



SPRUE EXAMINER



Vol.19 No.1

January 2011

Testors/Hawk 1/48th Curtiss R3C-2

By Tim Robb
IPMS #34705

I built this kit as a fun change of pace from my usual WWII fare. It was indeed fun, and it adds a nice touch of visual variety to my display case.

When I mentioned to fellow member **Greg Springer** that I was building this kit, he told me that it was the very first plastic model airplane kit ever produced. So I looked around on the Internet and found this information on the website www.oldmodelkits.com:

The Hawk Model Company was the most innovative in North America. It began making 1/48th scale models in wood with metal accessories in the late 1920s. During the re-run of the World's Fair in 1933, Hawk may have made the world's first injection molded airplane models, but they were not kits. The models were completely finished and were on display for the then large sum of \$25 each.

The Mates brothers (check entry on Wikipedia <http://en.wikipedia.org/>



[wiki/Hawk_Model_Company](http://en.wikipedia.org/wiki/Hawk_Model_Company)), who founded and ran Hawk, were quick to incorporate this new technology by replacing the metal details with injection molded parts to the wooden kits in the late 1930s. During the war, Hawk put its injection molding knowledge to work by producing warplane identification models for the US Armed Forces. Originally there was a nationwide program to have children and adults make these from wood. Consistency turned out to be an issue, so injection molding was introduced to solve the problem.

(Continued on page 4)

Inside this issue:

Testors/Hawk Curtiss R3C-2	1
New Look On An "Old" Letter	3
Video Library News	5
ASMS 2010 Christmas Party	5
Anigrand 1/72 nd "Giant Casting" Lockheed C-5B	7
Old Rumors & New Kits	10

New Date & Location for 2011 ASMS Meetings

Extra! Extra! Extra! ASMS monthly meetings in 2011 are now on a new date at a new location.

We now meet on **second Thursday** of each month at the **Austin Old Quarry Branch Library** (7051 Village Center Drive) from 7PM to 8:45PM.

Our meeting this month is on **January 13th**.



ASMS is on www
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Bill Delk	Pat Rourke
Jeff Forster	John Seaman
Mike Gilsbach	Ion Tesu
David Heno	Rick Willaman

Upcoming Events

Model Shows

IPMS/SWAMP, CALMEX XXV, Westlake, LA	January 29
IPMS/Alamo Squadron, Model Fiesta 30, Live Oak, TX	February 19
IPMS/MCMA Showdown 2011, Farmers Branch, TX	March 19
IPMS/Tulsa Modelers Forum, Annual Contest, Tulsa, OK	March 26
IPMS/Flying Tigers, Great South Tigerfest XVIII, Kenner, LA	March 26

Local Club Meetings

Austin Armor Builders Society, APL Old Quarry Branch	February 2
Centex Modelers, Trinity Lutheran Church, Copperas Cove, TX	January 20
Lone Star Military Miniatures Society, San Marcos Public Library	January 8

Other Events

Pacific Combat Reenactment, NMPW (Nimitz Museum), Fredericksburg, TX	March 12-13
Brent Mullins Open House 2011, College Station	March 18-19



Support Our Troops!

The Iraq Model Network is an initiative for providing model kits, supplies, and reference materials to our service men 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.ipmsusa.org) and click on the Support The Troops page link.

ASMS Officers & Chairpersons for 2009-10

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Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the second 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...

Mike Kachoris
President

Happy New Year to everyone! I hope all of you had a Merry Christmas with your family or friends.

Regardless if it is the holiday season, we all should spend time with family and friends. Last year I was able to do both. I spent Christmas with my family here in Texas, and I visited a dear close friend in Laredo. The next day I headed to Michigan to help my parents move into their new home.

We have a couple of news things happening at the start of this year. First, we have a new date and place for our club meetings. The second and most important is the election

of new club officers. Good things have happened to our club last year, and I am proud that my officers and club members made it happen. So let's keep it going, folks. Don't be shy to volunteer. Stand up and get elected!

