



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



**Eduard's 1/48 Lavochkin La-7
[weekend edition]**

By Tim Robb, IPMS # 347005

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The Lavichkin La-7 was a piston-engine Soviet heavy fighter developed during WWII. A 1944 follow-on development of the La-5, the 'dash 7' had a revised engine cowling, relocated air intake to the bottom of the engine cowling (which improved the pilot's view immeasurable), and other aerodynamic improvements.

The La-5 utilized a lot of non-strategic material (wood) in its manufacture, the La-7 designers were able to utilize aircraft alloys. Thus improving the design as well as the aircraft's ability to take more stress than might have been the case with wood.

Some of these aircraft were supplied to the Czechoslovak Air Force but most were retained by the Soviets.

During initial combat trials of the La-7 one Russian commander noted "The La-7

exhibited unquestionable advantages over German aircraft in multiple air combats. It does require changes in its armament and urgent fixing of its engine."

In previous writings I have already established that I am cheap. I bought this kit because it was on sale



for \$6.99 and for \$6.99 I figured I could do without all the bells and whistles.

The Eduard weekend edition kit comes without any photo-etch or masks and with decals for only one aircraft. OK.

This kit went together very well and fits well throughout. In my example the decals appeared faded. The red stars were pink. The black instrument panel decal was gray.

(continued on page four)



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Upcoming Events

Model Shows

Soonercon 2013, Crossings Comm. Ctr., Oklahoma City, Oklahoma facebook.com/groups/IPMSmetroOKC/	6.15.13
EagleQuest XXII, Embassy Suites, Grapevine, Texas squadron.com/eagle_quest_a259.htm	6.20/22.13
Houston Automotive Modeler's Society, Houston, Texas ipms-hams.org	8.3.13
IPMS/USA National Convention, Loveland, Colorado ipms/usa2013.com	8.14/17.13
AMPS Centex, Georgetown Community Center, Georgetown, Texas austinarmorbuilders.com	9.21.13
Sproo Doo, Central Arkansas Modelers, Benton, Arkansas casmodels.org	9.21.13
Region 6 Regional Convention, Norris Conference Center, Austin, Texas austinsms.org	10.6.13

Local Club Meetings

Hill Country Outlaws Model Railroading Club, King's Hobby, Austin, Texas	6.1.13
Austin Armor Modelers Society, Old Quarry Branch APL, Austin, Texas www.austinarmorbuilders.com	6.5.13
Austin Model Cars, King's Hobby, Austin, Texas	6.6.13
CenTex Modelers, Trinity Lutheran Church, Copperas Cove, Texas	6.20.13

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.

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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 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.

Message from the Prez...**Mike Poole**

I've been cutting and carving away at my *Lindberg* Auburn Speedster model I showed last month and it's slowly starting to take shape but it seems there are many more inaccuracies and challenges than I initially planned for. Thanks, internet. I've decided to put all my effort into making the body and interior more accurate with scratch made items and leave the engine and drive train out. This is rare for me. I usually spend the most time on the engine and power train but want to develop some new skills and need to be pragmatic. It turns out the tools for this model were produced in the 1950's by an obscure company (to me at least) called Pyro and there are still sealed, vintage kits available. They're going fast, so act now!

I got an email from Sean Glaspel, our IPMS/USA region coordinator, that an *Iwata* representative was interested in sponsoring some of our trophies in our regional show this year. Eric and I agreed to have *Iwata* sponsor the Best of Category awards with over \$1,000 of *Iwata* merchandise to be added to our door prize offerings. Dick Montgomery will be bringing IPMS/USA regalia for the treasure chest, too. Overall, I think we're set to do well in the door prize booth this year. I'm learning regional show status has benefits.

Recently, Ben sent out a plea for newsletter articles and I know that members stepped up to overcome the shortfall. That's what's great about this organization. When somebody needs help, we respond. Ben isn't the only one that needs help. Our other **Heavy Lifters** need help at times too, though they are often reluctant to ask. Our three biggest jobs are: newsletter, annual show, and the website. If there is something you are interested in, let the chairperson know. Ben, Eric and Mike would really appreciate the help. Maybe you could help distribute show flyers to businesses, pick up table leg extenders or upload contest photos to the website after the show. Everyone can do something. Our **Heavy Lifters** need your help even if some of them don't ever ask.

Your workbench misses you!

Mike

Fiddly Bits**Frank Seibert**

Warbirds and Warships, the scale model gallery, that Randy Barnes and crew have been working on for five years is set to open to the public on Memorial Day, May 27, 2013. The exhibit on the USS Lexington Museum in Corpus Christi, Texas will have over 370 pieces on display from 120+ volunteer craftsman. The scale model gallery represents works from 16 states and 5 countries. Load up and head south for what I'm sure is a wonderful display of scale models. Reportedly and very apropos, the largest model display in Texas.



Modeling Tip: It's not really a modeling tip per se but more a cautionary tale. If you are relatively new to building model ships be sure to paint the hull *before* adding the photo-etch guardrails. It just makes things so much easier!

VOLUNTEERS NEEDED!

