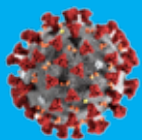


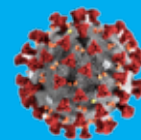
ASMS



SPRUE EXAMINER



**Life in the time of Covid-19
The Social Distancing Issue**



Modeling the F-104 Starfighter
by Douglas Brown

Taming the Hasegawa Aardvark by Ron McCracken

Using Methyl Ethyl Ketone: A guide for the
modeler by Rick Cotton

The Five dollar bagged special. Building a
kit that's older than you are. by Rick Cotton

austinsms.com



August 2020

The Cotton Report • What's UP? • Old Rumors & New Kits

News • Articles • Features • Opinions • Advice • Humbug

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Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modelers 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 authors. It is intended for educational purposes only.

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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



PRESIDENT'S SOAPBOX

BY IAN LATHAM



"The best laid plans..."

Welcome to August in Texas. Ouch, just typing those words made me hot and sweaty.

Well, it's official, the 2020 ASMS Capitol Classic is cancelled this year. Austin has extended the Covid restrictions through the middle of December and all events at the Travis County Expo Center have been cancelled. I'm sure most of you had guessed this by now but it's still hard to accept. We have reserved the location for next year's show around the same date. Flyers and more information will be forthcoming with the new year. Here's hoping!

On to modeling defeats. I love building WWI Biplanes and I'm always looking for ways to enhance the realism of the era. One of the most difficult aspects of building them is the rigging. I know it's what keeps most of us from even thinking of 'tackling' one. I have developed a system that uses E Z Line and Eduard's turnbuckles that looks really very good. I was recently on the very last turnbuckle of a Morane-Saulnier Type N when tragedy struck. The turnbuckle became superglued in the wrong location. I quickly removed it and tried again, but alas, my 'vail of grace' was over. One thing led to another and like a 3 Stooges routine meeting a domino line the other rigging started collapsing too. And then the wing went.



We've all had disasters befall our builds and I have had my share of kits slide into the trash can, but I was at the end of this very long build (it was my procrastination build) and this really was disparaging. While on the weekly Zoom meeting with the ASMS group it was suggested that I build a 'Crash Diorama'. There was even the suggestion of the type of tree I could stick it in. Brilliant! No need for the rubbish bin for this one.

During this time of loss and limitations I urge you all to keep pursuing your joys, and if it seems like the only option is the bucket, seek out friendships and alliances to help you along. We are blessed with a wonderful and talented group of misanthropes at ASMS. Take some time to reach out to other members and see what kind of trouble you can get into, or avoid.

Cheers!

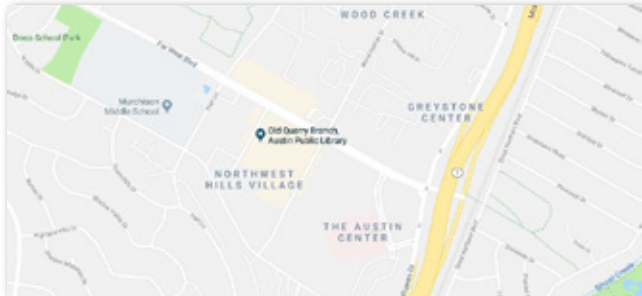
- Ian



HOUSE CLEANING



ASMS MEETING



**Third Thursday each month
7:00 pm - 8:45 pm
at the
Old Quarry Branch Library
7051 Village Center Dr.**

Meetings suspended due to Covid-19

No Reservations Neccessary!



***Break the ice at parties!
Don't miss out on the new name
badges for dues paying members.
Contact latham.ian@yahoo.com for
more information.***



Events

**Austin 2020 Capitol Classic
Cancelled due to Covid-19**

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 ASMS, 111620 Via Grande Drive, Austin, TX
78739.

Club Quarterly Contests

Meetings
Suspended

Monthly Meeting Presentations:

Meetings
Suspended



Taming the Hasegawa Aardvark

By Ron McCracken



A fair number of years ago, Hasegawa came out with a series of kits of the General Dynamics F-111, in 1/72nd scale. They produced a very creditable representation of a complex aircraft. Through the magic of alternative parts, several variants of the basic aircraft were kitted. Unfortunately, Hasegawa's endless re-pops of old kits has not thus far included their F-111 series, so this is targeted at those who have one in their "stash" still awaiting construction. This article contains my lessons learned through building two of the offered variants, the FB-111A and the F-111D/F.

The kits achieve accuracy in representing a complex aircraft by being fairly complex themselves. For example, the main landing gear unit is comprised of no less than twelve parts. The good news is, with only a couple exceptions, everything fits together without much fuss. The purpose of this article is to get you through the build process with the absolute minimum of fuss, and to help you finesse the few shortcomings.

Just to get ahead of those who launch right into gluing stuff together without recourse to the instructions, you might want to read ahead a bit. There are a couple of areas where a less-than-obvious assembly sequence will save effort and produce a better result.

The kit instructions start out with assembling the fuselage nose, with its landing gear well and cockpit. For the most part, go with the kit assembly sequence.

The cockpit assembly needs one deviation – don't try to cement the instrument panel to the cockpit tub. There isn't enough mating area to ensure a secure bond. Instead, cement it to the underside of the glare shield, then assemble both in place after the fuselage halves are together. Be careful to select the correct glare shield and instrument panel for your variant.

The first enhancement needed is to cover the prominent seam running through the middle of the nose gear well top. Carefully fit .005 inch sheet styrene to the top wall and cement it over the seam. The kit provides a forward and aft wall that cover the seams in that area.



The next steps in the instructions are the most difficult assembly challenges: first, attaching the upper and lower aft fuselage halves together, and second cementing the front and rear fuselage sub-assemblies to each other.



But first you'll want to correct one of the major mistakes in the kit. Assembled out-of-the-box with the wings swept forward, you can see right through the fuselage at the front of the wing – a decidedly non-prototypical situation.

So cut a couple pieces of sheet plastic tall and long enough to block the view, attach them to the inside of the upper fuselage half just inboard of the wing alignment lugs, then paint them black.



Now, you are ready to assemble the upper and lower fuselage halves. There aren't many locator pins, so some care is required. I recommend cementing the front end first using cement for plastics so you have time to manipulate things a bit. You want that front surface to be exactly flush or you'll have fit problems when it is time to attach the forward fuselage to the rest. Then, when that is set, force the aft ends into alignment and cement them together.

At this point you need to wall in the wing root in the area of the "glove vane", which is that odd little triangle that rotates downward (parts B19 through B22). On the kit, this area is completely open. Take a piece of .005 inch thick styrene long enough to cover the opening back to the leading edge of the inserted wing, and cement it to the surface of the wing root. Once the cement is dry, trim away the excess and sand the joint flush with the top and bottom of the fuselage.

Drill out the hole for the glove vane pivot. This then gets painted red. See the photo. The instructions tell you to cement the glove vane in place at this time. I suggest leaving it off until final assembly. It makes painting easier.



The second challenge is attaching the forward fuselage to the aft fuselage. Care is needed to get them correctly aligned so the fuselage is straight. The kit provides some guide ledges, but they don't do a very good job. I'd again suggest cement for plastics, rather than CA, to give some working time to adjust things.

A good aid is to draw a line on a surface as long as the model, then place the assembled fuselage on the surface and make sure the tip of the nose and center of the aft end fall on the line, and the fuselage sections otherwise look properly lined up.

The engine intakes themselves are nearly as complex as those on the real thing. But the many bits and pieces fit together well and give a convincing result. One tip – parts C6 and C7 have a recess at the aft end that fits under a corresponding lug at the front end of the gear well sides. . You'll have an easier time fitting them in place if you angle the front end out from the fuselage until this lug engages, then push the parts tight against the fuselage sides.



Now we reach the point where it is advisable to deviate from the kit assembly sequence. Finish the seams on the fuselage in preparation for paint. Add the ventral strakes, the vertical fin, and the aft fuselage side closures (Parts B24 and B25). Leave all the other subassemblies off for now, and paint the fuselage. The only tricky part is masking the engine intakes, that requires some delicate work to protect the off-white duct interior. Otherwise it is pretty straight forward, especially if you use paper masks held in place with bits of poster putty. The F-111 fuselage is pretty nearly rectangular in cross-section, lending itself to this masking technique.

First, you will need the use of a copier with an enlarging capability. Make a couple sets of copies of the camouflage drawings in the instructions, enlarging them to the size of the model. Unfortunately, the side and top views aren't drawn to the same scale, so you'll have to copy them separately. Then, you simply apply the camouflage a color at a time, sticking the paper masks in place with poster putty to keep them about an eighth of an inch away from the surface. It may seem like a bit of work, but it is far quicker and easier than trying to free hand the complex three-color camouflage. In my opinion, the resulting soft separation line is also more true-to-scale for a 1/72nd kit than you can achieve with even the best airbrush.



Now, tape the flaps to the upper wing halves in the closed position, thus using the wing parts to "mask" those red interior surfaces. Now paint the camouflage on the upper wings/flaps. Leave the red in the leading edge slat wells for later.

Your next step is to cement the wing flap parts to the underside of the upper wing halves. There are alignment aids for the track ends to help you. It is much easier to get things right if you assemble the flaps to the wing at this time. By clamping the extreme forward end of the slat tracks to the upper wing half, you will find they assume the correct position and angle while the cement cures.





