



SPRUE EXAMINER



### Building the Heller 1/400 Gneisenau

By Richard Eaton

#### Introduction

I am a great fan of '30s era German warships. Recently, I got a chance to build the Kriegsmarine battleship Gneisenau. This is a large (1/400 scale) Heller kit that has fair (but not extensive) detail. I scrounged around for items to spice things up a bit and found a good deal of the excellent Gold Medal Models photo etch railing. A trip to the local shop added GMM's "Extra Ladders" and "Extra Hatches." Now I was ready to build!

#### The History

The battleship was the ultimate symbol of naval power in the '30s. The British led the world with their fleet. German Admiral Raeder's Plan-Z was Germany's blueprint to rearm, and battleships were a major part of this. The Kriegsmarine had seven battleships at the beginning of the war and two larger (Bismarck J-class) ships under construction. Germany prepared to build a class of super "H-class" battleships that could take on anything in the British Fleet.

At the start of hostilities, in 1939, the sister ships Scharnhorst and the Gneisenau were Germany's largest capital ships. Based on a world war one design, they were fast battleships that could outrun most enemy that they encountered at sea. They needed this speed because they were terribly under-gunned for their size.

Both ships were laid down in 1934 in Admiral Raeder's Plan-Z as stopgap ships. They were meant to eventually complement the larger Bismarck and Tirpitz in the new German fleet. Unfortunately (for the Kriegsmarine) German aggression triggered the war before Plan-Z came to full fruition. Gneisenau was completed in May of 1938, while the Scharnhorst would not be finished until January of the following year.

The 11 inch guns of these ships were not up to the standard of ships of this size. Comparable ships of the British fleet, had 14 and 16 inch guns. German high command justified the smaller guns saying that the weight savings was dedicated to more armor protection. Many

*(continued on page 5)*

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**2004 Show Schedule**

IPMS/Flying Tigers, New Orleans LA	October 23, 2004
IPMS/El Paso, Desert Con	October 23, 2004
IPMS/SWAMP, Lake Charles, LA	January 22, 2005
IPMS /Alamo Squadron, San Antonio TX	Feb. 19, 2005
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...**

The October meeting will feature a program by Brad Perry of Kings Hobby on oil washes and dry brushing. Brad has presented this program at the shop and for the San Antonio club. This will be a fine demonstration of modeling techniques, so be sure to attend. Meeting time is 7 PM at the Yarborough Branch Library on Hancock Drive in North Central Austin.

Quite a few Austin modelers made the trek to Abilene earlier this month and took home a good share of trophies. In fact, I believe everyone who entered came home a winner. This was a smaller than usual show, due in part to the weather. However, the general quality of the models was very good and some categories took quite a bit of head scratching and nodding to come up with a winner. I would urge all the area modelers to participate and support these shows. Bondo, Ion, and I pulled out of Austin before sun-up and got home to see the stars come from behind the rain clouds. It was a long but fun day.

I've heard of a new IPMS club started by one of our former vendors. Dave Roof is a sergeant in the USMC and is now in Bagram, Afghanistan. Dave has asked for donations of simple kits and supplies and magazines. They need to mix it up with a variety of kits—cars, armor, aircraft, figures—and would prefer modern equipment models that they are familiar with. They also need smaller scales since it's doubtful that any will make it back to the states. A 1/32 A-10 would not be a good choice. What do you think? Well talk about this at the meeting so be there.

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

It is with sadness and excitement that I announce to you, I will be stepping down as president. After 20-plus months of being unemployed, my Creator has blessed me with a job! Unfortunately, the job is in Houston. I now join Dave Ranney's club and must commute to Houston for the week and then keep my marriage alive by returning on the weekends (barring work on Saturday). This club has given me the honor of serving as both the vice president and president. These trusts you have given me have made me a better man. My association with you and this club is not by any means over, however, I cannot fulfill the office you have elected me to. I will miss you all. I have learned valuable things from each and every one of you. When my contract is over in eight months, perhaps I will be able to come and join with you again.

There are two more meetings and the CHRISTMAS PARTY before the next election. Each one of you should be thinking about how you are going to serve this association, this fellowship. If you are like me, the appreciation that you feel for such a great group will motivate you to taking a role in preserving and expanding the club. Whether you serve as an officer, serve on a committee, buy a trophy package, enter a model or two in all our contests, or just bring a friend, this club depends on your participation, every last one of you.

