

# ASMS



# SPRUE EXAMINER

Ben Morton builds and Reviews ICM's BM-13-16



Floyd Werner reviews Detail and Scale's  
F-14 Tomcat- Part 1: Atlantic Fleet and Reserve Squadrons



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

News • Articles • Features • Opinions • Advice • Humbug



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## IPMS/USA Support the Troops Initiative

The IPMS/USA initiative was established to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones, recovering in hospitals, and rehabilitating in specialized facilities. The program is expanding into other areas as well. Some local programs take place in USO facilities, some are centered around active duty personnel and are scattered across the country. The IPMS/USA Support The Troops program is still going full-tilt. The national program director is Jon Emery. Jon is accepting any and all contributions and is sharing them with all of the active programs around the country.

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



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Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modelers Society (IPMS/USA). ASMS meets on the third Thursday of each month. Annual dues for full membership are \$25/individual or \$30/family. The views expressed in this newsletter are those of the authors. It is intended for educational purposes only.

ASMS does not endorse the contents of any article.



# PRESIDENT'S SOAPBOX

BY IAN LATHAM



It's Spring in Texas and that means temps in the 90's, frying bluebonnets, and time to get your AC checked!

I've been threatening to do it for a while but it looks like it's going to happen, [we will restart ASMS meetings on April 21st](#). The libraries have been consistently unreliable, so I've moved on to another sacred institution and have made a deal with Episcopal Church of the Resurrection off Justin Ln. and Burnet to host us at our old traditional time, [3rd Thursday of the month at 7-8:30 PM](#).

Our first meeting will include the elections for the new board. Both Mike Lamm and I will be stepping down so at a minimum we will be electing a new Treasurer and President to bring us through the second decade of the 21st Century. I encourage any of you who would have a desire to help guide ASMS in the coming years to step up and make your intentions known. It really is fun!

You can also expect a plethora of built models spanning 2 year's time. It's been awhile since we have had competitions and we will need to reestablish which ones we will want to embrace for the rest of the year. We will have an award competition for Best Pandemic Build for our first meeting so be sure to bring a contender.

We will continue our old routine of after meeting dinner (and drinks) for any who wish to partake. We can decide on a location at the meeting, so bring your suggestions.

I look forward to reconnecting to all of you and I want to remind everyone that we will still be holding our weekly Zoom meeting hosted by Bill Delk. It has become quite a success with attendees dropping in from all over the country, so please check it out.

That's all for now,  
-Ian

Editor's note: Episcopal Church of the Resurrection  
2200 Justin Ln, Austin, TX





# HOUSE CLEANING



## ASMS MEETING



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

***Meetings suspended due to Covid-19***

**No Reservations Neccessary!**



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



### Events

#### ***ASMS Club Dues Are Due!***

Annual ASMS club dues are \$25.00/individual  
or \$30.00/family.

You may bring your dues to a club meeting or remit  
same to ASMS, 111620 Via Grande Drive, Austin, TX  
78739.

### Contest Communications:

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

### Monthly Meeting Presentations:

Meetings

Suspended



## Ben Morton Builds and Reviews ICM's 1/35 BM-13-16.



I found this interesting and decided to share...

From Wikipedia: "The Katyusha multiple rocket launcher is a type of rocket artillery first built and fielded by the Soviet Union in WWII. Multiple rocket launchers such as these deliver explosives to a target area more intensively than conventional artillery, but with lower accuracy and requiring a longer time to reload.

They are fragile compared to artillery guns, but are cheap, easy to produce, and usable on any chassis. [a Chevrolet 7107 truck, for instance] The Katyushas of World War II, the first self-propelled artillery mass-produced by the Soviet Union, were usually mounted on ordinary trucks.

This mobility gave the Katyusha, and other self-propelled artillery, another advantage: being able to deliver a large blow all at once, and then move before being located and attacked with

Katyusha weapons of World War II included the BM-13 launcher, light BM-8, and heavy BM-31.

Although this type of weapon has existed since the 15th century (Leonardo da Vinci having perfected a similar machine), the design of the Katyusha may have been influenced by the Machine Infernale of Giuseppe Fieschi (1790-1836) - Fieschi was honored in a religious service at a Moscow church in 1942 at the prompting of the Soviet engineer General Andrei Kostikov, a co-developer of the Katyusha rocket-launcher.

Initially, concerns for secrecy kept the military designation of the Katyushas from being known by the soldiers who operated them. They were called by code names such as Kostikov guns, after A. Kostikov, the head of the Reaction-Engine Scientific Research Institute, and finally classed as Guards Mortars. The name BM-13 was only allowed into secret documents in 1942, and remained classified until after the war.

Because they were marked with the letter K (for Voronezh Komintern Factory), Red Army troops adopted a nickname from Mikhail Isakovsky's popular wartime song, "Katyusha", about a girl longing for her absent beloved, who has gone away on military service. Katyusha is the Russian equivalent of Katie, an endearing, diminutive form of the name Katherine.

For your edification, click the link to a short (:58) rendition of the Russian folk song Katyusha from the 'Girls und Panzers' anime series: <https://www.youtube.com/watch?v=3rkn-xqhSDc>

Now that that is out of the way, it's on to the kit from ICM Holding.



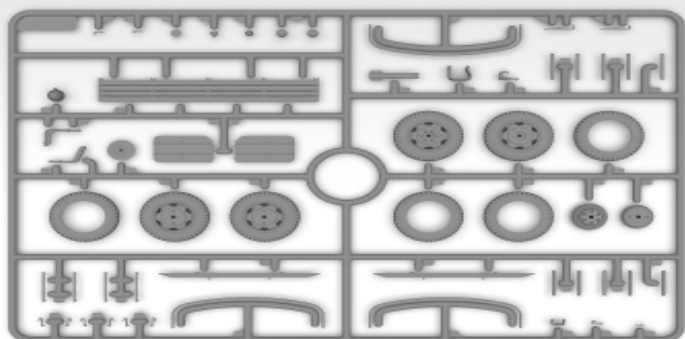
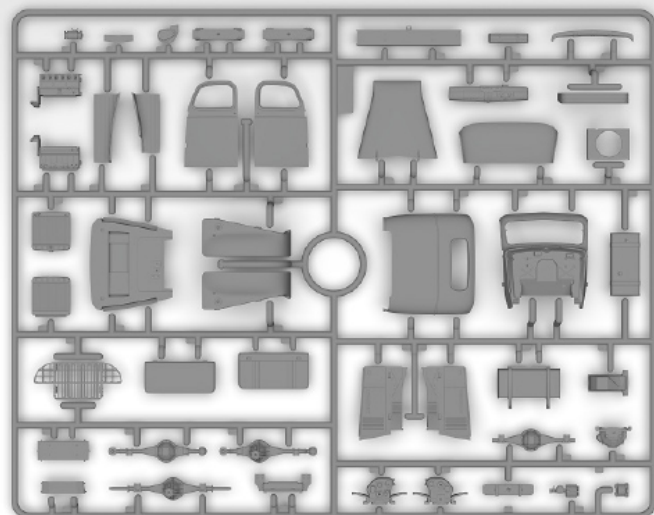
In a never ending struggle to get the most, if not all, that can be had from a given model kit ICM has combined previously available kits, the BM-13 and Chevrolet 7107 truck. And to keep it going even further, ICM Holding is issuing this exact same kit with Soviet crew figures in the near future.



While the BM-13-16 kit has been included with other vehicles in the ICM Holding family, the Chevrolet 7107 truck seemed to be the favored conveyance for the Russians during the Great War. Possible owing to the fact that the United States 'lent' over 47,000 Chevrolet 7107 trucks to Russia during the war and the ease of marrying the two systems (launcher/truck) together. Regardless, what ICM provides is an attractively detailed Chevrolet 7107 series truck chassis with an equally beautiful and detailed launch system.

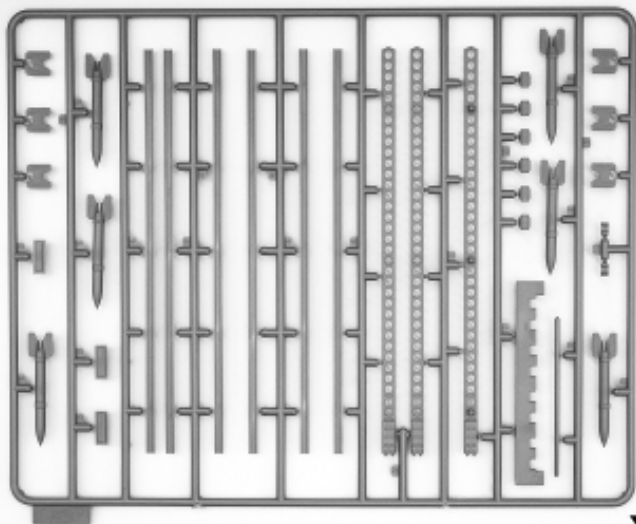


Assembly begins with the chassis frame rails and its attendant parts (leaf springs, cross members, fuel tank, etc.). Additional parts are added for the power transfer case, steering linkage and a wonderful example of the 235 cu. in., six cylinder engine of the Chevrolet truck. Unlike some other ICM releases showing off the engine won't present much of a challenge and that engine would definitely benefit from the addition of some ignition wires and hoses. The engine compartment includes everything from the fuse box (attached to the firewall), master cylinder, starter, distributor, etc., etc., etc.. Adding brake and electrical lines to the rest of the chassis would also be a big plus as most of the running gear/drive train of this model will be visible once completed.

