



IPMS/Republic of Texas

SPRUE EXAMINER



Building Tamiya's 1/72 P-47D Razorback

by Milton Bell IPMS 16702

Well, I've done it again—got hooked on one of those “small scale” models instead of my usual 1/48. And I have to say, these—including the Bubbletop on the bench—are among the very best kits I've come across.

If you have built the bigger version, then this kit will look very familiar—same wing construction and assembly, same stores, same choice of props that assemble like a “cross,” and the same incredible fit.

Tamiya usually supplies markings for at least two aircraft and I've found that the “second” choice, the one not shown on the box top, may be the more interesting of the two. In this case I chose “Sleepy Time Gal,” a P-47D-15-RA operated by 69th FS/58th FG of the 5th AF in New Guinea. I prefer modeling subjects of the Pacific Theater plus I remember hearing the song “Sleepy Time Gal” being played on the radio a lot when I was a kid. This was a natural.

This period saw a lot of experimentation with armament so hanging the two three-tube “bazooka” rocket launchers on the wing as well as a couple of 500 pound bombs and centerline fuel tank was accurate. With the standard eight .50 cal machine guns plus these extras, the P-47 was an awesome weapon.

BASIC CONSTRUCTION

I began by painting all the parts of the cockpit with PollyScale medium green ANA 42. In this scale, this is a good match for Dull Dark Green, especially after it gets an oil wash. At the same time I painted the portions of the fuselage sides that have framing detail. When all parts were dry, I used a very sharp brush to paint in the various components on the cockpit sidewalls. Be aware that not all of these “boxes” are black; many are natural metal or are brown leather or canvas.

When I was satisfied with my hand brushing, I put everything aside and concentrated on the fuselage. Here I wanted to be sure I had a good seam fit, so a quick but light sanding with a sanding stick made sure that a minimum amount of filler—if any— would be needed.

(continued on page 3)

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IPMS/Metroplex Car Modelers Association, Irving TX	March 19, 2005
IPMS/Tulsa OK	March 26, 2005
IPMS/Houston TX	April 2, 2005
IPMS/Austin Scale Modelers Society, Austin TX	April 30, 2005

Editor's Notes...

This is the last regular meeting of ASMS before the new year. The December meeting will be our annual Christmas Party at Milton and Martha's on December 4. That's just a week after Thanksgiving! Usually the club provides a good meat and cheese tray with members bringing snacks, chips and dips, and desserts. And whatever you want to drink. I'm sure we'll discuss more of this at the meeting.

Our next regular meeting will be Tuesday, November 16, at the Yarborough Branch Library. Meeting time is 7 PM. Our program will be on making a portable photo setup for model photography. There's an article about it in this newsletter.

FYI, the display cases at Bergstrom have been repaired and reinstalled. Bondo and I had been "baby-sitting" models and memorabilia for several months but a few days ago we gave it all back. The models have been dusted and put back in the display! And this time the cases are on the friendly side of security, so anyone visiting the Bergstrom terminal can view them. They are on the second level, just inside the doors near the American Airlines ticket counter. There is a handy walkway from the parking area that leads right to the second level and we are west (to your right) of the entrance.

We are fast approaching the date for our 2005 Model Show. Flyers with the categories are being circulated and are in the local shops. The next big show for us will be San Antonio in February. And then, before you know it, it will be April and time for our own production. Sounds like a long time but believe me, it's closer than you think!

See y'all Tuesday. *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.

(P-47D Razorback continued)



Now for the wings. Tamiya has an odd way of constructing the lower wings with inserts for the area housing the landing light and the area near the left wing tip. Does this mean that other versions are coming? Thankfully, these parts fit well with only a bit of cleanup on the undersides of the parts necessary for a good, flush fit. Tamiya has wisely molded the ailerons with the top portion of the wing so getting a thin trailing edge is not an issue. The flap portion of the wing may need a bit of thinning but mostly, the fit is very good.

I recommend painting the wheel wells areas, top and bottom, before assembly. In fact, if you want to do a wash to bring out the detail, do that too before you run out of room to work. Just paint the wheel wells, spar, and framing with yellow zinc chromate, let it dry, coat with future, and then do the wash. With the wing open you can wipe off the excess wash.

Now, back to the cockpit. Now that the paint is dry you can seal with clear. Since I used PollyScale acrylics, I sealed with Future, and then applied a wash of oil paint thinned with lighter fluid (light naphtha). The floor of the cockpit is corrugated, which may not be accurate for the D mode, but having no good choice, I used it. After the wash had cured, I dry brushed with light gray and picked out some worn areas on the floor and seat with a silver pencil.

