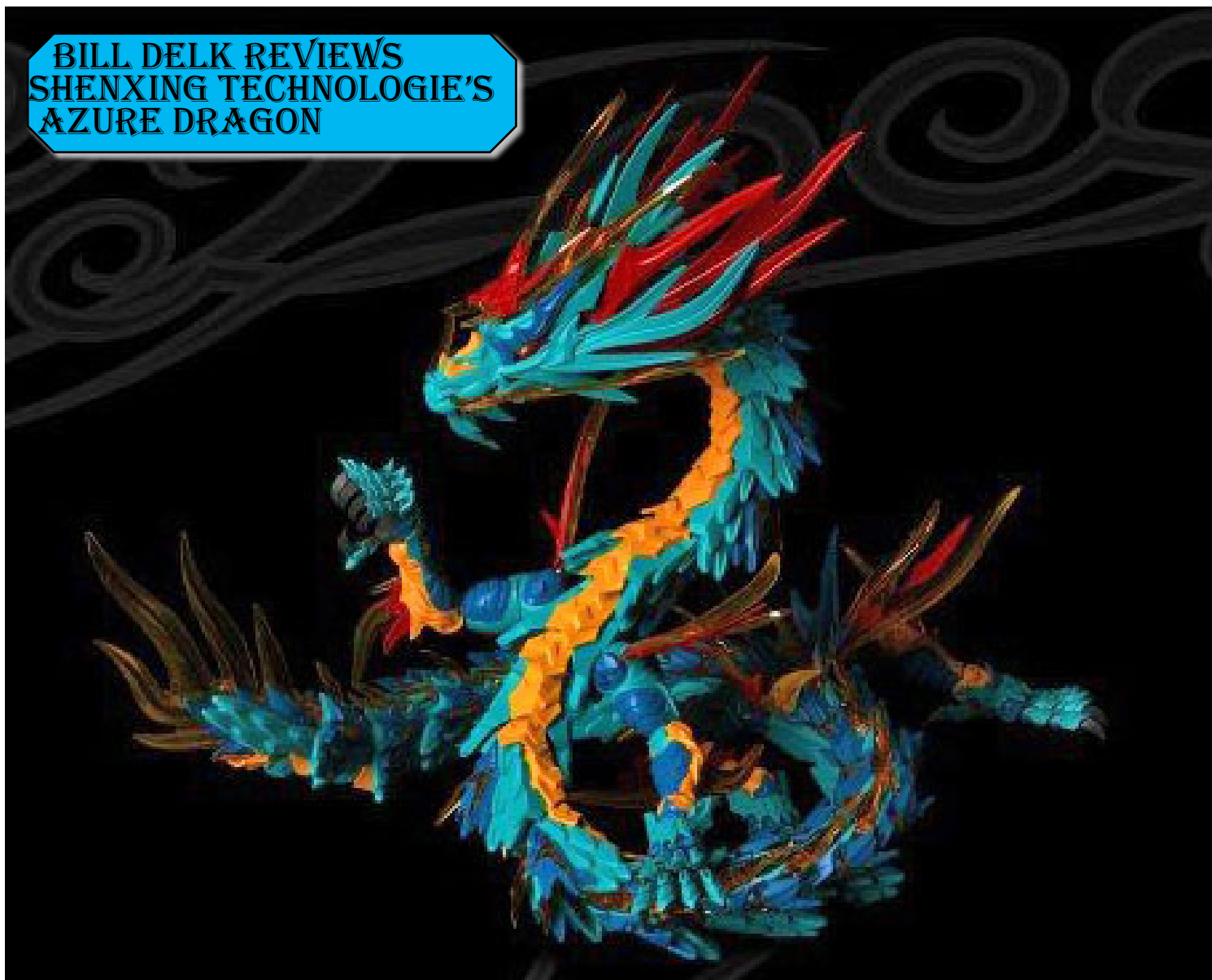


ASMS



SPRUE EXAMINER

BILL DELK REVIEWS
SHENXING TECHNOLOGIE'S
AZURE DRAGON



FROM THE FIELD: RICK COTTON GIVES
US AN IN PERSON REPORT FROM SCALEFEST
2022.

RON MCCrackEN REVIEWS
SWORD'S VULTEE P-66

austinsms.com



June 2021

The Cotton Report • 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 Bill Delk reviews Shenxing Technologie's Azure Dragon

Page 10 Sword's P66 Vultee Vanguard by Ron McCracken

Page 13 Scalefest 2022: A Report from Rick Cotton

Page 17 What's up? - by Flanged End Yoke

Page 21 Old Rumors and New Kits:

Page 26 New and In View- by Ron McCracken

Page 24 Shipping News - by Rick Herrington

Page 27 Tracked Topics by Panzer Lehr

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www.wmbros.com



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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



www.austinsms.org

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 TIM ROBB



Greetings fellow modelers.

I'm looking forward to seeing all of you Thursday night at our meeting. We'll have an "open" quarterly contest.

This would have been the procrastinator challenge contest but most of us can't remember what we were supposed to build! If you do remember and it's done please bring yours to be part of this open contest.

See you all Thursday night, go build a model!

Tim





HOUSE CLEANING



ASMS MEETING

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

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.



Events

HAMS Annual Model Show and Contest

July 21, 2018 - 9:30am to 5:00pm CDT

Cypress Creek Christian Community Center
Address:
6823 Cypresswood Drive, Spring, TX, 77379

Club Quarterly Contests

Open Contest this month with prizes for 1st
second and third places.

Monthly Meeting Presentations:

Tim Robb is giving the program on masking.



Building the Classic Of Mountains and Seas Blue Dragon by Bill Delk

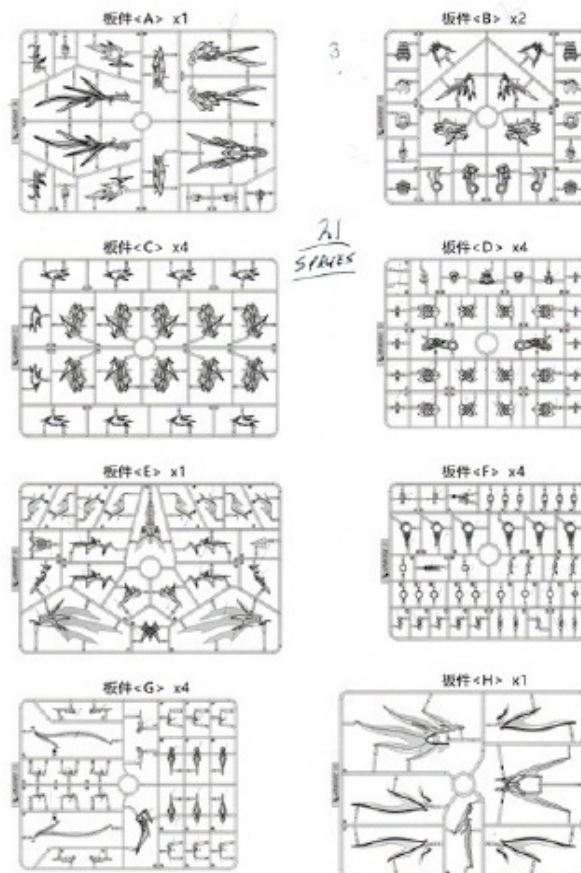
Shenxing Technology presents its first product: a plastic model kit of the Blue Dragon (a.k.a. Azure Dragon), one of the four divine beasts in traditional Chinese mythology. When fully extended, the Blue Dragon is just under 34 inches long.

