



SPRUE EXAMINER®

Newsletter of The Austin Scale Modelers Society

December 2014
www.austlnsms.org

USAAF Attack Aircraft Vultee A-19 by Ron McCracken

Next in our series of Attack aircraft is the Vultee A-19. The A-19 designation was assigned to a seven plane service test order of the Vultee V-11, which was a successful export light bomber design, with sales to Turkey, China, and Brazil, among others.

The aircraft was an all-metal, single-engine, low-wing monoplane accommodating a crew of three and carrying a bomb load of 600 pounds in an internal bomb bay. It had a retractable conventional landing gear, four .30 caliber machine guns in the wings, and two flexible mounted .30 caliber machine guns in the aft fuselage for defensive use. At the time the A-19 was ordered (1938) the Army Air Corps was deciding whether to move to twin-engine aircraft to be the replacement for the A-17 that equipped the Air Corps Attack squadrons at the time.

[continued on page four]



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 \$25/individual or \$30/family.

The views expressed in this newsletter are those of the author. It is intended for educational purposes *only*. ASMS does not endorse the contents of any article.



Azur's 1/72 Vultee A-19

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Phil Brandt (in memorium)	Jack Johnston
Eric Choy	Mike Krizan
Angie Forster	Mike Poole
Jeff Forster	Aaron Smischney
Russ Holm	Rick Herrington
Rick Willaman	

Upcoming Events

Model Shows

Calmex XXIX, Lake Charles, Louisiana	1.24.15
http://ipmsswamp.com/	
ModelFiesta 34, San Antonio, Texas	2.21.15
http://alamosquadron.com/	
RiverCon IV, Shreveport, Louisiana	3.14.15
http://www.ipmsredrivermodelers.org/	
MCMA Showdown 2015, Farmers Branch, Texas	3.14.15
http://www.themcma.net/	

Local Club Meetings

Hill Country Outlaws Model Railroading , King's Hobby, Austin, TX	12.13.14
Austin Armor Builders Society, Austin, Texas	12.03.14
http://www.austinarmorbuilders.com	
Austin Model Cars, King's Hobby Shop, Austin, Texas	12.04.14
Centex Modeler's, Trinity Lutheran Church, Copperas Cove, TX	11.20.14
http://www.centx.org	
Lone Star Figure Modeler's, San Marcos Library, San Marcos, TX	12.13.14

Other Events

Build N Bull Day, King's Hobby Shop, Austin, Texas	12.20.14
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IPMS/USA Support the Troops Initiative

The IPMS/USA initiative was established to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones, recovering in hospitals, and rehabilitating in specialized facilities.

The program is expanding into other areas as well. Some local programs take place in USO facilities, some are centered around active duty personnel and are scattered across the country.

The IPMS/USA Support The Troops program is still going full-tilt. The national program director is Jon Emery and his email address is: www.models4troops@gmail.com

Jon is accepting any and all contributions and is sharing them with all of the active programs around the country.

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

Since we will go to press just after the Christmas party this year, I'll predict everyone had a great time. Some tall tales were told, toasts were made, tasty food disappeared, and some excellent White Elephant gifts were exchanged. An eagle-eyed reader might even find themselves pictures at said event in these pages.

Speaking of the White Elephant reminds me that the gift we received last year is coming due on December 18th at our club's monthly meeting. This month's feature event will be the White Elephant Contest. Each and every White Elephant gift received at any party from Christmases passed is eligible for entry in the contest. So, theoretically, you could receive a gift on Saturday, work like crazy all week and enter it in Thursday's contest. Maybe this will be the year some brave soul will attempt it. Whether it's from this year or from a previous one, you'll want to get building because time is almost up.

We also have some other fun items planned in addition to the contest. Randy will take the floor to talk us through a decision for our Capitol Classic show theme for next year. If you have some ideas between now and then please write them down and share them at the meeting. Also, like last year I want to take a little time to open up the meeting to discuss whatever is on your mind. Last year we had a good discussion about the appropriate length for the business meeting and some other ideas that were implemented. We have several new members since last year and I'd like to hear what they think especially in regard to their experiences as members of other clubs. I hope we make it an annual thing each December where we stop frantically chopping wood (i.e. polishing chickens) for a moment and take the time to sharpen our axe and improve the club's operation.

We have a full slate of things happening but don't forget to post what you got from Santa's elves this year on our Facebook page. Have you got killer pics of a newly built model? Attach them to an email with a short description to Mike Gilsbach and he'll post them in your gallery on the ASMS *website*.

Happy Holidays from a happy modeler!

Mike

*Fiddly Bits***Frank Seibert**

It's never too early to Pay Your Dues. Yearly (2015) club dues for ASMS are \$25.00/individual and \$30.00/family. Now, if you was to pay your dues before March 1, 2015 there would be a five dollar discount per category which would bring your grand total to \$20.00/\$25.00, respectively. You may bring your money to a club meeting or send it off to Jeff Forster c/o 1503 Cedar Creek, Cedar Park, Texas 78613. Either way, Stay Calm and Pay Your Dues. I believe he'll accept any negotiable currency other than bitcoins.

The annual ASMS Capital Classic model contest will be held at the usual location (Norris Conference Center) this coming October. With that in mind, start giving it some thought as to a contest theme. Something appropriate for 2015 (50th anniversary of the Gemini Space program, Year of Light, etc.) and something inclusive. Don't want to just be limited to sailing ships. Although I am partial to the idea of anything 1/87th and smaller.

You'll want to attend the January meeting of ASMS, for sure. That meeting will be on January 15th beginning at 7:00PM. That meeting is the one where new club officers for the coming two years will be elected. If you're not there you might just wind up as President. Plan to attend!

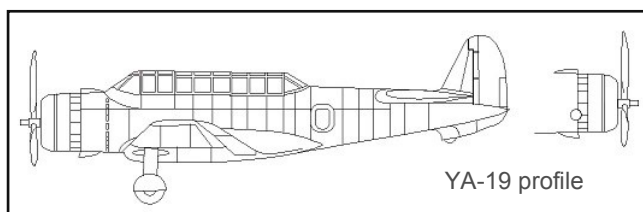
By the way, ASMS was again fortunate to secure the meeting space at the Old Quarry Branch of the Austin Public Library for our monthly meetings in 2015. Thanks to Mike Poole for doing the duty on that.

