



SPRUE EXAMINER®

Newsletter of The Austin Scale Modelers Society

February 2015
www.austlnsms.org

Eduard's 1/48 Bf-109G Royal Class by Floyd S. Werner, Jr., IPMS No. 26266

No other kit that I can remember has caused as much commotion as the Eduard Bf-109G. Eduard had already had the sets in the production when "Sizegate" hit. The kit was larger than 1/48th scale and had some shape issues. Eduard had already committed to the kit and announced that they would still release the Royal Class kit with the larger molds. The Royal Class was the first time that the G-2, G-4, and G-14 would be available from this company. Would it be worth the money? I guess that would depend on how wrapped around the axle you are on the size and shape issues.

The Royal Class comes in a large box that is full of goodies. Starting with the plastic, the kit is molded in light grey plastic with no flash. The kit features recessed panel lines and rivet detail which is beautifully rendered. This is the first time that Eduard has released the G-2 so there are two sprues with new fuselages.

(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.



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

Upcoming Events

Model Shows

- | | |
|-------------------------------------------------------------------------------------------------------------------------------|------------|
| ModelFiesta 34, San Antonio, Texas | 2.21.15 |
| http://alamosquadron.com/ | |
| Lone Star Figure Show, Fort Worth , Texas | 3.12-14.15 |
| http://lonestarfigureshow.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/ | |
| TigerFest XXI, Kenner, Louisiana | 3.28.15 |
| http://ipmsneworleans.wix.com/flyingtiger#!_site/events | |

Local Club Meetings

- | | |
|---------------------------------------------------------------------------------------|---------|
| Hill Country Outlaws Model Railroading , King's Hobby, Austin, TX | 3.14.15 |
| Austin Armor Builders Society, Austin, Texas | 3. 4.15 |
| http://www.austinarmorbuilders.com | |
| Austin Model Cars, King's Hobby Shop, Austin, Texas | 3. 5.15 |
| Centex Scale Modeler's, Killeen, Texas | 2.19.15 |
| http://www.centexscalemodelers.org/ | |
| Lone Star Figure Modeler's, San Marcos Library, San Marcos, TX | 2.14.15 |

Other Events

- | | |
|----------------------------------------------------|---------|
| Build N Bull Day, King's Hobby Shop, Austin, Texas | 2.21.15 |
|----------------------------------------------------|---------|

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.

ASMS Officers & Chairpersons

- Randy Bumgardner, President
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 A A Ron Smischney, Vice-President
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 Tim Robb, Membership Coordinator
tim.robbs@mccoys.com

*Message from the Prez...***Randy Bumgardner**

Welcome to February and my inaugural address. Spring is in the air and the yard work is already piling up, I don't care what that groundhog in Pennsylvania says. First, I'd like to thank the outgoing board for everything they have done and for making what we've inherited as good as gold. Mike Poole, Ron McCracken, Jeff Forster, and Bobbie Wilson all put forth an amazing effort and we are all the better for it.

There are a few new ideas to present at our next meeting. One is the creation of a "Model of the Year" award. It would be a traveling award, similar to the "White Elephant" award. This new award would be based on the monthly winners of an informal contest at each Show and Tell. Only finished models would qualify and the model with the most popular votes would win that month and be eligible for the yearly award. It's just for fun and bragging rights. I'm thinking of combing the yard sales for a gaudy bowling trophy for this one. We can hash out the details at the February meeting.

Another idea is doing some field trips. I've been in contact with Daniel Brett of Williams Brothers Models we've been kicking around the idea of a working field trip. Each club member would be able to do some hands-on manufacturing of a plastic model. I think it's a cool idea. We'd get a first hand look at what goes into making a kit. And, since I only live about four miles from Daniel, we could have a barbeque at my house afterwards.

I would also like to see more in-progress stuff at the Show and Tell. I'll be the first to admit that I am guilty of not bringing stuff to the meetings. I will start to bring in more models that I'm working on. If for no other reason than all can see what stream-of-consciousness modeling really looks like. It's fun to see what everyone has on the bench, share ideas and techniques, and even solve a problem or two. You know what they say about an extra set of eyes. Show and Tell isn't just about completed models, it's about modeling and sharing the process.

I want to encourage everyone to go to San Antonio for ModelFiesta 34 on February 21st. It will be a good show and the turnout is usually pretty good with lots of great vendors. The theme this year is "Lone Star," so be sure to bring all of your Texas related models to the show.

So get to the bench and work on something! Just make sure you're having fun!

Randy

*Fiddly Bits***Frank Seibert**

Congratulations to our new slate of club officers. Randy Bumgardner has assumed the role of President along with his duties as show coordinator. Aaron Smischney is our new Vice-President and program director. Eric Choy will be our club Treasurer and Mike Lamm assumes the duty of Secretary and official ASMS scribe.

In case you missed it, your **club dues are due**. Yearly ASMS club dues are twenty bucks for an individual and twenty-five dollars for a family. If you twiddle around and wait until after March 1 the price goes up five bucks per membership category. Save yourself some grief, a few pesos, and some harsh looks. Send that check in now. Remit to: Eric Choy, 13213 Marrero Drive, Austin, Texas 78729. Or, bring those funds to the February meeting on the 19th. Time to Pay Up!

The monthly program at the February meeting will be by Yama Ploskonka. He has done some outstanding work researching and modeling La Salle's 17th century ship, La Belle. The remains of that ship and over 100 artifacts are on display at the Bullock Texas State History Museum in Austin, Texas. You may notice that the usual March in-house quarterly model contest has been moved to April. This is being done so as to allow for General Kenneth Wisian of the Texas Air National Guard to have adequate time for his presentation at our March 19th meeting.

Frank



There are two G-6/14 sprues, as well. Two wings each are included for the G-2 and two for the G-4/6/14. Combined, you get four fuselage and wing sets. You can't actually build all four because you only get two accessory sprues and two cockpit sprues. There are two clear sprues that have the two types of canopies included.

To sum up the plastic sprues, there are eight sprues of grey plastic and two clear plastic. All is not great though. I did notice that there were sink marks in the back of the propeller blades and on the fuselage at the wing root area on the bottom. Both were easily filled with superglue and accelerator with no loss of detail.

As with all Eduard kits, there are two frets of photo etch. One is pre-painted and the other is in brass. There is also a clear acetate film.

The decal sheet contains markings for 16 aircraft from the G-2 to the G-14. The decals are printed by Cartograf which means they are thin, opaque and work flawlessly. There are also two sheets of full stencil markings.

The instruction sheet is printed on high quality paper and in typical Eduard fashion. I didn't find anything that looked out of place. Just pay attention to which version you are building.

Since it is a Royal Class kit there are Brassin upgrades included. You get two sets of Brassin G-6 wheels, which are beautiful. There is also a Brassin set of cannon pods. I immediately noticed something was different. The Brassin cannon pods were 2-3 mm smaller than the plastic ones in the kit. Hmmm. Turns out that the Brassin ones fit the kit properly and the kit ones are too large. I'm not sure why that happened. There is also a set of W.Gr.21 rockets for under the wings. You may not use them in this build but it is nice to have them. The final item is fabric seatbelts. These are gorgeous.

Another unique item for the Bf-109G kit is the inclusion of a part of a real Bf-109G-6 from JG-4 along with a certificate of authenticity. The aircraft is one of the marking options and it, in itself, is quite unique without German markings.

Along the same lines as their Spitfire kit, Eduard also includes a very nice beer glass and a coaster. There are six different glasses. Which one you get is a mystery. The coasters have the color profiles of all 16 marking options. Again, it is up to chance as to which one you get. If you want to get the whole set of beer glasses or coasters Eduard sells them separately.

If that isn't enough there are more Brassin sets available such as the engine and radio compartment. There is also a Brassin set for the landing gear. This is molded in bronze. I wanted to add those items as well. If you are going to do it, you might as well overdo it. The Brassin cockpit wasn't available when I started so it will have to wait for another model.



Now let's see how it all goes together. The first thing that you will need to do is decide which version you want to build. I decided that I needed to at least build a G-2 since this was the first time the kit was offered by Eduard. What better paint scheme than Trautloff's machine in its unique three color scheme?

Then it was a matter of figuring out which other one to build. I thought about doing a G-14 with a tall tail but I've always wanted to build Oblt. Kurt Gabler's natural metal machine. So that was the natural choice. It would look really nice with the Brassin items, so I was set.



Time to get going. Instead of going right to the cockpit, as is the norm, I went to the instructions for the engine and radio compartment. There are some panels that need to be removed or altered so I opened them up.

I used a Small Tool Shop Photo Etch Bending & Rolling Deluxe Brass Assist (Part# SMS006) to impart a slight bend in the radio compartment photo etch to match the fuselage side profile.

Most of the front of the kit was removed. This required careful sawing and removal. Study the parts and the instructions and it all becomes clear as to which parts need to be removed. Now that the model was prepared for the Brassin parts, it was time to move on to the construction of the model.

The cockpit was easy enough to do. With the addition of the photo etch parts and the unique clear plastic fuel supply line the cockpit is actually quite nice and complete. The pre-painted photo etch instrument panels are the bee's knees. They are perfect little examples of



the real thing. Eduard captures the different nuances of the instrument panels.

