



2006 IPMS/USA Region VI Chapter of the Year
 2006 IPMS/USA Webmaster of the Year:
 Mike Gilsbach



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Newsletter of the Austin Scale Modelers Society

November 2007

SPRUE EXAMINER



**Building
 Glencoe's 1/48th
 Republic RC-3 Seabee**

by
 Tim Robb, IPMS #34705

The Seabee was Republic Aircraft Corporation's post WWII entry into the civil aircraft market. It was not a Kartveli / De Seversky design, but a design purchased from Mr. Percival H. Spencer. Spencer first flew his own glider in 1911 built from plans published in Popular Mechanics. In May 1914, at the age of 17, he flew his first powered airplane, a single engine Curtiss flying boat rebuilt from a crashed machine. He flew the first airplane of his own design, a single pontoon float biplane, in 1916.

Skipping ahead past many years of Spencer's colorful aviation career to 1941, Spencer designed the Spencer Air Car Amphibian #1, but work was shelved by restrictions on civil aviation during WW II. It was the patent for this design that was sold to Republic in 1943 and produced as the Seabee. Around 1000 Seabees

were built between 1945 and the end of production in 1947. Mr. P. H. Spencer died in 1995 at age of 97. It is well worth your time to google "P. H. Spencer" and read the life story of this remarkable aviation pioneer.

Glencoe's Seabee kit consists of only 23 parts, all molded in clear plastic. Instructions consist of only an exploded drawing with no interior at all. The decal sheet is very good, providing markings for factory color scheme U.S. civil aircraft, the first three British registered civil aircraft, and one aircraft of the Israeli Air Force. Solid dark blue decals are provided to cover the windows of the model so the model can be quickly built as a "slammer", or alternatively the window decals can be used as masks.

As I wanted cockpit details in my Seabee, I started work by finding interior photos on Airliners.net. The two instrument panel photos I found were very different from each other in layout, but both revealed that the instrument grouping and "dashboard" section of the aircraft is only on the left side of the interior. The right

(continued on page 4)

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2008 Show Schedule

IPMS/Alamo Squadron, Model Fiesta 27, Live Oak, TX
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 IPMS/Houston, Modelmania 2008, Stafford, TX
 IPMS/NCT, ScaleFest 2008, Grapevine, TX

February 16, 2008
 March 22, 2008
 April 5, 2008
 May 31, 2008

Editor's Notes...

AABS's biennial event at Camp Mabry in October was a jolly good show. There were many excellent models, great bargains, not to mention watching a 1:1 scale Sherman running inside the venue! Unfortunately, I was working at the show's door prize table all day and did not have a chance to take any picture for you all. That's the first show I attended that I failed to file a report since being your editor. Shame on me!

This month **Tim Robb** is back with his Glencoe's Republic Seabee on the front cover. **Floyd Werner, Jr** has yet another excellent video review for us. **Jorge Aduna** delivers a tutorial on how to make permanent mud on your AFVs while **Raul Guzman, Jr** wraps up his article on *HMS Diana* Quarterdeck. My college buddy **Adrian Mann** also chips in another sci-fi kit review.

As you all aware we lost our usual time slot at the library this month. Contrary to what we had announced in the last meeting, our plan B, Milton's church, is also not available the second week of November. Luckily, we have a fail safe plan 9th already in place:

We will be meeting on **November 14th** at the City of Austin **Hancock Recreation Center (811 E. 41st Street)** from **7 to 9pm**. The nearest crossroad is 41st Street and Red River, and the facility is in the middle of the Hancock Golf Course next to the clubhouse. Parking is plenty and free. See map and directions on how to get there on page 15.

Scheduled program is our final **Quarterly Contest** of the year. Bring your masterpieces and get ready for that **White Elephant Category** face-off!

Eric

*As in *Plan 9 from Outer Space*, universally agreed THE worst movie ever made by any director in Hollywood history.

ASMS Officers for 2007

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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 second Tuesday of each month except December. Dues for full membership are \$20 yearly. Subscription to the newsletter *Sprue Examiner* is \$15 yearly. The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

Kenny's Korner

(until I can think of something better)

Welcome to November. For all intents and purposes this year is OVAH! December will give us the Christmas party at Milton's (yay!! Thanks Martha and Milton!), where gifts will be given and food will be made to disappear. But this month it is a time for thanksgiving.

As modelers, we are always overjoyed when we find a great deal on a kit. I've found a few of those this year, and I am thankful. We need to be thankful for our great friends and our great local hobby shop, King's Hobby. We also need to be thankful for the camaraderie and what we learned from our fellow members. Now if they could find a source of plastic that only costs 1/10th of a cent per ton and ...

At our meeting this month we will be having the quarterly contest including the special white elephant category. Eric informed me that Hasegawa's 1/200th 747-400 only has about 20 parts, so I guess I'll have to bring mine. Will you bring yours? If your white elephant isn't ready or you can't remember what you got (that's you, Kathy), bring whatever model you have. If you don't have anything built, GO BUILD SOMETHING NOW! See you all there.

Kenny



There is a lot of reference material included in the video including Stukas diving over Dover straight down (I am still impressed when I see this) and some wonderful gunsight footage of Ju.88s and He.111s being shot down. The fight wasn't all one sided, and there were plenty of Spitfires being shot down too. A nice footage of a Walrus rescue is also included.

