



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

April 2005

SPRUUE EXAMINER



1/48 Northrop F-15A Reporter Using Lone Star Model's Conversion by Phil Brandt, IPMS 14091

HISTORY

The Northrop F-15A Reporter and the North American F-82 are arguably the two least-known post-World War II propeller-driven aircraft.

Conceived as a high-speed (440 MPH), long range (4000 miles) turbocharged reconnaissance platform, the F-15A was an outgrowth of the cancelled P-61C escort fighter. The significant military aircraft drawdown in late 1945 was responsible for only thirty-six F-15A airframes being produced, of which as many as twenty-eight reached Far East postwar operational areas.

Flown exclusively by the 8th Photo Reconnaissance Squadron "Eight Ballers", the Reporter's military career lasted only two years, 1947-1949, but its accomplishments were staggering. Huge expanses of the Far East including Japan, Korea and the Philippines were photomapped, the first such operation in history. Particularly important was the mapping of the Korean pen-

insula, which became extremely valuable just one year later when North Korean forces attacked across the DMZ. The Reporter was quickly overcome by Jet Age RF-80s, and most of the airframes languishing at Johnson Air Base west of Tokyo were scrapped in place. Sundry Reporters made it back to the CONUS to be converted to fire-bombers, and some were bailed to test agencies and eventually scrapped. No Reporters have survived; the last, a fire-bomber conversion, crashed on takeoff at Hemet, California in the Sixties.

CONVERSION BASICS

Yeah, yeah, we're all aware that AMtech announced release of an injected 1/48 Black Widow family, including a Reporter, what, two years ago? AMtech has been beset by business and health (of its principal) issues, and modelers such as this curmudgeon just don't have that much time to fret away. Thus Mike West's Lone Star Model release (a year ago) of a very complete Reporter conversion set for the elderly-but-just-fine (IMO) Monogram Black Widow was welcomed by employees of the Bondo Industries Conversion Division, and

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April 30, 2005

May 13-14, 2005

May 21, 2005

June 18,19, 2005

July 20-23, 2005

August, 2005

Editor's Notes...

Well, Houston is back in the contest fold. Several of ASMS-ers made the trip to the Bayou City in early April and had a great time. For the first show in several years, they made an impressive start with over 700 individual models. In general it was a good day and pretty relaxing when you consider construction zones in Houston traffic!

Houston sort of followed the Fort Worth's club lead of awarding medals in place of the more familiar trophy or plaque. And to simplify storage, each Olympic style medal came in its own box. Personally, I like it. And I liked the show. There was an abundance of aircraft models in all scales so there were a number of splits. I'm not sure what the count was but aircraft and cars seemed to dominate. There were some very nice armor pieces but the numbers of entries in these categories were not as good as I would have hoped.

The show was a joint effort between IPMS/Houston and Southeast Texas Automotive Replica Society so that accounts for the good turnout of model cars plus an impressive lineup of classic and luxury cars parked at the curb.

Now, it's just a couple of weeks until our turn. Please volunteer for a job or two. This annual fling takes a lot of work from all the local members so when Bruce brings in the sign-up sheets, pick a job and be ready to do it. If everyone takes one, we can all have time enough to enjoy the show. Bruce has an article in this issue. Check it out.

Our next meeting will be April 19, 7 PM, at the Yarbrough Branch Library on Hancock Drive. James Duffy will talk about modeling U.S. space vehicles. Should be a good program so be there!

Milton

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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 Tuesday of each month except December. Dues for full membership are \$20.00 yearly. Subscription to the newsletter *Sprue Examiner* 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.

Jeff's Musings

April is already here and our show is just around the corner! I want to first encourage everyone to sign up for the volunteer roster to help out with the show. It's better to pick your time then have yourself volunteered!

I hope everyone is busy building something. I'm building the A-26K for the CenTex wing of the CAF and I'm having a grand time learning to make molds and pour resin to make a second seat for the beast. I hope other people will take up the challenge of building an aircraft for the wing. I can't think of a better reason to build a model than to honor a vet.

The Houston show kicked off this month and for those of you who did not make the drive you missed out on a good show. The field was full of high quality models and the competition was very tight. The vendor room was first class and yours truly's wallet was sure lighter on the drive home, I just kept finding little treasures everywhere I looked! The Houston club even set up tables for each club to meet at and as a mark for our club I believe we walked away with about 21 trophies! Way to go!!