It is never too early to provide your club with some volunteer assistance. The Region 6 Regional Convention, in lieu of our regular model show, will be in Austin this year (October 5) and everyone's help will be needed. From assisting vendors, set-up/take down, registering contestants, manning the door prize table and judging. Plus, some other stuff. Please make yourself available on that date. It is gonna be crazy fun!

There are some ASMS club shirts available. Some of these club shirts are 'used' and some are brand spanking new! Actually the 'used' shirts were ordered by the club and never purchased. Maybe used is the wrong term...how about never been worn, fresh as a daisy ASMS club shirts? The polo-style shirts are embroidered with the club logo and are in the following sizes and colors: XL (Gray, Blue and Red), 2XL (Blue), and Med (Gray). The 'used' ...excuse me, never been worn, fresh as a daisy shirts, are selling for \$10.00. The new ones are going for a mere \$20.00. Get them while you can and *try* to look your best!

Frank

Well, I'm not so cheap as to want to use pink stars so I bought an *Aeromaster* decal sheet for La-7's, Falcons of the Red Star, part III.

The sheet has choices for two light gray over light blue aircraft and three two-color gray camo over light blue aircraft.



I chose 'White 23' because it was the least gaudy of the three two-color gray choices.

The *Aeromaster* sheet does not have a decal for the instrument panel so what the heck, I went ahead and used the gray one from the kit sheet. And then when it hit the water, the gray turned black. This is my first *Eduard* kit so I don't know if this is common with their decals or not and I also never tried one of the pink stars.

Although there is no photo etch in the kit for the cockpit, the instruction sheet still shows where all the little brass knobs and levers

are supposed to go. So, using that as a guide, it was not much trouble at all to enhance the basic kit with a throttle quadrant, some odd levers, straps for the rudder pedals, and seat belts.

After painting with enamels and glossing with Future, I put on the *Aeromaster* decals and experienced some partial shattering with some of the decals. Not so bad that they

couldn't be scooted together on the model, but I didn't get them all scooted perfectly and moving them around led to a few more breaks. That was a first for me with after-market decals.

Every model has its challenges and those were the challenges with this one. Not too bad and I like the finished model. It is really a straight forward build so there isn't a lot to write about it.



I enjoyed my first *Eduard* kit and can definitely recommend this one.

I got some left over La-7 decals I can let go of cheap. I'm sure they will work fine with a coat of *Micro Superfilm* over them. Any takers?

Go build a model.

Tim



All photos courtesy of Milton Bell

[Editor's Note: There is no documentation to support the theory that the non-strategic material (wood) utilized on the La-5 was vertically grained.]

WWII 1/48th Russian Fighter Pilot
by Floyd S. Werner, Jr. IPMS # 26266
 MSRP \$12.95

*U*ltracast produces some of the best figures for the model builder. With the expert sculpting of Mike Good, who in my opinion is the best sculptor in the world, *Ultracast* has produced the latest pilot figure. With the release of the *Tamiya* Sturmovik, the need for a good quality figure to display next to it comes as a natural.

Mike Good has done an outstanding job of capturing the character and charisma of the Russian pilot. Perfectly molded in a light crème colored resin there are five pieces to the pilot. The pose is natural and very realistic, typical for a Mike Good figure. All the pieces have small pour blocks and are strategically placed. Clean up will be a breeze.



The main part is the legs and torso. It is attached to an adequate size pour block with minor flash between the legs. All the appendages are keyed for proper placement. All the joints are on natural forming seam lines. The two arms are beautifully placed one with a cigarette and one holding a pair of

leather gloves. The butt pack parachute is also keyed to the torso.

The head, the key to a great figure, is an absolutely beautiful piece of sculpting and casting. The head has a molded on set of goggles over the leather flying helmet. The face is a gorgeous rendering, again typical of Mike Good's work. The casting will require careful removal of the part but this will be easily accomplished with a new blade.



There are no instructions per se, but you don't really need any either. There is a color photo on the packaging that will aid the modeler.

The *Ultracast* website has four view photos. I've included them with this review.



So world class sculpting and casting of a natural pose with easy and thought out assembly, what more can you ask for in a figure? This figure is a continuation of a fine tradition from *Ultracast*.

Highly recommended

Thanks to *Ultracast* for the review copy.

You can obtain yours by contacting them directly at www.ultracast.ca. Let them know you heard about it here.

Floyd



By-Laws of the Austin Scale Modeler's Society

Name: The name of this society is Austin Scale Modeler is Society.

Objective: The Austin Scale Modeler's Society mission is to provide a focal point for scale modeling in Austin and Central Texas. To increase the public's awareness of modeling as an enjoyable and satisfying hobby. To encourage the growth of skills of all modeler's through instructional programs and clinics. To act as a source of information and resources to scale modelers.

Membership: Membership is open to all persons with an interest in scale modeling with the payment of appropriate dues. Active membership includes voting privileges, receipt of the society's monthly newsletter, and participation in all society activities.

Dues: (revision) Dues are for one calendar year and are due and payable January 1st of each calendar year. Dues are \$25.00 for an individual and \$30.00 for a family. Dues will be discounted 20% if paid by March 1 of the fiscal year in question. Dues for new members will be prorated appropriately based on the month of their membership.

