



Vol. 16, No. 9

Newsletter of the Austin Scale Modelers Society

September 2008

SPRUE EXAMINER



Next Meeting: September 9th at Austin History Center

Map and directions to the Austin History Center can be found on the last page. The scheduled program is the second part of **Bob Bethea's** clinic on "Painting Small Scale Figures."

Austin Scale Model Show

Saturday, September 27
Crockett Events Center, Hall 'B'
9:00am to 5:30pm



When In Doubt, Brew Up!

Tamiya 1/48th M4A1 Sherman
with Faxon M4A2 Conversion
by
Eric Choy, IPMS #44323

Introduction

The Tamiya Sherman kit came to me as a white elephant gift at AABS's Christmas party last year. "Tamiya is so easy, even a caveman can do it" — so I was told by my peers. I could either build it box stock or have some fun doing a conversion. I chose the latter when I came across Echelon's latest decal "Would you like a cup of hot tea, old chap?" (D486018) The cartoon characters are just irresistible, not to mention

putting a bull's-eye on the engine deck for the *Stuka* pilots!

If you think the variations and subtypes of German tanks are convoluted, wait till you study the M4 Sherman. Dry versus wet, welded versus cast, spoke versus solid wheels, rubber versus steel tracks... My head was spinning for a few days while researching the subject. After much reading and consulting with experts in the club, I finally made heads and tails of what I needed for this project.

Here's the low-down of my model for those Sherman nuts out there: this is an early production M4A2 75mm with welded hull,
(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

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Upcoming Events**Model Shows**

IPMS/Emerald City Modelers, OzCon 2008, Wichita, KA	September 13
IPMS/Forth Worth Scale Modelers, SuperCon 2008, Arlington, TX	September 13
IPMS/ASMS, Austin Scale Model Show, Austin, TX	September 27
IPMS/Metro Oklahoma City, SoonerCon 2008, Oklahoma City, OK	September 27
IPMS/CASM, Sprou-Doo 2008 Region 6 Convention, Little Rock, AK	October 18
IPMS/Acadiana, GatorCon 2008, Lafayette, LA	October 25
IPMS/MCMA, Lone Star NNL #4, Irving, TX	November 1
IPMS/El Paso, Veterans Day Tribute & Show, El Paso, TX	November 9

Air Shows

FINA-CAF Air Show 2008, Midland, TX	September 20-21
Amigo Airshow, Biggs AFB, El Paso, TX [GK][SB]	October 4-5
EAA Southwest Regional Fly-In, Hondo, TX	October 10-11
Fort Worth Alliance Air Show, Fort Worth, TX [TB]	October 10-11
Wings Over Houston Airshow, Houston, TX [TB]	October 24-26
Lackland AFB Airshow, San Antonio, TX [BA]	November 1-2

Aerobatic Teams [TB] USAF Thunderbirds [GK] US Army Golden Knights
Scheduled: [BA] USN Blue Angels [SB] Canadian Air Force Snowbirds

Local Events

Pacific Combat History Program, Nimitz Museum, Fredericksburg, TX	September 13-14
Annual Symposium: "Closing the Circle: The Philippines & Iwo Jima" Nimitz Museum, Fredericksburg, TX	September 20-21
Salerno + 65, Camp Swift, Bastrop County, TX	October 18
Bob Bethea's Modeling Day, Shady Hollow Community Center, Austin, TX	October 25
Close Assault '44, Texas Military Forces Museum, Camp Mabry, Austin, TX	November 8-9
Pacific Combat History Program, Nimitz Museum, Fredericksburg, TX	November 8-9

ASMS Officers for 2008

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Austin Model Show Coordinators

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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.

Editor's Notes...

Hey, what am I doing on page 3?

By now you should have noticed something different about this month's newsletter (other than the announcement of the change of meeting place). To start, I have expanded the **Upcoming Events** to include not only model shows but air shows and other local events also. I've come to realize that not everyone is interested or has the time to travel to model shows. But there are other local happenings that are just as fun and can arouse our interest in building models. I hope you and your family can all enjoy attending these events.

Also I have decided to devote a page permanently for the promotion of **IPMS/USA**, our parent organization. On this page you'll find IPMS membership info, renewal form, and highlights of the latest issue of *The Modeler's Journal*. Not being able to see the forest for the trees, I must apologize for not including these important items on a regular basis ever since I took over the job of the editor.

With the *Editor's Notes* relocated to the real estate previously occupied by *Kenny's Korner*, now there is more room for me to banter. Let me begin with the BIG change in our meeting venue. Starting this month (September), we'll be back at the **Austin History Center** again. Due to a conflict with their own "second-Tuesday-of-the-month" program, we can no longer use the facility of Yarborough Branch Library for the rest of the year. Please make a note on your calendar so you won't be going to the wrong place for the upcoming months.

Our annual show is finally here. As you know, we lost money and attendees last year. Holding a show within Austin city limits is getting very expensive, and we can't keep doing it without at least breaking even financially. For this to happen, we need trophy sponsorships, donations, and most important publicity of our show. We also need you on the day of our show to help out various tasks. If you haven't signed up for any duty, please do so in our September meeting. The outcome of this show will probably determine our ability to hold any more show in the future. So, let's all participate and make it a successful one. Failure, as they say in the space program, is not an option!


Coming up...

Scheduled for our **October meeting** is our final **Quarterly Contest**. The theme of this contest is **Mass Transit** — any air, land, sea, or space transportation model, civilian or military, that moves people (or any life-form, including extraterrestrial) from one place to another is eligible for the theme award.