You are given a choice with the seatbelts, either pre-painted photo etch or fabric ones. I used

both and I thought the fabric ones were nicer and easier to 'pose'. They did require some delicate work as they are thin. Also, don't forget to remove the backing paper.

The assembly sequence differs slightly from the Profi-pack. Eduard has you move onto the wings as the next step. Again make sure you use the correct wing for your variant. The wings fit together beautifully. Leave the flaps and radiators off until after joining the fuselage later in the construction. If you are going to use the plastic gondolas, which I don't recommend, don't forget to open the holes for them. Luckily I didn't need to add them.

Then it is back to the fuselage. The exhausts have to be added from the inside. To me they looked a little big but that might just be me. Also the G-2/4 requires you to add the tail wheel prior to bringing the fuselage together. The join of the fuselage is nearly perfect. I did have to put a little bit of filler on the saddle panel in front of the canopy and on the lower nose.

Speaking of the lower nose, I thought the lower cowling looked a little squared off. Again that is my perception. Your mileage may vary. Now is a good time to add the horizontal tail surfaces and rudder. Since one of my marking options has a white rudder I didn't add it. The fit is perfect so I just added it after painting.

The wing/fuselage join is a bit of a puzzle to me. Everywhere else Eduard puts the seam line on a natural panel line but the aft wing to fuselage join is formed into a V that required some filler. It is not a natural panel line and I did have to rescribe a panel line.

Another panel that was missing is located under the fuselage. Eduard had a scribing template for the Hasegawa kit that I used to add this panel. The fit of the wings to fuselage everywhere else fit perfectly.

Now is a good time to add the lower oil cooler on the nose. I have a technique for the flaps. I attach the flaps to the wings, leaving the lower inner flaps and radiators off until later. If you do this, you can then place the model flat on the table and this will set the outer and inner lower flap angles perfectly.

While they were drying, I attached the lower inner flap to the radiators. Then I taped the radiators to my table so that the flaps were touching at the apex of the flap. This also ensures that they are the same angle. Once everything dried overnight, I add the radiator flap assembly to the wing. All the flaps are now set at the correct and same angle. No muss, no fuss and perfect angles.

I added the canopy sections next, except for the one with the exposed engine. That wouldn't be added until later. The masks for the canopy are perfect. I masked off the rest of the model. The entire model was wiped down with Plastic Prep.



The area around the canopy was sprayed with Tamiya German Grey. Then the model was sprayed with Alclad Grey Primer. Surprisingly, there were very few areas that needed touch up. That was more a tribute to Eduard's model than me.

Since I was going to do the G-2 as Trautloft's machine I needed to paint the yellow fuselage band, wing tips, and lower cowling. I used Tamiya Flat Yellow for my model. This was lightened with flat white to give it some slight fading and streaking. After masking those areas off, it was time to add the RLM 76. I used Model Master Acrylic for mine. I lightened it a little with white

and added small squiggles to the belly to show some wear as the second step in the weathering after the pre-shading. Call this post fading.



I masked off an area on the tail for the swastika and the work number as these are visible on the photos of the real machine. It would have been nice for

Eduard to include the patches in decal form, but it wasn't difficult to do.

Now came the time for a decision. The Eduard call out calls for RLM 02, medium green and RLM 70. With a little help from my friends on the internet I was able to come up with a color photo of the actual machine. After color correcting the photo, I determined that the area called out as RLM 02 was actually a very light cream color. I matched the photo with Vallejo Ivory. It looks weird but according to the photo it is correct, or at least a reasonable facsimile.

Then came the medium green which was probably also mixed from some paint stock. I used Model Master Marine Green. It was a good match to the color photo. Then the RLM 70 was added to the model. It still looked weird to me but the color photo shows it to be correct so I left it. JG54 did have some strange color schemes, this was just one more. One more thing was left, the rubber seal on the aft part of the upper cowling. I masked it off and sprayed it Vallejo Dark Rubber. I thought black was too dark and stark.

The landing gear was painted with Polly-S RLM 02 and Bare Metal Foil to the oleo portion. I added the landing



gear and allowed the model to sit overnight while it dried. Then the model was given a coat of Future with a couple of drops of Tamiya thinner. This mixture works like a champ. The model was allowed to dry overnight.



Both the Eduard and Cartograf decals were added with no problem noted. They were thin and fit well. The fuselage crosses were slightly too large. They should fit inside the fuselage frames and mine were slightly larger. I used Solvaset on them but that wasn't really required. They were so thin I didn't even add a gloss coat over them, just a coat of Alclad Flat.

I decided that I didn't like the light brown color so I added some Sin Filters to it. I used Brown for sand yellow to change the look of the paint and give it a slightly warmer look.



Overall weathering was easy enough as the aircraft in the pictures was very clean looking. I started out with a burnt umber artist oil wash over the entire model. Some chipping was added to the wing root area and the wing leading edge with a sponge and silver pencil. The exhaust staining was added with Mig pigments and Tamiya weathering packets. Burnt umber and burnt sienna were streaked along the belly with thinner.

With the weathering done it was time to complete this baby. Small items such as the mass weights, antenna mast, DF loop and canopy were added. An antenna wire was added from EZ Line. The final piece was the prop and spinner. Overall it looked very nice and I was quite happy with the final look of the model, despite its scale.

Since I'd already built the Profipack G-6 I thought I'd try something a little different on this aircraft. This aircraft was the recipient of a bunch of Brassin stuff. In addition to all that stuff I would paint in NMF. I'd always hoped to rivet a 109 in the attempt to build this aircraft. Since Eduard did the hard work for me and this was a marking option, why not?



I won't go into each set but I can tell you that the radio compartment was perfect. The brass landing gear were also very nice. The Brassin wheels that come with the Royal Class worked out just fine too. The engine was a pain in the butt but I finally got it to work. See the separate reviews of these items for building tips, especially on the engine because if you build it like the instructions show you will not enjoy life.



I started by priming the entire model in Alclad Grey Primer. Some panels were masked over and painted Alclad Black Primer. Then the model was painted in

Alclad Duraluminum. Some panels such as the gun troughs, fuel access panel, and the master compass panel were an even darker color so I used Model Master Magnesium. I liked the contrast of the panels but I thought it was a little boring so I masked off some various panels and painted them Alclad Dark Aluminum to break up the monotony.

I masked off the wing tips and painted them and the rudder Alclad White Primer. This covers quickly without a lot of buildup. The tail band was masked off and twice sprayed Gunze Russet, to get a nice deep, dark red. I intended it to be a different shade than the Red 8 because you can see an example of that in the photos of the real thing.

There would be a few decals on this aircraft such as the fuel triangle and the "Red 8" markings. I added Alclad Gloss Aqua which does not change the metallic look of the paint.



I needed to 'fade' the upper wing crosses so I elected to use some paint masks from Gator's Masks. They performed flawlessly and I look forward to using them again. With the masks in place, I sprayed the markings with the Alclad White Primer. After adding the appropriate masks over the white I then sprayed Alclad Black Primer on the underwing crosses. After pulling off the masks, I gently sanded back the white on the upper wings until I was happy with the look.

I don't really think the real aircraft had any upper wing markings, but it may have, and that is good enough for me. All the crosses were sealed with Alclad Aqua Gloss and left to dry overnight.

Weathering this would be different than the G-2. Weathering an NMF is not too difficult but the effects build up quickly. I started with a Mig Cold Grey wash. This was supplemented with a wash of artist oil Lamp Black thinned with Turpenoid.

The oil leaking on the belly was the next thing to add and that was done the same way as the G-2. The exhausts were painted on with a very thin mix of Tamiya Red Brown and Flat Black. The exhaust pattern is quite distinct on the photo so I tried to replicate that with my airbrush.

Once happy with the overall pattern, I used some Mig pigments to darken them in and make a subtle color change with the darker colors at the front by the exhausts. Some Mig pigment dried mud and dark mud were added to the wing root. This made the NMF look really dirty in my opinion. I debated adding some mud splatter but elected not to overdo it.



The drop tank was added after it was weathered. Then the small parts were added just like the G-2. The one thing that I didn't quite like was that Eduard gives you the Erla Haube canopy but it has the attachment point for the antenna on the canopy.

Some aircraft, this one included, had the small antenna mast on the spine. I thought about using a Hasegawa canopy but it was a little larger and had a slightly different profile. So I just used the kit canopy and attached the antenna mast on the spine. I'll live with it.

After that, it was just a matter to finish up the engine cowlings and add the rudder which I left off until now.

This is my take on the Eduard Bf-109G. (Your mileage may vary):

- Wings are too long.
- Fuselage is too long.
- Exhausts are too large (IMHO) and have the wrong angle.
- The wing tip lights are not separate clear parts. Even Hasegawa does this. I did not know how to make them look realistic on grey plastic so they were just painted like the wings.
- Landing gear angle incorrect fore and aft. It should sit further forward than molded.

