



# 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



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### Werner's Wings Bf-109V-13 Record Setter by Floyd S. Werner, Jr. IPMS# 26266

I was given the opportunity to review the Eduard 1/32<sup>nd</sup> scale "Bf-109E over the Balkans Peninsula" and since I'd already built the Eduard kit I thought why not use it to build the V-13 Record Setter. Luckily for me, IPMS thought why not as well.

Before I get to the conversion, let me talk about the Eduard kit itself. Having built the first E-4 kit that Eduard came out with I thought I would be seeing the same thing. I was wrong. There were some issues with the first kits, especially with the wheels, canopy and slats. Thankfully Eduard listened to most of the complaints. With this release the canopy had been reworked to a correct profile and the wheels were replaced with resin Brassin ones. Actually Eduard gives you the option on the

hubs, the first one being a single piece with detail on both sides. The second one is the internal detail with a separate fork piece which is realistic. Also presented in this offering are the Brassin stuff which is a new tail wheel, tail wheel strut, and tail wheel bay insert.



In my release the decals were not printed as crisp as other Eduard releases and had some bleed on them. The packaging of the decals caused some of the German crosses to be scraped. This is the second time that my Eduard decals have been marred in handling.



[continued on page 4]



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## Upcoming Events

### Model Shows

Scale Fest 2012, Mesquite Exhibit Hall, Mesquite, Texas	5.19.12
Sooner Con 2012, Crossings Community Center, Oklahoma City, OK.	6.16.12
IPMS/USA National Convention, Lake Buena Vista, Florida	8.8/11.12
HAMS, Cypress Creek Community Center, Spring, Texas	8.18.12

### Local Club Meetings

CenTex Modelers, Trinity Lutheran Church, Copperas Cove, Texas	5.17.12
Austin Armor Modelers Society, Old Quarry Branch APL, Austin, Texas	6.6.12

### Other Events

Coyote Squadron Air Show, C. David Campbell Field, Corsicana, Texas	5.12.12
Ranger Fly-in /Air Show, Ranger Municipal Airport, Ranger, Texas	5.25/26.12

Editor's note: You can now follow IPMS on twitter - <http://www.ipmsusa.org> , also Kings Hobby Shop has a blog - <http://www.kinghobbyshop.blogspot.com/>

### IPMS Wounded Warriors Chapter

Several IPMS members have since 2009 been managing the Warrior Family Support Center in San Antonio, Texas. The center is located at Brooke Army Medical Center (BAMC), Ft. Sam Houston, Texas.

Troops are sent to BAMC for treatment and rehabilitation, some staying for up to 12 months. BAMC and the Center for the Intrepid are known as being among the elite medical facilities in the world for treatment and injuries received in combat zone.

Through the generosity of hundreds of IPMS members, IPMS chapters, and modelers the Warriors stationed at BAMC have received models, tools, books, movies and other hobby related items through the IPMS Wounded Warriors Chapter.

Donations can be sent to IPMS Wounded Warriors Chapter contact person, Dick Montgomery, (dmontgomery8327@sbcglobal.net).

### ASMS Officers & Chairpersons for 2012

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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 . 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

Greetings Fellow Modelers,

ASMS had a good turnout at the Houston show April 28. I hope all who went had as much fun as I did. There were plenty of nice models to be seen, lots of bargains on the vendor tables, and it is a super venue. If you are one how has never been to this show, I recommend it to you.

Changing subjects, at last month's meeting we had a rousing discussion of the pros and cons of publishing our monthly newsletter on our web site, live and without delay. It was a great argument and many participated. It was the full half hour argument too, not just the five minutes. On the pro side of the argument is the ability to include more and better digital images and other technical bits of stuff in the newsletter on the web site. We would no longer have email inbox sizes as a limitation. Also on the pro side would be the plus of having our latest and greatest available to many more people on line in the interest of furthering our hobby. On the con side, we have always used newsletter distribution rights as a carrot to get members to pay their dues and we would lose that. Maybe one of you who is a better parliamentarian than I can tell me if unrestricted newsletter access on line is a subject that requires a vote from the club before it is implemented. Personally, after thinking it over since our last meeting, I am in favor of unrestricted access and full speed ahead with anything that promotes our hobby. I think we can go to the honor system for dues.

