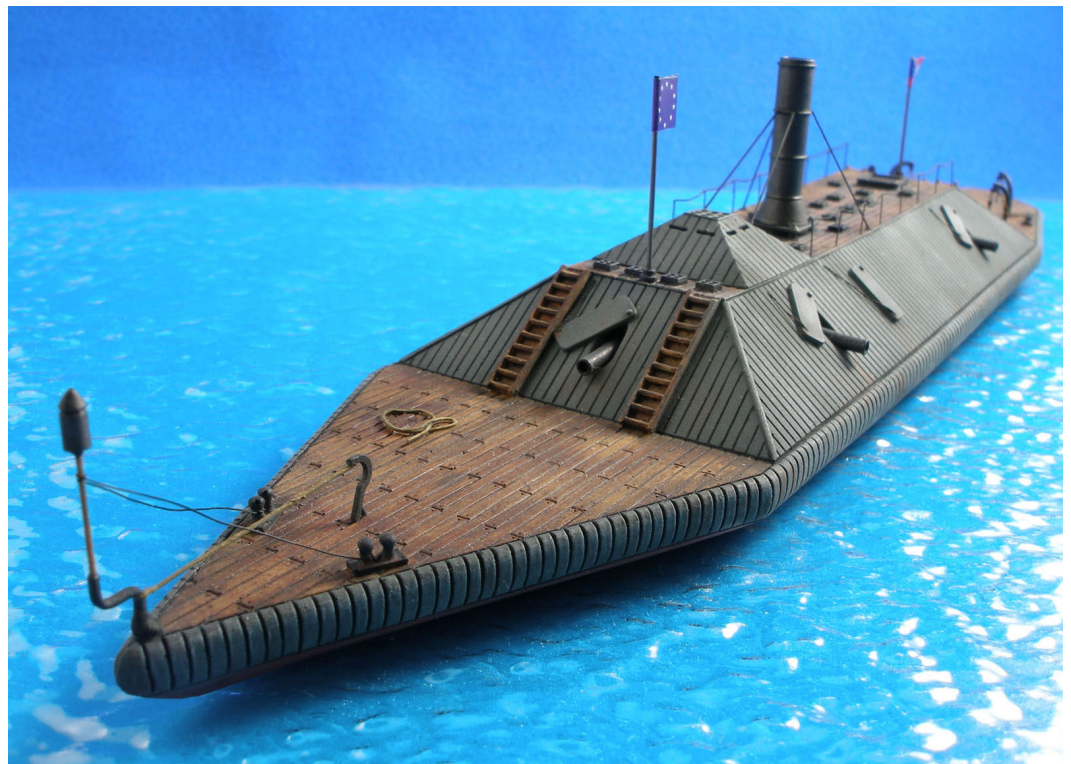




SPRUE EXAMINER



Verlinden Productions 1/200th C.S.S. Atlanta

by
Eric Choy, IPMS #44323

Background

Converted from the blockade runner *Fingal*, the C.S.S. *Atlanta* was the fourth ironclad ram commissioned by the Confederate States Navy (CSN) during the American Civil War. Typical of the early war design, she was underpowered and slow to respond to helm. To make matter worse, it leaked constantly due to the lack of cladding on the underside hull.

On June 17th, 1863, *Atlanta* engaged the Union Navy near Savannah in an attempt to break the North's naval blockade. She repeatedly ran aground in the inland waters of Wassaw Sound and took five direct hits from Union monitor USS *Weehawken*. With most of her crew injured and unable to maneuver, *Atlanta* surrendered within 20 minutes of the battle. After repairs were made in Philadelphia federal naval yard, she spent the rest of the war in the Union Navy as "U.S.S. *Atlanta*" running blockade and

supporting General Ulysses Grant's advance towards Richmond, the capital of the Confederate States.

The Kit

This 1/200th scale C.S.S. *Atlanta* kit is an all resin offering from Verlinden Productions. It was released in 2004, and I purchased mine at Village Hobby Shop when then owner George Lewis was still with us. I recalled my annoyance when I discovered the kit did not come with any instruction. Good old George gave me some pointers, including painting and detailing tips. But they were soon forgotten, and the kit sat in my to-do pile for a long time.

Then last year Russ Holm wrote an article on how he tackled his Italian howitzer. I thought I could try out his method of painting wooden surface with this kit as a test piece. So I asked Russ to give me a lesson, and the next thing I knew the deck came "alive" under his guidance. It was a shame not to finish the rest of the ship, so I suspended a few of my ongoing projects and went on to complete this model. As you can see, it turned out very satisfactory indeed.

(continued on page 4)

Our Sponsors

These are some of the organizations and individuals which help make Austin Scale Modelers Society possible:

Austin Armor Builders Society

Austin Model Cars

Accurate Miniatures

Archer Fine Transfers

Evergreen Scale Models Inc.

King's Hobby Shop

Megahobby

The Ranette Company

Revell-Monogram, L.L.C.

The Testors Corporation

Williams Bros. Model Products

Milton Bell

Phil Brandt

Eric Choy

Dave Edgerly

Forster Family

Russ Holm

Jack Johnston

Ray Katzaman

Dennis Price

Roady Family

John Seaman

Greg Springer

Ion Tesu

Rick Willaman

2008 Show Schedule

IPMS/Houston, Modelmania 2008, Stafford, TX	April 5 th
IPMS/Baton Rouge, Cajan Modelfest XXIII, Baton Rouge, LA	April 12 th
IPMS/NCT, ScaleFest 2008, Grapevine, TX	May 31 st
IPMS/KC Slammers, Heartland Model Car Nationals, Overland Park, KA	June 21 th -22 nd
IPMS National Convention, Virginia Beach, VA	August 6 th -9 th

Editor's Notes...

Spring is upon us again, and it came unannounced this year. Maybe because of the early Easter, or maybe because of the early @#%&!* daylight saving time change, I was not prepared for it at all. Winter is normally my most productive season for model building, and I really hate to see it ended so soon. But then again I have been extremely productive so far this year (three models finished and counting), and my allergy attacks have been mild and short. Maybe I'll do all right in 2008 after all...

Enough nonsense! Welcome to the first blowout issue of *Sprue Examiner*, and we have a little bit of everything for everybody. On the cover is your shameless editor's little big ironclad (size-wise it was the smallest model in the "1/400th or Larger" category at Modelfiesta, but scale-wise it was larger than the majority of the 1/350th models I was competing with!). For the aviation enthusiasts, **Phil "Bondo" Brandt** returns with his 1/48th AJ-2P Savage, and **Floyd Werner, Jr.** sent us yet another excellent book review. Floyd is also featured in our KTFM column with a much disturbing portrait! For our armor aficionados, we have the second part to **Mike Starmer** and **Mike Cooper's** definitive work on British vehicle camouflage. I also managed to cajole **Karl Leidy** into doing an article on his award winning "thing," a 1/35th Vietnam-era M50 Ontos. And on top of everything else, I have extracted a how-to on making CA applicator from **Greg Springer's** notes on rigging a biplane.

This month we return to the Yarborough Branch Library on **April 8th**. The door opens at 6:30pm with business meeting starting at 7:00pm sharp. Yours truly will present a clinic on **Selecting the Right Paintbrush**.

Eric

ASMS Officers for 2008

Kenny Roady, president, kar66@swbell.net	260-2907
Tim Robb, vice president, TimRobb209@msn.com	(512) 392-0611
Bill Delk, secretary, falconfyre@austin.rr.com	282-6832
Ion Tesu, treasurer, itesu@austin.rr.com	301-7256
Eric Choy, editor, asmsnews@austin.rr.com	249-9184

Web Site: <http://www.austinsms.org>

Mike Gilsbach, webmaster, mike@gilsbachdesigns.com

Austin Model Show Coordinators

Kenny Roady, asmscon@swbell.net	260-2907
Kathy Roady, vendor Liason, asmsvendors@swbell.net	260-2907


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

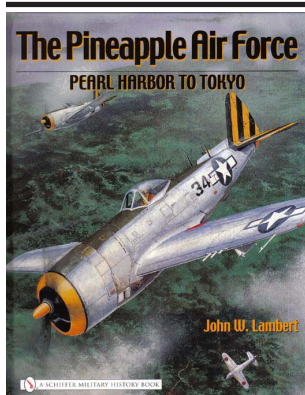
(until I can think of something better)

Finally got one done! All because I had a friend help me out. The SU-122 that I brought to the quarterly contest now has mud on it. Also, it has some "dot filter" weathering on it. But the main point is not that I finished a model, rather that someone was willing to give up some of his time to help me out and to teach me. While this is nothing new in this club, I'm still awed by the desire to help and camaraderie that I constantly witness at our meetings. Maybe the reason I have not seen it so much outside is that I'm a bit of a recluse. When I do meet with friends, I'm more interested in eating (as if you hadn't noticed)!

