



2010 IPMS Region VI Chapter of the Year  
 2009 IPMS/USA Newsletter of the Year  
 2009 IPMS Region VI Website of the Year



Vol. 18, No. 10

Newsletter of the Austin Scale Modelers Society

October 2010

# SPRUE EXAMINER



## Back To Basics: Fun With Tamiya

by Rick Herrington

**H**ow long has it been since you built a Tamiya kit? Or more appropriately, how long has it been since you built a kit where you didn't have to struggle with the fit?

I finished this Tamiya 1/35<sup>th</sup> Tiger IE model for Austin Armor Builders Society's white elephant contest earlier this year. I had forgotten how easy it is to put together a Tamiya kit! This Tiger I kit might not be the latest and greatest with the best details, but you can easily see why it justifies the MSRP tag of \$46 these days. It is well engineered, and it doesn't give you a five part assembly when only one part will do. Plus, the parts fit well with very little clean up.

Unable to finish anything box stock, I made the build a bit more challenging by replacing the commander cupola from one I kitbashed from a DML kit. I also added *zimmerit* and replaced the kit barrel with an aftermarket item.

Even with all the "custom work" that I added, the basic construction was all done in one day.

In no time at all I was able to move on to the fun part of painting and weathering.

If you want to take a vacation from fighting fit and filling problems associated with most model kits, try building a Tamiya product. Be it a tank, ship, car, or airplane, it can put the enjoyment back into your plastic modeling time.

*Rick*

Editor: Just when you think you possess everything there is to know about the Tiger I tank, here are some interesting facts that you might have overlooked...

- On average the US Army lost approximately eleven Sherman tanks to every Tiger I destroyed.

- The Allied commanders calculated it required four Shermans to destroy one Tiger tank; the first three Shermans would charge forward to confuse the Tiger crew so to allow the fourth Sherman to strike at point blank range from behind the Tiger.

3. Wartime Allied reporters had a tendency to label any destroyed panzer a "Tiger" in publications and film reels. Aside from simple identification errors, sometimes it was

*(continued on page 4)*

ASMS is on the Internet

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**Upcoming Events****Model Shows**

IPMS/Acadiana Plastic Modelers, GatorCon 2010, Lafayette, LA	November 6
IPMS/MCMA, Lone Star NNL #6, Irving, TX	November 6
IPMS/El Paso, Veterans Day Tribute, El Paso, TX	November 14
IPMS/SWAMP, CALMEX XXV, Westlake, LA	January 29, 2011
IPMS/Alamo Squadron, Modelfiesta 30, Live Oak, TX	February 19, 2011

**Local Club Meetings**

Austin Armor Builders Society, Austin Public Library Yarborough Branch	November 3
Central Texas Scale Modelers Society, Trinity Lutheran Church, Copperas Cove	October 21
Lone Star Military Miniature Society, San Marcos Public Library	October 23

**Other Events**

Wings Over Houston, Ellington Airport, Houston, TX	October 23-24
Alliance Air Show, Fort Worth, TX	October 30-31
AirFest 2010, Lackland AFB, San Antonio, TX	November 6-7

**Support Our Troops!**

The **Iraq Model Network** is an initiative for providing model kits, supplies and reference materials to our servicemen and women serving in the combat zones of Iraq. Any individual, chapter, or industry supporter who wishes to make a donation, please visit the IPMS/USA website ([www.ipmsusas.org](http://www.ipmsusas.org)) and click on the Support The Troops page link.

**ASMS Officers & Chairpersons for 2009-10**

<b>Mike Kachoris</b> president, <a href="mailto:mjk005@excite.com">mjk005@excite.com</a>	262-3404
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Austin Scale Modelers Society (ASMS) is chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the third Thursday of each month except for December. Annual dues for full membership are \$20 (individual) or \$25 (family).

The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

## Mike's Montage...

Wow, what a show! Another one under our collective belts. Our new venue this year, the Norris Conference Centers, was a great place; their staff did a fine job of setting up the tables and having the place ready for us. For the most part, the show contestants, vendors, and general public seemed pleased with the new show digs. With any new venue or change, there are going to be a few small blips. Correcting them will be how we will make next year's ASMS annual show even better.