In **November**, our meeting will be on the **second Wednesday (Nov 12th)** instead of the usual Tuesday because of Veteran's Day. The program will be the **White Elephant Contest**. In case you have forgotten, that's that gift-wrapped kit your received in last year's (or previous years') Christmas party. You know, the

kit you have been trying to avoid for the last eight months, and the contest trophy I have painstakingly prepared for ...



With back-to-back contests coming up, someone needs to wake up Kenny from dreaming and playing weatherman (ha, ha, ha!) Let's get busy and build some models! 

Eric

Kenny's Korner

(until I can think of something better)

News Flash... Weather Update... News Flash...


And now, to our Asian reporter Kenny on condition in Austin. Kenny?

Thanks, Diane. Things are picking up here in Austin. As you know the contest season started some time ago. While we've had several hits around the area earlier this season, things were calm here in Austin. However, the hot air masses from the State Senate and House have caused a "perfect storm" effect around the Crockett Events Center and several IPMS'ers are predicting a spectacular show at the end of this month. Computer models all point to the 27th of September as the flash point.

Now, the low pressure area at Crockett Center is certain to pull in lots of plastic. Predictions say that both built and unbuilt should be pulled into the eye. Similar events in the past have inundated the Center with some very impressive lumps of plastic. Some say the unbuilt lumps will be treasured and some entrepreneurs will be at the scene releasing the lumps at nominal fees.



I talked with Clem Leanderthal about the impending event, and he indicated to me that his plans were to head for the eye of the event at Crockett Center and bring his plastic lumps. He suggested from years of these events that this is the safest thing to do as well as the most fun. "Well, ya know, tings like this happen, and y'all should just get into it. Y'all should cover yourself in as many plastic lumps as you have on hand and get some more from dem ultrapreneurs," says Clem. I agree. Get all your plastic lumps and go down to the Crockett Events Center on September 27th and you should have a good time.

Back to you, Diane. 

Kenny

(When In Doubt, Brew Up! continued)

"dry stowage," twin 6-71 diesel engines, type 5A-2 glacis, direct vision ports, early 3-piece final drive housing, intermediate VVSS suspension, open spoke wheels and idler, grouser-less T41 rubber block tracks, and (drum roll, please) most likely built by UAW workers at General Motors Fisher Body Division's Grand Blanc Tank Arsenal plant in Michigan!

Most M4A2s of this type ended up in the Lend-Lease Program. Nicknamed "Sherman III" or simply "Sherman, diesel" by the Brits, they were popular with the RTR and RAC troops despite inadequate armor protection (hence the other nastier nickname: "Tommycooker"). My model depicts one of the 252 Shermans arrived in North Africa just in time for Montgomery's offense against Rommel in the second Battle of El Alamein in October 1942. The tank crew apparently decided they preferred cartoon and graffiti HUMOR over applique ARMOR for protection against the deadly Teutonic shells!

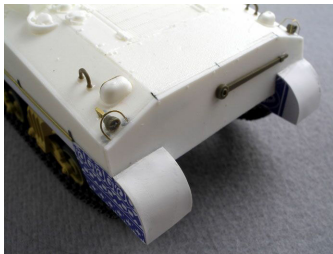
Construction

The biggest obstacle of building a diesel Sherman was the M4A2 hull. Fortunately, Faxon Conversion (e-mail: noxaf@aol.com) from Oregon came to the rescue and saved me the trouble of scratch-building the entire super-structure. All the resin parts were nicely cast with no hint of any bubble or warpage. The one-piece upper hull also eliminated the need of enclosing the sponsons. The only fixing I made was filling the holes for the tail light brush guards with putty; they were way too big and only useful if you intend to use Tamiya's oversized guards.



Photos in Dennis Oliver's book *British Sherman Tanks* (Concord Publications) show early Sherman IIIs had distinct fenders that were larger and boxier than other Shermans used in the same period. As far as I know, no aftermarket manufacturer produces

this particular type of fender in 1/48th. Fortunately, it is not that difficult to scratchbuild. I made them out of plastic playing cards and some very thin sheet styrene. Both fender rails and attachment points are leftover PE items from my spare parts box.



Oliver's book also shows Sherman IIIs had early grouser-less rubber block tracks instead of the T48 type that came with the Tamiya kit. Using Chris Schwach's simple method of making T51 rubber block tracks posted on www.track48.com, I shaved off the chevrons on the Tamiya track links and glued pieces of sheet styrene cut from Evergreen #116 (0.015"x0.125") to simulate the rubber blocks. As Schwach mentioned in his article, the top tracks are well hidden inside the fenders, so you

only have to convert the ones around the "bends." The results were quite convincing, although I thought the tracks looked a bit more like the earlier T41 type than the much thicker and non-reversible T51 type. That didn't bother me at all since I was not sure if the T51 tracks were available at the time of El Alamein.



Before installing the tracks, I painted the entire lower hull, muffler, and the inside of the tracks first. From my experience I find it easier if I paint as I build than the usual "build first, paint later" approach. The relatively smaller scale of 1/48th creates many tight areas that are hard to get to once you glue everything in place. I would rather deal with every potential "blind spot" now while I can still see them in plain sight.

For the color of the tracks, I chose RLM66 for the rubber blocks and my usual MMIR track color for the end connectors and the teeth.

While waiting for the paint to dry, I added PE details to the upper hull. Being budget conscious (and cautious) these days, I chose the Lion Roar detail set (LA48003) to accessorize my tank. For \$9 you get a metal barrel and a few essential PE items. That's all you really needed for any Sherman model in this scale. Take my advice, avoid buying the high dollar/high tech Sherman detail sets. Save your money for Duff or something else.