Changing subjects again and speaking of promoting the hobby, Marc Hobbs is interested in having an Adult Scale Modeling Class over at King's Hobby and has asked if ASMS can provide class leaders. Any takers?

Go Build a Model!

Tim



## Page Three Girl

Eric Choy

### Quarterly Contest Schedule

by Ron McCracken  
Vice-President

Just a reminder, our clubs quarterly contests are held on the last month of each calendar quarter. Here are the dates and themes for the remainder of 2012.

<i>Date</i>	<i>Theme</i>
<b>June</b>	<i>Hypothetical: spurious markings, etc.</i>
<b>September</b>	<i>Dragon: any Dragon kit or dragon model</i>
<b>December</b>	<i>White Elephant / gift exchange</i>

At the Lone Star Figure Show last month the *Best Fantasy Figure* went to Martin Jones' 54mm Monique DeNoir (Reaper Miniature). Check out Martin's bang up job of painting metallic surfaces with non metallic paints.

Eric




I think they should be safeguarded by being packaged separately. The marking options offer a very good selection of markings with five unique looking Balkan 109s. I would have used them had I been building the Balkan markings.

OK admittedly I have a vested interest in the conversion set since I market them. For those that know me you will always get brutal honesty from me. So if you keep that in mind, let's get to the conversion.

The V-13 was a prototype for the Emil series of aircraft. It was debuted at the 1937 Dubendorf Air Races where it won its events. After the air race the aircraft was returned to Germany. A successful attempt to capture the air speed record was taken in November 1937. Before the attempt there were some things that had to be done to the airframe. Most noticeable were the streamlining of the spinner, windscreen and oil cooler. Everything else was basically the same. All the seams on the airframe were polished and a new coat of polished paint was applied.

**V-13 Dübendorf**  
1/32 | Stock # 32-V13  
Resin conversion for Eduard 1/32nd BF-109E-1/E-3 kits



**V-13 Dübendorf**  
1/32 | Stock # 32-V13  
Resin conversion for Eduard 1/32nd BF-109E-1/E-3 kits  
This is not a stand alone kit. For experience modelers.

**WERNER'S WINGS**

The conversion was mastered by Tom Bautch after seeing the 1/48<sup>th</sup> scale set that I released about a year ago. Tom did a wonderful job using the information that I had, some of which I got after the release of the 1/48<sup>th</sup> scale conversion. We based it on the Eduard kit because at the time it was the best kit of the Emil available.

The set comes in a heavy duty box with Tom Tullis artwork on it. The instructions are a step by step using the assembly sequence in the Eduard instructions, noting the difference that would have to be done.

The resin set consists of 19 pieces of light grey resin and three small decal sheets. The resin gives you a new nose, exhausts, spinner, oil cooler, mass weights. Also included is the streamlined vacuform canopy produced by Falcon.



The decals are printed by Microscale and while basic they contain all the markings on the real thing. The V-13 in Record Setting markings really only consists of civilian registration markings on the wings and a red banded

swastika on the tail. Not much else. I think this leads to the sleekness of the machine.



Since the Record Setting version was highly polished I elected to fill all the panel lines and the rivet detail. I didn't want the panel lines to completely vanish but just have a hint of them. I know not as accurate but visually more appealing to me. Anyhow, a combination of Epoxy Sculpt, Tamiya putty, and even correction fluid were used to make the panel lines go away. All the control surfaces were also sanded down some to smooth them out as well. All this created a lot of sanding dust and more sanding that I remember doing in quite some time but I thought it was worth the effort.



Once happy with the panel lines it was time to move onto the conversion. I had to cut off the nose as indicated in the instructions. I think it is easier to do it now before any of the parts are joined. All the cuts are on panel lines so it is easy enough to do.