At this time I would like to thank my officers: **Rick Herrington, Angie Forster** and **Eric Choy** for all their hard work making me look good the past two years.

Sincerely, your prez.



New Look On An "Old" Letter

By Eric Choy, Editor

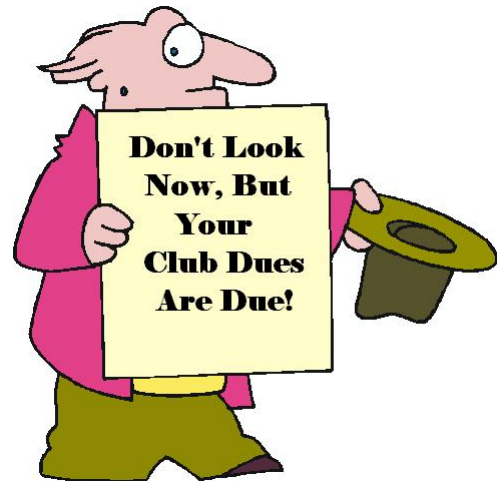
Something weird has happened. The format of our newsletter got changed! No, it wasn't because I had too much to drink during the holidays (well, maybe a little bit more than usual). And no, I did not accidentally delete all my files on my computer (well, more like my hard drive finally died on me). Allow me to explain what happened in a few words:

Our newsletter had always been prepared with Adobe PageMaker on a Mac. Why PageMaker? Because that was what my predecessor Milton Bell was using when I took over as your editor back in 2006. At the time I had no experience with any desktop publishing software, and so happened I possessed a G3 iBook I was fooling with. Therefore, I kept our newsletter going with the ancient software, knowing it was no longer supported by Adobe. Over the years I endured the idiosyncrasies and crashes of both Mac OS 9 and PageMaker because I just didn't want to deal with the trouble and expense of upgrading. As it wasn't "completely" broken, I decided it ain't worth fixing.

Fast forward to November 2010. The hard drive on my Mac finally went kaput, and I had no choice but to do something. With the holidays coming up, I had the luxury of both time and money to acquire and learn a new software. Hence, we have a long overdue facelift for your favorite newsletter.

What I'm using now (Publisher) is much more stable and friendlier than the old PageMaker. Should I decide to "retire" in the future, I believe my successor will have a much easier time jumping in as well.

I hope you all like the new look of our "old" newsletter.



Please bring your 2011 membership dues (**\$20 for individual, \$25 for family**) to the next meeting.

You can also write a check payable to **ASMS** and mail it to our treasurer:

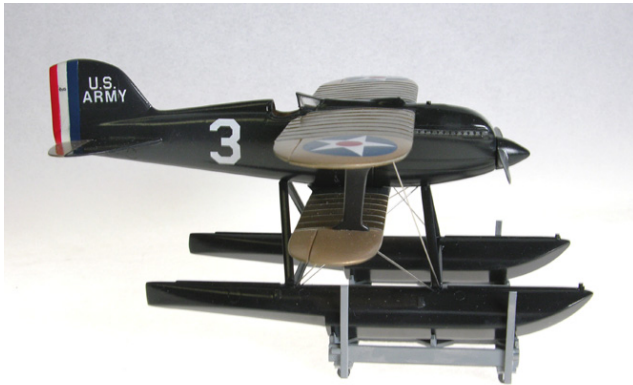
Angie Forster
1503 Black Cherry Drive
Cedar Park, TX 78613

Your dues are much needed and appreciated.

(Continued from page 1)

Immediately after WWII in 1946, Hawk made the Curtiss Racer model injection molded in black tenite (cellulosic plastic). The box was a simple one-color affair. This may have been the first injection molded airplane kit produced in the USA; another contender is the Varney's PT-17. Both met a very cool reception at hobby shops. Hawk quickly changed the Curtiss box to two colors and added box artwork while molding the kit in bright yellow acetate.