The only modification I added to the turret was the Crusader-style toolbox. Again, I scratchbuilt it with sheet styrene and added a hinge line from leftover PE sets.

Once everything is in place, I joined the top and bottom halves of the tank together permanently. All of the already painted items were then masked so they won't get "double sprayed" with the rest of the tank.

Painting and Decals

As much as I want to paint my Sherman III in authentic period scheme (single color disruptive pattern), I decided to go with a single color instead. I don't want the skin of my tank so "busy" that it spoils the enjoyment of the cartoon and graffiti.



I mixed my Light Stone 61 according to Mike Starmer's formula of 8 parts Humbrol 74 and 1 part Humbrol 26. It went on nice and smooth. Ahhh, the joy of spraying enamel...

As mentioned earlier, the decals are the latest 1/48th release from Echelon. The "When in doubt, brew up" graffiti on the

same decal sheet is supposed to go on a Scammell Pioneer, but I used it on the rear of my tank anyway. No point in letting funny decals go to waste.



The rest of the markings were taken from Archer Fine Transfers' "9th Lancers in North Africa" (49012). The cockade on the engine deck came from an old 1/48th Aeromaster RAF roundel sheet.



Weathering

After applying a wash of diluted Raw Umber oil paint, I decided to give my MIG filters another go. As you can see in the photos, the filters stood out better than on the last model I used them on. The trick to it is actually quite simple: you have to match a filter darker in tone or color than the surface color you are applying it to. And how do you accomplish that? The answer is right in front of you on the label of the bottle: "Green for Light Green", "Brown for Dark Green", "Grey for Bright Green", etc. Ingenious, isn't it? No, I'm afraid this is just a standard case of following the bleeding instructions.

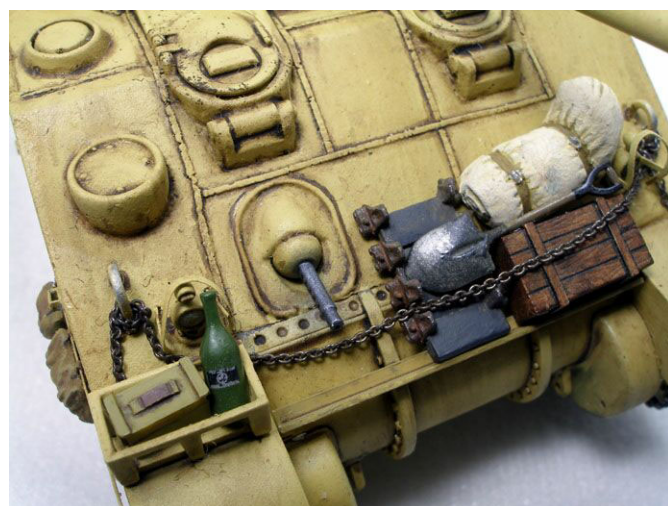
Feeling a bit brave, I wanted to show signs of the locally applied Light Stone wearing off and revealing the factory painted Oliver Drab (OD) underneath on all Lend-Leased equipment.

Small amount of enamel OD (Humbrol 155) were painted in patches on the bottom edge of the lower hull and blended with a Green filter. Then I applied Light Tan and Brown filters to "dirty up" the surrounding areas. The results looked pretty good to me.

The rest of the tank also received a coat of Brown filter applied in streaks using a "grass comb" paintbrush. Next, I highlighted the model by drybrushing a mixture of Humbrol 74 and small amount of Flat White. Paint chips were done with the "sponge" method. A coat of flat clear sealed everything after all the paints were dried.



To make the tank homier for the crew, I plundered the folded tarp and "rucksacks" from Tamiya's M10 kit. The storage bin on the front left fender was taken from Italeri's 1/35th Commando Jeep, and the rest of the stowage came from my spare parts box.



Various pigments of rust color were then applied to the muffler. Like everything with a diesel engine, I laid down a heavy coat of soot around the rear panel. Generous amount of MIG "Gulf War Sand" was also applied all over the wheels, and tracks. After rubbing a sharpened Sanford Prismacolor silver pencil on the handle bars, track teeth and end connectors, my Sherman III was done!

My thanks to Steve Faxon for the M4A2 "Christmas special;" he called it "the gift of giving." I called him Santa Claus! Thanks, Steve. ✍️

Eric

Reference

1. Peter Chamberlain and Chris Ellis, *British & American Tanks of WWII*, Arco Publishing, 1975.
2. Peter Harlem, *Modeler's Guide to the Sherman*, Ampersand Publishing, 1999.
3. Dennis Oliver, *British Sherman Tanks*, Concord Publications, 2006.
4. Mike Starmer and Mike Cooper, *British Vehicle Camouflage 1939-45*.



South Atlantic SIG

POC: Adam Coleman

President, IPMS/Rio Grande Valley Modelers

Hello Everyone! I want to let you know of the creation of "South Atlantic SIG," a new IPMS Special Interest Group.

After a few months of working on the format, the webpage is now up and running. It runs via the Yahoo! Groups format, so if you have a Yahoo! address, it can be easier to sign up.

As some of you know, I am a fan of the South Atlantic and have come to really discover a wonderful series of subjects that pertain to that little known part of the globe. From the days of whaling, Shackleton, to the 20th Century where there have been major dreadnought battles in WWI, the story of *Graf Spee*, and most prominently the Falklands/Malvinas War in 1982, there is a wide spectrum of subjects to model. New Antarctic ice-breaking ships also make for a great potential modeling subject.

