

Panzer scout: building ICM's Lynx in 1:35

By Laramie Wright

The Ukrainian company ICM has put out a number of interesting kits in the past few years, concentrating primarily on Soviet equipment like the T-28 and T-35 multi-turret behemoths in 1:35th. That being the norm, their PzKfw. II Ausf. L Luchs (Lynx) is something of a departure: a small German light tank that is about a third the size of their previous land battleships.

The history of the Lynx is fairly well known among armor fans. It was a light tank intended for reconnaissance and scouting for Panzer divisions. The vehicle was lightly armored and carried a 20mm cannon with an 8mm coaxial machinegun. It debuted in 1943 and served primarily on the Eastern

front, where it was successful in its scouting/recon role. Later it was also used in Normandy against the liberating Allies. Only about 150 or so were built, possibly including a short run with 50mm main armament as installed on the Puma armored car.

The Lynx has been the subject of a couple of 1:35 resin kits at the usual hideous price levels, but until recently there has been no plastic kit available. That changed with the near simultaneous release of injection molded kits by ICM of the Ukraine and Techmod of Poland about a year and a half ago. I was not able to find the Techmod version but did obtain the ICM Lynx at a very nice price.

The vehicle is molded in a good quality orange-yellow styrene with the individual track links molded in a dark silver gray. Parts breakdown is good, and they are cleanly molded with only occasional flash needing to be cleaned up.

The lower hull is a four-piece assembly consisting of right

and left sides with a rear plate and a combined bottom and nose plate. They go together just fine after the clean up of the sprue attachment points and careful sanding to maintain true edges. I used Tenax 7R for most of the assembly. My reference material indicates that ICM missed the lower nose configuration. They molded it vertically from the glacis to the bottom

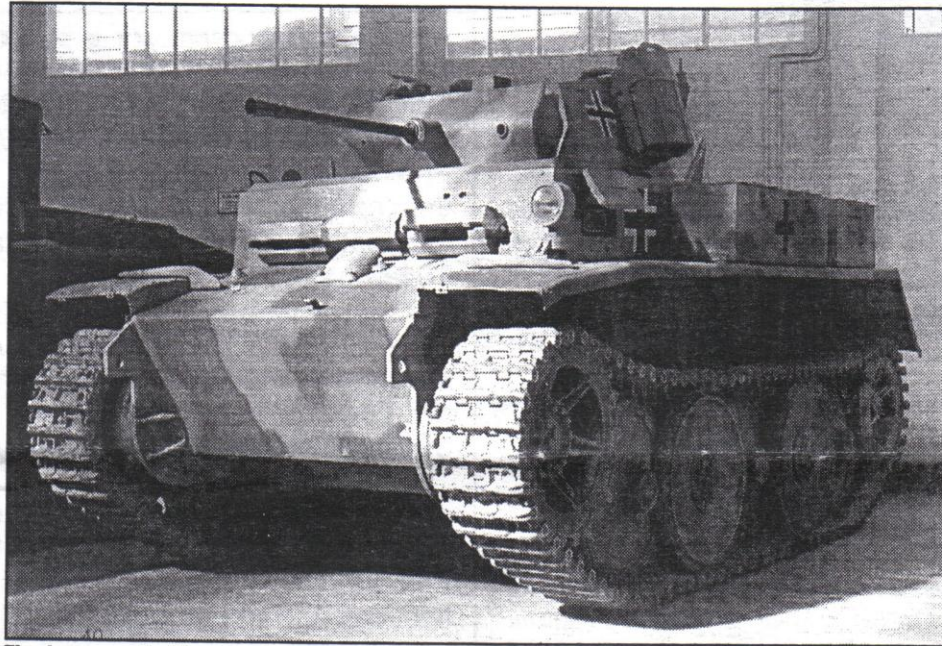
pan. On the actual Lynx, the front plate is vertical to a point about even with the lower rail of the spare track rack. Then the plate is broken at an angle leading back to a point before the first torsion arm housing. I cut the plate as described then replaced the missing panel with .020 card stock. I also had a slip of the old #11 blade that gave me a half-inch log cut on my left middle finger. This way of putting

yourself into your work is not recommended. One other thing about the front plate is that ICM chose to mold the spare track rack and part of the final drive housings in one piece. That is to be trapped between the right and left hull sides on assembly. To my eye this is a bad idea. I cut the track/rack free of the final drive plates, installed them, and after filling and sanding, added the bolt detail that was destroyed. It would be next to impossible to have achieved a smooth installation of the final drive plates otherwise.

After all was right with the lower hull, I installed the ten separate road wheel swing arms, taking care to keep them level and aligned.

Next on the list were the fenders and front glacis, which were molded as a unit. I added lips the length of the fenders made from strip stock and blended them into the appearance of single units with putty and sanding. I removed the headlamp

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The Lynx was built on the Panzer II chassis, with a modified suspension. Despite their small numbers, Lynx fought until 1944.

EDITOR'S BRIEF

How did you get started as a modeler? If you're like most of us, you had a parent or older sibling that encouraged you to build, and either spent time with you while you did it or used the styrene as a means to buy some time to himself while you were occupied!

Your editor got started with an *Aurora* Godzilla kit when he was seven, followed closely by a snap-together P-51D with stickers for "Ridgerunner III." After that came the whole line



Typical birthday for the editor, 1974

of *Monogram* 1:32 armor, with their Sheppard Paine diorama inserts, which demonstrated what possibilities existed for modeling.

After those came 1:48 *Monogram* airplanes: the *Dauntless* and *Helldiver* with dropping bombs, the *Hellcat* and *Wildcat* with folding wings, the *Avenger*, *Zero* and *Mustang*. The arrival of the B-17G, B-24J and B-29A in

quick succession during the late '70s was enough to spoil a kid; the editor remembers how disappointed he was in the older *Revell* B-17F's quality.

After that came ships, especially aircraft carriers, with their squadrons of tiny plastic planes. The *Aurora Forrestal* had a virtual retrospective of naval jet aviation on its decks, while the *Revell Lexington* had a host of training planes including *Buckeyes* and *Trojans*. The *Revell Midway/Coral Sea/Franklin D. Roosevelt* class was built at least five times; this model had gun turrets and airplanes! The Japanese carriers were next—so expensive, it seemed, but so much better detailed. And in a constant scale, too! And you could build escorts as well!

In high school, space started to become a premium, and so 1:72 became the preferred scale, prompted by the *Monogram* 1:72 B-36. From there, it was into a whole new realm of possibilities: *Airfix*, *Hasegawa*, *Matchbox* and *Hobbycraft* began to take up shelf space—and not in their boxes as is the case today, but built within a few weeks of purchase!

After that came duty in the Navy, but there was still time to build. First came an F-14 as a gift to our apprenticeship school chief, then two A-4s, a *Monogram* F-4J and an F-105 during leave. In 1986, the editor stumbled across the SVSM display at Moffett Field's air show, and the rest is history!

Today's beginning modeler may not have the sort of indoctrination into the hobby described above. Some people describe that fact as a sign that the hobby is in its death throes. But a look around the club meetings shows that the newcomer to the hobby isn't always a pre-teen. We now see older people returning to the hobby, and a surprising number of adult modelers are picking the hobby up for the very first time. Kits are better and more plentiful than ever, and a decent number of children are still being introduced to the hobby by their

parents. There is much more competition for children's attention today than there was 30 years ago. However, models have been made for hundreds of years, and while the media has changed from clay and wood to stick and tissue to plastic resin and photoetch, the hobby has persisted. There is something about modeling that brings people back, even after girls and cars and careers and children gain in importance and priorities. Part of it is because of modelers like our members whose own work inspires people to take up the hobby, but part of it is that modeling is worthwhile. Worthwhile things survive and outlive fads, flash and fashion.

Enjoy your hobby—you have good reason to!

—The Editor

CONTEST CALENDAR

May 20, 2000: The **IPMS/USA Region IX Regional Contest**, hosted by IPMS/Fresno at the Fresno Air National Guard Main Hangar. This year's theme: "History in Your Hands." For more information, call Domenic Ortiz at (559) 222-1042.

