

# ASMS

# SPRUE EXAMINER



## RAF Duxford:

A visit by Dave Bottger

austinsms.com



December 2023

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

News • Articles • Features • Opinions • Advice •

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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.

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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 TIM ROBB



Merry Christmas to all. We've had a great year and are poised for another in 2024. Please come to the December meeting!

At this meeting:

1. We need to choose a show theme for our 2024 show.
2. We will have a quarterly contest with gift certificate prizes open to white elephant kits built from last year's Christmas Party exchange.
3. We will then have the model of the year vote. Please bring any and all of your models that were voted model of the month at our 2023 meetings. The white elephant winner is the Dec. Model of the month and in the MOY competition.
4. Whoever has the traveling White Elephant trophy please bring it to the meeting so I can have our new 2023 winner's name added to it.
5. I have a few of the ASMS 50 YR. shirts that were ordered still to pass out.







# 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  
78602.



## Events

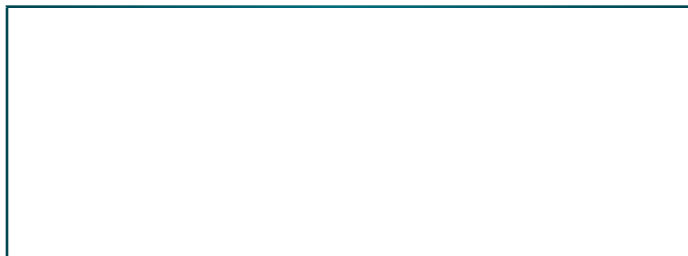
**ASMS Christmas Party**  
**12/16/2023**

**Model Fiesta 42**  
**02/10/2024**  
**New Braunfels**  
**Convention Center**

### Club Quarterly Contests

This month we have an open  
quarterly contest with prizes.  
The Model of the Year contest is  
this month also.

### Monthly Meeting Presentations:



# RAF Duxford: A visit by Dave Bottger.

In September I realized a lifelong dream by traveling to England. In addition to the usual tourist sites, I of course made it a point to visit air museums.

The first was the Imperial War Museum Duxford. Duxford was built in 1917 as a training base for the Royal Flying Corps and was an important fighter base during World War II, first for the Royal Air Force and later for the U.S. 78th Fighter Group, immortalized as The Duxford Boys.

Duxford is not far from London but getting there was a bit complicated by the fact that the closest tube station is about 2½ kilometers (about 1½ miles) away. Walking was out of the question since we'd have to cross several highways. Fortunately the front desk clerk at a nearby hotel was kind enough to call us a cab.



Bristol fighter

Duxford is still a working airfield. When we visited, we saw several Tiger Moths on the ground and in the air. The real treat for me was a two-seater Spitfire, converted by the addition of a second cockpit behind the first. You can book a ride for a mere £4,600 (about \$5,700). I didn't. Still, it was a great thrill to see and hear it taxiing and flying.

Duxford consists of seven buildings housing aircraft and in the last, land vehicles: AirSpace, Flying Aircraft (restoration and maintenance of flying aircraft), Air and Sea, Battle of Britain, Conservation in Action (preservation and restoration), the American Air Museum and Land Warfare. In addition, there is a Battle of Britain ops block which was used in 1940.



Two seat Spitfire.





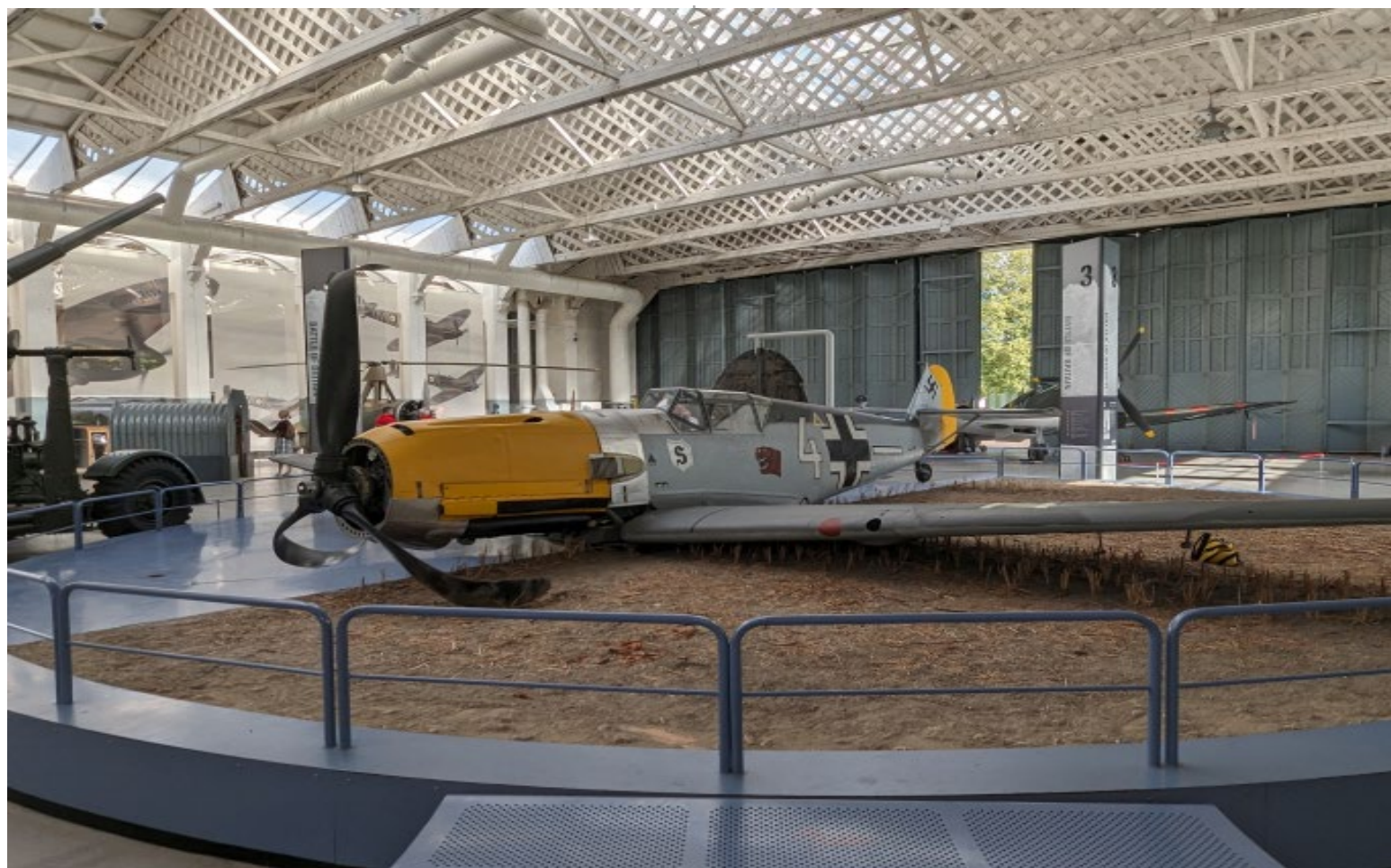
Fairey Swordfish



As you might expect, the Battle of Britain building was impressive, housing several actual participating aircraft, including a Spitfire, Hurricane, Bf 109 and C.R. 42. In the Flying Aircraft building is another Spitfire which was donated to the museum on condition that it fly once a year. We missed its annual flight by a week.







Hawker Fury



The American Air Museum was a bit of a disappointment. Although it contains quite a few aircraft, they are crowded in, making it difficult to take good photos. Several aircraft are post-World War II vintage, which seemed somewhat out of place. Still, it's well worth the short additional walk. The aircraft depicted in these photos are original airframes, not reproductions.



