



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

May 2003

SPRUE EXAMINER



## AMTech Hs-123

by Floyd S. Werner, Jr.  
IPMS# 26266

### The History

A product of a 1934 aircraft bid for a dive-bomber, the little Henschel Hs-123 biplane preceded the famous Ju-87 Stuka in the dive-bombing role for the Luftwaffe. A direct result of Ernst Udet's love of the dive bomber and the Curtiss fighter plane, the Hs-123 served as a transitional aircraft in the Luftwaffe's earliest days.

First bloodied during the Spanish Civil War by the Condor Legion, the Hs-123 served as a dive-bomber well into the Second World War. Adolph Galland flew this airplane during his formative flying years with the Condor Legion. The Hs-123 was relatively obsolete by the start of World War II. With the advent of the Stuka, the Hs-123 was relegated to second line and training units. Production on the Hs-123 ended in 1940 but it soldiered on until late 1944 when it was finally retired from active units. The Hs-123 served in

Spain, Poland, Belgium, France, the Balkans and in Russia. Always overshadowed by the roaring Stukas the Hs-123 nevertheless played an important part of the Luftwaffe.

### The Markings for my Model

The first thing you will notice about the kit is the gaudy graffiti on the sides and around the aircraft. The story behind the markings appears to center on a young Lieutenant assigned to 3./Fliegergruppe 50 in 1938 as the Group Adjutant, Lt. Kurt Hamann.

It appears that Lt. Hamann never had any or very little formal flight training and was taking this Hs-123 for training flights. His unit was giving him lessons in their off time. You may have noticed that the Hs-123 is a single seat airplane so Lt. Hamann always flew solo. Whether loved by his comrades or tolerated by his superiors is not quite clear, but it is quite obvious that he was flying. Lt. Hamann did attain his wings and was killed in combat over France in 1940 while flying a Ju-87B. For those of you that don't speak German here are the translations to the markings.

*(continued on page 8)*

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**Show Schedule**

**NCT ScaleFest, Mesquite Rodeo Center, Mesquite TX**

**May 24, 2003**

**IPMS National Convention, Oklahoma City OK**

**July 2-5, 2003**

SuperCon, Fort Worth (Arlington TX)

August 9, 2003

IPMS/DAMS (Dallas Armor Modelers Soc.)

Sept. 13, 2003

West Central Missouri

Sept. 20, 2003

GASCON IV, Greater Abilene Scale Modelers, Abilene TX

Oct. 11, 2003

**Editor's Notes...**

The big event for those who can't make it to the Nats is coming up. I'm of course referring to the NCT ScaleFest, produced by the Dallas area club, and set for Saturday May 24. Historically, this event was a two-day event but this time it's a one day only affair. Coinciding with the show is the Squadron Mail Order Open House in Carrollton. To get the full benefit of open house and show, you really need two days. If you want to spend the night at the show site hotel, call the Hampton Inn at 972 329-3100 for reservation information.

This has been a really nice show in the past, with major manufacturers on hand. This time they will be at the SMO location in Carrollton. I recommend taking the time to visit and certainly to attend and participate in NCT's show.

The next meeting of ASMS will be Thursday, May 15 at the Yarborough Branch Library on Hancock Drive in north central Austin. Meeting time is 7 PM but the room will open at 6:30. Jeff tells me that the program this time will be on 1/43 scale cars. The presenter will be Keith Townsend. It should be a good one so don't miss it.

My wife and I took a mini-vacation last week, south to Rockport for some R & R, namely fishing. It was good to have a change of scenery. It was even good to get away from the modeling bench for a while but that AMTech P-40 with the resin nose was still waiting for me when we got back home. Now after getting this newsletter finished, I'll get back to it and try to have a builder's review for next month. Thanks to all who sent articles this month. If you didn't see yours, it will be in the next issue. If you want to write something, now's the time. See you Thursday.

*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.

## Kenny's Kolumn

Here we are at May. I hope all is going well and everyone is healthy despite the thick Mexican fog. My first order of business is to offer a "job well done" to Milton and all the article contributors for being awarded Region 6 Newsletter of the Year. I am glad Milton's efforts to bring us a quality newsletter are being recognized. Of course, Milton's job is made much easier when he gets our help with articles.

June 21st will be our **Annual Summer Picnic and Auction**. Please bring your donations for the auction to this meeting. The staff and I will organize things so that there should be less confusion at the auction this year. Last year was a special case with the auction going on for longer than anyone could stand. We hope getting the donations the meeting before will avoid this in the future, and it allows us to setup starting bids and determine kit conditions. Please don't get me wrong, if you bring your kit on the day of the picnic, we will not turn it away. Mike and Sally Kachoris have offered us their lovely home and outstanding hospitality again this year. Please personally thank Mike and Sally when you see them.

I hope that everyone is ready or getting ready for **Squadron ScaleFest** on May 24th. Also, our June meeting will be a **Quarterly Contest**. I am still struggling with Polly scale paints. I guess I'm not holding my mouth right or something. If I get it thin enough to spray, it will dry on the tip of the airbrush in less than a minute. I have tried retarder, distilled water, alcohol, Polly Scale thinner (this actually causes the paint to plate up into gooey clumps) and bucket loads of patience, all to no avail. Oh well, guess it's time to stop beating my head against the wall. Anyway, I hope to have several kits done for both contests. We'll see how it goes. I hope all of you will take a break from building and gather with your fellow modelers on Thursday. I will see you there.