June 10, 2000: The annual **IPMS/Silverwings summer contest**, held in Sacramento, California. For more details, call Russel Niles at (916) 381-1395 or e-mail r_niles1@juno.com.

June 11, 2000: The **Annual Planes of Fame Museum Contest**, hosted by IPMS/Planes of Fame in Chino, California. For more information, call Al Parra at (909) 920-9917.

August 20, 2000: **IPMS/Central Valley** hosts its **annual contest** in Fresno, California. For more information, call Nick Bruno at (559) 229-3675.

September 23, 2000: **IPMS/Humboldt Bay** hosts its **annual contest** in Eureka, California. For more information, call Mitch Bartel at (707) 826-1380 or e-mail him at mitchy2@juno.com.

October 22, 2000: IPMS/Orange county hosts **The Region 8 Convention-OrangeCon 2000** in Buena Park, California. For more information, call (949) 631-7142 or e-mail ocipms@aol.com.

November 11, 2000: The **Antelope Valley Group** hosts its **Fourth Annual Contest** at Antelope Valley College in Lancaster, California. For more information, call David Newman at (661) 256-6359 or e-mail him at dnewman@as.net.



WEST COAST HOBBY EXPO 2000

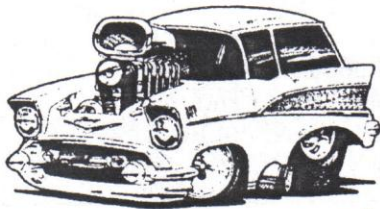


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Panzer hunter: the big-gunned T-34-57

By Vladimir Yakubov

Early on in the development of the armament of the T-34, there were concerns about the main armament of the tank. On June 13, 1940, the president of the Security Council, S. Timoshenko, referred to the Central Committee of the Communist Party and the Defense Committee of the Council of People's Commissars (SNK) of the USSR a report "...about insufficient power of the armament of KV and T-34 tanks, and about other prospective tank projects." Two weeks later, the special session of the SNK was devoted to that question.

To replace the insufficient 45mm tank gun, the SNK recommended that new 55-60mm guns should be developed. At that time, the Central Artillery Design Bureau (TsAKB) of V.G. Grabin was already working on a 57 mm antitank gun, the ZIS-2, and so it was ordered to develop a tank variant of that gun. In reality, Grabin had predicted the need for a heavier gun and had completed the first drafts of plans for just such a gun even before the order had been issued.

Production of the prototype 57mm tank gun started in September 1940, but manufacture was slow until December because improvement and mass production of the 76.2 mm F-34 tank gun had priority. Nevertheless, in the beginning of December 1940, the first prototype of 57mm tank gun was completed, and it provided a testbed for factory trials until the end of March 1941. In April, the gun was mounted on a production T-34 and sent for trials on the proving grounds. Those trials revealed an extremely short life for the barrel, which overheated after 100 to 150 shots, and low accuracy.

In July 1941, an improved gun, the ZIS-4, was installed in T-34 and tested again on the Sofrino proving ground. This time trials were successful and the gun was recommended for service in spite of its price. The ZIS-4 was very expensive mostly because of its very long barrel, almost 14 feet in length. Nevertheless, the gun was accepted for service because of the

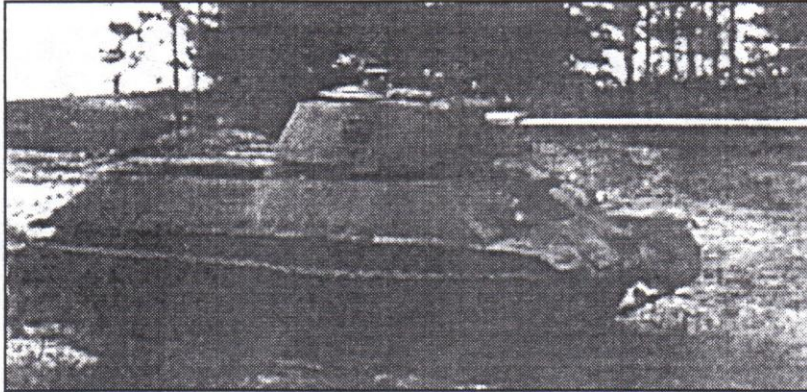
high demand for powerful antitank guns.

The ZIS-4 was intended to rearm some production T-34 to convert them into "tank-hunter" T-34-57. The ZIS-4 was set up for mass production in factory #92 in August 1941. In September, it was temporarily delayed and on December 1, 1941, it was cancelled altogether because of the shortage of 57mm ammunition and production expenses.

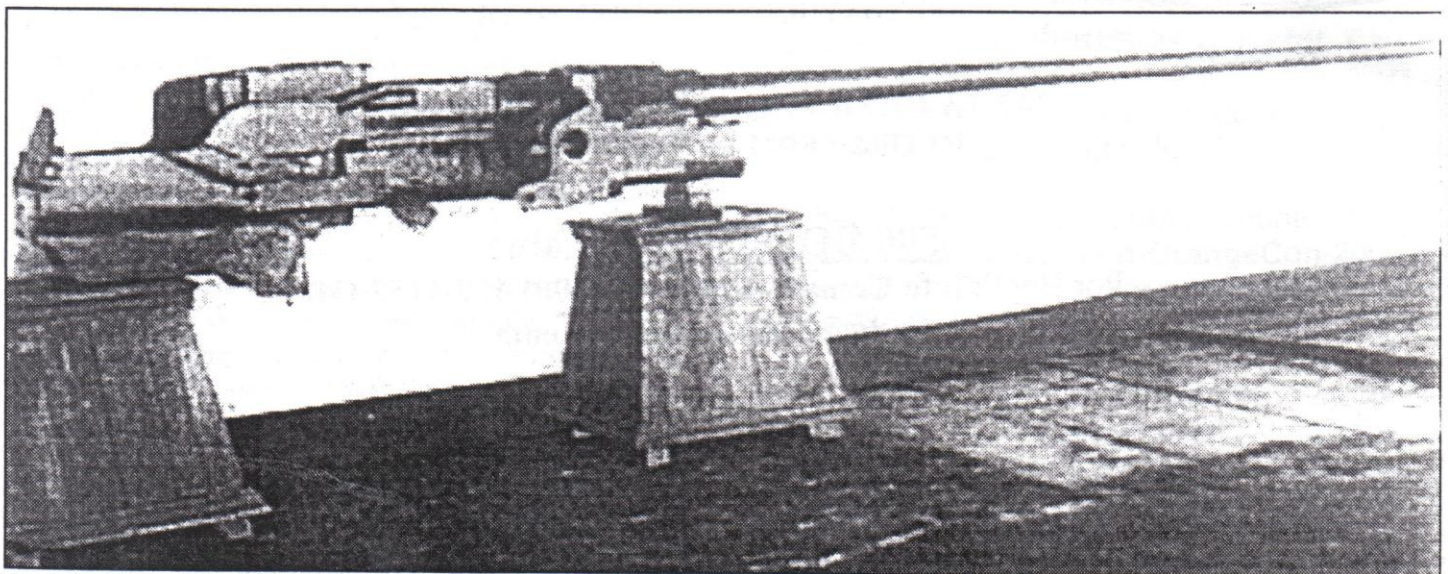
According to the Ministry of Ammunition (Narkomat Boepripasov), in 1941 factory # 92 manufactured 133 ZIS-4 guns.

The project was resumed in 1943, when it became clear that existing guns could not cope with the German heavy tanks.

T-34 "tank-hunters" participated in the Battle for Moscow in 1941-1942. On October 14, the 21st Tank Brigade was being deployed at the Demidov rail station, and a day later it was ordered to advance on Turchinovo-Pushkino-Troyanovo and make a flank strike on German troops deployed near Kalinin. Starshiy politruk (the Soviet equivalent of First Lieutenant) I. Gmyrya drove his tank along the Volokolamsk highway and met with a large column of German trucks. His tank destroyed the whole three kilometer-long column. After that, his tank rushed a German airfield and destroyed a heavy bomber, only to be itself knocked out by German artillery. Two crewmembers were killed, but Gmyrya and Sergeant



Despite the graininess of this photo, the size of the T-34-57's main gun is apparent. The gun was almost four meters long, which led to durability problems.



