



VOLUME 1 NUMBER 9

SEPTEMBER 2013



The Georgia Mountain Modelers is a Chapter of the International Plastic Modelers Society (IPMS/Georgia Mountain Modelers 03-47). Our club meetings are in a relatively loose, informal, conversational format. IPMS/USA is an organization dedicated to the fun of Scale Modeling. In January of 1964, Jim Sage, from Dallas, Texas, was invited to form an independent and equal branch of IPMS/UK, and soon IPMS/USA was born. There are now chapters of IPMS all over the world. Many Local Chapters and Regions sponsor Model Shows & Contests every year. You do not have to be a member to attend the shows or our local club meetings. But, you will need to be an IPMS member to enter models in any of the National IPMS events. You can join at the IPMS/USA website... <http://www.ipmsusa.org/index.htm> . Our chapter is a part of IPMS Region 3, you can learn more about our region, and the other clubs located in the region, at <http://ipmsregion3.org/index.html> . If you are not an IPMS member, we HIGHLY recommend that you join the organization.

Memberships are available in several types:

Junior: 17 years old or Younger, \$12.00 per year

Adult: 1 Year \$25.00

**Payment Information:** Online Payment may be made via Credit Card only.

Applications using payment via Check or Money Order should be printed and mailed to:

IPMS/USA

Dept. H

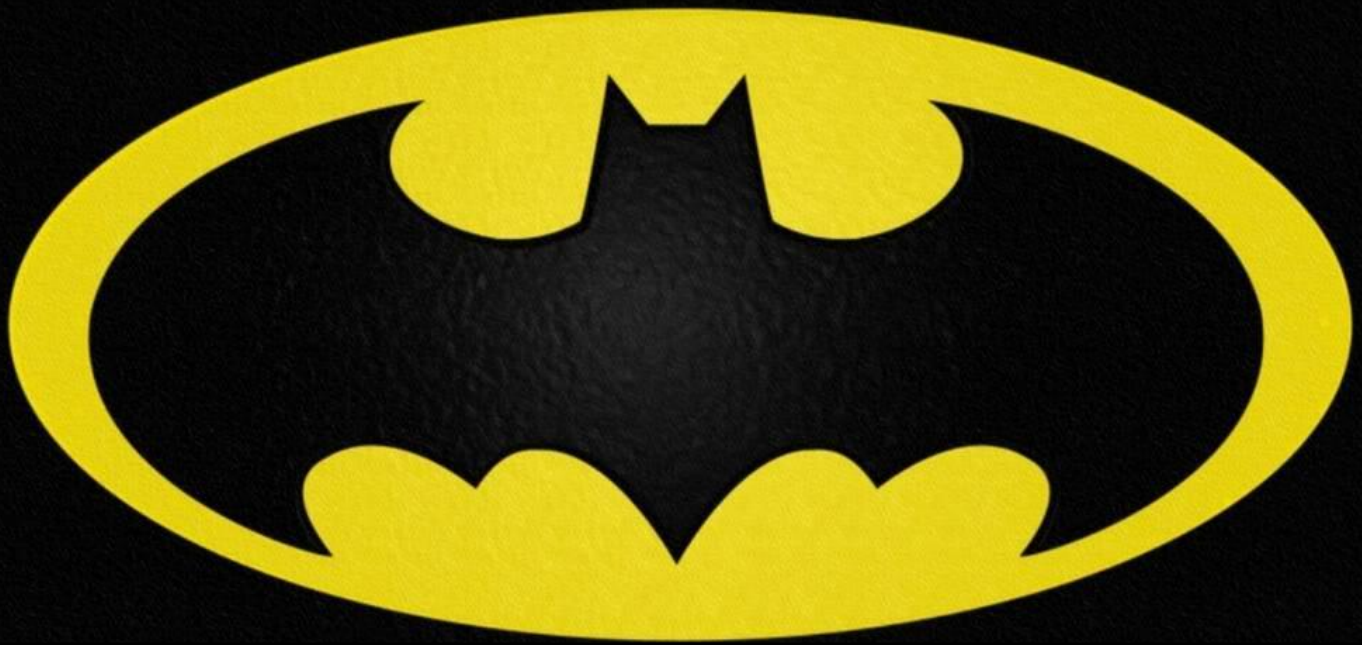
PO Box 2475

N. Canton, OH 44720-0475

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager, **Ms. M.J. Kinney**, at [manager@ipmsusa.org](mailto:manager@ipmsusa.org)

A schedule conflict has necessitated a change in our meeting date. We are so fortunate to have this meeting space, so a bit of discomfiture is a small price to pay.

## Next Meeting Date Change



Tues, October 22

Same Bat-time, Same Bat-place

## CHAPTER OFFICERS

President	Perry Downen	678-231-7025	<a href="mailto:pdownen@bellsouth.net">pdownen@bellsouth.net</a>
Vice President	Paul Cohen	954-234-4846	<a href="mailto:LTCHOP@Bellsouth.net">LTCHOP@Bellsouth.net</a>
Secretary	Steven Hall	706-769-0391	<a href="mailto:shall959@att.net">shall959@att.net</a>
Treasurer	Leo Dashievskiy	770-403-7440	<a href="mailto:leodashevskiy@gmail.com">leodashevskiy@gmail.com</a>
Sergeant at Arms	Ed Shelnutt	706-546-7274	<a href="mailto:ed.shelnutt@gmail.com">ed.shelnutt@gmail.com</a>
Club Contact	Chuck Davenport	770-725-4031	<a href="mailto:bgdavenport@bellsouth.net">bgdavenport@bellsouth.net</a>
Newsletter Editor	Chuck Davenport	770-725-4031	<a href="mailto:bgdavenport@bellsouth.net">bgdavenport@bellsouth.net</a>

## WEB SITE NEWS

**GMM is now on Facebook! Join us for the “after hours” conversation and fun at:**

<https://www.facebook.com/groups/479334665478654/>

**No politics, no social issues, no nastiness...just some excellent modeling camaraderie!**

## NEXT MEETING

**Tuesday, October 22, 2013, @7PM**

**Northside Hospital Bldg, 1400**

**140o Northside Forsyth Dr, Cumming**

# IN THIS ISSUE



1. HEAD SHED RAMBLINGS- BY GMM PRESIDENT PERRY DOWNEN

2. NEW STUFF

3. CALENDAR OF UPCOMING EVENTS

4. GMM HOW-TO **PAINT ANIME EYES** PRESENTED BY  
LEELAN LAMPKINS

5. GMM HOW-TO **BUILD AN ELECTRIC  
TOOTHBRUSH SANDER** BY EDITOR CHARLES DAVENPORT

6. SHOW AND TELL

7. HISTORY 101- CONCRETE ARROW

8. HISTORY 101- KILROY WAS HERE

9. MODEL KIT REVIEWS

## *Aircraft Masterpiece*

---

On the cover of November 2013 Aviation History is a beautiful picture of a Supermarine Spitfire Mk.IIa. It is up on its starboard wingtip in a steep turn showing off those graceful elliptical wings. One of the feature stories in the magazine is entitled R. J. Mitchell's Masterpiece - Spitfire.