This month's meeting will have James Duffy presenting a class on modeling US Space Vehicles which should prove very interesting. One final note, I would like to remind everyone that our quarterly contests are run just like a regular contest in that we follow IPMS rules unless otherwise noted for that contest. One rule I would like to remind everyone of is once you win a quarterly contest with a model it is no longer eligible for future quarterly contest. Hope to see everyone at the meeting and let's get some modeling done!!

Jeff

From the V.P.

So what's up with the special rigged biplane category for the fall quarterly contest anyway? Well, it's simple. I've long been intimidated by the prospect of doing the rigging on a biplane model and that has prevented me from doing them, even though I think biplanes models are ultra cool. Well if I'm like this, chances are there are others who are too. So, I thought, let's just tackle this and try to have some fun with it.

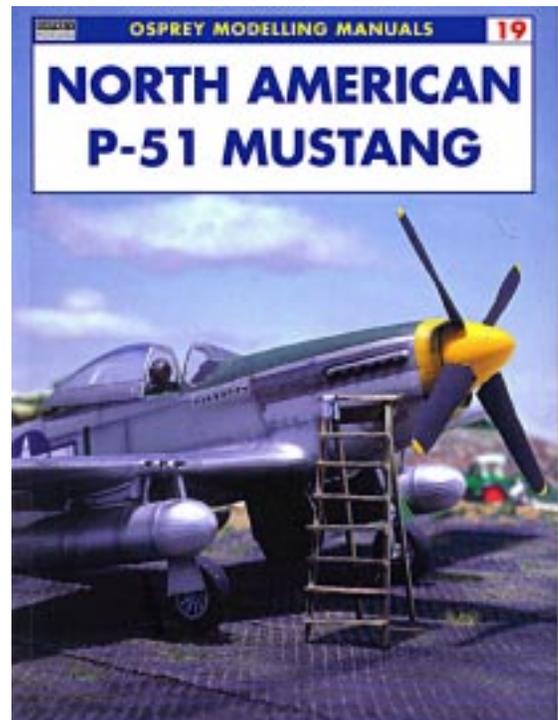
So, the quarterly contest format gives a little incentive, and the biplane rigging presentation that Greg Springer will do for us will give us some instruction. Together let's have some fun and learn something new. And remember, the point is to learn rigging and alignment of multiple wings, so we're going to exclude aircraft like Fokker Dr. Is and D.VIIs that don't have any flying or landing wires to rig, and rigged monoplanes.

If this works out, there are some other aspects of modeling we could address this way in the future – things like tank tracks, vac forms, ship rigging, and... I'm open to suggestions for more. Go build a model!

Tim

JEFF'S BOOK REVIEWS

by
Jeff Forster IPMS #30833



NORTH AMERICAN P-51 MUSTANG

by Rodrigo Hernandez and Geoff Coughlin

This is one of Osprey's modeling manuals—number 19 in the series. It comes in a large softback format with 64 pages. Every page is loaded with some really fine photos. If you are not familiar with these latest books from Osprey, they are type specific. This book takes you through the construction of each model of the Mustang.

Chapter 1 is a very detailed journey of construction using an Accurate Miniatures P-51A Mustang. Some of the things they did to this model are really outstanding. I wish I could do the kind of job the author does to his models. Chapter 2 focuses on a Tamiya P-51B checker tail mustang. Again the quality of the finished product is outstanding! One good point to be made is the wonderful paint reference charts given for each model. The final chapters cover a walk-around of real P-51 Mustangs and scale drawings of each model. A chapter is given on colors and markings and finally a model round-up of various kits produced by each manufacture and accessories and detail kits.

As with all osprey books I have reviewed, this one comes in high in the points range and is worth adding to your reference library if you plan on building a Mustang in the future.

Jeff's Rating - ★★★★★



Nathan's Classic Rides

by Nathan Perrine

We are once again looking at two kits, these are almost identical, except for the years of the kits, they are respectively the 1970 and 1972 Chevelle SS454, both by AMT/ERTL, both molded in gray, clear, transparent red and chrome with black vinyl tires. On mine I painted them both Marina Blue with the 70 having black stripes and a black interior and the 72 having a white stripes and a white interior, in muscle cars the interiors generally matched the stripes on the cars unless ordered otherwise.