Kit Features:

- 33.86 inches long (86cm)
- Made of ABS and POM
- Based on traditional Chinese mythology
- Part of the Classic Mountains and Seas series

Box Contents:

- Pieces to build the Blue Dragon
- 21 sprues
- 488 Parts
- 1464 sprue cuts and about an equal number of nub trims
- Instructions: visual with sprue letter and part number



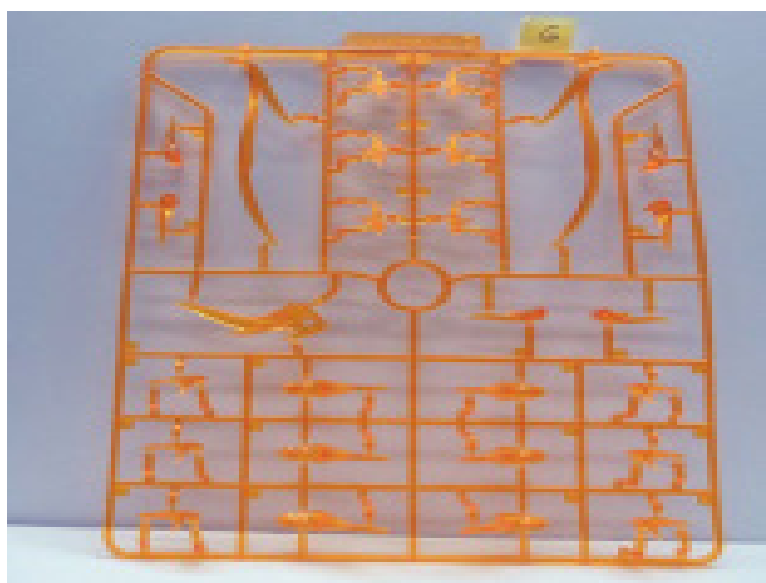
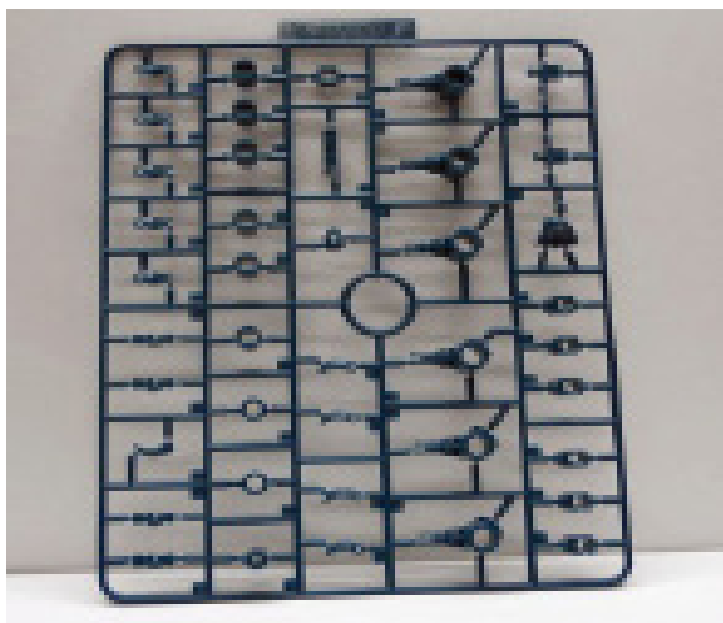
Tools needed:

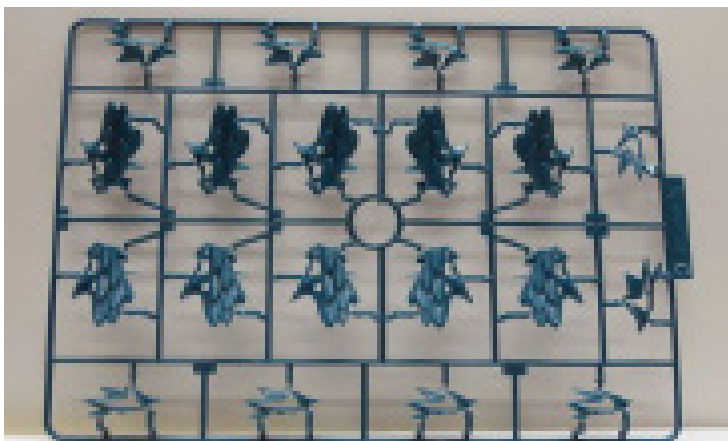
- X-acto knife or equivalent #11 scalpel
- Glass files (medium grit (from infini set)
- pair of channel lock pliers with padded tips (used to squeeze some parts together that mortal hands and fingers can't handle.
- Super glue (CA) and accelerator
- Patience

My model came from the USA Gundam store in Daytona Beach, Florida
The cost was approximately \$80.00 and didn't include shipping

I pre-ordered the kit in January and finally received the kit in May. The shipment arrived in a sturdy outer box and no damages were noticed in the contents.

Upon opening the kit box one finds the instruction manual and 21 neatly packaged sprues in cellophane, colored Dark green, a rather turquoise color, clear orange, orange, and red. As I removed the contents I wrote the sprue designation letter and its color so I could refer back to this info and not have to sort through all 21 sprues. It also helps locate the right parts as the manual is in black and white.



