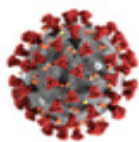
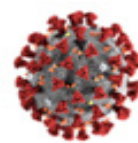


# SPRUE EXAMINER



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



**The Big Bad Owl-  
Rick Cotton's Revell 1/32nd  
HE-219 build**

Fun with Honest John by Douglas Brown

austinsms.com



June 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](mailto:www.models4troops@gmail.com)





# PRESIDENT'S SOAPBOX

BY IAN LATHAM



It's 'Summer in Texas' once again. Time to fry those eggs on the sidewalk.

I hope everyone is healthy and safe this Covid ridden month. I know things have been opening up again and it's nice to be able to swing by King's for that one bottle of paint you really need. But, since infection rates are once again climbing in Texas, please be safe.

The Far West Library is still closed so our meetings are currently in limbo. Good news for those of you still working on your 'Procrastination Kits', it looks like you still have at least another month to finish that off. When we do finally reconvene we will be able to catch up with all the competitions for the year, at least all the prize winning ones, and I'm sure there will be a plethora of goodies on the table. Any guesses on the amount of figures/tanks Bob Bethea will have?

As before, I urge all of you to hook up with Bill Delk (Falconfyre@austin.rr.com) for the weekly Zoom meeting held every Sunday at 4 PM. We've garnered quite a few members in the past couple of weeks and we usually chat for about an hour. It's nice to share and see what models folks are working on and maintain the connection we are all missing from the canceled ASMS meetings.

Please stay safe and healthy and I hope to see all of you soon.

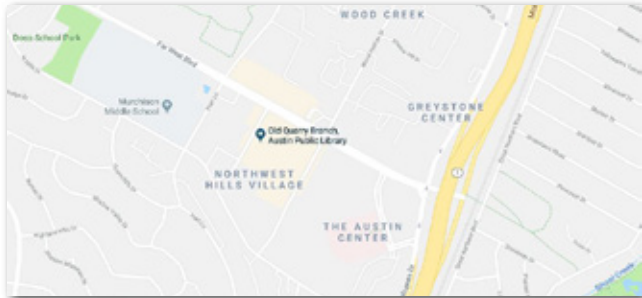
Ian



# 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](mailto:latham.ian@yahoo.com) for  
more information.***



## Events

**IPMS Nationals -Come and Make It  
July 29 thru August 1 2020**

### ***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





# Big Bad Owl- Building Revell's 1/32nd He-219

by Rick Cotton



Some aircraft are beautiful. The classic lines of a Mustang or Spitfire or Zero come to mind. Some are ungainly, such as a DC-3 or a Ju-52.

Some are just plain ugly, like nearly any interwar British bomber - the Vickers Vildebeest may just be the ugliest plane ever.

Then, there are those that just look...evil.

The Heinkel 219 "Uhu", or "Owl" is just that plane. Angular, with oddly raked tail planes, that bulbous canopy/cockpit arrangement, that spindly tricycle gear, those bristling antennae...add in that wicked-sexy spotted night camouflage, and you have something that looks like a monstrously giant predator/alien insect of some sort, and one with a mighty potent sting, too. It must have been terrifying to see one of these in the rear view mirror.

If you read about the performance of this aircraft on the web - the reports are all over the board. Some say it was a dog, others that it was a deadly opponent.

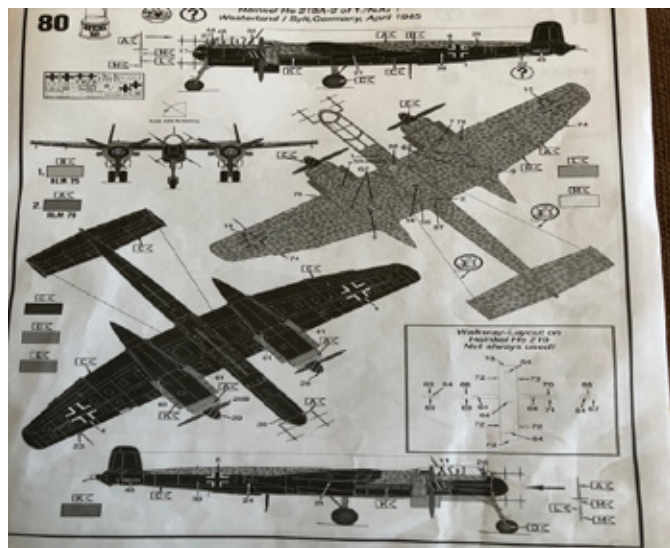
Not many of these planes were made before the war ended, which is a fortunate thing. But while they flew - the record speaks for itself - they were a deadly menace to Allied bombers.



Revell's 1/32 kit comes in a huge box, very heavy, with a whole bunch of parts. Many of them are enormous. Won't bore you with numbers, but there are a lot. Maybe not as many as the Zoukei-Mura version, but then the number on the outside of the box isn't as big as ZM's, either. Fair enough. You can apparently build a few different late-war versions out of the box, but I settled on the A-2. The reason I picked this one was that Sweetie liked the all-black underside paint scheme. She made that decision very easy.

The instructions are in black-and-white, on Revell's thin, flimsy, and somewhat questionable paper, and could use a little sprucing up. They are full of numbers, and international symbols, and arrows, and such, will require much caffeine-powered study to

understand and follow. Pay attention before committing things to glue.



The instructions are in black-and-white, on Revell's thin, flimsy, and somewhat questionable paper, and could use a little sprucing up. They are full of numbers, and international symbols, and arrows, and such, will require much caffeine-powered study to understand and follow. Pay attention before committing things to glue.

We could build this giant beast right out of the box and have a really impressive model, but as I will never do this model again (due to real estate restrictions - I do not live in a barn to keep it in), I have resolved to do something a bit...crazy. Maybe a lot.

I have decided to build the beast with many access and maintenance hatches popped open, and all that interior detail showing. Maybe I should have started with the ZM kit and all the guts it gives you, but here we are. I like a challenge.

It would be nice to have one engine fully exposed, maybe even off the plane on a greasy-looking maintenance stand, with associated wires, hoses and connection points hanging off the empty nacelle.

An attempt will be made to make the wings removable for easy storage and traveling to shows. They sit on a pair of large central spars, so we shall see if this is feasible, or even possible.





I have been collecting aftermarket and resin for this bird for a while now. I have seat belts, resin wheels, dorsal fuel tanks, armament bays, and somewhere in the bottom of my parts box, a lovely little replacement brass set of radar aerials. The kit ones are ok, but are made of very thin and fragile styrene, and are as easy to break being removed from the sprue as anything else. I see this replacement as vital - nothing else is as likely to get broken off by a careless show judge or swinging camera strap as a fragile and complex antenna. The ship modeler in me knows this from rueful experience - always go with metal. I'm not a huge fan of Revell's decals, having had less-than-spectacular results with them before, so it might be best to spring for a new set somewhere. Might also get some more photoetch for it, we shall see as the build continues.

## RESEARCHING THE BUILD

Thanks to this here Internet thingie that Al Gore done went and invented, research for the build is fast, fun, and easy. Many hours of work can be simulated by searching for detail pics of this plane, and right-click-saving all day long. What fun!

Besides the many pictures available of the NASM survivor aircraft, there are also many period photos from the war. Lots of excellent builds have been posted on the web, including one or two in a similar state as the one I want to do, with all the maintenance hatches popped open.

Let's look at our subject: Here's Revell's diagram of the chosen aircraft, an A2 model



from 1945. The big "H" on the side is depicted in the decals as silvery gray, so I am not sure at this point if I want to go with this example, or find another black-bottomed example's decals. I'd really like more color. We'll decide later, but Sweetie decrees the black-bottomed version, so that's what it shall be.

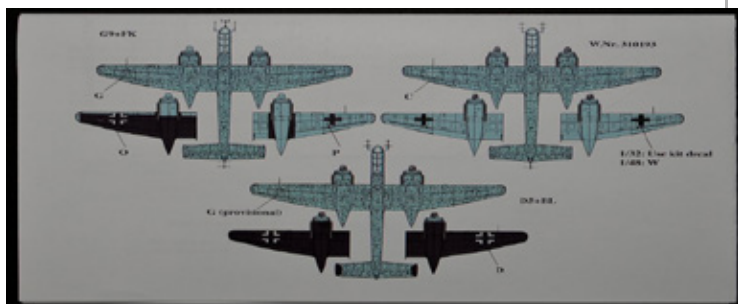
Build reviews of the kit are generally very positive, although nitpicks about the shape of the fuselage and nacelles and other things float around out there. Some have gone to the trouble of major surgery on the kit to get it "right". I don't plan on that. I have enough trouble for myself planned already.

## CONSTRUCTION BEGINS

Construction, as one might expect, begins with the cockpit, or in this case, the combination cockpit/nose wheel well.

The kit has two bulkheads that are sandwiched around the cockpit tub to form the nose wheel well - first thing you put together. The lightening holes in one side are molded OPEN, while the other side is molded closed. Huh?