Next, assemble the upper and lower wing halves and smooth up the joint at the leading edge. At this point you should mask and paint the red on the surface of the slat well.

Finally, you are ready to paint the upper surfaces of, and attach the leading edge slats. Slat attachment is the weak point of these kits, as the ends of the slat tracks are tiny and offer little glue surface.

After a couple of episodes of broken-loose slats I elected to drill holes in the inner and outer attach points for each slat, insert fine wire pins, and glue those pins into corresponding holes in the wings.

Once this is done you should have fully assembled and painted wings, ready for attachment to the fuselage. If using pylons, this is a good time to attach them as well.

With the basic camouflage in place, apply the decals using whatever combination of materials/procedures you prefer. Most of the Aardvark kits provide multiple decal options. The decals themselves are of good quality, if a bit thick. But they do respond well to an application of Solvaset. In spite of the age of my kit, the decals showed no tendency to shatter during application - a definite plus. If you intend to use after-shading of panel lines, this is the time. Finish up by overcoating with a clear flat finish.

Now attend to the hot section. The F-111 has bare metal engine exhausts and a bare metal fuselage extension between the engines and under the rudder. The aft fuselage extension should be painted a dark aluminum metallic shade before assembly to the rest of the fuselage. This saves you a nasty masking job, and the parts fit is good enough not to need any filling. The engine exhausts have several components, these should be assembled and painted with stainless steel or burnt metal metalizer before inserting into the openings in the aft fuselage. Again, this saves a complex masking job.

There is a tiny alignment pin at the top of each engine exhaust which fits into a tiny slot at the top of the aft fuselage. Be sure to get them lined up correctly or the tailpipes won't fit tightly.

Last, complete the assembly. Assemble, paint, and attach the landing gear, gear doors, wings, horizontal stabilizers, etc. Then attach any external stores you might want.

The stores are a disappointing "feature" of these kits. All that is provided are four large drop tanks, which for a nuclear strike configuration FB-111 is all you need, and some odd fencepost-shaped weapons on multiple ejector racks.

For late F-111D/F models, you really need the big 2000 pound class laser-guided bombs. For example, for Desert Storm, the typical bomb load was four of these weapons, one per pylon. But you'll need to buy those in the aftermarket. Hasegawa weapons set six contains various LGB's, if you can find it. Eduard or Brassin are other possibilities.

In summary, The Hasegawa F-111 kits are very well engineered, and can be built up into an outstanding model. A few minor deviations in the assembly sequence make the finishing job much easier, and a couple of fairly simple modifications fix the only serious errors in the kits.





Modeling the F-104 Starfighter

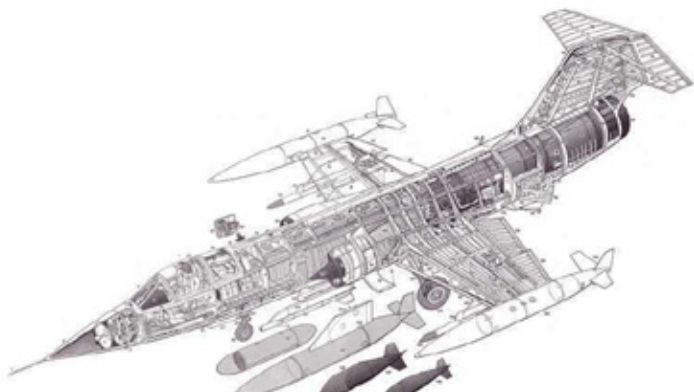
By Douglas Brown



Acknowledgements: The information gathered here was drawn from F-104 articles on Wikipedia, Scalemates.com, Britmodellers.com, Modelingmadness.com and others.

Background:

The Lockheed F-104 Starfighter was a single-engine supersonic aircraft extensively deployed as a fighter-bomber during the Cold War. Originally designed as a high-speed, high-altitude interceptor, it was developed into an all-weather multi-role aircraft in the early 1960s and produced by several other nations. The F-104 saw widespread service outside the US, including Germany, Belgium, Canada, Denmark, Greece, Italy, Japan, Jordan, Netherlands, Norway, Pakistan, Spain, Taiwan, and Turkey. After introduction in 1958, 2578 F-104 variants were produced, with the German Luftwaffe and Marineflieger being the largest F-104 operators in the world with 916 aircraft



Design:

The Starfighter featured a radical design, with razor-thin, stubby wings attached substantially farther back on the fuselage than most contemporary aircraft. The wing provided excellent supersonic and high-speed, low-altitude performance, but resulted in poor turning capability and high landing speeds. It was the first production aircraft to achieve Mach 2, and the first aircraft to reach an altitude of 100,000 feet after taking off under its own power. The Starfighter established world records for airspeed, altitude, and time-to-climb in 1958, becoming the first aircraft to hold all three simultaneously. It was also the first aircraft to be equipped with the M61 Vulcan autocannon and the AIM-9 Sidewinder missile.

A great F-104 walkaround that shows design details is here:

<http://www.sbap.be/aircraft/f104g/f104g.htm>

Versions:

Many different variants of the F-104 to meet new mission or nation-specific requirements. Major versions included:

- F-104A, the first production version. Armed with the 20mm M-61 Vulcan cannon inside the left fuselage under the cockpit and wingtip-mounted AIM-9B Sidewinder missiles to support its primary interceptor mission. Wingtip fuel tanks could also be added to extend range.

- F-104C, the first fighter-bomber version. Adding a wing pylon to each wing and a centerline pylon (for a total of five including wingtips). The pylons could be loaded with a mix of AIM-9B Sidewinders, FFAR Mighty Mouse rockets, M117 bombs or external fuel tanks to extend range.



F-104G, fighter-bomber version upgraded to meet German and NATO requirements, produced by Lockheed, in Europe by a NATO consortium, and in Canada by CanadaAir. Improved engine and avionics, and the center-line pylon could mount the B43 nuclear bomb, a NATO requirement. Dual-carriage rail could added under fuselage to mount two more Sidewinders.

F-104J, a specialized interceptor version of the F-104G for the Japanese ASDF, built under license by Mitsubishi for the air-superiority fighter role, armed with cannon and four Sidewinders; no strike capability.

F-104S, improved version of F-104G produced in Italy by Fiat. More powerful engine, improved avionics and radar, able to fire radar-guided Sparrow missile. The F-104S variants added a pair of fuselage pylons beneath the intakes for conventional bomb carriage and an additional pylon under each wing, for a total of nine.

-Special-purpose versions – Two-seater trainer versions, such as the TF-104G, were produced throughout the run, and specialized reconnaissance versions, such as the RF-104G, were built accommodating camera equipment. The CF-104 is a version specialized for Canada.

A good summary of F-104 types is here:

<https://www.i-f-s.nl/f-104-types/>

Modeling the F-104

The elegant simplicity of the F-104 design has lead to equally elegant model kits produced by Hasegawa, Revell/Italeri, and lately Kinetics. The fact that most of the different F-104 version differences are largely internal (improved engine, avionics, radar) has made it possible

for most of these companies to rebox basic tooling as the different versions easily. The different kit “versions” are distinguished by detailing such as country-specific decals, additional pylons or rails, and different arms loads. Let’s take a look

...



Hasegawa leads the way with the most F-104 releases in this scale. After an early release in 1962, a new tool was released in 1989, and this has been released in 37 versions through 2018. These are marked as F-104a, F-104G, F-104J, F-104S, CF-104, as well as trainer versions.

The different kits are distinguished primarily by different national decal sets, special painting decals, and some alternate parts for different versions. For instance, the F-104S/F-104G kit has alternate parts for wheels, intake covers, exhaust, and other small details. Trainer versions have a different nose part, a larger two-seat cockpit, and larger canopies. Most contain both the Lockheed C2 and later Martin seats. The multipart canopy permits display of open cockpit.



All of the Hasegawa kits contain wingtip tanks, pylons, and underwing tanks. Some kits like the F-104S also contain additional pylons, but a major issue is that none contain any weapons at all. (Even the M61 cannon is sealed behind a plate.)

Adding AIM-9 missiles will require third-party parts like the Hasegawa Aircraft Weapons:VIII kit, and the anti-ship Kormoran missile used by the German Marineflieger will require parts from Eduard or spares from other kits.



A good demonstration build of the Hasegawa 1:72 scale kit by Scott Van Aken is found at:

<https://modelingmadness.com/scott/mod/us/f104s.htm>

Beyond Hasegawa, F-104 kits are available from other vendors in this scale, but none with the range of Hasegawa.

Revell has produced about a dozen well-regarded kits based on a 1995 tooling, up through a recent 2019 release of the F-104G.

A series of about 20 releases based on a 1981 tooling from ESCI have been released by ESCI, ERTL, AMT and most recently Italeri-Academy. Even Airfix has older releases beginning with a 1963 tooling– Airfix and MPC released versions through the 1980s





Scale 1:48

Hawk and Lindberg introduced the first F-104 kits in 1:48 scale shortly after the craft itself was introduced. Hawk released a kit in 1957, and it was reissued many times by Testors through 1997. Lindberg followed with its version in 1959, and this was later picked up by AMT.

The “antique” was been reissued as late as 2016 (AMT 953) and 2017 (AMT 953) combined with a Star Trek Enterprise kit representing the classic “Tomorrow is Yesterday” episode.



