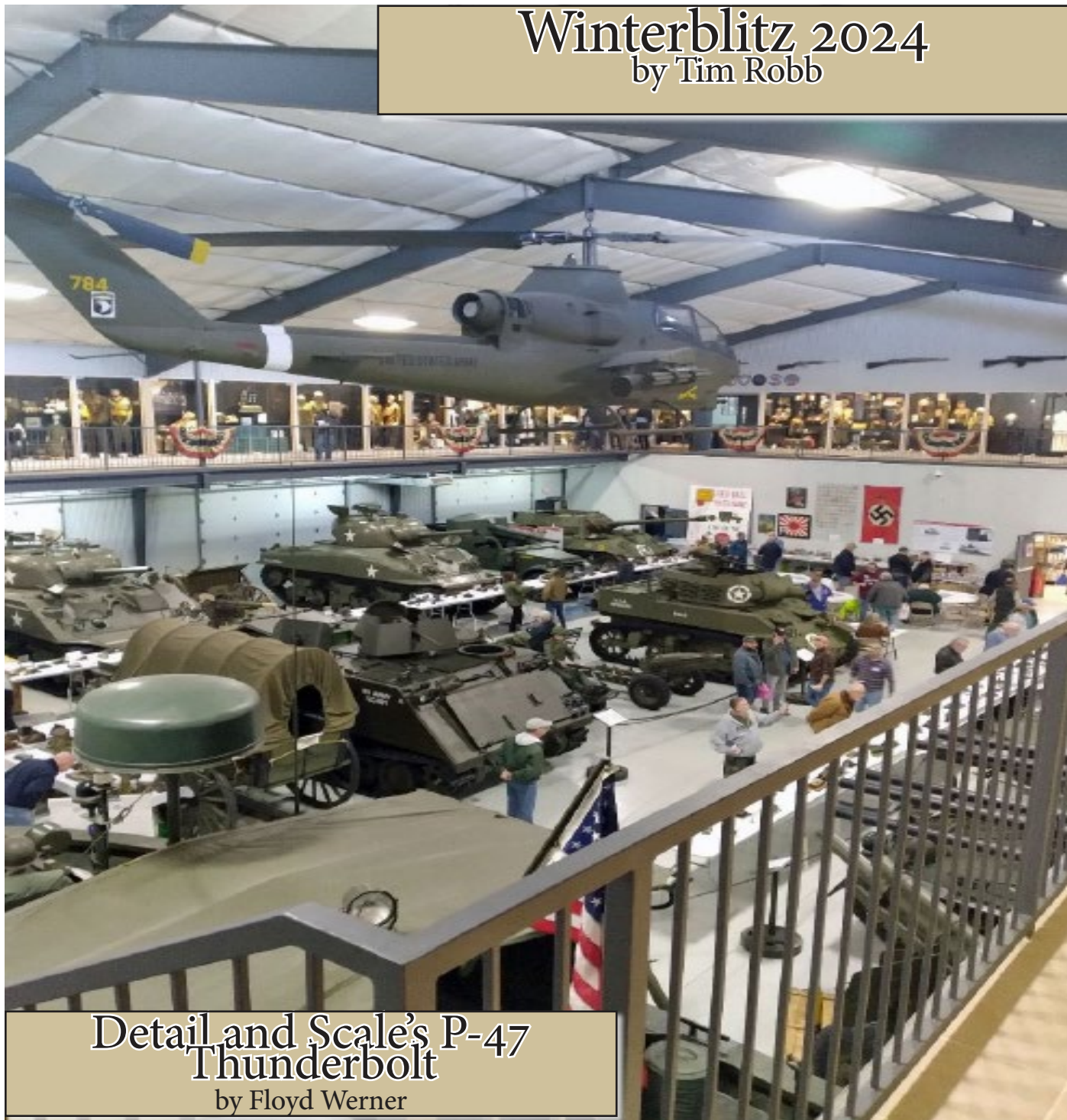


ASMS

SPRUE EXAMINER



Winterblitz 2024
by Tim Robb



Detail and Scale's P-47
Thunderbolt
by Floyd Werner

austinsms.com



February 2024

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.

www.models4troops@gmail.com



www.austinsms.org

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

ASMS does not endorse the contents of any article.

PRESIDENT'S SOAPBOX

BY TIM ROBB



Greetings fellow modelers.

Our meeting this week will have some fun business to attend to as well as our usual show 'n tell and a fun presentation. Our business portion of the meeting can be boring so we try to keep it short.

The fun business this month is choosing what the special awards will be for our 2024 Capitol Classic, AND choosing subjects for our **Procrastinator Challenge** quarterly contest. We will pass out 3x5 cards at the meeting. On your's you will write your name and five kits you have started that are now languishing on your shelf of doom. We will then pass in the cards, shuffle and deal them out. We will then choose for someone else which kit to finish for the quarterly contest.

The cards then go back to the owners and we find out our assignment. Fun! If you cannot attend the meeting but want to participate then send your list to the meeting by proxy or to me by text or email.

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
78602.



Events

Club Quarterly Contests

Monthly Meeting Presentations:

Charlie Hauptrief will be sharing his tips and tricks for building ship kits. Charlie is a Master builder, don't miss it!

Winterblitz 2024

by Tim Robb

Saturday Jan. 20 saw the Winterblitz scale model contest at The Museum of the American G. I. in College Station, TX. This was my first time to attend this show. I had heard it is a lot of fun and I wasn't disappointed. This is a great model contest for armor at a great venue. It is fantastic having the model display tables lined up right in front of the tanks in the museum.



There is an upstairs balcony ring around the central museum floor where dozens of uniforms are on display. There is also a small adjoining room upstairs that accommodates around 25 vendor tables. At a model show focused solely on armor and soldier figures the vendors focus largely on armor also, so 25 tables gives a great vendor room selection for the modeler to shop, and of course there is a museum gift shop too.