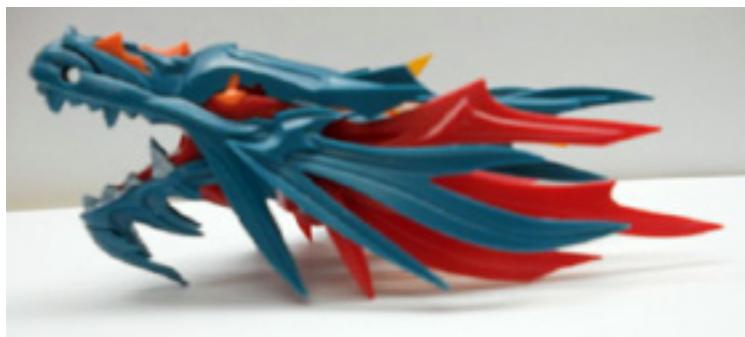
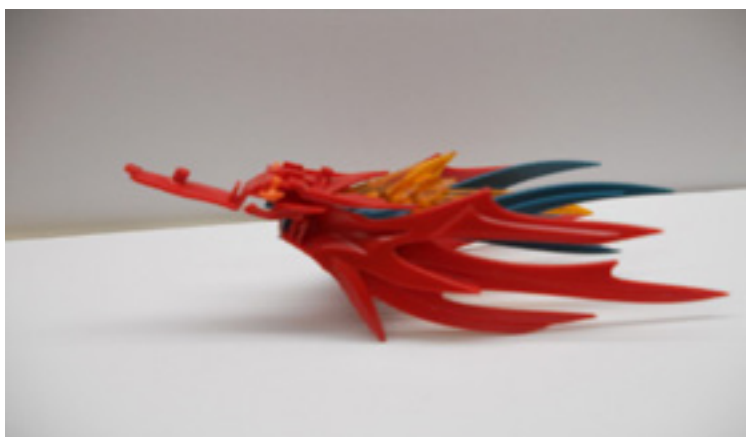


Construction is fairly straightforward, but some of the parts placement is a bit vague and some time under one's thinking cap is needed to figure out how the parts fit together. In some cases just leaving it for a while and coming back with a new perspective will finally win out. I started with the head which contains 31 parts. I used a bit of white paint to color the teeth to make them stand out as they are cast in dark green plastic.



Next I tackled the body which consists of 20 duplicate constructions each containing 13 parts.

These are important as they need to fit together tightly this will become very evident as you try to mate them together during final construction.





Part G-8 is the culprit here as it must fit in a slot; contain two separate side pieces, fit over the circular pivot point to the piece, and then must itself fit into two other side slots to lock the whole construction together. To me this is one of a couple of weak links in the kit that could maybe have been a bit better thought out. The correct seating of this part will prevent these body constructs from coming apart when connecting them in the final assembly

The tail is next and consists of 9 parts that go together quickly.



I next tackled the body parts that contain the torso parts that hold the legs. These are similar in construction to the twenty body parts and each contains 16 pieces. The information for part G-08 also applies here.

Next are the ball joints to the legs and there are four of them each containing 8 parts. Right and left side parts are determined here. Be careful in construction as part F-08 fits in only one way and it is a bit difficult to seat properly.



One must be careful here as the legs are articulated in about ten places and the plans must be followed precisely as it is easy to get them to fit backwards.

This happened to me and it took me the better half of an evening of sort outting as they are not easy to get apart. Once they are together they have a lot of movement built in.

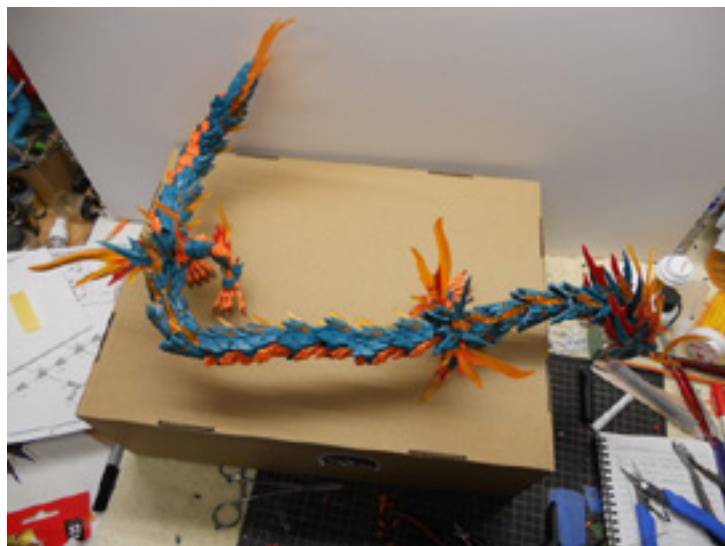
The last part of leg are the talons. There are 20 of them with 5 parts each with articulation on three points and four dewclaws of three parts each and articulated on two points. I would recommend attaching them last as they are fragile.

Final Assembly :

I would advise attaching the legs to the torso parts; first as it is easier if you don't have 34 inches of squirming body parts hindering your ability to find the hole to connect the leg assembly. It will take quite a bit of effort to push each of the legs onto its connector pivot. Be careful here as it would be possible to break the pivot point as I almost did. They do provide several replacement parts but it would be a real bitch to have to disassemble that whole torso construction to get to that part. The parts f-01 and f-02 need to be a bit longer as it is difficult to push the legs on and get a good connection at this pivot point.

Lastly follow the diagrams to put all the pieces together. Pushing the parts together requires a bit of effort and they are hard to hold onto with all the pointy bits on each part.

The build was challenging but I think worth it in the end as it turns out to be quite an impressive model.



Sword's P66 Vultee: A review by Ron McCracken

Sword recently released a kit of the Vultee P-66 Vanguard fighter in 1/72nd scale. Originally developed, like the XP-42, to use a closely-cowled radial engine, the design reverted to a more normal NACA-style cowling when cooling problems couldn't be resolved, and 144 aircraft in this configuration were ordered by Sweden. However, by the time they were ready for delivery, an embargo was in place and the Army Air Corps took over the order, assigning the P-66 designation. The RAF showed interest in the order, but most (129) were eventually sent to China, and the remaining 15 were retained by the USAAC and used for trainers. The China-bound lot also initially operated with USAAC insignia and were photographed in those markings in Karachi prior to delivery.

The kit is fairly simple, despite being multi-media. There are 28 injection-molded parts, eight resin parts, a small fret of photo-etch parts, a vacuum-formed canopy and a decal sheet.

Sword does an excellent job of replicating the original. The wingspan scales out right on the money, and they got the "double dihedral" of the wings correct. Most importantly, when finished it looks like a P-66. Errors are few and easily corrected. For example, the retractable landing lights under each outer wing panel were omitted. You'll have to locate and fashion your own.