For more modern releases, Hasegawa again leads. Beginning with a new tool in 2000, they have released 49 re-boxed versions, with minor differences based on decals, special detailing, and minor parts differences between F-104 variants. The kits are all well-reviewed and include versions of an F-104C, F-104G, F-104J and F-104S. The TF-104G trainers and CF-104 Canadian versions are also available.





Versions released since 2015 have been co-marketed with Eduard and include Eduard resin cockpit parts and photoetch detail. The most recent is the F-104J released in January 2020 (Eduard 11130). A version of the Hasegawa kit was released under the Italeri label in 2017.

A look at the Eduard /Hasegawa release is found here:

https://www.cybermodeler.com/hobby/kits/edu/kit_edu_1195.shtml

A major flaw with these Hasegawa kits, as with the 72 scale kits, is the lack of underwing pylons and stores. The wingtip tanks are included, but the underwing tanks and pylons are left out. Again, these will have to be added as third-party parts.

If you are building a German Marineflieger, the Eduard Kormoran anti-ship missile part or spare from other kits will be required.

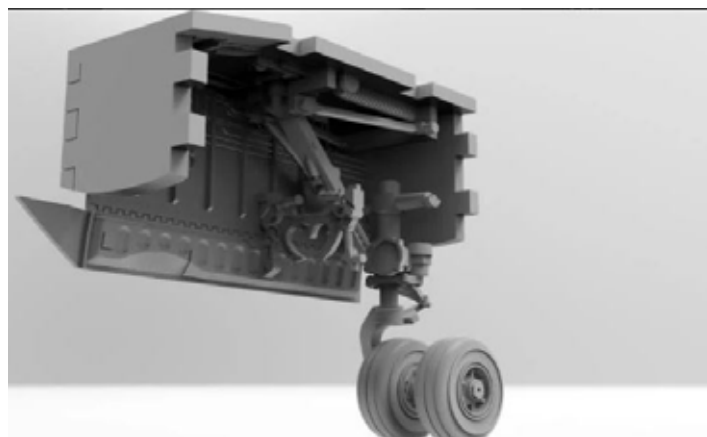
An excellent demonstration build by Andrew Garcia of the Hasegawa 1:48 scale kit is found at

<https://modelingmadness.com/review/viet/garcia104g.htm>

Other older tools from ESCI and Revell/Monogram have been reboxed over the years, but the most exciting new development is a new release from Kinetics. In 2019 Kinetics released a new tool version of the F-104G with German marking, followed by a F-104J JSDF version as well as a F-104G Taiwan Air Force version in 2020. It comes with detailed cockpit, seat, wheelwells, as well as wingtip and underwing tanks, AIM-9 Sidewinder missiles and dual-rail underfuselage rails.

The Kinetics version is described at:

<https://internethobbies.com/products/kinetic-gold-aircraft-1-48-f-104g-starfighter-kit>





For all the 1:48 kits, a recommended improvement set from DACO is here:

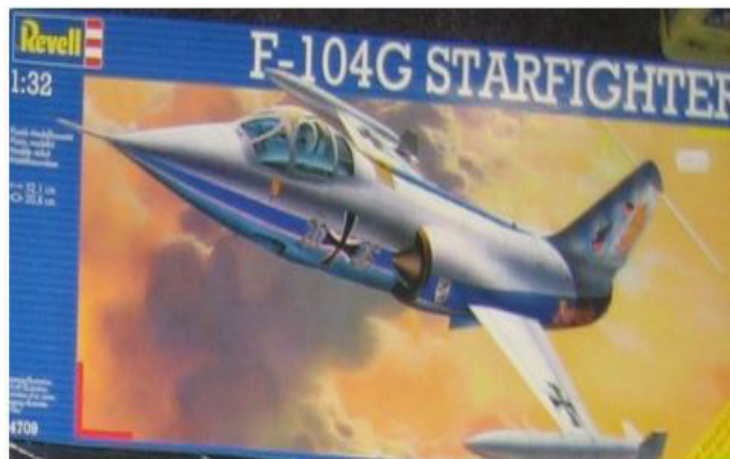
http://www.hyperscale.com/2015/reviews/accessories/dacof104improvement-setreviewbg_1.htm

1:32 Scale

There are many fewer releases of the F-104 in 1:32 scale, and the top three vendors are Hasegawa, Revell, and Italeri.



Hasegawa's releases are based on a 1975 tool and include re-boxed versions of the F-104C, F-104G, F-104J, and F-104S released through 2013. They also have a special German Marineflieger version (Hasegawa 8197) released in 2009. These kits are well-regarded



Revell's releases are based on a 1980 initial tool, and include re-boxed versions through the 1990s. Most of these are boxed differentiated with special detailing and decals.





Italeri is the release which is most highly-regarded now. Based on a new 2013 tool, about six versions have been released, including F-104A, F-104C, F-104G, F-104S, and a dual-seat TF-104G trainer. The most recent is Italeri 2513, F-104A/C, arriving in 2020.

Here is a good review of the Italeri offering:
<https://finescale.com/product-info/kit-reviews/2014/05/italeri-starfighter>

A good survey of 1:32 kits is here:
<https://designer.home.xs4all.nl/models/f104/f104.htm>

The wrap-up:

There are many discussions online comparing F-104 kits. This is a good one:

<https://www.britmodeller.com/forums/index.php?/topic/235010017-best-starfighter-model/>



HONEST, SWEETHEART, IT WAS FIRST PRIZE IN THE RAFFLE!

AUGUST 20: What Happened on August 20?

1597 1st Dutch East India Company ships return from the Far East

1619 1st known African Americans in English North America (approx. 20) land at Point Comfort (Fort Monroe), Virginia. They are then sold or traded into servitude.

1741 Alaska first sighted by Danish explorer Vitus Bering at head of Russian expedition

1866 President Andrew Johnson formally declares US Civil War over

1882 Pyotr Ilyich Tchaikovsky's "1812 Overture" debuts in Moscow

1905 Sun Yat-sen, Chinese revolutionary, forms the first chapter of T'ung Meng Hui, a union of all secret societies determined to bringing down the Manchus

1908 America's Great White Fleet arrives in Sydney, Australia, to be greeted with a tremendous welcome; 221 American sailors desert to remain in Australia

1968 During the night 250,000 Soviet and Warsaw Pact troops invade Czechoslovakia in response to the Prague Spring

1993 Oslo Peace Accords signed, after secret negotiations in Norway, followed by a public ceremony in Washington, D.C.



The five dollar bagged Special

By Rick Cotton

Have you ever built a kit that is older than you are?

Good Lord, we have it easy. Slide-mold technology, 3D printed parts, CAD-drawn instructions, more photoetch choices than you can shake a stick at, resin galore, and decals for nearly anything.

Basically, if you can afford it, it is available. Maybe we have gone soft as modelers.

At a local show awhile back, I picked up one of those proverbial styrene dinosaurs, in a bag, with no decals or instructions, for a measly 5 bucks. It was an Italeri Jagdpanther, the 1970's-issue kit. Yeah, I can hear the hardcore Treadheads snickering.

No, it's not the best detailed one out there. Yes, it has rubber-band tracks. Yes it actually has outlines in the plastic for where you are to stick certain items on the hull. Yep, it's one step above a 1960's Hawk airplane model.

It's OLD.

So what? It was 5 freakin' bucks. You can still have a lot of fun for 5 bucks if you are a modeler.



Thanks to the world's largest model store...Amazon...I now have some basic photoetch and a turned aluminum barrel headed my way for this little beast. This will eliminate that biggest bugaboo for the neophyte armor builder, the dreaded long-nasty-seam-down-the-barrel that gets half the tank builds at a given show shot down. The photoetch includes screens and other little items to dress up the otherwise somewhat plain-looking hull.

Yes, including shipping, I just spent \$28 on a \$5 model.

Don't judge me, you do it, too.

The kit starts with the hull, of course, and the installation of the suspension. Not terribly difficult, but I made D*MN SURE all the axles were lined up, nice and neat, and level and even with each other before applying glue. Don't want any "magic floating roadwheels" here. Most of the suspension was attached, and allowed to dry. The instructions want you to add the wheels and tracks here, but even an inexperienced armor modeler like me knows better than that. This thing has yet to be painted, and we have to build it so it CAN be painted. The wheels and treads will wait.



While all that was setting up, I tackled the upper hull. This ancient kit gives you an engine, and an access hatch for it that can be posed open if you like...and if you don't drop the tiny little hinge parts in the carpet monster.

Fortunately, I found both of them with only a short hunt and minimal swearing.

The engine was sprayed overall flat black, then highlighted with various dark grays, before a wash of Future, mixed with black paint and a little sand, to give it a greasy, wet, grimy look, like leaked oil sludge buildup all over it.

The engine compartment was painted in a flat dark red primer, and then pastel chalk "dirt" was scrubbed into every corner of the space once it had dried. The engine is a tight fit...but it does fit.

The underside of the access hatch got the same treatment as the engine bay itself, and was then attached. It was temporarily closed for external painting.