There was a core group that worked hard to make this show happened. Eric Choy and Bob Bethea for coordinating the show and soliciting all the vendors that were there. It was a great turn out of vendors. Jeff and Angela Forster. Jeff for getting most of the trophies. Again they looked great. Angela, what can I say. She worked hard at all the small stuff that was forgotten and still had time to take care of all our monetary issues. Rick Herrington, being the VP, stepped in and helped coordinate the judging.

It was a lot of hard work to put on this show. It could not have really happened without all the others that volunteered, and there were many. Throughout the day, I saw our members asking what could be done or where they were needed. To them I thank you for stepping up and helping our club, because that is really what our club is all about: sharing oneself, either with their knowledge, skill, or spreading their enthusiasm of our hobby to others.

Again thank you all for volunteering and putting forth the effort to make our show a success.

See you all at the meeting. 

Mike




## 2010 Monthly Meeting Program Schedule



October  
November\*

Karl Leidy  
Angie Forster

\* denotes Quarterly Contest Nights

If your name is on the list and you know your program topic already, please notify your editor (**Eric Choy**) or webmaster (**Mike Gilsbach**) so it can be published in this newsletter and on our website. 

Editor

## 2010 Annual Show Report

by Eric Choy

Despite moving to a new location and having a key personnel bail on us two days before, our show this year went smoothly to everyone's delight.

Everybody that I talked to praised our choice of **Norris Conference Centers** for the new venue. Unlike the Crockett Center, it has a professional atmosphere with good lighting and carpet installed in every room. The staff were readily available to tidy up the bathrooms and tend to our table/chair needs. As a bonus, complimentary water and coffee were provided all through the day.

The ballroom that we used for the vendors was tighter than I expected. Part of the problems was the floor plan given to me never mentioned the supporting beams along the walls. As a result, the aisle space I allocated on paper is narrower than in actuality. I also made the mistake of placing the door prize table too close to the entrance. Every time winner ticket numbers were announced, the crowd gathered and severely bottle-necked the traffic. Fortunately, these problems can be easily addressed, and I do not foresee making the same mistakes again next year.

Believe it or not, according to some (Tom Eisenhour for one), the crowdedness of the vendor room managed to increase the "air of excitement" of the show. I'm not sure I buy into that argument, but I'll take whatever works in any case or form.

The model display room was spacious and brightly lit with no "wind tunnel" airduct blowing directly onto the model tables like at Crockett. I have to say that alone is worth every penny that we spent for moving to Norris.

This year we had 90 contestants (83 adults and 7 juniors), 10% down from 2009. We had a few more folks coming down from the Metroplex, but again we received most of our out-of-town support from Houston and San Antonio:

Capital Metro (Travis/Williamson/Hays)	28
Houston	18
San Antonio	18
Dallas/Fort Worth	10
Waco/Killeen	8
Other parts of Texas	7
Mexico	1

Entrywise we had 316. Here's a breakdown of the categories:

Junior	16	Sci Fact/Fi	19
Aircraft	106	Figures	39
Armor	78	Collection	8
Automotive	19	Diorama	18
Watercraft	10	Miscellaneous	3

(continued on page 8)

*(Back To Basics: Fun With Tamiya continued)*

deliberate so as to demystify the fighting ability of the Tiger tank and ensure the public that it could be easily destroyed just like any other German AFVs.



- A single Tiger I was purchased by the Imperial Japanese Army for 625,000 Reichsmarks including radio gear and ammunition. Due to "wartime conditions," it was never shipped to Japan and was loaned to the *Wehrmacht* for service instead. The Japanese paid over double the usual rate for their tank, which normally cost only 300,000 Reichsmarks (fully equipped).

- To ensure secrecy when first deployed, Hitler had ordered no Tiger tank should fall into Allied hands. However, the Soviet crew of a lend-lease Churchill managed to capture one "alive" during the Battle of Leningrad. By pure luck one of the Churchill's shells ran down the barrel of the Tiger and wedged the turret. The novice German crew panicked and abandoned the tank, and the Russians had their hands on an otherwise perfect working order Tiger I tank.