For those of you so inclined, please pray for my marriage. It will be a tough row to hoe. I will be praying for the club and all of you and I hope to see you all at the Christmas party. Now, you have a great program lined up this month. Bring in your latest project, the last model you built and your questions so that others may help you. Be prepared to help others with lessons you have learned. Invite your buddies, so that they might become our buddies too. Greet the person you never talked to before. In short, keep up the good work you are already doing. Go build a model.

I read about a pottery class was where half of the students were told to throw 50 pots. It didn't matter how they looked, but for an A in the class they needed 50 pots. Just 40 was a B, and so on. The other half was told they needed to throw one pot. This pot had to be the highest quality pot. So, half the class was graded on volume, half the class was graded on quality. The quality half spent all semester analyzing, researching, planning and finally they threw their pots. The interesting thing is that the volume half, the ones that had to throw 50 pots, generated better looking and better quality pots than the quality half. The lesson is: repetition and learning by your failures is what will bring about a quality product. So don't go and build just one model, build them all. (Ed. Note: What a great excuse!)

May Gods blessing be on each one of you and this club.

Kenny

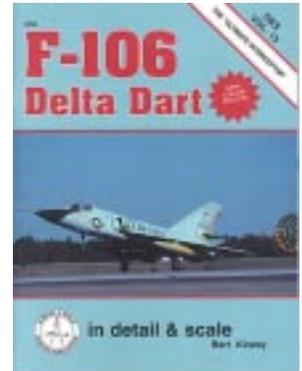
## Jeff's Book Reviews

By Jeff Forster IPMS# 30833

### F-106 DELTA DART Detail and Scale Vol. 13

By Bert Kinzey

This is the new and improved reissue of Detail and Scale's F-106 book with new color pictures. It consists of 71 pages worth of info and photo's. I purchased my copy from Kings Hobby Shop for \$14.95.



I don't know about you but I really like the century series fighters and since out of all of them I spent more time around F-106's up in Minot, North Dakota I guess it has a special place in my mind. The 106 was very successful at the mission it was created for, that of interceptor. It entered service in 1959 and I know they were still serving with the 5th FIS up in Minot in the early '80s. It was the last pure interceptor to serve in U.S. service. The book is full of really great pictures of the aircraft with several of 5th FIS aircraft. As is usual with Detail and Scale there are loads of great reference photos and all kinds of data. At the back of the book is a listing of all the different models made and a listing of decals made for the aircraft plus a listing of books and magazine articles written about the 106. This is a really great book and should be considered for your reference library. Jeff's rating—★★★★

### Stock Car Model Kit Encyclopedia And Price Guide

By Bill Coulter

This is a large paperback book with 203 pages. It consists of 10 chapters filled with photos.

Chapter 1 gives you a look at how models are made and histories of various companies. Chapter 2 gives you the usual how-to-build information—setting up a work place, tools, paints and applying decals and finishing how-tos. Chapter 3 is full of info on 1/43 stock cars. A kit listing with values, a history of the different manufactures, and how to build 1/43 cars. Chapter 5 is pretty interesting; it covers 1/25 scale stock cars, building, history and info is provided on stock cars with articles on building cars like the Penske/AMC Matador NASCAR grand national race car. This book has lots of great material. I found the information on aftermarket items, reference material, and model collections, private and public, particularly interesting.

This is a handy book if you are into stock cars. The articles are well written and have plenty of photos to go along with the articles. Thanks to Mr. Perrine for providing this book for review. Jeff's rating —★★★★



**Nathan's**

## CLASSIC RIDES

by Nathan Perrine IPMS 40167



My review this month is a reissue in a new box, it's the 1964 Chevy Pickup by Revell, and it comes with all the parts to build a stock version or a street rod version. A little background on this kit and the history of this particular truck. In the '60s trucks were becoming popular with the street rod set and by the late '60s they were even on the drag strip.

The 1960s marked the beginning of the integration of the General Motors Light truck line into the mainstream car line, in fact the brochures for the first time featured pickups and light duty service trucks and vans. The styling of the '60s pickups was longer and lower which made for a nice platform for styling of "bench top customizers."

In fact, in the 1960s AMT had a number of kits available which were pickups, if memory serves. I believe there was a Chevy that could be built as a wrecker. Also a Ford F-100 was available with a go-kart, one of them had a trailer and service station accessories and do you know what all that cost? Would you believe \$1.50-2.00? Yup, that's what kits cost then. And I was around back then—just wish I still had those kits.

