



SPRUE EXAMINER



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2011 IPMS/USA Website of the Year

2010 IPMS/USA Region 6 Chapter of the Year

2009 IPMS/USA Newsletter of the Year

2009 IPMS/USA Region 6 Website of the Year



USS Lexington - Corpus Christi, Texas

U.S.S. Lexington (CV-16) updated.

By Rick Herrington

A friend of mine and his wife went to Corpus Christi, Texas and saw the USS Lexington museum. He was very impressed with the ship.

His wife decided it would be a nice Christmas gift if he could get a kit built of the ship and asked me to tackle the job.

In doing the research, I found a great picture file of the current USS Lexington on Modelshipwrights.com. After reviewing the pictures I realized I had a lot of conversion work to do on the island. Fortunately the pictures were clear and I had enough time to convert the model before Christmas.

I found a kit of CV-16, a Dragon 1/700 scale model and proceeded to start the build. A number of changes were made to the ship during the 50's and 60's to keep her operational and in the fleet. Instead of launching Wildcats she

was launching Tomcats at the end of her career. Rebuilding the flight deck to the current configuration would have taken more time than I had.



The conversion was pretty straight forward. With the great pictures I had of the original I think I captured the look and feel of the current CV-16.

I left most of the flak positions on the model as it gave it a more interesting look, though not accurate. (All but a few of the 40mm positions have been removed from the ship.) I detailed the ship with photo-etch from my spares box.

continued on Page 4

Inside this issue:

U.S.S Lexington- Updated & Gifted 1

Page Three Girl 3

Anigrand's C-133A 5

Tales from the other side 8

Old Rumors and New Kits 9

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Upcoming Events

Model Shows

Calmex XXVI, Managan Ctr., Westlake, Louisiana	1/28/12
Model Fiesta 31, Live Oak Civic Center, Live Oak, Texas	2/18/12
RiverCon 1, Trends & Trains Hobby Shop, Shreveport, Louisiana	3/3/12
Showdown 22, Dr. Pepper Ctr., Farmers Branch, Texas	3/10/12
Tigerfest XIX, St. Jerome KC Hall, Kenner, Louisiana	3/24/12

Local Club Meetings

Austin Armor Modelers Society, Austin Public Library, Old Quarry Branch, Austin, Texas	1/11/12
Centex Modelers, Trinity Lutheran Church, Copperas Cove, Texas	1/19/12

Other Events

Stars & Stripes Air Show, Laredo, Texas	2/12/12
AirFiesta 2012, Brownsville, Texas	3/24&25/12



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.

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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.

Message from the Prez...

**Tim Robb
President**

Happy New Year fellow modelers!

A good modeling year is completed and the prospect of another is just ahead. I hope you are just itching to get at some eagerly anticipated modeling projects, as I am.

Let me turn to a bit business, please, the White Elephant quarterly contest. This contest has been a logistical challenge for us again this year. Early in the year we hatched a plan to have the contest itself as well as the gift exchange at the Christmas party, and happiness was felt by all. In the event, even if Milton had been well enough to host the Christmas Party, there was not room enough at his house to have the White Elephant contest there.

So, two things. First, Eric Choy has graciously agreed to postpone his program presentation that was scheduled for the January meeting so we can have both the White Elephant contest and gift exchange at the January meeting. Please remember we also agreed on a \$10 fine for those not bringing their White Elephant contest entry. Any level of completion of the model is fine -- open seams are OK and if it has no paint, no problem. If you are like Milton and can't remember what your white elephant kit was, fake it. Probably no one else remembers what yours was either. So please bring both a model to enter and a model for the exchange.

Second, I will propose at the meeting that we have a December club meeting this year for the sole purpose of having the White Elephant contest. I'm thinking very little or no business at this meeting, just the contest and then off to dinner together afterwards. This is not to replace the Christmas party, just to facilitate the contest. The gift exchange can be done at either. Perhaps we should always plan the party for a date prior to the December meeting so if the party host is forced to cancel the party, the meeting can be the back-up plan for the gift exchange.

See you at the meeting. The new batch of club shirts are in so if you ordered a shirt bring money for it, bring your White Elephant Model, bring your gift to exchange, bring your 2012 dues, *AND* bring a friend.



