

# ASMS



# SPRUE EXAMINER

Ron McCracken reviews Sova's  
1/72nd UF-2 Albatross

What am I looking at?  
A guide to the Martin B-10  
by Ron McCracken



Model Empire:  
A report from the field  
by Rick Cotton

How To Build A Patina Volkswagen  
a review by Ben Morton

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November 2021

*New and In View • What's UP? • Old Rumors & New Kits*

*News • Articles • Features • Opinions • Advice • Humbug*



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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)



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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.

ASMS does not endorse the contents of any article.



# PRESIDENT'S SOAPBOX

BY IAN LATHAM



Howdy Neighbors,  
Welcome to November!

I want to wish everyone out there a very happy holiday season. What few shows we had this year are now behind us and the anticipations of next year's folly are dancing around like the proverbial sugar plums. It's also time to scurry around and grab up what gifts you can find and wish on the star that more shipping containers can be pillaged.

With 2021 grinding down, the new year will bring a new batch of leaders for ASMS. Mike Lamm and I are both abdicating our positions, so there will be a meeting in late January to choose a new board. The library is still only operating on limited capabilities so I am planning to choose a different location to gather.

It will either be a member's house or we will reserve a room at a restaurant. Either way, we will need to get a quorum together for the procedure. I encourage anybody who wants to become more involved in our club to step up and offer to lead.

May all of you enjoy family and friends this next month and stay safe and healthy.

Season's Greetings!







# 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

#### ***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.

***Modelfiesta 40  
January 8, 2022  
New Braunfels Civic Center***

***Winterblitz 2022  
Presented by Texas Independent  
Military Modelers  
January 22, 2022***

### Club Quarterly Contests

Meetings  
Suspended

### Monthly Meeting Presentations:

Meetings  
Suspended



# Sova's 1/72nd UF-2 Albatross by Ron McCracken

I recently acquired my second kit from the Ukrainian company Sova-M. (The first was a Gates 35 Learjet). Sova-M has come out with a line of kits of the Grumman Albatross in 1/72nd scale. As far as I know these are the first new kits of this aircraft in this scale since Monogram's HU-16B kit, over 50 years ago. The Albatross was used by the U.S. Air Force, Navy, and Coast Guard, as well as several foreign countries. So, the subject is a welcome one. The version I obtained was the UF-2, which is the equivalent of the HU-16B. That is the longer wing version of the basic airframe. Labels on the parts trees indicate the intention for other variants in the future. (IMG\_2118)

Let me first set expectations. This is a limited-run kit, so the usual challenges are there – few alignment pins/tabs, oversize interior bulkheads, and somewhat rough mating surfaces of parts. Kit engineering is a compromise to allow as many different variants as possible with the minimum duplication in molds. It is possible to build a really nice model, but expect to put in some care and work in the assembly.



On the plus side, the surface of all major components is nicely polished with medium-weight engraved panel lines. I found that most mating surfaces for component halves benefited from a couple of swipes over some 220-grit sandpaper taped to the workbench to true up the surface.

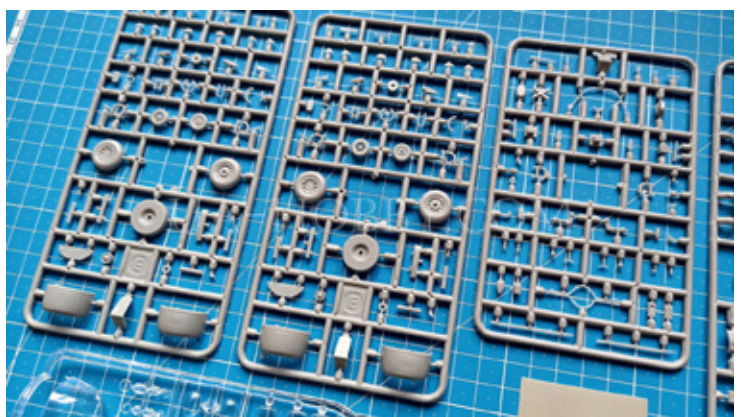
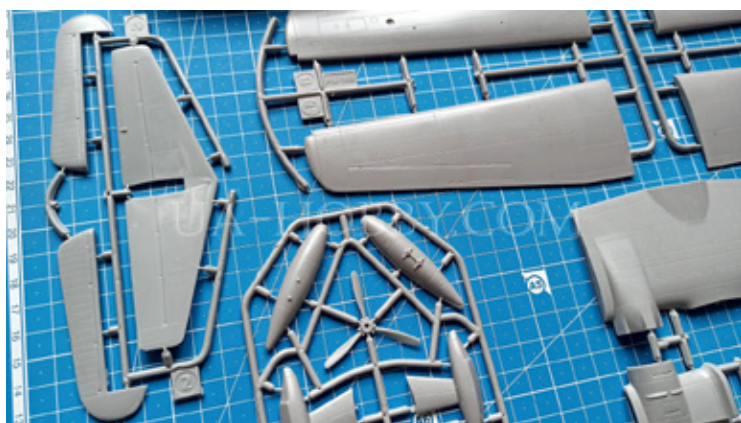
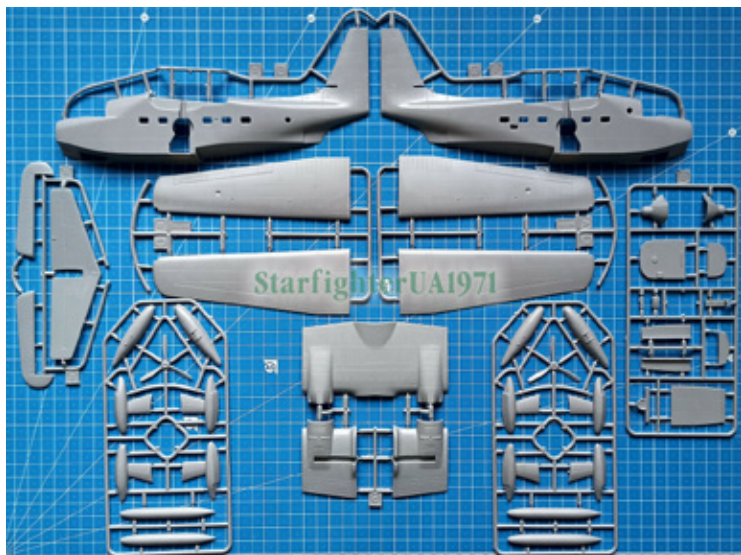
But, if you'll do that simple bit of preparatory work, things fit together pretty well, with a couple exceptions I will discuss below.

The kit instructions claim there are 280 parts, and you can believe it! There are 13 sprues of medium gray plastic, and one clear sprue. (IMG\_2117) There is also a small fret of photo-etch parts. Some of these are optional replacements for delicate injection-molded parts.

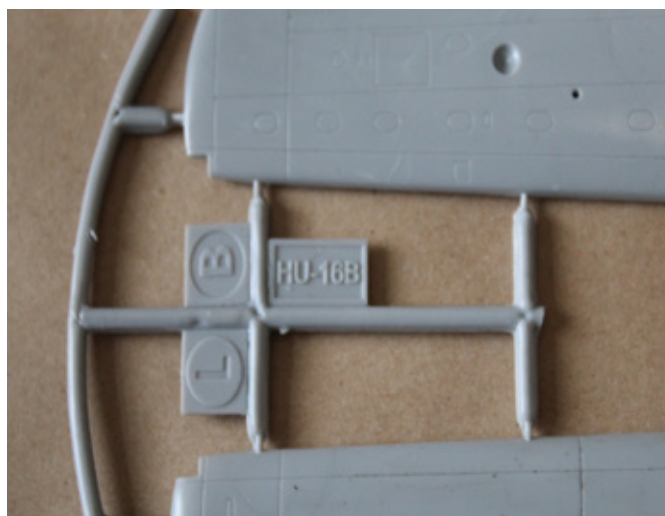
Pre-cut masks are provided for the canopy/windows. Be cautious about those masks – they provide masks for the escape hatches over the pilots' positions, and I don't think those were ever clear windows.

