



# SPRUE



# EXAMINER



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2011 IPMS/USA Website of the Year

2009 IPMS/USA Newsletter of the Year

2011 / 2009 IPMS/USA Region 6 Webmaster of the Year

2010 / 2006 IPMS/USA Region 6 Chapter of the Year



## Building the Minicraft 1/144 E-3 Sentry AWACS

By Tim Robb, IPMS 34705

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**M**inicraft's kit #14526 E-3 Sentry is a fairly new kit, released in 2009. 1/144 scale is a good scale for this model of a large airplane.

According to the kit instruction sheet, the E-3 is based on the Boeing 707-300. The completed model is a little larger than my usual fare, 1/48 scale WWII fighter planes.

This is just my second model airplane completed in this scale, both of them built after receiving the kits in our ASMS White Elephant Christmas gift exchange. I am coming to like this scale and presently have two more 1/144 model planes in progress. It's a great scale for airplanes with wingspans of 100 feet and longer.

For instance WW II era planes like the B-17, B-24, Lancaster, and Halifax, and the C-47/DC-3 series have wingspans near 100 feet. The

B-29 has a wingspan of 141 feet. These are seriously big models in 1/48 scale, but roughly the size of a 1/72 WW II fighter plane model when modeled in 1/144. B-17s and DC-3s are not nearly as big as modern commercial airliners or planes like the E-3, B-36 and B-52, so 1/144 is a great scale to go to for a collection of big planes.



I'm hoping someday to have DC-3s built in both 1/48 and 1/144 scales in my display cases as having the model built in both scales will serve as a relative size link between the smaller scale single and twin engine planes in my collection and the larger planes modeled in 1/144.

(continued on page six)



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## Upcoming Events

### Model Shows

Calmex XXVII/ IPMS Swamp, Westlake (Lake Charles), Louisiana	1.26.13
<a href="http://www.ipmsswamp.com">www.ipmsswamp.com</a>	
Model Fiesta 32, IPMS Alamo Squadron, San Antonio, Texas	2.16.13
<a href="http://alamosquadron.com">alamosquadron.com</a>	
MCMA 2013 Showdown, Metroplex Car Modelers, Farmers Branch, Texas	3.9.13
<a href="http://themcma.net">themcma.net</a>	
Lone Star Figure Show, Dallas, Texas	3.14/16.13
<a href="http://lonestarfigureshow.com">lonestarfigureshow.com</a>	
ModelMania 2013, IPMS Houston, Stafford, Texas	4.27.13
<a href="http://ipms-houston.org">ipms-houston.org</a>	

### Local Club Meetings

CenTex Modelers, Trinity Lutheran Church, Copperas Cove, Texas	1.17.13
<a href="http://www.centextmodelers.com">www.centextmodelers.com</a>	
Hill Country Outlaws Model Railroading Club, King's Hobby, Austin, Texas	1.26.13
Austin Armor Modelers Society, Old Quarry Branch APL, Austin, Texas	2.1.13
<a href="http://www.austinarmorbuilders.com">www.austinarmorbuilders.com</a>	
Austin Model Cars, King's Hobby, Austin, Texas	2.7.13

### 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](mailto:dmontgomery8327@sbcglobal.net).

### ASMS Officers & Chairpersons for 2012

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**Mike Gilsbach**, Webmaster  
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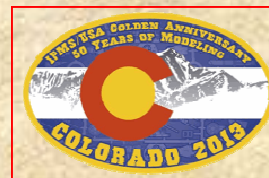
**Milton Bell**, IPMS/USA Coordinator  
454-2395, [rmbell36@gmail.com](mailto:rmbell36@gmail.com)

Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the third 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 author (s). It is intended for educational purposes *only*. ASMS does not endorse the contents of any article.



## Fiddly Bits

The Thin Air Nationals is coming up in August. The IPMS/USA National Convention will be in Loveland, Colorado from the 14th thru the 17th. If you have not already done so, best get a room reservation in the works. The convention hotel is sold out of rooms. The other lodging options in Loveland do have some rooms still available. If you need added incentive to go to a Nationals, the average daily high temperature in Austin for August is 94 (closer to 100) with a low (!?) of 74. That average daily high temperature for Loveland for August is 84 with a low of 45. Oh, they have mountains too! For more information visit: [ipmsusa2013.com](http://ipmsusa2013.com)



Randy Barnes, who has been heading up the model display project at the U.S.S. Lexington Museum in Corpus Christi, reports that things are moving along toward completion. Randy has been sorting most, if not all, of the model contributions into their respective categories and moving them into display cases. All the aircraft and ships are in the Pearl Harbor case as well as the WWII aircraft. He has also managed to add steel rod supports to the various tail-sitters and those models that have stressed or overweighed gear legs. The submarine case is set with only a few changes to the size of some of the display cards. (Randy is clearly taking this thing seriously!) Photos should be available shortly. Visit the 'web' and plan a trip to Corpus! [usslexington.com](http://usslexington.com) You may want to go the weekend of April 13-14, 2013 when the Blue Angels will be performing at NAS Corpus Christi.

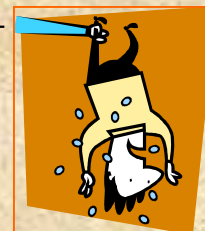


Included in this newsletter, courtesy of Mike Poole, is an index of articles from 2012's newsletters. The idea is to do the same for all prior years. Here comes the part that involves *you*. Volunteers are need to take just one year and create an index for said year. By following the format in Mike's inaugural index it should be just like falling of a log. Feel free to do more than one year but do, do one! Contact me with any questions or concerns. I'll also be coordinating the years that need to be indexed. Thanks, in advance, for your help with this project. Hurry, the *good* years are going fast!

