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SPRUE EXAMINER



P-40E by JonBius.com

Tim Robb builds
Amtech's P-40E

Detail and Scale's
A-6 Color and Markings
a review by Floyd Werner

austinsms.com



August 2023

What's UP? Old Rumors & New Kits Tracked Topics

News • Articles • Features • Opinions • Advice •

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*Cover photo built by JonBius.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.

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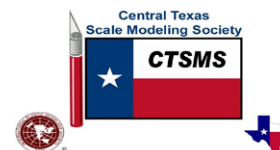
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IPMS/USA Support the Troops Initiative

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

PRESIDENT'S SOAPBOX

BY TIM ROBB



Greetings modelers.

I was happy to see many of you at the National Convention. I hope you enjoyed it as much as I did. I finished that convention week really excited to sit down and do some modeling.

We are now in the last two months of preparation for our own show on Oct. 7. Please mark your calendars to help out at the show Friday afternoon Oct. 6 and Saturday Oct. 7. All the flyers for our show we took to Nationals were taken so I think we can expect a good turn out.

Go Build a Model!
Tim





HOUSE CLEANING



ASMS MEETING

Third Thursday each month
6:30 pm - 8:45 pm
at Mr. Tramp's Sports Pub
8565 Research Blvd
Austin, TX 78758

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, 1928 Dragonfly Loop, Bastrop, TX
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Events

Club Quarterly Contests



Monthly Meeting Presentations:

BUILDING THE AMTECH P-40E

BY TIM ROBB

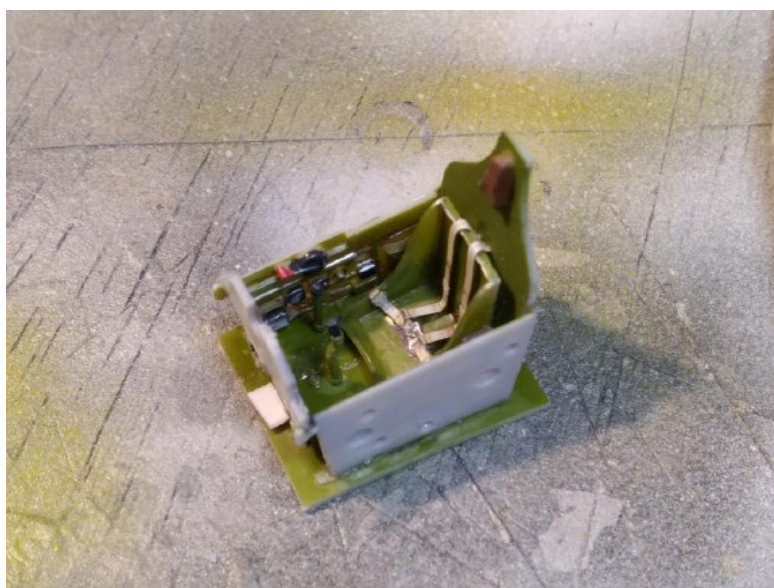
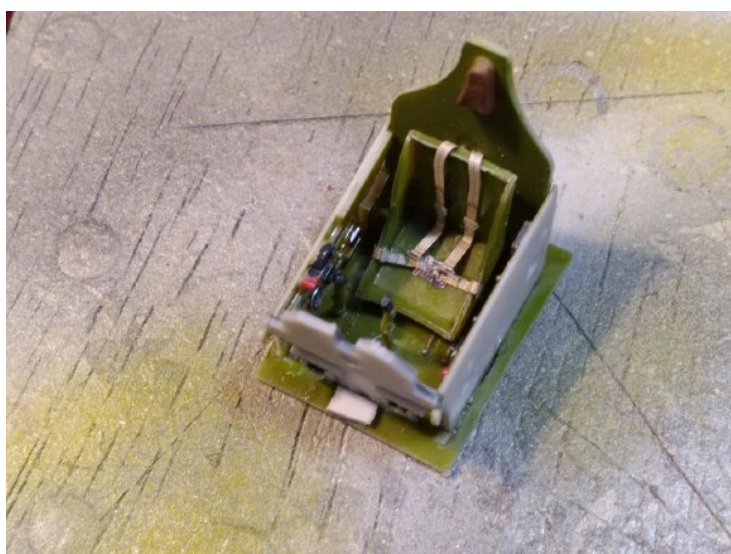


Rudy at LionHeart Hobby acquired a box of bagged AmTech 1/48 P-40E/M kits and, since I've led a model plane building class at their shop before, he contacted me about the possibility of using this kit for the next class. I've now built one to become familiar with it and yes, the class with P-40s is a GO! Contact LionHeart Hobby if you are interested. 512-504-3404.

The kits we have come with two fuselages, a short tailed P-40E and a long tailed fuselage that will build a P-40M or a late P-40K. The rest of the kit parts work with and are accurate for either fuselage. The cockpit tub is comprised of side, back, and front instrument panel parts, seat, stick, and another upright lever. It has molded in seat belts which don't look very good but are easily covered with Eduard after-market USAAF WW II pre-painted metal seat belts. A less expensive alternate would be to use strips of masking tape. Either choice will cover the molded in seat belts nicely and improve the cockpit. The rest of the cockpit I used out of the box. The instrument panel has raised detail that takes dry brushing well.



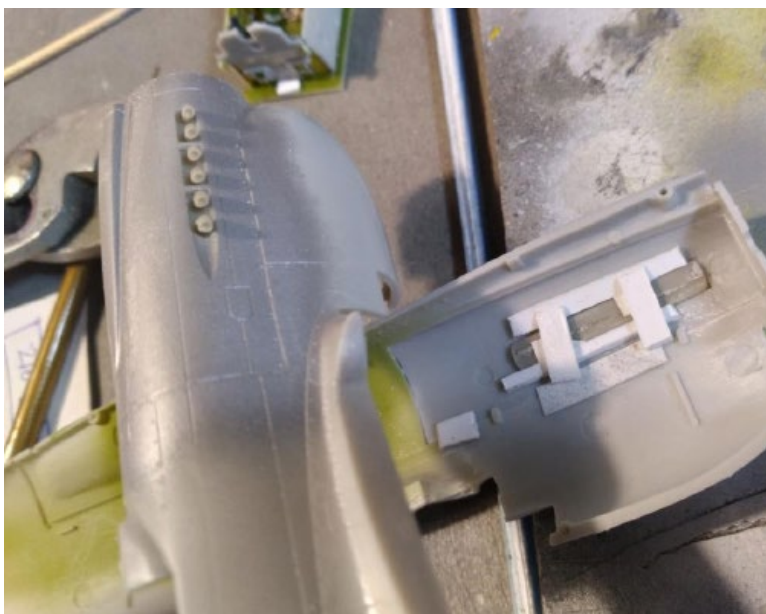
Quick Boost does not make a replacement part for the fish-tailed pipes. If I build a later P-40E with fish-tailed pipes or a P-40M I will use the kit parts and just not open them up. As I was installing the exhaust pipes I was concerned about how strong my super glue joint of the resin pipes to styrene cowling panel parts would be. I feared I might push the pipes into the fuselage and lose them while holding the model later in the build so I braced the pipes in place from the inside with strips of plastic card glued behind them. Styrene to styrene, strong joint. This worked, I never pushed the pipes into the model during the rest of the build process.



The kit comes with your choice of early round exhaust pipes or later fish-tailed exhaust pipes. The cowling panels behind the pipes are a separate part from the rest of the fuselage halves as there is a difference in that part depending on which exhausts are used. On my example this panel fit well without any filler on the right fuselage half but required filling and sanding on the left. I chose to model an early P-40E with round pipes. In attempting to hollow the ends of the round pipes I fouled up, getting a hole off center and messing up the kit part. After-market Quick Boost round pipes are made for this kit so I bought a set and they are far better than what I could have done on my best day with the kit parts. Next time around I'll get the Quick Boost pipes from the start.



The rest of the build was very straight forward. The cockpit tub slides up into the fuselage from the bottom before the wing assembly is glued into place. On my kit the right wing to fuselage joint was very good requiring no filler. The left wasn't nearly as good. I fiddled with sanding and test fitting until I got the wing on. When I did get the wing on the step between the wing fillet and upper wing surface was backwards of what it should be. The top of the wing surface was higher than the fillet that was molded into the fuselage part. I filled and sanded this area several times to get it smooth, and then created the step with a technique I learned long ago from the late Greg Springer. (1) I put down a piece of Scotch tape on the wing on the line where the fuselage fillet should overlap the upper wing surface. (2) then airbrush six or seven coats of flat finish paint against the edge of the tape. When the tape is removed the line where the fillet overlaps the upper wing surface is restored. Building WW II models with closed canopies used to bother me until I was building a commission model for a retired P-51 pilot and asked him how he wanted the canopy posed on his model. He said "Closed. It would only be open if I was standing in it." OK, closed is usually more accurate then. Put it on closed. Be happy.



Two finishing bits were added to add detail to the model. I cut a little half loop from 0.10 plastic card to make the rudder attachment that goes from high up on fin to the rudder on the left side of the tail only. And the next to last step, after painting and decaling were done, I added a photo etched ring and bead gunsight on the top of the cowl in front of the wind-screen.

The model was painted, glossed up, decaled, under carriage and prop added, flat finished, and weathered a little with pastels and colored pencils. Add the tiny details and the model is finished. I built this model start to finish in about six weeks actual calendar time, which is fast for me. I have lots of cool P-40 decals and I'm eager to build this kit a few more times.

