



SPRUE



EXAMINER



Vol 21 No.7

July 2013

2011 IPMS/USA Website of the Year

2009 IPMS/USA Newsletter of the Year

2010 IPMS/USA Webmaster of the Year

2011 / 2009 IPMS/USA Region 6/ Webmaster of the Year

2010 / 2006 IPMS/USA Region 6/ Chapter of the Year



[Photos courtesy of Milton Bell]

Airfix 1/72 Hawker Typhoon by Milton Bell

In this issue:

Storms A Brewin'	1
Message From The Prez	3
Fiddly Bits	3
The Return of Godzilla	6
Web At Night: Rewind	7
Roll Film	8
Pins and Knuckles	10
Know Thy Fellow Modeler	12
Old Rumors / New Kits 2G	17

The Hawker Typhoon entered service as a counter to the recently introduced Fw190 and to take the place of the Hurricane. It was supposed to be a high-altitude companion for the Spitfire but it was not as successful against the Fw190 as was hoped.

It was, however, very good at low level attacks and so became one of the best ground attack and support aircraft of the war. Today, only one example remains.

The new *Airfix* kit in 1/72 scale is a double bargain. Not only is the price reasonable, it is a good kit and probably the most accurate 'Tiffie' available in this scale.

So far I've built three or four of the "new" breed of *Airfix* kits and all have been fun builds. The Typhoon is a little different in its engineering so I thought I'd do a little write-up on how I tackled the kit.

First of all, it reminds me of some of the *Accurate Miniature* kits. If you aren't familiar with *A-M* kits, they were pretty accurate and good fitting but you had to **read and follow** the instructions. If you read the instructions four or five times, they went together really well. If not, well...you might need some aspirin and ulcer meds!



The engraving on all the new kits from *Airfix* has come under some criticism for being too prominent. And I agree. I would prefer it to be a little more subdued but after some careful building and painting, it's not bad at all. One of the main objections to the kit is the inclusion of a decal for the instrument panel. I'm sure that someone will eventually bring out a PE or resin replacement.

That said, it's time to check out the cockpit in general and what the instructions show.

(continued on page four)



Our Sponsors:



**Austin Armor
Builders Society**

www.austinarmorbuilders.com

South Texas Auto Modeler



www.hillcountryhobby.com



www.kingshobbyshop.com



wmbros@sbcglobal.net



iwata-media.com



centtexmodelers.com

Phil Brandt	Jack Johnston
(in memorium)	Mike Kizin
Eric Choy	Mike Poole
Jeff Forster	
Russ Holm	Aaron Smischney

Upcoming Events

Model Shows

Houston Automotive Modeler's Society, Houston, Texas	8.3.13
ipms-hams.org	
IPMS/USA National Convention, Loveland, Colorado	8.14/17.13
ipms/usa2013.com	
AMPS Centex, Georgetown Community Center, Georgetown, Texas	9.21.13
austinarmorbuilders.com	
Sproo Doo, Central Arkansas Modelers, Benton, Arkansas	9.21.13
casmodels.org	
Region 6 Regional Convention, Norris Conference Center, Austin, Texas	10.5.13
austinsms.org	

Local Club Meetings

Hill Country Outlaws Model Railroading Club, King's Hobby, Austin, Texas	8.31.13
Austin Armor Builders Society, Old Quarry Branch APL, Austin, Texas	8.7.13
www.austinarmorbuilders.com	
Austin Model Cars, King's Hobby, Austin, Texas	8.7.13
CenTex Modelers, Trinity Lutheran Church, Copperas Cove, Texas	7.20.13
www.centtexmodelers.com	

IPMS Wounded Warriors Chapter

Several IPMS members have since 2009 been managing the Warrior Family Support Center in San Antonio, Texas. The center is located at Brooke Army Medical Center (BAMC), Ft. Sam Houston, Texas.

Troops are sent to BAMC for treatment and rehabilitation, some staying for up to 12 months. BAMC and the Center for the Intrepid are known as being among the elite medical facilities in the world for treatment and injuries received in combat zone.

Through the generosity of hundreds of IPMS members, IPMS chapters, and modelers the Warriors stationed at BAMC have received models, tools, books, movies and other hobby related items through the IPMS Wounded Warriors Chapter.

Donations can be sent to IPMS Wounded Warriors Chapter contact person, Dick Montgomery,

dmontgomery8327@sbcglobal.net.

ASMS Officers & Chairpersons

Mike Poole, President
512. 494. 5879, mpoole12@austin.rr.com

Ron McCracken, Vice-President
512. 748. 3455, rmccrack@austin.rr.com

Jeff Forster, Treasurer
512. 331.1644, jforster@gmail.com

Bobbie Wilson, Secretary
512. 291. 2116, poldira@gmail.com

Ben Morton, Newsletter Editor
512. 878. 1869, benmorton@grandecom.net

Eric Choy, Show Coordinator
512. 249. 9184, asmsnews@austin.rr.com

Mike 'Hollywood' Gilsbach, Webmaster
512. 258. 2952, mike@gilsbachdesigns.com

Milton Bell, IPMS/USA Coordinator
512. 454. 2395, rmbell36@gmail.com

Tim Robb, Membership Coordinator
512.392.0611, tim.robb@mccoys.com

Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the third Thursday of each month. Annual dues for full membership are \$20 (individual) or \$25 (family). The views expressed in this newsletter are those of the author (s). It is intended for educational purposes only. ASMS does not endorse the contents of any article.

Message from the Prez...

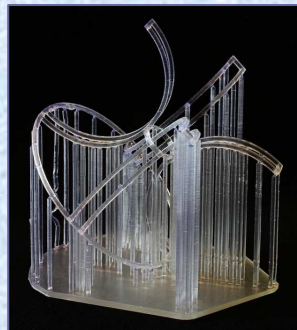
Mike Poole

I've been receiving several newsletters each month for some months now. While I don't read every single line I do enjoy skimming all of them, looking for people I know and especially for good ideas for our own club. I have my favorites and look forward to them each month. I've noticed that in the distribution there is a gentleman named Fred Horky who takes the time to mention his favorite parts of each newsletter and often adds an additional photo or anecdote from his own interesting past. Check it out and thanks for doing that Fred, if you happen to read this.

I and other ASMS members have been frustrated watching the agonizing pace of evolution in 3D printing technology. The hobby printers like *Makerbot* are not, nor ever will be accurate enough for scale modeling. Large engineering offices have had access to rapid prototyping tools for decades but unfortunately that tech has been protected by patents and very expensive. But that's now changing. The Form1 3D printer by Form Labs is a new kind of 3D printer for the DIY tinkerer. It uses a mirror-guided laser beam to photo-harden liquid resin making parts of incredible detail and complexity. It's called stereo lithography printing and it is going to revolutionize our hobby.

The two photos are of a dollhouse patio table less than one inch tall just after printing, and after being cleaned up (somewhat) and painted. The Form1 currently sells for \$3,400 but several other manufacturers are poised to enter the market which is sure to bring retail prices lower.

This month's program schedule topic is *Casting Parts* by yours truly. I recently came up with a fast and easy method for making multiple copies of scratch-built details from epoxy resin that I'd like to share. If I have time, I'll also discuss some methods for pigmenting resins and fabricating translucent fiberglass parts. I hope you'll find it interesting.



Remember our 434th Annual Barbeque and Auction on Saturday the 20th at Jack's Place. Check the Fiddly Bits section for more details and I'll see you at the meeting.

Mike

Fiddly Bits

Frank Seibert

ASMS's Annual Model Auction / BBQ is this Saturday, July 20. Dig through that stash and select those precious items that you know you'll never build and give them a new, loving home. Also, don't forget your side dish for the buffet, a cold drink, and maybe a chair. Seating can be limited. It looks to be raucous fun, as always. Some folks from Centex Modelers in Killeen, Texas will be joining the festivities. If you've misplaced your map or are otherwise confused, contact the editor: benmorton@grandecom.net.

A note of thanks to Aaron, Randy, Jeff, Mike, Golzar and Rick (new release/old rumors contributors) for the exceptional job they perform each month for our newsletter. I have no idea where some of this information comes from. But they find it, send it in diligently each month for your reading enjoyment and edification. I, for one, appreciate that often the new releases highlighted are not the usual suspects, but more of things you might have missed. Merci beaucoup!

