



Vol. 16, No. 2

Newsletter of the Austin Scale Modelers Society

February 2008

SPRUE EXAMINER



Building the Perfect Beast DML 1/35th Tiger I Late Production

by
Rick Herrington

What armor modeling enthusiast or kit collector could resist the cover art of Michael Wittman's Tiger chowing down on a Tommy column?

The inside of DML's Tiger I Late Production box is far better than the outside. All the goodies you're used to buying as aftermarket products such as photoetched details and turned aluminum barrel are included. It even includes a sub kit of the command antenna for the command version.

Like other "3 in 1" offering from DML, this kit includes parts for three variants of the subject. You have to pay attention to which parts you're using during construction. Pick one version and stick to it. The advantage of having several versions in one kit is you have a lot of parts left over for the spare parts box after you're finished.

I had in mind to build one of s.PzAbt.505's (*Schwerer Panzer Abteilung 505*) tanks, circa 1944. The company adopted a charging knight as the symbol on the side of the turret. The two toned camouflage was either Red Brown or Olive Green over Panzer Yellow.

Construction

The kit goes together well, although it is a bit "partsy" — you know, four sub-assemblies where one part is needed. Test fitting is a must with this kit. If you follow the kit instructions for assembling the hull plates together for the lower hull, your model will probably end up in pieces next to the wall you threw it at.

Seriously, Dave Edgerly gave me a heads-up on the problems he encountered when constructing the Early Tiger I kit. Sure enough, they were present with this one also. A pleasant surprise was the link-to-link tracks. Tracks are not my favorite part of building tanks, especially link-to-link, but they went together easily, and the overall fit was good.

(continued on page 4)

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2008 Show Schedule

| | |
|--|-------------------|
| IPMS/Alamo Squadron, Model Fiesta 27, Live Oak, TX | February 16, 2008 |
| IPMS New Orleans Flying Tigers , 15 th Annual Contest, Kenner, LA | March 15, 2008 |
| IPMS/MCMA, Showdown 2008, Irving, TX | March 15, 2008 |
| IPMS/Tulsa Modelers Forum, 21 st Annual Open Contest, Tulsa, OK | March 29, 2008 |
| IPMS/Houston, Modelmania 2008, Stafford, TX | April 5, 2008 |

Editor's Notes...

As you all aware, **Dave Edgerly** has recently resigned from the veep position due to conflict with his work schedule (see Dave's letter on page 3). On behalf of everyone in the club, I want to thank Dave for the fine job he did in the last year, and he certainly will be missed by all of us.

This brings us to our current crisis: his position on our e-board is now vacant and needs to be filled. If you would like to nominate someone or are interested in volunteering, be sure you make the next meeting for the special election of our next vice president.

On the cover we have **Rick Herrington's** perfect beast — DML's late production Tiger I. Rick is an active member of the Austin modeling community for the last 20+ years, and he's also under our spotlight in the KTFM column. **Peter Colburn** returns this month with his follow up build report on Trumpeter's Bonneville. **Tim Robb** also sends us a belated wedding gift he built out of the old Lindberg Stearman biplane kit.

Are you good at playing *Jeopardy!*TM? Do you want to be a millionaire? Are you really smarter than a fifth grader? Before you answer yes and try your luck on any TV game show, you might want to practice with the five question quiz in our new column "**Just the Facts, Please!**" On the other hand, if you are the weakest link, there are other ways to get rich, too. My suggestion for you is start singing and dancing practices now...

This month we meet on **February 12th** at the **Austin History Center** again. The meeting starts at 7:00pm, and we have a clinic by **Vance Henize** on "Removable Props using Nested Tubes."

Eric

ASMS Officers for 2008

| | |
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| | |
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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

February is here! This year looks to be going fast. A small update on our annual show front; I have signed a contract with the **Crockett Center** for their "B" hall for **27 September**. So, the show will go on! I have been in contact with Sean Glaspell about our show date. It seems that Oklahoma City will be having their contest on the same date, and the regional contest in Arkansas will be later in October. I guess a good idea like going to a fall show just spreads quickly.

This month we will vote for a new vice president. Dave has done a great job, but his priorities are all messed up, and he is letting work interfere with his modeling. All those interested in the job be ready. The vice president is in charge of arranging the monthly programs for our meetings. We passed a proposal last month that would help him/her out and let everyone become more involved with the club: members would be randomly chosen and asked to either present the program or invite a guest to speak at our meeting. We will finalize this new format when we meet this month.

That's about all I have for now. The struggle of getting to my workbench continues; no activity since we last met. I hope I am alone in this dilemma, and everyone else is crankin' 'em out. I can solve this problem. I will solve this problem!

By the way, anybody know what's on the tube tonight? Get out there and build something! 


Kenny

VP Dave Edgerly Resigned

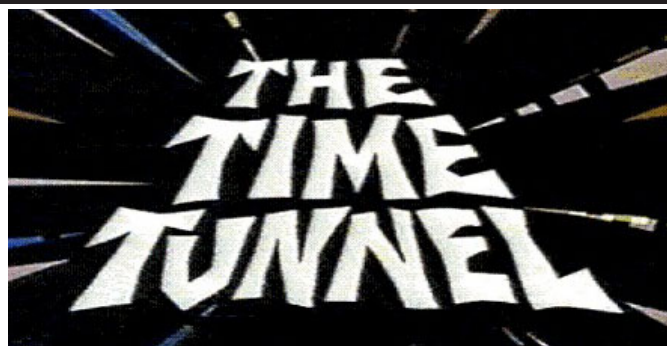
Members of ASMS,

It is with regret that I tender my resignation as Vice-President of the ASMS as of the January 2008 meeting.