The right tools for the job: the ZIS-4 tank gun. The weapon's weakness was the low quality of contemporary high-explosive projectiles.

Ishenko escaped and rejoined Red Army.

In four days of combat, the 21st Tank Brigade accounted for about 1,000 German soldiers, 34 tanks, 210 trucks and 31 guns. In doing so, the brigade lost its commander, Hero of the Soviet Union Major Lukin and the commander of the 1st battalion Hero of the Soviet Union Captain Agibalov. By



The T-34-57 of Major Lukin, marooned in a ditch near Troyanovo. The lack of external stowage is clear in this shot.

November 25, all the "tank-hunters" of the 21st Tank Brigade were lost.

New T-34-57 "tank-hunters" appeared on the frontline in August 1943, attached to Special Tank Company 100. That company had three T-34-57s in its first platoon from August 15 to September 5, 1943. Unfortunately, the "tank-hunters" were unlucky, encountering German tanks only once, but in that time the 1st Platoon was held in reserve and didn't engage in battle. Nevertheless, the commander of that company, Captain Volosatov, praised the T-34-57 after firing practice on knocked-out German tanks and captured pillboxes and bunkers.

The main drawback of ZIS-4 and ZIS-4M tank gun was the very low quality of its high-explosive (HE) projectiles: they either exploded partially or didn't explode at all. During 1943, factory #92 had manufactured 172 ZIS-4M guns, then its mass production was again cancelled favor 85mm guns. In 1944, it manufactured an additional 19 ZIS-4Ms, possibly for repair of some existing "tank-hunters."

Building a model of the T-34-57 is one of the most straightforward conversions possible. The tank itself was a standard T-34 model 1941. You can find a very nice set of blueprints for it on the Internet at http://www.history.enjoy.ru/outlines/t34_45.gif. The only difference between the T-34-57 and a standard tank was the gun barrel, which was a ZiS-4 57mm gun, 73 caliber in length. That translates into 4.161 meters, or 13.87 feet. For 1:35, the

barrel can be made either by turning it on a lathe or making it out of brass tubing. This can be done by gluing two to three telescoping brass tubes inside each other, covering them in putty, and then sanding them smooth until the end of each of the middle tubes shows through the putty. The good thing about this gun is that it had no muzzle brake to worry about.

Once a barrel is made it can be put straight into the gun mantle; after that you have to make the ring of armor that went around the barrel where it met the mantle. It was installed to compensate for the smaller diameter of the gun. The rest of the tank is a straightforward build.

For the 1:76 model, I used a Fujimi T-34-76 model 1942. The kit comes with a set of rubberized wheels for the model 1941 and with a set of steel wheels for the model 1942. I used the former to backdate the model. The main thing you have to do is round out the corners of the turret, since the kit represents the later simplified turret built in Stalingrad. There were also two prominent welds on the front of the turret, so those have to be added with putty or styrene.

The drivers hatch has to be modified. The kit's later periscopes have to be

removed and replaced with the earlier set, which consisted of the two half-round bumps on the top of the hatch. All of the stowage boxes on the fenders have to be removed, except for the left front one, and the fenders have to be thinned down to scale.

As can be seen from the article, most of these tanks were brand new and were lost within two months of combat, so the



Another shot of Major Lukin's tank. This tank was lost during the battles just outside of Moscow in 1941. The engine compartment and commander's hatches are open.

paint job was pretty new, but since these tanks were used during "rasputitsa," the rainy period, they were heavily encrusted with mud.

This easy conversion makes a very interesting version of this famous tank in a very short time.



The F-15E entered service with the Air Force starting in 1986. During the Gulf War, F-15Es had an 80 percent success rate with laser-guided bombs, the best of any allied aircraft.

From Streak to Strike: Monogram's 1:48 Mudhen

By Bradley D. Chun

The McDonnell Douglas (now Boeing) F-15 *Eagle* is considered to be the most capable twin-engined air-superiority jet fighters serving in the free world today. Since its maiden flight in July 1972, this record-breaking Mach 2.5 fighter has set the standard for fighter designs to follow. In its initial design, the F-15 *Eagle* was considered to be the first American fighter since the F-86 *Sabre* to be designed primarily for the air-superiority role—for getting into hostile territory, seizing control, and disposing of all who opposed it.

During the early 1980s, the United States Air Force indicated that it had a requirement for a new, long-range aircraft to prevent hostile forces from conducting an attack by severing their supply lines to degrade their fighting capabilities. The Air Force requested that McDonnell Douglas modify their F-15 *Eagle* fighter airframe into a dual role aircraft. Using a two-seat F-15B as the test airframe, McDonnell Douglas and the Air Force began development into a sophisticated all-weather, fighter-bomber. This dual-role aircraft would be known as the F-15E *Strike Eagle*. The prototype defeated the F-16XL in a competitive evaluation and was ordered into production starting in 1985. The original plan was for a force of 392 F-15Es, but only 209 were eventually completed.

The adoption of a two-seat layout marked an about-face for the Air Force, which had insisted that one pilot, with the aid of proper instrumentation, could handle a modern strike aircraft. Such had been the case with the F-105 and A-7D, but the F-15E's systems, which included LANTIRN (Low-Altitude, Navigation and Targeting, Infrared for Night) and other sophisticated equipment, required an active guy-in-back. The

rear cockpit had four multifunction cathode-ray tube (CRT) displays to monitor radar, weapons management and selection, and enemy threats. Up front, the pilot had a wide-angle HUD, moving map display for navigation, and automatic terrain following gear. To fit these avionics into the plane, one fuselage fuel tank was removed, but it was replaced by two conformal fuel tanks on the outsides of the intakes. This arrangement left extra internal space for growth.

The reconfigured fuselage conformal fuel tanks increased the *Strike Eagle's* range while decreasing drag. They could hold 12 air-to-ground weapons on integral pylons, rather than ejection racks.

The engines were two highly-reliable Pratt & Whitney F100-PW-229 turbofan engines. These engines produced 20 percent more power than the F-15D's F100-PW-200 engines. This powerplant also features state of the art digital control technology for better performance and reduced maintenance.

The LANTIRN system enables the *Strike Eagle* to operate at night and under adverse weather conditions. The LANTIRN system utilizes two external pods, a navigation pod, and a targeting pod. The navigation pod contains the FLIR (Forward Looking Infra-Red) sensor that enables the crew to maintain high speeds at night, at low altitudes, and during adverse weather conditions. The targeting pod contains a high resolution tracking FLIR, a missile boresight correlator, and a laser designator.

During Operation Desert Storm, the F-15E *Strike Eagle* was operational with only two squadrons from the 4th Tactical Fighter Wing, at Seymour Johnson AFB. After being deployed to Al Kharij Air Base, Saudi Arabia, the 48 F-15Es flew

more than 2,200 sorties, and maintained a 95.9 percent combat capable rate. LANTIRN was not widely available, so when the F-15Es flew with laser-guided weapons, they flew in pairs—one with LANTIRN illuminating targets and the other with extra bombs to maximize the effectiveness of the sortie. The F-15Es were given high-priority targets, like Scud launchers and command and control centers. Two were lost in combat. The *Strike Eagle* has continued to hit Iraqi targets to this day, striking air defense sites when enemy gunners break the rules of the no-fly zones during poor weather conditions.

When my local hobby shop owner told me that he would be receiving his shipment of the *Revell-Monogram* 1:48 *Strike Eagle* in a few days, I couldn't wait for the weekend to pass. I have the *Hasegawa* 1:48 F-15E kit, and the assorted *Eduard* photo-etch frets, and *Paragon* resin update, and I wanted to see how this kit would compare. Once the weekend had passed, I drove to the hobby shop, and there it was sitting proudly on the shelf. I opened the "box" and was impressed with the contents that I found inside.