The 1970 SS454 Chevelle, call simply an SS by its owners, was the last great muscle car. Chevrolet chose to drop the mighty LS6 big block into the mid-sized Chevelle engine compartment, and with 450 horsepower on tap, the SS454 was the most powerful muscle car ever released from Detroit. Although the 454 would be offered in the Chevelle until 1974, it would never match the awesome LS6 of 1970.

I even remember back to the 70s when a dark green SS454 convertible ruled the NHRA (National Hot Rod Association) drag race meets around the country, I even got to the point of looking to see if it was in the finals, he won so much his name became a household name, funny how age creeps in and you forget those things, but I could never forget the way he launched that bad-to-the-bone SS454 vert off the line and pitted the poor fool that drew him to run against.

The age of muscle peaked in 1970 and Chevelle was there to herald its ascent. The year owes its distinction in no small part to a GM decision that allowed engines of more than 400 cubic inches in its intermediates. The Pontiac GTO, Oldsmobile 4-4-2, and Buick Gran Sport all responded with 455-cube mills that made 370 hp in their most pumped-up tune. Chevy's retort was

a stroked 427 option that created the Chevelle SS454. This engine started at 360 hp and ended with the LS-6 at an unbelievably powerful 450 horses, almost one hp for every cubic inch, which up until then had been unheard of.



For 1970-72 the body style was that of a 'street tough' especially in the SS garb—stripes—and the Super Sport option was available in coupe, convertible and the El Camino for '70! It now included a domed hood with chrome tie-down pins. Inside was a revised dashboard borrowed from the Monte Carlo.

My kits were pretty basic, not a lot of modifications, except on the '72, which also came with street machine goodies, a blower and supercharger option to add to the stock 454 engine, in the '70 model it is to be built as a stock muscle car, but that's not bad, especially since it comes with two complete sets of decals to make a stock version black, and white stripes which worked out real good for me, since one of the cars I am building is going to be blue with white stripes and the other is going to be blue with black stripes.

Since I am putting these two cars together, I find that the parts require very little trimming and there is very little flash on these kits, which is a refreshing change from most reissues. It's all very basic.

Well that's it for this month, catch you all later next month and happy modeling.

Nathan



Houston Show Ferrari

Building Tamiya's 1/48 Brewster F2A-2 Buffalo

By Tim Robb, IPMS 34705



The kit I built is Tamiya's original release of the F2A-2 Buffalo. The F2A-2 is also the variant on which the export orders to the British, Belgian and Dutch were based, Brewster models 339E, 339B, and 339C & D respectively. Tamiya's original release of the kit includes alternate canopies, propellers, cockpit armor, tailwheels, and decals to do RAF and Dutch versions in addition to a colorful yellow winged U. S. Navy F2A-2 of VF-2 off the USS *Lexington* in early 1941.

The kit is currently re-released as a "Pacific Fighter" with box art featuring the Dutch variant. King's Hobby has it in stock and told me that the re-release still has the same parts included to do a U. S. Navy F2A-2 and export variants, and decals for RAF and Dutch Pacific War aircraft, but the kit decals for a USN bird are now for an overall light gray aircraft from VS-201 later in 1941 after the yellow wings were gone. What a travesty! Yellow wings rule! I modeled the very familiar 2-F-7 of VF-2, the Flying Chiefs.

If you're thinking "What about the Finns? I'll take the farting elk and the sideways light blue swastika over yellow wings any time." The Finns flew Brewster model 239s diverted from U.S. Navy F2A-1 production. There are significant engine, propeller, and cowling changes involved in backdating this kit back to an F2A-1 / B-239. This kit also would take a major mod to do a U.S. Navy battle of Midway F2A-3.

The kit is molded in light gray plastic with recessed panel lines. The two canopy options included are both one-piece, closed canopies. That has not changed in the new release (boo). The kit goes together beautifully. There are nice deep recesses for the tailplanes to fit into, and the wing has a big section of lower fuselage molded with it and fits very well. Interior detail is great. Decals are provided for the instrument panels. I only added aftermarket seat belts.