In progress restoration of HE-162 Salamander



Zero firewall



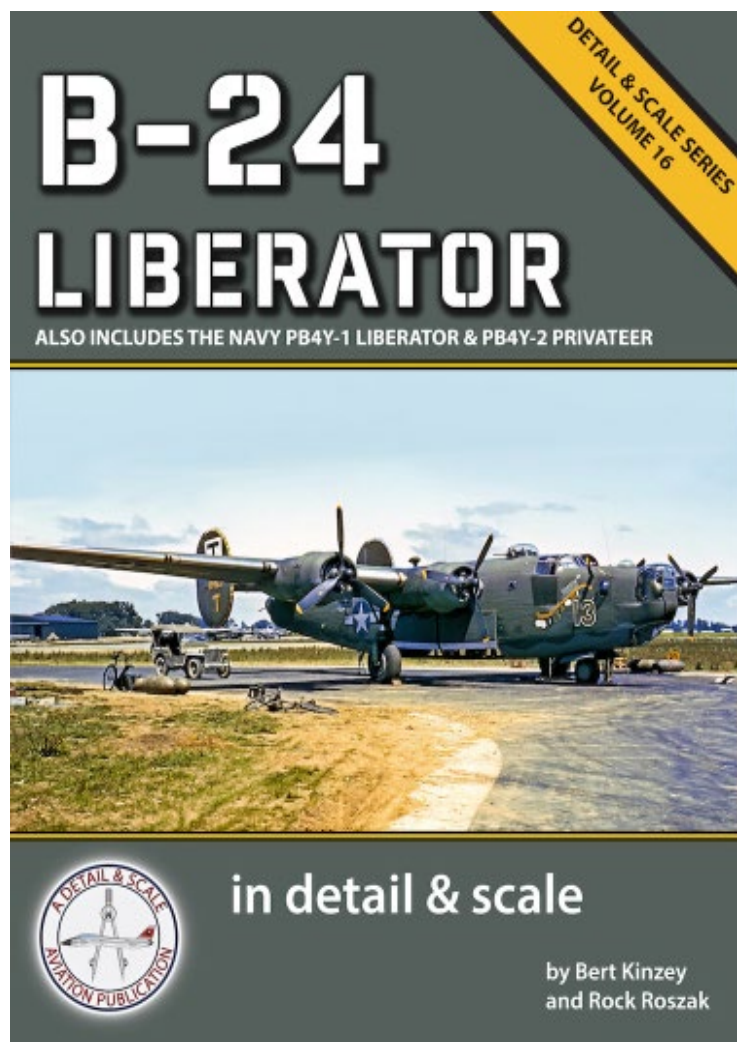
Zero fuselage.



# *Detail and Scale Volume 16:* *B-24*

a  
review by Floyd Werner

Originally published in 2000, the printed edition of this book, like many of the D&S books, were limited by the production costs. With the advent of digital technology and reduced printing cost by using on demand printing, the B-24 Liberator is finally given the coverage that it deserves. Produced in more numbers than any other US aircraft during World War II, the B-24 fought on every front, from the jungles of the South Pacific to the snow covered terrain of Alaska, to England, and North Africa. Not only was it produced for the USAAF but versions were used by the Navy as well. There were bomber variants, photo recon planes and cargo aircraft as well. The B-24 is often overshadowed by the B-17 when talking about the airwar over Europe, but it played a pivotal part in bringing down the Third Reich. It flew farther, faster and carried more bomb load than the B-17.



Also Includes the Navy PB4Y-1 Liberator & PB4Y-2 Privateer

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But why redo this book? More information has come to light including new color photos coming from Dana Bell and Stan Piet, plus the new format allows better coverage than previously allowable. The book starts off with the Liberator History, including the decision to pursue the aircraft when the country was not at war. Through production delays and numerous changes the B-24 is quite the convoluted aircraft.

## INTRODUCTION



The silhouette of the B-24 was very distinctive from every angle, from the high-mounted Davis wing to the dual vertical stabilizers of the tail. In this late war photograph, an Eighth Air Force B-24 crew is shown somewhere in England with their Liberator and the crew's Cocker Spaniel mascot, Lady. (USAAF via Bell)

**Detail & Scale** originally released **B-24 Liberator in Detail & Scale** in 2000. In the twenty-three years that have passed, many more color photographs have become available that better illustrate what is one of the most iconic and important aircraft in aviation history. Printing processes have been improved, permitting color to be included anywhere throughout the publication at a reasonable price, and digital technology has made new electronic formats possible with their significant advantages. This updated and expanded volume includes numerous new photographs and additional information covering the B-24 and PB4Y-1 Liberators and their closely-related cousin, the PB4Y-2 Privateer.

Along with Boeing's B-17 Flying Fortress, Consolidated's B-24 Liberator was one of the first two U. S. strategic bombers to be designed and put into large scale production. Both were excellent aircraft, and both were used in significant numbers in every theater of World War II. Both were essential in achieving the ultimate victory over the Axis powers. Because the B-17 was used more extensively in Europe, where the majority of the media covered the war, the Flying Fortress received more attention and got more publicity than the Liberator, so the B-17 became better known to the public. But when the two bombers are compared to each other, the B-24 was the superior aircraft in several important categories. It could carry a heavier load over a greater range than the B-17, and it was used more extensively from a geographical point of view. It was also built in greater numbers than the Flying Fortress. In fact, production of B-24s, including all variants, totaled 18,188 aircraft. This is the largest number of any American aircraft of any type ever built, a record that will undoubtedly stand forever.

The B-24 was also one of the most modified aircraft ever built for the U. S. military, including the Navy's PB4Y-2 Privateer, no less than ten different versions were produced, and most of those had numerous variations depending on where they were built and how they were modified in the field. Yet, except for the Privateer, the second basic design of the aircraft remained essentially unchanged throughout.

Following this Introduction, the Liberator History chapter summarizes the development and employment of the aircraft, beginning with the B-24 prototype and continuing through the postwar use of the Liberator and Privateer. The Liberator

variants chapter follows, and it takes a look at each variant and explains and illustrates the important changes made from one variant to the next, between production blocks, and also the differences within a variant depending on which plant produced the aircraft. Next comes the Liberator Details chapter with thirty-two pages containing 132 detail photographs and illustrations. The PB4Y-2 Privateer is treated separately in the following chapter that includes more than forty additional detail photographs.

The book concludes with our usual Modelers Section that has been significantly expanded and updated to include new kit releases that have become available since our first book on the B-24. These include the 1/72" scale kits from Hasegawa and the huge 1/32" scale kits by HobbyBoss. Thanks go to Vince Markowski, Gil Hodges, Paul Bryer, Ken Gentry, Bob Baraback, Stephen Young, and Gordon L. Howstone for their help in updating and expanding the Modelers Section.

This new and expanded edition of **B-24 Liberator in Detail & Scale** was made possible through the generous contributions provided by several people who are listed on the previous page. Noteworthy are Stan Piet and Dana Bell, both of whom contributed numerous historical color photographs to be added throughout the book. Jim Sullivan contributed photographs from his collection, and Tony Lambis also provided help, particularly with additional detail photography from the National Archives. Detail & Scale extends our sincere appreciation to these individuals. We also acknowledge the use of photographs provided by Al Loyd and the drawings created by Lloyd Jones specifically for our original publication on the Liberator. Special thanks are extended to the National Museum of the U. S. Air Force for allowing the author to extensively photograph the interior of the B-24 on display at the museum. Likewise, we thank the National Museum of Naval Aviation for allowing photography to be taken of the interior of the warrent gun turrets of their PB4Y-2 Privateer.

The generous assistance of all of our contributors has made this expanded and more colorful detailed look at the Liberator and Privateer possible. Detail & Scale is pleased to offer this publication to all aviation enthusiasts who appreciate the role this iconic and historic aircraft played in winning World War II.

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## B-24A



This in-flight photograph, taken at Wright Field, Ohio, in 1947, provides an excellent study of the features of the B-24A. These include the short nose with the framed glazing, the round engine nacelles, the silver discs on the front of the engines, and the location of some of the armament windows. Note also that the propellers are natural metal rather than being black. There were no turrets in any location on the aircraft. This B-24A is painted in the standard USAAF camouflage of Olive Drab over Neutral Gray. (Piet Collection)

An order for 120 B-24As was originally placed by the U. S. Army on behalf of the French government. They were to be armed with two .30-caliber machine guns in the tail and single .50-caliber weapons in the waist and nose positions. However, France was defeated by Germany before any of these aircraft could be delivered. The first twenty were delivered to the RAF as LB-34Bs, and nine were used for testing by

the USAAF as B-24As. These nine aircraft, serial numbers 40-2369 through 40-2377, were subsequently redesignated as RB-24As to denote their restricted non-combat status, and they were turned over to the Army Ferry Command where they were used as long-range transports. The remaining eighty-five aircraft from the original French order were completed as B-24Cs and B-24Ds.