The next sequence shows Wellingtons and night-fighting 109s in action. With so many shots of Do.17s, Fulmars, and early 109s, this portion of the video is like an advertisement for Classic Airframes! It certainly is inspirational.

A random sequence is inserted showing P-40s and Buffalos flying and firing. Okay, it is a propaganda film. I noticed that the numbers of losses were exaggerated. It is no wonder that the American press didn't believe the numbers.

The next part of the video is called "Target for Tonight", and it was produced by Warner Brothers. It dissects a British Bomber operation from beginning to end. It opens with an Anson dropping off film from a recon flight by parachute. I don't know why they couldn't land, but hey, it is a Warner Brothers production. "You know how it is with these A cards." Immediately you notice the differences starting from an American briefing: there was no Initial Point (IP) for the bomb run, just a suggested route in. And also there was no altitude. It was left up to the plane captain to decide. He could basically do whatever he wanted as long as the bombs were dropped on the targets.

F for Freddie is the hero of the sequence. You are treated to some great shots of the Wellingtons which you can use for building the Trumpeter kit. There are also some great shots of the geodex siding as well as the unique way to start the plane's engine: a rag or some sort of cloth was stuffed into the exhausts until the engine was started! You also get some excellent shots of the weathering and painted out roundels on some airplanes.

The takeoff of the British bombers was definitely different than an American one. Every plane lined up on field, and one took off as soon as the other was gone. The British allowed a lot of separation between aircraft. F for Freddie is shown in some beautiful in-flight shots against the clouds, but you'll notice that the aircraft was all by itself. Incoming Ack-Ack is beautifully eerie at times, and it is also interesting to see how the control exchanged between pilots by one getting out of his seat and then the other guy sliding in. What were they thinking? Notice the absence of oxygen apparatus inside the plane.

After using all the powers that the British flyers could muster, they obliterated a model train terminal. Getting home with an



Victory Films
The Battle of Britain
 Cost: \$29.00
 Reviewed by
 Floyd S. Werner, Jr., IPMS #26266

The Battle of Britain holds a special place in history. Starting from the Fall of France to the end of the night blitz, this video DVD highlights the events in a documentary format with dramatic music used to great advantage.

injured crew member and battle damages on the plane, could it get any worse? Oh no, fog! Not an issue for the Brits obviously as they lighted an interesting fire landing system, and F for Freddie landed safely. It all seems so easy. No loss to the crew, and the target destroyed. Where were the intercepting night fighters?

Of course this is only a make-believe documentary produced by a Hollywood film company. The truth couldn't be farther from what is shown here.

On the bonus material, there is a small piece by Edward R. Murrow on Dover, the hellfire corner. The sequence shows some nice low level gunnery.

This video is typical of the quality historical video I've come to expect from Victory Films. They present a unique war time view of the conflict. I HIGHLY RECOMMEND this title and the rest of the series. Great research material, color and B&W film makes these DVDs a great value for the money.

You can get your copy from Wade Meyers Studios online at

<http://wademeyersart.tripod.com/id70.html>

Don't forget to check out the wonderful artwork while you're there. This is just one of many great DVDs that are available. Let him know that you heard about it from here.

Thanks to Wade Meyers and Victory Films for the review copy.

Floyd



Upcoming In-Store Clinics

Nov 3 Sat 11:00am *Friulmodel Armor Track Assembly
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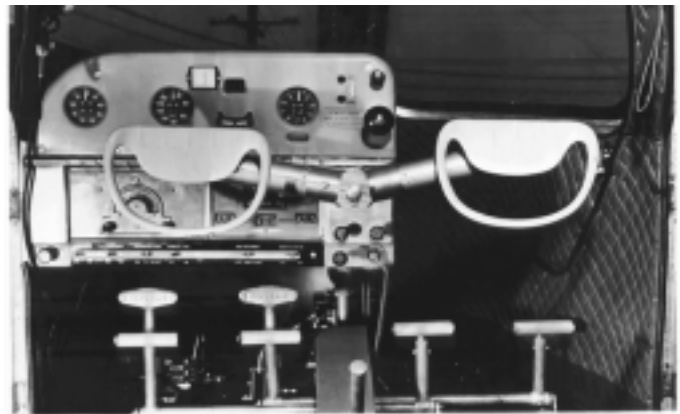
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(Building Glencoe's Republic RC-3 Seabee continued)

side is open to the front of the aircraft as the passenger cabin is a three-door design, one car door on each side and a third on the front starboard side of the aircraft.



I started by cutting and fitting a plastic card cabin floor and rear bulkhead. Next I found some simple seats in my spares box that were suitable and worked them into acceptable shapes. Then I built a dashboard section from plastic card and used decals to make an instrument panel. The control column and wheel were also items from my spares box. Construction of the interior was completed by painting and adding seat belts made from black electrical tape with some photo-etched buckles. The clear cabin windows need to be masked on the inside to prior to painting the cabin interior.

With the interior masking removed and a coat of Future floor polish applied to the inside of the cabin windows, the fuselage halves were joined along with the wings and tail planes. I placed the landing gear struts into their sockets to help me with proper alignment of wings and tail planes. I got everything all measured out with wingtips equal distance from the workbench, but it didn't look right. A closer examination revealed that the sockets for the landing gears struts are not even from the left to the right fuselage halves. So I pulled the struts out and squared the wings and tailplane to the vertical stab.