Sources: <http://www.funtrivia.com> and various websites on the Internet.



At the end of this year's annual show, we picked up two new "old members" from yesteryears: **Tom Eisenhour** and **Tim Kiley**.



Tom Eisenhour and ASMS go way back. He was already a member when Milton joined back in the 1970s. The last time we saw Tom in our regular meetings was 1992. Even since he was bitten by a bat on Congress Avenue Bridge, he decided he can only appear once a year at our annual show! The ASMS logo as you all know today was designed by no other than Tom the Architect.

Tim Kiley served as our Vice President from 1999 to 2001, and he was an avid and master car modeler. Nine years ago his employer, USPS, decided he was prone to "going postal." Since then he had been locked up inside a postal prison correcting misspelled words on postcards until his recent escape!

We welcome Tom and Tim's return to ASMS, and we look forward to seeing more of them at our meetings every month.



Editor



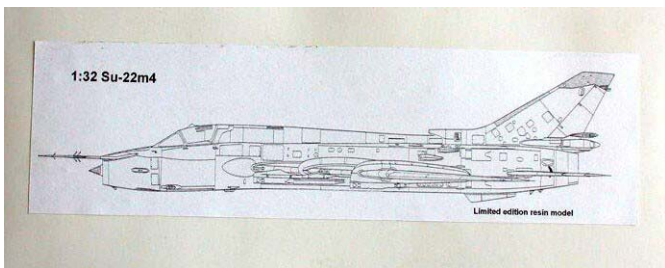
**LEM 1/32<sup>nd</sup> Su-22M-4 "Fitter K"**  
**Kit \$180 + \$25 postage from Kiev, Ukraine**  
**Obtained via eBay Bidding**

In-the-box Review by "Bondo" Phil Brandt  
 IPMS #14091

The Su-22M-4 (NATO "Fitter K") represents the developmental end of the popular, longlived, swingwing line of Sukhoi fighter-bombers that started way back in the Sixties with the fixed-wing Su-7. This powerful, single-engined aircraft was used in great numbers by not only the Soviet Union/Russia, but has been exported in many versions, some of which are still in use, but will probably be retired some time between 2010 and 2012.

**General**

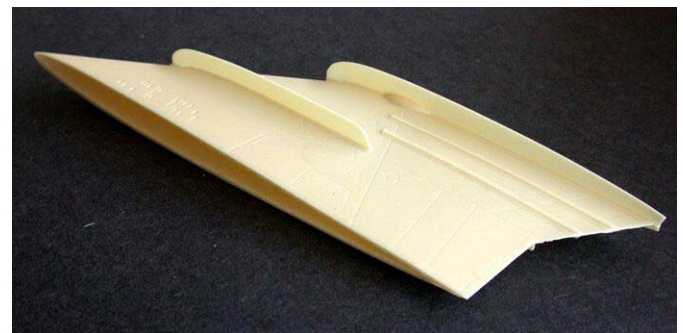
From out of the Ukraine comes another 1/32<sup>nd</sup> subject in resin; the first was the fairly recent (and excellent) release of the MiG-27M "Flogger G" which was quickly "Trumpetered" by the CHICOMS with a beautiful injected version of the earlier "Flogger B" variant; a future, injected "Flogger G" has also been announced. So far, the only way I've seen to obtain these LEM kits is through an eBay seller, *Ruperator*, a.k.a. Viktor Titarchuk of the Ukraine. He's a straight shooter and takes PayPal, but unfortunately does not usually offer the "Buy It Now" option for these specialty kits, and so I won the auction at \$180 (it was down around \$120 when I started bidding).



The small—some 1/48<sup>th</sup> boxes are much larger—plain white kit box arrived well-packed in the yellow Ukrainian equivalent of the USPS box. Inside, large parts were individually secured in bubble wrap, with small parts placed in small plastic bags.

**Molding**

The master modelers at LEM have really got their collective acts together. The smooth, very thin-walled, one-piece forward fuselage (1/16" or less; comparatively, older Collect-Aire "hollow" fuselage sections are positively Stone Age) joins—you get to figure out the joining method—to the split halves of the empennage, with which the vertical fin is integrated. Also hollow-cast as one piece are each of the complex inner wing portions, complete with large, delicate wing fences/pylons. The pivoting outer wings and slabs are each one-piece solid resin, but still fairly thin and light. The folks at LEM realize the low strength of resin, and all small diameter parts (gear struts, antennas, probes, hydraulic rams, etc.) are fortified during the casting process with wire centers.



