

ASMS

SPRUE EXAMINER



Floyd Werner Reviews Detail and Scale's F-14 Pacific Squadrons



Cast it Up - A review of Blue Stuff by Rick Herrington
Rivercon XI: A view from the front lines by Rick Cotton



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

News • Articles • Features • Opinions • Advice • Humbug



CONTENTS

Page 3 The President's Soapbox

Page 4 House Cleaning

Page 5 Detail and Scale's F-14 Tomcat Pt 2: Pacific Fleet
and Reserve Squadrons by Floyd Werner

Page 9 Rivercon XI: A review from the front lines by Rick Cotton

Page 13 Cast it Up: A guide to using Oyumaru and Blue Stuff by
Rick Herrington

Page 15 What's up? - by Flanged End Yoke

Page 20 Old Rumors and New Kits:

Page 20 New and In View- by Ron McCracken

Page 24 Shipping News - by Rick Herrington

Page 27 Tracked Topics by Panzer Lehr

Page 33 It Figures by Rick Herrington

ASMS Officers & Chairpersons

Ian Latham - President; president@austinsms.org

Aaron Smischney - Vice-President; vicepresident@austinsms.org

Mike Lamm - Finance Minister; treasurer@austinsms.org

Rick Herrington - Secretary; secretary@austinsms.org

Rick Herrington - Newsletter Editor; editor@austinsms.org

Show Coordinator; showcoordinator@austinsms.org

Mike 'Hollywood' Gilsbach - Webmaster; webmaster@austinsms.org

Jeff Forster - IPMS/USA Coordinator; chaptercontact@austinsms.org

Chris Chany - Rumpus & Hokum Abatement Director & Lifestyle Coordinator



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.

Our Sponsors

Phil Brandt (in memorium)
Eric Choy Angela Forster

Jeff Forster Russ Holm

Rick Willaman Jack John-



www.austinarmorbuilders.com



www.kingshobbyshop.com



www.wmbros.com



www.ctsms.org

IPMS/USA Support the Troops Initiative

The IPMS/USA initiative was established to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones, recovering in hospitals, and rehabilitating in specialized facilities.

The program is expanding into other areas as well. Some local programs take place in USO facilities, some are centered around active duty personnel and are scattered across the country.

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

www.models4troops@gmail.com



PRESIDENT'S SOAPBOX

BY IAN LATHAM



Adios Compadres!

It is with mixed feelings that I begin this Soapbox as I will be stepping down as ASMS President at our next/first meeting on April 21, 2022. I have been honored to be a part of the club's adventures and helping with its' direction, and I have had a fine group of folks working alongside me to make sure things run as efficiently as possible. I would like to thank Ron McCracken for his duties as Vice President, Mike Lamm for taking the reins of Treasurer and keeping the numbers in order, and Rick Herrington for not only his Secretary skills but his effort in producing our club's newsletter every month. It has been an honor working with you gentlemen.

It's been a crazy past couple of years and ASMS has had limited activity, but things are about to pick up again and it will be somebody else's adventure to see what will happen next. I urge you all to give our new leaders a hard time and keep them on their toes.

Our post Covid start-up meeting will be held this Thursday and there will be a lot to cover that night. We will start with a welcome and review of the past few years as well as a club status report. We will then continue on to the election of a new board for ASMS. After cheers and congratulations, we will move on to view the amazing builds that I know all of you are looking forward to sharing. I know everyone has built at least more than one model, but to keep the night lean and mean, I suggest you only bring your best build(s) for this meeting. We will then have a 'Pandemic Build' competition with gift certificate prizes. Dinner will follow.

I would like to thank every one of you for your support and companionship the past several years. It has meant a lot to me to be part of such a talented group of people and to be allowed the opportunity to guide the club on our journey together. I look forward to staying involved with ASMS and my continued friendship with all of you.
Build on.





HOUSE CLEANING



ASMS MEETING



**Third Thursday each month
7:00 pm - 8:45 pm
at the
Episcopal Church of the
Resurrection
2200 Justin Ln, Austin, TX
No Reservations Neccessary!**



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



Events

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.

Contest Communications:

**Modelmania 04/30./2022
Stafford Convention Center
10505 Cash Road
Stafford, TX**

Monthly Meeting Presentations:

Meetings

Suspended



Detail and Scale's F-14 Tomcat Pacific Fleet and Reserve Squadrons by Floyd Werner

COLORS & MARKINGS OF THE

F-14 TOMCAT

PART 2: PACIFIC FLEET AND RESERVE SQUADRONS



COLORS & MARKINGS SERIES
VOLUME 4

by Bert Kinzey
and Rock Roszak

After having the pleasure of reviewing the Color & Markings of the F-14 in the Atlantic Fleet I was looking forward to the Pacific fleet. I reviewed the F14 in Atlantic Fleet service in printed format but now I had an opportunity to review the F14 in the Pacific Fleet service in digital format and I was interested to see the difference. First off, why would somebody want to buy a digital book? Well, first off all you need is an iPad or a Kindle and you can store your entire library on that device. Another nice thing is that you are able to expand the picture and see more detail. One other thing that can happen is with a printed version once it's printed it's done,

If you buy it in the digital format it's 215 pages with 340 pictures in it. Oh by the way, it is significantly cheaper too. Talk about a win-win. Onto the 'book' itself. Just like the printed version the book is broken down into chapters covering 17 West Coast squadrons. Simply tapping on that particular chapter will take you right to it. No page flipping here. The book is still written by noted historian and modeler, Bert Kinzey. Rock Roszak still provides world class profile drawings. Without a limit to

INTRODUCTION



The F-14A Tomcat assigned to the squadron commander of the "Fighting Checkmates" of VF-211 gets the signal to launch from USS JOHN C. STENNIS, CVN-74, on April 12, 2002. VF-211 was part of Carrier Air Wing NINE and was flying combat missions in support of Operation Enduring Freedom. (U. S. Navy)

Detail & Scale relaunched our brand in 2014 and soon reprised our Colors & Markings Series with books on U. S. Navy Tomcats assigned to Atlantic Coast F-14 squadrons in 2015 and to Pacific Coast units in 2016, with both books being released only in digital formats. With over 1,400 high-resolution color photographs between them, these two books quickly became our best sellers. However, in the following year, customer demand resulted in our movement from a digital-only publishing company to one that featured both digital and print editions. As we saw our print books become our most popular editions, we realized that the two Tomcat Colors & Markings books were just too big to be converted to print with a reasonable retail price. In 2019 we took the existing Tomcat books out of distribution with the intent to eventually bring them back in both digital and print editions. To accomplish this, we had to divide the coverage into three volumes instead of two.

This publication is the second part of Detail & Scale's extensive three-volume coverage of the colors and markings that were used on the U. S. Navy's F-14 Tomcats throughout their entire service life. **Colors & Markings of the F-14 Tomcat, Part 1: Atlantic Fleet and Reserve Squadrons**, covered the Tomcats that served with the fleet and Naval Reserve squadrons that flew Tomcats while assigned to the Atlantic Fleet. The final book in the trilogy, **Colors & Markings of the F-14 Tomcat, Part 3: Prototypes, Test, Evaluation, and Adversary Aircraft**, will cover the Grumman prototypes, the test and evaluation squadrons, and the facilities that flew the Tomcat. Also included will be Tomcats that flew in the ACM adversary role and those flown by NASA. Part 3 will also include an appendix that covers the official paint schemes used on Navy Tomcats during their operational service. Photographs and art illustrations will be combined with an informative text to explain

how the F-14s were painted, and Federal Standard numbers for the paint schemes will be provided. An additional appendix will go into considerable detail to illustrate the standard stenciling that was used on Tomcats. All of this information on paint schemes and markings was obtained by researching the official Navy manuals that specified how Tomcats were to be painted.

This Part 2 provides extensive coverage for all fifteen of the active squadrons that flew Tomcats with the Pacific Fleet and the two Pacific Naval Reserve fighter squadrons. Each of the fleet and Reserve squadrons are covered in numerical order, and within each squadron, paint schemes and markings are shown generally in chronological order, beginning with the first markings used by each unit and continuing until the squadron was either disestablished or it transitioned to the F/A-18E or F/A-18F Super Hornet. As with Part 1, a short summary of each squadron's history, focused on its years flying the F-14, is included. Emphasis is placed on CAG and squadron commanders' aircraft and those with special markings and war paint.