The wing to fuselage joints leave big gaps, which I filled with plastic card and gap filling superglue. In the process, the inboard corrugation was lost on each upper wing surface.



I replaced those with a strip of electrical tape cut to the right width. Not perfect but not bad. The tailplane to fuselage joints left gaps too small to work with except Mr. Surfacer 500 and cotton swabs dipped in denatured alcohol. I left off the wing tip floats and wing brace struts until after painting and decaling.

I chose to do an American civil aircraft in the factory color scheme of natural metal with dark green trim. I didn't trust the kit decals as masks but did use them as templates to cut masks from masking tape. Five out of six fit perfectly. I cut the sixth into two halves for the curved ends of the windows and filled in the center with more masking tape.



Once masking was done, I sprayed the model all over with Mr. Surfacer 1000, sanded it down smooth and polished it a bit, and then sprayed on Alclad II Aluminum. The bottoms of the hull and wing tip floats were then masked off and sprayed with Testor's 1171 Beret Green in the little bottle, an excellent match for the green on the decal sheet. I applied the decals directly to the Alclad II without a gloss coat, and they worked very well. The carrier film disappeared beautifully, and the few bubbles I had left responded well to Solvaset.

At this point I noticed on the box art that the civil registration was on the upper right and lower left wings. I had applied the decals to the upper left and lower right wings. After checking photos and kit instructions, they confirmed my error. I guess I have built too many models of American military aircraft, and I just went straight to the upper left wing with the decals! This is what we call a setback. My co-workers asked me what I did over the weekend, and I told them about my mistake. They kindly laughed at me.

I googled Glencoe Models and found a customer support email address. I sent an email explaining my error, my desire to get it right, and inquiring on how to get another decal sheet. After three weeks of no response, it was time for plan B. I removed the decals with cotton swabs and denatured alcohol, repainted, and applied the British civil registration decals.



Now on to final assembly. The first step was the undercarriage. The landing gear struts supplied in the kit have the oleo scissors molded on as solid little triangles of plastic. I sanded those off and replaced them with a pair I cut off from some other struts in my spares box. The box art showed a spoked design on the wheel hubs, but the kit wheels, having small and smooth centers, didn't look like that at all. A quick check of Seabee photos confirmed the box art is correct and the kit parts are wrong. I searched the spares again and eventually used Monogram P-51 wheels and tires. I sanded the diameter of the tires down a bit to get closer to the size of the kit tires.

Now came the tricky part of attaching the struts to the uneven sockets in the fuselage. I sanded half way through one strut and opened the socket a little on the other side. Then I test fitted the struts, shimming the top inside of one socket and the bottom inside of the other until I had the model sitting fairly level.

The rest of the build was adding the wing tip floats and wing bracing struts. Using the box art as a guide, I also added antenna wires and a pitot tube.

If you don't mind a little scratchbuilding and solving a few fit problems, this is a good kit to tackle. Overall, it is a fun little model of an unusual subject, and it makes an interesting addition to my collection of 1/48th scale civil aircraft models. Go build a model!

Tim



Editor: The B&W interior and exterior photos of the Seabee were gracefully provided by our fellow member G.P. Ellsworth. Thanks, Phil!

Mud Effects:

A Simple Improvement to Your AFV Model

by
Jorge Aduna

Any armor builder sooner or later has to deal with what all tanks love the most: Mud!

Mud is not meant to disguise building flaws or to cover all surface details. When executed properly, however, it can increase the realism of your model and catch your audience's attention.

Here's an easy and economical method to simulate caked-on mud to the underside, lower hull, or chassis of your AFV model. It is workable, and it permits you to build thin or thick layers.

Unlike pastel or pigment, the mud applied using this method is **permanent** on your model. Due to the solvent's ability to attack all forms of paint (and some plastic), it is recommended you work the surfaces **before** the base coat is applied. Using my method to create the mud effect on a painted surface is possible but dicey.

You'll need the following:

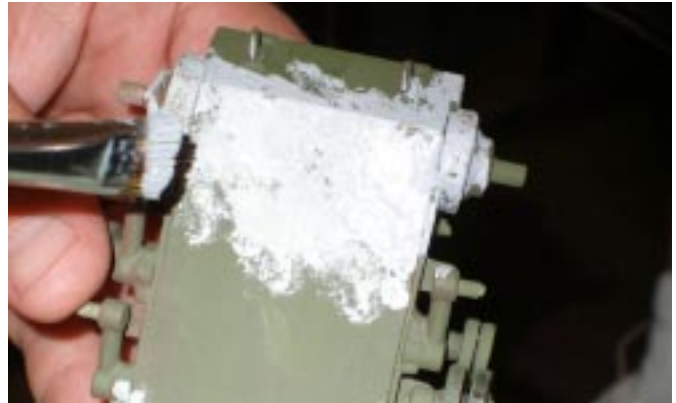
- **Putty:** Tamiya (orange cap) or automotive glazing (red)
- **Solvent:** Acetone* (if working with Tamiya putty) or Testors Liquid Cement (if working with automotive putty)

Keep in mind the surfaces to be worked on are the underside, front, sides, the back of the lower hull as well as the chassis of the model.

1. Apply a small portion of putty, straight from the tube, onto the surface of your model.
2. Dip an inexpensive flat brush into solvent and spread the putty with the wet brush.