Engraving is very delicate, easily the equal of injected releases. The only resin flash seems to be tissue paper-thin stuff, easily trimmed with a sharp blade around the most delicate, smaller parts such as the two long pitot probes. So far, your correspondent has seen no air bubbles whatsoever.

**Fit**

To be mostly determined; the one-piece, hollow inner wing sections do mate nicely with the fuselage. Although the single-piece forward fuselage is free of the usual labor of joining split halves and then puttying and sanding seams, the cockpit tub and nosegear well must be inserted way down the hollow center, and then accurately aligned and CA'ed or epoxied, much like building a ship-in-the-bottle; as they say in the South, "Y'all be careful, heah?"

**Intake Trunk**

A solid resin radome "bullet" assembly (ala BAC Lightning), as in the case of the cockpit tub, must be inserted all the way from back to front in the hollow fuselage, aligned, and glued. There is no additional representation of an intake trunk, and a FOD cover or scratchbuilt block-off plate in front of the cockpit may be the way to go here.

**Exhaust/Afterburner**

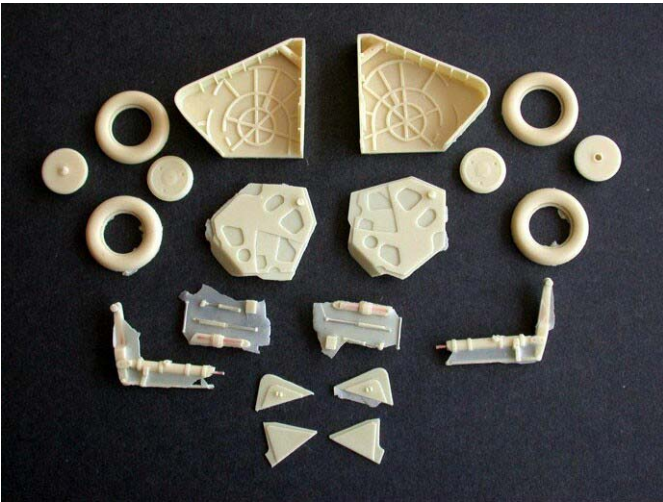
Furnished are: a turbine exhaust face with afterburner ring; a

two-piece exhaust housing tube (three inches long, with detailed striations on the inside surface) and an exhaust outlet ring.

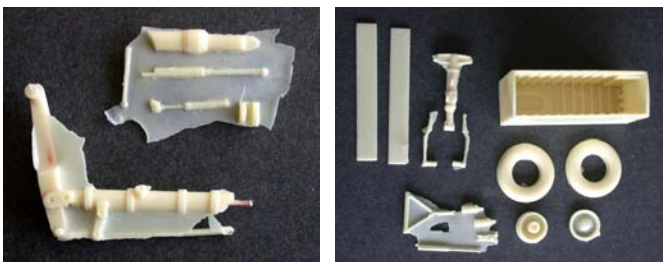


### Landing Gear

Accurate and very detailed, with many small add-on components. Once again, the thinnest components are strengthened internally with wire. The thin-walled main airframe resin components should produce a finished airframe easily as light as that of an injected one, and I think the all-resin gear struts will carry the weight. The nosegear strut assembly is particularly delicate, and a degree in neurosurgery may be helpful!



Main gear wells are nicely detailed, as are the large gear doors, but you'll have to do the resin cutting out of the underwing



surface (the outline is engraved) to mount the wells. Same same for the nosegear well.

