



IPMS/Republic of Texas

SPRUE EXAMINER



Yakety-Yak...
A 1/48 Scratchbuilt "Firebar"
by "Bondo" Phil Brandt IPMS 14091

Background

The Yak-28P interceptor represents the penultimate iteration of the venerable Yakovlev twin-jet fighter/bomber family (Yak-25/26/27/28) which, in the form of the Yak-25 "Flashlight," first flew in the early Fifties. The sharply swept wings, huge radome and bicycle landing gear of the Firebar lend a certain "swoopiness" which, in this modeler's opinion, perhaps best represents Evil Empire Cold War fighter design philosophy. The close-held, last-of-the-line Firebar was never exported, but defended the borders of the Soviet Motherland (along with the Su-15 Flagon of KAL shootdown infamy) until 1988 when the Mig-31 Foxhound began to be produced in quantity.

Until Collect-Aire released a not-bad 1/48 resin Flashlight kit circa 2002, the only other Yak-25/26/27/28 kits extant were the ancient (1956) Revell box-scale Flashlight, the Victoria Models multimedia 1/48 Flashlight and the two-for-one Contrail vac kit (Firebar and Brewer) whose scale is generally considered somewhat larger

than 1/72. The most recent 1/72 release is an injected one by Amodel, and as one might expect, the Ukrainians have produced the definitive model of this bird.

Although it was my understanding that, following their Flashlight kit, Collect-Aire was going to do various Yak family sequels, such releases have, to date, not materialized. Accordingly, the Scratchbuilding Division of Bondo Industries elected to press on with its own Firebar rendition.

Preparatory Research

"*Aviatsiya Magazine*," published in Russia, always has great 1/72 plans, with much detail. I enlarged these to 1/48. The mag's text is, of course, in Russian, but the pictures and plans speak for themselves. An even larger (and in English) publication (Midlands Publishing) is the recent Aerofax book on the whole Yak-25-28 family by the prolific author, Jefim Gordon. There are more pictures than you'll ever need...except, unfortunately, closeup details. A plate of color sideviews is included in the appendix. I bought the Amodel 1/72 injected Yak-28 kit from Linden Hill Imports to use as a 3D example. It was most useful in building the bicycle landing gear and wheel wells.

(continued on page 5)

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2004 Show Schedule

IPMS/Fort. Worth TX, 2004 SuperCon	Sept. 11, 2004
IPMS/West Central Missouri	Sept. 18, 2004
IPMS/Baton Rouge	Sept. 25, 2004
IPMS/Abilene TX, GASCON V	October 2, 2004
IPMS/Flying Tigers, New Orleans, LA	October 23, 2004
IPMS/El Paso, Desert Con	October 23, 2004
AMPS Centex Regional 2004, Austin, TX	October 2004
IPMS /Alamo Squadron, San Antonio. TX	Feb. 19, 2005

Editor's Notes...

This month's meeting will see a change in location. We're going to try the room at Flores' Mexican Restaurant on Anderson Lane in the Village Shopping Center. We'll be meeting in the upstairs room and yes, you can have dinner and a drink if you want it. Meeting time is 7 P.M. but we can go in earlier—probably a good idea if you plan to have dinner.

The program will be Basic Construction, Part Two, presented by your faithful editor. We will probably have a brief report on the just concluded IPMS National Convention as well. But, in case you can't make the meeting, here is a synopsis of the event.

Bondo and I made the trip west down IH-10 into a very hot—but it was a dry heat!—central Arizona for four days of gawking at fine models, nice bronze art work (!), vendors, and some very faded but well kept real airplanes at Pima. It was a fun trip. Several other ASMS modelers did likewise but some of them took the easy way out and flew. Bruce Burden, Terry Lowman, Russ Holm and his wife, and the two of us drove while Marc Hobbs, Jack Johnston, Rick Willmon made use of the airlines.

It was a good show. And a big one as well. There were 2034 entries making it the third largest IPMS/USA show ever! Four modelers entered 30 models each! I have to say that most of the models were very, very good. Bondo took a second for vac-form aircraft and a third for scratchbuilt aircraft. Russ did a little better with five total awards including at least one First! I didn't scratch but wasn't surprised nor disappointed. Next year's show will be in Atlanta, June 20-23.

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 Tuesday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Examiner* 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 Korner

What a great time! For all you poor, unfortunate people who missed the picnic, I'm saddened at all the fun you missed. Oh well, there is always Christmas. My thanks again to Mike and Sally Kachoris for opening their home to us. Thanks for getting the BBQ Milton, it was delicious. I think the auction went really well. Kind of long, but I hope we will get better at it. I hope to see you all at the meeting Tuesday, 8/17/04. We will be meeting at Flores Mexican Restaurant in the Village Shopping Center on Anderson near Burnet. Please bring your current project and/or some of your latest triumphs of accomplishment (finished kits). See y'all Tuesday.