I read a review of this kit some time ago—sorry I can't remember the reviewer—which stated the canopy had to be



posed in the closed position. Well I got to looking at the two canopies included and decided I could cut them apart cleanly, use parts from both to avoid losing any length to the saw kerf, and pose mine open. I did indeed cut them apart cleanly and when I laid the cut apart pieces on my workbench, it appeared the sliding portion would go back over the rear portion just fine. Later, when it came time to install them on the model, I found that they didn't fit because the sliding portion rests on a track that is lower than the rear portion. That other reviewer was correct; the thickness of the cut apart kit canopy is too great to allow it to fit cut apart and posed open.

So, I purchased a Squadron vacuform canopy, and this worked. I don't know if you are as ham-handed as I am with flimsy vacuform canopies but by the time I finished cutting out the sliding portion that I wanted, masking it, and painting it, I had it bent out of shape a little. I got it installed on the model properly by taping it into place with little strips of masking tape, and then



tacking it down with white glue. When the glue dried, I removed the tape, and this worked. That was the biggest building challenge I had with this kit and I would not have had that if I had just put the one-piece canopy on as supplied in the kit.

There are some painting challenges. The pre-WWII U.S. Navy yellow wing scheme combines the hardest colors to paint on a model, silver and yellow, and a bunch of masking for the various

(continued on page 7)

(F-15 Reporter continued)

work commenced immediately. I've previously written a lengthy review of the Lone Star set, so I'll tread more lightly on it in this article.

CONVERSION SET CONTENTS

Included are: a multipiece cockpit tub w/seats, new engine nacelles and engine front faces, nacelle cooler fairings, turbo-charger fairings, recce nose, tail boom plugs, prop blades, spinners, a vacuformed crew nacelle and canopy and a crew boarding ladder and stairwell.

CONSTRUCTION BASICS

Sanding and scribing the twin-boom Monogram airframe took two days, and Bondo thought this would be the toughest part. He was wrong! Fitting the resin tub into the vacuform pod, fairing the wings into said pod—I used through-pod brass tubing to locate and strengthen the wing/fuselage joint—and insuring alignment of the stabilizer with the wings and pods was by far more taxing. The forward portion of both tail booms were altered by cutting off designated portions and adding new resin boom castings, engine spacer blocks, engine faces and the new engine nacelles (the cooling flaps were thinned via Dremel) with integrated oil cooler cheek fairings.



COCKPIT/CANOPY

The very large (eleven feet in the real item!) canopy was separated from the windscreen and posed in the open configuration to more clearly reveal the very nice busy-ness of the Lone Star tub and seats. Associated canopy retraction components and the reinforcement arches for windscreen and canopy were scratchbuilt.

WEIGHT AND BALANCE

Because of the solid recce nose, I was unable to place enough weight forward to get that nosegear on the ground, and the gear isn't that sturdy either. Sooo, the bird remains a tailsitter. I drilled a small hole in the bottom of the nosewheel and glued in a quarter-inch length of plastic rod which, in turn, slips into the plaque surface with an interference fit.

FINISH

In the beginning there were many iterations of lacquer primer, 3M Blue Acryl lacquer putty, wetsanding (up to 12,000 grit) and then starting over with primer. Small surface discontinuities may be easily seen during this putty/primer routine by holding the appropriate portions of the model closely to an incident light. After a few passes of the aforesaid sanding routine, more than a few portions of laboriously-scribed lines had disappeared and had to be reaccomplished.

An overall coat of Alclad II Aluminum was initially applied, and then contrasting panels were shot with Duraluminum, Dark Aluminum and, for the fabric-covered stab and rudders, Magnesium. Masking for the multishade routine—I can't say enough good about the yellow Tamiya masking tape which I use in considerable quantity—was very labor intensive, as was the masking for all wingwalks and other markings. I didn't use decal stripes because they're almost as labor intensive as the masking—I've done decal wingwalks on 1/72 B-52s and B-47s!—and they're too delicate if not clearcoated....and I usually prefer to not clear coat Alclad, because it can "kill" natural metal brightness. Antiglare black panels were shot with Testors Acrylic. Since Alclad offers such a slick, hard surface, I gently wetsanded the areas about to be coated in black with 1000 grit to help create a mechanical paint bond.

