



SPRUE



EXAMINER



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2011 IPMS/USA Website of the Year

2009 IPMS/USA Newsletter of the Year

2010 IPMS/USA Webmaster of the Year

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

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



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6 Steps To A Mirror Finish by Mike Poole

That's right! Follow the six steps outlined in this article and you will see results.

- Fill and fine sand all surfaces until very smooth.
- Use *Tamiya* Fine Surface Primer for your foundation. Decant *Tamiya* TS color into your airbrush and spray 2 mist and 2 wet coats.
- Optional: Decant TS-13 clear into your airbrush and spray 2 mist and 1 wet coat.
- Color sand dried finish with Micro-mesh emery cloth system.
- Final polish with *Tamiya* Finish Compound.

Stage 1: Fill and fine sand surfaces until perfectly smooth. Most modern car kits have fairly smooth one-piece bodies that just need some minor cleanup. It's important to look at the parts you intend to finish under a strong concentrated light in a darkened room.



By focusing the light at **shallow angles** to the surface the eye can detect even the tiniest flaws. I got the angled light idea from astronomy. The best moon viewing is when it's in crescent. The day/night terminator shows all the surface details in vivid relief.

It's important to fix **all** flaws now because **EVERYTHING telegraphs** through a high gloss paint finish.



[continued on page four]



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

Upcoming Events

Model Shows

| | |
|---|------------|
| EagleQuest XXII, Embassy Suites, Grapevine, Texas | 6.19/21.14 |
| http://www.squadron.com/eagle-quest-registration-s/2946.htm | |
| HAMS, Cypress Creek Christian Community Center, Spring, Texas | 8.2.14 |
| http://www.ipms-hams.org/annual-contest/ | |
| IPMS/USA National Convention, Hampton, Virginia | 8.6/9.14 |
| www.ipmsusa2014.com/ | |
| IPMS Prison City Modeler's, Heritage Center, Leavenworth, Kansas | 9.02.14 |
| http://www.leavenworthmodelersclub.org/ | |
| ASMS Capital Classic, Norris Conference Center, Austin, Texas | 10.04.14 |
| http://www.austinsms.org | |
| ConAir 2014, Kansas Aviation Museum, Wichita, Kansas | 10.11.14 |
| http://www.aircapitalipms.org | |

Local Club Meetings

| | |
|---|---------|
| Hill Country Outlaws Model Railroading Club, King's Hobby, Austin, Texas | 7.12.14 |
| Austin Armor Builders Society, Old Quarry Branch APL, Austin, Texas | 7.02.14 |
| http://www.austinarmorbuilders.com | |
| Austin Model Cars, King's Hobby Shop, Austin, Texas | 7.03.14 |
| CenTex Modeler's, Trinity Lutheran Church, Copperas Cove, Texas | 6.19.14 |
| http://www.centextmodelers.com | |
| Lone Star Figure Modeler's, San Marcos Library, San Marcos, Texas | 7.12.14 |

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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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 (s). It is intended for educational purposes only. ASMS does not endorse the contents of any article.

Message from the Prez...

Mike Poole

I grew up about five miles from the berth of the battleship USS Texas in La Porte. I remember climbing all over that rusty old tub each and every summer. Back then the decks were made of concrete, birds lived in the guns, and the engine room was flooded. Often my brother and I would *plan* to sneak into the off-limits areas but somehow never found the courage. After an extensive overhaul in the 1990's she's in somewhat better condition but still needs extensive hull restoration. This year marks the 100th anniversary of her commission in March, 1914. Here is a video recap of the celebration: <http://www.youtube.com/watch?v=MkzOvGQTxHM>



Of course, model kits of the Texas have been available in resin for years but two will soon be offered in injected plastic; a 1/350 version

from *Trumpeter*, and a 1/700 version from *Blue Ridge Models*. I've been building mostly racecars and need the occasional oddball subject to break up the routine now and then. I haven't built a modern ship before so this is just the excuse I need to give one a go. It's amazing how many different materials and techniques one is exposed to when dipping a toe into other genres too.

The yard is high, the gutters are full, the drier needs a relay, but all that stuff can wait. Right now I'm elbow deep in my 1961 Ferrari Sharknose and on a roll. Things are really clicking into place as if I know what I'm doing or something. Heck, I haven't even spent much time on my knees with a flashlight looking for stray parts. If this streak continues I might even finish something this year.

I also have about 16 started models that are sitting in boxes waiting for me to get back on them. Each time I get the urge to resume building one I get side-tracked by something else (like the Texas). I adopted a rule that in order to start on a *something* I have to at least finish one *something* that has already been started. In theory the theme should go: *started/new/started/new/etc.*, with the premise (hope?) that I won't contribute any more *news* to the *started* pile. Now to put theory to practice. The lawn will have to wait.

June is a great month for ASMS. The monthly meeting on Thursday, June 19th will feature our Quarterly Contest. This time the theme is wide open to encourage everyone to bring anything they've worked on. It doesn't even need to be completed.

Our friends at King's Hobby Shop have been sponsoring the quarterly contests for years with nice gift certificates for 1st, 2nd and 3rd place. The prize system has worked so well the club recently voted to add even more moolah to the winnings. So now 1st wins \$40, 2nd wins \$30, and 3rd will win \$20.

Now we're talking serious loot so bring lots of models to increase your odds. Let's see if we can have a record number of entries. We'll also have a kit raffle and a short update on the ASMS Barbecue in July, and some news on the October Show. Don't miss out.

Now I need to get back to my model. There's a contest on Thursday!



www.kingshobbyshop.com



Mike

I like to scrape down any mold lines with my knife blade to avoid leaving heavy sanding marks and use thin CA glue to fill sink holes and depressions because the stuff auto-levels and sands at the same rate as plastic and resin.

For big sink holes or resin bubbles I spoon a bit of baking soda into the depression and saturate with CA glue. Avoid **solvent-based** putties like *Squadron Brand*. It never completely dries and shrinks. Also, try to avoid coarse grit sandpaper if at all possible.

Sometimes the sanding marks can mysteriously come back around to haunt an otherwise flawless paint job. I also like to deepen opening panel lines (doors, trunk, etc.) with the back of my blade. It makes them look more realistic and



prevents them being flooded during painting.

Once you have the surface leveled go over the entire thing with 800-1000 grit wet/dry sandpaper for a baby smooth matte finish. This will give the body tooth for your primer to hang

onto. Many auto parts stores carry 400, 600, and 800 grit wet-or-dry sandpaper. You may have to do some internet searches to find the 1000 grit but it's worth having.

Stage 2: Use Tamiya Fine White Surface Primer for your foundation. Ok, all primers are the same right? Why do we even need primer anyway? What does it do?