Kenny



Floyd's Hs 123 with the troublesome cowling and more "graf-fiti" decals. See page 8 for more text and pictures.

## Jeff's Quik Book Reviews

### WALK AROUND #29

#### AH-1 COBRA

By  
Squadron/Signal Publications

Here's another of Squadrons great Walk Around books! This one covers the AH-1 Cobra. As you probably know, these books are absolutely great for modelers. They are filled with lots of photos and color plates. The first few pages of this one are devoted to pictures of the Cobra's early development. There's a really interesting shot on page four of the sixth production AH-1G painted in gloss white and insignia red for arctic tests. It would look really nice on a model. There are really good shots of the cockpit interior, and color plates of the FFAR launchers on page three. There's also an interesting shot of a camouflaged Cobra on page 12 that doesn't look like it would fit in very well in Vietnam.

All these walk-around books are worth putting the money down. They are filled with pictures of just about every inch of the subject machine. If you're planning on building an AH-1 Cobra, then you really need this book.

Jeff's Rating- ★★★★★

### U.S. LIGHT CARRIERS IN ACTION

By Michael C. Smith

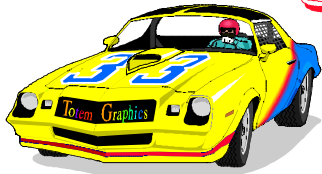
Warships Number 16 from Squadron/Signal publications.

What can you say? I haven't seen a single book from this series that wasn't worth buying and adding to my reference library. As expected, it is chock full of excellent photos and line drawings as well as excellent ship histories. Some of the drawings that caught my eye were cross sections of the Cleveland class light cruiser and the Independence light carrier showing the modifications required to make the cruiser into a carrier. There are great photos showing some of the camouflage pattern. There are also some ship histories provided.

When you see a picture of an Avenger landing on the deck you realize how small the CVLs really were. It must have been nerve racking trying to land on such a small, pitching deck! As is the custom of Squadron-Signal books there are some great color plates of six CVLs showing five different camo scheme patterns and which carriers were painted in each pattern. All-in-all an excellent book for your collection. Jeff's Rating- ★★★★★

By

Jeff Forster IPMS#30833



## Skip's CAR CORNER

by Skip Perrine  
IPMS 40167



I am looking at two kits today—one is a recent release by Tamiya that I won on ebay, it's a Tamiya kit of a popular car in the Tuner series of cars that has become quite the rage, thanks in part to the movie "The Fast and the Furious" and the onslaught of "Tuner" type publications on the magazine stands. The other is a die-cast 2002 Chevy Impala NYPD police car.

2nerTV seen on Sundays at 11:30 am CST on the TNT network has a part of the show dedicated to "What I would drive if money weren't an issue." On one show they picked the car I am reviewing this month, the Nissan Skyline GT-R (for racing) GT-S (for street).

The Japanese GT Car Championships (JGTC) were introduced in 1993 and are becoming more and more popular with each passing season. In addition Ferrari, Lamborghini, Porsche and most recently Corvette and Viper are competing for the title. The Calsonic Skyline GT-S has been the basis of the main contender in the series since its inception. Packaged in the look-alike body shell was Nissan's latest racing technology. Its 2568 cc in-line six cylinder engine with twin turbo chargers produced 450 horsepower. The X-trac developed sequential 6-speed transmission efficiently transmits this engine's awesome power to the rear wheels. The 4-wheel double wishbone suspension system has almost the same construction as the highly competitive machines raced during the 80s.

The body shell underwent massive modifications to get better aerodynamics and additional air intakes and outlets to get its hot silhouette even more aggressive in appearance as can be seen by the finished model.

This kit by Tamiya is a fun one to build. I like Tamiya kits because the parts go together as they should, and when they are meant to be operational, they work. The parts always fit perfectly so it's not necessary to do "test fits" with this kit, but I did

anyway. I painted mine Tamiya Mica Blue and it turned out so nice I just didn't have the heart to cover it in decals.



The other kit I am reviewing is a diecast kit of the NYPD 2002 Chevy Impala. It comes pre-painted and decaled and it has two sets of wheels (black or silver). The interior is blue with a computer and full instrumentation. There's not much to this one except when it is completed it makes a nice addition to any emergency situation diorama.

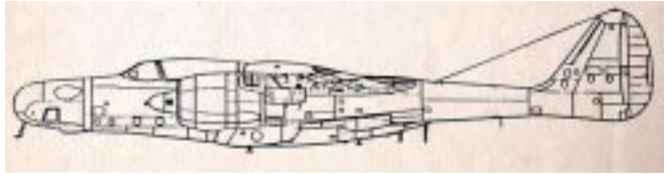


I will try though to give you some idea about the kit, it comes pre-painted white with blue stripes and NYPD markings, it even  
*(continued on page 11)*

Conversion Corner by Phil Brandt, IPMS 14091

## Lone Star Models' Northrop F-15A Reporter Conversion

Ordered direct from Mike West  
(lsmodels@pdq.net) \$45.