3. Work the surface with the brush until the desired lumpy and layered effects are reached. Remember to spread the putty randomly. Mud does not accumulate in perfect, symmetrical, or any other specific manner. Try not to cover surface details like plugs, caps, screens, etc.



4. For multiple layers of mud, wait till the first layer of putty has dried first before applying another.

5. The puttied surface needs to be dried for 24 to 48 hours before it can be painted, drybrushed or pigmented.



Caution: Work in a well ventilated area, preferably outdoor. Fumes and odors of the putty and solvent can remain for a long period of time. If possible, wear safety glasses and a respirator. **Junior builders must have adult supervision at all time when working with putty and acetone.**

Jorge

**Editor: Jorge prefers household nail polish remover over the gallon size acetone found in most hardware and DIY stores (e.g. Home Depot). Industrial strength acetone is highly flammable and has the potential to "eat through" most common types of plastic found in model kits!*



Cat On A Hot Tin Elevator

1/72nd F4F-4 Wildcat Diorama

by

Eric Choy, IPMS #44323

Like many dioramas, the idea of this one started with a photograph. Squadron/Signal's *Flight Deck: US Navy Carrier Operations 1940-45* by Al Adcock has a photo of a TBD-1 being brought up on the aft elevator of *USS Enterprise*. That is the basis of my little diorama, except I changed the aircraft from a Devastator to a Wildcat.

But unlike many dioramas, there is no story to tell here. Contrary to what you see, the center of attention is not the aircraft or the pilots around it. It is in fact the groundwork the star of this diorama. My intention is to demonstrate how space is such a premium onboard of a WWII aircraft carrier. I want to show an aircraft in its most unnatural state, wings folded, in the most confined environment on a carrier, the elevator.

To achieve what I try to convey, I have to take a few liberties with the facts. Among them includes how dangerously close to the elevator edge the Wildcat is parked. But hey, that's my artistic license at work here!



Aircraft

DML's 1/72nd F4F-4 (5024) is basically the Hasegawa kit with extra parts by DML for building a wing-folded Wildcat. Despite its age, the Hasegawa kit still holds up well these days. It has fine recessed panel lines, and the part fits are good. The cockpit, however, is not up to our "modern" standard we expect from Hasegawa. So I added a resin set by True Details. But the rest of the model was basically box stock built.

The extra parts provided by DML (sprue H) are a mixed bag. They include the two halves of the new wing roots, wing folding sections, some interior parts, new landing gear, and two weighted tires. The good news is the width and depth of the panel lines on the new parts matches with those on the Hasegawa's fuselage. But the interior wing parts are molded pretty much all wrong. That causes the entire folding mechanism to look too simple and unrealistic. Worst still, DML does not provide any solid attaching point for the wings, and the instruction sheet neglects to indicate the proper positions and angles at which the wings should be when folded.

After much pondering and research on the wing fold mechanism, I finally gave up and just glued the wings to my best knowledge according to my invaluable Squadron/Signal's *F4F WalkAround* (this is the F4F reference bible. Don't build any Wildcat without it!). But if you are interested in building an accurate wing-folded F4F-4 in this scale, I recommend you either scratchbuild or get the CMK resin folding set instead.



While preparing for this project, I dug up Aeromaster's "F4F Wildcat Aces Pt. I" (72-093) from my decal drawer. I decided to model Lt.Cdr John Thach's F4F-4 on *USS Yorktown* during the Battle of Midway. Wildcats at that period were painted Blue Gray on top and Light Gull Gray bottom with a clear demarcation line. The closest match in Gunze Color are Intermediate Blue (H-56) and Gray FS16440 (H-315). I painted, decaled, weathered, and dull coated the wings and the fuselage separately before attaching them together.

As I elected to use an aftermarket interior set, I wanted to show off my investment in an open cockpit. The kit-supplied canopy

is a thick, one piece, semi-clear plastic junk. The rearward sliding portion is not big enough to fit on the spine of the plane in opened position. I had no choice but to vacuform a new one. (Contrary to what Squadron Mail Order claims, their vacuformed canopy and Falcon's Clear-Vax version are both designed for the Frog/Novo and Academy kit. They'll NOT fit the Hasegawa kit!)



After I installed the new vacuformed canopy and made an antenna with nylon thread, this bird (or cat) is ready to go.

Figures

The two figures on the elevator were taken from CMK's WWII US Navy pilots kit (F72115). As they are resin items, clean up is minimal, but you do have to glue the arms and heads to the torsos. A good saw with high teeth count is essential to separate all the resin parts from the sprues. I highly recommend JLC's modeling saw for this job.

The tininess of 1/72nd scale figures works both for and against you: there are not a whole lot of facial features that you can paint, and your audience probably can't see any of them anyway. Being an average figure painter myself, I just did the best I could and stopped. Sometimes knowing when to quit is very important in modeling.



Groundwork

The base is a common 5"x7" basswood plaque from Michael's. The elevated portion is a 1.5"x3"x12" basswood block I cut it down to match the length of the plaque. I glued (and nailed, just in case) both pieces together and glued two sheet styrene to the sides of the elevated portion to hide the saw marks. After leaving it a few days for the glue to dry, I gave the entire groundwork a coat of Testors spray-can Flat Black.