Primer is a flat paint with enhanced adhesion properties. Gloss paint, especially paint with high solvent content like lacquer, tends to have major **surface tension** problems and trouble sticking to plastic that isn't a problem with flat finishes.

If you try to shoot runny gloss color onto bare plastic the paint pulls away from sharp edges and piles up at the inside corners. No matter how many coats you lay down the bare white plastic edges will show around every panel and paint will be noticeably darker around windshield molding and other raised detail.

If that weren't horrible enough imagine setting up your car on contest day only to have your fingernail chip a dime-sized

chunk of paint off the hood.

Now that I've hopefully convinced you to use primer, why *Tamiya*? Simply because it's the best I've found and available virtually everywhere now. It's very fine texture and pure white color won't interfere with your color or surface finish. It's also easy to shoot straight out of the can. Just spray a light coat or two onto your surface in a strongly lit room. Let it tack up for a few minutes and spray another light coat.



After allowing the primer to dry you can go over the surface with a fine emery cloth to remove any high spots, nibs or dust. Go easy. Don't sand through to the base material or you'll have to re-spray it. Recheck the body under strong light to make absolutely sure all is smooth before proceeding to the next stage.

(A note for Multi-Media builders out there: If you are working with white metal body parts or photo-etch panels you will need to spray them with *Tamiya Metal Primer* BEFORE using the *Tamiya Fine Surface Primer*.)

Stage 3: Decant Tamiya TS color into your airbrush and spray 2 mist and 2 wet coats. Now we get to the fun part: spraying color. Nothing gives me as great a sense of accomplishment than seeing that first coat of dazzling color on my nearly completed model.

It's also a bit nerve-wracking. Will I get a run? Did the primer stick? Is this the correct color? Is my airbrush clogging up? There are a lot of things to worry over at this stage.

The first thing you can do to limit mishaps is to use predictable, high-quality paint. I like the *Tamiya TS* synthetic lacquer colors because they are fairly easy to use, widely available in great colors, and they last a long time if you decant the paint and spray it with an airbrush.

Using your airbrush also gives you WAY more control. No matter what paint you use practice on plastic spoons or soda cans to get used to it. Much like people, every paint formula has a personality. Some are docile and easygoing. Others are ornery, temperamental prima donnas. Test!

To decant your paint from the spray can directly into your airbrush's color cup slip a 3-4" length of clean drinking straw over the nozzle of the can while holding the can with your other hand. Gently squeeze the valve while directing the paint into your cup with the straw.

There will be trapped propellant in the paint so go slowly, a bit at a time, allowing the gas to boil out of the liquid paint. Before you spray make sure the paint is the consistency of **whole milk**. If too thick add a drop or two of lacquer thinner to thin it the right consistency.



Spray the first mist coat. We are **not** trying to cover the model completely on the first pass. Give priority to those hard to reach areas (wheel wells, underside of spoilers, etc.).

Next, spray another mist coat so that all the surfaces are about the same color and shade of pigment. It's ok if the surface is still a bit rough at this stage.



Now we come to the wet coat. We want to lay down just enough paint that the surface becomes smooth and move on. A

strong light in your paint area really helps at this stage.

Set the model in a dust free area for 15 minutes before applying the next wet coat. If you are happy with the depth of color and plan to apply a clear coat you may decide the

model doesn't need another wet coat. I personally prefer having more material than less.

The paint still contains a lot of solvent that will evaporate leaving a much thinner surface than what is currently on the model.

If you have a small flaw at this stage it's easier to correct if you have some material to work with. If you plan to color-sand the color coat you will be removing material and **NEED** two or even three more coats of color.

TS colors are usually fully dried in a day or two and you can really assess how well you did. Don't be alarmed if the surface isn't as



smooth as it was when you first airbrushed it down wet. It's normal for dried paint to develop fine waves and bumps in the surface. That's why there is color sanding.

Stage 4: Optional: Decant TS-13 Clear into your airbrush and spray 2 mist and 1 wet coat.

If you don't plan to clear coat move on to the next stage. For clear coats there are three basic varieties based on their chemistry: acrylic, lacquer, and 2-part urethane. Urethane is a professional automotive product that gets great results but is exotic and beyond the scope of this tutorial.

Lacquer (*Tamiya* TS-13 for example) is easy to use and dries quickly and sprays just like the other TS colors. But, and it's a big BUT, it can harm decals if they are exposed to the solvents (wet coats).

Some people have had no problems simply by spraying light mist coats to cover the decals followed by slightly heavier wet coats.

If you use TS-13 over decals test it on spare decals to see how much they can take. If the clear edges start to lift or curl,



they are starting to burn!



Acrylic (*Tamiya X-22, Future, etc.*) is forgiving and easy to use. I haven't much experience with *Future* but have found X-22 takes forever to dry and will pick up

fingerprints days after airbrushing. Perhaps a food dehydrator can speed drying time?

Airbrushing clear is the same process as color: two mist coats and two wet coats. Make sure you have sufficient material to color sand without cutting through to the color. It's also critical that the clear coat be thoroughly dried before proceeding to the next stage.

Stage 5: Color sand dried finish with *Micromesh* emery cloth. What is the difference between a glossy finish and an eggshell or flat finish? It all has to do with surface roughness. A perfectly flat surface like a mirror causes all the light rays to reflect off the surface at exactly the same angle maintaining an exact but backward image.

Conversely, the light rays that reflect off a rough surface bounce away randomly in all directions destroying any



image that might have been reflected.

Our job at this stage is to smooth the surface down with abrasive papers in progressively higher grits until all the

tiny imperfections are gone. I like to use *Micromesh* emery papers by *Model Master*. There are a total of 6 grits included: 3200, 3600, 4000, 6000, 8000, and 12000.

You start with a small piece of the coarsest grit (3200) and a few drops of water. Make slow even circles about an inch in diameter. The coarser the grit the faster material is removed. Be careful around high spots like fender edges or you might

burn through the topcoat and start sanding into the color coat. Stop after about 10 circles and wipe the surface dry with a clean cloth. You should see a few dark spots of paint on a lighter colored background. The dark spots are areas that are too low for the abrasive to reach, which is normal.

Go over the entire painted surface with the 3200 grit in one inch circles. Next, repeat the same process with a piece of the 3600 grit emery cloth. The dark spots should be getting smaller and the surface will begin to become more reflective.

If you're tired of color sanding you can safely stop at 6000 but for the highest gloss go all the way to 12000.

At this stage ALL dark paint spots should be gone and the surface should look fairly shiny.



Stage 6: Final polish with *Tamiya Finish Compound*. The final stage is fairly simple for anyone that has waxed a real car but makes a dazzling difference and is quite exciting to do.