And here I departed from the kit. I chose to use an Eduard Zoom PE detail set which included a seat, instrument panel, belts, and various placards and the throttle quadrant. I used everything but the seat since the kit part was very usable. The instrument panel offers a choice—either use the colored printed instrument faces with the perforated PE panel or use the transparency and paint



whatever color you want for the instrument faces. I used the pre-colored faces and was very satisfied with them. After the parts were assembled, I added a drop of Future to each instrument to give it an appearance of glass.

I really like the placards. They add a lot of detail to the cockpit as does the throttle quadrant. I made my own levers from thin wire which was repeatedly dipped into CA to form knobs. The colored seat belts are a real boon to modelers. This color is good and doesn't flake off.

It's pretty easy to get the completed cockpit tub installed in the fuselage halves. One word of caution however. Do NOT forget the wing spar. If you do, you'll have to split the fuselage halves and install it to get the wings to fit and besides, the spar is visible in the wheel wells so paint it as you paint the wheel wells.

The engine is a simple three-piece affair. Four if you count the vinyl insert. It's all keyed so you can't assemble it wrong. (Ha!) I usually paint engines black and then "weather" with aluminum. Actually, a light brush with SnJ aluminum power makes it look pretty convincing. I painted the gear housing neutral gray and then glossed it with future before giving it an oil wash with burnt umber. The cowling is very nice and has a divider that must be carefully installed after the interior of the cowling is painted. The top half gets a coat of yellow zinc chromate while the intake portion is painted the same gray as the gear housing. The fit of the divider is very good but it will take some care.

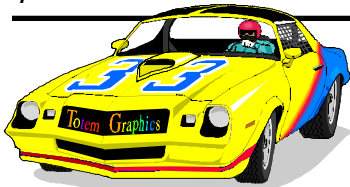
With the assembly of the fuselage, trapping the cockpit tub inside, simply slip each completed wing onto the spar and seat them against the fillet. The fit on my model was superb, just about as good as it gets. With the parts held in place, I ran a small amount of Tamiya liquid cement into the joint. It dried in seconds...well, almost. The same process was repeated with the horizontal stabs. Here I dry-fitted first to be sure of the alignment and when it was right I added the cement.

Bombs were assembled along with one of the "paper" fuel tanks and when they were dry, the seams were lightly sanded. The bazooka style rocket launchers assembled easily and the alignment of parts was again very good. When they were properly cleaned up, they got a first coat of paint. I used regular OD for them and drybrushed with a lighter "faded" OD. A small amount of thinned burnt umber oil paint "wash" was added to the recessed areas to accentuate the depth.

There are no decals for the rocket launchers but each bomb gets a label and yellow stripe. Add a coat of gloss to each bomb and apply the decal now. When the bomb mounts are installed, there won't be room to work easily so decal them now.

Because of the demarcation of color on the engine cowling, I decided to paint it before attaching it to the fuselage. Beginning with the white color, I painted the cowling and the leading edge of the wing, and the tail surfaces with PollyScale primer white.

(continued on page 10)



Nathan's

HISTORIC RIDES

by Nathan Perrine IPMS 40167

This kit is one of my favorites in that the detail is very well done for an AMT kit. The 1966 Ford Fairlane 427, known in 1964 as a T-Bolt—short for Thunderbolt. In '65, due to NHRA rule changes, the T-Bolt was trailered, but the Blue Oval boys were not to be left out and in '66, a whole new “secret” drag racing Fairlane was made available to select dealers.



While the top-of-the-line Fairlane GT/As came standard with the Ford FE big-block engine with 390 cubic inches of displacement and 315 horsepower and a four-barrel carburetor, the 427 came with just that, a 427 cubic inch V-8 under the hood. Basically the car was the base line model Fairlane 500 with bench seats, plain-Jane interior (no creature comforts, i.e. radio/heater delete) steel wheels with “dog dish” hubcaps and other base-line features.

What was not base-line, however, were the fiberglass hood with a big hood scoop from front to rear and four hold-down pins with no hood hinges, wide blackwall tires, twin four-barrel carbs mounted on the dual intake manifold with matching dual exhausts for the 427 engine, heavy-duty suspension and brakes, and a new manual transmission which was a “top-loader” close ratio four-speed. In an interest to preserve performance, the Fairlanes did not grow bigger or heavier from their '64 and '65 predecessors, but in fact shrank two inches in length and were just a bit lighter for drag racing purposes, as this car was primarily made available to the serious drag racer.