The kit includes a full resin cockpit, including sidewall detail, a photo-etched instrument panel with film instruments, and PE seat belts for the seat. Other than a bit of trimming of the cockpit parts to allow the fuselage halves to close, all you need to do is paint the parts. If there is a flaw, it is the height of the bulkhead just behind the seat – it is about 1/8" too short, in my opinion. But, that's not a flaw that is obvious once the canopy is in place and could be corrected with minimal effort.



As for the injection-molded parts, the typical rules for limited-run kits apply. The mold “gates” are rather heavy, necessitating a fair amount of parts cleanup. A few passes over a sheet of 220 grit sandpaper is recommended to true up the mating surfaces.

The vertical fin is cast as single, separate part, thus avoiding the usual nasty seam at the trailing edge. Horizontal stabs are cast the same way, but you have to bevel the stabilizer roots to get them to fit flush to the fuselage. That’s probably the most difficult part of the assembly to get right.

The propeller is a hub with separate blades – the hub is very crude, they should have provided a resin one. This was the second-biggest disappointment of the entire kit.

Two vac-formed canopies are provided, which is nice in case you damage one of them. To get the canopy to fit, you’ll need to remove some flash from the horizontal mating surfacers on the fuselage sides, otherwise the rear of the canopy part will protrude above the top of the turtledeck. I also found it helpful to cement .020” X .020” styrene strips to the canopy sills on the fuselage sides, to provide a recessed ledge for positioning and gluing.



Vultee P-66 Vanguard

The underslung pitot tube characteristic of Vultee designs is provided as a photo-etched part. Leaving aside the fact that the real pitot boom was round in cross-section, I felt the kit part would be too fragile and replaced it with a dressmaker’s pin bent to the proper configuration, with the aft end bent at a right angle to fit a hole drilled in the wing underside. This resulted in a strong, damage-resistant installation.

The P-66 used a radio antenna arrangement where wires lead to each wing tip from the front of the vertical fin. I favor smoke-colored “invisible” thread for antenna wires. At .003” diameter, it is nearly to scale even for 1/72nd, is strong, inexpensive, and readily available at fabric/sewing stores. The kit instructions show the attachment points, which is good considering photos don’t show this clearly.

I chose to drill a #80 hole right through the fin, just behind the leading edge, and a hole partially through the top of each wingtip, with the axis of the hole angled inward and rearward. When rigging, super-glue your rigging material to the wing tips, let it cure, then thread it through the hole in the vertical fin, pull tight, and super-glue in place. I allowed enough extra length to let me tape the free ends to my workbench to hold the thread tight while the glue dried, then carefully trimmed away the excess.



The instructions had no painting information for interior parts, etc., just the three profiles for the marking options. But, if this Vultee followed the pattern in other Vultee aircraft of the period, the cockpit was interior green with black panels, seat belts off-white with aluminum buckles, the gear wells and door interiors were yellow zinc chromate, with aluminum gear struts.

The exhaust stack on the starboard side of the forward fuselage is provided as a resin part that goes into a rather large round hole in the fuselage side. Be sure to cement this in place before assembling the wing to the fuselage, as it is all too easy to push it all the way through the hole and get it lost inside the assembled fuselage.

I'd recommend waiting until the fuselage is together to assemble the wing so you can use the fuselage to set the proper alignment of the top and bottom panels. Otherwise, you may find yourself with a fit problem. You will also need to do some cut-n-fit at the front and rear of the lower wing panel and the corresponding her properly. The main gear well is partly walled in by a single box-like part, and this part also needs a bit of trimming at the upper front to allow the assembled wing to fit into place properly. When fully assembled to the fuselage, the wing/fuselage joint shows. I used .005 sheet plastic (see photo) cemented to the interior of the assembled wing to hide the joint. There is also a bulkhead between the port and starboard gear wells on the aircraft, this is not provided and you'll have to supply your own.

The wing gun blast tube fairings are separate parts and are grossly oversize. I replaced mine with tubing inserted in holes drilled in the wing leading edge.



Photo-etched landing gear doors are provided, and they look terrific once assembled. But there is no way to make the lower doors fit over the wheels without scratch-building a bracket for them. The middle gear door also benefits from a set of brackets. The front-view photo of the assembled gear shows the locations for these brackets. They are simple to fabricate. Take a piece of .020 X .080 styrene strip and drill a 1/16th inch hole through it. Cut in two at the center of the hole, then trim each remaining piece to length. The flat end cements to the gear door interior, the half-round end cements to the gear strut. If that seems like a lot of work, photos reveal that these doors were mostly removed in service, (probably because you couldn't change a tire without removing them) so you can just leave them off, with the exception of the small upper door, which attaches to the underside of the wing, without sacrificing accuracy.

The decals were disappointing. The kit provides markings for each variation – one Chinese, one British, and one USAAC. They look great sitting on the decal sheet. But they turned out to be all but unusable. I used one of the national insignia as a test, it crumbled to pieces when I tried to slide it off the backing. I tried a coat of Microscale liquid decal film to resolve this issue. It caused the blue in the national insignia to dissolve and "run" into the white.

Fortunately, the yellow in the serial numbers stayed put, and I found enough insignia in the spares box to replace the kit insignia. Plan on resorting to the spares box, or masking and painting your own national insignia – a tedious but doable fix.

In summary, if you're looking to add a P-66 to your collection, this kit is a good solution. There are a couple of minor detail and assembly issues to address, and you may need to resort to the spares box or after-market for decals. But otherwise, it is quite buildable and results in a convincing representation of the original.



DECALS
sometimes they don't make it to the model

fakemaster.com

Scalefest 2022 : A report from the front lines by Rick Cotton



As Covid slowly fades from the news cycle, and our interest (where it has already been gone for some time), some of the model shows which have been hibernating for the last couple of years are starting to return to the circuit. A while back, the guys at S.W.A.M.P. in Lake Charles came back with a bang and their 430-plus model 2022 Calmex show, which I thoroughly enjoyed.

This time, however, it was the IPMS North Central Texas fellows, with the much-missed Scalefest, in Grapevine on June 4th. Once again, the Grapevine Convention Center hosted a big model show, vendor room, and much assorted pontificating and hair-splitting (don't you love it?).

It's a bit of a drive from Katy, up Highway 6 through College Station, Bugtussle, Hooterville, Waco, Alvarado and points north, but I left the house at 4:15 am, and pulled into the parking lot at about 9:30, having made the very necessary stop in West, Texas, at The Czech Stop for kolaches – you have no idea how good they are. This stop is NOT optional. Get two, you'll thank me.



The weather was hot, and partly cloudy, but zero rain. The moment I started moving my entries in, I became a sweaty mess. The venue is a bit claustrophobic, and a huge roomful of fat sweaty guys was the norm for the day. You just have to get used to it. Most guys seem to have showered (me too), so it was bearable.