As I write this, the Houston show is still in the future. I hope everyone will give serious thought to attending. I know that gas prices will prevent many as well as just not having enough time or money, however, please consider it. Our own contest is five months away. Think about how you can serve your club, your friends and all our guests by volunteering for any of the jobs we will need to fill on September 27th. All of them are critical, and the more people helping the easier each will be.

Hope to see you all at the Yarborough library on April 8th. Bring what you've finished, bring what you're working on, bring what you want to be working on, or just bring something. Share your methods with us, and you WILL find someone who will share their methods with you. Now, go build something...and thanks, Rick. 

Kenny



The Pineapple Air Force Pearl Harbor to Tokyo

by
John W. Lambert
ISBN 0-7643-2533-7
Cost: \$59.95

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

Prior to the attack of Pearl Harbor, USAAF's Seventh Fighter Command was an under-manned and under-resourced fighter force protecting the America's frontline in Hawaii. Armed with obsolete P-26, P-36, and P-40s, it took on the Imperial Japanese Navy and at least gave a good measure.

Where did the "Pineapple Air Force" moniker come from? Apparently the 7th Air Force bombers were sent off to war, and its fighters were left to defend Hawaii from an attack that never came. Jokingly they said they were guarding the pineapples from the enemy.

This book is written in a chronological order of events in the words of the people that were there. The easy to read "historical" text is accompanied with many first hand accounts and letters for home. They are informative and at times funny and tragic. One thing I found disturbing is the amount of pilots and crews lost to accidents. What a shame.

The events of December 7th are presented from the pilot's point of view, which is really a unique way of studying the attack. Pilots such as Rasmussen, Taylor and Welch are "interviewed", and their exploits are exciting as well as compelling reading.

You are also treated to the growth of USAAF from a poorly equipped to a leading edge fighting force. It also shows how the new form of night fighting was developed from early bomber types such as the P-70s.


While the aircraft are nice, you learn to identify with the pilots and ground crew by their accounts of being there. The personalities that come out and the stories are like listening to a grandfather tell you, "there I was, no sh*t." It makes for a nice read. In particular, I enjoyed reading about Rasmussen from a lowly Second Lieutenant at Pearl Harbor to a Lieutenant Colonel by war's end on Ie Shima.

Although this is not a picture book, it contains a section of full color drawings and photos, including color photos of the enemy aircraft. The B&W photos includes some late war Japanese aircraft and not just derelicts. The colors of the aircraft and the evolution of the camouflage is also noteworthy. There are some nice photos of the P-61s in both camouflage types. I found them and the pictures of the P-51s and P-47s particularly interesting.

There are also rare photos of P-40Fs and Ks flying over Wheeler Field. Very few of these types were sent to the South Pacific. We are aware that there is a "Miss Mary Lou" P-47, but there is also a "Miss Carol Ann." Most unique subject of the photos in the book is a P-39 with a depth charge underneath the fuselage. I've read about P-40s and P-47s launching from carriers but not P-39s. Try that for a little different diorama!

Until now, the Pacific air war from the Army standpoint has not been covered very well in the past. This book addresses that shortfall. This book is written the way I like to read them—first person accounts interjected with historical time-lines. This prevents the "boring" history from bogging down the storytelling. It makes the war personal as it should be.

This may not be the title for you if you are looking for a pictorial history of WWII. But if you are looking for a really good read with first hand accounts, interesting photos (both color and B&W), and nice drawings, I highly recommend this book.

Thanks to Aeroplane Books for the review copy. To obtain your copy, visit them at <https://www.aeroplanebooks.com>. Don't forget to tell them you read about it here. 

Floyd

(C.S.S. *Atlanta* continued)

Construction

This is a very simple kit with very few parts. The entire hull is one big chunk of resin with almost nothing to assemble. The only gluing I did before painting were the cannon doors, which I posed in both opened and closed positions. The cannons and the funnel were set aside for painting and weathering before being attached to the hull.

Painting

As I originally intended to use this kit as a practice piece, I went straight to painting the deck. This complicated the painting of the rest of the ship later on. As a result, I wasted a lot of masking tape protecting the nicely finished deck surface. I would not recommend anyone doing it the way I did. Instead, one should paint the low hull first, then the armored upper hull, and finally the deck.

The Hull

Testors European I Gray (1768) was the base color I chose for the upper hull. Then I added two parts flat white into eight parts base color for panel fading. Once dried, I used my trusty Rotring 0.18 *rapidoliner* for filling the recessed panel lines. To simulate rust, I mixed a Burnt Sienna wash and applied it randomly with a "grass comb" brush.

Seldom does one see any reference of the color of ironclads' lower hull, so I applied my artistic license freely here. I liked the rusty color on C.S.S. *Albermarle* on the cover of Angus Konstam's *Confederate Ironclad 1861-65* (Osprey Publishing), so I painted mine Brick Red (Humbrol 70).

The Deck

The first coat of paint applied was Testors Model Master Wood color (1735). After a day or two of drying, I drybrushed Testors Model Master Burnt Umber (2005) and Burnt Sienna (2007) at random spots to simulate tone variation. An hour later, a very thin coat of Indian ink diluted with denatured alcohol (semi-translucent consistency, according to Russ) was applied to create shadows in the wood. Don't worry if the deck gets too dark with the ink. We'll fix that in the next step.

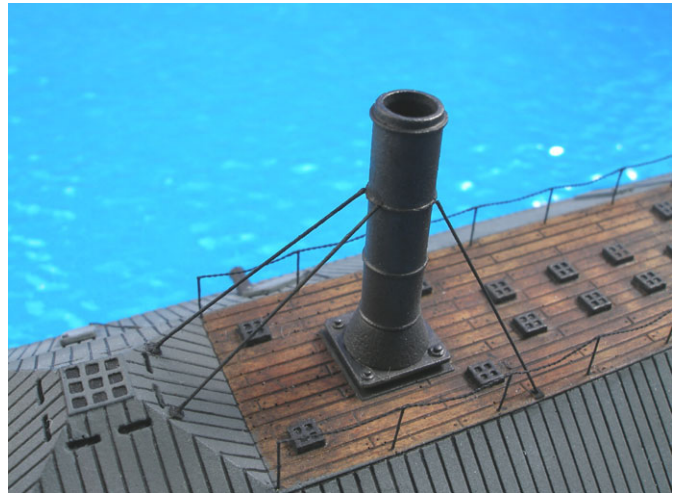


Allowing the ink to dry for 10 to 15 minutes, I dipped a cotton swab in denatured alcohol and wiped along the wood grain to remove the excess ink. This blended all the colors together and also created highlights for the wood. Beware not to rub all the way down to the bare resin surface and always have fresh cotton swabs ready. You might need a lot of them.

When everything dried, I sprayed the entire deck with Testors "rattle can" dullcoat.

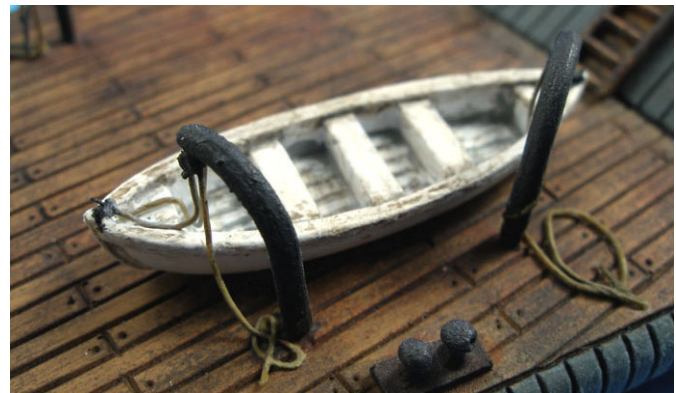
Cannons, Funnel, and Ventilation Grating

All these items were painted with Gunze Mr. Metal Dark Iron (214) and drybrushed with Mr. Metal Iron (212). These colors are great for painting any metallic objects, and it's unfortunate that they are not widely available here in the US.



Lifeboat and Davits

The kit supplied two lifeboats, and I chose to install one of them on the deck. It was painted flat white with medium gray in the recessed areas. To add a bit of weathering, I applied a slight wash of MIG Filter Brown (P245) on it.