Four of the Pacific Fleet squadrons covered in this book also served with the Atlantic Fleet during part of the time they were operational with Tomcats. The "Red Rippers" of VF-11 and the "Tomcaters" of VF-31 were originally Atlantic Fleet squadrons that were transferred to the Pacific Fleet in 1992, at which time they upgraded to the F-14D version of the Tomcat. VF-11 would serve with the Pacific Fleet until 1997, when it was reassigned to the Atlantic Fleet. VF-31 would serve in the Pacific until 2004 before returning to the Atlantic Fleet. For those two squadrons, their years with the Pacific Fleet are covered in this publication, while their time with the Atlantic Fleet is covered in **Colors & Markings of the F-14 Tomcat, Part 1:**

VF-1 "WOLFPACK"



Brand new F-14A Tomcats, each freshly painted with VF-1's first markings, appear to be in mint condition on the flight line at NAS Miramar in June 1974. The "Wolfpack" would join its sister squadron, VF-2, and make the first Tomcat deployment a few months later in September of that year. That deployment was made aboard USS ENTERPRISE, CVN-65, and it took the F-14A to the waters off Vietnam where the American evacuation of that country was underway. (Bullfinch)



Although the VF-1 designation had been used previously by four different fighter squadrons, the VF-1 that would fly the Tomcat was established at NAS Miramar, California, on October 14, 1972. It adopted the name "Wolfpack," and it did not continue the name, heraldry, or history of any of the previous VF-1 squadrons. Initially, the unit's personnel trained with VF-126, the Fleet Replacement Squadron (FRS) for the Tomcat. On July 1, 1973, VF-1 received its first F-14As, and the transition would continue until March 1974, when the "Wolfpack" was at full strength with twelve new Tomcats.

On September 17, 1974, VF-1, along with its sister squadron, VF-2, embarked in USS ENTERPRISE, CVN-65, as part of Carrier Air Wing FOURTEEN to begin the Navy's first carrier deployment with the Tomcat. The cruise would take CVW-14 to the waters off Vietnam where it took part in Operation Frequent Wind. This was the first evacuation of American personnel from Vietnam. The squadron returned to NAS Miramar in May 1975.

The usual turnaround between deployments began in the summer of 1975 with training exercises and then workups before the "Wolfpack" again embarked in the "Big E" for its second Tomcat deployment. During the time between deployments, VF-1 repainted its CAG aircraft in a splinter camouflage scheme to evaluate its effectiveness. It would remain in this unusual paint scheme through the second cruise, but it was discontinued during the second half of 1977. Complete photo coverage of this Tomcat in its splinter scheme is provided in this section.

The second cruise aboard ENTERPRISE began on July 30, 1976, and the carrier and CVW-14 returned to the Western Pacific. Near the end of this cruise, the president of Uganda, Idi Amin, condemned the United States, and American citizens were taken hostage. The carrier's deployment was extended, and preparations were made for a mission to rescue the

hostages, but this became unnecessary when Amin released them. VF-1 returned to NAS Miramar in March 1977.

A third deployment, mostly uneventful, was made aboard ENTERPRISE as part of CVW-14 beginning in April 1978. The deployment was completed in October 1978, and the carrier went into an extended yard period. VF-1, along with its sister squadron, VF-2, was transferred to Carrier Air Wing TWO.

As part of CVW-2, VF-1 made two deployments aboard USS RANGER, CV-61. During the second cruise in RANGER, the "Wolfpack" logged its 17,000th accident-free flight hour. They earned the Safety "S" Award and the Citrus Award, which goes to the best fighter squadron in the Navy. CVW-2 was then transferred to USS KITTY HAWK, CV-63. Two cruises were made in KITTY HAWK, with VF-1 returning home to NAS Miramar in August 1984. The cruises aboard RANGER and KITTY HAWK were uneventful with VF-1 participating in scheduled exercises and routine operations.

VF-1 and VF-2 then transferred back to RANGER, along with the rest of CVW-2. Five cruises would follow over the next several years. The first began in 1987, and things were heating up in the Middle East. In October 1987, Iran launched a missile attack on the re-flagged Kuwait oil tanker, SEABILE CITY. Three days later, on October 15, RANGER took part in Operation Nimble Archer, which was an attack on two Iranian oil platforms in the Persian Gulf. This was part of the continuing Operation Earnest Will, which was an effort by the U. S. Navy to protect Kuwaiti shipping during the war between Iraq and Iran.

On January 14, 1992, VF-1's streak of hours without an accident came to an end when F-14A, BuNo. 162887, crashed during an exercise at NAS Fallon, Nevada. Both the pilot and the RIO were killed.

The next cruise aboard RANGER, lasting from February to August 1989, was less eventful. But things would change during the next deployment. RANGER and CVW-2 were in the Persian Gulf when Operation Desert Storm began on January 16, 1991. VF-1 saw numerous sorties during the Gulf War.

VF-2 "BOUNTY HUNTERS"



Taken in the early 1990s, this photograph of two VF-2 F-14As in flight provides a good look at the "Bounty Hunters" markings on both the overall Light Gulf Gray scheme and a tactical scheme at that time. In the foreground is the squadron commander's aircraft with its colorful markings, including the red, white, and blue Langley stripes on the forward fuselage. NE-213 has low-visibility markings on one of the tactical schemes, and there are no Langley stripes. However, VF-2 did apply the Langley stripes to many of their Tomcats that were painted in the tactical scheme, as will be illustrated in this section. (U. S. Navy)



VF-2 undoubtedly has one of the most interesting and significant histories in all of Naval Aviation. It was first formed on July 1, 1922, and had the distinction of being the first carrier squadron deployed aboard USS LANGLEY, CV-1, the U. S. Navy's first aircraft carrier. Through the years the squadron was redesignated and reformatted several times, and it served with distinction in World War II. It was disestablished after that conflict in November 1945.

Twenty-seven years later, on October 15, 1972, VF-2 was commissioned for the fourth time. The name "Bounty Hunters" was selected for the unit, along with the tactical call sign "Bulwark." The original insignia, which had been painted on the carrier's F4C Phantom fighters that comprised the first squadron ever to deploy aboard a carrier, was chosen for the new F-14 unit. The stripes with red, white, and blue diagonal segments which had also adorned the F6Cs, known as "Langley stripes," were part of the unit's markings used on the Tomcats. The first F-14As were received in July 1973, and the transition to the Tomcat was completed in early 1974.

Along with their sister squadron, VF-1, VF-2 was part of Carrier Air Wing FOURTEEN (CVW-14), and the first Tomcat deployment was aboard USS ENTERPRISE, CVN-65. This cruise began in September 1974 and lasted until May 1975. During the deployment to waters off Vietnam, VF-2 and VF-1 participated in Operation Frequent Wind, the American evacuation of Saigon. Later, VF-2 became the first Tomcat squadron to win the Safety "S" award.

Beginning in the spring of 1976, VF-2 was involved with the tests of an experimental splinter camouflage scheme that was applied to its CAG Tomcat. Its sister squadron, VF-1, also had its CAG aircraft painted in the splinter scheme, but in the second half of 1977, both Tomcats were repainted in their units' standard scheme and markings.

Two more cruises were made aboard ENTERPRISE, then VF-2 and her sister squadron were reassigned to Carrier Air Wing TWO. CVW-2 was assigned to USS RANGER, CV-61, and beginning in September 1980, the air wing made the first of two deployments to the Western Pacific aboard RANGER. During the first, they took up stations in the Indian Ocean and then the Persian Gulf during the Iran hostage crisis.

In 1984, CVW-2 was transferred to USS KITTY HAWK, CV-63, and one cruise was made aboard that carrier in 1985 while RANGER was undergoing an extended yard period. CVW-2, including VF-2, then returned to RANGER in 1986, and the air wing would remain with that carrier for several more deployments until 1993.

Deployments and training exercises between the cruises were routine until 1980 when Desert Shield began following Iraq's invasion of Kuwait. In January 1991, Operation Desert Storm began. VF-2 logged over 600 combat missions during the Gulf War. These included combat air patrols, reconnaissance missions with TAMPs pods, and escort missions for attack aircraft. Another cruise aboard RANGER would follow in 1992-1993.

When RANGER returned from her final cruise in 1993, the carrier was decommissioned, and changes were made to the air wing. VF-1 was decommissioned, but VF-2 would remain.

VF-21 "FREELANCERS"



Displaying the original markings used by VF-21 on their Tomcats, F-14A, BuNo. 161817, climbs out over a river gorge in southern California. (U. S. Navy via Brown)



The "Freelancers" of VF-21 trace their history back to March 1, 1944, when Fighter Squadron EIGHTY-ONE was formed at NAS Atlantic City, New Jersey. After flying the F8F Hellcat in major campaigns during the final eighteen months of World War II, the unit went through successive redesignations as VF-15A, VF-151A, VF-64, and on July 1, 1958, the squadron was designated VF-21. During that time, they had flown the F8F Bearcat, F4U Corsair, F8F Panther, F2H Banshee, F3H Demon, and the F-4B, N, J, and S versions of the Phantom II. On June 17, 1965, while flying the F-4B, two of the "Freelancers" Phantoms shot down two MIG-17 Fossies, thus scoring the first MIG kills of the Vietnam War.