Frank



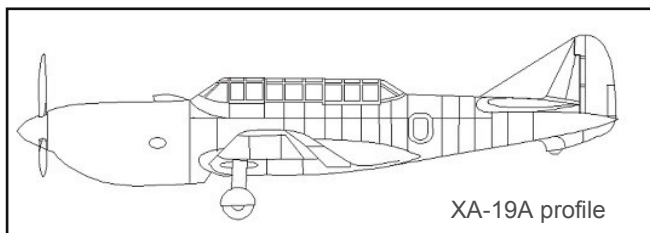
After the trials of the Curtiss A-18, a twin engine design, the A-19 was ordered to provide an up-to-date comparative single engine design, and that is the type's only claim to fame. Eventually, the twin-engine designs such as the A-20 proved superior, and no large production orders for the A-19 were placed.

Five of the original order of seven were delivered as YA-19s and initially assigned to the 17th Attack Group at March Field, California. The other two were immediately modified into engine test beds.



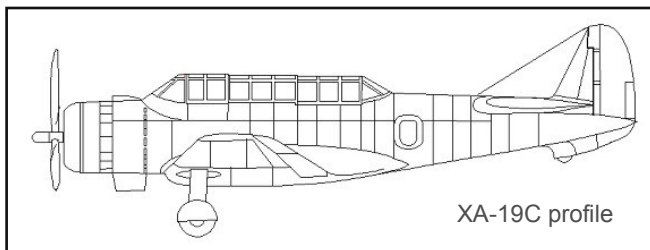
YA-19 profile

The XA-19A is the "ugly duckling" variant, and resulted from taking the last YA-19 off the production line and fitting it with the experimental Lycoming O-1230-1 engine. The O-1230 was a liquid cooled, inline opposed, 12 cylinder engine and its installation resulted in a 6 foot 1.5 inch longer nose, tipped with a large, pointed propeller spinner. It also received a much larger vertical fin.



XA-19A profile

Once the O-1230 testing was done, this same aircraft was refitted with an improved R-1830-51 (the same basic engine as the YA-19) and re-designated XA-19C. It kept the enlarged vertical fin of the XA-19A, but the cowling reverted to a similar size and shape as the YA-19. However, it also had a large C-47 style oil cooler under the lower forward fuselage.



XA-19C profile

About this time you are wondering, "What happened to the A-19B designation"? The second YA-19 off the line was also used as an engine test bed, this time for the R-2800 engine. Photos of this variant are rare, and seldomly correctly identified.

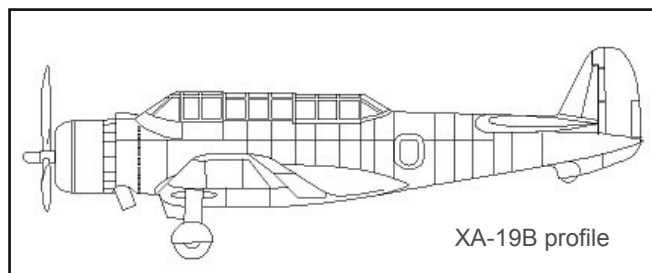
The cowling wouldn't have to be any bigger in diameter than the V-11 cowling. However, it would have to be longer. The engine is also considerably heavier, so adjustments would be needed to retain the correct center of gravity.

One possible solution would be to move the engine firewall further aft to allow more room for the longer engine, while retaining approximately the same overall length. Armed with these facts I've re-assessed a number of "YA-19" photographs and concluded they were really photos of the XA-19B.

The distance between a row of vents in front of the cockpit, and the cowl flaps is much less than on an R-1830 powered YA-19, indicating that the firewall was moved aft.

The photo also revealed a different exhaust system, with two stacks exiting under the rear of the cowling, and a large oil cooler installation under the fuselage at approximately the leading edge of the wings.

The profile drawing is based on that single photo. Unlike the circular oil cooler opening of the XA-19C, this oil cooler was about twice as wide as it was deep, and may have housed twin side-by-side cylindrical oil coolers, like the installation on the Fisher XP-75.



XA-19B profile

For the modeler, the only injection molded kit that can be used is the Azur kit of the Vultee V-11 in 1/72 scale, although an outfit called "Commando 5" produced a resin kit of the YA-19, (for a review: <http://www.internetmodeler.com/scalemodels/flaviation/Commando-5-s-1-72-Vultee-V-11G-V-11GB-YA-19.php>)

Execuform produced a vacuum-formed kit in the same scale. If you want a YA-19 and can find the latter two kits, they are your best bet in 1/72nd.

I've been unsuccessful in locating a 1/48th scale kit of any kind of A-19 (or V-11).

Now for a discussion about converting a V-11 kit into the various A-19s. The Azur kit represents a Vultee V-11-GB, which used a single-row Wright R-1820 radial.

This aircraft has an overall length of 37 feet, 5 inches. The YA-19, which used a P&W R-1830 twin-row radial, had an overall length of 37 feet, 10 inches, a difference of five inches (a bit over 1/16 inch in 1/72nd).

The Wright engine had an approximate diameter of 53.5 inches, the P&W a diameter of 48 inches. So, the engine cowling is a smaller diameter at the front, and is longer as well. These differences provide the primary challenge in modifying the V-11 kit into a YA-19.

I recalled that the DC-3 was designed to utilize either the R-1830 or the R-1820, so a C-47's nacelle dimensions should roughly match those of the V-11 forward fuselage. Using the Italeri C-47 kit as a reference, the cowling, back to the rear of the cowl flaps, is .54 inches long.

The V-11 kit cowling is .43 inches long, a difference of .11 inches, or 7.92 scale inches. The cowling diameters are approximately the same, at the rear of the cowling. So, you could adapt the Italeri C-47 cowling and engine by cutting .040" of length out of the extreme front of the fuselage, then simply glue the Italeri parts on the front in place of the kit engine and cowling.

A word about propellers is also needed. The YA-19 started out with a controllable pitch propeller, but photos indicate that at some point a Hamilton Standard constant-speed prop, with that big domed hub, was substituted on some, or all, of the A-19's.

The XA-19A is a much bigger challenge. If you opt for this variant, on the theory that it is so ugly it is cute, use the Azur V-11 kit as your starting point. Unlike other A-19 variants, there's no kit I know of with an easily adapted O-1230 cowling, so that part you'll have to scratch build in its entirety, along with the vertical fin.

For an XA-19B, you need a cowling suitable for an R-2800 radial engine. The best R-2800 cowling for the XA-19B would probably be one from an F4U-1.

Using the Hasegawa kit as a starting point, it has a cowling .625 inches long, to the rear of the cowl flaps, or 45 inches in 1/72nd scale. This is .195 inches longer than the Italeri C-47 cowling, so you will need to remove a total of .235 inches of length from the forward fuselage of the kit to fit it for the Hasegawa F4U cowling.

The cowling is 49/64 inches in diameter at the front of the cowl flaps, which is exactly the diameter of the Azur kit's cowling. So, it all should come together nicely.

Provisions have to be made for the two rather outsized exhaust stacks, and the under-wing oil cooler has to be scratch built.