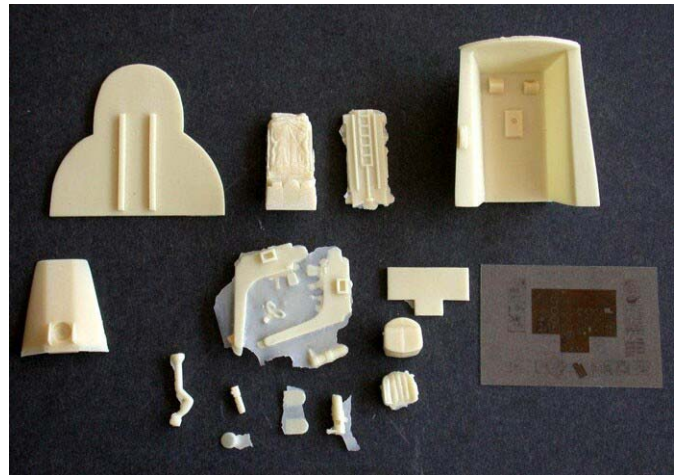
### Wings and Control Surfaces

A solid "ear," or pivot cylinder, on each outer wing simply slips into the inner, fixed wing portion. In order to make the wings actually pivot, one would have to obliterate some of the very nice wing fence and fairing, drill a hole through both upper and lower wings, and the "ear" (for a hinge rod), and then rebuild the destroyed area. I think I'll choose a medium sweep setting and epoxy the wings permanently.

No movable leading edge slats or flaps are provided, although it would not be difficult to cut out the large inner flaps and fashion leading edges for same. The slabs are inserted into a builder-drilled hole in each rear fuselage side; as stated earlier, the pivot rods are reinforced with wire, as are the prominent probes on the tip of each slab.

### Cockpit

VERY rudimentary tub; basically you receive an undetailed skeleton (with very narrow, probably too narrow, consoles) onto which the builder may add detail from whatever source they choose. An instrument panel film is included, but you'll have to measure and do the drilling into the blank resin instrument panel. The multipart seat is not bad, but this curmudgeon will use the Avionix flanker seat, and possibly the whole "busy" Flanker tub, modified as necessary to match pix in the *Check 4* publication.



### Clear Parts

Two nicely vacuformed canopies—one with raised delineations for the windscreen/canopy framing (very faint, though) and one without—are provided; the builder gets to do the trimming. No detail pieces for the inside of the clear parts are provided, just a ticket for the bus to Scratchbuild City. There is also no provision for an open configuration canopy; the builder will have to saw out a notch in the fuselage top, just behind the headrest, and then scratchbuild the rest.

### Other Details

Separate airscops, probes and antennas abound, some extremely

tiny and/or thin. All four aft-fuselage-mounted speedbrake openings are only engraved; it's up to you to cut out the openings and scratchbuild the brake wells/doors. Creating these type components is greatly helped if you have a 1/48<sup>th</sup> 3-D example to emulate: say, the Kopro "Fitter K" kit or, even better, the Cutting Edge external detail set for same.



**Weapons and other Externals**

Two large external fuel tanks, air-to-air rockets, two large iron bombs and two rocket pods are included, all looking very much as if they've been "cloned" from the 1/32<sup>nd</sup> Trumpeter Soviet jet kit of your choice. I wish the LEM folks had done the large, centerline recce pod, though, because it's featured in many of the pix on the CD.



Appropriate mounting pylons for all externals are also furnished. With the plethora of weapons that accompany Trumpeter 1/32<sup>nd</sup> modern Soviet jet kits, it should be no big deal to use the injected weaponry and pylons on the resin Fitter.



**Decals**

None, but then 1/32<sup>nd</sup> Soviet/Warsaw Pact national insignias are not exactly hard to find, either from ze keet stash, or aftermarket sources.

**Instructions**

If you're one of those modelers who, from time to time, plaintively ask fellow HSers to scan for them an instruction sheet for a kit that has, say, twelve pieces or so total, this kit is



most likely not your cup of tea. What is provided, though, is a nice CD which has many line drawings (some of which appear to have been "borrowed" from the excellent *Check 4* publication on the Su-22), as well as many very good color pix of "Fitter Ks" in various color schemes and national markings. I can't recommend the *Check 4* monograph enough; the material found there is more than enough to build this kit.