"Masterpiece." What is it about this aircraft that makes the author, Nicholas O'Dell, refer to it as a "masterpiece"? The dictionary defines "masterpiece" as a supreme achievement; done with extraordinary skill; or something superlative of its kind. We know that the pilots who flew the Spitfire found it to be extraordinary. Countless books and articles have been written about the Spitfire's achievements. Modelers like the Spitfire so much that you cannot go to a model show without seeing several of them on the table. Yes, the Spitfire certainly meets the definition.

But, what other aircraft through the years can be referred to as a "masterpiece"? Yes, I know this smacks of the common and frequently asked questions, "What is the most graceful, or the most popular, or the most this, that or other?" To be called a "masterpiece" probably includes all these adjectives rolled into one word. There is no quantifiable definition of "masterpiece". It is strictly subjective - "I'll know it when I see it." It's simply one person's view compared to another person's view.

Besides the Spitfire what other aircraft come to mind as being a "masterpiece"? Here is a list of five that I call masterpieces and my reasons for listing them, based on the above definition. These are not in any order.

Supermarine Spitfire - Graceful lines very pleasing to the eye; excellent performance; the huge impact it had during WWII; and its longevity - 1936 to 1961.

Boeing B-52 - Not truly a "B.U.F.F", rather somewhat streamlined; the tremendous bomb load and destructive power it can carry; unique in the bomber category and still going strong after 58 years.

Lockheed SR-71 - This aircraft is truly a supreme achievement by Lockheed designers and engineers; extraordinary performance likely not to be duplicated in our time.

Tupolev Tu-95 - The longevity of this aircraft is amazing, still in service since 1952; graceful looking; very versatile; fast and high flying.

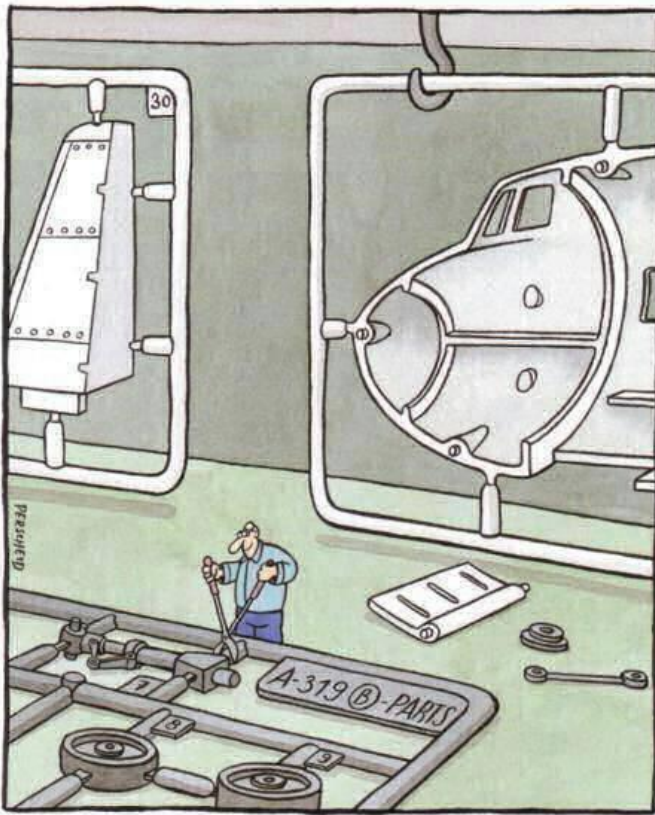
Lockheed C-130 - The basic design must be nearly perfect - still in production after 56 years; design characteristics used by a number of manufacturers across the world; durable and extremely versatile.

I know there are many other examples that could be on this list. By the time you have read this far you probably have thought of your own list. Go on our Face Book page and list them. Let us see what aircraft you consider to be a "masterpiece". I'm sure it will stimulate some comments and discussion as mine do. We might be able to suggest to Mr. O'Dell the subject of his next aircraft "masterpiece" article.

# NEW STUFF!



I covered this rather remarkable feat of aeronautical construction in a previous issue of Bits & Pieces. Now, this 1/3 scale B-17 is nearing completion and first flight! [Bally Bomber facebook page](#)



From former IPMS/USA 1<sup>st</sup> VP John Noack comes this funny reminder of the kid in all of us. As it regards Airbus, perhaps that company doesn't have enough parts in their planes for them to fly properly.

Juergen's job at Airbus was exactly like his childhood dreams.



**Marine Carrier Quals. Thrill a minute!**

[http://player.vimeo.com/video/31549908?autoplay=1\\*\\*\\*\\*\\*](http://player.vimeo.com/video/31549908?autoplay=1*****)



**GMM President Perry Downen found this url for the car guys, and museum buffs in general. This guy is rather famous.**

<http://kithanecarclub.com/brown/brown2.html>



**The lady bought the car new and has been driving it for 57 years!**

<http://www.youtube.com/v/QwcRG2aEi3s>





Via Leelan Lampkins comes this interview with Bob Burns. Now, if you don't recognize the name, but love sci-fi/horror flicks, then you'll enjoy this revealing interview.

[http://www.thedigitalbits.com/columns/my-two-cents/080713\\_1400](http://www.thedigitalbits.com/columns/my-two-cents/080713_1400)

**Google Earth This Coordinate set: 53 10' 37.44n, 158 26'26.10e**

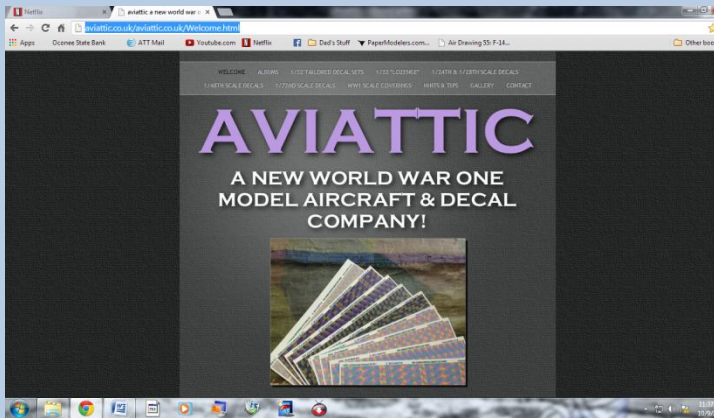


Watch this video to get a look at an incredible model. <http://www.chonday.com/Videos/the-writer-automaton>



MicroMark is selling a table top vacformer just perfect for canopies and other small objects. That platen set up sure reminds me of the Mattel Vacuform, and the size is right, too. It's \$150, not a bad price. But, I found the same machine on Ebay for much less.

[http://www.micromark.com/compact-vacuum-forming-machine,11244.html?ns\\_md=Email&ns\\_sc=Marketing&ns\\_cn=13WS067&ns\\_pc=13WS067&utm\\_source=Marketing&utm\\_medium=Email&utm\\_campaign=13WS067](http://www.micromark.com/compact-vacuum-forming-machine,11244.html?ns_md=Email&ns_sc=Marketing&ns_cn=13WS067&ns_pc=13WS067&utm_source=Marketing&utm_medium=Email&utm_campaign=13WS067)



The company is new with limited offerings, but if they build their product line as they intend, it's going to be doozy!

