



IPMS/Republic of Texas

Newsletter of the Austin Scale Modelers Society

February 2006

SPRUE EXAMINER



Hasegawa's P-40E and CMK's Interior Details

by Milton Bell, IPMS #16702

One of the first 1/48 models I built when I got back into the hobby was Otaki's P-40. I used the kit decals and did the Aleutian Tiger. Not a bad kit but those thousands of recessed rivets were distracting, and I never was able to get the engine installed with the access panels closed. But I built it and had fun. After all, it's a hobby and that's what it's all about - having fun.

I hadn't built a P-40E since then, although I had done the AMtech's "F" type and once started the "E" variant that Revell released years ago.

So, why this model? When I was a small boy the Flying Tigers were our heroes, and we all knew they flew P-40s. Who doesn't recognize the airplane with the sharkmouth? I decided to do Ed Rector's No. 104, one of the first P-40Es sent to bolster the ranks of P-40B/Cs in Chennault's band of volunteers.

Hasegawa's kit is probably the best P-40E out in the 1/48th scale market. Its design immediately says that this is just one of a series. Indeed, since its release, Hasegawa has brought out the

P-40N and I expect this year to see a P-40K. I've no doubt that the "F" and "M" variants, and maybe even the "L", will eventually be added to the Hasegawa line.

Construction

As usual, I began with the cockpit. While Hasegawa's cockpit is well done and can be very convincing, I decided to use the CMK resin sidewalls. I had originally wanted to use all of the CMK resin, but I actually liked the Hasegawa floor better. I also liked the kit's aft bulkhead better, since it had the stand-alone mounts for the seat. So my finished cockpit has the CMK's instrument panel, sidewalls, and resin seat mounted on the kit-supplied floor with kit bulkhead, featuring a modified kit gun sight! And of course the ring and bead sights are PE.

Getting all this to fit was actually pretty easy, and I had to trim only a small bit from the sidewalls to get them to adapt to the plastic parts. One of the reasons I used the CMK parts was that the PE fret had colored belts and a good looking instrument panel. I had used the Eduard colored PE parts many times and like them a lot. I wanted to try and compare the CMK parts.

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IPMS/Alamo Squadron, Modelfiesta XXV, Live Oak, TX	Feb. 18, 19, 2006
IPMS/Houston, Modelmania 2006, Stafford, TX	Mar. 18, 2006
IPMS/Tulsa, 19th Annual Open Contest, Tulsa, OK	Mar. 25, 2006
IPMS/ASMS, Austin Scale Model Show, Austin, TX	April 29, 2006
IPMS/NCT, Scalefest 2006 - Region Six Convention, Mesquite, TX	May 20, 2006
IPMS/El Paso, Annual Show/Display, El Paso, TX	July 16, 2006

Editor's Notes...

I want to thank everyone for the kind words I received on last month's newsletter. There is still much to learn, and I must give gratitude to Milton and his wife Martha for their guidance and help, not to mention "holding me hand" during my ongoing on-the-job training.

Our VP Tim Robb would like to inform everyone that our adult modeling class has been finalized and is ready to go. It will start on May 7th at King's Hobby from 2:30pm to 4:30pm for six to eight consecutive weeks. The entry fee is \$20, and it comes with a complimentary one-year membership to ASMS. Tim will bring flyers and give us more info in the meeting this month.

Speaking of meeting, this month we meet on Valentine's Day, February 14th, 7:00pm at the Yarbrough Branch Library. We are inviting your spouse (or date, but not both, please—unless you're from Utah!) to join us at the library, and the get together is at EZs afterwards.

Our clinic this month will be conducted by Phil "Bondo" Brandt on building limited edition kits in resin and vacuform media, in preparation for our quarterly contest of the same subject later this year.

For those who did not "bring" their membership dues last month, we are still eagerly waiting and ready for them. Be sure to keep your status active so you will not miss out any issue of the newsletter.

Eric

ASMS Officers for 2006

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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 second 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...

It's only a month into the New Year, and the show season is already in full swing. The two-day extravaganza in San Antonio is going to be a blast, and I look forward to seeing you all there.