When I started seriously delving into Black Widow history, I was taken by the lesser known F-15A Reporter, a limited production (36 built) dedicated reconnaissance platform based on the P-61C. Whereas the P-61 had a lumpy-but-mean center pod, the reporter's crew nacelle was much slimmer, with a large, T-33 type sliding bubble canopy and turbocharged R-2800s. The Reporter didn't see WW II action, but entered service soon after cessation of hostilities, performing valuable photomapping of Pacific areas, some of which had never before been adequately mapped. The Reporter was quickly overcome by the Jet Age and had a short operational life, ending in 1949. Many were scrapped in place in Japan, a few eventually made it back to the CONUS to be converted to fire-bombers, and some were bailed to test agencies and eventually scrapped.

### The Base Kit

Bondo's always liked the well-traveled Monogram P-61 Black Widow kit: big, sinister, black airframe, albeit with the raised panel lines that were standard in 1974 when the kit was first released, lots of details and nice clear parts.

### Early Conversions

Circa 1990 now-defunct Concise Models & Graphics produced an all-resin Reporter conversion which, although fine for its time, had relatively crude fit and a very rudimentary cockpit.



### The Lone Star Conversion

For forty-five bucks the modeler receives a whole group of resin

and a touch of vacuform. Included are: a very busy, multipiece cockpit tub w/seats, new engine nacelles and engine front faces, nacelle cooler fairings, turbocharger fairings, recce nose, tail boom plugs, prop blades, spinners a vacuformed crew nacelle and canopy and two crew boarding stairwells; molding of all is quite decent. In addition, for those wishing to build the P-61C fighter version, PE dive brakes are furnished

My initial review of the conversion set revealed that profiles of the recce nose and turbocharger fairings were inaccurate and needed significant alterations. Mike accepted this constructive criticism with cheerful professionalism, and the redone parts (see pic) were on my work table in about a month.



### Construction Described

The biggest job by far is sanding and rescribing a twin-boom airframe! But two days' concentration and the hard part was over. I initially thought I could use the old Concise Models & Graphics resin crew nacelle, reasoning that its rigidity would be a plus. I have since changed my mind and will go with the vac pod because of its thinner cockpit walls needed to properly receive the tub. Mike West says that strength of the vac'd pod is not a factor. The forward portion of both tail booms are altered by cutting off designated portions and adding new resin boom castings, engine spacer blocks, engine faces and the new engine nacelles (the cooling flaps need to be somewhat thinned) with integrated oil cooler cheek fairings. The Monogram opened engine scheme is deep sixed.

### Instructions

Six pages of black and white construction details and drawings taken from the technical manual are included.

### Conclusion

This is obviously an involved conversion, but with satisfying results. I wish Mike West could have released this set five years

*(continued on page 10)*

# SMALL SCALES a Closer look

by  
Rafael  
Power



Kit No. Fujimi H-2  
 Origin: Mold/Decals - Japan  
 Vintage: 1986  
 Parts: 92 light gray, 20 clear  
 Markings:  
 • 154000 CH-46D SA/HC-3/USN  
 • 154832 CH-46D SA/HC-3/USN "Hotel California"  
 Conversions (not included): Swedish Air Force ASW platform, USN/USMC rescue and special versions. Civil versions.

## Kermit the Frog, Marine Style

Being a diehard with 9-lives seems to be the order of the day for the Vertol CH-46 Sea Knight. Unofficially named by the U.S. Marine Corps (USMC) as the "Frog" (referring to its ready-to-jump stance), the Sea Knight continues to give sterling service with the U.S. Navy and USMC. In contention for the title of "the eldest" of the current naval helicopters, the CH-46 takes on search & rescue (SAR) missions, carries cargo, ammunition and personnel between ships and shore; and even takes up the task of a VIP transport.

The Sea Knight's distinguished combat record with the U.S. Marine Corps began in places like Khe Sanh, Saigon, Grenada, Lebanon and went on to Somalia, Desert Storm, Afghanistan and everything in between. Adding to its battle scars, the CH-46 added a new chapter during the battle for Iraq. From beaches to tropical and urban jungles, mountains to deserts, heat or snow - the CH-46s have been there, done that.

First flown on 22 Apr 58, the saga of the Sea Knight began not with the USMC or the Navy - but the U.S. Army. A small number of the Sea Knights were ordered for testing by the Army as the YHC-1A. Although it was an excellent helicopter, the Army felt

it was too small for its needs and set sights on a larger "jumbo" chopper. Eventually the HC-1s were returned to the manufacturer and instead, ordered the Boeing Vertol CH-47 Chinook in its place.

Besides the U.S., the Boeing CH-46 and Kawasaki-Vertol KV-107 reaped a respectable number of orders for service in Canada (Army/Air Force), Japan (Army/Navy/Air Force & civilian agencies), Saudi Arabia (Air Force), and Sweden (Navy/Air Force). In the civil side, the V-107 continues in service as a crew and cargo shuttle in places like the Pacific Northwest and oil wells in the Gulf of Mexico. It also operated as a passenger shuttle between downtown locations and international airports such as JFK International and the Pan Am building in New York City.