Monthly Program Schedule

Month	Who/Subject
January	White Elephant Contest
February	Eric Choy <i>photo etch parts</i>
March	Mike Poole <i>WW I aircraft</i>

Page Three Girl



Over the holidays I painted a Mrs. Santa and her dog for a friend of mine as a gift.

Seldom do I paint anything to give it away as a gift. In this case, I needed a Christmas gift for a friend (yes, female) who appreciates my hobby.

So, here's my 28mm Mrs. Santa and her dog. Both figures are from Dark Sword Miniatures.

Eric

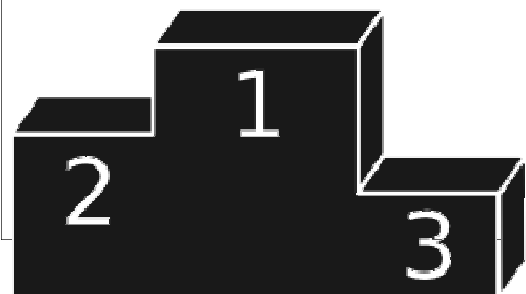


Quarterly Contest Schedule

**by Ron McCracken,
Vice-President**

The White Elephant Contest/ Gift Exchange will be at our January meeting. Hopefully we can also discuss and decide upon the themes for the remaining contests of 2012. Bring your ideas for a contest theme and your White Elephant Model and gift to this month's meeting.

Ron





... rebuild of the island. The mast was another major change. The radars came from the spare parts box, as well.



An overall view of the carrier before applying paint.



The numbers are hand painted on the island.

I added a Tomcat and an SH-60 from the Spares box and painted the deck as the U.S.S . Lexington CV-16 appears today.



"Maverick, call the ball!"

A view of the completed model.

Rick



P.S. Her husband was very pleased and surprised by the gift

**Kingsbury Fall Fly-In
By Mike Poole**

Brother Poole attended the Kingsbury Fall Fly-In this past November and filed this report:

I got to the airfield about 10:30am and wandered around until I found some familiar faces. The modeling contingent was set up in the Canuck hanger. It turns out that the San Antonio guys had been there since 7am (!) and had about 10 members, a living fighter Ace, and 50+ models displayed. They made space for my tiny models and I also carved out a spot for the club fliers Tim had given me. I taped the ASMS banner next to Alamo Squadron's. Gary from Hill Country Hobby's brought some 60 kits to sell! Bill Montgomery was also in attendance representing IPMS. Several really nice Wingnut Wings models were on display courtesy of Dave Orloff.

Everyone had fun and I had a chance to get to know the San Antonio folks a lot better.

To my surprise, there were more Austin people coming by asking about modeling than from San Antonio. I was able to chat with them, describe ASMS, and invite them to our January meeting.

Mike

The 1/72 Anigrand C-133A

OOB review by “Bondo” Phil Brandt, IPMS 14091

Anigrand 1/72 C-133A, Kit No. AA-2104, USD \$223, shipping included, Rare-Plane Detective, or directly from Anigrand, USD \$188 + \$ 35 shipping.



The 39th Military Airlift Squadron (MAS) at Dover AFB, Delaware (one of the two C-133A units stationed there) put out a help wanted notice for navigators in the summer of 1968. Relatively young (30) C-124C “naviguesser” Bondo thought this might be the time to widen his as yet limited USAF flying experience, especially as it was general knowledge that the elderly C-124 fleet was not long for the regular Air Force.

The 39th MAS, just a couple of hundred yards away from my old Shakey Bird squadron digs, warmly welcomed this newbie volunteer and Chief Navigator Lt. Col. “Iron Mike” Struhar took me under his wing. Because of his help and that of other experienced navs like Dick Quimby and across-the-street neighbor Fred Dietsch, I quickly became self-sufficient in the ways of the “Weenie Wagon.” No longer would I be flying in oil-spewing, recip-powered Douglas “all-weather interceptors”. That is, our giant turboprop A-model 133s were pressurized, air-conditioned and flew

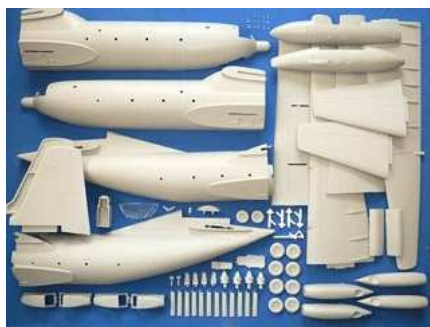
over the weather at 265 knots, eighty-five knots faster than 124s—the 133s were originally designed to cruise at even higher speeds, but powers-that-be imposed permanent speed restrictions. No longer would I have to sit in an oppressively hot cabin during Southeast Asia stops, sweat dripping into my eyes and soaking my charts. So far, so good.

