

THE CORSAIR

The Monthly Newsletter of the Craig Hewitt Chapter



IN THIS ISSUE

January '11 Meeting Pictures	2-4
Club Officers	5
Support Your Local Hobby Shop!	5
Mike Mackowski's "View"	6
Book review by Ed Kucharski	7
Surfing The Web	7
Dragon EA-18G by Jim Pearsall	8
Doug Solomon Sees an AN-124 in Mesa..	11
Moebius Mummy by April Hinderliter	12
USAF Reconnaissance Designations	14
Pavla RAF Airfield by Jim Pearsall	15
Buy, Sell or Trade	16
2011 Monthly Contests	16
Upcoming Events	16



The winner of the January "Blue" contest in the advanced class was John Brubaker's beautifully painted 200mm bust of General Sherman.

President's Message

Hello, everyone. Another month has come and gone. Seems to me they're going ever faster these days. We've got lots of things ahead of us this year and it's time to begin planning for them.

We need to begin planning for Modelzona for this fall. We have elections coming up this year and need to begin the process of finding people who want to help manage our club for the next two years. There are also a few other things that I may be speaking about later (no big secrets, just some things haven't finalized yet).

You may not be aware, but three of our members have decided to run for national office in IPMS/USA. The offices they are seeking are President, 1st Vice President, and 2nd Vice President. I'm sure they

would appreciate your support when election time comes around.

Jim Pearsall is preparing a presentation on the flying exploits of a gentleman who lives near him. Ed Cooper was a Coronado pilot and was the pilot of the real plane we had represented in model form at the meeting in December. Ed was planning to come in to speak to us but is in ill health and won't be able to attend. I look forward to hearing about his piece of history.

Our contest this month is "Tiny." Any scale, but things like light planes, mini cars, tankettes, PT boats.

See you Tuesday.

Steve Collins

January 2011 Meeting

The first meeting of 2011 was presided over by our Vice President, Jim Pearsall, due to the absence of our President, whats-his-name. The scheduled guest speaker was also not able to attend, so the meeting was short and sweet. There were some awesome prizes in the raffle, which generated much interest. Hopefully we can see more quality stuff in the raffle in the future.

The monthly contest was "Blue". This year we will have two categories each month; advanced and novice. The advanced winner was John Brubaker for his General Sherman bust. The novice winner was Dale Mickley with his 4 wheel drive Chevy Chevette. Good work, gentlemen!

To see more pictures from the meeting, visit the Gallery on our website at www.ipms-phoenix.org.



Jim Stute brought in this 200mm Centurion figure which is actually a two dimensional figure.



Greg Shalumenec's 1/144 Century Series fighter collection. You really have to see this one to appreciate it.



Brian Baker's 1/72 Pavla Supermarine S-6B.



Dale Mickley's 1/25 AMT 4-wheel drive Chevy Chevette.



Another big Sherman from Ethan Dunsford. This is his 1/16 Tamiya M4 which served at Bastogne.

More January pictures...



James Hinderliter built these two SD Gundam figures.



Gary Thomas built this F6F-5 Hellcat from the 1/72 Hasegawa kit.



Mike Mackowski did a beautiful job on this 1/72 Academy B-17G .



This is Jim Pearsall's A6M2 Zero which he built from the 1/144 Minicraft kit.



Here is a truly rare sight - a finished model by Ed Kucharski. This is the 1/32 Revell F4F-4 Wildcat.



Mike Dassele brought in this 1/350 ISW USS Aylwin, which he converted from the USS Hull.

More January pictures...



Jay Steward brought in this 1/72 Hasegawa F4U-7 Corsair in French markings.



Another interesting and very nicely done model by Dale Mickley was this 1/25 Revell '40 Ford pickup tow truck.



John Brubaker did an outstanding job on this 1/35 Tamiya Matilda III.



Bob Laiserin brought in this great looking 1/72 Monogram B-1 bomber.



Keenan Chittester built this 1/48 Bf-109E-4 from the Hasegawa kit.



Chuck Ludwig did his usual awesome job on this 1/72 MPM Spitfire XIX.

The Craig Hewitt Chapter

The club meets at 7pm on the first Tuesday of each month at the American Legion Post #1 in Phoenix. Check the club website at www.ipms-phoenix.org for more meeting info.

American Legion Post #1

364 N. 7th Ave.
Phoenix, AZ 85003

The post is located South of I-10 just a few blocks North of Van Buren. Look for the huge American flag.

Chapter Officers

President	Steve Collins	president@ipms-phoenix.org	(623) 877-4631
Vice President.....	Jim Pearsall	vice_president@ipms-phoenix.org	(623) 583-2308
Secretary	Chuck Ludwig	secretary@ipms-phoenix.org	(480) 982-0485
Treasurer.....	Keith Pieper.....	treasurer@ipms-phoenix.org	(480) 994-2263
Chapter Contact.....	Dick Christ.....	chapter_contact@ipms-phoenix.org	(480) 983-7131
Member At Large.....	Sam Bueler.....	member-at-large@ipms-phoenix.org	(480) 612-1257
Webmaster.....	Don Crowe.....	webmaster@ipms-phoenix.org	(623) 872-6151
Newsletter Editor.....	Keenan Chittester.....	newsletter@ipms-phoenix.org	(480) 706-8178

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The View from Space City

Commentary on the Hobby

by Mike Mackowski

Working on the Railroad

When I was a kid, growing up in the Midwest, our family had model railroads. I don't know where the tradition came from, but it involves putting on a model railroad display at Christmas time. Some folks simply run a circle of tracks on the carpet around the tree. I've seen that, and maybe that's good as a toy for a few days until it gets buried in the debris of the holidays. The step above that, which is what we did, was to set up a low-slung 4x8 foot train table in the living room for a month or so around Christmas.