My job requirements have and will continue to have me traveling at least 50 percent of the time and thus, will not allow me to perform the club duties as required. I certainly enjoyed my short tenure as VP and was beginning to get the hang of getting programs and contests all set up. I'm sure that with all the marvelous talent that this club has, seminars and contests will continue with excellent instruction and superb examples of modeling skill. (I understand that our master judge is actually homing in on the finish of a stupendous project!)

I will of course continue to support the club with dues and attendance as I can. I even have some completed models that can get in the contests if I'm here. I hope to see you at King's or at the meetings when I'm at home. Thanks and Happy Modeling and Collecting. 


Dave



8 Years Ago (February 2000) ...

- After months of delay on the construction and delivery of the display cases, the **Bergstrom Display Project** was finally ready to be unveiled to the public. As luck would have it, ASMS almost missed the dedication ceremony. We were not notified of the event until the day before. Apparently someone had left the model builders off the invitation list!

After a last minute scramble, then editor **Milton Bell** managed to round up wife **Martha**, then president **Phil "Bondo" Brandt** and modeler **Frank Martinez** to attend the event. Dignitaries present included former Bergstrom commanders and officers, mayor (Kirk Watson), and several city council members. Champagne and cake with "blue and metallic gray icing" were served under the watchful eyes of reporters from local TV stations.

While the display cases were nicely done, Milton reported their locations on the west end of the main concourse were less than ideal. (Editor: Since then the display cases have been moved to a much better location. They are now in front of the ticket counters near the main entrance on the departure level.) 



No Dues = No Newsletter!

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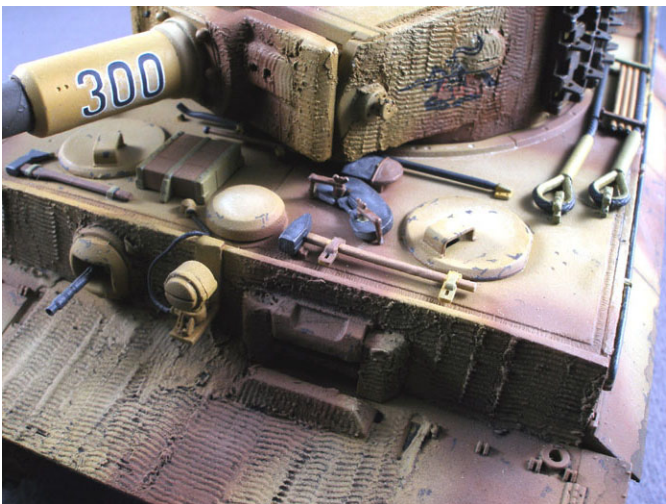
(Building the Perfect Beast continued)

Military Miniatures in Review's "The Modeler's Guide to The Tiger Tank" was an invaluable tool in constructing this kit. I recommend it to any Tiger builder as it includes almost all the versions and handy tips on Zimmerit application.

The kit supplies the tow cable in plastic and also provides a piece of metal wire in case you want to make your own. I found the wire too hard to work with, so I cut off the ends of the plastic cable and mated them with some nylon string I bought a long time ago in a hardware store. The newly made cables were then attached to the hull of the Tiger with kit-supplied tiedowns.

**Zimmerit**

It seems that every builder of German armor has his method of making Zimmerit, but nobody can make it as well as Karl Leidy does. After trying different applicators on various putties (A+B, Tamiya's polyester and others), I prefer lacquer based automotive glazing putty as the medium for my Zimmerit. After mixing it with Testors liquid glue and lacquer thinner until it became a slurry, I applied the paste with a model railroad product: HO scale tin roofing. King's has it in stock or can get it for you. You can cut it into different sizes to get into tight places on your tank, and it's cheap enough to throw away when you finish using it.



DML has already released a Tiger II Porsche turreted tank with the Zimmerit molded on. They are also releasing a Tiger I with molded on Zimmerit. If it's anything like the 1/72nd scale Tiger I with Zimmerit, it'll be one to pick up.

Painting and Decaling

The painting was straight forward. I used Tamiya XF-60 Panzer Yellow as the base coat. After it dried, I highlighted the tank with the same color lightened with white. Sometimes I add a buff color to the highlight color also. I used enamel based Xtracolor Panzer Red Brown for the bands of color running across the tank. The bands were then highlighted with the same color with Humbrol White added. For the red-brown barrel I used Floquil Roof Brown.



The decals were applied after everything was dried. Adding decals to a "zimmerited" tank is always a challenge. The knight emblem I used on the tank came from two different sets of decals. The reason for this was the lance of the knight should be pointing forward on both sides of the tank. I used four to five coats of decal setting solution to get mine to lay down over the rough surface.



Another thing to keep in mind is the horse's blanket on the knight emblem. It should be the same color as the tank's red

brown or green color but not the bright red of the decal. After the decal had set, I handpainted the blanket with the Xtracolor Red Brown mentioned above.

Detailing

After the tank had dried for 24 hours, I flat coated it with Polly S flat and let that dry for several hours before washing it with a very thin black oil paint to bring out the details.

Drybrushing was next, and it was done with oils. Various shades of Mig Pigments were then applied on the lower hull and running gear to give the tank that used look. Dark gray Prismacolor pencils were used for scratch marks on the hull and fenders.



The last thing I added was a Warriors tanker figure. He seemed perfect to command my Tiger.



Conclusion

The latest incarnation of this kit by DML has most of the metal and brass goodies removed from it, but it's still a great value and a fun build. ✂

Rick

Just the Facts, Please!

(Editor: The category this month is "Middle East Military History." Answers to these facts can be found on page 12 of this newsletter.)

