



ASMS



SPRUE EXAMINER

**Ron McCracken's
YP-59A
Done Right!**

Copper State Model's
Armstrong-Whitworth F.K



By Dave Bottger



Special HOBBY

P - 59A/B Airacomet



Canopy is injected

1/72



**Ft. Hood's
3rd Cavalry Museum
by Ted Andreas Jr.**

Also: Figure Painting w/ Bob & Ian





YP-59A in 1/72nd Scale

By Ron McCracken



The Bell Aircraft P-59 is one of the unsung landmark aircraft, important simply for being the first U.S. operational jet fighter. Yet little has been published about it, possibly because it was an early example of a “black” program, and possibly because it was a serious disappointment to those who were enthused by the then-new turbojet powerplant.

Several things point to its “black program” status. Its designation number originally belonged to a twin-boom pusher propeller driven design that never got beyond the drawing board. That designation was

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www.austinsms.org



- 08/12/2017: **HAMS Eleventh Annual Model Car Show and Contest**
Contact: Rob McQuown: robert.mcquown@sbcglobal.net
<https://www.ipms-hams.org/>
- 09/16/2017: **AMPS Centex Armor Expo 2017**
Georgetown Community Center
445 E Morrow St, Georgetown, TX
Contact: Eric Choy
Phone: 512-554-9595
E-mail: aabsco@gmail.com
- 09/23/2017: **AutumnCon 2017 Region 6 Regional Convention**
Contact: Andy Useman - auseman68@gmail.com
<http://www.northshoremodelers.net/>
- 10/14/2017: **Austin Scale Modeler's Society Capitol Classic**
Travis County Expo Center
7311 Decker Lane, Austin TX
Contact: Ian Latham E-mail: Latham.ian@yahoo.com
- 13/32/2020: **Completion Date of Your Perfect Model Project**

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IPMS/USA Support the Troops Initiative

The IPMS/USA initiative was established to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones, recovering in hospitals, and rehabilitating in specialized facilities. The program is expanding into other areas as well. Some local programs take place in USO facilities, some are centered around active duty personnel and are scattered across the country.

The IPMS/USA Support The Troops program is still going full-tilt. The national program director is Jon Emery. Jon is accepting any and all contributions and is sharing them with all of the active programs around the country.

www.models4troops@gmail.com



The Presidents **NOTE PAD**

By Randy Bumgardner

It's August! And, it's hot! Recently, I read an article where the author claimed we were in the waning days of summer. I'm sure they were not thinking of the weather when they wrote those words. If they were, a quick trip down here will convince them otherwise. So, everyone, please enjoy the waning days of summer by staying indoors and building models in the air conditioned shop.

This month we have another of our not-so-quarterly contests. This month it's the Gundam Contest. This includes any Gunpla kit, Macross, Maschinen Krueger, and others I've left out. We'll have some dandy prizes to share with the first, second, and third place winners. So, bring on the mobile suits.

I received an email last week concerning the upcoming IPMS/USA National bid for 2020. The San Antonio crew, with the support of the rest of the central Texas modeling fraternity, is dusting off their 2018 bid and updating it for a run at the 2020 National Convention. They have asked all of the local clubs to pass a resolution of support for them in their quest to bring the Convention to our corner of the modeling world. I'll have more details at the meeting and we can discuss.

The 2017 Capitol Classic is coming up on the horizon. Please think about volunteering, your support for the show is invaluable in helping us have another successful show. Contact Ian for more details.

This month's presentation will be provided by Rick Herrington. I'm not sure what he'll be presenting, but I am sure it will be something interesting. He has lots of tips and tricks we can put to good use.

That's in for me this month.

Now, go build something and show it to us!

Randy





Continued from page 1.

re-used to confuse anyone who might have gotten wind of the project. Some insist that the selection of Bell Aircraft as the primary contractor was driven by their Buffalo, NY factory's proximity to the facilities of General Electric, who had been chosen to build a licensed copy of the British Whittle jet engine. Both choices seem odd. In Bell's case, it certainly wasn't for their sterling reputation as a designer of outstanding fighter aircraft, because they had no such reputation. As for GE, their expertise in building turbo-superchargers was transferable, but they'd never built an entire aircraft engine. Nevertheless, that may have been the most important lasting achievement of the P-59 program, as GE went on to produce some of the U.S.'s best and most widely used turbojets, e.g. the J47 that powered the F-86 and B-47, the J79 that powered the F-4 Phantom and B-58, and the J85 that powered the F-5/T-38 series.

In any event, Bell got the nod to build the new fighter, and three XP-59A prototypes were delivered to Muroc airfield (now Edwards AFB) for testing with a fake "propeller" fastened to the nose to fool onlookers. Ultimately four variants



were delivered - the XP-59A (serial numbers 42-108784/108786), the service test order of YP-59A's (serial numbers 42-108771/108783), the P-59A (serial numbers 44-22609/22628) and P-59B (serial numbers 44-22629/22658) production models.

Since construction of an accurate P-59 model is going to depend on photo interpretation, you will



need a guide to help you determine what version you are looking at. Surviving photos of the earliest P-59's generally do not show a serial number. Either they weren't applied to the tail as a security precaution, or the military censors obliterated them from the negatives. Within the YP-59A run, photos reveal that the design was evolving rapidly, and improvements were either added during construction or retro-fitted.

So, with the exception of a few drone-control modifications, rule one is: If the aircraft is painted, it is either a XP-59A or an YP-59A. The very first production P-59A and all subsequent production variants were delivered in bare metal.

Having applied Rule 1, the next question is, does a camouflaged P-59 have guns installed? If not, it is an XP-59A; otherwise it is an YP-59A.

Rule 3: For bare-metal P-59's, all seemed to have the serial number on the vertical fin, and if visible that is your key ID feature. If not, look for drop tank pylons/tanks, which seem to have been introduced on the P-59B.

Now, let's discuss those evolutionary variations that make an accurate model a bit of a challenge.

The first visible change in the YP-59A was the substitution of a sliding canopy for the original side-hinged one. If the top of the canopy bulges above the line of the turtle deck, it is the sliding canopy.



The next change was to the armament fit. At some point in the YP-59A run, the original twin 37 MM cannons were changed to a single 37 MM on the port side of the nose, and three .50 caliber machine guns on the starboard side. This remained the standard armament fit through the end of production.

Finally, some YP-59A aircraft were either delivered with production P-59A clipped wingtips and wider-chord vertical fin, or these production features were retrofitted.