I use *Tamiya Finish Compound* or *Novus* can be used in a pinch. Basically, squirt a small dab on a clean white cloth like an old t-shirt or a cotton ball. Slowly apply the polish in 1 inch circles just like you did in the color sanding stage. As the polish dries and gets picked up in the cloth you should see a dazzling shine emerge on the surface. If not, do it again until the shine pops.



Remember that polish is sandpaper in liquid form. While you're not removing as much material as you did color sanding you can still burn through edges, door handles, etc. It would be a shame to ruin your paint job after all this work, so be careful.

After the entire body is polished the only thing left to do is clean any excess polish out of the panel lines and congratulate yourself on achieving a mirror paint finish.

Mike



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

For those amongst you who have yet to have seen the movie 'Godzilla' comes an amusing tutorial on how to survive a monster attack. This tutorial was put together by YouTube Nation from archival film clips originally produced by the Civil Defense Authority during the 50's and 60's.

www.youtube.com/watch?v=VU0JDqOx89Q

This being the year of the 200th anniversary of the start of WWI there are any number of new kits, both armor and aircraft becoming available. To help the modeler with gaining at least a modicum of knowledge of the various peoples and equipment employed during the first world war comes Aero-drome.com. This website has information on aces, aircraft, book reviews and articles as well as a nice collection of archival photos.

www.theaerodrome.com

Those with an interest in 1/144th scale warship modeling may appreciate this next entry. The video is courtesy of YouTube and is a news report about the North Texas Battle Group. This is a group of modeler's who spend their leisure hours building and then 'sinking their battleships'. Of particular note for me was the ingenious method they developed for 'launching' their craft and the appropriate use of protective eyewear. What was it your mother always said about putting an eye out?

www.youtube.com/watch?v=tola8-E6oGQ

Staying with the safety theme for just another moment longer, please take a moment to view this next entry as it really illustrates the first rule of aircraft fires: Turn The Power Off! Six fire extinguishers and it still wasn't out!

<http://www.youtube.com/watch?v=nMxzL7E3Z7s>

I'm sure that it is safe to say that even the most restrained web surfer has come across the odd promotion video produced by this countries various military contractors. But what of the Russian counterpart? This item extols the virtues of the Russian Air Defense System: S-400. Please note the markings on the 'enemy' aircraft.

www.youtube.com/watch?v=hsgQ83irr0o



Jean-Michel



Newsletter Articles! Any Size, Shape or Subject.

Editor's Note: The newsletter contest continues in full force through out the remainder of this year.

To refresh your memory, this contest pits club members against one another to determine which of you can send in the most stuff for publication in the newsletter. Whomever submits the most stuff (published or not) over the course of 2014, will have their club dues paid for by our erstwhile editor.

Tidbits, reviews, build articles, websites, modeling tips, etc., etc., etc. all qualify as legitimate entries.

All submissions to : benmorton@grandecom.net



www.ipmsusa2014.com

**Cobra Company's 1:32 A-1 Skyraider
Yankee Seat
by Rafe Morrissey**

MSRP: \$10.00

The A-1 Skyraider has been a popular item on modelers' 1:32 wish list. In the past year, we have seen three kits by two manufacturers released to fulfill those wishes. *Zoukei-Mura* released their super-detailed A-1H early in 2013 and *Trumpeter* followed with an AD-4 and more recently, their own A-1H.

Indications are that an A-1J will follow in short order from both companies. Parts are included in both A-1H kits for the later variant. One of the key differences was the installation of an ejection seat known as the Yankee seat. While the parts provided in the kits are passable, *Cobra Company* has released an exquisite drop in replacement that represents the seat much better.

The *Cobra* seat is cast in one main piece with seatbelt detail included. A second block provides the ejection handle. The fabric quilting, headrest, oxygen hose and seat cushion detail are all very well-rendered.



The seat has been engineered to fit in either the *Zoukei-Mura* or *Trumpeter* kits with minor modifications that are clearly described in the instructions and well within the capabilities of the average modeler.

All in all, this is a nice little update set that will allow the modelers wanting the later variant to make it happen a bit sooner.

The *Trumpeter* kit has almost all of the other necessary parts already on the sprue. Also, two navy squadrons outfitted their A-1H's with Yankee Seats, VA-25 and VA-152, so you can use this set with appropriate markings to make your kit a bit unique. Definitely recommended.

Review sample provided courtesy of *Cobra Company*.



www.cobracompany.com

Rafe

**F3H Demon-in Detail & Scale
by Floyd S. Werner, Jr.**

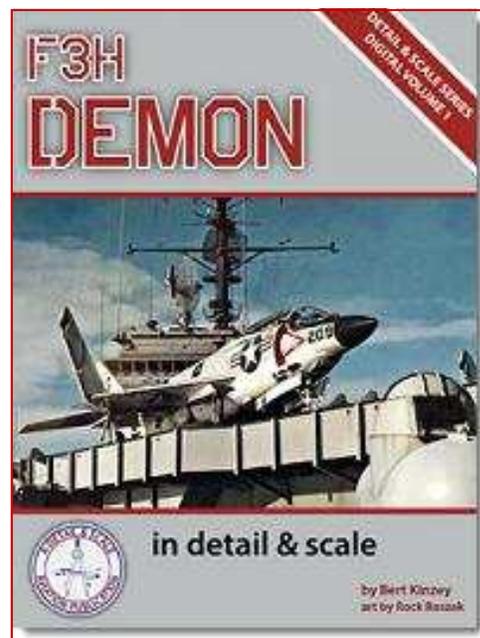
IPMS # 26266

MSRP: \$9.99

Detail and Scale has been a staple in many model builders library. They were the first to gear their books to the modeler. Now taking that cutting edge a little further, they are one of the first to start a new line of reference books in the digital format.

Bert Kinzey is a well known aviation author and editor for the *Detail & Scale* series.

The series was, and still is, his baby. Health issues forced him from his passion, but now years after recuperating he is back. This is the first 'eBook' in this new series. Partnered with illustrator, Rock Roszak, this eBook is everything that we've



come to look for in a *Detail & Scale* book. The book is available in iPad and Kindle formats.

So first off, how do I get the new book? I can speak how to do it on an iPad. You must have an iPad and access your eBooks through the iTunes store. Simply search for *Detail & Scale*. Find the title, since it is the only one it should be easy. Purchase the book and download it. Then just start enjoying it.

The 'book' itself is laid out in typical *Detail & Scale* format but with a twist. After the usual information pages there are some pages that explain how to use a publication in iPad format. The Table of Contents becomes your one click option to move you around the book. The book is broken down in chapters typical of a regular book. To view a photo full size just tap on any picture and viola it is a full page picture. You can even key in on certain items as long as you hold the picture there with your pinch. You can even rotate your iPad

to get a landscape view.

At the end of each chapter is a photo gallery which contains some really interesting photos. For me there seems to be more information than a book could offer. There are over 340 photographs and 50 art renderings of aircraft profiles, unit logos, and cockpit details.