For the "front wall" of the elevator shaft, I used another big piece of sheet styrene. Originally I intended to superdetail the heck out of the shaft to look like the Death Star trench. Fortunately, common sense prevailed, and I entrusted KISS principle (Keep It Simple, Stupid!) was more appropriate here. Using the photo I got my inspiration from earlier, I added rails, weld line, switch box and cable from my spare parts box accordingly.

Part of the reason I chose the DML Wildcat kit was the bonus carrier decks. The two 3"x7" sections are very nicely done with fine wood engraving as well as clearly molded tie down lines. I used one entire section for the elevator surface, and I cut the width of the other down to 1.25" for the flight deck. The "curbs" of the elevator (0.125"x7") and the deck (0.25"x7") were made from sheet styrene.

Many photos in Adcock's book shows the edges of the flight deck have lines of holes (rain gutter?). Using my "photo guesstimating" technique, I deduced there should be 356 holes



on my 7" flight deck curb (two rows of 119 and one row of 118 in between). Marking the locations of these holes and drilling them were fairly easy but tedious. It is not something I recommend anyone doing around midnight at the end of a long hard working day!

During the Battle of Midway, USN carriers were finished in Measure 12 color scheme with all horizontal surfaces painted Deck Blue (20-B). To show the well-worn flight deck and elevator, I took Russ Holm's advice and modified his wood painting technique for my diorama here.

I first hand-painted all wood surfaces a heavy coat of Testors Model Master Burnt Sienna. After allowing a few days to dry, I sprayed a coat of FS35042, my interpretation of 20-B, on top. A day later, I dipped cotton swabs in denatured alcohol and gave the wood surfaces a good rubdown along the grain. Don't worry if you rub it down to bare plastic. You can drybrush Burnt Sienna back on those spots later on. But be careful not to rub on the tie down lines though, as they were made of stainless steel, not wood.

The idea here is to lift the painted deck color so you can see the wood underneath. I preferred Burnt Sienna because the deck of *USS Yorktown* was lightly stained maroon before Measure 12 was implemented. In actuality the wood color should be more tannish than reddish, as the maroon color wore off just as easy as the Deck Blue. But hey, remember my artistic license? Need I remind you it's busy at work here?.

Once the wood surfaces were finished, I used my Rotring 0.18 *rapidoliner* to fill in the recessed "U"s on the tie down lines and drybrushed XF-56 at random places to show metal wear. The

curbs were finished in Gunze Mr. Metal Color Dark Iron (214) and drybrushed slightly with Mr. Metal Color Iron (212). XF-56 will probably work also, but it is a bit too shiny on large areas.

The vertical surface, the shaft wall, was painted FS35237, my interpretation of Measure 12 Haze Gray (5-H), and panel faded with a slightly lighter color. Then I applied a gloss coat to protect from the weathering ahead. After applying a wash of thinned raw umber oil paint on all the recessed areas, it's time to try Russ's filtering technique again.



For this grayish wall, I chose White, light Gray, Burnt Sienna and a hint of Cerulean Blue Hue. Remember how I screwed up last time on my Tamiya 1/48th scale Panther G? Well, guess what? I did it again! I feathered most of the oil paint off and blended the remaining too well together. Blast! That's twice in a row I made the same mistake. When will I ever learn?

The problem I come to conclude on using this technique is my constant worry of the oil colors ruining my nicely painted surfaces. Whenever I see streaks of contrasting color on the base coat, I have a tendency to "freak out" and panic. By excessive feathering to make the oil color more subtle, inadvertently I'm wiping most of it away. Whatever is left behind, the dull coat tones everything down even more.

So my advice to anyone who wants to try this technique: don't overdo the feathering. Always leave more oil colors on than you think is appropriate. The dull coat will "fix" everything for you at the end. And whatever you do, don't freak out!

Before I sprayed on the final dull coat, I used thinned down Testors Model Master Burnt Sienna for rust stain and applied at random places on the shaft wall. Since I wasn't sure the extent of rusting inside the elevator, and there were no color photo available in my references, I kept my weathering to a minimum.



Conclusion

There you have it. That was how I built this carrier elevator diorama. I finally finished this beast I started almost two years ago. Most of the time wasted was on pondering how to attach the wings and vacuform a new canopy. Special thanks go to Russ on showing me how to paint wooden surfaces. Now I have one less kit to build in my collection.

That's one down, 250 more to go...

Eric

References

Adcock, Al *Flight Deck: US Navy Carrier Operations 1940-45*, Squadron/Signal, 2002.
 Chesneau, Roger *Yorktown Class Aircraft Carriers*, Chantam Publishing, 2005.
 Dann, Richard *F4F Walk Around*, Squadron/Signal, 1995.





HMS Diana Quarterdeck Part II (Continued from October)

by
Raul Guzman, Jr.

Now I had to make the capsquare to clamp the barrels down. I know mine are not historically accurate, but at this point in my experience they will do. After the brass sheet was bent and drilled, it had to be re-blackened. The trunnions I turned from brass rod to fit the trunnion holes in the barrels. Little nails kept the capsquare in place.

I made the capstan from walnut, but I didn't have a large enough piece, so I had to glue several pieces together. Notice only the drum head section had to be that large. The part that was held by the four jaw chuck was much smaller.



Now that the drum was turned, I sliced pieces that corresponded to the drawings. The center part had holes for the bars, so they were marked to have slots cut out. Holes for the bars were also cut. The part that fitted into the four jaw chuck was still attached because after gluing it all back together, I intended to finish it using the lathe.