- Landing gear are molded with no weight on the aircraft so it sits higher than it should.
- Lower cowl shape and oil cooler are incorrect. Both being a little too square.
- Decals for the fuselage cross are too large even for the longer fuselage
- Gondolas too large even for the too large wings. If you want a gondola aircraft you will have to get the Brassin set.
- The supercharger mount is missing the cutout seen on most 109G-6 aircraft. By the way, this is depicted properly on the Brassin Engine cowlings in the engine set.
- The supercharger front is missing detail.
- ETC rack is not correctly shaped. This seems to be a difficult shape for model manufacturers.
- The drop tank is a strange version.
- The little bump on the wing root were easily taken care of with a sanding stick.
- The mounting of the wing in a 'V' shape is a curious oddity to me. Typically Eduard has made joins on panel lines. They should have done it here too.
- The missing access panel on the belly of the fuselage is an oversight that shouldn't have happened.



On the plus side:

- It does look like a 109.
- The cockpit is nice in the Profipack and Royal Class but it will be missing key parts in the weekend edition.
- Decals worked great, even with the fuselage cross being large.



- Fit is very good throughout.
- I love the rivets. They look awesome. Some, for example, on the vertical tail are not accurate but they don't detract from the look.
- I did enjoy building the kit and will build the two others I have, but will buy a whole lot more of the retooled versions.

Is the Royal Class worth the price? I thought so. Of course you will have to overlook the over scale thing. The selection of 16 decal options is quite nice. There are lots of unique looks to choose from. I like the two I chose.

The Brassin wheels for the G-6 are quite nice. Since I only needed one set for my builds I used the other on the Profipack build. The fabric seatbelts are impressive, but they will take experienced hands and some fine tweezers and optivisor.

I didn't need the cannon gondolas or the WGr.21 rockets either. Strangely none of the aircraft options require the WGr.21 rockets. They will fit nicely in my spare parts box.

There are plenty of leftover parts for the spare parts box, almost enough for an entire airframe, minus a cockpit. I'll try to fit in an aftermarket one.

The beer glass came in handy at the end of the build. I enjoyed a good winter lager in it, and used my coaster to protect my bench, as if it needed protecting.

The piece from the real aircraft was neat. I added it to the model shelf. Overall, I enjoyed the builds. What you get in the box is fun to build and looks like a 109.

While not included in the Royal Class boxing, I think I should mention that the engine proved to be a challenge but in the end I have to say that I love the look of the model. I did enjoy building the models. They look good to me.

Recommended, if you can overlook the scale issue. If you can't wait for the retooled version you'll miss out on the glass, coaster, extra aircraft parts, and some Brassin items plus an extra nearly complete kit.

Thanks to Eduard and IPMS/USA for the review copy. You can obtain yours by contacting Eduard directly at www.eduard.com, your local hobby shop, or online retailer.

Floyd



Quarterly Contest Schedule

ASMS holds four quarterly model contest throughout the year. There is prize money for first, second and third place at each contest. Prize money is provided by King's Hobby Shop and ASMS. Thanks and appreciation to King's for their continuing support of ASMS. The dates and themes for 2015 are:

<u>Month</u>	<u>Subject</u>
April 16	Open any subject/ any era
June 18	Open any subject/ any era
September 17	Bondo Special/ Open
December 17	White Elephant

[This contest features any kit from the estate of Phil 'Bondo' Brandt or any subject/ any era. The Bondo Special winner will receive a commemorative plaque whilst the open contest will feature first, second, and third prizes.]

[Any model received at the annual ASMS Christmas gift exchange.]



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

Several stalwart members of ASMS journeyed to Lake Charles, Louisiana last month to participate in the S.W.A.M.P. annual modeler's contest. All who entered managed to walk away with the odd award or two or as was the case for Mike Poole, Best of Show...again!

Occasionally on such excursions, one or another attending member will have an epiphany. Such was the case with our newly minted Vice-President, Aaron Smischney. Aaron has decided to renounce his slave name and henceforth wishes to be known as 'A A Ron'. By way of explanation, check out this Key and Peele comedy bit.

www.youtube.com/watch?v=Dd7FixvoKBw

As an adjunct to Bob Bethea's excellent article last month about using water effects with your modeling comes a helpful presentation from Deluxe Materials. Deluxe Materials is a U.K. based company that sells and markets materials for simulating water effects. This presentation highlights the uses of some of their products for creating waves.

<http://www.youtube.com/watch?v=5uhcNXcL-ol>

This next portion is a movie trailer for a 2013 film *The Wind Rises* by Hayao Miyazaki. It details the life of Jiro Horikoshi, designer of WWII fighter planes, most notably the Zero. The film doesn't focus on the grimmer side of war although aspects of the war from a Japanese perspective are depicted.

There are some interesting dream sequences involving noted Italian aircraft designer, Caproni.

www.youtube.com/watch?v=imtdgdGOB6Q

I am always on the lookout for new and exciting web-sites. As such, here is an entry from Mother Russia. Diorama.RU is devoted to 'military miniatures and diorama modeling.' There are sections on workshops, kit reviews, dioramas and vignettes and an extensive gallery section. There is also a links tab to other Russian modeling sites. If your Russian is a bit rusty and you are not Eliot Nowacky, just click the "switch to English" tab.

www.diorama.ru

This next offering was brought to my attention by Dave Ederly. Industria Mechanika is a company selling resin kits of various Steampunk themed vehicles and Mecha contraptions. They also have what look to be some wonderfully detailed figure kits.

Of particular interest to me is 'The Chrononaut'. This figure depicts a Steampunk style time-traveling hunter with his latest trophy. Another noteworthy item is the Dragonfly omnithopter. Dave has a soon-to-be-released build article on this kit.

www.industriamechanika.com/shop/



Jean-Michel



Monthly Program Schedule

Month	Presenter/Subject
February	Yama Ploskonka/ La Belle
March	Gen. Kenneth Wisian/ Flying the B-52/C-130
April	Quarterly Contest

If you are interested in giving a presentation at a future ASMS meeting, contact our Vice-President/Program coordinator Aaron Smischney.

vicepresident@austinsms.org

Point Pleasant 1774 by Angela Forster

For over thirty-five years, family history has been a pastime of mine. Connecting documents and time lines to fill in some of the stories of my family members' lives has always been fascinating to me.

Great Uncle Frank's Navy muster roll reveals him to be on a carrier, the USS Mission Bay, escorted by the heavy cruiser Quincy, returning in convoy from the Yalta Conference with President Franklin D. Roosevelt and party.

The records of my fourth Great-grandfather, his Father, and several brothers have sparked a course of study along the Kanawha River to the juncture of the Ohio River.

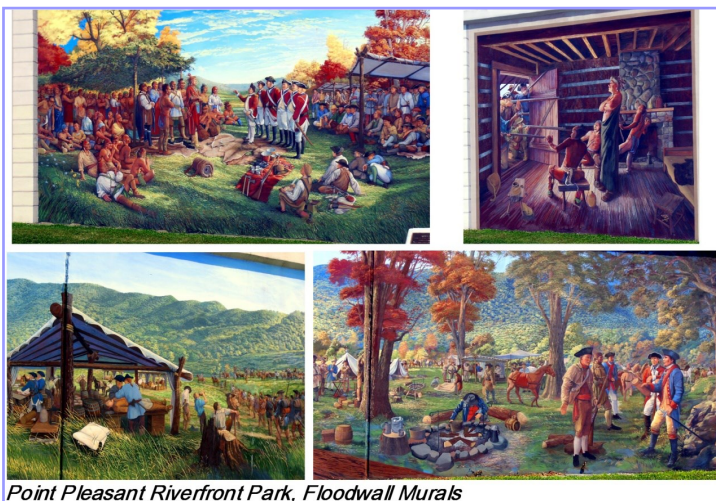
A review of the Osprey book, "Point Pleasant 1774" is not the first thing I have read on this subject, but the author John F. Winkler has covered it well.

Some historians, as well as Winkler, identify the Battle of Point Pleasant as the definitive first battle of the Revolutionary War, preceding the Battles of Lexington and Concord by six months.

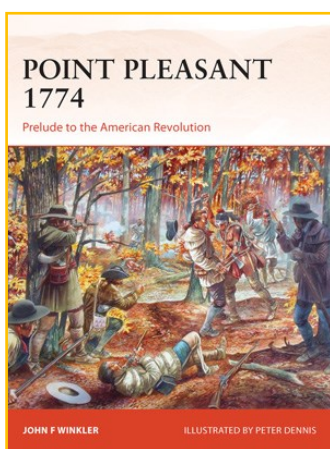
Of interest to me is the great variation in dress of Virginia's militia: an officer in his uniform and tricorne hat or a gentleman's collared shirt under a frontier hunting jacket. These are both well replicated in the full, color two page prints.

The maps and charts in the book help to organize the path of events and provide historic insight into the art by the illustrator, Peter Dennis.

The short account of Martin Wetzel, attached to the engraving by Wills De Haas, in 1851, emphasized the importance of the skill in musket reloading. Wetzel, known to the natives as "the Death Wind", for his ability to reload his rifle while at a sprint, is shown tricking an Indian into discharging his musket.



Point Pleasant Riverfront Park, Floodwall Murals



The Battle of Point Pleasant was the principle battle that year, but the book discusses the events leading up to, and the future activities of, its famous combatants.

For me, vacationing in West Virginia is a time to walk in the footsteps of my ancestors. Adjacent to the Point Pleasant Battle Monument is Tu-Endie-Wei State Park. Personal photos taken of the murals along the flood wall facing the Ohio River was an introduction to my family's heroes, legends, and myths.