The P-59A, which was the first official “production” variant, differs from the YP-59A in two particulars - photos show the very first example was delivered in bare metal with a long ventral fin under the empennage, as were all the subsequent P-59A and B examples. The ventral fin is very difficult to see in most photos, as it is more of a deeper lower aft fuselage than a distinct fin.

As nearly as I have been able to determine, the P-59B added provisions for external fuel tanks, and otherwise looked the same as the P-59A.

Now, to the kits. Special Hobby released two kits of this aircraft, labeled as the YP-59 and the P-59A/B. Both kits share a common error – they omit the jet intake splitter plate, which you will have to make out of .010 inch thick sheet plastic, with a .020 inch thick spacer on the back side to provide



the proper “gap” between plate and fuselage side. Both are alternate-parts variants of the same basic kit. The alternate parts are the fuselage halves, the ailerons, the rounded wingtips, and the decals. Otherwise the kits are identical. Since

the YP-59 kit includes both early and late canopies, you can use it to build anything from the XP-59 to a mid-production YP-59A (if you are willing to supply a decal or two). Decals are provided for an early



YP-59A with the side-hinged canopy, one of the two YP-59A’s that were supplied to the Navy for testing (that 3-tone mid-war Navy camouflage sure makes an eye-catching model) or the YP-59A that was traded to the British in exchange for one of their early Meteor jets. The only catch is, every one of



these will require reconfiguring the armament back to the early, twin-cannon armament (or in the case of the XP-59A and the Navy birds, no armament at all). That’s not too hard a job. For no armament, fill in all the gun ports. For the XP-59A, just fill in the



machine gun ports on the starboard fuselage half, and drill a cannon port exactly opposite the one on the port side. The starboard gun is set back a few inches compared to the port one, so the cannon barrel doesn't protrude as much.

There are some errors in the instructions for the early variant. So far as I have been able to determine, no dorsal radio antenna mast was ever used prior to the P-59A, so omit that part. The antenna wire was stretched between the upper

the instructions omit all mention of it. Later they were fitted (or refitted) with an "L"-shaped pitot mast atop the vertical fin. (which for the longest time I mistook for a stub antenna mast) If you build a version with the tail-mounted pitot tube, you'll have to make your own. The YP-59As started out with the underwing mast, but most if not all were retrofitted with the tail-tip mast.

As for the P-59A/B, the kit can only be built as a P-59A or B, as the fuselage halves have that ventral



front of the vertical fin to an insulator located behind the cockpit and offset slightly to starboard. Also, the early variants had no provision for external tanks, so do not fit them. The instructions call for aluminum-colored landing gear struts. Color photos show the early, camouflaged P-59s had olive drab-painted landing gear, a common practice at Bell aircraft at the time. (The Navy painted theirs white) Finally, the instructions call for a do-it-yourself pitot boom to be added to the leading edge of the vertical fin. Perhaps the Brits fitted one to their example, but I've found no photo of either an XP-59A or YP-59A (including the Navy birds) having such a pitot boom. Instead, initially they were fitted with an "L"-shaped pitot mast under the port wing just ahead of the aileron. The underwing mast is provided in the kit (part C23), and a small oval panel line indicates its location, but

fin molded in place. Every photo I've been able to locate of these variants shows the pitot tube atop the vertical fin, so unless you can find a photo proving otherwise, you'll have to make your own. Some had the antenna mast provided by the kit, others fit a wire antenna similar to that on the earlier variants, as described above. You will, of course, use only the later, sliding canopy on an A/B model. And finally, external tanks are installed only on a B variant.

In summary, thanks to Special Hobby, we have injection-molded kits that allow construction of all the basic variants of the P-59. Although they can be a bit of a challenge to assemble, the result is a reasonably accurate model, if the modeler applies a bit of knowledge to get the fine details right.

Ron





The 3rd Cavalry Regiment Museum

By Ted Andreas Jr.

Fort Hood, Texas is a great place to do some research on American armored vehicles from the World War II era to the modern age. It is also a place where many foreign made examples of armor, especially Soviet, may be found. In addition to numerous unit headquarters on post that have a wide variety of armored fighting vehicles on display, if one travels East or West Range Roads it is quite likely modern military vehicles can be seen up close and personal as their crews engage in training exercises.

Fort Hood has two military museums on post: the 1st Cavalry Museum, and the 3rd Cavalry Regiment Museum. Both are well worth the visit, and a great deal of knowledge regarding our military history can be gained from either/both museum (s).

A few years ago I wrote an article on the 1st Cavalry Museum; it is my personal favorite for several reasons. However the 3rd Cavalry Museum is also well worth a visit. With that in mind, let me share a few comments and some pictures pertaining to that museum.

The lineage of 3rd Cavalry goes back to the regiment's authorization by Congress just prior to the Mexican-American War. This unit of mounted

infantrymen fought in the Mexican- American war. In the museum is this picture of Pvt. Timothy Cunningham.

Private Cunningham was an Irish immigrant who joined the regiment's A Troop and deployed to Vera Cruz, Mexico as part of General Winfield Scott's invading army. He was stuck down by a cannon ball while attacking the Mexican garrison in Vera Cruz and had the dubious distinction of being the first soldier of the regiment to be killed in action. His story is displayed within the 3rd Cavalry Museum.

A great deal of emphasis on the indoor exhibits concerns the 3rd Cavalry's service during various Indian Wars on the frontier, including Texas, New Mexico, and Arizona.



Other parts of the museum prominently displays artifacts from the regiment's service in Iraq. The 3rd Cavalry Regiment, then known as the 3rd Armored Cavalry Regiment or 3rd ACR was deployed to the Persian Gulf region during Desert Shield/Desert Storm. It fought in that war as part of XVIII Airborne Corps.

Since 2003, the 3rd Cavalry Regiment (as 3rd ACR) has deployed to Iraq five times. My son-in-law deployed with them on their last deployment; while on that tour he had some near death experiences but survived to retire from the U.S. Army and currently resides in Virginia; 'as far from the Regiment as possible' he would likely remark





to this day. Some of his best friends in the 3rd ACR were not so fortunate. Nevertheless they did their duty to the best of their ability. And I am sure the displays in the museum can barely scratch the surface in telling their story of great sacrifice. Let us not forget.



Part of the Iraq deployment displays

On the outside grounds of the museum is where the armor is on display. If one pays close attention, some parts of the museum's grounds are not about just the 3rd Cavalry Regiment.

While the 1st Cavalry Division's Museum has been such at least since the early 1980's, the same cannot be said of the 3rd Cavalry Regiment Museum.