COLORS & MARKINGS OF THE

A-6 INTRUDER

in U. S. Navy Attack Squadron Service


**COLORS & MARKINGS SERIES
VOLUME 6**

 by Mike Heideman
and Rock Roszak

The A-6 Intruder is a unique looking airplane, that was built for the US Navy during the Vietnam War. It was, to me anyway, a strange looking airplane that was built for a specific mission and it did that mission exceptionally well.

As part of the Colors & Markings series of books, this book is oriented in the paint schemes worn by the Navy, in particular, in Attack Squadron Service. This softbound book features 127 pages of full color, with 309 color photos and seven color profiles beautifully rendered by Rock Roszak. The scope of these books is not the detail orientation of the Detail & Scale books, but concentrates on the paint schemes used by various squadrons.

GLOSS LIGHT GULL GRAY OVER GLOSS INSIGNIA WHITE


An example of how colorful aircraft markings were with the Gloss Light Gull Gray over Gloss Insignia White scheme is illustrated by this tanker variant photographed at NAS Alameda, California, in the late 1970s. The striking tail markings used by VA-145 "Swordsmen" during that period are enhanced by the matching green band on the aft fuselage to aid in identifying this Intruder as a refueler. Tanker variants would continue to operate in the gray over white scheme for many years after attack intruders had moved to more subdued colors and markings. (Grove)

Early in 1955, the Navy issued a specification requiring all aircraft designed for carrier operations to be painted Non-Specular Light Gull Gray (FS 36440) on the upper surfaces and Gloss Insignia White (FS 17875) on the lower surfaces. By the time the A-6 Intruder entered the inventory, the upper and vertical surfaces were painted Gloss Light Gull Gray (FS 16440), while the undersides remained Gloss Insignia White. The demarcation line was typically a blended, wavy line, but this varied. Both upper and lower control surfaces (all flying tail/stabilator, rudder, flaps, & spoilers) were painted Gloss Insignia White. The speed brakes on the wingtips retained the upper and lower paint scheme of gray over white. The fuselage speed brakes were left unpainted. The Grumman design featured a bulbous radome at the nose of the aircraft which was given a black coating when production deliveries began.

A number of issues led to a change to a white lacquer coating which would often appear to be a cream or tan color after being exposed to the elements. The radome color could change as the aircraft went through various paintings or as a result of paint erosion. In later years, radomes were often painted as part of the overall camouflage scheme. A narrow flat black or a dark gray anti-glare panel could also be found forward of the windscreen. The ECM fairing on the wing leading edge often matched the color of the radome, but it could be painted another color or left unpainted.

Navy paint directives called for the aircraft designation to be painted on the aft fuselage below the national insignia in two-inch black letters with the Bureau number (BuNo.) below and centered on the designation in four-inch black lettering. Yet, no matter the paint scheme, the standard manufacturer's



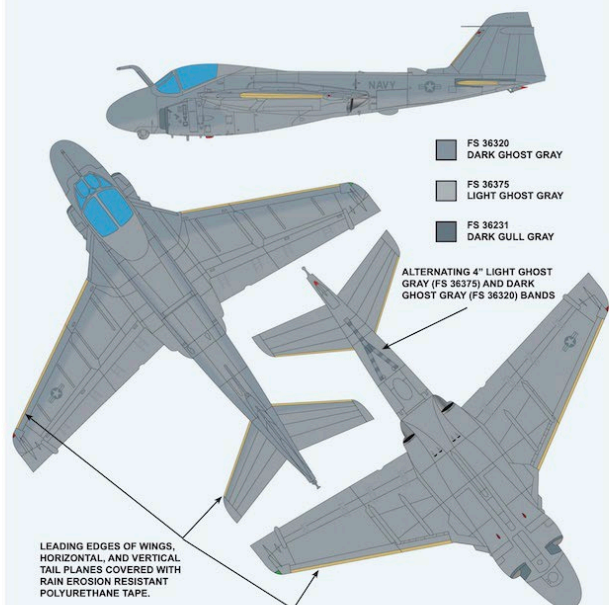
A-6E TRAM, BuNo 155712, was photographed in January 1981, several years after the Navy began the transition away from the gray over white scheme, and it is an example of how the scheme remained in use on Intruders longer than with other aircraft. Note the gray panel surrounding the TRAM turret under the radome. Also of interest is the 1000-pound GBU-16 laser-guided bomb uploaded on the outboard pylon. (Grove Collection)

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To start off the book, overall paint schemes are discussed. The A-6 has been around since the 1960s so it has gone through a variety of paint schemes from the high vis markings of Vietnam to the overall grey of its later years. Each type of paint scheme is shown for the modeler to use on his/her model.

As part of the Colors & Markings series of books, this book is oriented in the paint schemes worn by the Navy, in particular, in Attack Squadron Service. This softbound book features 127 pages of full color, with 309 color photos and seven color profiles beautifully rendered by Rock Roszak. The scope of these books is not the detail orientation of the Detail & Scale books, but concentrates on the paint schemes used by various squadrons.

TACTICAL PAINT SCHEME



NOTE:

OFFICIAL NAVY DOCUMENTATION FOR THE A-6E TACTICAL PAINT SCHEME INCLUDED PATTERNS OF DARK GHOST GRAY (FS 36320) AND LIGHT GHOST GRAY (FS 36375). CALL-OUTS WERE PROVIDED FOR THE USE OF DARK GULL GRAY (FS 36231) FOR THE LEADING EDGE OF THE ENGINE INTAKES, THE INTAKE PLATES, AND THE PANELS WHERE THE HORIZONTAL STABILIZERS ATTACHED TO THE AFT FUSELAGE. VARIATIONS WERE COMMON, WITH DIFFERENT COLORS AND PATTERNS BEING APPLIED LOCALLY. FREQUENT TOUCH-UPS FOR NORMAL WEAR AND TEAR AND CORROSION CONTROL PURPOSES OFTEN ALTERED THE APPEARANCE OF THE SCHEMES CONSIDERABLY.

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ATLANTIC COAST SQUADRONS



A-6E, BuNo. 158538, was photographed on a rainy September 28, 1976. This VA-65 Intruder is painted in the Gloss Light Gull Gray over Insignia White scheme. The radome and the engine inlet lip have an off-white appearance. The intake plate is painted Insignia Red, and the anti-glare panel and the refueling boom are painted flat black. The squadron markings on the vertical tail and the nameplate below the canopy are painted orange, outlined in black. In celebration of the country's 200th birthday, a bicentennial decal has been applied to the rudder. (Grove)

Nine active duty Navy Atlantic coast squadrons operated the Grumman A-6 Intruder, and all nine were based at NAS Oceana, Virginia. The individual units would be rotated through various air wings and carriers assigned to the Atlantic Fleet and thus carried tail codes that began with the letter A. However, there were four exceptions. VA-35, VA-65, VA-75, and VA-85 were temporarily assigned to Pacific coast carrier air wings and carriers conducting combat operations during the Vietnam War. As such, they carried tail codes that began with the letter N during those assignments.

In addition to the active duty Atlantic coast units, a Naval Reserve squadron, VA-205 "Green Falcons," was based at NAS Atlanta, Georgia. VA-205 operated both the KA-6D and the A-6E variants, with both types arriving in 1980. The squadron was assigned to Carrier Air Wing Reserve TWENTY (CVWR-20) with the AF tail code.

The first squadron to operate the A-6 was Attack Squadron FORTY-TWO (VA-42) "Green Pawns," and they received their first A-6A on February 1, 1963. As the Fleet Replacement Squadron (FRS), VA-42 was responsible for training pi-



The VA-75 squadron commander's A-6E TRAM, BuNo. 158043, visited the Montreal-Mirabel Airport, Quebec, Canada, on May 31, 1987. The Intruder was painted in a tactical scheme of overall Light Ghost Gray. Except for the black mox numerals, all other markings were painted in contrasting grays. The extended tail hook displayed black and white striping rather than the dark gray/light gray striping often seen. A 75th Naval Aviation Anniversary decal was applied to a dark gray square aft of the anti-collision light on the tail and is illustrated on the following page. (Hildreth)

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Then the book breaks down to the individual squadrons. What is nice is that the full color photos go through the progression of the paint schemes that were discussed in the first chapter. Also included are some unique and experimental paint schemes.

VA-36 "ROADRUNNERS"



A-6E TRAM, BuNo. 159176, displays a very mottled tactical paint scheme, the result of numerous paint touch-ups. The dark gray AJ tail code was staggered vertically on the rudder, while a roadrunner's head was painted on the vertical tail with highlights to show its features. A black stripe was painted across the base of the fin cap. Note that the squadron had recently received the Safety Award, indicated by the S on the forward fuselage just aft of the cockpit. (Grove Collection)

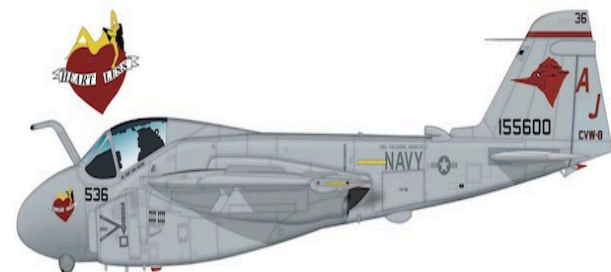


THEODORE ROOSEVELT, CVN-71. The "Roadrunners" deployed four times aboard "The Big Stick," participating in Oper-

The second unit to be designated Attack Squadron THIRTY-SIX (VA-36) was established on March 6, 1987, at NAS Oceana, Virginia. Nicknamed the "Roadrunners," the squadron received its first A-6E in May 1987. During its short operational career, VA-36 would remain assigned to Carrier Air Wing EIGHT (CVW-8) which used the AJ tail code, and it deployed aboard USS

and in support of Kurdish refugees in northern Iraq in Operation PROVIDE COMFORT. During the squadron's last deployment, from March 11 to September 8, 1993, VA-36 attacked the Baghdad Intelligence Service headquarters building in response to Iraq's attempt on the life of former President George H. W. Bush while on a visit to Kuwait in April. In addition, the squadron participated in Operation SOUTHERN WATCH, enforcing the no-fly zone over southern Iraq.