[Note: There is a separate PDF document available of the index, if you so desire. Just contact yours truly, [benmorton@grandecom.net](mailto:benmorton@grandecom.net), and I'll send it out.]

**Dues Are Due.** Your annual club dues are now being accepted. The dues are \$20.00 for an individual and \$25.00 for an entire family. Funds can be remitted to our treasurer, Angela Forster, or you can pay them at a club meeting. Please make your check payable to ASMS. If you prefer to mail your dues, please do so to the following address: Angela Forster, 1503 Cherry Drive, Cedar Park, Texas 78613. Your dues are much needed and appreciated.

As an incentive to you budding authors, I am instituting a newsletter contest. (The original idea I purloined.) The rules are simple. Submit an article to the newsletter. The article need not be published to qualify. Whomever submits the most, wins! The lucky winner will have their club dues paid for by me for next year (2014). Hopefully, this will entice you to submit an article and help me fill these pages.



Lastly, our January club meeting is the time when we elect new officers for our club. You are encouraged to throw your hat in the ring and become a club officer. It is an important function and helps provide direction and focus for our club. The term of office is for two years. The proper functioning of our club and it's sustainability is dependant upon all of us. Please consider joining the august ranks as an Austin Scale Modelers Society club officer. Not only will it look cool on your resume but you'll also be able to boast, after your tenure, that you know how to herd cats!

*Editor*

### ASMS Christmas Party

(in words *and* pictures)

ASMS held our annual Christmas party at the home of Randy Bumgardner and Liona Downs. Randy did a superb job hosting under the able supervision of son, Ziggy.

Merriment and delight ensued all night from the first arrival until time to part company and find a way home from the "North Country".

A much deserved thank you to Randy and household for allowing us to overrun their home. We even got an invitation to come back again this year (2013) and do the whole thing all over again. Mark your calendar, now!

*Editor*



"I wonder if the people that got my order are missing that corn dog?"



New recruits



"I'm not sure I even know where to begin?"



Time for the gift exchange



"Fiscal cliff averted, what problem shall we solve next?"



The other gift exchange





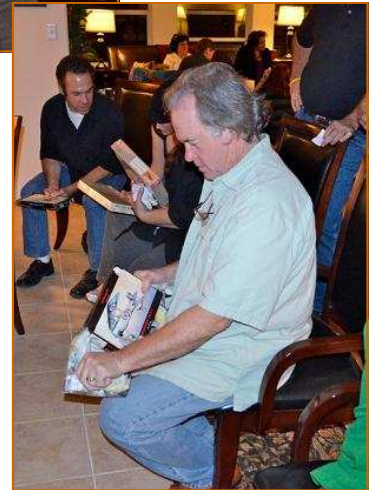
“What did you get again?”



“Well, at least it has four wheels on the ground.”



“I think I have 12 of these. I wonder if anyone might be up for a little horse trading?”



“Just what I’ve always wanted, a \*%\$## biplane!”



How come Jeff always winds up with the most models?



“You know, if you can slice a pie into 16 equal portions you can do 1/72nd scale.”

Photos courtesy of Milton Bell

With the difference in size comes a difference in approach. In 1/48, the cockpit detail is a focal point of the model as much as the overall color scheme and quality of the finish.

Not so much in 1/144, particularly for multi-engine airliners, or this E-3 kit. In 1/144 the clear parts are often represented by decals only.



In this kit, the windshield is a clear part molded as a quarter of a sphere that fits onto the front of the fuselage that leaves plenty of room around the actual transparent windows for the seam between the parts to be cleaned up. The fuselage windows, however, are given only as decals.

There is also a decal given to represent the windshield. So you can choose how you want to do it, clear or decal. The contour of the little windshield part in this kit is a poor match in outline with the fuselage. It required numerous filling and sanding cycles to get the shape of the nose correct. Then there are ten different little windows in the windshield to mask around if you go the clear route (with scale glass way too thick). I went the decal route.

The model assembles in a very straight forward manner. The fuselage is in left and right halves. The instruction sheet calls for 3/4 ounce of weight in the nose. I never fully trust instruction sheets so I taped my model all together, stuck broken off bits of toothpick in the sockets for the main gear struts, and added weight to the nose until I got enough. Then I used a little bit more when it came time to glue it together.

The wings are in top and bottom halves. The tail planes are single parts. The radar disc is in top and bottom halves and the two struts that mount it above the fuselage are each single parts.

The engine pylons are single parts. The engines are in four parts, left and right halves, turbine face, and exhaust. The kit could have been engineered in a much better way on the

engines nacelles. It would have been much better to have a cowl ring at front and back of each nacelle that extended as deep as the front of the turbine in front and the back end of the jet engine in back.

Cleaning up the seams on the outside of the engine nacelles was no problem. Trying to clean up the two little seams at the top and bottom inside each of the four engine nacelles was time consuming. Rather than fill and sand those tiny hard to reach spots repeatedly, I tried filling them with multiple coats of *Elmer's Glue* applied with a small paint brush. *Elmer's* self-levels as it dries. While it is still wet it can be brushed up with a damp paint brush to remove it from areas where it is unwanted, and it is completely paint-able. It will also dissolve if you ever get your finished model wet so don't.

