



IPMS/Republic of Texas

SPRUE EXAMINER



Russ Holm's Triathlon



Phil Brandt's Tsybin



Springer's Subaru

A Look Back at the Nationals

Well, the IPMS/USA Nationals for 2003 are history. It was a good show, although somewhat smaller than recent shows. There was a total of 1504 models entered by 511 modelers.

We had a good venue to view the models, the light was good, the air conditioning never failed, and the location of the convention center and host hotel put us within walking distance of some good restaurants and "entertainment." Traffic in downtown OK City was practically nonexistent. We were even treated to a 4th of July parade and two fireworks displays! And a few of us enjoyed a cold watermelon on the grass at a local park, thanks to Cyndy and Phil Brandt.

Central Texas and ASMS in particular was well represented at the show. Just counting up who all went and won leads me to believe that about the only ones who didn't bring home a trophy were yours truly and a couple of others who may not have entered. Here's how we stacked up in terms of winners. Texas took home a total of 97 trophies. Next highest was California with 38, then Oklahoma with 35, etc. Of the 97 Texas winners, 35 of them are right here in the Austin area.

Next year's show will be in Phoenix, Arizona, in early August during what they refer to as their "monsoon" season. I assume that means wet as well as hot but different from Houston. We'll see. At least the show has moved away from the Fourth of July weekend!

Getting back to numbers: all the shows we've had lately have been down in attendance and in participation. I suppose this is a sign of the economy and of the general world situation after 9-11. If you want to compare the numbers here are some from the recent shows. Last year's Virginia Beach show had 681 modelers entering 1736 models. The year before in Chicago, there were 821 modelers with 2092 entries. Orlando and Santa Clara were both down a bit from those numbers but the biggest show was Columbus in 1997 with 1093 entrants showing 2176 models. Maybe next year we'll see a change for the better.

Anyway, I had fun even if I didn't win anything. I missed most of the meetings because there was actually a lot to see. Several of us went to a museum to see the artifacts from the Titanic and they just happened to have a nice permanent exhibit of early aircraft and some early space program material. Remember, Wiley Post was from Oklahoma and they had a number of items relating to him. There are also a number of very nice models of ships as well as aircraft.

What of the models at the Nats? Well, scattered through this newsletter are pictures of some that really caught my eye, many of them winners.

(continued on page 10)

Our Sponsors

These are some of the individuals and organizations which help make Austin Scale Modelers Society possible.

King's Hobby Shop

8810 N. Lamar, Austin TX 78753
Phone 836-7388

The Village Hobby Shop

2700 W. Anderson Lane, #801
Phone (512) 452-6401

Roger Williams

PO Box 291
Pflugerville, TX 78691-0291

Rudy Cline

Bruce Arbo

Ray Katzaman

A K Young & Associates

Squadron Mail Order

1115 Crowley Drive
Carrollton, TX 75011

Action Traffic Services

11012 Georgian Dr.
Austin, TX 78753

MB Publishing & Photography

7509 St. Phillip, Austin, TX 78757,
Phone 454-2395

Dave Edgerly

Commander Series Models

Ian Edgerly

Texas Military Forces Museum

Pat Lowe

Testors Corporation

Bob Kieras

SD&D

Roll Models

P.O. Box 27066
Golden valley, MN 55427

Show Schedule

SuperCon, Fort Worth (Arlington TX)	August 9, 2003
Show Me State Scale Model Show IPMS/West Central Missouri	Sept. 20, 2003
GASCON IV, Greater Abilene Scale Modelers, Abilene TX	Oct. 11, 2003
AABS, Camp Mabry, Austin TX (AMPS Show)	Oct. 25, 2003
IPMS/Baton Rouge, Baton Rouge, LA	Oct 27, 2003
CALMEX 18, IPMS/SWAMP, Lake Charles, LA	Jan. 18, 2004

Editor's Notes...