VA-36 "Roadrunners" was disestablished at NAS Oceana on April 1, 1994, after completing just over seven years of operations with the A-6.



A-6E TRAM, BuNo. 155600, was one of several aircraft assigned to CVW-8 that displayed nose art during ROOSEVELT's 1990-1991 deployment to the Persian Gulf. VA-36 had at least two aircraft with nose art, and AJ-536, with its HEART LESS pin-up, is illustrated here. The aircraft had a worn overall gray tactical paint scheme with very little stenciling beyond the larger warning arrows and inlet chevrons. Of note were the mission symbols on the engine nacelle below the leading edge of the wing. The nose art was later removed, and the mission markings were relocated to the radome. (Roszak)

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The Atlantic Squadrons are the first addressed. All ten squadrons show various markings, including full color and subdued markings. There are closeups of the squadron emblems which will be really useful to decal manufacturers and modelers.

The Pacific Squadrons are given the same treatment. There are ten squadrons here as well. The bomb mission markings on some of the Desert Storm aircraft are quite interesting, as they normally accompany a rather dirty grey aircraft.

Right and below: The squadron commander's aircraft during the 1972-73 deployment was A-6A, BuNo. 155622. At right, the aircraft is tied down on SARA's deck during one of the carrier's ports of call. Below, the aircraft drops its bombs on the release call from an Air Force F-4D Phantom II that was using LORAN positioning during a PAVE PHANTOM mission. (Both, Sanford)



Three of VA-75's Intruders are lined up on the rainy flight line of NAS Cubi Point at Subic Bay, the Philippines, during the 1972-73 deployment. AC-504 and AC-505 have the white lacquer-covered radomes, while AC-502 has a larger anti-glare panel over its radome which is painted in the Light Gull Gray over Insignia White of the main paint scheme. Note the external tanks with the VA-75 designation and a diagonal flash. (Sanford)



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If you are looking for inspiration to do an Intruder model, this is that motivation. If you can't find something in here that will get you amped up to build an A-6 there isn't anything that will.

VA-85 "BLACK FALCONS"



This beautiful photograph illustrates the earliest markings that VA-85 applied to their Intruders. A black falcon silhouette is displayed on a white disc with ATKRON 85 in a scroll beneath. There are five small black falcons on the trailing edge of the yellow rudder, and a larger falcon is at the top of the vertical tail with the last two digits of the modex superimposed over it in yellow. The VA-85 designation is vertically centered aft of the national insignia, and USS KITTY HAWK is lettered above the NAVY. The external fuel tanks have yellow fins with a black falcon on each, and note the colorful yellow trim on the tanks of the Intruder in the background. The photo was taken in 1965. (Swisher via Grove)



The lineage of the second squadron to be designated Attack Squadron EIGHTY FIVE (VA-85) extends back to Naval Reserve unit VA-859 which was called to active duty during the Korean War on February 1, 1951. It was redesignated VA-85 on February 4, 1953. VA-859 was initially based at NAS Niagara Falls, New York. However, the squadron moved three times between February 1951 and June 1952, first to NAS Jacksonville, Florida, then to NAS Quonset Point, Rhode Island, and finally to NAS Oceana, Virginia. The squadron nickname "Black Falcons" was approved by the CNO on May 7, 1958.

As a Reserve squadron, VA-859 operated the TBM-3E Avenger before transitioning to the Douglas Skyraider. The unit operated several variants of the AD Skyraider until it transitioned to the A-6A Intruder in 1964.

On October 19, 1965, VA-85, as part of Carrier Air Wing

ELEVEN (CVW-11) with the NH tail code, deployed aboard USS KITTY HAWK, CVA-63, for a WestPac deployment and the Vietnam War, the first of four such deployments. VA-85 lost two commanding officers and their B/Ns while engaging the enemy during combat operations over North Vietnam. A third commanding officer became a POW, while his B/N was rescued. In addition, LT(jg) Brian E. Westin earned the Navy Cross for heroism during a combat mission over North Vietnam when he risked his life to save that of his wounded pilot, LT W. R. Westerman.

After the squadron's last deployment to Vietnam ended on May 8, 1970, VA-85 was reassigned to USS FORRESTAL, CVA-59, and then to CVW-17. The "Black Falcons" used the AA tail code as they deployed eight times aboard FORRESTAL between January 5, 1971, and November 16, 1982. During this period, VA-85 became the first fleet squadron to receive the A-6E, taking delivery on December 9, 1971.

In 1983, VA-85 was assigned to USS JOHN F. KENNEDY, CV-67, and CVW-3 with the AC tail code. The squadron de-



VA-85 experimented with various camouflage schemes during its 1965-66 deployment to Vietnam aboard USS KITTY HAWK, CVA-63. This A-6A, BuNo. 151792, was painted in a scheme similar to the Air Force A-6A camouflage scheme. The aircraft had neither a tail code nor the various warning and rescue markings, while NAVY and the modex on the nose and tail were painted white. The aircraft had small tri-colored national insignia on the aft fuselage and wings. Note the borrowed external fuel tank. (Roszak)

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PACIFIC COAST SQUADRONS



A-6E TRAM, BuNo. 164383, in the final markings of VA-95, traps aboard USS KITTY HAWK, CV-63, in December 1995. VA-95 had been disestablished the month before this photo was taken, and NH-501 was one of the last two aircraft assigned to the "Green Lizards." Both of these Intruders were flown out to KITTY HAWK to be transferred to VA-196 "Main Battery." This aircraft was assigned to the squadron commander, and it carried a full color squadron insignia on the vertical tail as well as nose art. Note the colored stripes at the vertical fin cap, similar to markings associated with CAG aircraft. (Olafsen)

Nine Pacific Fleet squadrons operated the Grumman A-6 Intruder, and all nine were initially based at NAS Whidbey Island, Washington. The squadrons were rotated through various air wings and carriers assigned to the Pacific Fleet, and thus carried tail codes that began with the letter N.

The Pacific Fleet permanently assigned a carrier and an



A-6E, BuNo. 152610, was assigned to the CAG of CVW-5, and it was photographed on final approach to NAF Atsugi, Japan, in June 1979. The aircraft is painted in the gray over white scheme and has the white lacquer-coated radome. Note the colored flashes coming off the white arc on the tail markings, representing the squadrons assigned to CVW-5. (Suzuki via Grove)

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VA-95 "GREEN LIZARDS"



A-6A, BuNo. 154135, displays the first markings VA-95 used on their Intruders. A green and yellow lizard, standing on its rear legs, is painted on the fuselage aft of the cockpit. A solid green lizard is on the external fuel tank. The fin cap is dark green with the last two digits of the modex in white, and the rudder has four green lizard tails outlined in black. The trident and tail code are black. Note the buddy refueling store mounted on the centerline station. The photograph was taken at NAS Moffett Field, California, in February 1973. (Grove)



The third iteration of Attack Squadron NINETY FIVE (VA-95), nicknamed the "Green Lizards," was established on April 1, 1972. The squadron lineage extends back to torpedo squadron VT-20, which was established on October 15, 1943. VT-20 would be later redesignated as VA-10A, and then VA-95 on August 12, 1948.

Home based at NAS Whidbey Island, Washington, VA-95 was assigned to Carrier Air Wing FIFTEEN (CVW-15) with the NL tail code, and to the aircraft carrier USS CORAL SEA, CV-43. The "Green Lizards" received their first A-6A in early 1972.

VA-95 made three deployments aboard CORAL SEA between March 9, 1973, and October 5, 1977. During these deployments, the squadron provided support to Operation END SWEEP, the clearing of mine fields along the coast of North

Vietnam, and Operation FREQUENT WIND, providing armed escorts to helicopters evacuating the Saigon area. On May 15, 1975, the "Green Lizards" flew support missions during the recovery of the American merchant ship SS MAYAGUEZ, following its capture by Cambodian gunboats.

After the third and last deployment aboard CORAL SEA, VA-95 was reassigned to Carrier Air Wing ELEVEN (CVW-11) with the NH tail code, and to the carrier USS AMERICA, CV-66. Following two uneventful cruises to the Mediterranean Sea and the Indian Ocean, CVW-11 changed carriers again, this time to USS ENTERPRISE, CVN-65.

The "Green Lizards" deployed six times aboard ENTERPRISE and participated in Operation PRAYING MANTIS, launching retaliatory attacks against Iranian speedboats after USS SAMUEL B. ROBERTS, FFG-58, struck a mine in international waters. The squadron then engaged the Iranian frigate SABAND after being fired on. With support from USS



VA-95's CAG aircraft was photographed at NAS Whidbey Island, Washington, on February 6, 1974. A-6A, BuNo. 154144, had a thinner, longer, more stylized green lizard painted on the external tank, while the green lizard on the fuselage was of a different design. The multi-colored lizard tails on the rudder represented the various squadrons assigned to CVW-15. The 500 modex was black with white shadowing. (Detail & Scale Collection)

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A-6E TRAM, BuNo. 152916, was reassigned to CVW-9's CAG in December 1991. The photographs on this page depict the full aircraft from both sides, and also include a closeup of the vertical tail to illustrate the markings there. The name CUJO was painted at the base of the rudder, and DESERT STORM 91 was painted in red across the top. Below that were thirteen Intruder silhouettes, all with modex numbers on their tails. The silhouettes also have a larger number which represents the number of combat missions flown by each aircraft. In addition, the number of ships sunk, tanks destroyed, and Texaco refueling missions flown by VA-155 were represented. The bomb silhouette at the bottom indicates that VA-155 delivered a total of 2.29 million pounds of ordnance. (All, Grove)



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This book is typical of this entire series, exceptional photos of some really unique and colorful aircraft.