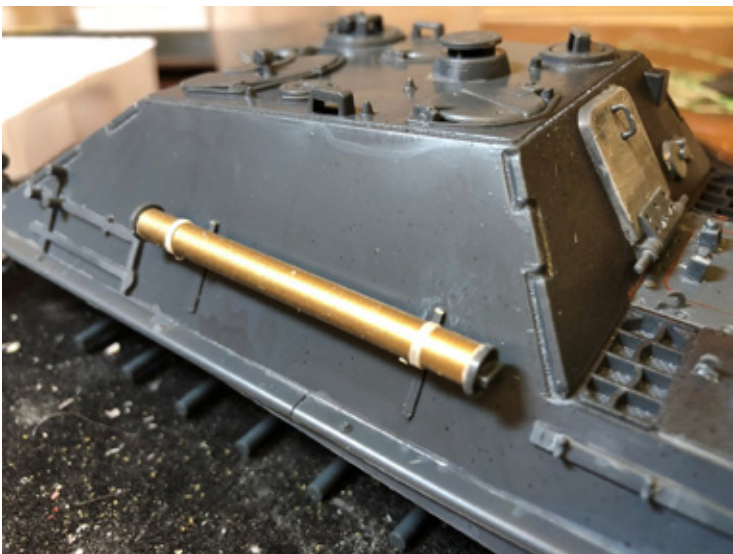
Joining the upper hull to the lower part revealed a few fit issues, namely the upper hull to the rear hull plate – this needed some judicious clamping and generous amounts of MEK to cinch everything tightly together around the sides. The front end fit fairly well, but again, a bit of taping and MEK convinced the parts to finally join in wedded bliss forever. A few tiny gaps were filled, and we go merrily on our way.

I added the upper hull details per the instructions (again I hear the Treadheads snickering), taking care to button up the hatches tightly. No interior details with this kit, so I closed everything, taking care to clean the parts of mold seam lines, ejector pin marks, and other offending miscellanea. This is an old kit, and there are a LOT of mold seam lines on the parts. Old kit = more work.

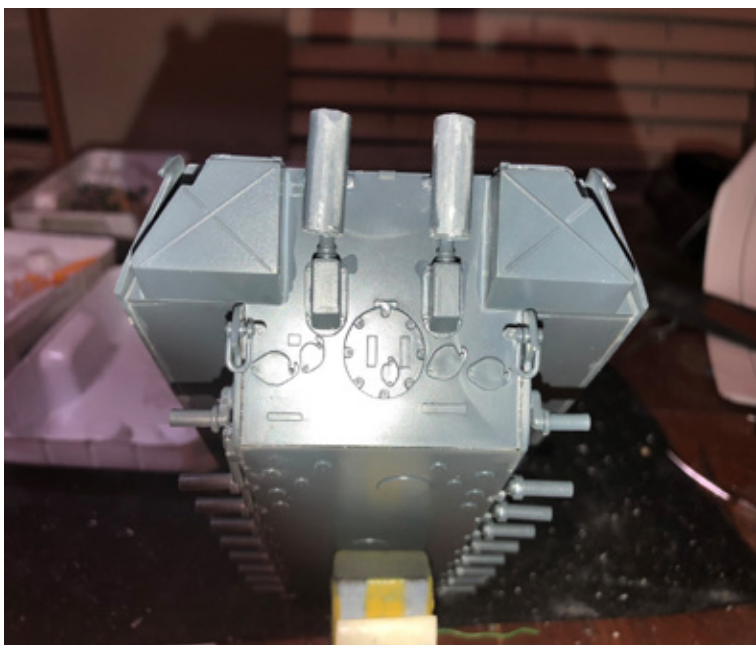
Every detail part needed refinement. Mold seam lines everywhere, numerous ejector pin marks. Nothing we all have not seen before – we just get to see a lot of them this time. I did replace the big wood block – with a wood block...balsa, that is....and replicated the straps with thin styrene stock. NOTHING replicates wood better than wood. Ever.



The kit's two-piece barrel cleaning rod case was replaced with a section of brass tubing, to which the caps were added, and the whole assembly mounted on the side of the hull. Neat and clean solution to that seam that would have been.



The cylindrical covers over the exhaust pipes... are those mufflers?...came in halves, so they had to be built up first, then their seams were filled with Tamiya putty. This was sanded smooth, then a few intentional dings and dents were applied with the use of a #11 blade and some sandpaper.



The Model Point turned aluminum barrel is a work of art, and completely eliminates the need to fill that nasty barrel seam. A no-brainer to use this.

The photoetch screens were first primed with Tamiya Spray Lacquer Dark Yellow, then carefully placed with tiny bits of cyano.

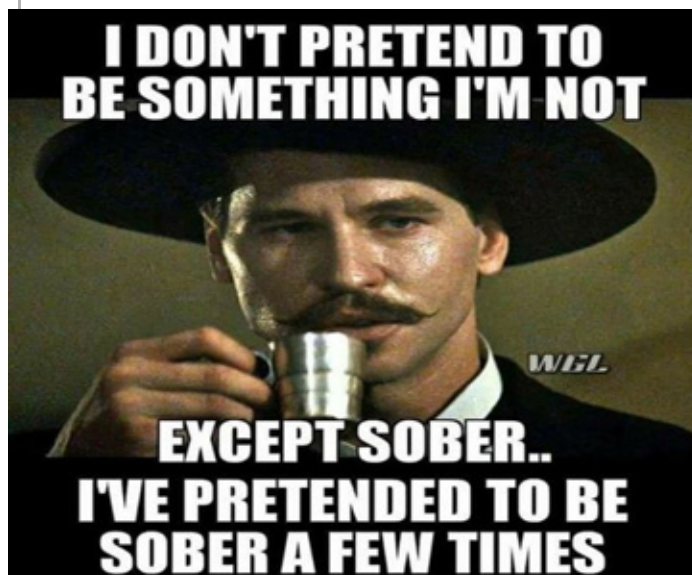
The Dark Yellow was also used to spray the entire vehicle, and all of the drive and road wheels. This stuff is some of the finest spray paint you can get – it lays down smooth, orange-peel free, and hard as a rock.

It dries quickly, and nearly nothing will ever affect it. I just wish it was (a) cheaper, and (b) easier to get. I got mine at Houston's last REAL model shop, G & G Models (there, Diane and Keith, there's your plug!).

Now, I know that tank builders who still use the rubber-band tracks are a lesser form of sub-human to those who exclusively frequent the Fruilmodel and similar stock – I get it.

But, those individual-link tracks make me cross-eyed and grumpy to Sweetie...which is NOT to happen...so I resolved to see what I could get out of these kit tracks. The molding isn't terrible – they look like tracks.

I started by thoroughly washing them in dish-washing liquid and hot water to get any oils or mold release agent off of them.





Once they were completely dry, I shot them with flat black out of a cheap Walmart rattlecan. All surfaces were covered.



Then begins the “rusting process”. I use several shades of cheap craft paint, ranging from a deep, dark chocolate brown, to a medium brown, to a dark reddish brown, and so on, all the way up to a bright orange.

Using an old, stiff brush, the colors go on, darkest first and working up to lightest, and a random, stippled pattern, over every part of the tracks. The lighter the color, the less paint we put on. The last color, the bright orange, is VERY lightly dry-brushed, just here and there, just enough to give a suggestion of this color. Not too much here, a little goes a very long way.

Voila! Rust!

The next step was to lightly drybrush wear areas, such as the teeth in the middle of the track interior with a gunmetal color first, then a light picking out of the edges with a bright silver Prismacolor pencil. Areas that would rub pavement would get the same treatment, but I do not plan on parking the beast on a road, so for now, they remain rusty.

The Jagdpanther road wheels, like the Tigers, featured that interweaved design that must have looked so good on the drawing board. It looked like something very different to the maintenance guys who had to change a damaged road wheel [“Scheiss!!! Mist!!! Dumpkopfen!"].

The wheels were next on the hit parade, so all of them first got primed with Tamiya Dark Yellow lacquer spray, and were allowed to dry overnight. After the camouflage job was done [more on that later], the rubber rims were nicked, here and there, with a #11 blade to simulate wear and damage, and were then painted with a very dark gray color. A dirty wash over the entire wheel, and a drybrushing of the details in a lighter version of Dark Yellow, and they are ready for installation.

The overall Dark Yellow got a Red Brown and Olive Green pattern sprayed on, in a field-applied squiggly-line pattern. I went for a haphazard, hurried scheme, applied in haste by a crew with one eye cocked for P-47 Thunderbolts.

Weathering could take a whole article to explain by itself – here’s where much of the time in armor modeling goes. Suffice it to say a bit of color modulation, some washes, some filters, some pin washes and some streaking and a whole lot of rust. Then comes the mud, daubed on with an old brush, and splattered with a toothbrush pressed against my thumb... splllaaatttt! Man, that’s really fun!

The ancient rubber-band tracks were installed, and red-hot pins were inserted into the sides of the hull to hold them in the characteristic “sag” position. The tracks were heavily rusted with various shades of black, brown, and orange.

I added some external stowage by way of some balsa wood “timber”, some spare 88mm ammo cases, a pick, and a barrel tied on for good measure, along with a few other odds and ends, and a tarp. I like a busy-looking tank. My Treadhead friends say this was not usually the case, but I don’t care. I’m having fun.



The base was created by mixing up some Celluclay with brown and black Tempera paint, a generous squirt of Elmer`s Glue, and a bit of water.