This table had some simple removable legs and a fiberboard top (like half inch thick gray cardboard – I forget what they call this stuff). It split in two pieces for storage (usually hanging in the garage or an attic) and was painted green. In my youth, my Dad initially had a classic O gage Lionel set running. Later we upgraded to HO and tried to get a little more sophisticated. About that time we moved to a larger house in the Milwaukee suburbs with a huge basement. Now we had room for a serious railroad. We dabbled with the old Christmas layout, now permanently available in the basement for my brother and I to use for whatever playtime activities required a big base (toy armies, scale airports, etc.).

With all of that room available in the basement, my Dad and brother and I started working on a serious 17 foot long model railroad, using the grid construction approach with sweeping curves of plywood roadwork.



Unfortunately, we were now in our early teens and high school and its associated time-killers got in the way. We had great plans but they may have been too daunting and that project never got very far.

Fast forward to my own family and by 1995 in Maryland I started the same sort of two-piece 4x8 green-painted Christmas railroad. Every year I would haul it out and add a few more details or enhancements. It came out to Arizona and gets a month or so of attention most Decembers. This winter has been no exception, although most of the work has been done in January.

I had a couple of club members drop by the house and they described it as a really large diorama with a few moving parts. This year's enhancements have included paving the passenger station parking lot, adding green turf to a large area, and improving the alignment where the two halves join. The biggest effort has been adding a "water feature". This is a stream coming out of the (mandatory) mountain that cuts down below the table grade level. So it has involved a lot of cutting and chopping and shaping stream banks and several new bridges.

I plan to just get the main groundwork shaped this season and call it quits for this go around. Next season I will blend it all in, add the stream bed gravel and Woodland Scenics water effects, more greenery, the bridges, and maybe a fly fisherman. But for now, it's back to the little plastic airplanes.

Join the IPMS/USA!

\$25 annual membership includes a one year subscription to the IPMS Journal. Visit www.ipmsusa.org to download a membership form. Or you can write to:



IPMS/USA National Office
P.O. Box 2475
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Membership also gives you access to the online Discussion Forum, where you can exchange ideas and information with other members of IPMS.

Every Day A Nightmare

By William H. Bartsch

Reviewed by Ed Kucharski

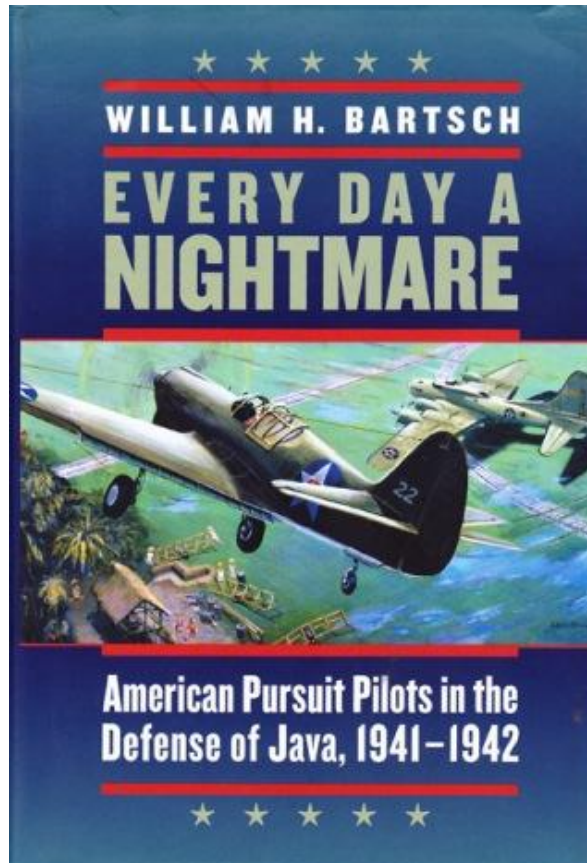
William Bartsch is at the top of his game once again as he has researched personal diaries, personal interviews and written correspondence with the men who were there. Although “official” sources are available, Bartsch thoroughly shoots down the Pentagon’s spin doctors as to what really happened.

Bartsch starts us off in late November 1941 with two convoys departing the west coast heading for PLUM, code name for the Philippines. On board are 129 P-40Es, 125 pilots, support staff, ammunition and parts, desperately needed by MacArthur. However Japanese actions of December 8, 1941, (west of the International dateline it was Monday the 8th) force a course correction of the convoys to dock on the east coast of Australia.

From that point on, organization becomes but a memory. Quickly, war events change both their means of getting somewhere and their destination.

Bartsch outlines the trials and tribulations of dozens of these pilots. These men were mostly fresh out of stateside flight schools and only a small percentage had any time in the P-40E.

Although these men were eager to fight for their country, they became easy meat for the combat experienced Zero pilots. Bartsch goes on to show how they were victims of



their own command officers. As Bartsch proved in his prior book, December 8, 1941 MacArthur’s Pearl Harbor, no one above the rank of Colonel in the Phillipines could find his ass with both hands when it came to air operations. And strangely, these same MacArthur aviation subordinates were placed in command positions in Australia and Java.

One of Bartsch’s observations I found most interesting is in pointing the finger of blame at the Chief of Staff, General George C. Marshall instead of Hap Arnold. It was Marshall’s decision to send these right out of flight school pilots in November 1941, instead off more experienced pilots in five stateside pursuit groups.