The book is a great resource on a unique airplane. I don't think you will find a better reference for the colors and markings for the A-6 Intruder anywhere.

The digital copy is also available and it offers even better options, such as more pages, the ability to enlarge and zoom in on photos, and a cheaper price. Either way you can't go wrong with these books.



Photographed in November 1995 at NAS Miramar, California, A-6E TRAM, BuNo. 161680, was assigned to CVW-9's CAG. The vertical tail was adorned with six colored contrails trailing behind aircraft silhouettes. Each color represented a squadron assigned to CVW-9. The squadron's boomerang was painted forward of the NG tail code which was black with white shadowing. (Trombecky)



Details of two similar sets of VA-165's CAG markings are illustrated in these photographs. At left is a closeup of BuNo. 161680, shown in the previous photo. The black NG tail code was shadowed in white with a black boomerang. At right, BuNo. 162202 had a green boomerang and no shading to the tail code. The configuration of the multi-colored flashes, representing the squadrons in the wing, was depicted differently on each aircraft. (Left, Trombecky; Right, Grove Collection)



A-6E TRAM, BuNo. 158042, made a visit to the airport in London, Ontario, on May 31, 1996. NG-507 was painted in a tactical scheme with flat black markings. The number 9, surrounded by five stars and the words NIMITZ NINE TEAM, was below the last two digits of the modex on the rudder. The B/N's name was LT BRET DAVIS, and his call sign BETTY was lettered below his name. AR CHRISTY L. ASCHOFF, JOEY, and WOODLAND WA, were stenciled on the right landing gear door. USS NIMITZ was lettered above the fuselage formation light. (Lebaron via Hildreth)

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Highly recommended

Thanks to Detail & Scale for the review copy. You can obtain yours by going to the Detail & Scale website, <https://www.detailandscale.com/detail-scale-publications>. There you can find a link to the printed edition as well as the iBooks and Kindle versions of it.

What's Up wid You?

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

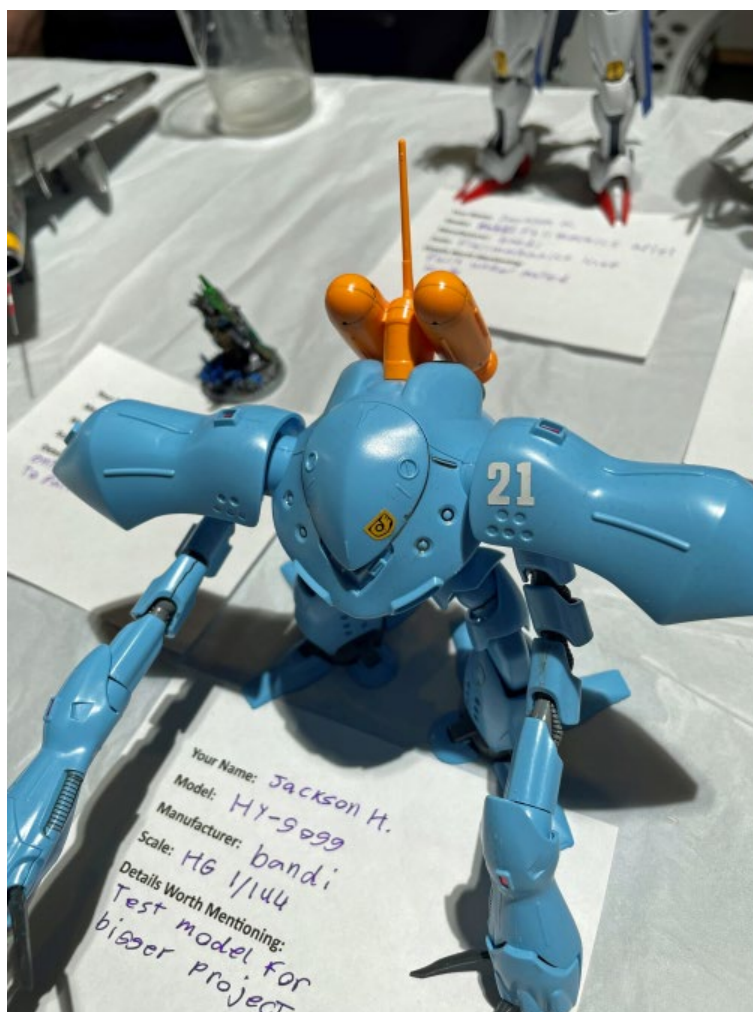
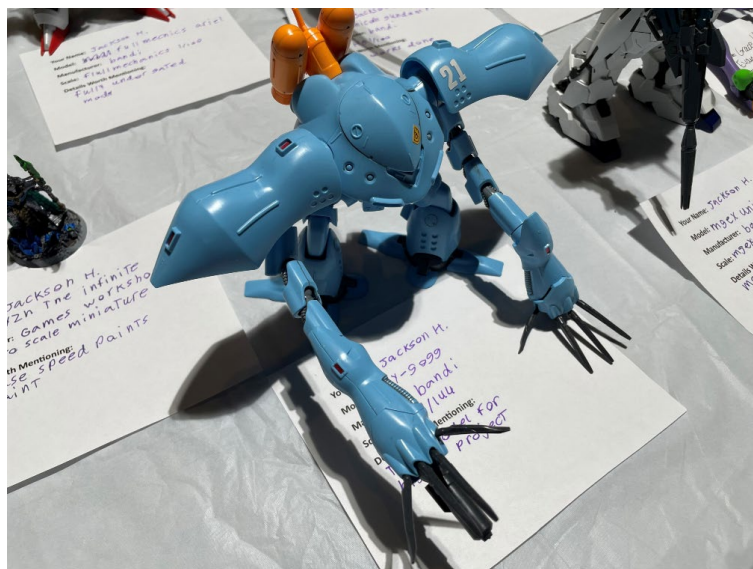
Contact Bill Delk to have him send you a link to be able to get into the meeting.

Everyone is welcome.

Bill Delk`s e-mail address
Falconfyredeuce@gmail.com.



Lots of models at the meeting this month, Gundam, Aircraft and ships. Let's start off with Jackson H. Jackson brought in five Gundam models. The first is a 1/144 Hy-Gogg.



Next from Jackson is a Full Mechanics Ariel. This is a Bandai 1/100 scale kit.



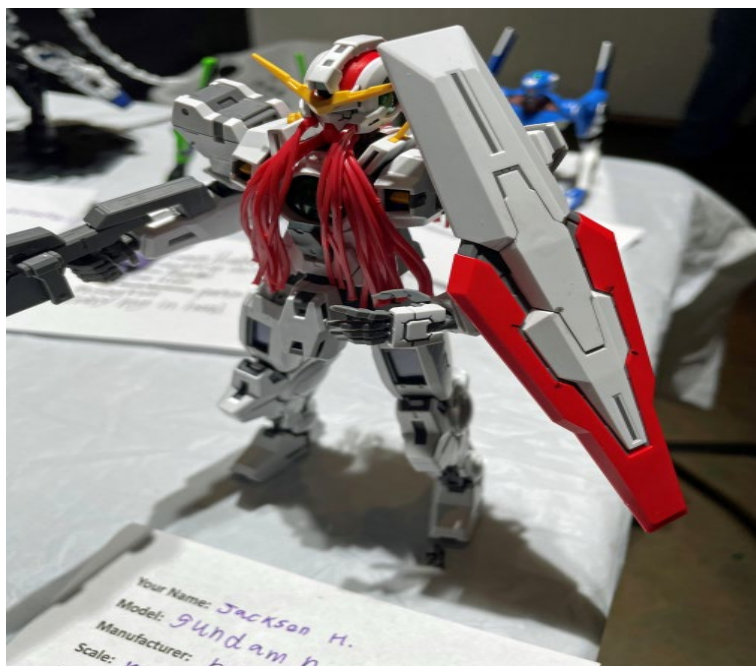
Next from Jackson is a 1/100 Unicorn Gundam Perfectability in 1/100 scale.



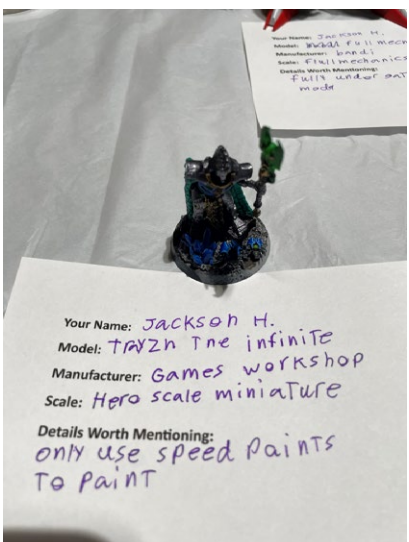
Jackson also shared his 1/100 MGEX Unicorn Gundam.



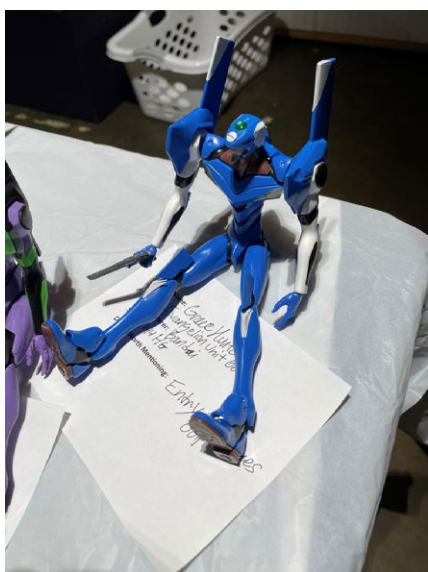
Next from Jackson is a Gundam Nadeleeh in 1/100 scale.