The mixture was hand-blended until it looked like a handful of hot, steaming...well, anyway, it was ready, so it was spread thinly over the base.

The tracks were pushed into the wet mix to create some convincing track marks, and the "dirt" was coated with a mix of green and yellow railroad grass.

The wall was made from foamboard, and some lovely photoetched gates set the scene off. Some bits of mud and grass were added to the tracks, and the beast is done.

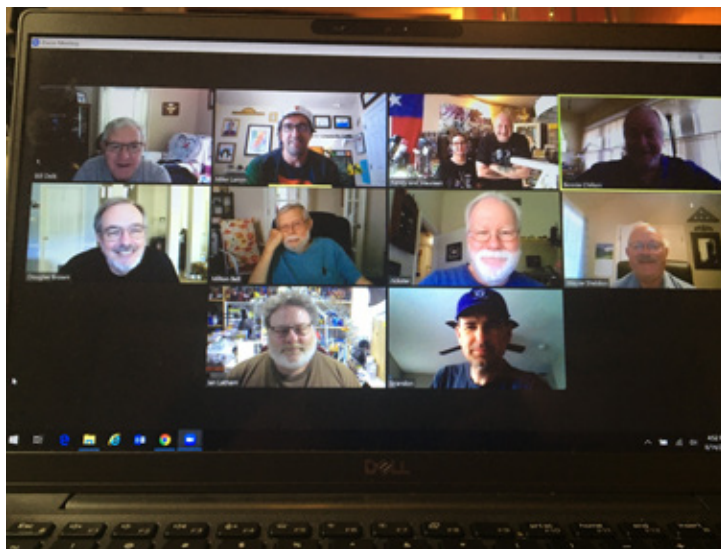
So the point of this extended diatribe is that just because it is an old model, that does not mean that you cannot have a whale of a time with it.

This model is as old as disco...maybe even older...but I still had a great time creating the Italeri Jagdpanther.

So, next time you are at a show, and someone has an old bagged kit for 5 bucks....don`t sneer. Maybe it will be a lot of fun!



What's Up wid You?



ASMS/Bill Delk sponsors an on-line ZOOM meeting with whoever wants to join us to talk about models and life. It happens almost every Sunday at 4:00.

Contact Bill Delk to have him send you a link to be able to get into the meeting. Everyone is welcome.

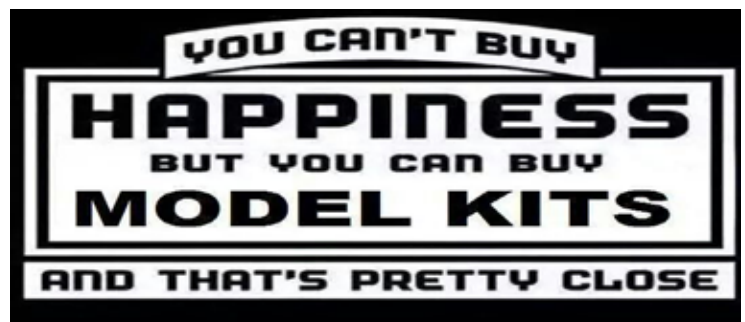
First of all let me thank everyone who sent in a photo of his work. It`s a great way for the ASMS family to keep up with what the other members are doing.

Let`s start off with Bill Delk`s great looking OV-10.





To allow the canopy to be shown in the open position Bill cratch built the supports for the canopy. Bill also did extensive work tricking out the cockpit area.





Ben Morton shared his 1/144th Maus from Takom.



Douglas Brown finished up several projects since the last newsletter. The first is the new Airfix 1/72nd Buccaneer kit.





Next up from Douglas is the subject that inspired him to write the F-104 article in this month's issue a Hasegawa F-104G kit in 1/72nd scale.



Last up from Douglas is a Revell Corsair kit.



Dave Edgerly is up next with American Truck Models Mack B61.





Michael Lamm has been busy with Flyhawk's 1/72nd scale French FT-17.



Last up is Rick Herrington with a Meng Egg-model RMS Titanic and an Escii 1/72nd scale Marineflegler strike Tornado.



That's it for this month. Thanks to everyone who sent in some pictures of their work to share with the group.

Methyl Ethyl Ketone (MEK) as a modeling tool

By Rick Cotton

[Editor's Note: I brow beat Rick into writing up a short do's and don'ts of using the highly volatile MEK in modeling. He mentions it quite frequently in his articles and he volunteered to give us some tips in using the chemical.]

Way back in the History of Plastic Modeling As We Know It...the 1960's...I used that nasty, stringy stuff that came out of the orange tube to stick my models together. The Hippies started sniffing the stuff, which led to much parental consternation and the introduction of the lemon-smelling stuff in the blue tube.



That garbage wouldn't stick soft pieces of butter together, so we quickly said "no thanks" to that. The model firms responded with various liquid cements, which, to varying degrees, we adopted here and there.

Then came the Dawn of Modern Modeling Civilization, and the introduction of Crazy Glue, or, cyanoacrylate. Thus became possible the photoetch and resin revolution that led to the aftermarket-infested hobby we know today. Some years back, I began using Tenax 7R, a clear, stinky liquid in an easy-to-overturn bottle, to cement things together. It worked like a charm – sucked right up into seams by capillary action, welded most things tight, and held like crazy. Things were quite hunky-dory for quite a time, and I eventually had a large collection of empty Tenax bottles.

Then the stuff started to get hard to find. Rumors had it that the couple who owned the company were getting a divorce, and that the child (Tenax) was in deep post-litigational doo-doo. Whatever the truth was (and I am still not sure about it), a solution had to be found.

It was not long in coming.

Some modeler, who also happened to be a chemist, blurted out the secret of Tenax – it was largely composed of a chemical compound known as MEK – Methyl Ethyl Ketone. He also blurted out even more – you could buy that stuff down at the Home Depot or the Not So Low's, in a big can, and use it on models! You just had to saunter down to the paint section (who saunters?) and locate it. There is even a product called "MEK Substitute" which works, by the way, exactly the same as the real stuff. It's what I have right now.

First, a quick chemistry lesson, courtesy of WIKI:

Butanone, also known as methyl ethyl ketone (MEK),^[7] is an organic compound with the formula $\text{CH}_3\text{C}(\text{O})\text{CH}_2\text{CH}_3$. This colorless liquid ketone has a sharp, sweet odor reminiscent of butterscotch and acetone. It is produced industrially on a large scale, but occurs in nature only in trace amounts.^[7] It is partially soluble in water, and is commonly used as an industrial solvent.^[8] It is an isomer of another solvent, tetrahydrofuran.

Butanone is an effective and common solvent^[8] and is used in processes involving gums, resins, cellulose acetate and nitrocellulose coatings and in vinyl films. For this reason it finds use in the manufacture of plastics, textiles, in the production of paraffin wax, and in household products such as lacquer, varnishes, paint remover, a denaturing agent for denatured alcohol, glues, and as a cleaning agent. It has similar solvent properties to acetone but boils at a higher temperature and has a significantly slower evaporation rate. Unlike acetone, it forms an azeotrope with water, making it useful for azeotropic distillation of moisture in certain applications.



Butanone is also used in dry erase markers as the solvent of the erasable dye.

As a plastic welding agent

As butanone dissolves polystyrene and many other plastics, it is sold as “model cement” for use in connecting parts of scale model kits. Though often considered an adhesive, it is actually functioning as a welding agent in this context.

There. You have been educated. I hope you managed to stay awake.

OK, the caveats: First of all, this stuff will get you higher than Manhattan rent if you use it in an unvented room, or in a plastic bag you may have accidentally stuffed your head in. Don't do it. Use proper ventilation, a vent, a fan, for cryin' out loud, and open a window. It smells a bit, but what do we use that doesn't?

Second, it WILL burn. In fact, it can explode. No smoking, no fumar, rauchen verboten, you know the drill. If you are a seasoned modeler, you know smoking and a model workbench laden with chemicals is not a good idea.

Third – it will, repeat, will eat certain furniture finishes. Use proper protection for your work surface, especially if it is Great-Grandma's dinner table.

Fourth – if you forget to tighten down the lid overnight, it will evaporate very quickly.

Fifth – although no research points me to this – it probably causes some horrible disease in white laboratory mice. Don't let your mice play with it.

The stuff comes in a handy quart can (see picture) , which I pour a little of into an empty Tamiya Liquid Cement bottle – the Tamiya bottle has a nice, wide base, and is harder to tip over than the empty Tenax bottles are.

Use a nice, thin-tipped brush, dipped into the stuff. Hold your parts together, touch the brush to the seam, and SLLLLUUUUURRRPPPPP, the stuff goes right up the seam by capillary action! In ten seconds you get a good, firm set. In ten minutes, that stuff is drier than Hillary's chances at the Oval Office.

It actually welds the seam together, and a thin bead of melted plastic will actually ooze up from the seam as you squeeze the parts together. This is easily scraped or sanded off, and actually helps to fill that seam. Neat, huh?

Do NOT let this stuff get under your fingers, or you WILL get a gluey fingerprint. The good news is, that is usually easy to sand off (ask me how I know this). I have not yet tested it for replicating zimmerit on armored vehicles, but I have been thinking about just that.

It WILL, repeat, WILL soften any model plastic known to man. It will melt dried enamel and lacquer. It does NOT, however, stick resin, brass, wood, or glass. It can fog clear parts, so those need to be dipped in Future first.