The cockpit of the real V-13 is unknown at least to me. It may have been like the D model or as the Emil. I chose to do it like the Emil just because it was already in the kit. The interior builds up nicely and with little complications. You get the choice of either the spade grip in the conversion or



the kit stick. I elected to use the spade grip. I left off all the pre-painted stuff until after the interior was painted and weathered. Again since there are no photos I sanded

off the oxygen system. I painted my interior with Gunze RLM 02 with a light wash of burnt umber



and some minor chipping in silver. The interior is quite convincing when finished up.

You have to build the kit without the engine and gun system as per the instructions so construction progresses rapidly. Before I knew it the fuselage halves were being joined. The fit was very good with no filler being needed. Now that the



fuselage halves were together it was time to start adding the conversion nose parts. The fit was good. I did have to add a spreader bar to the upper cowling to get it to fit properly. The rest of the parts fit well. I

think any misalignment was my fault and not the conversion set. If you start at the firewall and work your way out you should have no real problem.

There is one issue that the modeler will want to look out for on the conversion parts. The streamlined oil cooler needs a good amount of filler to fair it in. I used Epoxy Sculpt and had no issues. We just couldn't think of a way to make that cooler with the limitations of resin casting so some basic modeling skills are required



The tail assembly fits perfectly with the locking tabs ensuring that everything is aligned and the struts provide plenty of strength.

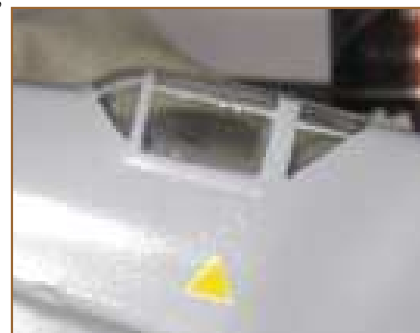
Besides filling the panel lines and rivets I had to fill the hole for the guns in the front of the wing. The slats are a little too large but I decided I could live with that little issue. The wings fit well with no filler being needed.

When I test fit the oil coolers on the wings I realized I forgot to sand them flatter. The instructions show exactly how far down but bottom line they have to be made smaller as the Record Setter had smaller wing coolers. The conversion set also provides a splitter plate for the radiator fronts. The corresponding PE radiator cooling parts will need to be cut down as well for them to fit.

When I offered up the wings to the fuselage I noticed that the dihedral was a little flat. Not a big deal but I don't re-

member that problem on my first kit. I just sanded down the mating surfaces to get the look I was after. A little bit of filler was needed on the front and back of the wings where they meet the fuselage for a perfect fit. As with all my models I washed this one with grease cutting dish detergent. I masked off the cockpit area and primed the whole model with Gunze 500 primer. I had plenty of things to fix. Since it was suppose to be a glossy model I ended up priming the model quite a few times in my attempt to fill all the panel lines, rivets, and areas that required filler. Once I was happy with the results I added the rest of the cockpit prior to adding the canopy.

Now I needed the canopy to be faired in so that it was also seamless. This was easier said than done. Vacuform canopies are hard enough to fair in but making them look like the rest of the model would require Epoxy Sculpt and correction fluid. In retrospect, I think next time we should have included the aft part of the canopy with the vacuform canopy. As it was, the aft part of the kit canopy would not work as I needed a curved panel from the E-1/



E-3. I had to raid my E-1 kit for the correct canopy. The canopy fit was actually very good, typical Falcon quality. I wanted mine to be closed so that I could appreciate the streamlined look. As it was it wasn't a whole lot of work. I finally got it to look right. I did notice while checking my references that the front canopy is actually missing two vertical panel lines. It is easy enough by masking and painting them in, but even the best research can miss some things. I had to scribe a circular fuel access panel on the left side of the fuselage below the cockpit.

Now that everything was added, the canopy was masked off with Tamiya tape. The whole model was wiped down with Polly-S Plastic Prep. The Plastic Prep removes any oils but also builds up a static charge that repels dust. Gunze RLM02 was added to the canopy area. Then Model Master Acrylic RLM 63 was sprayed over the entire model. The wheel well area was masked off and painted RLM02 after the RLM 63 had dried.

The landing gear was added at this time. I used my CB Productions landing gear alignment tool which made everything easy. Building up the wheels was easy enough.