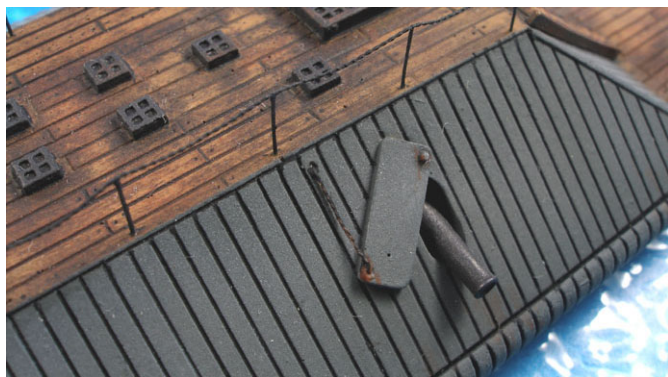


It took me a while to find the correct size davits for the lifeboat. Believe it or not, the ones in Hasegawa 1/450th I.J.N. *Akagi* kit appear to be a perfect match. I made a RTV rubber mold and cast four resin copies. The hooks and pulleys were PE items from my spare parts box. The ropes were stretched sprues softened with Tamiya Extra Thin and attached with CA glue.



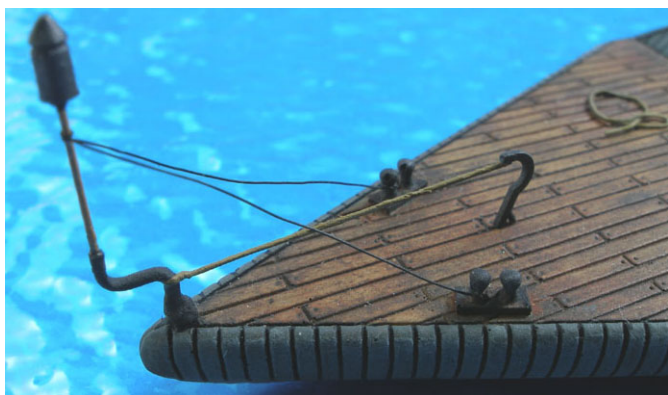
Extra Details

The one and only photograph of C.S.S. *Atlanta* in Konstam's book shows railings on both sides of the spar deck. So I cut two sections of Aber 1/200th ship chain railing (200-07) and trimmed off the bottom horizontal chains. I then drilled a line of holes with the smallest drill bit (80 gauge/0.014"), and the railings were super-glued in place with the help of my CA applicator "Springer tool" (see Greg's how-to on page 14).



The bottom chains trimmed from the railings were recycled for the cannon doors, and the guy-cables for the funnel were simple brass wires. Both were glued in place again with the help of my "Springer tool."

The kit supplied the warhead of the spar torpedo but not the spar. I scratchbuilt it by inserting a pin into a bended 10mm tubing. Using the color plates in Konstam's book as a guide, I also built the lowering mechanism with stretched sprue, brass wires, and a davit kitbashed from a Tamiya 1/700th Japanese destroyer.




After I glued everything in place, I painted all metallic items with the same Gunze Mr. Metal Dark Iron color I used earlier for the cannons and the funnel. The wooden section of the spar was painted Testors Model Master Wood color.

Flags

The kit flags are stickers, and they are a bit thick and out of scale. So I asked Milton to reduce and print them on decal paper for me. The Confederate "Stars and Bars" decal worked out fine, but the CSN "Jack" decal was too small to wrap around the pole. I ended up using the kit supplied "Navy Jack" sticker after all.



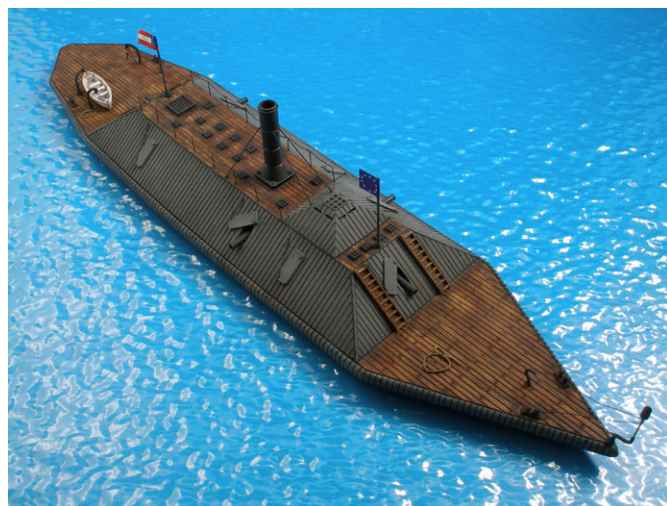
Conclusion

Very seldom do I build a ship, but I really enjoy the challenge and the result. Without the help of Russ showing me how to paint wooden surface, I doubt this kit would have ever left my to-do pile. Thanks, Russ, and I hope George, wherever you are right now, you also like how my ironclad turned out. 

Eric

Reference

Angus Konstam, *Confederate Ironclad 1861-65*, New Vanguard #41, Osprey Publishing, 2001.
 "CSS Atlanta" entry on www.wikipedia.com.





A "Savage Beating" Building the 1/48th Collect-Aire North American AJ-2P

by
Phil "Bondo" Brandt, IPMS #14091

Background

The North American AJ-1/2/2P "Savage" embodied three important firsts: it was the Navy's first attack bomber; the Navy's first carrier-based airframe having more than one engine (the Savage had, in addition to two radial piston engines, a J-33 jet engine in the tail); and the Navy's first aircraft capable of carrying and delivering a nuclear weapon. Savages came into operational service in 1949 and continued until 1959 when replaced by the A-3 all-jet Skywarrior.

Boy Modeler Bondo first became acquainted with the then-exotic Savage circa 1952, when, as a teenager, he spent the munificent sum of \$5 for a Berkeley Models balsa-and-tissue control line kit which would be powered by two .049 O.K. Cub motors. Can't remember if I ever flew it round-and-round, but to me the navy's first nuke carrying airframe sure looked sleek.

Fast forward to 2004 when good friend and fellow retired comrade-in-arms, Rick Clark, culling his stash due to failing eyesight, kindly sent me the Collect-Aire resin kit gratis, under the condition that I would build it! Well, Rick, I can finally report that I may not be good, but I'm slow!

Along the difficult way I received welcome moral support from good friend Fotios Rouch, whose beautiful Savage graces the gallery on the Collect-Aire website. For all I know, Foti and I may have the only two completed C-A AJs extant! :)

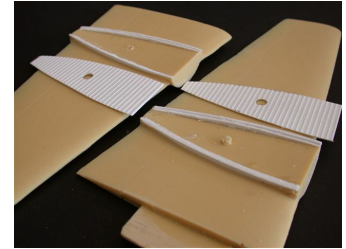
The Kit

As the owner and builder (some might say "investor") of a fair amount of Collect-Aire kits, you might say that this curmudgeon didn't just jump off the resin truck last night. That said, this release still had more than the usual amount of significant problems. As do most C-A kits, things always look great at a couple of feet from the box, but when reality sets in, it's the excitement of knowing that the esoteric subject doesn't (usually) exist in 1/48 injected that drives the project.

I was pleased that the C-A Savage offered not only both bomber and recce versions, but also alternative parts to do an early AJ-1 or the definitive AJ-2. Retired recce puke that I am, I chose the recce bird, even though Collect-Aire magnanimously allows the modeler to measure, lay out and cut all camera station ports (with one's own reference material, of course!), scratchbuild camera faces and then fabricate clear plastic camera windows. Nuthin's too good for the (modeling) troops, I guess! :)

The Build

Fit problems (Bondo Industry technicians don't consider even the largest Tamiyagawa discrepancies as worth moaning about) plagued all major assemblies. In fact, the gaps in the engine nacelles and fuselage join lines amusingly remind this curmudgeon of misalignment, on a much, much larger scale, experienced by the patient folks laboriously restoring gigantic stone segments of the Acropolis, as seen on a recent PBS Nova program!



Electing to do the toughest job first, I chose to repair the egregious gap (approximately 3/32") that existed at the center of the engine nacelle-underwing join surfaces (both nacelles). As the pictures show, a new join surface was scratchbuilt and a corrugated plastic sheet floor added.



Fuselage gaps were filled with plastic shims and epoxied as per pictures.



Recce Components

Although the recce nose option was welcome, industrial strength re-profiling weeth ze Dremel, in accordance with drawings and pictures in the Ginter book, was mandated. The guy (probably a Central Euro "elf") doing the mastering here was definitely NOT the talented "Russian", whose more recent masters for C-A (see the "Big" Banshee kit) are head and shoulders above the others.



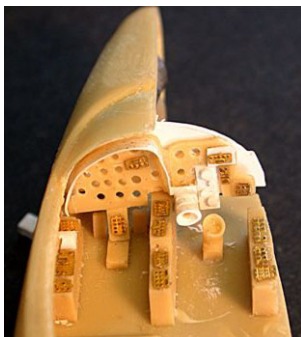
The lack of any reference whatsoever in the instructions in reference to the size or location of the many prominent camera



stations on the AJ-2P fuselage bottom and sides is inexcusable in a kit of this scope and price. At a minimum, outlines should've been engraved on a separate bomb bay panel. And it wouldn't have required a rocket scientist to scratchbuild, as did I, representations of camera lenses protruding through simple flat panels! If I hadn't had Steve Ginter's book, I'd'a been SOL.