1. "Operation Sabine" was the codename for the invasion of this country in 1941 to prevent fascist influences in the Middle East.
2. In 1961 this country threatened to annex Kuwait and later decided not to invade because of a British show of strength.
3. This country was a staunch supporter of Iraq in the early '80s. Billions of dollars were loaned to the Iraqi government to support its war against Iran.
4. During the Iran-Iraq War (1980-87), this country was Iran's largest supplier of spare parts for its military equipment purchased from the US in the 1970s.
5. In the preparation of "Operation Musketeer" (Anglo-French-Israeli invasion of Egypt over the control of the Suez Canal) in 1956, British war planners in Whitehall had a contingency plan of going to war with this country should the Kingdom of Jordan was attacked.



Region 6 Update

by
RC6 A. Sean Glaspell
IPMS #40404

Happy New Years, fellow glue sniffers and sprue heads!

IPMS/SWAMP just completed Region 6's first show of the year. It was a most excellent event with good models, good vendors, good friends and food. If they move their monthly meetings to Hollier's (pronounced in the proper Cajun: "O-yay's"), I may have to immigrate to the bayou state. Check out Brother John Brewer's many pict's o' many colors at http://www.ipmsusa2.org/EventsGallery/Event_Gallery/event-listings-page.htm

Recently my hosting service has been popular with spammers, and my email mailbox has been stuffed full several times a day. Until the sys admin guys figure out how to prevent this, I'll be using my old trusty hotmail account (aseang@hotmail.com).

The next show in our region is on 16 February — IPMS Alamo Squadron's ModelFiesta XXVII in scenic Live Oak, the northeast suburb of San Antonio, Texas. Show details can be obtained at <http://alamosquadron.com>.

(continued on page 10)



Xtrakit 1/72nd Canberra PR.9

Kit # XK72004, Cost: £14.46 (about \$28.63)

Reviewed by
Eric Choy, IPMS #44323

Introduction

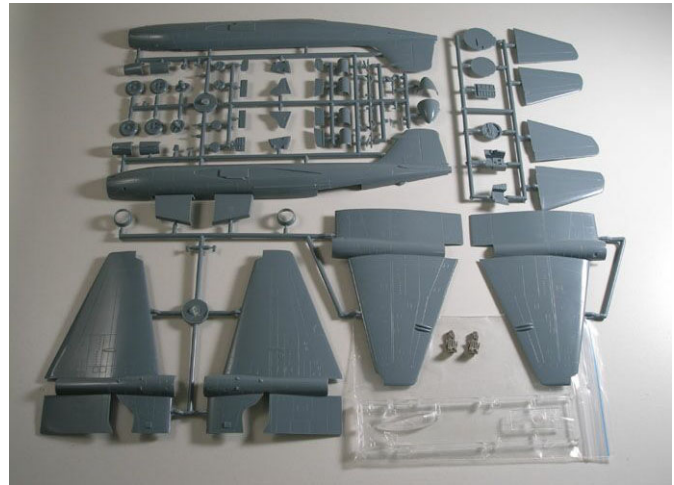
First flown in 1958, the PR Mk.9 was the highflying "I Spy" variant of the Canberra bomber built by English Electric. During its long and productive service with the RAF, Canberra PR.9 not only provided invaluable photographic intelligence of our Cold War enemies but also took part in humanitarian missions by overflying disaster areas gathering data and evidences of relief effort. By the time it reached its retirement in 2006, most pilots and ground crew who flew and maintained the 46 years old aircraft were not even born when its type entered service!

Although several model companies (e.g. Classic Airframes and Airfix) have expressed their interests and intentions of producing the Canberra PR.9 in 1/48th scale, it has always been neglected in the 1/72nd arena. So you can image RAF fans' surprise when Hannants, UK's top mailorder hobby shop, released this kit under its own label Xtrakit before Christmas last year. Manufactured by one of MPM's alias (Sword?) in Czech Republic with plans supplied by John Adams of Aeroclub Models, this is a brand new tooling kit and has nothing to do with the old Matchbox offering from the late 1970s.

First Impression

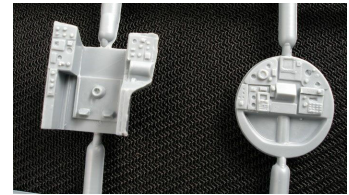
Inside the MPM style box are three sprues of gray and one sprue of clear plastic parts along with two resin Martin-Baker ejection seats. The total part count is low (under 70), and all the parts are nicely done with only a slight hint of flash. Panel lines are recessed and in scale. There is no sinkhole anywhere on the aircraft surface, and ejector pin marks are all well placed in hidden areas except for the two big ones in the middle of the wing wheel wells (Shame! More on that later).

All in all, this kit should be relatively easy to build, and it should resemble the real Canberra PR.9 closely.

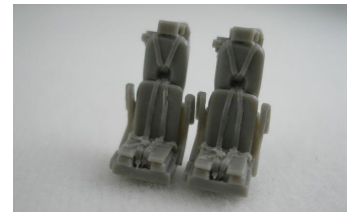


Cockpit

Both pilot and navigator tubs have adequate raised details, and the pilot has the correct B-17 style control column. Bear in mind unless you leave the nose of the aircraft in opened position, you can skip all the work for the navigator compartment. His domain is completely hidden once you close the two halves of the fuselage.



The only hiccup I can spot here is the ejection seats. While the two identical resin seats are nicely done, you can only use them for pilot seats as the navigator's seat differed in type, shape and harness. It's not a big deal as most of us will not bother to show the navigator's "coal hole" anyway.



