paint that instrument panel once to get the color separation between the bezels and the panel. It also means that the paint you just mixed to match didn't clog the brush, or come out the wrong shade. It means when you got that really thin CA out you didn't spill it on your work OR your fingers. It means that the decals went down easily and didn't "silver." These are just a few things that happen to me when I get in "the groove."

It doesn't happen too often, certainly not every time I sit at my bench, but these are the times that modeling is most enjoyable for me. Not that I don't enjoy it all the time, but sometimes, just sometimes, things click. To be perfectly honest, I have never been able to have one of these nights when I'm trying to finish a model for a deadline. I build like a snail, but I eventually get there.

In talking to others, they don't really ever have one of these nights either. Most stories that I've heard include a "glue booger" or paint mishap. These stories make you wince when you hear them, but you can definitely identify with the event.

So what is the cure? When do you start? What should your goals be? Well there is no easy answer I'm afraid. The most important viewpoint I can offer on the subject is, THIS IS SUPPOSED TO BE FUN! Unless you work for George Lucas or someone like that, build because you enjoyed it, maybe it has lost some of its luster since childhood, but it's still all supposed to be fun. If you lose perspective (and it's easy to do) the hobby becomes more of a "quest" than fun, the "quest" for the perfect model, your OPUS that all others will be compared to. The truth is, it doesn't exist. As long as people are fallible the "perfect model" just won't happen. To put things in perspective —remember I build like a
(continued on page 10)



CAR CORNER

by Skip Perrine

To describe this kit, the Corvette C5-R is in a word, HARD. Skill level 3 it is appropriately rated. This kit is a very difficult kit, from the two-tone paint scheme to the intricate decals, I have found this to be extremely trying, the decals have been nothing short of a challenge.

The kit by Revell is molded in white, clear and transparent red with black vinyl tires. The decals are waterslide. Although the engine when installed can't be seen—the hood does not open—it's a highly detailed model racing engine and can be displayed along-side the built-up car.



Now for a little background on this particular car; the 24 Hours of Le Mans, held every year in the middle of June in France, is considered by most to be the most difficult auto endurance race in the world. It is a race of endurance of both men and machines. In 2000 General Motors and Chevrolet sent their C5-R Corvette Team to do battle and they went head-to-head with the French team of Oreca Pacing Team Viper. This was touted as a Muscle car revival of the 60s era Chrysler vs. Chevy heydays!

The two Corvettes split the three Vipers in qualifying with the 2nd spot going to the #63 C5-R (this model depicts #63 C5-R) and 3rd went to #64 C5-R.

All through the first evening, that night and during the next morning, the Corvette/Viper duel ran the pace of a sprint race, not an endurance race. The #64 car had run as high as 2nd place, pushing the lead #51 Viper to run as hard as it could. The #63 C5-R had also pushed for the lead until a stop for a new gearbox

cost them six laps and dropped them to fourth place. The #64 C5-R had to settle for a third place podium finish due to a faulty starter and both Corvettes finished the grueling race 10th and 11th overall. Not too shabby for the factory General Motors first factory-supported effort at the worlds most famous race.

The engine is a 600 horsepower aluminum small block Chevrolet V-8. The sleek fiberglass body uses a production windshield, taillights and marker lights, but the race car body work includes aerodynamic devices like a front air dam with an extended splitter and a rear mounted under-body diffuser, along with an independent rear wing. This incredible machine rides on modular aluminum BBS wheels, fitted with a set of Goodyear Eagle racing low-profile tires.

For the paint on this car, I used Tamiya Color Camel Yellow.

Skipster

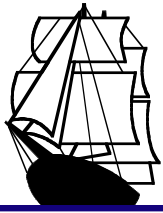
More Oshkosh Photos



Restored T-28



A C-121 MATS aircraft, mil version of the Connie.