A hearty and deservedly so congratulations to Mike Gilsbach on receiving the award from IPMS/USA as Webmaster of the Year (2010). This was awarded to Mike in 2010, but due to a few missteps and "where did I put that?" he now has the plaque that goes with the award. As my saintly mother often remarked... "Better late, than never!" Congratulations, to our webmaster extraordinaire!

Frank

First of all, the side wall details are molded in the fuselage halves and are pretty nice. The seat and instrument panel can be added to the right fuselage half but **do not** glue the fuselage together.



The cockpit on the Typhoon was similar to that in the Hurricane. It was a cage-like affair made up of aluminum tubes and bracing. The kit shows this well considering the scale. Here's the part that can be a bit tricky: the floor of the cockpit is molded

as a portion of the wheel well and has more of the cage as well as the runners leading up to the rudder pedals and the anchor point for the stick. Pedals and stick of course are separate pieces.



The wheel well, part B50, also contains the mount for the radiator. It's a good fit but I recommend painting the trunk and radiator before gluing them



together. Part C34 is the foremost portion of the radiator and it's recommended to paint this part aluminum. Be careful removing this from the runner; it's easily deformed. Paint it, then attach it to the radiator and then attach both to B50, the wheel well/cockpit floor assembly.

In painting the cockpit, I made a departure from the instructions. Late war Typhoons had the cockpits and floor runners painted black above the seat and typical British Interior Gray-Green (IGG) elsewhere. The single existing example has been restored but shows the framework in the cockpit to be unpainted aluminum. The instrument panel is black of course and the seat is IGG with a leather pad on the back.

There are no seat-belts provided so you will have to come up with some of your own. I used some painted PE belts from Eduard. There is a gunsight provided that attaches to the

instrument panel. Be aware that late Typhoon did not have a reflector glass on the gunsight but projected the image directly onto the windscreen. *Airfix* got this right.

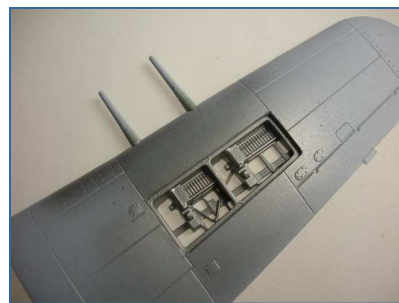


I learned a long time ago to do a lot of dry-fitting. I recommend doing so on this model just to see how it all goes together and where the tight fits are and where the gluing problems might be. When mine finally came together, I had pretty good fits everywhere but inside the intake. I suppose I could have filled the offending seams with *Mr. S* but then I would have lost out on painting the interior. Besides, I was doing this for fun.

The lower wing keys in very well to the wheel well assembly. I added it first and then followed with the wing tops. Again, be sure to dry fit everything before reaching for the glue! I hate to have one wing droop and then have to make the horizontal stabs line up. I had to do a little scraping and sanding to get the wing to fit the same on both sides.

Before you get ahead of yourself, remember that you have a choice of bombs or rockets, to hang under the wing. Decide which you want and drill out the appropriate mounting holes.

As a bonus, you have the option of opening the top wing to expose the breeches for the 20mm cannon and the ammo bays. At any rate, you will need to glue the gun assemblies to the inside of the wing top. If you want to open a wing to show the gun details, I suggest you place the part in the wing and scribe around it to show where to make the cut. I used the point of a #11 blade to scribe and a *Bare-Metal* scriber to make the cuts. It took several passes and I finished with the #11 but I got a clean cut.



I opted to open only the right wing just to see how it went. There are parts included that depict the gun bay doors open and folded forward. I gave the area inside the lower wing half a coat of flat Aluminum *Alclad* plus a wash of Burnt Sienna oil paint. I was pleasantly surprised at how well the gun bay details fit and how simple the job was. The bay doors insides got the same *Alclad* treatment and the "top" got the same camo treatment as the wing top.

I chose to use the rockets so a lot of time was spent cleaning

up very minute mold lines on the rockets and the mounts. I added these after painting and decaling were complete. The main gear legs are done in one piece; no worrying about retraction gear fitting just right or dropping more small parts.

The tail wheel should be added before the fuselage goes together but in retrospect I could have modified it a bit and added it later. I wish *Airfix* had shown it to be the anti-shimmy type used on the Typhoon but they came close. For the scale, it will work. The main wheels are two piece affairs and are flattened. Fit is good but they seem overly flat. Guess those rockets/bombs are really heavy!

The propeller and spinner assembly is designed to turn so a shaft runs through a bearing and through the spinner backing plate and attaches to the prop. Sounds complicated but it isn't. The trouble is, you have to be very careful with the cement. I thought I was and the whole affair was locked up when I finished. I had to do some pulling and twisting to get it apart before the cement really set up. I modified the arrangement and I think my version is better. The prop turns but doesn't spin.

The clear parts are thin and clear but a dip into *Future* made them clearer. The windscreen fits. I used *Bare-Metal* foil to mask all clear parts. I finished my Typhoon in one of the two schemes provided; an aircraft flown by Squadron Leader Basil Stapleton, DFC, No. 247 Sqdn., Eindhoven, Netherlands, Dec. 1944.

The camouflage colors are the standard Ocean Gray over Medium Sea Gray with Dark Green patches on the topside. This aircraft retained the black and white invasion stripes on the bottom of the wing and lower fuselage. Decals are provided for the invasion stripes but I chose to mask and paint mine. I changed my mind on the lower fuselage stripes and used the decal instead. Always hated to mask a diminishing curve!



This particular aircraft has a Matt Scarlet spinner with a yellow backing plate. I understand this was a short lived scheme since it was not authorized by command so, it went back to either a Black or Sky spinner. The other decal option is of a Typhoon flown by Flight Officer A.H. Fraser, No. 439 Sqdn. No. 143 Wing (RCAF) at Eindhoven, Netherlands, 1945. It bears no invasion stripes so it should be a simpler build.

Other than my changing the cockpit colors a bit, I used those recommended by *Airfix*. The paints used were generally *Model Master* but for a few old bottles of *PollyScale* that were still viable.

For masking the camo scheme I resorted to *Silly Putty* for all the curved

parts. I enlarged the plan sheet that shows decal placement and printed it out in 1/72 scale, via *Photo Shop*,

and cut the pattern with some fine scissors and used *Silly Putty* to hold them slightly off the model's surface.



That ensures a semi-soft edge between the dark gray and dark green. I had to make several corrections but using *Silly Putty* lets you do it with few complications. I replaced the wing-tip lights with CA around a small "bulb" of red or green paint. When satisfied with the paint job, I gave the entire model a good coat of *Future*.

I have to say that all the *Airfix* decals worked very well and the white is very opaque. Once I had all the decals in place and snuggled down with *Micro Sol*, I gave the whole model a wash of Burnt Sienna thinned with Turpinoid.

Adding the rockets and launchers was not difficult. I added the rockets to the launchers and then attached the finished assembly to the wing. I could have built it faster but for a lot of interruptions. But at least I did finish one.



I recommend the kit to those modelers wanting an accurate and well engineered Typhoon in 1/72. In fact, If you usually build 1/48, this is a good kit to do. And considering a price of only \$8.99 at your LHS, you can easily build two for less than you might spend on the 1/48 *Hasegawa* kit, which, in my opinion, is not nearly as good; just bigger.

Milton

ASMS Quarterly Contest by Roy Lothbrok

Austin Scale Modeler's Society held one of our quarterly contest at the June meeting.

There were some beautiful models entered by some of the clubs stellar craftsman.

From Bob Bethea's, Strumgeschutz and Rick Herrington's, Bradley (reportedly started and finished in a mere week.) to Ron McCracken's, T2B, as well as, new member Mike Lamm's unfinished Fw190 the depth of interest, workmanship and artistry on display was nothing if not formidable.



Rick Herrington's 1/35 Bradley



Ron McCracken's
1/72 T2B (second place)



Bob Bethea's
1/35 Strumgeschutz (third place)



Alas, all of the time, effort, level of detail and workmanship was to be for naught.

When Ziggy Bumgardner unleashed his resin model of Godzilla, the destruction of the other entries was a foregone conclusion.