In the late Sixties, with the “hot” and “cold” wars in high gear, we flew so many hours throughout the world (including out-of-the-ordinary missions to carry the X-15 to the USAF Museum) that there wasn’t time to reflect on substantial C-133 losses. In later years some folks, upon learning that I had been a C-133 aircrew member,



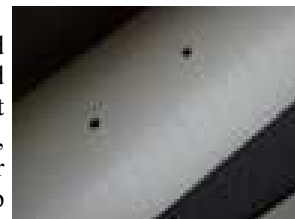
expressed surprise that I was still alive! One “old wives’ tale”: “To never be seen again, depart Dover on a Sunday, with a newbie aircraft commander and a bachelor navigator.” I was told, after some seven birds had been lost out of an approximate fifty airplane build, well over 100 “fixes” were applied to the airframes and operational flight parameters during a fleet-wide 1965 grounding.

Over a year ago Anigrand mastered a nice, limited edition 1/144 C-133 for the good guys at Nostalgic Plastics. Now the Hong Kong crew has upped the big kit ante with a 1/72 all-resin “Weenie



Wagon” companion for their huge C-124, C-17, KC-10 and C-5 offerings. The just-released C-133 kit is comprised of a four-section fuselage; right and left sides are each further divided into forward and aft components. Long, graceful wings are each two-piece, as is the vertical fin. The individual stabilators are one-piece, and each engine nacelle is divided into an upper and lower half. Main gear pods are to be separately attached to the fuselage.

Molding is typically Anigrand and seems to get better and better with each release. That is, very smooth, not polished, surface texture (as if the master has been glass beaded), sharp details and clean edges of most parts. The engraving depth might be considered by Tamiyagawa devotees as overstated were this, say, a tiny 1/72 fighter kit, but for such a large model, I don’t consider it a negative.



One engraving factor *will* be a construction problem, however. Somewhere in its earlier operational life (before your reviewer came aboard) numerous circumferential metal bands were added around the fuselage, in the area starting at the wing leading edge and going forward to just behind the flight deck, probably to strengthen the fuselage from the terrific sonic waves induced by the eighteen-foot diameter Hamilton Standard props (The Dover AFB hospital did an OSHA-type hearing damage evaluation of the C-133 and determined that standing in the prop plane while in flight for more than 30 seconds w/o proper ear

protection would cause hearing damage; I personally tried it one day for only about five seconds, and the noise was mind-numbing). Anigrand has faithfully engraved all these fuselage circles, so they'll have to be carefully aligned in the glueing process, and then, after sanding the fuselage joint, will most probably have to be re-engraved in the join area. Fun....

There is little, if any, warp and I've so far found no bubbles. Some pieces may need minimal cleanup, for example, the fuselage mating area for the large clear resin "greenhouse". As I've said before, for modelers who work in resin, it's just another day at the office.

As mentioned above, each fuselage half is in two pieces which are joined in usual Anigrand style, that is with locating holes and lugs. The fit of these large components is excellent, very close to a "click" operation. I use fifteen-minute epoxy and lay the forward and aft sections of each half on a 1/4" thick aluminum sheet so they'll be true when the epoxy cures.

Wing halves fit well except for each outer joint, where part of a cast-in strengthening member will have to be Dremeled away for clearance.

Rare-Plane Detective honcho Jeff Garrity includes a very welcome CD of C-133 close-ups for those who pre-ordered (and put down \$100 to "reserve") said kit, making it a no-brainer to be up to speed on what's accurate, and what's not. I had originally posted on HS that Anigrand had made the many prominent, top-of-wing flap hinges too long, and that it might be a fair amount of work to sand down the resin ones cast-in to the wing surface.