The RB-24As used by the U. S. Army Ferry Command were painted in the same brown and green camouflage used on British aircraft, but the vertical surfaces as well as the undersides were painted flat black. Large U. S. flags were painted on both sides of the nose and on top of the fuselage. (Piet Collection)

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## B-24D



"JERK'S NATURAL" was an early production B-24D-1-CC. It was produced without the .50-caliber cheek guns in the nose, but by the time this photo was taken, the guns had been installed. The Liberator was assigned to 32nd Bomb Squadron, 80th Bomb Group, Eighth Air Force. When this photo was taken in England, it had already returned from its detachment to the Mediterranean Theater to participate in Operation Tidal Wave, the low level attack on the Ploesti oil fields. The aircraft was shot down on October 1, 1942, with the loss of nine of the ten crew members. (USAAF via Bell)

Once America entered the war, production of all military aircraft was continually increased to levels beyond anything thought possible only a few months earlier. With a total of 2,806 being delivered, the B-24D became the first variant to be produced in large quantities and the first to be manufactured under the pool system by several plants. B-24Ds were built at San Diego, Fort Worth, and Tulsa. Except for a few of the seventy-five LB-34s taken over by the USAAF after the attack on Pearl Harbor, the B-24D was the first variant to be flown in combat by U. S. Army crews.

Bene B-24Ds had R-1830-43 engines, but all B-24D-7Ds (those built at Tulsa) were fitted with the R-1830-45. The change to this powerplant was made with the B-24D-140-CC production block at San Diego, and the B-24D-25-CF block at Fort Worth. The engine turned Hamilton Standard propellers which were eleven feet seven inches in diameter.

Initially, the armament was the same as had been installed on the B-24C, but several changes were made to the nose and ventral armaments as production continued. To increase the firepower to the front, .50-caliber machine guns were added in the cheek positions on each side of the nose, beginning with the B-24D-15-CC production block. Although these weapons helped to some extent, they were far from the ultimate solution to the Liberator's inadequate firepower to the front. The nose compartment was too cramped to use them effectively, visibility was limited, and their fields of fire would not allow them to be fired directly ahead of the aircraft. The addition of the cheek guns caused the two pilot probes to be moved upwards to a higher location on the sides of the nose, and they were also moved farther aft. The forward nose gun was moved from its original position above the bomb sighting glass in a location below the glass. This further limited its field of fire, and in



"EAGER BEAVER" was another early production Liberator, in this case a B-24D-7-CC. It was assigned to the 32nd Bomb Squadron, 80th Bomb Group, Fifth Air Force, flying seventy-seven combat missions out of Sula Drome at Port Moresby, Papua, New Guinea, in 1943. In November of that year, the aircraft returned to the United States for a brief tour. It was assigned to scrap in June 1945. (Rozsak)

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B-24G



B-24G-76-NT, S/N 42-78483, flies with its bomb bay doors open during a mission against the Oswiesko oil refinery near Krakow, Poland, while assigned to 457<sup>th</sup> Bomb Group. After the first twenty-five B-24Gs were built with the same forward nose glazing as the B-24D and B-24E, the remaining B-24Gs were completed with an Emerson turret in the nose, making them the first production Liberators to be delivered from the factory with a nose turret. (Pitt Collection)

Combat experience with the B-24D had demonstrated inadequate defensive firepower to the front. Even after two cheek guns had been added to the nose, the Liberator was still quite vulnerable to head-on attacks by enemy fighters, due in part to the fact that the cheek guns could not be aimed directly ahead of the bomber. This problem was further complicated by poor visibility and inadequate fields of fire by these weapons. This left only one nose gun and the top turret to defend the aircraft from the front, and the top turret gunner had extensive responsibilities to the sides and above the bomber as well. As a result, some B-24Gs had Consolidated turrets, like those used in the tail, grafted onto their nose sections as a field fix for the deficiency. The improvement in defensive firepower to the front was instantly recognized, and nose turrets were ordered as a production standard beginning with the B-24G. Although the first twenty-five B-24Gs had the same front glazing as the B-24D and B-24E, an Emerson turret in the nose became standard on the twenty-sixth B-24G. All 430 B-24Gs produced were built by North American at their Dallas facility. Those provided to the RAF were known as Liberator VIs.

A Sperry A-6 automatic pilot was standard in all B-24Gs. Early B-24Gs had the same R-1830-43 engines as the previous variant, but beginning with the B-24G-10-NT production block, R-1830-45s were installed. The tail turret was also installed in the lower fuselage as a standard item beginning with this block.

The other noticeable change that had appeared on the B-24G concerned the nose gear doors. On previous variants, the nose gear doors moved upward to a position inside the well when the landing gear was extended. As a result, the doors were not visible when the gear was down. On the B-24G, the nose gear doors opened in a conventional manner along the sides of the well. Although some subsequent B-24Gs would have the original doors that opened upward within the well, the B-24G marked the first time in Liberator production where the doors opened outward externally of the nose gear well.



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The prototypes are covered starting with the XB-24. The design was relatively unchanged from this first prototype, however, the versatility of the design allowed variants, such as the LB-30 Transport aircraft, to be made. I like how every version's differences are addressed. This will prove a boon to the modeler. The variety of paint schemes will ensure that even the hardest modeler will find something to like. I liked the OD over white paint scheme. The XB-41 heavily armed bomber escort is particularly interesting. Think B-24 with a B-17G nose turret and extra turret on top. Every version of the Liberator is covered, including one off's.

After the history, we come to the meat and potatoes of a Detail & Scale book, the details. Where appropriate color photos are included, but the black and white ones are very clear and provide useful information.

We start in the cockpit and work our way through the airframe. Differences are pointed out along the way so the modeler can have an accurate interior. The color breakdown in the cockpit is interesting as well, utilizing the unrestored interior of the USAF Museum aircraft it is possible to see the differences in colors used in the cockpit. The incorporation of zinc chromate, bronze green, neutral grey and unpainted metal makes for a dramatic look that is much more interesting than the standard zinc chromate. Where possible the different variants are covered. This section will make the modeler very happy indeed. While looking at the differences, there is a lot of nose art that will inspire modelers and hopefully decal manufacturers.



"MAID in the USA" was a B-24J assigned to the 313<sup>th</sup> Bomb Squadron of the 30<sup>th</sup> Bomb Group. The fact that it has a Consolidated nose turret and the original round windows indicates that it was built at the San Diego plant. Note the additional coloring schemes below the national insignia on the fuselage. These were features sometimes found on B-24Js as well as other variants. This Liberator does not have the diving boots on the wings or tail surfaces. (National Archives)

Where the XB-41 had introduced a B-17-like chin turret on the nose to improve forward defenses, B-24J-15-CO, S/N 42-73135, had a complete B-17G nose grafted on to its forward fuselage, including the cheek guns and side windows. (NMMUSA)



of each wing tip. Most of these features would be added to B-24Js built in San Diego as production continued. It was also during the B-24J production run that the slanting windows for the deleted tunnel gun were removed from the lower tail fuselage.

Features found on all B-24Js included R-1830-45 engines, an improved fuel system, a new M-series bomb sight, a C-1 automatic pilot, and electronic supercharger regulators. Beginning with the B-24J-215-CO production block, diving boots were deleted from the wing and tail surfaces. These

were replaced with a Thermal Ice Preventative System (TIPS) that used hot air from the engines to prevent ice buildup on the leading edges of the flying surfaces. All B-24J-NTs had the TIPS deicing system. A total of 172 B-24Js had antennae mounted in bladders under the nose for perimeter vision. Others had Mickey antenna domes in place of their tail turrets so they could serve as pathfinders on blind bombing missions.

Some B-24Js in the RAF were called Liberator B Vias like the B-24H, while later production B-24Js were Liberator B VIs.



B-24J-150-CO, S/N 44-42592, was named "Heinie Headecks" and was assigned to the 859<sup>th</sup> Bomb Squadron of the 491<sup>st</sup> Bomb Group. The group was originally based at Matfield, England, but it later moved to North Fiskebyham. This Liberator served as a lead ship for the 491<sup>st</sup> BG and was equipped with a Mickey radar in place of the Sperry tail turret. It was piloted by Doc McKenna, and the navigator was John Riggworth. Along with the other members of the crew, they flew thirty combat missions between D-Day and March 13, 1945, most of which were in this Liberator. (Rozzaki)

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## C-87 LIBERATOR EXPRESS



A C-87 Liberator Express takes off on a test flight from the Consolidated production plant at Fort Worth, Texas, in 1942. The C-87 was based on the B-24D airframe and was developed to carry passengers and cargo over long distances that were greater than those possible with the C-46 or C-47. (Library of Congress)

Although it had sufficient medium-range C-46 and C-47 transports, the USAF found itself lacking long-range transports that could haul personnel and cargo between theaters. As a partial solution to this problem, 278 B-24D airframes were modified by Consolidated at the Fort Worth facility to be C-87 transports. Named the Liberator Express, each could carry

forty twenty to twenty-five passengers or 12,000 pounds of cargo. A large cargo door was added in the aft fuselage on the left side, and a hinged solid nose section could be opened to load cargo. R-1820-43 powerplants were installed.