As might be expected, a wide swath of devastation ensued. The best that the other entries could hope for was just to finish a distant second.



Tim Robb's 1/144 DH Comet

Congratulations to Ziggy on his win. Second place was garnered by Ron McCracken with his 1/72nd T2B and Bob Bethea came in a close third with his 1/35th scale Strum.

Much appreciation and thanks to King's Hobby for providing the prizes for our contest.



Ziggy Bumgardner accepts his just reward for first place.

The next quarterly contest will be in September and will feature kits that were received as a result of the kit exchange at El Rancho Loafo.

These are kits that you may have gotten from the estate of Phil 'Bondo' Brandt. If you did not receive a kit, please contact Eric Choy (asmsnews.com). He will be happy to supply you with what is hoped will be the winning entry.



So much for keeping a sharp eye out for...I don't know... *Giant Monsters!*

[All photos courtesy of Milton Bell]

Web At Night: Rewind compiled by Jean-Michel D'Aubigne

This particular entry is not some much a website as it is a link for an interesting film. Submitted by Milton Bell, it is a 55:35 documentary on the Spitfire, originally done by the BBC in 1970.

It is an excellent film on the development of this iconic aircraft. With interviews from various sorts that worked on the Roll-Royce engine to those that were involved with the design and construction. There is a lovely segment on the restoration and continuing upkeep necessary for this venerable warbird.



There is even an interview with an aircraftwoman's somewhat harrowing impromptu ride on a Spitfire. "Could of happened to anyone, I suppose."

Follow the Link: <http://www.youtube.com/watch?v=vDzZnCbXgs>

Milton also submitted this link via RLM.at. It is to Modellbrno 2013. This model show is held each year in Brno, Czech Republic.



There is a nice gallery of the entered models as well as a collection of candid photos of some of the attendees.

Jolie fille. It would appear that modelers in Eastern Europe have a different notion of what should happen at a model contest.

There is one event mention that had something to do with a 'model throwing' competition. Maybe something to think about for our next model show. Modellbrno 2013 held several activities "for all ages prevented from possible boredom."

Roy

Follow the link: http://www.rlm.at/cont/gal997_e.htm

Jean-Michel



Monthly Program Schedule by Ron McCracken, Vice President

<u>Month</u>	<u>Presenter/Subject</u>
July	Mike Poole/ Casting Parts
August	Jeff Forester/ Air Defense Missile System
September	Quarterly Contest/ Bondo Special
October	TBA
November	TBA
December	Quarterly Contest/ White Elephant

If you are interested in making a presentation at our club meetings contact Ron McCracken at:

rmccrack@austin.rr.com

Victory Films: Army Air Forces Combat Weekly Digests 26-30 - World War II

by Floyd S. Werner, Jr. IPMS # 26266

Watching Victory Films is like taking a time machine back in time to 1943-44. Back before the internet and television the only way to get the news was from the radio, newspaper or at the movie theaters with the newsreels. Every week the audience would be treated to the best propaganda that the government could put out. Step back in time with me and I'll let you know what you'll see in the latest release from Victory Films.

Right off the bat you are treated to some airfield constructions and in that segment is the Corsair getting an engine change. There are other things such as survival gear. The 80th FG with its P-40 and skulls is also a highlight.

German interrogation is followed by the Casino bombing. The Red Tails of the 99th are interviewed. It is nice to see the real Tuskegee Airman. C-47's and paratroopers are in the next segment.

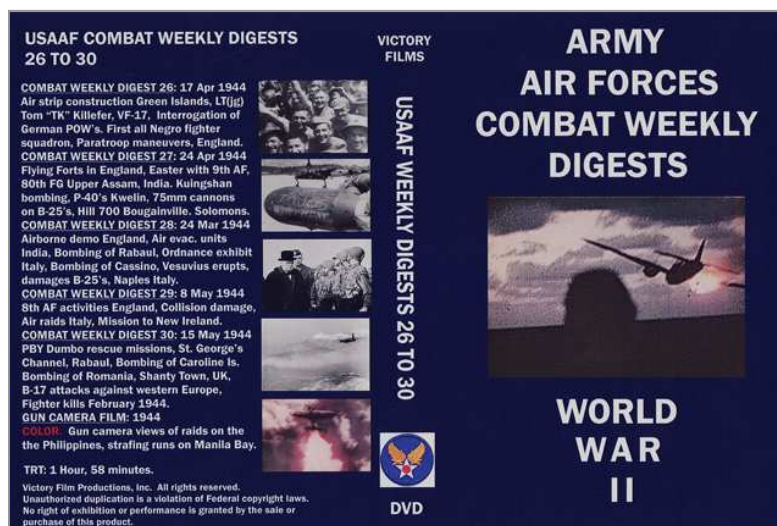
A B-17G is shown belly landing and I have to say it is as sweet a landing as can be. Certainly the best belly landing I've ever seen. It is interesting to note that there are no codes on the fuselage and tail.

A B-17 raid is always a part and parcel of the newsreels. This one is quite interesting as you watch a B-17 break off. A B-17 is seen after it lands with lots of battle damage. The nose, wing and tail have significant damage that offer the modeler a beautiful canvas. During the mission you are treated to a beautiful formation shot through the nose of the bomber.

The 9th Air Force at Easter is the next part. The B-26's do a flyby in the shape of a cross. I was struck by the thought

that they couldn't do that today.

80th FG P-40's complete with the skulls are shown using the tractor from the *Monogram* B-24 kit but modified with a boom to carry bombs. For those that have been in the Army the tent heaters for a GP medium are a lifesaver. Who would have ever thought that they were designed by GIs in Italy in WWII.



More P-40s are shown escorting B-25's to bomb Japanese airfields. Some of the P-40s are equipped with bazookas.

The B-25's are armed with 75mm cannon. Dirty Dora and a bunch of other nose art B-25's are shown doing what they do best, low level strafing.

Some infantry action is shown on Pelilu with Sherman's and lots of dead.

Winston Churchill is treated to an airborne demo with Ike looking on. The amount of tangled chutes is pretty interesting.

The CBI Air Evacuation with a C-47 Air Ambulance has some interesting markings. Something I've never seen the aircraft has a Red Cross in seven positions.





It is well worn and an excellent reference for the modeler. An L4 Cub with owl nose art is interesting.

The German SD-2 bomb is explained. This butterfly bomblet is interesting.

More Casino bombing B-26's and B-25's. You get to see a P-40's pilot Point of View. A-20's are shown with some unique markings and views. When Mt. Vesuvius erupts, some P-40's fly by the ash clouds. Unfortunately, the ash burns the airfield with burnt control surfaces, melted glass and covered in dust. A B-25 with shark mouth is seen.

Some more B-17's are seen taxing. Two B-17's involved in a midair collision are shown after they land with the tail surface chewed up and some interesting Yankee Stadium markings. Seems that aircraft flew into Yankee Stadium prior to shipping out overseas.

Again a POV dive bombing by P-40's in Italy is seen. A B-26 briefing and bomb run. It is interesting how much the camo schemes varied.

Back over to the Pacific, B-24's are escorted by Corsairs. I thought immediately of an episode of "Baa Baa Blacksheep". The B-24 "Mary Marie" is shown to great effect.

A New Zealand Catalina is shown doing the 'Dumbo' rescue with Corsair escort. There are some good interior shots that will provide the modeler with some interesting tidbits.

A shanty town is made by ground crews from glider crates. They are made into houses and other items showing the soldiers ingenuity.

Fighter gun camera shows why you shouldn't be flying a Me-110 once the escorts were able to make it into Germany. One guy is so close you can actually see the crew. The fighter may actually hit the 110, he is that close.

Gun camera from the Philippines is exciting because it is in color. There is a beautiful shot of a Tony being shot down.

Also there is a Judy that is flying upside down, which for me was peculiar.


As you can see there is something for everyone in here. I enjoyed the entire DVD and like the rest of the Victory Films series there is something unique and interesting that is sure to inspire the modeler.

Highly recommended.

Thanks to Victory Films for the review copy. You can obtain your copy of this and all the other DVDs from Wade Meyers Studio at <http://wademeyersart.tripod.com/id69.html>.

Let them know you heard about it here.