Cockpit

Typically, C-A cockpits are relatively plain, with rudimentary consoles, seats and panels. With as large a greenhouse as the Savage has, this lack of detail would be painfully obvious in the finished product, so I detailed the seats with WWII Eduard color-etched belts and harnesses and added many PE consoles.



Additionally, some of the right-seater's scopes and an instrument panel hood were scratchbuilt. It was at this stage that Steve Ginter's great Savage book (again!) was a lifesaver; the detailed drawings and pictures are IMO a must-have for doing any Fifties/Sixties Navy birds.



The photo technicians' station to the rear and a few steps below the flight deck also came in for detailing as shown in the picture on the right.



Miscellaneous Details

I wasn't satisfied with the hokey, shallow depth of the included J-33 exhaust tube, so I scratchbuilt a whole new assembly (with 2" dia. plastic tubing) about three inches in length.

The long pitot on the right wing leading edge was fabricated from stainless tubing.

The delicate resin tailhook (Collect-Aire shoulda really done this in metal) as done by the C-A modeler is 180 degrees out of longitudinal rotation with respect to its teardrop hinge fairing. That is, the tailhook shaft had to be cut from the fairing, rotated 180 degrees and then gently CA'ed back onto the fairing. Real fine!

Props/Spinners

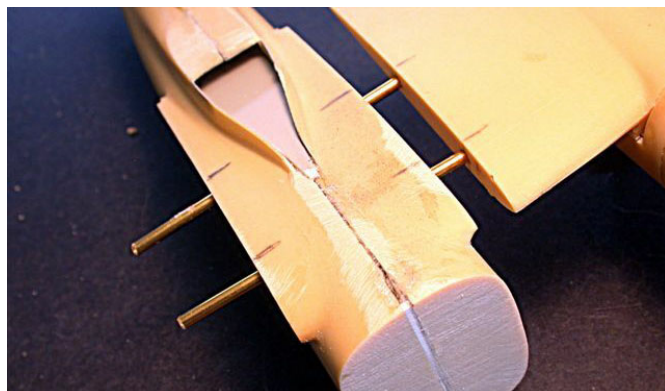
The Collect-Aire prop spinners are each done in two, somewhat

flimsy parts, so I CA'ed them together and packed each assembly with epoxy putty. The props bases are anchored to the four indentations in each spinner with brass wire stubs. These stubs enable the prop pitch to be changed as necessary for display. The lower portions of each prop blade are IMO too narrow, so I mastered and cast new, wider Aeroprop-style blades. Unfortunately, the extra width of the new prop cuffs seriously interferes with the spinner's position with the opening of the engine nacelle, so I elected to retain the original C-A blades under the "close enough for government work" theory!



Wing Join

Collect-Aire wings are characteristically monolithic castings, so the tongue-and-slot scheme offered by the manufacturer is IMO sadly lacking in long term strength. As per the pictures, I rigged sturdy brass tubes that carry through the upper fuselage and into deep holes drilled in the wings.



Surface Prep

Next to the warped joint surfaces mentioned above, fairing-in the intersections of the engine nacelles with the underwings the wing-to-fuselage joints, horizontal tail surfaces and tip tank-to-wing intersections was laborious, requiring repeated iterations of Blue Acryl, then brushing the still-"wet" putty with lacquer thinner to minimize wet sanding.



Because of the aggressive filling and sanding operations, the entire airframe had to essentially be rescribed. Hey, what can I tell ya...we're talkin' Collect-Aire here!

Painting

Gray automotive primer-filler from Pep Boys was shot from the spray can and wetsanded, starting with 400 grit paper, progressively moving up to 8000 grit Micromesh, at which point the flat primer starts to take on a sheen. I chose to do the late Navy Gull Gray-over-White scheme, set off by the bright

red wing and tail sections (as seen on page 70 of the Ginter book).

Primo spray can Tamiya white lacquer primer (which actually provides more of a semi-gloss surface than flat) was used as the finish coat for undersurfaces. Before the Testors Gull Gray acrylic was applied topsides, the red panels were masked and shot with Tamiya Bright red lacquer, again, in the spray can. Wing and tail leading edges were masked and shot with Alclad.



For larger models, Bondo Industries prefers to mask and airbrush wing-walk lines, rather than fool around with multipart, delicate decals (C-A provided such decals) and the possible silvering of said decals. Walk lines were shot in Testors Flat Black acrylic. Alclad "Jet Exhaust" shade was airbrushed aft of nacelle exhaust tubes and aft of the J-33 jet tube.



The entire airframe was "dirtied up" with oil wash as befits a piston-engined bird under heavy service at sea. The engine nacelles are particularly grimy, per the picture on page 70 of the Ginter book.

Lastly, the entire airframe was "dusted" with Testors Clear Flat acrylic, greatly thinned. The clear flat also served to "knock down" the brilliance of the Tamiya red, bringing it more into line with Insignia Red.

Decals

Stencils were composed in 4-pt. font on the computer and printed out on Kalmbach decal paper in the ol' HP Laserjet

printer. National insignia, main squadron codes and serial numbers are from Aeromaster sheets. The only C-A decals used are the prop warning stripes and stencils, and the jet exhaust warning placards.

Balance

Even with cast metal, twin-row radial engines and a large roll of lead sheet in the forward fuselage, this Savage just barely has a forward C/G. I sanded small flats on each of the main tires, hoping that the added resistance to rotation would help; it did, but not much!

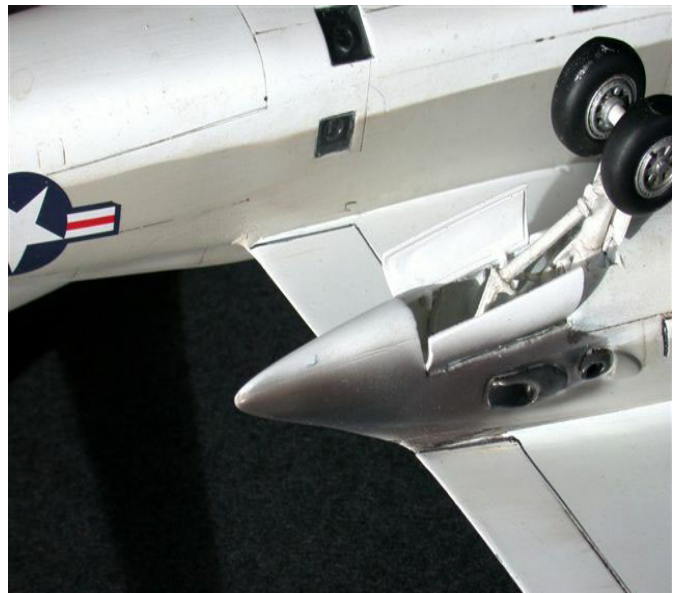
Conclusion

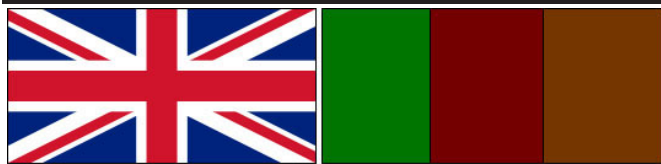
Surely glad it's over! I've survived the "beating", outta (modeling) Intensive Care, and should soon be rehabed enough to go fifteen rounds with the big Collect-Aire RB-57F. ✈️

"Bondo" Phil

References

Steve Ginter, *AJ-1/2 Savage* (Naval Fighter Series), Simi Valley, CA, ISBN 0-942612-22-1





British Vehicle Camouflage 1939-45

Part II: Middle East

by

Mike Starmer and Mike Cooper

(Ed Notes: This is the second part of Starmer and Cooper's definitive work on WWII British vehicle camouflage (version 6, January 2008). The first part on European and Far East colors appeared in last month's (March) newsletter. As before, I boldfaced all color codes, underlined scheme/pattern, and italicized general orders/instructions to make reading a bit easier.)

Middle East practice was determined by local General Orders and, due to supply problems, more variation is apparent than that in Europe. Many locally produced theatre colours that did not match the standards were introduced during 1942-43.

1935-1939

In 1936 the 11th Hussars had Rolls-Royce and Crossley armoured cars together with support trucks in Silver with gloss Black disruptive bands. In the same year 6 RTC Vickers Medium tanks were in Pale Cream (**BS.52**) with a fairly standard disruptive pattern of Red Oxide (**BS.46**) applied. By 1937 this pattern had changed somewhat but was the same on every tank and used the same colours. The 11th Hussars meantime had adopted the same cream/ red colours and established a fairly regular pattern on their Rolls-Royce cars. This unit utilised other colours up to 1939 but the pattern remained. By this time various other units in Egypt has also adopted disruptive painting of various styles and colours.