These special Fairlanes were raced on drag-strips, handily beating some very surprised competitors. Only 500 of the 427

Fairlanes were produced in the model year '66 and most of them spent their life on the nation's drag strips. A few survive today as valued collectors items and represent the epitome of what a muscle car is—a big engine in a lightweight package, a very good way to go faster, and that is what it was all about.

Now on to this fabulous model. Kit No. 38214 is molded in gray, clear, and chrome with vinyl tires. The engine is actually the best part of this kit. I remember fondly when I built one of these. This kit was supplied to me by a friend who sent me several to send to our modeling friends in Afghanistan. The engine is a 25-piece assembly. The chassis assembly also includes the interior but only consists of the left and right inside fenders and firewall and front spindles. Attach the completed engine and transmission mount and exhaust system (if wanted), then the rear end and springs. Then to the interior attach the two-piece bench seat and floor shifter, (no console), dashboard and steering column, left and right door panels and dashboard and steering wheel. Next come the tires and wheels. And then I am ready to do the body work. If I desire to paint it, I will at this time, and then add the chrome or BMF if I desire to do that. And that's it, a great looking model and a fun kit to build!



Here's another reissue and this one is from AMT/ERTL kit No. 6310, the 1960 Chevy Custom Fleetside. I don't have any history on this kit, so I will just do my best to tell you about it. It is molded in gray, clear and chrome with black vinyl tires. It looks like it can only be built stock, but with a little work and an active imagination I am sure some one could come up with a neat custom or a work truck.

It looks like it comes with a “cold-water-six” and has your typical stock chassis, nothing fancy here, so I will only have a picture of the kit and this brief synopsis of it. Sorry, not enough about it to write more.

All I can say is that the pieces seem to fit nicely and that the only way to build it according to the box art is stock.

Nathan

Resin Kit Review

**Collect-Aire 1/48
Convair X/YF2Y-1 "SeaDart"**

Number 4814, \$109.95
by "Bondo" Phil Brandt IPMS 14091



Background

The far flung military bases that were a legacy of World War II made a lasting impression on the U.S. Navy, and the late Forties and early Fifties witnessed that service, through Convair, directing serious exploration into a "mobile base" system. One component of such a basing arrangement was the development of a supersonic, water-borne interceptor. Convair won a design competition, and a navy contract for two prototypes was signed in 1951. The resultant twin-engined SeaDart, of which a total of five developmental airframes were built (only three were flown), first flew in 1952, and an intensive, cutting-edge test program (300 flights, including one fatal airborne disintegration) continued through 1957 at which time the concept was shelved due to unacceptable airframe pounding during open sea takeoffs as well as being overcome by land and carrier-based aircraft development.

The Kit

Until Collect-Aire released this 1/48 Sea Dart nine years ago, the only other kits available were the ancient 1/60 Strombecker injected offering, later re-popped by Rare Plane Detective, and one in 1/72 by Mach 2. The Bondo Industries Difficult Kit



Division was well into the Mach 2 kit, having relegated the seriously warped Strombecker/Rare Plane effort to the spares pile, when our planners did what should have been done all along...bite the bullet, and shell out serious bucks for the Collect-Aire kit.

Molding

Overall very good, with petite engraving and little, if any, warpage. I found very little pitting in the resin (and virtually NO bubbles!), much better than some other Collect-Aire efforts.

Fuselage

As this is one of Collect-Aire's earlier releases, it has the typical monolithic fuselage of those initial offerings and must weigh at least two pounds! But that's OK, because the molding is not bad at all. Some weight removal (and realistic exhaust "depth") could be accomplished by judicious use of the drillpress to bore into each engine turbine area. Intakes are separate parts. The cockpit is integrally cast with the fuselage, and the separate resin canopy (you add flat, teardrop-shaped window panes from provided clear sheet) is posable in the open configuration. The afterburner exhaust housing and twin skis are individual pieces. Ski wells—only the twin-ski version is addressed in the kit. Later in the SeaDart development program a better-performing single ski was used, followed even later by a poorly performing, fixed hydrofoil—have proper depth and are unadorned, but that's not really important, as the real thing didn't have much detail in there either.

The cast-in instrument consoles and separate instrument panel are busy enough to give a realistic appearance with the canopy open, but the canopy raising mechanism will have to be scratchbuilt. The metal ejection seat is decent, but has no harnesses or belts. I may substitute the seat and instrument panel from the venerable Monogram Deuce, since the Convair delta family resemblance is inescapable.



