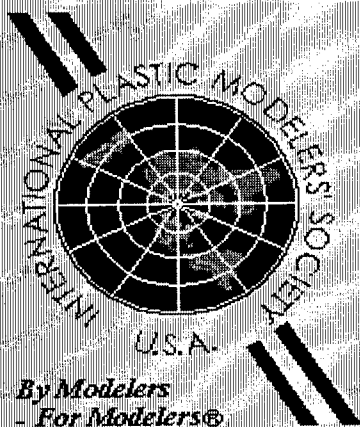


Seattle Chapter News



Seattle Chapter IPMS-USA
August 1998

PREZNOTES



The 1998 IPMS convention in Santa Clara is now history. It was an interesting show but a number of local members came away somewhat disappointed. Whether it was due to the lodging facilities (one restaurant, no bar, no pool, a mile to the nearest reasonably priced food), the convention venue itself (vendors and contest in one gigantic room), the contest organization (tours and contest), the smaller quantity of vendors and models than in years past, or whatever, everyone seems to have mixed feelings on the show. The most interesting aspect to me was the attendance by IPMS/Seattle members. Over 50 (including spouses and children) were in attendance. In fact, turnout from throughout the Northwest was truly impressive, with members attending en masse from Yakima, Spokane, Boise, and Canada.

As far as the contest went, IPMS/Seattle was a force to be reckoned with members taking 23 firsts, 16 seconds, 8 thirds, 4 honorable mentions, and 5 out-of-the-box awards. John Alcorn's D.H. 9A took four awards: First in class, best aircraft, best finish, best World War One aircraft. It missed best in show by only three votes. Jim Schubert needed a trailer to bring his awards home as he collected 7 firsts, 3 seconds, 2 thirds, and 1 out-of-the-box award (whew). IPMS/Seattle and Northwest Scale Modelers took first for chapter/group entry with the Modelfy Collection. Not too bad!!! Rich Hoard and Jim Green from Yakima, as well as Mike Tsoumpas and others from Spokane, also collected a large handful of plaques. Results for our Seattle members are posted on page 3 in this issue.

A number of our members/vendors raised the question about the chapter charging for vendor tables at our monthly meetings, starting this month. Some of the vendors had no problems with this but a few did. The reason was to add to the local treasury. As you read this we are fairly well off, but our monthly newsletter is a drain on the chapter finances and the executive committee would rather have a decent cushion for future newsletters as well as our spring meet expenses and possibly even another national convention bid. Instead of charging the vendors for use of a table at our next meeting, we have included a survey on pages 15-16 for you to fill out and return to the August and/or September meetings. If you so desire you can mail it to me. My address is on the envelope the newsletter came in, and in the box on page 2. A number of options are included including raising dues, charging vendors or a contribution bucket at the front door. This will give everyone in the chapter a voice without taking up a considerable amount of time at our next meeting.

See you at the meeting

Terry

In This Issue

| | |
|---------------------------------|-----------|
| Our Winners at IPMS Nats | 3 |
| Italeri Bf 109F | 4 |
| WW2 US Insignia Research | 6 |
| Academy MiG-21MF | 7 |
| Pro Modeler Ju 88A-4 | 8 |
| German Army Hummer | 9 |
| Revell-Monogram Tornado | 10 |
| Academy P-47D | 11 |
| DML V-2 | 12 |
| AMT/ERTL McLaren M8D | 14 |
| Survey | 15 |

SEATTLE CHAPTER CONTACTS

| | | | |
|------------------------------|---------------------------|--------------------------|-------------------------------|
| President: | Vice President: | Treasurer: | Editor: |
| Terry Moore | Keith Laird | Norm Filer | Robert Allen |
| 3612 - 201st Pl. S.W. | 528 South 2nd Ave. | 16510 N.E. 99th | 12534 NE 128th Way #E3 |
| Lynnwood, WA 98036 | Kent, WA 98032 | Redmond, WA 98052 | Kirkland, WA 98034 |
| Ph: 425-774-6343 | Ph: 854-9148 | Ph: 425-885-7213 | Ph: 425-823-4658 |
| | | nfiler@wport.com | rallen@lwtc.ctc.edu |

IPMS Seattle Web Site: <http://www.blarg.net/~whitet/ipms.html>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$12 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See the form below for further details. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

UPCOMING MEETING DATES

The IPMS/Seattle 1998 meeting schedule is as follows. To avoid conflicts with previously scheduled IMPS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

AUGUST 15, 1998 (3rd Saturday) SEPTEMBER 19, 1998 (3rd Saturday)

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank)

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

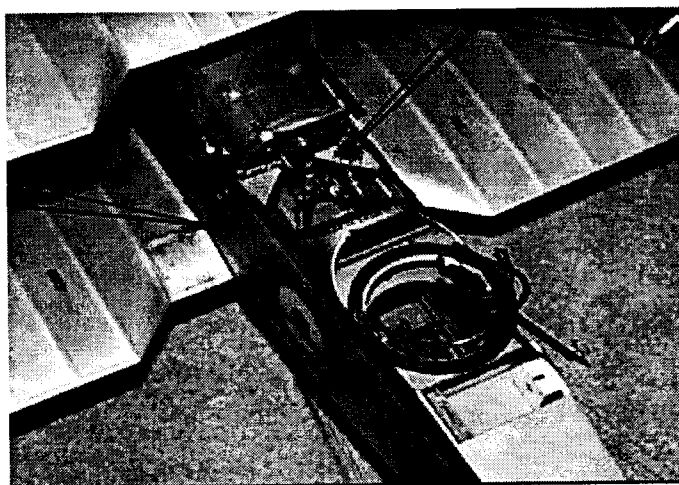
- ☐ Adult: \$19 ☐ Junior (17 years old or younger): \$9
☐ Trade Member: \$19 ☐ Canada & Mexico: \$25 ☐ Other Foreign: \$28
☐ Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
☐ If recommended by an IPMS member, _____ (name) _____ (IPMS#)
 list his/her name and member number

IPMS/USA

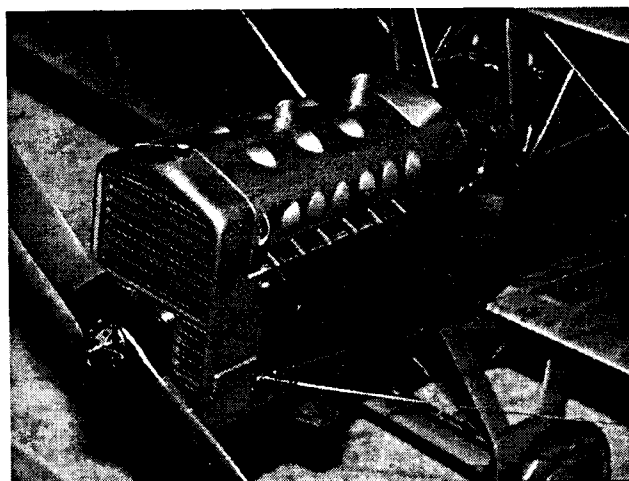
P.O. Box: 6138
Warner Robins, GA 31095-6138