I have read December 8, 1941 and another book by Bartsch, *Doomed at the Start, American Pursuit Pilots in the Philippines 1941-*

1942. He takes you right into the cockpits with these aviators. He has found dozens of unpublished photographs of these men and their machines in all 3 books.

William Bartsch has shown his talents equal to Christopher

Shores, who has done similar aviation research on the Flying Tigers and the British in Malaya and Burma during the first months of the Japanese conflict.

I recommend both these authors works in lieu of “official” government reports.

Surfing the web

From Steve Keck comes an interesting time lapse video of the making and painting of Florida One, a Boeing 737 of Southwest Airlines. http://www.youtube.com/watch_popup?v=zKnsyYbfC60&feature=popular

From Ed Kucharski comes a website showing the F4U-1 birdcage Corsair recently hauled out of Lake Michigan. Ens. C.H. Johnson was unsuccessful attempting a go-around when he lost sight of the LSO and put the aircraft into 270 feet of water approximately 35 miles off of Highland Park on June 12, 1943. Johnson survived this incident but was killed in a mid-air collision off of Hawaii in 1944. <http://newssun.suntimes.com/2294021-418/corsair-plane-lake-recovery-training.html>

Dragon 1/144 EA-18G Growler on CVN Deck

Kit # 4598 • \$13.95 MSRP

Reviewed by Jim Pearsall

The Aircraft

The EA-18G “Growler” is the latest in a line of anti-SAM aircraft. The mission is SEAD (Suppression of Enemy Antiaircraft Defenses) and it’s very important. It began in earnest in Vietnam, when the SAM-2 was making it impossible to continue bombing missions into North Vietnam due to high loss rates. The first “Wild Weasels” were modified F-100Fs, with radar receivers which could locate SAM sites. With the info on where an active site was, the F-105 bombers could be called in to destroy the site. The system was improved and moved on to the F-105G.

When the 105 became obsolete, the F-4G took over the mission. Now the F-4 is gone, and the Navy’s EA-6B Prowler, armed with HARM missiles and the F-16C Blocks 50 and 52 are the main SEAD aircraft. Since the EA-6 has been around since 1971, the Navy is now buying a next-generation SEAD aircraft. Enter the EA-18G.

The Kit

This kit is the Dragon F/A-18E with new underwing stores and EA-18G markings. Since the first production EF-18G just came off the line in late October of 2007, the



markings are obviously for the prototype, as anything else would just be a guess. Because the kit is “modular”, it has a large number of sprues, and some parts aren’t used. This is great for the spares box!

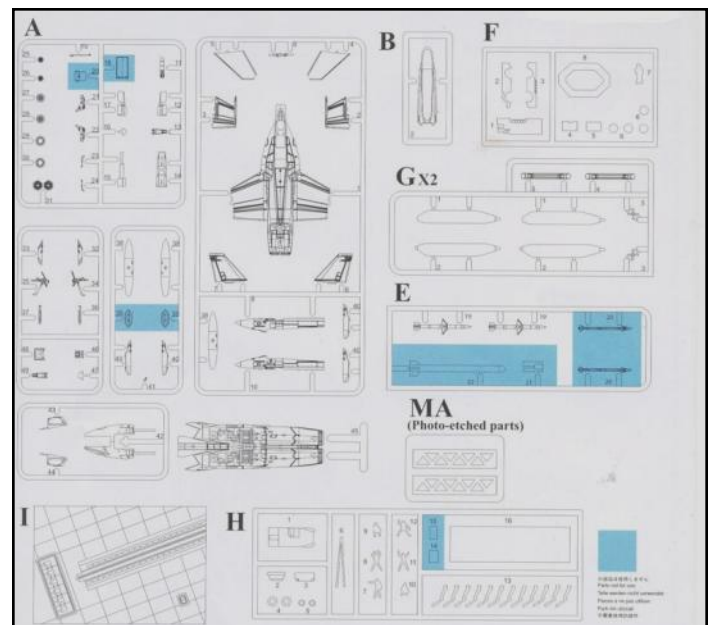
This kit qualifies as “multi-media”, as there is a fret of brass antennae for the wingtip modules.

Building The Aircraft

Dragon has outdone themselves with the F/A-18 kit. Fit on the aircraft is wonderful. The cockpit is quite complete for a 1/144 scale aircraft.

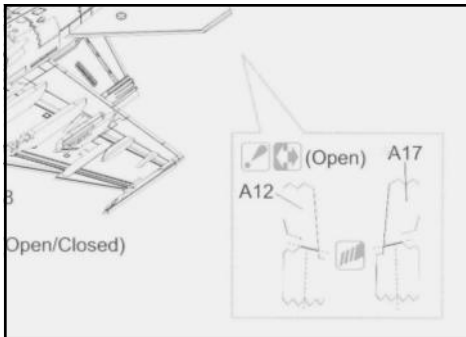
But you can tell that the ALQ-99 jamming pods are an add-on. The pins on the pylons don’t line up with the holes in the pods. On the other hand, the one-piece fuel tanks are just...nice, round, and fit so nicely on the pylons. The canopy is so thin that I’d think twice about masking before putting it on the aircraft. It’s so thin and oh, so fragile.