Our own annual show is also coming up soon. Kenny and Kathy will need all the help they can get, so be sure to contribute your time and effort. There is no way any one or two persons can handle everything in a club event the size of ours. It needs every member's participation in order to make it successful.

Our club website is looking better every day. Of all the outstanding features it has, I enjoy the forum section the most. There are lots of subjects to talk about and get help on. In case you haven't added to your favorite links, the website address is www.austinsms.org. If you have any trouble signing up or posting pictures of your masterpiece in the gallery, Mike Gilsbach is the man to contact (mike@gilsbachdesigns.com).

Our adult modeling class is scheduled to begin again in May, and this "semester" it will be held at King's Hobby. Come join our "teaching staff" or even sign up as a student. You'll never know what new modeling trick you will pick up from our master instructors!

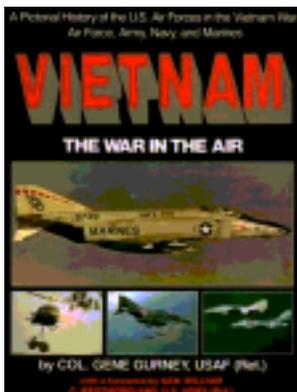
Don't forget to invite your better half to our February Valentine's Day meeting, and I will see you all at EZs afterward.

Jeff

Jeff's Book Reviews IPMS# 30833

Vietnam: The War in the Air

By Gene Gurney, Col. USAF (Ret.)



Published by Random House Value Publishing Inc. in hard-back format with 277 pages and hundreds of color and black and white photos and illustrations.

This book is a pictorial history of the US Air Forces in Vietnam, covering Army, Air Force, Navy and Marine aircraft in the entire conflict from the first plane landing to the airlift of the final release of American POWs.

As the title suggests, the emphasis of this book is on the contribution made by air power to the conflict. It starts out with

a brief history of Vietnam and recounts how the US escalated its involvement in the region. Each type of flight operation, both fixed and rotary wing aircraft, is described in detail by the author. A great number of photographs throughout the book, cover everything from ground to aerial operations. Of particular interests are various gunships employed such as C-130s with "roman noses" and phased out surpluses like AD-6s, H-34 helicopters, T-28s and L-19s supplied to South Vietnam Air Force.

Col. Gurney is a well known author with over thirty books to his credit. Some of which I have read and reviewed in the past, and this book lives up to my expectation from this fine author. This is a great book for anyone who is interested in or researching the air war in Vietnam.

Jeff's rating - ★★★

Region 6 Update, Part I

by Dick Montgomery, RC6 (Retired)

Howdy...and...so long,

I will be stepping down from the RC6 position effective as of January 31, 2006 and assuming a new role within the IPMS/USA administration, that being the Director of Local Chapters. The new RC6 will be taking office on Feb 1st. I am pleased to announce that John Vanek has received E-Board approval, and he has been selected as the new RC6. The region passes into good and capable hands.

And now I say my farewell to you. Since I took office on February 16, 2001, I have enjoyed the challenges and opportunities that the RC6 role has provided to me over the years. I am grateful to those who forgave and forgot my mistakes, and for the cooperation shown to me by modelers and clubs all across the region.

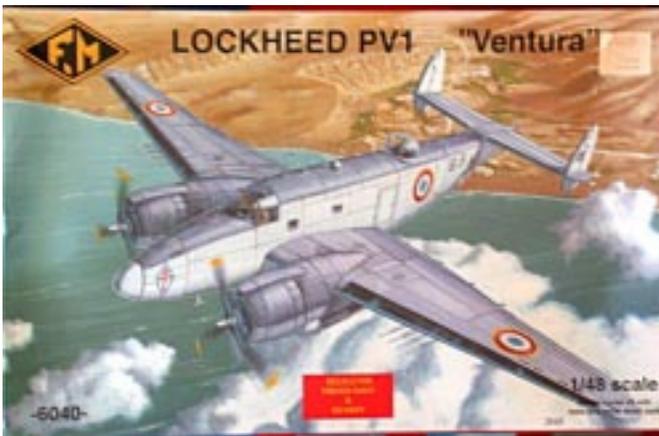
I have had the fantastic experience of meeting people from all over Region 6 and beyond, and I now count many of them as great friends. Assuming my new responsibilities on the IPMS E-Board will certainly not change that.