Fuselage and Wings

There is no surprise here, although finding a place to put nose weight could be a problem should you want to leave the nose in opened position. The instruction also does not provide any hint on how to attach the open nose. You'll probably have to scratchbuild some sort of hinges for that.



Wheel Wells

As I mentioned earlier, there are these perturbable ejector pin marks right in the middle of each wheel well. IMO, you can (a) ignore them because they are on the underside, (b) fix them now by scratchbuilding the new wheel wells, or (c) wait for aftermarket replacement to come out later.



I think I'll opt for the last option.

Clear Parts

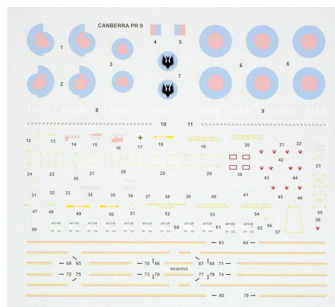


The canopy is slightly on the thick side, but it captures the teardrop shape correctly. If you want to show off the interior of the cockpit, you'll need to separate the windscreen as the entire canopy comes as a single part.

Decals

Two marking options are provided, and both belong to aircraft of RAF 39 (1 PRU) Squadron based in Jordan's Azraq Air Base during *Operation Telic* (British codename for the invasion of Iraq in 2003).

Of particular interest is aircraft XH169's cockades. Each half of the RAF roundel is applied in different sizes. I have yet to determine the purpose behind this peculiarity.




Instruction

For once we have an eight-page instruction sheet printed entirely in English without the presence of any foreign language. This Xtrakit kit is definitely for domestic consumption only! All colors references are for Hanants' own Xtracolor (enamel) and Xtracrylix (acrylic) lines of paint only.

Conclusion

After 20+ years of waiting, we finally have an accurate Canberra PR.9 in 1/72nd scale. Although it is not perfect, it's still way better than the Matchbox kit from the disco era. I'm certain given time there will be a plethora of correction and detail sets available to fix the minor problems with this kit.

Highly recommended.

My Canberra PR.9 came as a surprise Christmas gift from my friend Phil "Humberside Chopper" Marson in England. *Cheers mate! I'm right capped wi' that!* 

Eric



1960 Pontiac Bonneville Coupe

Part I

by
Peter Colburn

Introduction

As mentioned in last month's "first look," the Trumpeter 1/25th 1960 Bonneville Coupe (Kit # 02502) is a very detailed and complex kit of an unusual and desirable 60's American car that hasn't been kitted in many years.

After building this kit, my initial impression of lots of great detail and some strange engineering choices has been confirmed. The quality of the casting, the chrome plating, the engraving and the clear parts are of a very high order. I found many delightful details and subassemblies that are comparable to Tamiya and other expensive kits. I also found many annoying problems that certainly detracted from both my enjoyment of the build and the quality of the completed model. One would not expect such problems at the premium price this kit commands.

This is not a kit for the beginner builder, and it demands patience and scratchbuilding skills that at times pushed me to the limit.

Engine and Transmission

The power train built up from a large number of parts to create a very well detailed representation of the Pontiac single carb 389 with Hydramatic transmission. Like most of this kit, this subassembly is both wonderful and odd. The main block components fitted together very well, and the oil pan, excellent multi-piece transmission, and cylinder heads went together with little fuss. There is a separate valley piece, a detail rarely included. But the intake manifold itself is flat and featureless, and it includes a thermostat housing to which the upper radiator hose does NOT attach.

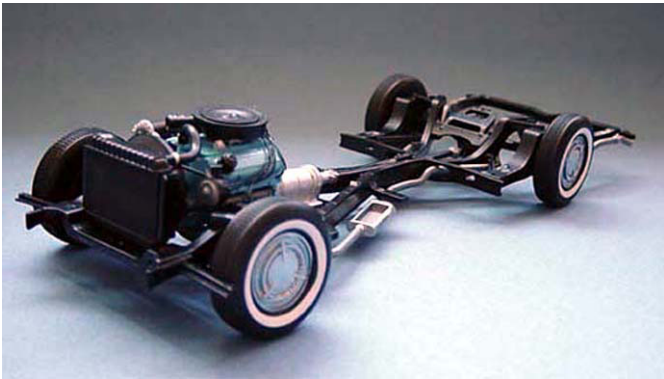
There is also an extra rectangular hole on the manifold that receives nothing. I filled it with styrene stock prior to painting. The fan belt/pulley casting is beautiful, and the extremely thin belts provide one of the most accurate looks I've seen.

The right exhaust manifold is a "three cylinder" part that most likely clears the oil filter on the side of the block. It is nearly

invisible when the engine is installed into the chassis. So I left it alone.

I generally ignored the painting instructions until construction was complete, and it seemed the best way to go when building this kit. After the basic block assembly was complete, I painted it with a semi-gloss enamel blue mix that looked very much like the soft non-metallic blue used by Pontiac at this time. The various accessories were painted in appropriate shades/sheens of black and metallic.

I drilled out the air filter horn for a bit more realism. The distributor, mounted on the back of the block, is nearly invisible under the cowl of the completed model. I drilled holes in the distributor, the coil, and the block before adding the plug wires. Since its bottom surface is invisible, I ran the wires through the distributor, tied them off, and clipped the excess. A similar technique was used on the block. I have horrible luck with instant glues and have had to find other ways to join dissimilar materials.



Chassis

This part of the kit is really fine. Very little cleanup was needed, and the ejection pin marks are mostly all on the hidden side. The multi-link rear suspension is very well engineered, and the front suspension is nearly as nice. Four metal coil springs are included in the kit. Although rear shocks are provided, there are none for the front. I scratchbuilt those out of styrene rods and tubes. They are nearly invisible in the dark "Delco" blue color I chose to paint them.