The kit is packaged in the now all-too-familiar, flimsy, cost-saving, clamshell, flip-opening box. On the cover is an F-15E

Strike Eagle flying an interdiction mission into a hostile area where a Scud launcher is poised and ready to launch. The first thing that came to my mind is, "Where are the *Rockeyes* and

LGBs?" The box sides show pictures of an assembled Mudhen, and the box bottom has the familiar "hard-stand/tarmac" printed on it.

The instruction booklet is laid out in a format that is similar to an instruction booklet found in the ProModeler line, minus the black and white photographs. The booklet is 16 pages in length and contains a brief history of the *Strike Eagle*, universal assembly symbols, the typical "read before you begin" and decal application instructions. The assembly process is pretty straightforward for an aircraft model. A nice touch, as of late, is that *Revell-Monogram* is including the part name, and detail painting for that specific part. The decal placement

guide not only gives the placement for the many stencils and marking for the two versions, but shows the modeler what areas need to be detailed painted and for which specific color.

There are four cellophane bags that contain the six sprues of parts. The first bag contains the two sprues that include the



Boomer's-eye view of an F-15E during a peacekeeping mission over Bosnia, armed with four Laser Guided Bombs and four AMRAAMs.



Two F-15Es of the 57th Fighter Wing based out of Nellis Air Force Base, in flight over the Cascade Mountains. Note the LANTIRN pods.

fuselage top and bottom, wings, intake covers, weighted/flattened main wheels, and main landing gear doors. For those who have the 1:48 Ju-52 in their collection, you'll also notice that these two sprues also interlock as they did on that kit. Nice touch, *Revell-Monogram*. This keeps the parts from rubbing against each other during shipping and prevents the parts from being scratched. The second bag also contains two sprues of injection-molded parts containing the cockpit parts, Aces II ejection seat parts, fuselage conformal pallets, turkey feather exhausts, sway braces, forward fuselage halves, wing bottoms, vertical fins, and ventral airbrake. The Aces II seats are not identical in that each has their shoulder belts displayed differently from the other, another nice touch from *Revell-Monogram*. The third bag contains the parts for the external stores, such as the fuselage conformal pallet pylons, the AIM-9 *Sidewinder* missiles and racks, 600-gallon fuel tanks, wing and centerline fuselage pylons, LANTIRN pods and fuselage scoops. The fuselage scoops are specific to Lakenheath-based *Strike Eagles*, and are not used in this kit (unless, of course, the modeler decides on building a Lakenheath-based Mudhen). The last bag contains the clear parts. As per the usual standards from most major manufacturers, these parts are really clear. There is a seam line in the canopy that needs removal, though.

The level of detailing is impressive and no flash was to be found. The panel line detailing is of the finely scribed, recessed, variety. *Revell-Monogram* has definitely raised the bar in the area of detailing in this kit. Other manufacturers should take notice. But where is the ordnance other than *Sidewinders*?

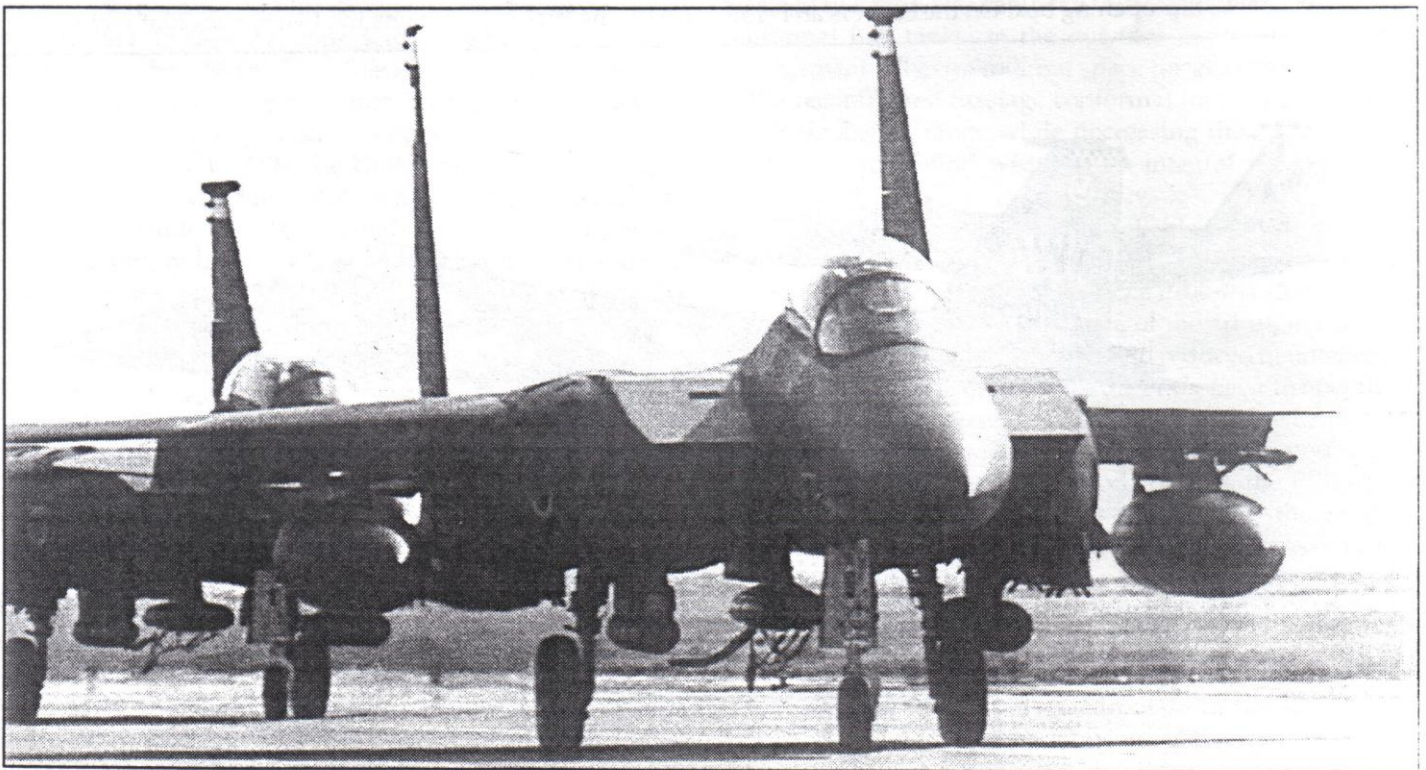
The decal sheet includes markings for two versions. The first version is F-15E 89-0487, from the 335th Tactical Fighter Squadron, 4th Fighter Wing, Operation Desert Storm, February 1991. The second version is for *Strike Eagle* 87-210, Squadron Commander's Aircraft, 391st Fighter Squadron, 366th

Fighter Wing, Mountain Home AFB, Idaho, 12th Air Force, Air Combat Command. The decals are nicely printed, not too thick, and the majority of the stenciling can be read without magnification. I could also find no problems with registration on the decals.

There are over 190 parts in this latest release from *Revell-Monogram*. This is the current version of the *Strike Eagle*. The *Hasegawa* kit is based on the prototype *Strike Eagle* modified from the F-15B and requires the *Paragon* resin update to bring it up to its current configuration.

But there is one thing that this kit shares with its older cousin from *Hasegawa*. There is no ordnance whatsoever in this kit, besides the 600-gallon fuel tanks and *Sidewinder* missiles. There were early rumors that *Revell-Monogram* would be releasing the *Strike Eagle* kit in three versions. The rumor was that this initial release was going to be under the ProModeler line and include either *Rockeyes* and/or LGBs, and then there would be another release, under the *Revell* label, without any ordnance. I guess someone in marketing changed their mind and decided to switch things around a bit. Anyway, I guess I'll have to buy some *Hasegawa* 1:48 scale weapon sets to load out my Mudhen. Maybe an aftermarket resin company will release some LGBs and *Rockeyes* in resin in the near future.