Risking the chance that I will forget to mention many people I would like to extend special thanks to the following:

To John Estes of IPMS El Paso. John has been a rock of support and friendship preceding my stint as RC6.

To Scott Voss and the entire membership of IPMS Abilene. Scott and the membership of IPMS Abilene have been extremely supportive and generous not only to me but to the modeling community as a whole. You will simply never know how much these guys have given back to the hobby.

(continued on page 7)



Fonderies Miniature 1/48 Lockheed PV-1 Ventura

by "Bondo" Phil Brandt, IPMS #14091

Kit 6040, \$55.95, Squadron Mail Order

Modelers who choose the road less traveled, subject-wise, can always rely on the French firm, Fonderies Miniature (F.M), to further expand their eclectic lineup of offerings. This curmudgeon always liked the relative sleekness of Lockheed's Ventura, but held off for no particular reason from buying Bill Koster's very nice 1/48 vacuform release of a few years ago. F.M's serendipitous release (a year ago) of a big injected Ventura, drove me to finally lay out the big bucks for said kit.

Historical Background

Although the Ventura kit went into the lengthy Bondo Industries to-do lineup, Bondo's zeal to start on the kit didn't kick in until he was reading the March 2006 Issue of *Air & Space Smithsonian*, in which appears a fascinating article on a largely ignored phase of WW II. That is, the freezing, gritty, dangerous "Empire Express" bombing campaign carried out from tiny Attu Island, almost at the far western end of the Aleutian Chain, by U.S. Navy PV-1 Venturas. In 1944 the Venturas launched against targets in the Japanese-held Kuriles, a long slim chain of islands stretching north from Japan's northernmost Island, Hokkaido, to the wilds of Russia's huge Kamchatka Peninsula.

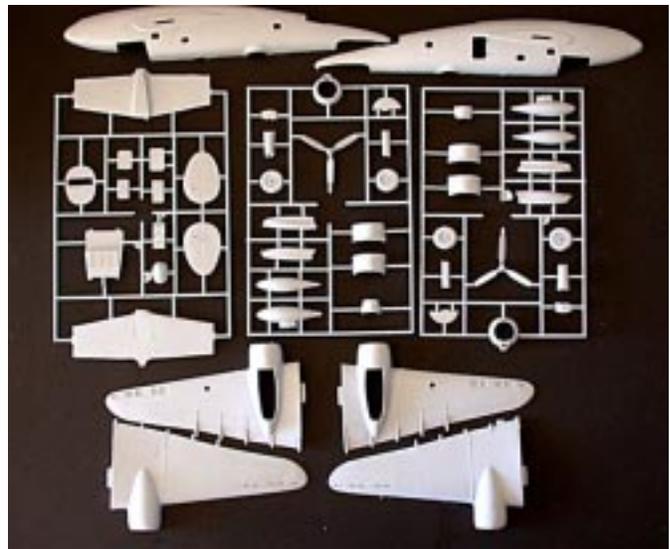
The strategy was to make the Japanese think that Allied Forces were planning a large scale invasion from the north, thus forcing the Japanese to commit a significant portion of land and airborne assets against the seeming future threat. The campaign had the desired effect, but at great cost of American aircrew lives. The Smithsonian article focuses on a Ventura wreckage site found in a remote area of Kamchatka in 1962. The KGB was alerted and removed machine guns and bombs at that time, trying with little success to explode the ordnance.

The wreckage remained in place until 2000 when a U.S. POW/ Missing Persons recovery team landed in a Russian helicopter. The plane was easily identified because no fire had occurred

when it crashed landed; in fact the relatively undamaged propellers revealed that both engines were shut down—there was heavy battle damage to the engines—at contact with the ground. Out of six crew members that were aboard the PV-1, three sets of remains and personal effects were recovered outside the wreckage, indicating that the entire crew had survived the crash landing but died from exposure.