MARKINGS

The distinctive Eighth Photo Reconnaissance Squadron "Eight Balls" were a no-brainer. I simply cut two circle stencils out of Tamiya tape, placed them in an eccentric configuration, and shot Testors black. Then it was just a matter of placing an AeroMaster black "eight" in the smaller aluminum circle which remained when the inner mask was lifted. Serial numbers and national insignia were also done with AeroMaster.



CONCLUSION

Well, the bleeding's finally over in this involved conversion, but with gratifying results, at least for this senior modeler. As for the rest of you Black Widow family fans pining away for the AMtech releases...as Dirty Harry said so many years ago, "Do ya feel lucky?" If I were y'all, I'd go the "bird-in-the-hand route..." with the available-now Lone Star set.

"Bondo" Phil

(Brewster Buffalo continued)

stripes on the airplane. I used Floquil Bright Silver for the silver, Testor's solvent-based Chrome Yellow for the wings, and Testor's solvent-based Blue Angels Yellow for the lighter yellow tail. For me the only way to paint yellow is to prime first with white. I use Floquil Reefer White as the primer. It is a flat finish white that covers really well. I also use it as a primer before painting anything glossy white. I have had good luck for a long time using masking tape over Floquil silver. I stick the tape on my arm one time to reduce its tackiness before applying to the model.



The second painting challenge is the complex framing of the belly window. The Brits painted them over and if you decide to build your Buffalo in an RAF scheme solely for this reason I heartily congratulate you for using such good judgment. I wish a decal had been provided to do this belly window framing.

Brewster got in trouble with the U.S. Government and Buffalo development was abandoned after the Japanese mauled them at Midway. Of course Americans blamed the airplane instead of considering the poor level of preparedness of the rookie Marine flyers who were up against Japan's finest pilots. As I built this model I couldn't help thinking of what an enlarged and stretched out Buffalo fitted with a Pratt and Whitney R-2800, and a simple inward retracting undercarriage would look like, and how it would probably have been a good fighter plane. After all, 2000 horsepower makes lots of things work! Go build a model!



Tim

IPMS Region 6 update - April 8, 2005

by Dick Montgomery

Howdy. You haven't heard from me lately due to a hard drive failure on my computer. I was smart enough, and lucky enough, to back-up my data files and with the exception of items created prior to the crash. I avoided the loss of significant data. Unfortunately I did lose my email address book and I've had to resort to a copy that is six months old. If you are receiving this email and would like to be left out of future updates please remind me to remove your email address and I'll be prompt in accommodating your wishes. If you have a new email address and would rather receive email via a different address please contact me and I'll take care of that as well. Please share this info with members of your clubs since I have certainly lost contact with many Region 6 members.

Now for the news.

IPMS Austin is hosting their annual contest on April 30th. The name of the facility is the same as in previous years (Crockett Center) but the building with that name is in a different location than that used in previous years. Check the Austin web site for more info.

IPMS Tulsa reported their recent contest brought in about 300 entries. A gallery of images provided by club president, Frank Koons, is available for viewing on the IPMS/USA web site.

IPMS Houston's show was a smashing success. The facility was large, well lit and comfortable, seminars were presented by attendees, and the model count (entries) was about 650 to 700 entries.

MCMA held their car contest in March and I've heard that about 300 entries were on the tables. I am always stunned with the quality of work that car modelers display and the MCMA show was a roaring success.

Check the Member's Gallery on the IPMS/USA web site for the April additions. Several Region 6 modelers have their work featured there.

Please consider taking digital images of your latest model and submit it to Ron Grasmick for inclusion in the Member's Gallery.

The Region 6 Convention is only two months away. IPMS OHMS is employing the Region 6 Judge's List to locate and recruit judges for this event, but you are certainly welcomed to volunteer your time and talent as a judge even if you are not on the official judging list. For info regarding judging contact Rusty White at shipmodeler@sbcglobal.net.

That's all for now and I look forward to seeing you in Austin on the 30th.

Dick M. RC6



by Rafael Power

More Garage Sale Hodgepodge

Here's another sample of sites picked out at random with something for the armor, car and aircraft fans:



www.scramble.nl

Want to see who is flying what? Then visit Scramble, a Dutch site (in English) which also publishes its own aviation magazine. This is one of the world's best known sites for military aviation. Scramble maintains a data base for all air arms worldwide. Each country is divided in section with units, bases, aircraft and insignia with aircraft photos to complement the coverage. It's also a good source for spotters to glean information on military, commercial, warbird and museum deliveries, losses, exhibitions, shows and much more.

