

The Luftwaffe's wide-eyed owl: the Fw 189

By Bradley D. Chun and Lou Orsell

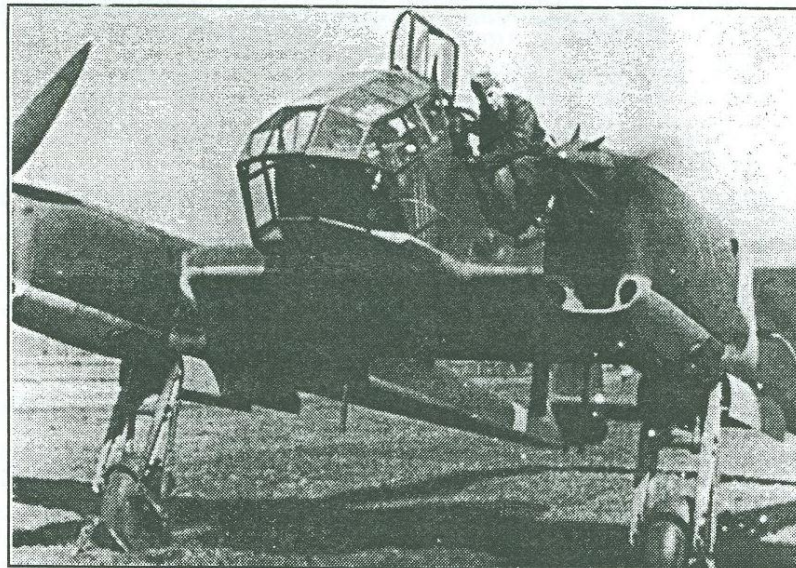
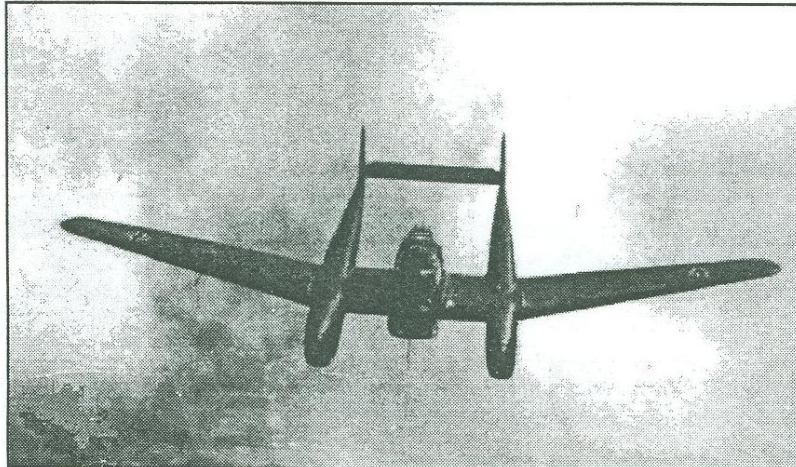
The Fw 189 was the result of a 1937 Reichsluftfahrtministerium specification for a short-range reconnaissance aircraft that would offer good all-around visibility to its crew. Arado, Hamburger Flugzeugbau and Focke-Wulf responded to the specification with designs, but it was the Focke-Wulf's twin-boom design that was accepted by the Luftwaffe.

The Fw 189 "Uhu" was a distinctive, twin-boom design, with an extensively glazed fuselage that provided its crew a 360-degree view in almost every plane. It was an all-metal stressed skin airframe, making it rather advanced for its era, and it could carry three crewmen. The plane was powered by two 465-horsepower Argus As 410A-1 engines, which gave the Fw 189 a rather unimpressive top speed of 208 mph!

Developmental difficulties delayed the type's acceptance into Luftwaffe use until the spring of 1940, which placed it in service just in time for the invasion of the Soviet Union, the theatre in which it saw the most service. The Fw 189 was supplied to the air arms of Hungary and Slovakia, and at least one staffel used the Fw 189 in North Africa.

R&D Replicas/Karo-AS' 1:48 Fw-189 "Uhu" provides modelers with a good starting point for building this unusual

aircraft. Upon opening the sturdy corrugated cardboard box the kit is packed in, you'll find an instruction sheet, a clear vacuform sheet, a bag containing white-metal parts, three bags of resin parts, and three styrene sheets of white vacuform parts.



The Fw 189 was based around an unorthodox twin-boomed planform similar to that of the P-38, as the top photo shows, but its role was observation. The lower photo shows how much visibility the Uhu's crew had.

The instruction sheets are broken down into two 11" x 14" sheets depicting the parts layout, an exploded assembly drawing, several detailed assembly diagrams, and a color and markings section that includes two black and white photographs. There are five aircraft depicted, with their markings, although there are no decals included in this kit. (Another excellent reference guide I highly recommend is *Fw-189 In Action*, by Squadron/Signal Publications.)

One of the sheets also includes highly detailed drawings of the interior of the center nose section and tail cone area. Not only are the drawings highly detailed, but the names of each item, purpose, and the colors each item needs to be painted are also included.

The glass portions of the fuselage come on two sheets of clear vacuformed plastic. The clear parts include the vast greenhouse section and tail cone gunner's

section. The canopy greenhouse sections are nicely molded, with the canopy framing detail molded crisply. A little bit of polishing will make them crystal clear. A spare sheet of clear

Continued on page 12

The Styrene Sheet is a monthly publication of the Silicon Valley Chapter of the International Plastic Model Society (IPMS). Articles and comments should be submitted to Chris Bucholtz, Editor, P.O. Box 361644, Milpitas, CA 95036, or by E-mail at bucholtzc@aol.com. Excerpts may be published only with the written permission of the editor.

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EDITOR'S BRIEF

These days, with state-of-the-art kits from *Tamiya*, *Accurate Miniatures* and *Hasegawa* appearing in increasing abundance, there's a lot of discussion about whether the people entering the hobby today are "assemblers" or "modelers." The people putting forth the "assembler" theory generally say that real modelers are the folks who build bad old kits, adding scratchbuilt details, re-scribing panel lines, fixing improper contours and fixing all the gaps, seams, sink marks and molding flaws that come with old kits. Assemblers, they say, are people molly-coddled by the fine kits available today and are only willing to do basic construction.

I think this worry is very badly misplaced. There are "assemblers" and "modelers," I think, but they don't fit the description above. The new kits are beautiful, but an assembler will build ONLY these new beauties and ignore older kits. A real modeler builds what he wants, whether the kit is an *Accurate Miniatures* beauty or a *Aoshima* dog.

But these definitions aside, there are a lot more qualities to a great modeler than a great model. Models, as many of us know, are much easier to assemble badly than to assemble well. That goes for the best-engineered and newest kits. Seams, gaps and panel lines require attention and technique, regardless of the maker and vintage of the kit. Similarly, alignment of parts like landing gear, road wheels and suspensions is almost impossible to engineer into a kit. The builder must pay attention to these features if he expects to build an accurate and attractive miniature.

Another thing that can't be engineered into a kit: the finish. No one has devised a way to put a beautiful finish on a model "out of the box;" it's up to the modeler to master paint and paintbrush, airbrush and clear coats, pastels and masking tape. A real modeler strives to master these tools and to put them to work to make a model appear as realistic as possible.

The last factor that makes a great modeler is an intangible element, a feeling to his work. Being a great modeler is more than being a great technician. It involves imparting a feeling to the model, a style that makes them identifiable by their builder.

The new, state-of-the-art kits—and resin and photoetched details, aftermarket decals and replacement canopies—are a benefit to all modelers, not just the casual builders or the "assemblers." It's what the builder does with the kit that makes the difference.

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This contents of this issue, outside of Joe Fleming's second installment of his *Tiger* tale, focus on the outstanding diversity of new kits that are now available to aircraft modelers. There's a new generation of kits emerging, as *Tamiya Skyraiders* and *Sabers* replace the *Monogram* kits of 25 years ago. Other subjects that many have longed for in 1:48, like the *F4D Skyray*, the *SB2C Helldiver* and the *He 219*, are at last arriving in state-of-the-art forms.

A few years ago, a memembr of SVSM wondered if modeling had hit a high-water mark, and if the model manufacturers could possibly keep finding new subjects. Fortunately, modelers have been providing suggestions for new kits, and the manufacturers seem to be listening.

There are still some subjects awaiting the kit-makers attentions. Your editor would love to see a 1:72 KC-97 or a C-123, and a state-of-the-art series of medium bombers (A-20, B-26, A-26) would be appreciated in purists' scale. In 1:48, there's still a need for kits of '50s Navy jets like the *F11F Tiger* and the *F3H Demon*. What would be on your wish list? Let us know through the Styrene Sheet; we could spotlight a subject a month in a new section, "A Call for Kits." Throw some suggestions our way—we'll make the argument for you.

That's all for now—gotta go cure a *Heller* T-28 of it's Frenchness!

—The Editor

CONTEST CALENDAR

June 7: IPMS Silver Wings Summer Contest, at the Ramada Inn, 2600 Auburn Blvd., in Sacramento. For more information, call Scott Bell after 6 p.m. at (916) 428-7217.