Wrong-o! The pix on the CD plainly show that Anigrand was correct, and the drawings that came with the elderly Gene Hooker vac kit are incorrect. Readers have to remember: Bondo was nestled way down inside the fuselage, and had no opportunity to ever view the top of the (very) high-mounted wing. :)

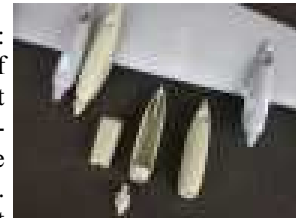
In this scale not much crew area detailing is really necessary. The cockpit is minimally furnished (seats, no cast-in belts), instrument panels (pilot's, engineer, nav.), but that's really no big deal since the windscreen is relatively small and you're not going to be able to see much. The crew area aft of the navigator station (a bunk, two airline seats and food preparation console) is completely absent and in any event can't really be seen.

Each of the large prop spinners in the real deal is surrounded by a narrow, but definitely noticeable, circular engine air intake slit, and I can tell you that the talented Jerry Rutman definitely represents said air intake slits (and



finely rounded forward nacelle edges as well) in his resin aftermarket set for the Combat 1/72 C-133 vac. Not so in the Anigrand version. For some unexplained reason the Hong Kong master modelers cheaped out here and present the modeler with totally flat, albeit narrow, nacelle face: no intake slit, no nacelle leading edge rounding whatsoever. I will admit that, when FOD covers are mounted—I personally never saw these used in our Dover birds, but the B model currently in the Dover museum does have 'em attached—the nacelle face does appear to be flat, but IMO that should be left up to the modeler. In any event, it should be easy to gently round said flat nacelle face edges, and the intake slit *could* be represented by an inked line around the spinner-nacelle face join area.

Cheap-out, part deux: Anigrand's representation of the large turbine exhaust outlets is merely a slight oval-shaped depression in the bottom aft area of each nacelle. This lack of detail IMO isn't acceptable in a model of this size. I don't understand what is so difficult about having four oval exhaust cutouts and individual, angle-cut tubes to insert in said cutouts; it's what I did in my Gene Hooker 1/72 C-133 vac now under construction, I'll guaran-damn-tee it ain't rocket science!



The leading edge of the Anigrand vertical fin is IMO much too blunt. The model's leading edge cross section appears more like that of a C-124. The real deal C-133 fin leading edge is noticeably "finer". I plan to use my 1" vertical belt sander to delicately sand the fin's





to take my word for it. Just glance at Anigrand's own artwork, which more closely portrays the actual fin.

I don't know where the Anigrand modelers obtained the masters for the eight main

gear tires but IMO tires are much too thin. They appear more like something one might see on a light bomber or heavy fighter, not a two hundred and seventy thousand pound heavy cargo-carrying airframe. Both the original Hooker vac and Rutman resin representations of the main tires are adequately thick.



The large, cast resin greenhouse is relatively—we're not



talking Tamiyagawa here-- clear and certainly acceptable, especially in this scale.

Tiny resin porthole windows (say, 1/8" diameter) throughout the long fuselage and a few small rectangular windows in the aircrew "relaxation" compartment are furnished. However, the thick resin fuselage walls (at least 1/8") create a "tunnel" effect. In light of trying to avoid glue marks on such small windows, the modeler might want to consider deep-sinking the whole deal, either filling in the windows and using handcut, black window decals, or doing as I plan to do (and have already done in building the Hooker vac): dremel the fuselage wall thickness surrounding each window interior opening down to, say, 1/32" and, after taping over each outside window opening with Scotch brand clear packaging tape, simply pour in a drop or two of 1:1 Clear-Cast epoxy (Hobby Lobby), and let 'er cure for a day. I've used this method on numerous 1/72 airframes (including the many-windowed Anigrand C-124) with excellent results.

The "Major" has major heartburn here. We've got a \$200+ kit in our hands, with reasonable expectations of accurate, decent decals, and instead the Anigrand instruction sheet simply says, "Cut the tail



numbers: 62008 from decal sheet." In other words, a complete decal for the tail number shown in Anigrand's own two-view B&W illustration on the instruction sheet (the well known C-133A, "Balls Eight", now in the USAF Museum, and in which your reviewer has logged time) is not offered, and the modeler is on his/her own to piece together, align and apply individual numbers. Did I mention that this is a \$200 kit? It should be noted here that the instruction sheet is labeled "Douglas C-133A Cargomaster 1/144 scale resin model kit." This is not the way to save production costs!