## Other Kits

Fujimi recently reissued its excellent "family" of KV-107/CH-46s covering the Navy/USMC as well as all three branches of the Japanese Defense Forces. Some new reboxings with different special markings are also available. Although the reissues were renumbered, the moldings, markings and box art remain the same. Before the Fujimi kits were introduced, the Airfix Vertol was the first available 1/72 scale CH-46 kit for many years. I don't recommend the Airfix kit's archaic and crude molding and poor fit. It's strictly for 6-10 year-old modelers.

There were three 1/100 kits from Tamiya: #1018 V-107 II in JSDF markings, #1020 in Pan American (PAA) markings & #94098 in unknown markings. Although superior to the Airfix kit, their scale puts them at a disadvantage next to the excellent Fujimi/Hobbycraft duo.

## Letting the Frog Out of the Box

Fujimi kits from the late 1980s-90s improved dramatically from the early releases. This series of helicopters features fine details missing from the early kits. Good slick surface, crisp and thin clear parts with good panel and frame details. The scribing is excellent and close to the real thing.

## Instructions

The historical data is in Japanese but most modelers have already collected good reference material on the CH-46. There's the usual part tree diagram with gray areas designating to those parts destined to the parts bin. The painting/marketing guide is quite detailed and concise with bonus over and under views.

## Decals

This decal sheet is better than what we can expect from Hasegawa. Not too thick, with good colors and no noticeable color show through.

## Fuselage

The two halves are well molded with no filler needed. Panel lines are shallow, petite-not overdone and they match perfectly when joined. The texture is smooth and you only need to use a super fine sandpaper to give paint a good surface to grip.

**Cockpit**

The seven-part cockpit begs for some attention but that's where Eduard's detail set comes in handy. I really recommend it since it is loaded with detail suitable for any version of the Vertol.

**Armament and Other Details**

The American and Canadian versions of the Vertol have no offensive weapons. For defensive use, the US version can carry M-60 or 50 caliber guns mounted in a pintles for stability and to support the weight.

**No Wings But Plenty of Props**

Both the Fujimi and Hobbycraft lack the necessary built-in droop effect on the rotor blades but prudent use of hot water will fix that. The rotor hub is a beauty full of detail. Each rotor hub has seven parts with hardly anything missing but the detailer will add to the assembly.



Kit No. Hobbycraft HC2303 (ex-HC2301)

Vintage: c.1993

Origin: Mold: South Korea/Decals: ?

Parts: 108 light gray, 20 clear

Markings:

- 11302 CH-113, 424 Sq. (CFB Trenton, Ontario—1999) Canadian Armed Forces.
- 154632\* CH-46E YR/HMM-161/USMC (MCAS Miramar/Desert Storm, 1991). \*Erroneous BuNo. tail number—actually assigned to a TA-4F Skyhawk
- Conversions (not included): Same as Fujimi CH-46. Also early RCAF and Royal Canadian Army Voyageurs

**Maple Leaf Rescuers**

The then Royal Canadian Air Force (RCAF) took delivery of their first six CH-113 Labradors in 1963. Essentially similar to the CH-46A, the RCAF CH-113s were designed to strictly operate in the Canadian rescue role. One year later, the first CH-113A Voyageur was delivered to the Royal Canadian Army. Used in the tactical airlift mission, the CH-113A remained in the Army until replaced by CH-147 Chinooks in 1973. Following retirement, the Voyageurs were placed in short-term storage. In 1977 the first four were taken out of storage and modified by Boeing in Canada as rescue choppers. The remaining ones were also upgraded to the same SAR configuration in 1986 where they were integrated into the combined Canadian Armed Forces. Although commonly known as the Labrador, the CAF officially makes a distinction between the CH-113 Labrador and the CH-113A Voyageur. Although basically both types were updated to the same configurations, sharp eyed enthusiasts can see the

differences in cockpit glazing, etc. Although the CAF is currently taking delivery of 15 new Italian-built European Helicopter Industries EH 101 designated in Canada as the CH-149 Cormorant, the CH-113/A will remain in service until replaced.

**Open Box**

The new-style box art is a nice photo montage but I miss the old original box art. Three sealed bags, two for the main parts and clear parts and a third one for the decal sheet.

**Instructions**

Unlike European instructions, this one has no historical data on the subject aircraft. Good detailed instructions with the usual circled part numbers with certain symbols to indicate where to cut, glue and distinguishing between main parts and clear ones. The assembly information graphics were obviously copied from Fujimi's but the painting and markings diagrams were Hobbycraft's. The only thing missing are the part trees.

**Decals/Markings**

The sheet has new redone artwork for the Canadian CH-113 in rescue markings with some stenciling, etc. Also included are the small markings for a USMC CH-46E. I don't know if the colors are right on the USMC markings since they are monochrome but, there are some better aftermarket ones available. As a bonus, there's a simple F-86 of the Honduran Air Force, just like what they did with their 1/48 A-4B decal sheet. The sheet is very thin and well printed, one of Hobbycraft's improvements. Well done!