<http://aviattic.co.uk/aviattic.co.uk/Welcome.html>



Here's a video which demonstrates why aircrews were reluctant to ditch a B-24

<http://www.youtube.com/watch?v=WjadMxpXprk>



This is a fan-created animation depicting the Khan backstory. It's a Star Trek TOS thing. It's really well done with only one rather glaring error. The video depicts the launch of Botany Bay without a shroud for the cargo bay, a big no-no unless one wants dynamic pressure at Vmax to tear the whole rocket to shreds. But, other than that, anyone who enjoyed Into Darkness can easily overlook this scientific faux pas. <http://www.youtube.com/watch?v=sKtieXEBLcE&feature=youtu.be>

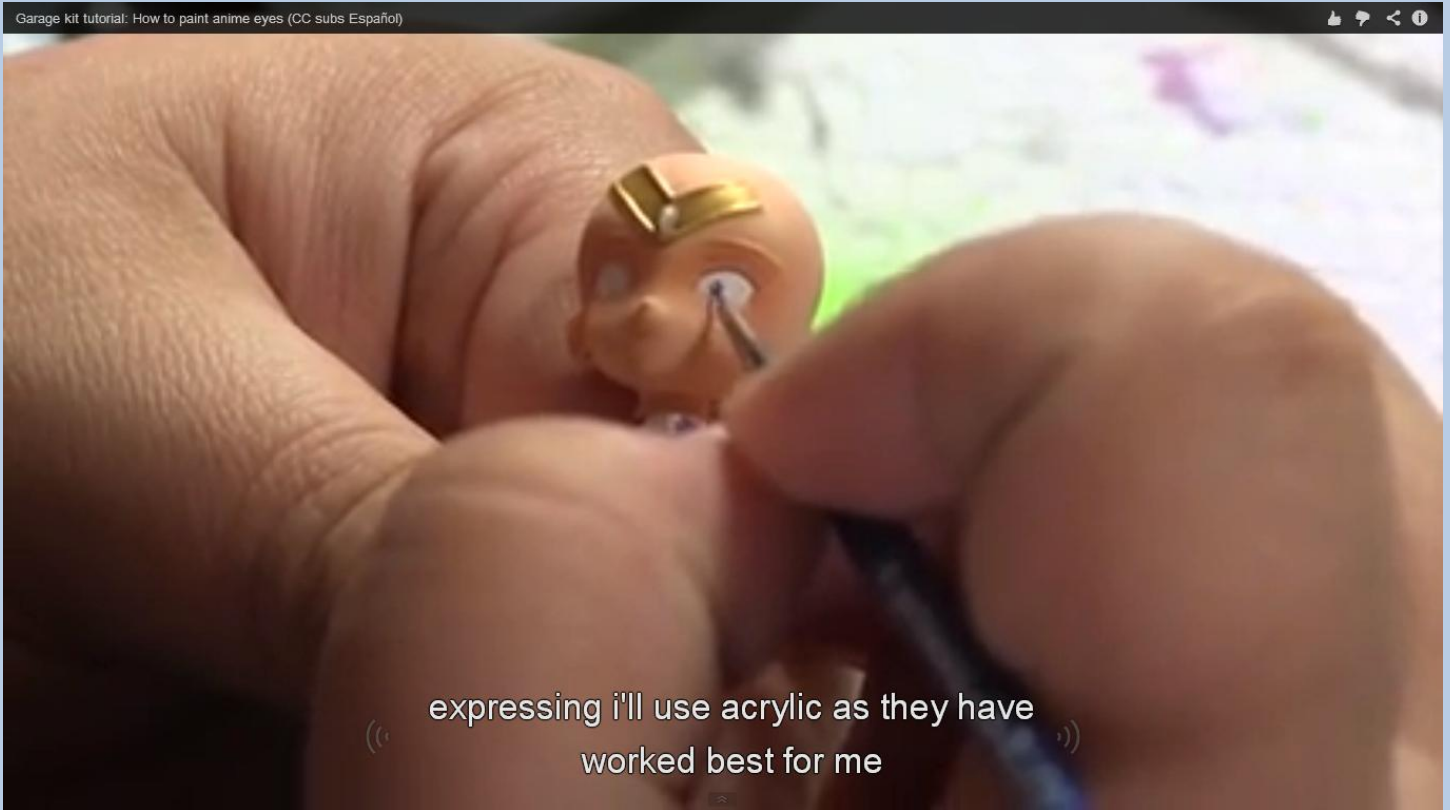


**“Assembly” is a Chinese film currently on YouTube. The movie also employed action and effects team from Korean war film “Taegukgi,” which was an outstanding Korean War film! Assembly is among the first Mainland-produced films to portray the Chinese Civil War in a realistic style. The film is an adaptation of the novel Guan Si (A Legal Case), which is based on the real-life account of a veteran army captain upholding his company's honor. The extent to which the film portrays an accurate accounting of the war is anyone’s guess. But, the action, special effects, and acting are well worth the 2+ hours of the film. With English subtitles, it’s a bit difficult to watch while modeling, but it’s doable!**

[http://www.youtube.com/watch?v=aNliBy\\_Z2Ag](http://www.youtube.com/watch?v=aNliBy_Z2Ag)

# GMM HOW-TO

Paint Acrylic Eyes (presented by Leelan Lampkins)



<http://www.youtube.com/watch?v=meGMEpbRL70>

# GMM HOW-TO

## **Build an Electric Toothbrush Sander** by Bits & Pieces Editor Chuck Davenport

I wish I could say that I am the originator of this idea, but I am not; there are a number of online tutorials for how to accomplish this time saving and useful tool. It's especially effective sanding seams without removing the surrounding detail. You can easily change the sanding pad to any shape you desire.



Acquire an electric toothbrush. This is one Steve Hall gave to me for modification. I purchased a little \$4 item at WalMart for my own use.



Use a fresh #11 blade to cut the bristles while the brush head is turning: makes for easier cutting. Personal preference: I use surgical steel #11 blades instead of the more common #11 blade because the latter are made from recycled steel and are not hardened to the same Rockwell/Brinell hardness rating as surgical blades. This means the surgical blades hold their edge far longer than the #11 hobby blade.