ASMS Next meeting will be Thursday, July 17, at the Yarborough Branch Library on Hancock Drive. Meeting time is 7 P.M. Jeff Forster will be bringing a video on "how to tune your airbrush." Sounds interesting. So, if you want to learn more about airbrushing, be sure to attend.

I found some bad news on the net a couple of days ago. The last flying example of an He 111, actually a Spanish CASA 2.111B aircraft, has crashed. This was the same CAF aircraft that appeared at the San Marcos airshow in '99. It was the aircraft formerly used as a transport by Spain's General Franco. Tragically, both pilots were killed in the crash at the Cheyenne, Wyoming, airport. The reports I saw suggested that an engine failed as the plane was landing, it veered off the runway and hit a vacant building.

A couple of days later I read a report that the Fairey Firefly flown by the Royal Navy Historic Flight at Duxford crashed during an airshow. Witnesses report that the Firefly was climbing when it banked to the right and the wing stalled. The aircraft was too low at the time for the pilot to recover from the dive. Both the pilot and passenger were killed.

That's two vintage aircraft destroyed and four men killed in a week. Far too many for many aircraft aficionados. It's certainly tragic to lose the lives of the crew but we must remember that they knew the risks and loved what they did. As for the old aircraft, there is a renewed debate about them being flown at all. There are lots of arguments here, some more valid than others. For the CAF, these are basically individually owned and it's up to the owner's to decide. For the Firefly, it was a different story. I love to see airplanes in their element—the air, but I can do without the aerobatics. I would hate for them not to be flown at all. What are your feelings?

ASMS Officers for 2002

Kenny Roady, president, kar66@swbell.net	260-2907
Jeff Forster, vice president, jforster2@aol.com	331-4644
David Ranney, secretary, dcrtx@aol.com	990-9699
Dave Orloff, treasurer, the.orloffs@worldnet.att.net	989-2795
Milton Bell, editor, mbell6@austin.rr.com	454-2395

Austin Model Show Coordinators

Tim Vogt	447-2668
Bruce Burden, webmaster, brucegb@bga.com	246-8916
Web Site www.kithobbyist.com/ASMS/	
Ken Laronde (Vendor Liason)	288-2137

Austin Scale Modelers Society (ASMS) is affiliated with the International Plastic Modeler's Society (IPMS) as the Republic of Texas Chapter. ASMS meets the third Thursday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Confessions* is \$15 yearly. For more information on meeting times and location, call Milton Bell at (512) 454-2395. The views expressed in this newsletter are those of the authors. The Austin Scale Modelers Society does not endorse the contents of any article.

Kenny's Kolumn

(Kenny has computer problems this month. Look for his column next time.)

AABS Contest To Feature AC Categories

The Austin Armor Builders Society show set for October 25 will feature three categories for aircraft according to Terry Lowman. "Since the ASMS show will not be held this year, we thought we would devise something for the aircraft builders," Lowman said. The categories will be ASAE for prop, jet, and helo "Tank Busters." The show will be in the museum building at Camp Mabry. No word at this time on awards or entry fees.

Photos From the OK City Nats Posted

Want to see photos from the nats? Check them out at <http://www.flagshipmodels.com/nats2003/>

Second Quarterly Contest Winners

Three talented modelers took home gift certificates donated by Kings Hobby Shop after the ASMS June meeting. First place winner was Richard Eaton for his 1/350 Hornet, complete with B-25s parked on the flight deck. Second was Russ Holm with a 1/35 scale Civil War gun and the third place winner was Phil Brandt with his Tsybin. Congratulations to all the winners.



Ever felt like this? Ever DONE this? A humor entry from the OK City Nats.

Jeff's Quik Book Reviews

by Jeff Forster

Making The Corps

by Thomas E. Ricks

I first noticed this book at Barnes & Noble and thought it might be interesting. However, it sat on my bookshelf for a while and every time I'd look at it I put it back on the shelf thinking I would not like it. I finally stuck it in my book bag and it turned out to be a great book!