Five C-87s were modified to have a single vertical tail like that used on the PB4Y-2, and they were provided to the Navy



Employees on the C-87 production line work on the nose section. The photograph shows how the sheet metal nose of the Liberator Express was hinged on the right side to allow cargo loading. (Lloyd Collection)



The interior of the C-87 had seating for as many as twenty-five passengers. The seats could be removed to carry up to 12,000 pounds of cargo. (Lloyd Collection)



The unarmed C-87 had no tail turret. The aft fuselage was simply rounded off into an aerodynamic conical shape. The horizontal and vertical tail surfaces retained the same as they were on standard B-24s. (USAF via Bell)

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The cockpit in the Air Force Museum's B-24D remains virtually as it appeared when the aircraft was operational. Details of the pilot's instrument panel are shown in the photo at left. Features on the copilot's side of the instrument panel are illustrated in the photo at right. The engine instruments were the copilot's primary responsibility. Note the control yokes with the open top. (Both, Kinzey)



The overhead panel included the command receiver control box and the compass receiver control box. (Kinzey)



Supercharger controls, throttles, and propeller controls, as well as those for the intercom and cockpit heaters, were located on the pedestal between the two seats. Three control wheels are also visible. (Kinzey)

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Following the B-24 section is the interesting development of the Privateer. Like the B-24, the history is covered and followed by the detail photos that emphasize the differences between the two aircraft, besides the huge new tail. Now comes the section that I always love from Detail & Scale, the Modelers Section. The B-24/Privateer is covered in 1/144th to 1/32nd scale. Let's just say that the B-24 has not been served well by the modeling community. It doesn't help that there were so many variants. The best are the 1/72nd scale Hasegawa kits. The 1/48th scale Monogram kit is reviewed as is the 1/32nd scale HobbyBoss kit. I always love this section, even though I primarily only build 1/48. Included in this section is a special decal review of Pyn-Ups B-24 decals from the Ploesti raid, Operation Tidal Wave. They are beautiful of course or they wouldn't have reviewed them. The amount of information included in this digital book is phenomenal. Make sure to read the captions for the pictures as well as the text. There is lots of good information in them as well. The new color pics really set this 'book' apart from others. Like other Detail & Scale books the history, detail photos and Modelers Section are perfect for the modeler and historian. This is another winner from Detail & Scale. Highly recommended

Thanks to Detail & Scale for the review copy. You can get the digital or printed copy from their website at [www.detailandscale.com](http://www.detailandscale.com). You can also get the printed version from Sprue Brothers at [www.spruebrothers.com](http://www.spruebrothers.com).



## FUSELAGE DETAILS

Right: Early B-24s, like this B-24D named "Wash's Tub," had the large pilot probes mounted well forward and about midway up on the sides of the nose, all of the glazing. These Liberators did not have the cheek guns installed. A small scanning window was just aft of the probe. (Piet Collection)

Center, left and right: After the cheek guns were added, the pilot probes were moved to a higher position on each side of the nose, and they were also located farther aft behind the scanning windows. This was done to help prevent gas from entering the pilot head at the end of the probe. Even after turrets became the standard nose armament, the two probes remained in this position on many Liberators. (Left, Kinney; Right, Piet Collection)



On some Liberators, braces were added to the pilot probes to make them more rigid and to keep them from vibrating. (NAMUSA)

Beginning with the B-24G, the two large probes were deleted on many Liberators. Instead, a single small pilot head was located low on the left side of the forward fuselage. It can be seen here beneath the 'N' in the name "TONGUE LAYO." However, even after the small pilot head started being used on some production AEs, the two large probes continued to be used on some B-24Gs, B-24Ns, and B-24Js. B-24Ls and B-24Ms were produced with the small pilot head as shown here. (Piet Collection)

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## MODELERS SECTION



The B-24 and PB4Y-1 Liberators have been the subjects of a considerable number of model kits ranging from 1/744th scale through 1/32nd scale dating back to the 1950s. However, the selection of options to represent detail differences in order to build specific aircraft has been lacking in the kits. Unfortunately, very few kits of the PB4Y-2 Privateer have been issued, and those that have been were very inaccurate or rather difficult to find. In this photograph, the three kits used to build the models in the front row are the Academy 1/148" scale B-24J, the Academy 1/72" scale PB4Y-1, and the Monogram B-24D in 1/48" scale. The old Revell 1/92" scale B-24J from the 1950s is on the "Revelling" stand that was popular in Revell aircraft kits from that era. (Kinney)

## General Comments

The B-24 Liberator has been the subject of a considerable number of scale model kits ranging from 1/744th through 1/32nd scale. However, a problem modelers will run into is that many detail differences found on the actual aircraft are not provided as options in most kits. As covered in this publication, many details differed, particularly on the later variants. There were several different scanning windows in the forward and aft fuselage sections. Some were flat while others were slanted. Even among the same variant, different production blocks had several notable detail differences. For example, many B-24Js had the Consolidated turret in the nose, while others had the Emerson turret. There were differences among the Consolidated turrets. Early ones had staggered gun mounts, while the later lightweight turret had guns that were not staggered. Some had enclosed gun mounts, while others were open. Another feature that often differed among the later variants involved the waist windows. Some were open while others were enclosed, and among those that were enclosed, some had staggered gun positions while others did not. Early Liberators had the original low-profile top turret, while later ones had the "high-hat" top turret. Some Liberators had nose gear doors that retracted up into the well when the gear was extended, while on others the nose gear doors opened to the outside of the well. Another detail to check is which arrangement of navigation lights on the wing tips was used on the specific aircraft being represented. Post and whip antennas, located on top of the fuselage, and sometimes on top of the nose, varied considerably over time, from one variant to the next, and also the location in which the aircraft operated.

Among B-24Ds, the modeler needs to check and see if

the aircraft he wants to represent had this early low-mounted pilot probes and the early nose armament, or if it was one with the higher-mounted probes and the cheek guns. Most B-24Ds had a turret gun for the lower defensive armament, but some had a remotely controlled turret, while late production B-24Ds had the Sperry ball turret.

There were other differences as well, and the modeler needs to research the specific Liberator he intends to represent with his model and try to determine which features are correct for that specific aircraft. Once determined, the problem may become one of finding a kit that has the correct features or figuring out a way to modify kit features or scratch build new ones.

While the Liberator has been fairly well represented in kits, the PB4Y-2 Privateer has not. Crown Company's 1/148" scale Privateer is a nice little kit, but the only injection-molded kit that has been issued of the PB4Y-2 is the 1/72" scale kit from Matchbox which is very inaccurate. A correction kit is needed to make it an accurate representation of the real thing. Building a Privateer in 1/48" scale has required a major conversion of the Monogram kit, although Lone Star Models is planning to release a full 1/48" scale multi-media kit of the Privateer during the second half of 2023. No models of the lightweight B-24J, the C-87 transport version, or any other derivative of the B-24 design have ever been produced.

One word of caution is necessary regardless of the Liberator model being built. It will require a LOT of weight in the nose. ACCORDINGLY: In building our review samples, we thought we had more than enough weight added to lower the model from sitting on its tail, only to have to add more to achieve the proper stance on the landing gear.