June 13: IPMS Planes of Fame Contest, at the Planes of Fame Museum in Chino. For more information, call Al Pama at (909) 920-9917.

July 1-4: The 1998 IPMS/USA National Convention and Contest at the Santa Clara Convention Center, hosted by IPMS SemiCon and the members of Region IX. Theme: Rockets' Red Glare. For more information, call Chris Bucholtz at (408) 723-3995.

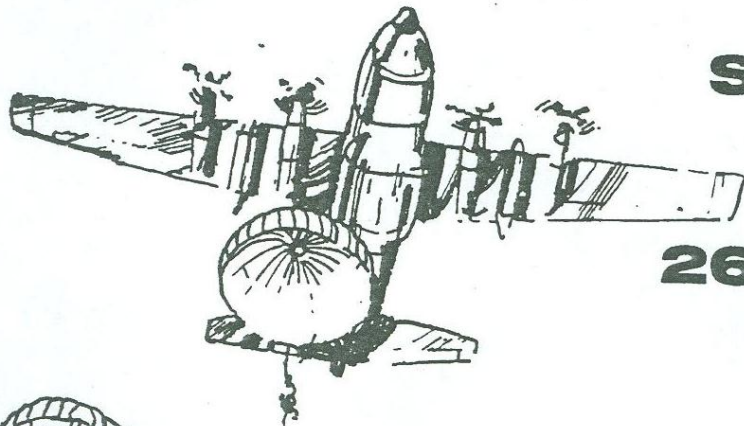
August 9: The 1998 IPMS Region IX Convention and Contest, hosted by IPMS Mt. Diablo at the Holiday Inn, 1000 Fairgrounds Drive, in Vallejo. Theme: Over 150 Years of Bay Area Naval History. For more information, call Chuck Speir at (707) 645-0231 or check the IPMS Mt. Diablo website at www.ipms-mt-diablo.org.

September 20: IPMS Central Valley Annual Contest, Fresno. For information, call Nick Bruno at (209) 292-5695.

October 10: Antelope Valley Model Show, sponsored by the Antelope Valley Group (AVG) at Antelope Valley College, Lancaster. Special award for Best X-Plane. For more information, watch this space.

October 18: OrangeCon '98, sponsored by IPMS/Orange County. For more information, call Peter Gatehouse at (562) 426-5818.

Silver Wings, IPMS



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Watch for more contest
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Evenings after 6 pm.



CONTEST

Tiger I: earning its stripes on the steppes

By Joe Fleming
Part 2 in a series

The Tiger I has been a part of almost every armor modeler's collection at one time or another. While there are many reasons for the Tiger's popularity, the chief reason is the Tiger's reputation as a fighting vehicle. This reputation is not hype; it stems from battlefield accounts from every front the Tiger was employed on.

One such account appears in *Tiger*, by Ryton Publishing. Two Tigers of SpzAbt 502 near Pskov in April, 1944, faced odds of 18 to 1 against attacking Soviet T-34s and Su-85s.

"The Soviets appeared off the Tigers' front, and Bolter's driver counted them off as they came into view. He stopped after 20, but the enemy armor still came on. The two Tigers faced an entire brigade of 35 tanks and heavy self-propelled guns. The best move was to attack immediately... the Tigers drove forward, training their guns on the lead Russian tanks.

"Oberfeldwebel Göring fired, then Leutnant Bolter. Each tank fired from a stop as the other Tiger moved forward a short distance. Then the second Tiger would shoot as the first Tiger moved past to a new firing position. The crews usually fired two shots from each stop, then moved before the Russians could get the range. Starting from 1900 meters, Göring and Bolter moved down to 400 meters, shooting and moving in alternate sequence. At 400 meters, the Tigers suddenly reversed, backing up to increase the range,

stopping and firing alternately as before. When the range was great enough, they then advanced and repeated the cycle.

"The Russian tanks had trouble following the constantly moving Tigers, and though both Tigers were hit several times, they were not disabled. More and more Russian vehicles lay on the battlefield, burning or stationary where they had stopped when hit.

"Bolter knocked out 15 tanks and Göring got seven, and both tanks were low on ammunition.

"The shooting went on for a half hour; then the surviving tanks withdrew. Bolter saw that the red warning light on his tank's gun was on, indicating that the weapon was too hot to function properly.

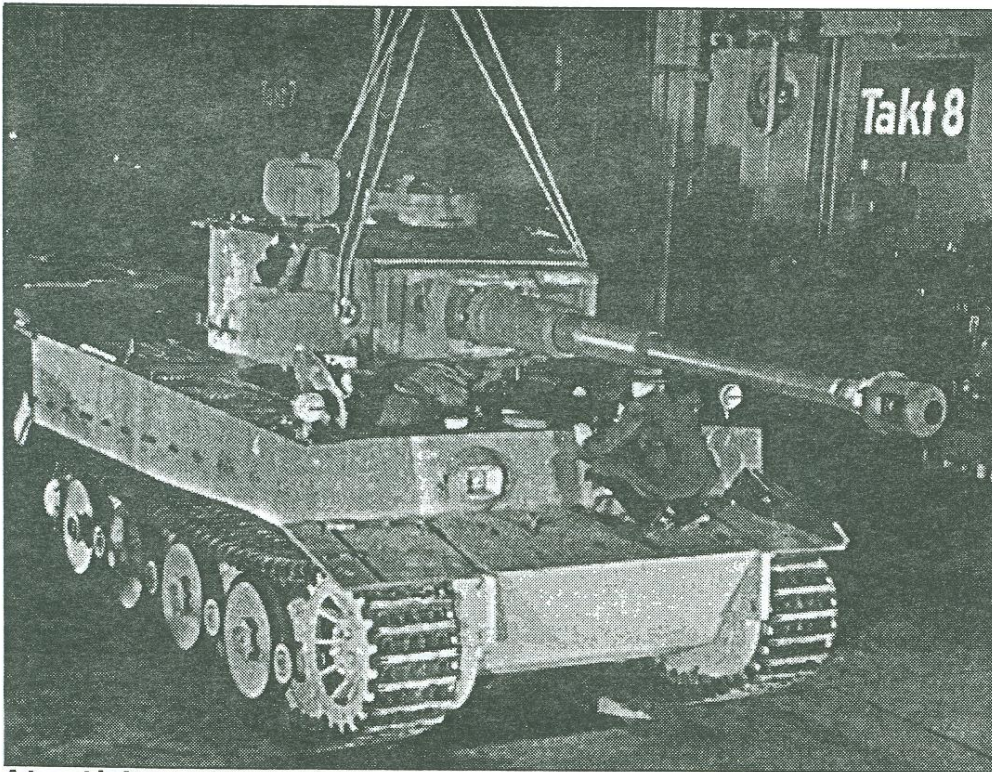
"The Tigers refueled and re-armed as the Soviet armor regrouped. When they returned, Bolter destroyed two heavy anti-tank guns. He destroyed his 89th tank that day, and was recommended for the Knight's Cross."

This account of 24 Soviet tanks destroyed by two Tigers without loss ex-

ceeds even Michael Wittman's famous assault at Villers-Bolage in Normandy. The T-34s and Su-85s, while not equal to the Tiger, were excellent vehicles. They were capable of destroying Tiger tanks, far more so than Cromwells or Shermans, yet two Tigers stopped an enemy tank brigade that, by all logic and odds, should have overwhelmed and destroyed the German tanks.



A Tiger crew in a restful moment. The bow MG 34 machine gun has been removed, indicating that this photo was taken far from the front.