**Fuselage**

Unlike the Fujimi kit, the CH-113 kit has no open cargo ramp. Of course you can cut it open but then, you'll have to detail the interior. Are you ready for that? What you get for an interior is some strange cheap plastic naugahide ottoman-style seating which has no connection to the real fold-down troop seating. Relegate them to the part bins.

The kit gives you the options of doing a Canadian CH-113 and a USMC CH-46E with different sponsons and the CAF extra fuel tanks on the landing gear. The scribing is a bit more noticeable than on the Fujimi CH-46 but just as nice and within limits.

**Cockpit/Interior, Weapons and Other Details**

Same as on the Fujimi kit.

**My Recommendations (applies to both kits)**

There are scores of opportunities for detailing on all the versions of the Vertols so I will leave it to the individual modelers to do their own research. However, I have a few tips of my own:

- I highly recommend the excellent Eduard #72266 KV-107 II/-3,-4,-5 photoetched detail set. It includes different instrument panels, sundry antennas, hoist and cargo hook and parts to detail the crew seats, rotors and landing gear.
- Add other items related to the particular version such as countermeasures sensors, chaff and flare dispensers, ASW-

*(Hs-123 continued)*

*Der letzte Schlachter?*

*Gott erhalte uns den Adjutant*

*Aller Anfang ist schwer*

*Vorsicht*

*Klein Fische*

The last Butcher?

God hold us the Soldiers

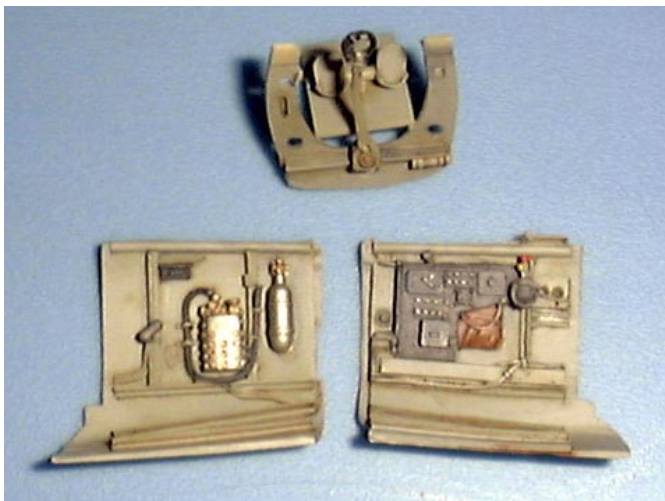
All Beginnings are difficult

Caution

Small Fish

### The Kit

If you are like me you have been holding onto an Eschi Hs-123 kit for years. While it is a nice kit it could never match up to today's standards, besides it is not a very attractive aircraft. I mean it is a "biplane," my first biplane. When AMTech decided to "upgrade" this kit it just made sense to me. The only thing really missing from this kit was the cockpit. The kit is made up of the same sprues as the Eschi kit just different colored plastic. The plastic is soft, like in the AMT P-40 kits and easy to work with. AMTech includes a resin cockpit mastered by Black Box and unspatted gear struts. My review example did not include instructions or decals so I can't comment on them. I used the older Eschi instructions. The kit also includes a cockpit windscreen that is thick, but usable.



### The Construction

I wanted to build this kit as much out of the box as possible. So with that said, construction begins as usual in the cockpit. The all resin cockpit is an easy addition that requires no modifications to the kit. Just remove the parts from the pour blocks and you're ready to assemble. I painted my cockpit Model Master Acrylic RLM 02. The details were picked out with RLM 66 and some Alclad II Aluminum. A wash of burnt umber and a dry brush of silver and white made the whole cockpit come alive. The seatbelts were painted Polly-S Dirty White and Model Master Acrylic Leather. Before I knew what was happening it was time to put the fuselage together. There was no big deal here, except for the upper cowling, which had big gaps. Remember this is not a new kit, this kit was made in the early 1980s. The gaps were easily taken care of with some 3M Blue Acrylic Body Filler. Use either a little bit of sanding stick or a cotton swab dipped into fingernail polish remover (acetone) and you're done. I had never

tried it before but I must say it is now my favorite filler next to superglue and accelerator. Thank you, Rafe Morrisey. I then attached these strange things called "cabane struts." (Lord knows what they are for.) The tail wheel fit was OK but I built up around the attachment with epoxy putty to smooth it into the fuselage. I drilled out the gun barrels in the upper cowling. The guns may be a bit on the big side but they look good.



Next came the engine. The engine comes in one solid piece for the cylinders. You're probably saying, "What were they thinking?" Relax—the engine is encased in the forward cowling and the mold lines are out of sight. The cylinders were painted Alclad Stainless Steel over a gray primer. The nose cone comes next. This could have been enhanced by cutting off the pushrods and replacing them with tubing as they are slightly too short. Again you can't see it with the cowling installed. Now comes the hardest part of this whole kit. The cowling has bulges around the circumference of the cowling. If you flat sand the entire cowling the bumps are not a big deal. I added a little bit of putty to one or two of the bumps. I think this was one of the reasons I never built the kit in the first place—that and that second wing.

The struts for the tail planes are a little too long. Better too long than too short. Some swipes with a sanding stick and done. The tail and the wings are a little thick in my opinion, especially the trailing edges but it adds to the robust nature of the Hs-123.