The rear axle has an odd eared cover assembly that fits poorly, and it has very prominent seams when glued together. This required many layers of Gunze-Sangyo brush-on filler to hide. Other than that, the rear suspension went together very well, although I didn't follow the steps in the instructions so that I could spray most of the entire frame in one setting with Tamiya Semi Gloss Black.

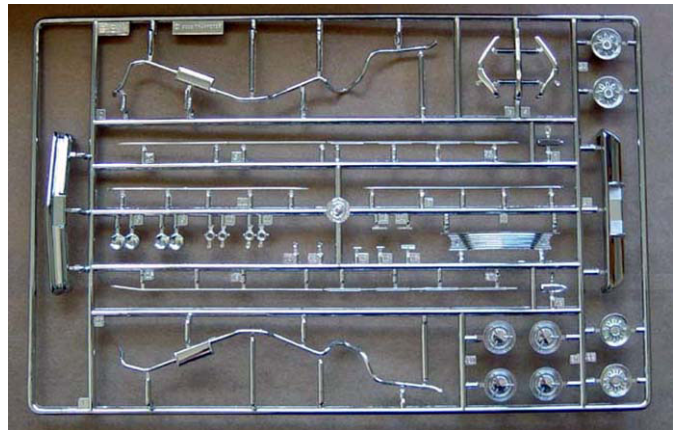
Later I discovered the front suspension has a real problem from the realism perspective: the wheels are too far forward, and they have both too much positive camber and toe-in. I could have cut and sleeved the tie rod piece to fix the toe-in, but this would require some very fussy repositioning of the beautiful lower A-

arms. Incidentally, I trimmed off the lugs on the tie rod that are supposed to engage with the steering column to make the road and steering wheels move together. The lugs are huge, and they look very wrong.

While the tires are beautiful with nice sidewall engraving, the metric size is incorrect for 1960, and the brand name is one I have never heard of. They go together with thin black rims between the wheel cover and whitewall. Very little cleanup is required prior to assembly.

Although the kit includes four classic Pontiac eight-lug wheels, they look quite wrong due to their very shallow look. I think this must be a limitation of the multi-piece wheel assembly design. Instead, I used the stock full wheel covers, which are excellent and don't suffer from the poor proportions of the eight-lugs. The final appearance is excellent, with very realistic whitewalls which I sprayed with Tamiya Fine White Primer.

Wheel covers received a light wash of acrylic black to emphasize details. The chromed exhaust was used in the optional dual setup, and it has in-scale pipes and nice hanger details. I sanded it smooth and painted it with Testors Magnesium Metalizer after drilling the tips. (The plating used is really tough. Other manufacturers please copy Trumpeter's example). The tiny piece that goes on the left pipe has to be positioned very carefully to ensure it mates up to the manifold properly.



Floor Pan

This large casting includes interior carpet texture, great underneath details, and front wheelhouses with engine compartment cable details. The kit battery has lots of detail cast in, but it is all very flat. I messed it up trying to improve it and wound up using one from my spare parts box with a Delco decal added (I rarely throw any leftovers away anymore). It is a modern type battery, but I guess that matches the 215/75 radials!

The multi-piece firewall attaches to the pan and is another good example of the strange engineering of this kit. For some reason, Trumpeter cast in excellent wiring/hose detail on the engine side of the firewall, but then requires the builder to remove a

large part of it to install the very nice heater/AC blower box! Go figure. No heater or AC hose detail is provided. I added a condenser from my spare parts box to the radiator core support.

The fit of the firewall to the pan is very poor. It required gluing thin styrene stock on the interior side to hide the gaping holes. Luckily, this fix is buried under the dash and pedals, and it blends reasonably well into the flat dark brown I used for the carpet color on the interior side of the pan. Some of the gap is also hidden by the installed frame.

I painted the underside of the pan with Tamiya German Gray spray lacquer. Once dried, I lightly oversprayed the pan with Testors Plymouth Bright Platinum Metallic to represent the factory primer and overspray. This light metallic gray-beige is close to a color used by Pontiac in 1960. I got the body color onto the floor pan a little heavier than I liked but decided to live with it. The engine side firewall was painted body color prior to installation. I painted the excellent firewall detail parts with various acrylics and enamels to best represent the original finishes.

After researching on the Internet and in my own library with pictures of original and well-restored cars, I painted the wheelhouses Tamiya Flat Black on the underside and Testors Semi-Gloss Black on the upper after detailing the hose/cable castings. The rarely included rubber upper A-arm weather seals was painted Rubber Black acrylic mix. The cast in voltage regulator got a bit of Gloss Black.



Interior

Once again, I found this part of the kit to be a blend of good and bad. Ejection pin marks spoil a good bit of the subtle carpet texture in both interior and the trunk. The back of the rear seat has no appropriate detail, although the opening trunk is so large and deep that I decided to skip fabricating a bulkhead as I did on the Trumpeter Nova Convertible I built some time ago. The carpet color flat brown hides it well enough. Besides, I could not find any photo of the trunk interior to ensure a reasonable replica finish. The trunk detail is better than the Nova (which has none). There is a spare tire cover as well as body braces that mount to the body and pan.

The nicely cast door panels and rear seat appear to be the same as those used in the convertible version of the Bonneville. The

rear seat has a sweet little armrest that can be installed up or down. I went for the down position. I plated over the glue points for the armrest assembly with thin styrene sheet prior to painting. The multipart seats have excellent engraved seam pattern that was quite easy to paint in three shades of metallic brown. Unfortunately, the rear seat pattern doesn't line up between the cushion and backrest. I couldn't see an easy way to fix this, especially since I didn't discover it until I started painting the two center colors. If I tackle this kit again, I will do some scratchbuilding to fix the seat pattern.