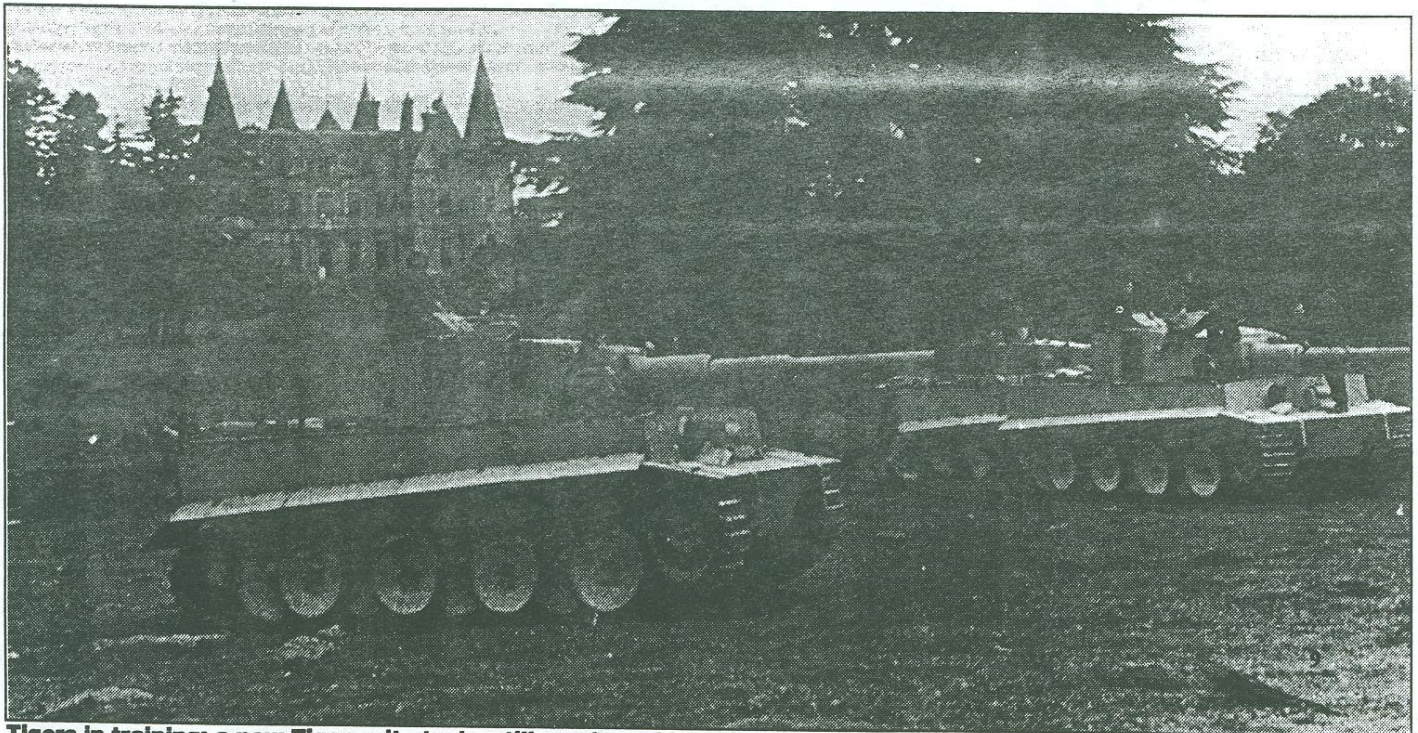
A turret is lowered onto a Tiger chassis at the Henschel factory. The hull and turret have already been painted dark yellow.

The Tiger and its crews became legendary because accounts such as this one were closer to the norm than the exception. This could be traced to the tank's armor and armament and the superiority of German tank crew's training and tactics.

I wanted to build a Tiger, so I purchased the *Minicraft* Tiger I Early kit with the interior when it first hit the shelves last year. I wanted to build the interior to show off the innards of the beast, where the crew's skills came together to make the Tiger

such a potent weapon. At \$55 retail, I figured I couldn't go wrong. I was partially correct. The *Minicraft* kit comes with 14 trees of tan and gray parts, individual link tracks, photoetched deckscreens, and a nice decal sheet. The instructions come as a 20-page booklet, which is clear and well-illustrated. A short while later, *Tamiya* released their version of the Tiger I early. The *Tamiya* kit comes in four trees of gray plastic parts with vinyl, one-piece tracks, rubber air cleaner tubes and a decal sheet. The instructions are clear but brief, in standard *Tamiya* style. I did not intend to review both kits, but at the same time I did not intend to kitbash both kits together. But intentions can change... When I first broke out the references to check the accuracy of the kits, I realized that there were numerous errors and omissions of detail in the *Minicraft* kit's interior parts. In addition to this, the interior parts are molded poorly, with many ejector pin marks, flash and mold mismatches. The exterior parts are very nicely done, however. The only major fault of the kit's exterior are the ejector pin marks on the roadwheels. Because of their location and their sheer numbers (48 roadwheels, each with three ejector pin marks), these are very difficult to correct. This is what led me to purchase the *Tamiya* kit.

The *Tamiya* kit does not come with an interior, and is very



Tigers in training: a new Tiger unit—tanks still unadorned by unit markings—undergoes instruction in France. Machine guns and cannon barrels were often covered to keep them clear of dirt and debris.

close in price to the *Minicraft* kit. The biggest fault of this kit is the texture of the turret. It has a porous, orange-peel look to it. This is inaccurate, since the Tiger turret was made of a very high-quality rolled steel. This is an easy problem to correct, however. The kit is lacking in many of the extras that come in the *Minicraft* kit, and I personally hate vinyl tracks. On the plus side, the detail in the *Tamiya* kit is a bit better than *Minicraft's*, and more importantly, the road wheels are completely free of pin marks. They are near perfect.

The *Tamiya* kits would make an excellent model out of the box, and could be a real showstopper with the addition of a few figures shoved into any open hatches, individual track links and a decal sheet.

The *Minicraft* kit would make a nice kit if you "mud up" the road wheels, build it out of the box with the hatches open and slap it on an interesting diorama.

I took neither of these courses. The kits complement each other well by correcting mistakes and lacking detail. I kitbashed them together, but used *Minicraft's* kit for most of the model. As I stated earlier, I realized *Minicraft's* interior is somewhat lacking (to be polite). I knew I would be scratchbuilding a large portion of the interior, and the project grew in scope and ambition.

Before long, I had junk-boxed a lot of the interior parts and bought *Fruimodellismo* tracks, photoetched brass detail sets, *Jordi Rubio* turned metal barrels and a lot of styrene stock and brass rod. I also bought several excellent references, of which two were absolutely essential for this project.



Officers hold an impromptu briefing atop an SSTiger in 1943.

Ryton's *Tiger I*, by Uwe Fiest and Bruce Culver, currently sells for \$92 in the few places you can find it. It is worth every penny for its outstanding interior and exterior period photographs of production vehicles (as opposed to restored museum pieces).

New Vanguard's *Tiger I*, by Thomas Jentz and Hilary Doyle, is brief and inexpensive, but chronologically tracks changes to the Tiger's production features month by month. It also provides a brief operational history.

With these resources, I started work on my Tiger. Next month, I'll discuss the construction of the kits and briefly cover some of the scratchbuilding that has gone into them.



Ammunition loading after combat. This Tiger has seen extensive service; note the bits of foliage stuck in the muzzle brake.

Taking a quick look and *Tamiya's* new A-1

By **Bradley D. Chun**

Until recently, if a modeler wanted to build the A-1H/AD-6 variants of the *Skyraider* in 1:48, the *Monogram* offering was the only kit available. Other kits of *Skyraider* variants were available in the *Matchbox* 1:48 AD-5/A-1E, the *Esci* AD-4, and the recent *AMT/ERTL* AD-5W. *Kendall Model Company* released an update and weapons set for the *Monogram Skyraiders*, too. Now the modeler could build "the ultimate" *Skyraider* by combining the *Kendall* update and weapons set with the *Monogram* kit. For the purists, however, the raised panel lines still needed to be sanded and re-scribed.

And then—surprise!—*Tamiya* releases a 1:48 A-1H *Skyraider*, complete with recessed panel lines and a full compliment of weapon stores

The *Tamiya* box top depicts an A-1H *Skyraider* from the U.S.S. *Intrepid*, BuNo.37543, nose no. 409, loaded with a full load of 250-pound bombs, ready to unleash its load on some dug-in Communists. Yes, this is the same plane in which LTJG William. T. Patton scored his MiG kill.

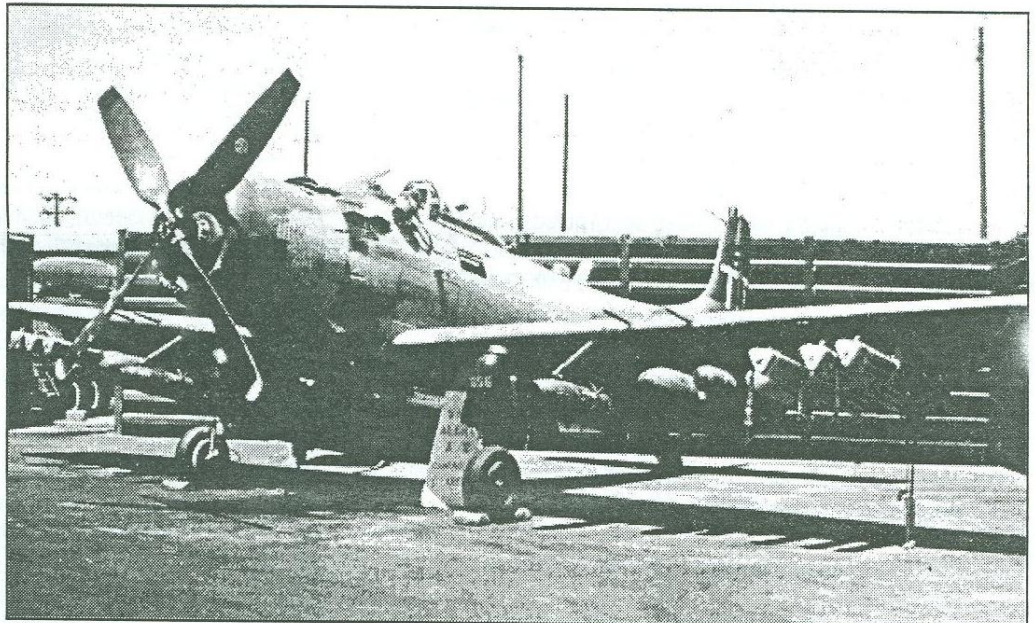
The instruction sheet is typical *Tamiya*. It contains a brief history of the *Skyraider*, a painting reference guide, the 17-step assembly process, and a painting and decaling section.