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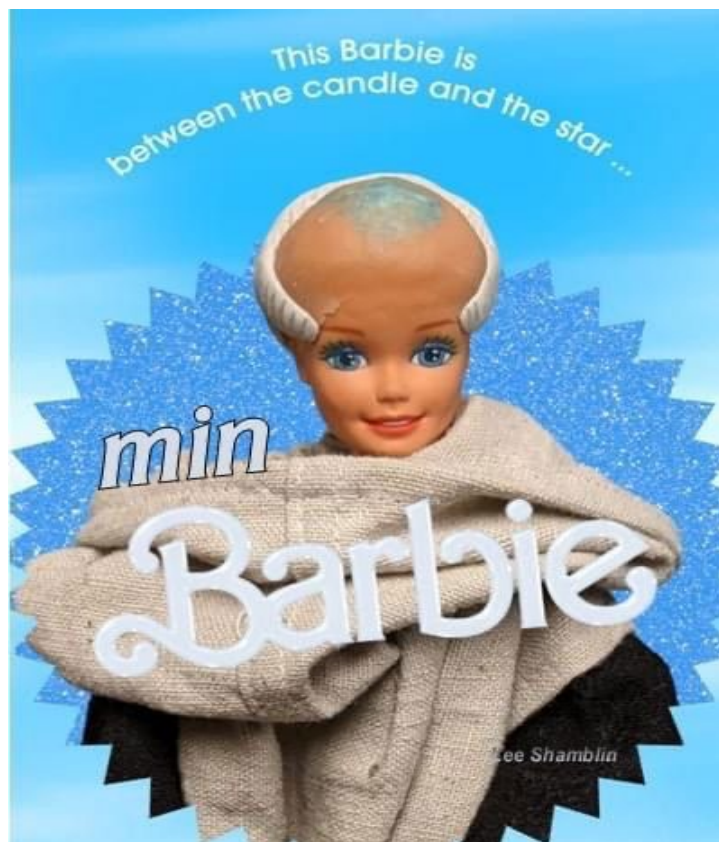
The overall Gloss Sea Blue paint scheme became standard for post-war Privateers flown by active Navy squadrons and the Naval Reserve. This PB4Y-2 from the Reserve unit at NAS Miami, Florida, displays the orange fuselage band, indicative of a Reserve aircraft, on its aft fuselage. (Piet Collection)



Above: PB4Y-2B, BuNo. 59753, was initially modified to carry ASW-A-2 anti-submarine missiles but later served as a radio-controlled drone aircraft with the designation of QF-48. The aircraft had all turrets removed with the exception of the ERGO nose turret, though it had the 30-caliber guns removed. The aft fuselage was faired over after removal of the Consolidated tail turret and the blisters for the ERGO side turrets were painted over. (Grain)

Left: The Navy also developed a transport version of the Privateer that was designated the RP-3. Thirty-four were produced. (Piet Collection)

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Lee Shamblin

# You Decide 2024



The term length on all ASMS elected offices is two years. The terms of our current officers expire this January so *elections are required at our January meeting*

Our by laws do not call for term limits. The four elected offices are president, vice president, secretary, and treasurer.

Please, please, please obtain prior consent from anyone you wish to nominate for office before nominating them from the floor. Here are the responsibilities of each office as written in our by laws.

## President:

- a) conducts society meetings
- b) coordinates officers' activities
- c) coordinates with other organizations as needed
- d) appoints chair persons for special functions as needed
- e) votes to break ties

## Vice President:

- a) coordinates programs for society meetings: makes sure guest speakers and/or special equipment is present as needed; works with individuals to develop special programs as determined by the president.
- b) assumes the duties of the president if the president is unavailable.

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## Secretary:

- a) maintains minutes of society meetings
- b) maintains society history
- c) responsible for society correspondence
- d) heads by laws committee as needed
- e) submits a full report at each regular meeting of the society
- f) maintains a roster of current members with phone numbers, street and email addresses.

## Treasurer:

- a) collects society dues
- b) distributes society funds as necessary for the operation of the society with the approval of another officer
- c) maintains society financial records
- d) submits a financial status report at each regular meeting of the society
- e) submits a written report of financial affairs to the membership at least twice a year, preferably one after each year's annual show and another one six months after
- d) the treasurer of the club shall be responsible for filing in a timely manner the annual 501c3 tax return with the IRS.



As an FYI, the club also has five other important positions, all of them appointed by the president and none having a specific term length: Newsletter Editor, Webmaster, Chairman of the Show Committee, IPMS Chapter Contact, and Social Media Director. Each of these positions has responsibilities listed in the by laws.



## 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.**



Let's start off with Joaquin Ridgell's 7-11 Ack-guy. This is a 7-11 themed Gundam only available in Japan. It's 1-144th scale.



Rick Herrington brought in his Bandai 1/4 scale Grogu kit.





Our California representative Randy Bumgardner sent in some pictures of his in progress E-100.



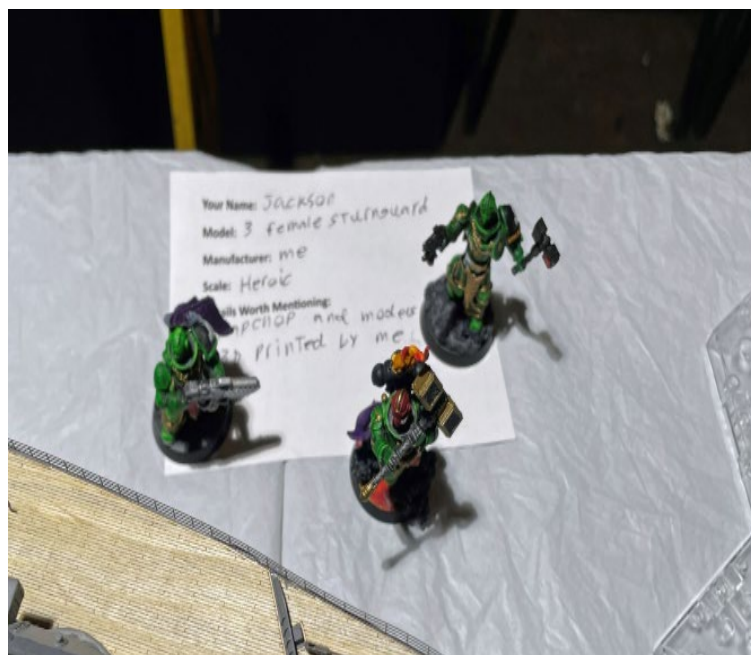
Tim Robb brought in a “Started by Milton” kit, a Roden 1/144 DC-3



Dave Hunter shared a Bandai 1/144 RGM-89S Stark Jegan in a “what If” sand and spinach camouflage scheme.



Jackson Hunter shared his three female Sternguards. Jackson 3d printed thses.





Jackson also shared his Bandai 1/144 Calibarn. Jackson used SIMP decals and a pearlescent top coat.



Charlie Hauptrief improved his Trumpeter 1/350 H-class battleship Ulrich von Hutten by adding Eduard's crew figures.



Fred W shared his 1/100 Bandai MG Zaku warrior. Fred also used SIMP decals.

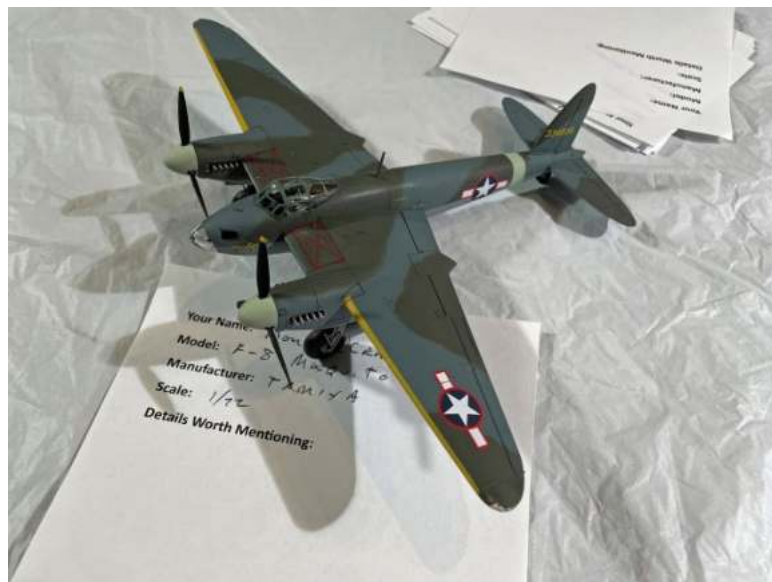




Mike Gilsbach brought in another "Started by Milton" kit, a Monogram 1/72 F4C Phantom II.



Ron McCracken brought in his Tamiya 1/72 F-8 Mosquito.



Mike Figg shared his 1/48 Airfix Mk XIV conversion.



Mike Gilsbach brought in his 1/32nd scale AR 196 so that Charlie Hauptrief could see it.