Jackson also shared Trazyn the Infinite a Hero Scale Miniature from Games Workshop.



Grace Hunter shared two Evangelion units with the group, 00 and 01.



Min Zhao shared her Kotobukiya Frame Arm Girl Greifen Ultramarine in 1/12 scale.



Matthew Brown brought in his 1/48 scale Bandai Snow Speeder.



Tim also brought in his Spitfire FR-XIVe by Academy in 1/48 scale.



Mike Gilsbach shared his AMT 1/32 Colonial Viper.



Ron McCracken shared three of his projects with the group. The first is a Rareplanes Fairey Fulmar.



Tim Robb shared his 1/72 Hasegawa Flak 18.



Next from Ron is an MNEWS A-36A. Ron converted it from 3 different kits.



Joe Friedman brought in three of his projects. The first is a Westland Whirlwind.



Next from Joe is a 1/72 Hobby Boss LaGG 7.



Joe also brought in a 1/72 HobbyBoss Brewster Buffalo.



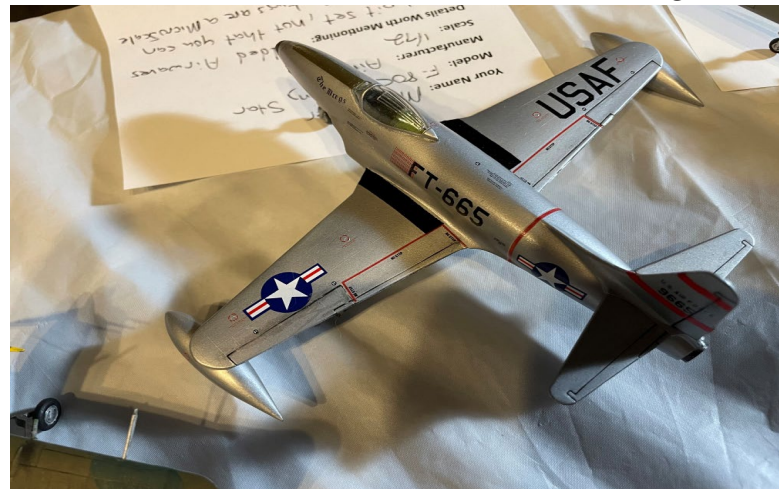
Last from Joe is a Revell Hayabusa Ki-43.



Mike Frazer brought in 2 of his projects. The first is an F-20 Tigrshark 1/72.



Next from Mike is an Airfix F-80C Shooting Star.



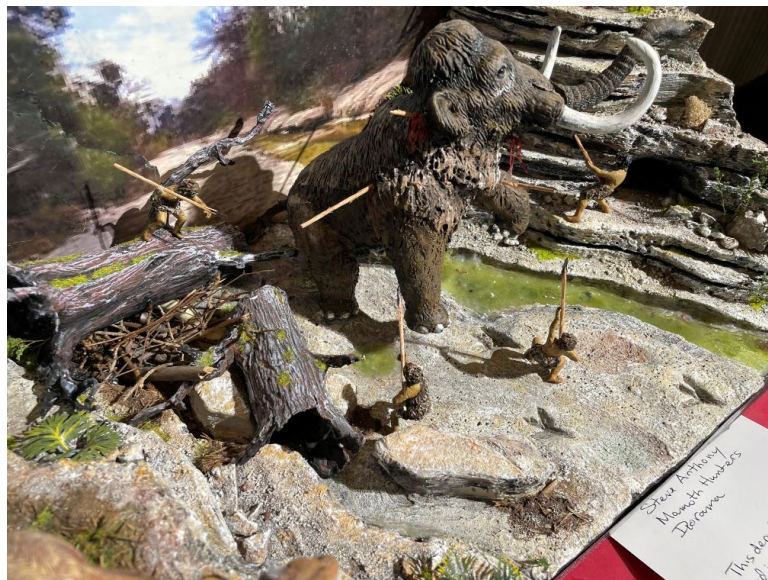
Charlie Hauptrief shared his completed Trumpeter 1/350 O Class battle cruiser.



Bob Bethea brought in a 1/72 crashed ME262 diorama.



Steve Anthony brought in a Mastadon diorama and a modified 1/16 conversion of a Wehrmacht figure into a Confederate soldier.



Peter Dasso gave the program on metallic finishes.



Peter also won Model of the Month with his Unicraft 1/72 SNCAo ACA-S.





Thanks to everyone that brought in a model to share with the group. See you at the next meeting.



Old Rumors and New Kits

New and In View Aircraft

by Ron McCracken

August looks to be an exciting month, with a number of new releases. And what better excuse to stay in out of the heat than some new plastic to keep one busy? The large-scale helicopter enthusiasts have two new-tool kits to investigate. For the 1/48th fans, three brand new offerings are scheduled out, along with a re-release with so many new parts that it almost qualifies as new-tool. For the 1/72nd enthusiasts, Big Planes kits has a couple of new offerings, Dora Wings offers a recon variant of the P-43, and Hasegawa dominates the listings with several new-markings re-releases.

1/32nd Scale:

Roden is releasing a Sopwith 1 1/2 Strutter "comic" single-seater based on their earlier two-seater



1/35th Scale:

ICM has announced a new-tool AH-1G Cobra late configuration kit.



MODEL KIT № 53031

AH-1G Cobra (late production)

US Attack Helicopter

100% NEW MOLDS

1:35 SCALE

- The first 1/35 scale model kit of the AH-1G Cobra helicopter from ICM
- Strict adherence to geometry and proportions, high level of detail of the fuselage skin
- The set includes hanging weapons: blocks of unguided missiles, containers with machine guns and a six-barrel cannon
- The decal for 5 markings for different units

MADE IN UKRAINE

ICM
Nuts in the Seat

Meng has announced a new-tool AH-64D Apache Longbow.



1/35 SCALE

MENG
WWW.MENG-MODEL.COM

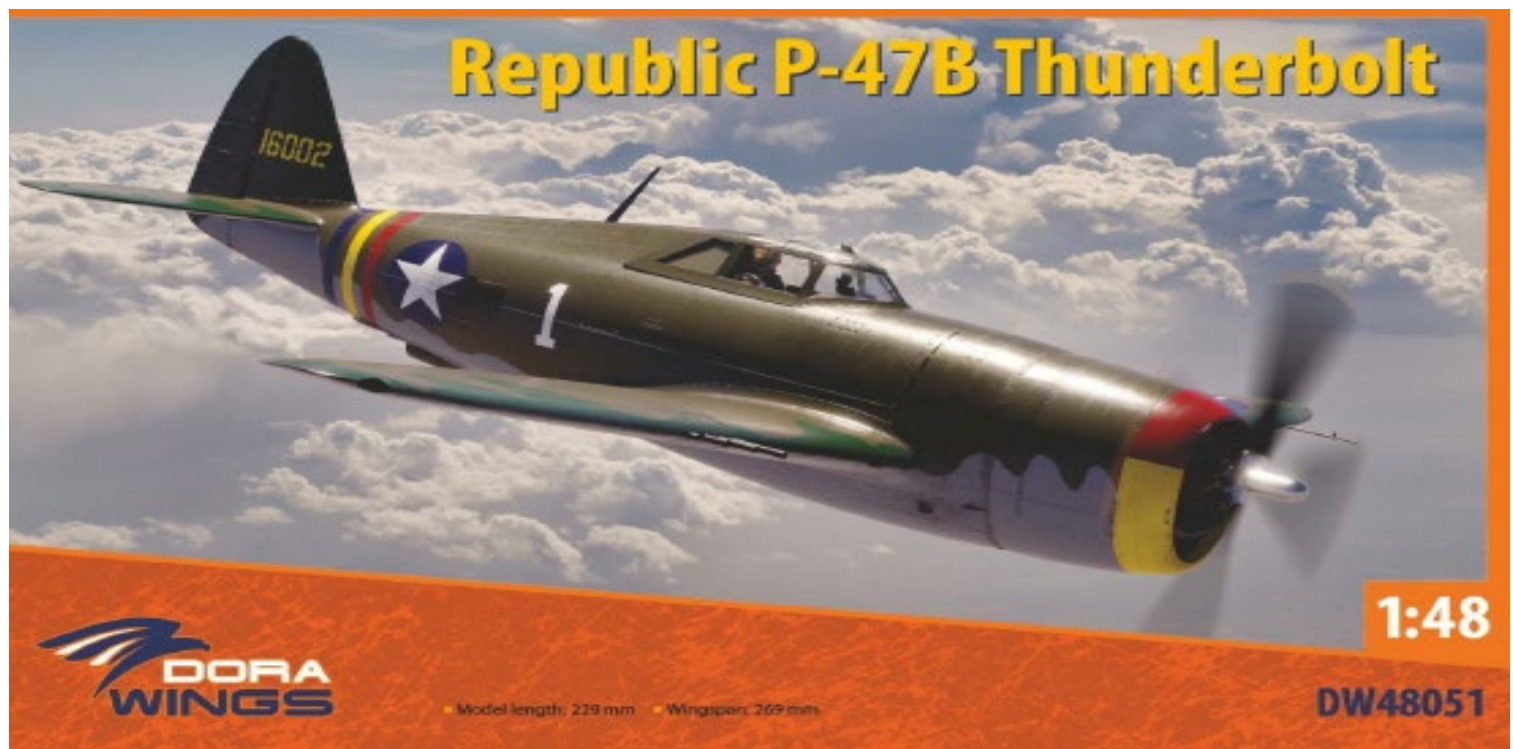
BOEING™ AH-64D APACHE LONGBOW™
HEAVY ATTACK HELICOPTER

Takom is re-releasing their AH-64D Apache Longbow in JGSDF markings.