Floyd



Quarterly Contest Schedule

Our club's quarterly contest are held on the last month of each calendar quarter. Here are the dates and themes for 2013.

Date	Theme
September 19	Bondo Special
December 19	White Elephant

Support Your Local Hobby Shop

Making Scale Brass Panels and Hinges by Mike Poole

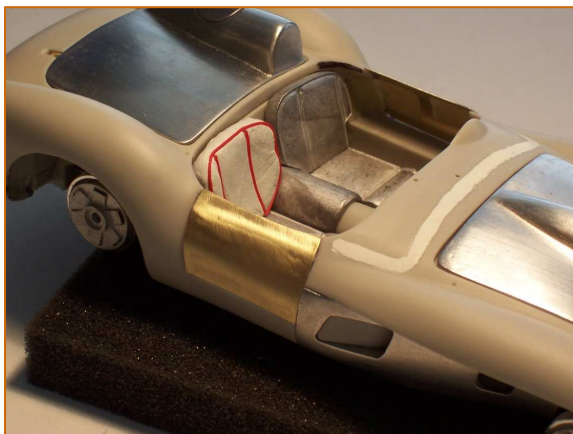
Plastic is a wonderful material for constructing models but occasionally you need something with less bulk and a lot more strength. A good example is the operating panel.

A plastic panel and hinge is often much too thick to look scale and the hinge is also bulky and prone to breakage. I fabricated some new doors for a Ferrari Testa Rossa a while back that illustrates some of my methods.

Making the Panel: First, I deepened the panel lines in the resin body using the back side of a #11 Xacto blade. Then I placed masking tape over the entire area of the door allowing generous overlap. After tracing the door outline on the tape with a pencil, I was able to peel it off the body and reattach it to a 0.01" (0.25mm) sheet of *K&S Brass*. I trimmed the new door panel with tin snips being careful to stay on the traced pencil lines from the body.

The next step seems harder than it is. After cutting away the resin body for the opening, I had to bend the new door panel into a curved shape by slowly rolling it with my thumb against a hard flat object trying to avoid creasing it anywhere.

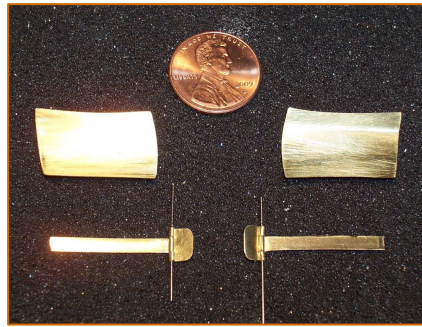
In the photo you can see that the panel isn't perfectly smooth. Small creases and flat spots on the door surface can usually be sanded away with rough grit sandpaper to a nice smooth surface. If not, there's always *Bondo*!



At this point the panel will be slightly larger than the opening. Using a flat file, I remove small amounts of the panel edge checking the fit as I go. The brass is very soft so go easy!

Once the panel fits perfectly I remove an additional 0.003 to 0.005" (0.08 to 0.13mm) to allow for paint clearance and scale panel gaps, depending on the scale.

Making the Hinge: When designing a hinge it is important to research the prototype. Many cars and planes have more than one type of hinge throughout their production cycle as discovered on this Testa Rossa.



Also, make sure you know exactly where the axis of the hinge pin lies so there are no surprises later.

The hinge I came up with was similar to the brass hinge on a bedroom door in an average home.

In my experience scale models don't need more than three knuckles (the rounded over protrusions the pin fits into) for stability. In fact, any more and the hinge becomes too rigid.

The pin and knuckle shouldn't be too tight because it needs to give a bit for the panel to align. Next, I shape and round over the knuckles using a pair of flat electronics pliers. Using the pin wire as a form, I "drag" the strip around to form each knuckle. This step is a bit fiddly and takes a bit of practice but the brass is fairly soft and will conform eventually.

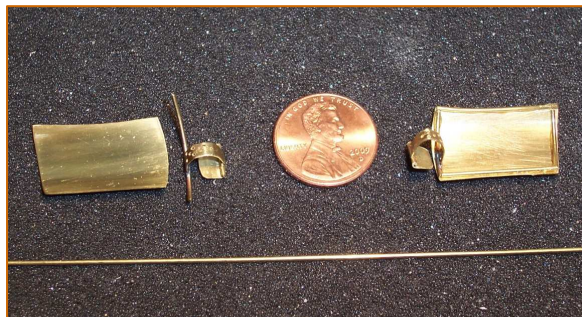
Attaching the Hinge: Often, attaching the hinge can be achieved with 5 minute epoxy in the final assembly and you're done. However, this race car had an exposed hinge (seen in the photo of actual car) requiring something a bit more challenging.

The hinges were soldered to what would later become the forward stiffening tube of the door panel. Lightening holes were drilled into the hinge strap before the strap was curved.



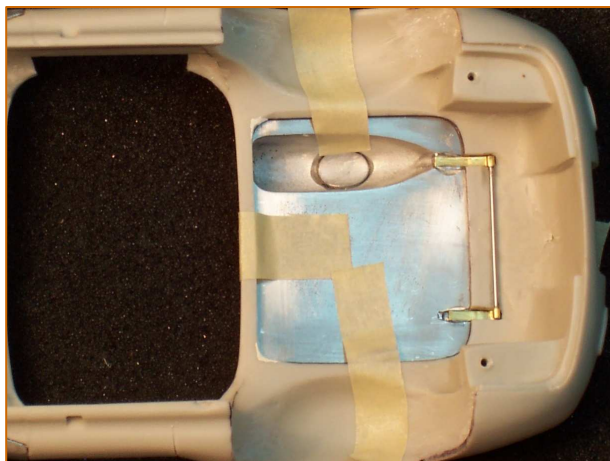
I discovered the strap needed to be bent around a mandrel after the lightening holes were added because of the differences in cross-section. There was enough surface area

between the panel strengthening tubes and the door panel that I elected to use 5 minute epoxy for the final step, attaching the hinge to the door.



Other Brass Details: I was also able to make a scale hinge for the rear engine cover. This time I used the white metal part supplied by the kit manufacturer and fashioned a scale hinge using brass strip to form the knuckles as before but this time I cut a groove in the resin body to clear the hinge pin.

Other Structures: This race car also had several areas where the tubular space frame was exposed. The stock parts were hopeless in this kit so I decided to fabricate new ones by using a scale drawing as a guide.



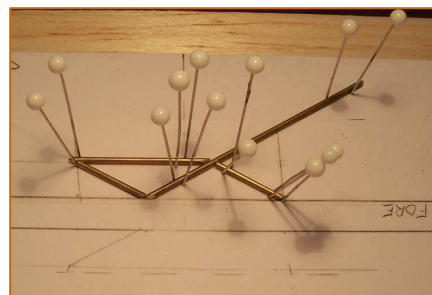
Clear scotch tape was all that was used on the drawing to protect it from the heat of soldering. A balsa block made a good base to stick pins into.

After I had the pieces the size and shape I wanted, I prepared each joint by tinning each wire end with rosin and solder until it was "painted" with a fine silver layer of shiny solder.

Next the parts were all reassembled on the diagram and a small amount of heat was applied to each joint causing the

previously tinned joints to stick together as the solder began to re-melt and flow toward the joint. Pre-tinning is the secret to micro-soldering!

This was my first attempt at soldering so some of my joints were a little rougher than I would have liked. A bit of dressing with needle files had them smooth and presentable in no time.



Bringing It All Together: After checking that all the parts fit together and function properly, without binding, it's important to remove all resin residue from the parts.

Use lacquer thinner to clean the parts. Then spray the parts with a metal etching primer such as *Tamiya* Metal Primer. I use rattle cans for this step. Most model paint has a very hard time adhering to metal, so don't neglect that last step.



I hope you enjoyed this tutorial and that it inspires you to try some brass techniques. They really aren't that hard.

Mike

The Russians are coming...!

Region 6 Regional Convention
Norris Convention Center
Austin, Texas
October 5, 2013

Visit www.austinsms.org for more details.

Know Thy Fellow Modeler

[Editor's Note: The newsletter staff is re-instituting a column originally began by Eric Choy. I believe the year was 2008 or maybe 2006? Anyway, a questionnaire (the same one you received but may not have yet returned) was circulated in an effort to give the rest of us an opportunity to know our fellow club members.