The "Freelancers" retired their Phantoms in 1968, and the ceremony was attended by many "Phantom Pilots and Prospects," because it marked the last appearance of the F-4 in active naval service within the continental United States. In March of the following year, the squadron became operational with its new F-14A Tomcats, and it was assigned to Carrier Air Wing FOURTEEN aboard USS CONSTELLATION, CV-64. Their first Tomcat deployment to the Western Pacific aboard CONSTELLATION began in February 1969 and would last through August of that year.

The second cruise aboard USS CONSTELLATION began in April 1967 and would last until the following October. It would

take the "Freelancers" and the rest of CVW-14 to WESTPAC again, but time was also spent in the Indian Ocean and the Persian Gulf. Between December 1968 and June 1969, another deployment was made aboard USS CONSTELLATION, and again the carrier and CVW-14 spent time in the Western Pacific, the Indian Ocean, and the Persian Gulf. In September and October of 1969, "CONNIE" and CVW-14 made a brief cruise to Alaska. When the carrier returned to the east coast and VF-21 flew back to NAS Miramar, the "Freelancers" departed CONSTELLATION for the first time. VF-21, along with the rest of CVW-14, was reassigned to USS INDEPENDENCE, CV-62, in 1990.

In June 1990, "9027" departed for a cruise with CVW-14 embarked. When Iraq invaded Kuwait on August 2nd of that year, INDEPENDENCE arrived in the Persian Gulf on August 5 and became the first U. S. carrier to become a part of America's response to the invasion which was known as Operation Desert Shield. VF-21 took part in the strike force that launched to prevent Iraq from crossing the Saudi Arabian border. The "Freelancers" continued to fly combat air patrols to protect U. S. and Coalition forces as they built up their strength in the region in preparation for driving the Iraqis out of Kuwait.

In December 1990, USS RANGER, CV-61, and USS MIDWAY, CV-41, along with their battle groups, relieved INDEPENDENCE, and the carrier, along with her battle group and air wing, returned to the United States prior to the beginning of Operation Desert Storm the following month.



VF-21's original Tomcat markings are displayed on the right side of F-14A, BuNo. 161825, shortly after the "Freelancers" transitioned to the Tomcat in 1964. (Goss)

If you want to print a page, you can print just that page so you can have the picture that you're after. This is the second book in the series with the F-14. It is the fourth in the Color & Markings series but the second volume dealing with the F-14. There will be another volume that will cover other F 14 units the third issue will contain prototypes test, evaluation and adversarial aircraft.

The book starts with a timeline of which unit had the F-14 and where. Then we get into the meat and potatoes of the book, the units. The book follows units from their initial deployment all the way up to when they turn in their

Tomcats. It covers all the major paint schemes. There are a lot of one-off paint schemes used by units, including Ferris splinter paint schemes.



If you can't find something in here that's inspirational for you as a modeler you might want to look for a different airplane 'cause there are a lot of great pictures in here. Some in full color markings, white and grey, all camouflaged greys, overall grey, experimental paint schemes, some in desert camouflage, there is something everybody.

Some of my favorite paint schemes are on the Sundowners of VF-111. Another favorite is Vf-124s Bicentennial paint scheme. The temporary grey, brown, and green paint schemes are really cool, especially when they were



The squadron commander's Tomcat, BuNo. 161606, also had no special markings to indicate that it was assigned to the CO. The Safety Award S was displayed on the forward fuselage below the windscreens. The photograph was taken in 1986. (Geer)



In 1987, F-14A, BuNo. 161607, had VF-21's standard unit markings, but a special marking was added to the inside of each vertical tail. At various times during the Tomcat's service life, units would occasionally adorn their aircraft with the two-tailed Tomcat character, often imposed over a star-spangled, red and white striped disc. For their 1987 cruise aboard CONSTITUTION, VF-21 displayed a similar disc, but instead of the Tomcat character, they used Bill the Cat from the Bloom County comic strip, suitably modified with twin tails. (Artwork by Rock Rozak)



By mid-1988, Tomcats painted in the tactical schemes had been added to VF-21's inventory. The markings remained basically the same as those used on the F-14As that were painted in the overall Light Gull Gray scheme, but they were applied in low-visibility black and grays. An exception was that the ventral stripes initially no longer had the flash on the leading edge, and VF-21 was not lettered on them. USS CONSTITUTION was not lettered on the vertical tails, although it remained the carrier to which the "Freelancers" were assigned. This photograph of BuNo. 161293 was taken in August of that year. (Geer)

43

VF-31 "TOMCATTERS"



F-14D, BuNo. 164606, was VF-31's CAG Tomcat in November 1997. The aircraft was painted in a tactical scheme and featured a full black hood and solid black vertical tails and ventral stripes. USS ABRAHAM LINCOLN was lettered on the base of the vertical tails, and the S, representing the Safety "S" Award, was above the squadron insignia. VF-31 was lettered on the ventral stripes which were edged in yellow. The model was painted in yellow with black shadowing. (Geer)



transferred to the Pacific Fleet, and at that time, both squadrons transitioned to the F-14D Tomcat. While VF-11 would return to the Atlantic Fleet in 1997, VF-31 remained in the Pacific Fleet much longer, not returning to the Atlantic Fleet until 2004. It then served its final two years with the Atlantic Fleet, and those years are also covered in Part 1. This section covers VF-31's service with the Pacific fleet, beginning in 1992 and continuing through 2004.

After completing a deployment aboard USS FORRESTAL, CV-59, in December 1991, VF-31 was transferred to the Pacific Fleet and began its move from NAS Oceana, Virginia, to NAS Miramar, California. There they transitioned to the F-14D Tomcat, and once they were declared operational, they were assigned to Carrier Air Wing FOURTEEN (CVW-14) and USS CARL VINSON, CVN-70. Their first deployment aboard VINSON began in February 1994, and it would extend through August of that year. A second deployment aboard VINSON was made from May through November 1996. Both deployments were made to the Western Pacific and the Persian Gulf where the "Tomcatters" flew missions in support of Operation Southern Watch. Other missions were flown in support of Operation Desert Strike during the 1996 deployment.

In 1996, NAS Miramar was turned over to the Marine Corps to become MCAS Miramar, and all Tomcat squadrons were moved to NAS Oceana, Virginia. Although VF-31 was back at its former home base, it remained assigned to the Pacific Fleet, but the squadron, along with the rest of CVW-14, was reassigned to USS ABRAHAM LINCOLN, CVN-72. In 1997, the "Tomcatters" sent a Tomcat to the Paris Air Show to

demonstrate the F-14D LANTERN capabilities.

VF-31's first full deployment in LINCOLN began in June 1998, and it would extend through December of that year. Again, this cruise was to the Persian Gulf in support of Operation Southern Watch. A second WESTPAC/Persian Gulf deployment was made aboard LINCOLN from August 2000 through February 2001.

The third deployment aboard CVN-72 would be much longer and far more eventful. It would begin in July 2002, and the carrier and CVW-14 supported Operation Enduring Freedom in Afghanistan and Operation Southern Watch in Iraq. After being relieved on station, the carrier headed home, but on January 1, 2003, orders were received to turn around and return to the Persian Gulf for the commencement of Operation Iraqi Freedom. When LINCOLN finally returned home in May 2003, the carrier and her air wing had completed the longest deployment by any American carrier since the Vietnam War. President George W. Bush flew out to the ship aboard an S-3B Viking to greet the carrier and the air wing as it approached the west coast following more than ten months of operations at sea.

VF-31 would conduct one more deployment as part of CVW-14 while assigned to the Pacific Fleet, but the air wing would change carriers, embarking aboard USS JOHN C. STENNIS, CVN-74. The deployment to WESTPAC would last from May to November 2004, and during the cruise, VF-31 would become the last squadron to operate the Tomcat with the Pacific Fleet. After returning to Oceana, VF-31 would be transferred to the Atlantic Fleet and assigned to CVW-6 aboard USS THEODORE ROOSEVELT, CVN-71.

Throughout its years with the Pacific Fleet, VF-31 used the NK tail code. Its position on the tail of the Tomcats would change from time to time, but the squadron's famous insignia with Felix the Cat carrying a bomb with a lit fuse was always present. The following photographs illustrate these changes in markings, and emphasis is placed on the colorful CAG aircraft and the warpaint used in the course of the extended deployment during which VF-31 took part in Operation Iraqi Freedom.