BY THE LATEST PACKET. . .

by George Lewis
TPMS 15401

Banner 1/350 scale USS Arizona

213 parts in gray and red
MSRP between 29.98 to 39.98



What a convoluted tale this is. First I heard that someone at Nats had some of these, of course he was sold out when I got there. A week later I received a Fax from MMD listing the kit. I immediately ordered some. Within an hour MMD called back to cancel my order because Banner had slapped a 33% tariff after they and MMD had agreed on a selling price. So no BBs from MMD. A week later Sentai faxed me with a Banner update. I ordered some here. Two weeks later I received a fax from Sentai: Banner no longer sells Arizonas but Trumpeter of China will. And no Banner BBs will be coming as they were allocated and Sentai was sold out. Thinking no Banner BBs I ordered Trumpeter BBs. Then I got the bill and LO! I am one of the few, the lucky, to get the order filled. And at the earlier price of \$29.98. Add to the mix Legacy suddenly has Banner BBs at \$35.00. Just in case, I order these, too. The Sentai Banner BBs arrived two days later; I didn't wait to get home to open it. My employee stood ready with mop and bucket as I opened the shrink-wrap. The rumor was right, this is a scaled-up Revell kit. Here is what you get for your money. And the mop was put away.

Hull: Is in two pieces divided along the waterline with the under body in red plastic. A test fit showed a lot of sanding and filling will be needed to hide the joint; waterline builders need not apply. The upper hull is incorrectly molded with a very prominent layer of plating and drains where the middle strake of butt-joined plates would be. There are many good photos of the ship's side and the hull above the torpedo bulge is smooth, not overlaid. This will be nearly impossible to remove but it must be done if your model is to be correct.

Decks: Multi-pieces with some sections molded integral with the hull. I have not test-fitted but I suspect bad seams to deal with. Otherwise, the planking looks very good and there are a number of ways to bring out the seams between planks. The boat deck is one piece with the correct wood planking molded in. The splinter shields are molded on and are too thick. If you choose not to use

the brass replacements I suggest you scrape thinner the edges with a new #11 blade from the backside. Many of the platform and superstructure levels are molded flat to facilitate installing brass rail.

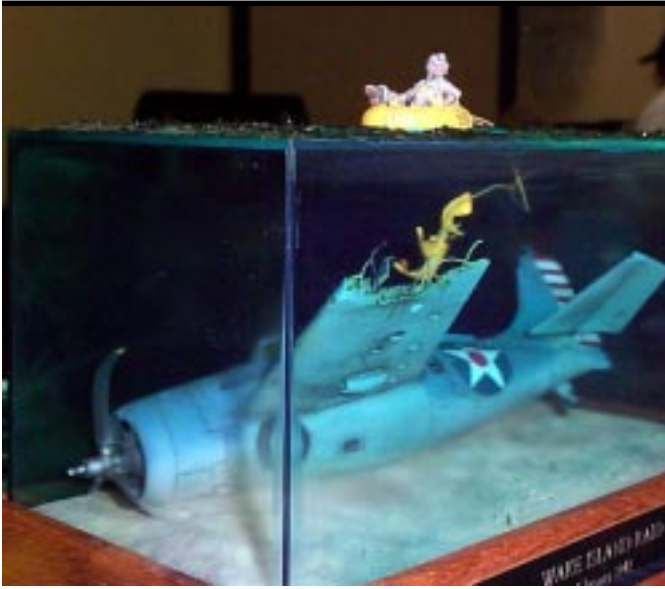
Superstructure: Molded just like the Revell with the part lines along the rows of portholes. Difficult to fix. I suggest cutting thin strips of plastic equal in height to the bulkheads and gluing this veneer on to the superstructure face. When dry drill the portholes. The closed hatches won't matter and you will see where the open ones go so they would be easy to open. The masts beg for detail beyond the brass braces. *Battleship and Cruiser Aircraft* has several large photos of shipboard catapults (see pages 35, 55). In the photos are wonderfully detailed mast views from the underside. Go for it, I'll be looking.

Armament: The Arizona carried twelve 14" rifles in four triple turrets, ten 5" 51s in broadside casemates, eight 5" 25s and eight 50 cal. machine guns for anti-aircraft protection. The 50s were water-cooled weapons on an AA mount with the shepherd's crook/handle bar for the gunner. The kit gives you air-cooled 50s, You can make the shepherd's crook/handlebar from fine wire or just paint them with thick paint to beef them up. Proper mounts are available on the Flagship brass set for the USS Texas. See how quickly you can make your \$29 model become a multi-hundred dollar model!