That was my lazy, easy, still time consuming, and less than perfect solution to the seams inside the engine nacelles.

In 1/144 scale the under carriage struts don't have any detail, and neither do the wheel wells. The landing gear doors are way too thick but not hard to sand down. The kit instructions show the inner gear doors extended. But after attaching them that way and noticing they hung down lower than the landing gear, I pulled up some photos on the internet and learned they should be up. They must open and shut only during the retraction sequence.

My kit had badly warped left wing parts. I straightened these out as best I could by dipping them in a pot of water heated to around 180 degrees. I used my wife's candy thermometer which clips onto the side of the pot to measure the water temperature. Too cool (150 degrees) and the plastic won't get soft enough to bend, boiling hot (212 degrees) and the parts shrivel and are ruined. I did not get this step done perfectly as the left wing on my completed model is still slightly high, but it is way more better than what it was.



The decal sheet offers two choices, an E-3 from Tinker AFB Oklahoma City in 2006, and an E-3 from Elmendorf AFB Alaska in 2009. The paint scheme is the same for both. The differences are only in the unit badges and the color of the tail stripe.

The decals are beautifully printed by *Cartograf*. The USAF and U.S. Air Force markings are printed correctly in dark blue. I applied the decals over a gloss finish of *Future Floor Polish* without using any softening or setting solutions, and ended up working on a little silvering on the USAF markings on the upper and lower wings, coming back to work on them with a needle and *Solvaset*.

All the smaller decals with just a minor bit of carrier film around them went on cleanly. The wing walk stripes are printed in three pieces for each wing and are called out correctly in the instructions for one wing but not the other, but this was easy to see and get them put on the proper places on the model.

The box art shows a picture of the completed model posed in front of a blurred landscape. The box top model shows decal markings to outline wing leading edge landing lights, and some engine nacelle decals that are not on the decal sheet in the box. The decal for the anti-glare panel on the nose is slightly different in shape too. I would have liked having all the decals shown on the box top model.

It seems to me that the key to producing a nicely done 1/144 scale model are in executing every step just as cleanly as you possibly can. Every flaw, a misaligned part, an orange peel or a dust bunny in the paint, a crooked or silvered decal, is more magnified than ever because of the small scale. And even more so on an aircraft with a gloss or natural metal finish like so many airliners have.

So in trading away the cockpit detail and other details on a 1/48 or 1/72 bird, you trade for the need to build more cleanly than ever.

No cockpit detail, no challenge you say? Not so, says I.

Go Build a Model!

Tim

*Editor's Note: This model placed in our club's most recent quarterly contest (White Elephant Contest) held at the December 2012 meeting.*

*"I know you've been working on something!"*



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**Tales From The Other Side:  
Ship Rigging  
By Jeff Marger/ Blue Jacket Shipcrafters**

**T**his installment of ‘Tales’ comes to us courtesy of Jeff Marger and *BlueJacket Shipcrafters*. You know, those folks in Maine that do wooden ship modeling subjects.

In addition to complete kits, for every skill level, they have an extensive array of ship fittings: davits, life rafts/boats, cleats, etc. Many of which I have used on both a plastic WWI sub chaser kit that was originally issued by *Renwall* as well as on a UDT boat I have on the ways.

If you have not checked out their website please do so. Even though we are “from away” they have a very cool shop in Maine and have always provided me with stellar service. Visit them at: [bluejacketinc.com](http://bluejacketinc.com).

I’ve include this modeling tip article for those amongst us that do have the odd masted ship model hidden away somewhere. I have a copy of *Revell’s* CSS Alabama model in 1/96 scale. I built one when I was in high school and have always had the desire to do another...properly. I have even gone so far as to get *Cottage Industries* replacement ordnance kit designed with the Alabama kit in mind. With this rigging tip I may not be able to put off starting that kit much longer.

*Editor*

## Rigging

For a novice ship modeler, looking at the quantity of lines on a period model is bewildering. Please let me stress that there is nothing mysterious about this forest of ropes. In fact, with experience, a modeler will soon realize that there really is a logic to this maze. In fact, that is why we can totally re-rig a ship with no plans. It really begins to make sense after you have some experience.

The first step to creating order from the chaos is to learn the jargon. In general, rigging can be divided into either **standing** rigging or **running** rigging.

**Standing** rigging is generally applied to a model first. With minor exceptions, it can be thought of as lines (or metal cables) that’s serve to support the masts and bowsprit and which is not meant to move during the sailing of the ship. Standing rigging usually consists of **shrouds** and **stays** (both fore, back, and intermediary stays.)

**Shrouds** serve to support masts in a sideways direction and

usually run from some point on a mast to some point on the hull. There can be only one or several shrouds supporting each side of a mast.

**Ratlines** are “ladders” created by lacing lines between two or more adjacent shrouds on the same mast allowing for sailors to climb up onto the yards.

**Stays** support the mast (s) in a fore and aft direction. There are usually three types of stay s: fore stay (s), back stay (s), and intermediary stay (s). Ships will almost always have forestays which also serve as places to which jib sails are hanked on (attached). Usually there will be a backstay. If there are multiple masts frequently there are intermediary stays running between masts.

Because standing rigging was generally not meant to move during sailing it was frequently “tarred” to preserve the hemp ropes that were most commonly used. For this reason, a convention amongst ship modelers is to rig standing rigging using **black** thread. (Of course, the thread should be scaled to the proper diameter.)