I am lazy so I went with the single resin internal piece. The fit wasn't optimal but it fit well. I did have to fill around the inside radius with white glue. This filled the gaps nicely. The tires fit very well on the axles. Then the resin landing gears covers were added.

A coat of Alclad Aqua Gloss Base was used to get the model ready for the decals. The decals are printed by Microscale so I used the Microscale system. They fit fine and look great when applied. The decals were sealed with Future.

I added some wire for the brake lines on the landing gear since Eduard gives you the piping. The resin mass weights and pitot tube were added. With that the masking tape was removed from the canopy. Prior to removing the masks I used a brand new #11 Xacto blade and sliced through the layers of paint. I did have to touch up some spots but overall it wasn't too bad. I polished the canopy with Novus polish to finish it off. The resin spinner and back plate were mated up with the prop which was then glued in place. This finished off the model.



Was this an easy conversion? No, not really. The filler of the nose oil cooler was annoying and I wish we could have come up with a better solution. The filling of the panel lines was the hardest part of the

conversion. If you can live without that then the conversion is actually very easy. Everything fit as advertised, after you add the spreader bar to the upper cowling. The Eduard kit fit well and should prove no problem whatsoever for even novice builders. I enjoy them. Are they perfect? No, but they are really nice and I think a good value for the money. The inclusion of the masks,



pre-painted photo etch, and Brassin resin pieces are all a great addition to a really nice kit. The only part of the kit that lets it down is the decals. I would still use them but they could have been better.

It is self serving for me to recommend the V-13 Record Setter conversion but it is a very nice set that I'm glad to add my name to. Tom did a great job. Falcon and Microscale always do great work. If you don't like the streamlined look there is always the V-13 and the V-14 from

Dubendorf available from Werner's Wings.

[wernerswings.com](http://wernerswings.com)



Thanks to Eduard and IPMS/USA for the review copy.

Floyd

### Monthly Program Schedule

Month	Who/Subject
May	Bob Bethea / enhancing your models
June	Milton Bell / scribing
July	Tim Robb / U.S. Army Balloon Service, WWI
August	Bill Delk / lighting models

If you have an interest in making a presentation at our club meetings please contact Ron McCracken at [rmccrack@austin.rr.com](mailto:rmccrack@austin.rr.com)

## Harmony Constant: ModelMania 2012 Show Report by Ben Morton

Model Mania 2012 is in the books and what a fun time was had. At least by me! This was the first time that I had gone to the Houston show having previously limited myself just to our contest and San Antonio's Model Fiesta. The show was well attended with more than enough "competition" on the contest tables. Tom Moon, show coordinator, reported that there were 408 entries. In a couple of instances too much competition necessitated



nothing untoward happened to them. I kind of wanted to see why they call themselves Chunky Toys. Maybe they are patterned after the award winning resin figure of Kip's Big Boy.

There were some truly wonderful bargains to be had if the timing was right. One fellow was unloading 1/144th scale airliner kits on the cheap. I paid an entire twenty-five cents for some 1/144th figures he was parting with. From what little I



saw it appeared that some folks were making multiple trips throughout the day to their cars with plenty of loot. From an unscientific survey it appeared that Randy Bumgardner came away with the best deal of the afternoon. Win a book in the raffle, have some guy buy it off of you, take the money, go buy the book you wanted from a vender and have money left over! I know I came back with my share of truly essential model kits and after-market decals. (Note to Tim: That design is called a Greek meandros or meander. Note to those who weren't in attendance: if you don't go to our fellow clubs' contests you miss out on some snappy repartee and witty banter. You'd also get the reference about the Greek meandros). Like my friends in Compton would say..."You gotta represent!"

splits in several categories. There was also ample opportunity to spend some loot on modeling desirables in the vender area. I was a bit disappointed that Chunky Toys was a no-show. I trust that