Kenny

Jeff's Book Reviews

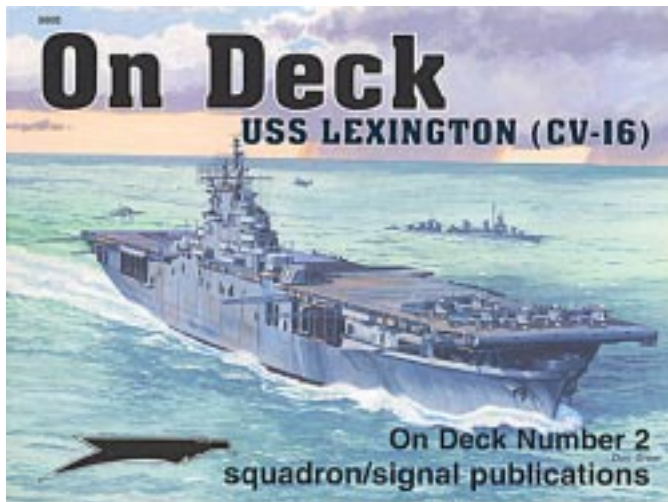
By Jeff Forster IPMS# 30833

On Deck #2

USS Lexington(CV-16)

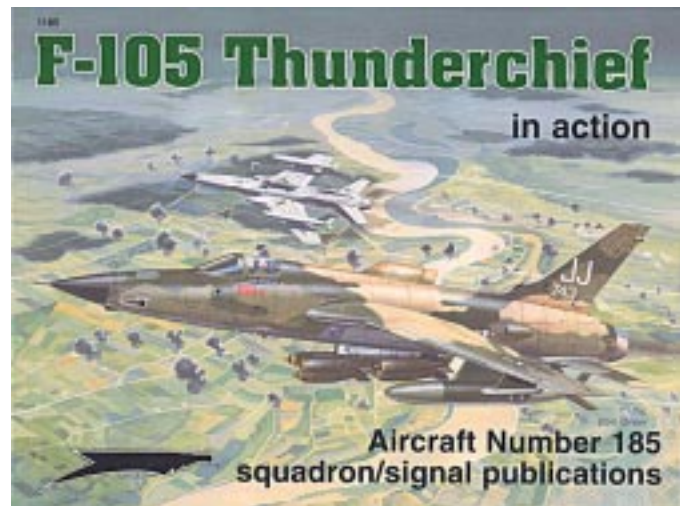
Squadron/Signal Publications

By Al Adcock



This is one of Squadron's books covering naval subjects and is in the same format as their In Action series. There are more pages in this one, 79, than in the In Action books. The book begins with some great pictures of CV-2, the first carrier named Lexington in WW2. The second Lexington was the eighth of 26 Essex class carriers and was launched on 26 Sept. 1942. There are plenty of photographs, many of which are really nice color shots. Of interest on pages 12 & 13 is a color reference chart of flight deck crew jerseys with an explanation of who wears which color. Page 15 includes a photo of the Lexington right after she was struck by a kamikaze while operating near the Philippine Islands. A lot of color pictures are included that cover her training days after the war. Pages 68 & 69 have color plates of her different configurations during her career. There

are also color plates showing different aircraft assigned to Lexington during her career. This is a super book that you should pick up if you are at all interested in Essex class carriers. Jeff's Rating ★★★★★



In Action #185

F-105 Thunderchief

Squadron/Signal Publications

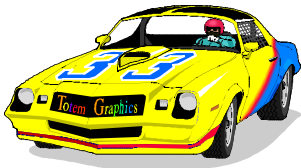
By

Ken Nubeck

This is the latest re-release of Squadron/Signals in action series. It has 49 pages and it's in their usual excellent format. It begins with the 105's development and progresses through each of the different models. It has some really great photos. Page 9 shows an F-105 refueling another F-105, a feature I don't think was actually used very much. There's a short chapter on the F-105B's usage in the Thunderbirds. As usual, the color plates in the middle of the book are excellent. There are several shots of battle-damaged aircraft from Vietnam. If you've ever been stationed on a base with F-105s then this book is for you. I always thought the 105 was an impressive aircraft and I enjoyed this book. Jeff's Rating ★★★★★



Airship Collection from IPMS/USANational Convention, August '04, Phoenix AZ, winning entry.



Nathan's Historic Rides

by Nathan Perrine IPMS 40167

Of the most recent reissues by AMT/ERTL, the one I am reviewing this month is one of the best, and I am fortunate enough to have an original issue to compare it to. I can tell you that piece-for-piece this kit is an exact duplicate of the original.