Flying Surfaces

The one-piece wings are smooth and nicely cast with the exception of a few micropits mentioned above. Ailerons are not separate. The vertical fin and rudder are one-piece also.

Ski Struts

Ski struts are of cast metal, with some detail and slight flash. In real life they were plain also.

Shore Mobility

The kit includes a multi-piece cast metal trailering dolly as well as a resin/metal towing tractor (in the Air Force we called 'em "Colemans").

(continued on page 7)

WEB AT NIGHT

..... ON AFTERBURNER

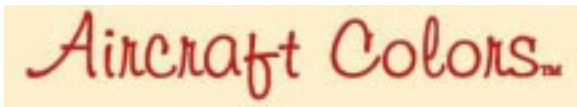
by Rafael Power

ACRYLIC PAINTS Part II

Having been completely “soaked” in enamel model paints for many years, I was wary when a “new” medium entered the market in the form of acrylic paints. I was not born in Missouri but when I heard about acrylics I adopted the “show me” attitude. Bah! How can “water colors” work on a plastic model? Surely it will wash off or flake off in no time. Acrylics are for paper, I thought. I’ll stick with enamels, thank you very much! I think some of my fellow modelers reacted the same way.

Years later, my perception of acrylics has changed dramatically. Gone is my inventory of enamel paints—replaced by acrylics. Although I still like enamels (I still have a few left), the advantages of acrylic paints are evident. They are safer on the user and the environment, easier to use and produce a nice finish comparable to enamels. They are also completely compatible in combination with enamels. Of course, it is recommended that in a multi-medium color scheme, enamels be applied first. Then, followed by a prudent drying period, you can apply the acrylic(s) on top if you so desire.

So, enter the world of acrylic paint manufacturers:



www.aircraftcolors.com

A new entry in aircraft acrylic paints, Aircraft Colors is a limited range of toned-down WWII RAF, Luftwaffe and USAAF colors. It is still too early to predict how far this line will go. They are available direct from the manufacturer and from www.aeromaster.com.



www.badger-airbrush.com

The airbrush company? Yup! Badger’s ModelFlex has a range for railroad fans as well as some Federal Standard colors, ships, automotive and railroad colors. Available direct from the manufacturer.



www.testors.com

Model Master Acryl, Pactra and Polly Scale acrylic paints lines fall under the umbrella of the Testors group. Pactra no longer has a line of military colors since its acrylics are targeted to RC, slot racers and model car modelers. Still, car modelers seem to like their metallic and candy colors.

Everyone’s favorite enamel, Model Master has been available as an acrylic for some time now. Model Master’s line of marine colors rivals JPS Modell paints and is one of the best anywhere. Although its military range seems to be a hodgepodge of figure, aircraft, armor and automotive color, Model Master is a quality standard brand. A line of Fantasy colors is also available for figure modelers.

Polly-Scale is one of my favorite acrylic brands and is preferred by many aircraft modelers as well. Although Polly-S line is not as comprehensive as competing European brands, Polly Scale’s quality is highly regarded. I hope they add more colors in the future. Of the three brands, only Model Master and Polly Scale color charts can be downloaded in PDF form for your reference. Pactra’s is only a text table format.



[Gunze Sangyo](http://www.gunze-sangyo.com)

Although Gunze-Sangyo has no website, information on its line of colors and other products is available from your local hobby shop or online at www.squadron.com <<http://www.squadron.com/>> and www.rollmodels.net <<http://www.rollmodels.net/>> among them. Also, check the IPMS Sweden www.ipmsstockholm.org <<http://www.ipmsstockholm.org/>> site with its excellent manufacturers comparison color charts.



www.astromodel.it

From Genoa, Italy comes Lifecolor, one of Europe’s best acrylic paint lines. Lifecolor has many hard to get such as Italian and Russian colors and the site has complete color charts you can download. Lifecolor is quite popular with European modelers and is now available to American hobbyists. Lifecolor paints can be ordered from Pacific Coast Models. Their address is www.pacmodels.com.



www.jpssmodell.de

Made in Mönchberg, Germany, JPS is the work of scale modeler Jens Popp. According to Popp, his line of acrylic paints now numbers over 200 colors including hard to find shades. JPS has one of the best color ranges of WWII British (56), Finnish (10), French (24), German/RLM (42), Italian (34), Japanese Army/Navy (38) and USAAF (50) aircraft colors available. I was also pleased to see my favorite Australian colors (18), something you don’t see very often.

