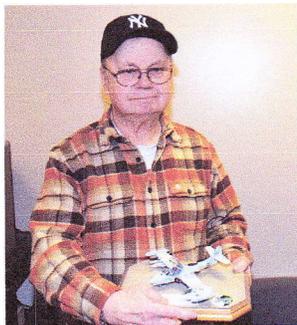


## Non Theme Contest Winners

### First Place



*Larry Davis*  
Monogram A-37 1/48 Scale



*Bob Ulrich*  
Hasegawa F-4E 1/48 Scale

### Second Place

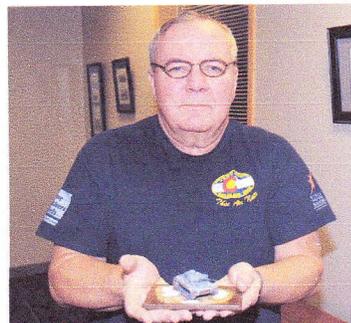


*Ryan Newall*  
WNW Bristol F2B 1/32 Scale

### Third Place



*Tim Ries*  
Dragon 1/35 Tiger



*John Shimek*  
1/72 M18 Hellcat

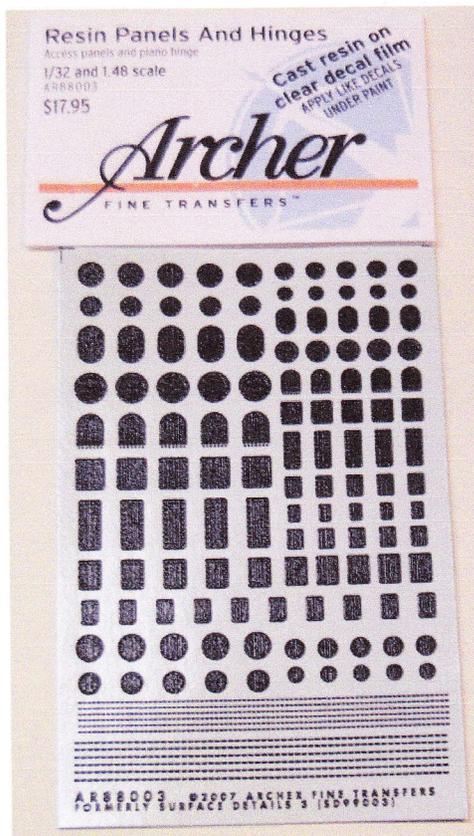
## PRODUCT REVIEW

### Archer Fine Transfers Resin Panels and Hinges Generic Placards

By Larry Davis

Guys, did you ever need a panel or door someplace on a model and scribing just didn't look 'right'? Or you want a placard inside a cockpit, gear well, or on a landing gear? Well, Archer Fine Transfers has some great items for we who have had those problems. These are decals, and great ones at that.

The 'Resin Panels and Hinges' are three dimensional doors, panels and hinges in a generic scale that is workable in 1/48 and 1/32 scale. But they are *decals*. You cut them out like a normal decal, place them in water, and put them on whatever surface you want them on. They are not flat, however. They are raised surface panels and doors that lay down just like any decal. You can move them around like a decal until you get them right where you want them. They come in various sizes on the sheet, from small circular doors about 1/8" in diameter, to oval plates that are 5/16" long, to rectangular plates that are 3/8" in length. And there are plenty of squares, circles and ovals in between. When you run your finger over the surface you will feel the raised screw heads or rivets. These are superb for adding to cockpit walls, gear wells and to exterior surface areas for fuel caps and such. I used them on my A-37 for a couple of circular doors just behind the cockpit. Raised?, you moan? Well, they aren't any worse than the old Monogram raised details; in fact they aren't as heavy. Expensive at \$17.95 a sheet but well worth it.



The other set I have is 'Generic Placards'. They come in various colors like silver over black, white over black, black over gold, etc. They are quite small, with the largest being about 3/32" square or rectangular. Just about right for 1/48 scale aircraft. However, these are not waterslide decals, they are dry transfers that you just rub on wherever you need them. As such you get them right the first time or not at all. But they do look quite good when applied correctly. I just put my slide loupe on the sheet and you can actually read them easily. Again, not cheap at \$9.95, but worth it for a model you really want to detail up.

You can get from our hobby shop guy Kevin at Whistle Stop Hobbies (he might have to order them), from Sprue Brothers, or direct from Archer Fine Transfers at [www.archertransfers.com](http://www.archertransfers.com). Highly recommended.



## IN BOX KIT REVIEW

## Kitty Hawk F-86D Sabre 'Dog'

By Larry Davis



The North American F-86D Sabre was the all-weather interceptor version of the F-86A/E/F Sabre so successful in Korea. While using the wings, landing gear, and vertical tail surfaces of the F-86 day fighter, the F-86D had an entirely new fuselage and cockpit, afterburning J47 engine, an all-rocket armament, and used the Hughes E-4 radar fire control system housed in a huge radome on the front of the nose. It was the first one-man, all-weather interceptor in the world. As such, many of the systems like the fire control system and engine controls, were computer controlled. The idea was for the pilot to put the airplane on a collision course with the target, hopefully a Soviet bomber intent on destroying an American city. When the airplane got within range of the Hughes E-4 radar, the pilot would engage the fire

control system, which would lock onto the target and take over control of the airplane. When the radar determined the Sabre was within rocket range, it automatically lowered the rocket 'tray' (it took less than a second to deploy the tray), fire a volley of rockets, and retract it back into the fuselage.