The entry process went fairly quickly, but there was a bit of confusion over armor category numbers – apparently, I was working off an old flyer, and had to do a bit of adjusting. Not too big an issue.

The categories were JAM PACKED for the most part – there were 26 1/32 scale aircraft alone – and the quality was VERY high all across the board. Total entry number was north of 600 – and the looks on the faces of late-arriving contestants upon seeing the buckling entry tables was hilarious. Suffice it to say, two years of no show = a LOT of eligible stuff. And it seems to have all shown up. If you won at this show-you earned it.



Houston guys I saw included Tom Moon, Vince Barrale, Fred Keal, Piotr Gomola, David Hogue, Terry Rice, and absolutely no Richard Kern – had he shown, their model count would probably have pushed 700. It's weird having an award ceremony with no mention of his name... just weird. Rob Booth showed, and a few other regulars from the Texas modeling scene. Several Red River guys, too.

The vendor room was large and yielded a lot of good bargains all day long. I scored several nice 1/35 pieces at WAY below retail, and I saw a lot of stacks of boxes going out the door with other happy modelers. Most of the vendors were individuals, but a couple of brick-and-mortar outfits were there, too.





Lunch was a disappointment – my usual go-to Mexican restaurant has had a change of direction – the food has gone down, and the prices have gone up. OK, it's Popeye's next time – problem solved.



Awards were the stylish gold, silver and bronze medals we are used to at this show, and some nicely-done plaques for the specials. Got 6 myself and feel greatly honored to have gotten them against such stiff competition.

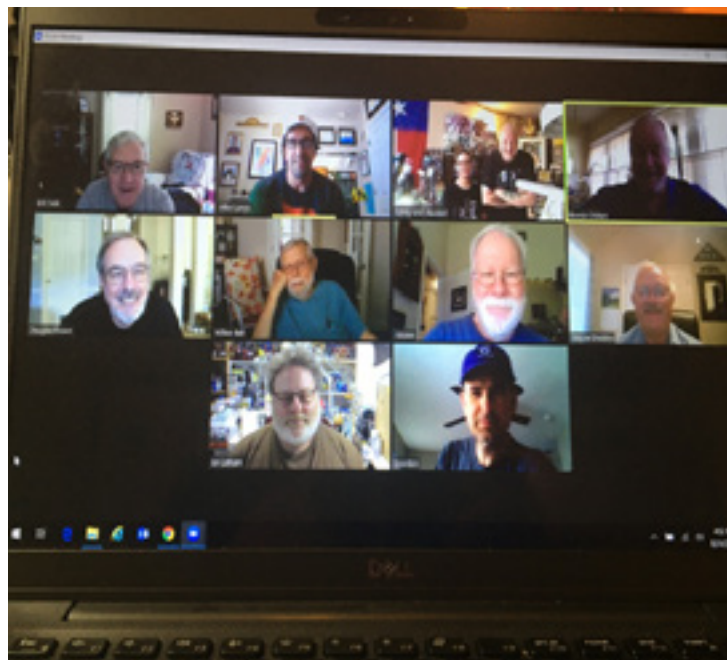




So, it's great to have this show back. It's a good one, lots of fun, with tough, high-level competition.



What's Zip wid You?



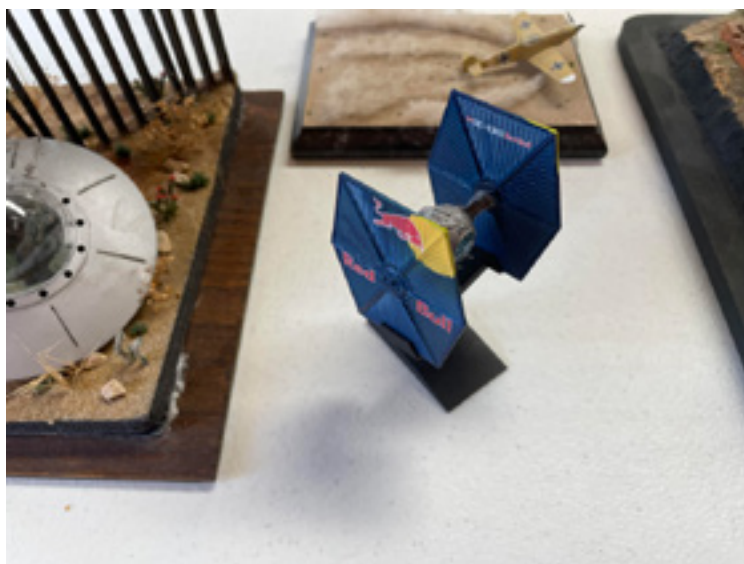
ASMS/Bill Delk sponsors an on-line ZOOM meeting with whoever wants to join us to talk about models and life. It happens almost every Sunday at 4:00.

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

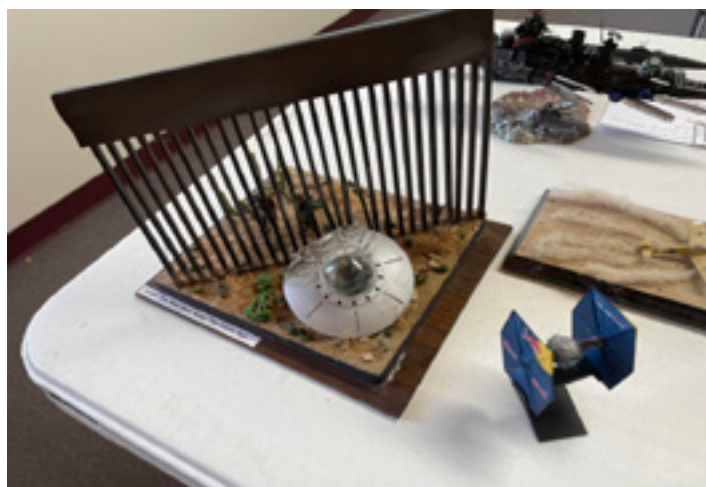
Last month's meeting was a good one. The tables were full of great models. Ben Morton is up first. First from Ben is a Desert 1/144th Me-109 by Sweet.



Second from Ben is a Bandai Tie Fighter painted up in Red Bull colors.



Third from Ben is a Border Wall scene with a downed spaceship.



Fourth from Ben is his diorama using Warhammer figures he calls Whistling Past the Graveyard.



Milton brought in two 1/72 aircraft and two 1/48th aircraft. The first from Milton is a Special Hobby 1-72nd P-40N.