The 1953 Studebaker Starliner Coupe, kit # 31759 can actually be built one of three different ways, stock, custom and competition. It even comes with the clear hood to make it a "Double Whammy" which was a dual-blowered 426 Hemi powered funny car or "gasser". This is a true 3-in-1 kit. Molded in the customary gray of AMT/ERTL, clear, chrome and transparent red, it also has black vinyl tires and some "big" slicks. This is a kit I would like to find some more of, as it is so loaded with 'extra' goodies, deep-dish mag-type wheels for the "big slicks", it has an optional chopped top already cut to make it into a salt-flats racer.

A little background on this highly desirable car, it is still considered a high point in American Automotive Design, this sleek and even sexy by some standards, Studebaker Commander Starliner hardtop was an immediate success when introduced to the public in 1953. Originally conceived as a show car, the designer convinced the upper echelon of Studebaker to introduce the striking coupe along with the other models in the fall of '52. They found they had a hit on their hands in both the hardtop and two-door sedan versions as the public loved them. Also keep in mind this was introduced with a V-8 engine which was already several years ahead of Chevrolet and Ford. The car was so popular that Studebaker possibly "lost out" because they only produced a limited of their coupes and the public demand was more than the allotted production.

Because of its sloped nose and sleek lines the coupe was very popular at the Bonneville Salt Flats for many years. Even today the occasional "stude" will pop up on the scene, be it the salt flats, a street rod meet, or at your local drive-in on a Saturday night.

The Starliner looks as good today as it did when introduced to the public almost 60 years ago. It is one of the few automobiles to be included in the American Museum of Art as an example of excellent Industrial Design solely as a work of art.



I got my kit at Big Lots for—are you ready for this?—\$4.99, and I would love to find some more. This kit has so many possibilities that I can come up with all kinds of ideas for it. Anyway, on to the kit. As I said, it comes with two engines, and enough extra parts to do whatever I want to build it my way. I have two cars started (pics enclosed). The yellow one is going to be a street machine, or mild custom, and the purple one is going to be a salt flats racer. In addition to the parts for the competition version, the custom includes front and rear rolled pans and "Frenched" headlights. The interior consists of both custom buckets and a stock bench seat and a full roll cage for racing.



On a scale of 1-10 with 10 being the very best, I would have to give this a high 9.

Nathan

(Yak 28 Firebar continued)

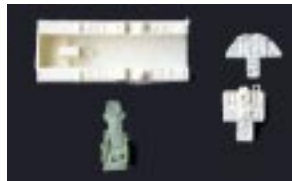
Fuselage

As this boy hotrodder did in the Fifties, I prefer to adapt already available components which have the general shape desired. The huge centerline fuel pod of the Monogram B-58 filled the bill for the torpedo-like Firebar fuselage. The tank was split horizontally so that a cockpit and maingear bays could be fashioned from plastic sheet. The long, ogival radome came from a vacuformed Polish HitKit of the Flagon. The radome was filled with epoxy putty and adapted to the B-58 tank. The cockpit outline piece came from that area on the Revell F-89 and was integrated with the basic fuselage pod.



Cockpit

Because the cockpit tub of the Firebar is strongly reminiscent of its progenitor, the Flashlight, I cloned (in resin) the two-place tub and instrument panels from the Collect-Aire Flashlight kit. Seats are Neomega KK-2s. Sidewall detail was added using artistic license, since I was unable to obtain interior pix of same.



Landing Gear

Maingear wheel bays were formed from plastic sheet, and the struts built from parts box components and brass tubing. Main wheels are from the 1/48 Lindberg Mig-31. Outriggers were fashioned from Monogram Harrier units, with scratchbuilt bay doors made from plastic tubing. Gear doors were laminated from sheet.

Engines

The long-nosed, semi-podded engines were built from Plexiglas tube, brass tube, plastic sheet and lots of epoxy putty! Kitbashed afterburner cans (decreased diameter) came from the Zhengdefu ripoff of the Academy F-111 kit. Intake spikes are modified from the monogram B-58. The engines are canted vertically from the significant anhedral of the wings. Because of the thick Plexiglas tubing used as the "keel" of each engine assembly, doing turbine/afterburner interior details was bypassed in favor of scratchbuilt typical red Soviet FOD covers.



Wings

The Hobbycraft Cutlass furnished the inner wings, transitioning to the outer units which were made from the venerable Hawk/Testors OV-10.



Flaps came from the Cutlass, and the ailerons and leading edge extensions were scratchbuilt. The faired-in wingtip "bullets" which house the outriggers were created from the ends of Mk 82 bombs with the center sections from plastic tube. Proper wing anhedral was achieved by a sturdy bent brass carry-through rod epoxied through the fuselage. The long, slender spikes jutting forward from each wingtip were built from two diameters of thin brass tube.

Tail

The vertical fin, rudder and slabs were created from those of the Heller RF-84F kit.



Windscreen/Canopy

I was unable to find a suitable existing canopy assembly, so I carved a master and vacuformed same. The canopy interior rails came from the Revell F-89, the aft canopy bulkhead was scratchbuilt and the canopy/windscreen arches were Dremelled out of .060 sheet.