The barrels for the 5"25s are too small in diameter. Cut them off the rest of the part and replace with something of greater diameter. The barrels of the 5"51s are too short and thick. Cut them off and replace with the same stock but longer. The mounts themselves are incorrect. The mounts were installed inside the casemate and trained and elevated through large rectangular ports. These ports were open in good weather, closed by canvas screens or armored plates in foul weather. If you use the parts as supplied you must drill lots of portholes and putty up the gaps between the cannon parts and the casemate after gluing the mounts into fore and aft positions; with the plates up the mounts could not be trained. If you want the embrasures open discard all the parts and scratch-build the cannon. The 5"51s were low and long, not at all like the later 5"38s on our DDs, etc. (historical note: anyone visiting USS Olympia in Philadelphia, those are 5"51s salvaged from the California as she was scraped in 1960, the original 5 inchers were discarded after Olympia's 1917 refit.

How effective was the 5"51? The Marines on Wake had them and they beat off a Japanese invasion fleet. Stillwell's *Battleship Arizona* and Texas A&M's *Battleship Texas* have several excellent photos of these casemate mounted weapons. The main battery looks good but you must add the blast bags to cover the large openings in the turret faces. If you don't want blastbags, add thin plastic sheet between the barret trunnions and the turret face interior. This would represent the curved armor plate on each mounting to keep shells and debris from penetrating the turret (we learned our lessons with the earlier Kiersarge and Kentucky). The catapults atop X-turret and the quarterdeck are

(continued on page 10)



Tulsa Show Report

By Dave Orloff

Every July the Historical Miniatures Society of North East Oklahoma hosts the Tulsa Show, a contest for figure sculptors and model builders. As a past HMSNEO member, I had the pleasure of returning to my old stomping grounds for this year's event.

The contest divides into two main categories, figures and ordnance. Figure class is obviously figures and figure dioramas, ordnance class is anything NOT having a figure in, on, or around the subject. Hence my three airplane entries were up against a wide range of tanks, ships, aircraft and other "mechanical contrivances". There is also a "painting" class where entries are judged solely on paint finish. Because the categories are so broad, it is possible to have multiple medals for each place awarded, in addition to best of category and best of show trophies.



As the accompanying photos attest, they've collected a talented pool of exhibitors. Alas my reporting skills are feeble, and the only piece whose creator I noted is the Wildcat diorama (at the left), by Doug Cohen. I hope to improve my reporting and photography, but at least you can admire the workmanship and detail on these remarkable pieces.



Reflections On Building Hasegawa's 1/48 F4U-5N Corsair

by Kenny Roady

Well, here we are closing in on the show and I am currently building a Hasegawa 1/48 F4U-5N. Masahiko also built one of these and brought it to a meeting so we could all see. He said construction was smooth and he had no problems with fit or seams. I have a different story to tell.

I was very excited when Minicraft announced their -5N, but that turned to disappointment when all the reviewers panned the kit as being inaccurate and wholly unimpressive. So, I waited, and I waited, and finally, Hasegawa announced their -5N. Joy! Jubilation! I was ecstatic. I immediately went to King's and ordered two of them. The reason for my fervor is that my dad was an Avionics Chief with VC-3 and he worked on the radar and radio equipment on F4U-5Ns, besides, they're cool.

I got my kits. I tore open the box. I looked and drooled and everything was hunky dorey in my little world. One day many months later, I had a novel thought, "I should build this thing." What a concept! I got the cockpit painted and assembled, no sweat. Then, I started dry fitting the wings and fuselage halves.

At first, it looked good. When I put the wing halves together, they didn't match quite as well as I hoped. So, I bent and aligned and finagled and got a satisfactory result. The same with the fuselage halves. I had to use putty to fair in the oil cooler inlets. No big deal. I then started to fit the wing assembly to the fuselage, and that's when I became aware of a step in the forward part of the fuselage! It looks as if Hasegawa made the fuselage half in two parts—which makes sense if you want to do -4's, -5's, -7's, etc.—and got the molds misaligned. This resulted in the fuselage having a pronounced concavity at the leading edge of the wing root, making the fuselage thinner than the wing assembly.