The re-inauguration of this column comes to us from Randy Bumgardner. This may be an example of TMI, but that's for you to decide. It is funny, though! The peanut brittle episode being a case in point.

P.S. Please, return your questionnaire.]

Editor

Randy Bumgardner, IPMS #42313 Austin Scale Modeler's Society & IPMS/ Santa Rosa

Your name: My name is Randy Bumgardner. I don't really have any modeling nickname, although my Dad always called me "Orangutan". I'm not sure why. He had nicknames for all of us. My brothers went by the monikers "Cucumber" and "MacLips". Go figure!



Your birthday: My birthday is June 14th. My birth date is June 14th, 1965. However, I usually don't act a day over 12.

Your day job: Currently, I'm a Senior Software Engineer at GXS, Inc. I've been doing that for about 20+ years. Not all at GXS, only about 10 years there. I've worked all over the map

both literally and figuratively. I've been a Research Fellow at Lawrence Berkeley National Lab to a used car salesman. I ended up in software. That will be changing in the near future.

I'm bored, so I'm headed back to graduate school to grab my Ph.D. in Physics. That's where I was headed when I left Berkeley, so I figured I should end up there one of these days.

Years spent building model: Let's see... I have spent about 33 years building models. I left the hobby when I discovered girls and cars and all of that other stuff. That story seems to be pretty standard among modelers. A couple of those years were spent chasing radio controlled models across the countryside. That is much more expensive than scale modeling. I went right back to plastic scale modeling.

Are you a...: I'm a "reborn" modeler. I prefer to call myself a "retread". It's cool, just like fez's and bowties. I took some time away from the hobby in the late '80's through the '90's. I found a social life.

That was fun, what I remember of it. Later, I settled down, and so did my social life giving me more time for modeling. I "ran into" modeling around 2000 as I was doing some research for a flight simulator I was obsessed with at the time, IL-2 Sturmovik. I happened onto this website that had all these awesome builds and articles. That was HyperScale. I dove back into it headfirst; into rec.models.scale (that was fun... sometimes), into Large Scale Planes (which I would eventually own/run), etc.

Primary area of modeling interest & Favorite era of your primary modeling: Well, lately I've found myself dabbling a little more into cars, sci-fi/ real space, and ships. Of course, my one true love is aircraft.

I've always loved any aircraft, any era, although my modeling tastes have always centered on aircraft flown just before and during World War II. It didn't matter what country designed and built it. If it flew, I built it. I tend to like aircraft with more esoteric markings or a larger variety of markings.

The Luftwaffe nicely fit that bill, so I built a lot of Me 109s and Fw 190s, and other types flown by the Germans during WWII. I found that my preferences expanded over time, especially after I met a character on HyperScale from someplace called El Rancho Lofo and he ran Bondo Industries. I especially liked the Difficult Kit Division of Bondo Industries.

I met Phil Brandt at the 2006 Nationals in Kansas City. I had known him online for a few years by then. I can't remember

exactly what model of his I was looking at after the awards ceremony. I think it might have been his 1/32 RF-4C. He and I struck up a conversation and we talked about everything; his time in the Air Force, modeling, Germans (both of us being German), etc.

The thing that impressed me the most was his ability to not care about the “trends” in modeling. If he had his mind on on a model, he built it no matter if he had to kit bash the whole thing or scratch build a bunch of it.

That really opened up what I thought about building models and what I built for myself. If you pay zee righteous bucks..! I'm pretty sure I answered the question in there somewhere!?

The number one reason why you like to build models: I would have to say that there isn't one big reason or one main motivating factor.

I love the whole process. I enjoy trying to pick out which kit to build next. Either due to a decal sheet I found in the stash or with some markings that struck my fancy.

I also love the research involved with the build. I'll spend a month or more researching the aircraft I'm going to build.

The construction/production of an aircraft, its variants, it's markings over time; all of this plays into my process.

I love to learn. I've have about 500-600 books in my library. I love the assembly, detail, scratch building, and construction of model building. I like to work with my hands and solve the puzzle.

The painting and weathering is where the model starts to come to life. Once the basic air frame is complete and I'm ready to prime the model, I can start to visualize the finished product. I have an image in my mind's eye of what I want. It takes me a while to build a model. It's the journey that counts...

What other hobbies do you have other than building models? I really enjoy aviation history and research into that history. I guess that makes me an amateur aero-

historian. I often spend hours learning about an aircraft that I only ran across in a picture briefly while having my morning coffee.

I also enjoy cooking. Well, not just cooking, but the entire process. I still intend to go to culinary school and see what I can learn. I enjoy showing off my culinary skills by hosting dinner parties among friends and serving esoteric recipes that I found or just put together myself. It's kind of like building a model. I guess the converse is just as valid. .

Who influenced or inspired you to build models? That would be my Dad, you know, the guy that used to call me “Orangutan”. My earliest memories of building a model involved sitting on his lap and “helping” him build a kit.

I don't specifically recall which kit it was. We built all kinds of models together: ships, planes, and even the occasional car ,mostly stock cars as Richard Petty was my favorite. I think “Big Daddy” Don Garlits was also in the mix.

When I turned five he cut me loose, and I never looked back. My grandparents were always very willing to buy me all kinds of kits. Heck, they were available everywhere: hobby shops, K-Mart, Ben Franklin Drugs, Woolworth's, yada, yada, yada. *Monogram* and *Revell* models were ubiquitous and usually the model du jour.

My Dad always preferred building sailing ships. I could never understand why his models took so long to build. I could slap together a kit in an afternoon, maybe overnight if I let the paint dry.

He couldn't finish the USS Constitution in two months! I gradually came to understand why that was.

Who is your favorite “master” modeler? Well, I don't have a particular favorite “Master” modeler. There are lots of modelers that I would consider “Masters”. I guess if I have to choose I would choose a type of modeler.

For Christmas, my wife gave me a pair of books I have wanted to add to my bookshelves: *Scratch Built! A Celebration of the Static Scale Airplane Modeler's Craft* by George Lee, John Alcorn, and Peter Cooke; and *The Master Scratch Builders: Their Aircraft Models and Techniques* edited by John Alcorn.

I was done reading both by the day after Christmas, and I continue to drool over the models in those pages to this day. Those guys are what I would consider the “Master Modelers”.



John Boes is among that class of modeler, and he was good friends with those guys back in San Francisco and the Bay Area.

I had the privilege of meeting John and becoming good friends with him when I rediscovered my modeling mojo in 2000. The San Francisco club had long since broken up and formed the clubs in the Bay Area today: IPMS/Santa Rosa and Silicon Valley Scale Modelers. John and I were a part of the Santa Rosa club.

I learned a lot from him and met a lot of the "Old Breed" through him. You know those modelers, the ones that can take a block of basswood and turn it into a P-51D without any visible effort at all.

Do you consider yourself a model builder or a model collector or both? Hmm... I always thought I was strictly a model builder. Then I walked into my shop one day and actually looked around.

That's when it dawned on me that our hobby has two sides to it. Not like Dr. Jekyll and Mr. Hyde; more like the question "Ginger or Mary Ann?" (If you don't know who I'm referring to, then you're too young to get it.) It's really not a question of either/or, they are both fantastic. They both work in their own way, in their own context. All that just to say, both!

Size of your unbuilt model collection: Hang on [shuffles down to the shop and begins counting] I've got 350 unbuilt kits in the shop.

When I say unbuilt, I'm considering all of the kits I haven't finished. Those that have been started and put aside for one reason or another. If you don't want to count those, I probably have about 330 completely unbuilt kits.

Of course I have several conversions like Cutting Edge F-4B conversion and the Cutting Edge F4H-1 conversion kits, or the *Obscureco* F2G conversion, as well. I've also have lots of resin and decals. Not so many decals because most of my stash is 1/32nd scale stuff.

Seriously, I'm not going to build a dozen P-38s... perhaps a dozen Me 109s or Fw 190s, but not that many 1/32nd P-38s.

Does your family (especially your spouse) have any negative opinions on the size and/or storage of your model collection? Uh, nope. My wife is one of the best I could ever stumble upon. And I'm not just saying that because she's standing behind me watching as I type this... Naw, she

encourages me to actively participate in my hobby. That includes meetings, club gatherings, show, and trips to King's.