Here are the links to our SIG:

Web Page: <http://groups.yahoo.com/group/SouthAtlanticSIG/>
E-mail: SouthAtlanticSIG@yahoogroups.com

Please feel free to join and contribute. I will hope to convene a good article to the IPMS Journal in early part of 2009. ✍️

Adam



Building Williams Bros. 1/48th Corben Super Ace

by
Tim Robb
IPMS #34705

According to the kit instruction sheet, the Corben Super Ace was designed by Orlan Corben as a home built design featured in the January, February, March, April, May, June, and October 1935 issues of *Popular Aviation* magazine. The historical information about the airplane provided in the kit is super. References are given to other publications featuring later slightly modified builds of the airplane in different color schemes. Orlan Corben must have been our kind of guy because there is a photo of him on the instruction sheet working on a stick and paper flying model. There are also two black and white photos of the airplane and a photo of the modified Ford Model A engine on the instruction sheet.

Williams Bros. kit is molded in cream colored plastic that is on the soft side. The kit parts have some flash on them, and I found replacing the small and delicate parts with plastic rod preferable to the tedious task of cleaning them up. The instruction sheet has an exploded drawing on one side and step-by-step instructions written out on the other. I chose my own building order and never read the instructions.

A decal is provided for the simple three dial instrument panel. Since it spans across the two fuselage halves, I cut it out and used it with the paper backing in place rather than as a water slide decal. The fuselage halves have metal tubing detail of the fuselage construction molded into them in a very shallow fashion. I chose to glue lengths of plastic rod right over the top of the kit detail to enhance what was already there a bit. The rod I chose turned out to be a little too heavy as I later had to notch the pilot's seat to fit around the rod in order to get the fuselage halves closed.

The other additions I made to the kit interior were adding a throttle on the left side wall and adding aftermarket pre-painted photoetched seat belts. I used WWII Japanese style because I liked the look of the buckles.

The underside of the nose is open, and you can see into the engine bay, but no engine is provided. I used one of those streamlined bomb casings from a Vietnam era 500lb bomb with the nose and tail cut off as the bottom of the engine and built a framework to support it from plastic rod. That is all that is necessary since only the bottom of the engine is visible. As with the pilot's seat, I needed to whittle the radiator a little bit to get it to fit correctly. All the kit parts fit well. The only two fit problems I had were of my own making.



One of the most challenging areas of this model is the painting — lots of yellow and silver with a black nose and black wheel fairing trim. There is no mask or decal provided for the scalloped pattern on the wheel fairings, so it is up to you to make one that can be used four times. You will also need to mask a couple of curved lines between black and yellow on the fuselage. The decals worked just fine. Following the kit instructions to dip them into the water for five seconds only, I let them stand until the decal slides on the paper. I applied Solvaset on one decal only. Nothing at all on the rest.

The kit supplies monofilament line for rigging the control cables, but I chose to use brass wire colored with a silver Sharpie pen instead. I cut these to length and attached them with white glue.

This is a nice little model kit of an unusual subject, and I thoroughly enjoyed building it. Thanks to "Bondo" who slipped it to me at the end of last year's Christmas Party. Does this make it a white elephant model? Go build a model!

Tim



Modeling Day, Part Deux...

from Bob Bethea

We have finally settled on the date and place for the next Modeling Day. It will be on **Saturday October 25, 2008 from 10am until 5pm** at the same place we had it before, the **Shady Hollow Neighborhood Community Center** (see map below).

Due to popular request, our modeling day will focus on **figure painting**. We also intend to do some organizational planning for the resurgence of the prospective **Lone Star Military Miniature Society**.

This will be a working day, so bring your favorite paints, brushes, and newspaper to keep the area clean. Also bring along a figure to paint. Make sure it is cleaned, primed and base coated. We will work on face and uniform painting, and if time allows, bases as well. If figure is not on your agenda, feel free to come anyway and do whatever you choose.

Directions: If you come South down on MoPac (Loop 1), exit SLAUGHTER LANE and turn East (left). Travel about 1.5 miles to BRODIE LANE. If you come on I-35 from either the north or south, exit SLAUGHTER LANE and turn West. Travel about 4 miles to BRODIE LANE.

At the intersection of SLAUGHTER and BRODIE, turn South on BRODIE and go about a mile. Turn East (left) on DOE RUN (Watch for the "Community Center" sign. You've gone too far if you see the first light.) The Community Center is a block and a half on the right. Park alongside or in the rear.

Feel free to contact me via e-mail (bobbethea@sbcglobal.net) or phone (**home: 512-280-6003, cell: 512-784-7002**) if you have any question.

Bob



Latest Announcement

from
Floyd S. Werner, Jr.
IPMS #26266

Hey everyone,

I hope everyone had a great time at the Nats. I certainly had a great time. The new **Master Class Model Building Video*** on **Resin, Photo-etch and Vacuform Canopies** was well received and sold very well. The same can be said with the **Werner's Wings** resin and canopies I had there. Yvonne did an excellent job of selling them.

As for the competition I did okay, two seconds and a third. The best part was catching up with old friends and making new ones. A good time we all had. Hats off must be given to IPMS/Tidewater and Hampton Roads for such great job.

What is on the bench? Well, I am trying to finish up a 1/48th Avia S-199 that I started for the ARC group build. There is no great hurry, but I would like to see it done. I also have a Dragon 1/35th OH-6A I've started toying with. But this will be a longer term project as I am building the new Eduard Fw.190F-8 for IPMS/USA as soon as it arrives.