I used a piece of styrene tubing to spread the fuselage open, and I used Mr. Surfacer to partially correct the dip in the fuselage (after I had sanded down the ridge) and things fit a lot better, but not perfectly. While I had the wings and fuselage dry fitted together, I decided to try the cowl assemble on for size. This resulted in a round of cutting strips of styrene and trying to shim up the locating fingers (they make up part of the fuselage surface on the front end). I'm still not all the way home on this thing, but my hope is to have it done by 0600 on 25 August 2001. If you get the opportunity to check this kit out before you buy it, do so and check the fuselage for a noticeable step. It will save you some work.

Kenny

[Ed. Note: Kenny can always try that second kit he bought, just to be sure the first one wasn't just a Hasegawa fluke!]

A Final Word...

by Bruce Burden

Are you ready? Have you volunteered? Are the models completed?

Hi gang, If you don't already know (where have you been?), our annual model show (oh, yeah, and contest) is nearly upon us. In fact, as you read this, it will be less than two (2) weeks away! When the July meeting ended, there were still plenty of slots left empty, primarily for afternoon duties like raffles, cashier/admission (general only) and watching the original exit area to prevent unauthorized use of that area. One VERY important area is the Make 'N Take coverage. We were quite light in that area last time I looked. As some of you already know, I won't hesitate to press you into duty if I find you wandering around, and you haven't signed up for at least one duty shift. So, please, sign up. Nothing is difficult to do, most of the jobs simply require a warm body and a pulse (pulse optional).

Speaking of jobs, we will NOT be able to do our setup on Friday evening. That is the bad news. The good news is that Crockett Center will have the tables set up by the time we get there at 6:00 AM. Still, that means we will have to scramble to get things ready by our 9:00AM open time. So, please be ready to go at Oh-my-god-its-early hundred Saturday.

Forecast: I just returned from the Ft. Worth Supercon in Arlington as I write this, and vendor turnout was "normal." The only notable absentee was Roger Williams. Apparently he has decided to start jumping out of perfectly good airplanes. I guess kids will do that to you.

Anyway, that is very good news, since our vendor participation tends to follow what happens with the Ft. Worth show. The 1/48 scale aircraft turnout was a bit low once again, so that is an ongoing concern. Perhaps a strong showing by San Antonio and Houston will bring the numbers up to "normal." Otherwise, turnout was pretty good, especially in the Junior categories, and Heavy Commercial. There were more (at least a dozen!) semis there than I have seen in the last several years, including one of the Monogram 1/16 scale monsters! I also talked to several folks who are looking forward to the show, the web page has seen an increase in the first-time hits (it doesn't count repeat visits), and a fair number of flyers were distributed at Arlington. In short, I expect to have a respectable turnout (not stellar, but not calamitous, either).

Trophies: We should have samples for you to look at during the meeting. I expect that they will be much better than the trophies of years past. So, come by, and tell us what you think (Hint: "They are wonderful!" is the correct response).

Sponsorships: In a word, Slow. Given the problems at Revell-Monogram, Accurate Miniatures and die-cast focus of Ertl (now
(continued on page 10)

Bondo Phil's Resin Kit Roundup....

The Collect-Aire 1/48 XF-103 "Thunderwarrior"

Kit Number 4834 \$149.95

Obtained from: Collect-Aire (www.collectaire.com)

Warning! Readers hopelessly addicted to iteration-upon-iteration of WWII Allied and Axis aircraft kits—this ain't yer grandfather's Me-109—may find this article objectionable.

For young aircrew member Bondo, the late Fifties and all of the Sixties were the high water mark of American aerospace development, the "Right Stuff" years where it all seemed to come together: the X-15, the XB-70, and the event I suspect most folks would rank numero uno, Apollo 11. At this late date in my modeling career, I've become nostalgic, revisiting esoteric, blast-from-the-past weapons systems, especially those that didn't make the final cut. The Republic XF-103 is one of the least known, but best examples of this no-holds-barred race for technological excellence.