This is because the nose mounted boarding ladder folds up into that space, and Revell decided not to detail it out. SCR\*W THAT. I have now drilled those holes out and cleaned them up. Some yellow wiring will now be seen inside through the nose wheel well.







By using a pin vise drill to open a pilot hole, then a small bead reamer to widen it, and finally filing the edges smooth, we have corrected this flaw. Took about 20 minutes.

The finished bulkhead.

It turns out that Revell's plastic is nearly perfect for this type of project. It's soft enough to cut and drill easily, without being Trumpeter-soft and making screw ups likely. Were it a Tamiya kit, this would be out of the question, as Tamiya's plastic is as hard as a rock, and Tamiya would have detailed out the area anyway...and charged me for it. The cockpit

interior parts were all sprayed with RLM 66 dark gray, and everything was washed with a dark brownish-black Future mix. Once that had dried, everything was sprayed dead flat, and the fun began.



I added Eduard buckles with seat belts made of painted tape. Revell provides separate dial decals for the instrument panel, and several other instruments scattered about the cockpit. It's a bit time-consuming, and fiddly, but the decals look very nice when snuggled down into wet Future and then splashed with a little decal solvent.



The fuselage took a lot of prepping prior to adding the assembled cockpit. I wanted to open up a bunch of access panels, so I went after them with a pin vise drill, making pilot holes in each panel that I intended to open. These were then reamed out with a sharp #11 blade, twisting and carving until I got to the rough shape.





The openings were finished with a rat-tail file, and sanding sticks. Thin plastic card was used for backing plates, and multiple maintenance ports were drilled in place.



One entire interior fuselage box was built from strips of plastic, and detailed out with resin bits, wire, and other little items. "Busy-looking" is what I was going for here. The yellow "wire", so common in Luftwaffe birds, was made by dragging sewing thread through bright yellow craft paint, squeezed between my fingers.

Once the fuselage openings were dealt with, it was time to install the cockpit. It fit very nicely, and with a good amount of MEK, it was welded in place. Revell recommends about 2 ½ ounces of weight in the nose, but I went with 4 just to be sure, right behind the cockpit and ahead of the spar structure that goes through the fuselage. All this done, the fuselage was then joined with MEK. Fit was pretty good, with some minor sanding involved, and a lot of tape was applied to allow the beast to set up.

The Uhu carried up to four guns in a belly-mounted gun pack, and Revell gives you just the protruding cannon barrels at the front, a cover for the whole area, and nothing else. This just would not do.



I opened up lots of little maintenance hatches as I did in the fuselage, and then carefully removed the large ammunition replacement hatch in the rear of the cover. This hatch, on the real thing, swung down on a hinge, and was closed with two tiny latches on the rear of the piece.

These were drilled out with a tiny drill, and replicated with fine wire and tiny bits of plastic. The sides of the opening were walled out with plastic card, and the area was painted with RLM 02.

I purchased a CMK dorsal fuel tank resin set, and the molding on this thing is just incredible - painting it will be a time-consuming challenge. The set also supplies the covers that would go over these parts, but they are not a great improvement over the kit parts, except for the fact that they are already molded as separate pieces. I cut the kit part into several sections, added a few ribs, drilled out some ports, and added some wiring for the rotating antenna. These pieces will sit on the ground next to the bird when she is displayed.





The enormous wings feature numerous access panels - yes, you guessed it, one wing bottom was completely drilled, routed and sanded open, and backing plates were fitted for each one. This was time-consuming, but hey, during this enforced Coronavirus isolation, if there was one thing I had...it was time.



Revell has designed the kit so that pretty much all the control surfaces can be posed in different positions. They are "sandwiched" during assembly around pins, and the instructions tell you (in international language pictographs) not to use cement there. Nuts to that. It's a model, not a toy, so I glued everything solidly in place.

Flaps can be positioned either up, halfway down, or full down. I chose the middle option, which requires removal of a couple of strips of pre-scribed material from the rear of each wing. This was not a problem, but take care not to remove the extensions between the flap sections while you are at it. Revell also thoughtfully gives you some of the structure for the interior of the rear of the wing. I left the actual flaps and most other control surfaces off until final painting was completed. One major task required a bit of engineering and scratch building - there is a large fuel tank just aft of each engine, with a fill port and access hatch on the top surface of the nacelle itself. Exactly how this tank was shaped? Who knows...except the people at the NASM, who are in the process of restoring a 219, but they have not posted a picture or information on this tank that I can find anywhere on the web. I have looked at several built-up 219's from other modelers, but the tanks they did do not exactly match, so that tells me they had the same issue as I do. A bit of what the late great Shepherd Paine called "creative gizmology" will suffice here, and fill the space convincingly - and reasonably close to what was probably there.

Two blocks of resin part pour stub leftovers were glued together, and sanded into what I surmised was about the right shape. A few bits, pieces, plumbing and a fill port were added, paint was applied, a wash and a lot of dirty pastel chalk dust, and we had what I think is a good representation of a tank. This was mounted just below the open access panel, and on top of a piece of plastic card, which also got a little paint and "gizmology". Not all of it can be seen, but no blank spaces.





Mission accomplished. That's it, to the left of the scratch built wing ammo bins



The fit of the nacelles around each wheel well was, to be charitable, atrocious. A LOT of clamping, taping, MEK, swearing, and filler were required. Some of this issue may have been my fault, but I don't think so. Eventually, it all settled down, and I got one complete nacelle on.

The second one, however, got some special treatment. As I planned to fully expose one engine, the front end of the nacelle halves got cut off at the various panel lines, and the pieces were clamped into place for glue and filler. There would be much more fun in this area later.

One problem I ran into was the fact that Revell does not provide an engine in this kit. This was a decision that probably knocked the kit price down ten US bucks, but left me with a large missing part of this project. A little soul-searching later, I got a very nice DB 603 engine out of a still-virgin HK DO-335 kit. I decided that I would eventually build the DO-335 with the nose closed up.

I took the forward engine out, along with all the associated parts and plumbing, with the exception of the exhaust stubs. It was beautifully cast, with sharp detail and crisp molding. I set these parts aside for later on down the line.

## TO THE PAINT SHOP WE GO!

Once the wings and fuselage were built, seamed, and ready to go, I masked all the many openings I had created. This took some time, through a combination of masking tape and wet tissue paper stuffed into openings. The fuselage, wings, flaps and all control surfaces were primed with Tamiya gray spray primer, which goes on just like the rest of their line - smooth, hard, and beautiful.

The primer coats revealed a few sanding and seam flaws here and there in the wings, and I spent a day cleaning those up and re-spraying until I had eliminated all of them...that I could find....I'm sure a show judge will find one for me later. I don't care.

The canopy parts were masked and cemented in place - the middle section with temporary white glue, as it will be posed open - take care here, as Revell provides several canopy options, depending on which plane you choose to build. There are also some tiny and delicate latch details that go inside the canopy, so have a very sharp razor saw and #11 handy to carefully get those off the sprue. The fuselage got the same priming treatment, followed by another seam cleanup session - not a whole lot, thankfully.

The beast was ready for color.

After masking the tops of the wings and fuselage, the entire underside was sprayed with Tamiya lacquer matte black. This was laid down in several light coats, and allowed to dry very thoroughly. It dried hard, and fast. Top-notch stuff.

When one studies the camo schemes applied to this bird, one comes up with another quandary. Most models out there on the web with non-black bottoms are painted RLM 76 Lichtblau overall, with RML 75 Grauviolett "splotches" or spots all over the topside. That is pretty much what the instructions call for on my plane as well, with the addition of the black bottom.

If one goes to look at the surviving black-bottomed HE-219 at the NASM, and reads... what a concept...one finds a bit different story. The NASM painted the topside surfaces of their 219 in the RLM 75 Grauviolett, and THEN "squiggled" the RLM 76 Lichtblau over the top of that. Huh?



Add in the fact that the lighting at the good old NASM is kinda yellowish - and adds that hue to the photos - it can get a little confusing. Then, take a look at the period photos of 219's out there

on the web....nothing matches. Oh, dear. Squiggles, splotches, spots, crappy-looking overspray, post-surrender "repaints" by Allied "experts", you name it.

Low photo quality adds to the confusion. As I do not have a \$300 airbrush (nor am I about to go buy one), I decided to just follow the directions (gasp!) and paint the upper side 76 Lichtblau, and put spots of the 75 Grauviolett on top of that. So sue me. I like it.

The key here is the consistency of the pattern. The spots should be about the same size, intensity, and distance from each other, all over the entire scheme. You need to thoroughly clean your airbrush, use a good paint mix, and practice this thing (in my case...a lot) until you get it right. Get it right, and the spectators at the Podunkville show will crowd around, and "ooh," and "ahhhh". Get it wrong, and you will get sideways looks, shrugs, and maybe third place.

The 76 light blue was laid down in several coats, using Vallejo Model Air paint, and allowed to cure thoroughly. While that was happening, I began practicing shooting little round splotches of RLM 75 Grauviolett, also from Vallejo, on cardboard. I needed the practice.