From the 1980's until about 1991, the museum was the 2nd Armored Division Museum; it was for a very



brief time the 5th Infantry Division Museum. After that (and a second time as 2d Armored Division) the museum became the 4th Infantry Division Museum and finally the 3rd Armored Cavalry Regiment/3rd Cavalry Regiment Museum. Knowing that information explains why traces of the transitions remain outside the museum buildings.

The 4th Infantry Division's Memorial While all of the changes in 'ownership' of the museum have resulted in changes of historical displays inside the buildings of the museum, many of the armor displays on the exterior grounds have remained the same over the years; albeit pieces are continually being added. However in contrast to the 1st Cavalry Division Museum, much of the equipment on display at the 3rd Cavalry is really in need of some serious maintenance upkeep. Most likely, the multiple changes in ownership, the deployments, and funding cuts are all factors.

One piece of armor that caught my eye on my recent visit was the M-103 Heavy Tank. The unique position of one of its road wheels, for a moment had me inspired to obtain a kit of this vehicle and duplicate it as near as possible. Yet in spite of photographic proof, I reconsidered knowing contest judges would disqualify such an entry for 'all wheels not touching the track'.



Note the 4th Road Wheel



Tank destroyers make up a very important part of military history, especially during World War II. While not unique to the 3rd Cavalry Regiment, there is a direct connection between Fort Hood, and the history of tank destroyers; during World War II, Fort Hood was the training post for tank destroyer units.

The 3rd Cavalry Regiment Museum features a few unique pieces of tank destroyers; an M-10, an M-36, an M-36B1, an M-18 (Hellcat), and an Achilles are on display here.

were married up to an M4A3 chassis. The result was the M-36B1; this AFV was the only tank destroyer equipped with a bow machine gun.



A rare M-36B1



The Achilles, a British modified TD



The highly successful 'Hellcat'

Because the M-36 was such a vast improvement over the M-10, demand for this Tiger killer was even greater than production. To help hasten the fielding of this potent weapon, M-36 turrets/main guns



An M-10 with an M-36 in the background



As stated earlier many of the vehicles on display could definitely use some TLC. Here is an example of an early production M4A1 that is in need of refurbishment.



Still not the worst of the lot and certainly not too far gone... yet!

While so far, American made armor has been shown, the 3rd Cavalry Museum does have a great deal of captured, foreign made equipment of interest.



What appears to be a German Pak 40 locked in recoil position?



A BMP-1 from the backside



Soviet T-55

After my initial visit to the 3rd Cavalry Museum, it was brought to my attention that an M-551 Sheridan had been added to the armor collection. I went back with my grandson, and sure enough the claim was true:



Since my younger days the Stuart series of tanks have been among my favorite armor pieces; that was in part because of the 'haunted tank' comic book series about the ghost of JEB Stuart coming to the aid of an American tank crew (manning a Stuart) during WWII.

The 3rd Cavalry Museum has some Stuarts on display.



Not sure if Jeb Stuart visits or not...

In closing I would like to state that the 3rd Cavalry Museum is a very good one; it is well worth one's time to visit and I hope some of the readers will do so in the future.

Ted



Copper State Model's 1/48 Scale Armstrong-Whitworth F.K. 8 Premium Edition

by Dave Bottger

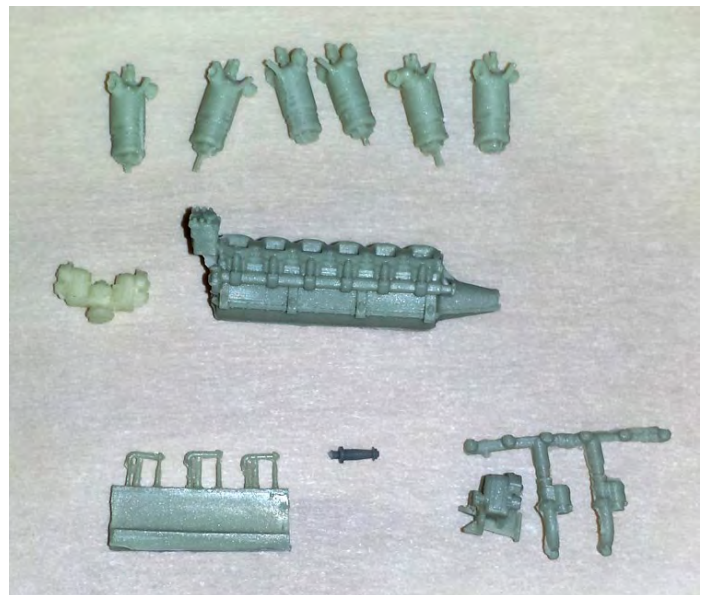


*I*w Since its founding in 1996 by Eric Hight, Copper State Models has produced high quality 1/48 scale resin models of lesser known World War I aircraft, mostly two-seaters and seaplanes, as well as resin and photoetched detail parts in various scales. After Mr. Hight sold the company to modelers from Latvia, they moved it to Riga and for a time, continued producing resin kits. In 2016 they announced Copper State's first injection-molded plastic kit, a Sopwith 5F.1 Dolphin, followed by a Caudron G.IV and the subject of this review, the Armstrong-Whitworth F.K.8.

Removing the box top with its attractive artwork reveals a sight familiar to past customers of Copper State, a black and white side view of the subject on the lid of a cardboard box sturdy enough to survive international mail. Inside there is another, smaller cardboard box containing two very small zip-lock baggies. One holds the beautiful 14 piece resin Beardmore engine and the other contains a stunning cast metal exhaust. I suspect these resin and metal parts are what makes this a premium edition kit, although to date Copper State has not offered a non-premium edition of this kit.

Next are four plastic sprues containing 112 parts and sealed in three plastic bags. The two identical sprues holding interplane struts, wheels and ordnance are packed together, while the sprues containing the fuselage and wings are packed separately. The resin and metal parts described above render some of the plastic parts superfluous, although the plastic engine is nicely done in its own right.

A little more digging reveals three separately bagged photoetched frets, one large one in thin steel with 67 detail parts and two smaller but thicker brass frets with a total of 17 parts. The steel fret includes a remarkable representation of a wicker seat back and 16 rigging attachment points to be glued to the tops and bottoms of the interplane struts. The latter include control horns, wisely made of sturdier stuff than the steel fret, and two spare noses for the fuselage. Copper State actually provides three photoetched noses, one in steel and two in thicker metal. Assembling this piece requires some tricky folds, so having two spares in sturdier material is reassuring.



Three more bags to go! One contains the main decal sheet, printed by Cartograf. It includes national marking, individual markings for the four aircraft options (including two Victoria Cross winners) and individual instrument decals. A second small decal sheet provides an engine plate (identified in the instructions as E4 but on the decal sheet as E1) and two markings for the propeller. Although they are



only 2 x 2 millimeters, the prop decals really must be viewed under a magnifier to be appreciated. An acetate sheet contains the windscreen and ventral window, which must be cut out.