Very close to the state park is the Mothman Museum. The Mothman might be considered West Virginia's version of the chupacabra, but has always been considered a harbinger of traumatic events.



This legendary figure had a guest spot in season five of the "X Files" and was a starring character in the 2002 movie, the "Mothman Prophecies."

Allegedly, numerous sightings of The Mothman preceded the collapse of the Silver Bridge in 1966. en.wikipedia.org/wiki/Silver_Bridge

Angela

Revell's 1/72 P-47M by Ron McCracken

I almost passed on the Revell's P-47M in the mistaken belief that it was probably a re-issue of their '60's era P-47D. But the P-47M designation grabbed my attention, if for no other reason than the decals, and so I bought one. Good move!

To my surprise, the more recent P-47 kits from Revell of Germany are perhaps the best bubble-top P-47 kits ever in 1/72 scale. Although this review concentrates on the M kit, the D-30 kit is essentially an alternate parts variant of the same kit, so much of the review applies to that kit as well. Both are very reasonably priced, around ten dollars (in 2014).



The "executive summary" is that the high points are good fit among parts and Revell's attention to detail. The low points are the canopy and decals.

In overall dimensions, the wingspan works out to a scale, 40' 5.28", or about 3 and 3/4 scale inches short. Not perfect, but not bad either. The length works out to 36' 5", or about 1 scale inch long. It doesn't get much better than that. The overall outline looks correct, but I must admit to not having trustworthy drawings, so I can't say much more than that. They got the subtle details right. For example the antenna mast is offset to starboard in order to clear the dorsal fillet and the add-on dive brakes are spot on.

The cockpit is complete and well detailed, with a raised relief instrument panel that responds very well to dry-brushing techniques. The cockpit includes a good representation of the gunsight, a seat with cast-on seat belts, a control stick, aft bulkhead with attached headrest, and well-detailed floor.

The attachment points for the instrument panel are substantial, unlike most kits in this scale, and ensure an easy time of mounting the panel with no risk of it coming adrift later.

I have only two criticisms: the controls and panels cast on the fuselage walls could stand a bit more depth, and one wishes the gun sight had been cast as a separate part in clear plastic, so the combining glass

would be clear. The worst part of the cockpit, and indeed of the entire kit, is the canopy, which is thick and has some small flaws. I'd recommend getting an after-market vacuum formed replacement, unless of course you are building for the "out-of-the-box" category.

The landing gear wells are all completely and accurately walled in, in stark contrast to other kits of the *Jug*. However, the mold design leaves a visible seam around the wheel well walls which is difficult to clean up.

The engine and cowling have a good representation of open cowl flaps, with the cowl flaps being very thin, and each separated from its neighbor. The detail fanatic will want to put a .005" thick backing behind the gaps between flaps.

The oil cooler intake partition, inside the cowling, is a separate part that extends all the way back to the firewall, and represents the original very well. The very different gear housing of the M's version of the R-2800 is even accurately represented. I did find it necessary to do a bit of trimming of the oil cooler partition and the sides of the front row of cylinders to get the cowling to fit snugly against the firewall. There should be no visible gap at the bottom.

One very nice feature is a "trapped" propeller shaft that allows you to complete assembly and painting before cementing the propeller in place. However, I found it necessary to clean out the hole for the shaft using a .058" drill bit. Speaking of the propeller, it is a good representation of the wide-bladed prop characteristic of this variant.

The fin fillet found on most M's is provided as an optional part, and it needs to be because the fillet was a field kit and not all M's had them.

Assembly is fairly straight-forward, although you'll need to pay attention to the upper wing halves, which on my kit were bowed slightly upward at about the line separating the flaps and ailerons. This may be because the ailerons are cast in one piece, integrally with the upper wing, whereas the flaps are split, half on each wing surface.

I've noticed on other manufacturers' kits that use this feature (Hasagawa, for example) that it tends to warp a slight kink into the upper wing half. Anyway, this can be corrected fairly easily if you catch it before you glue the wing halves together.

On the other hand, I was delighted to see that the gun blast tubes were molded in the correct level line, rather than just placed on the leading edge centerline like on many other kits of the P-47.

Parts fit is, with the minor exceptions I've mentioned, excellent. They are on a par with the best. Alignment tabs are provided for the wings and stabilizers, and they result in a spot-on build. The kit really is, in most respects, a delight to build. Getting it together in one weekend might be a stretch, but two weekends should do it comfortably.

For some reason the model is kitted with 10 very nice 5 inch rockets, which I doubt were ever used on the M. The M version was intended as a no-compromise high-speed interceptor to catch "buzz bombs" and the ME-262, and consequently never had external stores mount points, beyond the drop tank pylons, installed.

Fortunately, the wing pylons are provided as separate parts and the rocket mounting holes are "flushed over", so a model in clean configuration is readily accomplished.

The kit also provides two P-38 style teardrop drop tanks which, again, I can't firmly establish were used. In fact, the only photo of an "M" I've found with wing tanks hung shows what look to be the disposable "paper" tanks. Many of the photos of the M don't even have drop tank pylons on the wings. A completely "clean" external stores configuration would be accurate for this variant.

And now, some color notes, and gratitude to Milton Bell who provided via his own contacts the information that the 8 AF used British paints for touch-ups or add-on camouflage, U.S. paints being largely unavailable. Since all the "M"s were delivered in shiny bare metal, British colors are what they would have had.

All 130 P-47Ms went to the 56th Fighter Group. All 56th Group planes had the front half of the cowling painted red. Rudders were painted the squadron color, red for the 61st, yellow for the 62nd, and blue for the 63rd.

The three squadrons each developed their own unique camouflage for the upper surfaces.

The 61st painted theirs a bluish-black (probably British night-bomber black). The 62nd used RAF dark green and medium sea gray, both of which are available in Testors ModelMaster enamels. The 63rd used a two-tone blue scheme, whose exact pedigree is the matter of much speculation.

Based on probable use of British paints, I'm reasonably sure the lighter blue is RAF azure blue, which is available from Testors in their ModelMaster series. The darker color was probably either RAF "dull roundel blue", which is close to FS15050 (Testors Blue Angel Blue), except flat, or a color the Brits called "Dark Mediterranean Blue" which is roughly the same as FS35109, and much lighter of the two possibilities. My opinion based on available color photos is FS15050, as the dark blue is almost as dark as the blue of the national insignia.

All three squadrons left the entire undersides and leading edges of wings and stabilizers in natural metal, which seems to be the only standardization, as each plane of the 62nd and 63rd had a slightly different camouflage pattern.

The cockpit was Dull Dark Green close to FS34092 Euro Green. Wheel wells and other internal areas, to include the inside surface of landing gear doors, were yellow zinc chromate. The interior of the cowling was unpainted and the landing gear struts were usually aluminum lacquer.

The kit provides decals for an aircraft of the 62nd and one of the 63rd. Note that the 62nd aircraft doesn't



have the dorsal fin fillet. These were installed in the field and not all M's had them, so check your references carefully.

The decals were something of a disappointment. Not in the subject matter, but in the quality. They are what is sometimes referred to as "bullet proof". After a couple of missteps (thankfully confined to the national insignia) I created a technique that works reasonably well.

Cut the decal from the sheet and toss it into warm water. When it comes loose, lay the decal face down on a convenient finger tip, then slide the paper backing off. Now brush a generous treatment of Microset on the exposed backside of the decal, and place it on the model. Adjust positioning as required, blot the thing with a paper towel, and finally brush on a generous coating of Microsol. Set it aside to dry.

And that concludes my review. My overall recommendation is if you want one of these colorful "M" Thunderbolts in your collection, this kit is a bargain. Don't let the decal challenges discourage you.

As a side comment, when I'm dealing with decals of an unknown quality, I always start with something I can readily replace from the spares box, such as a national insignia. That way, if there are unpleasant surprises there are a lot fewer tears shed.

Ron



When All Else Fails by Ben Morton

Faithful readers of the Sprue Examiner will recall that, on occasion, I solicit the membership for some aid and ministration toward writing an article for the newsletter. In past missives, I have asked the membership "How much is too much?" (April, 2012), an article regarding the cost of model kits in this day and age. Additionally, the readership was asked to lament on what they did with their model collections during the Fourth of July celebration. See "Firecrackers and Dogfights" (August, 2013).

On this particular occasion I asked the membership and friends of the newsletter their individual approach to modeling and just how religiously they follow the manufacturer's supplied directions. This inquiry was prompted by an experience I witnessed at a recent local build day. One modeler seemed to me to be having some minor difficulty getting his hand-cut canopy masks to cooperate. Seems the hobby knife was just not sharp enough and the replacement blades were garbage.

Frustrated with the inability to get their modeling supplies to function according to Hoyle, the modeler opted to purchase some after market canopy masks, but those were days away. Now what to do? The next step in his building process was to apply the canopy masks and spray some paint. Unable to complete that step, this modeler seemed to resign himself to not being able to continue on with that project.

All of the above was simply to get to this burning question: "When you are building a kit, how important is it to you to follow the manufacturer's build sequence as outlined in the kit supplied instructions?" As is often the case with these inquires, the responses are as varied as those responding. One correspondent's initial remark was "Instructions? You follow instructions?!"