The drum was back together, and the upper and lower chocks were turned from the same piece of walnut. The whelps had been cut with a scroll and table saw.

The whelps and chocks were then glued to the capstan barrel. After gluing the drum on, I used a natural wood stain to give it a rich



walnut color as you can see in the photo below. I locked it with a washer below deck to allow it to turn.



Now was another task that I had dread about, the ship's wheel. It would be my first, and it had to be a double wheel with 10 spokes on each one. I began by using a boring tool on the lathe to cut the felloe. I also used this boring to cut the chocks for the capstan. I cut two felloes with an extra just in case of an accident.



I then took walnut and cut it to the length and width required for the spokes. To make them look alike, I slotted the spoke material as to where the curves would start and end. You can see that in the insert in the upper left on the photo below. I then drilled a collet blank to hold the wood and used files to shape the spokes. Notice the collet for the lathe.



Since I had purchased the resin kit of the Diana diorama in 1/35 scale, I was able to use their jig for setting up the wheel. Using the knave I turned in walnut, I cemented a pattern from the drawings I had rescaled. This gave me an idea as where the spokes should go. The handles would come later; they would be the top part of walnut belay pins. The stanchions were made from walnut, as was the drum. It was all put together and glued to the deck after attaching the ropes and figuring where they would go into the deck. Natural wood stain was added and presto, my first ever ship wheel was finished. I was pleased.



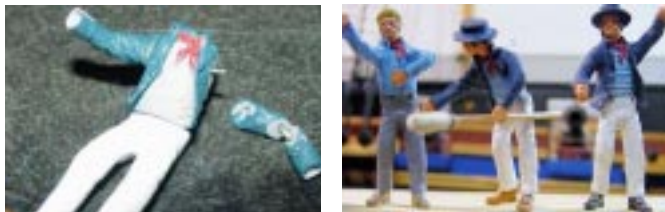
I wanted to add a mizzenmast and its top, so I began to make the parts. The black parts were made from ebony. When the natural wood stain is added, it will look even darker.

Here is what it looks like at the end. The ebony is dense, and this part of the model was heavy.



Figures

To make it a diorama, I knew I would need some figures. I bought four from Cutting Edge/Waveform, and they were all alike. I decided I needed to cut out the arms, legs, etc to make them different. Below you can see how the arm was repositioned before the epoxy was added to fill the gaps. I used paper clips to hold the position. Here are three of the four crew members. They all have different poses now.



On my fourth figure, I tried to make him shirtless, but he came out a little too muscular. Seeing there were probably sailors like that, so I just left him be "chunky". Figure altering is still something I need to improve on.

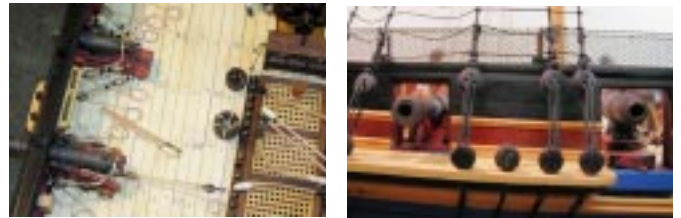


Final Construction

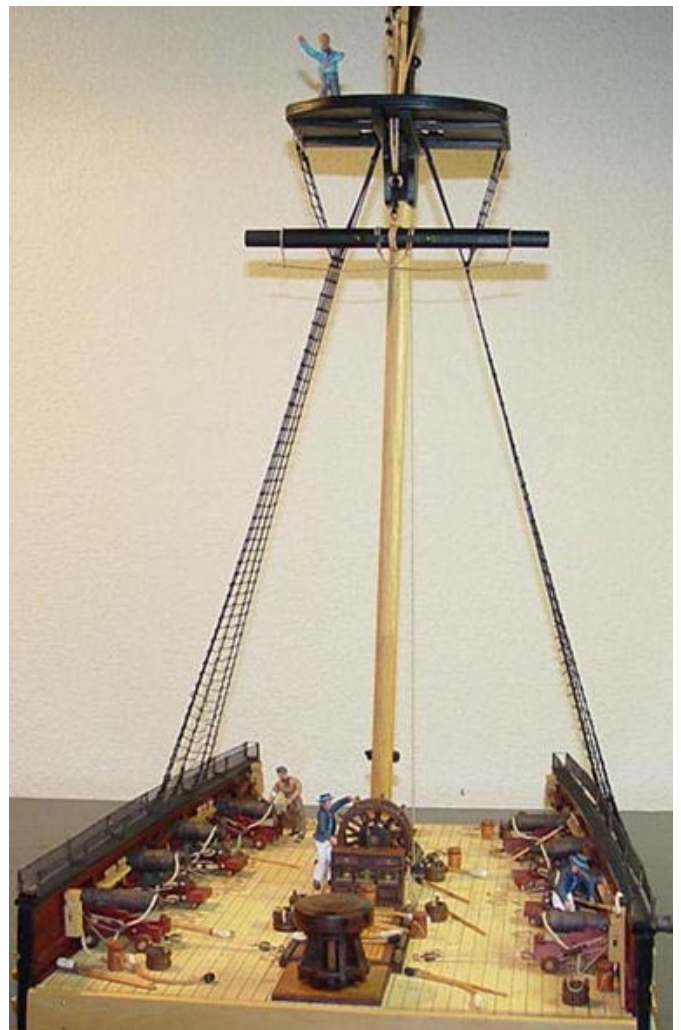
I figured it would be much easier to rig the cannonades first and then rig the outside cannons. I didn't realize it would take me four days to rig the eight guns. Finally all the weapons were in place and rigged.