IPMS SEATTLE WINNERS AT 1998 IPMS-USA NATIONALS

| <u>NAME</u> | <u>1ST</u> | <u>2ND</u> | <u>3RD</u> | <u>HM</u> | <u>OOB</u> | <u>NOTES</u> |
|-----------------|------------|------------|------------|-----------|------------|--|
| John Alcorn | 4 | | | | | John's scratchbuilt 1/24th scale D.H. 9A (see below) won first in class, Best Aircraft, Best Finish, and Best WW1 Aircraft. It missed Best in Show by three votes. |
| Andrew Birkbeck | | 1 | | | | |
| James Chilenski | 1 | | | | | |
| Mark Chilenski | | | | 1 | | |
| Bill Cianci | | 2 | | | | |
| Joe Gorsline | | | 2 | | | |
| John Frazier | 4 | | | | | John's McDonnell-Douglas TA-4J was a Best Aircraft candidate. |
| Ted Holowchuk | 2 | 2 | 2 | 1 | 3 | Ted's Ilyushin Il-2 was a Best Aircraft candidate. |
| Steve Holmes | 1 | | | | | Modelfying. |
| Les Knerr | 1 | 3 | 1 | | | |
| Terry Moore | 1 | | 1 | 2 | 1 | |
| Jim Schubert | 7 | 3 | 2 | | 1 | |
| Jeff Smith | | 1 | 2 | | | |
| George Stray | | 3 | | | | |
| IPMS-Seattle | 1 | | | | | Modelfying Collection, which attracted much favorable comment from attendees. |
| TOTALS | 23 | 16 | 8 | 4 | 5 | Seattle did well! |



*Photos of
John
Alcorn's
D.H. 9A by
Gary
Zuercher*



Italeri 1/72 Messerschmitt Bf 109F-2/F-4

by Jacob Russell

Italeri struck a popular chord among many modelers when they released their 1/72nd scale kit of the *Friedrich* Bf 109 variant. Perhaps due to its mere twenty months in Luftwaffe front-line service, few models of the F series have been produced in any scale, compared to the glut of kits of the E and G series. There is an elderly 1/72nd scale kit by Heller if you can find it (try Emil at Skyway), and an even more elderly kit by Jo-Han which assumes that the only difference between the Bf 109F and Bf 109G was the fuselage bulges over the guns. Arba produced an excellent resin and white metal model of Hauptmann Rolf Pingel's F-2 six years ago, which I believe is no longer available. InTech produce several Fs which were reviewed negatively in *Scale Aviation Modeler* (not having seen these kits I will refrain from further comment; they may or may not be Frog's ancient Bf 109F). Twenty years ago, Airfix released a good Bf 109F in 1/48th scale which is still available, and Hasegawa produces an excellent F-2 to the same scale. To my knowledge, that summarizes the available offerings and leads to my review subject, the Italeri F-2/F-4.

The Kit

The kit consists of 33 parts, of which four are clear, and the rest molded in light grey plastic. The quality of the moldings is uneven; on the one hand the detail of the landing gear, gear doors, and other parts is excellent. The panel lines are subtly engraved and **really** look good. On the other hand you have the main wheels which are grossly oversized and square-shouldered; they're completely inaccurate. The exhaust stubs are built into the fuselage halves, but the exhaust shields are separate moldings, a nice touch. Separate oil cooler covers for either the F-2 or F-4 variants are provided, and the wings come with cannons molded on to model Adolf Galland's cannon-winged F-2 "special." An alternate armored windshield is provided, as are a drop tank and rack.

The tail is molded in halves, and the rudder is a separate molding. Cockpit details, which are basic, include floor, instrument panel, control column, and a seat with molded-on seat belts. Some cockpit sidewall detail is molded into the fuselage halves, and wheelwell detail is molded into the upper wings. The propeller blades are molded individually, as are the spinner and spinner backplate. Decals are provided to model three planes, two F-2s and one F-4. The supercharger air intake is two-piece which is asking for trouble, but unfortunately that will be the least of your problems if and when you embark upon building this kit.

Assembly

Assembly begins with the cockpit components, which once put together are attached to one fuselage half. Super detailers should obtain Hi-Tech's excellent resin update for this kit which includes a new spinner, exhaust stubs, wheels, and a complete interior. Hawkeye Designs also offers several detail sets for Hasegawa's kits of G series 109s, which are applicable to the Italeri kit. The fit of the cockpit to the fuselage is poor, and in hindsight the best approach would have been to trim off the mounting tabs, glue the fuselage together, and install the cockpit from underneath. Italeri have decided for some reason to make the cowling halves separate from the fuselage, which guarantees fit problems. Patience at this juncture will reap dividends. Ditto the five-piece tail assembly. Failure on my part to dry fit the tail before attaching it to the fuselage with Zap-A-Gap meant that the tail was not only twisted side-to-side relative to the fuselage but also tilted uphill. Oops! my solution was to tear the tail off, taking with it a sizable amount of fuselage, sand the mating surfaces flat, reattach it, and fiddle with the fit. The fit between the fuselage and wings is fair topside and poor below; putty was used to blend in this junction, and my own effort was not especially successful. I have another example of this kit in this collection, so I'll have another opportunity to do it right. Only a small amount of filler was used on the wing junctions; there were two small sink marks on the fuselage near the wingroots which in my zeal to

finish something, *anything*, for the upcoming meeting I forgot to fill. Detail work included opening the cowling gun barrels and the cannon opening in the spinner. The rest of the kit went together without drama, or should I say is going together without drama because despite trying to rush things I'm not quite finished.

Decals

As mentioned previously, decals are provided for three variants – Adolf Galland's cannon-winged F-2 serving with JG 26 in France during 1941, an F-4 Jabo (short for fighter-bomber) from JG 2, France 1941, and an F-4/z Trop from JG 27, North Africa 1942. The decals themselves are matte, and of excellent quality and registration, have minimal carrier film, and include a complete set of stenciling for one plane. However no swastikas are included so raid your spare decals box.

Camouflage

I hope Italeri will one day dispense with color callouts for Model Master enamels and simply give RLM numbers for their paints – Light Ghost Grey on *my* Messerschmitt? Not likely, although to Italeri's credit they do give Federal Standard numbers to help those unfamiliar with RLM numbers. Succinctly put, the two French-based 109s are RLM 74/75/76, with a fuselage mottle of 70/74/02, and the African plane is RLM 79 over 78 with white nose, fuselage band, and wing tips. These options are decent enough, but I took my inspiration, and camouflage scheme, from an old set of French ABT decals which I picked up at Skyway (thanks again, Emil). The plane I chose to model is that of master tactician Werner Molders while he was Geschwader Kommodore of JG 51 in Russia during 1941. I have not yet determined which F variant is depicted, but I chose this option over the kit decals because this plane featured a yellow nose, wing tips, and fuselage band. I disagreed with the decal instruction sheet [*Always a wise move with ABT – Ed.*] which called for only the top of the cowl to be yellow, with the bottom in RLM 76. I have yet to see such a cowl, so I painted the whole thing in yellow using Polly-S acrylics and

Aeromaster enamels. The ABT decals were yellowed with age, so the only decals used from that sheet were the rudder kill markings and JG 51 badge. National markings came from the kit, swastikas courtesy of Almark (be careful with this brand of decals should you purchase them, as the entire sheet is covered in continuous carrier film) and the Geschwader Kommodore markings were from an excellent Repli-Scale sheet of Luftwaffe unit insignia. The kit decals snuggled down nicely with Micro Sol and Micro Set, and the other markings went on without any silvering thanks to Future Floor Wax. It took a very steady hand, but I managed to apply virtually all of the stencils from the kit decal sheet, losing only two very small ones – which for me is pretty good. And **none** of them silvered!

Accuracy

A word of thanks here to fellow IPMS member Gordon Erickson, who very graciously gave me volume 3.06 of Military Model Preview, which features a review of the kit. I quote here part of the review summary: "Billed as an F-2/4 when an F-2 cannot be built from the provided parts; rear canopy is too wide; shallow wing radiators; mismatched elevator hinge lines," etc.