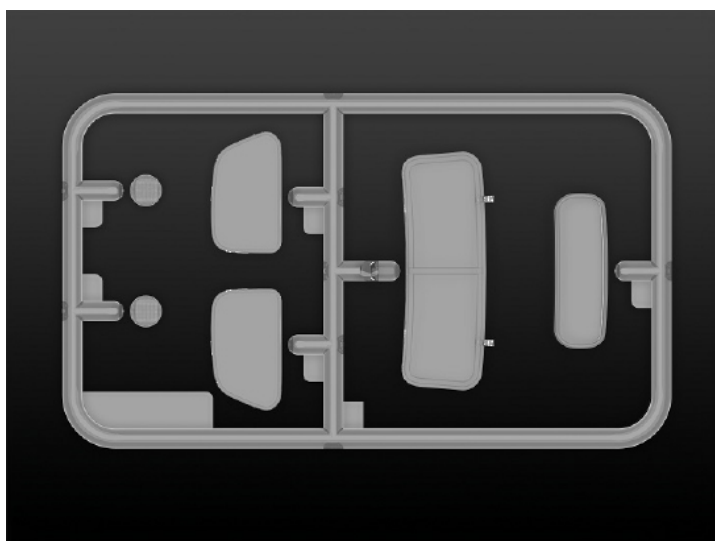


X2



**x3**

Something not mentioned in the instructions is that the front windshield that can be posed opened or closed. (If you remember positionable windshields you are permitted to wear knee socks with your sandals.) There are optional, rear fenders provided but no explanation as to the what or wherefore of their use. Dealer's choice, I suppose? While on that subject, excellent, clear parts are provided for the front windscreen, back glass as well as side windows. A real plus is the fact that those clear bits may be attached from outside after painting.



Having completed the chassis and running gear, it is on to the cab. All of the levers, foot pedals, brake handles that existed in the cab are provided as are the door handles and window cranks for the pose-able doors. (You remember roll down windows?)

Tires and wheels are two piece, injected-molded plastic affairs. The door handles and engine grill are also among the individual parts. One small proviso about the engine grill (part# A28), you might want to wait until after you have placed the headlamps and running lights to the front fenders before attaching it. It will just make your life easier.





At this juncture it is on to the BM-13 portion of our program. The prototype BM-13 was a series of simple rails from which the rockets were placed and launched. This assembly is a bit on the tedious side (you assemble eight, almost identical launch rails) but when done you are the proud owner of a wonderful looking launch system common to the BM-13. ICM provides templates to help with aligning all those rails...nice. Additional details are included in the kit for the launcher support and associated hardware. Optional parts are provide to allow you to show the launcher in either firing position or travel mode.

That option does not exist for the rear stabilizers (travel mode only) but a few modeling skills can remedy that omission.

The rockets (sixteen of them) are simple to assemble as they are only two parts.

After attaching the fins the suggested color is overall silver with back fins.

Those rockets attach to the upper and lower portions of the rails. ICM includes the attachment points on the rail from which the ignition (launching) wires ran. You get to carefully drill those out and provide your own wiring, tedious maybe but not a daunting task.







NATO resupplying Ukrainian farmers  
anti-tank supplies



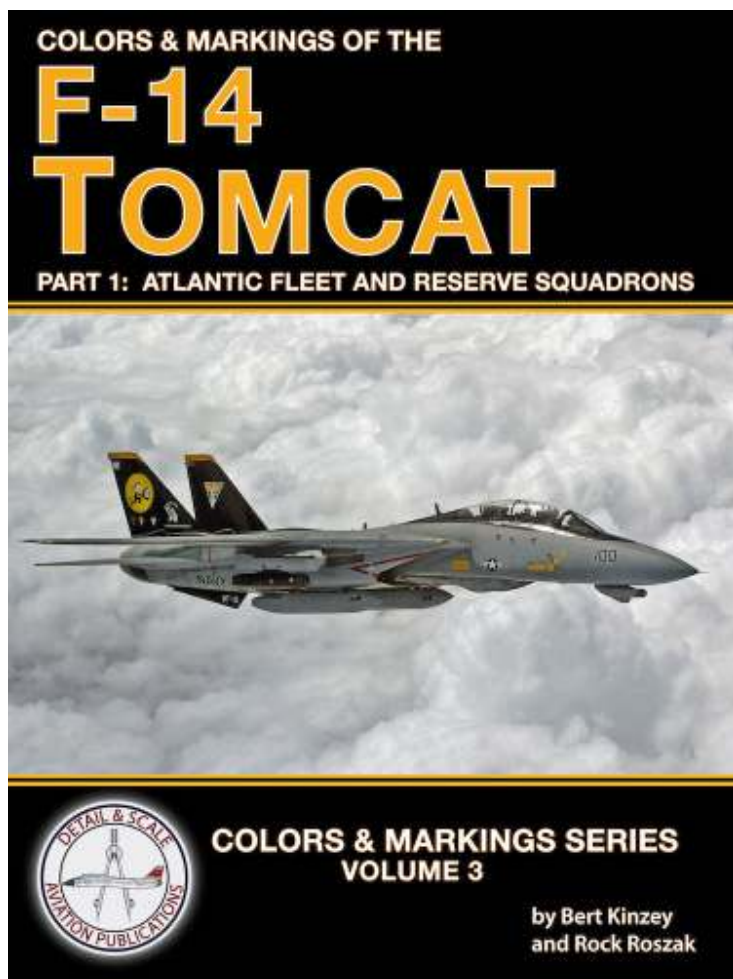
At this juncture about all that is left to do is add some ancillary bits: rear view mirrors, hood latches, etc. and it's off to the paint shop. (A large dose of Olive Drab is all that is needed.) There are two, simple marking options provided: one for the 84th Red Banner Novozybkovsky Guards Regiment and one for an unknown mortar regiment. The Russian military seems to have not been much of a stickler for unit markings and such during WWII. (Pure speculation.)

My thanks to ICM Holding and IPMS/USA for the review copy.

Support Your Local Hobby Shop.







## FLOYD WERNER REVIEWS DETAIL AND SCALES F-14 TOMCAT PART I: ATLANTIC FLEET AND RESERVE SQUADRONS

Top Gun! Whether it is the movie or the real thing what do you think of? The F-14 Tomcat. Whether it is splashing Zeros in "The Final Countdown" or MiG-28s in "Top Gun" the Tomcat is a favorite among movie goers, modelers and the pilots that flew it. It became the iconic naval fighter of the 1980-90s.

This latest softbound book by Detail & Scale is the first in a series of books covering the F-14. This book covers the Atlantic Fleet and its Reserve squadrons.

This ain't your old Detail & Scale book on the F-14 which was published in 1986. This is the first of three books on the color and markings of the Tomcat. The aircraft has so many color schemes it needs that many volumes.

Printed on demand at Amazon, this book features 127 high quality pages in full color. Besides the 302 clear and colorful photos, as is common in D&S books, you also get twenty-four high quality color profiles done by Rock Roszak. These will be instrumental in inspiring you and decal manufacturers.

## INTRODUCTION



An F-14B Tomcat from the "Red Rippers" of VF-11 is positioned on Catapult ONE aboard USS GEORGE WASHINGTON, CVN-73, on May 15, 2004. The Tomcat carries two laser-guided bombs under its fuselage, and it is about to be launched on a mission in support of Operation Iraqi Freedom. This was the final Tomcat deployment for VF-11. (U.S. Navy)

Detail & Scale has a long history of covering the colors and markings of Grumman's F-14 Tomcat, perhaps the most iconic naval fighter of the latter half of the twentieth century. We launched our initial Colors & Markings Series in 1986 and during that series' twenty-four book run we published two books on the F-14.

We relaunched our brand in 2014 and quickly followed up our new Detail & Scale Series with a reprint of our Colors & Markings Series, featuring the F-14 Tomcat, this time in digital format with books on Atlantic Coast F-14 squadrons in 2015 and Pacific Coast Tomcat units in 2016. These two books became our best sellers with over 1,400 high-resolution color photographs between them. 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 volumes, we realized that the two Tomcat Colors & Markings books were just too big to be converted to print with a reasonable retail price. In 2018 we took the existing Tomcat books out of distribution and decided to eventually bring them back in both digital and print volumes. To accomplish this, we had to divide the coverage into three volumes instead of two.

This revised edition book is the third in our Detail & Scale's new Colors & Markings Series, and the first of our three-part set on the F-14 Tomcat. This volume will cover the Atlantic

Fleet and Reserve squadrons, while the companion Part 2 will follow and illustrate the markings of the active and Reserve Tomcat squadrons assigned to the Pacific Fleet. Photographs and art profiles will illustrate the paint schemes and markings used on F-14s spanning the entire thirty-four years the Tomcat was in operational service.

Part 3 in this trilogy will cover the Grumman prototypes and the utility and test and evaluation squadrons, as well as the various facilities that flew the Tomcat. The book will also include a chapter 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. This information was obtained by researching the official Navy manuals that specified how Tomcats were to be painted. An additional chapter will go into considerable detail to illustrate the standard stenciling that was used on Tomcats. Again, official Navy manuals were used to obtain and provide this information.