The package shelf is a separate part, and the Model Car Garage (MCG) fret 2271 provides a choice of Bonnie or low-line rear speaker grilles. Polishing and rolling the Bonneville piece to fit the curve of its mounting spot was quite easy, and it looks better than the softly detailed kit piece.

The molded-in window switches, carpet texture, trim, etc. are very good, although painting instructions are vague, and the separate door handles are not chromed. This is an engineering choice that shows up many times. Why chrome the exhaust system but not the small pieces that are always bright on the real car?

The dash required quite a bit of work for me to be satisfied with it. The gauge cluster housing doesn't have the right shape to blend into the top pad where it rolls over to create a hood for the gauges. I fixed this by layering some thin sheet styrene and then filing and sanding to get the correct curve.

Trumpeter provides a single instrument decal, but it doesn't line up with the associated parts. I painted the back of the MCG clear gauges with Tamiya acrylic clears and white before gluing them to the rest of the excellent MCG dash pieces. They dropped into the kit pod very well. I dropped a bit of Tamiya Clear Gloss into the gauge holes to replace the thick kit clear piece.

I also separated the gauge housing itself from the kit dash trim so that I could use the MCG parts instead. These require some drilling to install the various controls installed on the high line Bonneville. MCG did it this way to allow builders to replicate a lower trim car or a stock car racer. 

To be continued next month.

Peter



Recon for Rommel

The 2.(H)/14 Air Recon Flyers in Africa by Stefan Ommert

ISBN 3-9805216-7-2, Cost: \$85.00

Reviewed by

Floyd S. Werner, Jr., IPMS #26266

Recon units are often overlooked in the study of WWII aerial combat history. They don't produce quantitative results such as air-to-air victories or bombing missions, and their contributions to the battles have always been minimized even by scholarly Luftwaffe historians. This book covers a rarely touched subject, and it goes a long way to show the life of a recon unit in North Africa. Inside the 195 pages are over 400 photos with many of them in full color. With the exception of two, these photos have never been published elsewhere before.

This hardback book follows the deployment of the second Staffel of Nahaufklarungsgruppe (Heer) 14, 2.(H)/14, the main tactical air recon unit for Rommel in North Africa. Written in both English and German, it is easy to read, and every photo is captioned in both languages. Text is kept to a minimum to allow the photos and captions to tell the story of the unit. The thing that sets this book apart from the others is the personal color photos of Lt. Holzapfel. These photos are so clear and so well exposed you would swear they were taken yesterday but not 60+ years ago. With things that often get overlooked or ignored when dealing with aerial combat aces, this book is personal and as such very typical of a Luftwaffe unit.

All of aircraft ever used by 2.(H)/14 are shown here, including Bf.108, Fiesler Storch, and Hs.126, the unit's first primary recon aircraft in North Africa. The evolution of the Hs.126 camouflage is interesting to note, and the color photos are an invaluable aid to both historians and modelers. For example, it is quite obvious that RLM 79 is not as red as everyone believes. That or it faded to a pale tan quickly and uniformly. One can tell the noticeable difference on the Hs.126 and the Italian airplane next to it on the book cover. The hard edge to the over sprayed RLM 79 between the RLM 65 is interesting as well.

After the changeover from the Hs.126 to the Bf.110, the colors of the Bf.110s were a stark contrast to the desert colors. Sporting RLM 74/75/76 paint schemes, the Bf.110s stood out from the desert. Once overpainted, the patterns that the RLM 79 creates are unique and especially interesting to modelers.


Aside from photos of Hs.126 and Bf.110, there are some great black and white in-flight shots of a Me-323 Gigant. An awesome three page series shows a shot down Hurricane still wearing its European Dark Green and Dark Brown coloration. The wear and tear on the wings of the Hurricane are equally impressive, thanks to the clarity of the photos. There is also a section on Bf.109 with some unique markings both on the camouflage and the unit insignia.

For the ground minded reader, the unit's support vehicles are included, and they show considerable amounts of wear and tear, too. It appeared that mud was a camouflage aid. Whether it was used to tone down the flash of a windshield or the dark grey of the camouflage color, it was used everywhere. After viewing the book, I've come to the conclusion that you will have a hard time weathering a model too much.

The remaining photos are of the area, equipment and people of the era. It is quite a clear look into the daily lives and travels of a Luftwaffe unit. How about a Kubelwagen with dead gazelles on the hood returning from a fresh hunt? That is the type of stuff that really makes this book interesting. The aircraft are a big part of this book, but the people add the drama to the story.

With such clear, large, and colorful photos of interesting aircraft and people, this book is an essential addition to anyone's library. It gives a unique look into a typical Luftwaffe recon unit, and it's about time, too.

Highly Recommended.

Thanks to Aeroplane Books for the review copy. You can get your copy at <https://www.aeroplanebooks.com>. Previews are available at <https://www.aeroplanebooks.com/productcart/pc/viewPrd.asp?idcategory=&idproduct=48885>. 

Floyd

(Region 6 Update continued)

If you have not marked your calendars, this year's regional will be hosted by the mighty Central Arkansas Modelers. Their website address is <http://www.casmodels.org>.

Feel free to give me a call (cell: 940-597-9160) if you have any concern or issue.

Onward! 

Sean



A Fun and Unique Gift

by
Tim Robb
IPMS #34705

This colorful Stearman started out as a unique, distinctly Tim, wedding gift for my friend Marla, one of my co-workers.

Everybody at my office knows that I build model planes, and I take some teasing over it. Things happen like rolls of tape left on my desk with a note "for your glasses." And stray pocket protectors seem to find my desk too. So I tease back by inviting my co-workers to come to model club meetings with me, giving them model airplane kits for their birthdays, and inviting them to my house to build models.