The XA-19C can be had by the same process as the YA-19, plus salvage the underslung oil cooler housing from the C-47 kit and attaching it under the forward fuselage just behind the cowling.

Also, for the XA-19C, you need to scratch build that larger vertical fin. However, you get a break on the exhaust stacks, as the XA-19c used stub exhausts that were covered by the cowl flaps.

As for painting, all the A-19s served in bright, shiny bare metal with a bronze green anti-glare panel ahead of the cockpit, with one exception. The XA-19B was painted in temporary water-color camouflage, probably for the Bolling Field Exhibition in 1940, but I've yet to find a specification for the colors used or the complete camouflage pattern.

Interior colors for USAAF aircraft in 1938 were at the manufacturer's option. The most likely choices are aluminum or yellow-green, with black instrument panels. Markings are likewise late 1930's standard: red-centered star-in-circle in four positions on the wings, and red-and-white horizontal stripes behind a vertical blue stripe on the rudder. There would also be "U.S. ARMY" in 24 inch high black letters under the wings.

Some had "GHQAF" unit designators and plane-in-group numbers, but all but the XA-19C can be accurately modeled without these insignia. (They had been applied to the XA-19A before its conversion to the XA-19C, and they were left in place after the conversion).



Ron

**Newsletter Articles
Needed!**

**Any Size, Shape
or Subject.**

All submissions to :
benmorton@grandecom.net



2014 Newsletter Contest Winner announced.

Congratulations are in order to Mike Lamm. During the past twelve months Mike has submitted the most material to the Sprue Examiner for publication. Mike has unstintingly sent in websites, photos, articles, newsworthy model information and, on occasion, just some stuff that wasn't fit for such a prestigious publication as The Sprue Examiner. For his efforts, Mike's 2015 ASMS club dues will be paid for by the newsletter staff.

For those that may be unaware, your erstwhile newsletter editor has been sponsoring a contest whereby **you** send in stuff for publication in The Sprue Examiner. Any and all entries (whether published or not) are eligible and count toward the significant prize of having your club dues paid for by the aforementioned erstwhile newsletter editor. The newsletter contest will continue for 2015 for an unprecedented third year.

Whilst on the subject of club dues, now is as good a time as any to remind you of ASMS's club dues for 2015. ASMS's yearly club dues are \$25.00 per individual and \$30.00 per family. As an incentive, if you pay your club dues by March 1, 2015 those same dues will be discounted \$5.00 per membership category.

You may bring your dues (cash, check, or money order) to a monthly club meeting or remit them c/o Jeff Forster, 1503 Cherry Creek, Cedar Park, Texas 78613.

Web At Night: Rewind ***compiled Jean-Michel D'Aubigne***

As is often the case, I chanced upon this first exhibit whilst doing some internet research on an entirely different subject. Our friends at DARPA (Defense Advanced Research Projects Agency) have been up to some interesting...well, research.

In their neverending struggle for just the right tactical edge on the modern battlefield, DARPA has been doing some theoretical research for a new generation of tank.

The concept that the agency is operating under seems to be that a heavily armored and thus heavy vehicle may not be the best answer. Why not something fast and nimble. While not exactly groundbreaking thought, as light and nimble assault tanks have been fielded by more than one army, this newest vehicle may prove to be *the* answer.

<https://www.youtube.com/watch?v=hIzU4bU9DcA>

The Polish government is taking a different approach when it comes to fielding the next-gen armored vehicle. Instead of going for fast and nimble they are opting for fast and invisible.

A combined project of Obrum, Polish Defense Holdings and BAE systems the 'adaptive technology' tank is scheduled to go into production by 2018.

<https://www.youtube.com/watch?v=py1P2vVfnl8>

Just when you thought that it might be safe, Mike Lamm has submitted another website for your enjoyment. This time we have some interesting photos from Industrial Light and Magic Studios (ILM) detailing some of the various spacecraft from the original Star Wars trilogy or Volumes IV, V and VI.

These photos show amazing detail and some of the work that those modeler builders went through to achieve the desired end. There are some good detail shots that may help with that next extraterrestrial flying project. "May the ..." Go ahead try *not* to complete the phrase.

<http://imgur.com/a/Zt9Y4?gallery>

I have not, as yet, found a proper website and /or video presentation about working with length and link model tank tracks. I did however run across this brief introduction to the various types of tank tracks that are available.

As to the author's comment regarding length and link tank tracks... "modeler's tend to either love or hate these." I find myself in that latter category.

www.scalemodeguide.com/construction/materials/types-tank-tracks/

This next installment is more a point of personnel privilege than anything else. Unbeknownst to me, San Marcos, Texas has a 'real' hobby shop. Artistic Hobbies is located on Hwy 123, Suite 203 in the Fountain Plaza (East of IH-35).

They specialize in RC stuff (aircraft, 1/16 tanks and large scale trucks) but also carry the usual sundries that one associates with a hobby shop (paint, glue, motorizable kits, etc.) Artistic Hobbies also carries the Pan Pastel line of weathering sets. As the sign says..."Support your local hobby shop". More information here:

www.artistichobbies.com

The 73rd anniversary of the attack on Pearl Harbor was this past December 7th. The PBS Newshour ran a story about that date highlighting a last-of-its-kind aircraft that survived the attack, a Sikorsky JRS-1 Flying Boat.

The aircraft currently awaits at the Smithsonian's Air/Space Museum restoration facility. The museum staff is debating whether or not to fully restore the aircraft or leave it 'as is'. Perhaps this presentation will provide some inspiration about finishing your next project.

<http://www.pbs.org/newshour/bb/remember-pearl-harbor-debate-restoring-last-kind-military-plane/>

Jean-Michel



Serious Modeler by Rick Cotton

Why do we choose the subjects we build? Most of us can be referred to as “an airplane guy”, or an “armor guy”, or a “car guy”. Typically, I think most of us will predominantly build one subject, but branch out into others as the mood strikes.

I happen to be primarily a ship guy, which automatically makes me suspect and odd to others. I also build the occasional mediocre airplane model.

In the past, I did some armor, but that was long, long ago, before I became afflicted with SERIOUS MODEL-ER disease.

A very few of us build all sorts of stuff, and do all of it well. We hate those guys...uh...I mean... we respect those guys who can pull down Best Something or Other trophies in three or four genres at the same show. Those modelers are a special breed.

Why do we build what we do? How do we choose that next subject? Some choose by historical era. Some choose by brand. Scuffles have been known to start over the relative merits of Tamiya vs. Italeri. Some choose by scale, especially those of us with fat fingers and bad eyesight. For us...forgive me...size does matter. Some choose by cost, building what they can afford.

But many of us choose with one single solitary goal in mind...to absolutely defeat, obliterate, destroy, and dominate our fellow modelers at the next show. We look for the perfect project, the blank canvas upon which we will show them this time.