When the *Detail & Scale* series were discontinued in 2004 the F3H Demon was the next planned title. The format starts with the developmental history of the Demon. After the developmental history a more detailed look is taken of each variant. A nice new touch is the view from the cockpit with some pilots talking about their time in the aircraft.

The section on operational squadrons which flew the Demon is very informative, especially the modeler. It includes illustrated markings of the units, in photos and drawings. There are plenty of color photos throughout the book.

As is typical of the series, the next section focuses on the details. The digital format allows the inclusion of even more photos.

Of course this is primarily a reference for the modeler. The last section contains all the available models in every scale with comments and photographs of the finished products. It reviews the model kits available and the aftermarket parts that go with them. Of course all the scales are represented. Some great inspirational models are shown. Another thing that is nice about the digital format is the ability to update information as it becomes available.

The drawings, including the four view drawings, are expertly done. I especially enjoyed the cockpit drawings and missiles complete with the markings. The loadout chart will be of particular use to modelers. The fleet squadrons and their tail codes and markings are very nicely done. There is a drawing of one aircraft side profile complete with all the markings

along with photos and unit markings. Decal manufacturers would be interested in taking note.

The digital format is an impressive way to build your library, especially when you have limited room for the books. This 280+ page reference is an essential reference for the model builder.

When you compare the under \$10 cost with the quantity and quality of pages it is an amazing value. If they were to print the book with all this stuff it would be over \$60 and you wouldn't be able to blow up the pictures in such clarity. The

quality of the entire book is in keeping with the highest traditions of the *Detail & Scale* series.

The photos are first rate and very useful. The ability to blow pictures up and see things up close will be invaluable to the modeler. The text and captions are well written and very informative. There is a wealth of digital knowledge contained in this iBook, even more than the printed versions of *Detail & Scale*.

I love the new format. My hat is off to Bert and Rock for embracing the cutting edge of reference books, another first for *Detail & Scale*. An excellent first offering.

Detail & Scale are planning books dealing with the Cougar and Banshee in digital format. To go along with the new format is a web presence on Facebook at <http://www.facebook.com/milavnarc> and their own website, www.detailandscale.com. Highly recommended.

Thanks to *Detail & Scale* for the review opportunity. You can obtain your digital copy online at iTunes. I can't wait for the future releases from Bert and Rock.

Floyd



Building an Oldie but Goodie by Ron McCracken

When *Italeri* issued their 1/72nd F4U-5N kit I promptly acquired one, as I had wanted to build a model of Navy Lt. Guy P. Bordelon's Corsair night fighter. This is the fighter, in which he became the Korean War's only night fighter ace. Happily, the *Italeri* kit included markings for this aircraft, which are unusual to say the least.

Then, as happens all too often, the kit languished in my "stash" for many years. But finally, last fall, I dug it out and began my



topic research. Several things needed to be determined.

First, there was the matter of the fuselage length. A number of

reviews of this kit had faulted it for having too short a nose. I found a profile drawing of the -5N, scaled it to 1/72nd, and sure enough, the distance from the panel line just ahead of the cockpit windshield to the front of the cowling was .080" too short.

The other research concern was the color scheme. Published opinions were all over the map. Was it painted sea blue, or overall black? Was the anti-glare panel ahead of the cockpit blue or black? What color was the radome? And so on.

One thing all sources agreed on, the unit markings and other white-painted areas were all a light blue color, achieved by overspraying the original white markings with a thin overcoat of dark sea blue. This attempt to improve night camouflage even extended to overspraying the aluminum prop hub!

Fortunately I was able to locate (on the Web) some color photos taken of Bordelon's Corsair, taken in the bone yard after it had been wiped out in a landing accident by another pilot. These photos conclusively showed that the aircraft was overall gloss sea blue with a flat black antiglare panel, and the blue-tinted unit markings were confirmed. They also reveal that the blue on the upper surfaces had lost most of the gloss due to weathering.

Other photos confirmed a black radome and revealed that the landing gear struts and wheels were a dark sea blue color. The one thing I couldn't pin down was the gear well color, which could have been either gloss sea blue, or interior green. I flipped a coin and sea blue won for my model.

I was also skeptical about the provision of a full set of external stores racks. On a night fighter? Well, in point of fact they were installed and commonly used. It seems that in Korea the F4U-5N was used more often as a night ground attack machine than it was as a night fighter, and the stores racks were kept installed at all times.

Photos revealed one other bit of detail - the exhaust stacks of the -5N were NOT round tubing as provided in the kit, they were square in cross-section!

The kit has several shortcomings. Its radial engine part is a pathetic effort. I substituted an after-market R-2800, which involved some work with a rotary file bit chucked in my trusty *Dremel* tool to hollow out the front of the cowling until it would fit.

The second shortcoming is the main landing gear wells. These were molded into the lower wing half of the kit, and consequently were far too shallow. The kit wells had to be cut away, and new walls and structural detail added, extending the wells up to the inside of the upper wing half.

The cockpit is reasonably accurate in overall configuration (the -5N had a cockpit floor and neatly boxed in side instrument consoles, in stark contrast to the lack of same in earlier variants) and you really only need to add two things if you plan to use the kit cockpit canopy - a gunsight atop the glare shield, and seatbelts.

Other details are impossible to see clearly anyway. All that changes, obviously, if you substitute a vacuum-formed canopy. Then you'll need to put some work into the cockpit, using the kit parts as a base on which additional detail is added.

Having dealt with these matters, we come to the length problem. There are a number of articles that have been written recommending that one cut the fuselage in two immediately behind the cowl flaps, then add the needed length. I chose a different approach that avoids the need to reconstruct the exhaust stack recesses.

First, complete the model to the stage of basic assembly of the wing to the fuselage. Once that is done, clamp the fuselage upside down in a modeling vise, take razor saw in hand, and cut the fuselage in two as close to the wing leading edge as you can. The reason to wait until after assembly is to prevent distortion of the fuselage-to-wing joint.

Once you've made the cut, use the nose section as a pattern and trace the outline on sheet plastic (I used two layers of .040" thick styrene).

Cut out these spacers, glue them to the nose section, then glue the whole thing back onto the rest of the build.

Once assembled, the entire model got a coat of primer, then a coat of glossy dark sea blue, then a coat of *Future* floor polish. Decals follow.

Finally, hit the model with a final coat of *Future* to seal the decals. Once the gloss work is done, mask and paint the radome and anti-glare panel flat black.



If you want to duplicate the weathering seen on the real thing, hit the top surfaces only with a thin coat of clear semi-gloss, then hit just the ridge of the fuselage spine with clear flat.

In contrast to many 72nd scale modelers, I do not subscribe to the theory of flat-coating all models regardless of the finish of the prototype.