Weapons

Pylons were scratchbuilt and mounted to the wings with brass tube. The large radar and IR missiles are from the Trumpeter Flagon kit, and the Sidewinder-like IR Atolls from the Monogram Harrier.

Finishing

After coating all components with gray automotive lacquer primer, the overall surface was practically immersed in repeated iterations of my favorite lacquer putty, 3M Blue Acryl. Although it does shrink if applied too thickly, its quick drying and sandability are IMO unmatched. I also used Mr. Surfacer and slow drying CA glue for major discrepancies. Panel lines were also scribed at this time. Final wetsanding of the primer was with 12,000 grit.



Alclad was, as usual, the NMF of choice. I used four basic shades with two custom blended ones thrown in. The shade differentiation may seem fairly strong, but the cover of the

(continued on page 10)

Trumpeter's 1963 Chevrolet Nova SS Sports Coupe

by Keith Townsend



Ok, so this is my first attempt at writing an article, but what a great kit to start with.

As you will begin to see, most of my articles (that is if I get to do more of these) will be a basic walk-around of the kit—a “when I open the box this is what I see and what I think about this kit” type of article. I may give you a little car and kit history, but mostly I am going to write about how the kit looks and maybe some build and modification ideas that I might have on a particular kit. The actual build article may come a little later and in multiple parts. For me, the look of the final topic is more important than the look of the kit itself. What can I do to the kit? Or how can I make it look? These are questions I like asking myself when I am at the hobby shop or looking at a kit on the Internet.

Most of the time when I am building a non-racing kit I have already bought the paint or know what color I am going to paint the model before I have actually bought the kit. Like the paint scheme for this kit, I am not going to go with a factory color. I have a custom color scheme in mind and no, I am not going to tell you what it will be. You are going to have to wait for a future article to see what I have in mind. (Anyway I will probably blab it to you at one of the meetings.)



The Car's History

In 1961 Chevrolet only had a small car in the Corvair and the rest of the big cars in the Chevy line. Ford was winning the mid-size car battle with the Falcon, so Chevy decided to provide a third economical option for Chevy buyers and to compete with the Falcon. The economical side of the car came in its power plant. These cars came with either a 153 c.i. inline Four cylinder or a 193 c.i. Straight Six. In 1961 the Chevy II, which would eventually become the Chevy Nova, was introduced for model year 1962. In 1963 Chevy introduced the Nova SS that came in two versions, the Coupe and the Convertible. Today the 1963 Nova SS Convertible is one of the more valuable in this line of cars since this was the only model available in a “drop-top”.

The Kit

Trumpeter came out with both versions of the Nova SS. The kit I am using for this article is the Sports Coupe and is molded primarily in white plastic. It also comes with one clear parts tree for the windshield, one red parts tree for the tail lights, one chrome parts tree for the wheels, interior and exterior trim and exhaust system. It also comes with Photo-etched metal for the working hood hinges and make badges. YES, I said working hood hinges. Damn cool if you ask me, but it remains to be seen if they are worth the build. The kit also comes with a piece of wire to help in the building of the working hood hinges and metal springs for the front-end suspension.

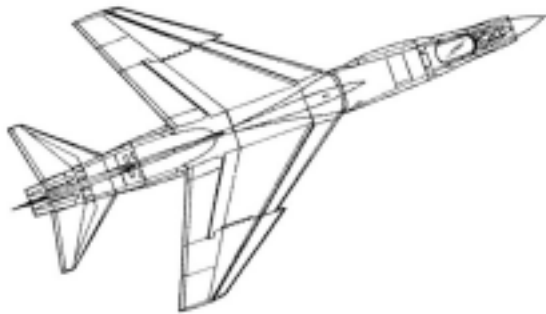
The instructions are great and start off with the building of the “Six Banger” that came as the original power plant of the '63 Nova SS. This is one place I might start modifying. Drop a V-6 or a blown V-8 in the car to give a little more horsepower. I have photos of a 1:1 car that has an oversized intake manifold and a four-barrel carburetor hanging off the side of an original Straight 6, now that might be cool to do and I have good reference photos to work from.

Anyway, back to the kit. Once the engine is done, you get the tires. An “Oh man, what were they thinking!” comes up here. This will be my first build of a kit with plastic white-walls fitted to rubber tires. I am not sure I like the look that this will give me so I am already looking for new wheels. Now I will get to build the front suspension. Yes, it is separate from the rear, which will make alignment of the front and rear suspension fun at the end.

The interior and exterior trim are items that I like versus Trumpeters Pontiac Bonneville. The trim down the exterior side is in three pieces instead of one long piece, as in the “Bonnie”. The same goes for the trim on the door interior. Another thing about the kit that I like is the color chart at the end of the instructions. It is a detailed list of the OEM colors this car came in 1963 and the Testors or Model Masters equivalent. Even though I am not going to use it for my build, it is still a good thing when a model company saves you some research time.