The fact that the wings were left unattached (they slide tightly onto the spars for travel and display) made it a simple task to rig up a quick mount where I could easily spray and manipulate the position of the wing. The airbrush was held just off the surface of the wing, and the splotches shot one by one, bang, bang, bang. It takes forever. But I refuse to screw this part of the build up. Splotch....splotch...splotch...repeat. There....I sit back, and look at the beast. It's...beautiful....Oh, it's beautiful! I am having an emotional moment. (sound of sobbing here)



It takes a LOT of Future to cover this thing. Gallons of it, seems like. It also takes some time, about the same as doing three standard-1/32 models. Anyway, several coats of the stuff were laid on, and allowed to dry before the decals were applied. Revell's decals behaved fairly well, once they were laid in WET Future, and positioned. Later on, a bit of Solvaset nestled them down in the panel lines nicely. After all that was done and dry, a final coat of Future sealed the decals in for good. I applied panel line washes to the top and undersides of the plane, and then shot several coats of semi-gloss over the entire plane. Most of the "experts" out there agree that this was common practice on Luftwaffe aircraft. However, I went back with some dead flat in areas that would receive heavy wear, and/or exhaust stains.

The nice factory-new finish would have taken a bit of a pounding in the field, especially as the fortunes of war turned against the Luftwaffe. This bird should look like it sits abandoned at the end of the war.

## MORE FUN BITS

CMK's beautiful resin dorsal fuel tank set was now attached, and this little beauty needs HOURS of attention with a fine-point brush, and a nice dirty wash. The effect is, in my opinion, well worth the work. Fit of the parts was OK, but a bit of warpage meant a lot of glue and clamping to get it to sit



Now it was time to drop that exposed starboard engine into place. After much study of online photos, I determined that these motors were mounted in the Owl by means of structure on top of the nacelle, instead of the more familiar side brackets as seen in the BF 109. A lot of measuring, comparing, cutting of plastic, test-fitting, and repeating eventually yielded the parts needed, and the motor was snugly placed hanging under the top of the nacelle. Numerous pipes, lines, and wires were added, mostly running from the firewall in behind the engine to hang out the front, as if disconnected to service the plane.





On the real 219, there are a pair of kidney-shaped tanks, which I can only surmise are either oil or coolant reservoirs, mounted on either side of the front end of the engine block, just aft of the radiator assembly. ZM gives you all of this - Revell, none. They were cut and trimmed from scrap resin pour stubs, plumbed, and mounted in their proper places.

## LANDING GEAR

Remember this scene from the movie A Christmas Story?

The Old Man: (looking at crate) "FRA -GEE -LAY"....hmm, must be Italian!

Mom: I think that says "fragile".

The Old Man: Oh...yeah...

Well, brother, there are some smaller pieces in the landing gear assembly that are seriously "FRA-GEE-LAY", so take extreme care cutting them loose with a SHARP razor saw. Especially parts 149, 154, and 155. While I was in there, the gear each got a dual set of brakelines, made from very thin wire. I test-fit the new resin wheels at THIS point, rather than wait until later, when the gear was on. A bit of trimming got them to slide on easily.

The entire landing gear assembly mounts on three tiny points - that's a lot of weight there - so epoxy is the way to go. Make damned sure these things are stuck, good and hard. You do NOT want your Uhu doing a sudden squat when you set her on the contest table. It will look like she's laying an egg, and you will cry like a little girl in front of grown men. Not good.



I cut the nose gear apart, removing the plastic oleo, and ran a piece of aluminum tubing up the entire inside of the strut, and extending to where the wheel bracket would be. I replaced the oleo with a piece of aluminum tubing of the same diameter, then attached the wheel bracket - after turning the wheel to an attractive angle. Like a Corsair with the flaps down, 219's look WAY better parked with the nose wheel canted. Everything was epoxied together - better safe than sorry.





The nose gear was attached, again with epoxy. It is a bit difficult to add all the retracting arms, due to the order in which Revell has you do them, and the tight space they all must fit in. Pack the patience here.

The main gear legs were built up per the kit instructions, but "tacked" in place to test the fit. Once I was happy with that, the join points on all parts were reinforced with 5-minute epoxy. Better safe than sorry. The gear assemblies were then removed for painting, weathering, and installation of brake lines.

The brake lines were installed on the main gear by use of some very thin wire, run through bits of phone wire insulation cemented to the gear legs themselves. Connecting nuts were simulated by tinier bits of insulation painted with a brass color. This is a tedious, time-consuming part of the build, but it is highly visible, and very necessary in my opinion - makes the gear "pop"!

The kit wheels were replaced by a set of Eduard Brassin resin wheels. Detail on these is sharp, with legible manufacturer logo and tire-pressure text (!), and a nice diamond-tread pattern on the mains, and weight depression depicted on all. The hubs are separate, and have to be sawed off of substantial casting pour blocks, but this is easy enough with a razor saw. The leftover pour blocks are round, not square, and went right into my spares box. You never know what you might need that shape for one day.



Revell's radar antenna were replaced with piano-wire scratchbuilt units, which went just fine, but let me tell you brother....getting them all attached to the supports and canted at the proper angle, all at the same time....whoo boy....pack your patience here, and be ready to step away if your temperature starts to go up...because it will.

I tacked my antenna in place with cyano, then braced them against a tall paint can and some wood blocks for alignment. They then got tiny drops of 5-minute epoxy. Stuck! Done. The bottom aerals were painted white and red, lest some knucklehead aircraft mechanic walk into one.



### A HOME ON THE RANGE - OR, THE OWL-HOUSE

At this point, I began to think about what I was going to do with this behemoth when it was done. Probably should have done that way earlier - like before buying it. There is NO WAY she will fit, fully assembled, into even my biggest case. I had already checked that the wings would slide tightly onto the twin spars that protrude from the fuselage, and they do, with a good, tight fit. Therefore, I could put the entire assembled fuselage into the big case, and set her wings beside her.





But she was meant to travel to shows, so I sketched up a set of drawings, dimensions and all, and had Sweetie build me a nice travelling box for this enormous hunk of plastic. Everything protected in nice, dense, computer packing foam. Sweetie, being a talented sort, even used her wood-burning skills for the beautiful "Heinkel" text on the lid! God, I love this woman!

## FINAL BITS

It's time to finish up this mammoth project. Most of what's left is tiny - maintenance access hatches, stuck on with tiny photoetch hinges appropriated from scrap brass detailing sets - the good modeler never throws extras away. The hatches were attached with spots of cyano, and any glue spots were touched up later with a fine brush and some acrylic clear flat. A few gas caps were made from scrap plastic, and attached with tiny chain from stock donated by my sweet wife from her old costume jewelry stash. A bit more spot-checking, and the Heinkel 219 A-2 is DONE!

Now that the beast is finally done, I have a chance to think back on this project - and some changes I wonder if I should have made: Should I have gone with the Zoukei-Mura kit, especially since I wanted to open so much stuff up? Maybe, but the cost factor (I'm a cheap-skate) and the ready kit availability of the Revell issue weighed heavily. But, there was the added fact that I LOVED the challenge. Revell's soft plastic, nice detail, and good basic engineering made re-working the 219 a fun, fun project. After thinking back on it, I wish I had pulled the entire cover off of the belly gun pack, and detailed all the guns out. A lack of good reference stopped that, or I might have tried to pull it off.

And I should have replaced the wing gun parts with aluminum tubing - don't know why that did not occur to me. Do the A-2 vs a later A-7 with all those extra oddball protrusions and antenna? Yeah, that would have been cool, but using the kit decals and that sexy black-bottom scheme were good, too. I can always build a second....no, no, it's freakin' huge, stop thinking that! NO! So Project 219 is complete. If we ever get out of this Covid-19 quarantine, she is going on the road!

### Aftermarket used:

Eduard Brassin wheels  
Eduard seatbelts  
CMK dorsal fuel tanks

### Extras used:

Engine from HK DO-335 kit

### Changes:

Opened many access ports and panels - added backing plates, interior details and wiring  
Added brake lines

Rebuilt and canted nose gear/wheel  
Exposed, installed and plumbed DB 603 engine with extra scratchbuilt details unique to the HE 219

Scratch built "drum" radiator, mounted on wooden external maintenance stand

Added interior wiring in many places

Opened and walled in access hatch at rear of belly gun pack - rebuilt hatch details

Scratch built ammo boxes

Scratch built fuel tank and associated details.