Well one evening as we were leaving the office Marla asked me a very un-Marla like question "What kind of stuff is at the Nimitz Museum?" And I replied "Marla, have you got a new boyfriend?" Well she did, and the romance blossomed, and soon a wedding was planned. I had been wanting to build more biplane models, and I needed practice on rigging them. Stearmans are not uncommon in the civil sector, and they are two seat airplanes. Marla's favorite color is purple. All of these factors came together, and I started thinking about building a model of a purple Stearman with an Al Williams paint job for Marla and her fiancé Lee as a wedding gift. The last piece came together when Milton Bell agreed to print up custom "Lee & Marla" and "Marla & Lee" decals for the project.

So the build commenced using the old Lindberg 1/48th Stearman kit. This model is all about the paint scheme, so I didn't correct any deficiencies in the kit. I scratched a simple cockpit interior starting with a floor and adding seats and belts, control sticks, some tubing on the side walls, throttles, and simple instrument panels using decals for the instruments. It isn't accurate, but for this model who cares? I did add purple seat cushions to the aluminum seats.



Some comments about the Lindberg kit in case you want to build one. Lone Star Models does produce an accurate resin interior for the kit. The other item you will want to replace is the engine. The kit engine does not have any exhaust pipes on it. Another thing I noticed is that the tail planes are too far forward. To build an accurate model you will need to re-position them aft about 1/4".



I'm a slow builder, and I can't seem to confine myself to just one project. So by the time this model was finished, it turned into a first anniversary gift instead of a wedding gift. But I did finish it, boxed it up in a clear Plexiglas display case, put a purple bow on the top, and presented it to Marla when her wedding anniversary rolled around.

It was a hit! Both Marla and Lee like it, and Marla showed it off around the office. And poor Lee will be in big trouble if he ever forgets an anniversary because the tail number on the model, 110406, is their wedding anniversary date November 4, 2006.

As for the invitations to come build models with me at my house, Marla and Lee have come over a few times, and we're building Fujimi/Academy 1/48th Mirage III Cs!

Go build a model. ✈️

Tim



Know Thy Fellow Member

Name
Rick Herrington.

Day job
Texas Guaranteed.

I've been building models...
Non-stop for the last 45 years.

Primary modeling interest
I'll build anything, but WWII and modern armor are my favorites.

Main reason why I build models
It's therapeutic, and it allows me to be creative.

Other than building models, I enjoy...
Photography.

I was influenced/inspired to build models by...
My brother. He introduced me to the hobby when I was eleven. At the time his interest was cars, so naturally I started building model cars with him. After I burned out and switched to ships. During Airfix's golden age, I built a lot of 1/72nd aircraft also. My interest in armor started with the old Tamiya Tiger I kit I built in the mid '70s. It was my first Tamiya kit, and the level of detail was top notch at the time.

My favorite "master" modeler is
Tony Greenland.

I consider myself...
A model builder.

The size of my unbuilt collection
Between 101 and 250.

Best excuse I told my wife for buying yet another model kit
"Honey, it has a different antenna than the other 109 G-6s!"
(I would not recommend using it. It didn't work.)

Plan for my unbuilt collection before I die/give up this hobby
Donate them to the club.

First model I completed
AMT '49 Ford in 1961.

Longest time I took to finish a model
An Airfix 1/72nd F-80 I did for a commission. It took me three months to finish it. I hated the subject and the kit. I ended up losing money on that deal as I had to purchase three extra sets of decals in order to finish the model.

Best model I built so far
Italeri Leopard II I used for a snow diorama.



Worst model I ever encountered
AFV 1/35th SdKfz 251/D. Major fit problems.

Modeling project(s) I'm working on
Aoshima 1/700th Tripitz.

Dumbest thing I ever did when building a model
Stabbed myself in the stomach with a X-Acto knife when it rolled off the bench.

Modeling experience I like to share with my peers
If you take up building models for money, be sure the subject is something you are interested in or the finished product will not reflect your best work.



Answers to Just the Facts, Please!

1. **Iraq.** Anti-British feeling went deep ever since the League of Nations Mandate (1919) gave Britain free movement of troops inside Iraq. When Rashid Ali became prime minister by a coup d'etat in 1941, the pro-British Regent was replaced, and formal contacts with Fascist Italy and Nazi Germany were opened. To protect British interest in Iraq and the supply route to the Soviet Union, Britain commenced "Operation Sabine", the invasion of Iraq, on April 18th, 1941.

Despite aerial assistance from the *Luftwaffe* (Germany) and *Regia Aeronautica* (Italy), the Iraqi army was no match for the invasion forces. The operation was over in less than a month, and Iraq was placed under British military rule until 1947.

2. **Iraq.** After WWI, the sheikdom of Kuwait was placed under British protection by the League of Nations Mandate. Its neighbor Iraq has always claimed Kuwait is an integral part of Iraqi territory. When Kuwait declared its independence in 1961, then Iraqi leader Abdul Karim Qassim threatened to annex the small but oil-rich country. The Kuwaiti government appealed to Britain for help, and HMS *Bulwark* with Royal Marines Commando were in the vicinity to offer assistance. With additional forces dispatched and the support of the Arab League, Qassim wisely decided not to invade. Iraq eventually recognized Kuwait's independence and its borders two years later.

3. **Kuwait.** The fear of Islamic revolution spreading in Kuwait prompted the Kuwaiti government to ally with Iraq. Ironically, the demands for repayment of loans after the Iran-Iraq War provoked Iraq's invasion in 1990.