The body is one piece and when painting you need to remember that the rear cove is to be painted silver. The jury is still out on

(Continued on page 10)

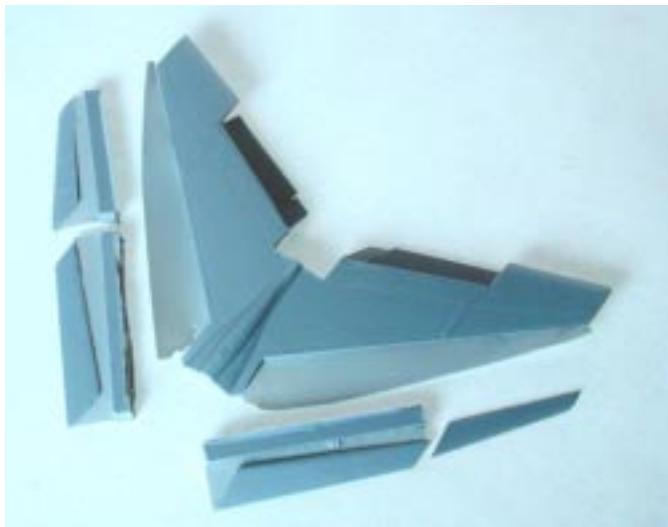


Obscureco's Resin Wing for Academy's 1/72 F-8E Crusader

by Milton Bell, IPMS 16702

Academy's new, or almost new, 1/72 kit of the F-8E is one of their best offerings and features a wing that can be displayed in the up or down position. Since this was a "salient" feature of the airplane, most modelers would prefer to show the wing in the high incidence position. The two-position wing had flaps and slats that automatically dropped when the wing was raised for takeoffs or landings. When the wing was up, they drooped and dropped. Unfortunately, the kit has them in the fixed "up" position.

Fear no more, brother modelers, someone has come to our rescue with an excellent piece of resin that cures the ills of the kit wing. Chris Bucholtz' company—Obscureco—is producing the resin parts from a master by Norm Filer of the Seattle IPMS club. Bill Ferrante did the mold design and production of the parts. The resin is about as good as it gets which is normal for the young man and associates from Vacaville, CA. In the past they have produced such items as corrected cowlings for the



Hasegawa 1/48 F6F Hellcat and the HobbyCraft Bearcat, correct prop blades for AMT's 1/48 Tigercat, as well as numerous items for 1/72 and 1/32 kits. You should see what they are doing for a line of 1/72 F-100s!

Anyway, back to the F-8E wing. As it is cast, the dropped flaps are already in place and the four "droops" are supplied as separate items. The inner droops droop at 37 degrees while the outer droops droop at 55 degrees. I hope that's clear. It's up to the modeler to get it right because the folks at Obscureco have done their part. There doesn't seem to be a practical way to make the wing in one piece, besides, that would take the fun out of modeling.

Unfortunately, about the only way to get this new wing is to call or contact Chris or be lucky enough to be at a show where he is set up. Since he is on the west coast and the IPMS Nationals are over, your chances of seeing him are slim unless you journey to the far west. You can contact him online at ObscurAir@aol.com which is what I usually do. The five piece set was \$15 at the Nats and I suspect it's about the same if you mail order. I suggest you email him for details. I can recommend any of the resin items Obscureco has produced.

My hat's off to the Obscureco team for producing a very good product.

And, in the event that you want to model an early version of the F-8, (the kit is of a late one) Norm Filer has published an article in the Seattle Chapter Newsletter that describes how he modified the kit to build a very nice F-8K. Among other details, the early versions had a more narrow and smaller radome and did not have the avionics necessary to carry the Bullpup missile. If anyone is interest in trying this modification, let me know and I'll share the article.

Milton



ASMS kit auction, July '04. What Am I Bid?

The New ASMS Website

by Michael Kupka

ASMS has a new web site at www.ipmsaustin.org.

The purpose of the new Web Site is to serve as a virtual home for ASMS. It allows members to share with and learn from each other, as well as to keep in touch more frequently. Through the message forums, it is now possible to share your thoughts, or to help others without waiting for the next meeting. Explore the site, check out all the sections. Please visit the Message Forums, Photo Gallery, and Classified Ads. Your feedback is crucial to making the ASMS website a valuable modeling resource and is greatly appreciated.

First of all, please take the time to register on the message forums. Once you register on the message boards, you will have a Username and Password. This Username/Password combination will be used for the photo gallery, and controlling access to the restricted sections of the website. If you want to get the most out of the new ASMS Website, it is very important that you register in the message forums. Once you have registered I can grant you permission to enter private message forums. Currently, ASMS Club Business is open to everyone. As of the September meeting, It will be a private forum, that only club members will be able to see.