Downside: Although the site is in English, the magazine is in Dutch, which explains why there are only 500 subscribers outside of the Netherlands. They do publish a smaller English supplement and the site has a limited translation service for certain terms, etc.

For those unfamiliar with Scramble's magazine, you can download a small number of free sample magazines in .pdf format with or without photos.



www.largescaleplanes.com

This site is for the 1/32, 1/24 and other big dogs only. Before you think this is a site for radio control models think again. With the return of big scale models from Trumpeter, Academy, Hasegawa and now Tamiya, the big stuff is in vogue. And this site is especially for those who prefer 1/32 and up. It has a good selection of reviews, galleries, tips and links. As usual, the photos in the galleries provided by the builders themselves run the gamut from so-so to excellent. Although most models are from the plastic variety from well known manufacturers, there are outstanding vacuformed and scratchbuilt models from master modelers.

There are interesting sections such as the Parts Yard. If you lost or broke a part from your kit, you may request a particular part to complete your model at no cost. There's monthly computer calendar wallpaper, in progress models and the Tips section with terrific how-to's suitable for all scales. And like many sites, there are forums, polls and links to manufacturers and other sites.

Don't let the big dogs scare you. Just go inside this site but don't forget to consult your carpenter (and your wife and divorce lawyer) about building a bigger hobby room where the family room used to be. Just kidding!



<http://web.inter.nl.net/users/spoelstra/g104/index.htm>

Also from the Netherlands comes the Sherman Register, a site documenting different aspects of this classic combat chariot. Although lacking all modeling galleries we come to expect, Sherman Register does fill several gaps by providing information on worldwide users with detail on weapons, engines, units supplied and operational history. The Sherman Encyclopedia section is far from being completed but does list the main users like the UK, Canada, France and Israel as well as unlikely users like Germany, Cuba and Uganda.

There are production serial numbers and a very concise foundry symbols and trademarks and how to identify any hull by its data plate, registration numbers, etc. There's also information on the different variants including all conversions, rebuilds, and modifications from different countries.

Downside: no diagrams of the different M4 Shermans or color/camouflage information.

Although not a modeling site, it will be of interest to all modelers or war machine addicts. This site focuses on an armored vehicle all modelers are familiar with. Whether you build aircraft, cars, armor, ships or figures, the Sherman is just as recognizable as the '57 Chevy, the P-51 Mustang or the M-16 rifle.



www.thef1.com

Here's one of the best sites for all Formula 1 enthusiasts. I must forewarn you that it's in Spanish. Having said that, grab your English-Spanish dictionary or favorite language translation site/software so you don't miss this massive F.1 data base from Spain. For the 2005 racing season, F1.com has the latest news, galleries, racing scores and the 2005 calendar of upcoming races.

(Continued on page 10)

Final Contest Report

by Bruce Burden

So, the contest is just over two weeks away as I write this, and there is still (always!) much to get done.

Volunteers:

We need **Lots** of volunteers.

Cashiers:

Sit by the entrance, collect money and, if it is a contest entrant, give them the appropriate number of category entry sheets. We need three more volunteers here, plus two volunteers to simply take show entry fees after 12:30PM.

Registration:

The registration area looks good, thanks! We do need a couple of volunteers for "Everything Else" (ships, sci fi, dio, collections, etc.) for the first shift, and two folks for the second shift in Automotive and "Everything Else." Here you take the filled out contest entry sheets, stamp them with the stamp machine, and provide the contestant with contest display sheets (or, they may have their own from the web). In either case, you copy the entry sheet number to the display sheets, along with a sequential number starting with "1" and incrementing for each model entered in the category.

Raffle:

We need volunteers here. Primarily later in the day, once judging has started.

Make 'n Take:

NOBODY has signed up here! HELP! I have plenty of models, so all that is needed is glue, files and nippers. I expect Jarrod will have most of the remaining needed items.

Photographers:

I will again provide recording sheets, as I need the unique number from the display sheets recorded with the photo, so I can find the correct "F4U Corsair." Digital photos only, make sure your white balance is to "AUTO" or flourescent! I hate correct-ing bluish or greenish photos! And, EVERYTHING must be photographed!