One can assume that Rick Cotton was only being witty. He also allowed, as others have, that it depends the model subject. For ship models, "One needs to pretty much stick to the instructions or lots of extra parts are created." When dealing with an airplane kit, Rick builds in sub-assemblies. When he gets to a sticking point, he says "I skip ahead and put together bombs, fuel tanks, wheels, or something."

That is a sentiment also echoed by Ron McCracken. Ron builds in sub-assemblies, treating each as an individual model. His use of kit instructions as a general guide is the norm but he does follow them pretty close

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ly “to avoid awkward mistakes, for example, gluing the fuselage halves together only to discover, belatedly, that I should have trapped the nose gear strut in place during the fuselage assembly.”

Tim Robb, a fellow San Martian and primarily an aircraft guy, allows that he always “looks at the instructions to know what has to be done before wings and fuselage are closed up, but I rarely follow the [build] sequence closely.” He also notes that, like a number of other modelers, he leaves the landing gear, prop and canopy until the last.

While building a kit once is often enough for many, a select few have a unique approach. A proponent of the 'cut once, build twice' school is Mike Poole. “I like to build most of my models temporarily with white glue to check part fit and learn how everything goes together.”

This temporary construction allows Mike to try a different assembly sequence, occasionally finding what works best for him. This approach also allows the once assembled kit to be torn down, glue to be peeled off, and painting of all the parts. “Final assembly is a snap because it's already been done once before.”

A recurring thought amongst many of the correspondents was to “spend some quality time going over the instructions.” More than one noted that not following the instructions to the letter was to do so at your own peril.

Milton Bell states that “if you ever build an Accurate Miniatures SBD or TDM, you had better memorize certain parts of the assembly process. Both kits are just about the best on the market for their type and can result in excellent models if you follow the instructions.”

Aaron Smischney echoes that sentiment. Primarily an armor guy, he remarked that it isn't “a good idea to second guess Tamiya instructions. I have trapped myself by thinking I could outsmart the Tamiya designers and had to cut parts from each [in order] to do it the instructions way.” But by the same token, “you pretty much need to use the instructions from Dragon as a 'general guide'.”

“The more seasoned and experienced the builder is, the less likely she or he depends on the instruction sheet. After all, there is a great deal of repetition here.”

Aircraft kits often begin with assembling the cockpit, sticking that assembly into the fuselage, and then attaching the wings. After that, all the fiddly bits. An armor kit has its preferred method of assembly, as well.

Generally, you start with all the road wheels and running gear, add the turret assembly, and then on to all the appropriate fiddly bits. The other genres of modeling have their preferred method of assembly as well.

One example of re-thinking the instructions comes via Aaron Smischney's current project: a Takom's Mark IV tank. “The instructions would have you build the center part of the chassis by itself, then fit that in between the sponsons. This is a bit difficult as the parts don't have pins or a definite mating surface. So it would be easy to get it [all] out of kilter. Instead of building it the instructions way, I am using the sponson as a guide to make sure everything is square and good to go.”

One of our Northern brethren, James Fullingim from Centex Modelers/Killeen, notes that these days there are often online and magazine articles about most of the kits available today. “If there is a problem in the order of events that manufacturers' print in their instructions, most reviewers will catch it and mention the problem. I welcome all critiques of kits as this saves [me] frustration and disappointment.”

James, as noted by others, usually follows the instruction's build sequence, diverting from those instructions when it comes to assembling exterior items. When encountering a delay, he'll work at it until that step is completed. He also notes that he isn't a “mass producer of built models. Most of mine are done after months if not years of research. I thoroughly enjoy solving problems and adapting models to non-stock versions. Delays are common. If I had to build models for a living I would be out in the street with a tin cup begging for money!”

The overall theme of the response to this latest query is that quality time needs to be spent with the instructions prior to assembly and not to stray too far from how the manufacturers suggest you assemble their kits.

Having said that, the more seasoned and experienced you are as a modeler, the less apt you are to follow the kit instructions exactly as prescribed. As noted by Rick Cotton, “We are guys, so things like asking directions and reading instruction are purely optional.”

Ben



Ceskoslovenske Patnactky by Cesar Herdez

For those amongst us that prefer to work in smaller scales, Eduard, of Czech Republic fame, has an offering for your consideration. In 1/144th scale is a dual combo kit of the MiG-15.

As with most offerings from this company the box contains two complete kits. The parts are included on two sprues, as well as clear bits for the canopies. Also included in this initial boxing, are some painting masks and marking options for seven Czech Air Force MiG-



15's from the late 1950's.

A number of the marking options are for air demonstration aircraft with a few operational planes thrown in. Included are

the markings for Lt. Jaroslav Sramek's MiG -15. He shot down a USAF F-84 Thunderjet in 1953 that had strayed across the border. For those that may be interested in something other than MiG's flown by the Czech Republic, a subsequent release (MiG-15bis) will feature markings for Cuba, North Korea, Soviet Union, Egypt, and East Germany.

The second release will also include photo etch that is not included in this particular kit. Of course, that photo etch is sold separately but owing to the smallness of the cockpit as well as that of the model, you may want to forgo the expense as most of interior bits will be invisible under the supplied canopy. You will know it's there but you may be the only one. Eduard does supply some bits for the wing fences and a few other exterior options with the photo etch.

Molding of the kit is up to Eduard's usual high standard with nice detail throughout. Some of the landing gears doors and wing pylons are a bit thick but in this scale this is as good as it gets. To say that the quality of Eduard's 1/144th scale releases are on a par with larger scale releases from Tamiya and others is not much of a stretch.

An interesting feature of this release is in the molding of the wings and fuselage. The entire upper portion of the fuselage with wings attached is one piece. Thus eliminating that thorny issue of how to remove that stupid mold line down the middle of the fuselage.

For modelers who prefer this scale that, in and of itself, makes the price of admission worth it.



The part sprues also contain two styles of tyres, three different drop tank options and two style of pylons. Those same wing pylons are accurately molded.

Pylons and bombs are provided for those that prefer their aircraft fully loaded. The main landing gear are delicate and look to be in scale. Very neat! No word yet on whether or not Eduard plans to expand their Brassin line with some 1/144th scale resin/photo etch under wing stores for these diminutive aircraft. Probably not!

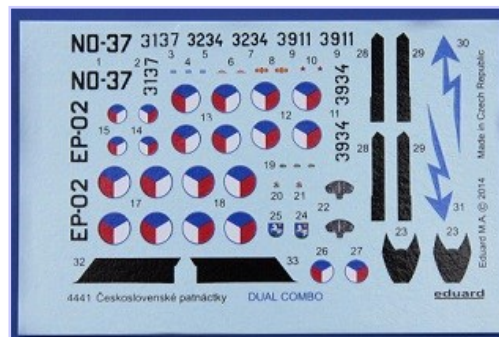
Another feature of this releases is that the cockpit tub is molded as one part. Often kit manufacturers, Eduard included, have supplied a cockpit tub with separate seat, instrument panel, and control stick. Not so, here.

This makes for difficult painting and detailing. The one piece cockpit is the one and only complaint I have with this release. But once you attach the canopy (masks included) you may not be able to notice, even if you look very closely.

With two complete kits in the box, nice molded detail throughout, and enough marking options

(with more on the way), this release from Eduard should be making an appearance at your local model show inmediately.

Fun fact: Ceskoslovenske patnactky is Slav for Czechlovakian Fifteen's.



Cesar



Old Rumors/ New Kits 2G

Randy Bumgardner, Rick Herrington, Mike Poole,
Golzar Shahrzad, A A Ron Smischney

Shipping News

Here's the stuff. Beginning with kits in 1/700th scale is Trumpeter with the USS Colorado Battleship BB-45(1944 version). They are also offering the HMS Valiant- British Battleship (1939 version).



Cyber-Hobby has the USS Lexington CV-16 US WW2 flat top.

Aoshima is releasing the JMSDF Modern destroyer DD-118 Fuyuzuki. Fujimi has two WWII craft for you: the IJN Battleship Amagi and the IJN Carrier Soryu with 36 aircraft.

Pitroad is showing the DKM Prinz Eugen (1945) with photo etch. It would be nice to see either Trumpeter or Pitroad come out with a 1941 version of this hip when it sailed with the Bismarck.

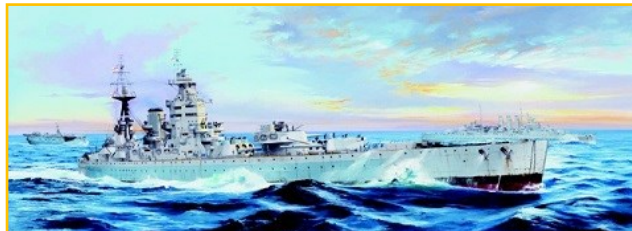
In 1/350th scale shipping, Aoshima's IJN I-58 submarine should soon be available.



For fans of the Civil War, ROP o.s. from the Czech Republic has some resin and photo etch kits coming soon. Those releases are: the USS Choctaw Union Gun Boat, the USS Monitor Union Ironclad (1862), and the CSS Virginia Confederate Ironclad. All three kits are full hull models.



In 1/200th scale, and not my favorite scale, is the HMS Nelson British battleship from Trumpeter.



You all know my views on the 1/200 space takers. This one will cost you around \$300, depending on where you get it. That's the base kit price before you start adding the photo-etch and wooden deck. I'd really like to see manufacturers spend their money developing kits that haven't been released in 1/700th or 1/350th.