This part 1 covers those active duty and two Navy Reserve squadrons that flew Tomcats with the Atlantic Fleet at some point in time between 1974 and 2000. These squadrons had tail codes that began with the letter "A," and eleven of the units served their entire time in Tomcats with the Atlantic Fleet. Two squadrons, VF-217 and VF-213, spent most of



## VF-14 "TOPHATTERS"



In 1976, VF-14's CAG F-14A Tomcat was painted in special markings in celebration of America's Bicentennial. Red, white, and blue flashes were painted on the outside surface of each vertical tail, and the "Tophatters" famous top hat logo was also rendered in red, white, and blue. America's colors were also used for the 76 applied to each rudder. The small flashes on the inside surface of each rudder were part of the CAG markings, and they represented the colors of the other squadrons within the air wing. (Lodner)



The "Tophatters" of VF-14 trace their lineage all the way back to 1919, making it the oldest active squadron in the Navy. This is reflected in their motto, "The Oldest and Greatest." The nickname has been used by a number of different squadrons flying various mission types of aircraft until it was eventually applied to Fighting FOURTEEN in December 1949.

The "Tophatters" began their transition to the F-14 Tomcat in January 1974. Training took place at NAS Miramar, California, and once training was complete, VF-14 and VF-32 were the first two Tomcat squadrons to become operational at NAS Oceana, Virginia, with the Atlantic Fleet. In 1975, the two squadrons became the first two F-14 units to deploy with the Atlantic Fleet when they embarked for a cruise

aboard USS JOHN F. KENNEDY. They would continue to operate from CV-67 until they were redesignated as Carrier Air Wing SIX aboard USS INDEPENDENCE, CV-62, in mid-1981.

In 1985, VF-14 was reassigned to USS JOHN F. KENNEDY and Carrier Air Wing THREE. In August 1986, following the Iraq invasion of Kuwait, KENNEDY and her air wing were ordered on an emergency deployment to the Red Sea in support of Operation Desert Shield. They continued on station as Operation Desert Storm began in January 17, 1991, flying combat air patrol and strike package escort missions throughout the war.

After returning home, VF-14 began training with the Tomcat's expanded capabilities. Once the training was complete, the squadron again deployed to the Mediterranean aboard KENNEDY beginning in October 1992.

In 1994, VF-14 was detached from CVN-5 and assigned directly under Commander, Fighter Wing, Atlantic, awaiting re-



The squadron commander's F-14A, BuNo. 159610, is seen here in July 1974, painted in the original markings used on VF-14's Tomcats. The vertical tails were painted gloss white and had a large red flash on each outside surface. The top hat logo was painted in black with a white outline and was outlined in black and white. Red was also applied to the tips of the wings and stabilizers as well as the leading and lower edges of the center cowlings. VF-14 was listed on the outside of each stabilizer. The AS tail code was in black with a red shadow and was applied to the inside surface of each vertical tail. The Tomcat was painted in the Light Gulf Gray over insignia White scheme. (Plocevic)

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## VF-31 "TOMCATTERS"



VF-31's CAG F-14D was photographed shortly after it returned to NAS Oceana, Virginia, following the Tomcat's last carrier deployment in March 2006. In the few months the "Tomcatters" remained operational with the F-14D, markings representing several awards the squadron won were added to the vertical tails. Some of these are illustrated in photographs later in this section. VF-31 expressed their pride in their historic Felix the Cat insignia by painting it on the parking apron with "FELIX RULES!" in the black background. (Rivers)



VF-31 traces its lineage back to July 1, 1935, making it second only to VF-14 as the oldest continuously operational squadron in the Navy. During most of its service, the squadron's aircraft have carried the distinctive Felix the Cat emblem.

In 1981, after a number of years flying the McDonnell F3H Demon and F-4 Phantom, the "Tomcatters" returned to flying a Grumman product when they transitioned to the F-14A Tomcat. Felix was originally featured on each side of the forward fuselage, but he would soon be moved to a much more prominent location on the vertical tail where he would remain for the rest of the time the unit flew Tomcats.

VF-31's initial carrier assignment was aboard USS JOHN F. KENNEDY, CV-67, as part of Carrier Air Wing THREE, and four cruises were made aboard JFK between 1981 and 1985. In 1985, VF-31, along with its senior fighter squadron, VF-11, was reassigned to Carrier Air Wing SIX aboard USS FORRESTAL, CV-60, and they would remain the "Tomcatters" carrier assignment until 1992. Cruises were made aboard FORRESTAL to the Mediterranean, the North Atlantic, and the Indian Ocean. That year, both VF-31 and VF-11 would move to NAS Miramar, California, and transition to the F-14D version of the Tomcat. Both squadrons were assigned to the Pacific Fleet, and they would remain Pacific Fleet assets until 2004. VF-31's markings while assigned to the Pacific Fleet will be covered in *Colors & Markings of the F-14 Tomcat, Part 2: Pacific Fleet and Reserve Squadrons*.

In December 2004, VF-31 was reassigned to the Atlantic Fleet, becoming part of Carrier Air Wing EIGHT aboard USS THEODORE ROOSEVELT, CVN-71. It had the distinction of making the Tomcat's final carrier deployment. During that

cruise, which began in September 2005, the "Tomcatters" operated in support of Operation Iraqi Freedom, and they were credited with having dropped the last bomb from a Tomcat in combat. On March 10, 2006, they conducted the Tomcat's last fly-in when they launched from TR and flew to NAS Oceana.

The "Tomcatters" would remain operational with the F-14D for a few more months until their last Tomcat took off from NAS Oceana on October 4, 2006. BuNo. number 159603 would be the last Tomcat to fly with the U.S. Navy. During its final months in Tomcats, VF-31 painted several of its aircraft in special markings and retro paint schemes in commemoration of the operational service of Grumman's outstanding swing-wing fighter. With the last F-14 in the fleet retired, VF-31 began its transition to the F/A-18E Super Hornet, and was redesignated VFA-31, but the famous Felix the Cat insignia lived on.

VF-31 did not transition to the Tomcat until 1981, and by then, "Tomcats" were being delivered in the overall Light Gulf Gray scheme. However, this did not deter the "Tomcatters" from using a considerable amount of color for their squadron markings. They did so at a time when almost every other Tomcat squadron in the Navy was making significant reductions in the amount of color used on their aircraft. VF-31 chose to paint the radomes on their aircraft black, and the "pencil schemes," although used by some other squadrons on early Tomcats, was particularly associated with the "Tomcatters." Broad red bands were painted on both outside and inside surfaces of the vertical tails, and a red stripe was added above and below the bands. The AC tail code was located in the center of the broad band on the outside surface of each tail, and the black letters were shadowed in white. The vertical stabilizers were also painted red, and VF-31 was listed in black with white shadowing.

Of course the most important of all of VF-31's markings was the historic and famous Felix the Cat insignia, and it was

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This book covers the fifteen active duty and two naval reserve squadrons in the Atlantic fleet between 1974 and 2006. If your tail code begins with "A" it is from one of the Atlantic squadrons. The units are broken down in numerical order. Since this covers the entire time from 1974 onwards, you are treated to F-14As to the F-14Ds. All the US F-14 MiG killers are in here.

A brief history of each unit helps you establish a timeline for the paint schemes. Any notable events for that squadron, such as shoot downs, are included to add to the reader's experience.

## VF-32 "SWORDSMEN"



In 1986 the CAG and squadron commander's aircraft from VF-32 were both painted in the overall Light Gulf Gray scheme and had identical markings. The markings proudly displayed the sword insignia in yellow on all-black vertical tails, and SWORDSMEN was lettered vertically on the outside of each rudder. The two F-14As are shown here armed with Sidewinder and Sparrow air-to-air missiles for a combat air patrol mission during Operation Desert Storm. (Hess via Plocevic)



VF-32 traces its history back to World War II when it was established as VBF-3 on February 1, 1945. In 1952, VF-32 became the first Navy squadron to become operational with Grumman's F8F Cougar, one of the first two swing-wing jet fighters in the Navy. In 1956, VF-32 was the first Navy squadron to transition to the supersonic F9U-1 Crusader. In 1955, the "Swordsmen" transitioned to the F-4 Phantom, which it would fly for the next nine years.

In 1974, VF-32 began its transition to the F-14A Tomcat, concluding its training at NAS Miramar, California. Once the training was complete, the "Swordsmen" moved back to their permanent home base aboard NAS Oceana, Virginia, and along with VF-14, they became one of the first two Tomcat squadrons assigned to the Atlantic Fleet. Their initial deployment with the F-14A began in June 1975, and during that cruise they were awarded the Admiral Joseph Clifton Award as

the top fighter squadron in the U.S. Navy. They would win the coveted sword again in 1980.

In 1982, after making several cruises aboard USS JOHN F. KENNEDY, CV-67, VF-32 was reassigned to the USS INDEPENDENCE, CV-62, and the unit made its first deployment to the Mediterranean aboard "INDY," winning the Battle "E" and Safety "S" Awards. 1985 marked a return to KENNEDY as part of Carrier Air Wing THREE, and several deployments aboard CV-67 followed. These were uneventful until January 4, 1989, when two of VF-32's Tomcats encountered two Libyan MIG-23 Floggers that had taken off from Al Bueiway airfield near Tobruk and which had set a course directly toward KENNEDY. An E-3C Hawkeye from VAW-126 alerted the two VF-32 F-14As of the approaching MIG-23s and the two Tomcats turned toward the Floggers to intercept.