Created "detached" panels for each opening I created



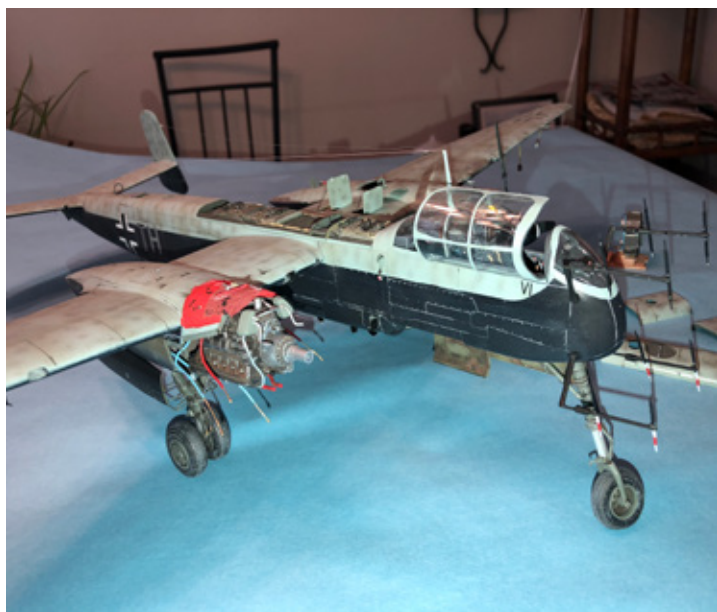
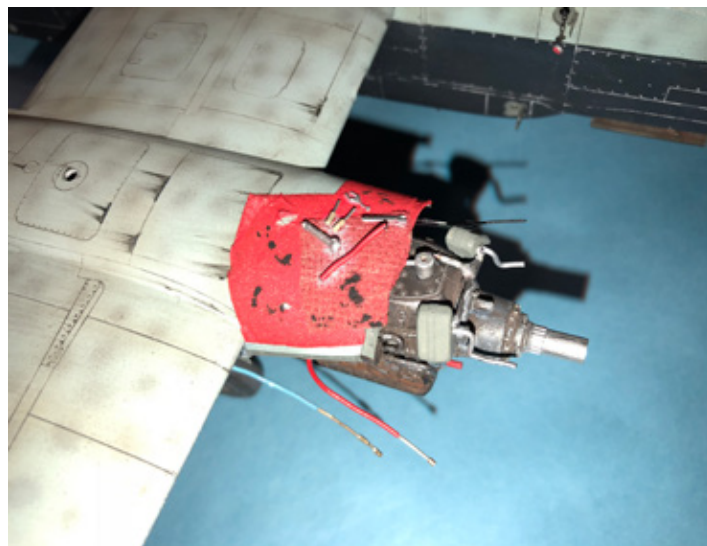


Created "open" hatches with hinges for some openings  
Replaced kit pitot gauge with piano wire assembly

Cut apart and detailed dorsal tank covers - added wiring, ribs, and latches

Partially scratch built radar antenna

Paint is a combination of Tamiya lacquers and Vallejo Model Air acrylics





# Honest John Fun

By Douglas Brown



I'll summarize what I know about this, but I'm always ready for more info from fellow modelers.

For starters, the Wiki Honest John page is pretty good.

[https://en.wikipedia.org/wiki/MGR-1\\_Honest\\_John](https://en.wikipedia.org/wiki/MGR-1_Honest_John)

It's still surprising to see so much information on the web. Virtually all of this was classified Secret or Top Secret when

I was in Germany - for instance, it was known that the Honest John (HJ) was "nuclear-capable", but top secret to say that we had warheads.

The sarin bomblet warheads were absolutely not discussed. (Anthrax bomblets were developed too, but not deployed to my knowledge.) The HJ Field Manuals on operation, maintenance, etc were classified too - but are available on Amazon periodically.

Google has the Technical Manual for operations online.

Amazing. If you get bored and need midnight reading, try this:

<https://play.google.com/store/books/details?id=4SMYAAAAYAAJ&rdid=book-4SMYAAAAYAAJ&rdot=1>

At any rate, back to modeling! Since I was assigned to Honest John unit in Germany in 1969 and 1970, this has been an area of special interest to me. I do have several small metal models and even a railway car with missile mounted (historically inaccurate!), but haven't found a plastic model to match the ones we had.

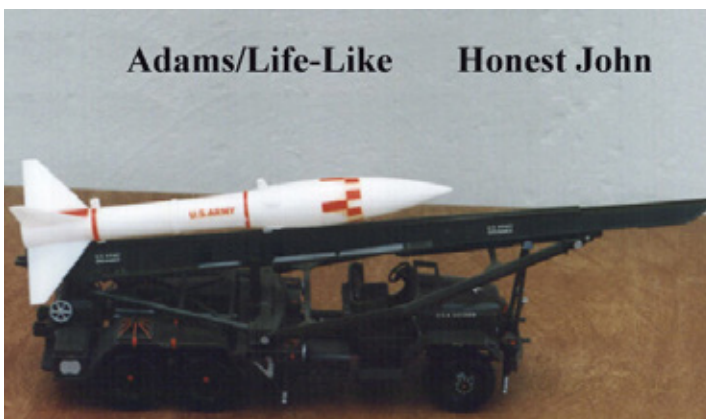
One issue is that there were two versions - the MGR-1A (also called M31) and MGR-1B (also called M50).



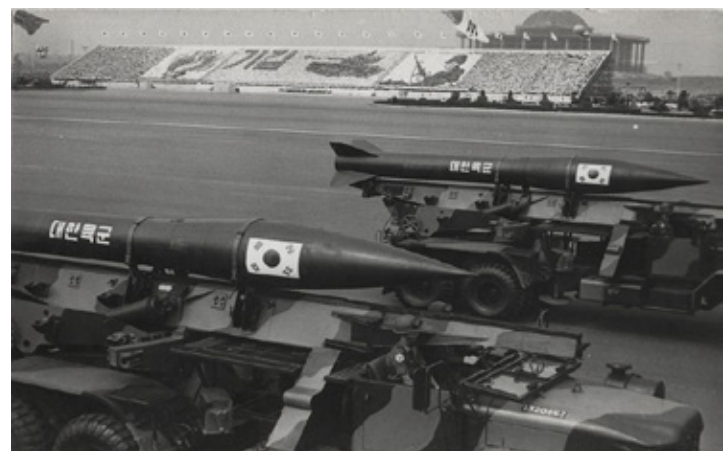


The MGR-1A was lower power (range 3-15 miles), larger fins, and weaker spin thrusters. It was launched from M289 truck, with a long rail which stretched beyond the length of the truck and had a brace underneath.

Adams had a kit which resembles this MGR-1A version. It's not quite right - the rail isn't long enough, the missile is shorter and "squatter" than it should be, and the nose isn't slender enough. It's not bad, but not quite right.



By my time in Germany, we had the MGR-1B version -- more powerful engine, longer range (30-45 miles), smaller fins, more powerful spin thrusters. More importantly, it was launched from the M386 truck launcher - different truck, much shorter rail, with a hydraulic lifter. Attached is a picture I took of a launch, pics from Germany and South Korean parades.







That's the version I've always tried to find, but no luck.  
If you have any leads on that, I would really appreciate it!

One more - Revell did put out an Honest John kit that I can't believe anyone would buy. It has the missile crated on a flat-bed truck. Accuracy unknown. I have never seen a picture of anything like that.



(If you want painful detail on parts, shipping and storage, this site has more information than anyone would ever want!

[https://www.dau.edu/cop/ammo/Pages/Honest-John-\(MGR-1\).aspx](https://www.dau.edu/cop/ammo/Pages/Honest-John-(MGR-1).aspx)

I'll attach two last pics of miscellaneous stuff I have - a metal MGR-1A on 289 launcher truck, nicely done, and an N-scale Bachmann railcar with HJ loaded on rail. I can guarantee you that would never happen →)



Closing pic – me with Honest John on display at Camp Mabry

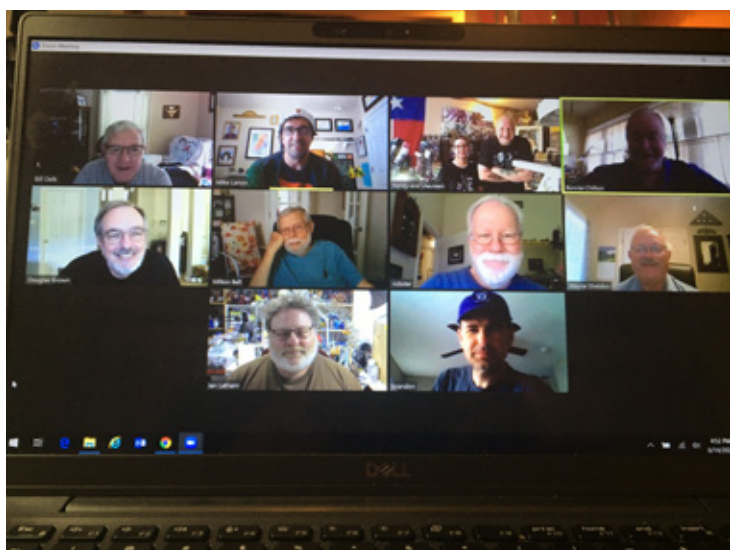




See ya downstream, stay safe!

Doug

# What's Up wid You?



Here we are again. A group of modelers in the time of COVID-19. Bill Delk is hosting our weekly Zoom modeler's session which happens almost every Sunday at 4:00. If you want to be included Bill will need to send you a link to the meeting and you will need to download the Zoom software to your PC or laptop. Everybody is welcome.

As no live meeting occurred this month these are the snaps that everyone sent in with some of their comments on the builds.