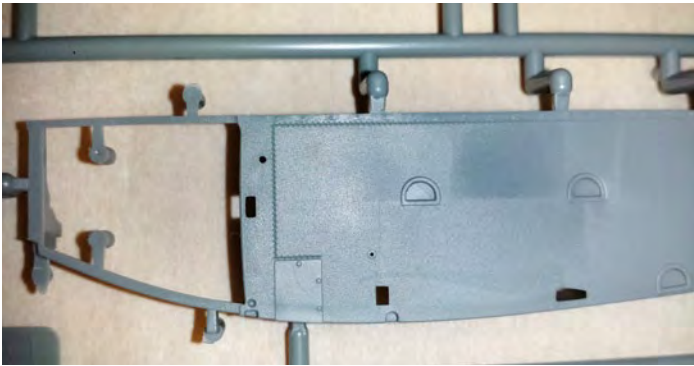
Finally there is the twenty page instruction book. It closely resembles the style pioneered by Wingnut Wings, albeit without any reference photos of actual aircraft. It does, however, contain detailed rigging diagrams. Color call-outs are generic, e.g.,

“PC10,” “Clear Doped Linen,” rather than referencing particular paint brands.

If this description does not make it clear, let me say expressly that from the packaging to the decals, this kit exudes quality. The stitching and rivet detail on the fuselage must be seen to be appreciated. Like Eduard’s SPAD XIII, the fuselage is molded as two side and bottom halves plus a separate rear deck, so that there is no seam to ruin the subtle stringer detail on the deck. The instrument panel, which is less than 3/4” by 3/4”, is comprised of a beautifully molded plastic piece, two photoetched parts, and eight decals. It will demand and reward fine painting. I found virtually no flash, minimal mold seams and no punch-outs in any places which will be visible once the kit is built. Although the wing ribs may seem too prominent to some, a few minutes with a sanding stick would take care of that.

The foregoing description of the kit’s parts should also make clear that this is no beginner’s kit. Removing the finely molded plastic parts from their sprues without damage

will be no easy task. Separating, folding and installing the photoetched rigging attachment points will require proper tools, good eyesight (or magnification) and patience. So will the rigging itself. Detail painting will test the steadiest hand. As the instructions make clear, the builder must drill a few holes and provide the engine pushrods (and wiring, if desired, although the instructions provide no guidance here) and rigging material. Perhaps it is just as well that the retail price of \$85.98 will ward off the casual modeler.



With this kit as well as the Dolphins and Caudrons, Copper State has enhanced its reputation for producing high-quality kits of lesser-known Great War aircraft. By switching to injection-molded kits, it has actually made them easier to build for most modelers (although the switch is not complete, as Copper State is working on a resin 1/48 Handley-Page O/400!). This remains a small company, so I recommend that anyone who wants one of Copper State's kits buy it while it is available. King's Hobby stocks the kits it can get. On my last visit, kits of the Dolphin, Caudron Hydravion and F.K.8 were on the shelves.

Dave



Get In Gear!

By Rick Cotton

Sometimes, the typical plastic modeler's life is a happy-go-lucky, fun-filled, Disney-esque thing, filled with pleasant hours of relaxing shop time. Gluing and painting in total peace, safely ensconced in our sanctuary, radio blaring, completely locked away from harpy wives and screeching children. Bills, taxes, lawns to be mowed and honey-do's to be done do not exist for this moment. It's just a marvelous, wonderful thing.

So it seemed the other Saturday. There I sat, in my big office chair, the ac keeping my garage shop at a comfortable 72 degrees. My MP3 player was running a CBS news report from 1940, and I was listening to reports of German aircraft tangling with the RAF, as voiced by none other than Edward R. "THIS is London" Murrow. All the while, a 1/32 scale Hobby Boss F-84E was taking shape under my happy little fingers, and it was going smoothly.... That's when the wheels fell off my train of fun... literally.

Everything was done. Almost. It was time to flip the bird on her back, and install the landing gear. The kit had been OUTSTANDING, right up to that point. Apparently, however, Hobby Boss had hired some fired ex-Trumpeter people to do the landing gear. The kit, which is large and fairly heavy, comes with a set of metal landing gear as an option. These look lovely in the box, all beautifully detailed and robust-looking. Now, the real nose gear on an F-84E is spindly –go ahead and google it, I'll wait. It LOOKS frail. That scared me. So, once again making the mistake of thinking I am smarter than the average bear, I opted to use the metal gear, instead of the plastic ones in the kit.

Big mistake.

I had the gear cleaned up of seams, and beautifully painted, washed with a black Future mix that filled in shadows, and dry-brushed with a bit of bright silver to bring out the highlights... it was lovely. I installed the main gear, which have big pins that push into holes in the corresponding wheel wells. Felt good and sturdy. I am so happy. And just as I was fitting the metal nose gear strut oh, so carefully – into the nose gear wheel bay..... it broke in



two... then three... pieces in my hand. WTH! These metal gear were supposed to be stronger than the plastic ones! What gives here???

I salvaged my nose wheel, slam-dunked the offending wreckage into the can, and dug out the standard plastic nose gear parts, which were subsequently assembled and painted appropriately with “I already did this \$%\$#@ before” grumbling, and so on. Fast-forward a bit, I had the thing ready to put in, and did so. It looked fabulous. Thinking my troubles were over, I let it set up good and hard, while I worked on another project at the end of the table for a while.

Time elapses, and I calm down some.

I come back, ready to flip the bird over onto her gear for the very first time (you airplane modelers know what an auspicious moment that is). I do so, balefully looking at the nose gear and DARING it to break.

It didn't. But the portside main gear did. The bird crashed sickeningly to the worktable surface. Now, I have been known to get angry. I have been MAD. I have howled at football referees, show judges, disobedient children and a harpy ex-wife. But this is the first time, I have directly, verbally, OUT LOUD threatened one of my models with physical harm. I was literally yelling at a pile of plastic:

Now look here you no-good rotten piece of &^%\$! Do you want to go to the parts bin? Do you? DO YOU!!!!????!! If you do this once more, ONCE MORE, we will see if you can fly for REAL!! QUIT FIGHTING ME! AAAAAAARRRGGGGHHH!

The pin on the “sturdy” main gear leg that inserts into the wheel well had sheared completely off. Just freaking snapped clean off. And it wasn't coming out for love, money, or a date with Jenna Jameson. Nothing could get that thing out. I tried everything I had. No dice.