The things that take this kit out of the “box shaker” category are the necessity for cutting off the wingtip



sidewinder rails and putting on the wingtip pods (those little PE antennas require skill, patience and a very steady hand) and the main landing gear doors. The nose gear doors are fine, but Boeing (McD-D for those of us who go back a ways) made the E and F models of the Hornet a stealthier aircraft. The intakes have been squared up, and the gear doors now have sawtooth leading and trailing edges. The instructions show a straight cut, which is

wrong. And believe you me, for 1/144th, it requires a steady hand, a good knife (I used a scalpel with #11 blade) and a straight edge to get something which looks like the real thing.



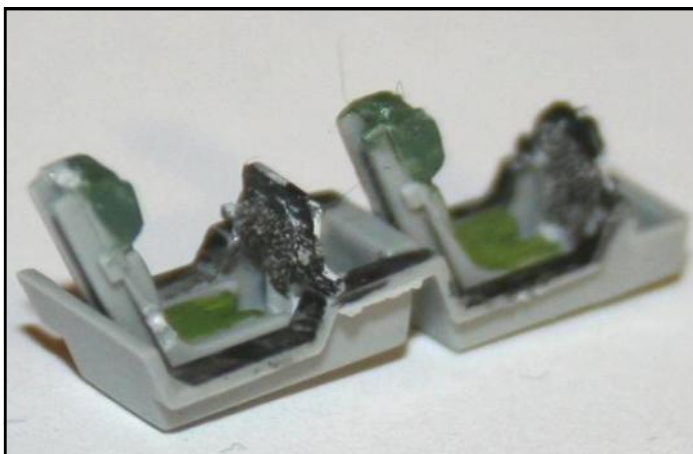
Paint and Decals

OK, I've had a problem with Dragon's color callouts before. Not this time. They call for 36320 Dark Ghost and 36375 Light Ghost, and that's what my other sources also call for. They're getting better. Way to go, Dragon!

With this fairly simple color scheme, I used white glue to temporarily put the gear doors in place, closed, put the canopy on masked it and painted the aircraft. I decided to put the wings in the folded position. You'll see why later. After removing the mask, I painted the canopy bows. I pulled off the gear doors and went through the agony of cutting them.

Then before I added the fragile parts, I put on the decals. They're Cartograf, and they're very good. Since the aircraft has to be the prototype, it's much more colorful than anything you'll ever see in the fleet.

I finished with the gear, the doors, the external stores and the hook. Except for the disconnect on the span of the



pins/holes on the ECM pods, it was smooth sailing. And then I began thinking about the carrier deck. And I realized there's a problem here. NO CREW IN THE AIRCRAFT! I don't think the Navy's going to let them launch it in that configuration. I think someone knows that, as there are 2 nose gear struts provided, one in the normal position, the other with the strut down to catch the catapult shuttle. The instructions tell you to use the normal strut.

So I did the wings folded. I think it looks really great with the wings up like that.

The Deck

This is a nicely molded diorama base. I painted the catapult in burnt iron, then a medium gray border. The rest of the deck was painted 36081 Euro 1 Dark Gray. Not quite black, but very dark. I painted the deck cupola windows a color which I thought looked kind of like window tint.

I assembled the tow vehicle and the fire truck. With only 3 parts each plus 4 wheels, they don't provide much of a challenge, but it's nice that those parts all fit nicely. Both vehicles sit with all 4 wheels on the deck, which is the biggest challenge for most cars, trucks or tanks in any scale.



OK, I have a little experience with an operational carrier deck. I spent one day in 1996 aboard the USS America in the Adriatic, off the Croatian coast. We got the entire tour, and then we were herded up to the bow catwalk to see Tomcats and Hornets launched to patrol

over Bosnia. After a quick lunch, we were then moved to the LSO position to see the mission land. Since we were out on deck, we were dressed sort of like the deck crew, with float coat and cranial. That's the brightly colored jacket and the headgear with the built in ear protectors and bump hat.

The deck crew was next. There isn't any real assembly here, as each of the 6 figures is molded in 1 piece. Nevertheless, I applaud the fact that these guys really look like humans. The clothing has the wrinkles and creases, the faces can actually be discerned (I had to use a magnifier), the pants and float coat are defined, and the headgear is correct.

Painting the fireman was pretty easy, but I knew that I couldn't just put everyone in the yellow that the instructions show. So I did some research.

Due to the extreme noise on the flight deck of an aircraft carrier, the float coats are color coded as follows:

Purple: Aviation Fuel Handlers.