Let's start off with Ben Morton.

These are the latest completed thingy's but I can't remember if you've seen them before.



First up is ModelCollect's P-300 1/72 Tragerkreuzer. This is the armored transport carrier that hauls the smaller walkers into battle.



The zombie dude has been finished for a while and the cicada larva husks are a hold-over from an abandoned project. The lichen covered piece of bark is from the yard.





The MG TC is an old Monogram kit from the late 70's. I got it at a show.. Monogram had a series of 'Classic Cars' kits that had metal bodys and plastic drive train and stuff.



Dave Edgerly is up next.

There are many issues with the Dragon 1/72d Saturn V kit. I am addressing as many as I have the skills to do so. These photos show some of the easier ones to tackle. First are the equipment access tunnels on the SIC Booster stage. They were too long and were devoid of the strengthening ribs. So, I fixed that with a saw and Evergreen strip plastic. Easy and fun.

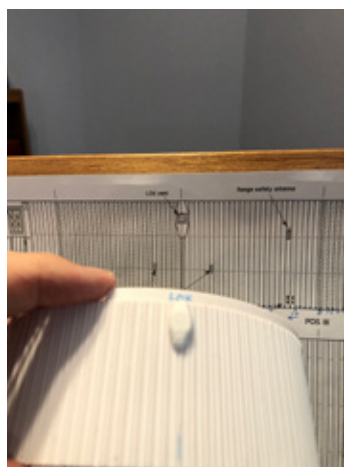
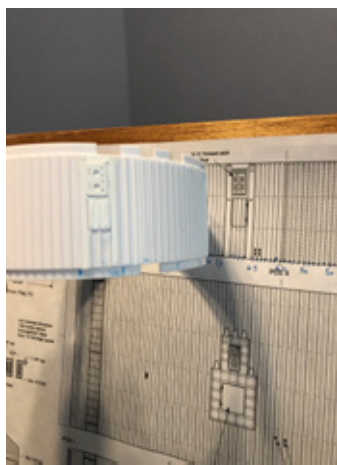
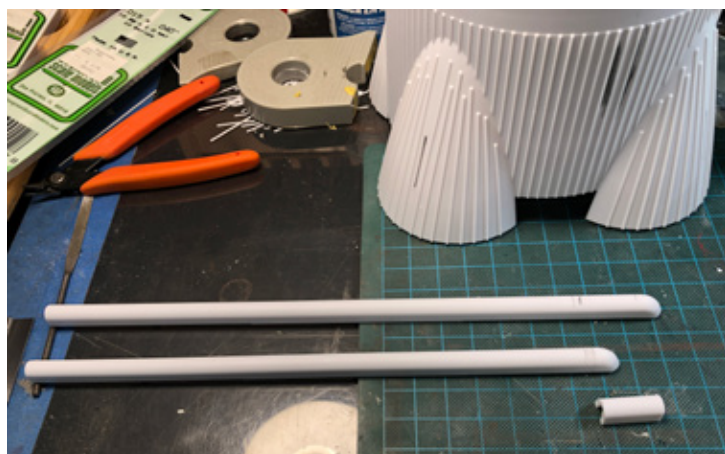
Next, I put my hand to the SIC and SII inter-stage. One of those ribbed rings. Well, the dimensions aren't perfect in height but I left that alone. The number of ribs is WAY off. I would need to carve all of the kit ones off and add the correct number at the correct space for accuracy. Umm, NO! I just stuck appropriate strip between what Dragon had molded. Didn't look too bad.

Of course, they are many details on these inter-stage rings that Big D didn't bother to include. They were easily added using our good friends: 1/48 scale drawings from Real Space and...Evergreen!

I've done more of course but that's for another time. A hint is that British cottage industries are sometimes not the way to go and Shapeways is amazing.

Cheers and how about some of y'all excellent modelers write a quickie for the news letter?





Oh, and by the way, this sucker would look impressive right out of the box but what the heck, I'm retired.

Dave

Next up this month is Mike Gilsbach. Mike is working on a Tamiya M1A2 kit in Nato camouflage.



Ron McCracken has not been idle this past month.



Attached, photos of my completed YB-49, which was selected for my procrastinator's project for this year.

Major mods to the kit included opening up the leading edge slots and opening the jet intakes and adding intake ducts/engine front frames. Finish is various shades of Alcad II.







Bill Delk is up next with a couple of projects of his own. The first ate a couple of OV-10's.



Hee's a shot of Bill's recently completed Thunderbirds F-16.



Rick Herrington has been working on a number of projects.

First up is the Kotobukiya Ludens. This is a model kit similar to the Bandai Gundams



Rick also has the new RFM Challenger 2 TES in progress and is painting up the British AFV crew from Minicraft to go along with it.









The biggest challenge on these crew figures is simulating the Multi Terrain Pattern camouflage the UK is currently using. Bob Bethea and Henry Nunez were a big help in providing guidance in painting this pattern. In a future Sprue Examiner Rick has promised to write up an article on the how tos.

Dave Bottger is up next: Here is the Roden 1/48th scale Nieuport 28 I've been working on. As you can see, I've finished the exterior painting. I did some research to try to determine the right colors.

Although it's generally agreed that the French five-color scheme consisted of tan, brown, light green, dark green and black, the exact shades of each are not known. These are my best guesses.

Fortunately for me, since there are no color photographs, no one can prove me wrong. I painted the underside, which the Windsock Datafile describes as pale yellow, with yellow ochre lightened 33% with white to a light caramel color. For what it's worth, it's pretty close to the color on the cover of the datafile.

The next step will be mounting the top wing and the rigging. I'm a little nervous about the latter. I plan to use Gaspach turnbuckles and anchor points, which I've never used before. The rigging is complicated by the fact that the flying wires are doubled and have to be parallel or they won't look right.

Assuming I get past this stage, I plan to paint the national insignia. I've never done this before either but I decided to try because I've never had much luck with rudder decals and I don't think I can exactly match the blue and red of the national insignia decals.

I invested in a circle cutter, making this one of my more expensive builds.

I'm hoping to finish this kit for Nationals, assuming they happen. If not, then I'll save it for our contest in the fall.



Ziggy Downs-Bumgardner our resident California based Gunpla expert has not been idle.

Here are some pictures of a project I'm working on at the moment. It's the Master Grade GM command colony type, but I switched the legs for the MG Freedom Gundam 2.0 legs to give it a slimmer silhouette.

Along with that, I extended the body up along with the cockpit hatch to make it taller. I also tried scribing for the first time on the shoulders and the back skirt. I also modified the rifles to give it more unique weapons.

The first I just took the ammo holder from one, extended the main body of the rifle and then put the barrel on. The second is supposed to be a sort of railgun. So I scratch built the barrel and took the scope from another kit.



That's all the submissions we have this month. Hope to see your pictures in next month's issue. Thanks to everyone that sent in their snaps and comments.

## MY IMAGINATION, OR, THE WALTER MITTY MODELE<sub>R</sub>



I stepped out of the island, onto the flight deck of the Akagi, my white-gloved hands tightly grasping my binoculars. Lieutenant Commander Fuchida stopped in mid-stride as he saw me. He turned, the ear flaps of his flying helmet whipping in the twenty-five knot wind coursing down the deck. He strode over and snapped a smart salute, which I returned.

"We are going now, sir. We will begin this war, Admiral, and the Yankees will not see this coming. Banzai!" He saluted again, turned, and walked toward his Kate torpedo bomber...just as a giant, shiny, number 11 blade crashed across the deck, sending aircraft scattering in the breeze....

"Dang it!"

One day, I'm just gonna have to start taping the handle of my hobby knife so it doesn't slip out of my hands, and crash onto the deck of my current model project. Getting older stinks!

OK, I get into my models. I have a very active imagination, not just at income tax time, but all day long, and especially when I am in the model sanctuary.





sanctuary I know as THE WORKSHOP. I look at my creations, and my mind wanders, I just can't help it. All of us who stick these things together still have a little kid inside of us. We will hold a plane up at an attractive angle, and just imagine the roar from those greasy cylinders, or we will just see in our mind's eye all those enemy soldiers running in terror from our tiny Tiger tank. Don't lie to yourself, you know you do it. It was only yesterday that we were out in the back yard, endlessly bombing and strafing the nameless "enemy" with our Monogram SBDs that we stuck together in an hour. Golden days, those lovely childhood hours...

Some of us never left childhood. We still play with our cars, boats and airplanes. My ex-wife use to accuse me of it all the time...just part of the reason she's the "ex". Yes, I sit there, and see the Akagi's bow crashing up and down through a violent, angry sea, or just imagine hot, greasy oil dripping out of that Skyraider cowlings. I see the water running, and streaking, and rusting...and that 4-ought brush just naturally follows along. The oil drips on that Skyraider...I can almost smell it...and the wash flows down the model's sides and into the panel lines. Mind to brush...modeling...not thinking...my Zen moment for the day. For a moment, we are there. We escape the confines of the office cube and the work world, and we stand on a field, far, far away and long ago. We meet fascinating people: Nagumo and Patton, Galland and Zhukov, or Don Garlitts and A.J. Foyt. Maybe we meet Godzilla or The Thing, or even Mr. Spock. Whatever you build...you can go there.