In 1947, Hawk approached toy stores since hobby shops were giving the kit poor promotion. The toy stores did much better. Spurred on by toy store sales in 1947, Hawk added four classic racers in 1948, all molded in acetate – the Gee Bee, Howard Ike, Laird Solution, and the Supermarine S6B. Hawk made the switch to polystyrene in 1949.



The kit I built is a much later Testors release of the original Hawk kit. As expected from a kit this old, there is no interior except for a bench spanning the gap between the fuselage halves and a crude pilot figure. The locations for the markings are also molded into the plastic in raised detail.

The actual airplane was piloted by James "Jimmy" Doolittle (of later 1942 Tokyo Raid fame) in the 1925 Schneider Cup Race held on October 26th at Chesapeake Bay with a winning average speed of 232.5mph. The airplane now hangs in the Smithsonian. Getting accurate colors and markings information for it is easy via on-line access. Why the box art shows some weird orange, gold, black, and OD green color theme is a puzzlement.

The race winning plane wore a snappy black and gold scheme that would have been very easy to do on the kit decal sheet. But that isn't what you get in the box. I did use the kit decal U.S. insignia on the wings, but the rudder stripe decals are printed with the colors in reverse order.



So I painted the rudder stripes. The white lettering and the number 3 wasn't too difficult to piece together. I send a special thank you to Milton Bell for printing the tiny Curtiss logo decals that go on the white rudder stripe.

Building the kit was not hard. I scratchbuilt the interior (seat, instrument board, rudder pedals, stick, and throttle) without doing any research on what the real articles look like. It's faster that way, and you can't see much in there anyway through the very small cockpit opening. You detail accuracy guys can go ahead and puke now. I added some details to the floats that I could see in photographs.

I painted the model's fuselage a scale black color, the wings brass, and the wingtips gold. The wing surface was covered with radiators, and the pictures of the aircraft in the Smithsonian show silver ribs between the segments. I tried drybrushing these with poor result. I got a better result by masking them off and using a heavier, wetter coat, but not so wet that the paint ran under the masking approach.



The model is rigged with stainless steel wire. The display dolly is scratchbuilt from plastic card and is loosely based on a picture of another Curtiss racer I found on the Internet. I cut thick plastic card (scale 1.5" thick) into strips of scale 2x4, 2x6, 2x10, and then mentally played carpenter as I built up the dolly in scale like I would have built the real thing with lumber. The casters on the bottom are made from plastic rod cut to consistent width with a chopper tool and some thin plastic card.

Now finished, I've got a cool model of a cool Golden Age Racer. Floats, two wings, rigging, an attractive color scheme, and a model most kids on the block won't have in their collection. I'm pleased!

Go build a model!

(Model photos taken by Milton Bell. Please do not reproduce without permission.)



Video Library News

By Jeff Forster

As of today (Jan 2, 2011), I have about fifteen copies of various DVDs that I thought would be of interest to the club. I would like some feedback as to what the club members would like to have access to (feature movies, documentaries, modeling how-tos, etc). Also, I would invite everyone to donate their videos to our library. I have worked out a system that each member can check out a video and return it by the next meeting so everyone has a chance to enjoy our collection. Please let me know if you have any suggestion.

Jeff

ASMS 2010 Christmas Party

Another Christmas, another great party! Our annual bash was held at member **Ron McCracken's** beautiful house in North Austin. Thanks so much to Ron and his wife's hospitality, we had a wonderful time, not to mention all the good food and excellent company. Here are photos taken by member **Bill Delk** and your editor at the scene:



*South West Area Modelers of Plastic
Proudly Present*

GALMEX XXXV

Silver Anniversary

January 29, 2011

78 Categories in 14 Divisions
Additional Special Awards

Fees:
Adult (18 & Over) \$10.00 for 1st entry,
\$1 for each additional entry

Junior (13 to 17) - \$5.00 for up to 5 entries
Preteen (under 13) - Free

Vendors Tables - \$15 ea.