Flying lead was Commander Joseph Connolly with Commander Leo Enright as his radar intercept officer (RIO) in BuNo. 159610 (AC-207). On CDR Connolly's wing was BuNo. 159437 (AC-202), flown by Lieutenant Herman Cook with



VF-32's first CAG Tomcat, BuNo. 159606, is seen here as it appeared in December 1974. The markings are very colorful and extensive and include solid white vertical tails with the squadron's yellow color featured as a large band with a yellow stripe above and below it on both sides of each tail. In addition to the unit's standard markings, multi-colored segments, each representing a squadron color within the air wing, were painted on the inside of each rudder, and VF-32's insignia was placed within the yellow band on the inside surface of each vertical tail. (Lodner)

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In April 1985, VF-33 still had several Tomcats in the overall Light Gray scheme, and the paint on AB-214 showed a lot of weathering and spot painting. But colorful tail markings had been added to the aircraft that were still in the overall gray scheme. A solid yellow lightning bolt with a black outline was painted on the outside of the vertical tails, and a solid black star was superimposed over it. (Learley)



Except for the CAG and squadron commander's aircraft, almost all of the other Tomcats in VF-33 during 1988 were painted in the tactical schemes. The unit's markings were the same, but they were in subdued shades of gray. A small black lightning bolt and star were painted on the outside of each external fuel tank near the front. (Kinzey)

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#### VF-41 Libyan Sukhoi Killers



The Tomcat flown by VF-41's commanding officer, Commander Hank Kleemann, on August 19, 1981, is illustrated here as it appeared during the engagement. BuNo. 160403 had the number 102 and was loaded in a 2-2-2 configuration of AIM-7C, AIM-9L, and AIM-54E. Note that the crew names on the canopy rail at the time of the fight were CDR MIKE FIELD and LT STEVE WALKER. (Artwork by Rock Rozsak)



BuNo. 160403 is illustrated here in the markings it displayed after the engagement. The number was changed to 101 to signify the aircraft assigned to the squadron commander and the names CDR HANK KLEEMANN and LT DAVE VENIET were lettered on the canopy rails. The kill marking was displayed below the unit logo on the vertical tails. The marking was alternately displayed at various times near the front cockpit as shown in the included scrap view. (Artwork by Rock Rozsak)



The second F-14A to score in the engagement was BuNo. 160290, illustrated here as it looked after the engagement, but in the same overall load configuration as the day of the fight. The aircraft had the number 101, but at the time of the operation there were no crew names on the canopy rails. The crew names, LT MUCZYNSKI and LT ANDERSON, were added after the fact to signify that those officers crossed the aircraft during the combat sortie. The illustration also shows the kill marking in its most common location, on the vertical tails below the unit logo, but it was also painted on the forward fuselage below the cockpit at various times. (Artwork by Rock Rozsak)

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If you can't find a Tomcat in there to paint your AMK or Tamiya Tomcat you aren't looking, or it doesn't exist. The US markings alone vary in size, color and placement. The tail fin flash, whether it is the CAG bird or a fleet bird, add that dash of pizzazz that Navy fighters have. It could be white and gull grey, full on color, or greyed out camouflage there is something here for everyone.

Of course, no book about the Atlantic Squadrons would be complete without the famous "Jolly Rogers" of VF-84. This has to be the most modeled F-14s there are, and for good reason. Great paint schemes and featured in the movie "The Final Countdown."



Above: The "Grim Reapers" transitioned to the F-14 in 1976, which was also America's Bicentennial year, while the Light Gray Gray near insignia White scheme was still the standard scheme used by the Navy. VF-101 painted a wide red band on the outside surfaces of the vertical tails of their F-14As, and white and blue stripes were applied above and below the red band. The unit's AD tail code was painted in black within the red band, and it was adorned in gold. BuNo. 159428 was photographed in these original markings on April 20, 1978. (Learley)

Right: Details of the original tail markings used on VF-101's Tomcats are revealed in this close-up. Note the black lines at each angle in the gold shadowing of the AD tail code. When this photograph was taken on September 25, 1976, VF-101 was still involved with training F-4 crews, and the tail of one of the squadron's Phantom II can be seen in the background. It also has red, white, and blue colors in recognition of America's Bicentennial year. (Sullivan)



Below: After the bicentennial colors were removed, VF-101's markings were much less distinctive. The large AD tail code was still applied in a slanted and stepped configuration on the tails. The letters also continued to retain the gold shadowing. Note that this particular Tomcat has a radome that is a solid tan color, rather than being tan and white like the other aircraft in the line. (Sullivan)



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## VF-102 "DIAMONDBACKS"



P-14A, BuNo. 152794, steps in front of USS AMERICA's massive superstructure to wait its turn to launch from Catapult ONE during air operations in February 1988. With the exception of the diamond band of diamonds on the forward fuselage, the Tomcat is still painted in the same unit markings used by the "Diamondbacks" of VF-102 since the squadron transitioned to the F-14A seven years earlier. (Kinsey)



The first squadron to be designated VF-102 was established on May 1, 1962, and it flew the F4U Corsair and then the P-51 Mustang for just over three years. On July 1, 1955, the squadron was redesignated VA-35, and it moved from NAS Cecil Field, Florida, to nearby NAS Jacksonville.

On the same day that the original VF-102 became VA-35, a new VF-102 was established at NAS Jacksonville, and the squadron became operational in the F2H-4 Banshee jet fighter. After they deployed aboard USS RANDOLPH, CVN-15, in July 1956, they transitioned to the Douglas F4D-1 Skyray. VF-102 would fly the Skyray until 1961 when they transitioned to the F-4B Phantom.

VF-102 flew Phantoms for two decades, making numerous cruises including a combat deployment to Vietnam in 1968. Their final deployment with the Phantom was aboard USS INDEPENDENCE, CV-42. In 1981, they began their transition to the F-14A, and the squadron became operational with Tomcats in 1982.

Since VF-102 transitioned to the Tomcat fairly late compared to other fighter squadrons, the TARPS reconnaissance pod was already in service when the "Diamondbacks" made their transition, and they became operators as a TARPS combat squadron. Along with the "Starfighters" of VF-33, they were assigned to USS AMERICA, CV-66, as part of Carrier Air Wing ONE.

VF-102's first full deployment with the Tomcat began in 1983 when AMERICA and CVW-11 traveled to the Indian Ocean. During the cruise, VF-102 flew combat air patrol and TARPS reconnaissance missions over Somalia. Cruises in 1984 and 1985 were routine.

Operations heated up in more ways than one during the

1988 deployment to the Gulf of Sidra off the coast of Libya. One of VF-102's Tomcats was first spotted by a Libyan SA-5 surface-to-air missile while on a routine combat air patrol mission. A few weeks later, the "Diamondbacks" took part in the attack on Libya during Operation El Dorado Canyon, providing cover for the Air Force and Navy aircraft that flew the bombing sorties.

Following Iraq's invasion of Kuwait in 1990, AMERICA joined USS SARATOGA, CV-60, and USS JOHN F. KENNEDY, CV-67, in the Red Sea as Operation Desert Shield began. Later, AMERICA moved to join USS MIDWAY, CV-41, USS RANGER, CV-61, and USS THEODORE ROOSEVELT, CVN-71, in the Persian Gulf. As Operation Desert Storm became Operation Desert Storm, VF-102 flew more than 1,400 flight hours. VF-102 returned from the Gulf War, arriving home at NAS Oceana on April 4, 1991, but before the year ended, the "Diamondbacks" deployed again to the Mediterranean and the Persian Gulf, departing from Oceana in December 1991.

In 1993, VF-102's sister Tomcat squadron in Carrier Air Wing ONE, VF-33, was deactivated. As the one remaining fighter squadron in the air wing, VF-102's inventory of Tomcats was increased to fourteen aircraft. During the second half of 1994, VF-102 transitioned to the more powerful F-14B version of the Tomcat.

USS AMERICA was decommissioned in 1996, and VF-102, along with the rest of Carrier Air Wing ONE, was reassigned to USS GEORGE WASHINGTON, CVN-73. The cruise aboard GW began in 1997 and lasted into 1998. For the rest of 1998 and the early months of 1999, VF-102 took part in training cycles to learn the new equipment and its associated capabilities that were being added to the Tomcat. CVW-1 was also transferred to USS JOHN F. KENNEDY, CV-67, and work-ups aboard JFK commenced during the summer. The carrier and her air wing departed for the Mediterranean in September

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## VF-103 "SLUGGERS/JOLLY ROGERS"



Armed with Sidewinder and Sparrow missiles, an F-14A (later F-14B) from VF-103 flies over the Red Sea during Operation Desert Storm in January 1991. The Tomcat has the "Sluggers" stylized arrow marking on its vertical tails. (Department of Defense)



VF-103 was formed on May 1, 1952, at NAS Cecil Field, Florida, and was initially equipped with the F4U Corsair. Their first commanding officer was Lieutenant Commander G. T. Liffitt, who had a habit of carrying a baseball bat around with him. The bat became a part of the squadron's insignia which also included a cloverleaf that was paired with a stylized arrow. The unit adopted "Sluggers" as its nickname, also in reference to the baseball bat.

The squadron progressed from the Corsair to the P-51 Mustang in 1953 and then to the F4U Corsair in 1957. The unit's Corsairs were marked with a large stylized arrow on the vertical tail. The arrow was chosen because it was part of the "Sluggers" insignia, and it was painted yellow which was the squadron's color.