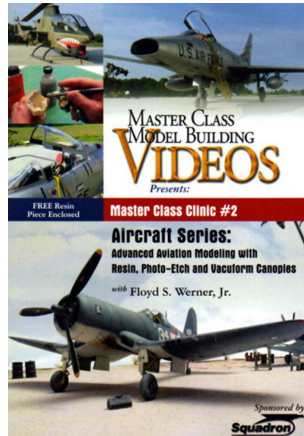
I have also started to gather information to do a set of MPLH (squat) gear for the Kiowa Warrior. It will probably be the next Werner's Wings release. While messing with the OH-6, I would also like to make the open mount for it. Plus, I have three more book reviews to finish off and another Victory Films review to write on the 11th Air Force. I have so many things going on that there is never a boring time here.

Now that the latest Master Class DVD is out, I'm not sure what we will do next. Maybe it's time to turn it over to an armor guy or a car nut (sorry, aircraft enthusiast).

I hope everyone is enjoying the summer, and my friend in Florida weathered the hurricane okay. Take care and stay in touch.

Remember, modeling is fun!

Editor's Note: Floyd's latest DVD (MSRP: \$49.95) and his other modeling videos are available at **Squadron Mail Order (<http://www.squadron.com>) or directly from **Master Class Model Building Video's** website (<http://www.masterclassmodels.com>)*



Werner's Wings 1/48th AH-1F IPS & Debris Deflector


Set # 48-01
MSRP \$10.00 plus shipping



Having flown the AH-1F in Desert Storm and Bosnia, it has always been a favorite of mine. I've always wanted to build an accurate Cobra that I flew, and now I can with Werner's Wings IPS and Debris Deflector set.

The Improved Particle Separator (IPS) is designed to filter out sand and dirt from the inlet. Hundreds of tiny swirl tubes fling the sand to the outside where it is blown overboard. The Debris Deflector is designed to allow the shooting of the Mk.66 rocket motors. Since the rockets fly so fast that they cause a disruption in the airflow to the engine, the Debris Deflector allows the rockets to be fired without restriction.

Designed for the venerable Monogram kit, the IPS will easily fit into the inlet as soon as you removed the molded-on inlet. These two parts will help bring your Cobra up to the final version of the US Army's finest attack helicopter. IMHO.

You can order directly from Werner's Wings at fwernerjr@comcast.net. I accept Paypal to the same e-mail address or check/money order or cash. Please send me an e-mail for any question or ordering details. 


Floyd

Bring Your Ladies to the Show!

by Martha Bell

Yes, the Austin Area Quilt Guild 2008 quilt show will be in full swing September 26th through 28th just down the hall in Crockett Center from where the ASMS model show will be held! Be sure and tell your wife or girlfriend that we expect this to be our biggest show so far. There will be traditional quilts and art quilts in various sizes. There will be a boutique, a silent auction, and a raffle quilt, which will be won by some lucky person whose name will be drawn at the show.

Many vendors will be there selling all kinds of things having to do with sewing, as well as gifts, jewelry, wearables, kits, patterns, tools, gadgets, fabric, and finished items. There will be a children's area, a demonstration area, scissors sharpener, and a snack bar.

Admission to the AAQG show is only \$6, and it promises to be an outstanding show! Hope to see you there!! 

Martha



Whole lotta resin goin' on...

1/48th AlphaFlight Sunderland Mk.III

OOB Review

by

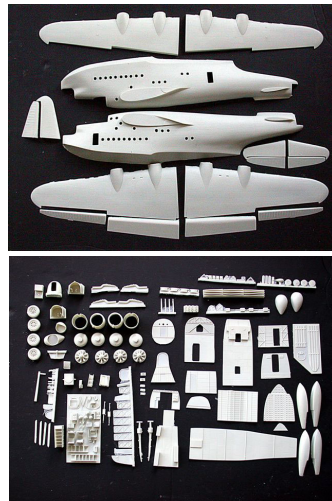
"Bondo" Phil Brandt, IPMS #14091

Kit # AF-4811, USD \$300 + postage
Distributed by Pacific Coast Models

The Short Sunderland series of flying boats was the last and inarguably best-known family of large British R.A.F. flying boats to participate in World War II, and the type soldiered on for many years (into the late 60s in New Zealand service). To this curmudgeon's recollection, the only kit of this famous design has been an injected one in 1/72nd by ol' reliable Airfix. Leave it to the eclectic proclivities (1/48th Predator UAV, for instance) of Alpha Flight's Italian master modelers to release, as Ed Sullivan used to say, a "realllly big," all-resin Sunderland. To my knowledge, the only other firm currently producing such large resin aircraft castings would be Collect-Aire.

Component Breakdown

The Sunderland's large fuselage and wings are hollow-cast which keeps weight relatively low — you ought to feel how heavy the solid 1/48th wings of the Collect-Aire RB-57 are — and at the same time helps to prevent resin "droop" over time. Separate flaps and ailerons are one-piece solid-cast, as are the horizontal and vertical fins. Stabilizers and rudder are separate and therefore easily posed by the modeler.