This review is negative in the extreme and goes on at some length to detail the kit's shortcomings. Basically the spinner is too short and blunt, the landing gear plug into the wings when they should attach to the fuselage, the nose is insufficiently tapered when viewed in profile, and most egregious of all, fuselage station #5 panel line is completely missing and the radio access panel is one station too far to the rear. The model looks every inch a 109, but a little more care and finesse in the mold tooling might well have resulted in a kit which is spectacular rather than merely workmanlike.

Conclusion

Italeri are to be commended for producing a kit of the Friedrich, and despite the very real shortcomings of this kit, I have very much enjoyed building it. There are aftermarket detail sets from both Hi-Tech

and Hawkeye which address most, if not all, of the problems (of which I've only cited a few) inherent in the kit. As mentioned previously, there are not too many kits of the F out there, which for you in the modeling fraternity convinced that there are already too many 109 models to begin with, is not a bad thing. For we 109 fanatics, Italeri's offering will have to do, until they either retool it or Hasegawa does one. Build it and draw your own conclusions!

Web Sites of the Month

Museums provide information about and photos of potential modelling subjects. Here a few aviation related museums on the web.

USAF Museum

<http://www.wpafb.af.mil/museum/>

National Museum of Naval Aviation

<http://www.naval-air.org/index.html>

These are the official web sites for the two great American military aviation museums, in Dayton and Pensacola. Knowing full well that I'm going to get someone mad at me if I express a preference, I'll say that they're both well worth checking out. Both feature photos of virtually every aircraft in their collection; the USAF Museum site may be a bit more complete, as the Navy site sometimes has only older pictures (or no picture) for some of their aircraft. The USAF site has photos of the aircraft both standing outside and as displayed. I never knew their Ju 88 had Rumanian markings!

Air Force Museum (Monino)

http://www.infoart.ru/avia/company/monino/e_monino/index.htm

As in Russian Air Force Museum. One of the world's great aviation museums, and one which most of us are unlikely to get the chance to visit. Full details on everything that's on display, primarily Soviet, but also featuring aircraft such as the A-20, B-25, and one of only two original Sopwith Triplanes. A few more pictures would be nice, but it gives you the feel of the place, both indoors and outdoors (where else are you going to put an An-22?). A wonderful selection of

experimental and record-breaking aircraft, and the Great Patriotic War gallery (Hall 6) is one of the primo rooms on the planet.

Wings Over the Rockies Air and Space Museum

<http://www.dimensional.com/~worm/index.html>

This Denver Museum has been in the news recently because their rare B-52B was torched by an arsonist. A special page has been set up to follow the restoration.

Canadian Museum of Flight

<http://web.idirect.com/~cmft/index.htm>

This museum in Langley, BC, is small, but has an exceptional collection of aircraft, including a CF-100, CF-104, Lysander, and the only Handley Page Hampden currently on display anywhere in the world. Both the well laid out web site and the museum itself are worth a visit; the museum gift shop has one of the best (and most reasonably priced) selections of rare and out-of-production model kits I've seen.

Previous business:

The Formula One Modeling Website

beauty1.phy.olemiss.edu/~aitala/fl/flm.html

I would have mentioned this site in last month's WSOTM, had I known about it. In addition to providing news and reviews of many F1 kits, the F1 Modeling Website has just about the most complete list you could imagine of available (and out-of-production) Formula One kits, in all scales. In the same vein is...

Grand Prix Modeler's Association

home.earthlink.net/~kjs/gpmodels.html

Kevin Stewart's Grand Prix Modeler's Association site is chock full of news and reviews about all kinds of racing car kits, not just F1 models.

Shinden Floatplane

www.geocities.co.jp/Colosseum/2610/sshinden.html

Oh, yes, I promised you this a couple of months ago. An wonderful computer graphic, which must be seen by anyone fascinated by WW2 Japanese aviation. Not to mention the Twin Ki-46, or the Twin Zero, which can be seen on the same site...

World War II and U.S. Military Insignia Research

by Bob LaBouy,
IPMS #3064/Life

A few of us were talking recently about invaluable aids in researching various aspects of World War II and two sources popped up as the best available. One, *Life Magazine*, is considered by many modelers and academics alike as the best source of insight into that period. It contains a wealth of photographs that clearly illustrate our Nation's war efforts and the costly progress toward the end of the war in both Europe and the Pacific campaigns. But as important, especially for those of us performing any type of modeling research and study of the entire period of the late 30's through the 40's, is their general photographic coverage of life in America at that time. No other magazine is as rich in its photo-journalism and depiction of what life was like in America then than *Life Magazine*. Aside from a great index of the war years issues (with pictures and captions), the advertisements alone paint a graphic image of our country's war efforts and how industry was turned overnight from peacetime production into the highly productive war machine which Americans developed for the entire Allied cause. Most of the major American firms of the day illustrated their ads (usually with great drawings rather than photographs) showing products they were producing and how those impacted our country's war efforts. Not the least of these are from Boeing, Coke, Lockheed, and Studebaker.

At the core of this same type of research is that of the *National Geographic Magazine*. I have often heard modelers refer to the "issue" in which the National Geographic Society summarized all of the many insignia and decorations of the U.S. Armed Forces. This is slightly incorrect, as there were really four such separate issues published by the Society during WW II. The most known is that of the definitive *Insignia and Decorations of the U.S. Armed Forces* issue which was a special, revised issue published on December 1, 1944. That issue came in a gray paper cover

and not the usual yellow *National Geographic* cover. While this guide to US insignia was originally available (in '44) for 50 cents, it would be a worthwhile addition to most reference libraries at any cost these days. The Society reprinted it again in the 80's and I have been told it immediately sold out through advance subscription and I have not seen it for a while now. Just to give you some ideas about a few of the WW II years issues and contents that I found very useful, you might want to track these down:

June, 1943: Initial article on US Armed Forces Insignia, with over 991 illustrations in color and 58 pages of coverage. There is also a separate 12-page article on Aircraft Insignia, with lots of color drawings, some of which are later included in the Dec. '44 Reprint, but not all of them are included in both issues.

July, 1943: Two interesting articles, one featuring a long photo essay on our aerial supply efforts around the world (lots of C-46 and -47 photos) and a great article on the Navy's blimp program and hunting for U-Boats.

October, 1943: "The Heraldry of Heroism". A nicely done article outlining the just then authorized 376 wartime decorations, medals and service ribbons. This 35 page article and photos show some of the early Congressional Medal of Honor recipients including one being presented to BGen James Doolittle following his successful B-25 raid over Japan.

Dec, 1943: "Heroes of Wartime Science and Mercy" article covers most of the non-traditional (and some unknown) uniformed services of the U.S., including the USCG, ATC, CAP, Merchant Marine, etc. (334 color illustrations over 25 pages).

August, 1944: U.S. Army Air Corps gliders, Burma operations and notes from General Hap Arnold.

December, 1944: Insignia & Decorations of U. S. Armed Forces. This is the main reprint, culminating all of *National Geographic's* prior articles, with 159 photographs, 2476 illustrations in color, and over 190 pages. If you're at all

interested in World War II U.S. insignia, this is the whole "enchilada." Interestingly there is a photo of an Army enlisted man, Richard N. Ryan, receiving his battle commission from then-Major General George A. Patton—does anyone else wonder if this could be the same Ryan that was lost in Normandy....and seems to have created Mr. Spielberg's character?

February, 1945: Short article on "Insignia & Decorations of U. S. Armed Forces" (only 2-page narrative addition to earlier articles on this subject).

May, 1945: Two articles: "Survival at Sea" (mostly Navy and Air Corps) and Mulberry operations at Normandy.

August, 1945: *USS Princeton* at sea, with some great wartime color shots of both aircraft and ships in the Western Pacific campaign.