Here is a basic registration tutorial:

Visit <http://ipmsaustin.org/forums>

Click on the register button on the top right of your screen.

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	Topics	Posts	Last Post
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Enter you user name, email address, and your password. When you type your password, you will see asterisks instead of the characters that you type. This is a security feature.

Austin Scale Modelers Society Forum Index

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Profile Information

Next, you may want to set your time zone to GMT-6. After you have done this, press the submit button.

Always enable Smilies: Yes No

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Forum Index

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Once you have logged in, you can post and reply to messages in the forums. Have Fun!

The message forums have been split into several categories. Urgent News contains important information about the forums. Please take the time to read these whenever they are updated.

Test Category contains test forums. If you are new to message boards, you can try some test posts here. Keep in mind that test messages will be deleted every few days, so if it is important, please post in one of the designated forums.

Modeling – The category has six topic specific forums. These forums are Aircraft, Armor, Automotive, Figures, Ships, and Tips, Tools & Techniques.

ASMS Club Business will contain private forums. They are open to the public, because at the time this article was being written, we only have four club members registered as users.

General Discussion – Post messages about Previous or Upcoming events.

Once you have logged in, you can post and reply to messages in the forums.

If you are interested in some of the more technical details, the basic format was designed using Xara's Webstyle 4, and then customized using MS FrontPage 2000. For those of you with an interest in web site development, the site makes use of php for server side programming. Using php allowed me to add message forums, a photo manager, buy/sell classifieds, calendar, and to add page access control.

There is good news for all the modeling packrats. ASMS now has a Classifieds Ad board on the website. Find a good home for all of your orphaned models, whether they are already built or still in the shrink-wrap. You can list items for sale or trade, free of charge.

We also have the Coppermine online Photo Gallery on the ASMS website. Check out some of the photos from IPMS Nationals. Over the next several months we will be adding photos from previous shows.

Use the message forums. They are the heart and soul of any online community. We have a wide variety of skill and experience levels, so if you need help, just ask. If you have anything that you think may be interesting to other members, please let us know on the message boards.

Please take a few minutes to visit the new web site, and place your comments on the message forums. If you have any trouble, please feel free to contact me. My phone number is 512-261-1812. Now go have some fun.

Michael

Tips, Tools & Techniques

Finding Centers of Round Parts

by Milton Bell IPMS 16702

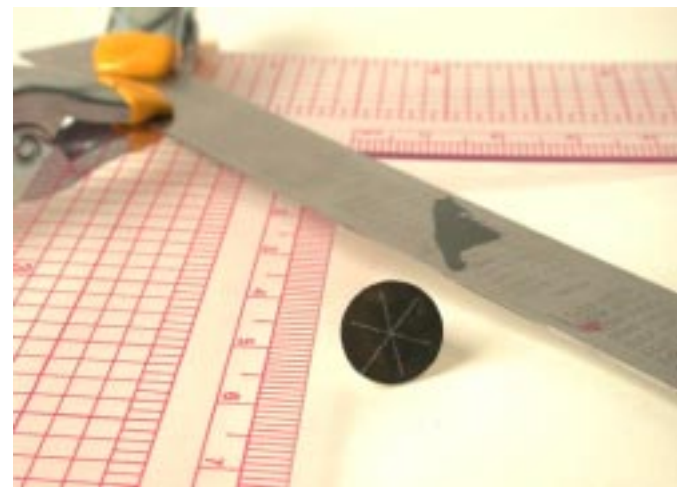
A few months ago I was asked by a USAF retiree to repair a model of "his" airplane, an OV-10 Bronco. The model had suffered a fall and the prop blades were broken off the hub/spinners and all but two were lost. Since the model was in an odd scale—something like 1/28—there was no chance of using a stock part from a similar kit. My only hope was to make the parts from resin or whittle and sand each blade from wood. I chose resin since I had two good blades to use as masters. Making the mold was pretty simple and, since the spinners were made to fit a now non-existent brass insert, I decided to make new ones.

Making the mold for the spinners was pretty easy. I simply stuck a spinner to the bottom of a small plastic box, pointy end up and poured in the latex. When it had set up, I removed the master and had a very nice, clean RTV mold. Since the big end was open, pouring the resin was pretty simple as well and I soon had three spinners (I always make spares) to work with.

Since the master—the original—still had marks of the original prop blades, locating the new ones was not a problem. The problem came in drilling out the back of the spinner to accept a new shaft to attach the prop assembly to the engine nacelle.

Eyeballing the center of a circle about 3/8 inch in diameter was not something I looked forward to so, I devised a simple tool to mark the exact center of the back side of the spinners.

I had a small plastic "square", much like a carpenter's square. Each leg was about six inches long and the inside angle was, of course, 90 degrees. Since each leg was the same width, the apex of the internal and external angles split the 90 degrees evenly. With the aid of a couple of clamps, I attached a 6 inch steel rule across the apex of each angle and had a crude but effective divider.