I then completed the rail and hammock netting. The netting was a vinyl item I bought in a fabric store and sprayed flat black. When that was done, I could proceed to tie the deadeyes and rig the shrouds and ratlines.



Here is what it looks like with the rigging done and a portion of the foot ropes added to the yard.



The binnacle, shown on the photo on the right in front of the wheel, was fun to make. The three rectangular areas below the compass were cut out with a small end mill on the milling machine.



Here one can see some of the gun accessories I made for the eight weapons.



The gun accessories were placed rather haphazardly on deck. It is a good feeling to get to this stage in a project, when you can look at (and hopefully admire) the fruits of your labor.



Epilogue

A few months after I finished this project, I wanted to add more of a story to my diorama. In the latter half of the 20th century, there was a television program entitled "You Are There." This series tried to present historical moments as if you were there. I remembered one of the episodes dealt with Lord Nelson and

the British Navy. So I decided to add Nelson and a Royal Marine officer to my quarterdeck. I also added a camera man and sound man to make the scene look that an episode of "You Are There" is being filmed.



I invite you to see my *HMS Diana* album in the Photo Gallery section on my website (www.guzmanshipmodels.com). It contains more of the nearly 300 photos I took of this build.

If you wish to contact me for information regarding my models, I can be reached at guzmanshipmodels@gmail.com.

Raul



Hasegawa
1/72nd YF-19
Advanced Variable Fighter

Cost: ¥2400 (About \$21)

OOB Review

by

Adrian Mann

Despite being an avid sci-fi fan, I seldom venture into the land of Japanese animation. I've never understood the silliness of the humor, and I find the characters simply too ninja or Barbie like. But the Japanese weaponry gadgets do have my utmost admiration. How did they come up with such wonderful stuff?

In the case of this *Macross Plus* YF-19, it's like looking at a next generation Tomcat with modern forward swept wing design. I can just see this is what Grumman would come up with if they were still in the Navy fighter business. It definitely wins my vote over the Super Hornet for esthetic appearance.

It's strange (to me, at least) to see Hasegawa, a mainstream aircraft kit maker, jumping into the Japanese sci-fi model market that Bandai has already monopolized. Since I do not own any of Bandai's *Macross* series kits, I cannot compare, contrast and report who did a better job. I can only judge this model "as is" on its own.

The Kit

Inside the box are eight sprues in cream color and one in clear, totaling to more than 130 parts! As one would expect from a Hasegawa kit, everything is nice and clean with recessed panel lines and no hint of flash. The entire instruction sheet is in Japanese, and only Gunze color numbers are given.

Being an aircraft that can be transformed into a robot, Hasegawa wisely chose to do the YF-19 in flight configuration only with no moving parts. This, combine with Hasegawa's choice of its favorite scale, indicate this kit is not a toy but a scale model for serious modelers. In fact, the model builds up just like a regular aircraft kit: you start with the cockpit, then the fuselage, engines/legs, wings, and finally the weapon under the pylon.

The cockpit is very basic with nothing more than a seat and an instrument panel decal. No control column or stick is included. (I guess in the future all aircraft/robot can be telepathically controlled!) You can easily turn the YF-19 from a single to a two-seat fighter by installing the second ejection seat, although only one heavily "suited" pilot is provided. The head and arms of the pilot are separate items so you can create your own pose. Nice touch by Hasegawa.

While the construction of the fuselage is fairly simple, the engine-pod like "legs" are quite complex. More than 50 parts and three subsection assemblies (intake, exhaust/"shoe" and landing gear compartment) are involved in the building of each

"leg". Close attention must be paid to avoid any trouble like "putting the wrong shoe on the wrong foot" later on.

The final step of construction involves installing the wings, the canopy (can be posed in either open or closed position), and the gun-like weapon that hangs in the center pylon under the belly.

Painting and Decal

The box stock paint scheme is both tasteful and appropriate for a "YF" prototype machine. As the black and red colors are already provided as decal items, there is not much to paint except for the overall light cream color. On the other hand, one can also finish the YF-19 in whatever he/she fancies. I firmly believe there is no rule when it comes to painting sci-fi models.

The decal sheet is full of aircraft-like stenciling with part numbers going as high as 118! Anyone who has experience in decaling aircraft models will feel right at home here.



Conclusion

If you want to learn more about the background of this YF-19 in the *Macross Plus* story, I suggest you either google it on the Internet or consult your nearest diehard *Macross* fan. I'm of no help to you in that regard. However, I can definitely certify this kit will finish up a gorgeous looking sci-fi model. At a bargain price of \$21, it's highly recommended.

I obtained my YF-19 from Hobbylink Japan (www.hlj.com).

AM



Stock built photo from Hasegawa's website.

Old Rumors & New Kits

My wife Martha and I took a little break in mid October and managed to put a couple thousand miles on the car. Since we visited her cousin in Tucson, it seemed only natural to spend the better part of a day looking over the Pima Air and Space Museum. I had been there once before when the IPMS nationals were in Phoenix, but it has been improved since and we really enjoyed it. So, if you are in the vicinity, it should be on your list of things to see.