Our personal case of Serious Modeler Disease (SMD) kicks in and we start the process. We begin to search the Internet for reference pictures looking for any and every detail picture that can be found.

Next we begin to see what sorts of aftermarket parts and goodies there are for the project. \$200 dollars worth of brass, resin and decals for that 20-dollar model plane? Sure, that makes lots of sense! How about a base? How about lights? How about some nice resin figures?

What about paint? No, not that half-dried stuff I already have. I need NEW paint. Whaddya mean \$5 a jar, that's outrageous! Gimme three. I can't paint new paint with old brushes...maybe a new airbrush that will shoot a 1/50000th of an inch line?

And on, and on, and on until the project budget begins to look like the GDP of some small countries.

SMD is insidious. It's sneaky. It's like a beautiful femme fatale, who will lead you down the garden path of modeling bliss, only to stab you in the back with your own #11 blade. It will make you show up at the contest red-faced, bleary-eyed, and certain that the judges are out to get you.

And SMD is absolutely relentless. Every now and then, a model just “clicks”, and goes together, exactly as you hoped it would. It wins at shows. It picks up a special trophy or two.

And, when the moon is just right and the planets are aligned, it might even take the Holy Grail...the Best of Show trophy.

Oh GAWD do you feel good! The angels are singing, and you feel vindicated for all the times the sight-impaired judges at the last three shows have robbed you (allegedly).

You have shown them once and for all time, that you are a Serious Modeler. You are NUMBER ONE! That is for approximately ten minutes.

Then comes the horrible realization that the season is over, you spent the whole year working on and showing off this one model, and you have nothing eligible for next year.

The process begins, all over again, only worse now, because you must top yourself, and the next show is in January. You cannot show up at the next show with something less than spectacular, because you are now a marked man, a known Serious Modeler.

Just like winning a Super Bowl puts a target on a football team's back, you now know that everyone is out to beat *you*. Can you handle the pressure?

Of course you can. You are up to the challenge. You are not afraid. You bought another twenty-dollar model at the last show. You are thinking about getting a second job to pay for the brass and resin you will obviously need.

You are a Serious Modeler.

Rick

Of Rope And Such Heavy Matters by Yama Ploskonka

Rigging and rope is almost the ultimate challenge, just short of sails when it comes to complicating one's life by means of re-creating a perfect scale ship reproduction.

I intend to discuss some of the explorations that I am attempting when trying to represent rope accurately in quality scale models. While it might be of some interest to armor folks, I'm hoping this matter is of vital importance to those of us foolish enough to get tied up with tall ships.

Namely, expect to find some fibers of knowledge regarding materials, color, structure, shape, manner of coiling, finishing and "weight" in the display. Here's the twist (yes, yes, too many ropey puns. I'll try to lasso each one I can).

As I was getting immersed into this subject I found it interesting that while you can get pretty much anything else in kit form or after-market parts, good quality exact scale rope appears to be quite a rarity.

The usual advice is to "make your own." Which is not enormously difficult, but neither is it a given. The result being that looking at detailed pictures of finished, high quality, thousands of hours model work you often end up noticing that the magic is lost when it comes to the twist of the cordage. So, let's start with what a real rope looks like. Modern and very old.

Fibers come together as bundles. Bundles are twisted into yarn. Many yarns together are twisted into strands. Several strands twisted together (usually 3) form a rope. Several ropes twisted together make a cable. Specialized words for rope among sailors are too many to count here.



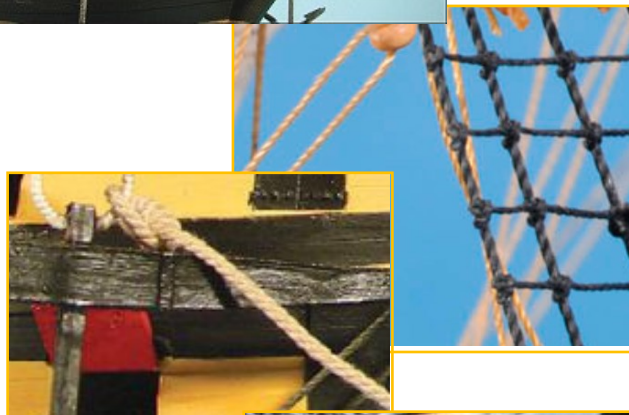
A 3-strand rope, each strand formed by maybe 30 yarns.

This next photo is an authentic 16th century fragment, cable made of 3 hawsers. Hawser is a generic term for 3-strand rope. Notice how intense the twist is.

Notice that it has tar. A standard in standing rigging.



These are some detail photos of model, priced at nearly \$1,400.



I would say that it's a bit better than many, but you can easily notice it's using 2-strand twine. Ouch. The twist sense is correct, however.



Hawsers (remember, 3-strand) are not the only structure, but was the most used, as the strands distribute the load best four and five strands were used when stronger ropes were desired requiring a core or heart (more strands).

The lay (angle) of the rope is closer to perpendicular. It looks beefier, more real. I am still trying to learn

what kind of rope goes where. It gets silly really fast.

And that's not all. To compensate for torsion tension, in certain places the port rigging uses rope twisted left-handed. So much fun! Coiled rope goes in contrary directions depending on the twist. This has to be taken into account.



I have found only 2 suppliers of scale model rope so far: Syren and Morope. Neither one seem to address these twisty issues beyond the standard plain-laid 9-strand. Both suppliers do, however, offer a choice of colors.

Morope seems to be some highly flexible fiber mix. It "hangs" very nicely and is available both left and right-handed and is more elastic. Syren is cotton-linen and, apparently, only right-handed. Quite reasonably priced considering the usual costs for this hobby.

Let's talk color now. Generally standing rigging was tarred to protect it from rot at the expense of flexibility. Running rigging needed to remain supple, so was usually white or ivory.

Tea can do wonders for tinting natural fibers. Usual advice is to tint all your cordage in one go so you have the same tint throughout. If you have managed to both tar and age your rope while showing clearer fiber throughout please tell me the trick. Straight black cordage just looks wrong.

Which brings us to the fibers. So, originally rope was made with hemp. If you are into naval period modeling I assume you do not use oak for planking even though oak was what ships of yore were made out of. Same difference.

When doing scale, we need to scale down not just the dimensions, but also the grain! That is, 1/1 oak looks like oak, 1/48 or smaller oak looks like some termite infested cork. That is why we use pear or at least walnut to scale down oak. Same with cordage.

To imitate rough hemp, when going to 1/48 scale you want cotton, maybe cotton-linen, not hemp. Hemp would look like steel cable gone amuk. If going to an even smaller scale use linen or silk.