The wings are easily assembled and represent no major problems other than being thick. The lower wing-to-fuselage attachment indicated big gaps at the front and back of the join. The sides of the fuselage weren't nearly as bad. Again, out with the 3M Acrylic Blue and I was done in no time. Now was a good time to add the interplane struts. A little filler was needed but nothing drastic. My prop had a sink mark at the hub but this was not difficult to clean up with some filler.

AMTech gives you the unspatted struts but I could not use them with my particular subject. I did test fit them and they worked like a champ. The kit was rapidly coming together. With the wheels and struts completed, they were fitted into the wings and a little filler and they were done. A little bit of work on the external fuel tank and I was off to the paint booth.



### Painting and Using the Black Magic masks

The Hs-123 comes in three basic schemes. Overall RLM 02 for very early machines, RLM 61, 62, 63, 65 (tri-color) scheme, and RLM 70,71,65. Within these colors are many varieties, especially the tri-color scheme. The three upper surface colors could be moved around in any number of combinations that were “negative” of each other. Be careful if you use these colors and check your references. JBOT, who produced the decals I used, indicated one scheme that I think is wrong. My model, my opinion. After looking at the pictures of the real machine I decided to paint my model as you see. My major reference for the scheme is found in the Model Art special, Camouflage & Marking of the Luftwaffe Aircraft Vol 2. With that decided I pre-shaded the model with RLM 66 and fixed anything not quite right. After spraying the bottom and part of the top with RLM 65, it was time to attack the top.

If you are going to attack something as complicated as this paint scheme is you will want help. Meteor Production has that help. They produce a Black Magic mask for this kit in the tri-color scheme, thank God or I would still be masking. The Black Magic set is designed for the paint scheme that JBOT depicts which is the “normal” paint scheme, but with careful planning and connecting the panels on the Black Magic sheet you can do my paint scheme. No real big problems after that. Just spray the colors and add masks until you are done. You may have to touch up but it is infinitely easier now that the basic outline is done. I used Model Master Acrylic RLM02 for my RLM 63. There will be some discussion on the shade of RLM 63 but in “Luftwaffe Colors” (see references) it explains how there came to be TWO RLM 63s, one very light gray and the other very similar to RLM 02, except used on external surfaces. I decided to use Polly-S for the 61 and 62 because in my eye they were closer to the chips in “Luftwaffe Colors”. The Model Masters were close but I liked the Polly-S. Your choice really.

A quick coat of Tamiya Clear and it was time for the decals.

### The JBOT Decals

The decals come on two sheets of decal paper with a “blurry” instruction sheet that is marginally helpful. The decals were made on an ALPS printer so each sheet is one piece of decal. This



is no big problem. You just have to trim close to the printing, which is fragile. The JBOT decal sheet provides you most of the markings. It may have been me but when I looked at the photos I see a leading edge white stripe on the lower wing that JBOT does not provide. The decals react well with setting solution and are adequately opaque.

It was apparent with the decals set up as they were that the distances were as they would appear on the model. This is good because of the instruction sheet. I tended to leave whole sections of decals together so that they would be the right distances from one another. This caused some silvering problems because of the vast areas of clear decal paper. This was definitely my fault.

I did have a few markings that were slightly out of register but nothing overly noticeable. I did find other problems though. They included that the upper wing stripes were too small and did not fit completely around the wing. This appears again on the interplane struts. Another observation was the upper and lower wing crosses appear to be mis-marked. The top one should go on the bottom and vice versa. Both appeared too small. I eventually decided on some Aeromaster markings. The wheel-spats markings were too small and I ended up having to mask and repaint them.

The one thing that gave me fits was the cowling bulge decals. I thought that MicroSol would be able to make it happen, I was wrong. The decals looked terrible all shriveled up and never would settle down. I eventually had to remove them. This proved to be a big problem. The MicroSol had made the decals bite into the paint and they refused to be removed. When I did remove them I removed the underlying paint. Of course it was acrylic and it just chunked off. Never to be smoothed out again. I ended up chipping off the remaining paint on the whole cowling with a toothpick and sandpaper. It came off nice but in the process I ended up destroying the fuselage markings. Remember I said they were fragile. I tried to hand paint them back on but that failed miserably. I took off my attempt at graffiti and ordered another set of decals from Meteor. I eventually painted the whole cowling Flat White and then using Tamiya masking tape (love this stuff, if you haven't tried it you have no idea how good it is) I masked the bulges and resprayed the camo pattern. Finally I had a cowling that I liked.

One good thing about this fiasco on the fuselage was that I noticed that my camouflage line was too high on the fuselage so I had an opportunity to repaint it properly and the cabane struts which I had painted the wrong color were corrected. So there was some good from it. I used a trick to make sure my camouflage line was straight on the fuselage. I used Silly Putty rolled into a long “worm” and laid it down over the fuselage where I wanted the demarcation line to be. Then I sprayed the under surface color at slightly more than 90-degree angle to the putty and I had a nice straight and slightly feathered edge exactly where I wanted it.

*(continued on page 10)*

(He-123 continued)

### Finishing Up

Now that the decals were on I sprayed a coat of Tamiya Clear over the entire kit and then some Model Master Acrylic Flat. I noticed some silvering on the clear panels so I cut them slightly and used MicroSol. The ones that didn't sit down were then painted over. Can you tell where? Me neither.