**This is how the brush head should appear once the bristles have been cut.**



**Cut a round disk from .040 plastic card and glue it into place using Goop or contact cement. Nothing else works because the bristle head is made from a polycarbonate type material to which other adhesives will not adhere. What is the diameter of that disk, you ponder? Fellow GMMer, Ed Shelnuitt discovered the easy answer. Go to the next photo for the "secret."**



**I don't think it matters which side of the hook & loop (h&l) material you apply to the sander. You will adhere the other side to a selection of sandpaper grits. This 5/8" diameter, pre-cut h&l dots are available at WalMart and probably many other locations as well.**



**This is the finished sander head.**



**The downside to using the electric sander is when you are wet sanding. That rotating head slings water all over the place. I made a bracket from clothes hanger wire to hold the water bowl inside a trash can.**



# GMM HAPPENINGS

10/19/2013 **Alabama** **USS ALABAMA MODELEFEST 2013**  
 MOBILE USS ALABAMA BATTLESHIP MEORIAL PARK  
 Region 3 2703 BATTLESHIP PARKWAY (CAUSEWAY US 90) [Map](#)  
 MOBILE AREA MODELERS ASSOCIATION  
[EDWARD W DANIELS](#) 251-689-8046

**10/22/2013**

**GMM club meeting**

11/26/2013 GMM club meeting

Christmas Club Meeting TBD

1/10/2014 **Tennessee** **ModelCon 2014 (Region 3 Regional**  
 To Chattanooga **Convention)** [www](#)  
 1/11/2014 Region 3 Chattanooga Convention Center  
 1150 Carter St [Map](#)  
 Chattanooga Scale Modelers  
[Mike Moore](#) 423-596-5130

4/5/2014 **Alabama** **IPMS Phantom Phlashers Phantom Phurball 2014** [www](#)  
 Anniston Anniston City Meeting Center  
 Region 3 1615 Noble Street [Map](#)  
 IPMS Phantom Phlashers  
[Will Nichols](#) 205-616-5499

5/10/2014 **Georgia** **IPMS Atlanta Con 2014** [www](#)  
 Marietta Marietta, GA - IAM Local 709 Union Hall  
 Region 3 1032 South Marietta Pkwy SE [Map](#)  
 IPMS Atlanta  
[Bill Johnston](#) (678) 308-7308

6/7/2014 **Georgia** **ScottCon 2014** [www](#)  
 Warner Museum of Aviation  
 Robins 1942 Heritage Blvd [Map](#)  
 Region 3 IPMS/Gen. R. L. Scott  
[Bill Paul](#) (478) 929-3210

Dates and information on Contests & Events will be added as they become available

# SHOW AND TELL



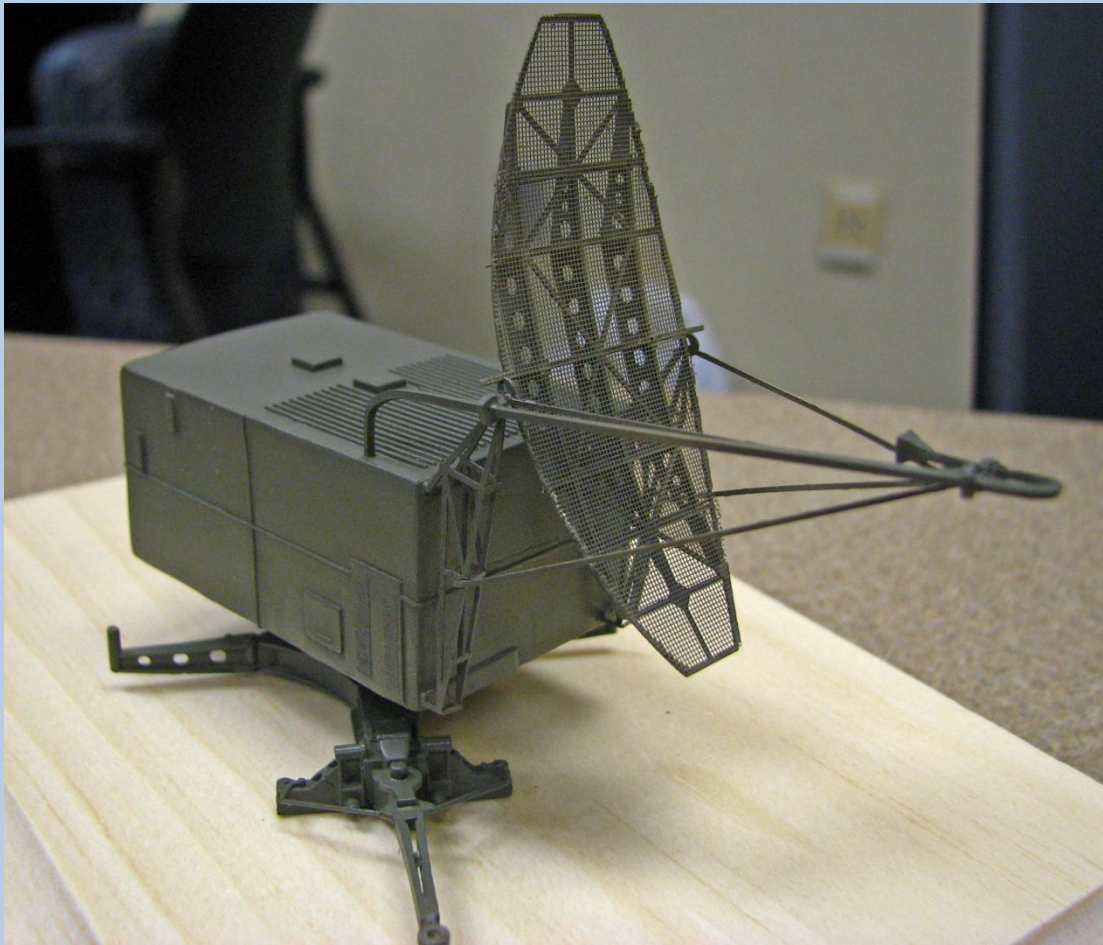
Here's Perry Downen's Ki 67 Peggy underconstruction.



Bill Richter's SB2C-4 is well underway!



Another masterpiece, Samurai Warrior, from Chris Fontenot



**This is Leo Dashievskiy's 1/144 PRV-10 radar unit, definitely a unique modeling effort!**



**Greg Kimsey's Academy Spitfire**



**Here's Jim McWhorter's fabulous Headless 25 Pdr Field Gun, Jim's UFO build! Below that are a couple of his military figures, Imperial Japanese Army in 1/35 scale.**



**And another of Jim McWhorter's figures, this one is British Infantry, Normandy 1944.**



Paul Cohen's B-17



**Eduard Photoetch for the 1/32 B-17 and P-61 brought in by Don Haugh. I don't understand; those aircraft didn't float very well, much less being able to submerge and surface again.**