**Conclusion**

This senior citizen's not gonna kid himself; very few HS brethren will be tempted to rise to the (resin) bait of this very decent limited edition kit, preferring instead to dream for perhaps years, waiting for the CHICOMS to crank out an injected version of same. When they do, don't forget, y'all owe me! 🛩️

"Bondo" Phil



**Volunteer Modelers Needed for USS Lexington Museum Display**

**Randy Barnes**, an IPMS/USA member out of the Corpus Christi area, is working with the **Lady Lex Museum On The Bay Association** to redo the museum on *USS Lexington*. He is asking for volunteers to build and donate models for the museum's new display. If you are interested in participating, please contact Mike Kachoris ([mjk05@excite.com](mailto:mjk05@excite.com)) or Mr. Barnes ([shspr@shsrockport.org](mailto:shspr@shsrockport.org)) directly. 🛩️

*(2010 Annual Show Report continued)*

As far as I can gather, this year's number is the lowest we have ever seen in the last five years. No doubt the change of venue contributed to the cause, but the continuous decline in the automotive category also played a huge part. Curiously, most of this year's automotive contestants were from elsewhere other than the Austin area. Where were the local car guys? Have we done or said anything to them lately?

As you all aware this year we changed the figure judging rules from IPMS 1-2-3 style to the Open System preferred by most figure modelers. Apparently this has minimal effect on the number of entries in the figure categories. The good news is the change did not scare IPMSers away from entering. On the other hand, we did not gain any more figure guys than what we had already. I understand it takes time to earn the trust of the figure modeling community. So we might have to wait till next year's show to see if there is any real impact.

According to my last count, we sold 80 vendor tables. Both vendor table and trophy sponsorship income were up to par with the targets that I set. The shortcoming in contest entry fees was well compensated by the higher than unusual general admission income. That's right, we had a record high of 267 people who paid to get into our show. And the majority of these people are local folks from Austin and the surrounding cities. Who said advertising doesn't work?

So did the club make any money on this year's show? I'm afraid the answer is no. But we were very close to breaking even (less than \$150). Considering the circumstances (new location) and what the club had pre-spent (trophies) before I took over as show coordinator, I say we did all right financially.

All in all, I believe we pulled off another good show this year. It was well attended by both vendors and modelers. Everyone who was there, including IPMS/USA president **Dick Montgomery**, had nothing but positive things to say about our new venue. The judging and door prize drawing were fair and square. Vendors were happy with the amount of money they made. And for once we even managed to finish the show early!

Many thanks to those who volunteered and donated their time and money to make it happen. Special kudos to **Rick Herrington** for stepping up at the last minute to fill the head judge vacancy. I also want to thank my "right-hand girl" **Melissa Rourke** for being my fire brigade. Yes, I know I owe you a big box of kolaches! 🍩

Eric



*Our RC Sean Glaspell scored Bondo's "Road Less Travelled" award with his Kristofferson 1912 Pusher Biplane.*



*Pat Rourke's 1/35<sup>th</sup> Ostwind won Best Armor of the show. Little did anyone know this kit started off as a white elephant gift!*



*Ed Rain's most excellent Dornier Do.335 received many praises as well as the Best Aircraft award.*

👉 *Rick Cotton's IJN Shokaku is the Best Ship at the show.*





Best Sci Fi went to Chance Wood's Blight Drone of Nurgle.



...and the Best of Show went to Dave Schmidt's Tres Lobos.



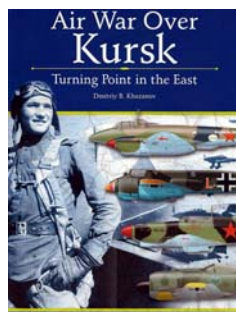
## Air War Over Kursk: Turning Point in the East

Written by **Dmitriy B. Khazanov**

MSRP \$36.00, ISBN 978-1-906959-26-5

Reviewed by Floyd S. Werner, Jr., IPMS #26266

**K**ursk was the largest tank as well as air battle ever. Until now it was never covered as well as I think it should be, especially from the Soviet point of view. SAM Publications has taken a big step to rectify that with this first book in their new Air Wars series. Printed on 144 pages of high quality paper, this softbound book is a great first start for this series.