This kit is a bargain when compared to the *Hasegawa* kit and is equal to or surpasses it in the level of detail. You can buy two *Revell* kits for the price of one *Hasegawa* kit. I don't have the *Academy* series of F-15C/D/Es, so I can't comment or compare their quality or level of detail. I haven't dry-fitted the kit, but knowing Bill Koster and *Revell-Monogram*, this kit shouldn't have any major fit problems. Hopefully some aftermarket companies will take notice and start producing some ordnance and decals. I hope to see a few more Mudhens on contest tables in the future. Until next time, Happy Modeling!



Laden with 600-gallon drop tanks, a pair of F-15Es taxi to the runway. Fully-laden F-15Es can weigh more than 80,000 pounds.

The Wehrmacht's fast tracked scout: Lynx in 1:35

Continued from page 1

were molded as a unit. I added lips the length of the fenders made from strip stock and blended them into the appearance of single units with putty and sanding. I removed the headlamp mounts from each fender and replaced them with bases from the *Tamiya PzKfw. IV* detail set. As I went through the rest of the assembly, I replaced the kit provided pioneer tools with items from that same *Tamiya* set. They are really well done and add greatly to the overall detail of the Lynx.

Weld seams were added where appropriate along the lines where armor plates were joined on the real vehicle. These were done using the point of a number 11 blade held sideways making little jogs along the plates, creating the illusion of weld beads. A quick swipe of Tenax along the welds smoothed them out nicely.

Next was the area that required the most work- the engine deck. The Lynx had two large air intakes on the rear deck, one on each side. They are molded as symmetrical units in the *ICM* kit, while on the actual vehicle the driver's side intake is slightly shorter. I shortened the right side intake by 1/8th inch, then rearranged the grills inside both intakes to match the configuration on the real Lynx. Subsequently obtained information indicates that I should have lengthened the left intake instead. Oh well, next time.

I used brass screen to make debris screens over the two intakes and the radiator vent at the rear of the deck. Each screen was cut to shape and super glued in place. Then, using styrene strip, I carefully built frames for each screen. Careful application of super glue at each joint followed by gentle

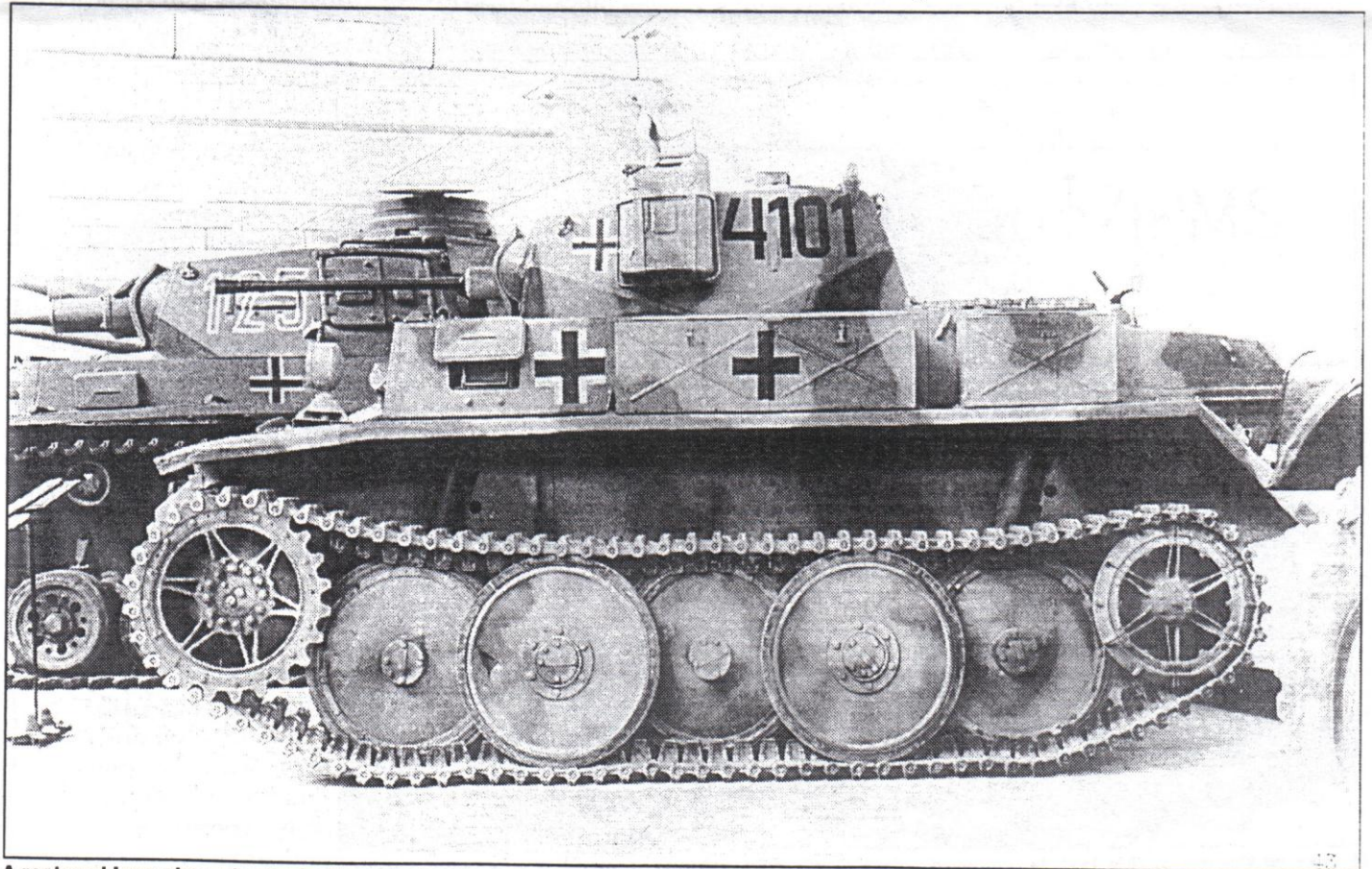
sanding eliminated all traces of the joints. I added *Grandt Linn* rivets on all frames to finish their appearance.

The final detailing added to the deck was the replacement of hinges for the engine access hatch and fuel filler door. As molded they were poorly indicated, so now I cannibalized hinges from an old *Tamiya PzKfw. IV* engine hatch. I shaved them off and installed them over the locations of the removed originals.

Four stowage bins were added to the fenders with detailing added from styrene pieces and latches from an *On The Mark Models* set. The hull antenna pot was added and a six branch crow's foot antenna was assembled from stretched sprue. I used the insulator from the *Tamiya Mk IV* antenna for the base. Finally, pioneer tools and the jack were installed with hold-down brackets from another *On The Mark Models* detail set.

The *ICM* road wheels are wrong. The outer wheels should have seven stamped ribs, but they are molded with eight. The inner wheels are smooth-faced whereas the actual Lynx inner wheels had three stamped ribs. They are also molded as one piece when, like Panther inner wheels, they should be assembled of two pieces, inner and outer. The drive sprockets and idlers look just fine.

There is a less than positive alignment when assembling the sprockets, idlers and outer road wheels, necessitating careful gluing, filling and sanding. Take care to maintain the alignment so the assemblies are true. I assembled and painted the wheel before adding the track. Tony Greenland may turn out



A restored Lynx shows to good effect the torsion bar suspension, which owes much to the Tiger and Panther tank suspension.

great models adding tracks and wheels before painting, but it ain't for me. I added the tracks following application of the dark yellow base coat.

The tracks are the best part of this kit. They are beautifully molded with only two attaching points per link. Using a new #17 blade, I cut the links free. Most required no further clean up. Others needed just a couple of sanding stick passes. They friction-fit together wonderfully. I assembled groups of five then joined those into long upper and lower runs. Those I draped over the wheels, fixing the track sag in a good approximation of the prototype. I secured them with rubber bands until cured. The tracks were removed and painted a dirty dark earth and black mixture, then dry-brushed with steel and wear points highlighted with a Prismacolor silver pencil. They were then glued on and touched up.