For postwar aircraft, JPS has a complete range of German RAL (24), Russian (26) as well as Federal Standard (83) paints. For armor fans there is a selection of WWII and modern German (29) color with a few others like UN Blue (1), Iraqi (3), Israeli (2) and Russian (3) thrown in. Ship modelers will find WWII and modern U.S. Navy colors (41) and German/RAL (33)

colors. There are also decals, figures, models and other items for sale.

This site includes ordering online shop information, color cross charts and some very good camouflage schemes artwork. If you can overlook Popp's spelling errors, this site is full of information and worth a visit. Some good links, too! However, my only concern is that it does not seem to be a secure site to send orders. I sent Mr. Popp an email enquiring if he accepts email orders and ships orders to the USA. I'll report back on the results soon.



www.tamiyausa.com

A very popular paint range from Japan, Tamiya is used by scale and RC modelers alike. Although it has military colors in its catalog, it is not as complete as other brands.

For example, it does not have a lot of WWII Luftwaffe RLM or postwar RAL German military colors. Also, Tamiya does not have a complete metallic paint range, but there is a limited selection in its Mini Acrylic line. There you'll find bronze, Titan Silver, Titan Gold and a few other useful shades.



www.acrylicosvallejo.com

Vallejo has been a well kept secret with armor and figure modelers but no more. Aircraft aficionados are now becoming aware of this superb line of paints. According to Vallejo, the company started in New Jersey in 1965 and later transferred to Barcelona, Spain in 1969. What started as a line of figure colors now has aircraft colors like Gunship Gray, Dark Sea Gray, and Blue Angels Blue. Since Vallejo's color charts are not labeled in Federal Standard colors, the website provides you with a color equivalent table which includes Gunze, Tamiya, FS, and German RLM and RAL color numbers. There's a range of auxiliary products like thinner, varnishes, mask, putty, etc.

By its product content, use information, safety concern and more, Vallejo is the best site of all. I hope other American and European manufacturers will take heed and implement improvements such as Vallejo's. Highly recommended!

Now defunct is Niche, a short-lived acrylic brand of Soviet Air Force colors re-mixed by Gunze Sangyo. These Russian colors are now available in other brand lines.

Rafael

(Sea Dart continued)

Color Scheme

Some of the test Sea Darts had one of the alltime wildest marking schemes: overall Sea Blue with mostly solid yellow wings, bizarre, zigzag yellow stripes around the intakes and straight yellow stripes on ailerons and rudder. Unfortunately Collect-Aire includes only decals for the much plainer, all-blue version. To recreate the yellow stripes will require industrial strength masking! The above-mentioned Rare Planes Detective redo of the 1/60 Strombecker Sea Dart included these complex

stripes on the decal sheet, and I feel, in light of the kit price, these should've been done by Collect-Aire, too. Of course, Collect-Aire decals are infamous for being too translucent when placed over dark colors (I had to do two decal layers on my X-15A-2 to take away the dulling effect of the black finish) so mebbe the tough way (masking) is the right way...



Instructions

The familiar Collect-Aire yellow assembly instructions come in a ten-page pamphlet. Assembly drawings are very straightforward, as the kit is a simple one, but the ski configuration, strut and dolly drawings are quite informative, as are the color scheme three-views.

Conclusion

The SeaDart was a most ambitious undertaking, and exemplified the Fifties' rapid escalation of aerospace technology. Four out of the five completed airframes still exist and at least two are on display throughout the nation.

This Collect-Aire kit, one of the firm's lower-priced releases, is well worth building. And, fer sure, you'll be the only modeler at your contests with one!

Reference

Once again, good ol' Steve Ginter rides to the rescue for fans of obsolete and obscure navy birds with the publication of his book, *Naval Fighters Twenty-Three, "Sea Dart"*, authored by test pilot B.J. Long. This book tells and pictorially shows more than you'll ever need regarding this unusual aircraft. ISBN 0-942612-23-X

"Bondo" Phil

Models for Afghanistan Needed

Don't forget, if you have models, supplies, or magazines to donate to the Bagram Hobby Club, bring 'em to Tuesday's meeting.

The kinds of kits requested are modern aircraft—A-10s, AH-64s, UH-60s, EA-6Bs, MH--47s etc.—, armor—Humvees, HEMTTs, M-60s etc.—or cars. Don't worry about them being cheap kits; not many will ever make it back to the states and these troops will enjoy whatever you want to donate. Remember that they don't have room to store large kits or a multitude of supplies so basic materials are what we are talking about here.