They gave up their Corsairs in 1965 for the F-4 Phantom II and upon completion of the transition process, VF-103 was reassigned to Carrier Air Wing THREE aboard USS SARATOGA, CV-60. For the next several years, the "Sluggers" would make routine deployments to the Mediterranean aboard SUPER SARA as part of the Sixth Fleet. CVW-3 detached from Sixth Fleet for a combat cruise to the South China Sea from 1972-1973, but the air wing returned for several more Mediterranean cruises with the F-4 until 1982. After leaving base, one of the first fighter squadrons to transition to the Crusader and the Phantom, VF-103 was one of the last to become operational in the F-14A Tomcat in 1983.

Once the transition to the Tomcat was complete, VF-103 returned to SARATOGA, but this time as part of Carrier Air Wing SEVENTEEN. In 1985, during their deployment to the Mediterranean, the "Sluggers," along with their sister squad-

ron VF-74, took part in the interception of the armor carrying the terrorists who had hijacked the Italian cruise ship, *ACHILLE LAURO*. They diverted the tanker to Sigonella Air Base, Sicily, where the plane landed and was surrounded by U. S. Special Forces. In 1986, SUPER SARA was back in the Mediterranean where VF-103 and the rest of the embarked air wing took part in Operations Ablyn Document and SI Dorado Canyon that involved raids against Libya.

In 1986, VF-103 and VF-74 began their transition to the more powerful F-14A (later F-14B) version of the Tomcat. Once the transition was complete, the two squadrons joined the rest of CVW-17 and departed the United States for a scheduled deployment in August 1986. Shortly thereafter, Iraq invaded Kuwait, and SARATOGA headed for the Red Sea in support of Operation Desert Shield. In January 1991, Operation Desert Storm began, and VF-103 flew fighter escort for the air wing's attack aircraft.

Following the Gulf War, the Navy was in the process of greatly expanding the Tomcat's capabilities to include the delivery of a wide variety of air-to-surface ordnance. VF-103 had trained with these weapon systems and had become operational with many of them by the time they departed for another cruise aboard SARATOGA in September 1992. During the deployment, they participated in operations in Bosnia, and the "Sluggers" received the Joseph P. Clifton Award as the best fighter squadron in the Navy for 1992.

On October 1, 1995, VF-64 was deactivated in a move that could have closed out the history and traditions of the "Jolly Rogers," a name that had been a significant part of U. S. Navy fighter aviation since World War II with VF-17, VF-61,

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With over 302 pictures of seventeen squadrons from 1974-2006 there is something in here for everyone. This is exactly what I expect from a Detail & Scale Colors and Markings book, high quality photos of beautiful airplanes in a variety of paint schemes.

If you even remotely like the F-14 then I'd say you NEED this book. I cannot wait for the other two books to come out.

Highly recommended

You can obtain your copy by visiting their website at [www.detailandscale.com](http://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.



In May 2004, the squadron commander's aircraft, P-14A, BuNo. 151802, sported full color markings including a red and white checkerboard on the rudders and red, white, and blue stripes at the top and bottom of each vertical tail. The check on each tail was also red, and standard markings were in color. Also note the Team Checkmate marking with the black red checkerboards on the external fuel tank. USS ENTERPRISE was painted on the leading edge of each wing glove section, and the aircraft had a full black hood. The outside surface of each ventral strake was painted black, and VF-211 was lettered in white on each strake. (Brown)



The markings on the left side of the squadron commander's P-14A are shown here. Markings that indicated the awards the unit had received as a result of its previous deployment with the Pacific Fleet were displayed on the vertical tails. (Brown)



By June 2004, VF-211 had removed the awards from the vertical tails of its Tomcats. The CAG F-14A, BuNo. 151812, had colorful markings that included the red, white, and blue stripes on the vertical tails. Note that the red is on top of the upper set of stripes, and the blue is on top of the lower set. Unlike the squadron commander's aircraft, the CAG Cat did not have ventral strakes that were painted black. These markings were very short-lived, and they were essentially the same as what had been painted on the aircraft prior to the addition of the award markings. (Brown)

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## VF-213 "FIGHTING BLACKLIONS"



An F-14D, assigned to the "Fighting Blacklions" of VF-213, is ready to launch from USS THEODORE ROOSEVELT, CVN-71, on January 1, 2003. The carrier was operating off the Virginia Capes at the time and was conducting work-ups for its forthcoming deployment. The markings on the Tomcat were the first used by VF-213 after the squadron was transferred from the Pacific Fleet to the Atlantic Fleet. They included Carrier Air Wing EIGHT's AJ tail code on the inside surface of each vertical tail, and the squadron's black lion insignia on the outside surface. The E and the 8 on the vertical tails represented the Battle Efficiency "E" and Safety "S" Awards for 2001. The diagonal mark between them is a golden wrench, indicating that the unit had also won the CVN-3 Golden Wrench Award for excellence in maintenance. (U. S. Navy)



As was the case with VF-211, VF-213 also transferred to the Ticonderoga in 1979 as a fighter squadron assigned to the Pacific Fleet. Twenty-one years later, the squadron relocated from NAS Miramar, California, to NAS Oceana, Virginia, in 1998, but the "Fighting Blacklions" continued to serve in the Pacific Fleet until 2002. Their final deployment with the Pacific Fleet was aboard USS CARL VINSON, CVN-70, as part of Carrier Air Wing ELEVEN. The cruise began in 2001, and in response to the terrorist attacks on the United States on September 11 of that year, CVN-71 carried out the first attacks of Operation Enduring Freedom.

A historical summary and coverage of the past schemes and markings used by VF-213 while flying Tomcats with the Pacific Fleet will be included in *Colors & Markings of the F-14 Tomcat, Part 2: Pacific Fleet and Reserve Squadrons*, at a future date. This section covers the "Fighting Blacklions" assignment to the Atlantic Fleet from 2002 through 2006. During that time, VF-213 made two deployments aboard USS THEODORE ROOSEVELT, CVN-71.

After returning from their last deployment with the Pacific Fleet in 2002, VF-213 was transferred to Carrier Air Wing EIGHT, which was assigned to USS THEODORE ROOSEVELT, CVN-71. CVN-8 and TR were units of the Atlantic Fleet, and in March 2005, they deployed to the Mediterranean in support of Operation Iraqi Freedom. VF-213's F-14D Tomcats would deliver 102 laser guided bombs and 84 Joint Direct Attack Munitions (JDAMs) while flying 158 combat missions during that cruise.

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ATLANTIC FLEET RESERVE SQUADRONS  
VF-201 "HUNTERS"

Painted in the overall Light Gray scheme, F-14A, BuNo. 162708, launches an AIM-54 Phoenix air-to-air missile in 1993. The Tomcat was assigned to the "Hunters" of VF-201 at that time, and it has the squadron's colorful markings. This paint scheme with colorful markings was unusual for VF-201 Tomcats in 1993. Most wore in the tactical schemes with subdued markings. (USFV via Broun)



Known as the "Hunters," VF-201 was one of two Naval Reserve squadrons assigned to the Atlantic Fleet to fly the F-14 Tomcat as part of Reserve Carrier Air Wing TWENTY (CVWR-20). It was originally commissioned at NAS Dallas, Texas, on July 25, 1970, and initially flew the F-4 Phantom. From 1970 until 1987, it operated F-4 Phantoms, then it transitioned to the F-14A Tomcat. By the end of 1987, it had completed its transition and conducted carrier qualifications aboard USS FORRESTAL, CV-59.

Throughout the years it flew Tomcats, VF-201 participated in exercises from NAS Fallon, Nevada, to NAS West, Florida. It also conducted several short carrier at-sea periods with detachments of aircraft.

In 1994, the "Hunters" sailed Atlantic Reserve Squadron VF-202, was decommissioned, leaving VF-201 as the only

Reserve Tomcat squadron for the Atlantic Fleet. Budgetary cutbacks also saw the reduction of Naval adversary units, so VF-201 took on the added mission of providing dissimilar air combat training while continuing to maintain its training as a fully combat capable Tomcat squadron.

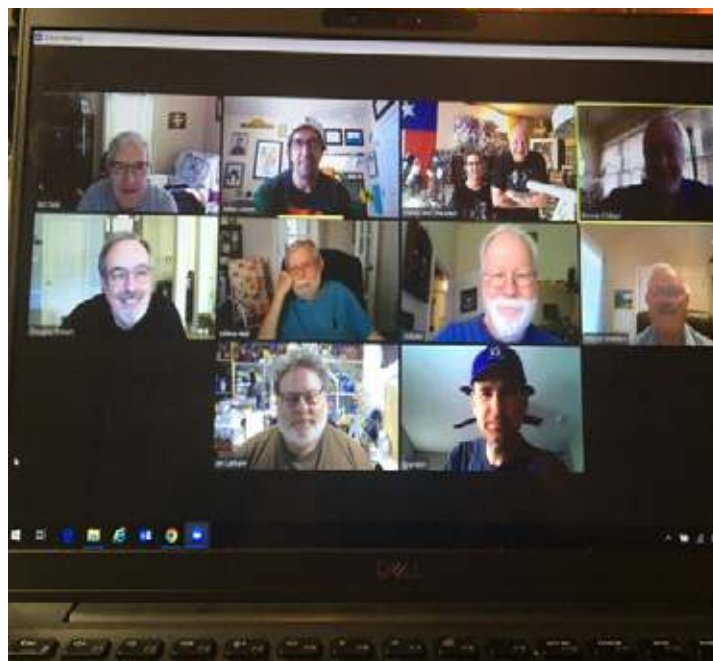
In late 1997, VF-201 moved to NAS Fort Worth, Texas. There, they continued to fly the Tomcat for two more years. In 1999, the "Hunters" transferred to the F/A-18A Hornet and were redesignated VFA-201. The unit's remaining Tomcats were used as replacement aircraft in active F-14 squadrons until the F-14A was retired from Navy service.