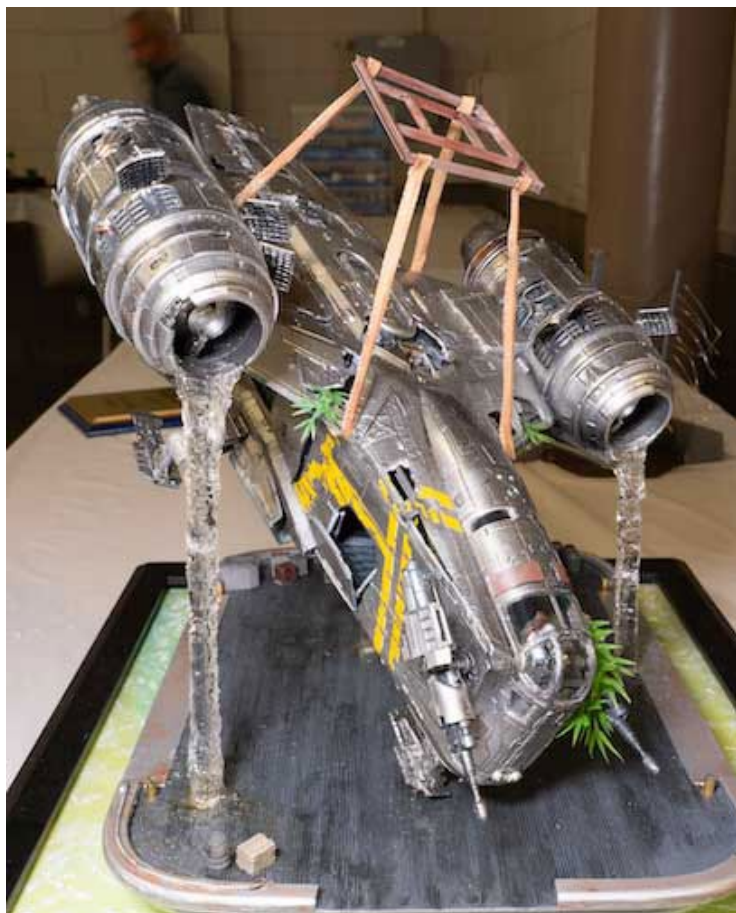


Mike also shared a P-51 Mustang.





Matthew Brown brought in his theme award winner his Razorcrest.



Dave Edgerly sent in some pictures of his current WIP's. The engine is from a Wingnut Wings kit





Gordon Stiemans shared two models with the group. The first was a Tamiya 1/48 Hetzer and a P-47D. Gordon added Eduard photo etch and Master barrels. The P-47D won Model of the Month.





## Old Rumors and New Kits

### New and In View Aircraft

by Ron McCracken

December is a bit slow on the quantity of new offerings, but what there are will peak your interest, I'm sure. Several new-tool offerings are in view for some popular subjects.

1/35th Scale:

Border has released a new-tool B5N2 Type 97 (Kate) Carrier Attack Bomber in the still-unusual (for aircraft) 1/35th scale.



1/48th Scale:

A&A Models has re-released their An-2 Colt biplane transport with some new parts and new decals.





Clear Prop! has released a new-tool D-21A Drone (a perfect companion for that SR-71 you've been meaning to build)



Dora Wings has released a P-47C Thunderbolt kit based on their recent P-47B with some new parts. Since the P-47C had a longer fuselage than the B, this is virtually a new kit if it is accurate.



Eduard has re-released their FM-1 Wildcat in a Profipack edition with new decals.



Eduard has also re-released their P-39N Airacobra in a Profipack edition.





Hasegawa has re-released their F-104 kit as a UF-104J Starfighter Drone.



HobbyBoss has announced a new-tool B-24J Liberator, currently seems to be pre-order's only.





ICM has released a new-tool Ki-21b Sally.

MODEL KIT Nº 48195

## Ki-21-Ib 'Sally'

Japanese Heavy Bomber

100%  
**NEW**  
MOLDS

**ICM**  
*Now in the Box*



Trumpeter has re-released their J-7/Mig 21 kit as a JJ-7A Trainer with some new parts.





1/72nd Scale:

A&A has re-released their Beechcraft 200 Super King Air as a UC/TC-12 Huron in U.S. Navy markings.



Amodel has also announced a re-release of their EMB-145 as an EMB-145LR in markings for Aeromexico and American Eagle.



Clear Prop! Has re-released their I-15 Type 5 as seen in Finnish Service with ski landing gear.





Clear Prop! Has re-released their MiG-23 as a MiG-23MLD Last Ukrainian Flogger K.



Eduard has re-released their Bf 109E-4 in a Weekend Edition kit.



Eduard has also re-released their S-199 Erla Canopy kit in a Weekend edition, with Czech and Israeli markings.

**eduard****WEEKEND**  
edition

## Avia S-199 ERLA canopy

scale **1/72**

Fine Molds has announced an F-15D in USAF markings, based on their earlier F-15J kit with some new parts.





Hasegawa is re-releasing an F/A-18F Super Hornet in VFA-103 CAG 2022 markings.

PHOTO: Michael Grove



**F/A-18F SUPER HORNET™**  
**'VFA-103 JOLLY ROGERS CAG 2022'**

**LIMITED  
EDITION**

※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 Jaguar T.2 DERA.

PHOTO : TAKASHI HASHIMOTO



**LIMITED  
EDITION**

**JAGUAR T Mk.2 'DERA'**



※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。

And there you have it for December. Go build a model!

# Shipping News

by Rick Herrington

Ahoy mates! Time for another look into the future of ship modeling. Let's get started with 1/700 scale.

First up is Fujimi with the all too familiar IJN Akagi.



Next from Fujimi is the IJN battleship Kongo as she looked in 1944.



Fujimi is also releasing the IJN battleship Haruna.



Pit Road is releasing the IJN Hibiki.



Pit Road is also releasing an IJN escort ship Hiburi.



Next from Pit Road is the IJN Carrier Chiyoda.



Last from Pit Road is a modern JMSDF release DDG-170 Sawakazi.





Magic Factory is releasing a kit of the US carrier Gerald R Ford



Trumpeter is releasing the British Cruiser HMS York.





Moving on to the larger 1/350 scale Fujimi has the IJN battleship Haruna.



Micro Mir is releasing a kit of the British submarine HMS Conqueror



Bronco is releasing an S-100 fast boat.



Trumpeter is releasing a DKM O class battleship.



Finemolds has an IJN destroyer, the Akebono for us.



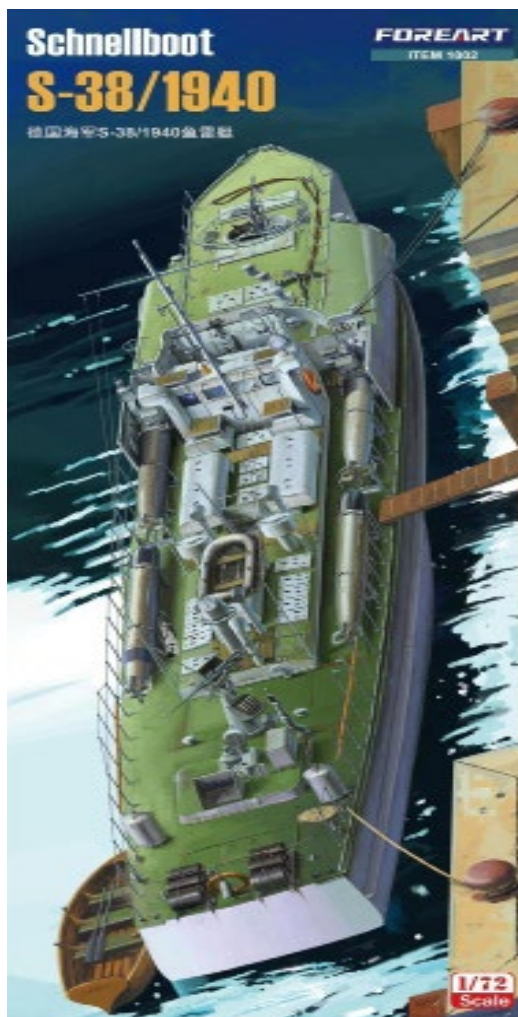
Finemolds also has the IJN destroyer Sagiri.



Fore Art is continuing their S-boat releases in 1/72nd scale. This version is an early S-38 version without the 40mm gun.







G minus 1 in my opinion is one of the best Godzilla movies ever. In the movie there is a battle scene between Godzilla and the IJN heavy cruiser Takao. If you haven't seen the movie it's worth it just to see this scene.



If you get the bug to build a model of the Takao there are several models available both in 1/700 and 1/350. Aoshima has both a 1/700 and 1/350 kit.



Fujimi just has a 1/700 scale kit.



That's all the wind in the sales for this month.  
Happy Christmas.



# Tracked Topics

By Panzer Lehr

A good amount of releases to get to this month so let's start off with 1/72nd scale. First up is Dragon with a pre-built Ukrainian M2A2 Bradley.