We see things only we can see...alternate history as we see fit. In a way...in a small way...we control history, and we can change it, or make it play out as it did, over and over again, only in much greater detail. We can actually experience Pickett's Charge, or the last stand of the Taffy Three destroyers, in a way that non-modelers could never understand. This is our great secret.

Outsiders look at what we do, and think it a simple exercise in cutting, gluing and painting. No, it's much more than that, but I think even we don't realize how much of it is mental...perhaps that's why there are so few modelers who we could consider as dullards...a few judges, maybe, but not the rank and file modeler. No, he's usually a well-read, opinionated, fairly smart kind of guy. He might be somewhat tunnel-visioned (this will usually be revealed in the fact that he has 1,956 models of the ME 109 in his collection), but he knows his subject matter,

and will not hesitate to show you.

But, just like you, he puts his pants on one leg at a time, and he also holds his models up at an attractive angle and hears the roar of the Daimler clearly in his imagination, just like you do. Just like you, he will watch a Hollywood war movie, and cringe at the errors in factuality, and imagine himself as the Technical Director - "Uh, no, Mr. Director, those Tigers should not be gray, they should be Dark Yellow, with green and...." - you get the idea. We have the power to make things the way we see them, or want to see them. We are...in a way... a mighty lot.

LCMDR Fuchida climbed into his Kate, the ends of his white Hachimaki headband whipping in the breeze. He stood in the center radio operator's position, and looked towards the bridge. I gave him a smile, and a nod...no words were necessary. The bow of the Akagi crashed into the next wave, scattering a fresh mist of salt air into my face. Banzai!







# Old Rumors and New Kits

## New and In View Aircraft

by Ron McCracken

June mostly offers re-pops, with a couple of notable exceptions, e.g. a new O-2A Skymaster, and a couple of re-releases that have new parts making a new subtype possible.

### 1/16th Scale:

Hasegawa is re-releasing its Sopwith Camel F.1, originally kitted in 2013. This is the bare-frame kit, and in this large scale you ought to be able to wind the clock.



### 1/24th Scale:

Airfix is re-releasing their aging 1970s era Bf 109E in a new box and apparently with new decals. Other improvements, if any, are not known. But don't be thinking this is one of their recent kits.

Airfix is also re-releasing their Hurricane Mk.I, and again this doesn't look like a new mold.



### 1/32nd Scale:

ICM is re-releasing their 2019 new tool Sea Gladiator Mk.II with new parts and decals.

Revell is re-releasing their Spitfire Mk.IXc.







### 1/48th Scale:

Airfix is re-releasing their Defiant Mk.I, which has been unavailable for some time.



Airfix is also re-releasing their Folland Gnat T.1 (two-seat trainer). This too has been in short supply.



Airfix is also re-releasing their 2013 new tool Javelin FAW.9.



Eduard is re-releasing an Fw 190A-6 in a ProfiPACK edition with some new parts, and a Tempest Mk.V Series 2 in a Weekend edition, again with some new parts.



ICM has announced a new-tool Cessna O-2A Skymaster. Haven't found any reviews as yet, but hopefully it is an improvement over other manufacturer's offerings. ICM has announced a re-release of their 2019 new tool Do 217N-1 as a Do 217J-1/2 night fighter with some new parts.





Kinetic has re-released their 2011 vintage EA-6B Prowler in 'VMAQ-28 markings.



Revell has announced a re-release of their 2014 Tornado GR.4 in 'Farewell' markings.



### 1/72 Scale:

Airfix has announced a "Battle of Britain Memorial Flight", which is a three-kit re-boxing in markings currently carried by Memorial Flight (similar to the U.S. Commemorative Air Force).



Airfix has announced release of a BAE Hawk 100, which appears to be a re-boxing of their 2009 kit.



Airfix has announced an early Hurricane Mk.I, and although their website lists it as "new for 2020" I suspect it is a re-boxing of the one released several years ago. A good kit nonetheless.



DoraWings has re-released their Bellanca CH-400 Skyrocket in USMC markings. An interesting build if you like the rare or unusual.







Eduard is releasing what, according to Scalemates, is the Hasegawa B-26B/C Marauder in a Limited Edition 72 version with new decals and some unspecified new parts. Assuming Scalemates got it right, and this isn't a re-pop of the old Airfix kit, it should be a good one.



Hasegawa is re-releasing its 2007 kit of the E-2K Hawkeye in 'RoCAF 20 EWG 20th Anniversary' (Taiwan) markings.



Hasegawa is also rereleasing an F-15C in 'Ace Combat GALM 1' markings, with some new parts in addition to the new decals.



Finally, Hasegawa is re-releasing its 1996-vintage F-86D Sabre Dog in JASDF markings. This kit was last released several years ago, and is still one of the better Dog Sabres on the market in this scale. There are lots of colorful markings available should JASDF not be your "thing".



## Shipping News

By Rick Herrington

Ahoy there ship mates!

Some great releases to get to this month. Let's start off with and unusual scale for ship models 1/144th. Revell is releasing a USN landing ship medium.



Moving on to a more common scale 1/700th Pit Road is releasing a sea-diorama in a kit. They are calling it WW2 Normandy Landings





The kit includes all kinds of goodies including landing ships, vehicles and German gun emplacements.

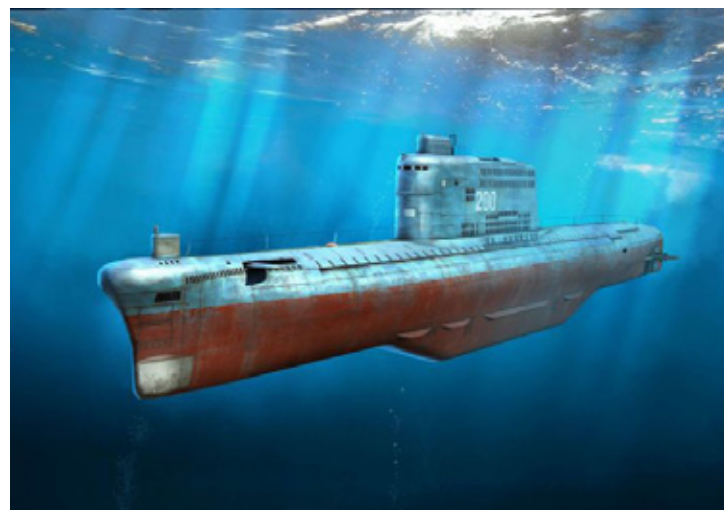
Yamashita Hobby is up next with two releases of IJN destroyers. The first is the Shikinami, which was sunk in 1944 by the US submarine Growler.



The second release from Yamashita Hobby is the IJN destroyer Ayanami which was sunk in the Pacific by the battleship USS Washington.



Moving on to 1/350th scale Hobby Boss is up first with a People's Liberation Army Navy Type 031 Golf Class submarine.



新規パーツ:トーチカ(大・砲付き)、(小)  
画像は3Dプリントの試作品です。





Another sub release is from Hobby Fan. the USS Guppy II which comes with a sea wave base.



Finally in 1/350th scale is a release of HMS Calcutta. HMS Calcutta was a British anti-aircraft cruiser that was sunk in the Mediterranean by two JU-88's.



In a scale we don't often see in ship kits 1/48 I Love Kit is releasing a US Elco PT Boat. This version is supposed to be an early version



Last up from I Love Kit is another unusual scaled kit of a People's Liberation Army Navy Type 21 Missile Boat. This one is in 1/72nd scale. These boats are based on the Soviet Osa class missile boats.



That's all the Shipping News for this month. Nat's is a little more than a month away so pick up a kit and start building!

## Tracked Topics

By Panzer Lehr

Not to many new releases this month. Let's start with 1/72nd scale.

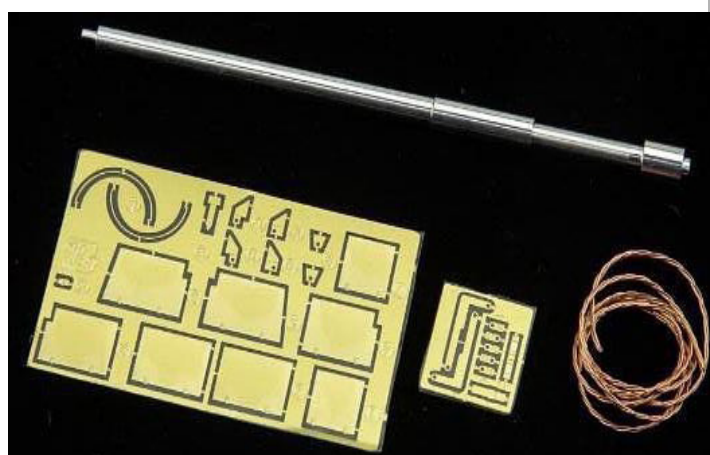
CMK known for their resin offerings is releasing an M1278 Joint Light Tactical Vehicle.