My copy is a hardback with 320 pages and 16 pages of photographs, all black and white. Scribner publishes it.

The author follows a Marine training platoon from their first day of boot camp through their last and beyond. You feel the stark terror that some of these kids felt when they got off the bus and found themselves in the hands of a group of drill instructors! This book will take you through every stage of Marine Corps boot camp and you truly feel what it's like to be there.

A normal day begins with wake-up at 4:30 a.m. followed by morning physical training and drill. Breakfast is next on the list, and then you'll head for class instruction, more drill and more physical training. You'll feel like the drill sergeant is right behind you. This book tells a lot about Marine Corps history, and the Marine Corps way of life.

After spending eight years in the military I will say that I was impressed with this book and recommend it for your reading entertainment.

Jeff's rating - ★★☆☆

Acceptable Loss—Point Man Vietnam

by Kregg P.J. Jorgenson

This book is a hardback of 227 pages with eight pages of photos. It's published by Ivy Books and I received my copy from the Military Book Club.

This book is one of those books that you start reading and hate to put down. I really enjoyed it. It was well written and really holds your interest. The author writes about his tour of duty in Vietnam from 1969 to 1970.

The author was a "shake'n'bake" NCO or better known as a product of the Noncommissioned Officers Candidate Course. He arrived in Vietnam as a Sgt. (E-5)—with the rank but none of the experience. He arrived in country at Bien Hoa and he received all of his equipment there. It was here that he volunteered to become a ranger LRRP (Long Range Reconnaissance Patrol) and received his LRRP training at Camp Gorvad. He had some pretty exciting missions until he had a really bad one when his team found themselves surrounded by at least a company of

(continued on page 10)

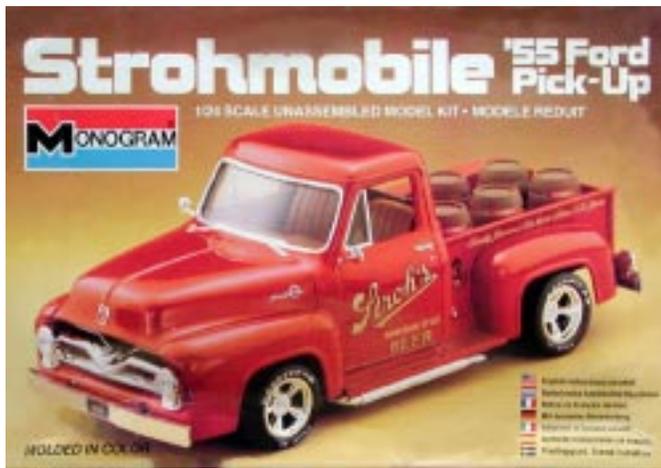


Skip's Classic CAR CORNER

by Skip Perrine IPMS 40167

Ok gang this month we are looking at two classic kits, one is a Strohmobil '55 Ford Pickup from Monogram and the other is a Harley Davidson '55 Ford Panel Truck from Revell-Monogram.

First the Strohmobil is a red '55 Ford Pickup truck, this truck is still today a favorite among street rodders. With its large engine compartment and rugged frame, it's ideally suited to house a big V-8 engine and perhaps that's one of the reasons that the Stroh Brewery chose this truck to advertise their "Fire-Brewed Beer". Whatever the reason, they've been a major sponsor of several very fine rods that have been seen at some major car shows.



The custom version is loaded with the latest accessories. In 1/24th scale, the model is 8 1/4" long (21cm). It's molded in red, clear and has chrome plated parts as well and includes a decal sheet of Stroh's markings which look to be in "Gold Leaf" lettering, so will stand out nicely on my model. It has a custom chassis with an independent rear suspension and 5-spoke American Racing mags with Goodyear Radial tires. Body and interior are also fully detailed, a "balanced and blueprinted" 289 Cobra resides under the hood with a 3-deuce intake manifold and exhaust headers and side pipes. The kit also includes five beer barrels. With this Strohmobil pickup Stroh's can really "roll out the barrel" in style on the show circuit.