Check photo references.

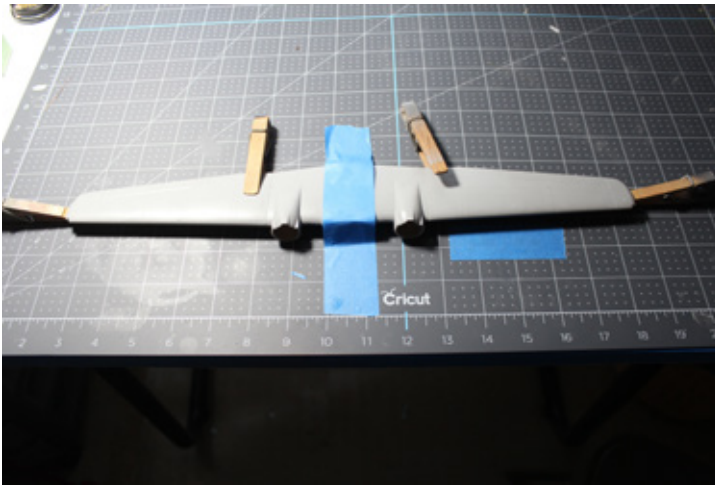




The wings have a couple of nice engineering features, and one small problem. The lower wing half does not extend all the way to the trailing edge, thus allowing both sides of the trailing edge to be cast onto the upper half. This eliminates that nasty trailing edge seam typical of most limited-run kits, results in a more scale-like thickness of the trailing edge, and makes up for the lack of alignment pins, as the trailing edge gives a very good alignment reference. Also, the cambered underside of the wing tips characteristic of the UF-2/HU-16B is correctly depicted. The one problem is a slight distortion in the lower center section part that results in it being about 1/32nd of an inch deeper than the mating outer panels. Fortunately, this is easy to fix. You can cement a short spacer about mid-chord at the outer ends of the center section and clamp the ends of the upper and lower halves together until the cement sets. Use the depth of the outer wing section as your guide for the desired thickness, as the outer panel depth cannot be easily adjusted.







Wing assembly is challenging because the wing comes in three sections with only simple butt joints between them. No alignment pins or tabs are provided. My recommendation is to use a flat surface to hold all three sections as the cement cures. Tape the center section securely to the work surface, tack the outer panels onto the center section with tube cement for plastics (to give yourself quick tack and extended working time), and prop up the wing tips to the correct zero dihedral angle. To establish zero dihedral, the front joint line of the outboard sections should be the same distance above the building surface at both the root and tip. It is also a good idea to use a couple broad-jaw clamps across the joints at the trailing edge



Sova-M does cut you one assembly break. The horizontal stabilizers are cast in one piece with the proper dihedral. This component slides into a slot in the vertical fin, and if you've done a decent job of alignment when assembling the fuselage halves you'll have no worries about getting the stabilizers properly aligned.

The rudder, on the other hand, is a problem because of the aforementioned compromises to allow maximum kits from minimum molds. The vertical fin/rudder on the UF-2 is both wider and taller than the UF-1. Sova-M handled this by adding the extra width and height to the separate rudder. Unfortunately the fit (in thickness) isn't great and the joint doesn't fall on a panel line.

The cockpit detail is very good for this scale and includes a correct cabin floor with the sunken center aisle, rear bulkhead, instrument panel, two multi-piece pilot seats, the electronic equipment rack behind the pilot, and the radio operator's seat behind the copilot. The only significant omissions were some small control boxes on the cockpit sidewalls outboard of the pilots' seats. The assembly contains 34 parts in total plus decals for the instrument panel. But with all that, guess what's missing? Seat belts. For some reason the one universal feature of aircraft cockpits was omitted from the kit!

The cockpit windshield clear part includes the top of the fuselage over the cockpit, which makes the proper fitting, gluing, and filling of this component relatively easy.





No detail at all was provided for the passenger compartment, but not much is visible through the small cabin windows anyway.

The landing gear and gear wells are nicely done, but again with a lot of tiny parts involved in the assembly.

The nose gear well assembly is tricky to get into place. However, thanks to the “feature” of a separate nose part, the forward fuselage interior is accessible after the fuselage has been assembled, so I recommend you defer installation of the nose gear well until the fuselage halves are assembled. Correct alignment and fit of this assembly is easier with the fuselage halves assembled. The same feature has an additional benefit – you can access the nose to add nose weight with the model essentially complete and resting on its landing gear, thus assuring you get enough weight to avoid a tail-sitter.

The kit has one significant visible error in the main gear well area. On the real aircraft, the rear edge of the main landing gear well is located at the step in the fuselage.

On the kit, for some reason, the gear well is about 3/16ths of an inch ahead of the step. Happily, this is fixable with a bit of work, based on a fuselage station diagram I found in Steve Ginter’s Naval Fighters Number Eleven, Grumman HU-16 Albatross.

An engineering station diagram shows the structural stations of an aircraft, labeled in inches from an arbitrary “datum line” typically located ahead of the aircraft nose.

According to the station diagram, the distance from the front of the nose gear well (station 92) to the step (station 332) is 240 inches, or 20 feet. According to my trusty Engineer’s scale, the kit dimension is just over 21 scale feet, so the step is too far to the rear. Since the error is in the placement of the step, you can cut away the fuselage ahead of the step and relocate the step forward to the correct location without too much trouble. See the photo.(IMG\_2128)

Also, each main gear well had a large drain hole in the aft bulkhead that was ducted to an oblong hole on the underside of the fuselage just behind the step. This feature is completely omitted.

The treatment of the radial engines is disappointing. The kit provides a plug for the cowling front with only an indication of valve pushrod covers for detail. Even the old Monogram kit’s engines looked better (and they were cast in-place in the engine cowlings). To do it “Wright” you really need to invest in a couple of after-market “H” series Wright R-1820 engines. The “H” engines looked (and were) significantly different from the earlier variants, with extremely thin and closely spaced cooling fins that almost fill the space between cylinders. The Albatross used two R-1820-76 engines (which are the same engine used on the FM-2). You’ll have to grind the insides of the cowlings egg-shell-thin so the engines will fit. Even then, you’ll possibly have to file off some rocker-box detail if the engines are of true-to-scale diameter (yes, the engines on the Albatross were VERY closely cowled).



But I considered it worth the effort to bring the engine representation up to the same level as the rest of the kit.

The drop tanks are attached with two very delicate pins molded onto the pylon. I recommend you cut these pins off and drill holes to take replacement wire pins. I broke each tank off at least once during painting, so save yourself some frustration.

Both the drop tank pylon and the wing tip float pylon have a substantial attachment pin, but you'll probably want to remove the pin from the float so you can reshape the mating surface. I ended up using a lot of gap-filler CA, and this recommendation is what I'd do if I had it all to do over again.

Saving the worst for last, the fit of the wing-to-fuselage joint isn't the best, and you'll end up needing a good bit of gap-filler CA to get it right. Leave the main landing gear and engines/propellers off until you get done filling all the seams associated with this assembly.

The UF-2 I obtained came with Japanese markings, but Sova-M often re-releases the same basic kit with new decals, so possibly we'll see this kit in U.S. Navy, Air Force, or Coast Guard markings at some point. I salvaged the decals from my old Monogram kit for mine. (IMG\_2131, IMG\_2130) If you decide to do a different variant, get some decent photographs and pay attention to details like carburetor air scoops, antenna locations, etc.