1/48th Scale:

Dora Wings has announced a new-tool P-47B Thunderbolt in the markings used by the 56th FG during stateside training. Note, this is the early short-fuselage version which has never been kitted in 1/48th scale, to my knowledge.



Eduard is re-releasing their A6M3 Zero Type 32 in a Weekend Edition. Remember these kits omit the PE and masks usually included.

eduard

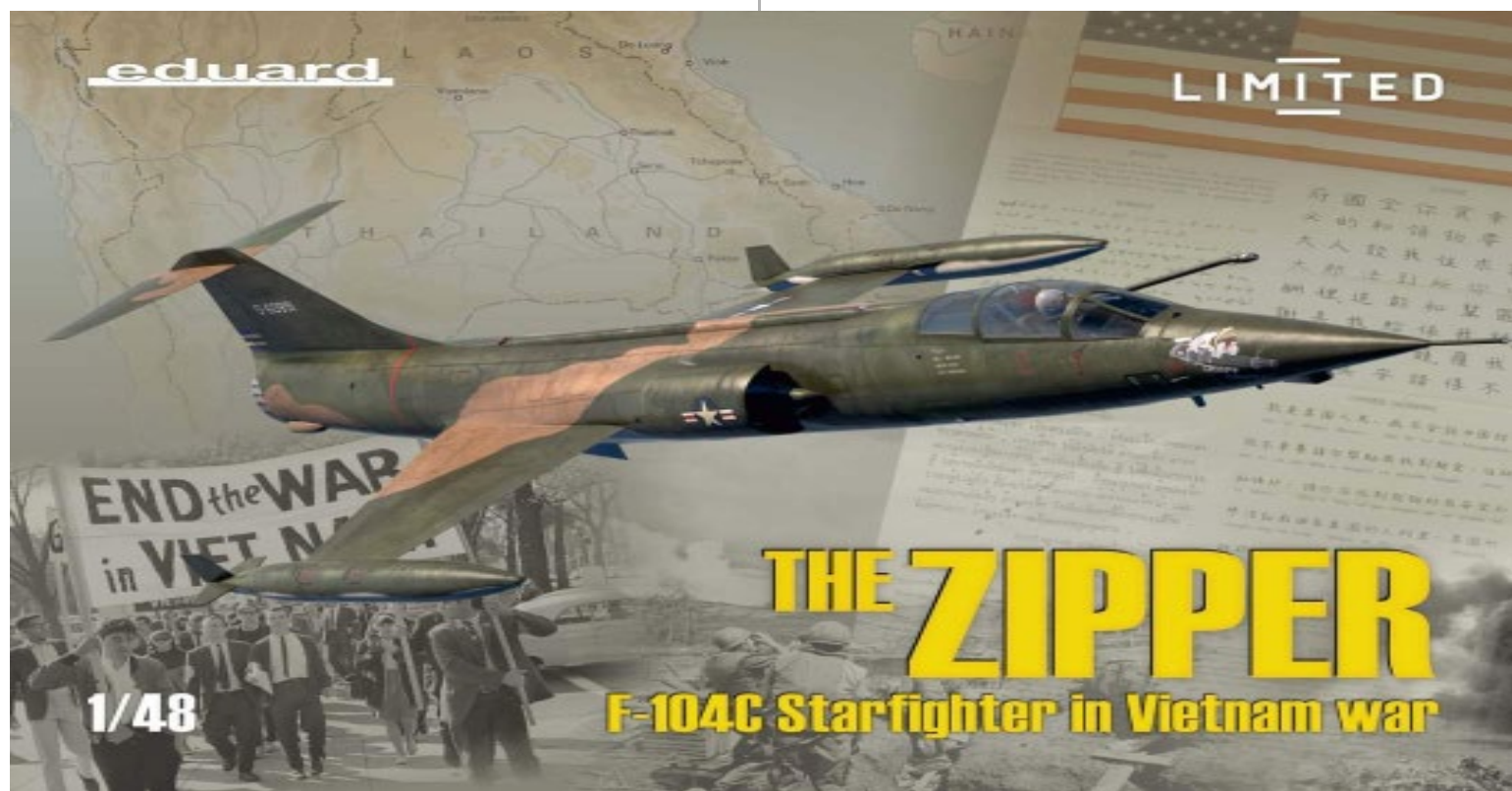
WEEKEND
edition



A6M3 Zero Type 32

scale **1/48**

Eduard is releasing an F-104C in markings of "The Zipper" as a limited edition kit. According to Scalemates, this is based on the Kinetic F-104A/C kit, with some added parts.



Eduard is releasing an FM-2 Wilder Cat Limited Edition kit based on their F4F-4. I'm tempted to call this one a "new-tool" because of the extensive differences between the F4F and the FM-2.



Great Wall Hobby has announced a new-tool F-14B Tomcat. There are a couple of on-line shops who are listing it for pre-order.



Hasegawa has re-released their F-15C Eagle in “Ace Combat 7 - Skies Unknown” markings.



ICM is re-releasing their Beaufort Mk.I with five new decal options.

MODEL KIT № 48312

Bristol Beaufort Mk.I

WWII British dominions Air Force

A Bristol Beaufort Mk.I aircraft in flight over a coastal landscape. The aircraft is shown in profile, flying towards the left. It has a green and brown camouflage scheme with blue and white roundels on the wings and tail. The tail also features a vertical stripe of blue, white, and red. The aircraft is flying over a green, hilly coastline with a body of water in the background.

1:48 SCALE

- Possibility to assemble the wing in two versions – with or without air deflectors
- The set includes a Mk XII aircraft torpedo with a torpedo trolley
- Decals for 5 variants of Bristol Beaufort Mk.I aircraft markings of the period 1941-1943

ICM
Help in the Sky

MADE IN UKRAINE

Revell is re-releasing their Mirage 2000C.



Trumpeter has announced a new-tool Fulmar Mk.I.



1/72nd Scale:

Big Planes Kits is releasing a P-8A Poseidon, based on their earlier series of Boeing 737 kits.



Big Planes Kits has announced a new-tool TB-2 drone Dual Combo kit.



Dora Wings is re-releasing their P-43 Lancer as a reconnaissance variant, i.e. a P-43B. Markings are included for Australian and USAAF examples. The kit does include the bulged camera fairings for the rear fuselage sides, although the box art doesn't show them.



Eduard is re-releasing a Bf 109F-4 with new decals/parts.



Hasegawa is re-releasing their F/A-18F Super Hornet in VX-9 Vandy 1 markings.



PHOTO: Yas TSUCHIYA

LIMITED
EDITION

F/A-18F SUPER HORNET™
'VX-9 VANDY I'

Hasegawa
Hobby kits

※実際の製品パッケージとは一部異なる場合がございます。

Hasegawa is also re-releasing their F-2B in Prototype #4 markings. Nothing new but the decals.