Now let's look at this kit closeup and personal. It is molded in bright red, so except for the minimal swirls in the finish, I could almost just rub it out and polish it, but my modeling sense tells me I need to paint it. So, after soaking all of the parts to be painted in a tub of warm, soapy water. Then I took them out to air dry and looked over the chrome parts.. It's such a joy to look at these

older kits, they really took pride in their kits back then. Case in point—NO FLASH on the chrome at all, not to mention all of the parts soaking in the soapy water.

Now I know some of you are wondering, why soak the parts in soapy water. It's because when they come from the factory they have a light oily residue on them and the paint won't adhere to the surface nearly as well without soaking the parts as it will after soaking them. So anything that will give me a better paint job I am all for.

Now I got this model on Ebay so when I got it everything was separately packaged—the glass was wrapped in tissue and the chrome was in a separate bag, as were all the red parts and the barrels, each in their own bag. So for the age of the kit, I give it a eight rating.



Next is a Harley Davidson '55 Ford Panel truck. This kit has been out before in several different versions. This time it is molded in white, clear and chrome. It is much like the Strohmobil in that it has a 289 V-8 with 3-deuces and of course is a 4-speed, and it too has side pipes and an independent rear suspension. But for the most part, as with the former kit, it looks stock—it's what's inside that counts. These kits are so neat that I am going to get several and do different paint schemes on them, so watch for a whole collection of these trucks in the future.

The Skipster



Book Review:

by "Bondo" Phil Brandt IPMS 14091

North American XB-70 Valkyrie by Dennis Jenkins and Tony Landis

Warbird Tech Series Vol. 34,
Specialty Press, ISBN 1-58007-056-6

BACKGROUND

Bondo has a special relationship with the XB-70 going back to 1966. On the morning of 8 June he and about ten other nav school students were slog-ging their sweaty way in a twin recip T-29 from Mather AFB in Sacramento down through central California on the route fondly remembered by thousands of USAF navs as Overland South. Just north of LA we received a radio transmission on Guard from LA Center advising all aircraft to stay well clear of a radial and distance off the Peach Springs (AZ) VORTAC. When our aircraft commander queried LA Center, they refused to elaborate. Only when we landed back at Mather did we learn that the Number Two XB-70A had been lost north of Edwards in a midair collision with an F-104 flown by America's then premier test pilot, Joe Walker.

The ill-planned PR photo event (featuring General Electric jet engines) not only resulted in a tragic loss of life for two of the three pilots involved, but represented the same monetary cost as if the carrier Enterprise had sunk. Although at the time the future of the XB-70 was somewhat in doubt due to rapid changes in Soviet strategy and aeronautical development, the crash was to be the beginning of the end for the program, and in 1969 the surviving Number One ship was flown to Wright-Patterson AFB for display in the USAF Museum. Bondo and other members of the C-133A crew that delivered the X-15A-2 to Dayton that same year were treated by the museum staff to a VIP behind-the-scenes tour into the cockpit of the huge bomber.

THE BOOK

Although the Bondo Industries library was already populated with at least three B-70 books (both editions of Steve Pace's Aero Series 30 as well as an XB-70 Photo Chronicle by John Campbell and Garry Pape) this 104 page Warbird pub brings welcome additional material, pix and improved production values such as glossy paper, better resolution and more color. Because we're talking about just two airframes, much of the

book's content has already been covered in the above-mentioned publications, but this new entry may well be the best of the group.