The type of cutting edge engineering that was producing the highly classified A-12 and SR-71 at industry giant North American Aviation was also no stranger to Long Island's Republic Aviation and its design guru, Alexander Kartveli, who led that company's effort to win USAF's 1954 Fighter Competition by proposing (in 1951) the stunningly exotic Model AP-57. In its quest, Republic certainly didn't stint on design goals: the AP-57 was to be a rocket-shaped, single seat, all-weather interceptor with Mach 3.7 maximum capability (Mach 2 plus cruise) at 100,000 feet, powered by a variable-inlet, 'dual-cycle' powerplant (the license-built Bristol Olympus turbojet paired with a proprietary Curtis-Wright ramjet), periscopic pilot viewer (versus conventional canopy), fully encapsulated, downward firing emergency egress system and computer-guided Falcon conventional and nuclear-tipped missiles!

Although Convair's F-102 eventually won the Fighter Competition, the eye-watering Republic proposal led the Air Force to fund a long-term construction and flight test of three XF-103 articles, or "Thunderwarriors," as the aircraft had now

been named. Let's be clear; this wasn't any Luftwaffe '46-type "napkin drawing." The XF-103 was a substantially funded program with a completed full size mockup and one airframe underway before the concept fell out of USAF favor and costs mounted. The axe fell in August 1957.

Collect-Aire's long (overall nineteen inches) hollow cast (forward and aft sections) fuselage with huge ventral "sugar scoop" jet intake is impressive and, as resin fuselages go, cleanly-molded, with petite engraving. There are some small pits and some light scratching, all of which should respond well to spot putty and lacquer primer. The triangular wings, stabilators and vertical fin—this design's planview strongly resembles an AIM-7 missile—are exceptionally well molded; very smooth, with fine engraving that put Bondo in mind of DB or Planet castings.

Smaller resin assemblies abound: multi-piece intake trunk w/ compressor stage, afterburner assembly with separate turbine wheel, wheel wells with light structural details—the main gear arrangement strongly resembles that of an F-8, only further aft; a complete downward ejection capsule with separate seat and removable front shield; separate speed brakes, gear doors and a folding aft ventral fin. The small parts all have a fair amount of flash to be cleaned, but that's just what comes with Collect-Aire territory; you must be willing to persevere moderately in return for a one-of-a-kind model that Tamiyagawa probably's not going to touch in our lifetimes...or ever. Cabin side windows and the tiny periscopic viewer 'teardrop' have been nicely vacuformed, but due care will have to be exercised in cutting out the thin resin flash blocking the fuselage window areas. Landing gear struts are decently-cast metal, and the resin wheels (separate nosewheel splash guards included) are finely detailed.

Decals are good, if simple; after all, this was an "XF" bird in the very early development stages. Included are four national insignia and two of the old style "U.S.A.F." (with periods after each letter). The main component is the "Republic XF-103 Thunderwarrior" script. Strangely, a serial number is included, although the historical background sheet notes that no serial numbers were ever assigned. Suggested paint scheme is multi-shade NMF (it's coming to me now...Alclad II !) although there's a note with the implication that eventually the birds might have come from Republic in a pale blue protective coating. To this NMF devotee, four-shades would properly "break up" the large expanses of un-decaled airframe.

Instructions consist of a single exploded view of kit components and a three-view showing decal locations—Bondo's always stated that these kits are not for "assemblers." Much appreciated, though, is the associated historical text, including mission profiles, declassified (long declassified, I suspect) dimensions, performance parameters and a nice factory phantom-view of the ejection capsule components.

I like this bird, and am more than willing to invest the moderate effort necessary with a limited run resin kit to prepare it for
(continued on page 10)



One The Sprue Review...

Hasegawa's 1/48 Ki 43-I Hayabusa (Oscar)

by Milton Bell, IPMS 16702

I was looking forward to seeing how Hasegawa would treat the Hayabusa (allied code name Oscar) since they had done such good work with earlier releases of single engine Japanese fighters. I was not disappointed. Beginning with the excellent box art by Koike Shigeo, to the markings selected for the first new 1/48 kit of the early Oscar, it's a very nice kit.

The Oscar is a good subject for modelers who like WWII subjects since more Oscar airframes were built than any other type in the IJA air force inventory. In the early days of the war, any single engine aircraft with a red disc, the hinomaru, was a Zero so, many Oscars were mis-identified but Oscars were army aircraft and Zeros navy. Oscars were common adversaries for the AVG in Burma and China and soldiered on until the war's end, largely due to their ease of maintenance and simple design. They were lightweight, sacrificing armor for the pilot and fuel tanks for performance, and lightly armed with just two machine guns mounted above and behind the engine. These were 7.7mm in the early version. Later versions replaced one of these with a 12.7mm machine gun. With its butterfly flaps, ample power, and its light weight—plus a good pilot—the Oscar was a threat not to be ignored.