This now brings us to **running** rigging. The name is very descriptive. Running rigging is the rigging that is used to move during the sailing of the ship. In general, there are the lines that control the sails and the spars. I’ll list the three most common kinds of running rigging that you are likely to encounter but this is certainly not a comprehensive list.

**Halyards** generally are used to raise and lower sails. **Sheets** are attached to the ends of sails or spars to either harden (pull them in) or ease (allow to be pulled out by the wind) the sail or spar. **Guys (or braces)** are attached to the ends of the yards to brace (move) the yards to a favorable angle to the wind.

Frequently, especially on a very complicated ship model such as a clipper ship, ship modelers rig only the standing rigging, eliminating the running rigging.

Because running rigging is meant to move it can’t be “tarred”. There fore the ship modeling convention is to utilize **white/off white or tan** thread for the running rigging.

Hopefully this discussion will enable you to begin to make some sense out of a rigging plan, discussion in a book or building your ship model.

Have fun!

*Jeff Marger/BlueJacket Shipcrafters*



## Straightening Warped Plastic Without Drama

### By Mike Poole

Sooner or later everyone obtains a kit with a badly warped part. I've noticed a trend (in my limited run airplane kits) of having banana-like fuselage halves. Some curve inward, some outward. While clamps and epoxy can fix anything, I wanted to develop a more refined approach to fixing the warp problem.

Polystyrene is a thermoplastic because the polymers don't crystallize when cooled like most materials. Instead, the material maintains its shape through intermolecular attraction which declines as the temperature increases. There is a threshold temperature known as Glass Transition (GT) where the material becomes less springy and more rubbery. That is the magic temperature at which the polymer molecules can just *begin* to slide relative to one another.

My approach for fixing warps in plastic is to mechanically force the part straight, then heat the plastic up to GT for a short time, then cool it off.

I use a microwave safe pie dish and a thermal probe (shown in the photo) with my warped fuselage twisted into the shape I desire. I included a piece of the kit sprue to use as a test. (A cooking thermometer works fine.)



I heat the water up to about 170°F (77 C) in the microwave and bend the test sprue slightly against the bottom of the dish for thirty seconds. If the sprue returns to straight like a spring when I pull it out of the water I add a bit more heat and repeat the test.

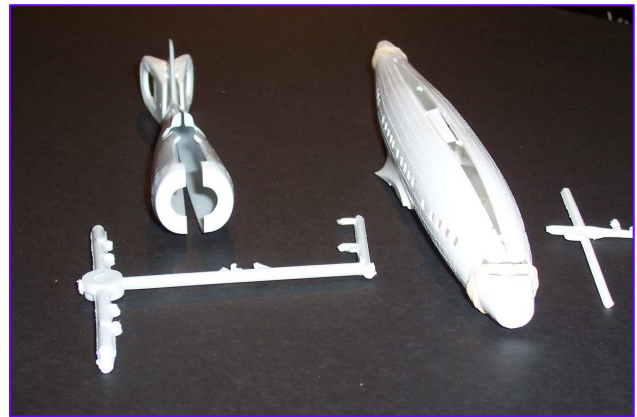
Once the plastic reaches GT you'll notice the sprue bends more easily and that it doesn't return completely to the original shape. I've found polystyrene begins GT between 175-195°F (79-91 C), depending on its molecular weight, plasticizers, pigments and fillers. So unfortunately, you can't rely on one temperature for all plastics.

Once I have a slight but permanent bend in my test sprue, I

immerse the part in the hot water for at least two minutes to let the plastic completely heat up and the molecules start moving around.

At this temperature the only internal movement should be to relieve stress imposed by the rubber bands and other contrivances forcing the part into its proper shape.

Once out of the hot water I drop the part in a bath of cool water to lock everything in place.



In the "before" pic are two fuselages before my hot water treatment. The one on the left is an *LTD Models*, limited run kit from Eastern Europe. It was so warped I had to use several rubber bands to get the gap to close. The plastic was hard and heavy. Its GT turned out to be 188°F (88 C).

The other fuselage is a recent re-pop of a 50's era *Monogram* Constellation kit with a warped fuselage bordering on laughable. The plastic was light and rubbery so it only needed 180°F (82 C) to make a dramatic improvement in the fit.



The "after" photo is just after being cooled and dried off.

The *LTD* fuselage on the left still has a small gap but is easily closed with finger pressure. The *Monogram* also has a tiny gap in its midsection but closes with slight pressure. Both parts show dramatic improvement over their previous fit!

This trick can easily be applied to twisted car bodies, ship hulls, or airplane wings as long as you can figure out a mechanical way to temporarily hold the parts in the correct shape.

In addition to rubber bands I've used pieces of balsa wood, insulated copper wire, even tape. I have noticed that tape tends to lose adhesion in water. When designing constraints I try to concentrate the stress in the warp. But spread the load

But spread the load of the mechanical constraint lest in eliminating one warp, I introduce another.

This technique can also be extended to resin parts but a word of caution. Resin has a much lower creep temperature than polystyrene. Just to be safe, I usually start at hot tap water (110°F / 44 C) and go up gradually from there always using scrap piece as a test.

Don't risk that rare model to guesswork. Give this a try and let me know what you think.

Mike

## Quarterly Contest Schedule

**O**ur clubs quarterly contests are held on the last month of each calendar quarter. Here are the dates and themes for 2013. These themes are *tentative* and subject to change.