They vary a good bit.

To conclude, if you've wanted an HU-16 or UF-2 for your collection and just couldn't see the effort required to upgrade Monogram's kit, this is a good one and I recommend it for experienced modelers.



## *Model Empire*

### *A report from the field*

*by Rick Cotton*

As I write this, I sit in Concourse C of the General Billy Mitchell Airport, just south of Milwaukee, the town that made beer fa...no...that's the other way around. If you are an old fart like me, you will get that one.

Business trips to glamorous (?) places like Wisconsin are rife with large food (yay, expense card!), funny Midwestern accents, and Packer fans in their green and gold paraphernalia. Several sit near me right now, chowing down bad airport food and waiting like I am for a flight home. They eye me in my orange Astros Polo. They speak quietly to each other about it...and even more, when I whip out those model kits I just bought on this trip!



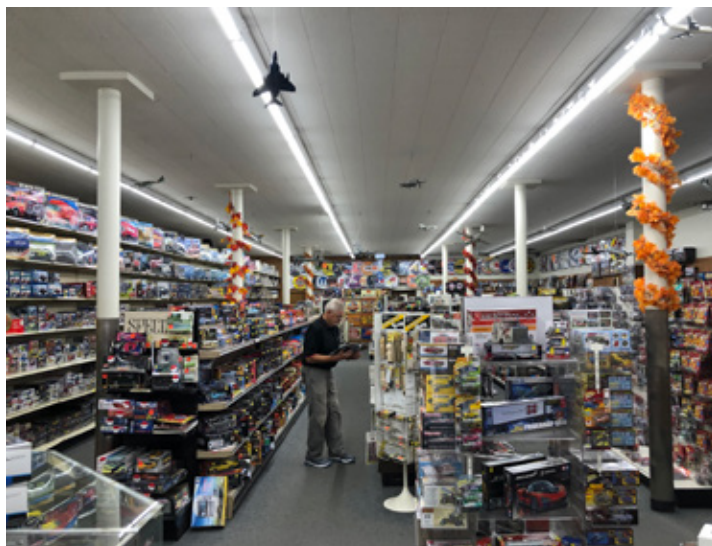


Funny how I take the road jobs that just happen to be near a modeling establishment ...or is that just good planning? At any rate, I found one... exactly ONE good shop in this town of beer loving Cheese heads.

Nestled in a picturesque old Milwaukee neighborhood, rife with long-time, inviting-looking Italian food joints, antique stores, and time-loved two-story homes lies a shop known as Model Empire, at 7116 West Greenfield Avenue, West Allis, WI. It's a classic, old-time, Mom-and-Pop-type model shop – notice I did not say “hobby store”- this one, although they do carry slot cars, is a styrene MODEL store, first and foremost.



Very heavy on cars, with a moderate selection of the other genres, they have a nice pile of styrene kits to pore through. Their proximity to a car track may explain the predominance of automotive subjects, but no matter, there is plastic, and paint, parts and what-not in good abundance. You WILL find something you like. If you are a car modeler, you might empty your wallet completely.



Open the doors, you can smell the intoxicating scent of a REAL, old-time shop, with shelf after shelf jam-packed with plastic goodies!

Ah, the shopping!

The ladies running the store while I was there were most kind and inviting, and even handed me a printed catalogue of their collector kits for sale. They do mail order, at cheap rates – the lady told me it usually ran about 9 bucks or so for any box of goodies. They have a website, and they have mail order, so you have no excuse. Go shopping and support the local guy.





## What Am I Looking At (and What Color Is It)?

### A guide to Martin B-10/B-12/B-14 variants

by Ron McCracken



With no less than three vendors for Martin Model 139/146/166 kits (Williams Bros, Azur, and Special Hobby) I thought a guide to photo interpretation for at least the U.S. variants might be useful. I say this because most variants look so much alike, even photos on reputable web sites often get it wrong.

Unfortunately for us, the heyday of the Martin bomber was during a time when the aircraft serial number was not prominently displayed, hence one must resort to subtle physical details to figure out what you are looking at. In addition, most official aircraft photography prior to WW II was done in glorious black-and-white. So, here's how to size up for yourself what variant you might be looking at in a photo, and what color the fuselage might be.

I dropped a C note in the place, for two kits, and find myself to have gotten a very decent bargain. Their prices are retail but fair, and you will not be in sticker shock, plus there are markdowns hidden here there and everywhere. I happened to get one.

In the town that made Mr. Schlitz a millionaire then drop on by Model Empire. Just make sure you have some room in that suitcase when you go.

There were 7 variations on the theme in U.S. Air Corps service:

Designation	Number Built
XB-10	1
YB-10	14
YB-10A	1
B-10B	103
YB-12	7
B-12A	25
XB-14	1

The Martin bombers were in use during a time of rapid change in Army Air Corps standards for tactical aircraft color schemes. Prior to May, 1934 the standard was olive drab fuselages and yellow wings and tail surfaces. From May 1934 to September, 1938 the fuselage color was changed to light blue. After that, the entire aircraft was to be finished in aluminum. As the color standards changed, aircraft were repainted during major maintenance/overhaul. Some B-10/12 aircraft were still in service long enough to get re-finished in overall aluminum. I provide these dates because published photos often are captioned with the date the photo was taken, and that can be definitive with regard to the colors, which are less commonly (and sometimes incorrectly) specified.

The XB-10 had open cockpits and narrow, "Townend" ring cowlings and is thus easily identified. Since it was delivered in 1932, it undoubtedly had the olive drab and yellow color scheme. The YB-10 deliveries started in November 1933, so they were delivered with olive drab fuselages. The same would apply to the YB-10A, the YB-12s, the B-12As, and the XB-14, all of which were on the same contract. However, most sources I've found indicate that the Mackay Trophy winning demonstration

flight from Bolling Field to Alaska undertaken in the summer of 1934 used ten YB-10 aircraft painted with blue fuselages. It is therefore reasonable to conclude that any of the aircraft from the first contract still in service in 1935 were probably blue-and-yellow by that time.

The B-10Bs were a follow-on contract that was delivered between July 1935 and August 1936. Thus, all would have been delivered with light blue fuselages and should never have been painted olive drab. They remained in service long enough to be refinished in overall aluminum, and photos confirm this was done.

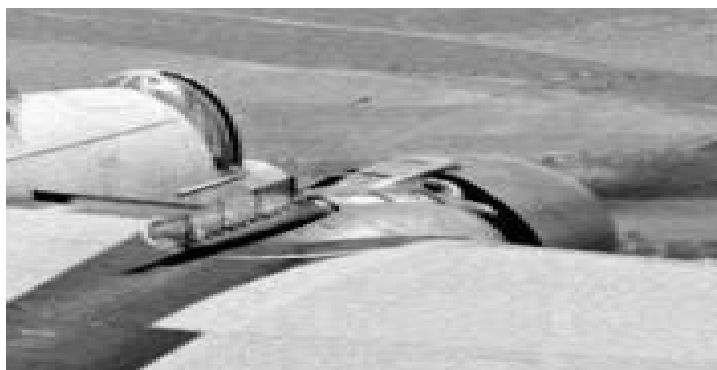
With the exception of the XB-10, all the USAAC variants used essentially the same airframe, the visible differences being in the engine installations. The B-10s used Wright R-1820 Cyclones, the B-12s used Pratt & Whitney R-1690 Hornets, which were about 1.25 inches larger in diameter, and the XB-14 used a twin-row P&W R-1830. As a consequence of the larger diameter, the Hornet-powered Martins had cowlings that were a bit larger in diameter at the front, and tapered slightly at the aft end. The Wright-powered types had cowlings with no taper whatsoever. It is a subtle difference, but from some views, such as from the starboard side it is all you have to go by. The XB-14 had noticeably longer cowlings with a curved cutout at the rear for clearance for the wing leading edge, and eventually were equipped with cowl flaps.