Other Oscar kits in 1/48 include the much older Otaki/Arii -2 and the very nice but dated Nichimo kit. Both suffer from the overabundance of recessed rivet heads over the entire surface but it still has good lines, just not much detail features.

The new Hasegawa kit has very conventional construction features for the most part. The cockpit interior, where most modelers begin, is very good with a floor that's curved like the top of the wing (which it was), and two side walls that have good deep detail that will drybrush and wash very well. As usual, the instrument panel—two small ones in the Oscar—has very nice raised detail and a decal if you want to use it. The seat back and mount are molded together with a separate seat pan. Then there is a stick and rudder pedals and a forward bulkhead with molded in machine gun butts. It's all very nice. Almost.

One of my constant complaints concerns the seat, particularly the pan. In the Oscar, the seat back is perforated and is convincing. The pan however seems to be made of boiler plate, comforting to the pilot no doubt, but totally out of place in the lightweight Oscar. I plan to scratch build mine. I don't understand why some kit manufacturers insist making out of scale seats in 1/48th when they do good ones in 1/72. Luckily, it's easy to scratch build.

Now that we have a nice interior what color do we paint it? The instructions call for Nakajima cockpit color. To me, that's the greenish yellow color that Aeromaster bottled. I checked with my old Maru Mechanic collection—No. 6—and noted that the color rendering showed a yellow-green for the interior. That's what I would have expected. Then I checked with the new *Japanese Aircraft Interiors 1940-1945* from Monogram and on page 21 found a note that the unrestored NASM Oscar -2 cockpit was factory coated in blue-green aotake! The same was true for a -1 in New Zealand. I would have bet that the color would have been AN-34 (yellow-green). The restored example used for the color plates is certainly not aotake! I will probably use AN-34.

In the end, paint it to suit yourself because when it's all assembled, you won't be able to see much detail because the opening is so small!

The wing has separate wing tips and the wheel wells are molded in and are deep enough to be convincing. The landing gear though is tricky. The axle and lower section are a separate piece which attaches to a straight cylindrical strut. I would recommend careful fitting, gluing, and waiting a few days to be sure it's totally dry before fitting the strut to the wing. The tail wheel can be positioned since it "plugs into" a soft plastic friction bearing. I don't care for these bearings since alignment can change. Wheels are slightly flattened and have separate inside and outside hubs.

The prop is a two-bladed affair for a change and the spinner is a three piece assembly that "wraps" around it. I think it will fit just fine. The spinner features a nice Huck starter slot. The engine cries out for detail: it has two banks of cylinders and separate exhaust collectors and exhaust pipes. Another soft plastic friction bearing is trapped behind the crankcase cover/pushrod part to allow the prop to spin. Now that's a good idea since props can be transported off the model and positioned however you want. For the Oscar, there's a second bearing inside the prop.

The butterfly flaps can be deployed and their mounting looks to be less involved than on the Frank or George. It's a little detail that adds a little "busyness" to the model. The telescopic site is very well detailed and the two-piece canopy is thin and clear.

This is definitely on my build soon list, just as soon as I get through with the R-86D and Goblin. Yep, I do occasionally stray from WWII subjects. This looks like a quick build and lots of fun. The price is right and with what you get in the kit—markings for two aircraft from Burma—I recommend it.

Milton

(Styrene Six continued)

snail—a typical 1/32nd scale model will take me between six to eight months to complete, depending on what I really want to accomplish with it. The 1/48th stuff...well that's a good one with as much "extra cheese" as there is available, it's anybody's guess.

Those open gun bays and cockpit sets look nice but they are time consuming items. Some of them are kits themselves. If there is any doubt on this, just take a good look at a Black Box set or a Verlinden one. The guy on the box gets a break because he didn't have to paint it! As far as an "out of the box", I can't tell you, I never made it. I feel like the tortoise in the Tootsie Pop commercial who says, "I never made it, go ask Mr. Owl". There is hope, that Trumpeter Mig-21 looks pretty good, it may just be my first in a long time!