A friend suggested spider thread for the really small scales. I need to experiment further with "aging" cordage. Modern cotton has a very long, smooth fiber that just looks too perfect and is too stiff.

So we get to the point where you'll be making your own rope. I will let you look at the web tubes for the how. There are plenty of home-made rigs out there.

Let me just mention sourcing of the fiber. Avoid pre-twisted string, twine or sewing thread. Those are usually made with two yarns. No good unless you're lucky to find it's made out of three yarns.

Even then the real rope is made with many yarns twisted together. Of course, in modern-era real rope, those yarns are each twisted individually.

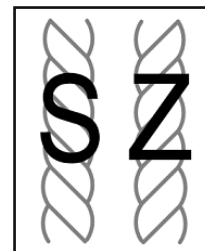


I do not know when the yarns started to be twisted but in the XVII century they were definitely not. Crochet/embroidery floss is not twisted. It is thus probably a better starting point than any, yet notice the yarns are somewhat distinct. A good thing.

Also, natural fibers are easier to tint though some synthetics are more pliable. A mix with synthetic fibers would give the "aged" effect, where some fibers look clearer as if the tar had been worn off from use. But not even I feel quite ready yet to blend my own yarn!

With my own rig for manufacturing three-strand rope, I can change the settings in the microcontroller and adjust precisely the amount of twist in the strand and make either right or left hand twists.

Different from the traditional approach, the yarns are in spools and the process is continuous instead of manually trying to figure out when the strand is twisted enough.



This also results in more uniform rope. Real period rope was made by hand, in long runs. True this was big technology for the kingdoms It was made by highly experienced fellows who managed perfect uniformity despite the manual process.

After making a length of rope I can re-run that through the machine to achieve 3x3-strand cable. Another improvement might be to handle multiple strands and add a heart. I may call it the 'Tin Man' rope.

Seriously, I am wondering if adding a silicone heart would result in rope suitable for pre-manufactured rigging with ratlines already set. The additional elasticity would allow for some give to do precise adjustment without needing to re-do the ratlines.

Whipping a rope has to do with how you treat the ends so they do not fray. I merely mention this in passing, as it's a complex endeavor even with "normal size" rope.

Remember that in real life rope lines are quite long and the coils hanging here and there must be rather large if the intent is to be authentic.

Finally, you've got your rope. It's time to set it in place. Do not forget that real life rope is HEAVY. It is weight that gives it a natural hang that needs be preserved.

Even if your perfect scale rope is perfect in size, color and everything else, it's too lightweight to be in-scale. The fibers are too stiff compared to its normal-sized original. Our miniature, well-twisted, scale rope is almost rigidly straight!

A handy trick is to soak natural-fiber scale rope in 1 teaspoon white glue to one cup of water, and then set it in position. Wet, the fibers will be more pliable and grab better around blocks.

It will be possible to place coils in position and press the rope down as if under its own weight, gaining its scale-perfect hang. White glue can be reshaped easily with heat, if necessary.

Let me refer you to this excellent article: <http://navi.modelisme.com/article477.html>

Yama



IPMS/USA 2015 National Convention July 22-25, 2015 Columbus, Ohio

The International Plastic Modeler's Society 2015 National Convention website is available to pursue. There is a lot of information there and it will be added too as the actual event approaches.



More information about the National Convention may be obtained at: ipmsusa2015.com

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F9F Cougar Detail & Scale Digital Volume 2 by Floyd S. Werner, Jr., IPMS No. 26266

The new Kitty Hawk F9F Cougar is a really nice looking model but until now there were very limited references on the aircraft. Detail & Scale's newest digital book is the perfect one stop shop for this kit and this aircraft. Everything, and I mean everything, you could want to know about the Cougar is included in this book.

Detail & Scale has become known for their extensive research and this book is no different on that aspect. With the price of printed material being so high and with the benefits of computer digital books, this is the perfect marriage of information and technology.

There are things that you can do with a computer/tablet that you can't do with a book. Because it is a digital book, it can be updated as new information becomes available. It also allows Detail & Scale to put a lot of information into one area for a minimum cost.

This particular book features 408 pages of information with over 530 photos with more than 200 of them being in full color most of the time. Speaking of photos, one of the features is that you can blow up every photo throughout the book. You can skip quickly to any portion of the book.

The chapters are broken down into developmental history, Cougar variants, Flying the Cougar, Cougar Details, Paint Schemes, Squadrons, and the Modelers' Section.

DEVELOPMENTAL HISTORY



The developmental history follows the Cougar from its Panther beginnings to the ultimate Cougar F9F-8P (or TF-9J).

Each version is covered in detail to include the side and plan view drawings. All the changes between the versions are covered in detail.

The "Cougar Variants" chapter further details the deployment of the Cougar throughout its history. Some interesting variants existed such as the F9F developed to be deployed on a flex deck. That is an interesting idea that never panned out for the Navy.

The "Flying the Cougar" section talks to a couple of pilots who flew the aircraft in testing and in service, including a photo recon pilot and a drone pilot.



The third section is the heart and soul that Detail & Scale books are known for, the detail section. The chapter is lavishly illustrated with photos of the various details of the F9F.

This section epitomizes the handiness of a digital book. You can zero in on parts for painting and detailing. The other thing about the digital book is that the author can include ALL the cockpits and armament, things that could not be covered with this level of detail and size of the photos. This is the best reason to buy this digital book. You can have this on your tablet sitting on your workbench with the pictures in large format.



The Cougar sported a variety of paint schemes throughout its history. Starting out in overall gloss sea blue to white and fluorescent red-orange (my favorite) to drone international orange. There is something here for everyone.

The squadrons who used the F9F are in the next chapter. Every Navy and Marine squadron is illustrated by Rock Roszak. All the squadrons are supported with photos and their profiles. Even test and evaluation squadrons are in this section. Again, there is something in there for everybody. The Blue Angels are even included.

MODELERS' SECTION



These four Cougar models were all built from the Hasegawa 1/72nd scale kit. The F9F-8P was converted using the Airmodel camera nose. (Kinzey)

The "Modeler's Section" is a special chapter that reviews all the available models on the market. Also aftermarket items are used on the appropriate kits and an honest review is include throughout.

The final section is an advertising section for the other Detail & Scale digital books available and in the future. It also has a preview of Furball Aero-Design decals.

Detail & Scale previously released a book on the Cougar in 1983, but let me tell you this digital book ain't your daddy's soft covered book. The old book had 72 pages with 168 photos, with only 29 being in color.

The new digital book has 400 pages, more than 530 photos with over 200 of which are in color. Besides that, the new digital book offers Pilot Reports and 43 color profiles.

Still not convinced? How about the price? The old book on the secondary market costs between \$18.50 and \$37. The new digital is just \$9.99.