Then in 1962 Chevy stylists face-lifted the front end, losing the trendy, oval shaped pods that sat atop the front fenders and did nothing more than house small, rectangular parking lamps. The result was a much cleaner look.

Most Chevrolet half-ton pickups that rolled out of dealerships were basic work-trucks. As a result, most Chevy pickups of the era are extremely hard to find in any kind of restorable condition today or even back then. They lived long, hard, service lives and

some have even gone by way of that "big crusher" in the sky. Especially scarce today are those pickups that had what was called the Custom Trim package. They were treated to such extra features as chrome exterior bumpers and bright work and the all-important chrome Chevrolet nameplate for the dash. It's interesting to note with today's pickups offer virtually every accessory available on a luxury car. In 1964 you had to order the Custom Trim version to get even a passenger side sun visor or simulated trim for the inside door panels.

The pickups of this era are highly sought after today by enthusiasts young and old. My new Revell kit includes some of the more desirable options that were available at the time including the rare Custom Trim option and the optional 283 small block V8. They also added some good-looking, sharp, large diameter chrome mag wheels, chrome engine dress-up goodies and a revised, lowered suspension set-up, all newly tooled and ready to make my '64 Chevy pickup look like it just jumped off the pages of a favorite truck magazine.

The kit is molded in white, clear, and chrome. Assembly is typical and straightforward. There are 10 pieces in the basic engine. I painted my engine Chevrolet orange, then added the right and left exhaust manifold, fan belt, fan, and coil.

The interior is very self explanatory—just look at the instructions. I painted mine two-tone.

So pick one up for yourself and enjoy it .

*Nathan*

## Third Quarterly Contest

Our latest quarterly contest was held during our September meeting, I'm encouraged to say we had a great number of entries with 26 models entered. We had a great time and the modeling work of both the juniors and adults was fantastic! Here's a list of the winners,

### Junior Categories

- 1st-Kathy Kupka with her E-3 Sentry
- 2nd-Ethan Lucken with his Corvette
- 3rd-Melinda Kupka with her Pheasant

### Adult Categories

- 1st-Ion Tesu with his F-16 Falcon
- 2nd-Bob Kieres with his F3F
- 3rd-Russ Holm with his figures of Zouave Officer and Infantry Soldier

Congrats to all the winners and lets start building for the next contest!

*Jeff*

*(Heller's Gneisenau continued)*

argue that the 11 inch guns of these ships were a cost saving measure (being guns that were ordered for a previously canceled design). It can not be argued that this showed how ill prepared the Kriegsmarine was for the upcoming war.



The Germans planned an invasion of Norway. They needed the rich iron ore deposits there and an invasion ensured their supply feeding the factories building machines for the Wehrmacht. The British, sensing the coming invasion, started an evacuation of their forces.

The British recalled the aircraft carriers H.M.S. Ark Royal and the H.M.S. Glorious from the Mediterranean theater to assist the evacuation. Glorious was to recover all aircraft possible and return them to Britain. This entailed the dangerous business of landing Gloster Gladiators and Hawker Hurricanes on the moving deck of an aircraft carrier. While the Gladiator was a sturdy plane, they feared the Hurricane would not survive the rough landings. The person put in charge of this operation for the British was Admiral G. D'Oyly Hughes.

The Germans knew of the presence of the British carriers from Luftwaffe reports. They dispatched Scharnhorst and Gneisenau in pursuit. The main targets of the German capital ships were the troop ships that were leaving for Britain.

Admiral Hughes prepared to recover the land-based aircraft. Amazingly the Hurricanes recovered without incident. Hughes, however, committed serious errors in the operation. He had no patrol planes in the air, no lookouts in positions. There were no ready planes to launch in case of a surprise attack by the Kriegsmarine.

As the Glorious was recovering planes, Scharnhorst and Gneisenau closed for attack. The German command ordered the fleet to avoid confrontation with British ships of war, but a carrier with two destroyer escorts, was too tempting a target. Closing to 16 miles, the Scharnhorst and Gneisenau opened fire. While the first salvo missed, the second salvo found its mark. Immediately, the escorting British destroyers laid down a smoke screen so the wounded carrier could escape. This did not help. The Scharnhorst and Gneisenau opened fire again and fatally wounded the Glorious. The escorting destroyers closed to attack the German ships and were blown from the water. Scharnhorst took a hit from one of the attacking destroyers and was slightly damaged.