<i>Date</i>	<i>Theme</i>
<i>March</i>	<i>Texas National Guard</i>
<i>June</i>	<i>Autorama</i>
<i>September</i>	<i>Speed Build</i>
<i>December</i>	<i>White Elephant</i>

## 2012 Newsletter Story Index Compiled by Mike Poole

### January 2012 Issue

- Dragon 1/700 U.S.S. Lexington Aircraft Carrier Build Article by Rick Herrington
- Anigrand 1/72 C-133A Transport Plane Kit Review by "Bondo" Phil Brandt
- Capillary Action Modeling Tips by Walt Fink

### February 2012 Issue

- Monogram 1/48 AH-64A Apache Helicopter Build Article by Tim Robb
- Golfing Stag Beetle Build Article by Beth Ramey
- 2011 White Elephant Contest Results
- SWAMP/Calmex XXVI Show Summary by Aaron Smischney
- Ultracast 1/32 WWII US Fighter Pilot Figure Product Review by Floyd Werner
- Eduard 1/144 Mig-21MF Jet Product Review by Ben Morton

### March 2012 Issue

- Trumpeter 1/35 RF-8/GAZ-98 Soviet Sleigh Build Review by Eric Choy
- Model Fiesta 31 San Antonio Show Summary by Eric Choy
- West Virginia Road Trip Summary by Jeff Forster
- Carrier Strike – US Naval Air Power Book Review by Floyd Werner
- Lone Star Military Miniatures Society Modeling Day by Bob Bethea

### April 2012 Issue

- Pegasus "War of the Worlds" Tripod Walker Build Article by Bill Delk
- 2012 Lone Star Figure Show (Dallas) Summary by Eric Choy
- "How Much Is Too Much" Kit Price Opinion Summary by Ben Morton
- Scratch- Built Wooden Steering Wheel Build Article by Mike Poole
- IAR-80 Fighters Book Review by Floyd Werner Jr.

### May 2012 Issue

- Eduard 1/32 BF-109V-13 "Record Setter" Conversion Build Article by Floyd Werner Jr.
- Model Mania 2012 (Houston) Show Report by Ben Morton



**May 2012**(continued)

- Model Base Tips Article by Bob Bethea
- Wings Over South Texas Airshow (Kingsville) Report by Dennis Price

**June 2012 Issue**

- PM Models 1/48 SIAT 223 Flamingo Airplane by Tim Robb
- Strange Old Vehicles Photo Montage by Ben Morton
- CB model Products – Punch and Die Set Product Review by Floyd Werner Jr.
- IPMS News and National Convention Update by Dick Montgomery
- Kings Hobby Blog News
- Scribing and Other Surface Details Building Tips Article by Milton Bell

**July 2012 Issue**

- Trumpeter 1/350 German Zerstoror Z-25 Ship Build Article by Rick Herrington
- Dragon 1/144 SR-71A Blackbird Airplane Build Article by Ben Morton
- Quarterly Contest Winners Report by Ben Morton
- ASMS Announces Lending Library by Ben Morton
- Custom Decals: Making Your Own by Ron McCracken
- New Kit Releases Project by The Team

**August 2012 Issue**

- Airfix 1/24 Sea Harrier FA.2 Conversion by “Bondo” Phil Brandt
- Revell 1/48 SNJ Airplane Build Article by Tim Robb
- “How Clean Is Your Work Surface” by Ben Morton
- ASMS Lending Library List by Ben Morton
- ASMS BBQ Picnic and Auction Report by Ben Morton
- “Internet Modeler” Tips Article by Mike Poole

**September 2012 Issue**

- Eduard 1/48 Fw-190 A-7 Fighter Build Article by Floyd Werner Jr.
- IPMS National Convention Report by Ben Morton
- Preventing and Restoring Yellowed Decals Tips Article by Mike Poole
- Bare Metal Painting Tips Article by Ron McCracken
- Meng 1/35 Pick Up w/ZPU-1 “Technical” Build Article by Jack Johnston

**October 2012 Issue**

- 3D Printing Technology Article by Aaron Smischney
- Quarterly Contest Results by Ben Morton
- Lifelike Decals 1/48 Albatros D III/V Decals Review by Floyd Werner Jr.
- Opti-Visor Magnifier Product Review Article by Mike Poole
- Weird Kit Subjects Article by Ben Morton
- 2012 IPMS National Convention (Orlando) by Perry Downen , Georgia Mountain Modelers

**November 2012 Issue**

- Special Hobby 1/72 Temco TT-1 Pinto Trainer Build Article by Ron McCracken
- ASMS 2013 Contest Theme Suggestions by Ben Morton
- Setting Wing Dihedral Tips Article by Ron McCracken
- 2012 Austin Scale Model Show Report by Eric Choy
- Lifelike Decals 1/48 Me 109 Part 3 decals Review by Floyd Werner Jr.
- Lone Star Military Miniatures Society Modeling Day by Bob Bethea

**December 2012 Issue**

- In Memory of Phil “Bondo” Brandt by Ben Morton
- JaPo Me-262 and Ar-234 Book Review by Floyd Werner Jr.
- From Russia With Love Contest Theme For 2013 by Ben Morton

**White Elephant Contest**

ASMS held it's quarterly model contest during our (un) usual meeting in December.

Russ Holm was the grand prize winner with his Lotus Elan S3. Coming in second, in a close vote, was Tim Robb with an E-3 Sentry AWACS. Ron McCracken rounded out the field with a T-34 in 1/72nd scale.