Things get worse: *none* of the jumble of tail numbers on the sheets--there appear to be four separate number combinations--correspond to *any* actual C-133A or B and Cal Taylor's authoritative "Remembering an Unsung Giant" book lists 'em all! The decal sheets are duplicates because each contains only two national insignias. Further, the sheets provide "Military Air Transport Service" (MATS) designation, totally ignoring the fact that MATS was renamed "MAC" (Military Airlift Command) in 1965, and aircraft retained "MAC" lettering well beyond the demise of the C-133 force circa 1971. Strangely, there are even two black "AMC" (Air Mobility Command) decals, although AMC is a much more recent command designation, decades after C-124s/ C-133s went to the junkyard.



And further yet, two white "McChord" decals appear on the sheets, accompanied by B&W mountain logos. C-133s were *never* stationed at McChord, only Dover and Travis. Also, the distinctive chrome yellow-background-outlined-in-blue MAC horizontal "diamonds" do not contain *any* actual C-133 tail number and will require decal "scratchbuilding" to fix. It's not that this senior modeler doesn't know how or can't jury rig the needed decals. In such a high-dollar kit, one shouldn't have to....

Anigrand, in an apparent effort to save production costs by cannibalizing decals from other sheets (C-141?), has made a complete mess of the relatively simple, straightforward markings for this bigbuck kit. When a firm such as Japan's Zoukei-Mura can put out a highly detailed, large scale, injected kit with a large, accurate, multicolored decal sheet (the recently released A-1H) for less than \$150, the least that Anigrand owes its loyal, "big-spender" customer base is a complete re-do of this sheet, gratis. The numbers are not hard to get right. Read Cal Taylor's book, and look at the pix.

Each nosegear door of Dover C-133s in the mid-to-late Sixties and early Seventies was painted half black and half white, the colors divided along a lengthwise diagonal line between two door corners. The wing designation, "436 MAW" was painted in the center of each gear door, white letter portions against the black background; vice versa for black letter portions. Anigrand does not furnish this information and/or appropriate decals, either.

Two typically minimalist Anigrand B&W sheets (one-sided printing) with a two-view artist rendition for marking locations and color callouts.

Measured against the well-designed and documented but labor intensive 1/72 Hooker vacuform kit of the mid-Eighties, Anigrand's much more expensive latterday resin release features significantly easier assembly, but the welcome ease of construction is unfortunately marred by annoying idiosyncrasies that seem to continually dog this firm's eclectic offerings. I'll still keep buying Anigrand kits, but "cheaping out" in the face of higher quality, lower-priced competition by taking embarrassing shortcuts cannot endear this firm's products to many discerning modelers.

Bondo

**Tales from the other side:
article(s) culled from other
IPMS Chapter Newsletters**

This tip is from *The Reporter*, the newsletter of the IPMS/ Great Lakes Region Scale Modelers.

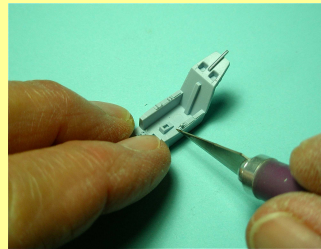
**Capillary Action Can Be Your Friend
By Walt Fink**

We've all experienced the oopsie of having liquid glue run between a model part and our fingers due to the capillary action there. That's always a real oh-shucky-darn, ain't it.

Some years ago, I had a couple of friends who didn't own airbrushes but who achieved super paint jobs on their models. Since I can't brush-paint for beans, I asked one of them, Don Grajek, just how he got such beautiful results. He gave a demo to the McKinstry chapter on his technique, which seemed pretty innovative to me--basically using that same principle of capillary action to make sharp demarcation lines between colors.

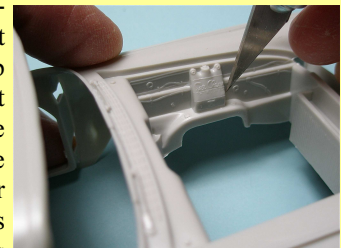
Don demonstrated this on a Spitfire model. Using a single-edged razor blade, he made two parallel circumferential cuts about a half-inch apart in the plastic around the aft fuselage, then applied a fairly heavy coat of "Sky" colored

them. The Stuff flowed out to the 'cut lines' and no further...the lines stopped it like small dams. When that was dry, he applied a fuselage color to the area outside the lines. It flowed right up to the first color and stopped, just slick as a whistle. I couldn't have masked and sprayed a tighter line.