1/32nd SCALE KIT

Fisher Model and Pattern F9F-8 Cougar



The Fisher Model and Pattern F9F-8 Cougar is a superb multi-media kit in 1/32nd scale. It is very accurate and amazingly well detailed. (Fisher)

If you want to buy just one book for the Cougar then look no further. This is your book. This book and the previous one on the Demon are *THE* reference book on these aircraft.

The digital format allows so much information to be included for a fraction of the price. If they printed this book you would be paying over \$70, so it is a bargain.

The ability to enlarge the photos and illustrations is a valuable feature that you can't do with a 'real' book. I look forward to the next release on the Banshee, which should coincide with the Kitty Hawk release of that model.

Highly recommended.

Thanks to Detail & Scale for the review copy. You can obtain yours by purchasing it through iTunes. It really is a bargain!

Floyd



New To Me by Cesar Herdez

From time to time I stumble upon a 'new to me' kit manufacturer. Occasionally the new guy has been in existence for decades and I'm just now becoming aware.

The majority of these new establishments seem to be from the Czech Republic. With the after-market community being very much alive and well in that part of the world. New manufacturers, particularly of small scale kits and goodies, are popping up all over the place.



This also seems to be the case with new Chinese model manufacturers. Case in point is Model Collect. By most accounts this company began selling kits in 2013 on EBay. With the

passage of time and some savvy marketing their distribution base is expanding. Now Model Collect appears to be going mainstream with distribution through Lucky Models and HobbyLink/Japan, to name a few.

Model Collect's initial releases were of modern Russian armor (T-72/T-90 and variants). I suspect trying to compete with Ace, UM, and some of the other Eastern European manufacturers but with what might be considered a better product.

There is a good kit review / build of their T-90A kit on MiniAFV. (Careful readers will remember mention of this Turkish modelers blogspot from a previous edition of the Sprue Examiner.)

miniafv.blogspot.com/2013/03/modelcollect-172-t-90-review-by-erhan.html

From initial appearances, these Model Collect kits are on par, quality wise, with the 1/72nd scale armor kits manufactured by Dragon showing nice molded detail and acceptable DS type tracks.

As previously mentioned, Model Collect initially offered



some modern Russian armor and a few variants. The latest offerings are going back to 1945 /46 with some 'what if' models of the German E-75. These are variations of the same kit with a E-75 w/88mm, one armed with a 128mm and a Flakpanzer variant with an MSRP of \$17.99.

The company's website alludes to small scale aircraft getting into their product line with an inaugural release of the LuftKrieger. No word on an actual release date or pricing. But a cool looking project, nevertheless. Visit their website for all the latest information.



www.modelcollect.com

Cesar



Monthly Program Schedule by Ron McCracken, Vice-President

Month	Presenter/Subject
December	Quarterly Contest/ White Elephant

The program for the last ASMS monthly club meeting this year is the White Elephant Contest. These are kits that were received at the 2013 Annual Christmas Party/Gift Exchange.

If you're interested in making a presentation at one of our club meetings during 2015 contact Ron McCracken at: ron_mccracken@att.net

Old Rumors / New Kits 2G

Randy Bumgardner, Rick Herrington, Mike Poole, Golzar Shahrzad, Aaron Smischney

Shipping News

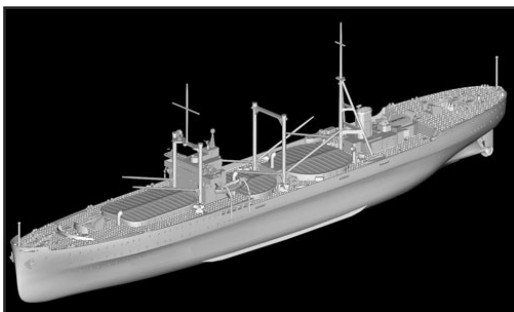
Slim pickings on the ship modeling front.

No 200th scale releases, thank goodness but a few in 1/700th and 1/350th.



In 1/350 scale from Skywave are a couple of modern destroyers. JMSDF Modern DD-162 Teruzuki Destroyer and JMSDF Modern DDG-174 Guided Missile Destroyer

In 1/700, also from Skywave something a bit different, the Japanese munition ship Kashino.



Pit Road is showing the CV-8 USS

Hornet carrier with photo etch parts included.

Aoshima has some options for you if you wish to model the HMS Ark Royal, Bismarck Pursuit 1941. The kit will be released with and without photo etched parts.

The release date for these kits has been pushed back



to some time in January. Aoshima is also releasing the IJN Destroyer Amatsukaze.

That's it for this month and this year. Pull a kit from that stash and build it!

Rick

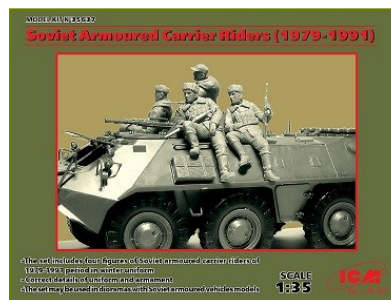


Miscellaneous

Avid readers of the Sprue Examiner may recall a contest some few months ago in which you were asked to identify a specific aircraft. The aircraft in question was the Transavia Airtruk. In commemoration of the film 'Beyond the Thunderdome' and I suspect because the filmmaker is remaking the 2nd Mad Max film, Skarkit is re-releasing their 1/72 resin Transavia Airtruk PL-12. Good on ya !



Also for you resin people, Unicraft has a 1/72 Bristol F-11/37 British WWII fighter-bomber.



This next kit is available in some quarters now. Released by ICM it is a figure set of Soviet Armoured Carrier riders (1979-95).

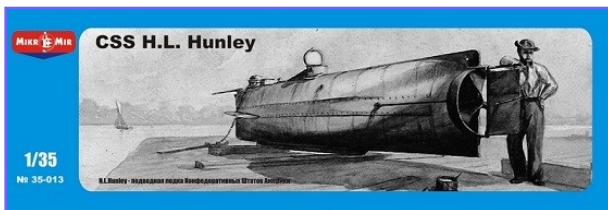
The set, in 1/35th scale, contains four figures with all the appropriate winter uniforms and armaments.

LiveResin, as you may recall, does modern military resin figures in excruciating detail. And from time to time they do the odd full kit. This time it's a military tactical robot, the Secutor. In 1/35th scale it will look great next to your updated Abrams or Stryker (figure not included).



Not to leave out the WWII crowd, Aero-bonus (Aires) has a 1/48th scale US Army aircraft mechanic, Pacific theatre. Two other aircraft mechanic are forthcoming.

Micro-Mir has the CSS H.L. Hunley coming your 'ways'. It's in 1/35th scale.