Lavochkin La-5 White St. serial number 1966. 7-10-22

Messerschmitt Bf 109G-2 serial number 1966. 7-10-22

Messerschmitt Bf 109E-4 serial number 1966

The original author was not an air modeler. This is a book for modelers. The author has provided a wealth of information for the modeler. The author has provided a wealth of information for the modeler. The author has provided a wealth of information for the modeler.

The book covers every phase from the preparation for battle until the Soviet counteroffensive. Also covered is the night campaign of both sides. Another thing that is unique to see is how much the Soviets used women pilots and ground crew. The text is easy to read, and you get the sense of the scope and vastness of the air war. The losses experienced by both sides are nothing short of phenomenal.

### Chapter 3 Breakthrough to Kursk



One of the biggest problems with the book is the amount of photos of Soviet aircraft. Not that there are too many of them, but it is just that model builders will want to build a lot of these aircraft only to find out there are no decals. I've always liked the look of the Soviet propaganda sayings scrolled on the aircraft sides. This book shows them in great detail.

For those of you who are numbers driven, the appendices in the back show the combat losses of each unit as well as the unit strengths and commanders.

This is a very good book for the modeler with the photos and drawings. It will prove a good motivator to many. The historical facts provide a nice background to the photos. This book is a real value for the money and will be a welcomed addition to any library, especially a small one. This is a wonderful start to the series. I can't wait to see the rest.

Highly recommended.

Thanks to SAM Publications for the review copy. You can obtain your copy at your Local Hobby Shop or directly from SAM at <http://www.sampublications.com/sampubs.htm>. Let them know you heard about it hear.

Floyd

## Old Rumors & New Kits

Another successful ASMS Model Show is over and it's time to take a look at the show and decide what went right and what can be improved on. Sorry that I had to miss this year's event; it was only the second one I've skipped.

The first one was when my daughter got married. As I remember it, the show was held at Camp Mabry. This time I had a prior commitment to photograph my wife's 50<sup>th</sup> high school reunion so on show day, I was up in northeast Texas.

I understand that the show did well, the venue worked, and we had a bunch of people. It appears also that the show did not bleed us dry. I've always preached that while it's good to make a profit, for a small club like ours breaking even is the goal.

I also hear that the party at King's went well and lots of people stopped by the store on both days. Their special sales worked to clean out some shelves so new merchandise can be added. That makes us all happy!

Speaking of new merchandise (nice segue!), we have heard from our Japanese contact that Hasegawa will release a new tool 1/72<sup>nd</sup> Su-33 in the first quarter of 2011. The Su-33 is the Flanker D, the Russian's BIG shipboard fighter. In case you aren't familiar with the type, this fighter is big enough that the horizontal stabilizers as well as the wings fold for storage below. If you just Google Su-33 you can get some great films of the big fighter. No word on price but it's a big kit even for 1/72<sup>nd</sup> so expect to pay some real bucks if you want to build it.

I found a couple of really interesting types on the Roden page. Seems they are planning a 1/48<sup>th</sup> T-28B Trojan and a UC-43 Beechcraft also in 1/48<sup>th</sup>. That UC designation is what the government hung on the Stagger Wing Beech during WWII. It will be really good to have another choice for one of the most beautiful biplanes ever built and equally good to have a "state of the art" Trojan in 1/48<sup>th</sup> scale. The old Monogram kit is really showing its age.

There have been a few other announcements of new kits, some of which were expected. Hasegawa plans another version of their 1/32<sup>nd</sup> Ki-44 *Shoki* or "Tojo" Model 2.

Hobby Boss has announced a 1/32<sup>nd</sup> F-84E that looks a lot like the Tamiya kit, with exposed gun-bay. They will also be doing a large scale F3H-2 Demon.

Hasegawa also plans some other 1/72<sup>nd</sup> subjects and those will be available later this year. There is a new kit of the F/A-18A/C Blue Angels and an RF4-B of VMCJ-2. They also plan an updated kit of the F-16C Thunderbird, due in January.

Hasegawa has also announced a 1/200<sup>th</sup> Space Shuttle with the special 747 transporter as well as a Shuttle with the Hubble

Telescope. Look for them in early next year. For the ship builders they plan a 1/350<sup>th</sup> scale *USS Gambier Bay* with TBMs and FM2 Wildcats.