I'm off my soap box now. Pull a kit out of that stash and build it!

Rick



Automotive

Welcome road warriors and race fans! We have several entries qualifying on the grid this month so let's get started.

Qualifying for pole position is the Tamiya Company for catching everyone by surprise this month at the Nuremberg Toy Fair with a brand new Mercedes 300 SL Gullwing in 1/24th scale.

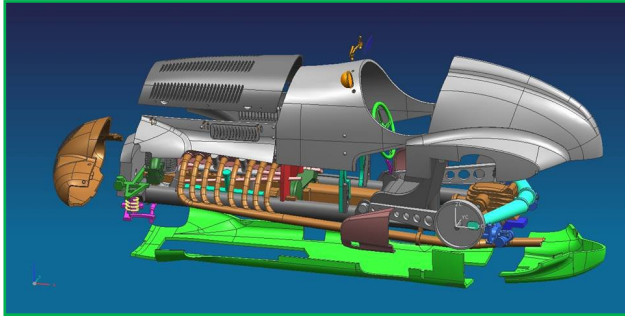
The kit features opening doors, full drivetrain, and even a space frame like the real car. Also included are metal applique stickers for the tiny chrome scripts to make a knockout model.



There have been a lot of kits of this iconic car over the years but Tamiya's new entry may just eclipse them all. Pricing is still bouncing around but early indicators are it will be quite reasonable.

Southern Cross Miniatures of Australia qualifies a close second for startling the modeling world with a new Mercedes W125 in 1/20th scale.

SCM delighted us in the past with a very attractive Maserati Birdcage in 1/43rd scale, so expectations are high that this detailed, mostly resin kit will be outstanding. With so few pre-war racing subjects available, let us hope this is the beginning of a trend! Look for it to be out this summer in limited quantities.



Following closely on the heels of their very first 1/24th scale car model, Russian manufacturer ICM has just released a new variant in their growing Model T lineup.

This Model T Touring, like the roadster issued before it, bears a striking resemblance to an early Ford but actually isn't. This is a Fo Model T manufactured in Russia at about the same time as indicated by the badging on the grille.

Kidding aside, the ICM folks deserve applause for offering such an important American symbol of automotive history in a nice quality kit. It features detailed engraving and tires molded in white vinyl. Look for it to be out very soon. Fingers crossed we see more new car models from ICM.



Finally, the Heller Laverda 750 SF Competition is back. The famous French kit manufacturer Heller is a company of extremes with what I consider some of the worst kits produced as well as some of the absolute, very best.

This latest subject and all it's 1/8th motorcycle siblings fall into the latter heap. Heller's Laverda kit was first

released in the early 1970's to compete with those new kids on the block, Tamiya.

Heller spent lavishly on features in all their 1/8th motorcycle kits. Each cooling fin in the cylinder heads is a separate piece stacked up like a Dagwood sandwich. Suspension coil springs are made from real steel wire. All wiring harnesses and dust boots are replicated in soft vinyl. Some assemblies are represented right down to the individual fasteners! There are over 340 parts in the Laverda kit just to give an idea of the kind of detail we're talking about here.

This new incarnation features all the same great parts as well as a "starter paint and glue set" for reasons only a person that has worked in a French company would understand. Look for the Laverda, the excellent Honda CB750 four, and the Godier Genoud prepped Kawasaki 1000, all out now.



Well, that about raps it up on the automotive front this month. If you haven't built a car kit in a while there are a lot of exciting new offerings out.

Take a walk on the shiny side!

Mike



Armor

Greetings, armor fans and hello, armor curious!

For me the biggest news has to be the Tamiya announcement of the Somua S35. This little tank was one of the best tanks on the battlefield at the start of WWII, but having the best tank means nothing without proper planning right?

This tank has been on the top of my wish list since forever. It has some of the most amusing color options ever fielded. Some of the camo options look like cake with frosting dripping down the side! The kit looks like typical Tamiya, with build-ability being the number one goal. The kit comes with individual links.

Let's hope they follow their habit of showing everyone else how to make individual link tank treads easy and fun to put together!

Expect this one around March/April. If you want one, you better hurry before I buy them all. :)



Next up, let's take a look at MiniArt. They have just announced a ton of stuff. Way too much for me to list here! A lot of it is in the civilian and dozer market, so lets take a look at some examples. First up is a whole bevy of GAZ variants based on the 03-30 chassis:

GAZ-03-30 Mod.1945
MINIATURE SERIES
UNASSEMBLED PLASTIC MODEL KIT
THIS IS MORE A BUS
KIT CONTAINS 150 PARTS
INCLUDES FIGURE, FIGURES, AND BUS
PROVIDES LIFE-LIKE PAINT AND
DECALS ARE INCLUDED

38005
 1:35
 MiniArt

Besides this civilian version, we will also be getting an ambulance variant.

Closely related to the GAZ 03-30 is the 05-194 which is a six wheeled version. We will be getting a bus, an ambulance, and a cargo/box body variant.

GAZ-AAA w/Box Body
WW II MILITARY MINIATURES SERIES
UNASSEMBLED PLASTIC MODEL KIT
THIS IS MORE A BUS
KIT CONTAINS 150 PARTS
INCLUDES FIGURE, FIGURES, AND BUS
PROVIDES LIFE-LIKE PAINT AND
DECALS ARE INCLUDED

35183
 1:35
 MiniArt

MiniArt continues it's bulldozer line with two new military bulldozers, one of which is an awesome armored version!

U.S. ARMoured BULLDOZER
WW II MILITARY MINIATURES SERIES
UNASSEMBLED PLASTIC MODEL KIT
THIS IS MORE A BUS
KIT CONTAINS 150 PARTS
INCLUDES FIGURE, FIGURES, AND BUS
PROVIDES LIFE-LIKE PAINT AND
DECALS ARE INCLUDED

35188
 1:35
 MiniArt

GERMAN LIGHT FIRE TRUCK LF 8 w/TSA
MINIATURE SERIES
UNASSEMBLED PLASTIC MODEL KIT
THIS IS MORE A BUS
KIT CONTAINS 150 PARTS
INCLUDES FIGURE, FIGURES, AND BUS
PROVIDES LIFE-LIKE PAINT AND
DECALS ARE INCLUDED

38002
 1:35
 MiniArt

For those that like red, MiniArt will have a very cool fire engine with what looks like a water trailer.

Or, perhaps you fancy a refueller truck?

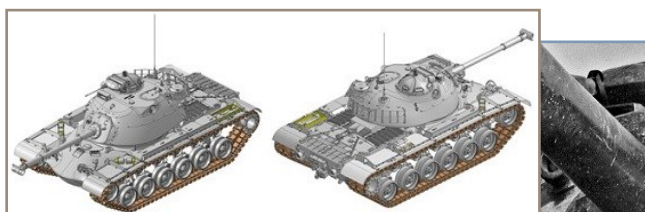
BZ-38 REFUELLER
WW II MILITARY MINIATURES SERIES
UNASSEMBLED PLASTIC MODEL KIT
THIS IS MORE A BUS
KIT CONTAINS 150 PARTS
INCLUDES FIGURE, FIGURES, AND BUS
PROVIDES LIFE-LIKE PAINT AND
DECALS ARE INCLUDED

35145
 1:35
 MiniArt

Finally they are releasing a whole line of WLA motorcycles with differing figures and extras. Everything from a bundled up dispatch rider to a guy taking a nap on his 'cycle. Here's a guy using his as cover for firing.

U.S. MOTORCYCLE WLA w/RIFLEMAN
WW II MILITARY MINIATURES SERIES
UNASSEMBLED PLASTIC MODEL KIT
THIS IS MORE A BUS
KIT CONTAINS 150 PARTS
INCLUDES FIGURE, FIGURES, AND BUS
PROVIDES LIFE-LIKE PAINT AND
DECALS ARE INCLUDED

35179
 1:35
 MiniArt



I'll sign off with a new announcement from Dragon: an early M48. Perfect for that Elvis diorama!



Until next time!

Aaron

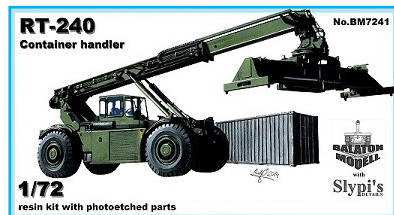


Miscellaneous

Whilst on the armor subject, Takom has a nifty thingy coming soon. The Landkreuzer P1000. This is paper panzer that utilized the turret from a battleship as its main armament. The kit comes with two Panzer VIII Maus as escorts. In 1/144th scale, it is still about a foot long.

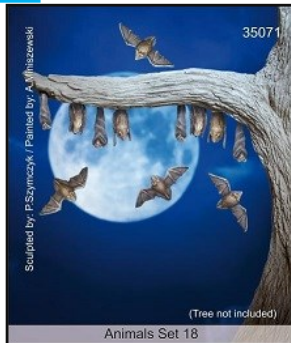


In the "it's about time" category, Accurate Armor has some 1/35 tank transporter tie-downs. These turnbuckles, shackles, and chain hooks are resin and brass rod.