There you have it. If you have never used MEK as liquid cement, grab a model off the junk pile and try it out. You may just find it as indispensable as I do!





Old Rumors and New Kits

New and In View Aircraft by Ron McCracken

1/24th Scale

Kinetic is re-releasing their P-47D Razorback as a Thunderbolt Mk.I in RAF markings. The kit was last released in 2015. Reviews of the previous release are positive, with praise for the many external stores options, the detailed engine, and the option to display the port machine gun bays open.

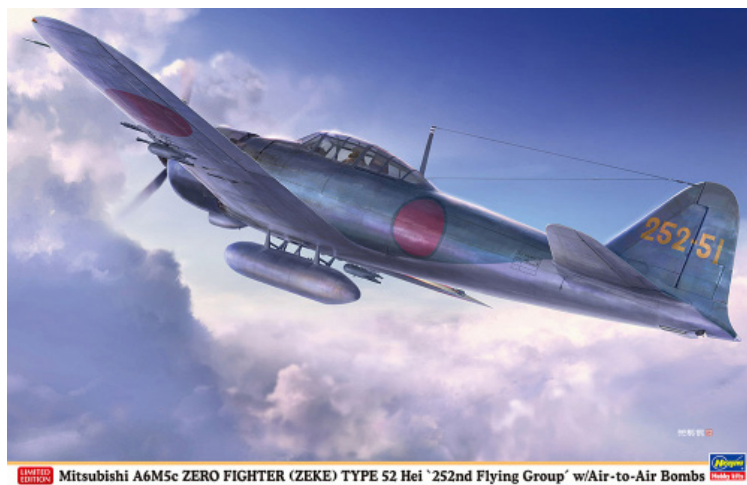


1/32nd Scale

Eduard is re-releasing their 2018 Bf 108 in a Weekend Edition with new decals. Otherwise not much, if any, change from the original release.



Hasegawa A6M5c Type 52 Hei Zero (Zeke)
252 FG 32 8257 20-Aug



1/48th Scale

DoraWings has released a new Proctor Mk.I RAF trainer. My experience with DoraWings kits (one) indicates high-quality molding with minimal flash and good detail. But Tamigawa they aren't, so expect to put some work into this to get to the finished product.



Eduard has announced a P-51D Very Long Range (Iwo Jima) Limited Edition kit based on their 2019 new-tool P-51D. It has some new parts in addition to the new decals for a Pacific Theater Mustang.



Hasegawa is re-releasing their AH-64E Apache Guardian in 'Korean Army' markings, based on their 2001 new tool, which has been upgraded numerous times with new parts, most recently in 2016. As far as I've been able to determine this release only has new boxing/decals.



Kinetic is re-releasing their Alpha Jet in a Luftwaffe Anniversary color scheme. New decals seem to be the only change from prior releases.



Kinetic is also re-releasing their EA-6B Prowler in 'VMAQ-2' markings, which seem to be the only change since the 2014 rebox of the same kit.

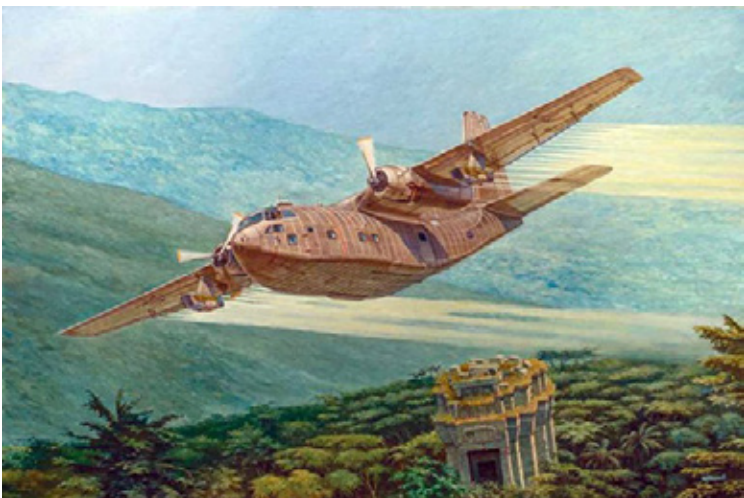


Kinetic is re-releasing its F-16 kit as an F-16I Sufa w/full IDF weapons load. So, while the basic kit is not new, a very different variant is possible due to the additional parts. A must if you are an Israeli AF fan.



Tamiya is releasing a new-parts P-38H Lightning (Limited Edition) which includes the larger super-charger air intake, a different 20 MM cannon, a revised cockpit canopy, and some other parts peculiar to this variant. The kit also includes nose weights, a nice feature as presumably they will be adequate to prevent a tail-sitter (always a risk with this aircraft).

This is the version that was upgraded with two jet engines, and the UC-123K had spraybars attached to dispense defoliants.



1/144th Scale

Roden has announced a new-mold He 111H-6. This variant adopted the Jumo 211 engine, wide-blade props, and could be used as both a bomber and a torpedo plane. Photos of the sprues found on the web indicate this kit includes the torpedos.



Zvezda is releasing a new-mold Beriev Be-200 amphibian. This one is new enough no one seems to have much to offer about it other than its pending existence. Based on the brand only, I'll withhold judgement, other than to say it is the only game in town if you want one of these.



Shipping News

By Rick Herrington

This month is heavy in 1/700th scale with just two others in 1/350th and 1/400th. Let's start off with the 1/700th scale.

Japanese subjects abound this month especially destroyers. I still think Japanese manufacturers are trying to produce every IJN ship that floated in WW2.

First up from Sphyrna is a PLAN Type 55 destroyer Nanchang.

PLAN
Type 055 Destroyer Nanchang
中国人民解放军海军南昌号导弹驱逐舰
中国人民解放军海军导弹驱逐舰南昌号
1/700 SCALE HTP 7001



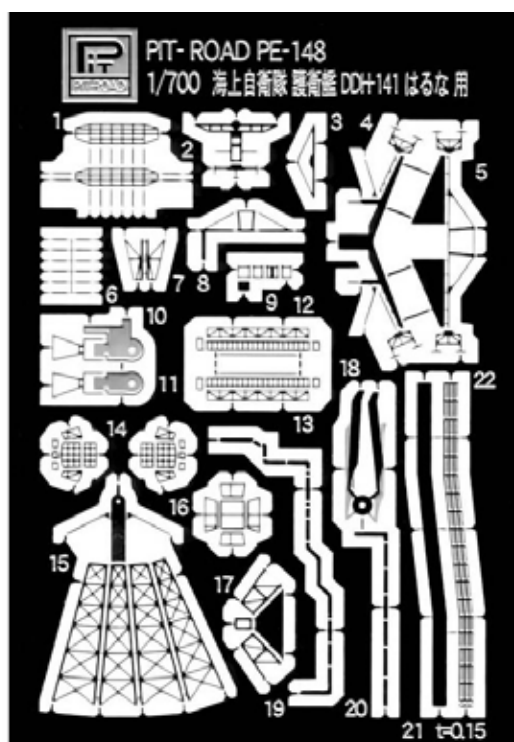
Pit Road is releasing a modern JMSDF ship the DDH-141 Haruna which includes a set of photo etch with it.



SCALE 1/700
SHIP MODEL SERIES

海上自衛隊護衛艦 DDH-141 はるな

Japan Maritime
Self-Defense Force
DDH-141 "HARUNA"



Yamashita Hobby is a newcomer to me. According to SCALEMATES they released their first kit 8 years ago. I have not built one of their kits so cannot attest to the quality or engineering. They are fairly inexpensive at \$12-\$13 a pop.

This month they have five new IJN WW2 IJN destroyer releases.

The first is IJN Sagiri.



Next up from Yamashita is the IJN destroyer Ushio as she looked in 1945.



The third destroyer in Yamashita's line up is the IJN Fubuki Class destroyer Akebono.



Fourth from Yamashita is IJN Ayanami



Last up from Yamashita is, surprise, another IJN destroyer. This one is the Shikinami.





The last release in 1/700 is from our friends at Fujimi. Their latest is the IJN Heavy Cruiser Atago. This kit is full hull and includes a display base for the ship.



In 1/400th scale we have a new release from Revell. This is their platinum version of the USS Enterprise CVN-65.



Last in the new releases this month is a 1/350th release from Pit Road. This would be the IJN Ukuru class escort ship.



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

Tracked Topics

By Panzer Lehr

Greetings Panzer Philes. This month is heavy with small scale stuff so let's get right to it. First up from Fujimi is a Japanese Ground Self Defense Force (JGSDF) Type 61.



Another JGSDF release in small scale is an AAVP7A1 from Aoshima.

JGSDF AAVP7A1 RAM/RS
Amphibious
Rapid
Deployment
Brigade





Attack Hobby Kits is releasing a German MB (Mercedes Benz) L1500A Personnel Carrier.



Revell is up next with two modern releases. The first is a Russian PT-76B



The second release is a US self propelled gun the M109A6.



The next four releases are all from Trumpeter. The first is a release labelled World of Tanks and is a T-34 85.



Second and third are a couple of German paper panzers and E-75 and an E-50 Flakpanzer.