Homemade Gumbo

Vendor Area Open - 8:00 am - 5:00 pm
Registration - 8:00 am - 12:00 pm
Judging - 1:00 pm - 4:00 pm
Awards Presentation - 4:00 pm to 4:30 pm

Managan Center - 1000 McKinley St., Westlake, LA





Anigrand's 1/72nd Lockheed C-5B Galaxy "Gigantic Casting" OOB review by "Bondo" Phil Brandt, IPMS 14091

Kit No. AA-9001. USD \$380

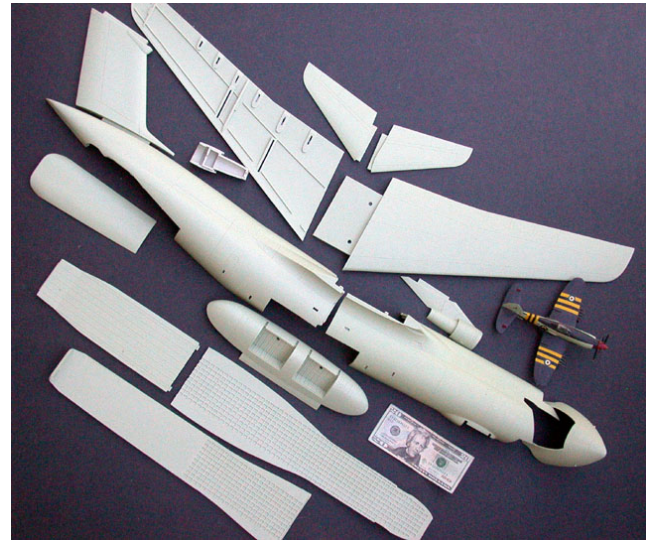
(Shipping included within continental U.S. from Nostalgic Plastics. Prices and shipping direct from Anigrand will differ!)

This curmudgeon was first privileged to climb aboard a C-5 operational test article at Edwards circa 1968. We were already flying a very large MAC bird, the C-133A, and had watched the C-141 go operational at our "home drome," Dover AFB, but both airframes seemed like little brothers in comparison. Six years later, I had the pleasure of accepting a "Space-A", upper deck C-5 ride direct from Thailand to Travis AFB, where I would get to spend a month with my wife and family. Instead we enjoyed a short hop to Okinawa, where we active duty GIs were unceremoniously bumped off the airplane in favor of waiting civilians, and told it was up to us to arrange our own air travel to the Left Coast; hello American Express Card, Japan Air 747 and an unplanned \$600!

The C-5As had initial serious teething troubles and accompanying political storms, but slowly did all the called-for fixes to become the backbone of America's military heavylift. Modified C-5B still carry the military freight worldwide, and it appears they will continue to do so for at least the next few decades.

THE KIT

The only 1/72nd C-5 kit previous to this was, I believe, the ID vac kit, actually built a few years ago by the intrepid Finescale Modeler editor and all-round good guy Paul Boyer. Nichimo, of course, did a nice injected 1/144th version at least forty years ago.



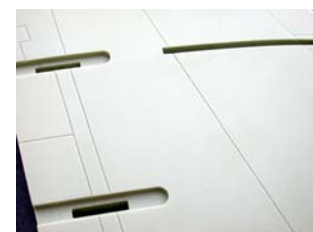
Easily Anigrand's most ambitious offering to date, this all-resin C-5B airframe — the box top says "C-5B"; the box ends say "C-5A" — has got to be among the top five largest "plastic" display kits extant; its all-resin 41"x37" footprint is only surpassed, IMO, by the 1/72nd epoxy glass/injected plastic Amodel Spruce Goose, and the gigantic 1/72nd Antonov transports, also made by Amodel. Note that I included for size reference my thirty-six year-old Frog Wyvern (built in the Northern Thai jungle) and a \$20 bill—you're gonna need nineteen of these Andrew Jacksons if you want a beeg C-5! ☺☺☺



Oh, BTW, don't throw away the flimsy cover of the corrugated box — my box had serious interior wall gouges from the large resin components being too closely packed — because the sides of the cover are the only place you're going to find color reference and decal placement information (see **INSTRUCTIONS** below).