This isn't her first rodeo, she knows exactly what happens at shows and at the LHS. In California, we held our monthly meetings at the Local Hobby Shop. She was never surprised when I would come home with some "extra stuff".

Ziggy, my son, is just funny about it. He and Maureen have a running bet on how many kits I'll show up with at home after a show. He likes the trips to King's as much as I do, always on the look out for a good model of Godzilla.

Best and worst excuse you told your spouse for buying yet another model kit: I don't have any... I don't even have a good excuse for not having an excuse. Like I mentioned before, my wife expects me to get a kit when I return home from anything modeling related.

I have to make up excuses for when I return home empty-handed. My wife and son just giggle when I come walking through the door with a pile of stuff that I can't see over. Of course, I have a project in mind for every one of those kits.

What is the plan for your unbuilt collection when you die or give up this hobby? My wife has a list of names and hobby shops that are to be contacted upon my untimely demise. She also knows the values associated with all of them, especially the OOP resin stuff that I have in the stash.

Ultimately, the club that I belong to at the time will inherit the honor of dispersing the kits. Since Maureen and Ziggy don't want to ever move again, that would be ASMS.

First model you ever completed: Well, I can't remember the first model I ever completed. I can remember bits and pieces from several models I worked on as a kid.

I remember just completing a P-40C and finishing it in Flying Tigers markings (what else!). It was after dinner and we had to go somewhere. I wanted the decals to dry fast. So, in my infinite 8 year old wisdom I balanced it precariously on top of the lamp by my bed. (You can smell the melting plastic already, can't you?)

We returned a couple of hours later, and lo and behold I could smell something burning. My Dad raced upstairs and headed straight to my bedroom. (How'd he know that? It must have been a sixth sense or something.)

All that was left was the empennage (tail and stuff), the nose with the prop and red spinner, and the outboard halves of each wing. The rest was a melted blob inside the lampshade and onto the lamp itself. Let that be a lesson to all of you.

I also remember eating lots of peanut brittle while building a *Revell* Stuka in my basement, painting SEA camouflage on the 1/72 F-4E by hand with paint in the little *Pactra* bottles, applying decals to the *Monogram* P-47D in my Grandma's downstairs bathroom, Flying my Sikorsky Sky Crane around my Grandma's house, sneaking into the house to build the Goodyear Blimp model that I got for my birthday. There are many more, too many for just this newsletter. And they all make me smile.

The longest time it took to complete a model: Uh, gosh... I've got about two dozen of those still in my shop still waiting to be finished. I guess the honor of the longest build time would go to the *Roden* 1/48th scale Sopwith 1-1/2 Strutter. It was a neat little kit and my first kit of a WWI subject that I took seriously.

The kit was molded in clear plastic which was quite brittle. So, I couldn't use my Xuron snips to cut the parts from the trees. I had to use a razor saw and sand the little nubbins away. It took a bit longer, but I didn't have any cracked parts either. It turned out very well, except the paint. The paint on the model was fine; it was the painting process that took forever. It was my first experience with *PollyScale* Aqueous paint.

That stuff dried so fast on the tip of my airbrush it was almost unusable. I tried different pressure settings, different thinning ratios, and I even went to the art store and bought some retarder. That made it tolerable. I think it took me about nine months to complete that kit.

One of the many firsts with that kit was the rigging, and that went pretty well. I took my time and studied the rigging diagrams and photos of the real thing before diving headlong into it. I pre-drilled the holes prior to final assembly so I wouldn't run into any issues. All in all, it was a fun nine months.

Best model you built so far: The best model I have built so far would be the latest model I've built, so far. That honor falls onto the 1/48th scale P-47D Bubbletop from *Tamiya*.

Every model I build I try to incorporate something new into the process. Whether it's a new weathering technique, or applying a natural metal finish, I try to learn something to enhance my skills and, hopefully, the model.

In this case, I was learning to apply *Alclad II* and how to

vary the appearance of various panels on the aircraft. I also experimented with applying gloss coats over the *Alclad* and observing what happened. I found that, for an NMF aircraft in the ETO, the *Alclad* with a semi-gloss coat works pretty well.

Worst model ever built/attempted to build: I'd have to say the 1/32nd scale Macchi C.200 Saetta by *Pacific Coast Models* takes the cake for this award.

I've known Ken Lawrence for a long time. He is a member of the IPMS/Santa Rosa club and I don't want this to sound like I'm belittling his efforts. His company, *PCM*, is a small, limited run manufacturer. They outsource the kits components to other manufacturers, and then they package and distribute the kit to LHS's, etc.

So, currently, *Eduard* makes the PE, *CMK* makes the resin bits, and *Sword* does the injection molding. At the time *MPM* handled the injected parts and they used a low pressure injection molding that wasn't the best.

The details get a bit muddled, the parts are thick, and in the case of this kit, didn't fit very well. The rest of the kit was great; *Cartograph* decals, *Eduard* PE, and *CMK* resin.

I fought that kit tooth and nail at every step. The cockpit interior didn't fit correctly. There was a lot of grinding, test-fitting, more grinding, and more test-fitting, ad nauseum.

As is the case with limited run kits, none of the injected parts had locating pins, so I had to very carefully line up the parts and then tack them in place with super glue and then finish with *Ambroid*.

All was well with the fuselage. When the time came to join the wings to the fuselage, the underside of the wing, which also contained the underside of the fuselage, was too short chord-wise.

In addition, the upper wing halves were too short span-wise and didn't mate properly with the lower wing portion. So, major surgery was the order of the day. I cut up the lower wing first and placed a plastic strip the length of the wing span into the wing underside to compensate for the short dimension.

I cut the upper wing halves into three pieces and placed plastic strips between each of them to fix the additional chord in the lower wing portion and the wing span correction in the upper wings. All the while trying to retain as many panel lines as I could. It was an endurance test of modeling fitness. I think I passed. The kit didn't turn out too bad and I'm still alive to talk about it.

Modeling project(s) you are working on: My current project that I'm actively working on is a *Tamiya* 1/48th scale A6M5 Zero.

I got this at our White Elephant exchange two years ago. It missed the White Elephant contest last year, but I'm shooting for this year's contest. I may even enter it in our show in October.

Aside from that, I'm also working on *Hasegawa* 1/48th Me 109E-3 in Romanian markings. I uncovered that one in my shop while I was looking for something else. I started that thing about seven years ago, and I just recently painted the camouflage on it.

I'm also trying to decide what kit I'm going to do for our Bondo Special contest in September. I'm leaning towards finishing his conversion of the *Trumpeter* MiG-23ML into a MiG-27M. It's more of a kit bash project than a conversion as it entails cutting up an expensive resin MiG-27 kit and integrating it with the almost as expensive *Trumpeter* MiG-23ML kit. Oh, and it's in 1/32nd scale, as well.

Dumbest thing you ever did (to your model or yourself) while building a model: Oh, I don't know... I don't even know where to start.

That P-40 on the lampshade was a good one. Another that leaps to my mind occurred when I was removing the molded details from the inside of the *Revell* Stuka (a different one, not the one I ate all that peanut brittle with).

I was applying the *Eduard* interior PE set, I still am for that matter. So, I had one of those micro-chisels and I was removing a molded bulkhead or some such thing. I was trying to leverage the chisel and I was blocking the top of the fuselage half with my palm. The going was tough, and at just the wrong moment the chisel let go.

I was muscling it pretty well. Up until the time the chisel buried itself in my palm. I didn't feel the pain right away. I just looked at the chisel hanging out of my hand with detached observation. It then dawned on me that this should hurt, and probably hurt badly... "*Mother @\$%er! That Hurts!*"

It didn't go through my hand. That would be just plain reckless. It only went it about 1/4 of an inch. So, after I pulled it out, settled down, had a couple of rum and cokes, I washed out the wound and bandaged it with some paper toweling and blue painters tape. (It was all I had in the shop with me at the time.)

Worst thing you did to your model to express your anger

and frustration: Nah, I don't do that stuff. I mostly swear a lot and go about fixing whatever I screwed up.

Modeling story or experience you like to share with your peers: Let's see if I can pull out another modeling gem from the recesses of my mind... Ah, here's one. It's a bit more on the philosophical side of things.