54

Again another winning 'book' from Detail & Scale. The F-14 is a perennial favorite and with these two Color & Markings books I'm sure you can find something in there that will inspire you to make a Tamiya or AMK Tomcat. I can't wait for the third volume on this iconic aircraft. The benefits of having a digital 'book' are definitely appreciated, especially when looking at detail pictures of the aircraft. Another great book, whether you go with the printed version or the digital one, It's a winner. Highly recommended

You can obtain your copy by visiting their website at www.detailandscale.com. If you order the printed copy, you will be redirected to the Amazon page to purchase it. The book is also available in Apple books and Kindle format at the same place with even more pages and photos.



Nose art was relatively rare on Tomcats, particularly in the style of World War II pinup girls, but VF-111's "Miss Molly" was a notable exception. The "Sundowners" CAG Tomcat, BuNo. 161621, had that kind of nose art applied to both sides of the forward fuselage in honor of Ms. Molly Sneed, a nurse who had previously cared for Congressman Carl Vinson's wife. Note that the external fuel tanks have shark faces on them. This is the Tomcat on the front cover of this publication. (Gupta)



A close-up of the right side of the forward fuselage provides a good look at the artwork that was painted by LT Mike Conn, who was a RIO in VF-111 between 1986 and 1989. The original intent was to take a photograph of the nose art and send it to Ms. Sneed, who was very ill at the time, in hopes of cheering her up. (Gupta)



As Ms. Sneed recovered from her illness, the Tomcat was flown to NAF Washington, co-located with Andrews AFB just outside of the District of Columbia, where she could see it in person. Here, the real "Miss Molly" chats with LT Conn, who painted the nose art on the aircraft. She was thrilled with what she called the "flattering artwork." The reason that VF-111 took notice of the fact that the nurse had previously cared for Congressman Carl Vinson's wife was because the "Sundowners" were assigned to the aircraft carrier named for him at the time the nose art was applied. (Gupta)



This close-up provides a good look at the tail markings on "Miss Molly." Note that the leading edges of the vertical tails are Light Gulf Gray rather than being aluminum Corrosion. Also noteworthy are the yellow borders to some of the sun's rays. All of the photos of "Miss Molly" were taken during the visit to NAF Washington on December 2, 1989. (Gupta)

75



BuNo. 159674 was photographed on a visit to McGuire Air Force Base in 1986. By that time, VF-114 had discontinued using the orange on the fin caps, ventral strakes, and the tips of the wings and horizontal tails, but the fuselage band remained, and the sidewall character was orange with the black shadow. (Linn)



By 1983, VF-114 and CVW-11 had been reassigned to USS ENTERPRISE, and the nuclear powered aircraft carrier's name appeared directly below the NH tail code on the vertical tails. BuNo. 159825 was the "Aardvarks" CAG aircraft, but it had no special markings. During this time, the CAG was Commander Bob Huey, who was credited with shooting down a MiG-21 on October 26, 1967, while flying with VF-163 off USS CONSTELLATION, CVN-64. A red star on the canopy rail signified this kill. (Artwork by Rock Rozsak)



Taken in May 1984, this photograph of BuNo. 159862 provides a good look at a black mottle that is shadowed in orange. The fuselage band was still in use but it would soon disappear from the "Aardvarks" unit markings. (Over)

82



1987 marked the appearance of several "show birds" in VF-134. BuNo. 162588 was one of these, and its special markings are shown in this photograph. A large VF-124 "Gunfighters" insignia appeared on the outside surface of each vertical tail, and the NJ tail code was on the inside surface. The mottle was rendered in yellow with a black shadow, and the last two digits appeared at the top of each rudder in the same colors. FIGHTERTOWN USA, the nickname for NAS Mearns, was lettered in black near the base of each vertical tail. (Roth)



Above: F-14A, BuNo. 162588, was another one of VF-124's "show birds." Its markings were similar to those on BuNo. 162588, but it also had yellow fin caps with black borders, and the ventral strakes were yellow with black trim. VF-124 was lettered in black on each strake. (Kastan)

Right: This close-up provides a detailed look at the insignia painted on the vertical tails of BuNo. 162588, pictured above. However, when this photograph was taken, the fin caps had not been painted yellow with the black border. Note the NJ tail code which was on the inside of each rudder. (Roth)

84

VF-154 "BLACK KNIGHTS"



The squadron commander's F-14A is ready for launch from Cat 3 aboard USS CONSTELLATION, CVN-64, while on deployment in the Indian Ocean during 1981. (U. S. Navy)



The squadron that would become the "Black Knights" of VF-154 was formed in the post-World War II years at Naval Reserve Squadron VFB-718 on July 1, 1946, at NAS Floyd Bennett Field, New York. After several redesignations, they finally became VF-154 as they departed for their second Korean War combat deployment flying the F-96 Panther. Over the coming years they flew the F-3J Fury, the F-4 Crusader, and the F-4 Phantom. It was while they were flying Crusaders that the squadron became known as the "Black Knights," changing its nickname from "The Grand Stormers." A new squadron insignia was designed that featured a crusader knight holding a sword and a lance with two divisions of four aircraft flying in opposite directions. The insignia was rendered in silver on a black background. In 1981, VF-154 was reassigned to USS CORAL SEA CV-43, one of the two remaining MIDWAY class carriers, and they would fly the Phantom aboard CORAL SEA until 1983.

The fighter squadrons assigned to MIDWAY and CORAL SEA were the last fleet squadrons to fly the Phantom, because the F-14 Tomcat could not be operated in the air wings assigned to these carriers. Accordingly, the Phantoms remained the fighters assigned to those two carriers until F-16 Hornets became available to replace them. Because of this, these squadrons, including VF-154, would see among the last to transition to the F-14 Tomcat.

In the case of the "Black Knights," the transition to the F-14A did not begin until October 1983. Once they became fully operational with the Tomcat, VF-154 was assigned to Carrier Air Wing FOURTEEN (CVW-14) aboard USS CONSTELLATION, CVN-64. Their sister squadron aboard "CORAL SEA" was VF-21. Of these two squadrons, VF-154 was the one equipped with the tactical airborne reconnaissance and system (TARPS). The first Tomcat deployment for VF-154 began in February 1985 and lasted until August of that year.

Two more cruises aboard CONSTELLATION were made, with the first being from April through October 1987, and the second beginning in December 1988 and ending in June 1989.

In 1990, VF-154, along with its sister squadron, VF-21, was transferred to USS INDEPENDENCE, CV-62. During the first deployment aboard "INDY," which lasted from June through December 1990, VF-154 and VF-21 became the first two Tomcat squadrons to arrive in the Persian Gulf to take part in Operation Desert Shield. They were relieved on station and returned home before Operation Desert Storm began in January 1991, so they did not take part in the first Gulf War.

In August 1991, INDEPENDENCE moved its home port to Yokosuka, Japan, relieving USS MIDWAY as the Navy's only forward-deployed aircraft carrier. VF-154 and VF-21 remained with INDEPENDENCE, but the rest of CVW-6 did not. Eased for the two Phantom squadrons, the rest of CVW-6, which had been assigned to MIDWAY and based at Naval Air Facility (NAF) Atsugi, were transferred to INDEPENDENCE, and VF-154 and VF-21 became the fighter squadrons in that air wing. At that time, VF-154 became the first Tomcat squadron to deploy with an air-to-ground capability.

Several cruises were made aboard INDEPENDENCE over the next few years, and most were uneventful. In 1995, tensions with China were elevated when that country openly opposed the two elections in Taiwan. Both USS NAMICZ and INDEPENDENCE operated near Taiwan to demonstrate U. S. resolve in support of those elections.

In January 1996, VF-21 was disestablished, leaving VF-154 as the only Tomcat squadron assigned to CVW-6 and INDEPENDENCE. The "Black Knights" became a "super squadron" after acquiring some of the personnel and several aircraft from VF-21. The squadron operated as VF-154, rather than the usual twelve. They retained their air-to-ground capabilities, adding the LANTIRN upgrades in late 1997 and early 1998.

In January 1998, INDY and CVW-6 moved to the Persian Gulf as tensions increased, and on February 4, VF-154 led the first strike by CVW-6 into Southern Iraq. For the next three months, they flew missions in support of Operation Southern Watch, departing the area in May. In July, CVW-6, including VF-154, transferred to USS KITTY HAWK, as INDEPENDENCE returned home to be decommissioned. KITTY HAWK took up the role of being the Navy's forward-based aircraft carrier.