1939-1940

On 25 July 1939, *G.O. 370* specified a basic colour of Middle Stone (**BS.62**) with a disruptive patterning of 'Dark Sand' in style similar to M.T.P.20. This scheme appears relatively common in Egypt in summer of 1940.

1940-1941

By mid to late 1940 many newly arrived vehicles and tanks appeared to be painted a plain overall colour, **BS.52** is cited for the 6 RTR new A9 cruisers, whilst the more normal colours seemed to have been Light Stone No.61 (**LS61**) or Portland Stone No.64 (**PS64**).

However, about November 1940 a new scheme was specified in *G.O. 297*. This scheme comprised the tri-coloured disruptive designs now known as "Caunter Scheme." Many AFVs and softskins carried this scheme of basic **PS64** with Silver Grey No.28 (**SG28**) and Slate No.34 (**S34**) or Khaki Green No.3

(**G3**) in angular disruptive stripes. Period G.O.s specified **LS61** or **PS64** at various times and a local variation may have substituted a mixed light blue-grey for **SG28**. A scheme for use in the Sudan specified **LS61** with Light Purple Brown No.49 (**LPB49**) in patches or stripes.

A variation of Caunter was applied for use in Greece during 1941. This had the areas normally painted **SG28** to be either **LPB49** or **S34** and the remainder **LS61**. The actual pattern deviated in detail from an exact replication of the drawings so perusal of photographs is recommended here.

October 1941

A *Signal 4/105* indicated a painting policy change and called for one basic colour only, **LS61** to be used before issue to units with Area Commands allowed to apply a single disruptive colour if desired.

December 1941

G.O. 1272 now called for a basic colour of **LS61** or **PS64**, according to supplies with one disruptive colour over at the discretion of Commands, i.e. Palestine, Malta, Trans-Jordan etc. This canceled *G.O. 297* of 1940 and *G.O. 795* of 1941. At first this may have been Slate in patterns similar to Caunter but later possibly **S34**, **SG28** and Black have been noted in apparently random patterns.

Malta adopted a distinctive design generally known as "rubble," a series of light coloured blocks with a darker colour as "cement" lines. This scheme varied immensely, from the neat appearance of stonework through crazy paving to straight lines like a chessboard. The colours varied from **G3** lines with **LS61** or **PS64** "stones" over it to darker lines painted over the original sand colour depending on country of origin.

1942

Over **LS61** the single colour disruptive was still in force although many units did not employ it whilst others used a variety of schemes, designs and colours, some with black and/ or white outlining.

October 1942

Another policy change issued this month. *G.O. 1650* canceled all previous patterns and colours and introduced standardised drawings for certain type and classes of AFV and vehicles as decreed by the Camouflage Directorate of GHQ ME (G[cam]). Colours to be used were: Basic shade - Desert Pink Z.I. (**DPZI**) with a disruptive pattern in **Dark (Olive) Green PFI**. Black (**SCC14**), Very Dark Brown (**SCC1A**) or **S34** as alternatives. These designs were common on Shermans, Grants, Valentines, Crusaders, Stuarts and the Churchills of Kingforce (which were most probably **LS61** over **G3** or Brown (**SCC2**) in the Crusader design).

As **DPZI** was a new colour, **LS61** continued in use on vehicles with or without disruptive paintwork. **DPZI** occurs on its own as a single shade on vehicles of no tactical value and ACVs.

Some ACVs disguised as 10 ton trucks by application of specifically shaped black areas to resemble shadows and structure joints. Where dyed tilts were supplied from the UK and Commonwealth they were chemically bleached to a pale brown colour. Although *M.T.P.46* had provision for Middle East colours, actual use of this type of scheme has not been confirmed.

April 1943

G.O. 1650 was cancelled by a new G.O. with standardised drawings for certain type and classes of AFV and vehicles were decreed by the Camouflage Directorate including new colours for Tunisia, Sicily and Italy. Basic shade was "Light Mud" (LM) with Black in standardised bold disruptive patterns for camouflage. Green seems to have been used too. There are indications that LM was used as early as March 1943 in Tunisia. All "desert" colours were to be overpainted. Lend Lease vehicles used LM over US No.9 Olive Drab (US9) as an alternative.

By late 1943, European colours were common sights. In May 1944, Olive Drab (SCC15) was introduced to replace all earlier schemes.

COLOUR MIXES

The mixes here are the best at the time of writing. They represent matches for the standards rather than necessarily model colours. Colours not seen/ referred to are omitted. These are all based on primary research by Mike Starmer. Unless otherwise stated all paints are Humbrol.

BS.381C 1930

Silver Grey No. 28 (SG28)

Mix: Humbrol 74 + 145 in ratio 5:2 or 74 + 34 + touch of 27 approx. White Ensign Models ARB08 is a very good match also.

In use: Caunter scheme and as disruptive colour for a period.

Description: Neither silver nor grey but a medium yellow-green, fades to blue-grey in extreme.

R.A.F. Blue-Grey No. 33

Mix: Humbrol 77 + 67 in ratio 4:1 or 112 only but satin overall.

In use: R.A.F. ground vehicle only, from 1935 till 1941 as semi-gloss finish, then Post-war.

Description: A dark blue-grey, NOT Humbrol 96 which is uniform colour!

Slate No.34 a.k.a. dark slate (S34)

Mix: Humbrol 32 + 81 + 117 in ratio 4:2:1 or 111 + touch of 102 as fair alternative. Fades back to grey about 111.

In use: 1940-42 Middle East as dark shade in Caunter scheme and then a disruptive colour over LS61.

Description: A very dark dull grey-green.

Terracotta No.44

Mix: Humbrol 100 + 70 in ratio 6:5.

In use: Mentioned in unofficial sources as possible use in Egypt 1936-39 disruptive schemes.

Description: A distinct red-orange colour.

Red Oxide No. 46 (BS.46)

Mix: Humbrol 133 + 20 + 9 in ratio 18:2:1. Nothing simpler.

In use: Egypt by 6RTC in 1935 until 1939 and 11th Hussars from 1937. Some other units may have used it.

Description: A strong dark red.

Light Purple Brown No. 49 (LPB49)

Mix: Humbrol 60 + 33 + 25 in ratio 8:3:1 or Revell 331 + 10 + 25 in ratio 6:2:1. There is nothing simpler. White Ensign Models ARB10 is a very good match also.

In use: Specified for use as disruptive colour as patches or bands over LS61 in Sudan. Possible use 1940-42 in Greece.

Description: Strong red-brown with purple tinge.

Pale Cream No. 52

Mix: Humbrol 74 + 34 + 103 in ratio 4:3:2.

In use: Interior of office bodied vehicles like ACVs and caravans.

Description: Pale Cream describes this nicely - a light rich cream colour.

Light Stone No.61 a.k.a. "desert yellow" (LS61)

Mix: Humbrol 74 + 26 in ratio 8:1 or Revell 16 + 1 ratio 2:1 approx. colour.

In use: 1939-43 as basic shade in Middle East

Description: Medium toned yellow sand colour.

Middle Stone No.62

Mix: Humbrol 154 + 83 in ratio 5:3. Accurately available as 225.

In use: Adopted as basic colour in a two toned disruptive scheme specified in *G.O. 370* of July 1939.

Description: A powerful yellow sand colour, because R.A.F. Middle Stone.

Dark Stone No.63

Mix: Humbrol 225 + 62 in ratio 4:1.

In use: Mentioned once in a 13 Corps document as short term basic shade for Tunisia in 1943.

Description: Dark yellow brown, same family as above.

Portland Stone No.64 (PS64)

Mix: Humbrol 34 + 74 + touch of 33 or 67 in ratio 4:3:1/4. A simpler but effective mix is 196 + 74 + 34 in ratio 7:2:2.

In use: 1940-41 as basic shade in Middle East

Description: Pale sand grey/very pale cream with a greenish tinge.

Non-BS Colours 1940-42

Khaki Green No.3/"Service Colour" (G3)

Mix: Revell 361+360+84 in ratio 12:5:7. Not easy but the only way yet. This is matched to two 1939 original equipment samples and a replicated 1941 sample.

In use: 1938-42. Specified as alternative dark tone in Caunter scheme. Used in this scheme the colour assumes a definite "chocolate brown" hue.

Description: This is a dark rich brown yellow-green.

Dark Sand

Mix: Provisional match, Humbrol 110 only.

In use: In Egypt as disruptive over Middle Stone No.62 following *G.O. 370* of July 1939. Trials colour in Middle East 1936-39.

Description: This was an experimental pre-war colour. Current matching to primary source in the TNA suggest it was a dull slightly red-brown.

Bleached Canvas Middle East

Mix: Humbrol 29 + 34 in ratio 1:1 to 3 depending on equipment.

In use: In Middle East where vehicles were shipped with Khaki Green dyed canvas, tilts were chemically bleached to a very light brown.