Fearing detection and reciprocity for the attack, Scharnhorst and Gneisenau retreated back to Germany. On the return trip, the Gneisenau took a torpedo hit from a British submarine. The British troop ships arrived home safely due to this German policy of avoiding encounters with the Royal Navy.

After the Norwegian tour of duty, and needed repairs, Scharnhorst and Gneisenau embarked on a highly successful commerce raiding session together in 1941. The ships together sank 122,000 tons of Allied shipping. The orders to avoid Royal Navy contact hindered their mission. An example of this was the Rawalpindi incident. The Rawalpindi was a British escort that was guarding a convoy that the Scharnhorst and Gneisenau attacked. Detecting the German ships, the captain of the Rawalpindi turned towards them and attacked. The courageous British ship was blown to pieces by the German ships. Watching that from the deck of a (now unprotected) ammunition ship would tend to make one think of several better ways to serve king and country! In a favorable position to attack the wide open convoy, the German ships turned and fled the scene fearing that they had been detected.

Scharnhorst and Gneisenau returned to Brest in need of repair and refit. The Scharnhorst was in dire need of an engine overhaul and the Gneisenau had torpedo damage. These repairs prevented Scharnhorst and Gneisenau from going on the fateful maiden voyage of Bismarck as Admiral Raeder had envisioned. The Bismarck suffered her fate and Scharnhorst and Gneisenau lived on to fight another day.

The British were not happy with the presence of the German battlecruisers in a position to pounce on Atlantic convoys. Prime Minister Churchill ordered the ships sunk at all costs and carried out a series of unsuccessful bombing raids.

With the start of Operation Barbarossa, Germany needed assets in the North Sea to stop the convoys headed to the icy Soviet ports of Murmansk and Arkangelesk. Scharnhorst and Gneisenau received orders to leave Brest for a closer port. This move involved one of the most daring and successful operations by the Kriegsmarine in World War II.

Operation Cerberus was planned as a grand deception. The plan was to slowly increase radar jamming to prevent any alarm and for Scharnhorst, Gneisenau, and Prinz Eugen to make a high speed run through the channel. The British expected the ships to move at night. They did not notice the low level of jamming as it increased on their radar. When finally spotted speeding through the channel, the British did not have assets ready to use against them. They unsuccessfully attacked with Spitfires and motorized torpedo boats. British Swordfish torpedo bombers hastily attacked to no effect. Finally, the British sent in bombers and destroyers, but Gneisenau and Prinz Eugen repulsed them.

Despite Scharnhorst and Gneisenau striking mines, operation Cerberus was a success. All three ships made it back to German

*(continued on page 9)*

## Royal International Air Tattoo 2004

G. R. Dennis Price

A somewhat reduced list of participants and aircraft in comparison to previous years, but still a static display with over 150 aircraft, mainly military or ex-military, from at least 19 different countries. Another 100 aircraft (display and spares) were on the field for the flying displays (Red Arrows, Patrouille de France, Finnish Air Force Midnight Hawks, Patrouille Suisse, and Royal Jordanian Falcons). Additional flying display participants were based off-site; these latter included the B-2 that made a single fly-by on each of the public displays, a four-ship Hercules formation from the Royal Air Force, and a MC-130H/MH-53M refueling formation from the 352 SOG at RAF Mildenhall. Star of the flying display was the US Navy F/A-18F flown by Boeing test pilot Riccardo Traven.

As is usual, the Tattoo tries to focus on a number of themes or anniversaries. This year marked the centennial of the "Entente Cordiale" between Britain and France and the occasion was celebrated with a group of WWI aircraft and other Anglo-French collaborations such as Jaguar, Puma, Lynx, and a Concorde nose-cone.

Next on the list was the 60th anniversary of D-Day, and there were a score of WW II veteran aircraft, RAF Battle of Britain Flight. As well as privately owned Spitfires, Mustangs, Grasshoppers and other miscellaneous types both in the static display and a one-hour flying tribute.

The Hercules turned 50, and there were fourteen in the static park. They came from as far away as New Zealand and Brazil. Also, I am sure at the special request of Rafael Power, was a Puerto Rico ANG C-130E. Not as many C-130's as were present for the 40th anniversary, but all transport aircraft are in heavy operational demand these days.

Finally, it was the 30th anniversary of the BAE Hawk. Not too many in the static display (of note was a CAFCT-155, with both Canadian and UK serials). However, numbers were increased by the Red Arrows and Finnish Midnight Hawk display teams. There was also a Hawk T.1A of 208(R) sq. in a resplendent Union Jack livery.