4. **Vietnam.** Abandoned equipment by the US and South Vietnamese forces when the South fell in 1975 enabled Iran to obtain much needed spare parts hindered by the US embargo.

5. **Israel.** Whitehall war planners feared with Egyptian forces being pinned down by "Operation Musketeer," Israel would take advantage of the situation and attack its other Arab neighbors. As Britain had an agreement of military protection with Jordan, "Operation Cordage" was devised to attack Israeli military installations in case Jordan being invaded. Senior RAF bomber commanders recalled not knowing their targets be Egyptian or Israeli until 24 hours before "Musketeer" commenced.

Old Rumors & New Kits

I can't remember a year that has started off so well for modelers as 2008. First off we had the Tamiya Storch, a modeling subject not too high on most people's list. Tamiya used it to show how innovative they could be and ended up with a top-notch kit that is being built by a lot of the best modelers.

Then they brought out a "double-kit" which included their proven 1/48th P-51D coupled with a really nice Ford staff car. And of course the Ford will be offered as a separate kit soon, much like Hasegawa did with their Fw.190 and BMW roadster. That BMW, incidentally, is now available with a female figure and a dachshund!

Back when I was a high school freshman, one of my best friends' father was an old style custom mechanic who had, as the family car, a 1941 Ford, one of the last built before the war started. He "de-chromed" the car, leaded in the holes, and had it painted a very dark metallic green. He "hired" a bunch of us kids to compound the car, a job that turned out to be a lot more work than we counted on. He also modified the motor as well, with Edelbrock heads, a new cam, and two carbs. So... I'm thinking about maybe modifying that Tamiya Ford. Hmmm.

Now Hasegawa has hit us with another double. This time it's the Ki-45 Toryu "Nick" packed with an Isuzu fuel truck in 1/48th, naturally. It's not a cheap combo package but considering the complexity of the fuel truck plus the twin-engine airplane, it's very reasonable. A quick look at the contents of the box shows both models to be well molded and detailed. Of course, I expect some PE and resin to be offered down the line but you won't need anything other than some seat belts to have a well detailed Nick.

Hasegawa also released their latest 1/72nd multi-engine kit, a B-24D. This is another impressive kit, especially with the detail you would expect from Hasegawa, and the way they have dealt with the clear parts. Gluing in all the individual windows and bubbles can be a real headache but Hasegawa has molded large sections of the nose in clear so all the modeler has to do is mask the windows. Be looking for some custom masks from folks like Eduard or Cutting Edge. This is a must for fans of WWII heavy bombers who don't have the space for 1/48th scale models.

And speaking of WWII heavies, be on the lookout for Revell Germany's 1/72nd Lancaster. This is an awesome kit and really challenges the old Airfix and later Hasegawa kits. And, while I don't have the figures, it's supposed to be very reasonably priced. If you want to build a Lanc, check out hyperscale.com and download (for free!) Brett Green's .pdf file which compares the three kits in construction articles. It's worth hanging on to.

Everyone is aware of the gradual price increases of model kits in our hobby. Sometimes the increase isn't so gradual but for the most part, prices continue to go up. Trumpeter kits are popular

even though they are higher than many. A lot of modelers want to blame Stevens, the importer, but they too are having to pay more to the producer. Now comes word that all Chinese manufactured goods, from models to shirts, will be going up. This is not aimed just at foreign consumers—the Chinese consumers will be paying more too. Couple this with a weak US dollar and expect to shell out more at Lowes or Wally World!

But on the bright side, there are still bargains to be had. Eduard will soon release a "weekend" edition of their Fw.190-F8, an excellent kit. I expect it will have markings for a single aircraft and will have no PE. What's next; a weekend Me.110?

In about two more weeks, we should see the Eduard F6F Hellcat, also in 1/48th. Looking at photos of the test shots and sprues, this should be another winner.

For fans of the larger scales there are two sort of new kits out. The Hobbycraft Sea Fury is literally an enlarged version of their old 1/48th kit, right down to the keyed in canopy. The wings and fuselage show very wide engraved panel lines while the runner containing the horizontal stabs and landing gear are obviously new with finer lines and better detail. I'm disappointed that they did it this way even with a price in the \$50 range. It can be done but it will take some work.


The other kit is the excellent Hasegawa Ki-61-1 "Tony" in a limited edition which in this case consists of different markings. Box art shows a natural metal Tony with red markings. It's a fine kit.

Other large scale kits available now are the 21st Century Toys Macchi C.205 Veltro, A6M3 Zero, and Ju87B/R Stuka. I've heard that Walmart is no longer stocking model kits, only the prefinished models. Try your local hobby shop for new releases.

Hobby Boss has released—at very reasonable prices—an 1/48th F3F-3 Wildcat, early version. This is the one usually seen with natural metal fuselage and yellow wings. A later -3 in Wake Island markings is due very soon. These are the early non-folding wing versions of this notable Grumman fighter.

For the armor guys, look for the new AFV Club M5A1 Stuart in a week or less, and the really odd looking Land-Wasser-Schlepper from Bronco coming in March. The latter looks something like a tracked-landing craft with a cabin-cruiser deck. Trumpeter's E-100 Super Heavy Tank should be out soon as well. All of these are 1/35th.

Ship modelers should be impressed by Aoshima's "Atago" Japanese Heavy Cruiser from WWII. This is one in the series of heavy cruisers to be offered by Aoshima. Scale is 1/350th and it should make into an impressive model.

That's all for February. See you in San Antonio on Feb 16. 

Next Meeting:
February 12, 2008
at
Austin History Center
(810 Guadalupe Street)

Austin Scale Modelers Society
Eric Choy
13213 Marero Drive
Austin, TX 78729