However, that's only the beginning of the differences, and for most variants you'll need additional identification aids. By studying dozens of photographs I've concluded there are two exhaust stack configurations used:

1. A long, multi-aperture flame-dampening stack on top of the engine nacelle that runs from near the front of the nacelle to the rear. This is a feature unique to the B-10B.



2. A large, short, curved exhaust stack on the port lower quarter of each engine cowling. Note it is the same location on both the port and starboard engines, not mirror-imaged as one might expect. Consequently, on starboard-side views the stacks are not visible. It also seems to me that the YB-10 stacks (pictured below) were a bit shorter than those on the B-12s.



There are even more carburetor air intake variations:

1. A wide oval-shaped intake faired into the exhaust stack shroud atop the nacelle, with the intake opening extending out over the rear of the cowling.

This is unique to the B-10B.

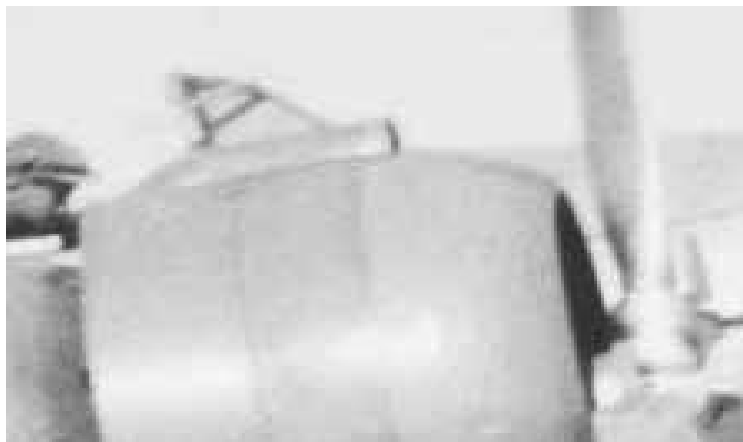
2. A half-moon shaped intake port near the extreme front of the top of the cowling that protrudes from the ring cowl at the front. This is unique to the YB-10.







3. An elongated fairing atop the center of the rear two-thirds of the cowling. This intake has a half-moon shaped cross-section and does protrude above the cowling. It appears to be an alternative configuration for the YB-10.



4. An elongated, tapered intake on the port upper quarter of each nacelle just behind the cowling. Again, the location is the same on port and starboard engines, just like the exhaust stacks. One source calls this an oil cooler intake, but regardless of its purpose, it seems to be a YB-12 feature.



5. An elbow-shaped intake at the top center of the nacelle just behind the rear of the cowling. This is the definitive configuration for a B-12A.



There's one other feature unique to the B-10B, and that is a short winglet above the wing leading edge and extending from the fuselage side out to the engine nacelle on each side. No other variant has this feature, but it is only visible from a front view so quite often is unhelpful from an identification standpoint.

Combine stack (1) with carb intake (1) and you have a B-10B.  
 Combine stack (2) and carb intake (2) or (3) and you have a YB-10.  
 Combine stack(2) with carb intake (4) and you have a YB-12.  
 Combine stack(2) with carb intake(5) and you have a B-12A.

So, there you have it – a short guide to identifying USAAC variants of the Martin Model 139.





# HOW TO BUILD A PATINA VOLKSWAGEN

Including Bugs, Buses and Derivatives

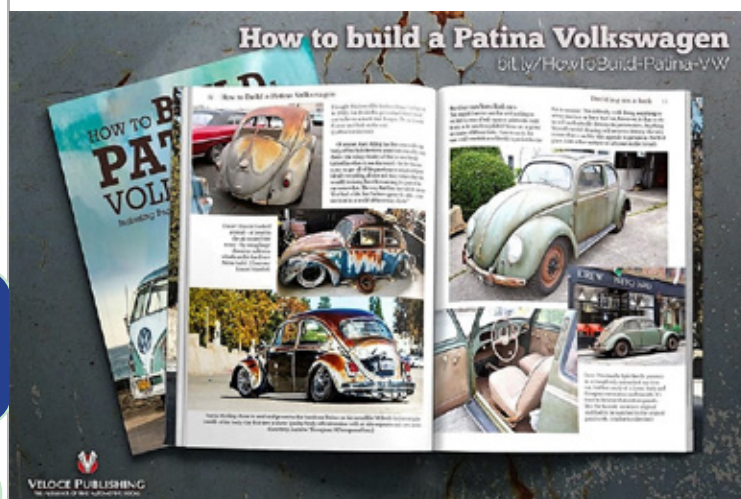
Mark Walker



*How to Build a Patina Volkswagen by  
Mark Walker  
Reviewer: Ben Morton*

Mark Walker has released a companion edition to an earlier Veloce Publication: Patina Volkswagens. [ For a through description of that publication click the link to Bill O'Malleys IPMS/USA review: Review: Patina Volkswagens | IPMS/USA Reviews ([ipmsusa3.org](http://ipmsusa3.org))]

Mr. Walker's latest foray into patina Volkswagens is entitled How To Build A Patina Volkswagen. This companion volume allows for a more through discussion and understanding of this trend (patina finishes) in automotive restoration circles. By exploring all the ends and outs of this trend, Mr. Walker provides the reader with a complete understanding of what is really involved with this trend in automotive restoration, particularly VW's.



After a brief introduction, Mr. Walker delves into the process of buying and building a patina Volkswagen which begins with  
Chapter One: Deciding On A Look.

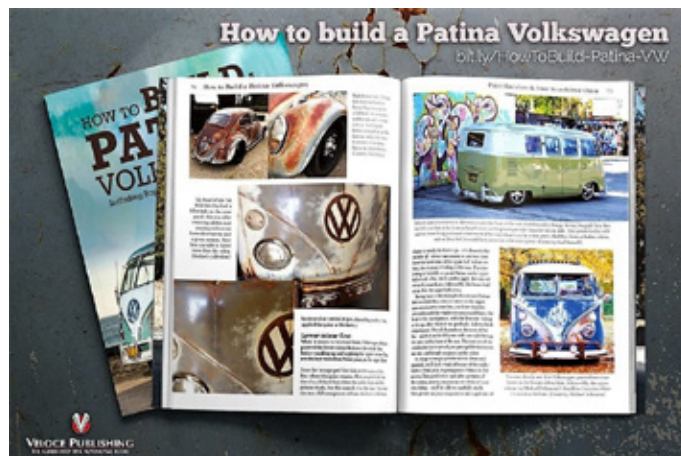




The process he describes in selecting a car is not unlike what we as modelers sometimes do when beginning a new project. Scale modelers have been known to imagine the final build even before opening the box. As with scale models, deciding how you want the project to end is very often contingent on where and what you begin with. From Mark Walkers perspective the selection of a project car is paramount to where the restorer and the project eventually wind up. All of which he lays out in great detail.