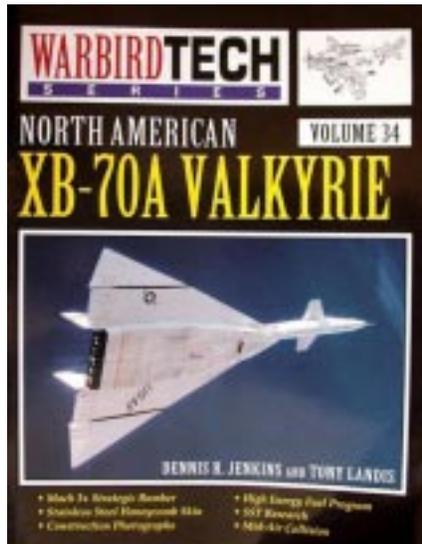
The historical lead-in to the subject is quite detailed and even includes background on three of Bondo's recent completed projects, the XF-103, F-108 and Sukhoi T-4.

Being a fan of aircraft construction techniques, I especially appreciated added pix of the bird's fabrication, many of which processes were truly cutting edge. Ditto for powerplant details and special systems such as the Alert Pod and Offensive Sub-systems.

Appendices included near the book's end (and not as well detailed in the earlier pubs) are in-depth coverage of high energy alkyl borane fuel, a test pilot's perspective (flight test summary) and an XB-70-derived SST.

CONCLUSION

Of the XB-70 books currently available, I'd say this would be the one to buy. The only "semi-miss" I could find was the lack of a large three-view fold-out such as included in the first edition of the Steve Pace book.



Building Historic Plastic Models' 1/35 Sdkfz. 232 (6 rad) Radio Car

By Richard Eaton

Introduction

Like many armor modelers, I was excited when the Historic Plastic Model's (HiPM) SdKfz. 231 (6rad) Armored Car appeared last year. No other reasonable model of this important early WWII vehicle has been produced in 1/35 scale. This year HiPM has come out with a radio car version. If you are into early WWII armor subjects, read on.



Background

The SdKfz. 231 (6rad) armored car was designed in 1929 and became the pride of the German army at the frequent military parades before the start of hostilities. These vehicles first tasted combat with the campaigns against Poland, France and the Low Countries. Shortly after, these vehicles were replaced by the more advanced eight wheeled cars and ended their career with training and police units. There were many manufacturers and types of the 6-rad car types with some 123 units built. This model is based on the Bussing NAG G-31 variant.

Building the SdKfz. 231 (6rad) Radio Car

On page one of the instructions I assembled the vehicle frame and lower engine components. Things are a tad vague here so be sure and dry fit before cementing. I trimmed the frame cross members to fit inside the long frame side part. Be sure that the frame side is positioned flush with the hull side. I modified the exhaust pipe leading into the muffler so that the assembly could fit at the front of the motor as indicated.

On page two I added the exhaust pipe, drive train, and other lower hull components. I opened up the axle holes in the right rear suspension members so that the rear axles would fit through them as indicated. I then assembled the rear drive train and transaxles and glued the assembly to the suspension piece. This later turned out to be a mistake. Leave the transaxles free at this point.

On page three I added the left side frame, rear suspension and rear components. At this point I discovered that the rear transaxles are too short to go through the rear suspension pieces as indicated. I freed up the cemented right side and aligned the transaxles as best I could. I cemented everything in place and secured the four rear wheel disks to the rear suspension instead of the axles as indicated.

On page four I assembled the simple front axle, suspension, steering linkage, and wheel disks without any problems. There is a nice underside view drawing here so that you can check out the completed undercarriage for alignment.

Following pages five and six I assembled the vehicle's wheels and large fenders. The kit-supplied wheels, while nicely molded, are a tad skinny. You might want to replace them. I cemented all wheels in place and set the model down on a table to check alignment and let things firm up. Dry fit the fenders as they are large and it is not perfectly clear where they should fit. Page seven gives a nifty parts alignment guide for the wheels, fenders, and the myriad of storage boxes. Once I was happy with their alignment I cemented the fenders in place.