There were 364 models entered, all armor and soldier figures with armor accounting for about 90%. This is a great number, for comparison purposes our 2023 Capitol Classic show with categories for all genres had 388 entries, about 95 of those armor. The armor modelers from Houston, San Antonio, and Austin really turned out for this armor focused event. I saw Houston and San Antonio armor club t-shirts worn, and non IPMS clubs that I wasn't aware of. It was great to see these highly focused clubs exist.



Master Modeler Alex De Leon was there with his great work.



Although I'm an airplane modeler, I enjoyed this show very much. Good models and a great crowd of happy modelers make for a great day. I'm looking forward to attending this show again.

Go build a model!

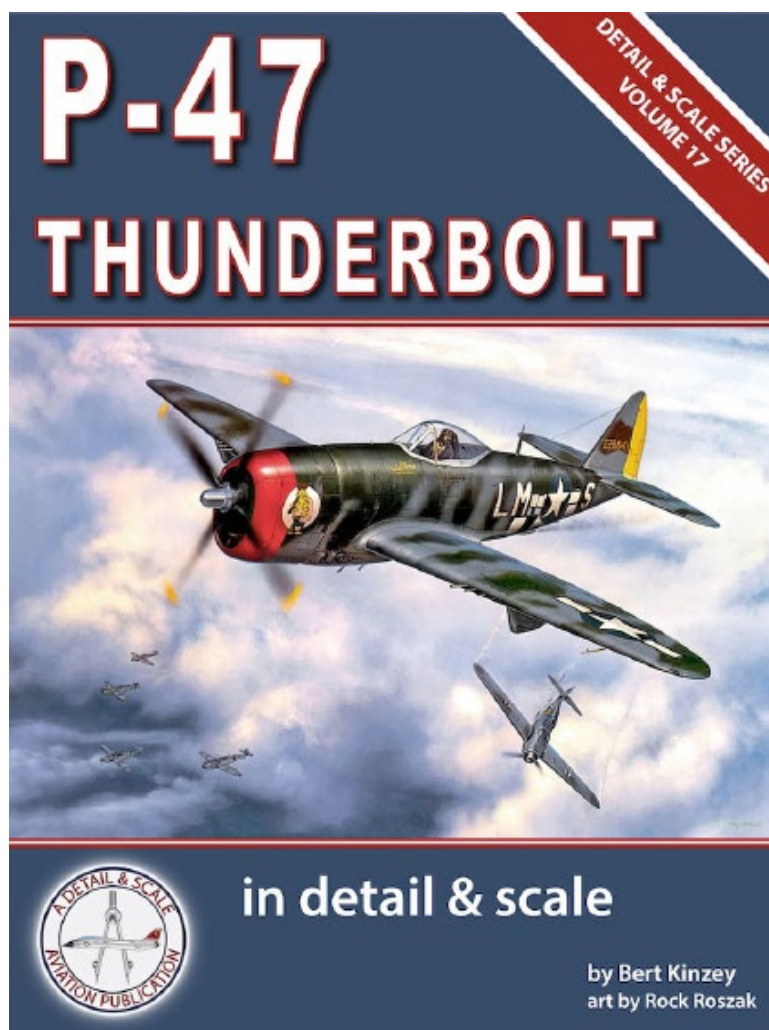
Article photos by Tim Robb and Winterblitz staff.

Build and Bull North by Rick Herrington.

The fourth Saturday of the month at Dragon's Lair in Austin and time for another gathering to Build and Bull. Light turn out this month, Seth, Minh and Fred all working on Gundams and Rick Herrington working on a Tamiya Leopard 1.



Detail and Scale's P-47 Thunderbolt by Floyd Werner.



This book is dedicated to my friend, Jerry Crandall, aviation artist, historian, author, and scale modeler. His painting appears on the cover of the 'book'.

When I say Detail & Scale you automatically think of a series of books that set the standard for books for modelers. Excellent historic research, beautiful photos (including walk arounds), gorgeous drawings, and the modelers section. This book is no different. The format has changed since the early days of D&S, but the content is even better now with the digital format.



P-47

THUNDERBOLT

in detail & scale

DETAIL & SCALE SERIES
VOLUME 17

by Bert Kinzey
art by Rock Roszak

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Bert Kinzey and Rock Roszak are a winning team when it comes to putting these books together. This book is available either in digital or printed format at Amazon, however, this review will only look at the digital format.

Why digital? Well you can include so much more information and photos for no additional cost. You can take you library wherever you go and it weighs next to nothing. Just needs power. The other thing is that you can enlarge the text and the photos. The text to make it easier to read for us old farts and the photos so you can pull up the details. Also when you buy the book, if it is updated on the website you will get the updates.

True you don't get to flip through the pages but the benefits are worth the lack of paper. So it is more environmentally friendly too.

THUNDERBOLT HISTORY



Both razerback and bubbletop configurations of the P-47 are visible in this photograph of Thunderbolts of the 56th Fighter Group taking out for a mission from Bled in late 1944. Also note that both camouflaged and natural metal Thunderbolts can be seen. The bubbletop P-47D-25-RE, S/N 42-26466 and coded UN-1B, was named "Anasosa K" and flown by Lt. Russ Whitford. The fact that the S in its code is underlined is because another Thunderbolt in the unit was also coded UN-1B at that time. It was P-47D-22-RE, S/N 42-26229, flown by Captain Cameron Hart, and a photograph of it is on the Copyright and Contributor's page. (Gasser Collection)

Alexander De Seversky was born in Southern Russia in 1894. After attending the Russian Naval Academy, he became a pilot. During World War I, he was credited with downing thirteen German aircraft, but he lost a leg in combat. While in the United States in 1917 to study American aircraft programs, Seversky defected because of his concerns about the Russian Revolution in his homeland. He quickly became involved with the newly established U. S. Army Air Corps, both as a test pilot and a design engineer. Throughout the 1920s, he remained involved with the development of aviation within the U. S. military.