Now it was time to bring everything together. One thing nice about the instruction sheet is that it shows you how to add the support wires and the antenna so in keeping with the out-of-the-box idea, I added mine from styrene.

Attaching the top wing required a clamp in the middle but everything fit rather well. I did have to add some filler to the cabane struts at the top but it wasn't too difficult. The windscreen was added and filled in with white glue. I touched up the paint and called the kit done.

### Summary

The Black Magic masks were indispensable, even though I had to adjust them for my particular paint scheme. Meteor even addresses this in their instructions. Use the masks—they save lots of time, especially on this tri-color scheme.

As for the JBOT decals, if you want to model this machine you have very little choice. The difficulty I had was largely self-induced, but the decals were slightly undersized, except for the personal markings. It appeared that the decals were first made for a smaller kit and then just enlarged to the appropriate scale. They do make quite a colorful machine. Use caution on the paint scheme. I think the one JBOT represents is incorrect.

This is an old kit. Once you come to terms with that, no problem. I really enjoyed it. It kind of brought back a little of my childhood memories. The new resin interior was beautiful. I would love it if AMTech brought out the resin interior and the unspatted struts as a separate upgrade to my old Esci kit. A word of caution—only 5000 kits are to be produced. Get yours early and avoid the markup on the secondary market. Overall, a very enjoyable and quick build. I may even attack more biplanes now that I've gotten over my fear of the upper wing. Bring on the He-51 or Ar-68!

Thanks to AMTech for the review copy.

Floyd

### References

*Flugzeug Dokumentation- Von der Fliegerschule zum Einsatzverband*; Michael Mayer and Paul Stipdonk; Flugzeug Publications; 1991; ISBN 3-927132-05-5  
*Camouflage & Marking of the Luftwaffe Aircraft Vol 2*; Model Art special No 356.  
*Luftwaffe Colors 1935-1945*; Michael Ullman; Hikoki Publications, 2002; ISBN190210934-1  
*Luftfahrt Volume 1*; E.S. Mittler & Sohn GmbH publishers; ISBN 3 87547 178 4  
*Hs-123*; Wydawnictwo Militaria; 1995

(CH-46 continued)

related equipment and torpedoes to name a few.

- Missing from the CH-113 kit is the radar nose and the towel rack” electronics on the upper left side of the fuselage installed in the early 1980s in the Canadian version.
- Although not designed as amphibian platforms, Vertols can float in calm waters. However, newer updated USN/USMC versions have emergency flotation inflatable rubber sponsons located forward of the main landing gear sponsons. They are the ones that look like motorcycle saddlebags. These were not used in the early versions but you'll have to scratch build them if you are doing the updated version.
- Pay close attention to photos of different CH-46s. Among additions missing are the different rescue hoists and searchlights used by American, Canadian, Japanese and Swedish Vertols.

### Final Comments

The mystery surrounding this pair of models is an interesting one. Is the Hobbycraft CH-113 really a copy of the Fujimi kit? I did put together the left side of the Fujimi fuselage with the Hobbycraft right half. Do they match? Well, yes they do – with some reservations. I suspect the CH-113 is made out of licensed molding modifications of the Fujimi kit. The male/female tabs do not match but if you sand them smooth, both halves match perfectly. Other than the different panel lines, surface texture and other details, this must be a Fujimi-Hobbycraft collaboration that really worked.

Both kits are worth the money and there are many versions to model. Quality, interesting subject and moderate price make it an “El Magnífico” for us dedicated Rotorheads.

So, why are there no 1/48 CH-46 kit available? Considering the interest generated through the years, I'm surprised no one has done one. But which model manufacturer would take the plunge into the helicopter arena? Other than the current Blackhawks, Hueys, Longbows, etc., no company has done 1/48 Korean era H-19, H-21, H-5 nor Vietnam era CH-46s or Chinooks. I really think Trumpeter will be the one but - in 1/32 scale? OK folks, any bets?

Rafael

### References

#### Books

*Trenton: 50 Years of Air Force*; Maj. E.A. Johnson (RCAF/CFB Trenton 50th Anniversary Committee, 1981)  
*United States Navy Aircraft Since 1911*; Swanborough-Bowers (Naval Institute Press, 1990)  
*U.S. Army Aircraft Since 1947*; Stephen Harding (Specialty Press, 1990)

#### Articles

*Aircraft in Detail: Boeing Vertol's 'Bullfrog'*; Glenn Sands (Scale Aircraft Modelling, Vol.23, #4)  
*From Labrador to Cormorant: Search & Rescue In Canada*; Bill Cumming (AIR International, April 1998)  
*Modelling Manual: Boeing-Vertol CH-46D "Hotel California"*; (Koku-Fan, October 1987)

(continued next page)

## Old Rumors & New Kits

Jeff Forster has an ALPS 500 printer for sale. Interested? See Jeff. This is a very good printer with the photo sublimation kit. This makes it an excellent printer for photos and you can also use it for decals.