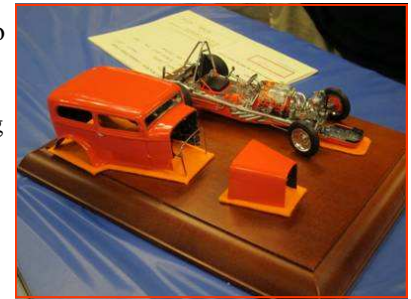
Speaking of represent, a number of Austin Scale Modelers and the odd Austin Armor Modeler attended the Houston show. Besides myself, our illustrious president Tim Robb, the duo of Jeff and Angela Forster, The Jack and Rick Show, Eric Choy, Rick Herrington, Randy Bumgardner and



the renowned Mr. Bruce were in attendance. Von Eric not only received a first place for his armor collection "Battle of Hetzers" (properly labeled this time)

but also won the coveted *Best Of* in the same category. Richard Herrington( maybe related to Rick) showed with his Land Rover model and yours truly got some 'bling' from a small assortment of small scale aircraft.

Best of Show went to "Orange Crate," a remarkable piece of automotive modeling and painting expertise by Guy Beaudette. Well deserved!



One aspect of the Houston show that provided some levity was the use of the "Burma Shave" type signage to discourage touching the models on display. One in particular stated: "If you touch a model a puppy dies." Or was it the one having to do with medical research?

The only discordant note struck during the day was an announcement made prior to the judging. "Anyone wishing to judge needs to go to the model display room and see the old guy." After a moment's pause (and no doubt careful reflection) the announcer added ..."in the red shirt." Good thing, too, or we might still be there looking for the *one* old guy in the room.

The Houston club did a wonderful job providing modelers with a harmonious (except for that one ship modeler dude) and rewarding experience. They are to be congratulated for putting on what I thought was a wonderful show. Next up is Scale Fest 2012, May 19th in Mesquite, Texas.

Ben

*Editor's note: My thanks to Tom Moon of Houston for providing these photographs.*

## Enhance Your Models by Bob Bethea

**B**ases are a necessity for figure modelers as people balance on only two feet by means of their musculature in contravention of the law of gravity. In other words, most figures will fall over without being pinned to a base. Despite the fact that cars, tanks, and airplanes have three or more points of contact and can balance without pinning, bases can enhance the display of any model.

Use of a base performs many functions:

- *Handle-* They can be used as a handle to allow viewers to pick up a model and see it up close without touching the model itself and marring its paint job.
- *Frame-* They act as a formal frame around your “artwork.” Polished walnut or oak is superior to unfinished plywood in setting the mood for viewing of a superior model. You wouldn’t thumbtack a *Renoir* to your wall so why go cheap on your own work of art that you spent months refining.
- *Background setter-* A base provides an opportunity to show off your model in its natural environment. When is the last time you saw an airplane or tank on polished Formica or wood. A B-17 can be shown on rain drenched tarmac, an Afrika Korps Panzer I on parched cracked desert rocks and sand and a Vietnam Marine can stand in jungle growth with red clay packed onto his boots. The groundwork sets the mood and tells a story even more than the paint job and markings of the model. However, always remember that the groundwork is a model in itself and must be accomplished as expertly as the model itself was. Heavy tanks should sink into the groundwork and not sit on top of it. Airplane tires, where applicable, should bulge where they meet the tarmac. There are a lot of aftermarket products out there such as buildings, marsden matting, roads, revetments, etc. that can assist you. Nevertheless, you are only constrained by your own powers of observation and imagination.
- *Title-* Bases also allow a modeler to attach a nameplate which tells viewers what they are looking at and what to focus on. A nameplate of “B-25, Pacific, 1943” focuses only on the plane. One with “Off to Tokyo, 1943” calls up memories of the Doolittle Raiders and takes the viewer deeper into the historical background. You pick which way you want to go... it’s *your* model.