In 1931 he started the Seversky Aircraft Corporation at Farmingdale, New York. His joined forces with Alexander Kartveli, a fellow Russian who had already established an excellent reputation as an aeronautical engineer. This two-man team began to design, develop, and test their own aircraft beginning with the SEV-3 amphibian. After modifying it to a land plane design and making several improvements to increase performance, the Seversky Aircraft Corporation secured its first contract to build thirty of these aircraft for the U. S. Army.

They were designated the BT-3 and became the first low-wing monoplane trainer to enter Air Corps service.

Seversky's second design was similar to the first, but it had semi-retractable landing gear and only one seat. Development of this design culminated in the P-35 fighter which was ordered by the USAAC in 1935. It was powered by the Pratt & Whitney R-1830 radial engine which offered 850 horsepower.

Continuing advancements in powerplant design, specifically the development of a supercharger, led Seversky to propose a more powerful development of the P-35. Designated the XP-41 by the Army, the new design retained the P&W R-1830 radial engine of the P-35, but it was fitted with a geared supercharger that boosted horsepower to 1,150. This extra power, along with a slotted design that included a fully retractable landing gear, provided a considerable improvement over the performance of the P-35. The last production P-35 was converted to the sole XP-41 prototype, but no orders for production aircraft were placed. It would become the last Seversky-built aircraft delivered to the USAAC.

During the same time period, there were problems of



The P-35 was the first fighter aircraft developed by Seversky. It had semi-retractable landing gear, and it was powered by a Pratt & Whitney R-1830 radial engine that produced 850 horsepower. The P-35A in the photo at left is now on display at the National Museum of the U. S. Air Force. The sole XP-41 was a development of the P-35 that added a geared supercharger which increased the horsepower to 1,150. The design was sleeker than that of the P-35, and the landing gear was fully retractable. (Both, NMUSAF)

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P-47D-15-RE, S/N 42-78805, was named "Doggie" and assigned to the 65th Fighter Squadron of the 57th Fighter Group. This group flew operations in Italy and was later based in Corsica during the war. Note the yellow bands on the wings and vertical tail. The band on each wing includes painting the entire underlying pylon yellow. The framing of the canopy and windscreens was originally yellow, but the yellow has mostly worn off. (Pier Collection)

"MY BEST BET," S/N 42-74815, was the first P-47D-6-RE to come off the production line. The YJ fuselage code indicates that it was assigned to the 351st Fighter Squadron of the 253rd Fighter Group. The 351st Fighter Group was part of the Eighth Air Force in England, and it began operations with P-47Ds in August 1942. It flew Thunderbolts until October 1944 when it converted to the P-51 Mustang. (Pier Collection)



"Betty" was another P-47D assigned to the 351st Fighter Group. Note the yellow and black checkerboard on the cowling and also on the main gear wheels. The invasion stripes for Operation Overlord are on the bottom of the wings and the aft fuselage, but by the time this photo was taken, they were not applied to the upper surfaces. This Thunderbolt is equipped with the Curtiss Electric cyclovertical pushbutton propeller. (Pier Collection)

"Belle of Belmont" was a P-47D-20-RE assigned to the 61st Fighter Squadron of the 56th Fighter Group. Again, note the invasion stripes under the wings. This Thunderbolt was delivered in a natural metal finish, but the 56th FG painted the upper surfaces with a British green color, while the underside of the fuselage was gray. The undersides of the wings and horizontal tails, except for the invasion stripes under the wings, were left natural metal. (Pier Collection)



30

This 'book' has 173 pages compared to the 102 pages of the printed version. There is one more photo and five more illustrations in the digital book. There are 268 photos, with most of them being in full color from wartime sources. The detail and clarity is phenomenal.

So what's in the book to make it worth the price of admission? Like most D&S books, it starts out with the history of the P-47 and then it addresses the variants from the XP-47B to the P-47N. With the release of the new early P-47s, this section will be a boon for modelers.



The yellow vertical tail with black diagonal stripes indicates that this P-47N was assigned to the 19th Fighter Squadron of the 318th Fighter Group on Je Shima. Four fighter groups, each with three squadrons, flew from Je Shima on long-range escort missions supporting B-29 raids. (Pier Collection)

"Radio Mae" was P-47N-15-RE, S/N 44-89051. It was named for the wife of the pilot, Lt. Edward J. Rolan, in 1951. The 147th Fighter Squadron of the 112th Fighter Group was part of the Pennsylvania Air National Guard. The coat ring was yellow with a black outline, and yellow and black checkerboard markings were on the propeller hub and at the top of the vertical tail. Yellow stripes were on the tail above and below the last six digits of the serial number. (Graser Collection)



Lt. Col. Olive D. Simpson flew P-47N-25-RE, S/N 44-89408, when he commanded the 128th Fighter Squadron of the Georgia Air National Guard. At this point in time, this P-47N did not have the double-mast configuration on the spine that was usually associated with this variant of the Thunderbolt. Note that a section of the intercooler door was a replacement that did not have the national insignia painted on it. (Rieszak)

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Some interesting highlights are the car door and flat windscreen on the XP-47B, as well as, the small windows on the P-47B. How about the Air/Sea Rescue P-47s having their guns cut down to two guns per wing? The two seat trainers are interesting as well. The amount of detail that Bert has turned up in his research is remarkable.

It is also explained in a clear and concise manner and often illustrated with line drawing pointing out the differences.

After covering each version in depth, D&S does what it does best, walk around photos of the variants. Starting in the cockpit, fuselage, wings, props, engine, armament, and such. Another interesting note here is the change in cockpit colors from the different manufacturers on the B to the N. Very useful stuff for the model builder. The armament is really neat as well, including a close up of the smoke generator and rocket pods.