They even have some things that don't fly including several light vehicles and some modern anti-missile equipment. I believe I saw one of the early radar-controlled AA guns as well as some "crash trucks." But it's primarily an aircraft museum and there are some new buildings and displays. I even got some photos of the restored C-46 that should help building the Williams Bros. kit.

Since I was out of touch with the hobby for a few days, it has taken me a while to catch up. I had been working on the Zvezda La-5 kit and it may take a while to warm up to it again. Nice kit but it takes time. My email box was bulging at the seams but there were some announcements of new kits and some early reviews.

I picked up the new Tamiya 1/48 Jeep when I returned home. If you are looking for the kit—looks very nice—you will find it in a box covered with pictures of US infantry men "around" a jeep. In fact the name on the box says it's a WWII U.S. Army Infantry at Rest kit that includes a "light vehicle with driver." The word "Jeep" does not appear on the box anywhere. Apparently, Tamiya did this to avoid having to negotiate with Chrysler over the name "Jeep."

Still, you get the "vehicle" plus nine figures that will certainly have their place with other 1/48 scale subjects such as the new Greyhound armored scout car just released by Tamiya. I've not seen the kit but I suspect it will be a hit.

If you are a ship modeler, you need to take a look at Aoshima's new 1/350 kit of the IJN Heavy Cruiser Chokai. I hear the kit is very good. The box is big and the box art impressive. It's a 1942 vintage Japanese cruiser that will soon have a mate.

Still new and getting good reviews is the 1/32 F-86E from Kinetic. This is a well done kit of the Sabre and yes, it's a new tool at a reasonable price.

Another kit from a new company is the 1/72 kit of the Russian WWII light twin, the PE-2. The company is UM. It's a Russian company so I have no idea what the initials mean. The kit looks good though and there aren't many good kits of light Russian bombers. I for one am happy to see a few accurate kits of Russian aircraft from WWII. The MiG 3 from Trumpeter and the La-5 from Zvezda are both very good though in 1/48 scale.

Speaking of Trumpeter, their latest release is the 1/48 F9F-3 Panther. While I've not seen the kit, I assume it's basically the same as the earlier -2 but with the necessary mods. The -2 builds into a nice looking model. Trumpeter also has a very nice little 1/72 kit of the F-105D that's based on their earlier 1/32 kit of the Thud.

Trumpeter's next big 1/32 kit is supposed to be the F8F Bearcat and I understand it will be produced in multiple versions. No doubt someone will do a modification set to do a racing Bearcat.

Eduard will bring out a Mirage 2000 soon. Actually it's the older but still nice Heller kit in a new box with new markings and I'd bet some Eduard PE.

Academy has a Me-262A-1a in 1/72 scale. Again, no idea how the kit is but its price is right and another 262 kit is welcome.

Now for something entirely different. For WWI fans—that's WW "One"—you might want to mark your calendars as a reminder to reserve Nov. 17 for a trip to Kingsbury. There will be a fly-in of vintage aircraft and they plan to fly the recently complete Fokker Dr. 1 Triplane. Kingsbury is located about midway between Luling and Seguin on FM 1104. For more information you can check out their website at www.vintageaviation.org for directions and more information on the Kingsbury Aerodrome. Besides the Fokker, they have a Bleriot, Thomas Morse Scout, and several more civilian type vintage airplanes plus some early vehicles. Admission is free!

The Czech company MPM will soon release a 1/72 Meteor Mk. 8 in Korean War markings. There will be options for different versions of the Meteor. Also from the same basic company—I believe CMK is the parent group—is a kit I've wanted to see for some time. This time it's from Special Hobby and it's the H-21 Shawnee "Flying Banana" in Viet Nam markings. That should be a good one. I understand the kit will feature white metal rotor heads for added strength. Good idea.

Special Hobby will also release their own version of the 1/48 Avro Anson (they did the kits sold in the Classic Airframes box). Their kit will include color printed PE parts and the kit will be a limited production item. Move ahead in time, S.H. will release a 1/72 X-1A, D. This was the next generation of the X-1 and was larger than the original.

Due to be released in November is another kit I look forward to, the 1/72 A-20G from MPM. No idea about markings or price but I hope it's done well. Special Hobby will release a Douglas D-558-1 Skystreak in 1/72. Should be nice. Rerun? Don't know. The S.H. P-39 will soon be available in RAF, RAAF markings and Azur will produce a Potez 633 French light bomber.

That's about it for October. Remember there will be a meeting place change in November. Now go build a model!

MB



Directions to Hancock Recreation Center

Southbound I-35

1. Take exit 237A (Airport Blvd) and stay on I-35S frontage road. After passing Wendy's and Sears Auto Center, turn right to get on 41st Street.

2. After crossing Red River at the traffic light, turn left into uphill driveway when you see the sign "Hancock Golf Course."

Hancock Recreation Center is straight ahead on your right.

Northbound I-35

1. Take exit 236 and get on 38 1/2 Street.

2. Go east on 38 1/2 Street, and at the traffic light, turn right to get on Red River.

3. Go north on Red River, and at the next traffic light, turn left to get on 41st Street.

4. Turn left into uphill driveway when you see the sign "Hancock Golf Course."

Hancock Recreation Center is straight ahead on your right.

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