While this list does certainly not contain all of the wartime issues worth having or collecting, I hope it will wet your research appetite and provide you with other sources for contemporary World War II research. "Saving Private Ryan" certainly provides one with a wealth of (what appears to me to be correct and accurate) militaria background—all of which is in color. I only caught what I believe to be 3 small (and reasonable) errors in the movie when I watched it. There may be a few more, but I also got caught up in the movie's basic message and couldn't help but be spellbound by the movie's action.

Should anyone be interested, I stopped by the Half Price bookstore this morning and saw they had just received a whole set of almost brand new-looking *National Geographics* covering the periods of mid-30's through the late 40's. I couldn't believe how clean and nice they are. This book store chain, which many history buffs frequent, is a treasure trove and one shouldn't ever go there with a charge card of any kind, in spite of the prices. You can go crazy there. I also have a few extra copies of several of the issues I mentioned above and am willing to sell them to any IPMS members who contact me first. Give me a call if you're interested.

Academy 1/48th Mikoyan-Gurevich MiG-21MF Fishbed J

by Michael Benolkin, IPMS Albuquerque



The next installment of the Academy MiG-21 family has now arrived! The MiG-21MF Fishbed J was one of the most widely exported variants of the venerable MiG-21 family and remains in service with many Air Forces around the world. Unfortunately, the only part of this kit that is a MiG-21MF is the box art. The kit itself is the later model MiG-21bis Fishbed L.

The kit comes as five trees of light grey molded parts and a small clear tree with the clear parts. All panel lines and rivet details are nicely scribed.

The fuselage is still molded in four parts - two front halves and two rear halves. There is a new fret with two correct nose halves, a longer/deeper dorsal spine and new vertical stabilizer. But as Paul Cotcher pointed out on the rec.models.scale newsgroup, this kit is a MiG-21bis Fishbed L. Academy put the wrong dorsal spine and tail in this kit! The bumps in the rear fuselage halves that represent where the retracted main gear are stowed in the fuselage are not placed correctly. They were incorrect on the PF and they are consistent in this 'MF' kit.

A new canopy and KM-1 ejection seat are provided, but the cockpit is still spartan and begging for a resin replacement. The Neomega KM-1 seat is perfect for this aircraft and I suspect that someone will offer a resin cockpit tub for this version as well as for the MiG-21PF. Any takers?

The bumps on the wing still depict the version with the Fowler flaps which were common to early MiG-21PFs and standard with all of the MiG-21F and MiG-21F-13 models. The flaps and ailerons are molded separately so there are positioning possibilities. The good news is that the flaps and the wing-to-flap mounts are of the SPS (blown) type which are correct on this bird. To correct the wing bumps, remove the "bump" on the underside of the

wing between the flap and aileron cut-outs. DON'T remove the bump on the upper wing! Keep the leading edge of the flap butted against the wing and angle it down to the desired angle. Don't forget to open the holes just ahead of the flap and add part E9. This is the SPS flap actuator "bump". While you're at it, open ALL of the flashed-over holes on the lower wing, as you'll need to have two pylons per wing with the later MiG-21 versus only one per wing on the MiG-21PF kit.

The kit supplies the mandatory

GSh-23 23mm gun (crudely represented), though the GP-9 gunpod is still leftover from the MiG-21PF kit. On the externals lineup, in addition to the guns, Academy has supplied two 16-shot 57mm rocket pods (UV-16-57) and two 32-shot pods (UV-32-57); two external tanks (on this model, you can only use one and only on the centerline (if the GP-9 gunpod isn't already in place)); 2 infrared Atoll air-to-air

missiles (AAMs) and 2 radar-guided Atoll AAMs (the fins are incorrect on the AAMs).

The most common external configuration for the late model MiG-21 is with two IR Atolls on the inboard pylons (steal a pair of AIM-9Bs out of your Hasegawa Weapons Set), and three external fuel tanks (two on the outboard pylons, one on the centerline). Since there are only two tanks included with the kit, I'd pinch the spare tank out the MiG-21PF kit. For other configurations/ideas, check out the references listed below.

Markings included in this kit are for Soviet AF Black 28, Indian AF C2281, and Hungarian AF 9510. Since this version of the MiG-21 is one of the most widely exported around the world, you'll find a wide variety of interesting paint schemes and markings to choose from.

There are four choices for outstanding information on the MiG-21: *Mikoyan MiG-21MF Fishbed* (Lock On #21) by Zoltan Buza and printed by Verlinden; *Mikoyan MiG-21* by Bill Gunston and printed by Osprey; and/or, *MiG-21 Fishbed* printed by 4+ Publications, and/or *MiG-21 Fishbed* by Yefim Gordon/Bill Gunston and printed by Aerofax.

If you had your sights set on a MiG-21MF, all is not lost. The OEZ MiG-21 kit comes with three dorsal spines (MiG-21MF Fishbed J, MiG-21SMT Fishbed K, and MiG-21bis Fishbed L), two canopy options and a good tail. Stick the OEZ spine and tail on the Academy kit and you're back in the Fishbed J market.

Unfortunately, the only part of this kit that is a MiG-21MF is the box art. The kit itself is the later model MiG-21bis Fishbed L.

The only real problems I know of with the OEZ kit are the textured plastic which makes bare metal MiGs difficult to do without a lot of work, and the forward speedbrake boards which are too narrow. The weapons included with the kit are some of the best selections available for 1/48 Russian armament. If you also have the OEZ Su-25 kit, you've got a ton of Russian weapons options that can be used on many other kits.

Revell-Monogram Pro Modeler 1/48th Junkers Ju 88A-4

by Tom Rea

First Look

Upon opening the box you are presented with one rather large bundle of packaged parts. These parts are molded in light gray plastic and feature nicely scribed lines. There are two different colors of plastic, the fuselage is DML gray and the wings are slightly darker. Suffice to say, this kit's heritage as a DML/Dragon kit is very much in evidence. In order to keep costs down, Revell-Monogram has replaced the etched pieces with plastic; not a big deal but how am I supposed to bend the ammo belt without breaking it?

Decals are provided for four different aircraft. Mine were a tad out of register, which does not really surprise me as all RM/PM decals seem to be that way. You get to choose between an anti-shipping aircraft operating out of Italy wearing a tan/green/light blue with light blue and dark grey wavy lines; a standard Italian based bomber in a tan/light blue with green splotches camouflage; a Blitz bomber in the standard dark green/black green/light blue camouflage; and a Russian based aircraft wearing the standard dark green/black green/light blue camouflage. No doubt the aftermarket companies are working vigorously on new sheets.

Included with my kit were three-and-a-half complete canopies! Oddly, two of these are not used, at least according to the instructions. One of the extra canopies features the single aft facing MG and the other features the twin aft facing MGs. I understand that RM has more versions in store, which would explain the extra glass.

Those of you who are familiar with the DML Ju 88G series will be familiar with the parts layout and construction procedures. I think that you will need to pay close attention to the instruction sheet for this one. Then again, the instruction sheet is awfully cluttered. For some reason RM

chose to indicate that you need to remove all the little overflow tabs which is very distracting.

Like other PM kits, the instructions are sprinkled with detail photos of the real thing.

I really look forward to building this kit and with the recent release of the brand spanking new EZMask sheet (I was the first person to buy one) painting will be a breeze. I think the aftermarket companies will have fun with this one.

Construction Begins

Needless to say, construction starts with the cockpit. I hate to say that there are ejector pin marks everywhere! On the seats, on the side panels, on the floor.... Be careful with the seats as the instruction sheet is not that well illustrated. It looks as if both seats are the same. I painted the entire cockpit Testors Model Master interior black and when dry misted on a darkened gunship gray followed by a lighter mist of lightened gunship gray. This serves to give a bit of depth before drybrushing. Various switches were picked out in yellow, red, and white. Although dry-fitting indicated no problems, when it came time to glue the cockpit halves together I had to trim the cockpit floor on one side and at the back to get it to fit. There is a small box that sits on the side of the cockpit and the levers butt up against them.