That's been forty years ago, and with all my modeling "practice," I *still* can't brush-paint. Cripes, if I didn't have my airbrush, I'd probably have to give up modeling. But I use Don's technique for the small places where I have to break

down and apply paint with a brush. Some examples are making cuts around the console "panels" of a cockpit tub where I'll spray the tub one color then brush-paint the consoles black. Sure enough, it makes a nice sharp color line. Another example is under the hoods of car models where there's molded-in detail like voltage regulators and other "boxes" on the firewall or the windshield washer bag. When I built the 2002 Camaro kit, I cut a line around the periphery of the windows and roof so when I applied black paint to it, I got a nice sharp line of black against the red of the car.



This technique works really nicely on aircraft gear legs. Making a small line around them means a wash you put on the struts will pop them out like crazy.

By the way, Don's still making gorgeous models, and I think now he uses an airbrush to do some of his bigger painting jobs. Thanks for this tip, Don.



Old Rumors & New Kits

Milton Bell
IPMS # 16702

New Kits & Old Rumors January 2012

Greetings and Happy New Year to all my fellow modeling ner. uh, friends. We are back in the same spot for another year and ready for another round of meetings and making excuses why we aren't building. I'm not sure about the meeting but historically, this is the time we have elections, if there is the need.

I hope you all had a good holiday season. I truly regret having to cancel out on the Christmas party but there was no way I could have been a fitting host. My foot is almost completely healed so I'm looking forward to a good year.



There are some really fine models coming down the pike for us. A couple may be available in your LHS by the time you get this. The new kit that interests me the most is the 1/48 Revell PV-1 Ventura, a

WW2 era navy patrol bomber that was used by a number of other countries. I saw a test shot at the Omaha nationals and was impressed. The quality is matched by a reasonable price so it's likely to be a good seller. Let's hope the buyers are also builders and we see some finished kits on the show tables.

The other kit is the 1/48 scale T-6 Texan II from Ibox. Ibox is the Isradecal company and this is an injection molded kit of the new Air Force trainer. Not

absolutely sure but it appears to be based on the Tucano design. The moldings are good from what I hear and the canopy is a very clear vacuum formed affair. It's a heavy duty piece so you can do some good fitting.



I've bought several of the new tool Airfix 1/72 kits. If you haven't checked one out, and are a fan of the smaller scale, you should. I've built the Mk. I Spitfire, the BaE Hawk, Me 110, and I'm finishing the P-40B. I've also bought the A6M2B Zero. I'm really impressed by the accuracy of the kits and their molding plus the price on the P-40B and

Zero at the LHS is only \$6.99. That's a quarter of what you would pay for the Hasegawa kit.

And this is just for starters. At the rate these new kits are coming out, it wouldn't surprise me to find these "future new tool" releases soon. Airfix has announced a new P-51D, a Folland Gnat, Bc-109E, Spitfire F-22, A-4B Skyhawk, and a Fairey Swordfish Mk. I Floatplane. There will also be a set of Vickers Valiant - photo recon and refueler parts.

Not to neglect the 1/48 scale or subject line, there will be a new tool Westland Army Lynx AH-7 and a Navy Super Lynx along with an Agusta Westland Merlin HC3. Good news for the helo modelers!



Not new but look for reissues of the Airfix BAe Sea Harrier FRS-1 and Harrier GR3, also in 1/48.

There are a couple of new movies coming out that you may want to check out, especially since one has inspired some new releases. That P-51D that Airfix has announced goes hand in hand with the Tamiya announcement of their very good P-51D kits in 1/72 and 1/48 that show Red Tails on the box art. Funny how a new movie trailer has just appeared titled "Red Tails" which more-or-less tells the story of the Tuskegee Airmen. The trailer is impressive with plenty of computer generated images (CGI). There is another movie you should also check out called "Fortress" and yes, it's about the Flying Fortress and the 8th Air Force. CGI is coming of age. There are some problems with aircraft accuracy but the technique itself has come a long way.