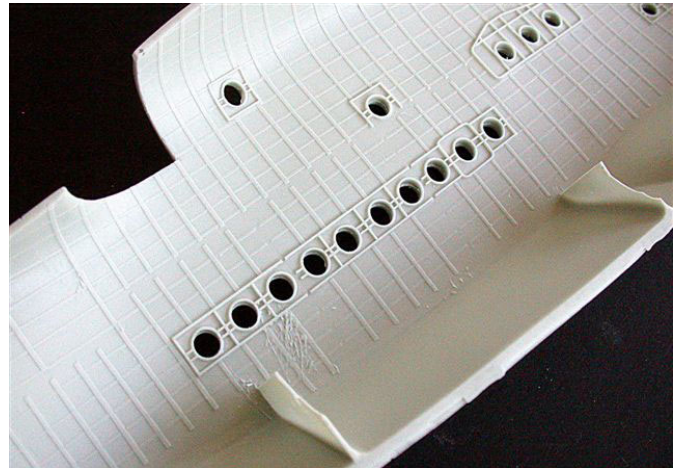
Overall Molding

Very crisp detail and smooth surfaces (not glossy, though-which *ees no problema* when we're not talking NMF!). Engraving is nicely restrained and very neatly executed. Because of the large components, pouring spigots are also hefty and require moderate labor to clean up. No warpage noted.

Interior

The inner surfaces of the fuselage halves are covered with

simulated ribs and longerons, and a substantial group of structurally detailed bulkheads and floors await assembly. Sadly, even with the large number of windows, it will be difficult to see these details, other than the cockpit area.

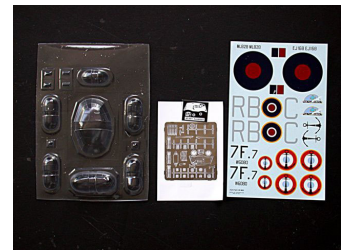


Cockpit

Fairly detailed, with PE instrument panel (film instruments behind) and seatbelts. I do wish AlphaFlight had cast the wealth of small resin parts individually rather than all together on one monolithic sheet (see pic).

Clear Parts

The vacuformed pieces — two copies of each component are included — are thin (too thin in a few instances; one gun turret arrived irretrievably "dented") with nice framing definition between panels. There is a slight cloudiness to all transparencies (because of the grade of plastic stock used, IMO, and I don't know if Future will improve the appearance).



The parts pictorial shows 39 window transparency outlines on the vacuform sheet; they're there, but so faintly imprinted as to be practically invisible. Anyone undertaking the monumental job of manually cutting out these disks is IMO a real "practice bleeder." I plan to tape over the external porthole openings with clear packaging tape and pour clear casting resin from the inside; it's a scheme that's worked well with my Anigrand C-124; the result was totally flush, very clear transparencies.

An alternate scheme would be to use a high quality single hole paper punch to manufacture the portholes. I tried out this scheme, and the size disks produced are almost exactly correct, so close that white canopy glue would easily tack them in. If the hole in the resin is a bit small. It's easy to gently ream the diameter with a Number 11 X-Acto blade.

Engines

It's the old familiar cylinder-row-molded-against-the-firewall trick. The cylinders and ignition wires are very sharply cast. The

cylinder row/firewalls are properly spaced within the cowlings by resin fairings glued to the nacelles. Exhaust manifolds are the long, "porcupine" night operations style; later "horn"-types are not offered.

Prop blades must be individually mounted to each spinner.

Gun Turrets

Gun assemblies are not badly detailed, but could've used some PE ammo belts. The individual resin machine gun barrels are so tiny that it's going to be tough to mount them to the gun breeches. Very small diameter stainless tubing may be the better way to go, unless cast metal substitutes can be obtained.

Radar Options

The earlier version "forest" of Yagi antennas is done in PE and resin. No diagrams are provided to assemble the four vertical antennas on the empennage spine. Optional late-model radar teardrop fairings (these obviate the need for the Yagi "forest") attached to the underside of the wings are provided and make for a much cleaner airframe. Your choice.

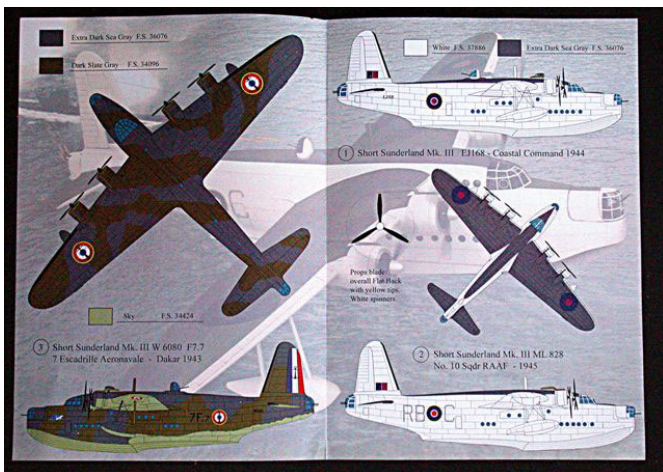
Beaching Gear

Don't 'cha just hate it when the manufacturers of a nice flying boat don't include a decent way to display the model other than "floating" in a bath of blue-tinted resin? Not so in this case, 'cause Alpha Flight's done a very nice beaching assembly: two forward struts and an aft trolley.

Instructions

Sharply printed isometric exploded assembly drawings are nice, but nowhere do the instructions define (in textual form, at least) the differences between what in the drawings are termed "Options 1, 2 and 3."

The short lead-in historical section only tells about the Sunderland Mk.I, II and III, not about the differences (such as the Mk.IIIA) within the Mk.III family, which, after all, is what the kit is purported to be. Perhaps my kit is missing some printed material.



Decals

Three options: French service and two North Atlantic (Extra Dark Sea Gray over White) schemes. The sheet is sharply printed, colors are vivid and the decals seem appropriately thin.