Now back to the spinner. Since I knew I had to "mark" the center and since the resin was very light colored, I decided to paint it black and use a scribe to mark the center lines. When the paint dried, I placed the spinner in open part of the square and under the steel rule. When it was flush against the square I scribed a line through the black paint. Then I rotated it about 30 degrees and scribed another line, and then another. The result was three lines that crossed in the exact center of the spinner. Now all I had to do was drill holes for the prop blades and drill the spinner-center for a brass tube assembly that let the prop spin.

Then the prop blades were cast and finished with few problems—except that they seemed awfully fragile, being all resin and not too thick. My solution... I recast them with a brass wire core that doubled as the mounting hub. It made a very secure joint between prop blade and spinner. Problems solved and retired OV-10 driver is happy!

If you have a favorite tip, suggestion, or want to share the way you solved a particular problem, we would like to hear from you. Sharing information is the way we all advance in this hobby and even the simplest ideas may be just what some frustrated modeler is waiting on.

Milton

(63 Chevy Nova continued)

the one-piece front, side, and back windshield. This one-piece item also has the interior top incorporated and I am afraid it will make the interior look a bit out of scale.

All in all, this kit is very appealing to me. Only after seeing Trumpeter's Bonneville was I interested in doing one of their kits. Plus, these two are not the only Trumpeter car kits out. Trumpeter has a couple of the Chinese car company "Red Flag" limousine kits under their belts as well. By the way, the Bonneville never really appealed to me as a car model that I would want to build. The Nova, on the other hand, interests me as well as Trumpeter's next car, which is supposed to be a 1978 Chevrolet Monte Carlo Landau. Lowrider fans will get a kick out of that kit, as the Monte Carlo is one of the more common lowrider subjects used. There is lots of fun to be had with this kit and I will keep you all up to date on the build-up of this kit.

HAPPY HOBBY HACKING!

Keith

(Yak 28 Firebar continued)

above-mentioned Aerofax book has a color shot of just such a strongly contrasting metal panel mix. The radome was done in acrylic Dark Gunship Gray.

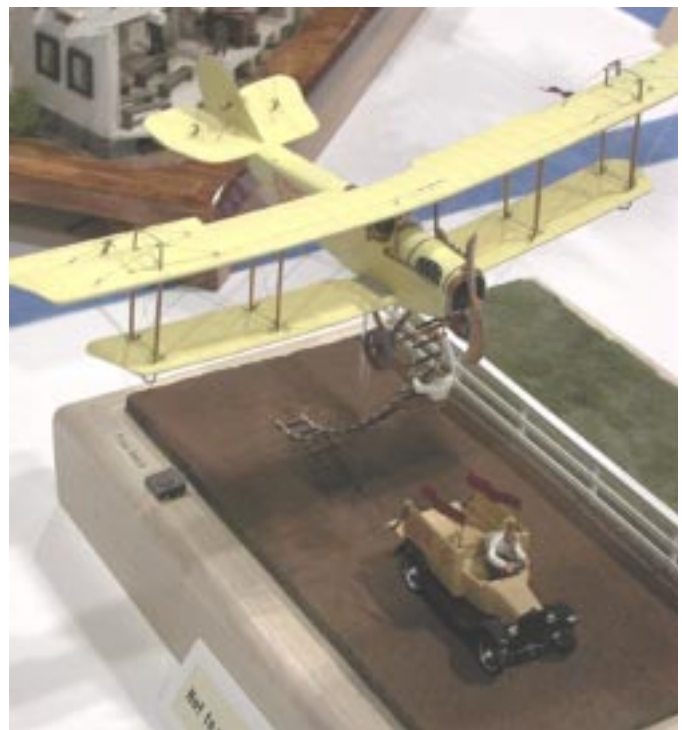
Markings

The typical Soviet aircraft of the time was unadorned, save for the requisite Soviet stars and fuselage number. The stars came from an Aeromaster sheet, and the numbers from the forthcoming Collect-Aire Mig-31.

**Conclusion**

It's been a real Chinese fire drill, and I know where the mistakes and shortcuts are. But, it's over now, I'm glad, and the Firebar has been bloodied in competition at the Phoenix Nats. Time to give the total scratchbuilding a rest, and get on with other less involved kitbashes at the Weirdness Division of Bondo Industries.

"Bondo" Phil

Models From the IPMS Nationals

Old Rumors & New Kits

One of the best things about big model shows like the IPMS/USA National Convention, is the chance to see the new goodies that the manufacturers have planned for us. The Phoenix show was no exception but there were no “knock your socks off” announcements. Here is just a sample of what we saw:

The biggest display and the one that attracted the biggest crowds was Trumpeter. Trumpeter had the sprues for many of their soon to be released new kits and I’ve got to say, they were all impressive. The one I was most interested in, the 1/48 P-40B/C, was there and I can tell you that it looks like a smaller version of their excellent 1/32 kit. They also showed sprues of their Liberty Ship “Obrian,” Karl Morser with transporter, 1/72 Kawanishi H6K5 seaplane and examples of their two new 1/350 carriers; the Adm. Kuznetsov and the USS Nimitz. You can bet that we’ll eventually see some diminutive USN and Russian aircraft to grace the decks.