# Model of the Month



**Kudos to Chris Fontenot for his beautifully rendered  
Andrea Miniatures Samurai warrior.**





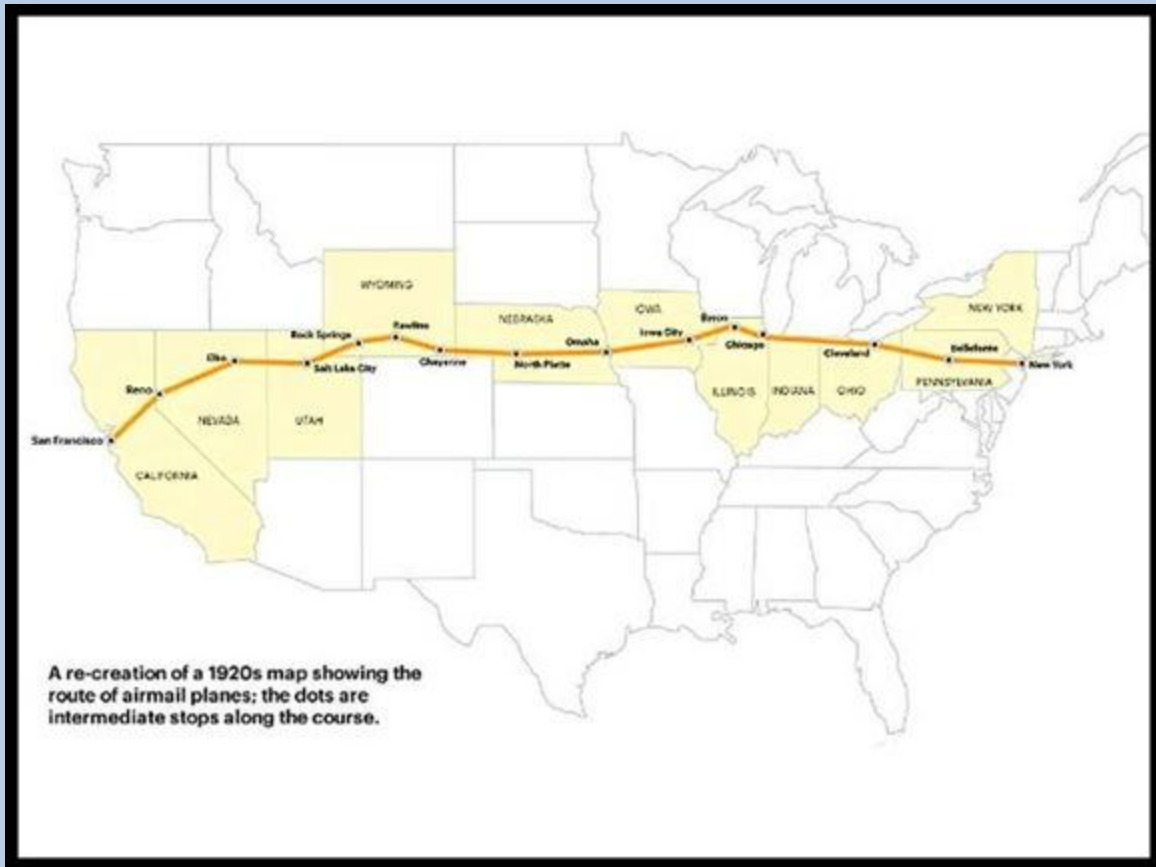
**This Really Exists: Giant Concrete Arrows That Point Your Way Across America...**



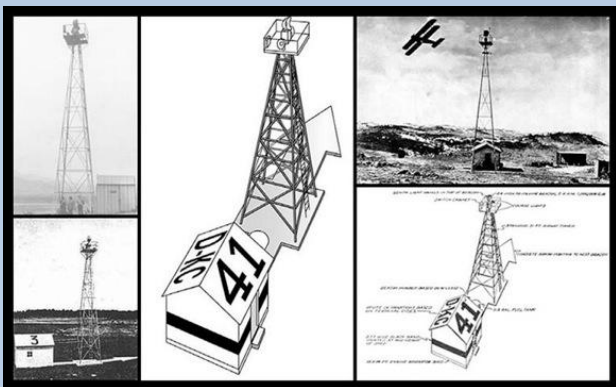
**Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere.**



**What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals?**



No, it's... The Transcontinental Air Mail Route! On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.



The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon.)

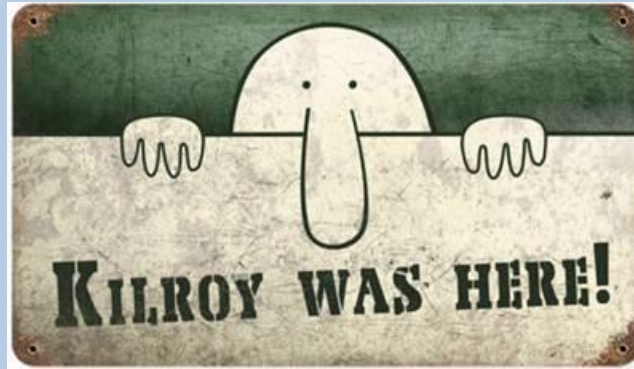


Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so. Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York,

and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.

**But they're still out there.**



**Presented by GMM President, Perry Downen**

He is engraved in stone in the National War Memorial in Washington, DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known-but everybody seemed to get into it. So who was Kilroy?



In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

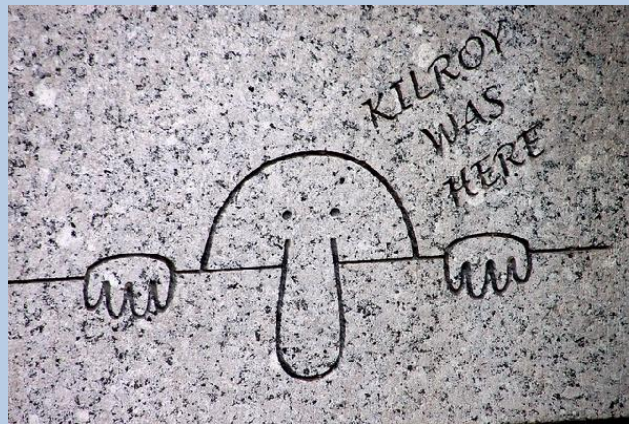


'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around & check on the number of rivets completed. Riveters were on piecework & got paid by the rivet. He would count a block of rivets & put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through & count the rivets a second time, resulting in double pay for the riveters.



One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, & asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can & brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS

**HERE' in king-sized letters next to the check, & eventually added the sketch of the chap with the long nose peering over the fence & that became part of the Kilroy message.**



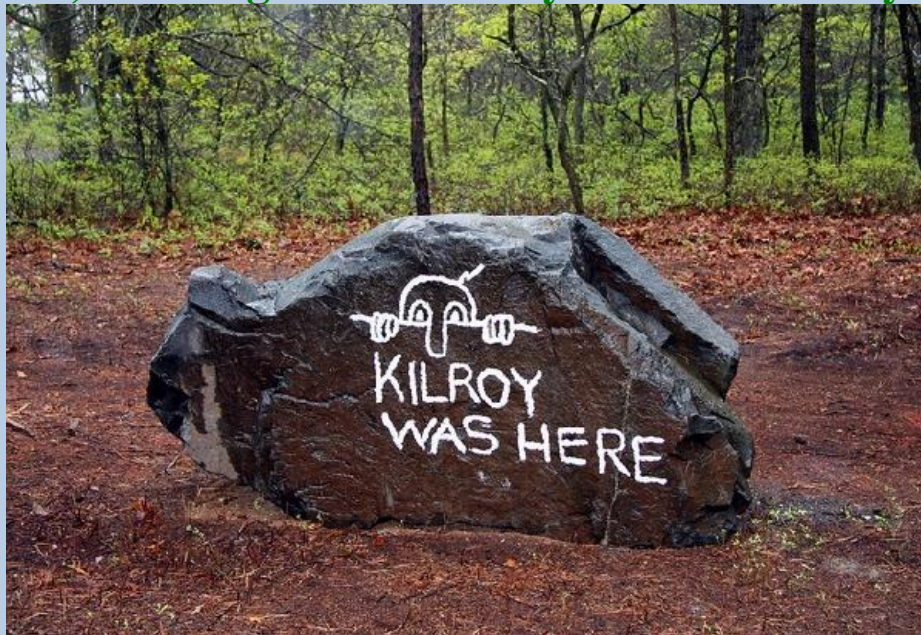
**Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets & chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.**



**His message apparently rang a bell with the servicemen, because they picked it up & spread it all over Europe & the South Pacific.**



Before war's end, "Kilroy" had been here, there, & everywhere on the long hauls to Berlin & Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.



Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest,

**the Statue of Liberty, the underside of the Arc de Triomphe, & even scrawled in the dust on the moon.**



**As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (& thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!**



**In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, & Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged & asked his aide (in Russian), "Who is Kilroy?"**





To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard & some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift & set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.



And The Tradition Continues...

**EVEN Outside Osama Bin Laden's House!!!**

# REVIEWS

## B-29 Walk Around

---

Author: Dennis M. Savage, Col., U.S.

Reviewed by GMM President Perry Downen



The B-29 Superfortress has always had a special place in my memory. Shortly after WWII ended I was a kid growing up at the end of runway 11, Dobbins AFB, Marietta, Georgia. Adjacent to Dobbins was the “Bomber Plant”. Later I discovered that the “Bomber Plant” was really a government aircraft factory run by Bell Aircraft Company and specifically designed to build Boeing’s B-29. I can still see those giant aircraft taking off and landing over our house.

Soon Bell stopped building the B-29s and Air Force Plant 6 closed. The only reminder left behind was a B-29 on static display at Larry Bell Park about a mile north of the plant. That aircraft got plenty of use by area kids playing under and around its huge bulk.

Years later I met a gentleman who flew as a navigator on the B-29. Eventually, he became my father-in-law. I remember the stories he would tell of how “that thing” would struggle to get airborne as they watched for tell-tail signs of fire in the engines.



All those memories are brought to life in Squadron Signal’s new soft cover walk around publication *B-29 Superfortress Walk Around*. The front cover is the work of artist Don Greer and the back cover is an aerial photograph of the CFA’s FIFI. Sized at 8-1/4” X 11” the soft back book contains 80 pages of bright and crisp color photographs, vintage black and whites, charts, tables and pristine artwork. There are over 200 photographs in all. A block of text accompanies each photograph or drawing.

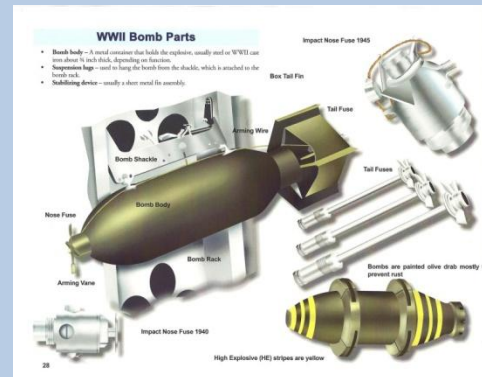
The reader will discover the pages contain a number of in-flight photographs. Of particular interest are the shots taken of the B-29s parked on the ramp showing their billboard sized nose art. The book is crammed with bright and crisp photographs of the interior taken from nose to tail including the bomb bays and wheel wells. The pictures of the interior thoroughly document the crew's stations in detail. The exterior details of the plane

are also captured in perfect photographs. The reader will find



engine details, details of the turrets and guns, control surfaces, landing gear, and markings. Many of these photographs provide close-ups of equipment and systems.

Several bonuses in the form of artwork are included. There is typical 3-view drawing with specifications. Color tail markings of the 58<sup>th</sup> Bomb Wing are provided. Contained on pages of drawings are the typical ordinance carried by the B-29 and the parts that make up the bombs. There is a crew diagram highlights the pressurized areas. Finally, there are four pages beautiful color profiles of various B-29s including close-ups of nose art. One of these profiles is the Soviet reversed engineered TU-4 Bear.



the two 29s that of the

The author concludes his book by providing a list of the B-29s in existence today. There are a number on static display, but sadly only one is in flying condition – FIFI

The importance of this book in the modeling world cannot be denied. If a modeler wants to take the construction of his B-29 kit to the next level, this book is an absolute must.

**Moebius 1/32 BSG Viper MKII Pre-Finished** reviewed by Leelan Lampkins

“There are those who believe...that life here began out there, far across the Universe...with tribes of humans...who may have been the forefathers of the Egyptians...or the Toltecs...or the Mayans. Some believe that there may yet be brothers of man...who even now fight to survive--somewhere beyond the heavens!”



That was the opening narration to “Battlestar Galactica”, an American science television show created by Glen A. Larson. The original television series began in 1978 riding on the coat tails of “Star Wars” which premiered in 1977. The TV show ran for two years. A re-imagined version of “Battlestar Galactica” aired on the SciFi Channel as a two-part, three-hour miniseries developed by Ronald D. Moore and David Eick in 2003. The miniseries also led to a weekly television series, which later aired up until 2009. The main star, Edward James Olmos said, “This is not your father’s ‘Battlestar Galactica’.” This new series, (nicknamed “NuBSG” by the fans) was darker and explored more modern themes of religion, prejudice and mistrust. Unlike the original series which could not make up its mind whether it wanted to be “Stalag 17”, “Star Wars” or “The Love Boat” this version had a united narrative that strove to tell one story. But, dark or light, the new series gave viewers many wonderful space ships, dog fights and heavy ship battles such as could only be dreamed of in 1978.



The Viper MKII was the fighter of choice in the NuBSG series. It was the one-man fighter humans flew in the original war with the Cylons (the cybernetic race that sought to destroy humanity) forty years before the beginning of the NuBSG storyline. The MKII had no sophisticated computer systems that could be corrupted or disabled by Cylon cyber-attacks. Though these ships were antique, with the right pilot, they could be deadly in combat.



Moebius picked up the license to produce model kits based on the new “Battlestar Galactica” and has produced many fine kits for fans of the show, SciFi fans or fans of unusual “fighter planes” in general. This particular kit is no kit at all but a prebuilt and pre-painted model of the Viper. The model comes in a 14 x 8.75 x 5.5 inch box that simulates the interior of a typical Colonial launch tube from which the Viper would be catapulted into space whether to go on patrol or to battle the evil Cylons. If the owner wishes, the box makes a fine display stand. And it has the added advantage of keeping dust off of the model. But a transparent stand is also included should you wish to view the ship unobstructed. As stated, the model is prebuilt and pre-painted. All the buyer has to do is display the model. However, while the painting and decaling is very well done, no attempt has been made to eliminate the seams. That is the one flaw in the ointment when it comes to a prebuilt model. The advantage is that the buyer doesn’t have to assemble and paint the model. The downside is that the model isn’t as “finished” as it could be. But, even so, the Moebius 1/32 BSG Viper MKII is not a bad model. It looks great and represents the ship well.