## UKRAINIAN M2A2 ODS

63507

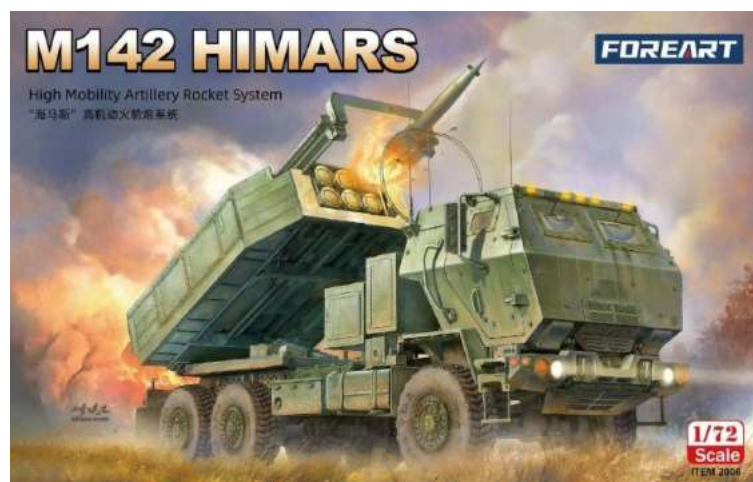


HD Pre-assembled Display Model **SPECIAL ATTRACTION**

Flyhawk is releasing T-34 85.



Fore Art is releasing a Himars.



Trumpeter has two releases, an M1135 Stryker and a V-150 Commando.





Moving on to 1/35 scale Trumpeter is releasing a T-72M.



RFM is releasing a Type 87 Volkswagen.





Airfix is releasing a mid version Brummbär.



The advertisement features the Airfix logo in the top left corner. The main image is a detailed illustration of a Sturmpanzer IV Brummbär tank in a forest setting, with smoke rising from its tracks and a large fire in the background. The tank is painted in a camouflage pattern and has the number '36' on its turret. Below the main image, there are two smaller images of the tank's turret and hull. The text '1:35 STURMPANZER IV BRUMMBÄR 'MID VERSION'' is prominently displayed in a red banner at the bottom. Below this banner, there is a line of small text in multiple languages: 'KIT - MODEL KIT - MAQUETTE A MONTER - MODELLBAUSKIT - MODELLO A SCALA - BOWMODEL - MAQUETA PARA MONTAR - PLASTBYGGESKIT - BAKENHUSSEKIT - MODELO PARA CONSTRUIR - MODELLBYGGESKIT - TINAPLAACQVYHENO MONTARAS'.

Amusing Hobby is releasing a Leopard 2 A8. This is an upgraded version of the Leopard 2A7 which includes a turret mounted CROWS and a Trophy anti-missile protection system.



The advertisement features the Amusing Hobby logo in the top left corner. The main image is a detailed illustration of a Leopard 2 A8 tank in a grassy field, with another tank visible in the background. The tank is painted in a green camouflage pattern. Above the tank, the text 'LEOPARD 2 A8' is prominently displayed in a red banner. Below this banner, there is a row of flags representing various countries: Germany, Denmark, Finland, Sweden, Norway, Netherlands, Belgium, France, Switzerland, Austria, Czech Republic, Slovakia, Hungary, and Poland. The text '35A058 1/35' is displayed in the bottom right corner.



Border Models is releasing a Leopard 2A7.



Magic Factory is releasing an M2A2 ODS) as a Ukrainian marked vehicle.



RFM is releasing a T-80U



RFM is also releasing an M1A2 SEP V3

## M1A2 SEP V3 ABRAMS

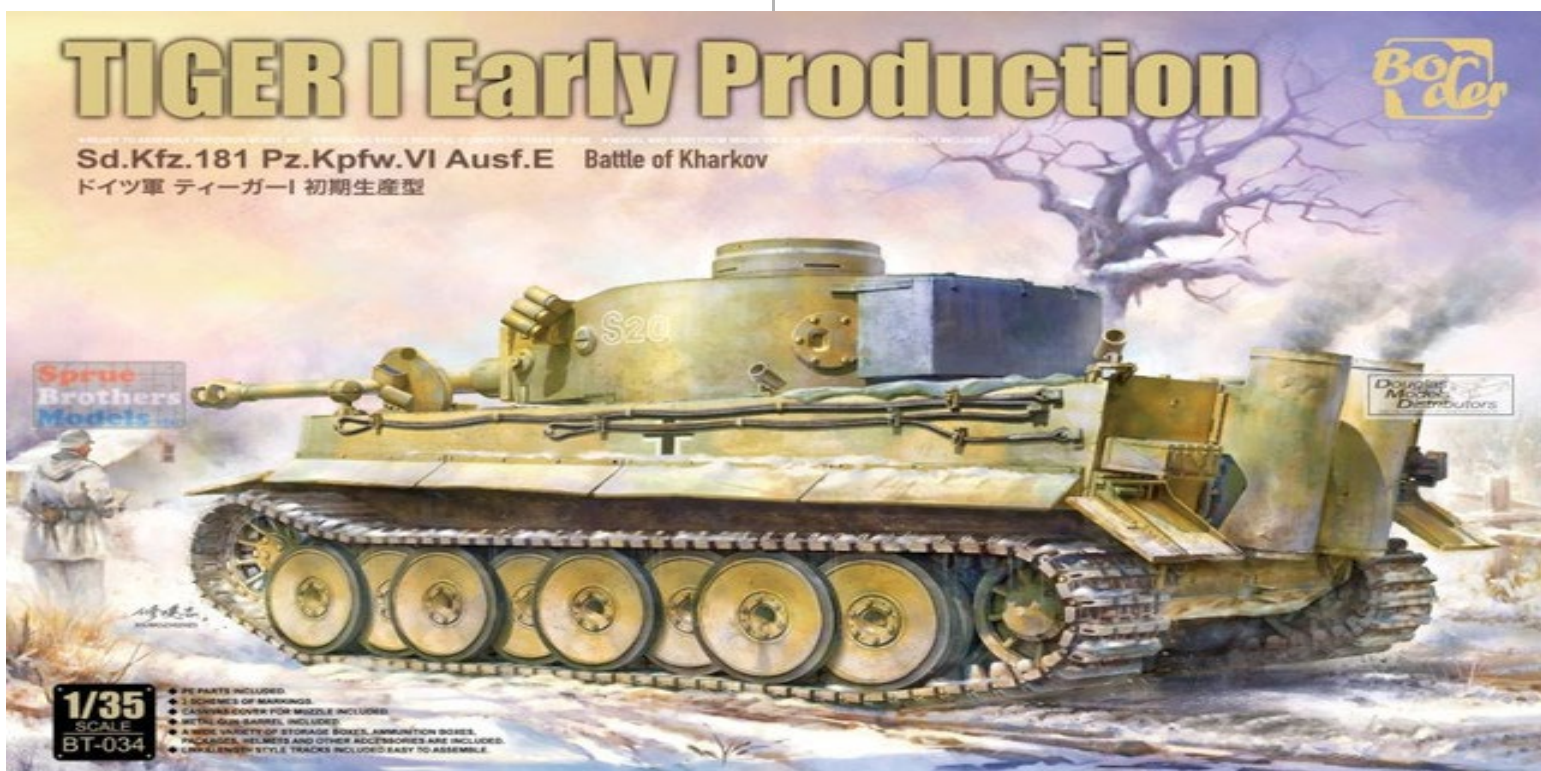




Takom is releasing a 105mm Sturmhaubitze.



Border Models is releasing a Tiger 1 early model.





Border Models is also releasing a set of Hummels, early and late production.

**Border**

**EARLY PRODUCTION**

# HUMMEL

15cm s.FH 18/1 Hummel Sd.Kfz.165  
野蜂 150mm自行榴弾砲 初期型  
ドイツ軍 Sd.Kfz.165 フンメル自走砲 初期生産型

**Sprue Brothers Models**

**1/35 SCALE**  
BT-032

- ◆ 2 SHEETS OF PARTS
- ◆ PE PARTS INCLUDED
- ◆ INCLUDES JERRY CAN, WATER BUCKET
- ◆ INCLUDES METAL BARREL WITH RELEASER
- ◆ COMES WITH A COMPLETE CANNON STRUCTURE

**Douglas Models Distributors**

★ READY TO ASSEMBLE PRECISION MODEL KIT ★ MODELLING SKILLS HELPFUL IF UNDER 14 YEARS OF AGE ★ MODEL MAY VARY FROM IMAGE ON BOX ★ GUNMENT AND PART NOT INCLUDED

**Border**

**LATE PRODUCTION**

# HUMMEL

15cm s.FH 18/1 Hummel Sd.Kfz.165  
野蜂 150mm自行榴弾砲 後期型  
ドイツ軍 Sd.Kfz.165 フンメル自走砲 後期生産型

**Sprue Brothers Models**

**1/35 SCALE**  
BT-035

- ◆ 2 SHEETS OF PARTS
- ◆ PE PARTS INCLUDED
- ◆ INCLUDES JERRY CAN, WATER BUCKET
- ◆ INCLUDES METAL BARREL WITH RELEASER
- ◆ COMES WITH A COMPLETE CANNON STRUCTURE

**Douglas Models Distributors**

★ READY TO ASSEMBLE PRECISION MODEL KIT ★ MODELLING SKILLS HELPFUL IF UNDER 14 YEARS OF AGE ★ MODEL MAY VARY FROM IMAGE ON BOX ★ GUNMENT AND PART NOT INCLUDED



Dragon has several re-releases for us this month some of them with new parts. First from them is an eight wheeled armored car with night fighting equipment.