In the final analysis; don't worry about it, and don't sweat a dead line. Build what you want for YOU! So what if the contest ended two weeks before you finished. It looks good doesn't it? We all like to show off our work, so if you don't make the contest, bring it to the monthly meeting. It may be the centerpiece of discussion, and you won't have to worry about an entry fee!!!

I hope to see all of you at the next meeting. It will be an exciting time, being the "last one before." Please don't forget to volunteer. And to those of you with models ready and "hopefully" ready, I wish you the best of luck. You're one up on me; I didn't get one done!

Jarrod

(Resin Roundup XF-103 continued)

shows. It's one airframe that would've run with the SR-71s and B-58s, and I'm glad that there are companies like Collect-Aire, willing to offer such esoteric releases.

Phil Brandt
IPMS 14091

(By The Latest Packet continued)

different models. Because there could be no opening in the turret armor the catapult on X-turret was gunpowder fired while the quarterdeck catapult worked by compressed air. The kit provides the four tubs for the yet-to-be mounted quad 1.1 machine guns. Banner gives you extra 50s to stick in there. NO! The tubs were empty on 7 December. The Pennsylvania had temporarily mounted 3"50s there pending delivery of the 1.1s.

Overall this kit needs a lot of work. But did you really expect Tamiya quality for your few bucks? With the brass set and some good photos you CAN make a beautiful BB. I recommend this kit.

George

Movies for modelers who like movies: "Here Comes the Navy" Pat O'Brien, James Cagney, Gloria Stuart (yes, the old lady in "Titanic"). Filmed aboard the Arizona just after her mid-life rebuild. "Annapolis Salute" with popular singer Dick Powell, the USS Wyoming's casemates, several Flushdeckers, and the last footage of the schooner yacht America.

(Final Word continued)

Racing Collectibles), that is not surprising, unfortunately. As a result, we are not overwhelmed with raffle items. I would like to encourage you to consider donating a kit (NOT STARTED and COMPLETE, thank you!) that you just know you will never build. Perhaps some of those wondrous prizes from the club auction or some of those "Why did I choose THAT!?" door prizes are suitable candidates. I have already earmarked most of the ones I picked up for just that purpose.

Well, that is about it. Please volunteer early and often, because I guarantee you Tim and I are not able to run this show on our own. You are the reason the show succeeds, and is eagerly anticipated by folks around Texas (and Mexico!) every year. Please bring coolers with iced soft drinks and water to the show, I think that idea worked well last year, and is worth doing again. If you have any questions, please, PLEASE, attend the meeting, and ask Tim or myself for the answers, until you are comfortable with what you will be doing.

And, no, the models are NOT completed. But, Tim and I have an excuse—we have been busy planning this soiree, and scoping out the competition. You guys don't have any excuses. :-)

Bruce

More From Oshkosh!



The Grand Champion, an early Beechcraft Bonanza.



A beautifully rebuilt/restored (?) Vickers Vimy

Old Rumors & New Kits

By now, I suppose everyone has heard that Italeri has bought the molds for most of the Accurate Miniatures model kits. That's probably good news since Italeri does a good job with styrene. Apparently missing from the purchase, were the molds for the cars—McLarens and Corvettes—and the B-25s. No mention was made of those supposed or assumed unannounced kits that surely had entered the development process. Rumors persist that these kits included a 1/48 Vindicator and AV8B Harrier.

When will we see kits from these molds done by Italeri? No way of knowing. Just be glad that a good company has them and that eventually we will again have access to some really nice model kits.

There are rumors as well that Revell-Monogram will cut back on the new tool aircraft kits and that new Pro-modeler kits will be no more. To tell the truth, R-M has a lot of kits that are out of production at the moment and I expect to see more of these oldies come back in new boxes with new decals. R-M kits remain some of the best values around for plastic model builders. My advice is don't worry about the rumors; just build what we have available. Don't worry, you won't catch up!

So, what's new? Well, the Monogram Pro-modeler F-86 D is available and it's pretty nice...no, make that real nice. I have barely begun work on mine and I can tell you to read the instructions carefully. There are some parts in the kit that are for later versions of the airplane. I had glued in very firmly the two fuselage air inlets only to discover that no, I should have used the ones on the wing sprue. Thanks to a sharp knife, some CA, and some extra elbow grease, you will never know the difference.