Officers: Officers will be elected for a term of two calendar years by a vote of the active membership. Vote to be taken in January of the fiscal year in question. Officers will assume their duties in February.

Officers positions will include: President, Vice-President, Secretary, Treasury. Duties of each office will be as follows:

President:

- Conducts Society meetings.
- Coordinates officer(s)/ chairperson(s) activities.
- Coordinates with other organizations as may be needed.
- Appoints chairperson(s) for special function(s) as necessary.
- Votes to break ties.

Vice-President:

- Coordinates programs for society meetings.
- Makes sure guest speaker(s) and/or special equipment are present as needed.
- Works with individual(s) to develop special programs as determined by the President.
- Assumes duties of President in the absence of the President.

Secretary:

- Maintains minutes of Society meetings.
- Maintains Society history.
- Responsible for Society correspondence.
- Chairperson of by-laws committee , as needed.
- Submits a full report at each regular meeting of the society and provides same for publication in the Society newsletter.

Treasurer:

- Collects dues and maintains a roster of active members.
- Disburses funds, as necessary, for operation of the Society with prior approval of another officer.
- Maintains Society's financial records.
- Submits a full report at each regular meeting of the Society.

Meetings: Meetings will be monthly. The time, date, and location to be determined by majority vote of the active membership. Program portions of each Society meeting are to be open to the public.

Voting: Only paid-up , active members may vote. A valid vote requires a quorum. A quorum consist of officers plus an odd number of active members greater than seven. Vote will be determined by simple majority of active members present.

Committees: The president is responsible for appointing committee chairperson(s), as necessary. Committees will include, but are not limited to, the following. Duties of each chairperson will be as follows:

Contest Coordinator:

- Secures venue for annual contest.
- Arranges for trophy packages.
- Coordinates with other participating scale model clubs.
- **Works to secure vendors for annual contest. [Previously, there was a separate vender coordinator. In practice, the duties of both have been combined]**

Newsletter Editor:

- Publish and distribute a monthly Society newsletter to active membership.
- Content of the monthly newsletter is to contain information on Society activities and minutes from previous meetings.
- Other activities and subjects of interest to scale modelers.

IPMS Coordinator:

- Acts as liaison to Regional and National International Plastic Modelers Society (IPMS/USA) organizations.
- May be any member but *must* be a current IPMS/USA member in good standing.

Membership Coordinator: (new position)

- Acts as liaison for new Society members.
- Acts as outreach liaison to in-active Society members.

Webmaster:

- Coordinates and maintains Society website (austinsms.org).
- Reports on website activity and content as warranted.

(revised May 2013)

[Editor's Note: There have been some recent changes to ASMS's by-laws . These changes are noted by **bold type**.]



Monthly Program Schedule
by Ron McCracken, Vice President

<u>Month</u>	<u>Presenter/Subject</u>
May	Bob Bethea/Armor Weathering
June	Quarterly Contest/ open
July	Mike Poole/ Casting Parts
August	Jeff Forester/ Air Defense Missile System
September	Quarterly Contest/ Bondo Special
October	TBA
November	TBA
December	Quarterly Contest/ White Elephant

If you are interested in making a presentation at our club meetings contact Ron McCracken at:

rmccrack@austin.rr.com



Quarterly Contest Schedule

Our club's quarterly contest are held on the last month of each calendar quarter. Here are the remaining dates and themes for 2013.

<u>Date</u>	<u>Theme</u>
June 20	any subject/any era
September 19	Bondo Special
December 19	White Elephant

Support Your Local Hobby Shop

U.S. Army Attack Aircraft / A-31 & A-35 by Ron McCracken

This article addresses two USAAF attack aircraft, the A-31 and A-35, because both derive from the same basic airframe.

So similar are they that many published photos confuse the two types—even the National Museum of the Air Force displays an A-31 photo on its A-35A factsheet. So be careful! Hopefully, this article will enable you to correctly identify and accurately model the variants of this aircraft.

The Vengeance was a large, two-place single-engine mid-wing monoplane using a conventional tail wheel landing gear.

In appearance the Vultee design was the proverbial "blunt instrument". With a deep, wide fuselage to accommodate an enclosed bomb bay; squared-off flying surfaces; a long greenhouse canopy covering the crew compartments; and an unusual wing configuration, with a pronounced bend in the wing leading edge, and outer panels with significant dihedral, attached to a center section having no dihedral.

History of the Type: The Vultee Model 72 was initially ordered by France in response to the success of the German Stuka dive bomber. When France fell, the British took over their order as the Vengeance Mk I.

Plans were made to supply additional Vengeance aircraft to the British Commonwealth under Lend-Lease, which required the assignment of a U.S. designation for contractual purposes. Thus, the Vengeance Mk I received the A-31 designation.

Ordinarily, that would have been the end of the story of the Vengeance in U.S. service, as the Army had moved to twin-engined designs for the attack role in the late 1930's.

The success of the Stuka in Europe caused a short rethinking of this decision and the Army procured a number of single-engine dive bomber designs, among them the A-24 (SBD) and the A-25 (SB2C) in addition to the A-31.