The Fuselage and Wings

There are no locating pins on the fuselage. Therefore lining the fuselage halves up is going to take some patience. I used Tenax 7 and worked in sections. I ensured that each portion had set before proceeding with the next. I left off the clear parts until after I finished painting and I also will leave the vertical stabilizer off until I am ready to paint. I recommend that you install the little aft fuselage plug before you glue the fuselage halves together. The fit of the forward and rear fuselage halves was excellent. While I was waiting for the fuselage to dry I started assembling the wings and engines. The engines fit together really well. The wing molds are starting to show their age as the fit, while

not bad, wasn't as good as I remembered. I recommend you use a fast setting glue and apply firm pressure otherwise you will have a few gaps to fill. I used two different approaches in regard to the wing tips. For one I assembled as per the kit instructions and encountered large gaps on the undersides and the other, I glued the upper wingtip to the upper wing half and vice versa. The latter seems to be the best approach. The ailerons are separate pieces but I elected to cut off the tabs and mount them almost flush. I "think" you will have to fill in the small rectangle on the lower wing tip. If you check out the underside you will see an indentation that is not drilled out. Be sure only to drill out those holes that you will need. You can leave off most of the landing gear until you are ready to install them. I just added the base plate and firewall to the wings. The picture shows you to install the dive-brakes now although the written portion of the instructions tell you to wait until after you apply the decals. Perhaps it would have been better to have this in a final assemblies or "after you decal" box.

There are major problems with the wing/fuselage wing root! The profile of the fuselage wing root is different than that of the wing itself. Putty will be needed here. I removed the lower mounting tab on the right wing and this helped quite a bit.

The Clear Parts

The Ju 88 is known for the copious quantities of glass on the nose. Luckily EZMasks has just released a new set for this kit. So far, dry fitting had shown the glass to fit very well with just a small amount of sanding required for a perfect fit. The under fuselage gondola will give you some problems. I elected to apply each piece separately. Therefore I was able to trim away the lower portion of part Q8 to get it to fit the curvature of the lower fuselage.

Thoughts So Far

I have to admit that my pleasure with this kit is not what it once was. A funny thing to the mind. If this had been marketed as a DML kit (which it really is) I would be very

continued on page 11

German Army RECON Hummer

by Ted Wells,
IPMS/Watertown, NY

Since its inception in the early 1980s, the M998 - Humvee has taken on many roles in military, and now civilian, service. It has been deployed in several variations, from cargo/troop carriers, to anti-aircraft and anti-tank roles, to ambulance and radar versions. The Hummer also has been exported to several countries for service in their military forces. A prototype Hummer in German Service is the subject of this article.

I wanted to create a German Army RECON vehicle, using the Hummer as a basis. Though the Hummer has not yet entered into actual service with the German forces, it has been tested for various roles, including RECON. The U.S. has developed an armored cab troop carrier, which is not currently in active service with the U.S. forces, but is widely exported.

To model the RECON vehicle, I chose Italeri's 1/35th scale "Desert Patrol" M998 HMMWV, kit # 249.

This kit is the armored cab variant. The kit is pretty straight forward, and I built it basically out of the box, with only a few added details. As is usually found with Italeri kits, the fit was good, but still needed some adjustments. I did have to make some modifications to support the wheel mounts on the chassis. The locator pins on the chassis were very weak. The slightest pressure caused the pins to break off from the chassis, leaving it inside the wheel. Now what do I do? I only had to repair two wheel mounts, for now, so to fix this problem, I punched out four styrene disks from a plastic sheet. I used a regular paper hole punch, some high tech tool, huh? I first sanded the broken locator pins flush, on both the wheels and the chassis. I glued one disk to each hub, and the others to the chassis. I then glued the disks together. This added some thickness to the joints, but is not very noticeable. The only other adjustment needed was

some plastic strips around the seam where the Cargo cab meets the body. There was a slight misalignment on the cargo sides and rear, but with the plastic strip, is not pronounced. A few additions for detailing included a NATO radio unit, fire extinguisher, ammo boxes and a Land navigation "computer", for the interior. I simulated the navigation system using an old "TOW" missile launcher control box. I replaced the kit supplied 50 cal. machine gun, with a current German issue MG-34. I also cut the hatch in half, to show it open. The Hummer hatches bend in the middle when in the open position.

With an airbrush, I set to painting the model now, which I think is the most enjoyable part of building a model. I used Polly Scale acrylics for the all painting. I chose a pale gray interior color, using P.S. Israel gray. The color went on superbly, covering in just one coat. I picked out details on the dash, control panels, etc., with various colors. The seat cushions were painted rust. The chassis was painted Tarnished Black, with pencil lead rubbed on the frame to show worn metal. The tires were painted Grimy Black with some drybrushing to bring out the tread. The base color for the two tone camouflage scheme was NATO Tri-Color Green. This matches perfectly to current NATO vehicle paint scheme. I then gave the vehicle an overspray of Tarnished Black, in wavy lines.

Decals were pirated from Tamiya's modern military decal sheet. Spare ammo lettering decals were applied to ammo boxes, etc. A Unit Shield, a Griffin on a red background, was also placed on the right rear cab for color.

The kit was a joy to build, especially since I finished it. It now sits proudly on my shelf, parked with the other Hummer variants I so adore.

References:

Squadron # 32; *Hummer In Action*

Concord # 1018; *Modern Panzergrenadiers*

Ryton Press Books

by Bob Collignon, IPMS/Niagara Frontier

Ryton publishes a series of monographs dealing with WWII German armor. The series currently includes four books: (1) *Tiger I*; (2) *Tiger I and Strumtiger in Detail*; (3) *Panther* and (4) *Shutzenpanzer*. All are written and illustrated by two formidable names in armor publishing, Uwe Feist and Bruce Culver.

Each book is done in Squadron style large horizontal format, very heavily illustrated with black and white and color photos and drawings. The photos are both World War Two vintage and of museum vehicles around the world. Feist usually includes a beautiful color illustration or two.

The books are very much geared toward the super detailing modeler, with lots of vintage and contemporary detail photos and excellent line drawings. My only complaint about the series is that the history and descriptions of the photos and drawings is sometimes a little thin. I find myself wanting a bit more information.

Overall this is an excellent series of books. At between \$50 and \$100 they are not terribly overpriced for heavily illustrated books of this quality. If you can afford them, get them now, because each one sells out fast - very fast! In fact, all are now sold out by the publisher, but some distributors and retailers still have stocks. Squadron Mail order is advertising *Tiger I* as "found stock" for the first edition publication price of \$80.

Kits Wanted

1/48th scale P.P Aerokits Fairey Firefly FR.1 and Fairey Firefly FR.4. Contact William R. MacKay at 253-773-7961, or by e-mail at b_cmackay@msn.com

1/72nd Toko Sopwith Snipe. Contact the editor at 425-823-4658, or by e-mail at rallen@lwtc.ctc.edu

Revell-Monogram 1/32nd Panavia Tornado IDS GR.1

by Phil Brandt, IPMS/Austin Scale Modelers

Revell-Monogram craftsmen apparently started this project with a clean sheet of paper and have outdone themselves with a beautiful tool that instantly obsoletes the elderly European Revell offering. There seems to be no commonality of parts between the old and new kits; contours, dimensions and degree of detail all differ. I had hoped to salvage some of my expensive photoetched FlightPath detail set parts such as flaps and slats, but dimensions differ just enough to make scratch building about as attractive. And, I suspect that FlightPath may offer an upgraded detail set. About the only FlightPath parts that are readily usable are: the cast metal laser designator (if you're doing a British GR.1), etched cockpit sills and canopy details, the resin Sky Shadow ECM pod and various ejection seat embellishments, including photoetched buckle assemblies. I think the old Revell ADV version radome can be adapted to the new GR.1 forward fuselage to create a Mk.3, but extending the burner section a half inch or so for that version will be fun, since the old FlightPath resin extension doesn't even come close to matching the new, more robust empennage cross section.