Pages eight and nine have instructions for the side hatches and the plethora of storage boxes on first, the left, and then, right sides of the vehicle. You can place as few or as many boxes as you like. I tend to like to give my models lots of storage room! I first attached the side doors. I had to trim the doors quite a bit to get them to close flush with the hull. You may pose them in the open position. I then cleaned up box components and placed them around the hull and fenders. The rear top fender boxes would not fit so I left them off.

I then placed the large upper hull into place on the lower hull (page 10). It fit like a dream! I added the turret ring and lower turret to the upper hull. Again fit was good. I cemented the upper hull in place on the lower hull. It require no filler and little sanding to form a perfect hull. I then added the upper hull hatches, vision ports, and various details to the model. The upper hull two-piece hatch required sanding to fit flush. I then added upper hull components (page 11) to the right side of the vehicle.



On the following page (12), I added all rear hull hardware and components. The spare tire is mounted under the rear of the vehicle though it isn't clear in the instructions. It is unclear where the rear antennae supports go on the hull so I left them off at this point.

I then assembled the turret and added the detailed parts (page 13). I opened the business ends of the 20mm and machine gun using a number 11 point and secured them to the turret faceplate. HiPM really did a nice job with the turret of this vehicle. It has nice shape and the details are scale thin. I then secured the completed turret onto its base and did the swivel test. I then added the nicely molded smoke generators to the vehicle front. Interesting that these are not mentioned in the directions.



Wrapping up, I then assembled the large antennae array. Take care in bending the top support brace into shape. The turret-mounted support went together well. I then tried dry fitting the components. The turret antennae mount did not fit the turret well so I did some trimming and glued it in place. I then fit the antennae and rear mounts to the hull. The rear mounts are too short. I glued them to the hull and then replaced the mount poles with stretched sprue. Once I was happy with fit, I glued the antennae in place. I suppose one could keep the turret mount free so the turret could turn but this would make the model extremely fragile.

Painting and Decals

I sprayed the entire vehicle with Testors Panzer Grey. Once that was dry, I painted the tires with slightly lightened Testors flat black. This kit just cries for a light dry brushing to make those details pop out! I dry brushed very lightly with light gray over the entire vehicle. Don't forget the wheels and tires! I then sprayed all the decal surfaces with Testors Glosscoat to shine them up for the decals.

The kit provides at least three different markings for the vehicle. I chose the 2nd Panzer Division's marking for France, June 1941. The decals are well done and in register. The only problem I had



was fitting the front ID plate to the piece provided. The decal was too large so I trimmed it. I use Solvaset to help the decals snuggle down with success. After they were dry I sealed the decals with another thin coat of Glosscoat. I then finished things up with a quick coat of Testors Dullcoat.

Conclusion

HiPM kits seem to be getting better as they come along. The detail and clean moldings make this one the best HiPM products I have seen. Because of some fit problems, I recommend this kit to the experienced armor modeler though I think anyone could make a fine model out of this if they use care. I love German armored cars and this HiPM jewel sure fills a big hole in my



fleet!

Richard

Bachem BP-20 Prototype

W/ Launch Tower

by Dave Orloff IPMS 40892

The Bachem BP-20 was the development version of the unsuccessful Ba-349 NATTER (VIPER) vertical-launch rocket fighter. The concept was to produce a simple, lightweight machine, easy to pilot, armed with air-to-air missiles. The craft would launch from a tower as bombers approached, climb above the formation on the thrust from a single Walter HWK liquid fuel engine plus four solid fuel strap-on boosters. At the end of the thrust phase the pilot was to execute a diving attack. A battery of missiles in the nose were to be fired all at once, then the Natter would retreat to a safe distance and the airframe would be separated into sections for parachute recovery of both pilot and plane.

The model represents an unmanned pre-production prototype used for stability testing. The launch tower is the type intended for operational use, basically a modified telephone pole set in concrete. The crudely applied markings allowed observers to better track the roll rate of the aircraft in flight. The hoisting harness was removed for launch.