The turret is about 2mm short in height, but hey, it looks like a Lynx turret. I assembled and detailed the turret adding weld seams, rivets and a rectangular bracket toward the front. I replaced the kit's very undersized main gun (can a 20mm really be a main gun?) with a *Jordi Rubio* barrel. I

elect to replace the kit-supplied jerry cans with a pair from *Tamiya's* new German jerry can and fuel drum set. I built new racks from styrene strip and used foil strips and photo-etched buckles for tie down straps. Once done, I attached the assemblies to the turret.

Due to airbrush problems, I wound up painting the beast four times and had to strip it three times before a good job was achieved. This nearly became a catapult-launched tank. However, persistence finally paid off. I got a base of lightened *Tamiya* dark yellow, then installed the painted wheels and tracks.

I masked off the completed tracks and running gear and used *Tamiya* hull red and JA reen for the camouflage pattern. I used the dark earth and black mixture to coat the underside and running gear. Washes of black and burnt umber oils were used to shade and pop out details. Then I mixed up Dunklegrun from artist's oils and dry brushed to bring out raised detail. I used two successively lighter shades of Dunklegrun on the high points.

After the oil dried, I used *Tamiya* clear to prepare the appropriate surfaces for decals. I chose to model "white 101" from the 2nd SS Panzer Division operating in Russia



A Lynx (minus its front left fender) passes a burning farmhouse during fighting in autumn, 1943. This Lynx fought with the 4th Panzer Division.



A Lynx on the move. This tank is equipped with a crow's foot antenna, a piece of equipment Laramie scratchbuilt for his PzKfw. II Ausf. L.



A 2nd Panzer Division Lynx leads a line of other German vehicles during an advance on the Eastern Front in 1943. In 1945, the Lynx was largely replaced by the wheeled SdKfz. 234/1 Schwerer Panzerspahwagen.

in 1943, since it was the most colorful selection. All decals came from the kit sheet and went on perfectly using *MicroSol*. The turret numbers were especially impressive, wrapping around a raised vision block perfectly. A quick second coat of clear was put on after the decals were dry, then I sprayed a matt-coat of dust to tie it all together.

I finished by adding the hull and turret antennae along with the tow cable, made from twisted solder and *Tamiya* PzKfw 4 cable ends.

This was a fun project overall, the cut finger and paint problems aside. The *ICM* Lynx is not a perfect kit, yet with a bit of work it makes a good representation of the original.



Antelope Valley Group/IPMS

Plastic Model Club is pleased to announce

Our Fourth Annual Contest Saturday, November 11, 2000

Antelope Valley College, 3041 W. Ave K, Lancaster, California

Special Awards For: Best Korean War Model
Best X-Plane

For more information, contact: David Newman, (661) 256-6359 or dnewman@as.net

OUR FAVORITE MUSEUMS

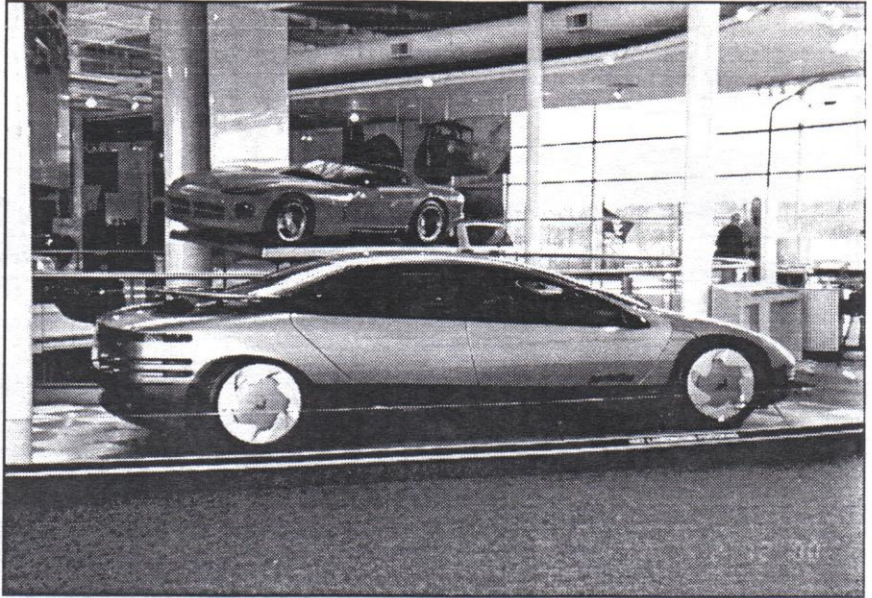
The Walter P. Chrysler Museum

Photos and text by Mike Yamada

I was in Detroit for a weekend last winter and was able to visit the new Chrysler Museum, located at the Daimler Chrysler Technical Center in Auburn Hills, Michigan, north of metropolitan Detroit.

Even though I am a "Chevy guy," I thought the museum was very well done and interesting. The building itself is striking, with lots of natural light. The cars are displayed in such a way that in most cases it is possible to get close and view them from different angles. In the entry/lobby there is a giant rotating "car stand" which holds the cars high in the air. You can stand at various places on the staircase and get a good look at the cars from above, beneath or from the side!

Despite the recent Daimler-Benz/Chrysler merger, this museum focuses on the Chrysler brands, including Chrysler,



Dodge, Hudson, Nash, Willys-Overland, and American Motors. All eras of Chrysler history are represented, from the earliest models to the present, including a 1902 Rambler, 1909 Hudson roadster, 1934 Chrysler Airflow, 1943 Willys-Overland Jeep MB, 1963 Chrysler Turbine Car, 1970 Plymouth Hemi Cuda (very rare), 1975 Chrysler Cordoba (with first-time Corinthian leather interior) and the K-Cars of the '80s.

There are also several racing cars, such as the 1964 Dodge 330 Super Stock "Color Me Gone" car. I particularly enjoyed seeing the various concept vehicles on display, including the 1941 Thunderbolt, the 1953 Chrysler Special by Ghia, 1987 Portofino, and 1989 Viper concept.

In addition to the cars, there was also a theater showing short films covering various topics, including the life of Walter Chrysler and the '60s muscle car era.

The staff was very helpful and friendly, and the cars were spotlessly clean and in top condition.

The gift shop also deserves special mention; it is well stocked with die cast models, clothing, posters, books, magazines, etc. The manager, Bob Tate, is a true car nut and strives to present unique merchandise at the shop. I bought some of the die cast cars and a poster for my friend who has a '97 GTS coupe back in Los Angeles.

I highly recommend a visit to the Chrysler museum if you are in Detroit.