Overall, molding is very crisp; the teeth of the cogwheels that rotate the thrust reverse doors are jewel-like. Engraving is sharp and delicate, easily the equal of Tamiya. New spoiler detail on the wings is beautiful. Two puzzling omissions in panel detail are the empennage sides and the top of the engine intakes. The distinct bottom panel engraving seems to gradually fade away to unmarked plastic as the empennage cross section contour changes to the vertical. And, there is a very faint trace of engraving on the intake tops which leads me to suspect that this may be a production molding problem in which the molten plastic isn't forced against the mold with enough pressure.

Some sink and ejector pin marks exist, but for the most part are in locations easily filled and sanded. One not-so-nice location is right in the center of the delicately engraved flat face attack radar antenna; your choice is to live with the U-shaped sink mark if you're going to go with the open radome option, or to flat sand the antenna, and lose all the detail. Rescribing the detail here would be next to impossible; perhaps an overlay of very fine screening would suffice. Revell has provided a completely detailed attack radar R/T unit with separate TFR dish and transmitter.

New multipart intakes have each been embellished with two shock wave ramps and a curved interior strake. The joint at the bottom rear of the intakes will have to be filled and sanded because it's definitely noticeable from the front. From the intakes back to the bulkhead with two jet engine compressor stages molded in is about five inches, and although R-M has arranged surfaces so that the great interior cavern is somewhat hidden, a simple curved divider from the intakes back to the engine bulkhead would have been a welcome improvement. Scratch builders can probably do the same thing with some thin sheet.

The cockpit has been significantly changed: new seats, bulkheads, instrument panels, consoles and black boxes and wiring behind the backseater's CRTs. Side wall detail is still absent. The seats, although greatly improved, could still use some extra detailing, especially the two hoses that emanate from the headrest and flow down to the side consoles. Revell-Monogram represents these with a fairly nondescript horizontal ridge which disappears into the seat back. More detailing would also be welcome along the canopy sides and on top of the seats; for instance the drogue chute withdrawal mechanism. Belts and buckles are molded in, but are not as well defined as they should be for max realism. And, leg restraints are missing. The canopy frame has an added interior layer of simulated metal which when painted gray, is meant to be seen from the outside.

Landing gear struts are outstanding, with all hydraulic hoses, etc., but no metal reinforcement. And, since the struts are done in halves, delicate seam sanding is called for. All wheel wells are much "busier" with structural details and plumbing than in the former version. Ditto for wheel hub detail. The wheels are also "flatted".

The speedbrakes and wells have welcome new detail, but the depth of the brake's central beam (where the hydraulic actuator attaches) should be much more pronounced.

The master modelers at R-M evidently looked more closely at their tape measures this time around, because the crisply detailed two-part burner can/petal assemblies are at least 1/8" larger in diameter. The enlarged aft fuselage burner housing also features added thrust reverse detail.

The refueling boom is fully detailed, and it may be built in extended or retracted configurations.

Decals are typical Monogram, very glossy, but not too thick, with two squadron versions (one a Marineflieger) and a nice assortment of stencils.

Lots of weapons (Sidewinders, German bombs); pods (recce, self-powered IFR, BOZ 107 chaff and flare and an ECM which is not the British Sky Shadow used in the Gulf); and external fuel tanks. I wish some gigantic JP 233 dispensers had been included, but then this wouldn't be a German Tornado.

Wing and fuselage pylons are well detailed; aftermarket decaling of the engraved panels and weapons ejection cartridges will add much to the overall effect. The wing pylons pivot independently. A recent post to the rec.models.scale newsgroup on the Internet notes that apparent missile pylon parts 157-160 are not mentioned in the instructions. It would seem that more Tornado versions, or at least different ordnance, may be in the works.

continued on page 13

Academy 1/72nd P-47D Razorback Thunderbolt

by Jack Morris, IPMS
Albuquerque

For over 20 years, the standard Thunderbolt in 1/72 scale has been the Hasegawa version. A fairly good representation, although not perfect, the Hasegawa kit has no cockpit detail. Its wing guns, which should be parallel to the ground, are aligned with the wing dihedral. Its horizontal tails are somewhat undersized, its landing gear struts are molded in fully extended (unloaded) condition, and of course, its surface detailing is sadly out of date.

The announcement by Academy that it was coming out with a new Razorback Jug was welcomed by the 1/72 modeling community with great expectation. After all, their recent Spitfire XIV and Hurricane II kits were outstanding new versions of kits that had been either poorly executed or unavailable in the past and were popularly priced in comparison to today's costly imports from Japan. With this kind of release, Academy turned around their early (and largely unjustified) reputation of turning out knock-off versions of other companies' kits, and emerged as one of the world leaders, offering a well-conceived and well-made line of new kits. Unfortunately, this new Academy Thunderbolt recalls the old criticisms in spades.

The new Academy P-47D Razorback Thunderbolt is virtually a part-for-part match of the 1970s Hasegawa kit. The part breakdown is identical and, except for the size and placement of the locating pins, the fuselage halves are interchangeable with their Japanese forebears. True, the surface detailing of the new kit is up to today's high standard and looks much better than the Hasegawa kit, but except for the cockpit interior, the warts of the Hasegawa kit remain while Academy introduced some new warts of their own. The new kit's machine gun barrels, a bit heavier in gauge (a trifle too heavy?) than Hasegawa's, still align with the wing dihedral. The horizontal tails are still not to scale. The

landing gear struts in both kits are identical but while Hasegawa's main gear strut covers were molded in one piece and can be cut apart for displaying the kit gear down, Academy's strut covers are molded as separate pieces. Since the main cover has overlapping members, it is now more difficult to shorten the part to scale. Academy's recessed panel lines are the best seen on any 1/72 scale Thunderbolt, but their right side panel line details are identical to the left side details. Unfortunately for us, Republic didn't do it that way between the firewall and the rear of the cockpit section.

As for the wings, the panel line scribing is excellent and, for the most part, accurate. Academy molded the pitot tube as a separate item, replacing the Hasegawa pitot which always seemed to break off during construction, but for some unexplained reason moved it from the left to the right wing! Fortunately, this is not a difficult item to correct. The notice on the box side announces the kit having detailed wheel wells, but says nothing about accuracy. This is really truth in advertising! True, the kit's main wheel wells are fully enclosed and the inboard part that intersects the fuselage is very well done, but the wing portions of the wheel wells have a nondescript cross-hatched grid and no other detail at all. This in no way represents the corrugated floor, wing structure, landing gear actuators and hydraulic lines that Dr. Kartveli stuffed in there. Since some (but only a very few) Razorback Jugs flew without wheel covers, exposing their naked six-spoke wheels to the world, Academy molded their wheels without covers. This would be an interesting option for the modeler of the esoteric perhaps, but unfortunately Academy's wheel spoke webs are way too thin and look nothing like Republic's hefty design. A set of optional covers for those of us preferring to do one of the more mainstream subjects would have been welcomed to cover those anemic looking wheels, but was nowhere to be found.