The A-31 was the only U.S. Army type designed specifically to operate in a near vertical dive, which meant that it used a wing profile that created nearly zero lift when aligned with the slipstream, then this wing was aligned parallel to the fuselage.

While this allowed the pilot to easily stay on target in a vertical dive, it meant that the aircraft had rather unpleasant characteristics in most other phases of flight, including a nose-high flight attitude in cruise and on approach to landing.

A few A-31's were diverted from the British order for Army use, and consequently were delivered in British camouflage of Dark Earth/Dark Green over Sky undersurfaces. They were relegated to auxiliary roles, such as target tug, in U.S. service. Commonwealth countries used them extensively in the CBI theater.

So, photo identification clue number one: If it has RAF-style camouflage and U.S. national insignia, it's an A-31.

However, the USAAF had a number of problems with the A-31, the nose-high cruise flight attitude being one of them, and requested changes that resulted in the A-35. The biggie was a requirement to change the wing incidence angle relative to the fuselage from zero degrees to a positive four degrees.

Other changes included an up-rated engine, with associated changes to the cowling and exhaust stacks; and a change to the main landing gear fairing, extending the front several inches forward, slightly ahead of the wing leading edge.

These changes made the aircraft more docile in overall handling, at the cost of its previously excellent vertical dive characteristics. Despite all this reworking, the A-35 was also immediately relegated to secondary duties such as target tug.

As for paint and markings, the USAAF A-35s were delivered in standard U.S. camouflage of the period--olive drab over neutral gray, with medium green scalloping around the edges of the flying surfaces.

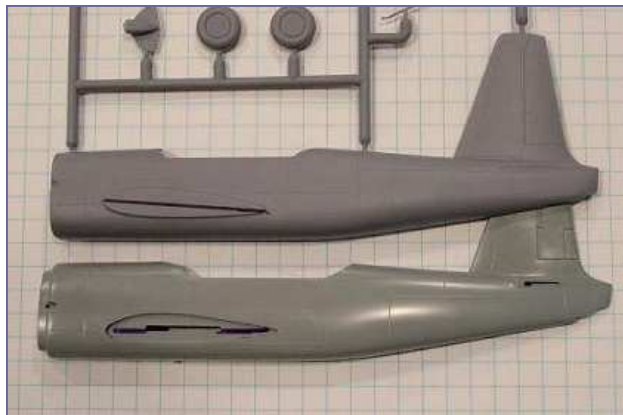
Thus, identification clue number two: If it has no green/earth camouflage and U.S. markings, it's an A-35.

Detail Differences: The differences between the variations of the A-31 and A-35 are in four areas:

- The wing angle of incidence
- The engine installation
- The main landing gear
- The number of wing guns

You will recall, the wing angle of incidence was changed between the A-31 and the A-35. The best way to illustrate this is to compare two 1/72 scale kits that represent the two different aircraft.

The photograph shows a *Special Hobby* fuselage half (A-35) next to a *Frog/Revell* fuselage half (A-31), with the wing chord line marked on each. Note the difference in alignment. This change is why an A-35 kit doesn't really build up into an accurate A-31, and vice-versa. (At least, not without major work).



Study of photos of A-31's show one variation in the engine cowling. Some had an auxiliary air intake in the lower cowling front, and a smaller intake in the upper cowling front. But some had a cowling having only the lower intake.

However, all A-31's had a straight exhaust stack on each side that exited the cowling about mid-fuselage and was cut off at an angle, showing an oval opening in a side view.

So, whether building an A-31 or a Vengeance Mk I model, check photos carefully to ascertain the correct cowling front ring.

The A-35 was delivered in both -A and -B variants. All, so far as I have been able to determine, had cowling fronts with only the lower air intake.

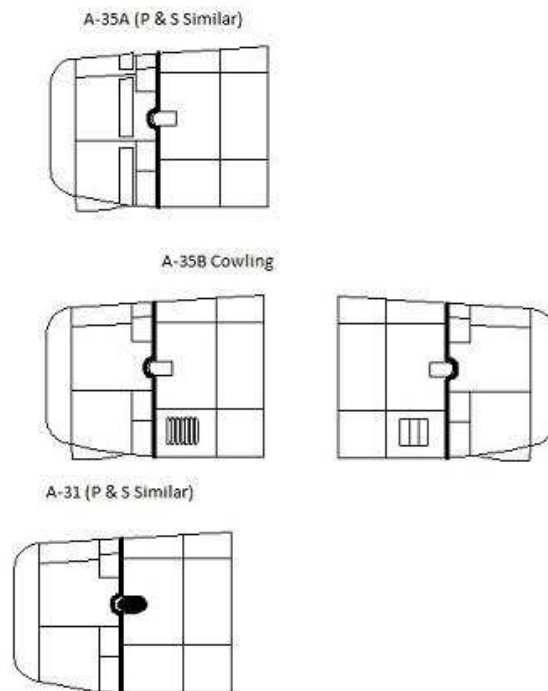
The engine exhaust stack is different and provides identification feature number 3: If the stack opening appears as an oval opening in a side view, it's an A-31.

All A-35's had stacks in the same location that were curved backward and cut off square to the end. So, the stack opening won't be visible in a side view.