In keeping with the White Elephant theme, all three models were not the usual fare for the winning entrants.

A special thanks to King's Hobby for providing the prizes for this event.

## Star Kit's 1/144 scale Dragonfly by Jeff Forster, IPMS#30833

The subject of this resin kit is called Dragonfly.

For those of you who did not grow up watching Saturday morning cartoons let me enlighten you! Do you remember the cartoon show *Adventures of Jonny Quest* (circa



1964)? I loved watching the show and I especially loved that sci-fi looking aircraft they used! It really looked like it could do mach 5 or 6! It had real graceful lines to it and was great looking at.

This model is solid resin and comes in 8 parts. The kit measures out 10 3/8<sup>th</sup> long and a wingspan of 6 1/2' long. The body is a two piece affair. After shaving off the resin plugs and getting the ends sanded down to a 90 degree angle, gluing them together straight will probably be the most difficult part of assembling this kit.

The wings, rudder, and the nose planes require a small amount of clean up. The numerous pits will need to be filled and sanded.

The kit comes with a nice stand but you are required to provide the metal wire to hold the kit as no landing gear are supplied. The resin kit is engraved with panel lines. No decals are provided for this kit.

I look forward to finishing this kit!

Jeff

## ASMS Goes...Went Viral! by Mike Gilsbach

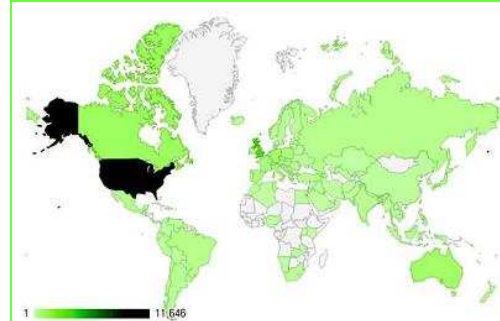
Some months ago our club decided to allow free and unfettered access to the Sprue Examiner via our website. In addition to access to our newsletter's, the information was also made searchable (available to keyword and web searches).

Since that time, there has been a marked increase in web activity and traffic. For the year just ended (2012) there were 26,924 visits to our website. That's represents an increase

over 2011 of 34% .

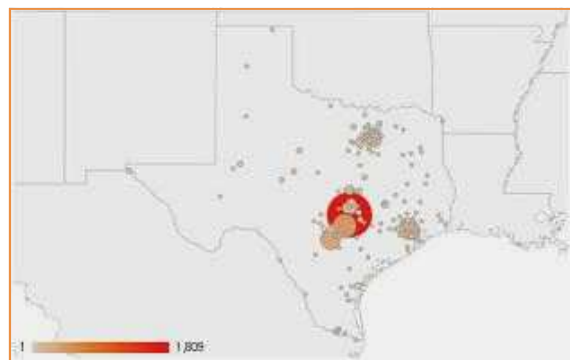
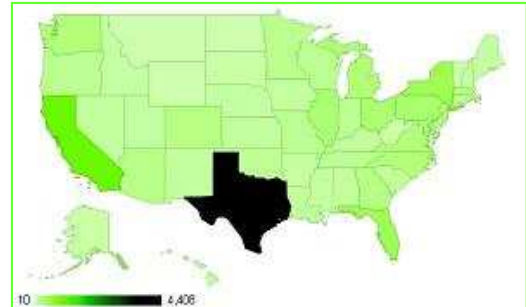
In addition there were 21,584 unique (individual) visitors. A 42% increase over 2011, and 115,791 page views (hits). That figure reflects an increase of 6% over the prior year.

The single busiest day on our website was October 5 with 208 visits. Texas, California, and New York representing the most visits, respectively.



All in all there were website visits from 131 countries and all 50 states. The bulk of visits came from within

Texas. Mostly from the Austin area but San Marcos, San Antonio, and Houston rounded out the field.



Some of the most popular page visits/hits were Rick Herrington's ship building 'how-to' article, the 2008 winners page (Don't know what that's about!), the home page, John Seaman's bi-plane rigging 'how-to' article, and the contest page.

Mike



## Old Rumors //New Kits 2G

Aaron Smischney, Jeff Forster, Mike Poole,  
Randy Bumgardner, Rick Herrington

## Gruesome Figures / Sci-Fi

Let's start the New Year by revealing all the great new stuff coming out to tempt you with gruesome goodies!

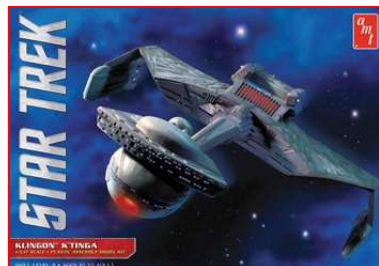
From MPC will be the reissue of the Alien figure.

Moebius will be introducing several kits this year such as Battlestar Pegasus, the Robot from 'Lost in Space' (TV series), in 1/6<sup>th</sup> scale, along with the Space Pod and Chariot from 'Lost in Space' in 1/35<sup>th</sup> scale, due out in May. Also due out is the Viper Mk.1 in 1/35<sup>th</sup> scale.