On the positive side, Academy has provided a nicely done cockpit which even includes a hefty looking armor bulkhead, far superior to Hasegawa's minimal effort. The R2800 engine face and the lower cowl

air inlet ducting look more like the real thing than Hasegawa's and two nice props are provided, a Curtiss-Electric and a Hamiton Standard, replacing Hasegawa's anemic-looking Curtiss-Electric type. Academy's realistic looking wing pylons are molded separately (Hasegawa's have to be shaved off the wings) and they vastly improved the quality of the underwing stores with a very nice pair of 108-gallon paper tanks and 500-lb bombs each. Academy also added a credible pair of "bazooka" triple rocket launcher tubes and two 75-gallon metal wing tanks, although a 215-gallon metal tank, most commonly seen on the belly pylons of P-47s in the ETO, would have been appreciated even more, as equally good 75-gallon tanks can be scrounged from of the any recent Mustang kits.

After all of its own errors are corrected, the new Academy Razorback P-47D kit yields a Hasegawa kit with mostly accurate 1990s-style panel line details. So if you want to add a Razorback Thunderbolt kit to your collection and even if you have a stack of unbuilt Hasegawa Jugs, as I do, Academy is an attractive, updated, and low cost alternative to what else is out there. But if you've been waiting for a correct Thunderbolt similar to what has recently appeared in that larger scale, you'll have to wait a bit longer. One must have to ask one question: if you were going to spend all the bucks for new tooling anyway, why wouldn't you do it completely right and really get one up on the big guy?

Pro Modeler Ju 88A-4

continued from page 8

happy with it but it is marketed as a RM/PM kit and I was expecting to see an Me 410, Me 110, or He 111 quality kit. It is obvious that RM did not have that much to do with this kit. I am curious to see what RM did in regard to producing this kit. I think all they did was slightly rework the instructions by adding some D&S photos.

Still, I like this kit and may be tempted to build another. I think I will wait until the aftermarket companies release a few sheets and some etch and then really have fun (?). I give this kit an eight out of ten.

Building DML'S 1/35 Scale V-2

**By Phillip Gore, IPMS
Birmingham, AL**

Background and History

During WW II the V-2 rocket was considered a terrifying weapon. Not because of the destruction it caused, but for the fear it generated over what the Allies thought it had the potential to do. Unlike the V-1 (Buzz Bomb), the V-2 was the first man made powered object to fly faster than the speed of sound. Once it was launched there was absolutely nothing the Allies could do to bring it down. Its actual effectiveness as a war weapon was very questionable. It did carry a one ton warhead in the nose cone section, but was not controllable. Since it incorporated no guidance system the Germans were forced to launch it at large cities, hoping to hit vital military targets. The predictable results were that most of the V-2's casualties were civilians. Over 9,200 people were killed or wounded by the 3,255 V-2s launched between 1944-1945. Add to this number over 20,000 slave laborers who were worked to death to build the rockets. At the end of the war Wernher von Braun (designer of the V-2) made certain that he and key members of his team surrendered to the Americans instead of the Soviets. The American Army was first to arrive at the V-2 base at Peenemunde, thoroughly looting its best technicians, drawings, and equipment. Parts for over 100 V-2 rockets (along with von Braun and his team) were sent to the United States. This was the beginning of the American space program. A new "rocket" test base was established at White Sands, New Mexico. The von Braun team was assigned to instruct the U.S. Army in the ways of modern rocketry. The first few V-2s launched were totally destroyed by re-entry impact, along with the scientific experiments they carried. It was determined that an explosive charge used to separate the nose section would cause the lower half of the rocket to become aerodynamically unstable. This produced a "tumble effect" and caused the

rocket to hit the desert sand with a greatly reduced velocity. Scientists started loading their experiments in the fairing sections of the fins and the survival rate of these experiments was greatly improved. Between 1946 and 1952 approximately 60 V-2 rockets were launched from White Sands. Scientific V-2 launchings were responsible for gathering much information including discovery of the Ozone layer, valuable data about the sun, and photos for weather forecasting. One V-2 was even launched from an aircraft carrier! This was from the U.S.S. Midway in September 1947.

The importance of the post war V-2 development can not be over-emphasized since the von Braun Redstone rocket engine, and the first stage rocket engines of the Saturn I are direct descendants of the V-2. Most of the White Sands V-2s were painted in various black and white checkered panel schemes. This was done for two reasons. First, it was easier to track a rocket painted in this scheme. Second, (believe it or not) von Braun was fond of the pattern and wanted them that way. These black and white paint patterns continued on every rocket he helped develop, including the Saturn 1B and the Saturn 5 Moon rocket.

Building the Kit

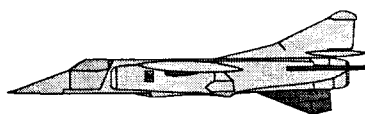
This model had 47 pieces (19 rocket/ 28 base) molded in medium gray plastic. All of the parts were very crisp with absolutely no flash. All of the panel/rivet detail was recessed and very neat. There were three tree sections, with two being identical. The instructions were very basic with sketch drawings of each assembly step. A "typical" WW II V-2 zig-zag paint pattern (with recommended colors) was also on the instructions. No decals were included. Test fitting the parts together revealed no major problems. While cleaning the parts, several round injector pin marks were noticed on some of the base support struts. The marks were so clean and neat that I left them as they were. The fins came as one solid piece, which I liked, but there were no location pins for them to fit to the rocket body! There was just a smooth

surface contact. After the parts were cleaned, I glued the main body halves together (total 4) that made up the lower and middle section of the rocket. While sanding the seam joint lines out I "lost" a couple of the vertical recessed lines (along with the rivets that were on each side of them). I did not replace them. I was not overly concerned about restoring the parts for two reasons. First, I'm not convinced that DML's panel lines are very accurate. Second, there is really no way for a modeler to accurately portray the "true" finish of a V-2. As Ricky Ricardo would say, "Let me splain". The Germans built their V-2s with heavy internal structural members. These internal members supported all of the rocket equipment (fuel tanks, explosives, etc.). The final step of construction was covering the body with thin pieces of sheet metal that were hammered into shape by camp laborers. Therefore, a "true" V-2 finish had thousands of tiny indentations all over its outside skin. There were a couple of small areas that had a rough finish at the base of the rocket along the fin lines. These areas were cleaned up (sandpaper/scruff pad) at this time. After the sanding was complete, the fins were located and glued into place. After washing all of the parts, 5-minute epoxy was applied around the joint between the fin and body to eliminate some minor gaps.

I always knew that if I built a V-2 it would be painted in a White Sands configuration. The black and white patterns, along the super sleek shape of the V-2 has always been a favorite combination of mine. The first items to be painted were the base parts, and Model Master olive drab was used. After a base coat was applied, a "light" olive drab wash was sprayed to give a more realistic appearance. Next, all of the parts were drybrushed with Model Master Dark Ghost and Light Ghost Gray. The many sharp edges of the base lent itself well to drybrushing and the effect really stands out. The base section was then assembled and mounted to a small wooden stand (5" X 5") I had previously stained and clear coated. Next the lower and middle section of the rocket were painted with Testors flat white. After the

base coat was complete, I airbrushed a medium gray wash over all the panel lines. After this was done, I resprayed the panel lines with a light coat of white to make the gray wash panel line accents more subtle. After the paint had enough time to fully cure (about 3 days), the bottom section was carefully masked off. After thoroughly covering the white areas, Testors flat black was applied. Before removing the masking tape, I accented the panel lines for the black sections just painted. This was done by airbrushing with a weak white wash. No flat black over spray was required. After the masking tape was removed, some minor touch up painting was required to make the sharp demarcation lines between the black and white paint as perfect as possible. The next parts to be painted were the separation ring (between the bottom and middle part of the rocket) and the nose cone section. These were painted with SnJ aluminum paint, and then oversprayed with a flat black wash to tone down the brightness. Finally, the main sections were assembled, with the bottom part of the rocket glued to the base first. After all of the parts were together, the entire assembly was given an overspray of Testors dullcote (50% dullcote/50% thinner). The actual contact points between the base and the rocket are very small, making a very weak glue connection between the two sections. This is not important if the model never has to move, but special precautions will have to be taken if the model is transported around (model shows, model meetings, etc.).