The A-35's also added an air scoop under the cowling, offset a few inches to the port side. This is identification feature number four.

There were also numerous changes to the engine cowling and forward fuselage vents in the A-35A and B models. The

figure below illustrates the variations of the cowling and forward fuselage, showing the differences between the A-31 and the A-35A and -B variants.



Much like the P-40, the Vengeance had main gear struts and wheels that retracted rearward and rotated 90 degrees to lie flat in the wing. Also like the P-40, the retracted strut was stowed in a fairing placed under the wing structure.

On the A-31, this fairing lay entirely behind the leading edge of the wing. On the A-35, it protruded ahead of the wing leading edge. (Because the wing leading edge was raised on the A-35, the gear struts had to be slightly longer, and were placed further forward)

The main landing gear of both the A-31 and A-35 had scissors links that attached to the inboard side of the strut, and protruded through openings in the lower gear door, which also attaches to the inboard side of the strut.

On the A-31, this opening was a rectangular hole, with rounded corners. On the A-35, it was a rectangular slot with the open end at the top of the gear door. Near the upper end of each main gear strut was a U-shaped bracket of some sort.

The A-35B also added two more .50 caliber guns to the wing leading edge, bringing the total up to six.

To summarize, the visual differences between an A-31 and an A-35 are:

- A four degree difference in the wing angle of incidence, relative to the engine thrust line.
- An additional air scoop on the outside bottom of the A-35 cowling, slightly offset to port.
- Different exhaust stacks - a straight stack cut off at an angle on the A-31 (and thus showing as an oval from the side), a curved stack with the opening facing rearward on the A-35.
- Slightly different lower main landing gear doors.
- The main landing gear fairings are further forward on the A-35 and protrude slightly ahead of the wing leading edge.

There are as well some more subtle differences between an A-35A and the A-35B:

- Four wing machine gun ports on the A, six on the B.
- Auxiliary ventilation flaps on the top and sides of the A cowling, not found on the B (or the A-31).
- Ventilation louvers on the lower sides of the forward fuselage on the B, not evident on the A, and not found on the A-31.

A review of available kits: *AZ Model* advertises their 1/48th kit as either an A-31 or A-35. From photos of the kit on the web, I've concluded it is an A-35. In any event, in 1/48th this is the only option I've found. So, you are looking at major work to get an accurate A-31 in 1/48th.



You have more choices in 1/72nd. The *Special Hobby* kit's wing attachment on the fuselage sides have the four degree positive incidence angle of the A-35. The kit provides both types of cowling front ring (one or two auxiliary intake openings) and both types of exhaust stack.

The *Frog* kit (re-issued by *Revell*), has the correct zero-incidence wings for an accurate A-31, but has raised panel lines and a rather poor canopy part.

Falcon provides a canopy set (U.S. Aircraft in Commonwealth Service) that has a suitable replacement canopy for the *Frog/Revell* kit.

I have no idea what the *SMER* kit represents.

Ron

Web At Night: Rewind

compiled by Jean-Michael D'Aubigne

Aaron Smischney sent this posting.

It details all the fun that everyone had transporting Lockheed's 'Blackbird' to Area 51 back in the day. Some really cool pictures which might give you a idea or two for an interesting diorama. Or, a different way to display an aircraft model.

Follow the link: http://www.roadrunnersinternationale.com/transporting_the_a-12.html?m=8

Mike Poole has sent in this link to a detailed review of *Moebius Models* Hudson Hornet.

After reading this entry, if you don't know exactly what you'll be getting for your money...well, I just don't want to know you!

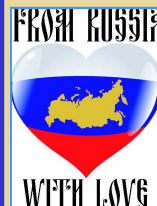
The link is to a specific entry but internetmodeler.com has some other cool stuff worth checking out. Press releases from just about every manufacturer on the planet, columns, features, first looks and lots of new release information.

Follow the link: <http://www.internetmodeler.com/artman/publish/flautomotive/Moebius-Models-1-25-13-Hudson-Hornet.php>

Jean-Michael

IPMS/USA Region 6 2013 Convention

Saturday October 5, 2013
Norris Convention Center
Austin, Texas



Show theme:
"From Russia With Love"
Any Russian/Soviet subject is eligible to win the theme award.

For the latest information, visit www.austinsms.org

Engine Turning Effect on Cowlings and Covers

by Dave Edgerly

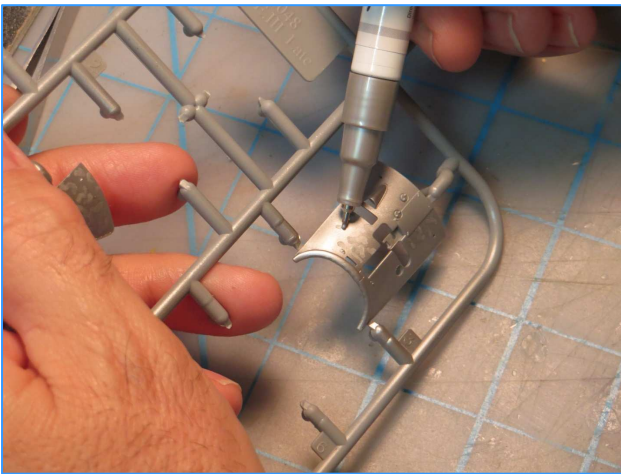
This procedure is presented to y'all with the hopes that more of us will become involved with The Great War aviation modeling.