Individual unit anniversary and special paint schemes were fewer than usual, again that can be blamed on operational requirements. Sadly the Italian Air Force F-104 Starfighters did not show; though there was a strong Italian participation. New participants included Lithuania (with an L-39ZA and an An-26RV) and Estonia (with a Border Guard Let 410). Of more local interest, the 12th FTW sent T-43A "Spirit of San Antonio" for the third year.

To whet your appetite and encourage you to start thinking about booking up for next year's show (July 16 and 17, 2005), there follow a few pictures.



Royal Jordanian Falcons, in Extra 300 aircraft, a perennial favorite.



In the spirit of the "Entente Cordiale" a British Airways Boeing 747 lands over the tails of the Alpha Jets of the Patrouille de France.



Again in the spirit of the "Entente Cordiale", is this SE-5A replica.



US Navy F/A-18F of VFA-2 sq., piloted by Boeing test pilot Riccardo Traven, won the trophy for best individual aerobatics.



Royal Navy Harrier F/A.2 of 899 sq. in throw-back special anniversary colors to celebrate 25th anniversary of Harrier operation.



BAE Hawk T.1A, of 208(R) sq., in 30th anniversary colors.



F-117A of 8th FS, 49th FW, landing with braking parachute deployed. A 9th FS aircraft was in the static display.



An example of Anglo-French co-operation is this Jaguar T.2 of the Empire Test Pilots School/Qinetiq. The 30th anniversary of the Jaguar was marred the next week by the announcement of the retirement of Jaguar from squadron service.



Bolkow Bo.105P 1A1 of KHR-26, Heeresfliegergruppe, with Teutonic knight depiction. Color scheme extends to the starboard side.



Lithuanian Air Force L-39ZA (c/n: 395403) of Naikintuvu Eskadrile. This, with an An-26RV, marked the first appearance of the Lithuanian Air Force at the Tattoo.



TBM-3E Avenger, F-AZJA, in D-Day invasion stripes. Yet another example of "Entente Cordiale"

## Conversions and Details

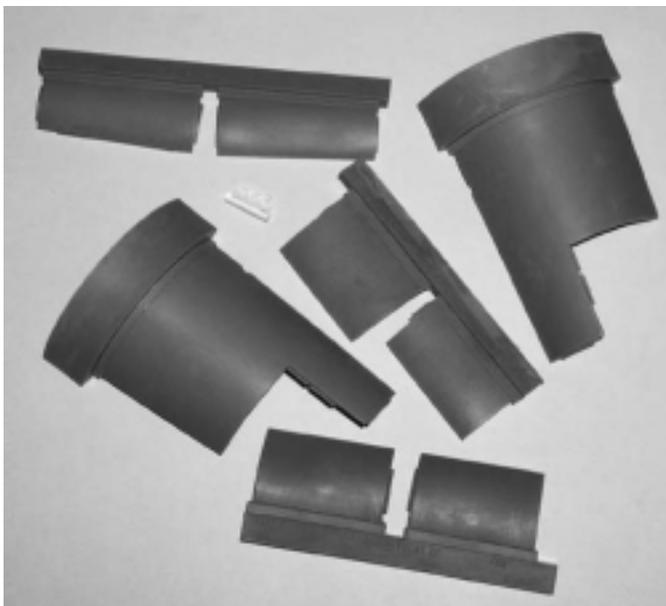
Reviewed by

Floyd S. Werner, Jr. IPMS# 26266

### Cutting Edge B-29 Turretless Conversion

CEC48478

Cost: \$29.99



The Monogram B-29 has been around forever and until now you either built it like it came out of the box or you had to do a lot of work. Cutting Edge now offers a conversion set to make the Operation Silverplate Atomic Bombers, an F-13 Photo recon plane, or a late war turretless machine.

What you get is eight pieces of bubble-free light grey resin and a three small clear resin inserts. A Black Magic mask is provided for the turret area. This area was typically a shiner, almost chrome, as compared to the rest of the airframe. The cuts are across existing panel lines, which will make it easier. The parts are cut out before the fuselage halves are joined. Then the parts are glued in and then the fuselage halves are joined. This creates an extra seam to fill but it ensures that everything is lined up properly and allows for some adjustment. I noticed that the interior detail is retained, which is a nice touch.