PHOTO: HAJIME ISHIHARA

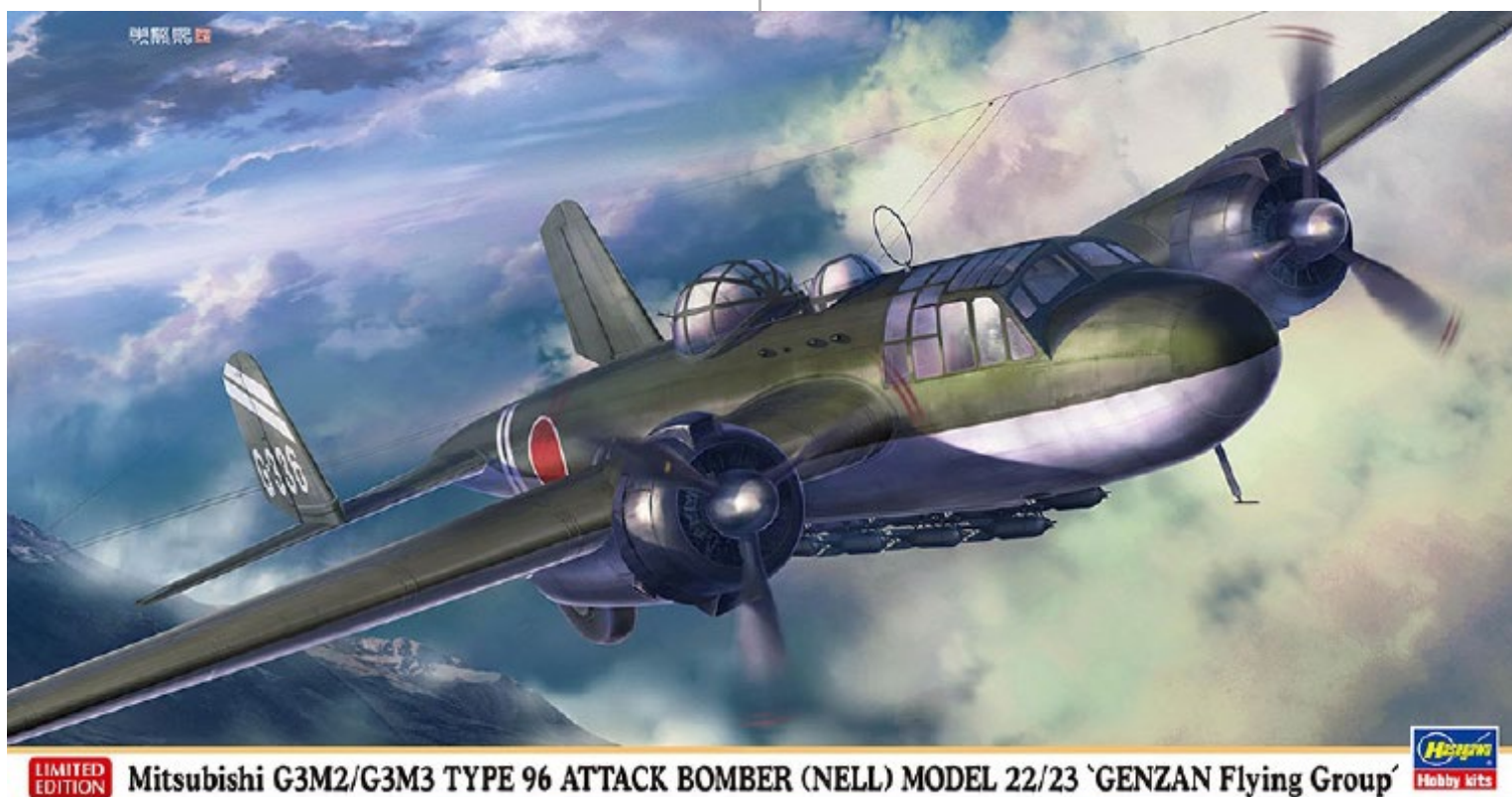
LIMITED
EDITION

Mitsubishi F-2B 'PROTO TYPE No.4'

Hasegawa
Hobby kits

※実際の製品パッケージとは一部異なる場合がございます。

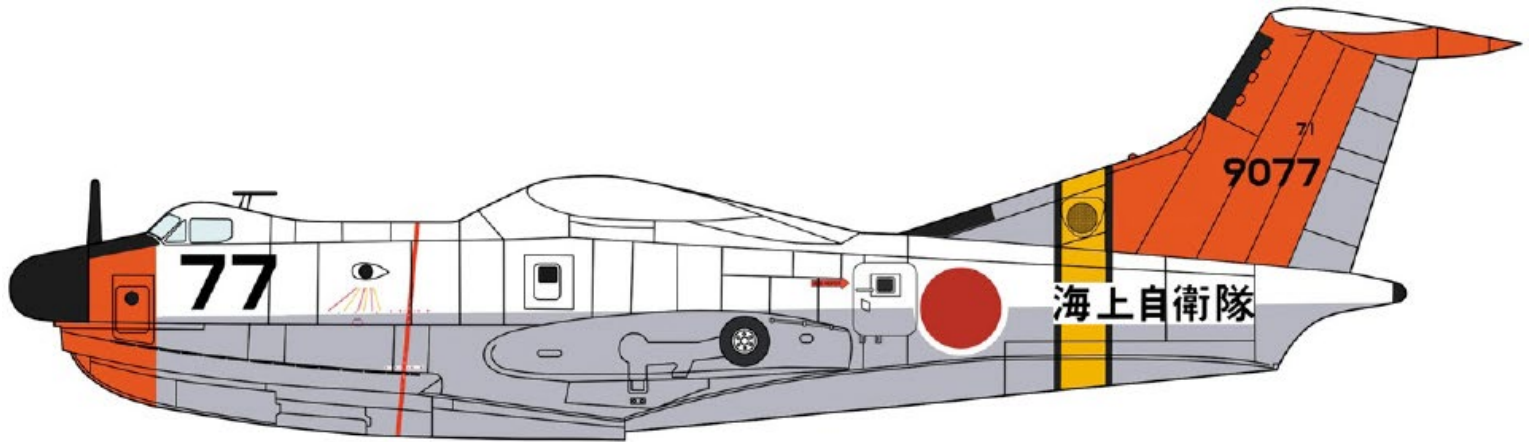
Hasegawa is re-releasing their G3M2/M3 Type 96 “Nell” with new decals.



Hasegawa is re-releasing their T-4 trainer in “Egg Girls Rei Hazumi” markings.



Hasegawa is re-releasing their US-1A in 71st Flying Group markings.



1/144th Scale:

Revell has announced re-release of their Alfa Jet as a set of three with various colorful markings.



1/200th Scale:

Hasegawa is re-releasing their 777-200 kit in “Demonstrator” markings.



BOEING™ 777-200™
'DEMONSTRATOR'
ボーイング 777-200 “デモンストレーター”



※実際の製品パッケージとは一部異なる場合がございます。

So there you have it! Several new-tool offerings and a bunch of revisits of oldies-but-goodies. Happy Modeling!



Shipping News

by Rick Herrington

Ahoy mates!. Time for more news on the ship modeling front. Let's get started with 1/700 scale.

Pit Road has several new releases in 1/700 for us, the first is the IJN light cruiser Yubari as she appeared in 1944.



Next from Pit Road are three modern JMSDF ships. The first is DD-119 Asahi.



Third from Pit Road is the JMSDF DD-120 Shiranui



Fourth from Pit Road is the JMSDF FFM-4 Mikuma



Last from Pit Road is the JMSDF submarine SS513 Taigei.



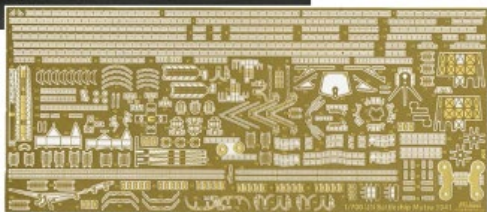
Riich Models also has a submarine for us, the USS Ohio SSBN.



Fujimi has several releases (re-releases) for us. The first is the IJN carrier Taiho.



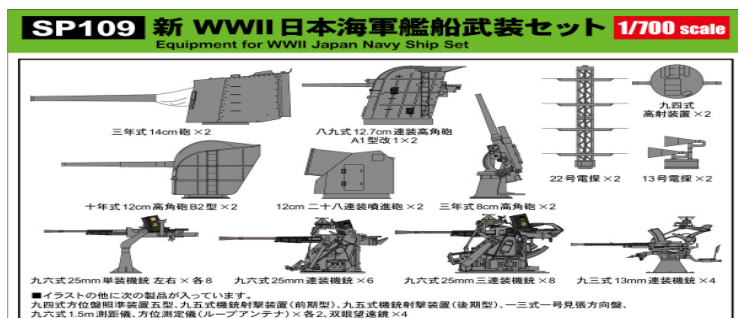
Second from Fujimi is the IJN battleship Mutsu.



Next from Fujimi are two IJN heavy cruisers, the Ibuki and Mikuma.



Pit Road has several “extra” kits for warships. These are great if you’re scratch building or just upgrading your kits.



Last in 1/700 scale is Trumpeter’s release of the HMS Belfast as she appeared in 1959. If you’re building a kit of the Thames Belfast, this would be the one for you.



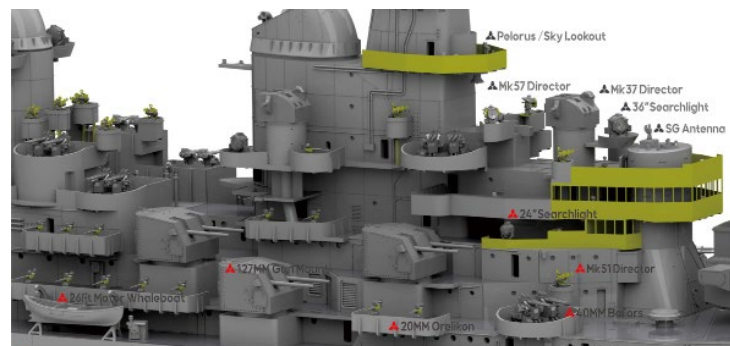
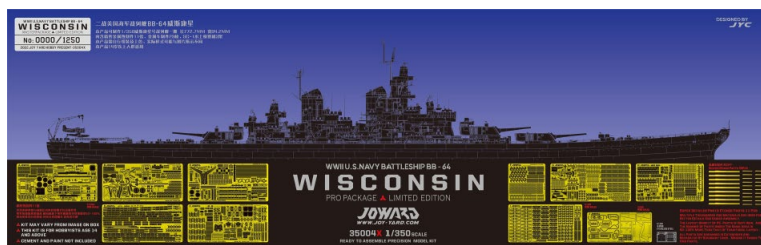
Moving on to 1/400 scale Heller has some re-releases for us. The first is a two ship set of the Prinz Eugen and the Admiral Hipper.



Next from Heller is a set of the Bismarck and Tirpitz.



Moving on to 1/350 scale Joyard is up first with a release of the battleship Wisconsin.



● EXTREMELY FINE DETAIL SAVES LOTS OF MONEY



● 40MM BOFOS QUAD MOUNT / WITH PE ● L38 5-INCH TURRETS INCLUDED

● MK57 DIRECTOR



● 26" MOTOR WHALE BOAT

● 5" TWIN LOADING MACHINE



Tamiya is up next with a IJN I-400 submarine in 1/350th scale.



Finally in 1/200 (Shelf buster scale) we have a release from I Love Kit, the USS Curtis Wilbur. DDG-54. She was an Arleigh Burke missile destroyer.



That's all the wind in the sails for this month. Until next month, keep building.

Tracked Topics

By Panzer Lehr

Hey tread heads! Lots to get to this month. Let's start off with 1-72nd scale. First from Academy we have an M60A1 RISE.



Next from Ace we have a V-100



AFV has a King Tiger for us.



IBG has a BTR-4E Ukrainian vehicle.