The plan is, we'll collect as much as we can, box it, and then mail it to Dave Roof. If the name is familiar, Dave was once a vendor at our annual show when he was stationed in the Dallas area. Now he's with the USMC at Bagram. Let's do it.

PYN-up Decals
Fork Tail Beauties Part 1
PYND48001 Cost: \$18.99

Reviewed by
 Floyd S. Werner, Jr. IPMS# 26266



PYN-up Decals
Fork Tail Beauties Part 2
PYND48002 Cost: \$18.99



NAKED WOMEN!

Got your attention? The new PYN-up decals are beautifully rendered decals of the pinups that adorned the noses of various aircraft. The problem in the past has been that most nose art looked cartoonish when printed with conventional methods. PYN-up from Meteor has a new method of getting the decal to look like a real painting. The color rendering is absolutely gorgeous. All the decals are in perfect register and appear opaque. They are printed by the same people who do all of Cutting Edge decals so you know they are thin. So thin in fact that the artwork itself is provided twice just in case you screw it up. That is a nice touch. The artwork is printed in two parts, a white background and the full color artwork.

PYN-ups first offering is for the P-38 as the nose is a natural canvas for Vargas girls. With the excellent Academy and Hasegawa kits out there these decals are welcome additions.

The first machine is an Olive Drab over Neutral Grey named "Thoughts of Midnight". Dressed up in her best purple lingerie the nose art is nicely done. You'll have thoughts of midnight while you finish up your P-38 at midnight before a show.

The other aircraft is a NMF bird with invasion stripes. "Moonlight Cock-tail!" has a beautiful nude sitting in champagne glass. It is enough to make you drink. With the invasion stripes, red tip of the nose this makes for one tantalizing airplane.

I highly recommend these new decals. You will find no higher quality out there, especially for naked chicks.

PYN-ups (Pick Your Nose art, get it?) second offering is also for the P-38. The decals are thin, opaque, in register and unique. Never before has the quality of decals been so high. The artwork on these decals is unmatched by anyone else.

This sheet contains markings for Medal of Honor winner Dick Bong's "Marge" and an Olive Drab and Neutral Gray aircraft with a provocatively clad woman. Both aircraft are from the Pacific theater.

"Marge" is depicted two ways. It appears that the nose art was an actual black and white photograph lacquered in place and was replaced each time it fell off. It was also "colorized" by the unit's public relations guy. You are given your choice of markings for her. The complete victory scoreboard is included. This is the best rendition of this famous aircraft available anywhere

"Hot Box Annie" is a gorgeous P-38H-1. The woman is leaning over with her superchargers hanging out. A very nice looking machine.

I highly recommend these new decals. You will find no higher quality decals out there. Be advised that the PYN-ups are limited to a production run of 300 so get them while they last.

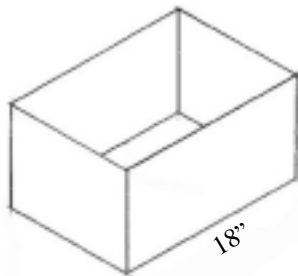
I would like to thank Meteor Productions for the review copies. These decals, and many others, can be obtained directly from Meteor at <http://www.meteorprod.com> or at (703) 971-0500. They are also available from many hobby shops.

Make A Photo Studio For Model Pics

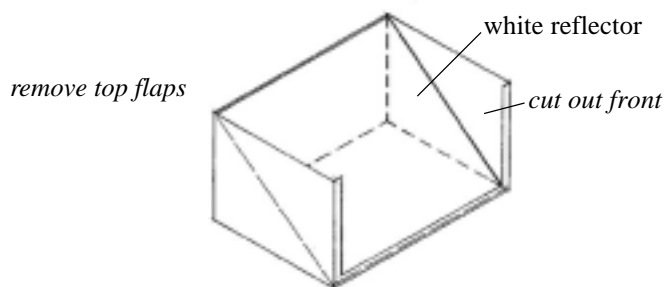
by Milton Bell IPMS 16702

Ever wanted to get a picture of your model without a lot of clutter or harsh shadows? I mean a photo of “just the Model?”

Here is a method that’s cheap, fairly portable, easy, and gives excellent results. It’s based on a technique that archeologists use for photographing artifacts on the fly, which I did for over 20 years. As you can see from the sketches below, the materials aren’t very sophisticated.