I started with the DML 1/48th scale kit of the Natter with the launch tower. The first priority was to build the tower, as DML chose to mold the one-piece "telephone pole" in four parts, front & back, top and bottom. I debated chucking the plastic entirely and building around a dowel, but the molding is so nice, with a lot of hardware that would have to be duplicated. So I plunged ahead out-of-the-box. Careful fitting of the halves minimized cleanup down the sides, essential as the climbing rungs are cast with the pole, and are easily disturbed! Once aligned and clamped, Tenax was flowed into the joints and the pole was set aside to dry.

For the wood grain I decided to accent the grain DML did such a beautiful job of molding in. I first sprayed a coat of lightened Aeromaster sandgelb acrylic, and once dry, the pole was washed with thinned layers of burnt umber, ochre and black Windsor & Newton oils to fill the grain. This worked better than I'd hoped, and many people have mistaken the plastic for wood.

The rest of the launcher and base were assembled per kit instructions, all fittings and rails were finished in RLM gray, and ground cover was added using HO railroad ballast and Woodland Scenics grass.

The Natter I wanted to represent is one of the unmanned prototypes launched early in the development process. This machine is shown in several photos in the small Schiffer book, and may be the first launched from the pole launcher. I backdated the DML airframe by removing the ventral fillet and squaring the lower fin, and capping the nose with a disk of .040 styrene and reshaping the contour to match the pictures.



As for the paint job, I found no details on what those colors really were, but close study showed that the "roll markings" on the wings were most likely white, and the nose definitely looked black. The restored example in the German museum has bright red boosters, so that's the way I went on those... but what was the main airframe? Sure it COULD have been gray or green, but I figured that red made for better visibility on a test ship, so mark this down as one of those "prove me wrong" moments! The basic airframe got a haphazard coat of RLM red from Aeromaster. As the wing insignia are crudely masked and sprayed in the photos Frisket was cut and applied to the wings and slightly dirtied white was roughly sprayed from a fine tip with my trusty Aztek, plus some light washes of umber to bring out a little detail. Remember this is late in the war, and perfect finishes were not a priority.

The craft is shown as it looks in the photos, hoisted into launch position, but with the lifting harness still attached. The cable is the braided nylon provided in the kit, painted to dull the shine. All in all, an unusual depiction of a very unusual bird, and a lot of fun to pull together.

Dave

Getting Around with the Short Snorter

by Phillip Right

I flew into Brown Army Air Field south of San Diego, California, as the starting point of my California flying tour. I taxied the Short Snorter off the active runway and began the process of looking for a place to tie her down for the evening.

I taxied past the control tower and the customs inspection area where two very different helicopters were parked. One was a Blackhawk with all the bumps and aerials you could find a spot for and the other was a sparkling green, cream, and gold twin Huey with a fair amount of bumps and aerials along with spotlights and video gear. I risked taking several photos as I taxied past, expecting a quick visit from the local posse at any moment but no one appeared. So, I continued on down the hangar line until I turned off in front of a reserve C-133 used by the SEALs to practice precision para-drops. Brown is home to the SEAL demonstration team and since it's right on the U.S./Mexico border there are lots of U.S. Customs people and equipment about.

After locating the local FBO (fixed base operator) I inquired about putting Short Snorter away in a hangar and getting a ride to a local hotel. The FBO/owner was a former B-52 pilot who sat behind a desk in a seat from one of the early Buffs. How cool! He directed me to a hangar and inside, I found one of the most beautiful in-progress restorations of a North American T-6 that I have ever seen. The owner was sparing no expense and the FBO operator was doing the work. The next morning I was allowed the privilege of taking as many pictures of the Texan as I wanted. If you want to really detail that old Monogram kit, these may come in handy. The following pictures tell the story. Enjoy.