RVHP Models has a resin 1/72nd scale Beechcraft 1999C-1 airliner for your building pleasure. The kit comes with clear fuselage windows and white metal undercarriage parts.



They also are showing the Gates Lear jet in several different liveries.

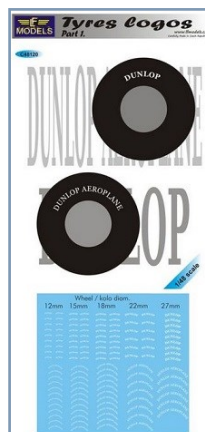
Finally, an injected molded kit release from ICM. The first time in plastic and in 1/24scale, it's the Model T 1912 Roadster. The kit has a detailed chassis, engine, and interior with bronzed details (I don't know what that means) and rubber tires.



Evergreen Scale Models fans are familiar with their

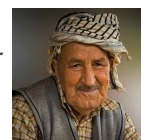
line of strip, rods, tubes, etc. But were you aware that Tamiya is trying to horn in on that business. With their own line of plastic strips and rods Tamiya is adding soft plastic round beams.

These are simple clear plastic rods that are 40 centimeters long (that's about a foot for you Imperial system people) and come in 2mm / 3mm diameters. The marketing people tell us that the rods are bendable with the heat of a light blub but they don't mention which kind of light bulb, compact fluorescent or incandescent.



For the detailed oriented amongst us, LF Models (a British company) has some decal tyre logos in both 1/72 and 1/48. They have three different sets: Goodyear, Firestone, and Dunlop/Palmer.

Golzar



Aircraft

Merry Christmas, Happy Holidays, etc.! Welcome to December. This year went by very fast and I hope some of you got something built this year.

Since it's December, almost everyone is buzzing about the annual Wingnut Wings December release. And this year is certainly no exception. In fact, this year held quite a big (a very big) surprise.

Wingnut Wings started by announcing a brand new Hansa-Brandenburg W.12 in 1/32nd scale. As some of you may recall, WnW released their Hansa-Brandenburg W.29 a few years ago and it sold out. So, there are no more of them – unless you want to pay a lot of money to someone on eBay.

Now they have released another float plane in their lineup of highly detailed, nicely molded Great War aircraft. If that wasn't enough, a week or so later WnW really wowed everyone with their next surprise. They are releasing a 1/32 Felixstowe F.2A flying boat.



Actually, they are releasing two of them, an Early and Late version. This thing is big – all three feet of the wingspan. Grab a yardstick and walk around your house with it. It's that big.

But wait, there's more! Wingnut Wings has released a box set of their models in the past named "The Du-elists" that contained historic adversaries in a single box. Well, their Felixstowe is getting the same treatment.

And, wait for it, they are bringing the Hansa-Brandenburg W.29 back! Yep, they are reviving that discontinued kit in this special boxing. So, if you want one, and you also wanted a Felixstowe, now is your chance. Whew, that's a tough act to follow. But here goes...

Kitty Hawk will be releasing a brand new 1/48 Grumman F9F-8/-9P in January of 2015. Most likely based on their previous release of the "Twogor", this release is the first Cougar in 1/48th scale in a long time.

From what I've seen and heard online, there is some tricky business concerning the fuselage fit.

Some have had problems and others have not. You pay your money and you take your chances. Perhaps they've addressed this shortcoming.



Revell of Germany has released a 1/72 Chance Vought F4U-1A Corsair. For those of you who didn't want the big Tamiya version, you have a little version for your stash.

It does have some shape issues and aside from that RoG's bang for the buck can't be beat.



Special Hobby will be releasing another not-often kitted model: the Grumman AF-2S Guardian in 1/48th scale. The kit will be released in February of 2015.

Given the fact that the years are flying by, that's not too far into the future. It's nice to see an early Cold War ASW aircraft getting some love. It won't be an



easy, shake and bake, kit to build, but Special Hobby should throw in some nice resin and photo etch.

That's all I've got for now. Short and sweet with plenty of time for everyone to get out there do some shopping, and (always) have some fun.

'Til next month... go build a model!

Randy



Automotive

I mentioned in an earlier newsletter that Revell has been working on a new 1/24th tool for the La Ferrari road car. It's finally available and upon perusing the instructions appears to be a pretty detailed kit comprising about 140 parts.

Their kit features a full-detail V12 engine, 7-speed transmission, and lift-off rear section. If you are interested in the subject but find the Tamiya too dear or hard to find this one is available now bargain priced at around \$22.00.



One of my favorite dream cars in the early '80's was the BMW M1. There was something about that angular Giugiaro Italdesign flare and a huge engine stuffed in the back that caught my imagination. But models of the car have always been very rare.



Fortunately, the folks at Revell now offer a pretty good 1/24th likeness of this aging exotic with a multi-part 6-cylinder engine, instrument panel, removable rear hatch, and decals for two versions. Look for it out now in the \$25.00 range.

When Tamiya isn't tooling up endless Japanese subjects they often pick the most esoteric (i.e. bizarre) vehicles to add to their lineup. New in their stable for January is the Citroen deux chevaux fourgonnettes, or 2CV delivery van.

Their earlier 2CV passenger car was apparently pretty popular with the car modelling crowd, so why not? I don't know much about this vehicle other than it looks very French (with apologies to Jean-Michel). Look for it early next year in the \$40.00 range.



The 2014 Chevrolet Corvette is a totally new from the ground up design for GM. I haven't looked at the real car up close yet but can tell you the pictures make me all tingly inside.

So it was with much anticipation that I read in the IPMS GTR newsletter last week that the folks at Revell USA are busy finalizing the tooling for their 1/25th

scale version. Tooling shots reveal it will have a moderate amount of detail perhaps in the 70 to 80 parts range. I have no information on pricing or availability yet but will keep everyone posted as information develops.



That's all from the glossy end.

Mike



Armor

Howdy armor fans and Hello to all y'all armor curious!

Let us see what's new from our friends at MENG Models.



They have a ton of neat stuff coming out!

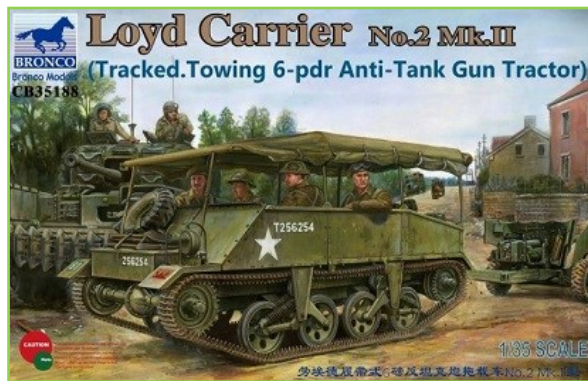
Just announced is a vending machine and "dustbin" set that looks like it will be super cool for a modern setting. The kit, in 1/35th scale, includes two common

vending machines and one outdoor dustbin. Next up from Meng is a set that includes all you need to dispose of those terrible IED's. The set includes two figures, a Talon military robot, an iRobot 510 and associated control computers. I really like the robot, the figures would be great for a diorama setting!