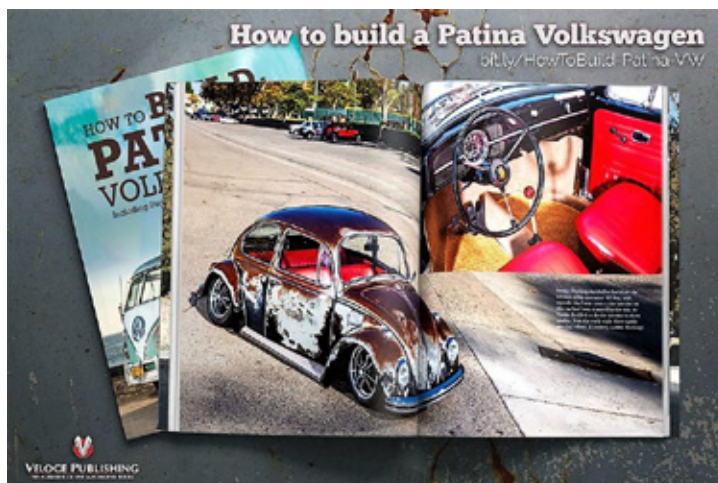
How To Build A Patina Volkswagen is written from the orientation of an automobile restorer. The intent (I believe) for the author is to give the reader a no holds barred, blow-by-blow accounting of what you may be in for if you go down this road. From that premise alone, this is an excellent text for anyone anticipating building a Patina VW. With the plethora of excellent images and the detailed explanation of each step laid out by the author it is also an excellent text for any scale modeler.



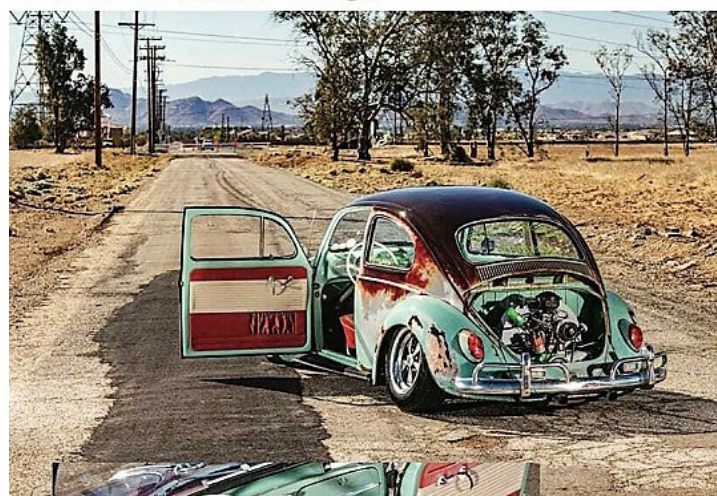
For that matter the images may also lend themselves modelers with applying a unique and authentic look to their own projects.

There are superb photos (333 actually) throughout the 160 page, hard-cover book illustrating each of the authors steps to a patina VW from buying the right project car, stripping and parts ordering, paint finishes and modification, interior trim and how to achieve them through to finishing the look.

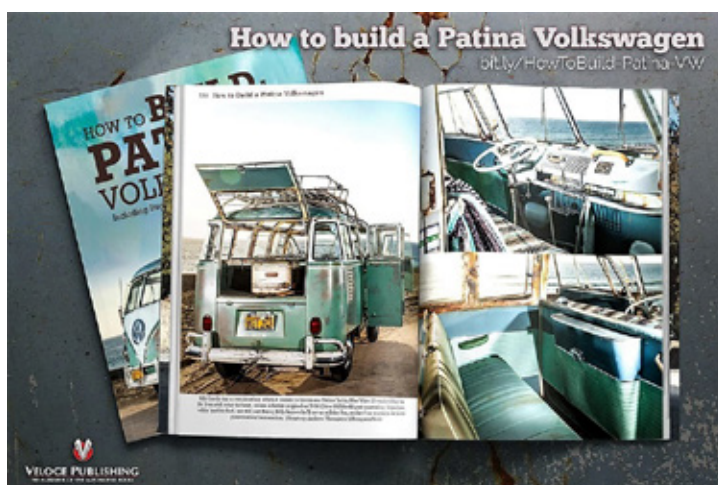




144 How to Build a Patina Volkswagen



Nick Bevis made the decision to go with a Brick Red TMI interior in his Turkis car; this would never have been an option when the car was new, but it works well. (Courtesy Andrew Thompson/AThompsonPhoto)



## CHAPTER TWO

## Buying a Patina project vehicle

**N**ow that you've figured out exactly how you want your finished Patina build to look, we can get down to the nitty-gritty of securing the right vehicle. The aim of this chapter, is not only to point you in the right direction of where to look for Patina cars and Buses, but also to give you tips on inspecting a car yourself, distance buying – including having cars appraised, figuring out shipping and a description of each model when it comes to problem areas, rust damage, and poor repairs.

### Finding cars locally

If you live in most parts of Europe – or any other cool/cold and damp climate, especially areas where they see the roads in winter – then finding a Patina car locally that's in good enough shape to build into a Patina ride is probably quite unlikely. If you're based

somewhere like certain parts of the USA, Northern Scandinavia, or, more specifically, an area where the climate is quite dry, then it's still possible that you could find a car right on your doorstep. Although it may seem completely crazy that, in this internet age where everyone seems to know the value of everything, there are still early Beetles and Buses being discovered with alarming regularity, and picked up for a few hundred, up to a few thousand, dollars.

Even if the owners of these cars – who likely parked them in a backyard because they stopped working,



Astorian Pugraiser was lucky enough to find an early Turkis Rustop Beetle practically on his doorstep; finding solid original paint cars in Europe is rare. (Courtesy Astorian Pugraiser)



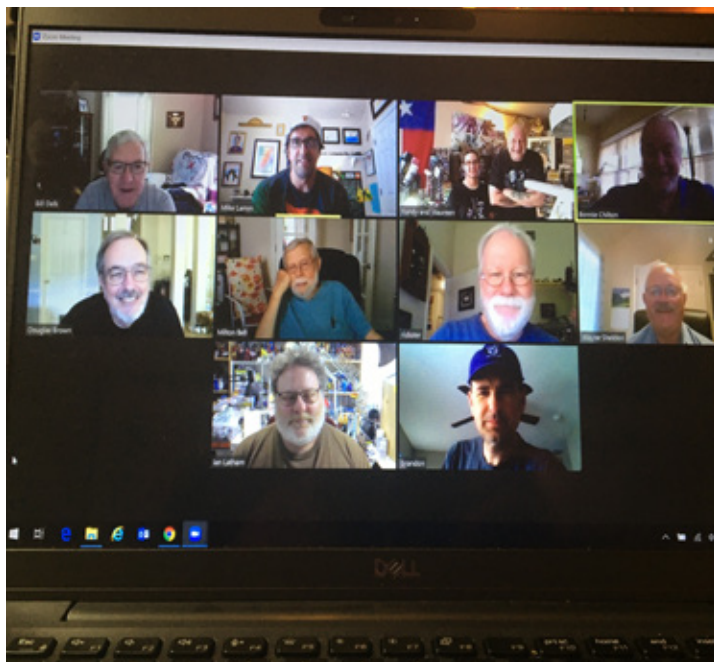
As I was reading How To Build A Patina Volkswagen I was struck by those similarities. From a modelers perspective this tome will be a notable and a well used addition to your library regardless of your area of interest.

My thanks to Veloce Publication and IPMS/USA for the review copy.





# 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.

Few responders to the share your work request this month. Maybe folks are making up for lost time preparing for Thanksgiving.

Milton Bell is up first with his 1/72nd scale Special Hobby Me-109E-4. Milton says the fit on this kit is great.