Phil



A. Oil Tank, Engine Mounts and Firewall
 B. Cockpit Area, left side
 C. Rear Instrument panel
 D. Left Wing and Fuselage
 E. Rudder Pedals



(Book Reviews continued)

VC. His team took two killed and one wounded; it really put some fear into him. After this mission he felt he was pushing his luck, he had received a silver star for his last mission and he felt bad about it. He requested reassignment to the 1st of the 9th, the blues, A troop.

The book goes on with his daily experiences with A troop. He turned out to be a good troop, always volunteering to take the point. During his time with A troop he received 3 purple hearts, 2 bronze stars. I won't go into each of his missions but I will say you will enjoy this book. You could say it's a refreshing read about a war that most people write about with dark tones.

Jeff's Rating - ★★☆☆

(The Nationals continued)

The competition was stiff, particularly in the 1/48 aircraft—no surprise there! There were some glaring weaknesses though with only two or three entries in some categories. The big winner for ASMS has to be Russ Holm who brought home 12 trophies, including at least one “Best” and several “firsts.” Steve Beard, who was a big winner at our last show but is still not a member of ASMS, was next in line with ten. Actually, I lost count on his total number but I believe that was correct. Wish we could get him as a member—he is obviously a very good modeler.

Phil Brandt brought home five trophies including a first for his scratchbuilt Tsybin RSR that was featured in last month's newsletter. Other winners with one each were Dave Folker, George Lewis, Dave Orloff, Greg Springer, Brandon Wiley, and the three daughters of Michael Kupka; Katherine, Melinda (a first!), and Sarah who took trophies in the junior divisions.

Tim Robb and I both entered but didn't scratch. I saw Don Jones and Jack Johnston briefly but I don't believe they entered. Bruce Burden of course was there and served as a judge.

If you missed this year's convention, perhaps you can make the trek westward to Arizona next year. IPMS National events are a lot of fun, whether or not you win or even enter. There are lots of vendors to vie for your money and plenty of models to look at. And usually there are some manufacturers who show with their latest products not to mention the seminars scattered throughout the show. And there are meetings—after all, it's a convention.

The OK City show may have been smaller than some of its predecessors but it was a smooth, fun, and in general, a success.



More IPMS Nationals Winners



Old Rumors & New Kits

There's not much in the way of new kits to report this month. A new 1/72 Felixstowe WWI Flying Boat from Roden is now available and after seeing the winning Felixstowe at the Nats, I may have to try my hand at rigging this monster. What a great model! That's it at top right on this page.

Moving right along, Trumpeter has finally gotten their Model 21 Zero to the shops. At just over \$100, it's not cheap but if you want a Zero in 1/24, it's your baby. Just talked with Greg Springer who has begun surgery on his to correct some shape problems. I'm sure we'll be hearing from Greg about his progress with plastic surgery.

From Revellogram there's the new F-4E Phantom II. This is another kit from Hasegawa in a ProModeler box. Excellent kit so don't be afraid of this one. Tamiya's new P-51D is out. Yes, I said new. New in this case means that the problem with the bad runner on the canopy has been fixed. Now the runner feeds into the bottom of the canopy, not the side. It's much improved.

I saw the runners for the new Revell "Atlantique" at the nats and it looks good. No idea when it will hit the shops but it should be this summer. I saw the new Academy 1/144 DC-4/C-54 kit and it's a real honey. I for one am delighted that they finally did this kit. When I was a kid, there were lots of C-54s flying about, especially if you lived near a base.

Several of the manufacturers who showed at the Nationals were collecting lists of subjects that modelers said they would like to see. It may not amount to anything but at least they showed their interest in hearing what we would like to see in the form of new kits. What did I request? How about a 1/144 C-119 or a 1/48 Canberra series, and yes, a Banshee. That's an idea of what they were getting. Now we'll have to wait and see what really happens.

In the meantime, I've got a lot of resin and decals I brought home that I have to use. I think I'll go build something.

Milton