While the Fokker EIII late Eindeker is the subject, this technique with minor adjustments can be used on any aircraft and certainly on automotive replicas, as well.

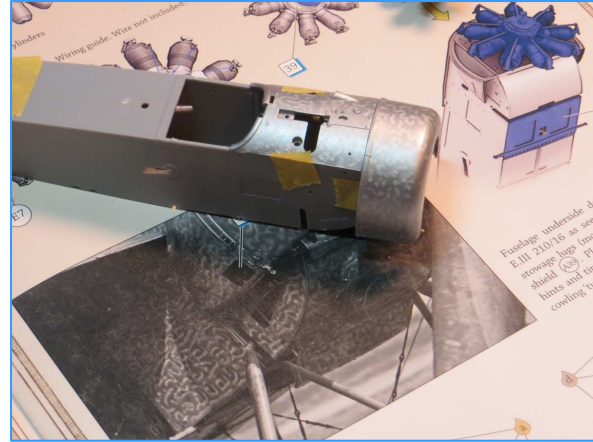


The first thing that I do is to prepare the parts by washing, priming and sanding as smooth as possible. Then my preferred base coat is *Alclad II* Aluminum laid down in 2 or 3 coats. Then, when dry, the fun part begins.

I choose an appropriate sized Chrome *Sharpie*, in this case an extra fine .5mm, and began to lay the pattern.

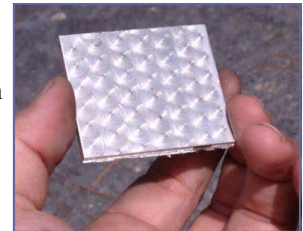


The Fokker factory used a wire brush in a powered tool and randomly ran it around the unpainted aluminum parts. I did the same with the *Sharpie*.



The effect is subtle but with certain light angles and intensity, it is striking.

For the more traditional style seen on classic dashboards of the golden age of automobiles, one would place the *Sharpie* on the piece and twirl it rather than draw squiggles. I would also suggest starting with a chrome base and then draw your pattern.



Not much to it really.

So, are you ready to tackle a 1/32 Spirit of St. Louis?

Dave

Old Rumors/New Kits 2G

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

Armor

Greetings armor fans and welcome armor curious! This month we have the invasion of the modern military subjects. Woo!

Meng Models has officially unveiled its T-90A. This one looks to be a super duper kit...1,303 parts on 26 plastic sprues, 3 frets of photo etch, flexible plastic (Dragon DS-style) mantlet and even two crew helmets.



It has a full engine for display and working suspension. Workable 'cement free' double pin tracks with optional rubber parts. Just like the real thing!

Meng also plan on publishing a companion book with all sorts of details on the T-90 Tank.

Zvezda has a nice T-90 out right now but this one looks to be "the one" to have. If your into that sort of thing.

Rolling on with our modern theme, *Dragon* has just announced a brand new M48 Patton. *Dragon* has gotten a bit of a reputation for 'fake' releases just to scare off the competition. (M3 Lee and Jumbo Sherman, anyone?)

But this looks like the real deal as *Dragon* has seen fit to "show us the plastic". Pretty darned good news!



Also, posted on Missing Lynx Taesung Hamms (owner/sculptor at *Alpine Miniatures*) is asking about cupola dimensions for this thing.

Looks like we may be getting some *quality* Vietnam-era tankers for this beast when it comes out.

Going 'back in time' to WWII, *AFV Club* has a new Churchill Mk. III coming out. This one has a 75mm Mk. V gun. The kit also includes very nice individual track links and a metal barrel.



This kit is just now available from oversea shippers, so expect it stateside very soon.

If you want some light reading *Son of Sherman* from *Ambersand* is expected mid-month. This tome has everything you have ever wanted to know about the Sherman tank. Probably more than you really want to know, actually.

That's the highlights!

Aaron

Sci-Fi and Gruesome Figures

This report is delivered to you from the wild wonderful mountains of West Virginia. We have a few kits that are due soon and they are...

From *Moebius*, we have a couple of Battlestar Galactica related items. The original Battlestar Galactica and a Cylon raider.



Both kits are due in the third quarter of this year. Both are new toolings and commemorate the 35th anniversary of the original series.

Moebius is also going to offer the Martian figure from Mars Attacks and from the TV show Lost in Space, the robot in 1/6th scale. These should be available in July.

Fine Molds has a 1/72nd T.I.E. Fighter/Darth Vader coming for July, as well.



And for a special treat this month we will have a selection of Vampirella kits.

From *Bad Faerie Productions* you can get the following resin figures: a Vampirella bust, Vampirella with a cauldron and skulls, and two different versions of Vampirella with a tombstone.



Solarwind Productions is also showing some resin Vampirella. A 1/12th scale Vampirella and a 1/6 scale 'Vampy'.