This model should make a fine addition to anyone’s collection, whether they are a SciFi fan, or a NuBSG fan or someone who wants something more than just another MiG to sit on the shelf. And it is perfect for someone who wants a model of the new Battlestar Galactica Viper but doesn’t have the \$1000 to \$2000 necessary to hire a professional to build it.

## Panzerkampfwagen V “Ersatz M10” 1/72 scale reviewed by Jim McWhorter

Operation “Grief” (Griffon) was devised by Hitler to attempt to split the British and American forces, and reach the city of Antwerp. Hitler hoped that this would lead to either a peace treaty with the United States and England, or at least buy Germany enough time to destroy the Soviets. Otto Skorzeny’s part in the operation was to sow panic and confusion among U.S. forces by having his hand-picked commandos, wearing American uniforms, and using captured American vehicles work behind the allied lines. Since they lacked captured Shermans or M10 tank destroyers, five Panthers were taken from 4<sup>th</sup> company, 11<sup>th</sup> Pz.Rgt. and sent to be modified to look like M10 tank destroyers. Sheet metal was added to the body and turret to represent the angular shape of the M10, and a two-piece split hatch replaced the commander’s cupola. The vehicles were identified as vehicles 4, 5, 7, and 10 of Company ‘B’ 10<sup>th</sup> Rgt. 5<sup>th</sup> Armored Div. (Markings for the fifth Panther remains unconfirmed.) All five Panthers/M10s were lost in action on December 21, 1944 when they were committed to action on the Stavelot – Malmedy road, against elements of the 120<sup>th</sup> Infantry Regiment, the 823<sup>rd</sup> TD battalion, and the 291<sup>st</sup> Engineer Battalion.



If you desired a 1/72-scale version of the Ersatz M10, it meant either purchasing an aftermarket conversion kit, or a lot of modifying to an existing Panther kit. Dragon has now included a third option. Two parts trees, upper and lower hull parts, vinyl tracks, decals and a simplified instruction sheet allows any modeler to accurately reproduce in miniature, one of the rarest Panther conversions known to history. The parts are in scale, with proper sized detail molded on, which means a minimum of tiny parts to go hiding in the carpet. Instructions are very straightforward, with only five steps for assembly. Options are for two different style gun mantlets, but honestly, I do not see the difference in either part. Markings are given for two of the five vehicles used in the Ardennes operation.

Overall, this is a nice little kit. Assembly and painting is pretty straightforward, and the simplicity of assembly will appeal to both beginner modelers wanting a challenge, and the more advanced modeler wanting a break from all of those tiny parts. With a little reference work, and a visit to the decals box, multiples of this kit could be built to represent all five Ersatz M10s that were built.

...so, who is up to the challenge?

## Cyber-Hobby (Dragon) Sea Vixen FAW.2 in 1:72 scale reviewed by Leo Dashievskiy

Only 10 years passed since WW II, but in January of 1955 British company De Havilland received long-awaited order for 78 units of DH.110 aircraft, which was already 3-rd production dual-boom jet-powered aircraft from De Havilland Aircraft Company, and it was first British fighter, not to be armed with guns – with 4 Firestreak missiles became prime armament. In addition to those missiles 28 2” rocket projectiles were stowed in retractable packs under nose. In 1957 DH.110 was officially designated “Sea Vixen”, with first flight of production aircraft commenced on March 20. Unfortunately, fuel capacity (and therefore - endurance) was not great, and by 1963 Mark 2 of plane was produced, incorporating bigger tail booms, with more room for fuel and ECM gears, slightly re-countered observer’s hatch and some structural modifications. Only 29 new aircraft were built, with 67 more converted from Mk.1. Front-line squadron life of Sea Vixen was not so long, last squadron being disbanded in 1972. Since most aircraft still had plenty of useful life in them, 5 aircraft were converted into D.3 pilotless drone version.



Cyber-Hobby continues to produce their line of twin-boom aircraft in 1:72 scale with release of Sea Vixen FAW.2. Colorful sturdy box has image of aircraft in flight with Red Top missiles, 2” projectile launchers and 150 gallon external fuel tanks mounted under wings. According information on box, kit contains 120+ parts, most of them on 5 trees of gray plastic, and 5 clear parts on 2 threes. In addition to plastic parts kit has 2 sheets of decals – one with only black and white elements, and another with full colored ones, providing between them plenty of stencils and decorations for not least than 6 aircraft, all of them in standard Royal NAVY colors with “Extra Dark Sea Gray” top and white undersides. Accordion-folded 8-pages instruction-booklet contains detailed diagram on decal placements for all versions, stenciling being shown on separate picture.

Kit contains enough parts to model aircraft with undercarriage down or retracted, positionable rudders, flaps and airbrake. Wings could be assembled folded or lowered. All armament depicted on box included. Detailed air intakes and jet exhaust are provided too.

# Revell P-51 Mustang Snap-Tite Scale: 1:72 reviewed by Leo Dashievskiy

Let's face it: Plastic Modeling as a hobby is aging – I do not have exact statistical data, but looking around at modeling shows and competitions it's not so easy to spot a modeler younger than mid-40s. Most of modelers are even older, and if this trend will continue soon there will be no buyers for new kits. Quite depressing picture, isn't? To break this trend Revell is producing Snap-Tite series of kits, which is targeted to younger audience in both – pricing and complicity categories. Kit does not require glue, paint, special tools and even a lot of patience! 22 parts could be assembled in model-form in about 10 minutes, using easy-to-follow 6-step instruction, which includes brief history of subject and parts break-down, teaching builder some aeronautic terminology. Parts in kit come pre-painted in eye-catching white-orange livery, making it more visible. Sure, this kit lacks details of more expensive and complex kits, but it should attract kits to plastic modeling as a hobby, not force them away from it, and it will do in with “flying color”!





## Bronco Models Italian Light Civilian Car (open Top) w/Lady & Dog Scale 1:35

Reviewed by Leo Dashievskiy

Year 2012 brought Fiat 500 back to USA market. Year 2013 brought model of first Fiat 500 to market. No, not 1955-version model, but original, 1935-vintage “Topolino” (little mouse). With engine of only 0.569 liter (only 34.7 cu.in!) and output power of 13(!!!) HP car could accelerate to speed of 53 mph. Being 2-seater it was build strong enough to hold up to 5 people! Mass-production began in 1936, and in by 1937 versions of this small car were being built in France (as “Simca 5”) and Germany (by NSU-Fiat). After beginning of WWII most cars were interned into military service, some of them being “liberated” and used by Allied armies. Nearly 520,000 were sold before production ended in 1955.