Sadly I sat back, breathed deeply for a while, and contemplated cutting my losses and trashing it, or doing some sort of sad, “wrecked plane” diorama. “No”, I told myself. “I am not giving up just yet”. I pulled out the very last weapon in my arsenal of do-or-die model products – the samurai sword brandished defiantly in the face of a massed automatic weapons charge - 5-minute epoxy. The “when it all goes to &*^%” adhesive. Yes... the last

act of a desperate man. I taped the gear in place, checking the alignment about 15 times or so... one chance to get this right... and then flowed the dog-breath-smelling stuff into the gear bay, wrapping it up and around the base of the broken-off strut. Oh, and to make it all the more fun, while doing this, I accidentally broke the nose gear again... there was bit more purple verbiage... OK, more than a bit... but I taped that back together and epoxied it, too. I got up, left the room, and went out of the garage, leaving Fate to do its dirty work, one way or the other.

Three days later... it's holding. But do I trust it? Oh, no. Hell no. It will go to Dallas on its back... in foam... and I will sweat every single bump and pothole along the way. It will have a WARNING, GEAR VERY FRAGILE, DON'T EVEN THINK ABOUT MOVING IT sign on it. In RED. I hope it holds. I wouldn't bet on it. I'm at work as I write this, and I don't even know for sure if it's holding now. When I get home, the wife will be the second thing I look at.

So, if you get one of these F-84's, I suggest you pull those lovely metal gear out of the kit... and use them for fish weights. Might save you screaming at one of your builds. This hobby is supposed to be fun... right?

Rick



D-DAY

Little did we know how tough it would really be.



'King in the North' Andrea Bust painting class

By Rick Herrington



We are fortunate to have the Andrea USA Depot located here at Cedar Park, TX. For those of you that are not familiar with Andrea they are a Spanish figure producing company. They produce fine castings and busts in a range of scales from 1/72nd to 1/10th scale.

Recently Andrea ran a two for one special on their two day painting class. Bob Bethea and Ian Candler

were going to be the instructors and the bust to be painted looked remarkably like Ned Stark from the first season of Game of Thrones.

The cost of the bust is around \$80 and a seat in the class cost \$220. The two for one special brought the cost down to \$110 a seat including brushes, paints and a bust.



Luckily Ben Morton was interested in taking the class also so we were off to learn how to paint a 1/10 scale bust.

The class ended up to be six students. Two students were from the Maryland/DC area and the rest of us were from Texas. Alex DeLeon joined us all the way from South Texas. All of us were interested in learning to paint with acrylics.

One of the more unusual parts of the class was using an airbrush to determine the dark shadows and highlights of your bust. Once we determined





those the real painting started.

Bob and Ian guided us through painting the eyes and the face and the rest of the bust. We even got to use some transparent inks. Usually it takes me at least a week to finish up a 1/35th scale figure but having Bob and Ian there to critique and guide me really made a difference. From starting with just a gray primed bust I ended up with a fully painted King in the North at the end of the class.

The class was well worth the money I paid for it. Here's a photo of my class holding their completed busts.

Fun and time to work on your hobby undisturbed. Two things that don't occur together very often.



The addition of two of the US's finest painters was just a plus.

Thanks Andrea
and thanks Bob and Ian.

Rick



100 Years Ago Today:

[July 30th, 1917] Ypres: During the night and early morning hours of 29-30 July, General Gough's assault forces assemble at the front lines for the initial attack of the Flanders offensive. Joining them are 136 tanks deploying in an arc to the east of Ypres.

[July 31—August 6, 1917]: The nightmare in Flanders. Perhaps more than any other battle in world history, the Third Battle of Ypres will endure for generations as a symbol of pointless and fratricidal barbarism

[August 1, 1917] The United States Senate Passes The Text of the 18th Amendment

[August 1st, 1917] The German Navy Zeppelin "L 53" achieves an altitude of 20,700 feet (6,309 meters), a new record for an airship.

[August 2nd, 1917] Squadron Commander E. H. Dunning becomes the first pilot to land his aircraft on a ship when he lands his Sopwith Pup on HMS "Furious" in Scapa Flow but is killed five days later during another landing on the ship.



[August 2nd, 1917] Ypres: Battle of Pilckem Ridge ends after max advance of 3,000 yards by 9 British divisions costs 31,850 casualties. Waterlogged shell holes began to appear.

[August 5, 1917] 100 years ago: Entire National Guard drafted for World War I

[August 10th, 1917] Ypres: After allowing time for the ground to dry while continuing the artillery bombardment, the British launch an attack against the German positions on the Gheluvelt Plateau, but German counter-attacks drive them back. They achieve only a small gain at Westhoek.

[August 12th, 1917] Chatham, England: As 10 Gothas appear to bomb the naval base at Chatham, 132 Sopwith Pups take to the air to drive them off. Heading for the Channel, the Gothas drop their bombs on Southend, killing 32 and wounding 46.



On The TABLE

By Our Roving Reporter

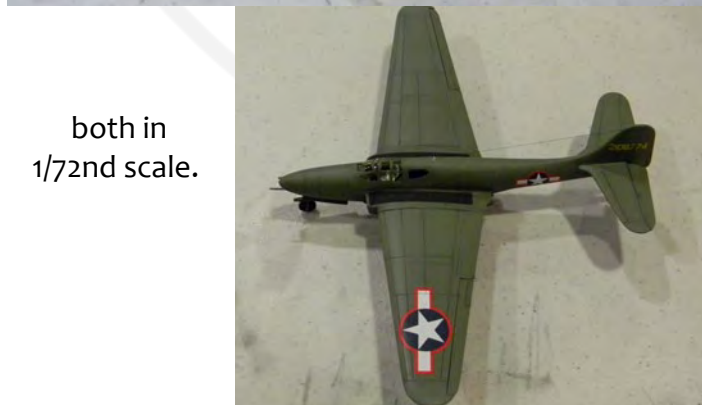


Ian Candler brought in a varied amount of projects including a John Wayne figure.



The tables in July were full with work from our members. All competing for the honor of model of the month.

Ron McCracken brought in a YP-59A and an F104C



both in 1/72nd scale.

Bill Delk brought in a lighted alien display which had some UFOs and some ET visitors in dynamic lighted action.



Dave Edgerly brought in several projects including a toon KV-2 by Meng, a Special Hobby A-4 V-2 and a fantasy Sinclair Oil balloon scratch build.



Dave displayed his toon KV-2 uniquely with a cut-out from the box describing the tank's history. If you have ever used Google translate you'll have an idea of how the description came out.