Last from Trumpeter is a Russian T-62 Main Battle Tank Mod 1962



On to 1/35th scale. Amusing Hobby, the company that either makes us laugh or cry depending on which engineering team does their kits is up with two new ones. The first is a German Sdkfz 184 Jagdpanzer Elefant.



The second is a welcome Centurion Mark V.



Hobby Boss is up next with a People's Liberation Army (PLA) Type 59 MBT.

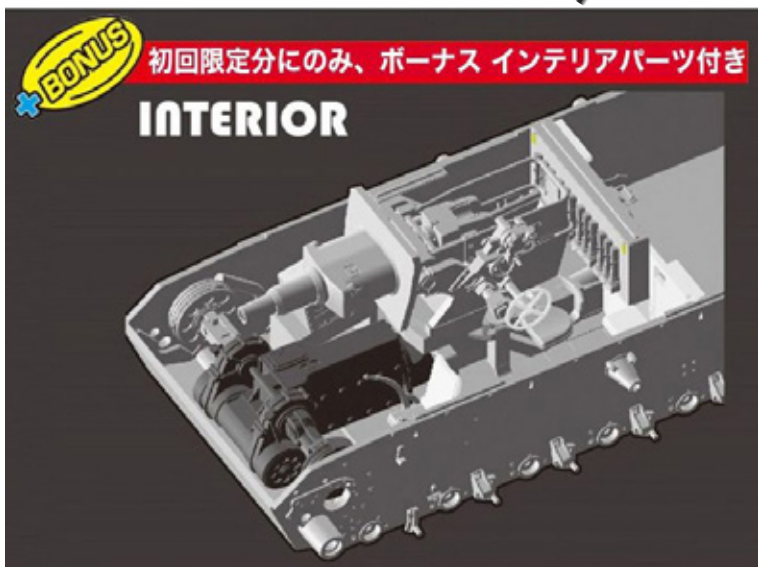


Our friends at Rye Field Models are getting into WW2 stuff with a Pzkwf 4 Ausf J.

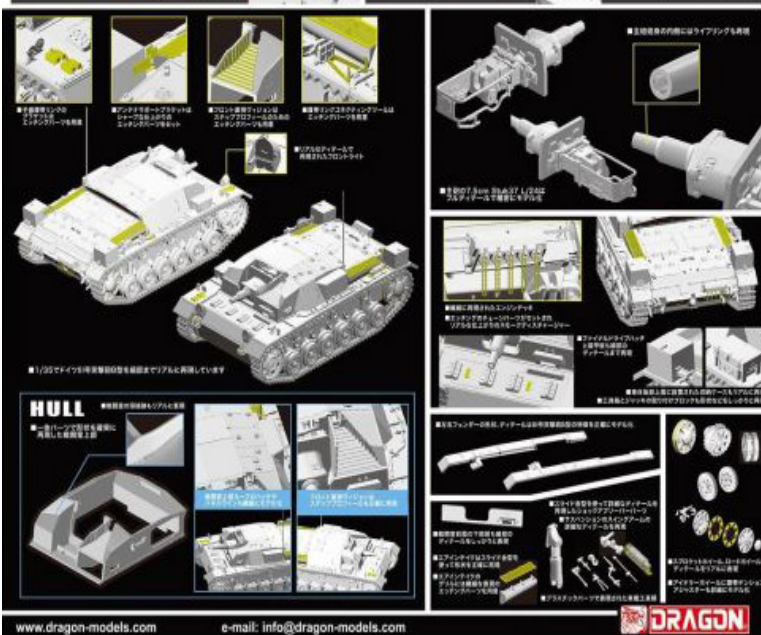


Dragon is dipping into it's well worn Sturmgeschutz molds to produce a B model this time. The B is an early war version and includes a full interior.





This bonus item is only included with the first release of this product



Copper State Models known for their fine armored cars is releasing a WW1 Belgian one. It's called a Minerva.



Trumpeter is releasing a Soviet Multiple Launch Rocket System the BM-13NM.



Lastly from Meng we have Merkava 4 Low Intensity Conflict (LIC) with a Nochri-Kal Mine Roller System.

ISRAEL MAIN BATTLE TANK
MERKAVA Mk.4/4 LIC
W/NOCHRI-KAL MINE ROLLER SYSTEM
 以色列“梅卡瓦”MK.4/4 LIC主战坦克及Nochri-Kal扫雷系统





That's all for this month. Until the next newsletter

Panzers For!

It Figures By Michael Lamm

Hello fellow modelers! Hopefully, everyone is well and healthy, and doing our part to keep our distance, stay safe at home, and as best as possible, knock down the size of our stash. If the virus, or work, isn't keeping you at home, maybe the August heat will help, and while you're in the house, what better way to spend the time than painting a few nice figures. Here's a new list to help you find something interesting.

<https://scale75usa.com/>

No sooner had I hit send on last month's article, did Scale75 release three new figures. First up are two 1/35th scale US soldiers. They're titled as Armored Infantry figures, are available individually, or as a set with a Jeep and small diorama called "Operation Cobra". I found it interesting that they were European theatre soldiers and in uniforms with a camouflage pattern. I've always associated camouflage uniforms with the Marines in the Pacific theater, not the Army in Europe. Based on my research, there was a limited amount of camouflage uniforms issued to Army units in the ETO, just before and after D-Day.

Unfortunately, camouflage uniforms were more associated with German forces (read Waffen SS), and a few U.S. units were mistakenly identified as Germans while wearing camouflage uniforms.



Scale75's resin figures are really some of the best out there, and normally available at a very reasonable price. These seem to carry on that tradition, and if you don't want to use them as Armored infantry, you can paint the uniforms without the camouflage, because the uniform designs were basically the same, just the coloring and patterns were different.





Scale75 also released something a new fantasy figure. Thalgrin Stronghold. The name sounds as tough as the 1/24th scale figure looks. Standing on his included scenic base, you can imagine he's either looking at an enemy below, the bodies of the foes he's vanquished. His heavy armor, battle axe and flowing beard really set a nice scene.



<https://miniart-models.com/>

Like Scale75, Miniart decided to release a few figures sets just after I finished last month's article, so here they are fresh off the press.

Miniart appears to be continuing their run of mechanics, with two more sets of 1/35th mechanic figures. "Repairing on the Road" is actually a 1/35th scale car kit featuring the Mercedes Benz Type 170v Personenwagen Cabrio.

This car kit has been in Miniart's catalogue for a while, and it's even been released before with a set of figures, but this set of figures is different. Unlike previous releases that included a set of figures that were relative to the car, but not made for it. This set includes two figures solely intended for this kit. The car kit comes with a full engine, and what better way to display it than with a new set of figures trying to work on it.

The four figures represent two NCOs doing all the work, and two officers providing helpful suggestions and supervision. The figures look very nice, and this is another offering from Miniart that allows you to have a diorama in a box.





Next up, and continuing the mechanics at work theme, are 2 “tankmen” painting camo. I really like this set, which includes not only two figures in general work clothes, but most of the equipment needed to spray those hard to reach places on a tank. You get spray guns, paint pots, and a couple of ladders. A perfect way for me to display a German tank in an “ambush” scheme without having to actually paint the scheme, I could just spray one spot and say they’d just got started.



Finally, from Miniart is a set of Ukrainian tank crew at rest. This set of four figures is meant to represent a tank crew taking a smoke break and having a small snack. They’re dressed and posed as modern day figures, but like most former-Soviet Bloc militaries, their uniforms don’t really limit you to just modern day Ukraine, I’m pretty sure they’d work across a variety of countries and combat theatres going back to the early 80s.



MILITARY MINIATURES SERIES

UKRAINIAN TANK CREW AT REST



BOOTH20



37067

UNASSEMBLED PLASTIC MODEL KIT
BOX CONTAINS MODELS OF FOUR FIGURES & 4 AMMO BOX'S
THIS IS NOT A TOY

1:35



UKRAINIAN TANK CREW AT REST

37067



UKRAINIAN TANK CREW AT REST

37067



37067



UKRAINIAN TANK CREW AT REST

37067





<https://www.royalmodel.eu/>

Royal Model has a fairly new 75mm resin Waffen SS Grenadier. This standing figure is well detailed and comes with 2 separate heads. His uniform indicates he represents a soldier from later in the war, and his cold weather gear indicates, he's probably meant to be on the Eastern Front. He has very crisp and realistic looking folds and fabric textures, and his gear and webbing look spot on. A really nice, and well-sized figure to spend some quality time painting.



Two heads included



Next up is a 1/35th scale "Universal Soldier", that looks an awful lot like a certain super hero Army Captain from America. It's probably just me, and not some slick way to get around licensing issues. The resin figure looks good for what it is, and the painted version by Fabrizio Marini makes me think someone's lawyers are going to be getting a letter soon. Anyway, the Universal Soldier comes with a shield that I assume was commonly issued to super heroes that enlisted in the Army during WWII.