The replacement parts have delicately recessed panel lines. While to some this might cause a problem with the raised detail on the kit, I think the end result will look quite acceptable.

While this conversion is easy it is recommended for experienced modelers only. If you wanted to add a different looking B-29 in your collection this is the easiest way to do it. I

recommend this conversion for anyone who wants something a little different in their collection.

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

### Parts-R-Parts Bf-109G Scoop Correction

#020

Cost: \$6.00



When Hasegawa released the Bf-109G-6, and subsequent G-14, the one complaint was that the cooling scoops on the nose were visibly offset. Part of this comes from a marginally short nose which necessitated the exhausts being higher and consequently the scoops offset. Cutting the scoops off and repositioning them were not for the faint of heart and only marginally successful. Parts-R-Parts has a simpler solution.

Molded in light grey resin Parts-R-Parts provides you with a replacement upper nose piece. The conversion is simple enough with you just cutting off the kit part along a panel line and replacing with the correction set. If done correctly, the correction will not require any filler, in fact the seam on the top of the two parts is already filled in on the correction set.

This set is designed for the G-6/14 kit, however, you can make a G-14/AS out of the G-10 kit by putting the correction set on and just rescribing the circular hatch on the right engine panel in a lower position. Just add some Eagle Edition decals from their new sheet (#81) and VIOLA, a G-14/AS.

I highly recommend this set. It is a pet peeve of many a modeler and now the fix is available.

I would like to thank Parts-R-Parts for the review sample. It can only be ordered directly from Parts-R-Parts at <http://partsparts.homestead.com/start.html>.

Floyd

*(Heller's Gneisenau continued)*

ports leaving no German surface elements on the Atlantic. Admiral Doenitz's U-boats now became the number one target of the Royal and now American Navies.

The Allies got vital ULTRA information about the mine hits that the Scharnhorst and Gneisenau suffered. They sent heavy bombers against the ships as they lay in the repair yard. Gneisenau received severe damage in port. She never again sailed into battle and ended the war scuttled as a barrier ship at Gotenhaven in 1942.



Scharnhorst survived and made several deployments before becoming the prey of a British task force led by Duke of York. After a terrific sea battle Scharnhorst's magazines exploded. Scharnhorst rolled over and sank with the majority of her men. Raeder's prophecy was now complete.

**Building Gneisenau**

The huge box and tree upon tree of parts are impressive. I planned to employ several basic techniques to add details to the model. Sink holes and ejector marks abound so drag out the CA and sanding sticks on this one. First I drilled out several hundred port holes in the hull halves, superstructure, and bridge.

I then prepared the parts as much as possible while still on the sprue. I filled and sanded, cleaning as many sink holes and ejector marks as I could stand. Next I CAed the PE bulkheads and doors on and then sprayed everything Testors dark aircraft gray. The ship's decks were natural wood. The model deck had raised deck board detail. I painted the deck Testors wood and the drybrushed with dark brown to bring out detail. I went back over the numerous molded-on deck detail with gray to clean up any slip ups.

**The Hull**

I assembled the two large hull pieces. I taped the deck in place to keep things aligned while drying. Fit was good with little gapping to fill. Once the hull gray was dry I masked off the water line and sprayed flat black. Once the black dried I masked over

the black and finished up with flat red. The kit waterline is red detail. Peel off all that masking tape and presto... painted hull! I then cut individual port hole glass from clear styrene using a #11 point and glued them in place one at a time in the hull. OK, not really, but I had you going there didn't I?

**The Guns**

My references showed that the primary and secondary gun turrets were topped with a bluish gray color. I assembled the primary turret components with the turret body attached to the sprue. The turret range finders had huge sinkholes so I filled them with CA and sanded – I got pretty good at filling sinkholes with this kit.

I masked the turrets on the sprue and sprayed the tops intermediate blue. Next I cleaned up the primary and secondary gun barrels and drilled them out. I assembled the main guns using masking tape to back the large turret gaps that allow the barrels to elevate. I just poked the barrels through the tape. I planned on posing the model attacking off the starboard bow so I assembled the forward main guns in an elevated position. I then assembled the secondary gun turrets. I used white glue to fill the barrel elevation gaps and applied several layers to form blast bags. I painted the "blast bags" light gray.