MOLDING

Those of us modelers experienced with previous Anigrand offerings are hardened to the often myriad pinholes and bubbles (voids) that we know are going to be there; it just seems to come with the territory, and we bear that burden because of the wonderfully eclectic releases by the Hong Kong firm. Well, all this longtime resin kit devotee can say is, it's a new day at Anigrand, casting-wise! I have endeavored to closely inspect all of the large components, and most of the smaller ones, and I



have yet to find any flaws: no bubbles, no pinholes, no extraneous dingleberries hanging off components (that have to be Dremmed) and no warpage! Casting spigots that have to be trimmed are strictly minimal.



The castings, now greenish grey as opposed to the usual cream-colored resin, are exceptionally smooth surfaced, almost semi-gloss, with sharply executed, bold panel engraving (which I deem OK for a model this size).

GENERAL KIT ENGINEERING

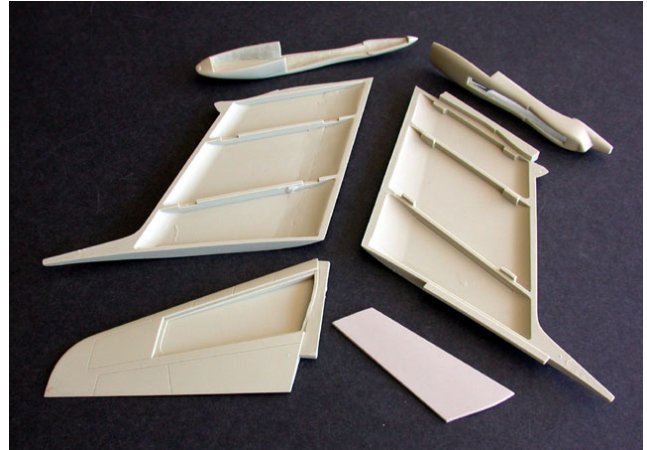
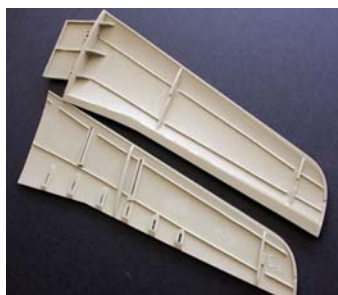


The fuselage is in four main pieces. Each fore and aft half has rabbeted edges to give strength to the epoxied — I'd never use CA on such large components' joints. Each fore and aft fuselage half is

further held together by the large main gear pod fairings with hefty tabs that fit into fuselage slots.

(Criticism) The fore and aft halves of one side of the fuselage have square ends of the interior fuselage "ribs" protruding slightly (say 1/8") proud of the glue (center) line. This apparently is to facilitate the strength of the join by "sistering" (locating right beside) with the flush ribs of the opposing half. Nice concept; bad execution; unfortunately, if one aligns the engraved panel lines and openings in the right and left fuselage halves, some of the protruding ribs butt directly into the opposing rib, so it'll be Dremel time here, but not a big deal. Additionally there is also some interference with a couple of opposing wing ribs; same solution.

Each wing is in two pieces, top and bottom, with cast-in slots for large flap hinges and engine pods. Span-wise strengthening ribs (to minimize drooping over time) are cast-in to upper and lower wing sections. Each wing half has a large resin "tongue" with mounting holes that correspond with large diameter pegs in the fuselage. The separate large over-wing fairing has mounting holes that further match more pegs in the wing-half tongues.



The large vertical fin is in two halves which key into the empennage spine. The horizontal stabilizers are each two-piece and, in turn, key into the separate large cast fairing on top of the vertical fin.