Next up is *Polar Lights*. The first item to be released in the near future is the C-57D Saucer from the 'Forbidden Planet' movie. This time around it will be issued in 1/144<sup>th</sup> scale. Look for it around April. Another kit out, for you car guys, will be the DeLorean from the 'Back to the Future' movie. This is a 1/24<sup>th</sup> scale kit. For those of you who missed it the first time around there is the reissue of the Enterprise NX-01 in 1/350<sup>th</sup> scale. We will also be receiving a Robby the Robot with Altaira figure which looks quite good. Another item due out this year is a Wolverine figure from the X-Men comic books which will be also be a nice subject.



In case you have not noticed the newly released Star Trek kits featuring the USS Enterprise NCC-1701 (TOS), this very nice kit will run you a cool \$149.00 and is in 1/350<sup>th</sup> scale. To really dress this puppy up you should invest in one of the add-on kits like the supplemental parts pack for \$24.99 or the lightning kit which comes with 96 lights, 2 motors and AC/DC power supply and 2 PC boards to control it all. Quite impressive! There is also a great set that comes together with the light kit, photo-etch set, weathered decals and clear parts for \$239.00.



AMT is releasing the Klingon K'Tinga Battlecruiser (reissue) in 1/537<sup>th</sup> scale. Also available this year will be the USS Enterprise Bridge set, and out now,

I believe, is the Deep Space Nine w/ USS Defiant from AMT.

Pegasus is releasing a MLEV-5 Mars Lunar Explorer along with the Nautilus submarine in 1/144<sup>th</sup> scale. A new kit coming out in 1/18<sup>th</sup> scale will be the Shark with diver and cage; this should build into a great diorama.



DML is putting out a NASA 747 with Space Shuttle in 1/144<sup>th</sup> scale.



Revell USA is re-releasing an old Monogram kit I have been searching for, the USA/USSR missile set in 1/144<sup>th</sup> scale.

Mojo Resin is releasing another of the space babe series; this one is called Mars or Bust. It's quite nice and comes in 120mm resin for \$29.00. Next up is Crom! He's fighting a tentacled monster in 1/12<sup>th</sup> scale for \$60.00.

Lastly is a Green Beret Figure, Aurora style, in solid resin with an additional head for John Wayne. It is 1/8<sup>th</sup> scale and is \$70.00.

Resin Crypt has a few good kits out now that I found interesting. It came from beneath the sea from the old sci-fi movie with the giant octopus in San Francisco. This measures out at 11"x13" and is resin, cost apx. \$175.00. Next up is a new Vamp Bust (Vamperilla) resin kit in 1/3<sup>rd</sup> scale for \$65.00. Additionally, they have a new Vamperilla resin kit. This is a grave yard scene in 1/6<sup>th</sup> scale and consists of 11 pieces for \$175.00.

Last up for the countdown is a kit from *Monsters in Motion*. It is a resin kit in 1/144<sup>th</sup> scale of the Fireball XL5. This is from the Fireball XL-5 puppet show on television in the 1960's that I loved when I was a little tyke!



Well, that's it for this month. Go have some fun!

Jeff

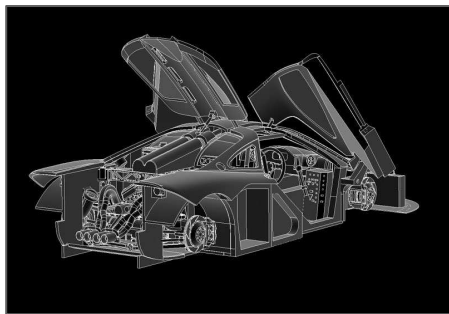
**Automotive**

The roadways and racetracks are eerily quiet after the onslaught of new offerings for the holiday season.

Firmly in rumor territory is a new website and teaser trailer from the kit manufacturer POCHER; [www.pocher.com](http://www.pocher.com)

The trailer is playing coy with what they are up to and no one on the inner net seem to have a clue either. Our best guess is that they plan to introduce a new series of 1/8 scale vehicles. It's anyone's guess how they will be priced or if they'll be die-cast or even pre-assembled. We'll just have to wait for the Nuremberg Toy Show on January 30<sup>th</sup> to find out.

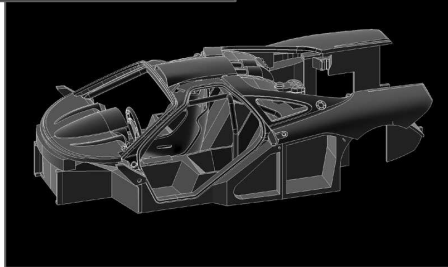
Another rumor said to be in development by the elves at Model Factory Hiro( [www.modelfactoryhiro.com/new/en](http://www.modelfactoryhiro.com/new/en)) is



a new 1/24<sup>th</sup> McLaren F1, in detail including drive train, articulating doors, and full interior.

This is one of the few famous

supercars of the last 20 years that has never been kitted in any detail, so the community is pretty excited about this one.



The value of the Japanese Yen has dropped quite a bit relative to the dollar (¥87to\$1.00) and said to be on a trend lower still. That's good news for Japanese model companies and American modelers. Maybe we'll see a new product tsunami from the land of the rising sun?

**Armor**

Greetings armor fans and welcome armor curious. We welcome in a New Year with a shock. A modern universal

carrier from Riich Models. All we have is a box art photo but the folks on-line are very excited for this one. Let's hope the Riich delivers!



Meng Models is following up their just released French AMX-30 with an AUF-1 self-propelled howitzer. Also, a new Merkava with mine roller.



I just finished building Meng's Tortoise tank and was mostly impressed. Looking for-



ward to building that Merkava.