**The Superstructure**

I took things in sections so that detailing would be easier and to cut down on PE damage as the kit progressed. Each section included cleanup, assembly, a scale black wash, drybrushing with Testors flat light gray and PE details. I assembled the lower superstructure and glued it to the hull. I painted aft of this level wood and a large section flat black to simulate the linoleum used by the Germans in this period. I then added the bridge structure to the hull. I am a firm believer in adding PE rails from the top down with ships. I assembled the aft gun mount, the hangar/catapult assembly, funnel, and forward flying bridge structures separately. I dry fit everything to the first level superstructure and deck just to make sure there were no surprises.

*(continued on page 10)*

*(Heller's Gneisenau continued)*

Once happy with that, I added the PE railings to the individual structures. The catapult deck greatly benefited from the rails and ladders. I then added the small anti-aircraft guns to their various positions. These smaller weapons are generally crude and should be replaced.

The forward superstructure had a crown of spars radiating out from the top level. I drilled out holes for rigging and added PE details to each spar. I then rigged a star pattern using nylon thread. The kit-supplied radar was a large block of plastic with raised details on one side. Out it went. I used various PE ladder parts to put together a similar sized radar array, painted it flat black and glued it to the upper range finder turret instead. I made up a similar arrangement for the rear radar installation. Once all the superstructure components were done I set them aside and did the railings for the first level gun deck. I used my usual method of measuring, bending, and dry fitting to make the long runs around this complex structure. I wished that I had formed these rails before gluing this level to the deck. Live and learn! I tacked the railing in place and then ran a line of thin CA for strength. Use care at the joins to keep a clean look. Once that was done I assembled all superstructure components to the model and added the remaining guns.

**Weathering**

I wanted a real mid-mission look for the model so I weathered extensively. I used a scale gray wash throughout assembly. I washed the hull and deck as well. A ship builds up a nasty coat of soot on a long patrol so I used black pastel dust and a brush to darken the upper superstructure surfaces. I also used this to darken the gun muzzles and areas of the deck affected by blast. I used a pastel red and brown dust mix to add rust marks to the hull. This allows some subtlety to an effect that is easily overdone. Once I was happy with the look, I oversprayed with Dullcote.

**Masts and Rigging**

The kit masts are scale thin making them flimsy. I added PE details, painted them flat black and added them to the kit. The main mast had alignment problems that are easily corrected. I use invisible nylon thread colored with permanent marker for

this scale. I used kit supplied references and went to town. I ran support and wireless aerials to represent the ship's rigging at a distance without doing too much damage to the PE.

**Wrapping her up**

The kit comes with passable anchors and nicely scaled anchor chain. I sprayed the chain flat black and CAed them in place. I weathered and added the anchors (three on the bow, one astern). Decals went down nicely. Now, at last, I added the final railing. I always add the outer hull railing last to prevent damage. (Well, almost last in this case.)

The Gold Medal "Extra Railings" set has some nicely angled bow pieces that you curve in the middle to form the bow. Working from the bow I strung the railings together first one side and then the other. This left just a small area at the stern to fill in. I then added the bow and stern flag poles and decals. I did a general touch up followed by a few more well aimed puffs of Dullcote to hide the CA shine and she was complete.

**Conclusion**

I recommend this kit to most ship lovers. Average level ship builders would have a lot of fun building right out of the box. It builds up to a nice representation of this sleek, yet dangerous looking ship. Due to the amount of cleanup required and large number of small detailed parts and PE, I recommend this upgraded kit for experienced modelers. I want to thank Squadron Mail Order <<http://www.squadron.com>> for supplying the Heller kit for this project.

**Sources:**

*Hildebrand/Röhr/Steinmetz: "Die deutschen Kriegsschiffe" Biographies of German warships 1815-1985*

*"The German Navy at War- Vol. 1 Battleships" by Siegfried Breyer and Gerhard Koop (Schiffer Publishing 1989)*

*E. Faust's excellent web site The German Navy in World War II <<http://members.tripod.com/EFaust/germannavy.htm>>*



*Lee Tank Recovery Vehicle. A winner from Gascon Vat Abilene.*

## Old Rumors & New Kits

Well, I'm happy to hear that Kenny has found a job. I just wish it was close enough that he didn't have to move away during the week. I'm sure he feels the same way. Anyway, I know you all will join me in wishing him well. I remember what it's like to be out of a job and not finding one for months. It's not good.

Jeff Forster will be taking over the president's chair next Tuesday and then we'll see where we go from there. There's a good program and some things to discuss. And, since we don't have the room until straight-up 7 PM, be sure to be on time so we get the most out of our meeting time. Remember that we have to begin vacating the room at 8:45 to get the chairs stacked and things picked up.