This was an excellent kit to build. It was very cleanly molded, went together easily, and looks impressive when finished. The only minor pitfalls have been mentioned above. Since this is in 1/35 scale, it would be an ideal candidate for dioramas, although I have not seen this kit in one. Rate this model a nine out of a possible ten.



Revell-Monogram Tornado IDS

from page 10

The overall quality of this new Tornado would make it an excellent OTB project. At \$36.25, R-M has a whole lotta value goin' on. I highly recommend this kit.

References:

Lock On Number 12, *The Panavia Tornado IDS*, Verlinden Productions

Aeroguide Number 4, *Panavia Tornado GR Mk 1*, Linewrights, Ltd.

Panavia Tornado in Action, Squadron/Signal Publications No. 111

Aftermarket Decals:

Flightpath GR.1 Gulf War sheet: three sharkmouth schemes with female logos, mission symbols, stencils and muted insignia

Flightpath RAF Tornado F.3 sheet: four schemes w/muted insignia

A Technique for Painting "Aotake"

by Mike Fleckenstein,
IPMS/Washington DC

"Aotake" is a color which is basically a transparent preservative which was sprayed over the bare metal on Japanese aircraft interior spaces. It was tinted blue or green so the painter could see which areas had been covered. I have tried to duplicate this effect by spraying Tamiya translucent blue or green lightly over silver. The result is rather too intense for a small area such as a cockpit interior. After some experimentation I have developed a procedure that yields a subtle and convincing result.

First, paint your interior, wheel wells etc. silver. Now, mix a few drops of grey-green lacquer (Floquil RLM gray is

recommended) or blue-grey (PRU blue) into some thinned Testors dull coat. From a distance of about six inches, mist this mixture over the silver base coat with your airbrush. The tinted lacquer mixture will leave you with just a hint of color over the silver, which closely resembles what a sprayed preservative would look like.

Revell 1/35th Land Rover 109 Series III

by John Harris, courtesy RMS

One of the few kits of modern British 'softskin' vehicles has at last been re-released in 'standard' form. This kit has been seen before in 'safari form' and latterly in SAS guise. Revell have opted to produce the vehicle in long wheel base (lwb), though in Series III form, which are currently being retired from British Army service. The kit follows the Italeri original, but with the addition of two extra sprues containing a molded canopy, tools, doors and correct bumper for this version. A basic interior is included (left hand drive only), but includes three front seats, steering wheel, and column controls. The rear of the vehicle is fairly bare, though the kit does not include the option for radios (the fitted for radio (FFV) version), which would have been nice. No engine is included, though most of the transmission is there. The lack of an engine is a pity since the bonnet (hood) is separate. No less than five decal options are included: Royal Irish Rangers (Dartmoor Training Area 1986), 4th Armoured Brigade (Operation Desert Storm February 1991), 19 Field Ambulance (UK 1984), Royal Air Force (BFG 1986), Grenadier Guards (Op. "Iron Hammer" 1988). All include suitable number plates and minor markings, and all are green, green / black, except for the Desert Storm version, which includes black chevrons for the doors. The main omission is the frame that seems to be behind the front seats of most Land Rovers in Army service, though the kit could easily be built as a civilian vehicle.

AMT/ERTL 1/20 McLaren M8D Can-Am

by Kevin J. Stewart,
Grand Prix Modeler's Association

The news that this kit would be re-released was a big surprise to me. Given the usual lack of responsiveness by manufacturers, licensing problems, and other glitches that keep us from seeing the models we want, I was skeptical. Then there were rumors the kit would never see the store shelves. But as soon as it arrived, I snapped one up.

The package art is as it was in the original kit, with only the addition of corrected manufacturer's information. Keep in mind that the original of this kit was itself a re-release from the early '80s. The most noticeable change is a sticker on the top of the box that corrects the "MOLDED IN ORANGE" notation to say "MOLDED IN GRAY." I guess they missed that detail when they corrected the box art!

Opening the box reveals many parts, some of which are very nicely detailed. The body is a one-piece shell that is very smooth. It has several molded-in details, such as the front fender fences and rivets, mirror attachment points, ducts, and rear louvers. The body is fairly thick, and it's apparently exactly the same thickness as the original.

The bottom of the tub has great rivet detail, as does the cockpit insert. The other chassis pieces are well-molded and detailed, with just a bit of flash here and there. A few pin-marks are evident, but they're not obtrusive and there are almost no sink marks anywhere on the chassis pieces.

The engine is really nice. It has a texture molded-in to simulate the rough iron block casting. The rocker covers are chromed, with the same texture. The transaxle has lots of molded detail also. You may want to replace the exhausts, however, since they're very rough moldings that don't look realistic at all.

The wheels are gorgeous. Anyone who built this kit as a kid will remember how easy it is to make them look real. All they need is a black wash to bring out the details. And the tires are a pleasant surprise. They come without the usual soft sprue attached, so you don't get those ugly stubs and distorted surfaces. Tire lettering and tread are finely detailed also.

So what are the problems with this great kit? The first thing I noticed was that the decals are still wrong - they're from the M8B kit. The original M8D had the correct decals, with numbers and scripts for Denny Hulme and Dan Gurney. The old re-release had it wrong also, I'm told. If Fred Cady doesn't have a correct set someone else will make one.



The chrome is also overdone, but that's not a serious complaint. Those of us who don't want it will strip it, and others will give it the out-of-the-box treatment and leave it on. The instruction sheet is minimal, and it's new. Strangely enough, there's a note that says it's a reproduction of the original MPC sheet. It's not, and it's easier to follow for assembly order. I'm not sure about the color call-outs, so check the references listed below for help.

Overall, this kit is excellent. They don't make 'em like this anymore. As I remember it goes together very well. If you want to go nuts on the detail and cut open the bodywork, beware. I've heard you have to scratch build some hinges and frames for

the doors to make it all hold together. Another option would be to insert pins in the front and rear body pieces then fit them into the doors. Maybe I'll try it . . .

I give this kit a 10, because it's a must-have. Thanks to AMT/ERTL for bringing it back.

References

These are the best references I could find for the McLaren Can-Am cars:

Can-Am by Pete Lyons, Motorbooks. On page 130 there's a great b/w detail shot of chassis and engine. Page 166 shows Dan Gurney's number 48. Page 161 shows an M8B that has different engine colors, but the chassis details are probably the same.

The Speed Merchants by Michael Keyser. On page 117 there's a good shot of Dan Gurney's no. 48 showing the tub, steering wheel, intakes, wing supports, etc. Page 146-147 is an overhead shot of the grid at Watkins Glen (the caption is wrong, those are obviously M8Ds).

Racer Magazine No. 4, Aug. 1992, pg. 52. Good exterior shot that also shows some detail of

the engine intakes, exhaust, wings, etc. (Thanks Tom Hiatt for finding this and posting it on your reference page).

McLaren the Grand Prix, Can-Am, and Indy Cars, by Doug Nye. No decent M8D shots, but the best example of the McLaren Orange color is said to be shown on pages 77 and 78 in the top photo of an M8F. The color is said to be a papaya color, and the closest match I know of is MCW No. 2070. If you disagree, don't flame me. Just read the discussion in the r.m.s. digest.

Mike Stucker's Can-Am series is a great source of information: *Can-Am Part 1*.