VF-201's unit markings, which varied very little during its Tomcat years, consisted of two diagonal flashes on the tail with a map of Texas superimposed over them. The AF tail code was on the map, and VF-201 was printed on the outside of the vertical strokes. The only variations were the degree of color used and whether or not a star, representing the location of its home base, was included on the map of Texas.

The executive officer's aircraft, number 102, BuNo. 158527, is shown here on final for landing at NAS Dallas in October 1987. It is painted in a tactical scheme but has the colorful red flashes on the tail, outlined in black. The star, indicating the location of Dallas, is painted within the map of Texas and can be seen just above the F in the tail code. (Reynolds)

The executive officer's aircraft, number 102, BuNo. 158527, is shown here on final for landing at NAS Dallas in October 1987. It is painted in a tactical scheme but has the colorful red flashes on the tail, outlined in black. The star, indicating the location of Dallas, is painted within the map of Texas and can be seen just above the F in the tail code. (Reynolds)

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What's Zip  
wid You?

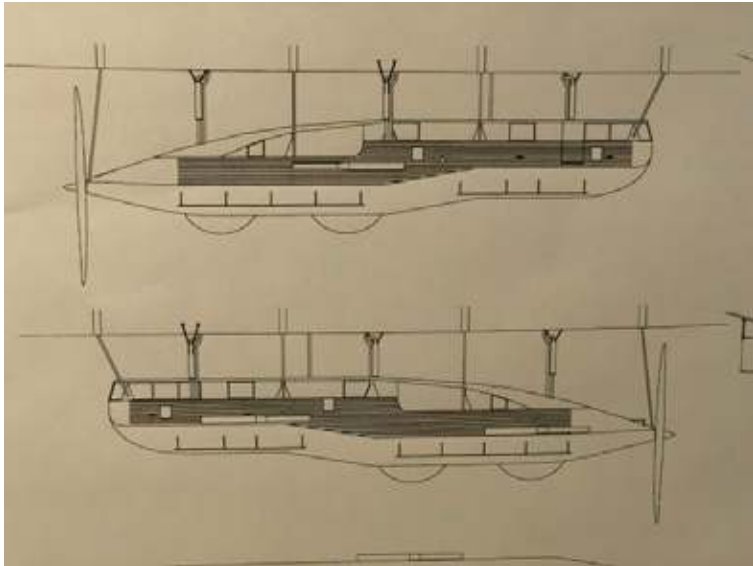
ASMS/Bill Delk sponsors an on-line ZOOM meeting with whoever wants to join us to talk about models and life. It happens almost every Sunday at 4:00.

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

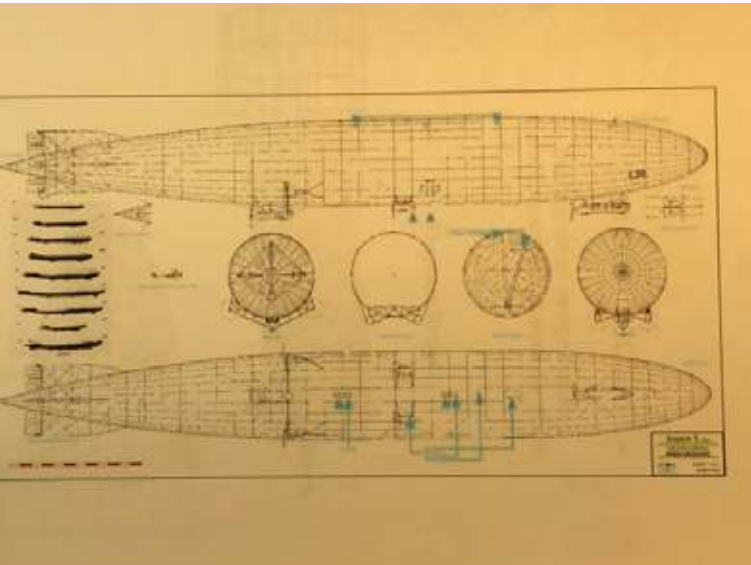
Everyone is welcome.

Dave Edgerly is up first with ongoing and completed projects. First up is his joint project with Dave Orloff. This is their WW1 zeppelin in 1/48th scale. Did I mention this is a scratch built project?





Next from Dave is a set of Bandai's X-wings. If you have not built any of these Bandai Star Wars kits let me recommend them highly. They are well engineered and a pleasure to build.





Ian Candler sent in a some pictures of his latest Pegaso bust masterpeice.



Mike Gilsbach shared pictures of his completed Speeder Bike and trooper.







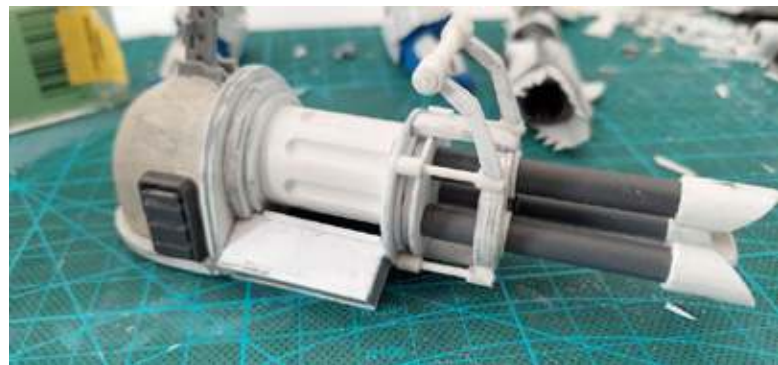
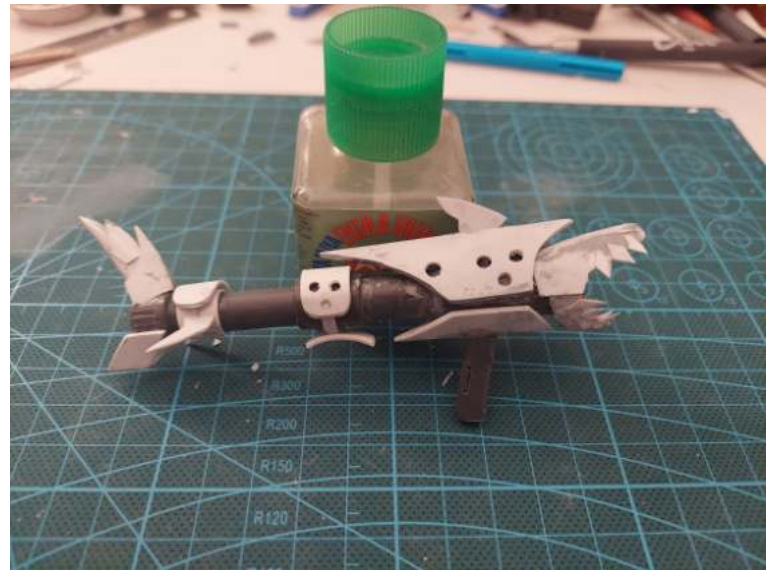
Mike's next project is Airfix's 1/72nd scale Royal Navy Severn class Lifeboat.







Randy and Ziggy Bumgardner checked in with us this month. Randy shared some photos of his work shop to be. Ziggy shared some in progress photos of his kit-bash/scratch build Gundam.







Rick Herrington is working on the base for his Fore Hobby S-38 Schnellboot. It's turned out to be almost as big a project as the E-boat itself.

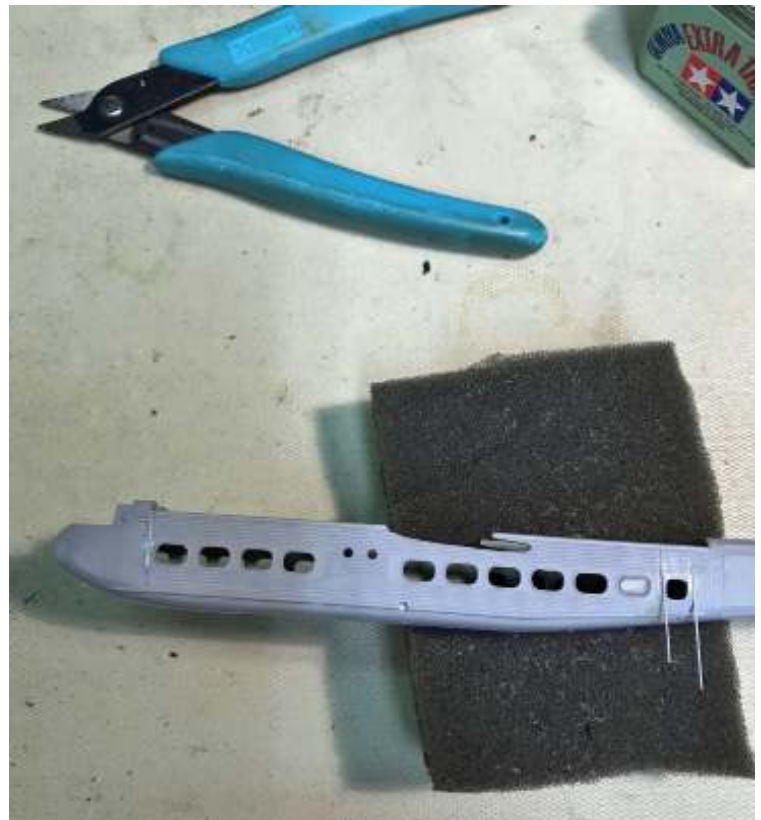
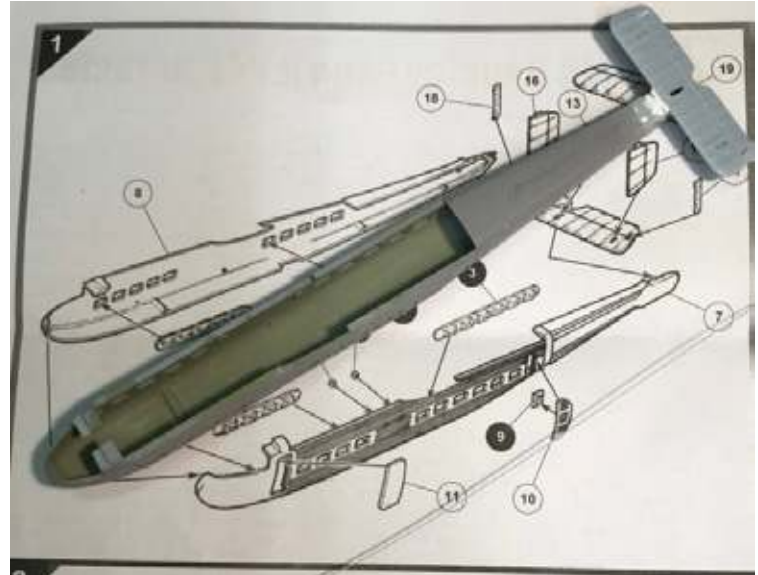
Rick Cotton sent in some pictures of his well weathered 35th scale truck.