P-47M COCKPIT DETAILS



Above: The Yanks Air Museum in Chino, California, has a beautifully restored P-47M-1-RE. The original K-14 reflector gunsight was replaced by the Mk. VII gunsight with its rectangular reflecting glass beginning with the P-47D-40-RA, and the Mk. VII remained the gunsight in the P-47M. (Kinzey)

Right: The floor in the P-47M was without corrugations like that in late P-47Ds. (Kinzey)



The instrument panel in the P-47M was very similar to that in late P-47Ds. The paint used in the cockpit matches what factory fresh Dull Dark Green would have looked like. Note the later style rudder pedal used in the P-47M. (Kinzey)



Most items on both sides of the cockpit in the P-47M also remained as they had been on late P-47Ds. (Both, Kinzey)

52

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INTERNAL ARMAMENT DETAILS



All production Thunderbolt variants had eight Browning .50-caliber machine guns as their internal armament. This made the P-47 the most heavily armed, single-engine fighter of World War II. Here, an armorer cleans one of the machine guns prior to installation in a P-47D. Note that the barrel is covered with a stainless steel tube. (Pier Collection)



Above: The guns were mounted in staggered positions in each wing and outboard of the main landing gear. It is important to note that they were mounted level to the ground line rather than being aligned with the dihedral of the wing. (Kinzey)



This top view illustrates how the barrels of the machine guns were staggered as they projected from the leading edge of the wing. Again, note the stainless steel tubes that cover the barrels. (Kinzey)



Right: When the machine guns were fired, the spent shell casings were ejected through slots in the bottom of the wings. This was possible, because the guns were mounted near the center of balance of the aircraft, making it unnecessary to retain the shell casings in order to maintain an acceptable center of balance. These are the slots for the guns in the left wing looking aft. (Kinzey)

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Then comes the part that sets D&S apart from the other references, the Modelers Section. Starting in the itty bitty scale of 1/144th up to the gargantuan 1/24th scale.

I love how they really get down and dirty with what is right and what is wrong with each kit in each scale. The Dora Wings P-47B in 1/48th scale is included. Unfortunately, the MiniArt P-47s are not as they weren't released as of the publication date.



When used in the fighter-bomber role, rockets were an important addition to the Thunderbolt's arsenal of weapons. For P-47Ds during most of the war, this usually meant carrying M-10 "stove pipe" triple launch tubes for 4.5-inch rockets mounted under each wing between the landing gear and the wing pylons, as seen on this Thunderbolt assigned to the 56th Fighter Group. Note the 150-gallon fuel tank below the fuselage. (G. Balzer Collection)



Above: An armorer holds one of the 4.5-inch rockets that was loaded in the triple-tube launchers. The fins can be seen at the aft end of the rocket. These popped out when the rocket left the tube to stabilize it in flight. (Bell Collection)



An overall view of a triple-tube launcher under the right wing shows how it was attached to the wing. (Bell Collection)



Right: Details on the aft end of the triple-tube launcher are revealed in this photograph. The outboard tube is loaded, and the firing mechanism is in place. (National Archives)

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ENGINE DETAILS



All production variants of the Thunderbolt were powered by the large Pratt & Whitney R-2800 Double Wasp, twin-row, eighteen-cylinder, air cooled, radial engine. The R-2800-21 engine was installed in the P-47B, but improved and more powerful versions of the engine were used in later Thunderbolt variants. Here, two mechanics work on the R-2800 on an early P-47. (Bell Collection)



Center left and right: Two additional vintage color photographs of mechanics working on the huge Pratt & Whitney radial provide a good look at its details. Note the rounded conical shape of the reduction gear housing with the magneto on top of it. This early Thunderbolt has the original Curtiss Electric propeller installed. (Both, Bell Collection)



Left: Another vintage color photograph from World War II shows panels removed from the engine and also the engine accessory compartment aft of the engine as maintenance is performed on a P-47D. (Piet Collection)

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Overall, this is another stellar example of everything Detail & Scale have been known for, just in a different format.

For those old school modelers, you can still get it in print, but why not embrace the new technology for all the reasons mentioned earlier. If you were going to have one book on the Thunderbolt, this is that book. Great job Detail & Scale.

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.

MODELERS SECTION



The P-47 Thunderbolt has been the subject of scores of releases by almost every major model manufacturer dating back to the 1950s. Kits are available in all standard modeling scales from 1/144" through 1/32". Some of the early plastic model kits are in this photograph and include the Revell 1/144" scale kit in the markings of a P-47D bubbletop named "Unadilla Killa" from the 355th Fighter Squadron of the 354th Fighter Group, the Airfix 1/72" scale P-47D razorback in the markings of Neal Kearby's "Firey Ginger," and the Hawk 1/48" scale P-47D razorback with Thomas Bailey's markings for "Zombie" when he flew with the 361st Fighter Squadron of the 355th Fighter Group. (Kinzey)

General Comments

Dating back to the 1950s, when plastic scale modeling first became popular, the P-47 Thunderbolt has been the subject of a seemingly countless number of kits released and released by almost every major kit manufacturer. P-47 kits have been produced in all standard modeling scales from 1/144" through 1/32". As this book is published in 2023, more new Thunderbolt kits are being released by Dora Wings, and MinA1 has announced a new P-47D-25-RE in 1/48" scale that is expected to be available in late 2023 or early 2024. In this Modelers Section, we will briefly mention some of the early kits that have long since been surpassed by the more recent releases that are better when it comes to accuracy and detailing. Some kits, that were not widely distributed, and those that were in off scales, are not covered. The kits that are currently available, and one that is considered to be a classic, are covered more extensively. The purpose of these reviews is to help the modeler choose which kit he may want to use when building a model of the Thunderbolt in each of the standard modeling scales.