Interiors, AFVs

Aluminium (silver) till mid-1940. Humbrol 11 or Revell 90, each with a touch of light grey to kill the brightness a little. From mid-1940 there was a gradual replacement with gloss white. Humbrol 130 or Revell 301 with a touch of light grey or use Humbrol 195 or Revell 371.

Interiors, Other Vehicles

Generally all other vehicles had components, cab and body interiors in the external basic colour. This also included the interior surfaces of AFV hatches and engine flaps that would be exposed when opened. The exception is when certain components were required to be in a specific other colour. The interiors of closed office body vehicles were usually, wholly or in part, gloss Pale Cream. Ambulance body interiors were gloss white but often the interior of the rear door surfaces were in the basic camouflage colour.

Gas Detector Paint

This paint was to be applied to an area on the front of the vehicle and AFVs so the driver/crew might see it immediately to detect if a gas attack occurred. It changed colour in the presence of Mustard Gas. This should be an area of approximately 18x18 inches not regular in shape so as to blend in with any camouflage pattern applied. This was usually applied ahead of the driver on the bonnet top or on a tray specially fitted to forward control cabs. Against regulations, some senior staff cars sometimes had this in the form of a neat circle or square. Specified on motorcycles to be as a patch on top of the headlamp. On AFVs applied to the glacis plate or the rear surface of headlamps on the cruiser tanks. Humbrol 81 will do on model, although the sample I examined was slightly brighter.

BS.987C Camouflage Colours 1942 (amended 1944 & 1945)

Coloured paints produced in enamel for wood and metal and bituminous emulsion for canvas. Only **SCC15** Olive Drab was named, all others are colloquial terms from contemporary sources.

SCC1A (Very Dark Brown)

Mix: Revell 84 + Humbrol 33 + 113 in ratio 8:2:1. A reasonable match can be made with 170 + 33 in ratio 6:1. White Ensign Model ARB015 is a very good match.

In use: 1941-45 as disruptive in M.T.P.20 and M.T.P.46/4A schemes.

Description: The colour of plain chocolate - a warm black or deep rich brown. Medium contrast with **SCC2**. An alternative colour was **SCC14** black.

SCC2 (Brown/Khaki Brown/Service Drab)

Mix: Revell 84 + Revell 86 in ratio 16:5. Acceptable results can be had with Humbrol 98 + 29 in ratio 5:4. White Ensign Models

ARB05 is slightly light but can be used on a model as is. Dyed tilts in **SCC2** can be represented by Humbrol 29 mixed with slight touches of white, black or grey to detail variations in dye.

In use: 1941-1945 as basic colour with **SCC1A** or **SCC14**.

Description: Rich dark brown with a hint of 'khaki'.

SCC14 (Blue-Black or Charcoal)

Mix: Humbrol 33+67 in ratio 4:1 or straight Revell 9 Grey. White Ensign Model ARB16 a very close match.

In use: 1941-45 in M.T.P.46 and with **SCC15** in N.W. Europe.

Description: A very noticeably blue-black.

SCC15 (Olive Drab)

Mix: Humbrol 150 + 159 + 33 in ratio 5:5:2. A reasonable match is 159 + 33 in ratio 8:1. Dyed tilts can be represented by 150.

In use: Introduced April 1944 in *A.C.I.533* as new basic colour with or without **SCC1A** or **SCC14** disruptive paintwork as M.T.P.46 for operations in N.W. Europe and Italy.

Description: Fresh Olive Drab, a very dark drab inclined towards Green. Unlike the US colour which it resembles when new, this fades green. Noticeable contrast with black and less so with **SCC1A**. Definitely NOT blue-green or like any Humbrol colours.

US Colours

No.319 / No.9 Olive Drab

Mix: Humbrol 159 + 33 in ratio 11:2 or Humbrol 155 + Revell 42 in 1 : 1 for true colour, adding more Humbrol 155 gives a good faded average. When fresh it is close to British **SCC15** olive drab.

In use: 1860-1970. But 1941-45 on Lend lease equipment on its own or in Italy with Light Mud and rarely black.

Description: Varies with manufacturer and fading. FS595A **34087** in some version is too brown and light, despite being widely cited as a match. Nearest is FS595B **33070**, a dark drab with a green hint when new, fading brown or grey in use.

Non-BS Theatre Colours

Desert Pink Z.I. (DPZI)

Mix: Humbrol 34 + 118 in ratio 4:1. A provisional mix. Use as is for model.

In use: 1942-43 Egypt, Western Desert and Tunisia. Introduced by *G.O. 1650* of October 1942 as new basic colour with disruptive colours on certain classes of vehicle or on its own.

Description: Earthy pink or warm sandy pink locally produced.

Dark (Olive) Green PFI

Mix: Humbrol 116 + 150 in ratio 2:1 or could be slightly greener. A provisional mix.

In use: 1942-43 Egypt, Western Desert and Tunisia. Introduced by *G.O. 1650* of October 1942 as new basic colour with disruptive colours on certain classes of vehicle. Alternatives are black, very dark brown or **S34**.

Description: A dark olive green colour locally produced.

Light Mud (LM)

Mix: Humbrol 187 + 31 +34 in ratio 6:1:1. A provisional colour according to colour photographs and verbal descriptions. White Ensign Models ARB17 is very close, use as is on a model.

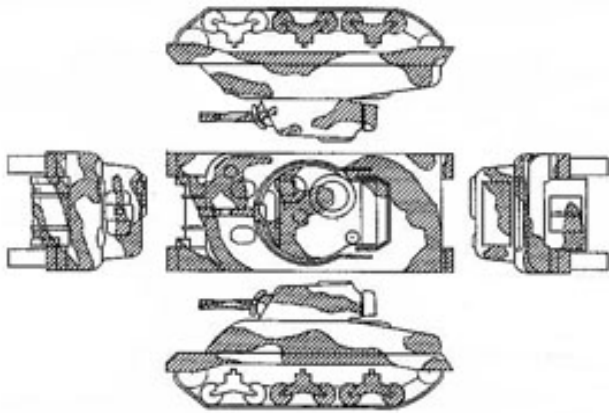
In use: Tunisia, Sicily and Italy 1943-45 as basic colour in disruptive patterns. Seldom if ever on its own. Sometimes used as disruptive

over G3 or SCC 2 when units moved to Sicily from Tunisia and over US Olive Drab on some Lend Lease vehicles.

Description: Dirty sandy grey. Described by veterans as "light grey" and "dirty grey-beige." 🐸

Mike Starmer
Mike Cooper

(Ed Notes: If you prefer working with paints other than Humbrol and Revell, there are conversion tools available on the web (e.g. www.ipmsstockholm.org/colorcharts/colorcharts.asp). These tools, however, **do not and cannot** guarantee exact matches to Humbrol or Revell paints. The margin of error will grossly increase if other colors are involved in the mixing process. IMO, they serve as a good place to start but not the one-stop solution to your quest for the perfect color. Use them with care!)



Disruptive pattern used at the Battle of El Alamein (Oct 1942).



Upcoming In-Store Clinics

- April 5 Sat 11:00am** *Scale Figure Face Painting with Bob Bethea*
- April 19 Sat 2:00pm** *Mud Effects with Jorge Aduna*
- May 17 Sat 2:00pm** *Cast Textures for Armor Models with Jorge Aduna*

For more information:

King's Hobby
8810 N. Lamar Blvd
Austin, TX 78753
E-mail: kinginfo@kingshobby.com

Tel: (512) 836-7388
Fax: (512) 835-6485



Building "The Thing" Renwal 1/32 M50 Ontos

by
Karl Leidy

History

The M50 Ontos (Greek for "The Thing") started as a lightweight, air transportable tank destroyer project in the 1950s. Sharing the same chassis with the M56 Scorpion, it features six M40 106mm recoilless rifles and a lightly armored fighting compartment. The Ontos makes its kill very much like shooting with shotgun pellets: you line up against your target and fire all six rifles in quick succession in hope of scoring a few hits. While this may be a sound concept on paper, it was not a practical weapon on the battlefield. Due to the limited space inside the vehicle, only 18 rounds of ammunition can be carried. After completed firing of the six rifles, the crew have to exit the vehicle to reload, making them sitting ducks for the enemy.

The project never got beyond the prototype stage before the Army cancelled it, but the Marine Corps ordered 297 in 1955 anyway, largely because they were in dire need of anti-tank equipment. Most Ontos ended up in Vietnam as fire support weapons. They were well liked by the Leathernecks, but by 1970, most, if not all, of them were withdrawn from service.

The Kit

The Renwal, later Revell, Ontos kit was the only game in town before the recent arrival of HobbyFan's super expensive all-resin offering. My Renwal kit was part of a collection of armor models I paid dirt cheap for from an ex-employee of Village Hobby Shop. At the time I was into Vietnam armor, and I was excited to build this kit again; I built my first Renwal Ontos when I was twelve. This project sure brought back memories and reminded me how ancient this kit was.