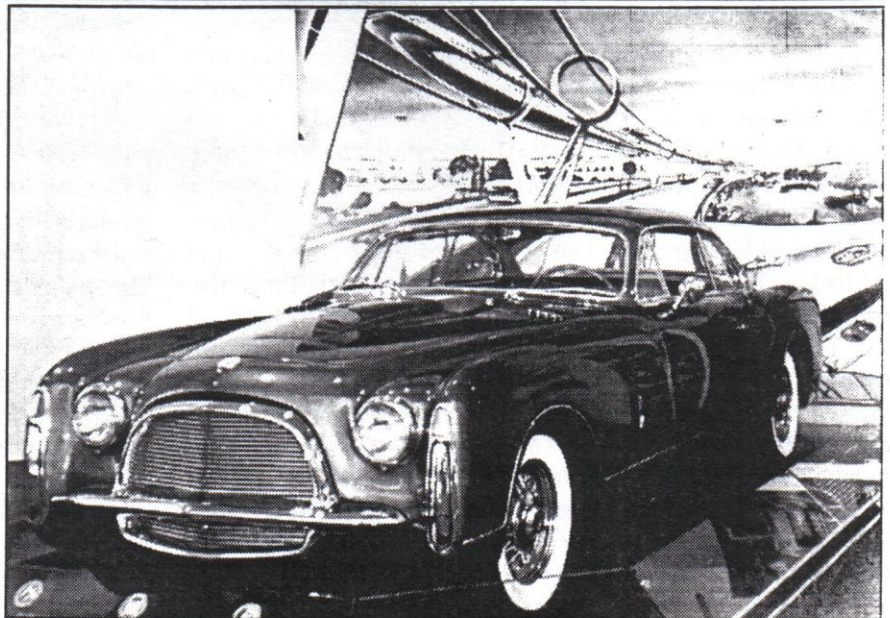
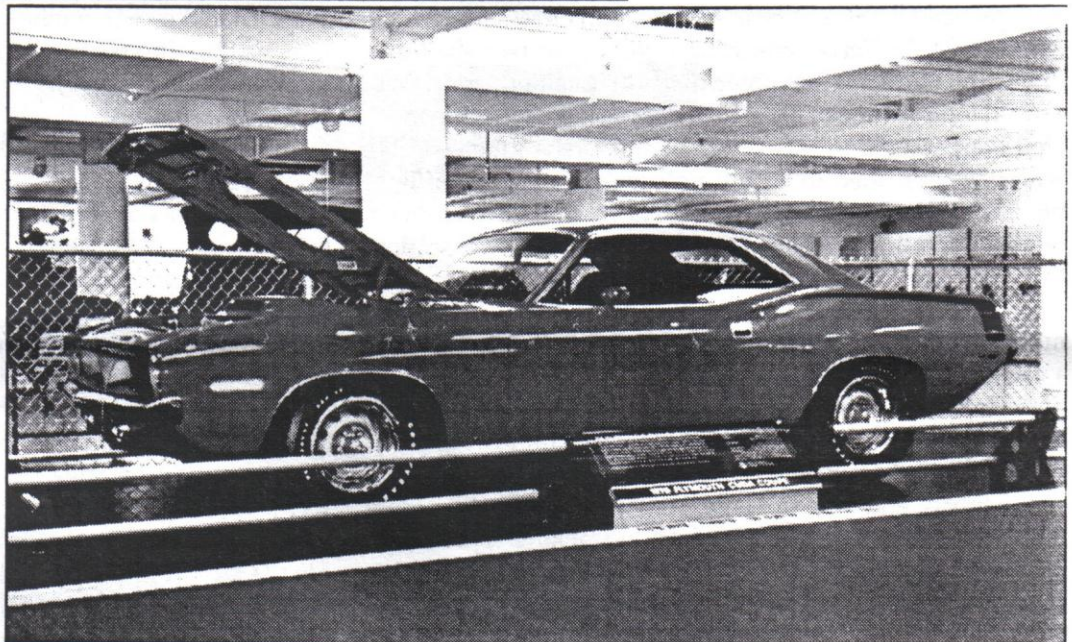


At top, the 1989 Dodge Viper concept car and the 1987 Lamborghini Portofino concept car, on display near the entrance of the Chrysler Museum. At left: a 1943 Willys-Overland Jeep MB. Note how the museum handles the interaction of people and cars without taking the emphasis off the vehicle.



1970 Dodge Challenger T/A, from the apex of the muscle car era.

At right, the rare 1970 Plymouth Cuda Hemi. Note the subtle differences between it and the Challenger of the same year pictured above. At bottom, a 1953 Ghia "Thomas Special" in front of a '50s mural depicting what designers thought motoring would look like in the future.



The Walter P. Chrysler Museum
One Chrysler Dr.
Auburn Hills, MI 48326-2778
1-888-456-1924
www.chryslerheritage.com
Hours: Tuesday through Saturday, 10 a.m.—6 p.m., Sunday from noon—6 p.m..
Closed Mondays and on New Year's Day, Easter Sunday, July 4, the day prior to Thanksgiving Day and Thanksgiving Day, December 24, 25, and 31.
Admission: general admission \$6; juniors (12 and under) \$3; Daimler Chrysler retirees \$3; seniors (62 and older) \$3; members and their families no charge.

APRIL MINUTES

Because of a scheduling error, the April meeting almost wasn't! Hats off to Richard Pedro, whose assertiveness in pointing out that the error was not SVSM's but the library's saved the day at the very last minute. Richard won the Tim Curtis Award for service to SVSM a few years ago, and even after serving as president he still puts in the same amount of effort on our behalf as he always has. Thanks, Richard!

In model talk... Peter Wong is taking a break from the plastic kits, instead whiling away his time building a wooden-hull schooner. Peter applied the wood planking and is now sanding the hull to shape. Mike Braun will soon have a huge collection of Fw 190s, if his kit choice is any indication. Mike's made short work of *Eduard's* 1:144 Fw 190, reworking the tail and the wingtips slightly and replacing the oversized panel lines to create an itty-bitty butcher bird. David Newman's dad used the *Italeri* kit to build a winter-white He 111Z "zwilling" glider tug, which was used to tow the massive Me 321 *Gigant*. Italian subjects are like Italian food—delicious, but you need a break once in a while. Lou Orselli's break is a *Matchbox* A-20 *Havoc*, which he's painted in two shades of olive drab with medium green disruptive camouflage. Robin Powell took a shine to his 1:48 *Spitfire*—literally! Robin modeled the personal mount of Air Vice Marshall James Robb, which was finished in an ultra-gloss custom shade of light blue, which Robin mixed himself. The model is a mish-mash of kits, including the *Falcon* fuselage and gull-wing section, the wing from an *Otaki* kit and the *Cooper Details* cockpit. Robin's freshly-painted *Dynavektor* *Sea Hornet* still had the masks over the canopies. This is a particularly easy build for a vacuform, said Robin. Also crawling across Robin's shelves these days is an *Accurate Armour* Spartan MCT anti-tank APC, finished as a vehicle that scored two kills in rapid succession during the Gulf War. There was a little work required on the vision ports and the stowage, and the resin tracks were difficult, but the final result was truly cracking! Chris Bowman worked hard the afternoon of the meeting to finish his *Hasegawa* Ju 87G-2 in Eastern Front markings, a task he says was made easier by the kit's great fit. Chris built two *Hasegawa* P-51Ds for his boss—the first one's finish didn't come out very well, so he test-flew it into a wall, then salvaged the cockpit and built the second one, finished successfully with *Testors* Model Master metallizer non-buffing aluminum. Chris also turned *Tamiya's* A6M2 into a Pearl Harbor attack force fighter. Vladimir Yakubov says the *ICM* TB-3 bomber fits beautifully and has exquisite detail, but the corrugated exterior skin is still a pain! Vladimir modestly says he will paint his TB-3 as a black night bomber to help hide his flaws! Vladimir also built a BT-7 armored car in 1:72, this in resin from the *Modelkrak* kit. This kit was very nice, he said, with no pinholes and missing only the fenders, which were often missing in real life anyway. Jim Lund went whole hog on the "Football Heroes" contest theme, bringing in a *Hasegawa* F9F-2 (Carolina) *Panther*, a *Rareplanes* TBY-1 (Tampa Bay) *Buccaneer*, a *Rareplanes* XF10F-1 (Jacksonville) *Jaguar*, a Northrop C-125 (Oakland) *Raider*, an *Airfix* (Seattle) *Sea Hawk* FGA.3, a Blohm und Voss Bv 222 (Minnesota) *Viking*, and vacuformed models of golden-age biplanes the (Atlanta) *Falcon* and the (Miami) *Dolphin*.