The IBG kit has been issued with and without the slat armor.

Forces of Valor has three new releases in 1/72 scale. The first is an M3A1 US half-track.



Next from Forces of Valor is a Tiger 1

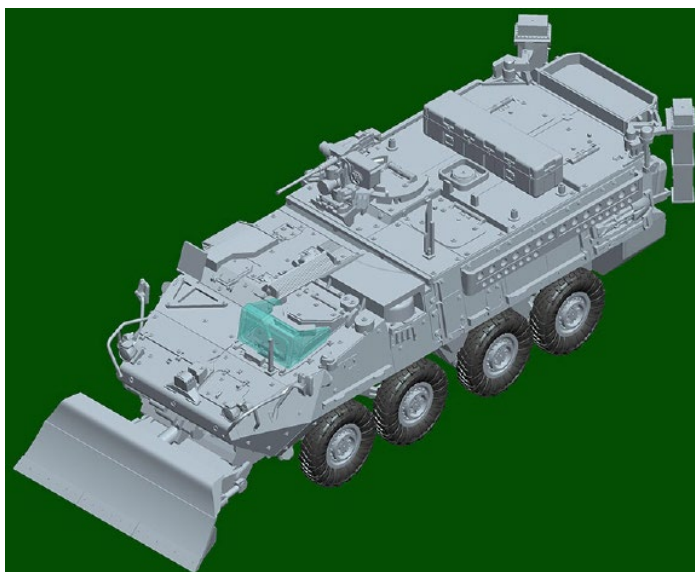


Next from Forces of Valor is an M1A2



Trumpeter has an M1132 Stryker engineer vehicle.

Hobby Boss has a Russian Smerch MLRS



Moving on to 1/48th RFM has an M1024A1-ATV for us.

Pit Road has a JGSDF Type 61 for us.



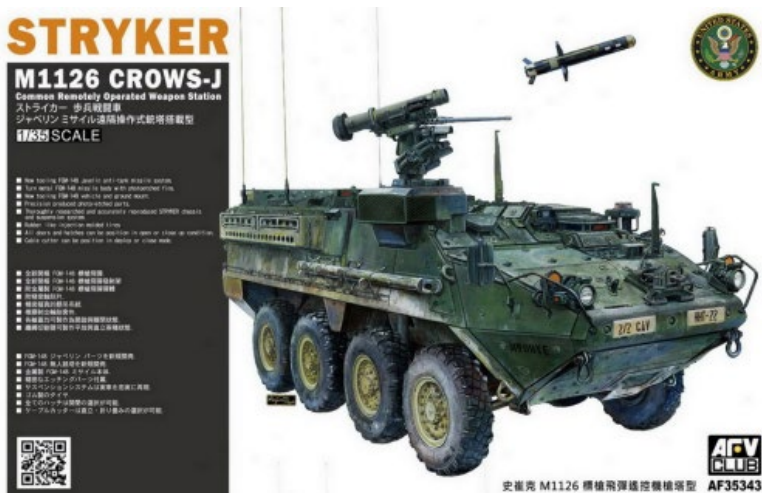
In 1/35th AFV has 3 for us. The first is a Churchill Mk VII.



Next from AFV is an M548 high speed tractor



Next from AFV is a Stryker with a Javelin launcher.



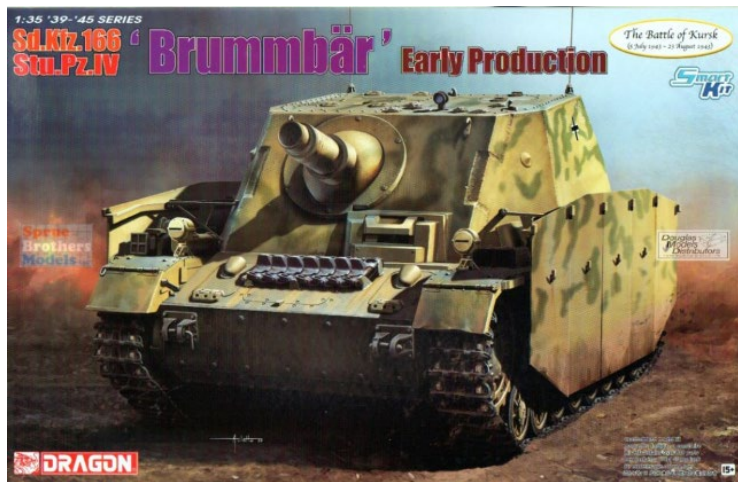
Academy and Border Models are both releasing T-34 85's The Border Models kit comes with workable tracks, a metal gun barrel and a set of resin tank riders.



Das Werk is releasing a Schwimmwagen Trippel.



Dragon is re-releasing their Brummbar.



Takom is releasing a Panther A



Trumpeter is releasing an 18t half track with Flak.



Trumpeter is also releasing a Flak 41.



Tamiya is releasing a JGSDF Type 16 MCV C5 wheeled armored car.



WIP is producing an Italian armored car, the Protetto.



Two from RFM, both of them Ukrainian. RFM is releasing a Leopard 2A6 and an M1A1 in UK livery. The M1A1 can also be modeled as a Polish tank.

LEOPARD 2A6 MAIN BATTLE TANK



- UKRAINE DECAL
- WORKABLE TRACKS
- 200+pieces KONTAKT-1 EXPLOSIVE REACTIVE ARMOR

LIMITED EDITION



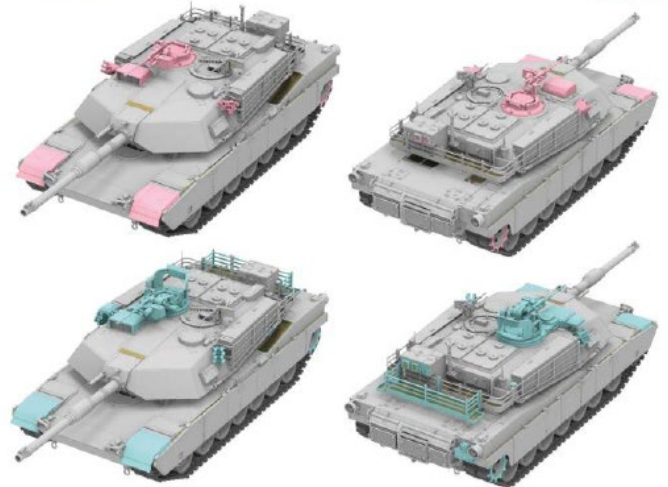
1/35 SCALE
5103

RFM
RYEFIELD MODEL

M1A1 ABRAMS UKRAINE/POLAND

2in1 LIMITED EDITION

RM-5106 RFM
RYEFIELD MODEL



© RFM 2023

M1A1 ABRAMS UKRAINE/POLAND

2in1 LIMITED EDITION

200+pieces Kontakt-1 ERA Bricks



1/35 SCALE
5106

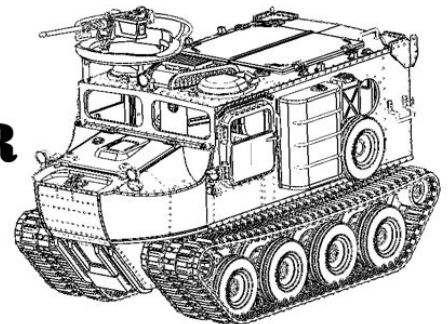
RFM
RYEFIELD MODEL

Last in the column this month is a Hobby Link M76 Otter.

HOBBY LINK

**M76
OTTER**

SCALE 1/35



Made in Vietnam

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.

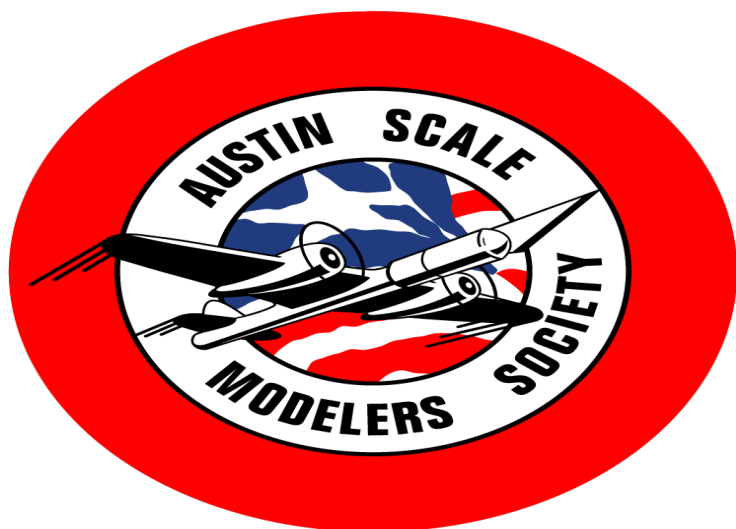
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Maybe you build cars.
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The standard word count is 3000 and it should be well documented with high resolution photos
Send inquires to: ipms-q@ipmsusa.org



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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/>
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For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager at manager@ipmsusa.org

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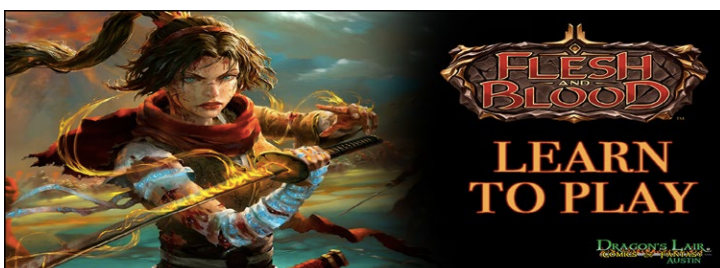
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