If the original was glossy, the model ought to be glossy. (otherwise, why do car modelers go to all that trouble to polish their glossy creations?)

I suspect this technique originated back in the day when few aircraft modelers really knew how to achieve a clean, high gloss finish. Plus, flat finishes don't show fingerprints!

The exhaust stacks posed another, albeit minor, problem. I obtained some 1/8 inch square *Evergreen* plastic

tubing, heated a length over a candle until it could be stretched, and stretched it down to the correct size for the exhaust stacks. A coat of burnt metal metalizer provided the finish color. So far, so good.

But cutting the now extremely thin tubing proved itself a problem, as even a new *X-acto* blade tended to crush rather than cut.

I solved this by inserting a length of copper wire into the tubing (as large as would fit without distortion), and used that to support the tubing walls while the cut was made. Once eight equal length stubs were cut, it was a simple matter to glue them in place.

The very last step was to airbrush exhaust stains behind the exhaust stubs.

Ron



Blackbird, Fly...

[Editor's Note: This excerpt has been wandering the ether net and was sent it by alert reader Dan Hickox. Also, apologies to Paul McCartney.]

This is an expanded excerpt from Brian Schul's book Sled Driver : Flying the World's Fastest Jet.

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact. People often asked us if, because of this fact, it was fun to fly the jet.

Fun would not be the first word I would use to describe flying this plane. Intense, maybe. Even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status. Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly.

My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plane in the past ten months. Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. I was, finally, after many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us, tasked with monitoring four different radios. This was good practice for him for when we began flying real missions, when a priority transmission from headquarters could be vital. It had been difficult, too, for me to relinquish control of the radios, as during my entire flying career I had controlled my own transmissions.

But it was part of the division of duties in this plane and I had adjusted to it. I still insisted on talking on the radio while we were on the ground, however. Walt was so good at many things, but he couldn't match my expertise at sounding smooth on the radios, a skill that had been honed sharply with years in fighter squadrons where the slightest radio miscue was grounds for beheading. He understood that and allowed me that luxury.

Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the frequencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace.

We listened as the shaky voice of a lone Cessna pilot asked Center for a readout of his ground speed. Center replied: "November Charlie 175, I'm showing you at ninety knots on the ground."

Now the thing to understand about Center controllers, was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional, tone that made one feel important. I referred to it as the "Houston Center voice." I have always felt that after years of seeing documentaries on this country's space program and listening to the calm and distinct voice of the Houston controllers, that all other controllers since then wanted to sound like that, and that they basically did. And it didn't matter what sector of the country we would be flying in, it always seemed like the same guy was talking.

Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere. Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios.

Just moments after the Cessna's inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his ground speed. "I have you at one hundred and twenty-five knots of ground speed." Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren. Then out of the blue, a navy F-18 pilot out of NAS Lemoore came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios. "Center, Dusty 52 ground speed check".

Before Center could reply, I'm thinking to myself, hey, Dusty 52 has a ground speed indicator in that million-dollar cockpit, so why is he asking Center for a readout? Then I got it, ol' Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what true speed is.

He's the fastest dude in the valley today, and he just wants everyone to know how much fun he is having in his new Hornet. And the reply, always with that same, calm, voice, with more distinct alliteration than emotion: "Dusty 52, Center, we have you at 620 on the ground."

And I thought to myself, is this a ripe situation, or what?

As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios. Still, I thought, it must be done - in mere seconds we'll be out of the sector and the opportunity will be lost. That Hornet must die, and die now.

I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn.

Somewhere, 13 miles above Arizona, there was a pilot screaming inside his space helmet. Then, I heard it. The click of the mic button from the back seat. That was the very moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke: "Los Angeles Center, Aspen 20, can you give us a ground speed check?" There was no hesitation, and the replay came as if it was an everyday request. "Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground."

I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice: "Ah, Center, much thanks, we're showing closer to nineteen hundred on the money."

For a moment Walter was a god. And we finally heard a little crack in the armor of the Houston Center voice, when L.A. came back with, "Roger that Aspen, Your equipment is probably more accurate than ours. You boys have a good one."

It all had lasted for just moments, but in that short, memorable sprint across the southwest, the Navy had been flamed, all mortal airplanes on freq were forced to bow before the King of Speed, and more importantly, Walter and I had crossed the threshold of being a crew. A fine day's work. We never heard another transmission on that frequency all the way to the coast.

For just one day, it truly was fun being the fastest guys out there.

Modeling The SR-71 by Cesar Herdez

There are any number of plastic model kits available to fulfill your need for speed. The current kits available range in scale from 1/288th to 1/48th.

Several manufacturer's make kits in 1/72nd: *Revell*, *Italeri*, and *Hasagawa*. *Hasagawa* even has a SR-71 in their egg-plane series.



The only 1/48th scale I'm aware of is the *Testor's* kit from back in the day. It is one of the few SR-71 kits with some nice after-market stuff (tires, cockpit, decals) to really spiff it up. I might add it's



pretty giant so make sure you have some place to put it when your done.

Both *Dragon* and *LS Models* have a 1/144th scale kit. I can attest to the niceness of the *Dragon* kit. I don't have any first hand information on the *LS* kit, however.

If all your looking for is a nice representation *Revell's* 1/100th scale desk top model is for you.

Go build the your model.



Quarterly Contest Schedule

Our clubs quarterly contests are held on the last month of each quarter. Here are the dates and themes for 2014.

| <u>Date</u> | <u>Theme</u> |
|--------------|-----------------|
| June 19 | Open |
| September 18 | 'Bondo' Special |
| December 18 | White Elephant |

Old Rumors/New Kits 2G

Aaron Smischney, Golzar Shahrzād,
Mike Poole, Rick Herrington

Miscellaneous

There are lots of important anniversaries taking place this year. The 70th anniversary of D-Day, the 200th anniversary of the beginning of WWI and the 200th anniversary of the Italian Carabinieri Corps (Military Police). *Italeri* is providing a means to help the modeler celebrate that milestone with a Carabinieri Corps helicopter. In both 1/72 and 1/48th scale.



Also from our Italian brethren there is a 1/24th scale Volvo F-16 'Reefer' truck for you automotive inclined folks. *Italeri* has a nice line of commercial trucks and this release just adds to it.



Revell continues to re-introduce older kits from their catalog. This time it's a 1/28th scale Sopwith F-1 Camel. Many of us still may have the Fokker tri-plane in the stash, possibly right along side their Spad XIII.

I would be remiss if I didn't mention this next kit and besides, Jean-Michel would not let me here the end of it. A French company, *Must Have* is releasing a 1/48th scale A-26. I don't know if this is the old *Monogram* kit with updated parts but this kit does come with resin bits for the engines, cockpit, open gun nose, harnesses and metal guns barrels.