The modeler has the option of opened or closed engine and cowl flaps, optional positioned wing flaps, ventral dive brake, side dive brakes, and armament options of 12 5 inch HVAR air-to-ground rockets, 12250-pound bombs, or 4 2.75 inch FFAR rocket pods with 6 2.75 inch rocket tubes.

The parts are broken down so that the parts that are duplicated are found on two identical trees (very much like last year's *Hasegawa* 1:72 A-1H/J). These parts include the drop tanks, the full compliment of armament, wing pylons, tail planes, main wheels, and optional spoked or solid hubs for the wheels. As with recent *Tamiya* releases, the modeler will not find the unrealistic "flattened" or "weighted" tires, and the cockpit can use a bit of detailing for those who don't want to use the kit-supplied decal to represent the instrumentation. I suspect there will be a photo-etch fret from an aftermarket company soon. The clear parts should pose no problems in removal, since, as in the *Tamiya* P-51 kit, the injection gates are smaller than in most kits and are placed in a position that will not require extensive cleanup.

The decals included in this kit include markings for three A-1H *Skyraiders*. The decals include the boxtop subject, aircraft AK409/BuNo. 37543 from the "Thunderbolts" of VA-176, based on the U.S.S. *Intrepid* in October 1966. This is the plane flown by LTJG William Patton when he scored his MiG kill. The second A-1H is NE577/BuNo. 39768, from "The Fist of the Fleet" VA-25, stationed aboard U.S.S. *Midway* in June 1965, flown by LT Clint Johnson when VA-25 scored its MiG kill. The third A-1H depicted is NM300/BuNo. 34569 from the "Knight Riders" of VA-52 stationed on U.S.S. *Ticonderoga* in April 1964, flown by CDR Billy Phillips. I could find no problems with registration on the VA-176 Bumble Bee, VA-25 Fist of the Fleet symbol, or on the multi-colored stripes of the VA-52 CAG aircraft.

There are over 180 parts to this model. *Tamiya* does not leave much for the average modeler to add to "superdetail" this kit except for maybe a photo-etch instrument panel and optional folding wings. I wonder if the folding wing part components in my *Revellogram* 1:48 AD-6 *Skyraider* kits will fit? A nice



The A-1 in two guises: at top, an Air Force 'Sandy'; at bottom, Clint Johnson's VA-24 MiG killer.

touch on the part of *Tamiya's* engineering department, is that, they included poly caps, to be enclosed inside the wing drop tanks, fuselage drop tank, and 2000-pound bombs, such that they can be removed by the modeler and re-installed for ease of transport.



1998 IPMS/USA National Convention and Contest

July 1—4, 1998
Santa Clara, California

This year, the biggest show in modeling is also a great family vacation!

Come join us for fireworks in Santa Clara, in the heart of the San Francisco Bay Area, at a national event that every member of your family can enjoy!

A Spectacular Venue

This year's contest will be held in the Santa Clara Convention Center, a thoroughly modern facility that routinely caters to the needs of Silicon Valley. The event will be held inside a single 50,000 square foot room, which will be partitioned Friday night to allow for closed judging. Upstairs, seminars will be conducted by some of the modeling world's best—

Tours For Everyone, Including:

•San Francisco Shopping Tour (offered both Thursday and Friday)

•Napa Wine Country Tour and Tasting (offered both Thursday and Friday)

•U.S.S. Jeremiah O'Brien and U.S.S. Pampanito (Thursday)

The Liberty Ship *Jeremiah O'Brien*, is the last unmodified example of nearly 2700 built. The U.S.S. *Pampanito*, a preserved Gato-class submarine, allows visitors to experience the sensation of sailing in one of the cramped vessels that helped the allies triumph in the Pacific.

•Travis Air Force Base and the Travis Air Force Base Museum (Thursday)

On this day-trip, see the Air Force's active-duty heavy lifters up close, and see how cargo is prepared for transport. Then, stroll around the base museum, home to more than 30 preserved aircraft, including a C-124, two A-26s, a B-52 and a line-up of Century-Series fighters. (Tours of active facilities are available as military conditions permit.)

•Castle Air Museum (Friday)

This day trip takes you to the home to more than 50 aircraft, including a B-18 and a B-24M, and other modelers' favorites, including an Avro Vulcan, a B-29 and B-50, a walk-through KC-135, '50s fighters and one of the last RB-36 Peacemakers. Expect open cockpits and great photo opportunities!

and for the long-suffering "modeling widows and orphans," workshops on other arts and crafts will be held. It's the biggest site in the history of the Nationals!

A First-Class Hotel

The Westin Santa Clara is located just ten minutes from San Jose International Airport. The hotel offers a health and fitness center, a pool-side lounge area and restaurant, and there's an 18-hole golf course and eight tennis courts at the adjoining Santa Clara Golf & Tennis Club. In the mood for some California nightlife? Take the streetcar from the front of the hotel and head straight for downtown San Jose. And, across the street is Paramount's Great America Theme Park, where IPMS'ers can get discounted admissions during the nationals!

•Moffett Field and NASA-Ames Research (Thursday)

Moffett Field's 211-foot tall, 800-foot long Hangar One was built to house the airship U.S.S. Macon. Since then, Moffett has been an Army training field, a school for blimp pilots, a base for Navy fighter and bomber units and home to a host of P-3 Orion squadrons. NASA-Ames features 14 wind tunnels, including one that was the largest of its kind when built. NASA also operates a variety of research aircraft at Moffett, including the ER-2.

•Behring Auto Museum (Friday)

The Behring Auto Museum displays a rotating selection of 120 cars dating from 1890 to the 1970s. This world-class collection includes a 1908 Mercer, a 1910 Rolls Royce Silver Ghost, a 1936 Dusenbergl Convertible, a 1931 Chrysler 8-cylinder roadster, a 1948 Tucker 4-door sedan and a 1964 Chevrolet Corvette modified during production with a 375-hp V8, fuel injection and enlarged grill openings. For car modelers, it's a can't-miss tour.

•Western Aerospace Museum (Thursday)

This ever-changing museum is home to an extensive collection of airline memorabilia and features tributes to Gen. Jimmy Doolittle and the Tuskegee Airmen. The collection of aircraft includes naval stalwarts like the KA-3B, KA-6D, A-7E, TBM-3E

and A-4M. You've probably seen the museum's star attraction, the Short Solent flying boat—it's the plane that "carried" Indiana Jones across the Pacific in "Raiders of the Lost Ark," and the museum encourages visitors to walk through this historic plane.

Just announced!

IPMS SemiCon and Eagle Editions present a
World War II Fighter Pilots Symposium
With Dan Cunningham (7 kills), Horst Petschler (30+ kills), Gerhard Krol (1 kill) and American Spitfire ace Jerry Collingswood (tentatively scheduled)
Hear these pilots describe air combat
in their own words! Tickets are limited!
Friday, July 3 at 7:30 p.m.

1998 IPMS/USA National Convention and Contest

Santa Clara, California • July 1—4, 1998

Name (please print) _____

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Guest Name _____

IPMS Chapter _____ IPMS # _____

Event	Quantity	Price	Total
Pre-Registration (must be received before June 1, 1998)			
Adult (includes 3 model entries)		\$25	
Junior (unlimited model entries)		Free	
Convention Registration (if received after June 1, 1998)			
Adult (includes 3 model entries)		\$30	
Junior (unlimited model entries)		Free	
Additional adult model entries		@\$1	
Absentee Convention Registration		\$20	
Banquet Tickets (Seating limited to 350)		\$32	
Specify: Chicken ___ Beef ___ Vegetarian ___ (# of meals)			
Discount coupons to Paramount's Great America (up to 8)		Free	
WWII Fighter Pilots Symposium (Friday night)		\$25	
Tours (subject to availability)			
San Francisco Shopping Tour (Thursday)		\$25	
San Francisco Shopping Tour (Friday)		\$25	
Napa Wine Country Tour (Thursday)		\$25	
Napa Wine Country Tour (Friday)		\$25	
Liberty Ship S.S. Jeremiah O'Brien and WWII submarine U.S.S. Pampanito		\$20	
Travis Air Force Base and the Travis AFB Museum		\$25	
Castle Air Museum		\$25	
Moffett Field and NASA Ames Research		\$15	
Behring Auto Museum		\$15	
Western Aerospace Museum		\$18	
Total:			

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F-86F: Korea's consummate gunfighter in 1:48

By Ben Pada

The F-86 *Saber* was the U.S. Air Force's heir to the legacy of the legendary P-51 *Mustang*, and was the Air Force's counter to the MiG-15 as the Cold War merged into the Jet Age. The prototype XP-86 first flew on Oct. 1, 1947, and the plane entered USAF service in 1949.

The first production version was armed with six .50-caliber machine guns and could carry two 1000-pound bombs or 16 five-inch rockets. This armament configuration was essentially unchanged throughout all major models of the *Saber*. In December 1950, the F-86A went into combat over Korea; at the same time, the F-86E was entering production. This variant was powered by a J47-GE-27 engine, delivering up to 5200 pounds of thrust, and featured the new "all flying" horizontal tail (meaning the entire horizontal stabilizer was moved).