85



The squadron commander's F-14A, BuNo. 161856, is seen here on May 13, 1986, back at NAS Oceana. A photograph of the jetter NG-101, with the Brutus cartoon character on the vertical tail in a Santa suit, can be found on the Copyright and Contributors page at the beginning of the publication. Nons Brutus is pointed on the vertical tails in his more regular garb, and he is carrying the missile as he is represented in the squadron's insignia. (Rotterdam)



By 2000, color was used on both the CAG and CO's Tomcats. BuNo. 162696 was the squadron commander's aircraft, and it is pictured here at NAS Oceana in September of that year. The squadron had been reassigned to USS JOHN C. STENNIS, CVN-74, and that carrier's name appears above the lower stripes on the vertical tails. BOOLA-BOOLA is lettered above the upper stripes to indicate that the "Fighting Checkmates" had won that award for excelling in air-to-air missile firings once again. (Brown)



This photograph provides a look at the standard markings used on VF-213's Tomcats during the squadron's final year with the Pacific Fleet. They are the same markings as used on the CAG and CO's F-14s, except that they are painted in low-visibility flat black and grays. Note the addition of MUTHA on the tail instead of the previous BOOLA-BOOLA. VF-213 was then transferred to the Atlantic Fleet where it would fly Tomcats for two more years. (Rivera)

152

VF-213 "FIGHTING BLACKLIONS"



Displaying VF-213's original Tomcat markings, F-14A, BuNo. 159861, is pictured during a visit to Bergstrom AFB in October 1977. Throughout the early years the "Fighting Blacklions" flew Tomcats, some form of a two-tailed bird was included in the tail markings. Beginning in 1992, a lion with only one tail was used in the squadron's markings. (Bracken via Escalante)



USS THEODORE ROOSEVELT, CVN-71. This section covers the almost twenty-six years the "Fighting Blacklions" served in the Pacific Fleet. The four years the unit was assigned to the Atlantic Fleet (between 2002 and 2006) are covered in *Colors & Markings of the F-14 Tomcat: Part 1: Atlantic Fleet and Reserve Squadrons*.

VF-213 was commissioned at NAS Moffett Field, California, on June 22, 1955. Their first aircraft was the F2H-3 Banshee, and over the next twenty-one years, the squadron progressed through the F4C-1 Skyray, the F3H-2 Demon, and the F-4 Phantom. After a final cruise with the F-42 variant ended in late 1975, VF-213 began its transition to the F-14A. They became operational with the Tomcat in September 1976. Once operational, they were assigned to USS KITTY HAWK, CV-63, and remained a part of CVW-11 for their first deployment with their new fighters. This cruise began on October 25, 1977, and it would conclude on May 15, 1978.

The next two Tomcat cruises for VF-213 were a bit unusual for a squadron based on the West Coast, because both were made aboard USS AMERICA, CV-66, to the Mediterranean. All of CVW-11 embarked in AMERICA for these two deployments, including the "Blacklions" sister squadron, VF-114. The first of these two cruises was from March 13 to September 22, 1978, and the second began on April 14, 1981, and lasted until November 12 of that year. Following the second deployment to the Mediterranean, VF-213 and the rest of CVW-11 returned to the west coast where they were reassigned to USS

ENTERPRISE, CVN-65. At that time, the "Fighting Blacklions" became the TARPS squadron for CVW-11 and began training with the reconnaissance equipment.

The first two deployments aboard ENTERPRISE occurred in the 1982-84 period and consisted of routine training exercises and operations. On January 15, 1986, VF-213 and CVW-11 departed for WESTPAC for their third cruise aboard ENTERPRISE. During this deployment, tensions with Libya escalated, and the carrier transited north through the Suez Canal and into the Mediterranean Sea. They moved into the Gulf of Suez where VF-213 and their sister squadron, VF-114, flew combat air patrols for two months. Encounters with Libyan aircraft were rare, and there were no engagements. To return home, ENTERPRISE departed the Mediterranean through the Strait of Gibraltar, rounded the Cape of Good Hope at the southern end of Africa, and visited Perth, Australia, before finally ending the cruise back on the west coast on July 3, 1986.

The fourth deployment in ENTERPRISE began on January 5, 1988, and the carrier and CVW-11 operated in the Persian Gulf, protecting reflagged tankers. In 1989 VF-213 won the Boole-Boole award that year for their outstanding proficiency in air-to-air missile firings. A final deployment aboard ENTERPRISE was to WESTPAC, and to complete the cruise, the carrier sailed around the world to arrive at the Norfolk Naval Base. On September 24, VF-213 and the other squadrons of CVW-11 flew back to Norfolk and embarked in USS ABRAHAM LINCOLN, CVN-72, the Navy's newest carrier at that time. Aboard LINCOLN, they made a six-week cruise around the southern tip of South America as ABLE moved to its new home port at Alameda, California.

VF-213's first full deployment in LINCOLN began on May 20, 1991, when they departed to relieve carriers that had participated in Operation Desert Storm. Once on station, the "Fighting Blacklions" flew missions in to enforce the no-fly zones in southern Iraq, and TARPS reconnaissance missions provided valuable intelligence with respect to what was

113

Rivercon XI : A Review from the front lines by Rick Cotton

Having attended the Red River Scale modelers' "RiverCon" show before, I pretty much knew what to expect: friendly club members, a laid-back atmosphere, a good facility, and access to some really good Louisiana seafood nearby.

Show 2022 did not disappoint.

But let's back the story up a little bit. Some time back, my middle son, Ethan, announced to me that he wished to come along on my trip to this show. This was just a bit stunning to me, as usually, my sons would engage in eye-rolling and yawning when discussing my heretofore fabulous modeling career. If it didn't happen on a computer, it didn't matter. I DID mention Gundam and sci-fi, and his interest perked up a bit. I mentioned Louisiana seafood, and his interest perked up quite a bit. He was on board.





I have written before of the marvels of East Texas travel, through quaint little towns replete with Dickie's Bar B Q, Piggly Wiggles, shacks and meth lab trailers. Add to this one Ethan's experience at the aforementioned BBQ outlet. His only complaints were that they missed the sandwich almost in entirety when applying the glop of BBQ sauce, and the "brisket" tasted like "knuckle". The courteous staff also charged two bucks more than it said on the menu... sorry, they said, the menu had not been updated yet. Ethan said he was sorry he had made me pay for it. But, it got him through until dinner. His thoughts made me feel much better about the bill for gassing up there.



Arriving at Shreveport, we located our AirBnB stay for the night, a lovely old house in a nice established neighborhood. Think The Heights with rolling hills. Big trees, quiet streets, and a 15 x 15 room complete with an en suite bath. Hot water in the shower, and no strange noises in the night except for Ethan...who snores worse than I do. And that is saying something, according to my wife.

Dinner – I highly recommend Marilyn's Cajun. It isn't fast, and it's in a converted gas station. But the food was excellent, and the prices quite good considering what you got. In my case shrimp creole, with fried boudin balls in a remoulade sauce (oh, yes). In Ethan's case, fried ditch lobster (crawfish). Excellent all around.

8 hours, some snoring, and a bit of gas later....

A local hangout, Strawn's Eat Shop Too, just a short jaunt from the contest, will carb you up good and solid for breakfast. HUGE biscuits, scrambled eggs (with hot sauce), sausage, etc.. Mmmm, mmm! Ready to go.

Again, the show was in the LSU Shreveport Student Center, a nicely lit, clean facility with an attached café and plenty of parking. Carts were available for us trophy whores who had packed everything possibly eligible for the show and they came in quite handy. Check-in was painless, and we got the models, along with Paul Sacco's proxy entries, to their proper tables. My KI-44 had snapped off a landing gear. It later broke its own antenna wire, thus announcing loud and clear that it was retiring from the show circuit.

The model count seemed smaller than the last show, but then, everyone had not had two Covid years to build eligible stuff, so it seemed a more "normal" year. The quality was HIGH across the board. I feel honored to have placed.

The vendor room had about 10 or so vendors, but there were a few bargains to be had. I scooped up a Rye Field Models Tiger 1 at a very nice price. Getting selective in my old age, and whenever my inner me said "you already have 3 of those", I did not bite. This time. I could have.



I joined in on judging and got sent to Juniors and Miscellaneous. This last one can be strange, as you never know what will show up in that category. There were a bulldozer, a bicycle, a couple of wagons, a horse-drawn hearse (sans horse), and a section of a wooden warship bulkhead (that's "wall" for you armor and plane guys). Talk about your apples and oranges.

The first Houston guy I saw at the show was Tom Moon, who was headed to the parking lot with a HUGE door prize, the 4-foot Lindbergh I-something-or-other submarine. This whetted my appetite to buy the 40-tickets-for-20 bucks door prize special, and it paid off with two nice kits. Both of which I traded for two even nicer kits. They will be available at a steep discount from retail at Modelmania, hint, hint.