Mike Lamm brought in his Panda 1-35th Russian Bumerang which he reviewed for the IPMS journal.



Ben Morton has been reviewing some kits for the journal also. This month it was a hand cart with a load of 1:1 scale twigs and a Japanese Military Field Kitchen Equipment set. He also brought in a 1/100th BF109 and a 1/48th Entendard.



Randy Bumgardner brought in his in-progress Tamiya 1/35th Tiger 1 E.





Ziggy wowed us with more of his new Gundam projects. He will be a contender in this month's Gundam contest. He also brought in a completed Bandai 1/72nd scale Tie fighter.



Rick Herrington by popular vote garnered the coveted Model of the Month Award with his 1-35th Meng Leopard 2A7 in snow camouflage.



Congratulations Rick!

Rover



ASMS MEETING

Third Thursday each month

7:00pm - 8:45pm

at the

Old Quarry Branch Library

7051 Village Center Dr.

Next meeting August 17th, 2017

No Reservations Necessary!



You know who your are.

ASMS Club Dues Are Due!

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

You may bring your dues to a club meeting or remit same to Eric Choy, 13213 Marrero Drive, Austin, TX., 78729.



OLD RUMORS/NEW KITS

Rick Herrington, Randy Bumgardner, Aaron Smischney, Golzar Shahrzad

Shipping News

By Rick Herrington

End of summer doesn't typically blow our socks off with new releases and this year is no different. Let's start with Revell who is releasing a 1/96 scale sailing ship the USS United States. The United States was built in 1797 and was captured by the confederates during the Civil War and re-named CSS United States.



Veryfire is releasing a what-if paper battleship BB-67 USS Montana. The Montana was one of a series of slower, up-gunned battleships that were planned to take the place of the Iowa class battleships. These never got off the drawing board as the usefulness of Naval Aviation became apparent to the world. This one is a bit pricey at around \$97 a pop.



Fujimi is following up their quest to produce every IJN vessel that floated with a release of the IJN Aircraft Carrier Kaiyo. This one includes a wing of 12 Type 97 attack bombers.



My favorite scale 1/700

Trumpeter is releasing a couple of well-known battleships. The first is the ship that started off the modern battleship era HMS Dreadnought. She was the first of the big gun battleships and started off an arms race that would last 30 years. The second is the US battleship New York.



They are also releasing a kit of the IJN Japanese destroyer Shigure/Yukikaze.



Hobby Japan is releasing HMS Ark Royal the British aircraft carrier that participated in the hunt for Bismarck.



Academy is releasing a USS Enterprise CV-6. This is the WW2 version.

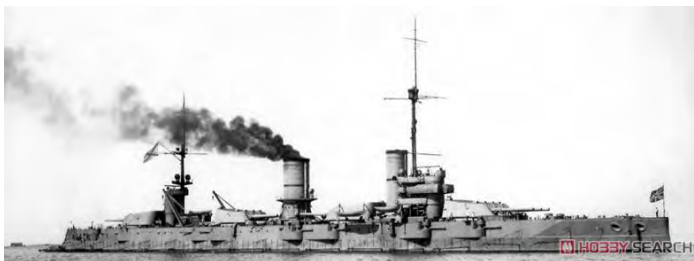


1/350

An unusual release from Niko. A Japanese Gunboat Fushimi (1941). She spent all of her career patrolling the rivers of China during WW2.



Zvezda is releasing a WW1 era Gangut class battleship the Poltava.



Fujimi is releasing a (surprise!) IJN Kagero class destroyer.



Finally in 1/350th Veryfire is releasing a German Pocket Battleship Detail Up Kit. It's designed for the Trumpeter 1/350th Graf Spee and includes just about all the brass bells and whistles you need to spiff up your pocket battleship.

1/350 German Pocket Battleship Detail Up Set NO.VF350001

CNC Scribed Brass Part:

18	20mm Main Mast	1/10
19	20mm Mast	1/10
20	20mm Mast	1/10
21	20mm Mast	1/10
22	20mm Mast	1/10
23	20mm Mast	1/10
24	20mm Mast	1/10
25	20mm Mast	1/10
26	20mm Mast	1/10
27	20mm Mast	1/10
28	20mm Mast	1/10
29	20mm Mast	1/10

Resin Part:

18	20mm Mast	1/10
19	20mm Mast	1/10
20	20mm Mast	1/10
21	20mm Mast	1/10
22	20mm Mast	1/10
23	20mm Mast	1/10
24	20mm Mast	1/10
25	20mm Mast	1/10
26	20mm Mast	1/10
27	20mm Mast	1/10
28	20mm Mast	1/10
29	20mm Mast	1/10

Photo Etching:
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Wooden Deck:

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Dapeng Village, China

No 1/200th releases on deck this month, thank goodness.

Whether it be a ship, aircraft, tank, car or Gundam pull a kit from your stash and build it!

Rick





The Air Report

By Randy Baumgardner

Hello again everyone and welcome back for another exciting edition of New Kits, Old Rumors for August. This month we have a few goodies for everyone.

First up we have ICM. Each release has been an improvement over the last. Anyone remember their older kits? Yeah... They've come a long way. Sometime this year they are releasing a 1/48 Spitfire Mk.Ixc titled "Beer Delivery". This kit contains the beer barrels that were slung under the wings of



Johnnie Johnson's Spitfire in 1944. This kit is a newly tooled kit, not related to the previous offering from ICM that was manufactured in the '90s. It will be interesting to see how the kit stacks up against the Eduard Spitfire Mk.IX. Eduard has set the bar pretty high.



ICM has also announced their intention to produce a 1/48 Heinkel He 111H-3 in the future. No release date has been given, so don't throw out those Monogram kits just yet. The kit is expected sometime this year and boasts all new molds.



Recently, ICM released their first 1/32nd scale kit, the Polikarpov I-16 type 24. As with recent ICM releases, this is a nicely molded kit with good detail. It's a diminutive aircraft, so the amount of plastic isn't overwhelming. There are four parts runners containing a detailed cockpit and engine. If you have an interest in the aircraft of the Great Patriotic War, pick one for your collection. Even in 1/32nd scale, the model won't be that big...



If your interest is held aloft by 1/72nd scale Cold War Jets, then this is the paragraph for you! Sword has an



nounced an intention to release a 1/72 North American FJ-2 Fury. Yes, you small scale Cold War enthusiasts have had your calls answered. Sword is picking up the gauntlet and creating the Navalized Sabre. And, hold onto your hats, Sword will also produce the FJ-3 and FJ-3M Furies as well. There you have it, three Furies in one fell swoop.