Next up from Dragon is a Hanomag 25D with a 20mm turret mounted on it.

1:35 '39-'45 SERIES

# Sd.Kfz.251/23 Ausf.D

## RECONNAISSANCE VEHICLE

**BONUS**

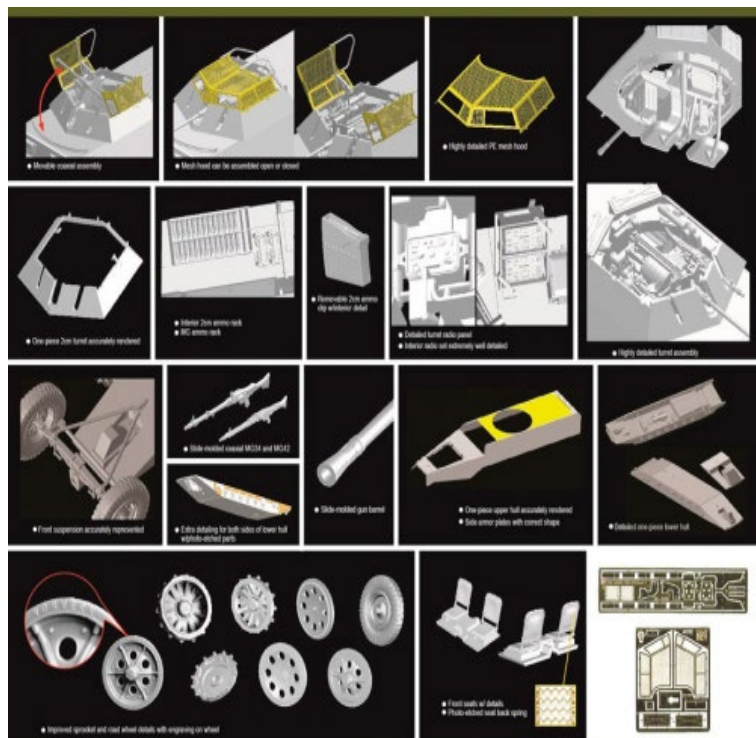
• Bonus four figures

**EZ Track**

**Upgrade**  
**升級**

• Convenient EZ tracks

• Optional early-type individual track links available



Dragon also has an M4 with a 60 lb rocket launcher.

1:35 '39-'45 SERIES

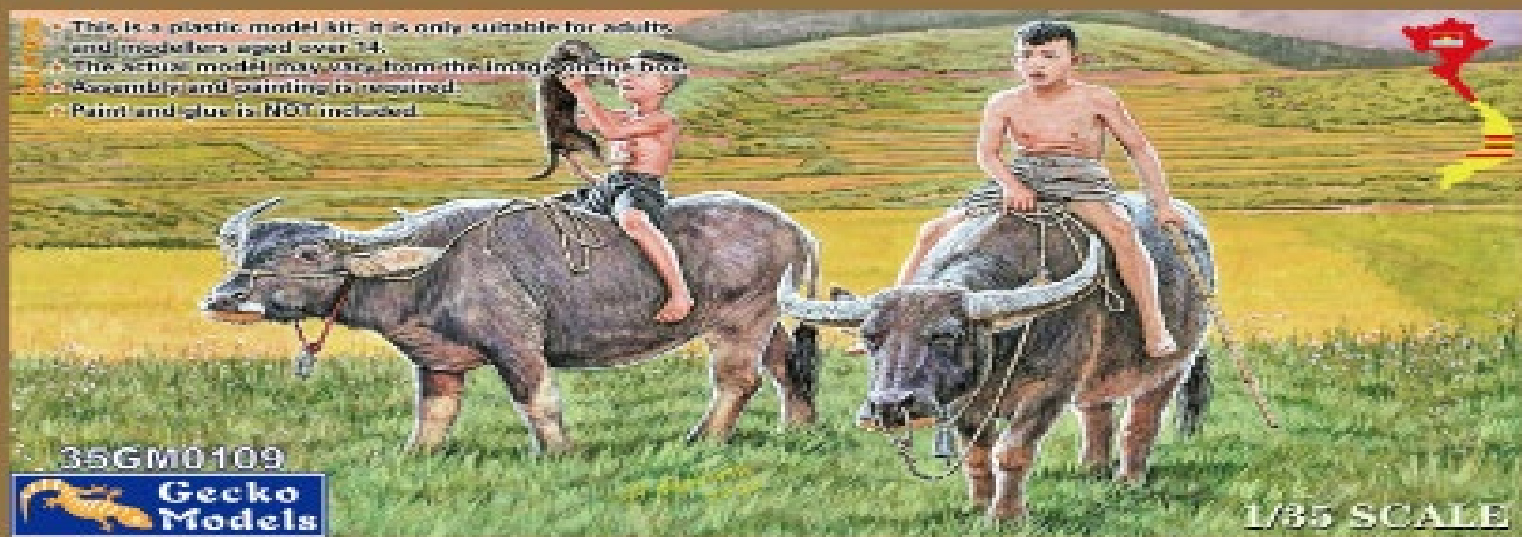
# M4A4 w/60 lb. Rocket



Finally in 1/35th scale some accessories for your Vietnam diorama. Gecko is releasing a Vietnamese children, puppy and buffalo set.

## 60's - 70's Vietnamese Children , Puppy And Buffalo Set

- This is a plastic model kit; it is only suitable for adults and modellers aged over 14.
- The actual model may vary from the image on the box.
- Assembly and painting is required.
- Paint and glue is NOT included.



35GM0109

**Gecko Models**

1/35 SCALE



In 1/48th scale Hobby Boss is releasing an A model Panther,



Finally in shelf buster scale 1/16th we have Trumpeter releasing a Sturmgeschutz 3 Ausf G.





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

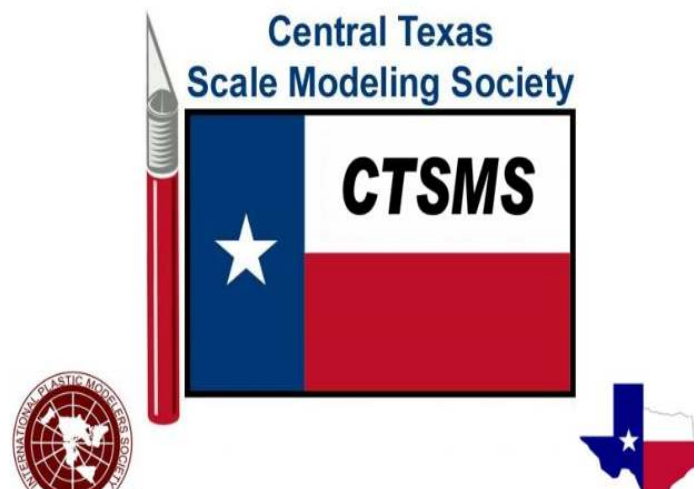
# ARTICLES WANTED!

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

## WE WANT TO KNOW WHAT YOU ARE BUILDING

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

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





# Something for Everyone!

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## Join International Plastic Modeler's Society / USA

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

With IPMS/USA Membership, you will receive the outstanding IPMS/USA Journal six times a year - it includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures - you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned contests, and particularly in our World-famous National Convention, held each summer. As a member, you'll also be able to access our online Discussion Board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or the Society in general. Many Hobby Shops and Model Vendors around the USA offer discounts to IPMS/USA Members.

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

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

International Plastic Modelers' Society/USA

Membership Application / Renewal Form

New ☐ Renewal ☐ IPMS#: \_\_\_\_\_

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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:

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