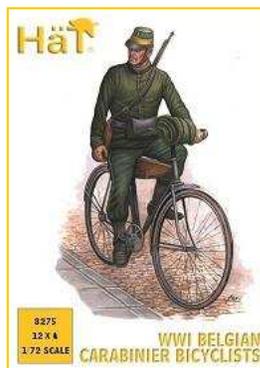
The kit includes decals for either a USA/Korean era craft or a French/ Indochina bird. MSRP is 69.99 EUR or at current exchange rates: \$95.09.

If you have been in a quandary of late about how you might dispose of all those enemy MECHS, *Hasagawa* has heard about your plight. In 1/20th scale is the Robot Battle MK44.



This is a posable model that utilizes poly-cap joints and comes with two powered body suits. One with a smart-gun and one with a fixed-gun arm. Included is a detailed cockpit with opening hatch and a pilot figure.

Polar Lights continues to feed our need for all things televised with the introduction of the Jetson Spacecraft. This kit is in 1/25th scale. *Polar Lights* also has a 'Wicked Witch of the West' figure coming out soon.



For WWI fans, figure fans and fans of the teeny tiny, *HäT Industrie* has a 1/72nd scale injected molded Belgian Carabinier bicyclist for you. They also have kits depicting German, Jaeger and Japanese bicycle infantry.

If you have ever given any thought to including electronics/ LED lighting with your latest project, *Madman Lighting, Inc.* has a Runway Special FX lighting kit.

The kit has two built-in modes, one for slow strobe runway marker lamps or sequencing chase lights. Neato!

There are a couple of other accessory-type items for you. First, from *Bronco Models*, is a British Airborne weapons and equipment pack. This kit is in 1/35th scale.



In 1/144th scale *Noy's Miniatures* is introducing a series of WWII British airfield diorama sets.



These sets consist of 3 paper stock pre-printed scenes. One is the concrete surface, one the backdrop and a third is a brick revetment to give the whole thing some dimensionally.

Representing the Eastern European manufacturer's is ACE with a 1/72nd scale U.S. 3 inch anti-tank gun on a M-5/M-1 carriage.



For those with a bent toward the more unusual, MAC Distribution is offering a 1/72nd scale plastic and resin LG 3000 Funkmastkraftwagen (Kfz. 301).



As long as we are on the unusual thing, RS Models has an injected molded kit in 1/72nd of the Blohm/Voss Ae607.

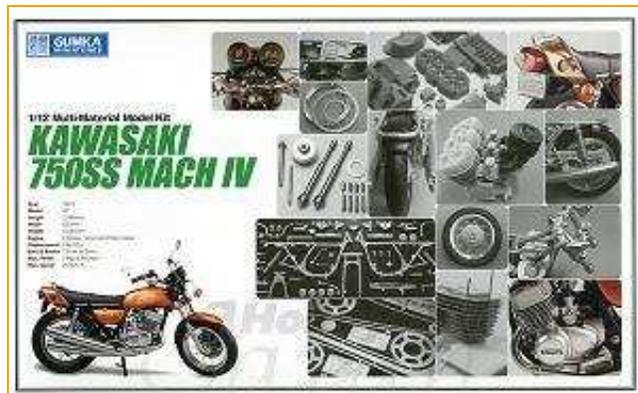


Rounding out news of the different, Unicraft Models will be offering a resin kit in 1/72nd scale of the Hughes XV-9A.

This 'hot cycle' concept aircraft was developed during the 60's. The basic idea being to use turbo jets as gas generators with the gas then being ducted through the rotor blade tips. Thus making the world (rotor) go round and round.



For the more down to earth and the give me all you got motorcycle crowd comes GumKa with a 1/12th scale Kawasaki 750 (1972).



The 'wheelie king' was the bike of the early seventies. This three cylinder, two-stroke motorbike was able to run the quarter mile in 12.0 seconds with enough left over to "out drag a Chevrolet" (apologies to Brother Dave Gardner).

Golzar



Shipping News

Here's the new stuff.

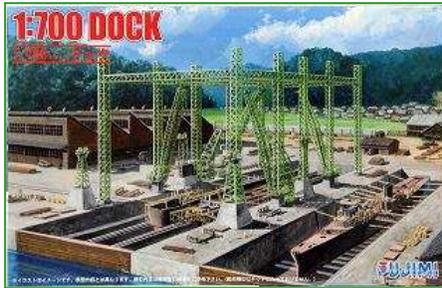
Beginning with the stuff in 1/700th scale from Fujimi is the IJN Akagi DX aircraft carrier. This kit comes with a 'wave base'. That is just what it sounds like, a display base that mimics ocean waves.

The DX line from Fujimi feature older kits that have



some newly tooled parts, photo-etch and can be built either as a full hull or water-line model.

Also from *Fujimi* and something we've been waiting on is the IJN Yamato DX with wave base. They also have the Yamato dock which includes the Yamato kit.



Aoshima is showing the seaplane tender *Kimikawa-Maru SD*.



Dragon is soon to release the USS Zumwalt DDG-1000 Stealth Guided Missile destroyer.

From *HobbyBoss* is the LHD-7 helicopter carrier, USS *Iwo Jima*. This ship is patterned on the Wasp-class amphibious assault ship.

Tamiya has the USN *Saratoga (CV-3)* U.S. WWII flattop.



Moving up the scale line to 1/350th *Trumpeter* is showing the HMS *Monmouth* Type 23 missile frigate.

And finally...hold your breath...from *Dragon* is the Z-26,



Narvik-class WWII German destroyer. There aren't any 1/200th scale releases, thank goodness!

That's it. Pull something out of the stash and build it.

Rick

Automotive

There are some interesting kits coming out in the automotive world this month. *Model Factory Hiro*, having grown bored with the popular scales, decided to release much of their existing lineup in both extremely large and extremely small versions instead. It still seems a bit crazy to me but people seem to be lining up to buy the new kits so what the heck do I know?



Weighing in this month at over ten pounds is the new 1/12th scale Porsche 917 LH to be released this month. The photo above compares the 16" long, 1/12th behemoth with it's 8" long sibling in 1/24th.

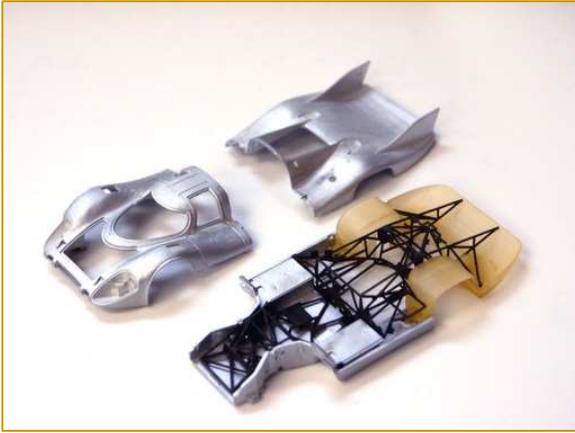
Aside from opening doors the larger model really doesn't improve much on the already over-the-top details of the 1/24th version. Though I'm sure the internet will soon be host to some impressive build-ups in short order. They are available for pre-order for the regal sum of \$675, and will ship this month. Heck, get two!