The gold, silver and bronze medals were passed out onto the tables after judging, thus shaving a good 45 minutes off the awards presentation. Good move, I highly endorse it.

Special awards were handed out in a timely manner (I got none of those, boo hoo), to those deserving of such accolade, right after the top-end "good" stuff raffle prizes. They really were nice prizes, and the winners were quite happy. Not that the door prizes didn't have nice stuff – they did.

One strange thing – Houston stalwart and veteran showgoer Richard Kern did not with a thing. Nothing. Some new guy named "Karn" was announced over and over and walked off with Richard's 30-plus medals. I got 8 myself, and I think all the Houston guys got some, plus at least 3 "specials".





Awards ended on time, and we hit the road. Hard. Dropped into bed at my house at about midnight, but I had a good time. I am sore, and still tired out, but looking forward to RiverCon 2023.

Well done, Red River Modelers!



Cast it up: A guide to using Blue Stuff and Oyumaru by Rick Herrington

So, you've got your Schnellboot completed and on a base but it's lacking that extra "something" to make it a real eye catcher. How about one of those cool Schnellboot medals they used to give to sailors who served on the boats?

The first hurdle was finding an original. Hessen antiques came to the rescue (<https://hessenantique.com>). I was able to obtain one of the first and second pattern Schnellboot badges.





First pattern is in the previous picture.
Second pattern is illustrated above.

I originally considered using the actual badges on my S-boat base but the attachment clips on the back made it difficult. I needed a flat back with the front detail intact.

During one of our Sunday Zoom meetings Bill Delk suggested several mold making products including Blue Stuff. After the meeting I viewed a couple of Youtube videos demonstrating how to use the product.

I obtained my product from a gaming retailer called Noble Knight Gaming. Blue Stuff is simple to use. Take the product and immerse it in warm water for three minutes and it becomes pliable. Once pliable press the object to be duplicated into the plastic and let it cool. When it's cool you can remove your original from the plastic and your mold is completed.





I chose Amazing Resin for a casting resin as it is mixed in a 50-50 ratio and cures in about 10 minutes.



I also tried a Japanese product called Oyumaru which was clear instead of blue but had the same properties as Blue Stuff. I cast up several of the first and second pattern S-boot badges in white resin which I painted up to match the originals. Both products can be re-used by immersing them in hot water again so that it becomes pliable again.



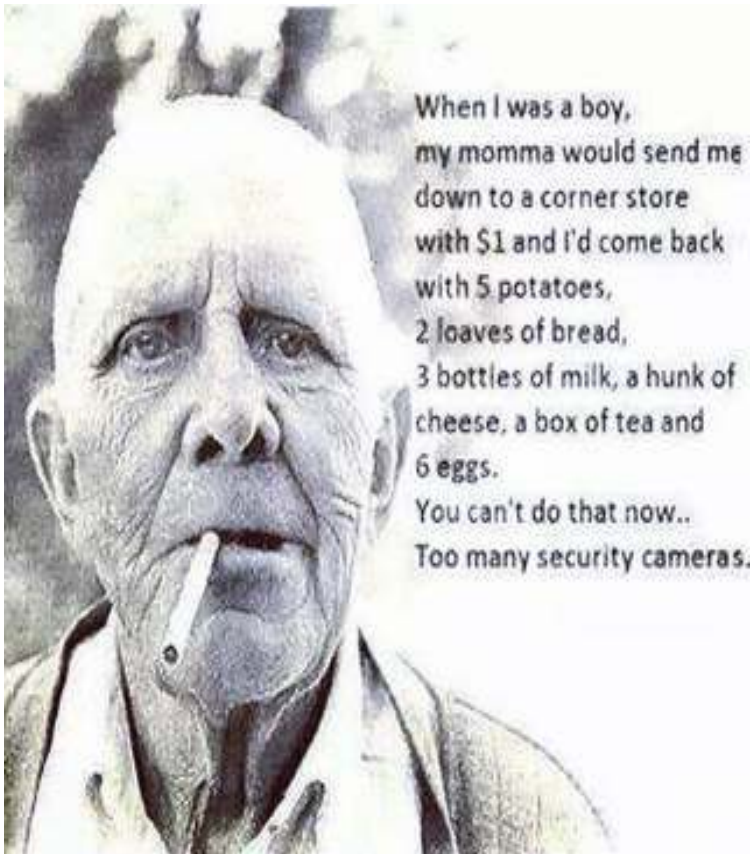
I re-used each product several times. The Blue Stuff retained its ability to pick up details of the original while the Oyumaru did not. I was not able to make a two part mold as illustrated in several Youtube videos but I chalk this up to my inexperience with the medium. I did cast up several Storm Trooper helmets which I'm going to use with a Mandalorian figure.





The two previous images are the final resin copies of the original Schnellboot badges.

I am very happy with Blue Stuff as it is relatively cheap, and **very** easy to use and re-use. The finished product gave me that something extra to spruce up my Schnellboot base.



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.

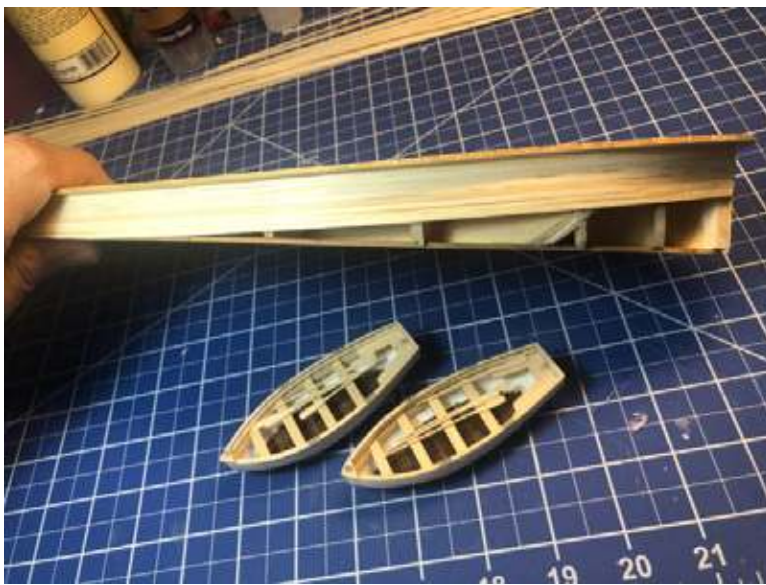
Everyone is welcome.

Not much of a response from the members this month. Dave Edgerly sent in pictures of a Project he has in the works and a completed Takom Hanomag S-100.



Dave is also working on a 1/48th scale paddle wheeler.

C.R. Lamb Sternwheeler





Mike Gilsbach is working on an Airfix 1/72nd scale Severn class life boat.



Rick Herrington is getting closer to completing his 1/72 Fore Hobby S-38 Schnellboot.





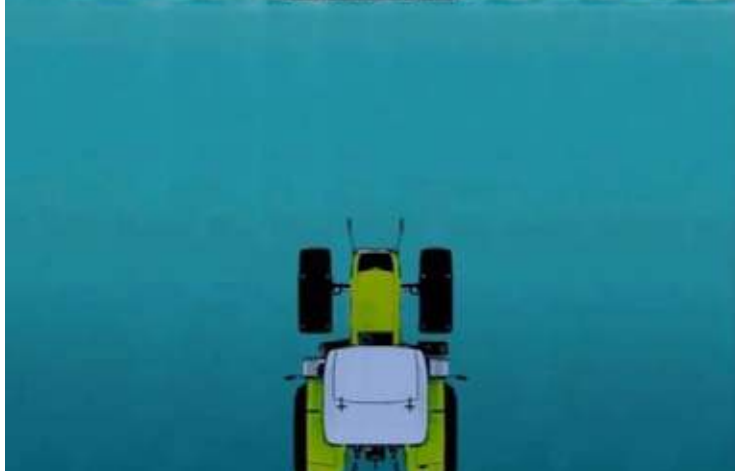
Last to share their work with us, and I must admit I grabbed these from the Austin Scale Modeler's Society website is Tim Robb. Tim finished a Swiss Mirage 3s.