North American built a total of 2504 F-86Ds. USAF equipped 20 of its 30 Air Defense Command Wings with the F-86D. Many foreign nations equipped with the true F-86D including Japan, Nationalist China, and Denmark. Many others were equipped with F-86K, which differed from the D in having a simpler fire control system and was armed with four 20mm cannon in place of the rockets.

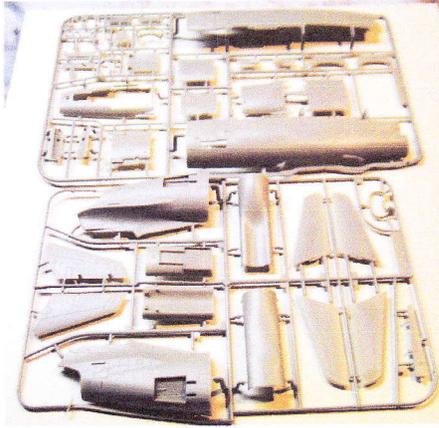
## THE KIT

Over the years we have had a number of kit manufacturers do the F-86D. But only two of them are worth considering – the 1/72 Hasegawa F-86D, and the 1/48 Revell/Monogram F-86D, both of which are quite well done. But no one had attempted the F-86D in 1/32 until Kittyhawk released the kit earlier this year. When I saw that SprueBrothers had the kit in stock I ordered one immediately. It arrived two days later. Now that's great service!

Upon opening the large box I found 8 sprues including a carefully boxed clear set, a small photo etch fret with seat belts and tank fins, and a huge set of decals that had markings for 6 aircraft – 2 USAF, 1 Texas Guard, and one each for Korea, China, and Japan. And a big instruction 'booklet' that was laid out in well-drawn subassemblies. This kit is quite complicated to build, more than it needs to be. But I'll work with that. For instance the cockpit has no less than 21 parts not counting the seat which has 10 parts by itself. There are parts you won't need like the back cushion which was not fitted to the F-86D. CAREFUL – some parts like the compass, radar control stick, and throttle are VERY small.

The gear bays come next. They are very well detailed but overly complicated in construction; i.e. the nose gear bay is 10 parts counting the bay ceiling. Each wall is separate and Kittyhawk would have you assemble the walls separately from the main gear box. The nose gear is 5 pieces not counting your choice of two different nose wheels, one spoked and one with a finned drum. Check your photos to see which one your airplane had. Next is an area that is incorrect in the kit – the rocket tray fuselage bay. The kit has an internal bay above the extended rocket tray. In fact the 'tray' brings down a 'ceiling' when it opens, keeping the aerodynamics of the fuselage complete, i.e. you cannot see the internal bay ever unless the crew chief removes the tray and the ceiling plate.

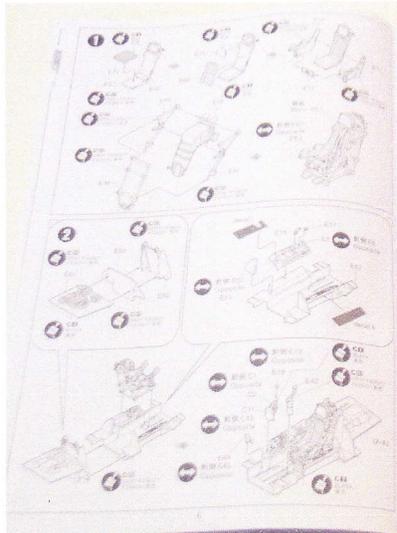
Next comes the engine, a truly great piece of model engineering. It is no less than 44 pieces counting the afterburner, few of which will be seen if you close up the aft fuselage to the front, which is what I plan to do with my first one. Next is the main gear which is as complicated as the nose gear. Each gear leg is 9 pieces alone, with the bays being 10 more pieces.



The wings have leading edge slats in the open position, and positionable flaps and ailerons. And yes, many of the photos in my collection show F-86Ds with dropped flaps. And there's even detail inside the slat interior, something I wish other manufacturers would note. Both horizontal and vertical tails are separate pieces but... The 'but' is that the horizontal stabilizers are mounted via a slot, great for making sure it is correctly aligned but the real ones are a big slab of aluminum mounted on an axle in the center. Oh well...

Last major assembly is the underwing ordnance, which is a pair of 200 gallon drop tanks and Aim-9 Sidewinder missiles. The Aim-9s should only be mounted on foreign air force aircraft as no USAF or Air Guard Sabre Ds carried them. The 200 gallon drop tanks are OK but I would have liked to see the kit also contain the 120 gallon combat tanks with the triangular fins and no stabilizing fins. Fortunately, the Hasegawa F-86F has the combat tanks with the correct fins.

My conclusions? WOW! This is a terrific kit even with the few little glitches that I found. Now to see how it fits together. I'll be buying another one to build all-out. My biggest problem right now is figuring out which of the hundreds of gorgeous markings to do. I have it narrowed down to about a dozen not counting 'Big Viv', which just has to be done.



An Example page from the instructions.

Now the decals. They are gorgeous in every way. The markings are clear and crisp. One thing though, and only a Sabre nut like me would know this, the markings for the Sabre Knights are incorrect for the kit type. The Knights flew the early F-86D-35 aircraft without the parachute that was installed during Project PULLOUT, that brought all existing airframes up to F-86D-45 standard. Thus, the Knights aircraft would NOT have the parabrake housing, but would have the small bullet fairing under the rudder. It's an easy conversion to make a stunning airplane correctly. One other minor glitch. On top of the nose Kittyhawk has molded a small TACAN antenna that no USAF operational bird ever had. Problems, problems.



Clear parts (note the protective box).



The decal sheet and PE fret.