Moving on to 1/35th scale let's start off with Border Models new Panzer 4H Early/Mid production release.



Border is also releasing an Ausf F of the Pz.Kpfw 4.



The kit includes a metal barrel, wire tow cables and a fret of photo etch.

Border is also releasing a T-34 76 in a 2 in 1 version. The kit has parts to build either just a regular T-34 76 or a captured German utilized version of the tank. These were called Beutepanzers.





Das Wek has a new release coming up. This is also a 2 in 1 kit. The kit has parts to make either a Sturmgeschütz III G or the howitzer armed Sturmhaubitze 42.



Airfix is releasing two more kits in their 1/35th range. Nothing adventurous, a Panther Ausg and a Sherman M4A3 76mm.



On to the modern stuff. I Love Kit is releasing a US Army M65 Atomic Cannon. In 1/35th scale you know this one's going to be a shelf-buster.



Revell is releasing a 1/35th Leopard 1A5. Revell Since they are German owned now they usually do a pretty good job on their Bundeswehr releases..



Trumpeter is up next with a Russian MBT the T-80BV



Finally, Meng is releasing a Russian K-4386 Typhoon VDV Wheeled Armored Car.



The Typhoon is a mine resistant 30 mm armed vehicle designed to support special forces operations.

**Until next month, Panzers Forward!**



Hello fellow modelers! As we continue to keep our distance, and stay safe at home, as best as possible, I hope this issue of It Figures finds you well, and healthy. Fortunately for us model builders and figure painters, staying inside is one of our specialties, so let's take a moment and check out some of the latest figure offerings this month.

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

From Alpine Miniatures, we have a few new releases. Let's start with their 1/35th scale 101st Airborne troopers. Let's start with the officer figure. He's nicely detailed with all the necessary gear and carrying a M1 carbine with folding stock that was common to airborne troops. The next figure is a generic trooper, again, his great looks great, and he's well detailed carrying a M1 Garand.



Like all Alpine figures, they're made in highly detailed resin and come with two heads. Normally, there's not much change in the facial features between the two heads, the major difference is headgear. These 2 figures are no different, each head comes with a different helmet style. I wasn't able to find any unpainted images of these two figures, and to be honest the painting style of the uniform and equipment is a little too cartoonish for my taste, but don't let that distract you, these are some top line resin figures.





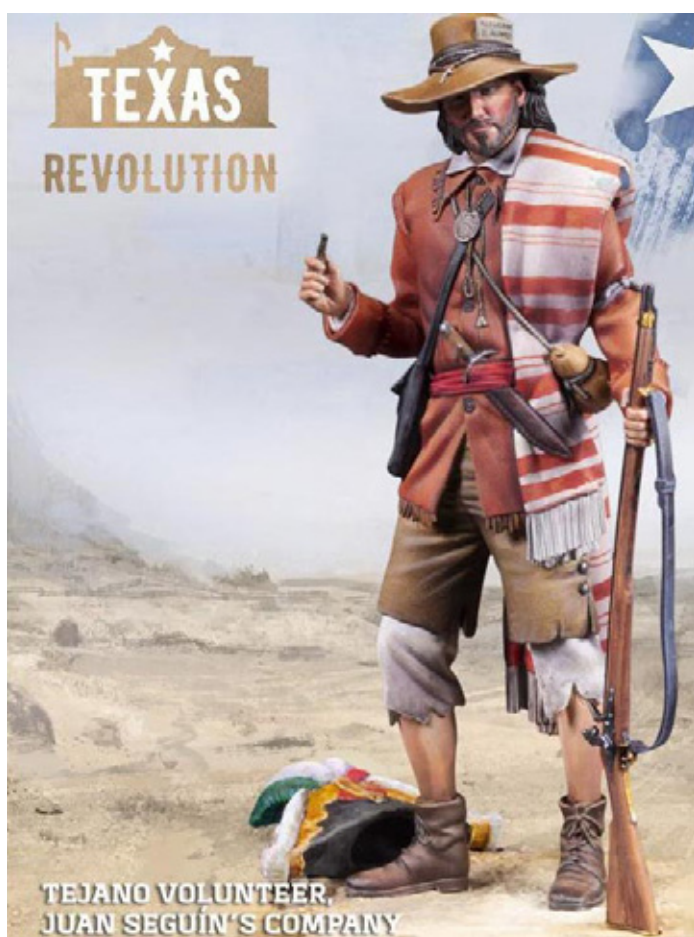
Also from Alpine, is their latest 1/16th scale bust. This time of a German Fallschirmjager. Again, the figure comes with 2 distinct heads, each with a different helmet style. The bust is really well done with fantastic lines and details on all of his gear.



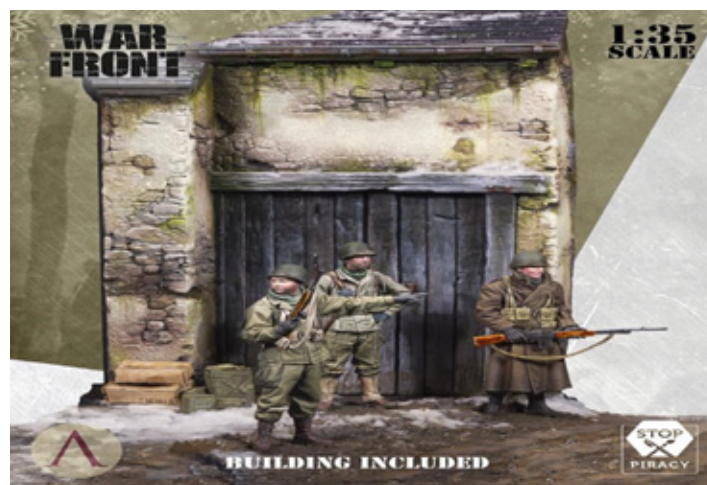


<https://scale75usa.com/>

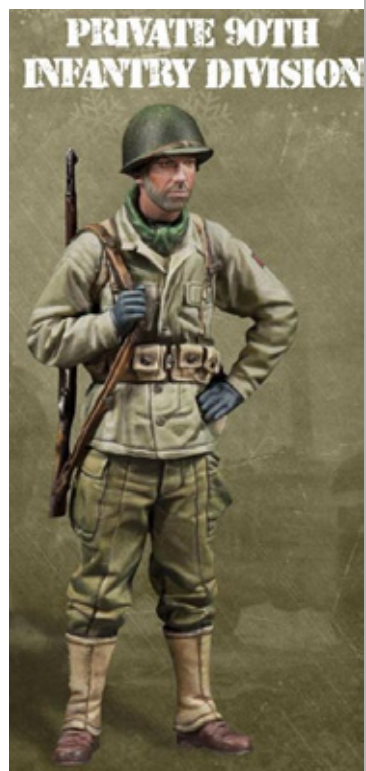
You may, or may not know that Scale75, while based and founded in Spain, has a location right here in Texas, just up the road a few hours in Grapevine. This may explain their recent "Texas Revolution" series. The latest 75mm figure is a volunteer with Juan Sequin's "Rancheros" company that fought in many battles of the Texas Revolution, including the Battle of San Jacinto, which this figure is supposed to represent dated April 21, 1836. The resin figure is well detailed and comes with a nice representation of gear and weapons.



A couple new releases from Scale75's War Front series include their 1/35th scale vignettes. Both sets feature a scenic base and three figures. The first is called "US Soldiers at Winter" and includes three infantry soldiers standing in front of a door to a barn. They soldiers are dressed in winter gear and appear to represent an officer and 2 troopers. The second one is called "Desert Rats", and displays 3 soldiers from the British 8th army in Northern Africa. I assume somewhere in Egypt, due to the hieroglyphics in the background. Unfortunately, in both cases, the soldier figures don't appear to be available individually, so if you want to get them, you'll need to get the entire vignette. Still both sets look like they'll build up into a nice scene.











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

In a continuation of their 1930s civilian series, Miniart is getting ready to release a set of 4 civilians in a box called "Car Maintenance". These figures are more than likely meant to go with some of the nice 1/35th scale car models offered by Miniart. The figures are in a variety of poses, and based on the woman figures shoe style, and one of the men's haircuts, I assume are based on European models. The box comes with assembly and painting instruction on the back.