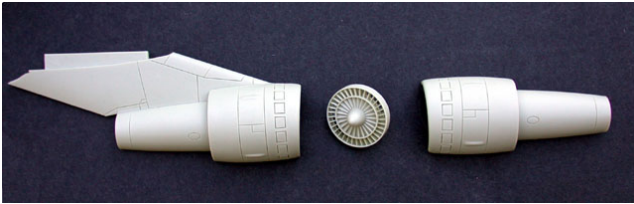
CARGO DECK

Long mounting strips for floor and ceiling are cast-in to each fuselage half. Cargo deck floors and ceiling are large, thick components and lend a fair amount of strength to the fuselage (epoxy is, again, strongly suggested by this modeler!). The aircraft may be configured with massive nose cone and tail cargo doors open and ramps deployed, but, other than the aforementioned ribbing on the fuselage sides—the real deal has much of the ribbing smoothly covered with insulation and fabric—and some structural detail on the floor and ceiling, there's no other "busyness" inside. The only way I'd consider doing a loading configuration would be if one could "jam" a large, say 1/72nd truck, tank, rocket, or airplane into each opening, so that the viewer cannot easily see that there's no other detail inside.

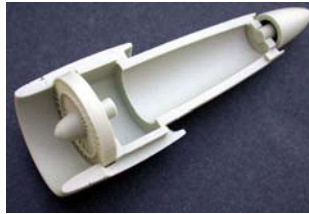
(Criticism) There are no obvious locating/mounting pads for the gigantic nose cone/front cargo door in the closed position (although said pads do exist for the aft cargo door). The modeler will have to add pads CA'ed to the inside of the large forward fuselage opening. There is also no pivoting mount facility for the modeler who wishes to have the forward door open; just a simple triangular brace to place between the lower edge of the raised forward door and the airframe just forward of the cockpit. I guess you're supposed to tack glue the aft "ears" of the forward nosecone to the fuselage sides!

ENGINES

A total of only four components complete each engine/pod which, in turn, keys into precast slots in each wing bottom. Although the first fan stage is cast separately, aft fan stage blades are cast into the fan bypass exits. Surface casting is, again, very well done, with no flaws evident.



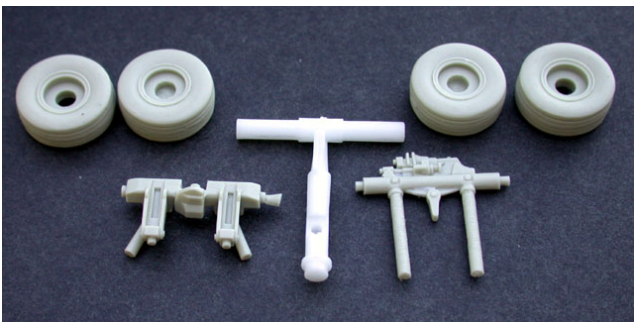
(Criticism) I do wish Anigrand had opted to create the front one-inch-worth of intake trunk leading back to the first fan stage as a single circular resin component (as has Collect-Aire in their decent B-66/A3 kits), instead of two complete nacelle halves which the modeler has to align, sand and putty (to hide the obvious seam) before painting the intake trunk (and then you have to mask the pre-painted and pre-installed) fan. Same, same for the exhaust area (although the one-piece exhaust cone hides most of any seam that might result).



LANDING GEAR



Multimedia. That is, the main struts are turned aluminum, the retraction screws are threaded brass and the gear support frame and wheels (six per assembly, four assemblies) are resin. The six-wheel axles are done in white resin. All castings are, again, very clean. Hinges for the large main gear doors are separate resin; somewhat delicate (but cleanly cast). The nose gear is all resin, albeit in three pieces, with four resin wheels (different hubs from mains).

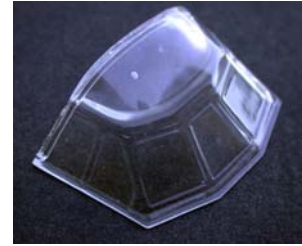


COCKPIT

Very rudimentary: an instrument panel/coaming and six seats (no belts). This probably works in view of the small amount of window area. I may even tint the windows with some translucent "smoke" lacquer to further hide things. Of course, if the builder does the kit in the loading configuration the cockpit will be hidden from view by the raised nosecone/cargo door.