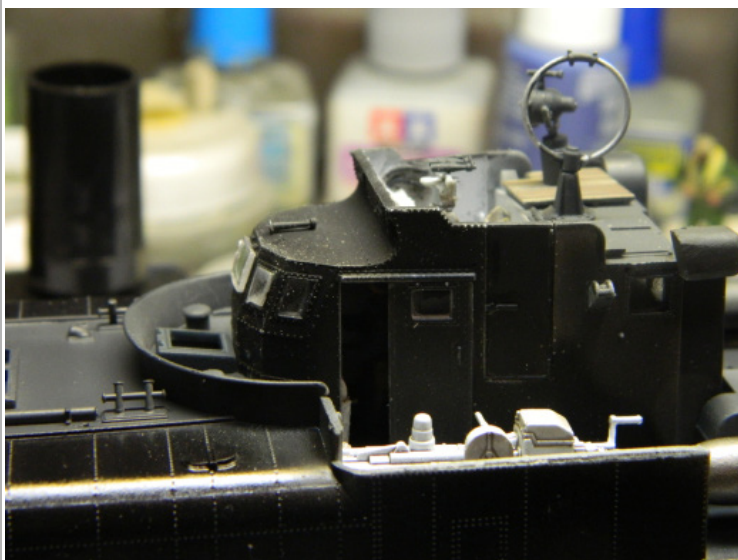
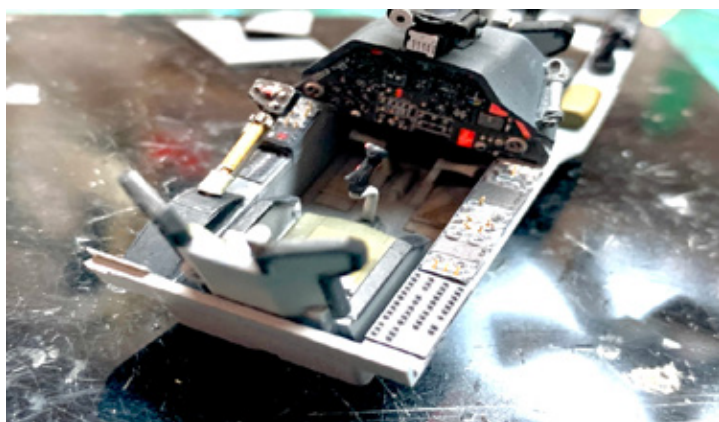




Floyd Werner checked in with us this month. He's building the new ICM AH-1G.

Floyd just got as gig flying a 1 to 1 scale Cobra.

Rick Herrington is still working on his shark mouthed S-38 Schnellboot in 1/72nd.







Dave Edgerly has a couple of projects in the works including a 1/48 scale Ford water truck.

Tim Robb joins us this month with a 1/48th scale P-40B



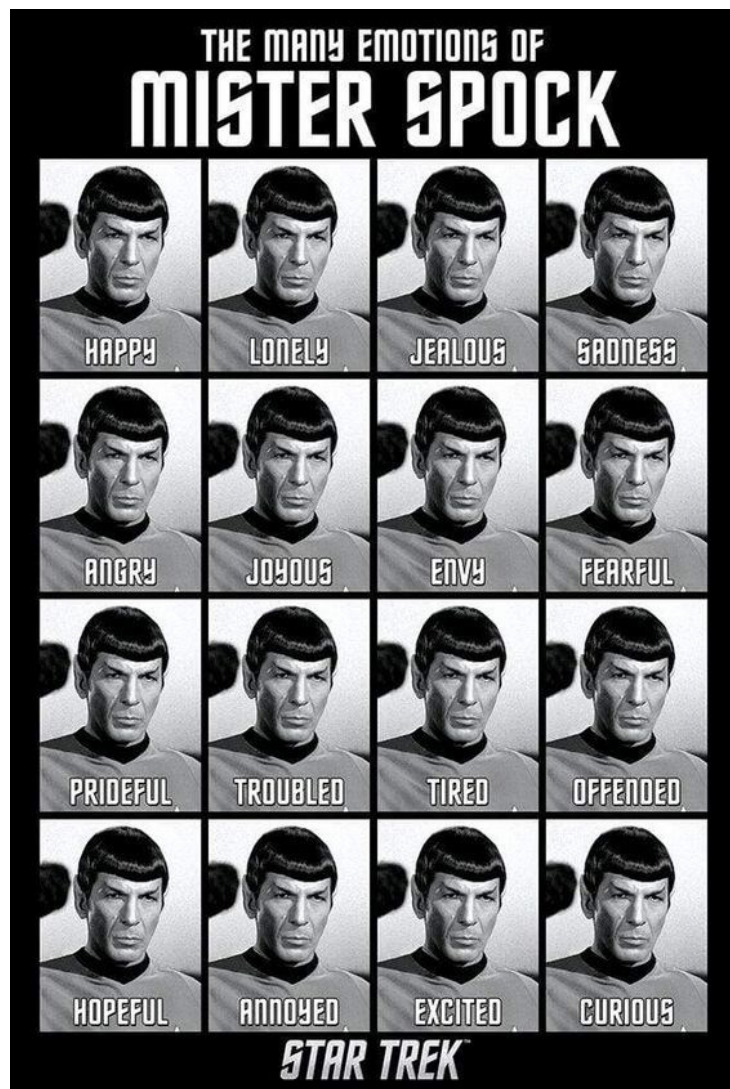
Sixty-two years later, I am bigger and so is the plane.







Thanks to everyone that shared their work this month.







## Old Rumors and New Kits

### New and In View Aircraft

by Ron McCracken

November is an exciting month for the 1/48th scale fans, with several new-tool kits coming on the market (and just in time for Christmas – Yay!). It's less so for the large scale and braille scale fans, where re-issues are the rule, and not so many of those.

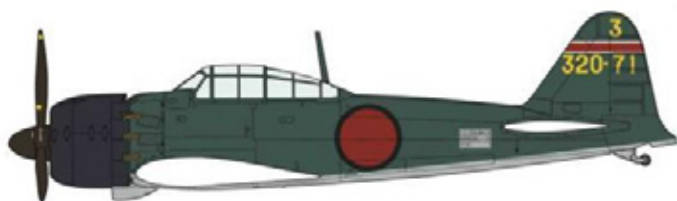
#### 1/18th Scale:

HobbyBoss has announced a UH-1B/C for November. Opinion on the web is all over the place about the origins of this kit – some say Merit, which would make it a toy, others say Trumpeter. So, it is a case of “you pay your money, and you take your chances”.



#### 1/32nd Scale:

Hasegawa is re-releasing an A6M5a Type 52 Koh Zero. This seems to be a limited-edition kit, currently advertised as available for pre-order.



#### 1/48th Scale:

Academy is re-issuing their F3F-2 in markings for 'VF-6' with some new/revised parts. Kit includes photo-etch parts and painting masks.



Academy is also re-issuing their P-47N Thunderbolt. Nothing new but the box with this one.







DoraWings is re-releasing their P-35 kit with new markings and some updated parts. A "must have" for the Between-the-Wars fans.



DoraWings is releasing a new-tool Vengeance Mk.II dive bomber in RAAF markings and camouflage. The same basic airframe was known as the A-31 in USAAC service, but I don't know if the U.S. markings are included or available.



Eduard is re-releasing their Spitfire Mk 5b as a Spitfire Story Dual Combo Limited edition. It allows models of Spitfires flown by pilots of different nationalities flying fighter sweeps over western Europe and includes color photo-etch, masks, and 10 markings options.



Eduard is re-releasing their Tempest Mk.II late version in a Profipack edition.



Eduard is issuing a new-tool Zlin Z-26 Trener (trainer?) Dual Combo Limited edition kit.







Hasegawa is re-releasing their Ki-43 Hayabusa Type I (Oscar)



ICM is releasing a new-tool OV-10A Bronco. The box art indicates the kit comes with USMC markings, although it could be painted up in USAF markings as well.



ILoveKit is releasing an F-22A Raptor. Opinion on "the web" differs as to whether this is truly a new tool or a re-hash of one of the several previous kits of the Raptor in this scale. For sure it is pricey, at \$90 to \$100.