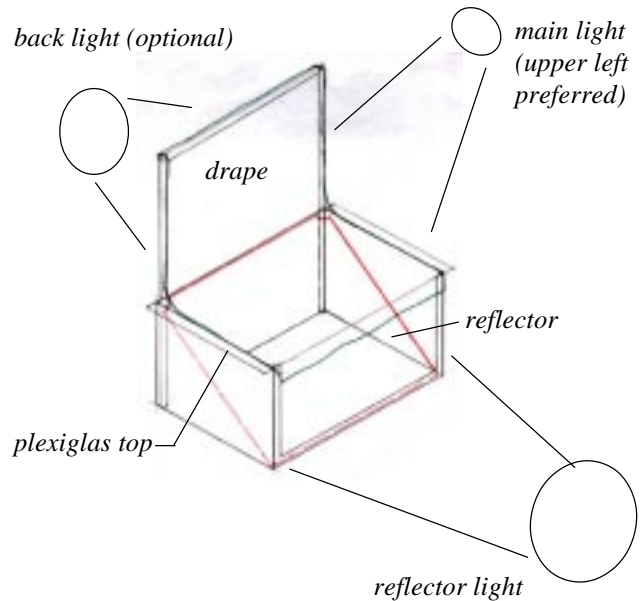


All you need is a sturdy corrugated cardboard box approximately 18x12x15 inches,—I think 18 inches as a minimum for models—a piece of glass or Plexiglas/Lexan that’s 19 inches long and as wide as your box. You will need a piece of drafting vellum, either paper or plastic that you buy at a good art supply or engineering supply store. Miller Blue Print here in Austin sells “short rolls” at sale prices. The paper should be as wide as your glass is long and about three feet long. And you’ll need three dowels, about 1/2 inch diameter. And you will need a piece of white Crescent Board or Foamcore that will fit inside the box on a diagonal as shown below. This is the reflector.



Here’s how it all assembles. Be sure your box is sturdy and not crushed. Now, remove the flaps with a box-cutter or good hobby knife. Select one front side and cut it out, leaving a one inch lip on the sides and bottom. This will keep some strength on this side of the box and give more support for the reflector. Now cut the reflector to fit the diagonal top back to bottom front. See the sketch. Cut this to fit so you won’t have to tape it in. Now on the back corners, fix two of the dowels to the back corners. I usually use duct tape and place them on the outside but if you

want to notch the reflector and add them inside that’s OK too. Hey, it’s not rocket science! Tape the third dowel across the top of the first two. This is the support for the “drape,” that piece of drafting material. Place the glass on the top, arrange the drafting vellum, hold it in place with clothes pins (or tape) and you are done.



Now for the lighting. That cut out front is room for a light to be placed in front of the reflector so that it shines up on the glass and on the front of the model. You can add another light—and I recommend it—for your main illumination. And even a third light if you want to brighten up the back of the drape.

What to use for lights? Photofloods are best but not necessary. Most modern films and digital cameras are forgiving, especially if you use the right filter. For color films a blue 80A filter will knock out the red/orange tinge you get from the tungsten filament. For digital cameras, you will have to adjust the white balance to “tungsten.” The best (cheapest) light fixtures are those silver bowl, clip on lights you can get at most hardware stores. These will take bulbs up to 300 watts with no problem although you can get excellent pictures with 100 watts. I’ve used chair backs to clip the reflector light onto and hand held the main light. These lights do get hot so keep your distance from the plastic! Best results call for the light being at least two feet away. And if you want you can use the camera’s flash (if it has one) in place of the main light but you still need the reflector light. I prefer NOT to use the camera’s built-in flash.

A card table is about the right height for this setup. Since exposure times will probably be longer than 1/30 sec. you really need a tripod. Remember too that for maximum depth of field, you will need to set the f/stop to f/11 or f/22 or whatever your camera will allow. For digital cameras, set the preferences to “Aperture” then the camera will automatically compute the proper shutter speed and you can select the f/stop (aperture).

M. Bell

(P-47D Razorback continued)

I like primer white because it covers well and is very white. When it was completely dry, I masked with Tamiya's tape. It's the best masking tape I've found for models and I highly recommend it.



Next is the next darker color. For the cowling, it's the "dirty white" lower section. Instructions call for light gray but since the theater markings were white I simply dirtied up the white with a little extra-thin medium gray. I kept the panel white that bears the "Sleepy Time Gal" nose art.