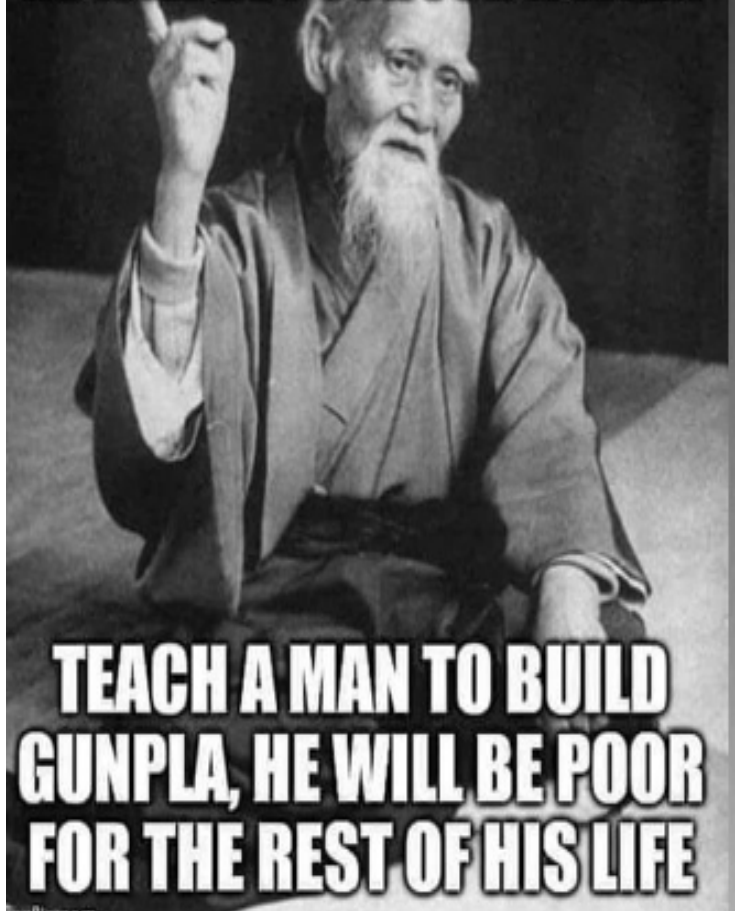


Thanks to everyone that shared their work with us this month.

TRACTOR



**STEAL A MAN'S WALLET,
HE WILL BE POOR FOR A WEEK**





Old Rumors and New Kits

New and In View Aircraft by Ron McCracken

April, like March, is mostly re-pops with a couple of notable exceptions. Hasegawa has an F-35C kit coming out soon at the large end of the scale, and a USAF C-40B at the small end. Trumpeter is releasing a kit-bash of their recent A-4F as an A-4M. Pretty much everything else this month are re-issues with new decals.

1/32nd Scale:

Hasegawa is re-releasing their 2016-vintage A6M5c Zero (Zeke) Type 52 Hei. This kit is a perennial favorite which Hasegawa keeps re-releasing with new parts and decals.



Hasegawa is likewise re-releasing their 2013-vintage N1K2-J Shidenkai (George).



Trumpeter has announced a new-tool F-35C Lightning II. This is the U.S. Navy version, with longer wings and stronger landing gear for carrier operations.



1/35th Scale:

HobbyBoss is re-releasing their 2011 version of the Fi 156C-3/Trop Storch in the unusual scale (for aircraft of 1/35th). But it would be ideal for a diorama setting accompanied by any German armor of the North African campaign.



1/48th Scale:

Eduard has re-released their F6F-5 (originally released in 2007, updated over the years) as a Weekend Edition kit. As you will recall, the Weekend Edition kits are basic kits, with just the plastic and decals.



Eduard is also releasing their Spitfire Mk.Vb kit in a Profipack Edition, with six markings options, color photo-etch, and painting masks.



Eduard is also re-releasing their 2021 Zero Zero Zero Dual Combo with new decals.



Not to be outdone, Hasegawa is re-releasing their 1996-vintage A6M2 Zero (Zeke) Type 21, which has seen numerous updates over the years.



Hasegawa is re-releasing their 2000 F-104J Starfighter in new '1980 Air Combat Meet' markings.



Hasegawa is re-releasing their Ki-45 Kai Type 2 Toryu Kou Nightfighter with some new parts and decals. This kit dates back to 2007, but has been updated several times.





Revell is re-releasing their F-86D Sabre Dog, which came out in 2001.



1/72nd Scale:

Academy is re-releasing their PBY-5A Catalina, which goes back to the mid '90s, in Battle of Midway markings.



Eduard is re-releasing their MiG-15-bis in a Weekend edition.



Hasegawa has released an MV-22B Osprey, which should be an improvement over the older Italeri kit in this scale.



Hasegawa is re-releasing their 2011 Su-33 Flanker D kit in a "limited edition" with new decals.



HobbyBoss is releasing an A-4M Skyhawk, based on their earlier A-4E/F and updated with new parts and decals.





1/144th Scale:

Academy is releasing a new F/A-18A+ Hornet in VMFA-232 markings. According to Scalemates, this is based on a 2003 Revell tool which has also been issued under the Ace Corporation brand.



HobbyBoss is re-releasing their Shaanxi GX-6, updated with new parts.



Revell is re-issuing their Hunter FGA.9, which came out as a new tool in 2001.



1/200th Scale:

Hasegawa is releasing a C-40B USAF VIP Transporter, a modified version of their 737-700 kit with new/revised parts for the military version.



Happy modeling!





Shipping News

by Rick Herrington

Ahoy mates! A good bit of rel-releases and new kits this month so let's get to it. **1/700th** is up first. Revell is up first with their timely all new tool Slava class cruiser Moskva.



Seriously though, if you want to build a kit of a Slava class missile cruiser Trumpeter makes great kits in 1/700 and 1/350th.



Before the Moskva was sunk there were four ships in the class, Moskva, Marshall Ustinov, Varyag and Ukrayina. Three were finished and active in the Russian surface fleet including the Moskva.

Ukrayina is under construction in the Ukrainian port of Mykolaiv.



Fujimi has a few IJN releases. Both are full hull. The first is the Yamato (just what we need, another Yamato kit.) and the second is of the battleship Haruna as she looked in 1945.





Academy is releasing a USN Yorktown CV-5 as she looked at the Battle of Midway.



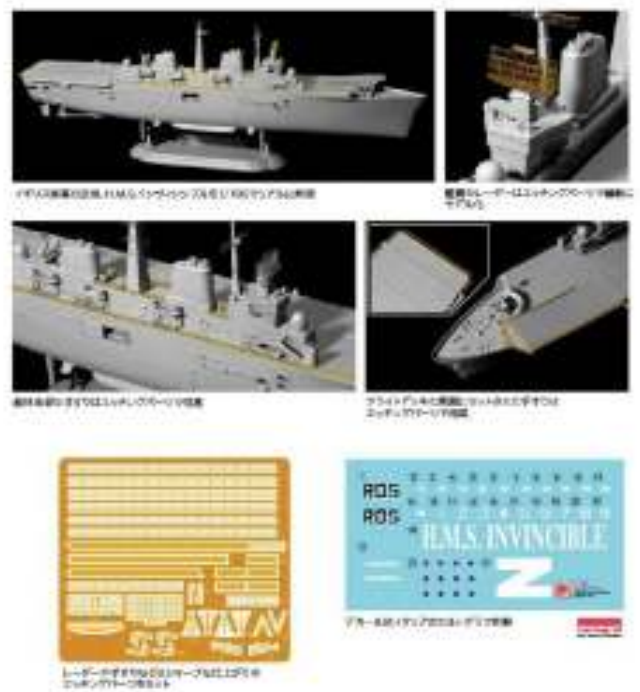
Pit Road is releasing a kit of the IJN destroyer Ikazuchi as she looked in 1944.



Takom is releasing two kits of the WW1 German battleship SMS Derfflinger. One is full hull and comes with metal barrels, and the other is water line and comes with a reconnaissance aircraft.



The last two releases in 1/700 are modern ones. The first is Dragon's HMS Invincible. This is a 40th anniversary of the Falklands War commemorative release.





The last release in 1/700th is from Kami Koro-koro and is a Japanese Coast Guard vessel.



In 1/300 scale Revell has a release of the Marine Research Vessel the Meteor.



Moving on to 1/350th scale Fujimi is up first with the IJN destroyer Kagero. The kit includes photo etch and a set of crew for the ship.



Wolfpack design is releasing a 1/350 Republic of Korea Son Won-il Class submarine.