Modelsvit is releasing a new-tool Yak-9D which includes photo-etch and paint masks.



Revell has announced a new-tool SR-71 Blackbird. Beyond a photo of the box art not much I can tell you about this one. It seems to still be in a pre-order status.







Tamiya is re-releasing an F-14A Tomcat (Late) which, according to the instructions, comes with catapult gear and a launch officer figure, as well as two crew figures. So, an interesting diorama is a distinct possibility out-of-the-box.



1/72nd Scale:

Eduard is re-releasing their MiG-21MF in a Weekend Edition kit. As you may recall, these are basic kits with decals that omit some of the refinements like photo-etch.



Revell has released a NATO Tiger Meet set, which is two unassembled plastic models in a set which includes paints, glue, one F-16 MLU, and one Tornado IDS.





1/144th Scale:

Roden is re-releasing their C-133 with an accompanying PGM-17 "Thor" Intermediate Range Ballistic Missile. Entirely appropriate as the original purpose of the C-133 was to transport large missiles to their silos.



So, there you have it. At least five new-tool kits in 1/48th, and a few interesting variations on older releases in other scales.

Happy modeling!



## Shipping News

by Rick Herrington

Light on 1/350th but a few new releases in 1/700 to get to and a smattering of other scale releases including a new Italian MAS 56/568 motor torpedo boat in 1/35th scale.

Let's get to it.

First from in 1/700th a company called Foresight is releasing a WW1 IJN First Class Cruiser the Nisshin.

This is a resin and photo-etch offering from them

改装前



レジン製改造パーツ

Pit Road is up next with an IJN destroyer kit of the Fubuki



The Fubuki was the first of a class of 24 destroyers and was sunk in a surface action at Guadalcanal.





Fujimi is up next with two IJN warships. The first is the battleship Nagato. This is a full hull kit. The second is the aircraft carrier Akagi as she appeared in the Battle of Midway (1942).



Last in 1/700th scale is a limited release from Flyhawk the HMS Aurora. HMS Aurora was a British light cruiser and survived the war.

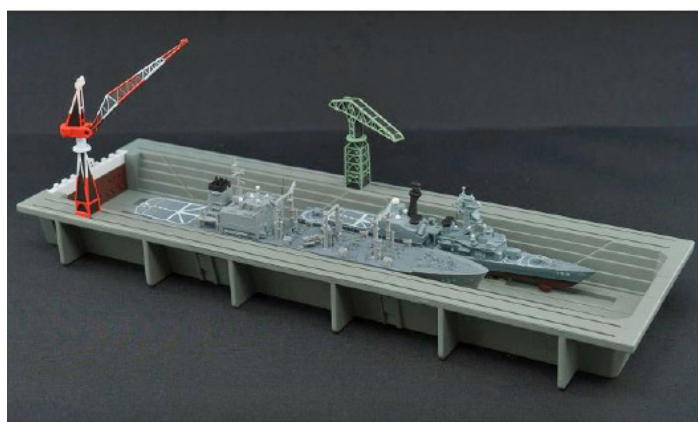


I don't usually include books in the ship column, but Ikaros Publishing is releasing a complete guide to the IJN carriers Akagi, Kaga, Shokaku and Zuikaku. This would be useful to the modeler that is building some of these kits.





F-toys is releasing a 10 piece set of modern Japanese Marine Self Defense Force ships which includes a dry dock. The models are in 1/1250 scale so are small.



Moving on to 1/350th scale Fujimi has one release for us this month, the IJN Kaga as she appeared at the Battle of Midway 1942.



Beaver Corporation (A Japanese company) has come out with the perfect accessory for your 1/350 Kaga or Yamato for that matter. They are releasing a set of IJN Type 96 25mm triple AA guns with crew.

I checked their web site [foxonemodel.fc2web.com](http://foxonemodel.fc2web.com) and they have this set and more for 1/700 scale ships also.









# Tracked Topics

By Panzer Lehr

Dragon is releasing a German Flakpanzer, the Ostwind in 1/72nd scale.

November is a good month for armor builders. A good amount of small scale and 1/35th stuff this month. Let's start off with the small stuff.

First up from Modelsvit is a MAZ-543 tractor car.

**The MAZ-543 evolved from the previous MAZ-537 series a specialist carrier vehicle which was used to carry numerous missile and artillery rocket systems. It was designed in the 1960s and entered service with the Soviet military in 1962. It was first publicly revealed in 1965 as a part of the Elbrus ballistic missile system (more commonly known in the West as the Scud) The MAZ-7310 is an improved version of the MAZ-543, a large 8x8-wheel-drive military vehicle developed at the Minsk Automobile Plant in the Soviet Union during the 1960s. It was improved in the 1970s, and the model number was changed to MAZ-7310 starting in 1976.**

**This model kit includes a loading platform and wheels, newly molded soft-resin tires, photo-etched parts, painting mask seals, and decals for four versions (Soviet Army, Ukrainian Army, Moldova Transgas, civilian cargo truck).**

References from Military -today.com and Hobby Link Japan.



The turret is provided in resin and brass parts. The Flak 43 is in resin.



1/72

3.7cm Flak 43 Flakpanzer IV "Ostwind"

7535








1/72

3.7cm Flak 43 Flakpanzer IV "Ostwind"

7535

Special Hobby has two new releases for us. The first is a German half-track Sdkfz 11.



Ace has a couple of new releases in 1/72nd scale. The first is a French EBR armored car circa 1951.

The second from Special Hobby is a 15cm Nebelwerfer 41.

**EBR-75** mod.1951 w/FL-11 turret recon.vehicle
1:72  
SCALE

CAT.#72459 SCALE PLASTIC MODEL KIT / СБОРНАЯ ПЛАСТИКОВАЯ МАСШТАБНАЯ МОДЕЛЬ



Next from Ace is a Special Ops Unimog.

UMT is releasing a Soviet BT-2 with a 76mm gun.

**4x4 Unimog for long-range patrol missions JACAM**
1:72  
SCALE

CAT.#72458 SCALE PLASTIC MODEL KIT / СБОРНАЯ ПЛАСТИКОВАЯ МАСШТАБНАЯ МОДЕЛЬ



TANK BT-2 WITH AN EXPERIMENTAL TURRET  
(WITH A 76.2 MM GUN)  
DESIGN OF THE «KRASNY PUTILOVETS» PLANT  
(PROJECT)

МАСШТАБ  
1:72  
SCALE

ПЛАСТИКОВАЯ ЗЕРКАЛА МОДЕЛЬ  
PLASTIC MODEL KIT

NO.692





Last in 1/72nd UMT is releasing a Jagdpanzer 4



MiniArt is releasing an Austin armored car.



Moving on to 1/35th scale AFV is up first with a Stryker M1126 with CROWS.



中国人民解放军ZTQ15式轻型坦克  
PLA ZTQ15 LIGHT TANK  
TS-048



Dragon has a new T34-76 circa 1943 with a commander cupola.







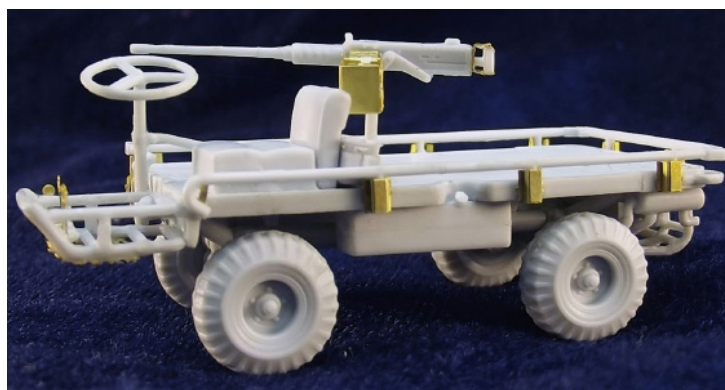
Takom has several new M114 releases.  
The first is an M114 CRV.