Speaking of Hasegawa, and missing releases, Eduard has just released (well, a couple of months ago) Hasegawa's 1/32 Curtiss P-40N with their Brassin and photoetch updates. It's packaged as one of those "special" releases Eduard is fond of producing – someone else's plastic and the associated Eduard update sets. This time, however, the plastic included in



Moving along, Roden has announced a 1/144 Lockheed C-5B Galaxy. Apparently, there is a video out on the Great Big Interwebs. I'm not sure of a release date, but it should be fairly soon. Make lots of room for this one. Even in 1/144th scale, it will be a biggy.

the kit allows you to build any 1/32 P-40 that Hasegawa previously released. You can't build the P-40F/L. So, if you missed out on the release and subsequent OOP of the P-40N, then this is the kit for you.



Hasegawa is rereleasing their 1/32 Fieseler Fi 156C Storch. This time around it's a limited edition release labeled "Schlachtgeschwader 1". The kit provides three markings for Fi 156C-2/3 aircraft from, you guessed it, Schlachtgeschwader 1 in Russia and North Africa. Make of it what you will. Although if you want it, don't hesitate – just ask those guys who are looking for the "Juutilainen" Bf 109G-6 release Hasegawa put out a while back with the figure of Ilmari Juutilainen.



That's all for this month!

Go build something, go on...!

Randy





It Figures

By Aaron Smischney

Greetings fans of all things Lilliputian!

Let's start out with checking in with Alpine. For those of you that do not know Alpine is one of the premiere 1/35 and 1/16 figure makers. When you buy Alpine you are assured of the highest standards in sculpting and casting.

Alpine's latest release is two cold Germans in Khar-kov. Like all of Alpine's 1/35 scale releases they are available individually or in a set, and each figure comes with two head choices.



Next up is Miniart. They make some very attractive figure sets in plastic. This time they are releasing a set of Soviet villagers in 1/35th scale. These look



like the little fella wearing his dad/brother's army uniform.



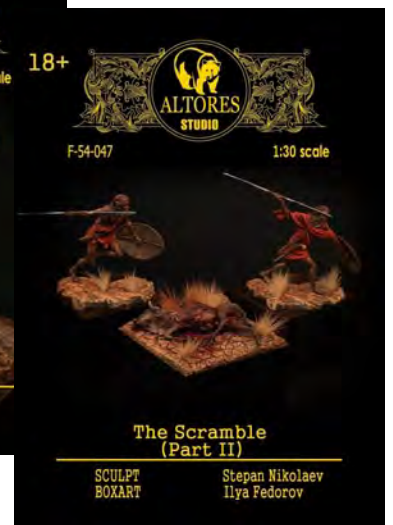
Miniart also have a German Civilians set in 1/35th scale. Besides the Hitler youth and military guy you could set the civilians in a range of periods/nations.

The walking man in the hat looks remarkably like Hitler taking a stroll.

GERMAN CIVILIANS 1930's-40's



Altores Studio has a new 54mm vignette of an African warrior wrestling with a big cat, and his buddies rushing to help. Looks like they are fighting over a kill?



Next up is a fantasy piece from Nutsplanet in their future war/ghost company line. Martina is a 1/10th scale bust.





Jon Smith Modellbau is known for their WW1 German subjects, and they have an interesting one in busts coming out soon. The bust is in 1/10th scale. I'm not a fan of the static pose, but it is based on a real person. It's disturbing in a way to see how young the soldiers were in WW1 (as they are in every war) We are conditioned to think of these as old soldiers by the movies we watch and the propaganda we see from period posters. It's interesting to see such a frank and realistic depiction of a young soldier from the Great War.



Finally some neat releases from Evolution Miniatures, two "stalkers" in post-apocalyptic gear. This series is in 1-35th scale. Evolution is also releasing a whole pile of Russian weapons in 1/35 that can be used in all sorts of settings, from modern day Syria to 1980's Afghanistan and beyond.

Those are my highlights, till next time!

Aaron





Tracked Topics

By Aaron Smischney

Greetings armor fans and hello to all of you armor curious out there!

Let's get started with a new announcement from Tamiya, an Archer SPG!

BRITISH SELF-PROPELLED ANTI-TANK GUN ARCHER



TAMIYA logo and product details including 'BRITISH SELF-PROPELLED ANTI-TANK GUN ARCHER' and '1/35 SCALE'.



This self-propelled gun is based on the Valentine chassis. Tamiya is making a very quick turnaround on utilizing their molds for making variants, usually we have to wait years (it took almost a decade for Tamiya to release T-55 variants) I have built the Valentine, and based on that build I can already recommend this new kit. Since they already have box-art and a test kit built and painted, I wouldn't be surprised to see this out before Halloween.

Next up let's look at some anti-wing-things missile system from AFV club, the MIM-HAWK

HAWK –Homing All The Way Killer.



The kit comes with a plethora of decals for marking it as used by the Israelis, USMC, Army, and South Korean army.



Speaking of the Israeli Defense Force Takom has made my year by announcing new tool Merkava kits!





I can't wait for these IDF chariots as for my money they are the coolest looking tanks in the world. The first kit looks to be an early to mid-version (the earliest Merkavas did not have ball and chain armor on the turret basket). We'll have to see what options are available once the kit is closer to coming out. The second "hybrid" kit is the Merkava 1 with updates for the Merkava 2.

Hobby Boss has announced a neat little kit of the Soviet ASU-57, a light tank destroyer designed to be air-dropped.



This used to be only available as a very sketchy kit that required a herculean amount of effort and aftermarket to make presentable. Note that the Egyptian version they have shown has never been confirmed, but it's your tank paint it how you want.

Both Tamiya and Trumpeter have released a 1/16th scale M1s. These are obviously aimed at the RC market as from the reviews it's going to take a lot of



work to bring these models up to speed as display models.



Till next time!

Aaron



More Articles Needed.





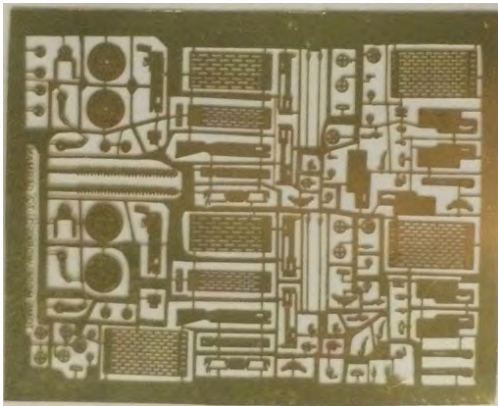
Miscellaneous

By Golzar Shahrzàd

DioPark is a Japanese company that makes diorama accessories. They have been known to do the odd kit now and then, which is what we have here. They are releasing a 1/35th scale injected molded kit of a field modified civilian truck with UB-32 rocket launchers. Think of this release as an upgraded 'technical'. The civilian truck is actually a Mitsubishi Canter light duty commercial vehicle. The rocket pods are sold separately.