His second 1/72nd model was also a Special Hobby offering. This one was an ME-109E4.



His third model was a 1/48 Eduard FW 190A5.



Last from Milton is another Eduard offering. This one is an ME-109G6/19.



Eric Choy shared his 1/35th Gepard and his Churchill Crocodile.



Jorge Martins brought in his DH 88 Comet in 1/72nd scale.



Tim Robb brought in his 1/48 Hobbycraft ME-109E7



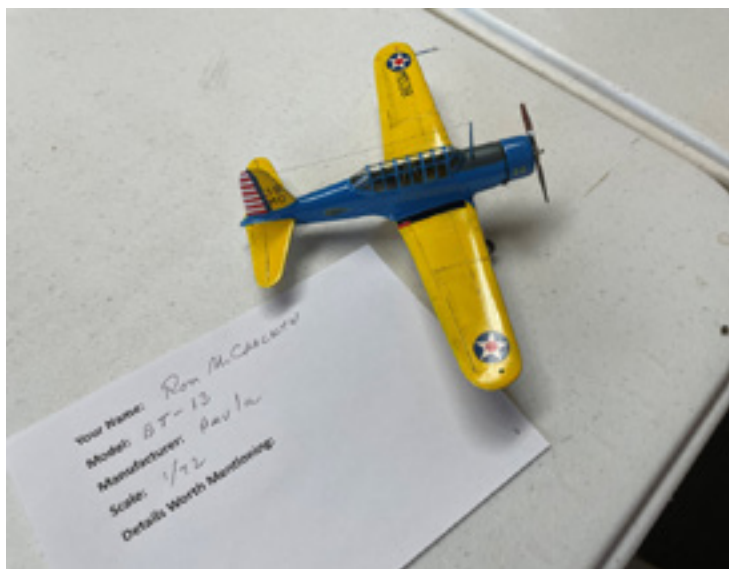
Bob Bethea brought in his in progress Type 5 Japanese tank



Bill Delk brought in several completed works. The first was an Angela Bassett Android by Black Heart Models and the second was a Polar Lights Robby the Robot from Forbidden Planet.



Ron McCracken brought in his BT-13 in 1/72nd scale.



Rick Herrington brought in a group of models all in 1/700 scale. His group of subs included a Victor 3, HMS Revenge, an Akula and an Oscar 2. The space battleship by Suyata is also in 1/700 scale.



Dave Edgerly brought in an Afrika Korps PzKpfw 4F2 by Tamiya and his Airfix 1/24 F6F-S Hellcat was voted best model. Dave upgraded the kit with Air Scale's cockpit set, brass landing gear legs, Resin wheels and gear doors, metal barrels and he added plug wires to the engine. Great work Dave!



Finally, Ron McCracken gave a program on how to use clear resin for windows on aircraft models. Thanks to everyone that attended.



Old Rumors and New Kits

New and In View Aircraft by Ron McCracken

June is pretty much a month of re-pops or slightly revised versions of earlier kits, with the exception of Trumpeter's Mi-4 Hound helicopter.

1/32nd Scale:

Zoukei-Mura is releasing a Bf 109G-14/U4. "The special SWS 10th Anniversary model recreates the aircraft piloted by the legendary Erich Hartmann, including a figure of the ace pilot himself with the kit."



1/48th Scale:

Eduard has announced Sopwith Camel Comic (night fighter variant) in a Profipack edition. This is a revised version of their earlier Camel kit, with new parts and six markings options.



Eduard is re-releasing their Spitfire Mk.Vc in a Dual Combo edition with 12 markings options, color photo-etch parts and painting masks.



Hasegawa is re-releasing their A6M2-N float plane in Sasebo Air Corps markings



HobbyBoss is re-releasing their A-10 kit as an A-10C Thunderbolt II, with some new parts.



Revell is re-issuing its Eurofighter Typhoon in 'Black Jack' markings.



Trumpeter is issuing a new-tool Mi-4 Hound.



1/72nd Scale:

Eduard has announced a CS-199 (two-seat version of S-199) in a Profipack edition with markings for Czech aircraft.



Eduard is re-releasing their Spitfire Mk.VIII in a Weekend Edition



Hasegawa is re-releasing its F/A-18F Super Hornet in "Top Gun" markings. Reboxing with only new decals.



Hasegawa is re-releasing their 1988-vintage F-14D Tomcat in 'VF-213 Last Cruise' markings.



Revell is re-releasing their Eurofighter Typhoon in 'Bavarian Tiger 2021' markings.

**1/144th Scale:**

DML is re-issuing an SR-71 Blackbird with 'NASA' markings. This appears to be a re-pop of the Platz kit.



Revell is re-issuing the Zvezda Boeing 787-9 in 'Lufthansa' markings.



ANA Inspiration of JAPAN

BOEING 787-9
(GE ENGINE)

1/200th Scale:

For those who'd prefer their 787-9 in a bit smaller scale, Hasegawa is releasing a 787-9 in ANA markings in 200th scale.



Happy modeling.



Shipping News

by Rick Herrington

Ahoy mates! This month we'll start off with the smaller, odder scale ship releases. Atlantis is up first in 1/1200 scale with a US Navy Combat Fleet.



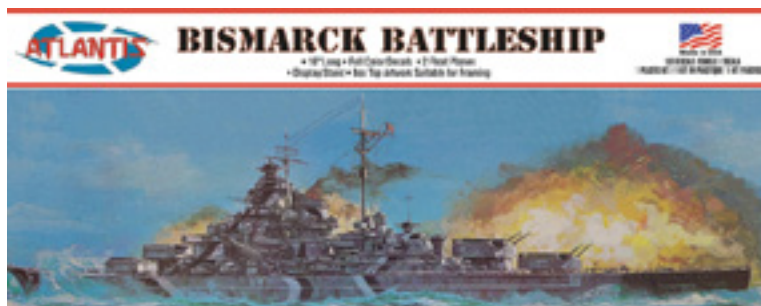
Fujimi is releasing a 1/3000 Gunkam Warship series JMSDF Escort Flotilla 4.



Revell is releasing a 1/300 scale German Research Vessel Meteor.



Atlantis, known for their re-release of older nostalgic kits if releasing a box scale DKM Bismarck and a USS Wisconsin. Both look to be re-boxes of Revell's kits.



Moving on to 1/700th scale Flyhawk is releasing a USS Zumwalt DDG-1000.



Trumpeter has 4 new releases for us. The first is HMS Monmouth a Type 23 vessel.



Next from Trumpeter is a USN carrier CVS-11 USS Intrepid.



Next from Trumpeter are a new tool Scharnhorst (late war) and her sister ship Gneisau. .