Closing out the highlights, here's something that you thought would never come out in plastic, an M 22 Locust. If it's anything like Bronco's Chaffee series it will have more parts than the real thing but be a cracker of a kit.



That's it for the highlights this month!

Aaron

[Any problem caused by a tank can be solved by a tank.]

**Shipping News**

Our shipping news correspondent has, unfortunately, run aground off the coast of Alaska. Things appear to have remained intact and all are reported to be safe. The authorities are currently awaiting the arrival of a salvage crew from Northern England to access the actual damage, if any.

Mike

Please stay turned for further developments.

Editor



## Aircraft

Happy New Year everyone! Well, 2013 is off to a great start. Let's get on with the show!

First up is *Great Wall Hobbies* and their 1/48th MiG-29A 'Late'. It's on retailer shelves now and it looks like a fine kit. In fact, early reports from the forums indicate this kit is a home run.



The kit provides welcome relief from the Academy kit, which isn't bad on it's own, but pales in comparison to this new-tool wonder by *GWH*. I haven't visited Kings in bit, but I imagine it's already there.

*Meng Models* have released their 1/48th Messerschmitt Me 410B-2/U-4. This has got to be the fastest poster to market of any kit I've seen. It was only early November when someone on the Great Wide Interwebs spied the marketing poster for this kit. Here it is now in your favorite retailers' retail space.



In 1/72nd scale, *Eduard* has released a new version of their Me 110 family, the Me 110G-2. From all indications, *Eduard* continues on with the coolness of this line of aircraft.



The details are subtle and well done, as would be expected in this scale.

In addition, *Eduard* has also announced their intended 1/48th scale new releases for 2013; a Messerschmitt Bf 109E-7, a Spitfire Mk.IX family (Spitfire Mk. IXc, Spitfire Mk. IXe, Spitfire Mk. IX Royal Class, Spitfire Mk. IX in Czechoslovakian Service), and a continuation of their MiG-21 family (MiG-21PFM, MiG-21PF, MiG-21R).

I think these are all going to be Profipack releases that include masks and photo-etch.

*Eduard* also mentioned some Christmas 2013/early 2014 releases they have up their sleeves. I'm pretty sure 'Bondo' would have loved this...a whole bunch of Me 109's! (Kidding, I'm just kidding)

*Eduard* intends to continue the 109 series by releasing the mid/late versions of this ubiquitous aircraft from the F-2 to the K-4. Get out those airbrushes a start practicing your motting.

On a surprising airliner note, *BPK Models* (Big Planes Kits) out of the Ukraine have released a 1/72nd scale B737-200. This slipped under my radar.

It's big, and it looks really nice. This kit is injection molded and comes with PE, rubber tires, and *Draw Decals* for the markings.



The kit comes with markings for Piedmont Airlines and a T-43A release is

also on the way.

Because it's an early version all of those old, colorful, cool airlines (some that are no longer with us) can be appropriately modeled.



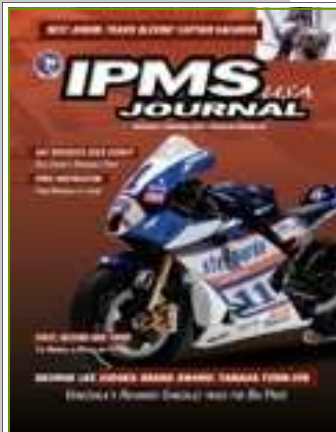
The airlines range from United (a couple different flavors), Pan-Am, Ryanair, Continental, and Alaska to Lufthansa. There's also a bunch of other regional and international carriers from the late 60's thru the 80's.

Heck, there are still -200s flying today!

Well, that's a short list for this month. If I've forgotten anything, drop me a line.

'til next time,

Randy



In the latest issue of...

### IPMS/USA Journal

November-December  
2012  
Volume 24, Number 6

- **Oh, Brudder, Where Art Thou?** A Report on the 2012 IPMS Nationals - Orlando, Florida, by Dick Engar
- **Realizing that Your Dream Is My Dream -** Reflections on Summer in Florida from the President of Zoukei-Mura, by Hideyuki Shigeta

### Join IPMS/USA!

IPMS/USA is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas in 1964, 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](http://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 [manager@ipmsusa.org](mailto:manager@ipmsusa.org).

## IPMS/USA NEW MEMBER APPLICATION

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 Exp. Date: \_\_\_\_\_  
 Signature: \_\_\_\_\_

- Adult: \$25       Junior (17 years old or younger): \$12 DOB: \_\_\_\_\_  
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 If recommended by an IPMS member,  
 list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

IPMS/USA

P.O. Box: 2475  
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Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)





Austin Scale Modelers Society  
c/o 1228 W. San Antonio Street  
San Marcos, Texas 78666

[www.austinsms.org](http://www.austinsms.org)

Next Meeting:

**January 17, 2013**

at

**Austin Old Quarry Library**  
(7051 Village Center Drive)

**7PM to 8:45PM**



***Regionals are coming...  
regionals are  
coming!***

**The 2013 Region Six Regional Model  
Contest will be in Austin, Texas this year  
at the Norris Convention Center.**

**The event is scheduled for Saturday October 5,  
2013.**

**Contact Eric Choy at [asmsnews@gmail.com](mailto:asmsnews@gmail.com) or  
Mike Poole at [mpoole12@austin.rr.com](mailto:mpoole12@austin.rr.com) for  
details.**

**Additional information will be posted to ASMS's  
website at [austinsms.org](http://austinsms.org).**