When building a model of the Thunderbolt, the modeler needs to be aware of several things. Perhaps most important is which propeller to use. There were four different propellers used on production Thunderbolts, and these are covered in the Thunderbolt Details chapter. P-47Bs, P-47Cs, and early P-47Ds had the original narrow-chord Curtiss Electric propeller, but this was followed by the Hamilton Standard paddleblade and Curtiss Electric asymmetrical paddleblade propellers on later P-47D production blocks and on the P-47M and P-47N. The Curtiss Electric asymmetrical paddleblade propeller was the last to be used and was particularly common on post-war Thunderbolts. However, it should be noted that propellers were changed on individual Thunderbolts in the field, so it is best if the modeler has a photo of the actual aircraft he is representing with his model so that he can be sure of what propeller was on it, at least at a given point in time.

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Another item to look for is the design of the cooling flaps on the cowl. P-47Bs and P-47Cs were produced with cowl flaps that came down to about the centerline of the fuselage. Beginning with the P-47D-15-RE, two additional flaps were added on each side below the centerline, and these were sometimes retrofitted to P-47Bs and P-47Cs. At first, these additional flaps were rectangular in shape like the flaps above them, but later, the trailing edge of the additional flaps was changed in a way that reduced their chord. Both designs are illustrated in the Fuselage Detail Section of the Thunderbolt Details chapter.

Yet another point to look for is the addition of the bulged keel that was added so that external fuel tanks or bombs could be carried under the fuselage. This feature became standard with the P-47D-5-RE, but it was also retrofitted to earlier P-47Ds and some P-47Cs that were sent to the combat zones. The only kits with the original keel that have been released are the P-47B and P-47C from Dora Wings in 1/48th scale. When building a P-47C that was used in combat, the modeler needs to try to find references for a specific Thunderbolt that had the bulged keel retrofitted if using any kit other than the ones from Dora Wings.

Another important thing to watch for on the early Thunderbolts has to do with the wing pylons. These did not become a production standard until the P-47D-15-RE. Some models have these molded integral to the wing, so that means they can only be used to build a P-47D-15-RE or later Thunderbolt unless the modeler does some plastic surgery to remove them. It is far easier to use a kit that has the pylons as separate pieces so that they can be left off if appropriate.

Compressibility flaps became standard with the P-47D-30-RE and -RA, and they were also on P-47Ns. Modelers should check to see if they are appropriate for the aircraft they are representing and whether or not the kit provides them if required.

Finally, beginning with the P-47D-40-RE and -RA, a dorsal fin was added to the spine of the fuselage. P-47Ms were produced without this fin, but many had it added in the field.



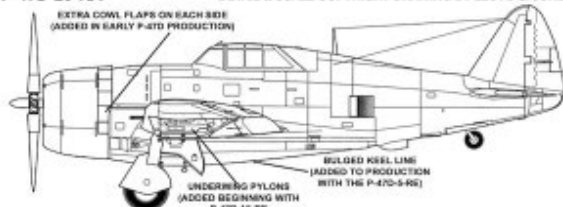
Named "Miss Behavin'" and carrying "Miss Behavin'" nose art on its cowl, P-47D-5-RE was flown by Captain Henry Kucheman in 1942 while he was assigned to the 354th Fighter Squadron of the 355th Fighter Group in the Eighth Air Force. While flying P-47s and P-61 Mustangs, Kucheman was credited with four air and two ground kills, receiving the Silver Star for his gallantry in action. After his promotion to Major, he became commander of the 354th Fighter Squadron. (Rozsak)



P-47D-18-RE, SN 42-75940, was flown by 1LT W. Ellis Frankfort with the 342nd Fighter Squadron of the 348th Fighter Group in New Guinea during 1944. After scoring two confirmed kills on previous missions, 1LT Frankfort was lost on a mission on May 27, 1944, over Black Island. (Rozsak)

P-47D-20-RA

DETAIL & SCALE COPYRIGHT DRAWING BY LLOYD S. JONES



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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.

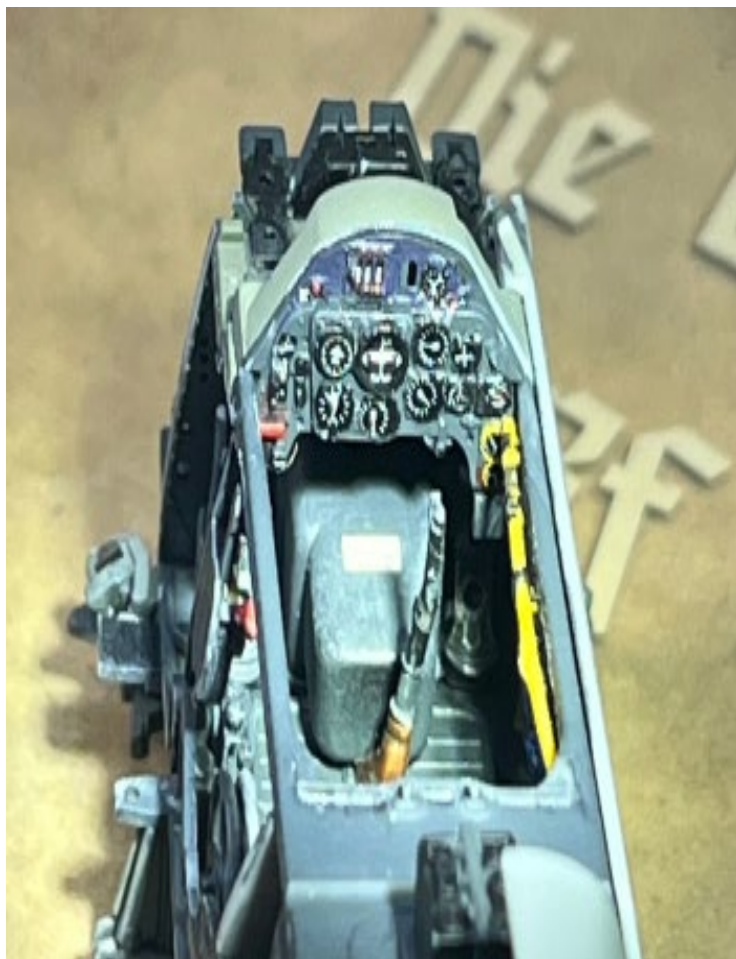


Good models and a great presentation make for a super meeting. Let's start off with Dave Edgerly.