Our friend Dick Montgomery sent in some pictures of his Airfix HP-42 Heracles in 1/144th scale.



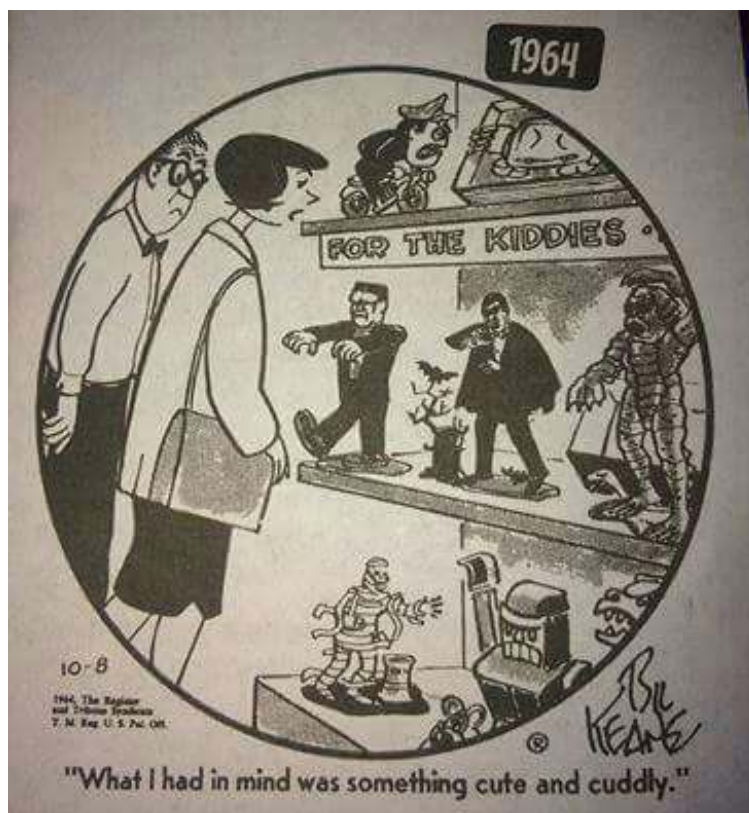


Last in the column this month is experten aircraft builder Ron McCracken with an Academy A-10 and a Revell UV-18



Thanks to everyone that took the time to send in pictures of their work.

Until next month Happy Modeling.







## Old Rumors and New Kits

### New and In View Aircraft

by Ron McCracken

March is mostly a month for re-pops (and not that many of those), with Eduard, Hasegawa, and Kinetic having the most offerings. And if you aren't a 1/48th scale fan (and who isn't?) it is pretty slim pickings this month.

#### 1/48th Scale:

Eduard is re-releasing Their P-51 kit as an F-51D/RF-51D Dual Combo in Korean War markings. Included 10 markings options, color photo-etch, and masks.



Eduard is re-releasing their Spitfire Mk.IXc in a Weekend edition with four decal options.



Eduard is re-releasing their Z-526AFS Akrobat in a Profipack edition with five markings option, color photo-etch, and masks.



Hasegawa is re-releasing their F-15DJ Eagle in a limited edition with Aggressor 40th Anniversary markings.



Kinetic is re-releasing its Starfighter kit as a Canadian CF-104.



Kinetic is also re-releasing its F-104A kit as a combo F-104A/TF-104 Starfighter in Taiwan AF markings. Parts for either an F-104A or a TF-104 are provided.



Kinetic is also releasing a Cheetah D (Mirage variant) in SAAF markings.



Kinetic is re-releasing its F-84F Thunderstreak with Cartograf decals for two versions.



### 1/72nd Scale:

Eduard is re-releasing their MiG-15 in a Weekend edition with four markings options.



Revell is releasing an F-15E Strike Eagle (new tool) supposedly based on their 1/48th scale kit of this aircraft.





### 1/200th Scale:

Hasegawa is re-releasing their 767-300 in ANA markings.



Hasegawa is re-releasing their Boeing 767-300 as a KC-46A Pegasus of the JASDF.



And so it goes for March!  
Happy modeling.

## Shipping News

by Rick Herrington

Like Ron's column not to many new releases this month. Let's get started with 1/700th scale.

Pit Road is up first with most of the releases this month. Their release of the IJN Light Cruiser Yubari as she looked in 1944 is up first.







Next from Pit Road are two new IJN destroyers. The first is the Nenohi.



Second from Pit Road is the destroyer Ikazuchi as she looked in 1944. The kit comes with a name plate and flags.



日本海軍 駆逐艦 雷



Hobby Japan is releasing a kit they're calling Memories of Shimikaze Fierce Battle. Not sure what the Fierce Battle refers to. Shimikaze was sunk at the Battle Of Ormoc bay by American aircraft.



Last up in 1/700th scale is three sets of figures from Beaver Corporation. These are 3D printed figures. The first set is of Royal Navy WW2 aviators.

**P70003** TRIUMPH MODEL

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飞行员精密3D打印  
模型套装(110人)

1/700 WWII Royal Navy  
Aviators 3D Print Model Set  
( 110 PCS )

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CE



The second set is of Royal Navy officers and sailors,



Finally from Beave in 1/700th is a set of Royal Navy modern ground crew.



Moving on to 1/350th scale both releases are from Trumpeter. The first is the DKM aircraft carrier Weser. The Weser was a conversion of the Admiral Hipper class cruiser Seydlitz. She was scuttled in 1945.







Next from Trumpeter is the USN Escort Carrier Sangamon CVE-26.



In 1/72nd scale there are two new releases this month. The first is from Revell and is a PT boat. PT-559/160.



The second release in 1/72nd is from Beaver Corporation and is a set of IJN pilots.



BELF7203 BEAVER CORPORATION

日本海軍 搭乗員フィギュア 20 体

IJN crew figure

10 ポーズ 20 体

※3D プリンターによる 1/72 日本海軍 搭乗員フィギュアです。1 セット分のパーツが入っています。※画像は完成見本です。

<http://foxonemodel.fc2web.com> FLIXLINE



Please note that other items shown in the image(s) above are not included with this product.







# Tracked Topics

By Panzer Lehr

A good bit of new releases this month to get to. Let's start off with 1/72nd scale.

Model Collect has three new Russian releases this month. The first is a Soviet MT-LB. You may have seen a great deal of pictures of these destroyed in the on going Ukrainian conflict.



Second from Model Collect is an MT-LB 6MB. This is the turreted version of the regular MT-LB.



The last release from Model Collect is a Russian T-72B3.



Flyhawk is releasing a King Tiger with the Porsche turret in 1/72nd scale.







On to 1/35th scale. Looks like some great new releases coming up for us.

Dragon has two new releases this month. Both are German WW2 Flak themed. The first is an Ostwind with a Flak 43 and includes Zimmerit and Magic tracks.



Dragon's next release is an unusual one. It's a Flak 36 88 mounted on a Panzer 4 chasis. Included is a metal barrel for the gun.



Copper State Models continues their armored car series with a French WW1 Modele 1914 Type ED.



Amusing Hobby has two releases for us. The first is an Israeli Shot Kal Centurion with a battering ram.







The second release from Amusing Hobby is a T-72AV with full interior. I was visiting Rudy at Lion Heart and he was expecting them to be delivered that afternoon. By the time you get this missal he should have them on the shelf.