For those who like 'gladiator movies' and plastic, *MiniArt* has a 1/16th scale injected molded gladiator.

And that's it folks.

In April 2013, Fujimi announced they will offer a plastic version of the F1 for \$40 in August. Now we hear an imminent announcement at Shizouka Hobby Show by *Aoshima* is to reveal their new offering of an F1 in the \$50 price range.

After 20 years, suddenly there are three kits of the McLaren F1 in 1/24th scale announced in the span of three months!



If you have a fondness for American cars but don't like building kits manufactured from '60s era tooling designed for children, take a look at *Moebius Models*.

They are the same company that has been releasing so many nice kits for monster and sci-fi fans recently. I've been hearing good things about this company from the car crowd and although they don't offer much yet, they have an ambitious release schedule.

Jeff Current vehicles include an accurate 1953 Hudson Hornet, a nice Chrysler 300, a new International LoneStar, and recently announced, a stock Ford F150 Pickup truck due later this year.

Automotive

Way back in 1992 McLaren Racing developed a supercar for the road and named it F1. It was a technology tour de force that was as invincible on the track as it was unobtainable for mere mortals. Car modelers wanted and waited.

When the internet came along, more modelers expressed their desire. For twenty years the most common request from car modelers around the world has been a model of this beautiful beast of a car in a detailed kit.

Finally, in January 2013, *Model Factory Hiro* shocked the model world announcing an ultra high-end resin version (\$300) would be available in March of this year.



I recall the huge investment *Trumpeter* made in their car kits only to discover they hadn't done their homework. These kits are being tooled in China but are managed by a team of product developers in the US that actually *build* models and research actual vehicles and manufacturers archives.

Mike

[Editor's note: I would like to welcome a new member to our august group of correspondents. His name is Golzar Shahrzād. Golzar is from Istanbul, Turkey and will be reporting on miscellaneous stuff. Please make him feel welcome at your earliest opportunity.]

Miscellaneous

As is first column for world known newsletter me say I welcome here am.

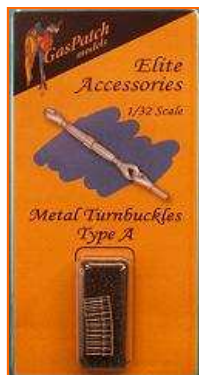
As I was trolling through some new release stuff, I happened upon a re-issue of sorts from *Hasagawa*.

A 1/16th scale "museum quality" Sopwith Camel F.1. It jogged a memory of some earlier releases from *Hasagawa* in the mid-70's. They released a series of kits: a Wright Flyer, SE-5A, Fokker Dr. 1, and a Sopwith Camel.



Those original releases were in 1/8th scale, save for the Wright Flyer which was in 1/16th. *Hasagawa* has re-tooled the kit, replaced the wood with plastic and scaled them down a bit. The kit include realistic rubber tires, metal components, functional rudder/flaps, and metal cowl parts. No word on pricing, as yet. Hopefully, they will release the other kits in that series.

A new company for me is *Gas Patch Models*. They are a Greek company that is manufacturing after-market WWI stuff.



One of the initial releases is 1/32nd and 1/48th scale metal turnbuckles. These after-market sets are priced at appx. \$19.00/\$16.00, respectively.

They also have an neat airspeed indicator kit for your latest WWI flyer. It is a multi-part doodad that really adds to your finished model.

Another item of interest is from *Real Model*. These 'guys' are a Czech company that does photo-etch (go figure) as well as some resin conversion things.

This particular accessory, in 1/35th scale, is a photo etch set. Designed for the *Italeri* kit you can now add an armored cab to your M977/978 HEMTT.



Golzar

Shipping News

Here's the stuff. We have some exciting news for you British cruiser fans out there. *Trumpeter* is coming out with an all new 1/350th scale HMS Belfast.

The kit will reflect her as she was in 1942. This is the cruiser that participated in the sinking of the Scharnhorst and the shelling of the Normandy beaches. This is a welcome addition to their line of ship kits.



Iron Shipwrights has a resin kit in 1/350th of the USS Miami CL-89 (1944).

Hasagawa is coming out with the IJN light cruiser Noshiro (Leyte Gulf) also in 1/350th. They have also decided to come out with what we have been crying for...a Yamato!



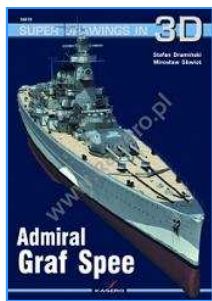
In 1/450th it is kind of an off scale but Yamato fans will take it. It's new and it's a Yamato.

For you Old Navy fans comes the Battleship USS Maryland (1941). This is from *Trumpeter* in 1/700th.

Also in this scale, *Tamiya* has the USS Hamann DD412 (circa 1939) US Destroyer. She saw lots of action in the Pacific before being torpedoed.

In *Revell's* waterline series comes the Royal Navy destroyer HMS Kelly.

Special Navy has a 1/72nd scale U-Boot Type IIA (Coastal Patrol sub).



For you Admiral Graf Spee fans, *Kagero Publishing* is coming out with a 3D special on the pocket battleship. King's Hobby will be glad to special order it for you.