Dave is working on ZM's 1/32 ME-109 G-14 and says its much like building the real thing.

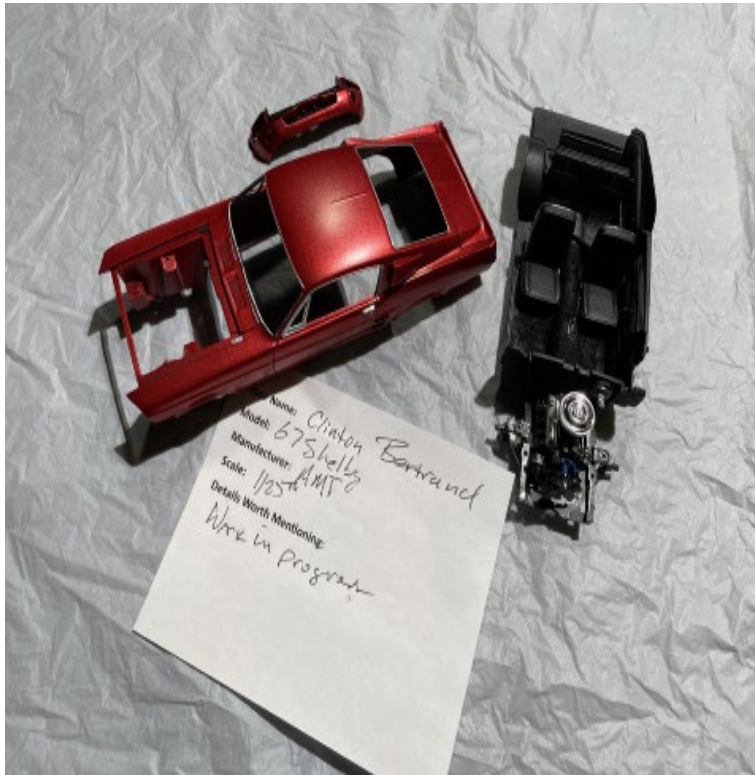


Dave finished up his Alien Recon diorama.

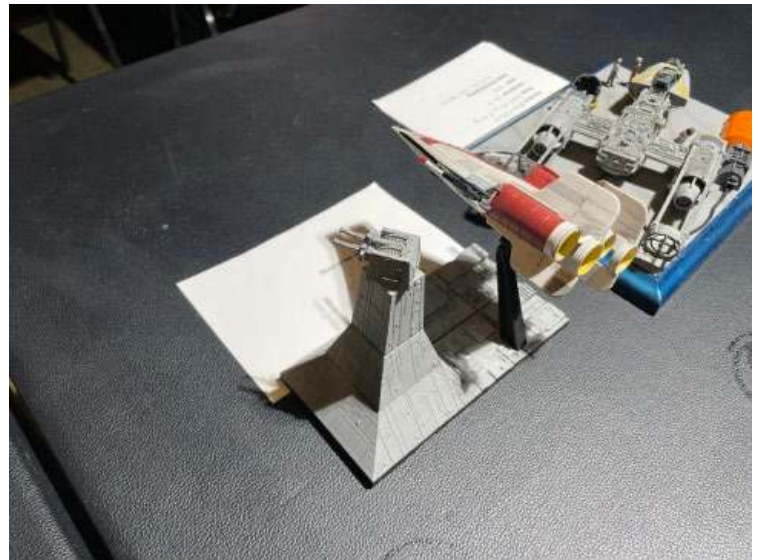
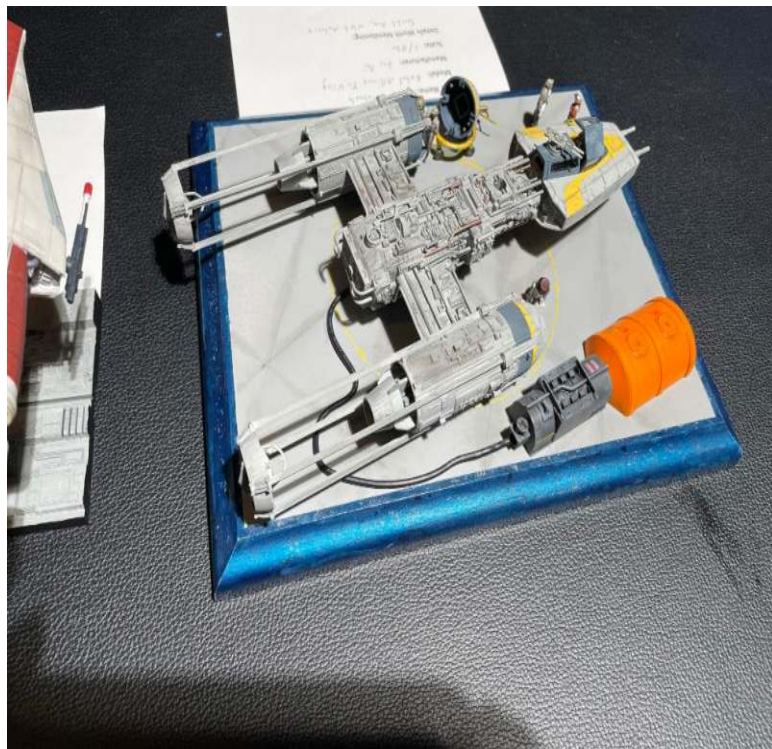




Clinton Bertrand shared his in progress 67 Shelby.



Mike Gilsbach shared a couple of Bandai Star Wars projects with the group.