Roy Sutherland is working hard to get the most out of the *Airfix* *Seafire* 47, adding his own resin external parts and cockpit. Roy also displayed "End Game," a 1:72 diorama depicting two Luftwaffe flyers whose chess game is interrupted by marauding allied fighters. Roy used a Windsor-Newton series 7 brush to bring out the detail in the faces of his figures, and he built *Hawkeye's* 1:72 started cart to add to the diorama. *DML's* 5cm PAK 38 was nice, but it needed a little clean up, so Chris Hughes moved in and fixed the tread pattern on the wheels and scratchbuilt some better gun shield braces. Chris is supplementing his towed artillery with *Tamiya* Wespe self-propelled gun, which is coming out well thanks to his work and *Eduard's* brass details. Joe Callahan built his *Heller* Me 163 for a "Luftwaffe 1946" contest, which explains the Italian markings. Joe hypothesized that the Germans would train fanatic Italian fascists to fly the "powered eggs" in combat. Joe has also detailed the gear wells of *Heller's* *Typhoon*. Vince Hutson enjoyed building *Real Space Model's* 1:144 Titan II rocket, but he says *Apex's* Vostok represents the other end of the spectrum. There's more glue than styrene in his model, he says! Laramie Wright says *Tamiya's* Cromwell tank goes together well, and goes together even better when you dress it up with some of *Eduard's* brass details. Laramie is also rebuilding a *Tamiya* T-62 to make it more accurate, and he's got a *Monogram* P-400 *Airacobra* under way for a friend, to be displayed on *Eduard's* pierced-steel plating base. Frank Babbitt is enjoying building the *Revell* 1:72 Ar 240 night fighter, even though he finds research material on this plane to be scarcer than hen's teeth. Frank's going to soon have yet another small air forces subject in 1:48, his *Esci* *Aeromacchi* MB 326 having been rescribed and even given a preliminary coat of camouflage paint. Mark Hernandez demonstrated that, even after the idea had been discredited, the Germans were still hung up on the "bomber destroyer" concept. His Lippish P.11 mounts a 75mm cannon, giving this *Planet* *Models* kit a lot of bang for the buck. Lippish wasn't done there, though; Mark also had the P.12 supersonic fighter on hand, this model by *Sharkit*. Mark plans on painting this prototype overall red. Chris Bucholtz finally has paint on his ill-starred *Tamiya* F4D-1 *Skyray*, and the resin parts to the *Obscureco* *Jet Provost* detail set have been proven pourable. Greg Plummer needed to test out some paint, so he turned some rather ugly little Honda City kits from *Tamiya* into gleaming little gems! The red *Tamiya* lacquer came out particularly nice. Joel Rojas, in defiance of his reputation, actually finished something—a snap-together dragster cop car, which was painted, decalced and everything! John Carr gave us a rundown on his favorite police cruisers by way of explaining why he's so into his conversion of a Caprice patrol car, built using a *Revell* Impala and *AMT's* CT-1 Caprice. The model also has resin wheels, grille and interior parts, and rear-view mirrors off a 1996 Caprice. Ron Wergin did a fine job of sprucing up *Academy's* 1:72 P-40M, turning it into a well-weathered desert veteran, and he also did a bang-up job on the substantially older P.Z.L. P-11c fighter. Michael Hernandez was all but speechless with joy over his Gundam figure. Michael Connelley's 1:350 *Missouri* is destined for the Pear-

Harbor Memorial Museum. The models will depict "Mighty Mo" in 1944; to get it right, Michael's replaced all the gun tubs with brass, re-planked the deck, moved the superstructure forward, and added lots of brass from both *Tom's Modelworks* and *Gold Medal Models*. Cliff Kranz used the *Testors* kit as his starting point to create an M-12 *Blackbird*, one of several he has planned. Dave Balderrama is using a *PM Models* Ta 154 *Moskito* as a test article for exploring new glues and paints. Mike Meek has most of an *Academy* 1:144 Boeing 377 *Stratoliner* done, but he didn't like the propellers—so he made some himself! In the same philosophy, Mike is making himself a 1:48 model of the air racer "Red Baron," converting it from a

Tamiya P-51D. And the model of the month goes to... Greg Prindle, who was inspired by the sight of the B-24J at the Castle Air Force Base Museum to go home and get to work on *Monogram's* 1:48 kit. Greg finished the *Liberator* in natural metal, then built the Cletrac in the kit using his own idea of what the proper colors should be.

The official entries in our "Football Heroes" contest were clever enough, although both were from Mark Hernandez. His "Ram-jager" Tribflugel and Flitzer "Luftwaffe '49er" were loosely connected to the theme and thus he was subjected to many hoots and whistles. Hurrah for our big winner

SVSM BOOKSHELF

Nieuport Aces of World War 1

By Norman Franks

2000, Osprey Publishing

Having plowed through the aces of World War II and Korea in the course of Osprey's aircraft of the aces series, the focus has shifted to World War I, starting with the 32nd book in the series on Albatros aces. The 33rd book shifts its focus across the lines from the Albatros to focus on the aces who flew the many variants of aircraft designed by Edouard de Niéport, aircraft that set the pace for allied scouts and fighters in the early years of the war and continued evolving until the armistice.

One might expect a book that looks at such personalities as Guynemer, Nungesser, Ball, Lufbery, Rickenbacker, Mannock and others to be filled with rip-roaring tales of aerial adventure. After all, as the author states, these men flew before tactics had evolved and had to be innovators, and their aircraft were evolving at the same time.

Unfortunately, the text of this book is absolutely deadly dull. While most books in the series include first-person accounts, one could understand that new volumes on WWI would not have much success interviewing the principles. However, a lot was written about these men, including numerous first-hand histories. Instead of trying to capture the flavor of battle, Franks writes short summaries of entire careers, summaries that are all too often as bloodless as this:

An Australian to gain fame in World War I had been RSD Dallas. He

too began scoring with No 1 Naval Wing Nieuport 11s in 1916 with four victories. Flying Triplanes, he then brought his score to 20 by August 1917. Dallas' final score was 32, gained while flying Camels and then as CO of No 40 Sqn, on SE 5s, in 1918. He

was killed in action on 1 June 1918, having been awarded the DSO, DSC and Bar.

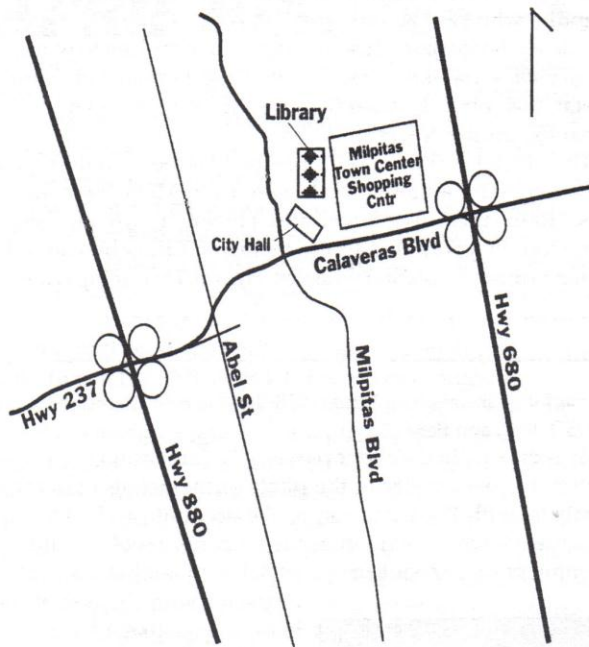
As is the case in the above passage, little mention is given to tactics, the personality of the pilots or the details of notable combats, with the exception of the account of H.E.O. Ellis shooting down a German scout with his revolver and an opening passage about an Albert Ball combat that is so out of

character with the rest of the book it feels like a tacked-on afterthought. Instead, it reads like a yearbook of aces—there is good information here, but it's presented in catalog form, not in a narrative. The sections on Guynemer, Nungesser and the other great Nieuport aces get less than two pages of coverage, and there's nothing included that will come as new information to anyone with more than a cursory knowledge of WWI air warfare. The book also suffers from very sloppy copy-editing that makes one wonder just how much of a rush the publisher were in to get it on the shelves. Franks suffers in comparison to Barrett Tillman, Jerry Scutts, John Stanaway and other who have written for this series: instead of simply compiling a series of disjointed entries for their texts.

Of course, for the purposes of the modeler, the book does its job, as do all the books in the series. The center spread includes 40 profile paintings of Nieuport models 10, 11, 16, 17, 23, 24, 27 and 28 aircraft as flown by the aces, although there are no images of the upper parts of the aircraft, a key element with WWI subjects. The book's real value is in the immense number of photos, which, if used carefully, could result in an accurate Nieuport model. Coverage of Italian, Belgian, Russian and even German use could prove inspirational as well.

—Chris Bucholtz

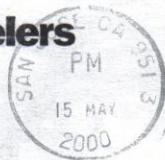




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