For the best CGI I've seen so far, you may want to go to <http://www.youtube.com/watch?v=Juic9HiyAZE>. This trailer is for a Japanese movie about Kamikaze pilots and the aircraft scenes are excellent. It's pretty bloody but well done. For links to the other mentioned movie trailers, use Google to locate the link.

Airfix has also announced some armor/military vehicle kits as well. These are shown as 1/48 scale and include a British Forces Land Rover Twin Pack, a Supacat MWMIK



“Jackal,” Coyote, and Land Rover PE Parts. They also list some crew figures as well as a resin “single story dwelling” and a “single story house.” In 1/72 scale, they show a King Tiger tank and some diorama supplies in the form of a resin “narrow road bridge full span” and a “narrow road bridge broken span.”

In addition to the military vehicles and aircraft kits, Airfix also lists a new Ty. 45 Destroyer in 1/350 scale, and two car kits in 1/32 scale; a BMW Mini Cooper S and a Ford Fiesta WRC.



There have been a number of new armor/AFV releases announced in addition to the Airfix kit previously mentioned. Here are a few that are slated for January, 2012.

Trumpeter shows a an A19 Model 1931, 122mm artillery piece, an ASU-85 Mod 1970, and a Centauro AFV Early Version w/updated armor, all in 1/35 scale.

Hobby Boss has a Bofors 40mm Gun which might be an interesting piece. DML has a Jagdpanzer IV L/70(V) with zimmerit in 1/35 scale, an leFH18/40/2 (Sf), and a Pz.KKpfw.III Ausf.L. Late production, in 1/72.

Revell AG rounds out the January releases with a 1/72 TPz 1 Fuchs A4. Now you know as well as I do that not all these will make it to the stores this month. The list contains many “future” releases that may never see the inside of you LHS! That’s just the way of the hobby.



Tamiya’s next aircraft release will be a 1/72 kit of the A6M5 Zero, probably patterned after their excellent 1/48 scale kit.

That's NOT a rumor but this is. Tamiya's next “big” scale (1/32) kit will be a Corsair. Could there be a series? I doubt it but I bet the first one will be a F4U-1D, it the rumor holds true.

I’ve also heard that Hasegawa will not have any new releases this year other some anime kits. I suspect that we will see some new boxings of older kits that contain new markings. I hope it’s only partially true.

For those of you that are fans of the French modeling magazine Replic, word is that they have ceased production. I really enjoy the magazine because they had some excellent photos in their build articles. My French is just good enough to get me into trouble but I could follow some of the text. I always wondered why they never offered an English version of the publication.

That’s about all I have for January. I hope to see you all at the meeting Thursday. I may even bring a finished model. Or maybe an “almost finished” model. Don’t forget to support your LHS and build something.

MB

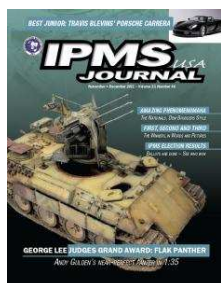


Newsletter Articles Needed!!!

I’m always on the lookout for articles of any size or shape for the newsletter. I know that some, if not all of you, received a new kit, tool, set of paints, aftermarket decals or photo-etch from Santa. Let your fellow modelers know what you think of the new stuff. Doesn’t have to be lengthy. A short note describing the item is sufficient. If it’s a kit, some words about the level of detail and fidelity to the prototype as well as the process you used to build the kit will do nicely. If you received a new tool or some new paints, pigments or washes just describe them so that we might all benefit from your discovery. Don’t worry about being wordy (or not) as assistance is available.

Ben

P.S. If anyone should *happen* to be building a 1/87 scale construction crane, a build article would be great!



In the latest issue of...

IPMS/USA Journal
November/December 2011
Volume 23, Issue 6

In the Latest Journal

- **Omaha by the Sea - Believe It or Not!** - Dick and Bill Engar recap the 2011 IPMS/USA National Convention, by Dick and Bill Engar
 - **IPMS/USA 2011 Election Results**
- Juniors - Class 0
- Aircraft - Class 1
- Military - Class 2
- Figures - Class 3
- Ships - Class 4
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Next Meeting:

January 12, 2012

at

Austin Old Quarry Library
(7051 Village Center Drive)

7PM to 8:45PM