Judges:

Naturally, there are never enough. Please help if you can. Remember the overview I gave last month, it really is that easy. The more we have, the faster it goes.

Setup:

The Friday setup time starts at 1:30 PM. We will put the table legs on, table clothes, lay out the categories and place the vendors. The usual stuff here. It is Friday *afternoon* since we would have to pay to do this on Friday evening. No thanks.

Saturday Cleanup:

Please help out Saturday, after the show, please. We need the tablecloths folded, table legs collected and boxed, table tents taken down, etc.

General:

I would like to once again have the following:

- soda and water coolers
- extension cords & power strips.

The new facility has fewer posts, which means there are fewer plugs, and they are farther away from the vendors. I hate working around poles, but they do have their uses.... We may not have to use them, but it would be nice to be prepared.

Suggestions—it is late, but if you have ideas, bring them forward!

Bruce

Judges Needed For Regional Show

Rusty White, judge's liason for the 2005 Region 6 Convention, has requested that qualified judges who will be available at the June 18, 19 convention, contact him.

If you want to judge at the Region 6 contest, please email White at shipmodeler@sbcglobal.net with the following information.

- your name
- mailing address
- phone number
- email address
- areas of judging expertise
- events and dates you have previously judged
- categories you plan to enter

If you are not currently an active Region 6 Judge but wish to participate, you may do so as an OJT judge. Judges need not have served as a IPMS/USA Region 6 Convention Judge. However, you must have judged in a category three or more times in the past five years at invitational contests hosted by IPMS/USA Region 6 chapters. Judges must also possess modeling expertise in the categories they will judge.

"We are interested in categories you may have assisted with in the past as well as your expertise in those fields. We are not being nosey. The purpose of the questions is to fill any 'holes' in our regional judges list to assist future chapters when they host regional conventions," White said. If you don't have email, contact him at:

Rusty White
Judge's Liason, 2005 Region 6 Convention
2204 Summer Way Lane
Edmond OK 73013-2815
(405) 330-6525

(Web at Night continued)

As you explore around the site you will find sections such as team and drivers (some called pilots) ranking and classification. Drivers and their teams are given a complete review including how well they did in past years. Although currently under construction, the section called Leyendas (Legends) has Golden Age drivers like Jim Clark, Juan Manuel Fangio, Mario Andretti, Stirling Moss, and more contemporary ones like Emerson Fittipaldi, Michael Schumacher and Ayrton Senna. There will be biographies in the future but for now, there are good color photos of the drivers and their machines to keep you interested.

All 2005 season teams are covered with detail photos with different views of the car with some detail shots. The car photos are 4 x 6 inches, perhaps a little undersized but still usable. There are links to the teams.

Downside: the lack of photos of the cars from the era before aerodynamic airfoils turned the sport of Formula 1 into a business with more logos and sponsor stickers than you can shake a stick at.

If you are interested in the racing circuits, each one is reviewed with circuit layout details, history and driver's comments. For more information about worldwide racing circuits I also recommend the excellent book "The World Atlas of Motor Racing" by Joe Seward (Mallard Press).

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Next month: Light the fuse & put out the fire

Rafael

Tail Piece

Editor's note: In case this page is unfinished, it's because I've had to pay a visit to Austin Heart hospital for a cardiac catheterization (angiogram) and possible repair (stent) to an artery or two. I may be out longer than I planned so bear with me. I hope to be at Tuesday's meeting. As to my problem, I've been having some problems with atrial fibrillation that have steadily gotten worse and this procedure will hopefully take care of them.

Milton

Houston Show Photos



Large Scale Aircraft and Vendors



Armor Table



Typhoon Diorama



The Old Contemptibles WWI diorama

Old Rumors & New Kits

After the Houston show, I'm pumped. I'm ready for the Austin Show! Now if I can just get that model finished... I've volunteered too, for a couple of spots and I hope you have too.

You can't say there aren't any good models to build but if you haven't started, chances are you are too late. Then again, I've seen some modelers who can do wonders in a week. Come to think of it, I once built models that quickly and I like to think I still could. It's a matter of focus—and mine has faded.

I just noticed on one of the major modeling web sites that a series of brand new mold MiG 23 and MiG 27 Flogger kits were on the way from a "major kit manufacturer." Let the guessing begin! Actually, we can speculate a bit since Eduard hinted at the subject some time ago. But until we see an announcement from the Czech company it's just speculation.