A few months ago I went to the doctor with a slight soreness in my lower back and a screaming amount of pain in my left thigh. My thigh felt sore, burning, sharp and numb all at the same time. I knew it was nerve pain and that I had a bulging disk in my lumbar vertebrae that was impinging on a nerve bundle.

This happened to me about five years ago with my neck and shoulders, so I knew how painful it could get. About the only thing I could do was to lay face down on the floor, which took the pressure off of my spine. So, the doctor gave me some drugs and a referral for physical therapy.

Of course, a week and a half later I was supposed to fly to India on business. It was an agonizing trip, especially the flights. What does this have to do with modeling? Well, because I couldn't sit down, I could really only lay down. That meant I could not use my shop.

Up until that point, I could go into my shop any time I wanted. However, I was in a pretty bad slump. I had misplaced my modeling mojo. I would just wander in (heavy sigh) and then wander back out. I had been forced to stay out of the shop by a bulging disk, and not a very nice one at that.

Once I couldn't get in there I wanted it all the more, and it really forced me to sit (well, lay) and think about what I wanted. And I really wanted to build models. I had been taking it for granted that my shop and models would always be there, but what if I wasn't able to be there.

Fast forward two months, my back is getting better and I have little or no nerve pain in my thigh. The pain still crops up and tells me when I've been sitting too long, at the computer (that evil time-sucking machine), at my workbench or in the car. My body doesn't hesitate to tell me to get up and do my exercises and stretches.

I'm back at the bench because I really want to be there and I'm not taking anything for granted about that.

So, the moral of the story?

Go build a model, while you still can.

Randy

Old Rumors/New Kits 2G

Aaron Smischney, Jeff Forster, Golzar Shahrzād, Mike Poole,
Randy Bumgardner, Rick Herrington

Shipping News

Here's the shipping news for this month. Starting off with the really small kits. *Aoshima* has come out with a series of 1/2000th (wargamer scale) ship kits. The first offerings are the US carrier Lexington, US carrier Essex(1944), the British carrier HMS Illustrious and two battleships: the USS Missouri (1945) and the Tirpitz.

In 1/700th scale USS West Virginia, a Colorado class battleship, is available from Blue Ridge. This includes a resin water line hull, turned brass barrels for the main/secondary guns, wood deck overlays and a lot of photo etch. *Fujimi* has the IJN battleship Kongo. *Zvezda* and *Hobby Boss* are both showing Soviet vessels this month, the Soviet destroyer Sovremenny and the Soviet carrier Baku, respectively.

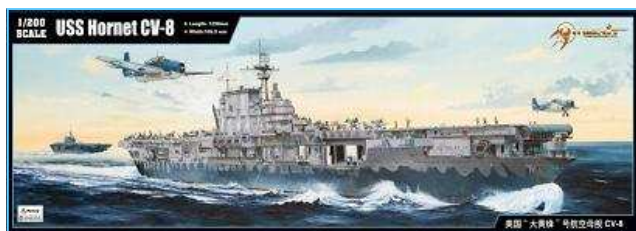


the
kit

Trumpeter announced a Type 23 frigate the HMS Westminster and *Zvezda* has the DKM Z-17 destroyer Diether Von Roeder. Both of these kits are 1/350th.



For something a bit larger, in 1/200th, is the USS Hornet from *Trumpeter*. This kit is retailing for about \$400.



Eduard has a companion photoetch set for *Trumpeter's* 1/200th Bismarck. The photoetch set is going for \$200+.

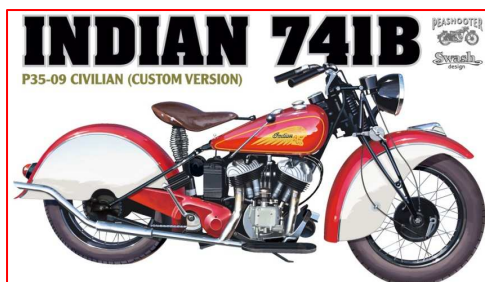
Additionally, *Trumpeter* has a 1/200th scale USS Missouri for the paltry sum of \$479.00.

That's the upcoming shipping news. Open up the box and build one.

Rick

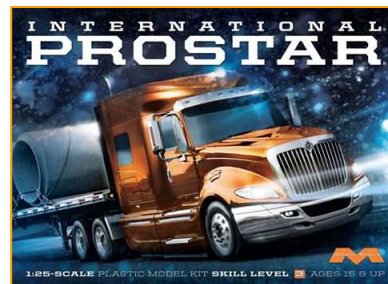
Automotive

This 1/35th scale gem comes from *Swash*, a limited production outfit in Japan. Like most of their tiny vintage motorcycles, it's comprised mostly of white metal castings and photo-etch. Having built the 1/12th *Gunze* ver-



sion, I have a deep respect for anyone with the eyesight and dexterity to get one of these together. If interested, act soon because these kits are very limited and once they sell out they are gone! MSRP is around \$65.

I mentioned *Moebius Models* once before for having the courage to hard tool American automotive subjects. They're at it again. This time it's the International ProStar long-haul

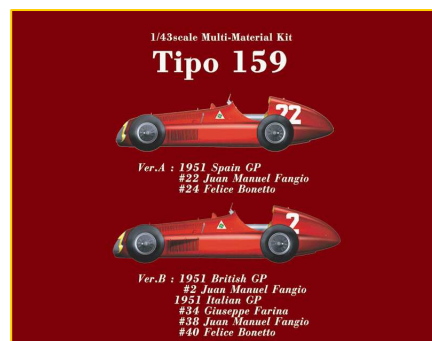


conventional and it's just as detailed as the International Lonestar this new version is based on.

Moebius also has a modern 53 foot cargo trailer available to com-

plete your combination rig (assuming you have a couple of feet of shelf space to display it). Now, if they ever come up with a car carrier... MSRP is around \$65.





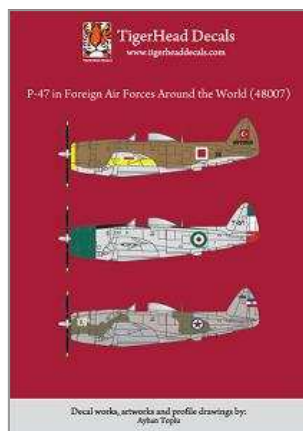
My favorite model company, *Model Factory Hiro of Japan*, started making 1/43rd scale versions of their popular 1/20th and 1/24th scale kits about a year ago.

It's just been announced the Alfa Romeo Tipo 159 will be next on the list to receive the shrink ray treatment in September. Most of these tiny kits are very close in complexity to their larger clones. The 1/20th version has upwards of 350 parts so this one will be a challenge. MSRP is around \$155.00.

Mike

Miscellaneous

Model Scale has introduced a series of airfield revetments and tarmacs for displaying your latest creations. These are made of paper and come in 1/48th, 1/72nd and 1/144th scale. They look suspiciously like a similar product from *Noy Miniatures*.

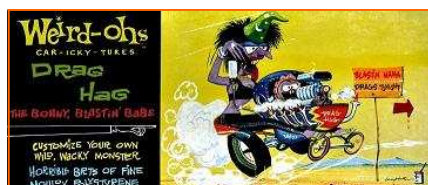


Tigerhead Decals has some new 1/48th scale decals for all you extreme P-47 fans: P-47's in foreign service. One particular sheet covers aircraft flown by the Turkish, Iranian, and Yugoslav air forces.

Lindberg Models seems to be making a come back. The XFY-1 Pogo VTO is back, as well as, the visible ear, nose and ...wait, no throat? The visible

eye is available though. No word on whether or not the *Weird Ohs* series will make a return appearance.

Live Resin has some modern US Infantry resin figures and access-



ories in 1/35th scale that are manufactured by 3D prototype modeling. There is a extensive array of items available as well as complete figure and weapon kits. Everything from individual rifle scopes and helmets to ammo clips and bipods. The parts exhibit lovely detail and fidelity to the original. Check their website: www.liveresin.com

For something that just might drive you batty is a photoetch skeletal model of a Fokker DRI. From *Eduard*, it is in 1/72nd



scale. In my case, it would probably wind up as a crumpled mess. But with the use of a good bending tool and a modicum of patience you should fair much better.