Also displayed were the new—and very large—1/32 Su-27 and the 1/24 Fw 190D9. Both very nicely done but way too big for this modeler with limited shelf space. As time goes by, I’m more inclined to look toward the smaller scales, especially for large subjects. That’s why I’ve taken to looking at the really small ones; 1/144 scale.

Tamiya did not show up until the last couple of days and had only a few “new” models, chief among them an armored car that the JSDF uses, the JGDF LAV, and that has recently seen service in Iraq. They showed a number of new tools including their new Lycra gloves that might prove handy for holding a model while it gets a coat of paint from can or airbrush. Anyway, I got a free sample that I plan to test very soon!

Revell/Monogram had sprues of their new 1/32 He-162 Volksjager and 1/144 E2C Hawkeye. Both looked very nice and I’ll be looking forward to seeing both in the shops. The He-162 is just the right size for the little jet and it comes with a pretty well detailed engine. I expect to see a resin engine and a bunch of PE for this one. The Hawkeye looks like a nice little model that should sell well. I have an old 1/72 scale Fujimi kit of the E2C and I’ve always wanted one in 1/48. Fat chance!

Eduard was there with some excellent deals on their kits, especially the new mirage IIIC, CD, and profipacks. These are great little kits of a very interesting delta wing fighter. Expect some new decals from the industry since there are plenty of colorful markings for this Mirage. I had the chance to meet Vladimir Scholtz, the owner, who explained that he named the company Eduard because that was his nickname when he was growing up. Vladimir is a tall, bald fellow with a very outgoing personality who seems to really like his job.

MPM had a bunch of tables and was a major vendor. One of their most popular items as a CMK resin interior for the Revell 1/72

U-Boat VII. I don’t know when the parts will be available but they were really well done. Three internal areas—engine section, command compartment, and torpedo room—will be offered. There are sets for the exterior as well. You can choose from a crew on sentry duty around the 20mm gun, an armament crew loading a torpedo, two crew-at-rest sets, provisions being loaded, a field kitchen set, an 88mm gun crew in action, and a three figure set call guards with binoculars. This should cover just about any situation you can think of for doing a cutaway or diorama.

CMK, MPM, Czech model, Azur, and Special Hobby are all part of the same company, MPM, so, the booth had plenty to look at. One of the more spectacular items—besides the sub interiors—was the new 1/32 Polikarpov I-16 and the 1/72 Piaggio Italian four engine bomber. They also showed an interior set for Tamiya’s LVT-4 Water Buffalo and the Sherman M4. Each set includes resin and photoetched parts for the driver’s interior, control panel, transmission, seats, and battery.

CMK also has detail parts for aircraft. There will be four sets for the Academy F-8E Crusader which include a new cockpit, seat, and radar, an exterior set for the gun and gun cover, a set for the flaps and speed brake, and a set for the landing gear with new wheels, wheel wells, and gear covers.

Dragon showed a couple of really neat Leopold railway guns in 1/144 scale, on in gray and desert schemes. They appeared to be shrunken versions of their larger kits and were very well done. They should be available very soon. Some vendors had them at the show and quickly sold out.

Academy handed out flyers announcing their third quarter releases which include a 1/72 P-51 Allison Mustang. This is from an all new tool of course and will be a welcome addition to their fine line. You can also expect to see their boxing of the HobbyCraft HA-1112, the Hispano powered Messerschmitt. They will also release an M1A1 Abrams “Iraq 2003,” a Warrior MCV “Iraq 2003,” and an M4A2 Sherman “US Marines.” If the P-51 is as good as their P-38J (for which CMK offers some excellent details) or F-8E, it will be a killer kit!

Here is an odd thing about the Nationals. The folks who represent Hasegawa had examples of the latest announced kits, including the He-111 H6, the A-4M, etc. which we have known about for some time. There was no mention of new kits. There is, however, a website that lists the new Hasegawa kits for Nov. ’04 through Feb. ’05 and on this list are a couple of surprises. Appearing on the list, and with a part number, is a Curtiss P-40E in 1/48 scale and a Ki84 Frank in 1/32. Either kit would be a surprise but to get two nice subjects is great. They also list an Fw-190 F-8 which is no real surprise but it makes one wonder if other P-40s or Franks are planned. I hope the Frank is as good as their earlier kit in 1/48. I just hope they lose the vinyl inserts for the landing gear and fuel tanks. That’s all for now. See you all at Flores Restaurant on Tuesday evening.

Milton