Meng is releasing a PLAN Hainan Amphibious Assault ship.



Moving on to 1-350th scale Dragon is releasing a DKM Scharnhorst circa 1940.



Dragon is also releasing a USS Ohio.



Takom is releasing its own USS Zumwalt DDG-1000.

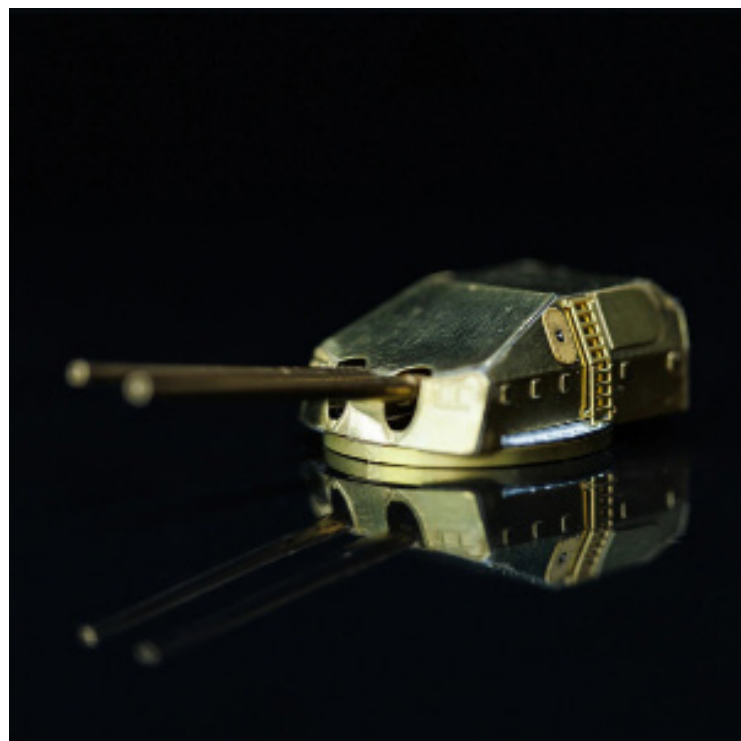


Dragon is releasing a USS Mobile Bay.



Moving on to shelf buster scale (1/200) Occre is releasing a DKM Prinz Eugen. This ship kit is a wooden and brass ship model and if you choose to tackle it the cost will be right around \$700.





That's all the wind in the sails for this month.
Until next stay safe.

Tracked Topics

By Panzer Lehr

Starting off with 1/72nd scale Dragon Models is the heavy hitter with 4 new releases including a British Bushmaster, a Panther G with air defense armor, a Panther with infrared night fighting equipment and a Panther with steel wheels.

Bushmaster Protected Mobility Vehicle

1:72
ARMOR
PRO



Sd.Kfz. 171 PANTHER G

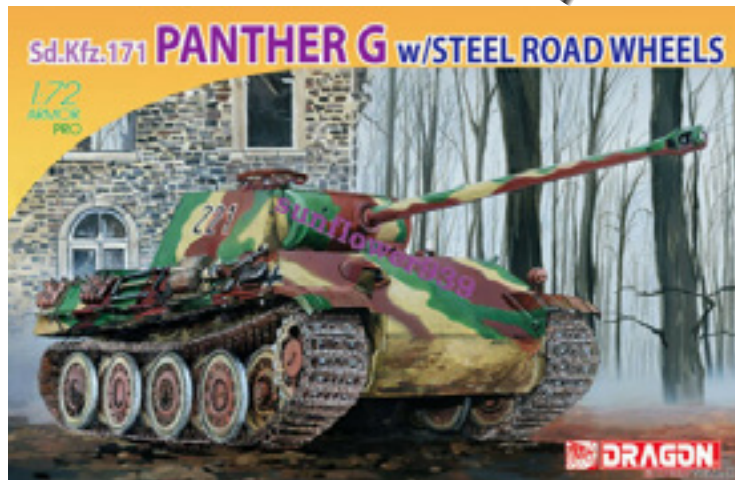
Late Production w/Air Defense Armor

1:72
ARMOR
PRO

3D
PRO



DRAGON



Vespid is the final offering in 1/72nd and it just so happens it's a Panther Ausf F.



Moving on to 1/35th scale Border models is up first with a new tool Pz 2 Luchs.



Border is also releasing British Crusader Mk 3.



Dragon has 3 releases for us this month. They include a Jagdpanzer 4 (1944), a Panzer 4 fitted with a snow plow, and a T-34 76 late production.





Hobby Boss has a new tool Supacat Coyote for us. This is the stretched version of the Jackal.



Meng has two timely releases for us in the form of Russian T-72 B3 and a T-72B3M with KMT -8 mine roller.



trumpeter is releasing an M1278 heavy gun carrier.





In the shelf buster scale of armor 1/16th scale Takom is releasing a 1/4 ton 4X4. It's a Jeep but they can't call it that.

1/4 TON 4X4 G503 MB UTILITY TRUCK



Last in 1/35th scale Das Werk is releasing a US 155mm howitzer.



That's all the tread news for this month.
Grab a kit out of your stash and build it!

OLYMPIC TANK TURRET TOSSING CHAMPIONSHIP RESULTS



  **GOLD**


273 metres

Sgt. Vladislav Andreyevich Davankov
27th Guards Motor Rifle Brigade

  **SILVER**

256 metres

Sgt. Alexey Vasilievich Gordeyev
1st Guards Tank Army

  **BRONZE**

233 metres

Sgt. Sergey Ivanovich Neverov
35th Motor Rifle Brigade



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





King's Hobby

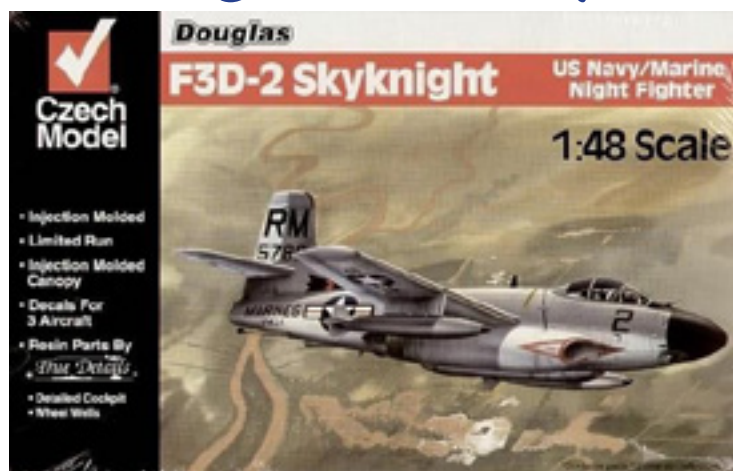
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Since 1973**