Although I haven't seen them yet, R-M has released the Ju88C-6 Nachtjager and will soon release the Me163-1A Comet—shades of DML—both in 1/48 scale. So much for no new kits from the folks in Illinois! Expect more kits “borrowed” from the DML line as well as some Revell/Germany kits that are actually Hasegawa in origin. The same goes for the “new” Fw190D8 in 1/32 that is a dead ringer for the older Hasegawa kit except for the addition of some new things to hang under the wings.

If you build the Sabre Dog, (no, NOT Dog Sabre) I recommend you get the Ginter book, *North American Sabre Jet, Part One*, which covers the development of the D/K/L variants and has loads of excellent drawings and photos.

Hasegawa's Hayabusa Ki 43 “Oscar” is also available and it's a good value and an excellent kit. Hasegawa also has released another version of the A-4, this time it's the-C. They also have an AH-64D Apache “Longbow” helicopter that's supposed to be an all new tool. I have an ad that says its price will be in the mid \$30 range. Still to come of course is the B5N2 Kate with torpedo but that will probably be in the next quarter.

Still to come are the new kits from Classic Airframes which include the Hudsons and a line of decals from CA for them. Also in what looks like a good kit will be the three Re 2000 kits which are priced in the mid-\$20 range. Those Hudsons will be considerably more expensive as will be the Supermarine Walrus. Look for prices in the upper \$40s for the Hudsons and upper \$30s for the Walrus—and that may reflect discounts as well!

I took a look at the Flashback 1/48 Miles Magister and it shows its Eduard relationship. It's very nice but the interior is a bit shallow and will need improving. Still, as it comes from the box, it's a very nice little kit of the British trainer. The Gavia Bristol Scout C is also on the shelves and is equally impressive if you like WWI era biplanes. It's a relatively simple kit but very well molded.

For you fans of larger scale aircraft, it appears that Trumpeter's next release in 1/32 will be a MiG 19S Farmer C. If it's anything like the MiG 21 and A-10, it'll be very nice but pricey.

As noted on the Latest Packet column, Banner has released the 1/350 model of the *USS Arizona* ca. 1941. ICM should soon release—if they haven't already—a 1/350 scale HMS Hood and CV-9 Essex: WWII. Expect to hand over a few more dead presidents for the ICM kits; the Hood should run about \$115 and the carrier \$125 or more. Skywave continues to produce Japanese subjects. This time they include the IJN Takao, Maya and Chokai. All are in 1/700 and are priced in the mid \$30s.

I also see that Warriors has some resin crew members in 1/35 for the Marder III and the SdKfz.250/9 kits. For the finishing touch on your Trumpeter A-10, they have a standing pilot figure. Warriors usually has pretty realistic looking figures.

For something completely different, Tamiya has begun selling some of its 1/48 WWII kits with motors to spin the props! I've seen a Corsair, a Frank, and a Zero so equipped.

For armor fans, Trumpeter has released two M1A1 Abrams tanks, although at this moment, I don't know what the versions are or what comes with them. DML has a Kettenkrad with Pupchen towed gun that looks interesting in the box. There is a new book *Tiger I on the Eastern Front* also available now.

Speaking of books, I picked up a new Osprey Aircraft of the Aces publication, *P-39 Airacobra Aces of World War 2* which has some interesting narratives and some helpful profiles and photos.

In an unrelated matter, the latest IPMS Journal has a list of chapter contacts and club information. Unfortunately, for ASMS, they used old data; from my email address to our meeting time and place. I have been in touch with Dave Morrisette who assures me that the changes have been made to reflect the information on our latest Charter application. See you all next month. Now go build something!

Milton

Air Show Show Dates!

September 8, 2001, Air Show Oklahoma, Muskogee

October 6, 7, 2001 Confederate Air Force Air Show, Midland, Texas

October 13, 14, 2001, Amigo Air Show, El Paso, Texas

October 19-21, 2001, Wings Over Houston, Ellington Field, Houston, Texas

**October 20, 21, 2001, Alliance International Air Show, Alliance, Fort Worth
(<http://www.allianceairshow.com/>)**

**Next Meeting:
Thursday, August 16**