Blue: Plane Pushers, Tractor Drivers, Plane Directors

Yellow: Flight Deck Officers and Plane Directors

Green: Catapult and Arresting Gear Personnel

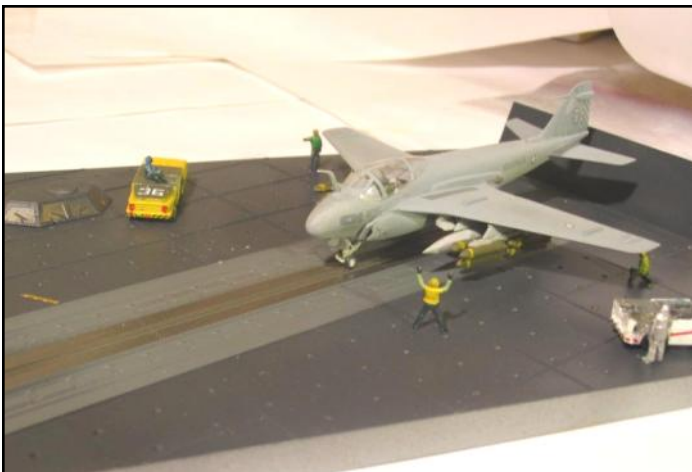
White: Safety Observers

Red: Ordnance

Brown: Plane Captains

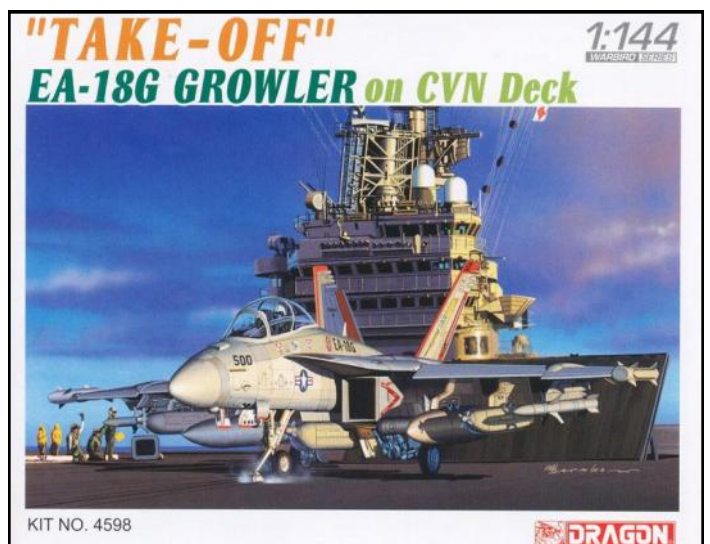


I finished the figures, and put the EA-18 on the deck. After the photo op, I removed the 18 and finished the Jet Blast Deflector (JBD). Again, this went nicely, with only a couple of trims required to get those lifting arms to align. Then I placed the A-6E on the cat, because it has both crewmembers. Yay!



Overall Assessment

This kit is certainly state-of-the-art. The molding of the aircraft is superior, the aircraft and vehicle fit is great. I'm surprised I didn't manage to shatter that thin canopy, but I'm getting more experienced too. The extra thought to provide PE for the wingtip ECM is certainly appreciated. Now if they just figure out how to get around the landing gear door conundrum, and add a couple of figures...



Russian Transport Visits Phoenix Mesa Gateway Airport

by Doug Solomon

Over the past several years, Phoenix Mesa Gateway Airport has seen several different examples of exotic, intriguing and unusual aircraft pass over its runways' and ramps'. Among these aircraft is the Antonov An-124 heavy-lift transport - nicknamed the 'Ruslan'. Back on January 14th IWA received a visit from an An-124-100 operated by Russia's

Polet (pronounced 'pilot') Airlines that was contracted to transport four Boeing Apache attack helicopters and deliver them to Saudi Arabia and its military. The Apaches' were transported to IWA from the Boeing Apache production site located at nearby Mesa Falcon Field.

The Antonov An-124 Ruslan started life as a heavy transport for the then-Soviet Air Force. The military version of the An-124 first flew back in 1982 and NATO soon assigned the An-124 the codename 'Condor.' The first flight



of the cargo compartment and as a result can carry a heavier payload. Inside the Ruslan are multiple cranes capable of lifting objects weighing up to 66,000 lbs. The Ruslan has been manufactured by both Aviastar-SP of Russia and Aviant of the Ukraine.

Several airlines have appeared throughout Russia, Europe and North Africa to take advantage of the

heavy-lift commercial opportunities the Ruslan offers, particularly those opportunities offered by military contractors, energy and oil-drilling companies. The aircraft in these photographs, aircraft registration RA-82080, was built in 2004 and is operated by Polet Airlines - a private Russian enterprise founded in 1988 and is headquartered in Voronezh, Russia. The airline specializes in transporting heavy, oversized cargo and serves customers from around the world. The airline currently operates six An-124s' and plans to introduce two ex-military versions of the aircraft into service in the not too distant future after both aircraft have been modified to commercial standards.

With regard to plastic kits of the Antonov An-124, Revell introduced a 1/144 scale version of this aircraft back in 2006 with markings for Heavy Lift/Volga-Dnepr Airlines, Aeroflot Russian Airlines, and Polet Airlines. This kit can still be found and different hobby shops and appears frequently on online auction sites such as eBay.

References:

www.poletairlines.com

www.polet.ru/en/cargo/fleet

en.wikipedia.org

www.defenseindustrydaily.com

www.antonov.com



for the commercial version of the Ruslan, the An-124-100, was in June of 1991. The aircraft weighs 385,000 lbs. empty but has a maximum take-off weight of 862,000 lbs. and a flight crew of six. The cruising speed for the Ruslan is 500 mph at a service ceiling of 35,000 ft. Four Ivchenko Progress D-18T turbofan engines power the Antonov at 51,000 lbs of thrust each. Fully loaded with a payload of 122 tons, the Ruslan can travel to a range of 2300 nautical miles; empty the range increases to 8100 nautical miles. The An-124 is slightly larger than the Lockheed Martin C-5 Galaxy, currently operated by the U.S. Air Force, in terms of the size



Moebius "The Mummy"