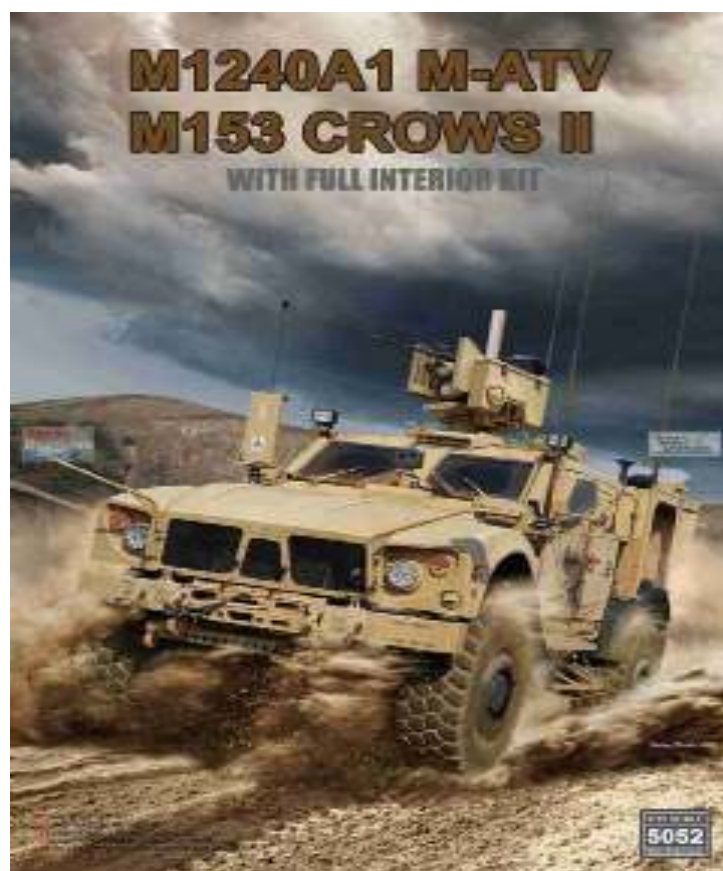
MiniArt is releasing a T-54-1.



Takom is releasing an Ersatz M7. If you're wondering what an Ersatz M7 is it's one of the peices of German armor modified to look like an M7 Priest during the Battle of the Bulge.



RFM is releasing an M1240A1 with a CROWS 2 mounted on it, The kit includes a full interior.





Last in this month's column is a re-release coming from AFV. It's a US Army M110 8 inch howitzer.

## U.S. ARMY M110 HOWITZER

8 inch (203 mm) M110 self-propelled howitzer

● 美国陆军 M110 8 英寸自行榴弹炮  
● 8 英寸 (203 毫米) M110 自行榴弹炮  
● 1/35 比例模型套件  
● 美国陆军 M110 8 英寸自行榴弹炮

AFV  
CLUB

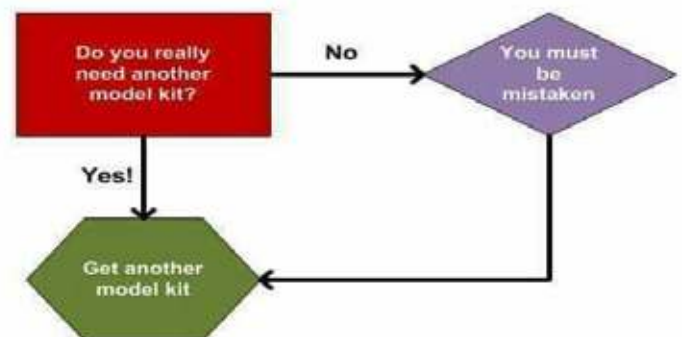
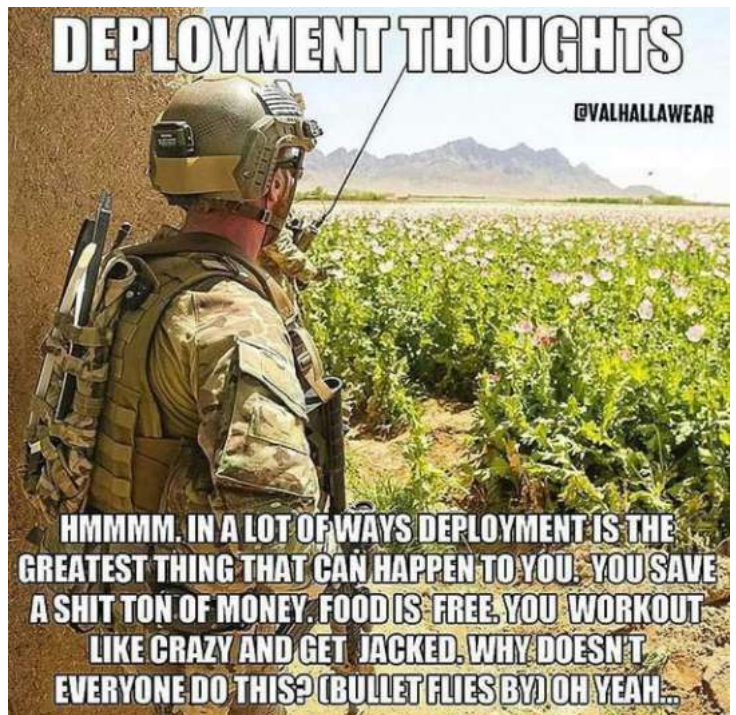
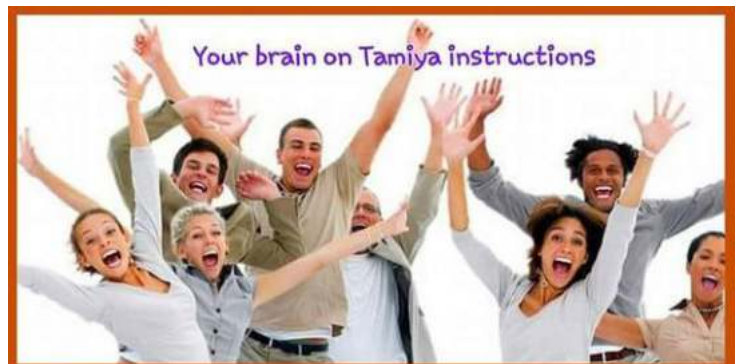
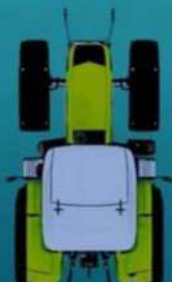
1/35 SCALE  
AF35110



美国 M110 203mm 自行榴弹炮 / 美国 M110 203mm 自行榴弹炮

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

## TRACTOR







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



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IPMS/USA is dedicated to the hobby (and fun) of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our Local Regions and Chapters sponsor Model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

With IPMS/USA Membership, you will receive the outstanding IPMS/USA Journal six times a year - it includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures - you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews.

Membership also qualifies you to participate in IPMS/USA sanctioned contests, and particularly in our World-famous National Convention, held each summer. As a member, you'll also be able to access our online Discussion Board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or the Society in general. Many Hobby Shops and Model Vendors around the USA offer discounts to IPMS/USA Members.

Visit us at: <http://www.ipmsusa.org/>  
Join up online at: <http://www.shopipmsusa.org/category-s/100.htm>

For any questions or problems with your membership application/renewal, please contact the IPMS/USA  
Officer Manager at [manager@ipmsusa.org](mailto:manager@ipmsusa.org)

International Plastic Modelers' Society/USA

Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS#: \_\_\_\_\_

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

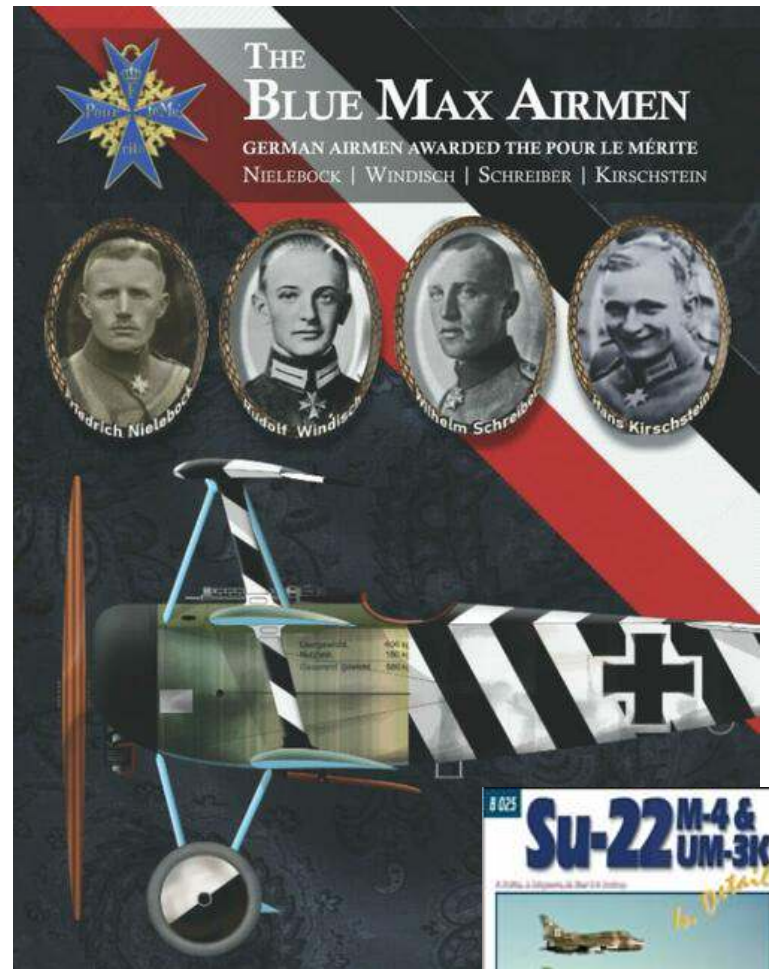
## — H O B B Y —



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