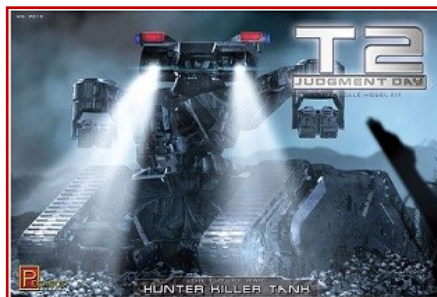
Balatan Models from Hungary has a resin kit in 1/72nd scale of a Kalmer RT-240 container handler.

Rounding out the "it's good to be a modeler of dioramas" Mantis Minatures has added to their critter line with some 1/35 scale bats. Tree not included.



In 1/72 scale from Unicraft Models is a resin kit of the Supermarine TOR.4040 British 1940 VTOL fighter project.

Sometimes keeping these manufacturers apart is a bit difficult but Platz/Pegasus has a 1/32 scale Hunter-Killer Tank from *The Terminator* movie franchise.



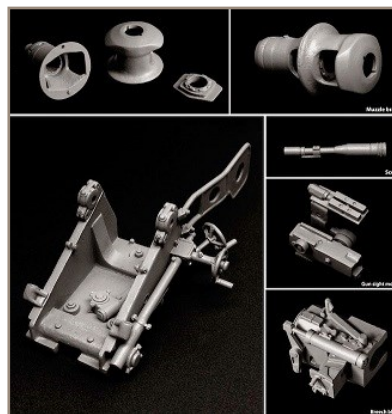
Bandai has some Star Wars stuff for your modeling pleasure. In 1/72nd scale is a T.I.E. Fighter.

In 1/48th is an AT-ST. And in 1/12 scale is a new R2-D2 with R5-D4. May the 4th be with you.



Caracal Decals has some newish decals for fans of Texas fighter squadrons stationed at Bergstrom AFB. In 1/48, its *Fighters of Austin/704th TFS*.

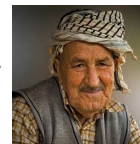
If you are unfamiliar with Bravo 6 you should check out their website. They produce some amazingly detailed figures in 1/35 with loads of Vietnam era troopers. bravo6.diorama.ru



If you are in the market for some upgrades for your Dragon/AFV 75mm Pak40, k59 has the answer. In 1/35th scale come some resin bits for the muzzle brake, scope, gun sight mount, breech block, and gun carriage.

MiniArt Models, in addition to other things, has a ZIS-3 gun emplacement kit in 1/35th scale. The injected molded kit comes with gun, figures, and some vacuform bits.

Golzar



Aircraft

Well, it's February. Time to get a cool gift from your Valentine. Oh!, and to give one, as well. And, it's time to report on some cool stuff from one of the largest toy fairs in Europe – Spielwarenmesse Nurnberg, also known as the Nuremberg Toy Fair.

This fair is one of two in the world featuring new and upcoming releases from the biggest model manufacturers. Modelers anxiously await news on the release of their favorite subject. This year featured some cool new stuff that will be heading our way this year. More on those things later.

First up, let's talk about Wingnut Wings. If you haven't purchased their Fokker D.VII's yet, you're out of luck. They have placed these kits on their sold out list. Their Fokker built D.VII F, with the BMW IIIa engine, and the Albatros built D.VII are still available on their website. It seems they are going fast. In addition, the Albatros D.V is on the sold-out list as well. At last glance, there were more kits on that list than I originally thought, and with good reason, as they are excellent kits. It's well worth your while to pick up one (or more) of these beauties.

Now for the good news, Wingnut Wings will be releasing a new kit this month!



Great War enthusiasts will be treated to an AEG G.IV in 1/32nd scale. This kit looks to be a big kit with an almost 2 ft. wingspan. Perhaps not Felixstowe big, but big nonetheless. The details in the images look fantastic and the fit should be up to their usual high standards. I'm not sure about the marking options. I'm sure we'll have some very good choices.

Fly will be bringing out a 1/32 Hawker Hurricane Mk.IIc. Apparently, HpH, known for their very nice resin kits, was going to develop it and cancelled their

project. They let Fly have the research they did on the Hurricane. That was very nice of them.

Now we have an injection molded Hurricane Mk. IIc coming out. I'm not sure why HpH was so generous but it is very nice to see manufacturers acting in a co-operative manner. No word on a release date yet.

For all of you large scale Franco-jet fans out there, Italeri will be releasing a new Mirage IIIc in 1/32nd scale. I would imagine that there will be some IDF markings in the box, as well as some French ones. Who says the French don't get any big scale lovin'?

Now, on to the rest of the Spielwarenmesse tidbits. I've only listed the new tool stuff that was announced at the show. There were more than enough new versions of existing kits. These are the ones that caught my eye.



AMK, Avantgarde Model Kits, is releasing a 1/48 Fouga CM.170 Magister this year. I don't know the exact marking options, but I'm certain there will be some Italian markings included. They also announced a 1/48 MiG-31 Foxhound for this year. One can never have too many Cold War MiGs in the stash.

Eduard will be putting out several kits this year and one features a return to the Great War. It's a new tool SE.5a due out later this year. They announced two versions, neither of which were specifically mentioned. In addition, they will be putting together a Royal Class boxing of this aircraft.



ICM, who recently produced an awesome Twin Beech in 1/48th scale, is set to bring out a few new kits. First on the list is a 1/48 Dornier Do 17Z-2. The first new



tool Do 17 since the Classic Airframes effort from eight years ago. Classic Airframes is no longer with us or perhaps on hiatus for

now. You can still find one, for a price. ICM is also offering a 1/48 Do 17Z-10 night fighter. Both kits are due out in July.

They are also releasing a 1/72 scale Do 17Z-10 in November. All three of these kits are listed as "100% new molds" in ICM's 2015 catalog. So we can be assured that these molds are new. I read it on the Internet and Google is my friend.

ICM is also bringing out a new 1/48 Junkers Ju 88A-5 in August. This one isn't marked as "100% new molds" in the catalog, but I can't help but think it's a new mold. Unless it is some other manufacturer's molds.

Kinetic is bringing some new 1/48th scale jets to the market this year. Two of those, the AMX-1A in Brazilian and Italian marking and the Dassault Mirage IIIE. Interesting choices, to be sure.



The one that really grabbed my eye is the 1/48 F-16XL. Yep, Kinetic announced their intention to produce a kit of this technology demonstrator from the 1980's.

It's a pretty cool looking aircraft. Certainly a unique addition to anyone's display case. The F-16XL will be marketed under the Skunkworks label.

I'm not sure if that is a department within Kinetic, or just a marketing thing.

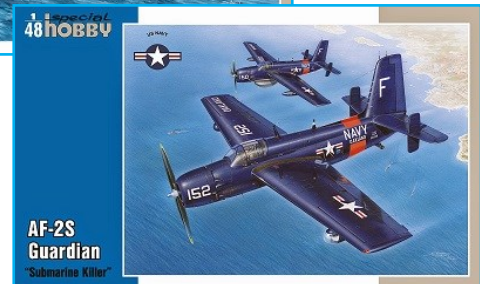


Two more kits that struck my fancy are from Zvezda. They will be releasing a 1/48 Petlyakov Pe-2 in one of the remaining months of this year.



In addition, they are also releasing a new tool Messerschmitt Me 109G-6. Regardless of what anyone says, Me 109's sell well and this is an excellent follow-up to their very nice Me 109F kits.

Special Hobby is releasing the Grumman AF-2S and AF-2W Guardian in 1/48th scale any minute now.



So, get to that bench and build something!

'Til next month,

Randy



Merry Band Of Modelers by Roy Lothbrok

It was a cold, harsh morning that dawned January 23, 2015. The stalwart companions had decided many weeks ago that this was one trip that just had to be taken. Although a smaller contingent of noble lads set forth than was originally envisioned the lack of participation was more than made up for by their collective enthusiasm for the journey that lay ahead despite the anticipated hardships, both real and imagined.

The assembled company of ASMS devotees (Ben Morton, Aaron Smischney and Mike Poole) departed the confines of the greater Austin area to journey to the nether regions of Western Louisiana. This arduous sojourn was in response to a call to arms from our modeling brethren of IPMS/S.W.A.M.P Modeler's in Lake Charles. This endeavor being undertaken was to attend the 28th annual Calmex Model Show being held in Westlake the following day.



Aaron Smischney's Russian Valentine

Much of this journey had to be accomplished by traversing the dreaded I-Ten corridor that bisects the city of Houston, Texas into a multitude of bureaus. With more than ample opportunity to become disoriented and confused, our intrepid men-o-models successfully arrived at the chosen destination none the worse for the trek. Our merry band pressed on through some strenuous, and at times, difficult encounters with some indigenous populations of native folk. They arrived in Lake Charles with more than enough time to muck things up. Which they promptly proceeded to do.

Our merry band of men-o-models had forged a pact to rendezvous with other members of our extended tribe of modeler's (members of the local model club) for an evening's repast at a local Louisiana /Cajun dining establishment located in Westlake, a suburb of Lake Charles, which is not to be confused with Kinder, Louisiana.

One of the band of travelers (who it turns out has a horrible sense of direction) opted to utilize some of the modern technology that is available in this new era. It was anticipated that a mere 30 minutes would be required to traverse the intervening ground between the temporary lodging and the agreed upon location for the evening's meal. Having heard numerous tales of daring and comradeship about the host chapter, those in attendance were looking forward to spending a pleasant evening in their company. And at the prescribe time, 6:00PM.