For those who don't know or recall the Renwal/Revell kit, it has some serious issues and faults. The multi-section recoilless rifles are grossly out-of-scale, and the rear doors of the tank are molded backward (left and right reversed). The engine grills should be flushed with the body of the tank, but they are raised in the kit. The pioneer tools in the side tool rack are a mess; you can't tell the difference between a shovel and an ax! Worst of all are the tracks; there are the stiff vinyl kind that can't be bent easily to produce track sack.

The only good news is the tank's superstructure is fairly accurate. So this bad boy has problems, but it's nothing a little kitbashing cannot fix. Carry on, Leidy!

Construction

First thing first, I needed to replace the six recoilless rifles. After looking around on the Internet, I found the perfect donor in Academy's M151A1 kit (Kit # 13003). The 105mm rifle that comes with the vehicle is almost identical to the M40 106mm on the Ontos. As luck would have it, this particular kit was on sale at a bargain price at Squadron Mail Order. So a order of six Mutts was promptly placed.

Meanwhile, I ground off the rifle sections, ditched the kit's .50cal junk, and added a Tamiya M60 machine gun. I kept the kit's turret but replaced the handle and the aerial mount.



Using Jim Mesko's book *Armor in Vietnam: A Pictorial History* (Squadron/Signal Publications) and photos I found on the Internet, I rebuilt the head and tail lights using spare parts and MV lenses. The front and rear bush guides and the muffler shield were leftover PE items also from my spare parts box. I replaced the tool rack with one from Italeri's 3/4 ton truck Beep, and the jerry can rack came from one of the Academy M151A1 donor kits.

I left the rest of the errors of the kit, such as the rear doors and engine grill, as they were and did not bother to fix them. This is after all a fun build. If I wanted an authentic Ontos, I would have gotten the HobbyFan kit instead.

The six 105mm rifles were put together box stock, and they went on the turret with no trouble at all. The only extra details I added were firing cables made from fine solder. Beware you don't need to build spotting rifles for all six guns; only the top four guns have them on the real tank.



Now came the hardest part of this project — the tracks. They were made of vinyl material that reminded me of the chin strap on my highschool football helmet. They did not respond to any type of glue in my arsenal. I had no choice but to use needle and thread to "sew" the tracks down to the wheels. That seemed to work for a while, although by the time the model was finished, the tracks popped loose again.



Painting and Decaling

The entire model received a base coat of Tamiya Olive Green (XF-58). Once dried, I mixed a small amount of white into the base color and panel-faded the entire tank. Then I sprayed on a gloss coat in preparation for decaling.

Most of the decals on my Ontos came from Tamiya's M48A3 Patton kit, and the "Trigger Happy" graffiti came from Italeri's M24 Chaffee kit. By accident, I applied the two words backward and ended up with "Happy Trigger" instead. Cool, it's even funnier than the original!

The tracks were painted with Tamiya Metallic Gray. I tried to do a pin wash, but the darker color would not stick to the vinyl. So I just drybrushed the whole thing with a bit of silver paint and moved on.

Weathering

Using the filter method I learned from Russ, I "polker dotted" oil paints on each panel and feathered/blended to create tone variation and weathering effect. It turned out very nice, and I like it a lot. After I fixed all the colors with a coat of dullcoat, I went back and drybrushed some areas with a lighter shade of the base color for further highlights. The last thing I added was small amount of MIG Pigment "Vietnam Dust" on the lower hull.

Conclusion

This was a fun project, and I certainly enjoyed building the Renwal kit again. I just wish someone will make a decent set of tracks for this obscure and mostly forgotten "thing." 🐷

Karl

References

Jim Mesko, *Armor in Vietnam: A Pictorial History*, Squadron/Signal Publications, 1982. ISBN 0897471261

On the Internet:

"AFTA-Ontos Project Page"

<http://www.armorfortheages.com/Ontosprojectpage01.htm>

"History of the Ontos"

<http://hometown.aol.com/biskit89/index.html>

"M50 Ontos" entry on

<http://www.wikipedia.com>

"M50 Ontos"

http://www.battletanks.com/m50_ontos.htm

"M50 Ontos"

<http://www.toadmantankpictures.com/ontos.htm>

"ONTOS, The Thing or the Pig"

<http://www.diggerhistory.info/pages-armor/allied/ontos.htm>



The awesome sight of an "Ontos" firing its rifles at night (©Rick Madera).



Rick Herrington's spider-head figure from the 1982 movie "The Thing." Can you all spot the resemblance with Karl's Ontos?

Making Applicators for CA Glue

by
Greg Springer

1. Put on your safety glasses.
2. Use either a Dremel stone cutting wheel or a whetstone, grind the eye of a sewing needle in half. This will leave an opening like the forked tongue of a snake. When you dip this into CA glue, a small amount of the glue will be held in the slot.
3. Use some kind of abrasive to round off any sharp edges that might scratch the surface of your model.
4. Saw off a piece of basswood about 1.5" to 1.75" inches long.
5. Place the eye end of the needle on a cutting mat or a piece of scrap wood and push the basswood onto the point.
6. Sand smooth the corners of the basswood handles to make them more comfortable to use.



You now have a handy applicator (*Editor: a.k.a. Springer Tool!*) that is easy to see and won't roll off of your workbench.

You can vary the size of the needle and the depth of the slot to control the amount of glue you wish to apply. I have made five different sizes that seem to cover all my modeling needs.

For a tool to make starter holes for small drill bits, you can do the reverse by pushing a needle's eye end in the basswood. 🐷

Greg

Region 6 Update

by
RC6 A. Sean Glaspell
IPMS #40404

Greetings fellow Americans,

Happy Friday and any other holidays you may celebrate at this time. Be it Start of Falcon Month, Sali Festival, or Good Friday, remember that at 15:44 the Moon rises and is in Libra at 18:40 on the 21st.

We've added a new chapter in our region: IPMS/Rio Grande Valley! Drop Adam Coleman and his crew a how-do-you-do at ca920@sbcglobal.net.

Here are a few things to share with your clubs during your monthly meetings.

1. The show season is heating up. Make plans to attend the Tulsa show on the 29th of March (<http://tulsaipms.org/Welcome.html>). For those of you not going to the Texas Motor Speedway, the IPMS Houston Show is on 5th of April (<http://www.ipms-houston.org>). And rounding up April is the mighty Cajun Modelfest XXIII at the Louisiana Naval War Museum and USS Kidd DD-661 (<http://www.brmodelers.com>).

2. Nominations for 2007 Region 6 **Chapter of the Year (CoY)**, **Website/Master of the Year**, and **Newsletter of the Year** are being accepted. The deadline is 15 April, so get your nominations in soon. The awards will be given at ScaleFest 2008 on 31 May.

3. Send in your photos with description of your latest work to gallery@ipmsusa.org.

4. Regional events calendar for the rest of 2008:

04/05/2008

Modelmania 2008

Stafford Center
10505 Cash Road, Stafford, Texas
IPMS-Houston/Pete Fantasia/281-992-2328

04/12/2008

Cajun Modelfest XXIII

Louisiana Naval War Museum and USS Kidd DD-661
305 South River Road, Baton Rouge, LA
Baton Rouge Scale Modelers/David Campbell/225-205-6633

05/31/2008

ScaleFest 2008

Grapevine Convention Center
1209 South Main Street, Grapevine, Texas
IPMS North Central Texas/Sean Glaspell/940-597-9160

06/21-22/2008

Heartland Model Car Nationals

Overland Park Convention Center
6000 College Blvd, Overland Park, Kansas
IPMS KC Slammers Model Car Club/Bill Barker
913-250-0906

09/27/2008

Austin Scale Model Show

Crockett Event Center
10601 N. Lamar, Austin, Texas
ASMS/Kenny Roady/512-260-2907

09/27/2008

SoonerCon 2008

Moore Community Center
301 S. Moore Ave, Moore, OK
IPMS Metro Oklahoma City/Greg Rose/405-590-7130

10/18/2008


IPMS Region 6 Convention & CASM Sprou-Doo 2008

Pulaski Technical College - Campus Center
3000 West Scenic Drive, North Little Rock, Arkansas
IPMS CASM/Steve Wilson/501-450-9856

5. The **IPMS/USA National Convention** in Virginia Beach is coming up in August (08/06 - 08/09), and here is a bit of news from Charles Landrum (Con.chairman@ipmstidewater.org), the chairman of the 2008 National. He recently sent out a memo to all vendors, and this small excerpt pertains to local chapters as well:

The trophy for this event is a full-color medallion, each with its own laser engraved rosewood presentation box. The standard packages are only \$75.00 each. A few special awards at \$90 are also available. The list of categories, the sponsorship form, and a picture of the standard award are available at <http://www.ipmsusa2008.org>.