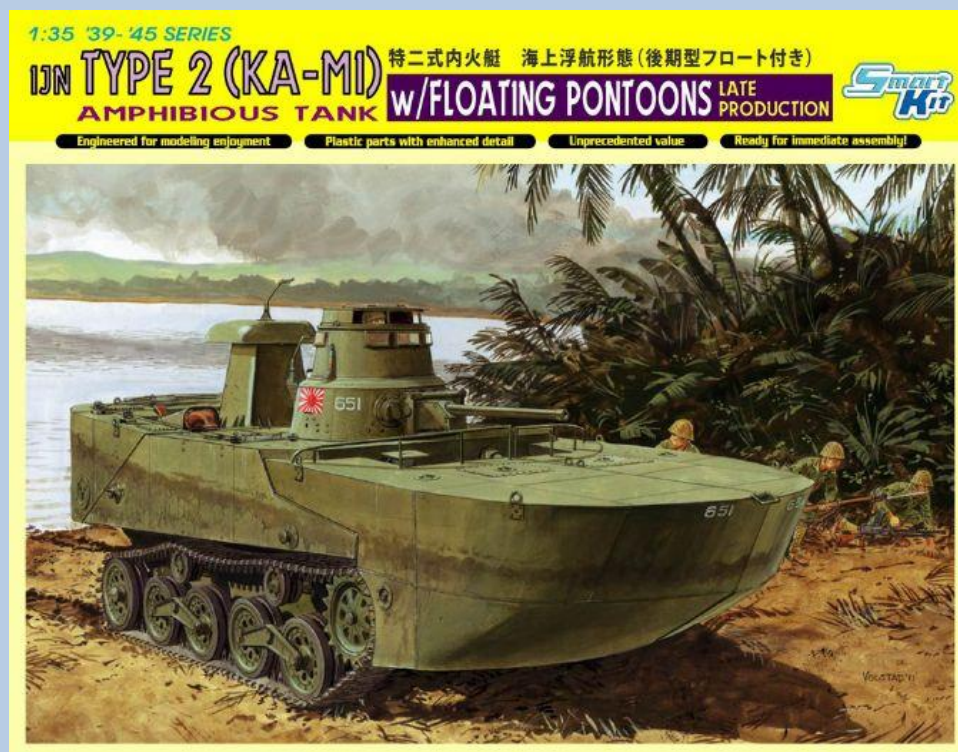
Kit CB35165 from Bronco Models comes in big (15”\*9.5”) box with colorful picture on top. Inside of box there are 6 trees of sand-colored plastic parts, 1 three of clear parts in 4 plastic packets and car’s body, neatly packed into protective shell. Small plastic bag contains small decal sheet and even smaller plate of photo-etched parts. As indicated on box, there are 2 more trees of grey plastic with parts for Lady (7 parts) and a dog (4 parts). Nice addition – box also contains nicely printed image from box cover, which could be framed or used as a base for completed model.

Nicely printed 16-page instruction booklet contains 17-step assembly instruction, clearly describing rich set of features of this kit. Model features detailed engine, drive-train, and steering mechanism (allowing positioning of front wheels not only in straight-forward position, but in left-turn too). 2 tops (folded and extended) and 2 types of front bumpers are included. Model could be presented with open or closed hood. Last 4 pages of instruction are dedicated to painting instructions – lady’s figure and dog (Dalmatian) on 1 page and no fewer than 3 different color schemes for car’s exterior, all of them being printed in full-color. Color numbers are given for 4 paint lines: Gunze Mr. Color, Hobby Color, Humbrol and Tamiya.

# Dragon IJN Type 2 Amphibious Tank “Ka – Mi” w/ Floating Pontoons 1/35 Scale

By Jim McWhorter

In 1940, the Imperial Japanese Navy started work on an amphibious tank to assist their ground forces with landing operations where port facilities were either inadequate or nonexistent. The Japanese Navy Design Bureau used the Army’s successful Type 95 tank, (Ha – Go) as the basis for their concept. By the time the IJN’s Type 2 tank went into full production, Japan was no longer invading islands, instead they were doing their best to defend their holdings against a concerted effort from the Allied forces. U.S. Forces encountered the Ka-Mi in the Marshall Islands, as well as Guam, New Guinea, and the Philippines. According to Ralph Zumbro in his book 'Tank Aces', several Ka-Mi were destroyed by Army LVT-1s off the coast of Leyte during history's only Amtank vs. Amtank action.



Dragon’s latest release in their '39-'45 series is a welcome addition to the realm of Japanese armor, but boy what a LOT of tiny parts! Fifteen parts trees, one photo-etched parts tree, vinyl tracks, decals and instructions are jammed into a rather large box. The parts are nicely molded with special attention to both the main gun and both machine guns. Options are for early or late production models, three different types of pontoons, or the disconnecting rods for the pontoons, and the turret extension for amphibious operations. Special detail is given to the rather complex mechanism for the rudders on the rear pontoons. The painting guide is rather simple, and the modeler is given four different marking options, two of which are listed as “unidentified” units.

Dragon’s new release is a welcome addition to the recently neglected world of World War 2 Japanese tanks. With all of the options given, plus the sheer size of the kit itself, military modelers will be beating down the door of local hobby shops for this latest release.

## ICM Krupp L3H163 Kfz. 72 1/35 Scale reviewed by Jim McWhorter

In 1928, Krupp introduced the first in a line of three-ton, 6X4 truck, the L3H series. A 6-cylinder gasoline engine producing 90HP initially powered the vehicle. In 1936, the engine was improved to 110HP. Other modifications included the addition of pneumatic brakes, and subtle changes to the hood. With about 2000 trucks built, it was only a matter of time that the German Armed Forces would modify some bodies for specialized duties, one being the Kfz.72 radio truck. Designed as a divisional communication vehicle, it was equipped with the powerful A/B radio communication system as well as the enigma coding/decoding device. Production of the L3 series ended in 1942.



ICM's release of Krupp's Kfz.72 radio truck winds up to add a new category to the soft-skinned vehicle family... that of divisional radio vehicles. Ten parts trees (including one for clear parts), decal sheet, and instructions are enclosed in a box that has a simple, yet nicely done artwork on the top. The engine as well as the suspension / frame is nicely done with attention given to the way the frame on a truck this large is built in real life. The wood grain detail is lacking on the outside of the cab and body, but that is the only loss on the outside detail. The kit is molded for transport mode only, so if the modeler wants to present this kit as part of a headquarters diorama, he better be prepared to do some modifications. The biggest "oops" in this kit is that you have clear parts for the windows in the "camper" part of the truck, as well as a separate back door, BUT NO INTERIOR! (What were they thinking!?) The instruction sheet can be somewhat vague concerning placement of some parts, but if the modeler is familiar with ICM kits, there should be no problem. Markings are for two vehicles, one for the invasion of France, and the other is attached to Panzergruppe Von Kleist, Army Group South, Operation Barbarossa.

Normally, I have enjoyed reviewing the ICM truck kits, but I feel that they released this one a little too early. The lack of an interior will turn off a lot of intermediate modelers, and as of now I have heard of no plans for an aftermarket interior to solve this kit's major problem. But as I look at my sample, I am thinking, "Heavy ambulance conversion?"



*"That's all Folks!"*