Simple rules for maximizing the effectiveness of your bases:

- *Use as small a base as practical.* It enhances the action and leaves fewer empty spaces that need filling for good composition. However, don’t hang any major parts off of the base which can look unprofessional and distracting. It can also cause unfortunate accidents.
- *Use professionally finished bases.* You can buy them or make them yourself depending upon your skills and equipment. You worked hard on your model and the scenery. Don’t ruin it by a distracting warped or unfinished base. Make the *whole* project a priority.
- *Always angle the model or figure on the base.* Never align it perfectly with the sides. The misalignment gives a sense of action and reality to an inanimate object.
- *Nature is not regular.* Do not generate “lawns” with all the grass at the same height. Remember that in nature, weeds and bare spots occur as often as grass. Don’t make all the rocks the same size and shape and vary their locations. Be arbitrary, it looks more realistic.
- *Vary the height of components.* Don’t always have level ground. Add components at different levels, such as one figure on the tank and the other on the ground. Try using trees, buildings, telephone poles, etc., to break up the uniform height of the composition.
- *Study photos of the place you want to depict at the time the purported action happened.* Be observant and add telling details to assist observers in recognizing the action you are simulating.
- *Pin everything to the base.* It makes transportation super easy. Remember that the base is a “handle” and it keeps the model from falling off when folks use the base as such. It allows you to pull the model into the groundwork so it doesn’t sit “above” it. It just makes good sense. Don’t go cheap and expect to use the same base for several models. At home you don’t swap the paintings in their frames, so treat your compositions with the same respect.

Enjoy yourself in the process. Learn new groundwork, wood working, and composition techniques. Enjoy the accolades you will receive from your fellow modelers and the other viewers when you place your professionally produced projects in front of them. You won’t get the “toy” comment as often.

*Bob*





*T-45Cs of TW-2 open flying display at Kingsville.*

**NAS Kingsville, 15 April, 2012**  
**by G. R. Dennis Price**

**N**AS Kingsville held their “Wings Over South Texas” air show on April 14th and 15th. Thanks to the NAS Kingsville Public Affairs Officer, Jon Gagne, your photographer was granted early admission in order to photograph the static displays prior to general public admission.

The static exhibits were, naturally, dominated by U S Navy aircraft; foremost of which was an EA-18G [168250, AC-500] of VAQ-130; a regularly painted aircraft [168254, AC-503] was also present. Other non-standard color schemes were carried by T-45C aircraft: 167099, B-321, of VT-21 “Red-hawks” and 167100, B-322 of VT-22 “Golden Eagles”, both part of TW-2 based at NAS Kingsville. Another specially marked T-45C was 163656, 2-TW-200, in the colors of aircraft assigned to Wasp Air Group (CV 7) circa 1939. This was one of the 28 aircraft given Heritage Paint Schemes for the Centennial of Naval Aviation (CoNA) and led three regularly painted T-45’s for the opening fly-by. Other CoNA aircraft present were T-44A, 160984 of VT-31; TC-12B, 161197 of VT-35; T-34C, 161841 all of TW-4; and P-3C, 158206, JQ-21 of PATWING 10. An E-6B [162783] and a retired TA-4J [156904] were also present in the static display.



*EA-18G, 168250, AC-500, VAQ-130 squadron.*

Indicative of long co-operation between Navy and Air Force, B-25N [N333RW, Doolittle Raider, ex 44-86734] of the Texas Aviation Hall of Fame was in the static display and later gave a flying exhibition. It was scheduled for the Doolittle Raiders re-union on April 18, where 4 of the 5 survivors of the 1942 raid were expected to attend.



*B-25N, N333RW “Doolittle Raider” ex: 44-86734.*

Air Force aircraft on exhibit were a B-1B [1986-00107, DY, 28 BS, and 7 BW] and a Raytheon T-6A [2008-03916, XL, 85 FTS Tigers, 47 FTW].



*B-1B, 1986-00107, DY, 28 Bomb Squadron, 7 Bomb Wing.*

Helicopters present included a Marine CH-53E [165346, MT-01, HMH-772] and an Army UH-60A [1985-24414] and UH-60M [20??-20230].



*Ch-53H, 165346, MT-01, HMH-772 Squadron*

US Customs & Border Service displayed a Lockheed P-3B with rotating radar [N143CS] and Homeland Security displayed an EC-120B [N378HS]. A Coast Guard H-65 also flew by and may have landed. About a dozen light civil aircraft, including a BAC 167 Strikemaster [N799PS] completed the static aircraft.