The F-86E entered combat in May 1951, and replaced the F-86A by the end of 1952. Combat against the MiG-15 showed that the Soviet fighter was somewhat superior, especially at high altitude, though the greater level of training of American pilots gave the U.S. the edge in the skies.

The experience gained in combat led directly to the development of the F-86F, the definitive version of the *Saber*. First flying in March of 1952, this version had the new "6-3" wing, so-called because it was lengthened six inches at the root and three inches at the wingtip over the F-86E standard wing. The leading edge slats were also removed. These changes raised

the stall speed of the aircraft, making for faster takeoffs and landings, but they also significantly raised the *Saber's* performance at high altitude. Now with a firm upper hand over the MiG-15, the *Saber* went on to rack up an impressive 14-to-1 kill ratio over the Soviet fighter.

Up until recently, the only kit of the F-86F in 1:48 was the *Monogram* kit, and it is getting to be rather long in the tooth. *Hasegawa* has finally added this kit to their 1:48 collection.

I began my kit before detail sets from *Kendall*, *True Details* and *Jaguar* had hit the market, so it was built basically out of the box. I painted the interior components with *Gunze Sangyo* interior green, and painted the instrument panel rather than using the decal provided in the kit.

I painted the intake parts

before they were glued together, and I painted the engine and attached it to the intake. I did the same for the exhaust pipe. Before joining the fuselage halves, I painted the exhaust area interior green.

The fit of the fuselage halves was very good, and the same can be said for the wing to fuselage joint. I did have to do some sanding and filling in the area of the center wing and fuselage belly. The wing fences went on next, and the fit of these tricky parts was acceptable. The nose cone needed some sanding to assure a clean fit. Before I installed the lower nose panel, I added weight to the nose—an important step if you want the model to sit on its nose gear.

I sanded all the seams and polished all the areas that had



Pilot and ground crew prepare an F-86 for a fighter-bomber sortie. This photo depicts an "E" model with the slatted wing.

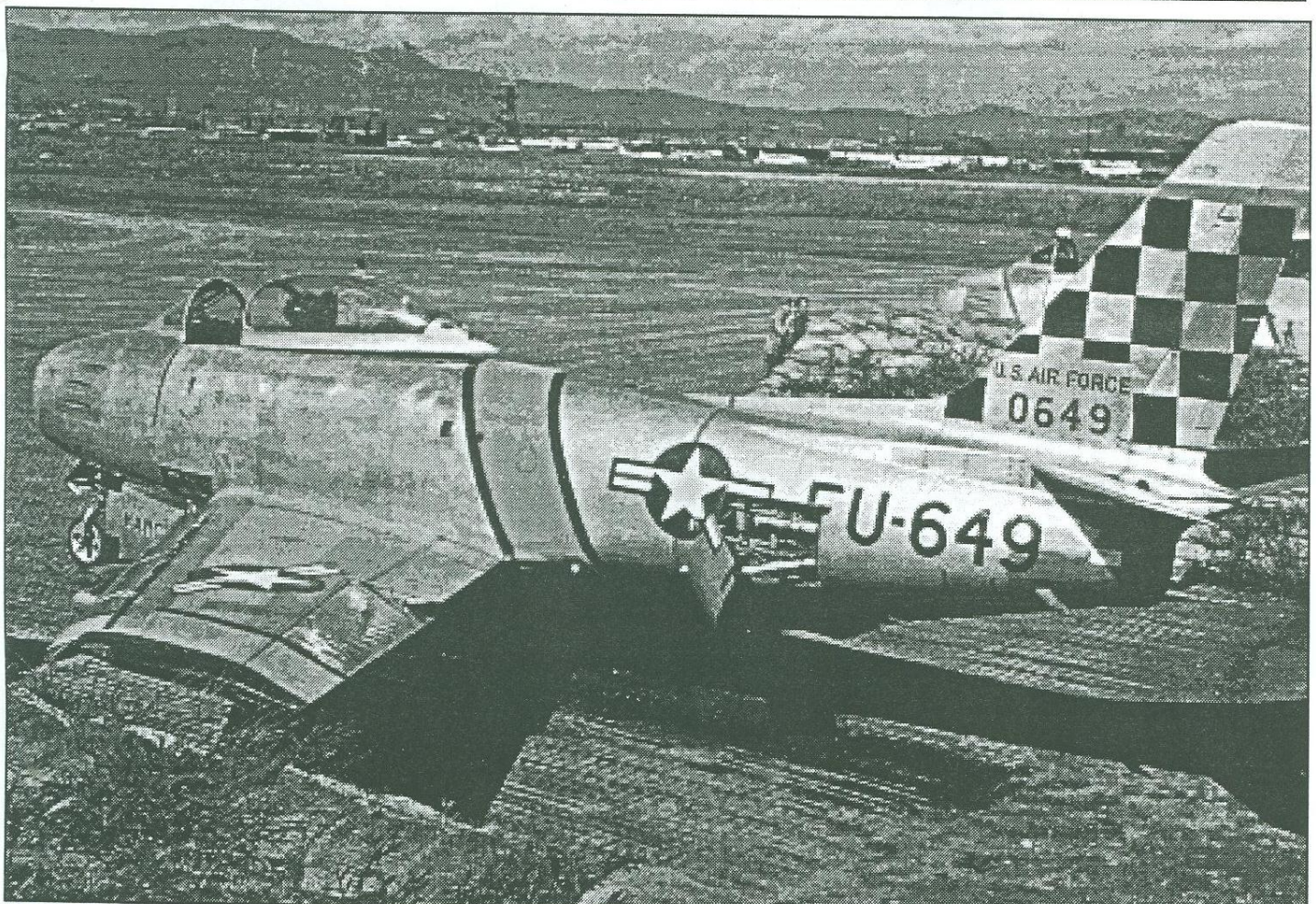
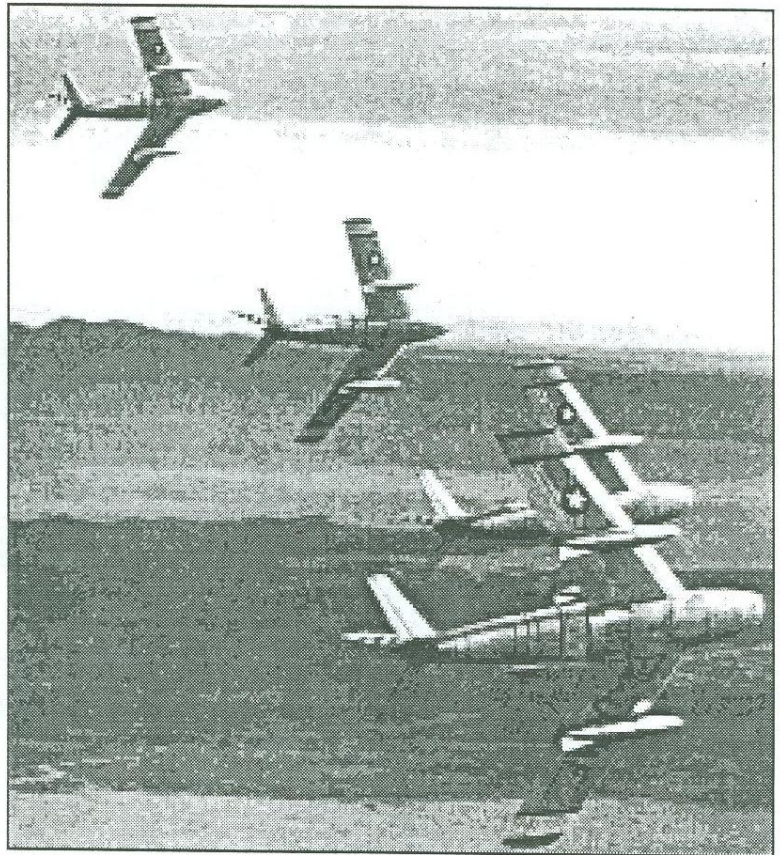
been worked on to prepare for painting. I painted the yellow of the identification bands before the bare metal paint was applied, and the windshield was installed before painting so I blend it into the fuselage.

I used *SNJ* to put the first coat of natural metal over the plane, followed by an application of *Model Master* metallizer to accentuate various panels.

To decal the kit, I used the markings for John Glenn's "Mig Mad Marine" from *SuperScale* sheet 48-601. This is a very nice sheet, but I did find a few errors after looking at photographs of the actual aircraft. The red stripe on the tail was too narrow, so I used one from an *AeroMaster* sheet. On the "Mig Mad Marine" legend, the shaded area should be black, but I left it red as the sheet depicts it.

The landing gear went on next, along with the gear doors. Before installing the seat and canopy, I gave the model a coat of *Model Master* sealer to protect the metal finish. To complete the model, I installed the ejection seats and drop tanks and used pastels and water colors to simulate weathering.

The finished model portrays F-86F-30-NA 52-4584, which Glenn flew as an exchange pilot with the 25th Fighter Interceptor Squadron. Glenn scored three kills over MiG-15s in this plane before going on to greater fame by making flights at a much greater altitude!