Golzar

Armor

Greetings armor fans and welcome to you armor curious. Great pile of stuff was announced lately, stuff I am VERY excited about. Just to get it out of the way, *Meng* have debuted a new, complete (interior AND engine bay!) FT-17!!!! WOOOOOOOOOOOOOOOOOOOOOOOOOO!

If you can't tell, I am pretty darn "chuffed" about this one! The grand-daddy of all modern tanks, the FT-17 was a very important tank. It was in the news not



that long ago when a member of our armed forces found one in Afghanistan! It was brought back to the states for restoration.

Speaking of *Meng*, their T-90 is done and released. Early reports are saying it's a great kit.



Not to take any wind out of *Meng's* sails but *Trumpeter* has announced not one but two T-90's. The first is the same basic model as *Zvezda's* and *Meng's* T-90 (welded turret). I would suspect that *Trumpeter's* won't be as complete as *Meng's* but will be less expensive. The other is a T-90 with a cast turret. This one is flying!



They all look pretty sweet. If you want to give modern Soviet armor a chance it's a great time to slap some plastic together. Look for these kits in the fall.



How about two more modern beasts? This time from *Kinetic*. First up, a MAXX-PRO armored troop transport. Now that is a brutal looking truck. Mad Max would be envious.

Next is an M109 from *Kinetic* wearing the Star of David, the IDF "Dohar". Another neat looking piece of mobile artillery. IDF fans should eat this one up!



Ok, let's step back to the WWII era for some *Bronco* releases. First up is the breakout sheet for the new Panzer I Ausf. F. This one is a pretty interesting little tank and comes with a full interior!



How about something a bit more different? Lately we have been seeing a crazy amount of Hungarian armor. What gives? I for one am not complain-

ing. Here is *Bronco's* Nimrod. This one with an anti-aircraft gun for getting at those pesky winged things.

Interesting fact: Nimrod means "great hunter" and he was a figure in biblical times. Known for his hunting prowess, he supposedly built the Tower of Babel. It was actually



Bugs Bunny who turned the name into meaning "idiot" when he called Elmer Fudd, nimrod! It was a back handed compliment, calling him "great hunter" but most people didn't get the joke and just assumed "nimrod" meant being a buffoon. Pretty interesting, eh? Well, I digress. You must admit, it's a pretty neat looking "hunter".

Ok, how about something civil? A red Italian car with a lady, her dog, and her daughter out for some shopping. I know it's not military but it is in 1/35 scale, so I'm claiming it.

This is actually the 'Topolino' that we saw in Afrika Korps duds a while ago. We also have a convertible version with a different lady and dog. No one can say the *Bronco* isn't taking advantage of those molds.



Let's finish off with something undeniably military and also an example of *Bronco* getting some mileage out of their molds. Another jeep!

This one comes with 8 figures and some new bits to make the British airborne variant. If you want the best jeep in plastic, look for a *Bronco*.



For some historical whiplash, compare the jeep with that gigantic MAXX-PRO to see how much our military's mode of transportation has changed.

'til next time!

Aaron

Aircraft

Howdy folks, summer is in full swing and it's hot! It's high time to shelter indoors where there is air conditioning - in your shop. This is a short one this month as I'm busy standing under the air conditioning vent.

First up is *Tamiya* with the big, and I mean big, exciting release this month. The 1/32nd scale F4U-1 Corsair is already in the hands of our Canadian brethren, and the home release in Japan is on the 20th. After that, we'll be getting our fill of the bent-wing bird.

I've fondled the plastic of this large scale masterpiece down at King's last week and it is gorgeous. *Tamiya* knows there



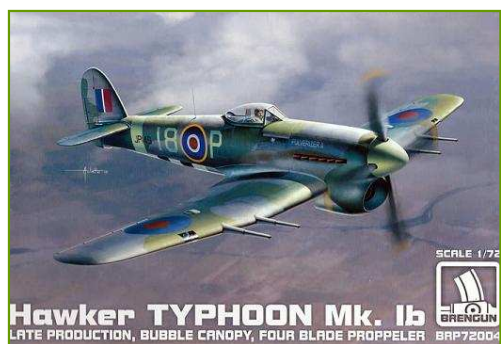
stuff and seems to raise the bar with every release. Even if you don't build in the larger scales, this kit might be the exception you've always dreamed of.

Next up, from *Pacific Coast Models*, is their 1/32nd scale Hawker Tempest Mk. V. It's just been released and early reports have been extremely favorable.

The parts breakdown is typical of *PCM* - some injected bits, some resin bits, and some photo etch. It's a short run kit, so it won't be a shake 'n bake kit, but with some of that modeling skill we all seem to have it will build up as a very nice Tempest. Now, when is *Special Hobby* getting their Tempest out...?



Speaking of the Tempest, it's older relative, the Typhoon, has just been released in 1/72nd scale. A company called *Bren-gun*, who have generally released photoetch and resin detail sets, have released two new Typhoon kits.



Both are Mk. Ib car door versions with one kit being the early series production model, and the other the mid series production model.

The detail on the kit looks very nicely done and the kit also includes some photoetch details as well.

There has been an effort, of late, by several manufacturers to produce cutaway models. From *IMCTH/Japan* we have a couple of entries. A Zero and a Mustang.



These 1/32 scale kits are photoetch with cast metal parts, rubber tires and clear parts. The cast metal parts are manufactured by *Model Factory Hiro*.

"Easy to assemble with minimal tools and...no painting necessary."

So, that's it for me this time. Stay cool, and stay in the shop!

'til next time!

Randy

Editor's Note: Additional photos of Milton Bell's 1/72nd scale Typhoon have been posted to the galley section of our website: austinsms.org



In the latest issue of...

IPMS/USA Journal

**May-June
Volume 25, Number 03**

- **IPMS/USA Convention Pins** - Treasure from Your Registration Package, photos by Aris Pappas and Ralph Forehand
- **Mystery Solved!** - The 1930 Laird Solution, Rendered in Resin, by Wayne E. Moyer
- **"At Last, A Proper Loo"** - A Pleasant Surprise in a (very small) Great War Trench Vignette, by Mike Fleckenstein
- **"Frantic" Frankentank** - Turning Extraneous Parts into an Anzio M4A1 Sherman, by Laramie Wright
- **"...To the Last I Grapple with Thee!"** - Recreating Ahab's Final Encounter with Moby Dick in 1:96 Scale, by Dan Thompson
- **Not a Stock Hawk** - Adding Detail to a Vacuformed 1:32 P-6E, by Mark Fiedler
- **Vacuform vs. Injection-Molded** - There are More Similarities than Differences, as Two 1:72 Douglas Jets Prove, by Richard Staszak

Join IPMS/USA!

IPMS/USA is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive **The IPMS Journal** six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

As a member, you'll also be able to access our online **Member's Forum** where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the county offer discounts to IPMS/USA members. To join IPMS/USA, simply use the form below or go to www.ipmsusa.org and click **Join IPMS/USA!**

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney manager@ipmsusa.org.

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M. LAST

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ email: _____

VISA/MasterCard _____ Account # _____ - _____ - _____

Exp. Date: _____

Signature: _____

☐ Adult: \$25 ☐ Junior (17 years old or younger): \$12 DOB: _____

☐ Canada & Mexico: \$30 ☐ Other Foreign: \$32 ☐ Foreign Air Mail: \$55

☐ Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

☐ If recommended by an IPMS member,
list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

Check out our web page: www.ipmsusa.org

P.O. Box: 2475

North Canton, OH 44720-0475



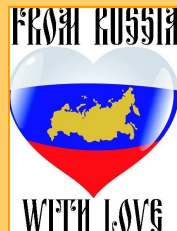
Austin Scale Modelers Society
c/o 1228 W. San Antonio Street
San Marcos, Texas 78666

www.austinsms.org

Next Meeting:
July 18, 2013
at
Austin Old Quarry Library
(7051 Village Center Drive)
7PM to 8:45PM
Program: Casting Parts



IPMS/USA Region 6 2013 Convention



**Saturday,
October 5, 2013
Norris Convention
Center
Austin, Texas**

Show theme: 'From Russia With Love'
Any Russian or Soviet subject is eligible
to enter for the theme award.

Show theme is being sponsored by:



For more information visit: austinsms.org