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

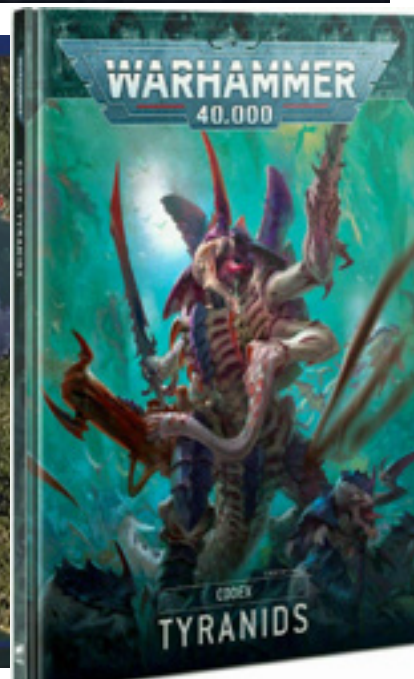
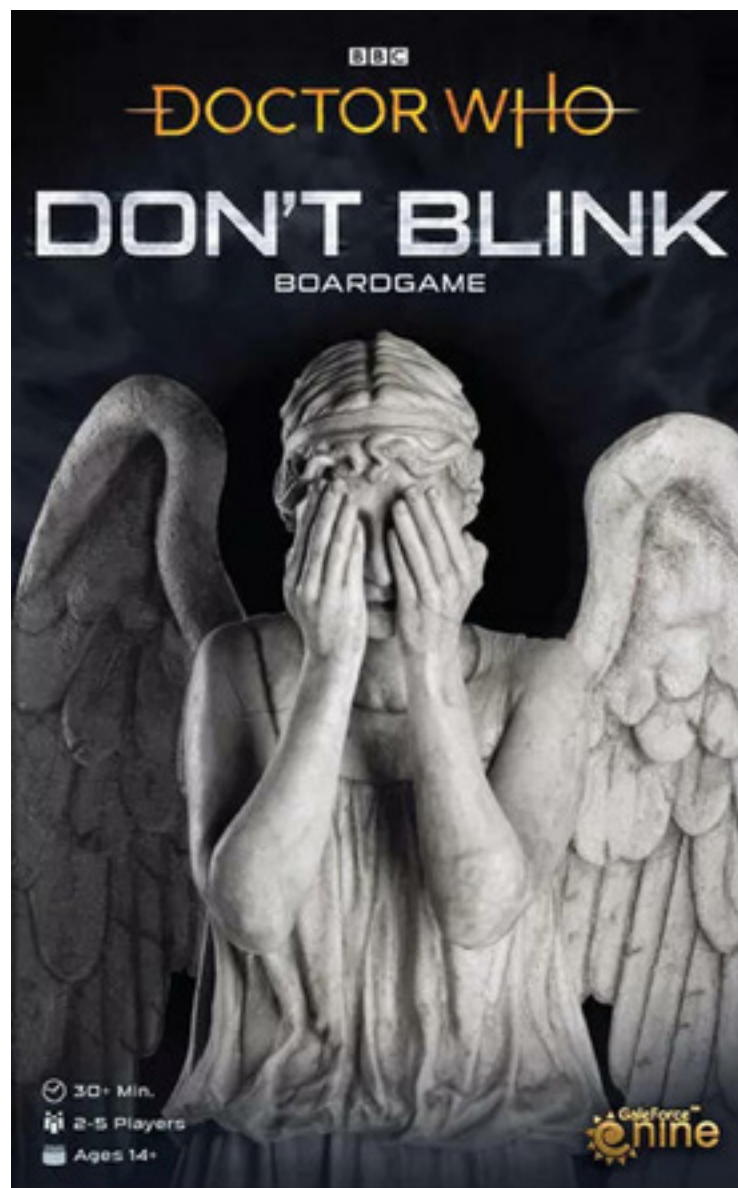
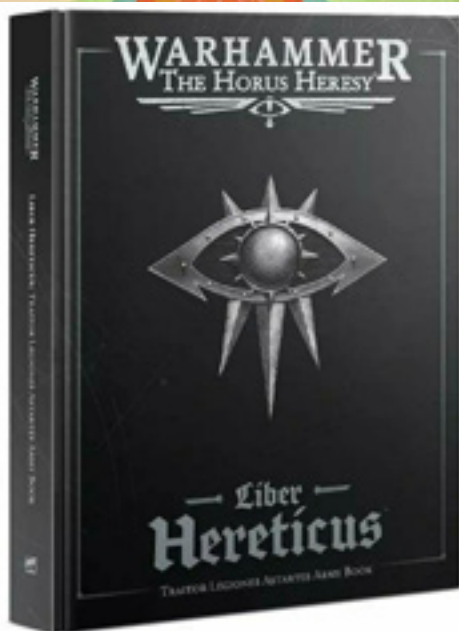
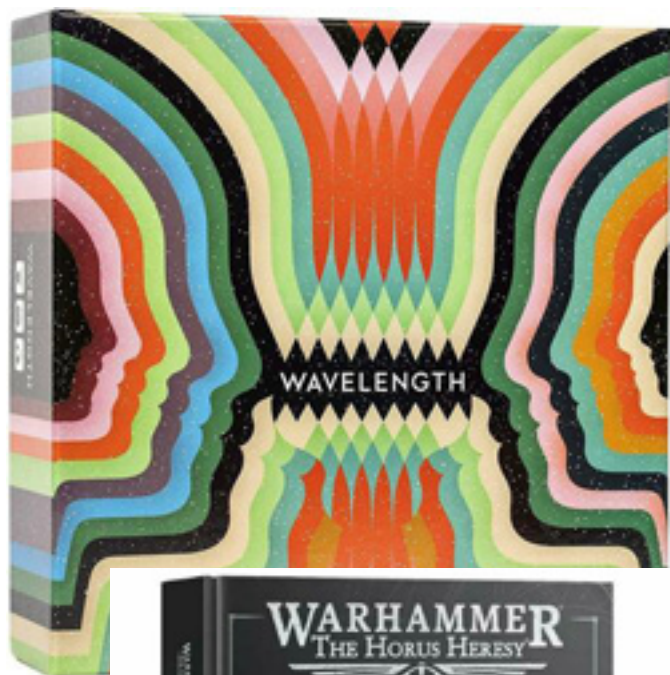
P.O. Box 1411

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: _____

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