Next from Takom is an M114A1E1.  
This is basically an M114 with a 20mm  
added to it.



Last in the column this month is a  
1/48th M-274 Mule from GMU Models.



That's it for this month.  
Hope you're healthy and building.  
Happy Thanksgiving.

## IT FIGURES

Editor's Note: The **It Figures** column has been discontinued until we can find a new contributor for the column. If your main interest is figures and you can spare a couple of hours each month to share that interest with your fellow modelers contact me at [Bozon0592@gmail.com](mailto:Bozon0592@gmail.com).

### Ground Zero Hobbies Cedar Park Update

11/23/2021

Ground Zero is ready to go but the City of Cedar Park isn't. They're waiting on their building permits to start work on their shop. Let's all hope the bureaucracy moves quickly for them.

Our website is back up and running, some eye candy to look at. Sorry, cannot order just yet.

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





IPMS USA is soliciting articles. We've got some great modeller's in this area and you can help the mother organization to flourish by submitting an article to the Journal.

# ARTICLES WANTED!

## WE WANT TO KNOW WHAT YOU ARE BUILDING

**Maybe you build cars.  
Or jets. Or figures. Or tanks.  
Maybe you slap em' together.  
Maybe you count every rivet.**

**How did you built it?  
What makes this particular subject interesting?  
Do you have any special tricks?**

**Any IPMS USA member can submit an article on any modeling related topic to the IPMS USA Journal.  
The standard word count is 3000 and it should be well documented with high resolution photos.  
Send inquires to: [ipms-q@ipmsusa.org](mailto:ipms-q@ipmsusa.org)**



**Central Texas  
Scale Modeling Society**





## *Model Fiesta 40* *By Dick Montgomery*

IPMS Alamo Squadron will host ModelFiesta 40 on Jan 8, 2022. These images are the front and back of the event flyer. For those who are considering reserving a Vendor Table, there are still a small number of tables remaining.

You can take advantage of the Pre-Registration option for your contest entries. There is a small reduction in the total registration fee when you Pre-Register your entries. Even after submitting the proper Pre-Registration paperwork you can add more entries or delete entries by contacting the Registrar at [alamosquadron@gmail.com](mailto:alamosquadron@gmail.com).

To download the contest entry forms, visit the Alamo Squadron website at <http://alamosquadron.com/>

Forms for Pre-Registration and On-Site registration can be downloaded. Information about categories, fees, and Pre-Registration procedures is available on the website. If you need additional information please send an email to [alamosquadron@gmail.com](mailto:alamosquadron@gmail.com).

Hope to see you there!



## **Presents** **ModelFiesta 40**

**The International Contest of Texas**

**Texas' Largest Scale Modeling Show,  
Contest, and Trading Event**

**Saturday, January 8th, 2022**

**New Braunfels Civic/Convention Center**



[www.modelfiesta.com](http://www.modelfiesta.com)



Visit our website: [www.modelfiesta.com](http://www.modelfiesta.com)

for a full list of contest classes and categories, the latest show updates, rules, and judging guidelines.

#### SCHEDULE

SATURDAY, January 8th, 2022

Vendor Setup: 6AM-9AM

Doors Open to the Public: 9AM-5PM

Model Registration: 9AM-12PM

Judging: 12:00PM - 4PM

Awards Ceremony: 4:30PM

GENERAL ADMISSION: \$5.00

CONTESTANT MODEL ENTRY FEES:

ADULT (18 & over) \$10: 1st entry; \$3 each additional

JUNIOR (13-17) \$5: 1st entry; \$2 each additional entry

PRE-TEEN (12 & under) \$2: 1st entry; \$1 each additional

**Pre-Register your contest entries and receive a \$3 discount on your total registration fee.**

Visit: <http://www.modelfiesta.com/preregistration.html> for pre-registration instructions.

#### VENDOR TABLES

\$35 for each 72" X 30" table

#### Contact Us

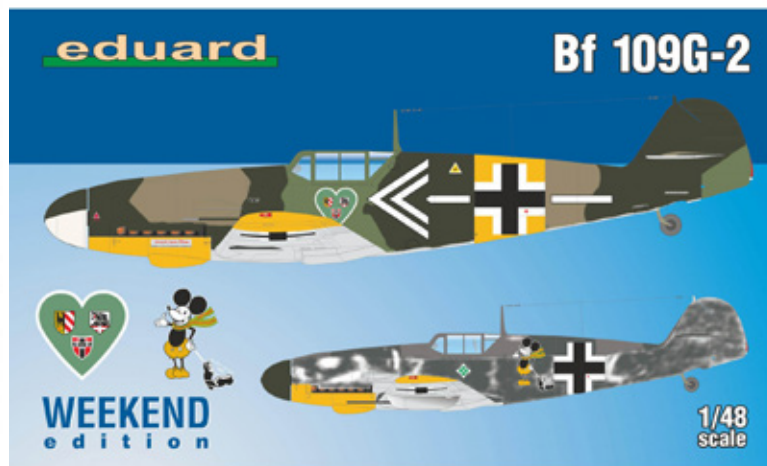
Event Director: Dana Mathes  
[alamosquadron@gmail.com](mailto:alamosquadron@gmail.com)

Vendor Coordinator:

Craig Gregory (541) 377-1888  
[vendor.modelfiesta@gmail.com](mailto:vendor.modelfiesta@gmail.com)



7801 N. Lamar Blvd., Ste B169, Austin, TX  
 78753  
 (512) 836-7388



[kinginfo@kingshobbyshop.com](mailto:kinginfo@kingshobbyshop.com)  
<http://www.kingshobbyshop.com>





# Something for Everyone!





## 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)

International Plastic Modelers' Society/USA

Membership Application / Renewal Form

New Renewal IPMS#: \_\_\_\_\_

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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: \_\_\_\_\_

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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

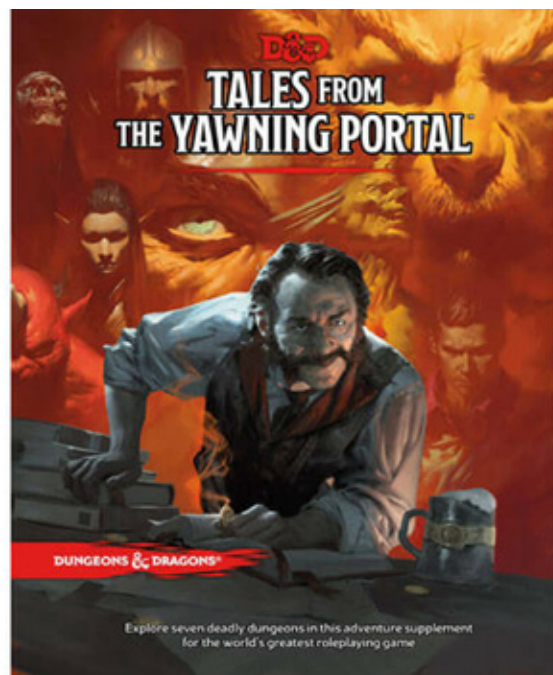
P.O. Box 1411

Riverview, FL 33568-1411





# LIONHEART — H O B B Y —



5500 Jack C Hays Trail, Kyle, Texas 78640,

(512) 504-3404

10:00 am – 06:00 pm





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New ☐Renewal ☐

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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? \_\_\_\_\_

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

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