## CAR MAINTENANCE 1930-40s



## CAR MAINTENANCE 1930-40s



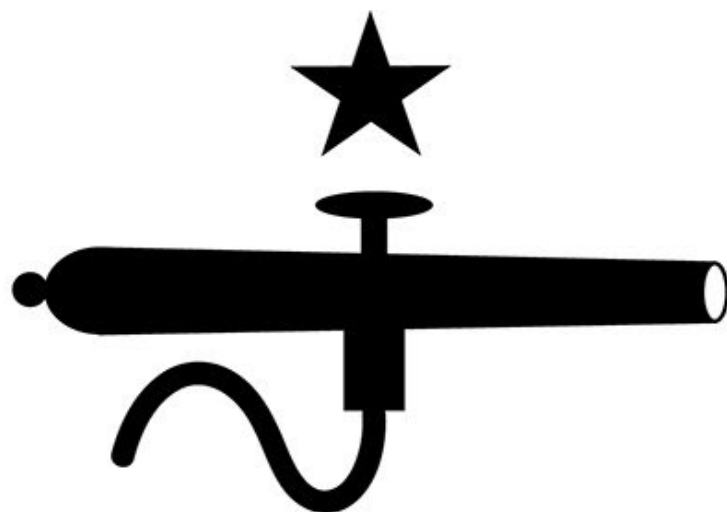
No	Color	Value	Mr. Color	AK RC	Mission Models	AMMO MIG	Tamiya	Color name
01	Yellow	70.815	C-051	RC-014	MMMP-079	A.MIG-0115	XF-15	Skin Tone
02	Black	70.960	C-033	RC-001	MMMP-047	A.MIG-0046	XF-01	Black
03	White	70.961	C-042	RC-004	MMMP-050	A.MIG-0050	XF-02	White
04	Brown	70.879	C-310	RC-035	MMMP-033	A.MIG-0076	XF-10	Brown
05	Dark Brown	70.984	C-109	RC-004	MMMP-027	A.MIG-0134	XF-10	Dark Brown
06	Dark Grey	70.995	C-032	RC-007	MMMP-074	A.MIG-0235	XF-03	Dark Grey
07	Grey	70.992	C-013	RC-049	MMMP-072	A.MIG-0069	XF-75	Grey
08	Steel	70.964	C-028	AK-079	MMMP-002	A.MIG-0191	XF-06	Steel
09	Red	70.967	C-003	RC-006	MMMP-003	A.MIG-0049	XF-07	Red
10	Dark Green	70.896	C-017	RC-275	MMMP-077	A.MIG-0233	XF-73	Dark Green
11	Blue	70.841	C-005	RC-036	MMMP-055	A.MIG-0085	XF-17	Blue
12	Green Grey	70.988	C-050	RC-002	MMMP-056	A.MIG-0117	XF-02	Green Grey

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That's it for this month. So, stay safe, go build a model and add a figure to it. You won't regret it!





**COME AND MAKE IT**  
IPMS/USA NATIONAL CONVENTION  
**SAN MARCOS, TEXAS**  
JUL 29 - AUG 1, 2020

## Convention Update -June 2020

Posted May 26

As of today, Monday, May 25th, the IPMS/USA 2020 National Convention is still very much a go. I am in contact with the Embassy Suites and they are gearing up to get their staff back in place not just for our convention but others in June...well over a month before ours. The guidance that we are following is from the state of Texas: <https://gov.texas.gov/organization/opentexas>. Right now, the state is in the process of slowly "opening up" and we fully expect, while things will not be back to the "old normal", they will be of a condition that we will be able to hold a convention.

**Tours:** The two tours we were offering: one to San Antonio and The Alamo and the other the Fredericksburg, TX, are now cancelled. There is too much uncertainty with the destinations of the tours and along with poor ticket sales, have forced us to make this decision. While we have a fairly certain control over the convention venue the same cannot be said for the tour destinations...especially The Alamo as it remains closed with no opening date announced. For those that have purchased tickets we have started the refund process with the IPMS/USA Home Office and you will see refunds soon. I have taken the links to purchase tour tickets down from the Nats 2020 website and the same has been done in the IPMS/USA web-store.

**Vendors:** while we have received a few vendor cancellations we still have a healthy vendor attendance with 77 unique vendors and 291 tables paid for or reserved. I fully recognize many of the overseas vendors are in more of a pickle to decide whether to come or not...we will honor refunds for their tables if they decide that the trip is too challenging in the next couple of months. My authority (knowledge-wise) on who is coming and who isn't is with our team's vendor coordinator, Craig Gregory. Our website was updated today by me with all the current attending vendors as well as an updated vendor floor-plan.

**Registration:** We are extending pre-registration (a discount of \$10) to the right with a new deadline of June 30th. This will give the convention registration team, led by Dick Montgomery, time to sort out all the pre-registrants and ensure their packets are good to go by the start of the convention.

**Awards:** We now have several special awards listed on the Nats 2020 website. These can be viewed here: [www.nats2020.com/contest\\_pages/theme.html](http://www.nats2020.com/contest_pages/theme.html). As with past conventions these are judged outside of the normal IPMS NCC judging that occurs Friday night. If you have a special award that you or your chapter would like to present please get with our awards coordinator, Rob Booth: [rbooth@hctc.net](mailto:rbooth@hctc.net).

We are still seeking award sponsors. Each category is \$88 to sponsor and can be purchased via the IPMS web-store: <https://www.shopipmsusa.org/product-p/natsreg-2020-award-category.htm>. Choose you or your club's top 3 choices and state this in the comment box in the web-store item.

A list of the contest categories with purchased sponsorships (i.e., those already claimed) can be viewed here: [http://www.nats2020.com/contest\\_pages/categories.html](http://www.nats2020.com/contest_pages/categories.html). If you see a mistake on this page please reach out to me at [director.nats2020@gmail.com](mailto:director.nats2020@gmail.com) and I will get with our awards coordinator, Rob Booth, and fix the issue.

I urge any of you that have not purchased pre-registrations or banquet tickets (if you intend to attend the banquet) to please do so at your nearest convenience. This will help the convention planning team determine numbers regarding large, important purchases (pins, decals, etc.) that we have to make in June in order to make sure everything is in-place by late July.



As I have mentioned in my last update, everything related to the convention is refundable from IPMS/USA in the event we are forced to cancel due to unforeseen circumstances (re-imposed government restrictions, for example) in the next couple of months.

As usual, please feel free to reach out to me with any questions you may have:

director.nats2020@gmail.com

Len Pilhofer

IPMS# 49932

Director, IPMS/USA National Convention 2020



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



# King's Hobby

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## 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](mailto:manager@ipmsusa.org)

## IPMS/USA MEMBERSHIP FORM

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ If Renewing \_\_\_\_\_ First \_\_\_\_\_ Middle \_\_\_\_\_ Last \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Signature (required by P.O.) \_\_\_\_\_

Type of Membership ☐ Adult, 1 Year: \$30 ☐ Adult, 2 Years: \$58 ☐ Adult, 3 Years: \$86  
☐ Junior (Under 18 Years) \$17 ☐ Family, 1 Year: \$35 (Adult + \$5, One Set Journals) How Many Cards? \_\_\_\_\_  
☐ Canada & Mexico: \$35 ☐ Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order  
 Payment Method: ☐ Check ☐ Money Order

Chapter Affiliation, (if any): \_\_\_\_\_  
 If Recommended by an IPMS Member, Please List His / Her Name and Member Number:  
 Name: \_\_\_\_\_ IPMS No.: \_\_\_\_\_

## IPMS/USA

Join or Renew Online at: [www.ipmsusa.org](http://www.ipmsusa.org)

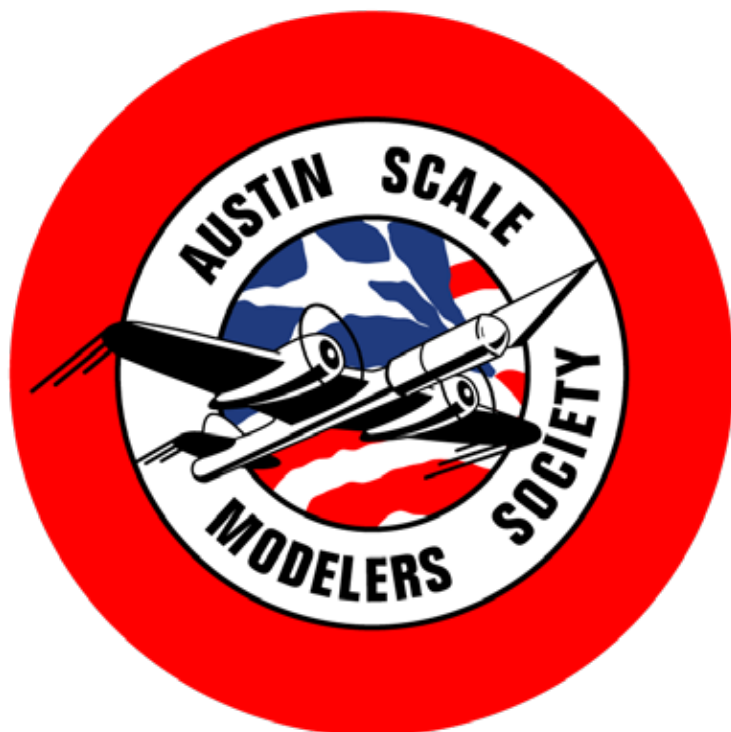
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Riverview, FL 33568-1411

## Central Texas Scale Modeling Society









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

New ☐ Renewal ☐ IPMS #:

Name: \_\_\_\_\_

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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:

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Check ☐ Check #: \_\_\_\_\_ Amount: \_\_\_\_\_

Billing Address, if different than above -

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City: \_\_\_\_\_ State: \_\_\_\_\_

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