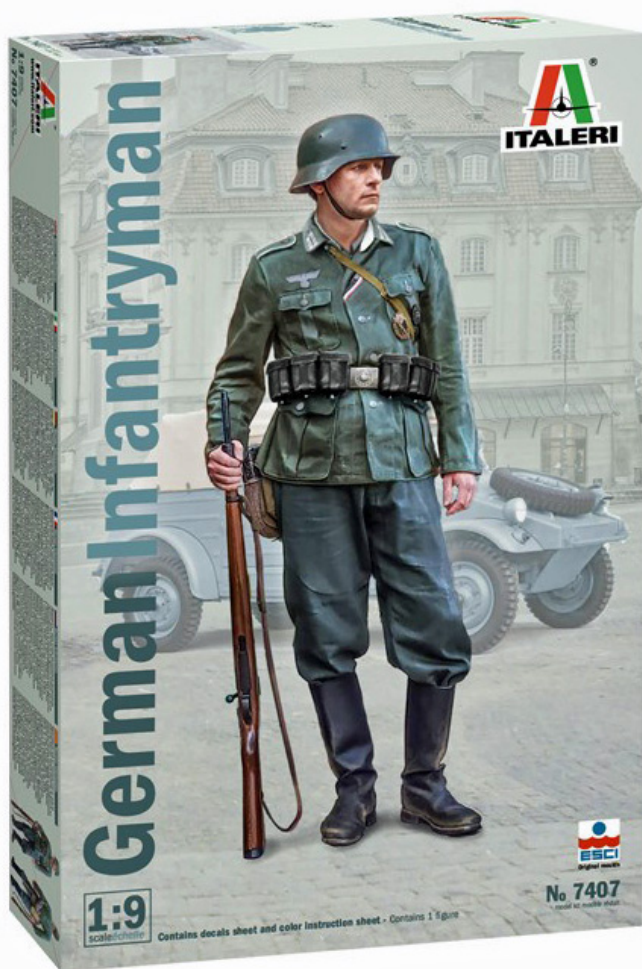




<https://www.italeri.com/>

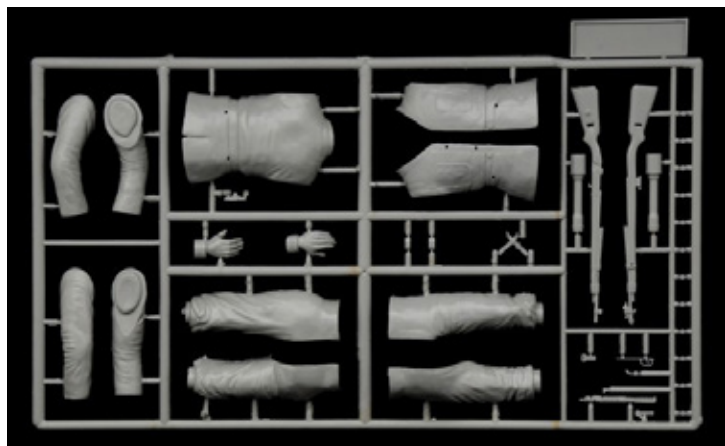
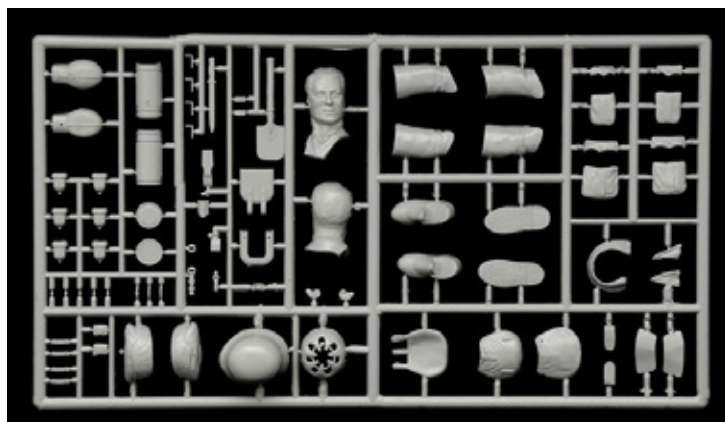
Italeri has a small line of vehicles in 1/9th scale, but most of those are racing motorcycle models and scooters, with a few German motorcycles from WWII.

This new 1/9th scale German Infantryman is an interesting addition to their 1/9th scale lineup. The figure represents a standard Wehrmacht from the early years of the war based on his uniform and boots. He comes with a standard kit, including the Mauser K-98 rifle and a Stielhandgranate, or potato masher. Also provided in the kit is a small plinth to pose the figure on, and decals for his uniform insignia, rank and award ribbons.

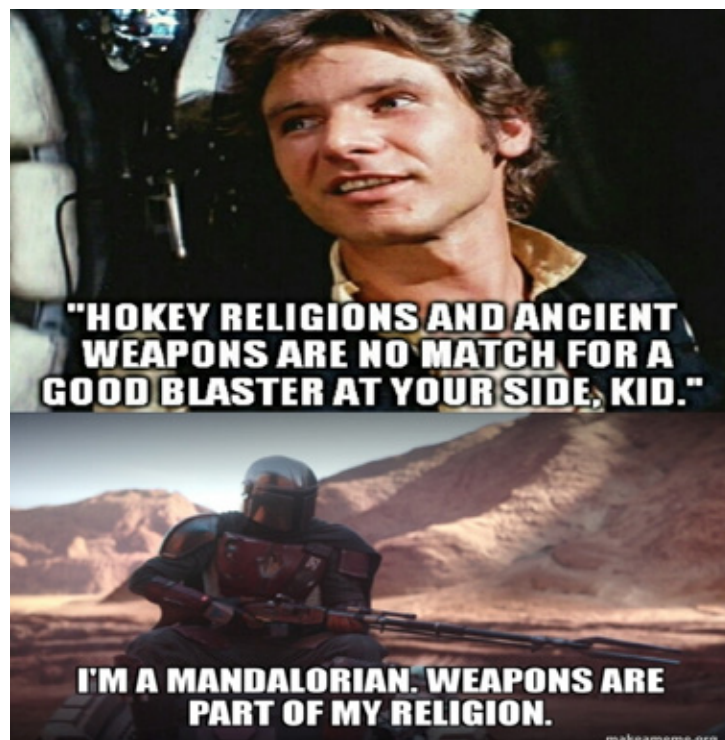


While I welcome the addition of more figures to the lineup, I find the parts layout a bit unusual. The uniform tunic is made up of 14 pieces, which includes a 2-part head and two part arms. Also, the rifle comes in a handy 8 pieces. Now, I'm just basing my judgements on the sprue shots, the kit could be engineered in a way that all these potential seams cover and hide themselves, or fit together perfectly.

Or they could fit together like a lot of other Italeri kits, and not only will you get to practice your figure painting, but you'll get loads of practice filling seams.



So, once again, I'll sign off asking everyone to stay safe, stay home and spend some time working on your figure skills.





To all fellow modelers,

As the current COVID-19 pandemic continues (it hasn't peaked yet), we request that you follow state & local requests to not meet in any groups and to self-quarantine if possible. This means no monthly meetings or shows.

With limited testing available and no vaccines, it's not worth the risk. Between smart phones, email, Facebook, etc., you should be able to stay in contact with your fellow modelers.

Check with your contest chairmen or the event page on the IPMS/USA website before you get in your car!

Dust off your stash and build some models. As the country music artist Gary Allan sings, "Every storm runs out of rain".

Stay healthy & safe. Happy modeling

Dave

David Lockhart
IPMS/USA
Director of Local Chapters
678-620-8417
dlock3155@gmail.com



Editor's note: Here's some extra figure stuff that I ran across after the newsletter was mostly finished. First up from ICM in their continuing Chernobyl series: Rubble Cleaners.



Next up is a set of British Special Forces troops. Perfect for your Afghanistan scene,



Last up from Tori Factory we have a Chicken Tank Team Set for your Egg Tank.





7801 N. Lamar Blvd., Ste E188, Austin, TX
78753
(512) 836-7388

King's has moved to Suite E-188...come by and see us!!

On Thursday, July 30 we moved a few doors over to building E #188 (directly across parking lot from interim location). We are still jostling departments into place and organizing back spaces, but are VERY happy with the new accommodations. You are going to love the more open shopping experience and the perfectly sized classroom that will be put to good effect as soon as we can gather safely in such a way.

Moving day would have been more like "moving days" without the kindness of our volunteers who assisted. We are so grateful for you guys!! Thanks again!

kinginfo@kingshobbyshop.com

<http://www.kingshobbyshop.com>

Something for Everyone

Here's the new stuff for the week.





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is



Central Texas
Scale Modeling Society





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 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

International Plastic Modelers' Society/USA

Membership Application / Renewal Form

New Renewal IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 Date of Birth _____

Adult One year \$30.00

Two years \$58.00

Three years \$86.00

Canada & Mexico \$35.00

Foreign Surface \$38.00

Family Adult fee + \$5.00

of cards? ____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Where did you hear about IPMS/USA? Please check all that apply:

☐ Local model club

☐ Friend

☐ Ad in IPMS Journal

☐ Facebook

☐ Ad in other magazine

☐ Internet search

☐ IPMS web site

☐ I'm a former member rejoining

☐ Other _____

Applications should be printed and mailed to:

IPMS/USA

P.O. Box 1411

Riverview, FL 33568-1411



International Plastic Modelers' Society/USA Membership Application / Renewal Form

New ☐Renewal ☐

IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 _____ Date of Birth: _____**Adult** One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____**Foreign** Surface \$38.00 _____**Family** (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:Cash ☐ Amount: _____Check ☐ Check #: _____ Amount: _____

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Address: _____

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Applications should be printed and mailed to: IPMS/USA, PO Box 1411, Riverview, FL 33568-1411