Tamiya plans to produce a 1/350<sup>th</sup> kit of the Heavy Cruiser *IJN Tone*, full hull or waterline.

We seem to be experiencing a flood of new and very good kits of the Bf.109E. Now Trumpeter has announced another new 1/32<sup>nd</sup> scale kit. Trumpy's new 1/32<sup>nd</sup> AV-8B Harrier is shown to be out so it should be in your LHS soon. Same goes for Kinetics 1/48<sup>th</sup> E-2C Hawkeye 2000. I believe their EA-6B is already available.

The 1/48<sup>th</sup> scale Global Hawk RQ-4B from Skunk Works is out and I expect to see some finished models at the early 2011 shows. The aircraft is a large jet powered drone capable of 32 hours flight time. It has a wingspan approaching that of a B-17 so you need some room to work on this one. There are relatively few parts and there are no cockpit details. For that matter, there is no cockpit! It should be impressive.

*Luftwaffe* subjects seem to be a constant point of interest so it's no surprise to see a 1/48<sup>th</sup> Me.109K-4 being announced by Academy. Is it a totally new kit or someone else's tool? No idea.

DML has announced several new 1/72<sup>nd</sup> kits that on my computer screen look really nice. First off is the SB2C-3 Helldiver that seems to have the option of folded wings and possible PE flaps. I suspect there will be other versions of the Helldiver in DML's future. They also are planning a Sea Vixen, a Spitfire Mk. 1, and a pair of Hellcats; the F6F-3 and F6F-5N. A good "up to date" Helldiver will be most welcome, not to mention the Sea Vixen.

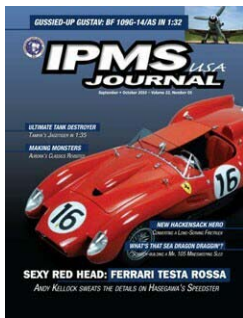
If you are a member of IPMS/USA, and you should be, you probably noticed a fine article on Tamiya's new 1/35<sup>th</sup> *Jagdtiger*. Well, Tamiya also offers a new kit of the *Jagdtiger* in 1/48<sup>th</sup> as well and I had the pleasure of building one, courtesy of King's Hobby Shop. The kit I built was a sample; the production version will be out shortly.

I have to say that although I don't usually build armor, this was really fun. I actually built it in less than a week. Both scales of the *Jagdtiger* appear to be first rate.

Tamiya will also do a non-motorized version of their BIG 1/16<sup>th</sup> scale Leopard I A4 and if you are into kit nostalgia, you will get a crack at the 1/25<sup>th</sup> "Rommel Tank Destroyer" that was produced in the late '60s.

As you can see, the plans for new kits has picked up. No idea on release dates for many of them but be patient. There's probably more than we can build anyway!

See you Thursday. Now go build a model. 



In the latest issue of...

**IPMS Journal**  
 September/October 2010  
 Volume 22, Issue 5

• **Gutsy Gustav** — Adding a host of aftermarket parts to Hasegawa's 1/32<sup>nd</sup> Bf.109G-14/AS, by Floyd S. Werner, Jr.;

- **Modeling Origins** — Revenge of the Aurora Monsters, by Dick Engar;
- **Tiger on the Hunt** — An out-of-the-box build of Tamiya's new Jadgtiger, by Jonathan Silverthorn;
- **Sexy Italian Red Head** — Building a winner of a Ferrari Testa Rossa from Hasegawa's kit, by Andy Kellock;
- **Living with Your Airbrush** — Working out the obstacles with your painting work station, by Les Walden;
- **Not-So-Tough Sledding** — Scratchbuilding a Mk.105 Airborne Mine Countermeasures System in 1/48<sup>th</sup>, by Mike McLeod;
- **Six Rules** — Getting kids into scale modeling, by Michael Luedke;
- **Time-Defying Tanker** — Crafting the New Hackensack Fire Company's longest-serving truck in 1/24<sup>th</sup>, by Tom Walker;
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**Next Meeting:**  
**October 21<sup>th</sup>, 2010**  
**at**  
**Austin Yarborough Library**  
**(2200 Hancock Drive)**



Austin Scale Modelers Society  
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