CLEAR PARTS

The large canopy is cast resin; clear and, although roughly 3/64" thick, certainly acceptable, especially in this scale. Small wingtip lights, etc., are included, also in clear resin.



DECALS

A single sheet depicting a 436th wing (Dover) bird: black insignia/lettering to accompany the dark gray overall paint scheme.



INSTRUCTIONS

The typical Anigrand single B&W sheet, double-sided, with small photos (really small, hard to see in the case of the landing gear assemblies) is all the builder gets for a four-hundred dollar kit! Plus, there is not even a heading on the instruction sheet saying that same is for the C-5. Luckily, just before I relocated the kit components to a larger container and threw the original box away, I noticed that the color pix on the sides of the box cover are the color and decal placement guide! I strongly recommend that the builder have on hand the excellent reference provided by Squadron In Action Series Number 201 "C-5 Galaxy".

CONCLUSION

With this ambitious release, Anigrand has taken a huge step forward in resin casting quality and is finally running with the "big dogs." Now if they can just start working on the little details and (especially) instructions, such as the Ukrainians are doing with their *Amonster* line.



(All photos taken by Phil Brandt. Please do not reproduce without permission.)

Old Rumors & New Kits

Milton Bell
IPMS #16702

Welcome to a new year of modeling! ASMS gets off to a new year by meeting in a new location for us; the Old Quarry Branch of the Austin Public Library. You can find a map in this issue. As usual, we meet at 7PM and are expected to be out of the library at about 8:45PM.

The main order of business this time will be the election of officers. Be sure to attend if at all possible. Otherwise, you may find yourself elected!

So far, 2011 has begun with a bang. There are some really fine kits just being released, and if you are a fan of the "big" scale, you will be happy. In fact, I think all modelers regardless of the subject matter will like the new kits.

Shipbuilders will be encouraged by the wealth of new aircraft carrier kits that may require some deep pockets but offer fantastic details that just weren't possible 15 or 20 years ago. The latest of these kits is the *USS Gambier Bay* CVE, an escort carrier lost in WWII. Hasegawa makes this kit, and it's 1/350th scale. Extra detail sets are available to include a lot of PE as well as a real wooden flight deck.

Dragon has its own escort carrier, the *USS Independence* CVE, also in 1/350th. Trumpeter has released a set of detail parts for their 1/200th *USS Arizona* which was released earlier. All are available locally.

And to continue their bargain series, Eduard has released their 1/32nd scale Bf.109E in the Weekend Edition. Markings are for one aircraft, and the kit is a real bargain.

All "BIG" kits are not necessarily large scale. Airfix has finally released their de Havilland Sea Vixen FAW.2 in 1/48th scale. This is probably the best looking kit I've seen from Airfix in some time. I'm sure the resin casters and PE designers are hard at work as you read this, ready to crank out some new parts. Actually, there seems to be very little missing or that will be improved by resin. Of course, resin seats are always welcome as are instrumentation and parts too small for styrene moldings.

I've seen some of the mail order houses showing that Revell of Germany (RoG) 1/72nd B-17G is now available. I suspect your LHS will have it in short order. This is another of the BIG kits, partly for the amount of styrene required to kit a four-engine WWII bomber. Because it will likely be a popular and very desirable kit, I'm sure it will be reasonably priced.

Another BIG kit from RoG is the 1/32nd BAe Hawk T.1 in "Red Arrows" livery that should appear in this quarter. Early photos of the built-up test are eye-popping!

Another smallish airplane, the French Caudron C.714, is being produced in 1/32nd scale by Azur. Two Japanese subjects, the Nate and Claude, have been done lately by Eastern European companies lately.

Academy has a new one in the wings, no pun intended, that should be here soon. It's a MiG-19AS in Slovak Air Force livery. Very interesting "pixelated" camo.