Kit # 637 • MSRP \$44.95

by April Hinderliter

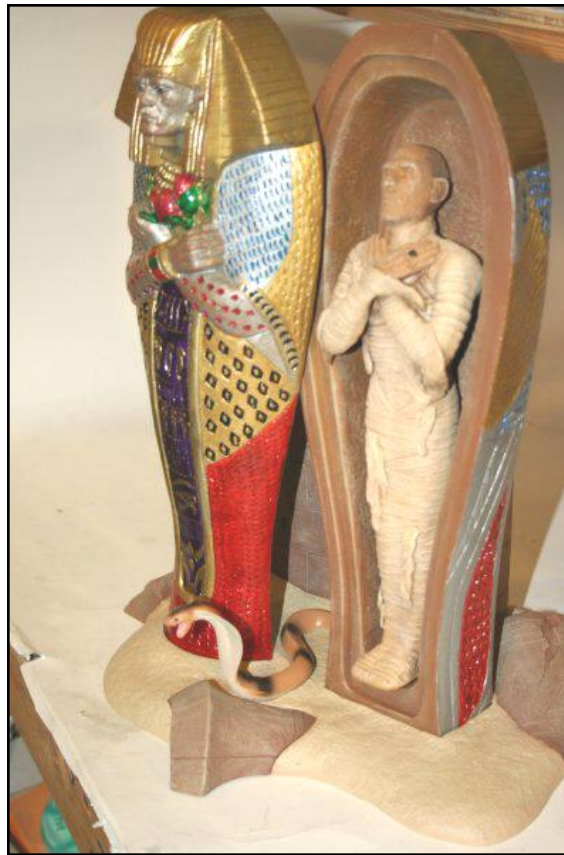
The Mummy

I have always enjoyed seeing the look on my husband's face when he receives another review kit in the mail. This time the scene played out a little differently. A strange gleam came into his eyes and with a grin he called me over to look. In his hands he held the Moebius Mummy model with a striking resemblance to Boris Karloff. My husband suddenly felt the model slip from his grasp as I began channeling the spirit of Daffy Duck, jumping up and down yelling "Mine! Mine! Mine!" You have to understand, I've been a model collector for years. I have always been a "Universal Monster Kid" and enjoy all things Universal Monsters. I knew this was my chance to finally make the break and go from model collector to model builder.

Boris Karloff was perfect for the part of the Mummy. Even though he was seen in the "Mummy rags" for a few minutes in the beginning of the film, that face has stayed with kids of all ages throughout the years. The image of the mummy opening his eyes and stepping from the sarcophagus to grab the scroll of life has kept many lights on past bedtime. This story became the gold standard for all mummy movies to come. A young prince or priest is cursed to living death as a mummy for attempting to resurrect his forbidden love. He is awakened by reading a scroll and finds his long lost love reincarnated. The heroin must face a fate worse than death, becoming a living mummy. Talk about gothic horror! Somehow the women in the audience always have a sigh of regret when the mummy is finally vanquished.

The Model

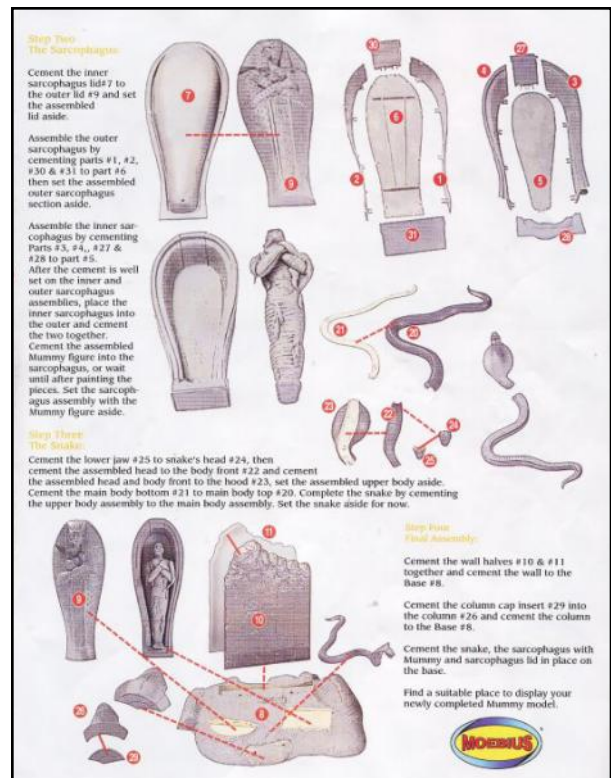
The first thing that came to my attention was the wonderful box art by famous monster artist Basil Gogos, well known for his monster magazine cover art. This box art will not go wasted, having a spot of honor in my Universal Monster collection. The kit comes with a nice summary discussing the history of the movie with a tribute to Boris Karloff and Jack Pierce, the mastermind behind the Uni-



versal Monster makeup. It gives us a little insight into the torture Boris had to endure for hours in the makeup chair. I must say that this model's likeness of Boris Karloff as the Mummy is uncanny. The sculpture on the sarcophagus also has his sad, soulful eyes. The model itself depicts the mummy standing in his sarcophagus just before being brought to life. The sarcophagus top is sitting next to the Mummy, propped up against a crumbling wall covered in hieroglyphics, broken pillars and a scary Egyptian cobra ready to strike.

Painting and Assembly

The model kit came with detailed assembly and painting instructions, making it very easy for a new modeler. I must say I felt a little intimidated when I saw the model came in 45 pieces, but with reassurance and guidance from my husband, I began to build.



The instruction sheet had well illustrated pictures of the model, with instructions on what to assemble first, so I began fitting and gluing the mummy. The arms went together very nicely, then the body and head. I wanted my mummy to have as few seams noticeable as possible. I had a lot of fun scraping the seams on the bandages on the arms and side of the mummy. The head had some seams also, but I tried to scratch back in some of the detail of the hair. Not bad at all. There were a few gaps at the neck and shoulders which filled in nicely with Squadron white putty. I decided to go ahead and add all of the separate bandages prior to painting. Others might want to paint first and then add the painted bandages. It's a judgment call. I thought I needed a break, so decided to build the base.