Fred Wang shared his limited edition Bandai Demi Trainer.



Mike F shared his 1/72nd Sabre and a 1/24 Blue Camaro.



Finally, this month's winner of best model is Peter Dasso with his 1/72nd scale ICM B-26K.



Tim Robb shared his 1/48 Tamiya A-10A.



There was some important business conducted at the meeting, Officers were elected. Tim Robb was elected president, Ron McCracken as Veep, Aaron Smischney as treasurer and Seth Souza as Secretary.

The program at the meeting was conducted by Gordon Stiemans who discussed his method of German aircraft camouflage. Gordon had a visual presentation set up and after the presentation were able to try it themselves.



Thanks to everyone that shared his work with the group.

Old Rumors and New Kits

New and In View Aircraft by Ron McCracken

February is a short month, and the list of new releases is short as well. There is only one completely new tool, an AH-64A. But there are at least four re-releases with new parts that allow for different variants from the original kit. The balance are re-pops with new decals.

1/32nd Scale:

Revell has re-issued its F-16 Fighting Falcon in 50th Anniversary Royal Netherlands Air Force markings.



1/35th Scale:

HobbyBoss has re-released their Storch as an Fi 156U, with new parts for what appears on the box art to be an Anti-Submarine patrol variant.



Meng has re-released their AH-64D as an IDF “Saraf” variant with new parts.



Not to be outdone, Trumpeter has released a new-tool AH-64A Apache.



1/48th Scale:

Eduard has re-released their Fokker D.VIIF in a Weekend Edition with new decals. Remember, the Weekend Edition kits lack the photo-etch parts and masks typically provided with the standard kits.



Fokker D.VIIF

scale **1/48**

Eduard has re-released their Spitfire Vb early in a Weekend Edition.

eduard

WEEKEND
edition



Spitfire Mk.Vb early

scale **1/48**

Hasegawa has re-issued their T-2 as a T-2CCV in ADTW markings.



PHOTO : SATOSHI AKATSUKA

1/72nd Scale:

Fine Molds has re-released their F-2A JASDF w/JDAM weapons as new parts.



Hasegawa has re-released their aging B-17F Flying Fortress in 'Miami Clipper' markings. This kit dates back to the '70s, when raised panel lines were still state-of-the-art, so beware.



ノーズアートを描いた、アメリカ陸軍のB-17Fを再現!

■ パッケージイラストは加藤単駆郎 氏が担当 限定生産版



2024NEW

デカール

第8空軍 第91爆撃航空群 第322爆撃飛行隊 所属機

「LG-P: MIAMI Clipper」(1943年3月) ■ 他1機分

B-17F フライング フォートレス “マイアミ クリッパー”

新デカール

Hasegawa has re-released an F-2A/B (Japanese variant of the F-16) in '3SQ Veer Guardian23'



Hasegawa has re-released their F-35A Lightning II in 'JASDF 301SQ 50 Anniversary' markings.



Hasegawa has re-issued their SR-71A Blackbird with new decals.



Revell has re-released their Eurofighter Typhoon as an RAF variant with new decals in 1/144th scale.



ICM has released an OV-10D+ Bronco in 1/72nd based on their earlier OV-10A, with new parts.



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

Healthy hobbies

MODEL AIRCRAFT

BUILDING model aircraft can combat depression, according to American researchers at Randolph-Macon College in Virginia.

Hobbies that require expertise and have a meaningful outcome, such as model-building, jewellery-making or even photography, produce a level of satisfaction that is so strong it can prevent depressive tendencies.

Meanwhile, a study at Harvard Medical School found that a hobby that requires deep concentration, such as model-building, keeps stress at bay by focusing your attention elsewhere.

A Swedish study found model-builders are less likely to suffer from mental decline, while research published in the New England Journal Of Medicine linked such hobbies with a lowered risk of Alzheimer's and dementia.

KATE HILPERN

Shipping News

by Rick Herrington

Ahoy mates! New releases on 1/700 and 1/350. No shelf buster (1/200) releases this month. Let's get started with 1/700.

First up is AJM Models with a HMS Argus carrier.



Flyhawk has two new ones for us this month. The first is USS Bunker Hill. (CG-52) a Ticonderoga class missile cruiser.



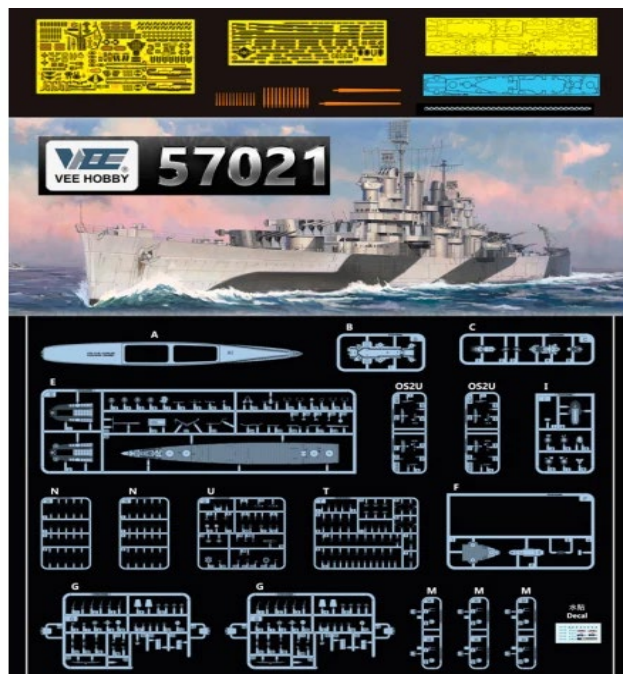
Next from Flyhawk is the British cruiser HMS Achilles. The ship might be familiar to you from her clash with the DKM Graf Spee.



Riich Models is releasing a USS Ohio,



Vee Hobby has three new releases for us. two US cruisers and a battleship. The first is USS Houston CL-81.