6. Keep your club's contact sheet updated and share this information with your troops.

If you have any question, concern, or in need of assistance, please feel free to drop me a line (aseang@hotmail.com). 

Sean

Parts Wanted

Pat Rourke is looking for 1/48th WWII *Luftwaffe* cluster bombs for a project he is working on. If you happen to have Verlinden Productions' Bf.109 Underwing Stores set (kit #1321) or something similar that he can use, please contact him at (512) 280-2443.



Know Thy Fellow Member

Name

Floyd S. Werner, Jr.

Day job

City of Baltimore Police Helicopter Pilot.

I've been building models...

Since I was seven. I started building serious models when I moved to Texas in 1988.

Primary modeling interest

1/48th scale *Luftwaffe*, especially Bf.109. Lately I've become engrossed in helicopters.

Main reason why I build models

It is fun, and I'm proud to see what I can accomplish on a three dimensional historical replica.

Other than building models, I enjoy...

Sex, airplanes, and beer.

I was influenced/inspired to build models by...

A friend when I started but then by great modelers like Milton, *El Bondo Grande*, Scott Bregi, Bob Bethea and Greg Springer.

My favorite "master" modeler is

Hmm... tough choice there too close to call, but Scott Bregi and Milton come to mind. I want to be just like Milton when I grow up. LOL.

I consider myself..

Accomplished and adequate.

The size of my unbuilt collection

Over 900, mostly 1/48th with an occasional 1/32nd thrown in. Heck, I must have over 100 Bf.109s alone.

Best excuse I told my wife for buying yet another model kit

"If I don't buy it now, I'll just have to pay collector's prices later."

Plan for my unbuilt collection before I die/give up this hobby

I will build what I can from the collection and enjoy each one of them. When I'm gone, hopefully my grandkids will have fun slamming them all together in an afternoon.

First model I completed

Aurora Allosaurus.

Longest time I took to finish a model

I have a 1978 Corvette that has been in construction since 1988, and it still needs the body painted. It has been primed for 20 years. I guess the primer should probably be cured by now.



Best model I built so far

Hasegawa 1/48th Hawker Hurricane. Never won a single award with it, but I think it is perfect.

Worst model I ever encountered

There are many that are up for this award. I think the Legato Fw.190V1 was the most challenging one so far.

Modeling project(s) I'm working on

I have two 1/48th Airfix Corsairs, one 1/32nd Monogram AH-1G, and one 1/32nd Trumpeter F-100 in construction for the latest version of the Master Class Model Building Videos series. Plus an Avia S-199, 109G-6 and a 109G-2 for the ARC group build I'm in charge of.

Dumbest thing I ever did when building a model

I sat back in my chair and put my tools in my lap while working. I grabbed the tools and put them on the bench, all except the knife which I did not notice. When I bent forward to stand up, the knife entered my leg. It was sticking straight out. It looked funny, and thankfully it was a new blade because it didn't hurt. I pulled down my pajama pants and then pulled the knife out. It started to bleed a lot, and I quickly squeezed the wound to stop the bleeding. I said to myself, "Self, that is going to require stitches." Then I got an idea, an awful idea (best Boris Karloff voice) — superglue! Yup, I superglued my wound and decided that it was time to quit anyhow. No scar and no medical bill.

Modeling experience I like to share with my peers

Always try something different on each model. Listen to other modelers, yes even car and armor guys, because their technique can be used in building airplane models, too.

Modeling is a hobby, and it should be treated as such. Awards and accolades don't mean a thing if you didn't have fun building the model. Remember: "MODELING IS FUN!"



Our first quarterly contest winner: Pat Rourke's 1/35th IS-2. The real tank was part of a Soviet memorial in downtown Prague, and it got "pinked" by Czech hooligans in 1991.

Old Rumors & New Kits

The show season is picking up speed now, with the Houston Show set for April 5th. Of course by meeting time it will be a thing of the past, but we should at least have a report on how things went and who won what. At this point, several ASMS members are planning on heading east to the big bayou city early Saturday morning.

So what's new and what's coming? The kit of the moment seems to be Trumpeter's 1/32nd F8F Bearcat. It's a great kit, and the first shipment "flew" off the shelves. It's back in stock now, and while it's priced above your typical 1/48th kit, it's still less than Trumpeter's more recent 1/32nd jet model kits. This is probably the best kit of the Bearcat ever produced in any scale. Markings for two aircraft are supplied, but I suspect many more are on the way from after market producers. It's worth a look even if 1/32nd isn't your scale.

The other kit that's still new is Airfix 1/72nd BAe Nimrod. It can be built as the MR.1, MR.2, or R.1. The Nimrod may not win any beauty contests, but being based on the DeHavilland Comet, it is a graceful airplane in the air. But hey, you may find the funny looking nose appealing! At 1/72nd, this is still a big model.

Eduard has another weekend edition release. This time it's the Fw.190A-5. This bargain priced kit contains all the styrene parts of the original release. It doesn't have any PE nor does it have masks. Decals are for one aircraft only so if you want other markings you have to search the aftermarket. I suspect Eduard will have a Zoom set that will take up the slack for the interior details (as if any exist!). This little gem is priced at under \$25.

Hasegawa has released another version of their 1/32nd Jug. This time it's the P-47M in the distinctive markings of the 56th FG.

After all the years of not having any decent vehicles in 1/48th scale, Hasegawa and Tamiya have both begun to release some killer kits that inspire the diorama artist in all of us.

A couple of weeks ago, our Japan member, Masahiko, sent in some photos of completed models including a Tamiya *Kurogane*. The *Kurogane* was a Japanese Army "jeep" that had a very short wheelbase—in fact, the car looks almost square. That was the first indication I had that the model existed. Now that the Tamiya kit is available locally, Hasegawa has released their own version of the diminutive WWII 4x4 but theirs is packaged with an Izuzu general purpose Ty.95 truck. Tamiya's kit has a couple of nice figures. Not sure about the Hasegawa kit's inclusion of figures. There are some very good 1/48th figures out there, and some of the best are from ICM.

So, now we have two *Kuroganes* to choose from. What else could be coming? A starter truck and some good Japanese figures would be nice. Is anyone listening?

For the armor builder, AFV has a fine looking IDF Centurion, ca. 1973 the Yom Kippur war. I haven't seen much on the kit but the box art gets your attention. Academy has an all new tool M3 Grant. With all the hatches that can be opened, I sure hope there's a good interior. The old Grants and Lees were favorites in my early grade school days.

Dragon has reworked their Panther D and released it with Zimmerit, turned gun barrels, individual track links, and some PE. They also have a set of German officers ca. Kursk.

I'm not generally a car modeler but Hasegawa has an eye-catching new kit of the Ferrari 250 *Testarosa* plus a set of metal spoke wheels. I sat in one of these babies many years ago, and I still remember how the hair on the back of my neck stood up! It was a fantastic car even sitting still. But the sound of it starting and revving up was not unlike standing next to a Spitfire at idle. They were both awesome machines.


So far there is no definite word on when to expect the 1/32nd Revell Super Cub. It's available across the pond, and I assume it has been shipped but I've not heard of any state-side shops having it. A word of caution however. This is a model of the European version of the Super Cub which means that the cowling is different from the US version and the side windows are squared off at the aft end. I'm not sure what's inside the cabin space, but there may be some changes there as well. Fixing the side windows may be no more than painting, but the cowling will probably require making a replacement. What do you bet that some resin caster will come to the rescue.

Hasegawa has announced their Draken fighter in 1/48th, but again I've seen no date as to when we might expect them locally. With the price of fuel, particularly diesel, going through the roof, we may see more erratic deliveries to the distributors and we shouldn't be surprised to see the increased cost of transportation passed on down to us. The hobby is likely to become more expensive no matter what you build or collect.

I've seen pictures of the 1/32nd Harrier sprues, and it's impressive to say the least. I'm not a fan of the scale, but this is a good subject with lots of possibilities for detailing.

Tamiya has a 1/48th Spitfire Mk VB with crew figures, and it's a limited edition. Amodel has another version of the 1/144 C-123 on the shelves. This time it's the J. Hasegawa has modified their very good 1/72nd Ju.88 to R2 Night Fighter status.

And there are plenty of new decals out there, especially if you are building one of the new 1/32nd kits like the Hasegawa P-47. Or if you have the fine new Tamiya Storch, you can find a couple of new decal sheets. And Kagero has some new reference books available.

I hope you are all working on model projects. You certainly have lots of choices. 

Milton

**Next Meeting:
April 8, 2008
at
Austin Yarborough
Library**

*Austin Scale Modelers Society
Eric Choy
13213 Marro Drive
Austin, TX 78729*