*N143CS, P-3B, US Customs & Border Service.*

The flying display was somewhat hampered by the high winds, with the “Four Horsemen” of Comanche Flyers[ P-38L, NL38TF; Sabre Mk.6, NX1F; and P-51D’s N7TF and N351MX] being unable to perform. However, the P-38L did fly a Heritage Flight with an A-10C [1980-00144, FT, 75 FS, 23 FG] of the East Coast Demonstration Team [Spare A-10 was 1978-00596].



*P-38L, NL38TF, owned by Comanche Flyers.*



*A-10C, 1980-00144, FT, East Coast Demonstration Team*

The flying was opened by four land based T-45C’s and several fly-bys of a B-1B from Dyess AFB. Kent Pietsch flew three acts (idiot non-pilot, power off aerobatics and landing on a pick-up truck) in his Interstate S-1A [NC47428], Rob Holland did some wild maneuvers in his MXS [N540JH], Randy Ball flew his Mig-17 (LIM-5, N217SH) with lots of afterburner and Paul Fiala flew elegant aerobatics in his Great Lakes 2T-1A-2 [N6196L]. A good aerobatic routine was performed by F/A-18E [166872, NJ-210 of VFA-122; with 166959 NJ-217 as spare]. Lighter runway relief was provided by a jet-powered “port-a-potty” and a jet-powered school bus. A Country & Western/Gospel band provided a break from the flying displays during the noon hour.

The final flying was conducted by the Blue Angels, commencing with a display by “Ernie” the temporary KC-130T support aircraft [162310, QH] filling in for “Fat Albert”. The tight formation flying of aircraft #1 thru #4 and the high-speed crossing passes of #4 & #6 were up to the highest of Blue Angels flying standards. Aircraft #1 and #4 were also photographed in a crossing pass.



*Blue Angels. aircraft #1 [163451], #2 [163435], #3 [163765], and #4 [163754] in close formation.*

All in all, a great show!

For attendees at the May meeting, there will be a photo DVD of all the static and flying aircraft with walk-round shots of non-standard color scheme EA-18G [168250], T-45C [167099 & 167100], and the CH-53E [165346].

*Dennis*

**Support Your Local Hobby Shop**

## Old Rumors & New Kits

Milton Bell IPMS#16702

Greetings! Well, we have two major model shows behind us and now it's time to think about going to Mesquite for the NCT event.

I regret that I had to miss the Houston show but Martha and I were in Tyler for a memorial service for an old friend. And now it appears that I'll also miss the Dallas show since that's the date for the car show in Blanco. Tim and I hope to be there with a table set up for the club.

For you modelers that enjoy collecting good research materials for aircraft, the name Dana Bell is easily recognizable. Dana's name appears on many a journal and publication that settles most arguments about color and markings. His latest publication is on the F4F Wildcat and is No. 4 in the Aircraft Pictorial series published by Classic Warships. As usual, it's a fine publication and if you like Wildcats, you should have it.

The reason I mention this is that Dana recently had a health emergency but thankfully he's back home with a new gadget; a pacemaker. He appears to be recovering well. Let's hope he continues.

If you find the need to buy supplies and kits online, you probably know of Sprue Brothers. Gordon Kwan is the owner of the outfit and recently acquired Great Models Webstore. That means he has a lot of added inventory to sort through. So, if you wonder what happened to GMW, that's where they went. I've met Mr. Kwan a couple of times and he seems like an upright kind of guy whose company offers very good service.

I understand that many modelers are drooling over their brand new 1/32 scale Gun Nose B-25 this week. This new



kit from HK Models may not be on the LHS shelves yet but those that pre-ordered are very happy to have this BIG kit!

I'm afraid I'll have to pass on this one. Not only is it priced way out of my bracket, it's bigger than I want to

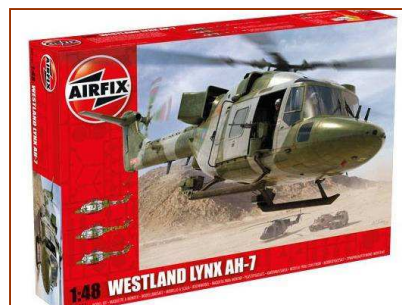
build and store. Still, I'm looking forward to seeing what this new company can do.