Tom Robb's Sea Bee

Alas this was not to be the case. Our merry men-o-models headed out utilizing GPS

mapping. A most unforgiving technology. This technological miracle informed our merry band that the 'Trip to Bountiful' would require about 30 minutes. Off they went into an easterly direction when in fact they should have actually headed west. Having arrived in Kinder, Louisiana the disembodied voice of the GPS directed the group to a what turned out to be a desolated and deserted city park/cemetery. Although, in the groups defense they did arrive on time, just at the wrong airport. As it were.

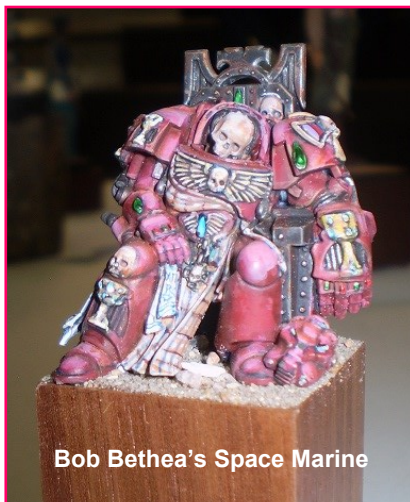
Having realized the mistake (almost immediately), our intrepid band was not to be dissuaded from the original task. It was suggested by one traveler that perhaps in light of the situation, the assembled brotherhood might just as well dine at Fausto's in Kinder in lieu of back tracking to Lake Charles. That suggestion seemed to fall on deaf ears. Our merry band went off to the correct location and, as it turned out, a mere ten minutes from the original starting point. Who knew...?

Arriving at the appointed restaurant, albeit a tad late, we proceeded to avail ourselves of that fine establishments bill-of-fare. Reports by some of the local attendees, having been regaled with the group travails, opined that Fausto's is not a bad place to dine. Bear that in mind should you ever find yourself in Kinder, Louisiana.

Having slated their thirst and hunger, as well as acquainting themselves with others in attendance, our

merry band adjourned to the venue that was to be the site of the model show to offer assistance with any last minute preparations. This turned out to be a great idea. After helping set up some model display tables and assisting the odd vender (Hill Country Hobbies) with their set-up, our merry band-o-modelers had the opportunity to 'preview' some of the vendors wares

prior to the official opening of the model show the next day.



Bob Bethea's Space Marine

The next day dawned bright and sunny after what some might consider a less than peaceful evening's slumber. (It is said that you never really know someone until you travel with them.)

Arriving at the show's venue, our merry band had been joined overnight by fellow ASMS members Tim Robb and Bob Bethea. As is the norm for these events, the day proceeded as one might expect. Lots of really good models to peruse and a multitude of bargains and modeling treasures to be had in the vendor room.

Adding to the normality of these events is the opportunity to commiserate with fellow model club members from other environs. Notable from both the San Antonio group and the Houston/IPMS contingent. It had been suggested that Rick Cotton, from Houston, really should do something about that hat he was wearing. But he seemed to enjoy the chapeau and it does commemorate a momentous occasion in the life of an local Houston sporting association.

Local media (KPLC-TV) were in attendance, providing community support for the Calmex Model show. A link to that report is included for your edification: <http://www.kplctv.com/story/27932444/plastic-model-show-held-in-westlake>

As a caution for future model shows, always remember to look your best. You never know when you'll be on TV. Now, about that hat!

For those who have not as yet endeavored to journey to the eastern confines of IPMS Region 6, the Calmex show in Lake Charles is worth the effort (even with the

travails). Among those in attendance from Austin Scale Modeler's Society, everyone came away with the odd trophy or two. Or, as in the case of Bob Bethea, four.



Mike Poole's Ferrari 250

But amongst our august band-o-modelers, Mike Poole was, deservedly, the contest winner. Mike placed first in his category, again!. Won 'Best Automotive', again! And garnered the 'Best of Show' award, again! This is the third time in as many tries that Mike has come away with the 'Best of Show' award.

From this correspondent's vantage point, I can only surmise that the rest are all just playing for second. But, can he go four for four? San Antonio's model Contest, ModelFiesta, is right around the corner, on February 21st.

Roy



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Membership Card Blues via Sean Glaspel IPMS/USA Region 6 Coordinator

Due to a slight glitch in getting new IPMS/USA membership cards printed there will be somewhat of a delay in receiving your new membership card from the national office.

You should need not fear that your membership will somehow get lost 'in the woods' as the IPMS/USA national office has a record of your membership whether it's a new membership or a renewal. This snafu will also not affect your subscription to the IPMS/USA Journal. Membership cards will be mailed at the first available opportunity. Your patience in this matter is appreciated.

Sean

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

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



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

From The Great White North IPMS/Canada

As always, IPMS Canada will be sponsoring a "Best Canadian Subject" award at the IPMS/USA 2015 Nationals in Columbus, Ohio this summer.

Last year we didn't really get around to advertising it until well into the summer, which is really too late to start building an entry.

This year we're trying to give folks a better heads-up while the half-built models are still on the bench. We hope to have lots of entries!



So... just what is a "Canadian" subject?

To qualify for the award, your entry has to be identifiably and distinctly Canadian in its markings and use.

Canadian Forces, Royal Canadian Air Force, Royal Canadian Navy and Canadian Army subjects would obviously qualify.

Some other 'Yes' examples would be:

- an RCMP police car.
- an Airbus A320 in Air Canada markings.
- a figure of Canadian fighter pilot Buzz Beurling.
- a model of the schooner Bluenose.
- a Canadian Churchill tank at Dieppe.

Some 'Sorry, but 'No' examples would be:

- a plain-painted vehicle sporting provincial plates.
- a Space Shuttle with the Canadarm.
- a Ram tank used by the Dutch Army.
- a Belgian CF-100.
- a Canadian-built Royal Navy Corvette.

If anyone wants to know more, or would like clarification on something, they can visit our website: <http://www.ipmscanada.com> or email their questions to: box626@ipmscanada.com



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!

With IPMS/USA Membership, you will receive the outstanding IPMS/USA Journal six times a year - it includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures - you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned contests, and particularly in our World-famous National Convention, held each summer.

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.

http://ipmsusa2.org/forms/ipms_application.pdf

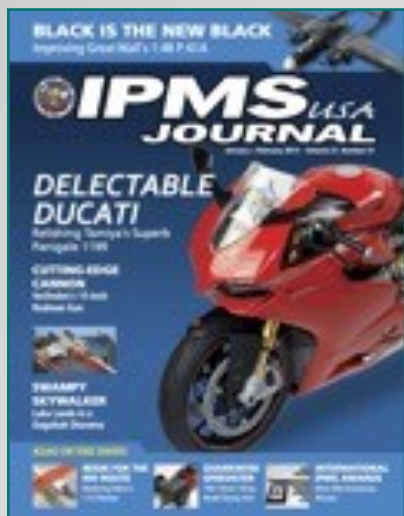
Applications using payment via Check or Money Order should be printed and mailed to:

IPMS/USA
Dept. H
PO Box 2475
North Canton, Ohio 44720-0475

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney, at manager@ipmsusa.org

In the latest issue of:

IPMS/USA Journal January + February



- Float Feeder - Building Dekno's Consolidated Fleetster, by Wayne E. Moyer
- Night Hunting Widow - Building Great Wall Hobby's P-61A Glass Nose, by Andy Renshaw
- Ducati Dominance - Performance Personified by Tamiya's 1:12 1199 Panigale S, by Steve Taylor
- From Cutting-Edge Casting a Cannon Comes - Scoring a Hit with Verlinden's 15-inch Rodman Civil War Gun, by J.R. Dietrich
- The Shark's Tale - Taking the Model Factory Hiro Multimedia Ferrari 156 for a Spin, by Mike Poole
- Ditched on Dagobah - Building a Diorama Placing Luke Skywalker's X-Wing in Murky Water, by Dan Thompson

Contact Us

**Austin Scale
Modelers Society**
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San Marcos, Texas
78666

Visit us on the web
at
www.austinsms.org



Next Meeting:
February 19, 2015
Austin Old Quarry Library
7051 Village Center Drive
Austin, Texas
7 PM to 8:45 PM

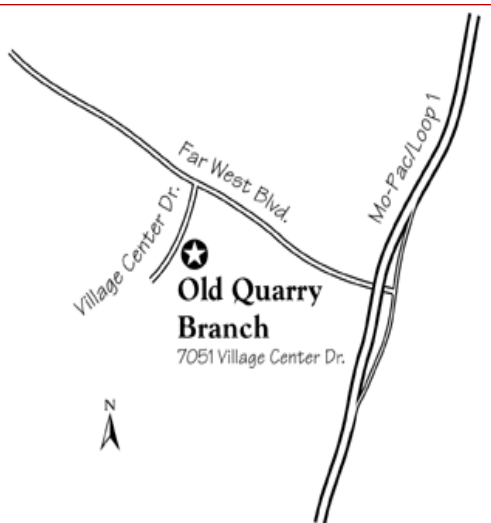
ModelFiesta 34

THE INTERNATIONAL CONTEST OF TEXAS



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