The Flogger kits will be 1/48 scale and will eventually cover just about every variant of the former Soviet swing-wing fighter. If Eduard is indeed the maker, and if they are anything like the Mirage kit, they will be very good, albeit a bit expensive.

The MPM group, which includes CMK, Special Hobby, HML, Azure among others, has announced two new kits I find interesting. The first is a Luftwaffe helicopter, the twin rotor Focke-Engelis FA 223. This was a relatively large, tricycle-gear aircraft with a conventional fuselage and two large 3-blade rotors mounted on a framework where the wings should have been. It's weird enough that I'll probably have to try one!

The other kit is from Azur and is in 1/72 scale. It's the Hispano-Nieuport NiD-52, a 1930s biplane with very exaggerated "V" engine, cowled over of course, and a prominent radiator hanging down in front of the fixed landing gear. Box art shows markings from the Spanish Civil War. No dates were given for either kit's release other than "the coming months." I would have preferred it in 1/48 but 1/72 will have to do.

Academy has several new kits in their "to-be-released" list, among them a 1/35 Sheridan and an F-16C Block 40-42 in 1/32. I guess some folks need a choice in which big F-16 to do but this one may come in below the price of Tamiya's excellent big Falcon. Both are set for a May release.

Also on the list of large scale aircraft kits is a 1/32 F/A-18D Hornet listed for a June release.

Also on Academy's list are some other interesting armored vehicles, among them a 1/72 Opel fuel truck and a WWII ambulance. In the more common 1/35 are the already mentioned Sheridan, a Hummer OIF 2003, an M2A2 OIF 2003, and an M151A-2 TOW. They end the year with an M3 Lee and a Tiger I, early, for December release.

Small scale aircraft from Academy include a 1/72 Ju-87G-2 with extended wings, a P-38 Lightning, an SBC-4 Helldiver, an F-8 Crusader, a P-40, and a 1/48 F-14 Tomcat.

AMtech has another P-40 variant that should be out any time now. It's the round-tail P-40K and it comes with a nice piece of resin from Black Box. This time you get the standard "E" kit plus a resin tail section. From the review photos, it appears that you remove the tail section of the fuselage from just forward of the horizontal stab and graft on the resin. If this works the way the earlier "F-1" conversion did, you should have a very well done P-40K. Markings are for four aircraft.

Now here's the kicker. It appears that this one will be sold exclusively through Hobby Lobby or direct from AMtech! Am I missing something here?

For years, one of the most talked about "why haven't they done one" subjects had been the PB2 Privateer, that navalized B-24 with big sweeping single rudder, big engines, and blister gun/observation stations at the waist. Well, if you want one and don't want to wait for Tamiyagama to release on, you can still find the venerable Monogram kit which is used with the new Cutting Edge conversion set for a very nice Privateer.

In fact, you need very little of the Monogram kit; just the top turrets, tail turret, wing, and a few details to make the resin "conversion" work. You get a lot of "stuff" from Cutting Edge—two fuselage halves, cowlings, props, white metal LG, and a lot of details and parts. There are just about as many resin parts as the original B-24 kit had! Needless to say, it's not cheap. Be prepared to shell out \$200 plus for this one. But hey, it's quality work!

More in the realm of reason is the just announced new tool F/A-18F from Hasegawa that features dropped slats and flaps. Expect it in late July or August. It's only \$65. Sounds downright cheap.

What's on the shelves now? Look for a 1/72 2.5 ton truck from Academy. I may have to check this one out since I spent "a few hours" behind the wheel of one. Also for the armor guys is the Bergepanzer Tiger, Jagdpanzer 4 A-O in 1/35, the Maus Heavy Tank in 1/72 from Dragon and a 1/35 SdKfz 230 6-Rad from Italeri.

Trumpeter has a nice looking Hotchkiss 38H, German, that I've seen in a review and it looks super.

Black Box has an up to date interior for the Trumpeter Viggie and there's a new book from Ginter on the Boeing XF8B-1 multi-role aircraft. Nice book but I doubt you'll see a kit of the aircraft anytime soon. Squadron publications has a new In Action volume, this time on US Liaison Aircraft. And that's about it for this month. Now go build a model! And good luck at the show!

Milton