At top, Sabers peel off in a scene often repeated over North Korea. Below, an F-86 rests in a sandbagged revetment. These revetments came about after YAKs and Il-10s had destroyed several allied planes on the ground before the F-86 arrived.

An owl of a different feather: *Karo-AS* Fw 189

Continued from page 1

parts is a nice touch, as there are modelers like myself with unsteady hands that will accidentally slip while trying to remove the parts from the carrier sheet and slice right through part we are trying to remove. (Band-aids, however, are not included!)

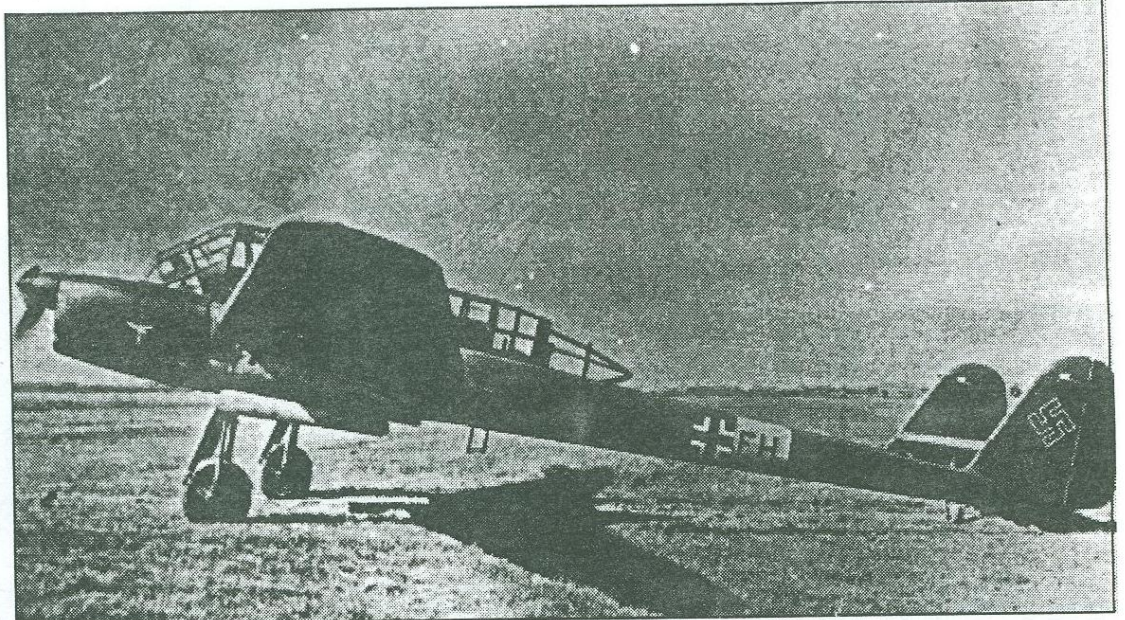
The white metal parts include the propeller/hub assemblies, two machine guns and five machine gun magazines. The machine guns and machine gun magazines are also included in resin. All of the parts are very nicely cast, and the only cleanup needed is the removal of the mold part-line on the propeller blades and machine guns.

The resin parts contain all of the detailing parts required for this kit. They include all the cockpit detailing components, landing gear bays, landing gear, mainwheels, tailwheel and strut, and engine cowlings. All of the resin parts are very nicely cast with fine detail to be found on some of the smaller parts. A few air bubbles were found on the backside of a few parts, but these will not be seen when the parts are in place and the model is completed.

All of the major components such as the wing sections, center section, engine cowls, engine booms, and rear stabilizer are provided on the vacuform sheets. Each part is well defined and no imperfections were to be found. The panel lines are recessed, crisp, and well defined.

One of the nice things about *Karo-AS* vacuform aircraft kits

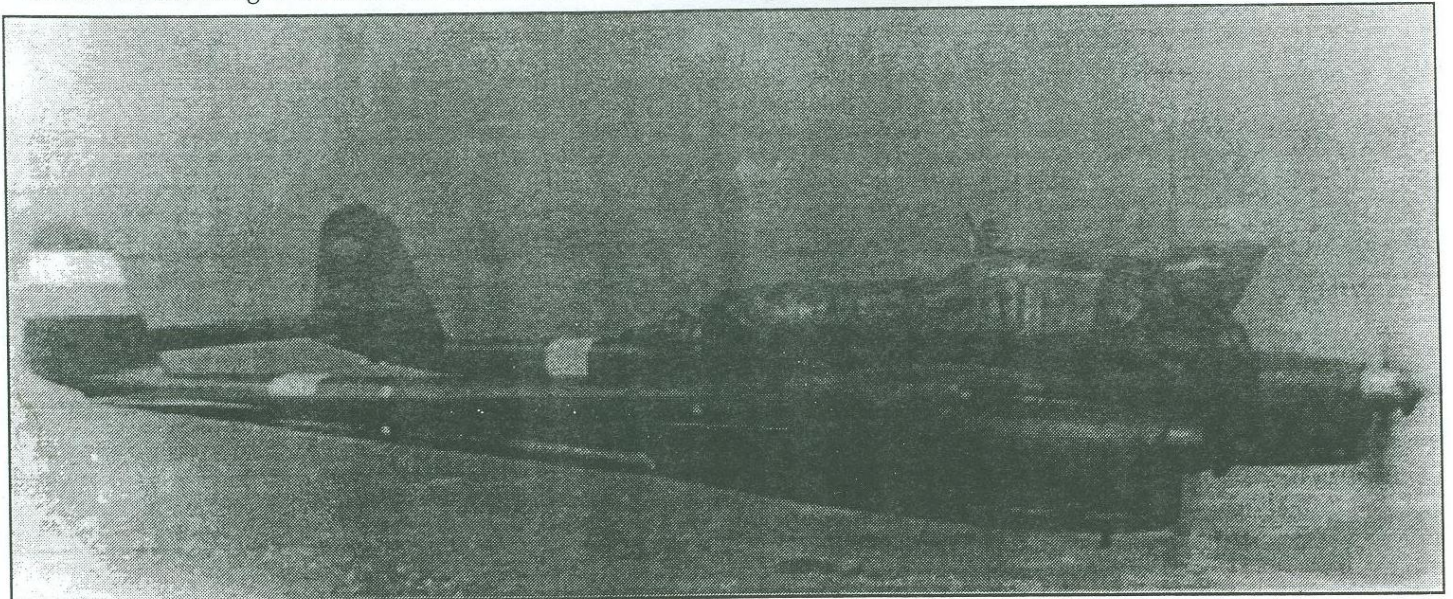
is that the vacuform parts are crisp and sharply-defined. This aids tremendously in the removal and sanding of the vacuform parts, and also aids in fitting the parts. The fit of the many separate vacuform and resin components in the *Karo-AS* kit is very good. However, the alignment of the engine nacelles and engine booms can be a bit tricky. The port side boom needed



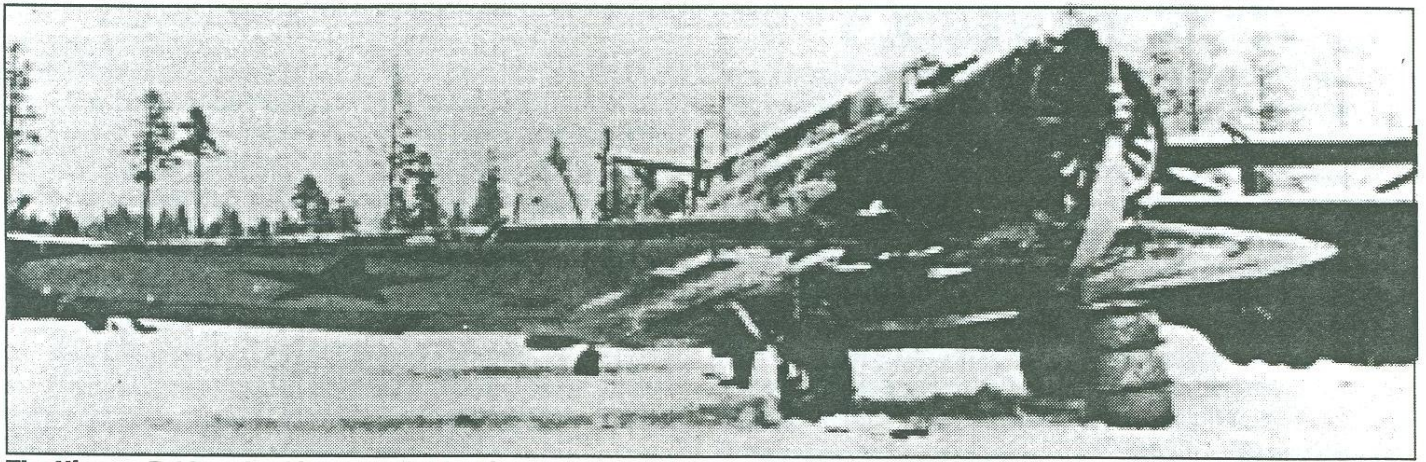
A trim Fw 189 awaits a mission on a forward airfield in Russia, 1942.

approximately 1/4" trimmed from it so it would match up with the starboard side. Also, the horizontal tail unit was grossly over-sized and needed to be cut down considerably, resulting in the part being reshaped and re-scribed.