Tom's Modelworks has a number of new accessory items available soon. One that caught my eye was a 1/28th scale set of German aircraft guns. The kit included three Spandau and two Parabelum machine guns. You can finally spiff up that old Revell kit of the Fokker DR-I.



A&A Models has a 1/72nd scale injected molded kit of the VJ-101C-X2. Have long have you been yearning for this one? The VJ 101C was a Mach 2 VTOL interceptor that was developed in 1959 by Entwicklungsring Sud. That was a German aviation consortium composed of Bolkow, Messerschmidt, and Heinkel. Aircraft manufacturers never die, they just

move on to do something else.



Our pals at CMK (Czech Master Kits) have a full kit of the 24cm Morser M.98. The 1/35th scale resin kit



represents a heavy siege mortar used by the Austria-Hungarian army during WWI.

For something a bit out of the ordinary ACE has a Northrup Grumman Firebird for your modeling pleasure. The 1/72nd scale injected molded kit





represents the N.G. Firebird OPV. Bear in mind that there are three separate boxings of this kit, so make sure you order the one you wish. OPV stands for optionally piloted vehicle.

Anigrand Craftwork has a 1/72nd scale Great Lakes XSG-1 available, as we speak. This was a biplane de-



sign that was to replace the O2U Corsair. The all resin kit has thirty-nine parts with a clear canopy and decals.



Moebius Models is releasing a 1/144th scale kit of the spaceship Discovery from the film 2001: A Space Odyssey. The kit is listed on one site as being thirty two inches long when finished, over three feet by another. Either way you'll need some place to put it when you're done and it's gonna cost you



around \$150.00.



The Space Clipper from the same film is also being re-released. The old Aurora kit was marketed by Moebius Models several years ago and now it would seem that Platz is giving it a go. Platz is marketing the release as newly tooled. No word on whether or not the kit comes with Pan Am Airlines decals.

For devotees of cafe racers, Italeri has a 1/9th scale kit of the Norton Commando 750. This motorcycle was all the rage when it arrived on the scene in 1967. The Norton Commando was named machine of the year from 1968 thru 1972. The bike may have helped spawn the cafe racer craze that was in vogue in Britain in the early seventies. For those unfamiliar with cafe racers, there was a moment in Britannic culture when the mods (crazed hipsters)



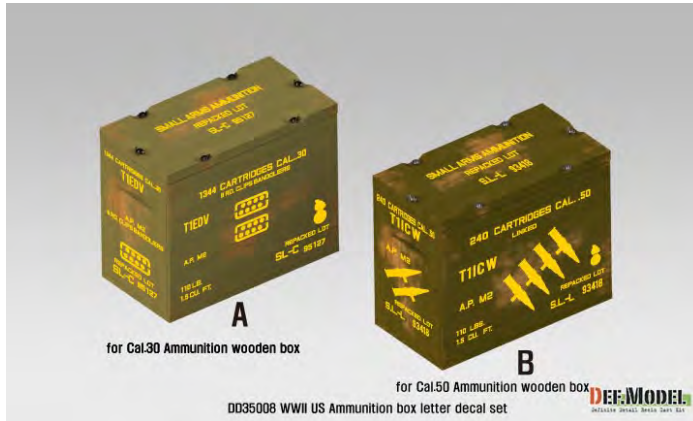
would race through that streets of London on their motorbikes going from one cafe (coffee house/pub) to another.

Click this link for more information on cafe racers:

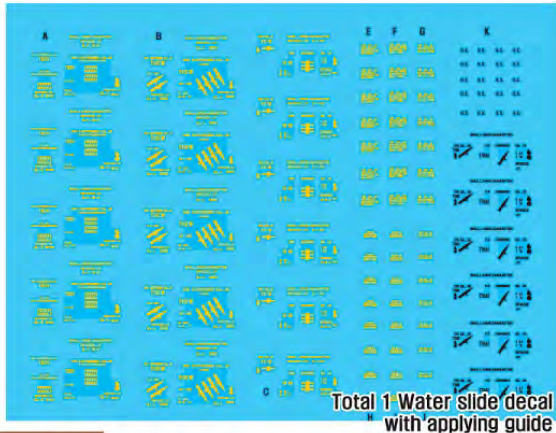
<http://caferacertv.com/history/>



DEF Models has some aftermarket decal releases that you may find you can't live without. They are issuing two separate sets: one for ammunition



boxes and the other for food rations. The WWII U.S. Army ammunition lettering comes on a single sheet and includes ten types of stenciling. The food rations are also on a single sheet but the release does come with some card stock ration boxes that you may adorn with your choice of stenciling. Both are in 1/35th scale.



DD35008 www.defmodel.com WWII - U.S. ARMY AMMUNITION BOX LETTER DECAL SET
Designed by DEF.MODEL in KOREA Rep. Water-Slide type 1/35 Scale

As I draw to a close, I haven't forgotten the soft-skin brethren (modeler). ACE has a 1/72nd scale injected molded kit of the FV-622 Alvis Stalwart Mk.2. The 'Stolly' was in use from 1966 through the 1980's with the U.K. Army. The British do love their brutish looking trucks...excuse me, lorries! This release includes markings for the version utilized by the German army.



With 596 parts the last item for this month may not be a weekend project but should be pretty neat when finished. Mini Art has a 1/35th scale Soviet 2T truck with field kitchen. The injected molded kit includes a cargo truck, field kitchen trailer, food stores, and two figures. Just about everything you'll need for a lovely diorama.



Go build a model!



Golzar



Glue, not just for sniffing. Get some today.



Austin Scale Model Society

Presents



The 2017 CAPITOL CLASSIC



Show Theme

Old Dog, New Tricks

"Any model in any scale that imagines that model re-purposed from its original intent"

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cmkn4me@gmail.com

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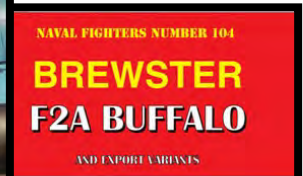
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Ginter Books

David Doyle Books Cleveland Tank Plant



AFV Club M113 ACAV 1/35



David Doyle Books B-17F Flying Fortress -- \$24.99



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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 to IPMS/USA Members.

Visit us at: <http://www.ipmsusa.org/>
Join up online at: <http://www.shopipmsusa.org/category-s/100.htm>

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

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