The Hs 123 from AMTech that's featured as the lead article in this newsletter is supposed to be shipped to the distributors on or about May 15. According to Allan Griffith at AMTech, over 50% of the entire run has been pre-ordered. If you want the kit, I recommend you get it early since only 5000 units will be produced. When they are gone, AMTech will not produce them again. AMTech will be one of the manufacturers at Squadron ScaleFest.

AMTech is testing the waters for their next special. If you are interested, sign on to their website and get on the special email list. The best rumor to come out in some time is this one; AMTech will release a P-40B/C later this year. Then next year expect a P-36, Hawk 75 family. (All stand and cheer!)

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### *(CH-46 continued)*

#### *Internet*

The web showcases a healthy crop of sites covering all Vertol variants, all countries, armed forces, etc. To get you exploring, visit:

[www.5chr.freemove.com.uk](http://www.5chr.freemove.com.uk) (Heli-Kit News site dedicated to model helicopters with new releases, kits, detail sets, decals, etc.)

[www.airforce.dnd.ca/grfx/equip\\_gallery/labrador\\_ch113](http://www.airforce.dnd.ca/grfx/equip_gallery/labrador_ch113) (Canadian Armed Forces site with tons of CH-113s. A must see!)

[www.lizpope.com/Miramar98/Helicopters/CH46\\_SeaKnight/ch46.jpg](http://www.lizpope.com/Miramar98/Helicopters/CH46_SeaKnight/ch46.jpg) (USMC/USN walk around detail shots)

[www.popasmoke.com](http://www.popasmoke.com) (U)

[www.rotorcraft-tech.com/ch46](http://www.rotorcraft-tech.com/ch46) (more "frog" photos)

[www.vectorsite.net](http://www.vectorsite.net) (historical data and good images and links)

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### *(F-15 Reporter continued)*

ago when he first told me the masters were underway; it would have been a great seller. Unfortunately for Mike's considerable talents, AMTech will be releasing an injected Reporter in the \$50 range this year. But if you've been stashing away a group of Monogram Widow kits, you might, as did Bondo, decide to do a bit of early "practice bleeding" while you're waiting.

*"Bondo" Phil*

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### *(Car Corner continued)*

looks like the ones that are used in the TV show "Third Watch," so they are authentic. OK, it's highly detailed, has opening doors and hood, rolling poseable steering and wheels that roll. The Radar Light Bar is already installed, the antennae on the rear attaches after assembly. You have the option of leaving the red taillight off to have the newer version of the Impala, or putting it on for the 2001-2002 version. It is a metal and plastic kit and as I said a very nice kit to have, so if you like emergency vehicles and like to model them, I recommend this one highly. I plan to get a couple more for some emergency dioramas I am working on.

*Skip*

Frankly, I can't think of much better news. A modern, up-to-date P-40B has been at the top of my WWII list for years. OK, so you don't like WWII. I have a wish list for the later period too. I'd like to see a 1/32 P/F-80 or a T-33 too, or a Spad. So there.

That long awaited Hasegawa Fw 190-D is finally out. I got mine a few weeks ago from HLJ. I should have waited since the one in the local shops has a fret of PE that is not included in mine. What's on the fret? Actually some valuable parts, including an supercharger intake screen and an instrument panel with transparent printed instrument faces. This kit goes for about \$38 and is about the same quality as the earlier Me 109 kits. Since the tail is a separate piece, you know that a D-11 is coming eventually.

A number of companies are working on resin detail sets for this kit but none are available locally at this time.

Another big model kit just out is the Academy F/A-18C. This is a large kit with matching price. There are some really fine looking resin detail parts for it from Cutting Edge. I have seen very favorable write-ups on the kit on Hyper Scale. If you are into large models of recent jets and the price doesn't cause a heart attack, this is your baby!

The newest armor kit appears to be a re-release but actually it's quite improved. This is the new Tamiya Krupp Protze with a 3.7 cm gun. There are a lot of newly tooled parts especially for the details.

Tamiya also has a new Panzer 4 with photo-etched Zimmerit from Eduard. Photos of the PE are on the box top and it looks pretty nice—just a little neater than I have imagined what Zimmerit would have looked like. Still, with proper weathering and painting it should be convincing.

In 1/48 scale aircraft there are not many new releases. Special Hobby has an I-15 Polikarpov Chato. Should be a nice kit if you like WWII biplanes. Special Hobby also has released a 1/48 scale kit of the DFS-230 Cargo Glider. This model has been available for some time from Huma in 1/72 but this is the first 1/48 scale version I'm aware of. It has a full interior, 17 injected clear parts, and wheels as well as the landing skid.

Roden's Sea Gladiator is also out, has been for some time now. It's a good kit and largely the same as the original Mk I. This one has a "new" windscreen, three-bladed prop, dinghy container, and tail hook. It comes with a decal sheet for eight aircraft! Roden is really coming on strong! Their next release to catch my eye is the OV-1A Mohawk. This is a light twin engine intelligence and recon aircraft operated by the army during the Vietnam era. I'm really looking forward to it.

That's about all the room I have this month. Thanks for all the articles. As you can see, I need some "shorter" pieces from time to time but I'm not complaining. Just keep them coming. And don't forget, build a model.

*Milton*

**Next Meeting:  
Thursday, May 15**