Even though there are a great many components to the fuselage/wing/boom assemblies, the fit of the wing and fuselage made it most enjoyable to assemble. Even though we had a bit of trouble aligning the mismatched engine booms, assembly went very smoothly, and we were very happy with the completed Fw 189.



The Fw 189 also saw service in the Slovakian and Hungarian air forces. This attractive example is Hungarian.



The Nieman R-10 evolved from the KhAI-5 high-speed postal aircraft. The Luftwaffe had little problem dealing with the bomber.

A mailplane after a makeover: Nieman's R-10

By Laramie Wright

The R-10 was designed by the Kharkov Air Institute (KhAI), headed by I.G. Nieman, in 1937. It was originally intended to be a passenger/mail plane, and apparently, it fulfilled the requirements handsomely, carrying as many as nine passengers at 200 mph.

The payload and speed interested the Soviet authorities, who directed that military applications be explored. As a result, series production was commenced and about 500 aircraft were completed. These served with Soviet Naval Aviation as light bombers and were used against Japanese forces during the Nomonhan Incident in Mongolia.

The R-10 carried an 882-pound bomb load in wing cells, and was armed with two fixed 7.62mm machine guns in the wings and a third machine gun in the rear turret. Range was 745 miles.

When the German attack on the Soviet Union began in June 1941, R-10s were among the vast number of aircraft lost in the air and in the ground to the rampaging Luftwaffe. Their combat career was brief and unsuccessful; like their contemporary, the Fairey Battle, they were slow, unmaneuverable and too lightly armed to fight off Bf 109s. Aircrews who served in R-10s had a short future.

Pavla's kit of this underachiever of the Great Patriotic War is a typical low pressure molding that captures the general shape of the aircraft and has rudimentary detail, reminiscent of an old *Frog* kit. The kit consists of 56 medium gray plastic parts on thick sprues, six vacuformed transparencies and a fret of photoetched detail parts.

The plastic parts are thick, with some flash here and there. Dry fitting of the fuselage halves revealed a slight mismatch, which will require careful fitting during assembly to make sure the cockpit and gun turret openings line up. Crude parts are included to represent the floors, bulkheads and seats for the crew positions. Many of the photoetched parts are intended to spruce up the pilot's office.

The wings' trailing edges require thinning and flash clean-up. *Pavla* included separate wheel wells, but they are little more than general shapes without detail. Struts and wheels are simple, with some flash. There are numerous photoetched detail parts to dress up the landing gear.

The vacuformed transparencies represent the pilot's canopy and two parts for the rear gun turret. Each clear part is duplicated, so you have a spare in case of an error. They are clear and well formed.

The photoetched parts by *Eduard* are very well done. Details for the gun turret, cockpit and landing gear are included. Their delicate detail is really in sharp contrast to the more crude plastic parts.

Test fitting of the major plastic parts shows that care will be needed in attaching the wings to the fuselage to minimize gaps and the attendant filler applications. The horizontal stabilizers are without mounting pins or tabs; however, the fit of the resultant butt-joint appears to be good and tight.

I will deviate from the assembly instructions for the construction of the engine and cowling. They would have you install the engine by trapping it between the cowl halves. Based on dry fitting, seam filling and intake clean-up would be very difficult with the engine in place. It appears that there is room

to remove excess plastic at the rear of the cowl assembly and then insert the engine from the rear after the assembly and clean-up of the cowl.

The decal sheet has early World War II-style Soviet red star markings and a selection of Cyrillic numerals for individual aircraft. Drawings and one color painting show two schemes, one for temperate weather and a second with a weathered whitewash winter camouflage.

Why build the R-10? For me, it was first a matter getting the kit for review, and after looking at it, the generally ugly 1930s lines were appealing. It looks like a *Texan* on steroids—and how could a dedicated tread-head resist something like that?

Nieman R-10 specifications

Span: 47 feet 3 inches

Length: 32 feet, 9 3/4 inches

Maximum Speed: 223 MPH

Range: 745 miles

Armament: Two 7.62 mm machine guns in the wings; one flexible 7.62mm machine gun in the observer's position.

Payload: 882 pounds of bombs

Number built: Approximately 500

MARCH MINUTES

At our March meeting, we conducted our annual election of officers, a process that went quickly and rather painlessly. Mike Burton and Barry Bauer were each nominated for president; the membership voted 29-19 to put the gavel in Mike's hand for the fourth time. Barry wasn't left in the cold, however; the new "three-headed monster" in the role of vice-president and contests director will include him, Ben Pada and Jim Lewis. Secretary/Editor Chris Bucholtz and Treasurer Bill Ferrante will stay on in their roles.

Due to a scheduling conflict, next month's meeting will once again be held in the Milpitas Police Department's community room. We have the library reserved until August of next year, but the membership is encouraged to keep an eye peeled for possible back-up sites. You never know when the library may opt to do some renovations or repairs, so your suggestions may very well help us have a meeting some month.

In model talk... Mike Burton has turned his attentions from *Mustangs* to *Spitfires*; his *Airfix Spitfire Mk 22/24* is in progress and almost ready for painting. Cliff Kranz built his 1:32 *Revell P-38* way back in 1968, but a "crash" in 1998 led him to revisit the model. Some new paint and repairs has the big *Lightning* look better than ever. Bryan Finch's Egyptian Sherman is made from a hodgepodge of parts—a *DML* hull, a *Heller* AMX 13 turret and detail parts from a host of manufacturers. Bryan's Sherman Jumbo is ready for paint, and he has a Gun Truck and an M113 underway, slated to be part of the IPMS/USA Nationals' Vietnam armor collection. Another builder working on this project, Jim Lewis, is bashing together a tank destroyer, using *AFV Club* M-18 hull and adding the *Academy* Hellcat's floor plate and transmission, along with the *AFV Club* transmission end cap. Jim said the *AFV Club* kit's tight engineering makes dry-fitting somewhat difficult—you can't get the parts apart after test-fitting them! Joe Fleming spent two nights cleaning up *ADV*'s resin kit of the Ford M20, but it's been a quick build since then. The two Tigers at the heart of Joe's articles in the Styrene Sheet were there including their scratchbuilt turret escape hatches; each of the four hatches are made of 70 individual parts! *Jordi Rubio* barrels and much other sratchbuilding has gone into these ready-to-paint warriors. Eric McClure has been working on armor himself, fixing the texture of the *DML* transmission cover on his kitbashed M4A1 Sherman with mine plow. Bert McDowell showed the *Akagi* and *Hiryu* he built many years ago, and a model of the carrier *Soryu* from the *Aoshima* kit to show that even old guys can improve! Escorting his carriers was Jim Gordon's *Yukisuke*, depicted as a transport destroyer from the "Tokyo Express" of the Guadalcanal campaign. To simulate oil the ship's cargo, Jim added oil barrels made from stretched sprue to the *Fujimi* kit. Jim also provided 1:700 air support—a detailed *Skywave* Ju 52 and Ar 196 and a *PBY* with raft and downed airman in a raft in a "microdiorama." Also representing the Imperial Japanese Navy was Peter Wong's destroyer *Shiratsuyu*, which came out very well, considering it was Peter's first effort at using photoetched metal railings. Rodney Williams has finished his 1:32 P-40E, built as a preserved warbird. The model is the culmination of 2000 hours of work! Rodney's newest project is a modification of the *Revell* 1:32 *Corsair* into an F2G,