Finishing Guide

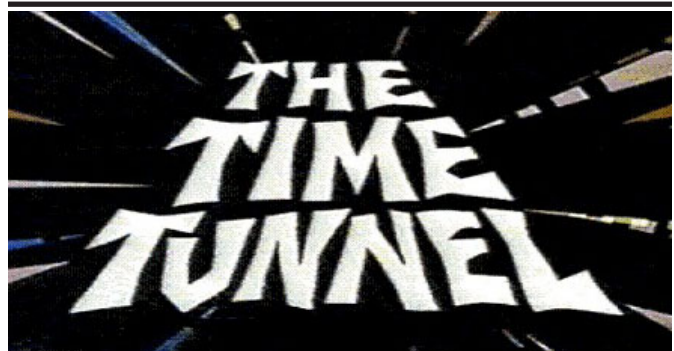
The large three-view color (F.S. numbers given) artwork is excellent. F.S. numbers are also included in individual assembly steps.

Conclusion

Pros: Great representation of a famous subject; good detail; cleanly-molded; largest components are hollow-cast; beaching gear included.

Cons: Righteous bucks; no convenient provision for window transparencies; resin parts prep for numerous small components cast on one large sheet; unclear optional version parts use. ✍️

"Bondo" Phil



49 Years Ago (April 1959) ...



It was this seven-grader's birthday. He just finished his first model (DC-7 in American Airline livery), and he couldn't wait to show it to everybody. Do you know who he is?

Editor: Got any old photo of you with your model? How about sharing it with your peers here in the Time Tunnel? E-mail it to me or let me scan it for you. We all love these "Kodak moments", especially when plastic and glue are involved! ✍️

Know Thy Fellow Member



Name

Milton Bell

Day job

Model building and napping.
(Before I retired, I used to be an archaeologist.)

I've been building models...

Close to 50 years. I started building flying models when I was a kid.

Then I stopped for a while. After I got married, I picked up the hobby again and have been building nonstop ever since.

Primary modeling interest

WWII and Korean War aircraft, but I'll build anything.

Main reason why I build models

For relaxation.

Other than building models, I enjoy...

Photography, choral singing, painting, fishing, and cooking.

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

Jim Curd. He was an ASMS member and 1/48th aircraft builder who rekindled my interest.

My favorite "master" modeler is

Frank Mitchell, a world class scratchbuilder.

I consider myself...

A builder as well as a collector.

The size of my unbuilt collection

Somewhere between 501 and 1000.

My wife's opinion on the size and storage of my collection is...

Negative, of course. Wouldn't you?

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

"It followed me home."

"It was a raffle prize and only cost a dollar."

"It was 50% off!"

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

Ask my wife Martha. They will be hers. I hope she sells some, gives some away, and keeps some for the grandkids.

First model I completed

Piper Cub by Comet in 1943. It was a stick and tissue, rubber band powered flying model. For the longest time that was the only type of model I built. Plastic kits in the old days were like pre-painted models we now have. What's the fun if you don't have to scratchbuild the parts?

For me the biggest satisfaction of building flying models is watch them fly. If I can make it fly more than once, that's worth more than any trophy I receive at model shows.

Longest time I took to finish a model

Don't know. I'm still working on it.

Best model I built so far

1/72nd Tamiya P-47.

Worst model I ever encountered

Mach2 1/72nd Ryan X-13 Vertijet. I spent a week on that "thing" before I finally gave up and trashed it (yes, I did trash it).

Modeling project(s) I'm working on

Academy 1/48th P-47D, Zvezda 1/48th LA-5FN, and DML 1/144th Tornado.

Dumbest thing I ever did when building a model

I glued the wing of an aircraft model to my finger with CA.

Worst thing you did to your model to express your anger/frustration

I flew it into the wall.


Back in the old days, the proper way to retire a flying model was to light it up while in-flight, and I conducted quite a few of these "burials" with firecrackers.



Special Hotel Rates for Upcoming Region 6 Convention Vendors and Attendees

Central Arkansas Scale Modelers (CASM), the host of this year's Region 6 Convention (**October 18th**), has arranged with the **Wyndham Riverfront Hotel** (<http://www.wyndham.com/hotels/LITNO/main.wnt>) for a special rate of \$89 a night (plus taxes) for vendors and contest attendees.

To secure this special offer, call (877) 999-3223 and mention **Region 6 Convention** when making reservation. This rate is good through September 26th.

The hotel has two full service restaurants (Benihana and The Riverfront Steakhouse), a swimming pool, and much more. Just down the street is an authentic Irish Pub, built totally in Ireland then dismantled and brought to North Little Rock. 

Old Rumors & New Kits

The conventions are winding down and hurricane Gustav has just about dwindled away. Now it's time to get serious about the Austin Scale Model Show. It's just a couple of weeks away. I don't know what's going on at your house but here I'm trying to get a couple of different category models finished and my wife is putting the hanging loops on a couple of quilts.

If you didn't know, we will be sharing the Crockett Center with the Austin Area Quilt Guild. They have a 3-day show and contest every two years and they will be showing over 400 beautiful quilts. There may be a short blurb elsewhere in this newsletter.

If you haven't signed up for a job at the show, Tuesday's meeting will be your opportunity. Shows like ours depend on volunteers so step up and take a job.

I've been working on the Zvesda La-5FN. It's a nice model but just a bit over-engineered. The parts fit well for the most part and there is adequate detail, especially if you choose to use the Eduard Zoom set to complete and enhance the cockpit interior. I have noticed however, that to successfully construct this kit, one must carefully follow the instructions. In this regard, it's much like an Accurate Miniatures kit. And it's not forgiving. And yes, I messed up and had to "re-engineer" part of the kit to get it finished. Well, I hope it will be finished.