Hobby Boss has a new EF-111 "Raven" and a MiG-17PF Fresco D, both in 1/48th. And, if you like 1/144th scale airliners, check out RoG Boeing 737-800 TUIfly "Harib AIR" with a huge "Gummy Bear" decal.

For armor builders, there's a new 1/35th M4(105) Sherman Howitzer tank from Dragon as well as an SU-85M Premium Edition. That Sherman looks interesting.

Hobby Boss is showing a 1/35th 152mm ShkH DANA vz.77 which is a scary looking big bore wheeled gun. Never saw the like of it but it should make a very interesting model. Mark this one as a "BIG" kit. They will also be producing an Israeli Merkava Mk.IV tank in 1/35th.

There are several new books on the shelves that caught my eye. I'm especially fond of the Kagero series since many of them include a sheet of two of good quality decals in three scales. Currently showing are three titles in the series; Luftwaffe Over the Desert, Spitfire Mk.VIII, and Bf.109F.

I've seen one other book that I really want but can't recall the title at the moment. It is about a group flying P-51Ds out of Iwo Jima. There are lots of interesting profiles plus some decals. This covers a part of WWII that we don't see that often.

Squadron seems to be bringing out more revised copies of their popular *In Action* series with each new issue containing new photos and information. It's hard to keep up, not to mention expensive! Their latest is the F4U In Action.

AJ Press has a couple of new titles for the shipbuilder or naval history fan. First is the German Naval Artillery Pt.2, and USS Enterprise/Yorktown/Hornet Carriers Vol.1. Either would be nice in a reference library.

That's about all for this Month. Once again, remember it's election time. Be sure to be there and bring a model.





In the latest issue of...

IPMS/USA Journal
November/December 2010
Volume 22, Issue 6

- **Fun in the Valley of the Sun**, by **Dick Engar and Bill Engar** — Dick and Bill Engar recap the 2010 IPMS/USA National Convention;
- **Nationals Winner Gallery** — Juniors, Aircraft, Military, Figures, Ships, Automotive, Real Space & Sci-fi, Diorama, Miscellaneous, and Special Awards.

And much, much more!



Join IPMS/USA!

IPMS/USA is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas in 1963, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive *The IPMS Journal* six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned Regional Contests, as well as our world-famous National Convention, held each summer. As a member, you'll also be able to access our online **Member's Forum** where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the county offer **discounts** to IPMS/USA members.

To join IPMS/USA, simply use the form below or go to www.ipmsusa.org and click **Join IPMS/USA!**

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney at manager@ipmsusa.org.

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

VISA/MasterCard Account # _____ - _____ - _____

Exp. Date: _____

Signature: _____

Adult: \$25 Junior (17 years old or younger): \$12 DOB: _____
 Canada & Mexico: \$30 Other Foreign: \$32 Foreign Air Mail: \$55
 Family (Adult dues + \$5, one set magazines, # of membership cards required: ___)
 If recommended by an IPMS member,
 list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

P.O. Box: 2475
 North Canton, OH 44720-0475

Check out our web page: www.ipmsusa.org



Austin Scale Modelers Society
13213 Marrero Drive
Austin, TX 78729
www.austinsms.org

ASMS is on the Internet
@
www.austinsms.org

Next Meeting:
January 13th, 2011

at

Austin Old Quarry Library
(7051 Village Center Drive)
7PM to 8:45PM



PRESENTS

IPMS REGION 6 CONVENTION

and

MODEL FIESTA 30
THE INTERNATIONAL CONTEST OF TEXAS

THEME:

"Decade of the Thirties"

Anything that rolled, sailed, flew, or marched
between January 1930 and December 1939.

Saturday, February 19, 2011

Live Oak Civic Center

8101 Pat Booker Road, Live Oak, Texas

Visit our website <http://www.alamosquadron.com> between now
and the contest for latest information, scheduled special events, and
demonstrations