I'm sure that some of you remember Dave Roof who came to several of our shows as a vendor when he was stationed near Dallas with the USMC. Well, Sgt. Roof is now in Afghanistan and has decided to start a hobby club at Bagram air base. It seems there aren't a lot of things to do when you're not on duty so Dave has requested donations for the troops; kits, supplies, magazines, whatever. We can discuss it Tuesday. It's similar to the program Floyd Werner started when he was in Bosnia and that got picked up on by the Dallas, San Antonio, and of course ASMS.

Now to the models. I picked up a note from a visitor the Tokyo Hobby Show who reported some new kits that you may find interesting.

First off, Hasegawa showed a Ki-61 Hein Ic. This is the early, short-nosed version of the Tony that had only been done by Fine Molds some time ago. This fills another gap in Japanese Army Aircraft of WWII and should be a very nice kit if it's anything like their earlier kit. Remember, Hasegawa's new P-40E is set for December.

Tamiya announced a 1/700 IJN Tachibana class destroyer. A nice surprise to me was the announcement of a 1/48 Sherman and possible a Pzkw.III. This follows their Tiger I. I'm glad to see more 1/48 vehicles coming from these people.

Dragon announced a new 1/35 Tiger, early version.

In other news, Trumpeter will do another aircraft carrier from WWII; the USS Lexington, late. Still, the original Lex with a deck full of yellow wings would be a real eye-catcher!

Not a rumor but available now are some really nice 1/48 WWI kits from Roden. There are three; an S.E.5a, Fokker D.7 (built by OAW), and a Bristol F2B. I've no idea how they fit or how they build but they sure look nice in the box. The detail and layout of the parts reminds me a lot of Eduard kits. I especially like the SE-5 with its one-piece top and bottom wing with molded in dihedral and the very nicely detail guns, props,

landing gear, etc. All of the kits are reasonably priced and should produce very nice finished models. And each has decals for several aircraft. If you haven't seen a Roden kit lately, take another look. This is the company that began as Toko and they've come a long way. Roden also has a very clean 1/72 Junkers D.1, WWI monoplane fighter. The corrugated wings and fuselage are very nicely done. And it's under \$10!

Still new are two kits from Special Hobby. These are the Ryan PT-22 trainer and the Bell YP-59 Airacomet. SH released a production version of the P-59 earlier but this one has the rounded fin and wing-tips of the pre-production versions.

And from the same general company comes Azur's 1/32 I-16 Tp. 10. This little Russian fighter is finally in the right scale! The finished article should be only about 7.5 inches long so shelf space for this one won't be a problem. I've seen photos of the built-up model and it's pretty nice. I definitely needs a pilot figure—standing—to give the proper feeling of scale. (Come on Warriors!)

Revell (RoG) has a very clean little 1/144 scale kit of the E-2C Hawkeye. I saw this one at Phoenix and it's very well done. I'll probably have to try one.

There are plenty of new bits of detailing hardware out too. Black box is still out there with some fine 1/32 detail sets for the F-15 and F-105C/D. Aires has new stuff as well including detail sets for Hasegawa's FA-18C and AV-8B Harrier, Dragon's He 162, Tamiya's F4U-1, and a couple of new engines, an R1830 and an R2800 late.

Czechmaster has several sets in 1/48 and 1/72 for many of the latest kits (and some older ones) that should really help the super detailer. Eduard is still coming out with color PE "Zoom" sets and other super detail sets. I looked over the new set for the Academy 1/72 F-8E and the 1/48 F4F Wildcat. Both are very nice. And if you have one of Trumpeter's new P-38J/L Kits, be sure to check out the Eduard PE sets for the exterior details, undercarriage, i.e. wheel wells, struts, etc., and the interior. You may want at least one set to improve the model but all three are good. And more is better. Right?

For the armor modelers, there are some restocks, particularly Dragon's Sd.Kfz.251D 3n1. And don't overlook Italeri's LCM 3 Landing craft. Just bring your checkbook. For those not optically challenged, there are four boxings of the Karl Morsers in 1/144. Hey, build them all—at the same time! They are less than \$5.

And there are lots of new books too, particularly the Classic Pubs book on the 2nd RAF Tactical Air Force Vol 1. I hear there will be two more. Check it out.

And almost forgot, Village Hobby is having a 20% off sale on all Academy kits until the end of the month, says Terry Lowman.

*Milton*