and has plans to depict the plane as a crashed aircraft at the Cleveland Air Races. Rodney has already bent the prop! Steve Palffy has built a beautiful Cromwell from new *Tamiya* kit, and is close to finishing a British M4 Sherman Mk I that is destined for a diorama. Randy Ray's taking a break from armor to work on *Hasegawa*'s F4U-1 birdcage *Corsair*, which he's equipped with a *Tekniks* R-2800 engine and an interior from *True Details*. Toby Martin is also a great patron of the aftermarket; he's beefing up his *Smer* Nieuport 11 with an Aeroclub engine and Blue Rider decals that will finish the plane in the colors of the Lafayette Escadrille. Toby says the kit's a little big for the scale. He's also building a Ford Model T armored car in 1:35; he says this box-style kit from *RPM* needs only headlight lenses and a radiator, and perhaps detail to the machine gun, to yield a neat and unusual AFV model. Roy Sutherland's first choice for markings had him so excited about building his *Hasegawa Spitfire Vb* that he missed the fact that that aircraft didn't have clipped wingtips! After some more research, Roy has chosen to build John Checkett's 9-kill aircraft. Roy's also working on a *Spitfire* 22, with new prop installed as an experiment. Matt Reich's CHP Caprice is waiting for new wheels and needs work on the light bar and spotlight. The CHP cruiser is really a Caprice/Impala hybrid, Matt says. He's also working on an *AMT/ERTL* '57 Chevy, which will eventually be finished in classic matador red. Rich Johnson built a miniature diorama around *Hasegawa*'s 1:700 U-boat Type IX, depicting the pig-boat surfacing. Mike Burton didn't quite finish his *RAAF Mustang Mk IVs*, both from the *Monogram* kit, in time for the Ides of march contest; both are ready for paint and final detailing. Also still in progress is Dave Balderrama's 1:144 F-117, built from the *DML* kit. In keeping with Dave's love of offbeat subjects is his *Czechmaster* DB40 armored assault glider; this 1:72 kit is progressing slowly but surely. Ken Fadrigon like subjects that go up and down, even if they don't have rotors; his next ambitious project is the *Airfix* 1:24 *Harrier*. Mark Hernandez' Arado Project 2 started life as a *Planet Models* kit, but got special touches in the form of scratchbuilt interior details and doodads from *Reheat*, *Cooper Details* and *True Details*. Laramie Wright is working over *Monogram*'s Ju 87G, sanding and rescribing the exterior and adding a new interior. Laramie says the old kit needed work on its guns but was good overall and accurate in outline. Barry Bauer's *Italeri* F4U-5N didn't suffer category 1 damage—it simply suffered cat (as in feline) damage! It's now been repaired and improved, with a new tail wheel bay, rebuilt main gear bays and the scale eight-inch nose extension Barry added to fix the kit's flawed schnozz. Barry's also in the beginning stages of a *Tamiya* Cromwell, which he says needs to have various details added. Brian Geyer brought his old P-26. Ben Pada found a photo of a "Jack" in an odd paint scheme, and used the *Hasegawa* Raiden 21 to depict the natural metal-and-IJN green plane, using *SNJ* as a base and *Model Master* metallizer for the panels. Ben said the *Hasegawa* Hurricane is a good but not great kit; he built his largely out of the box, but sanded down the fabric effect on the rear of the fuselage, which he thinks is overdone. Jim Priete converted a *Tamiya* Lancia LC2 from an R/C car kit; he reduced the radius of the wheel openings and detailed the

model into a display model. Dennis Ybe's hitting the road too, building a replica of the 100NX Nissan he owns. The kit is the Twin Turbo version and came with side markers for European market; Dennis took 'em off, and detailed the boots around the windows with black chrome bare metal foil. Dennis' *Hobbycraft* Bf 109C was started as an out of the box project, but ended up being detailed, rescribed and reshaped. Dennis is also using *Monogram's* ProModeller P-51B to depict Medal of Honor winner James Howard's "Ding Hao!" but he said the kit suffers from a rough fit. Dennis will use vacuformed clear panels for the rear cockpit windows. Chris Bucholtz has dropped the flaps and fixed the grotesquely large pylons on the *Heller* T-28S *Fennec*; Chris will finish the plane as a sea-going T-28C *Trojan*. Mark Schynert has done much cursing, pissing and moaning over his *Mach 2* Do26, but he's also done a lot of work. The model's panel lines are nice, when not obscured by flash. Mark has the cockpit finished and should have gaps filled by the time of the nationals! Frank Babbitt is still debating which nationality his F-16 will be finished in; it will either be a striped Tiger Meet plane or an Indonesian Air Force example. And the Model of the Month goes to: Jim Lund and his collection of Sikorsky flying boats: an S-43 from the *Execuform* kit, an S-38 that he coerced the parts for from *Esoteric's* Jim Woods, and an S-40 from the *Atlantic Models* multimedia kit.

In our club contests this month... We had a great turn out for the Ides of March contest. The eligible entrants were any subjects with a Roman numeral anywhere in its name or designation. Mike Burton kicked the contest off with his *Lightning* Mk II, a sharp-looking jet constructed from the *Airfix* kit. Laramie Wright built his 1:48 *Spitfire* XIV using the *Minicraft* kit, and he couldn't resist the temptation to build his *Swordfish* Mk II, because it had the unlikely combination of a torpedo, radar and a big Donald Duck cartoon on its side. Laramie's other Roman-numeral-ed entries: an *Airfix* *Buffalo* Mk I based in Singapore, a Mk VC Sherman Firefly conversion, and an *Italeri* Panzer I with a *Tamiya* turret and scratch-built gun. Mark Schynert's *Airfix* *Bulldog* IIA, was exported to Estonia, thanks to decals by *Blue Rider*. Angelo Deogradas built his *Monogram* *Typhoon* Ib out of the box and finished it with *Gunze Sangyo* paint. Even Germans used Roman numerals, as Mark Hernandez' *Focke-Wulf* Mk VII Flitzer proved.

Jim Priete's lend-lease Coastal Command *Liberator* GR.VI was built from the *Minicraft* kit, with wheels from *True Details* and new decals. Jim also converted *Accurate Miniatures'* P-51A into a British *Mustang* IA by changing the plane's gun barrels. Joe Fleming added resin tracks to his lovely Mk IV Male WWI tank, built from the *Emhar* kit. Stan Muniz showed that life imitates kitbashing; he modeled a captured *Spitfire* V that the Germans fitted with a DB601 engine. *Frog* and *Airfix* kits were bashed together to build this example of not-so-friendly Anglo-German cooperation. Barry Bauer finished his *PM Models* Fokker D.XXI in pre-war Dutch markings, and converted his *Frog* *Typhoon* IB into a bubbletop version, complete with new prop and bubbletop. And the winners were: in third, with his *Tamiya* Marder Mk III, was Laramie Wright, who added a few details himself. In second: Joe Fleming's *Hobbycraft* *Hurricane* Mk. IID conversion. And in first, a bit of '60s muscle (albeit 1460s!) in the form of Barry Bauer's King Ferdinand suit of armor from the *Imai* museum series of kits.

The postponed '60s Muscle contest also attracted a large turnout. Ken Fadrigon spun the contest rules to enter his *Coopertiva* Sukhoi Su-25UBK. It was his first camouflage scheme! Cliff Kranz built *AMT's* Ramcharger Charger 500 35 years ago. He pulled the wheelbase out, and used decals from the new *Lindberg* issue of the kit along with stripes from the old kit! Cliff also built a '69 Charger with '68 grille back in the '60s, while he was in the service. Mike Burton is a closet car modeler, and he proved it with his *Johan* '64 Petty Plymouth Belvedere. His more common genre, aircraft, was represented by a YF-12 *Blackbird* by Italeri, what Mike considers the best model of the Lockheed Mach 3 plane. Frank Babbitt's '60s muscle came in the form of a 1:100 scale F-4 in Israeli markings. Matt Reich argued that the 1970 model year started in 1969, so his Boss 302 Mustang qualified for the contest! Matt also entered a less controversial '69 *Revell* Mach I 428, a '65 Corvette with Big Block, and a 1970 Chevelle SS 494. And the winners... in third: Frank Babbitt's splendid *Vulcan* B.2 built from the *Airfix* kit. Frank reworked the exhausts and rescribed the model, and wrestled with some rough intakes. In second: Chris Bucholtz' AD-7 *Skyraider*, finished as VA-176's MiG-17 killer. And the winner: Marc Wilson's '67 Chevelle SS Pro Street, which took much re-working, painting and polishing. Congratulations to all the winners!

This month's club contest...

Squadron Hacks

**Any kind of liaison, run-about or utility plane—SNBs and T-45s, T-6s and SNJs, T-38s, T-28s and T-2s, captured birds—
use your imagination!**

And coming up...

May: NATIONALS SNEAK PEEK

June: NASCAR / Choppers (bikes & copters)

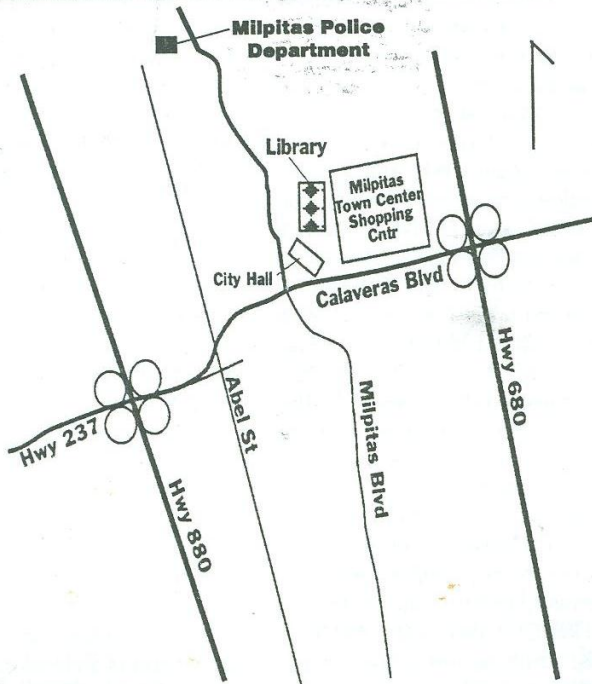
July: Straight Wing Jets

July 98: Area ruled (F-102, Chargers, all Mopars,)

August 98 : NATS LOSERS CONTEST (Home Of the Plastic Whipping)

September 98: Unlimited Air Racers

ATTENTION! NOTE SPECIAL LOCATION FOR THIS MONTH'S MEETING!



Next meeting:
**7:30 p.m.,
Friday,
April 17**

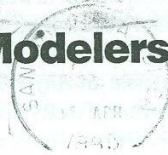
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