Lets get to the vehicles. How about a Cougar MRAP? The seat-belt detail is cool, and will be a much better "look" than using photo etch. Also announced is a new IDF Achzarit (late) with full interior!



Let's see what Bronco has to offer...looks like they are releasing a new Loyd Carrier No. 2, Mk. II hauling a 6-pdr.



Dragon has just announced a new M270A1 Multiple Launch Rocket S(MLRs).

They just have a photo of the real deal, but its supposed to be out in January:





Trumpeter has a BTR-70 kitted out for Afghanistan in the 80's.

Let's finish up with Tamiya who announced three new kits. First up is a big scale (1/16) version of their superb JGSDF Type 10 tank, available in either static or full-option RC. Both kits come with a driver figure (bust) and MSRP on the RC model is 110000. yen or



the better part of a U.S. thousand dollar bill. The electronics for these kits have gotten pretty sophisticated with automatic stabilization for the main gun, among other things.



For the 1/48 fans a surprise, the 38(t) in German markings!



And finally, Tamiya is releasing a variant of their Gamma Goat kit. This time as an ambulance.

That's the highlights, 'till next time!

Aaron



Guess The Desk

In an ongoing, occasional effort to help you get to know your fellow club members in Austin Scale Modeler's Society, the newsletter staff would like to present you with another exciting adventure in 'Guess the Desk'.

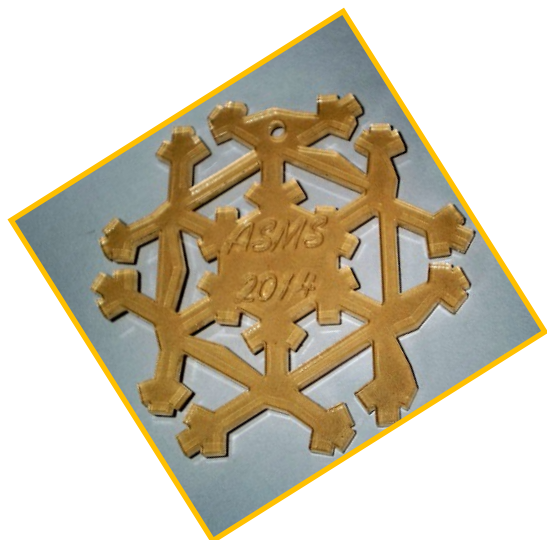
For those that are either new to our august body or just simply forgot what this is all about, the following is a photo of a fellow club member's work desk/area and another of their model stash, or at least a portion of their model stash.



Your task, should you choose to accept it, is to identify the ASMS club member and send your entry to: benmorton@grandecom.net . All entries (whether correct or not) will be awarded an honored place amongst those vying for the coveted 2015 newsletter contest award. In the event of a tie, you both lose.

Best of luck!

Answer: Randy Bumgardner



**ASMS Christmas 2014
by Roy Lothbrok**

This past Saturday, in point of fact 12.13.14, Austin Scale Modeler's Society held it's annual Christmas Party and White Elephant gift exchange.

As is normal for such an assembly, food and frivolity were abundant. A special note of thanks and appreciation are in order for our hosts; Randy Bumgardner and the effervescent Liona Downs. The bill of fare featured some ham as well as two superbly prepared turkeys by our host. Which is to nothing about the side dishes provide by attendees. I can only assume that others were as ravenous as I as a serious dent was put upon all the goodies. So much so that this writer was unable to get even *ONE* macaroon.

There was a smattering of discontent that centered around *some* people being unable to read and comprehend written map instructions. To those that may have been affected be assured that those concerns did not fall on deaf ears. The newsletter staff is currently tasked with fixing those minor problems. The staff is also hard at work on being able to provide the option of a large-print copy for subsequent festivities.

Roy



The best one-eyed turkey in the place.



Despite his best efforts, our host didn't muck-up the craving of the bird.



"I hope that there's a dinosaur kit under this tree."



"What would be neat is to get a set of German infantry in winter uniforms."



"I'm looking straight at it and I still don't know what it is."



"There was a time when I wouldn't have had any trouble opening a present."



Why is it that Mr. Bill is *a*lways hanging out around the ladies?



Anyone have any threes?

[Special note of thanks to Yama Ploskonka for providing each of us with a laser-cut/etched Christmas ornament.]



Join International Plastic Modeler's Society/USA

IPMS/USA is dedicated to the hobby (and fun) of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our Local Regions and Chapters sponsor Model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

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As a member, you'll also be able to access our online Discussion Board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or the Society in general. Many Hobby Shops and Model Vendors around the USA offer discounts for members.

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North Canton, Ohio 44720-0475

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In the latest issue of:

IPMS/USA Journal September+October



- Skills To Build - A National Contest 50 Years in the Making, by Richard C. Engar
- A Big Boeing Gets Going - 8th Air Force Animated 1:32 Diorama, by George R. Mustafa
- Juniors - Category Zero
- Aircraft - Category One
- Military - Category Two
- Figures - Category Three
- Ships - Category Four
- Automotive - Category Five
- Space And Sci-Fi - Category Six
- Dioramas - Category Seven
- Miscellaneous - Category Eight
- Special Awards - Category Nine
- Tom Kolk Best Junior Model - 1941 Willys, by Mark Russell
- George Lee Judges' Grand Award - The Reaper V-8 Trike, by Alexan-

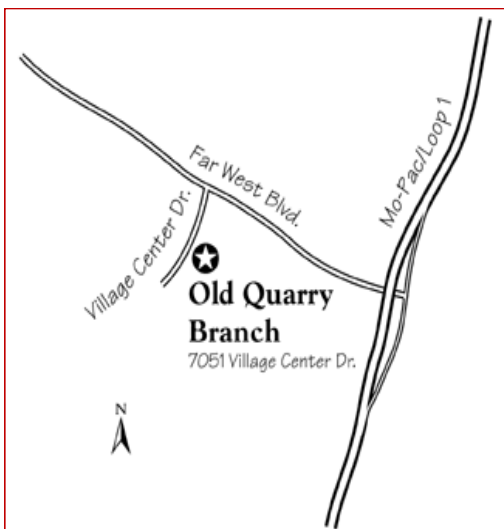
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78666

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Next Meeting:
December 18, 2014
Austin Old Quarry Library
7051 Village Center Drive
Austin, Texas
7 PM to 8:45 PM



**SOUTH WEST AREA
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GALMEX XXIX

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