Another new kit that should be out mid-month is the 1/48 F-94C from Kitty Hawk Models. This one looked really good in the sprue photos and it's in the right scale.



I've heard but not confirmed that Hasegawa will release a different version of their excellent 1/32 *Raiden* or Jack. Makes sense since they had a couple of versions at least of the Jack in 1/48.

Airfix has a couple of new helicopter kits out and from what I hear are likely to be among the best helo kits done by anyone. The Army version of the Lynx, the AH-7, is



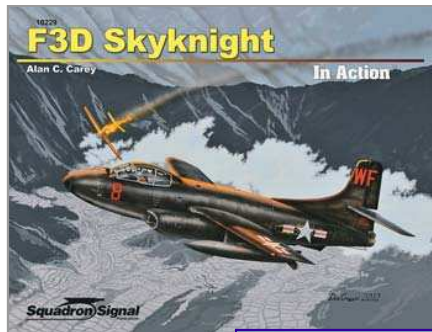
the simpler and cheaper of the two. The kit of the Navy's HMA8, will cost a few dollars more but it contains more parts for those external details. The price for the navalized Lynx is about \$50. I may have to try one.

Airfix has released some really fine model kits in the last few months and most of them are very reasonably priced. There are some areas that can use some help however so Quikboost has come to the rescue with new resin details. There are new exhausts for the Swordfish and a prop and spinner for the P-40B/C. In fact Quikboost has many new resin detail sets to enhance some of the more popular 1/72 kits.

CyberHobby, a division of Dragon, has a new 1/72 FAW.21 Sea Venom that looks impressive in the ads. I suspect it's a pretty good kit but it may be a bit "busy" for some modelers.



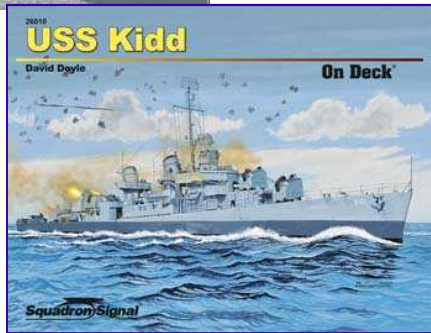
Reports have been mixed. Their earlier SBC Helldiver, also in 1/72 scale, was pretty nice from what I've heard. The kit is a bit pricey but I'll probably bite the bullet and try one. It's a favorite subject.



Squadron Publications has a couple of new soft back books out. One is another in the In Action series, this time on the F3D Skyknight. I have the 1/48 kit of this

airplane but almost no reference material. I've heard the kit almost defies building but I'll give it a try.

The other Squadron book is the USS Kidd On Deck.



This should be a have-to-read for ship builders since the Kidd is the only remaining example of the Fletcher Class Destroyers. It's now a museum in Baton Rouge, LA. It saw action in WW2, was heavily damaged by a Kamikaze, was repaired and rejoined the fleet. Later on she was recommissioned and served in the Korean War until she was finally decommissioned in 1964.

AFV has a new 1/35 M42A1 Duster kit on the shelves. This was a SP Anti-Aircraft weapon built on an M41



chassis. I remember seeing one in a demo at Fort Sill back in 1959 and it was most impressive firing ground to ground. The description of the kit sounds pretty good but I

sort of wish they had something besides vinyl tracks. Still should make a nice model.

AFV has some track links for the British Valentine tank. They are injection molded and friction fit. The set contains 216 track links.

That's about all I have for this issue. In fact, this will likely be my last page for New Kits and Old Rumors. To make it brief, I'm just tired and need to try something else for a while. I've been doing this page for more years than I care to count and it's time I moved on. It's been fun but the spring has run dry.

Just keep on building.



MB



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**WTTW:** (word to the wise)

If you haven't started your White Elephant gift from last year you might wish to begin pretty soon. I don't know about you but it's gonna take more than a few days to finish the ship model I got! I'm just sayin'.

*Ben*



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at  
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7PM to 8:45PM