The wall had already been put together in my kit. I scraped the seams on the sides of the wall as well as I could and puttied the seam on the top of the wall, trying to get it to look like crumbled wall. You can still see my seam a little, but I'm still learning. The sarcophagus was a little challenging, needing a second set of hands to glue it together. It's a good thing my "modeling coach" was there. The bottom of the sarcophagus was constructed with 10 pieces, being inlaid within one another. This may not be



challenging for a well-seasoned model builder. The sarcophagus did need some putty to make it look like one carved stone piece. I am learning that putty is my friend. The snake was built last. This too required a little putty, but most of the seams are hidden underneath the snake, so I didn't have to worry about that.

Next came the painting, my favorite part. I tried to stay as close to the paint-

ing instructions as possible, but I used some paints that we had on hand. I started with what I thought might be the easiest in order to boost my confidence, the base-coats. I used Vallejo beige brown #70875 as the base coat for the wall and the inside of the sarcophagus. I then dry brushed the insides of the sarcophagus with Vallejo ochre brown #70856. I then dry brushed the inside of the sarcophagus and the wall with Vallejo Iraqi sand #70819. This gave the wall and sarcophagus a well worn look. I base coated the sand Tamiya buff, and dry brushed with Iraqi sand. The broken pillars lying in the sand I painted the same as the wall for uniformity.

I then decided to tackle the formidable sarcophagus lid. I used a lot of the same paints as the instructions, having to go and buy 29 dollars worth of paint. My "modeling coach" was ecstatic, knowing they would end up in his stash eventually. I did have to substitute some colors. I used Model Master aluminum in place of the champaign gold metallic spray paint and Model Master brass in place of the metallic gold. I also replaced the Inca Gold with Tamiya Gold Leaf. I enjoyed working with the pearl colors, but they can be challenging needing a couple of coats, being careful not to go over it too much with your first coat or you will begin to lift the paint. I used the Grape Pearl on the front of the sarcophagus, Pearl Orange on the bottom part, Dusty Rose Pearl for the flowers, Clear Green for leaves, and Clear Red, Clear Blue and Gloss Black for the sarcophagus details just like the instructions.



Next came the painting of the Mummy himself. Step one, put in the Universal Mummy movie for inspiration. I base coated him with Vallejo ochre brown and added some white to dry brush, and then dry brushed with Vallejo Iraqi



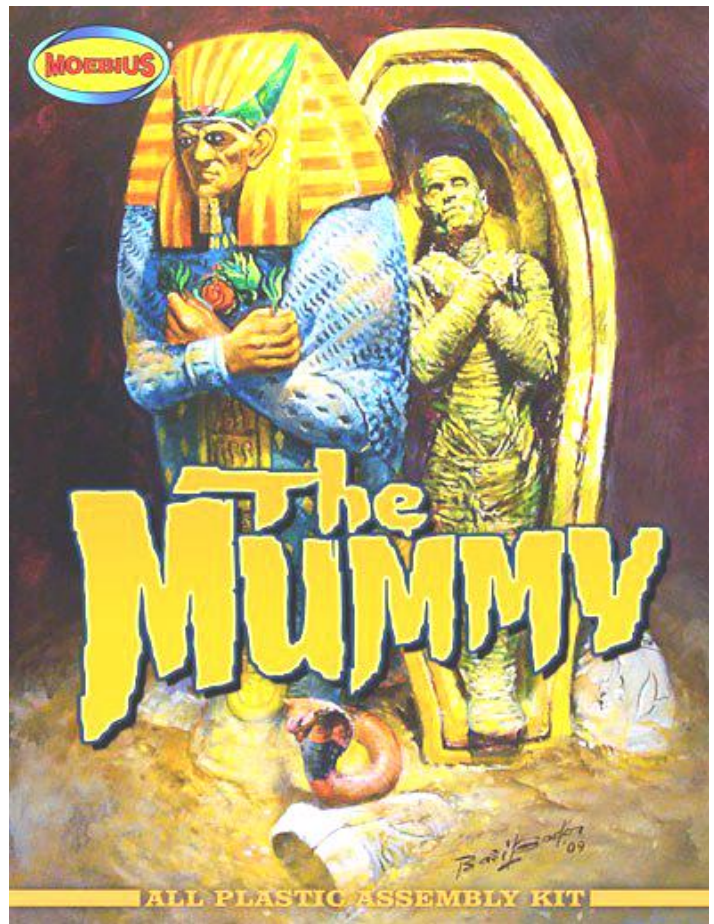
Sand. I then did a wash with The Detailer Brown Detailing Liquid to bring out the details. I thinned the detailer with water, and wiped it down with a lint free towel. I then did another coat of dry brush with Iraqi sand. The face and hands I did the same way, leaving out most of the dry brush with Iraqi sand. I wanted them to have a more dried out leather look. The ring on his hand I painted black with Clear Green to make it look like a scarab beetle. The snake is painted with Model Master Burnt Umber and Model Master Wood. The sarcophagus was dry brushed with Beige Brown in order to give it a little tarnished worn look. It has been in the desert for hundreds of years after all. The sarcophagus was then sprayed with Future floor wax to keep the metallic sheen, and the rest was sprayed with dull coat. This really brought out the details in the dry brushing techniques and took the sheen off. Once it was all dry I put it all on the base with Testers Model Glue.