The underside of the model was painted PollyScale medium gray. When this was very dry, I cut a mask from a business card and taped it to the vertical stabilizer to make the scallops of OD. Again, I used PollyScale paints for most of the OD. I had a bottle of Aeromaster OD on hand that is decidedly lighter and browner so I used it to highlight some parts of the wing and fuselage to show a surface that was sun-faded. Small spots of worn paint were picked out with a silver pencil. After all the paint had dried completely, I went back to the burnt umber and lighter fluid wash to dirty-up the finish, especially around the engine and areas on the wing that might get extra wear.

The landing gear is very straight forward and after a good clean up was given a coat of Mr. Surfacer primer followed by a coat

of Alclad Duraluminum. A flat coat turned this into a silver-gray color. For very bright "chrome" surfaces I used the old standby, Testors Chrome Silver enamel.



There were other touches that I won't detail here, such as using CA to replace the wing-tip formation lights, and rebuilding the sway braces—that I broke off—for the centerline tank.



I replaced the machine gun tubes with Minimeca steel tubing (0.80). On the kit, the two outboard guns are part of the inserts that attach to the wing, the longer gun tubes are separate pieces and are to be inserted into holes. I cut off the molded-in guns and drilled new holes to accept the steel tube. The steel tubes look much more realistic I think. Just be careful with the alignment.

Wrapping up, this is a great little kit. Its later companion, the P-47D Bubble Top, is just as good. The kit decals worked very well, the Eduard detail set was a pleasure to work with, and the result, I think, is a believable model of one of the work-horse aircraft of WWII, no matter what theater of operations it served in. And if you are a 1/48 builder and want to save a little shelf space, try one of Tamiya's little gems. I think you'll like it.

Milton

Old Rumors & New Kits

As usual there are some interesting new kits and parts in the shops and announcements of new kits that we should see soon, some by Christmas. But there's nothing earth shattering.

Classic Airframes seems to be leading the charge at the moment with a completely new 1/48 Boulton-Paul Defiant Mk. 1 and Mk. 2 nightfighter. You may remember that CA had a Defiant on the market just a few years ago but this one corrects some of the errors of that kit and I've got to say that photos of both finished models look really nice. (You can check out www.hyperscale.com for the story and photos.)

Classic Airframes has an earlier release of two little known Italian biplanes from early WWII, the Romeo Ro. 37 and 37 bis. The latter saw duty in the Spanish Civil War. These are very nice kits but they require some experience and a little more patience than the usual Tamiyagama kit. Best news from CA is the announcement of a Westland Wyvern in 1/48 and it should be out in early 2005. That's one I've got to try.

Trumpeter's new 1/32 Su-27 Flanker A seems to be doing well and I understand Black Box will be releasing a cockpit detail set very soon. This is a well engineered kit and about all it needs are some resin details. Trumpeter's new Fw 190 D-9 should be in the shops next week. Trumpeter's 1/48 P-40B is out and it looks like a scaled-down version of the larger version. I understand Bob King has one finished (in NM no less!) and may have it at the meeting. Cutting Edge already has a resin cockpit set for it and I expect some new decals pretty soon as well.

Hasegawa's new 1/48 P-40E may be here for Christmas. In the meantime, they have released a very nice G4M1 Betty Ty.1 in

1/72 scale and an F-14A Tomcat in the same scale. For larger scale fans there's a new F4-E Phantom 2 IDF in 1/48.

Revell-Monogram has re-released their very nice F-102 and F-106 delta winged fighters. They also plan a 1/400 Queen Mary 2, pictures of which can be found on HyperScale.

For finishing your model check out three new polishing compounds from Tamiya. These are packaged in tubes and you can use them to polish out scratches in plastic or brighten up a canopy. It's available in coarse, fine, and super fine grades.

For you armor modelers check out the MIG Productions T-55 Burnt Out Update set. This includes some burned and twisted tools, hatches, engine details, bare road wheels, etc. to make a good replica of a knocked out T-55. It's not cheap but it should make for a very realistic diorama piece.

DML has released their 1/72 LCM-3 landing craft with a bunch of infantry figures and a diorama base. Glad to see one of these done in 1/72 scale. There are lots of possibilities of dioramas now with all the new stuff in the scale.

Schiffer released a book recently on Japanese Aircraft Equipment that any serious Japanese aircraft modeler should have. At present, I'm waiting on a restock. The book is easily the equivalent of the earlier cockpit book by Mikesh. Schiffer also has two very fine volumes out; one on the 479th Fighter Group in WWII and the one on the 13th Fighter Command in WWII. These are very good unit histories.

Squadron/Signal's latest In Action book is on the Tupolev SB-2, a Russian WWI twin-engine bomber. That's it for now. Time to build a model. See you Tuesday.

Milton

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