Speaking of Accurate Miniatures, I had an email announcing the release of their next model. It's a timely subject—the Predator UAV. Sad to say it's in 1/72 which is generally OK but this is a small aircraft and I would have rather seen it in 1/48 or that larger scale. Their photo of the Predator looks pretty good. It should be out soon.

Eduard has some new products and the promise of more in the months ahead. Presently they have a Fokker Dr.1 combo kit. You get two complete kits in one box which lowers the cost of the individual kit. It's a good deal. Later on this month there should be a kit of the Spad XIII, Late version and the reappearance of the Lysander III which was first released under the Gavia label.

Presently, Eduard has a Weekend Special for the Sopwith F.1 Camel. This is a typical Eduard bargain; a very nice all plastic kit with markings for a single aircraft for just under \$20. They also have another version of the Fw190. This time it's the F-8 and the box art looks accurate for the type.

Eduard's forte however, is in their PE detail sets. New kits are soon matched with a set of PE to add the finishing touch. One of their latest is for the 1/48 Ki45 Nick. For a total detail treatment, their series of "Big Ed" sets leave little to be desired. Their newest announced "Big Ed" sets are for the 1/32 P-47D, the 1/48 A6M5c Zero and Fw190A-8, and the 1/72 B-17F/G.

Watch for the new 1/32 Dragon Me.110 kit. It should be a killer kit that will make into a super model.

Here are some of the new kits that are available at local hobby shops. Hasegawa has a new boxing of the 1/48 Draken J350. This time it's in the special Austrian markings. If you like a lot of red and white, this is your kit. It's bright to say the least.

Special Hobby has seen a flurry of releases. First up is the 1/48 Spitfire Mk Vc, the first plastic Spitfire kit with the "C" wing—it's about time! SH has also released a 1/32 kit of the X-15 which includes the ground handling dolly and those two gigantic exterior tanks. In case you missed it the first time around, the 1/48 Fairey Barracuda is back. There is also a reissue of the F-86H in 1/72 and the Pucara, in the same scale.

Special Hobby kits have generally improved over the years and feature subjects that other makers won't tackle. MPM, another label from Eastern Europe, has a very nice 1/72 A-20G. I hear it's probably the best kit in the scale.

Now from the other side of the earth, Platz has announced two new 1/144 kits that I am personally looking forward to. A P-47 Razorback will look good next to the already released bubble top and an F6F Hellcat—do I want it overall SBG or three-tone?—Will look good on a bit of carrier deck. As usual, the kits will be offered two to the box.

Tamiya has released what is probably the best 1/48 Zero kit ever. This is the late A6M5 and includes a very detailed interior. Phil Fridell has built his and needed filler in only one place where he made a mistake with the clippers. This is a beautiful kit and looks like a scaled down version of the 1/32 kit. I'm sure other versions will be coming.

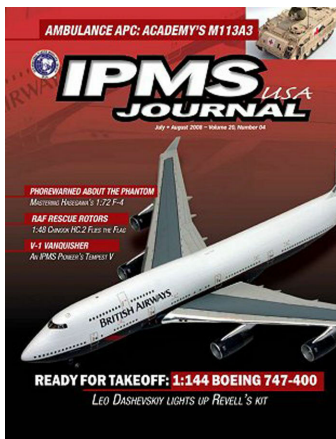
Unfortunately, I've not seen a lot of new armor kits. The Tri-Star Brumbar kit has been out for a while and the 1/32 Master Box Motorcycle with sidecar looks interesting. And if you need some figures for a 1/48 diorama, Tamiya has a set of German Troops on Maneuvers.

There's a new armor book that should be of interest to builders and history buffs alike. This is Panzer Wrecks No. 6 and features over 90 pages of data and photos.

For aircraft types Squadron has published another book in the "Walk Around" series. This time it's on the B-29 Superfortress. There are plenty of color photos, inside and out, and some profile art. I think this is one of the better books in the series and a valuable reference if you plan to build a B-29 in any scale.

That about wraps it up for another month. Remember we meet in the History Center and we still need volunteers for the show. Volunteer now and avoid that "Hey YOU, come here!" I hope you get that model finished in time. If not, well, remember Modeling is Fun, modeling is fun, modeling is #*%\$!

MB



In the latest issue of...

IPMS Journal
Jul/Aug 2008
Volume 20, Issue 4

- **Armored Ambulance** — Getting Academy's New M113A3 on Track, by Mark Aldrich;
- **Samurai Phantom** — A Ninja-like Approach to Hasegawa's Challenging F-4, by Mike Idacavage;
- **Lighted Widebody** — Building Revell's 1:144 747-400 (and leaving the lights on) by Leo Dashevskiy;
- **Diver Destroyer** — Building an IPMS Pioneer's Plane from Academy's 1:72 Tempest, by Marty Sanford;
- **Wokka Beastie!** — Combining Italeri's 1:48 kit with Eduard's brass to build a big Chinook, by Paul Bradley;
- **Dem Brudders;**

And much, much more!

By Modelers
 — For Modelers®



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Check out our web page: www.ipmsusa.org

**Next Meeting:
Sept 9, 2008
at
Austin History Center
(810 Guadalupe Street)**

From I-35, you can take any of the numbered streets north of 9th in the downtown area to get on Guadalupe. Beware **Guadalupe is a one way street going south after MLK**. If you are travelling westbound on any street south of 9th, you'll need to go north on San Antonio or Lavaca in order to get on 9th to park.

Free parking is available on 9th and around Wooldridge Park after 5:30pm. Please do not park in the Faulk Central Library's designated area next door or your vehicle may be towed!

**Austin History
Center**
810 Guadalupe



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