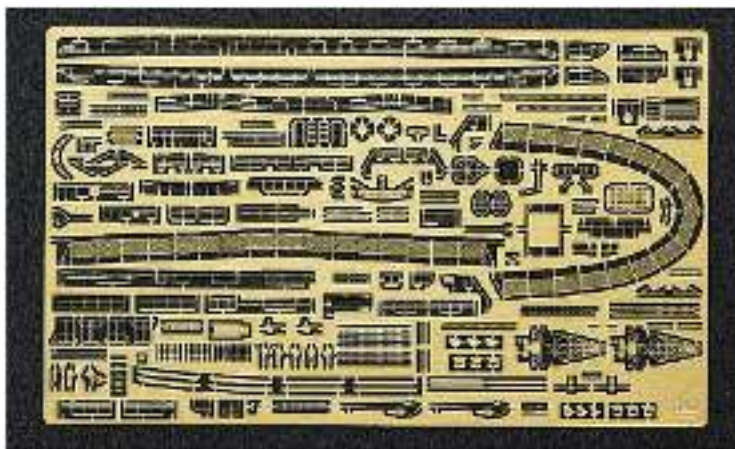
Wolfpack
www.wolfpack-4.com

ROKS Son Won-il Class Submarine
대한민국해군 손원일급 잠수함

**1/350
Scale**



Last up in the column this month is a release from Hasegawa the antarctic research vessel Soya.



That's all the wind in the sails for this month, until then grab a kit from your stash and build it.

Here's a new drinking game

Drink a shot for every model you've bought but haven't built

Seriously! Don't do this... You'll die!



Tracked Topics

By Panzer Lehr

Howdy tread heads! A great month for armor modelers. Let's kick it off with the small stuff: 1/72nd scale.

Galaxy Hobby is up first with their release of an M1240 A1 ATV. The kit comes with 3d printed tires, crew figures and a small sheet of photo etch.



INITIAL LAUNCH BONUS 首发特典



ICM is releasing a Partisanenwagen with an MG34. This was a vehicle used to hunt down partisans by the Germans.





Vespid Model is releasing a 2 in 1 Panther G . You can make it as a steel wheel version or a regular version with top anti-aircraft armor.



The next three releases are all from IBG. They include a British Centaur Mk 4, a Japanese Typr 95 Ha Go, and a British Crusader Mk 1 close support tank.



Moving on to *1/48th scale* Tamiya is releasing their excellent Challenger 2 desertized in 1/48th scale. I am assuming this is a down-sized version of their excellent 1/35th version.



First up in *1/35th scale* is Dragon with two releases. The first is an M7 Priest.





Second from Dragon is a Hanomag 251//21 Ausf D Drilling.



www.dragon-models.com e-mail: info@dragon-models.com

6217

DRAGON

Last from Dragon is a Panther Befehlungs Panzer. In this case a Panther G with zimmerit included.



Takom/Blitz is releasing a Stug 3/
Sturmhaubitze





Das Werk is up next with two new releases. The first is a PAK 40 with crew and the second is a Bundeswehr Brückenlegen panzer (bridge layer tank) based on the M-48 chasis. (AVLB)



Amusing Hobby is releasing a T-72AV with interior. A timely release indeed.



Tiger Models is releasing a Le Clerc for all you French MBT fans.



RFM is releasing a Leopard 2A6





Hobby Boss is releasing a Coyote. This is the cargo carrying version of the Coyote. Their Jackal release has a 40mm mount on it. The Coyote has the M2 50 cal mount on it.



AFV has two new releases for us. The first is a Stryker M1126 with a CROWS J. The CROWS in addition to an M2 has a Javelin missile system.



Second from AFV is their release of an USMC LAV A2.





MiniArt is releasing a Ukrainian BTR-4.



Moving on to shelf buster scale, in *1-16th* scale Monochrome is releasing a Panzer III. Looks like three different versions can be made from the kit, an M, J, and L.





That's the armor column for this month until the next issue happy building!

*It Figures Special Edition
by Rick Herrington*

In putting together the armor column I ran across a couple of figure sets I wanted to share with the group. The first is from MiniArt and in the box it gives you two vehicles, a KFZ 70 and a Panzer 4 H. Also included are a street base and figures to man your vehicles. The set is meant to depict Caen in France circa 1944.



Keeping with the WW2 theme Tamiya is releasing a US Scout Infantry set.



Finally, Masterbox is coming out with two sets of grunts from the Ukrainian conflict. The first is called Defense of Maiupol.





The second set is called Defense of Kyiv.



Both of these sets would make great additions to a burnt out Tigr or T-72.
Happy modeling!



"Hi All,

"I have the sad news of telling the modeling community of another MIA. My Father, Robert C. Mikesch, passed away this morning, one week short of his 95th birthday.

"He served as an Air Force Pilot for 22 Years. Was decorated in Korea flying B-26s ('Monie' often modeled) and later in Vietnam flying Forward Air Control in O-2s (2 tours). His flying career included: T-6, B-25, T-11, C-47, B-26 (Douglas), T-33, F-100, A-1E, O-1, O-2, B-57A, B, C, & E versions, Cessna 150, 172, 182, & 337 - just to name a few. On retiring he became a Curator at the Smithsonian Air and Space Museum for 20+ years. His "collection" included the most historically significant aircraft in the world - and he got to play with all of them (so did I occasionally)! In that time he wrote many notable books like Japanese Aircraft Interiors, B-57 Canberra, Flying Dragons, Japanese Aircraft Equipment, Excalibur III, Broken Wings of the Samurai, and Zero Fighter - just to name a few among his numerous articles

"He was an avid model builder - both flying and static since he was 7. Many of his models are on display in the Ottumwa (Iowa) Airpower Museum, Smithsonian, and National Museum of the USAF. Most if not all are scratch built-in numerous scales. During WWII, he built 1/32 scale Stearman N2Ss for graduating pilots at NAS Ottumwa - each with their soloed serial number (only \$5.00 each). I have many models including a Betty Bomber in white with green surrender crosses. Unique to this model is that the clear parts are made from the clear plexi from the real plane! (Documented). He produced many other unique aircraft models also.

"Not everyone could have a career in aviation like my Dad. In aviation circles, he is probably the most envied man in the world. Our family will miss his caring and humor, but I know he is without pain and regret. Revelation 21:4 "And God will wipe away every tear from their eyes; there shall be no more death, nor sorrow, nor crying. There shall be no more pain, for the former things have passed away.





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!

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

WE WANT TO KNOW WHAT YOU ARE BUILDING

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





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



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

International Plastic Modelers' Society/USA
Membership Application / Renewal Form
New ☐ Renewal ☐ IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

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

Adult One year ☐ \$30.00

Two years ☐ \$58.00

Three years ☐ \$86.00

Canada & Mexico ☐ \$35.00

Foreign Surface ☐ \$38.00

Family ☐ Adult fee + \$5.00

of cards? ____

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash ☐ Amount: _____

Check ☐ Check #: _____ Amount: _____

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

☐ Local model club

☐ Friend

☐ Ad in IPMS Journal

☐ Facebook

☐ Ad in other magazine

☐ Internet search

☐ IPMS web site

☐ I'm a former member rejoining

☐ Other _____

Applications should be printed and mailed to:

IPMS/USA

P.O. Box 1411

Riverview, FL 33568-1411



LIONHEART

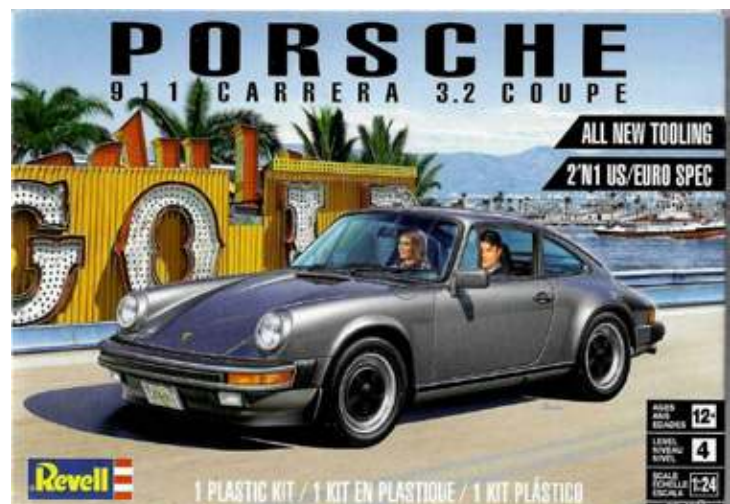
— H O B B Y —



5500 Jack C Hays Trail, Kyle, Texas 78640,

(512) 504-3404

10:00 am – 06:00 pm





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

New ☐ Renewal ☐ IPMS #:

Name: _____

Address: _____

City: _____ State: _____

Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

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

Adult One year \$30.00 _____

Two years \$58.00 _____

Three years \$86.00 _____

Canada & Mexico \$35.00 _____

Foreign Surface \$38.00 _____

Family (1 set of Journals) _____ ← Adult fee + \$5.00 # of cards? _____

Your Signature: _____

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

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash ☐ Amount: _____

Check ☐ Check #: _____ Amount: _____

Billing Address, if different than above -

Address: _____

City: _____ State: _____

Zip Code: _____