The second is the USS Cleveland.



Last from Vee is the fast battleship USS South Dakota.



Pit Road is releasing a US heavy cruiser of their own, the USS Pittsburgh.



Moving on to IJN stuff Fujimi has the light cruiser Agano as she appeared in 1944.



Last in 1/700 scale is Pit Road's release of the Japanese light carrier Chiyoda.



Moving on to 1/350 scale Trumpeter is releasing HMS Naiad.



Aoshima has 3 Japanese cruiser kits for us in 1/350. The first is the heavy cruiser Ashigara.



Second is the heavy cruiser Takao as she appeared in 1942.



Last in 1/350 from Aoshima is the IJN heavy cruiser Maya.



That's all the wind in the sails for this month. Grab a kit from that stash and build it!

Tracked Topics

By Panzer Lehr

A good month for new releases so let's start off with 1/72 scale. First up is Armory with a Lance Missile system.



Ace is releasing a PAK 44.

12,8cm Kanone Pak.44 K 81/2



DML is releasing a Sherman M4A4.



Finally in 1/72 Trumpeter is releasing Sdkfz 8 12 ton German half-track.



Moving on to 1/35th scale Ace has a Bundeswehr utility vehicle for us, the Ittis.

0,5t Light truck 4x4 (Type 183) Ittis



Amusing Hobby is releasing an M1 Abrams X,



Amusing Hobby also has a Ukrainian T-72 AV.



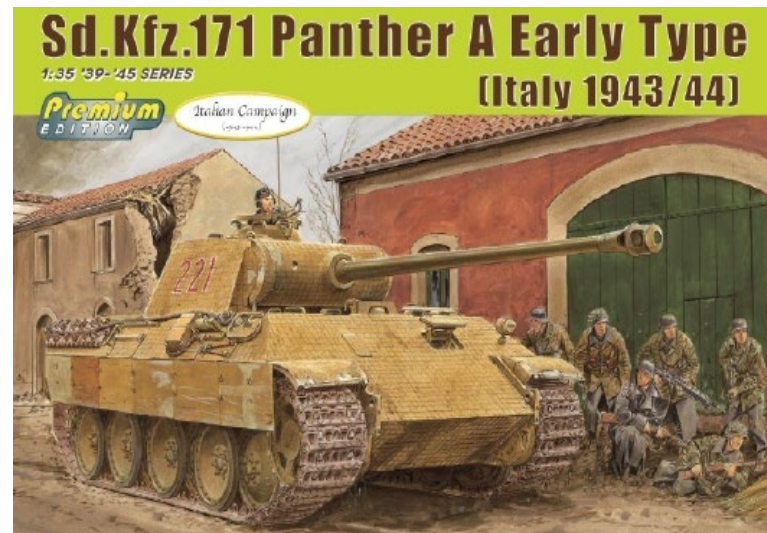
Border is releasing a Ukrainian Leopard 2A6.



Tamiya has a Leopard 2A7V.



DML is re-releasing their Panther A model.



DML is also releasing a Pzkwf 3K



Takom is releasing a Tiger 1 mid production. This is a limited edition with a figure of Otto Carius and Zimmerit included.



RFM is releasing an M1A2 SEP V3.

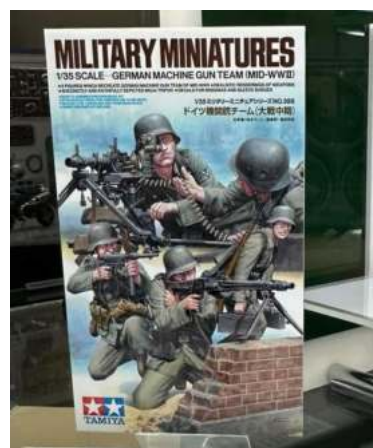
M1A2 SEP V3 ABRAMS



Riich Models is releasing a Universal Carrier.



Last in 1/35th from Tamiya is not wheeled or tracked but I thought needed to be shared with the modeling community. Tamiya is releasing a set of German machine gunners. The reason I'm excited about these figures as their last few sets have been stellar and there is no reason to believe that these won't be also.



On to shelf buster scale (1/16) we have releases. The first is from Gecko with a PAK 40.

+ German 7.5cm Pak 40 Anti-Tank Gun Early Production



Das Werk is releasing a PAK wagen (251/22} The model depicts a D version 251 with a PAK mounted on it.



The last release in 1/16 is by trumpeter and is a Porsche turret Tiger 2.



Andy's Hobby Headquarters in collaboration with Takom has been instrumental in developing 1/16 releases. He as a Tiger 1 early for us including a tank commander figure.



That's it for this month. See you at the meeting!

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.



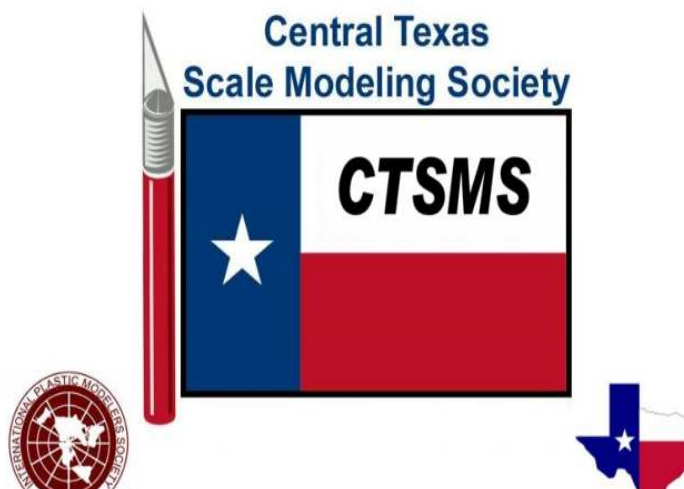
ARTICLES WANTED!

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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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