More 1/12th pictures are at: <http://www.modelfactoryhiro.com/new/en/archives/12783#more-12783>

If you're into tiny model racecars *MFH* have also released the 1/43rd version of the 917 LH seen in the picture with it's one-piece black resin spaceframe.

The 1/43rd kit is easily over 300 parts and some of the

photo etch pieces are smaller than a grain of sand.



Though I'm sure it's a masterpiece in the right hands it's sure to tax the nerve and eyesight of the most skilled folks among us.

They're in stock now and can be had for the reasonable sum of \$150 (add \$25 for a mandatory #10 OptiVisor lens). More pictures at: <http://www.modelfactoryhiro.com/new/en/archives/8119>

After releasing the early Lotus 49 a few months ago, *Ebbro* have naturally extended their tooling to include the 1969 Lotus 49B in Silk Cut livery.



No word yet on exactly when this model will ship but the Hobby Link /Japan website shows October availability. Expect it to price out around \$50 like the earlier version. Purists should also expect to need aftermarket decals to complete the Silk Cut scheme.



Revell has some interesting re-pops this month.

Up first is the 1/25th Sox & Martin '70 Plymouth HEMI® Cuda. Sox & Martin were a famous driving team in the seventies. Their red white and blue racers were legendary.

By far their greatest achievement came with their HEMI Cuda. The kit features drag slicks, racing suspension, 426 HEMI engine, roll bar, hood scoop and decals. It's available now in the \$25 range.

Rounding out this month in automotive news is the *Revell* re-pop of their 1/25th 1958 Corvette roadster. Honestly I'm not familiar with this kit but must say it looks really good if the photo is to be believed.



It features separate door handles, windshield wipers and rearview mirrors. For only \$25 this kit seems a great value. With a few bucks more add photo-etch by *Model Car Garage*, some red carpet flocking, some bare metal foil and you'll have a trophy winning model.

Drive it like you stole it!

Mike



Keep Calm And Pay Your Dues

If you have not already done so or think that you have, please check your records and if you haven't paid your club dues ...do so!

You can bring your remittance to a club meeting or mail same to Jeff Forster, 1503 Cherry Creek, Cedar Park, Texas 78613.

2014 ASMS club dues are \$25.00/individual or \$30.00/family.

Armor

Greetings armor fans and hello to all y'all who are armor-curious.

Lets start off with my favorite (can you guess?) *Meng Models*. Up next from them is the gigantic self-propelled howitzer from Germany, the Panzerhaubitze 2000!



Man, am I glad I didn't buy the old *Revell* kit and spend a load on extras to improve it. :) This is a pretty beefy and interesting subject.

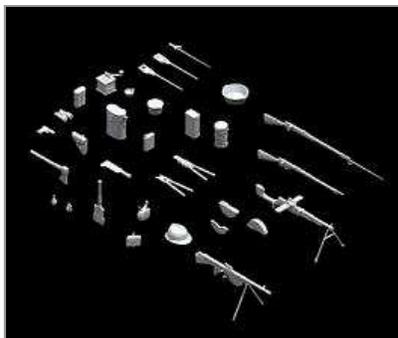
If it looks like its shaped like a railway tunnel that's because its designed to fit through one. No sprue shots yet but knowing *Meng* it will be well done.

Let's get an update from *Tamiya*. We have some pics of the finished tank: British Mk IV, Male.



Tamiya has a MSRP of \$127.00 (!!!!!!!!) for this kit. That's for the "motorized" version. Let's hope they release a "static" version for less.

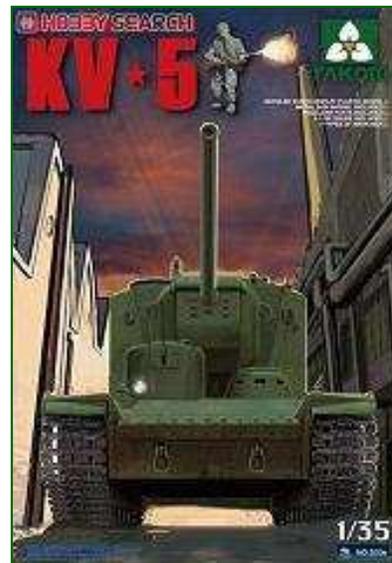
ICM has announced a nice set of WW I French weapons. It is always good to have things like this in styrene. Let's hope the tide of WW I kits keeps rolling in!



Let's take a look at another *ICM* release, the mighty ZIL-131, Soviet Army truck. You gotta love giant, ugly Russian vehicles. It doesn't get much bigger, uglier, or Russian than this!

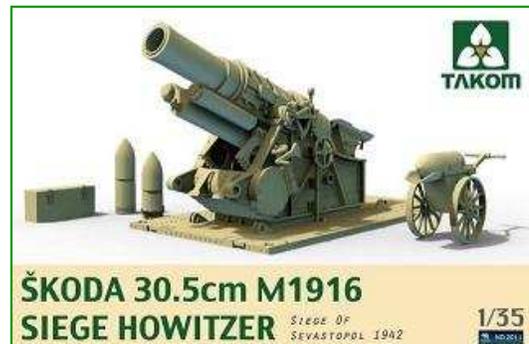


Let's finish up with another up and coming manufacturer that's been making some great kits: *Takom*.



Here is another one from "World of Tanks", the gigantic multi-turreted KV-5, with bonus figure! It also has a metal barrel.

For you artillery fans how about a SKODA 30.5cm M1916 siege howitzer from the 'Siege of Sevastopol'. Looks pretty sweet!



Well, those are the highlights. 'til next time!

Aaron

Quest For The Perfect Kit by Brad Perry

[Editor's Note: This article is re-printed from King's Hobby Shop blog: www.kingshobbyshop.blogspot.com]

I believe that modelers shoot for 100% accuracy in their projects even though most (hopefully) realize that is impossible. I would have to include myself in this category although I'm not always willing to do what it takes to fix problems.

Does this make me a neo-rivet counter? Probably. When new kits are reviewed by "experts", I sit up and take notice, especially when something is deemed to be inaccurate. These detected errors, sometimes correctly noted, and



sometimes merely perceived, can give kits a "reputation" which limits the number you will ever see built or much less purchased.

My willingness to fix such errors is limited by my ability to be aware of them in the first place (even with good references), and then my skill set in retooling or scratch building corrections. This is particularly true if I'm building for a deadline.