Overall Assessment

I highly recommend this model for both new and more experienced modelers alike. I enjoyed the challenge as a novice. I am looking forward to seeing this model built by someone with more experience who can really take it to a higher level. It would be a challenge to detail it in a totally

different way. For instance a black and white “silver screen” style, or painted as the interpretation by Basil Gogos. What I would really like to see is someone who takes the time to do it just like the movie, with the face of the sarcophagus chiseled off and the curse written in hieroglyphics. Now that would be a sight to see.

I would like to thank Moebius and IPMS USA for the chance to build this wonderful model and finally be able to state that I am a model builder! I would also like to thank my husband Mike and IPMS Phoenix for being so supportive in my becoming a new modeler. You may have just created a monster!



USAF Reconnaissance Aircraft Designations

- F-1. Fairchild C-8.
- F-2. Beech C-45 Expeditor
- F-3. Douglas A-20 Havoc
- F-4. Lockheed P-38 Lightning
- F-5. Lockheed P-38 Lightning
- F-6. North American P-51 Mustang
- F-7. Consolidated B-24 Liberator
- F-8. De Havilland Mosquito

- F-9. Boeing B-17 Flying Fortress
- F-10. North American B-25 Mitchell
- F-11. New design by Hughes
- F-12. New design by Republic
- F-13. Boeing B-29 Superfortress
- F-14. Lockheed P-80 Shooting Star
- F-15. Northrop P-61 Black Widow

Pavla 1/144 RAF Airfield Set

Kit # 144-01 • MSRP: \$16.95

by Jim Pearsall

In the past, if you wanted scenery or background for a 1/144 scale aircraft, you could go with N Gauge railroad (1/160 scale), a few carrier decks, and not much else. Pavla has now given me a place to display my 1/144 Spitfire, and maybe someday my Hurricane.



these were painted black. There are tire tracks, and I used Tamiya Acryl red-brown for the dirt showing through the turf.

Assembly

Parts are all resin, molded in dark grey. All the parts were cleanly molded except for the starter cart which had some flash on the handle. The flash didn't matter much, though, as the T on the handle was broken, as well as the U where the handle connects to the cart. I manufactured a new handle using CA and a staple, cutting the wire to length and shape. There was also a leg broken off the "No Smoking" sign, but it was in the package and I fixed it.

Assembly was not difficult, with only the cart wheels to be added, and the maintenance stand and sign to be assembled. I used gel-type CA and accelerator for a solid assembly.

and the tie-down weights. I put one of the boxes on the stand, and the other on the ground.

The No Smoking sign is printed on the instruction sheet. There are 10 possible versions of the sign. I used the medium size in a stencil font.



Painting

Since I recently did a PR Spitfire in 1/72, I had a bottle of PRU Blue, which is the color called for on everything except the fire extinguishers, the tires, the tie downs and chocks and the steel drum. I airbrushed the base Floquil Coach Green, and then added some accents with Testors 34092 and 34127 to break up the solid green. There are rocks on the field, and

Finish

I set the aircraft on one of the tire tracks, and added the chocks and the maintenance stand. I then put the starter cart near the aircraft, as well as the fire extinguishers

Overall Assessment

Highly Recommended. The whole project took less than 2 hours. This included drying time for the paint and making a new part for the starter cart. All of the parts came off the pour sprues fairly cleanly, only needing a little attention with a sanding stick. Also, this is well designed, as almost none of the cut-off areas show when the part is assembled or glued down, like the steel drum which attaches at the bottom, and then sits on that point, making cleanup very easy.



BUY, SELL OR TRADE

Entire collection of FineScale Modeler magazine. I have not counted every one, but every issue from #1 is nicely boxed up as a collection. Asking \$100 or best offer. Contact Mike Mackowski, mjmackowski@getnet.net or 480-926-4765.

Mike Pabis is looking for the following items:

- 1/72 Italeri/Testors B-57G
- 1/72 Italeri/Tamiya AH-6 Night Fox
- 1/72 Hasegawa EP-3E
- 1/72 or 1/48 Two Bobs decals for SEA Heroes with "Chico the Gunfighter"
- 1/72 Monogram F-16XL

E-mail Mike at mpabis525@aol.com if you can help him out. He is willing to pay a reasonable price for any of the above items.

Upcoming Monthly Contests

January - *Something Blue.*

February - *Tiny.* Any scale, but things like light planes, mini cars, tankettes, PT boats.

March - *Hollywood.* TV or movie-related subjects.

April - *Three Foot Models.* Judged from 3 feet.

May - *Prototypes and Famous Firsts.*

June - *Lost In Battle.* Custer, USS Arizona, B-25 from the Doolittle Raid, etc.

July - *U.S. Navy World War II.*

August - *Wet & Wild.* Boats, floatplanes, amphibious tanks, fire trucks.

September - *Big.* Multi-engine aircraft, heavy tanks, over-the-road trucks, super dreadnaughts.

October - *Strangers In A Strange Land.* Markings or finish not normally associated with the type.

November - *Out Of The Box.* Don't forget your instructions!

December - *Golden Age of Monogram.*

UPCOMING EVENTS

FEBRUARY 2011

- **Tuesday 1st, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Tiny.**
- **Monday 14th, All day** - **Valentine's Day.** Just a reminder for those of you with significant others.
- **Sunday 27th, 8:30am-3pm** - Modelfest contest and swap meet. Seaside Park (Ventura fairgrounds) 10 W. Harbor Blvd., Ventura CA 93001. For more info call 805-648-3376.

MARCH 2011

- **Tuesday 1st, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Hollywood.**

APRIL 2011

- **Tuesday 5th, 7pm** - Craig Hewitt Chapter meeting at American Legion Post #1. Contest: **Three Foot Models.**