Have Fun. Get to that work desk and build something!

Aircraft

Welcome to May!

So, where has the year gone? It seems just like yesterday I was opening gifts under the Christmas tree. Well, we have a bevy of cool new stuff in your local hobby shops and on the horizon. Let's get started...

First up is *Eduard* and their remarkable Supermarine Spitfire Mk. IXc. Released on April 1st (and it wasn't an April Fool's joke) it's on the shelves right now so support your local Hobby Shop and pick one up.

Everything I've seen and read extols the virtues of this kit. I managed to pick one up to find out what everyone was talking about. I wasn't disappointed.



The kit contains parts for various versions of the Mk. IX and several very nice marking options. Of course, you can also choose from loads of other markings released by decal makers over the years.

Eduard also released several sets of upgrades in their *Brassin* line for this kit, as well. I may just have to get another one.



The big news that has everyone talking, well everyone that likes big kits, is *Tamiya's* recent announcement.

This summer they will be releasing a new tool 1/32nd

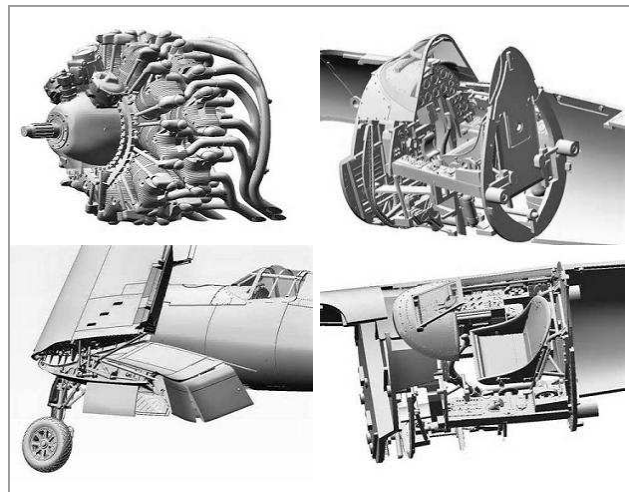
scale Chance-Vought F4U-1 Corsair. Yep, a 'dash one'; the birdcage version.

Who would have guessed? Many guessed that their next big scale release was going to be a Corsair. However, I don't think any of them thought it would be a birdcage Corsair!

There are lots of potential markings for this one. From the dusty and sometimes muddy airfields of the Solomon's, many USMC squadrons operated the F4U-1.

Rick

From the CAD images I've seen out on the world wide interwebs, this kit looks like it will be up to *Tamiya's* typical high standards.



This one is a can't miss item that will sell fast, so don't dawdle or procrastinate.

Another big scale surprise was just recently announced by *Pacific Coast Models*. *PCM* is soon to release a 1/32nd scale Hawker Tempest Mk. II/V. Molded by *Sword*, and containing *CMK* resin and *Eduard* photo etch, this kit is sure to be a popular kit.

Roy Sutherland, of *Cooper Details* and *BarraCudaCals/Resin* fame, assisted with the production of this kit. That alone almost guarantees the accuracy and attention to detail in this kit.



It will be interesting to see how the head to head competition fare as Special Hobby is set to release their Tempest Mk. II/V in June.

KittyHawk, the new darlings of the model manufacturing world, floored everyone with their two recent announcements.

First, they announced a 1/32 North American T-6G. Anybody who loves trainers, or who wants to build an accurate “Baa Baa Black Sheep” Zero, should have this kit on their wish list.



[photo courtesy of Dennis Price]

Even more surprising (to your intrepid reporter, at least) was their announcement of a new 1/48 F-101A/C Voodoo!

Holy Mollie, a new Voodoo! Given *KittyHawk's* track record, this will push the *Monogram* F-101 deeper in the stash or even to the “to sell someday” pile.

I'm not knocking the *Monogram* kit, it's an oldie but goodie. That being said, a new tool Voodoo will be a very nice addition to the “to build someday” pile.



And last, but certainly not least, we've got something for our smaller modelers; scale, that is, not stature. An aptly named Polish company, *Small Stuff*, has just released a 1/72nd scale Sukhoi I-14Bis.

It's an all resin kit of this diminutive speedster. The resin is well cast, blemish free, and contains incredible detail.

The windscreen is molded in clear resin and is very clear and blemish free. This model will certainly make an interesting addition to anyone's collection.



So, get building some of those kits in your stash to make way for these beauties.

If I've missed anything, be sure to give me a shout or contact our dauntless editor.

'til next time.

Randy



For the latest information go to : www.ipmsusa2013.com



In the latest issue of...

IPMS/USA Journal

March + April

Volume 25, Number 02

- **Midway Mitsubishi** - Building FineMolds 1:72 A6M2b as the Zero of a would-be hero. by Chris Bucholtz
- **Making Open Ocean Water** - An easy technique for pleasing seas, by Mike McLeod
- **Rockin' the Robinsons** - Mixing it up with the Polar Lights "Lost in Space" Diorama, by Bart Cusumano
- **On-Going With Your Big Boeing** - Part 2: Construction pitfalls of the AMTech EC-135 ARIA, by Richard C. Engar
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