If I'm up to the edge of one, I'm more open to building the kit as is. Truth is, I want manufacturers to get it right and when they don't, I'm miffed. The reality is that even the best producers of kits get stuff wrong, sometimes very wrong, for numerous reasons. This is in spite of vast documentation in museums, in books, and on line, plus armies of experts.

Lack of thoroughness, simple inattention, limits of tooling and materials, as well as, economics often contribute to errors in the final product. Where then do we draw the line for what is an acceptable level of accuracy?

A good place to begin is with the definition of the word model. Webster's has two entries that apply, each having multiple definitions.

Model \ n\ 1: structural design 2: a miniature made; also : a pattern of something to be made 3: an example for imitation or emulation 4: one who poses for an artist; also : MANNEQUIN 5: TYPE, DESIGN

and...Model \adj\ 1: serving as or worthy of being a pattern (a ~ student) 2: being a miniature representation of something (a ~ airplane)

Armed with these definitions, and accounting for human imperfection, it is safe to assert that there is no such thing as the perfect model kit. I haven't seen one yet although some come close.

Examples which approach this in 1/48 scale aircraft are *Tamiya's* P-47 (any version), *Hasegawa's* Ki-84, and *Accurate Miniatures'* TBF/TBM and SBD kits. I'm sure you can think others in this genre as well as many from others.

There are also numerous kits out there on the other end of the spectrum. *Eduard* recently released a Bf 109G-6 that, from all the discussion on internet forums, is being relegated by many to the later category in spite of its overall great quality.

Regrettably for everyone involved, there is apparent validity to these criticisms of the new Messerschmitt kit especially in the area of physical dimensions. It is slightly large (1/47.26 instead of 1/48) For many, this is particularly disappointing as the *Eduard* offering would have potentially been the best kit so far of the oft kitted 109. Alas, the door is still open.

Something I've noticed is that certain subjects tend to receive more scrutiny than others. Bf 109 kits are an example of what I'd call hyper-scrutiny.

Let me say again, that the criticisms of the new *Eduard* kit are in large measure valid. Having said this, there is not a single Bf 109 kit in any scale (even 1/47.26) or version that doesn't have problems.

If I want a Bf 109 on my shelf, I have to accept the shortcomings of the current crop of kits, and make a decision (or develop my own kit. Not likely). With reasonable building and painting skills, any of them will result in a nice representation (see above definition).

Unfortunately and surprisingly to me, *Eduard* fell short of the goal of producing the ultimate Bf 109G-6. Henry Ford often talked about recovering from mistakes and noted that successful people and organizations capitalize on them.

It looks like *Eduard* will follow this advise as they have acknowledged the problems with, and confirm that they are studying how to rework the kit at this time.

Basic dimensions should be correct in any scale, and the company has a reputation for doing very nice products.

I'll patiently look forward to the revised tooling from *Eduard* which will make their Bf 109G even nicer. I've seen several already built on line and they look great, as is.

When I build models, I rarely measure components to check accuracy of dimensions. I don't find it enjoyable to do so. Rather than check for myself, I leave it to the manufacturer to get it in the ball park.

If I do find a problem and it's feasible to fix it myself or with aftermarket parts, I probably will. If not, I'll probably live with it. My goal is to produce a finished representation thru clean building and good painting.

Painting (including weathering) is the most important of these elements in finished models that fool the eye and create the illusion of realism. In my opinion, this alone goes a long way in overcoming inaccuracies in a model kit.

How many *Tamiya* P-51Bs have you seen beautifully built and painted straight out of the box in spite of the numerous documented issues with the kit? A quick perusal of posted reviews will usually note these issues and then still recommend the kit. These issues don't keep folks, including myself, from building this overall wonderful kit.

Manufacturers who want to thrive in the world of scale modeling need to be very cognizant that their target audience demands high quality. While no rational person can demand perfection, kit makers must recognize that their customers want models that are as close to perfect as possible.

Certain subjects tend to receive more scrutiny than others. Local modeler and friend of King's Hobby Shop, Greg Springer tells a story about another local modeler who advises his fellows to "build the obscure and hard to document" in order to avoid often heated arguments concerning accuracy that can erupt amongst our kind.

Noting problems with kits is perfectly acceptable. I would, however, encourage my fellows not to "dog pile" when they are discovered especially if its keeping them from building stuff.

I have to remind myself constantly that "it's only a model". I've been guilty of putting kits back on the shelf when I've run into inaccuracies.

I need to trust that if I can press on in spite of problems, do a decent build and then a good paint job, I'll have a very nice model at the end of the process.

Brad



Monthly Program Schedule by Ron McCracken, Vice-President

| Month | Presenter/Subject |
|-----------|---|
| June | Quarterly Contest/Open |
| July | Bob Bethea/ Figure Painting Essentials |
| August | Rick Herrington/ U.S. Army Colors |
| September | Quarterly Contest/ Bondo Special |
| October | Dave Egerly/ Early Manned Spacecraft |
| November | Bobbie Wilson/ Fun With Textures |
| December | Quarterly Contest/ White Elephant |

If you're interested in making a presentation at one of our club meetings contact Ron McCracken at:

ron_mccracken@att.net

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In the latest issue of...

IPMS/USA Journal
 March+ April 2014
 Volume 26, Number 02

- **Remembering IPMS-USA Founder Jim Sage**
- **Caped Crusader's Custom Cruiser** - Adding a few extras to the Batmobile of 1950, by Dan Thompson
- **Big Bengal** - Putting a Polish on Tamiya's 1:35 Porsche-turret Königstiger, by Pedro Negrón
- **Duplicating a Desert Diorama** - Paying tribute to Shepard Paine by replicating a "Tips" Scene - Kind of, by Patrick Brown
- **Improve Your Model Photography** - Basic Tips for Getting Print-Ready Images, by Richard Marmo
- **Designs for Defense** - Painting Detailed Shields on Figures, by Gino Dykstra
- **Hornet Plus Three** - Rebuilding Revell's classic carrier kit, by Jodie Peeler

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As part of your IPMS/USA membership, you will receive *The IPMS Journal* six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

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Adult: \$25 Junior (17 years old or younger): \$12 DOB: _____

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Check out our web page: www.ipmsusa.org



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

www.austinsms.org

Next Meeting:
June 19, 2014
at
Austin Old Quarry Library
(7051 Village Center Drive)
7PM to 8:45PM

Program:
Quarterly Contest



IPMS/Austin Scale
Modelers Society
presents



The
Capitol Classic
2014

Saturday, October 4th 2014
Norris Conference Centers
2525 W. Anderson Lane, Austin, TX 78757

For more information,
showflyer, and latest
updates, please visit our
website:

www.austinsms.org



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