Injected Molding

F.M's Ventura is typical of their eclectic line. That is, there's some flash, mating surfaces are not as "clean" and the surface texture is significantly rougher than that of Big Dog releases. But then, the modeler's got to realize that we're dealing with low pressure molding often seen in limited production kits. Engraving is plainer and more pronounced than the aforementioned industry leaders. We're not talking Matchbox here, though; the F.M scribing is definitely acceptable.



Resin Parts

Resin wheelwells, cockpit components and exhausts are nicely executed, but, again, not in the same league as Black Box, Aires, et al. BTW, the instructions note that the main gear wells are "puits symetriques" (symmetrical). I think they meant "asymmetrical", because the wells are handed, but don't bother looking for "R" and "L" engraved on the wells. Instead, the modeler will find "D", or dexter (right) and "G" or gauche (left). See how much French this curmudgeon has picked up by reading "Replic" and "Wingmasters"? Of course, two years of high school Latin helps, too!

To be sure you've got the correct wheel well for a given wing, check out the slot in the well which accepts the tab on the main gear strut. The wheel should be facing outboard. One nice touch: the modeler is given the choice of day or night fighter exhausts.

Cast Metal Parts

The French REALLY love their cast metal! The reader will note from the picture of said parts that a lot of flash removal is in store



to prepare thirty-six cylinders for the assembling of two R2800 engines (the crankcases are resin), assemble the landing gear, add seats to the cockpit, install machine guns and mount rocket rails.

Photoetch

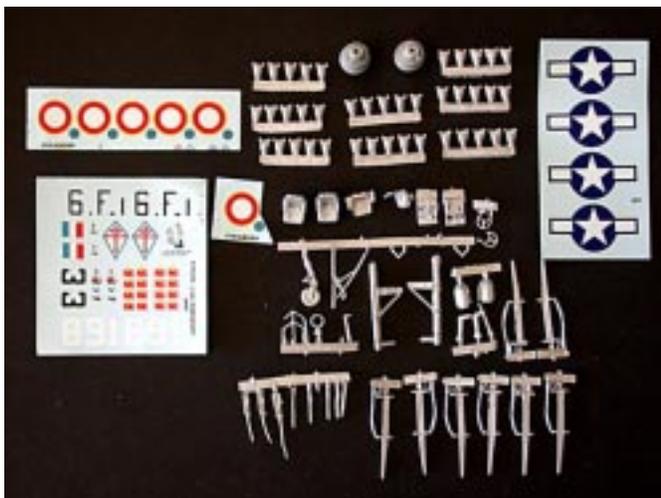
The small PE fret includes an instrument panel, seat harnesses and buckles; no photo or printed instruments are furnished, which always gets Bondo's goat, especially since Eduard's been doing film instruments for many years.

Clear Parts

The main canopy, turret and lower gun position are vacuformed. The molding is thin, but has that semi-frosted slightly rough texture that, again, the modeler has come to expect from F.M releases. Falcon, Koster or True Details they're certainly not. Flat clear panels are injected, but are also somewhat rough, much in the "tradition" of Mach 2.

Decals

Decals include markings for a French Ventura and for a U.S. Navy bird. The overall quality is OK, but nothing to write home about. This writer will try to use aftermarket for the national insignia. Only profile drawings are furnished, but that's enough for most of the decal locations.



Instructions

Maybe this curmudgeon's kit is minus a page or two of instructions, but it's hard to tell, because the pages aren't numbered. Isometric exploded assembly drawings are decent and fairly self-explanatory. After all, if you wanted a no-brainer project, you'd be doing another (yawn) Tamiyagawa 109 or 190. :) What bothers this reviewer is the lack of any color callouts other than a FS listing of the samo, samo three-tone Navy exterior scheme of the time. No color guide whatsoever is given for any other interior or exterior part. Don't know about y'all, but this modeler will be using the Squadron "In Action" monograph on the PV-1.

Conclusion

As the reader might've guessed, in this reviewer's book the kit is definitely acceptable and will, with moderate effort, build into an impressively detailed representation of Lockheed's sleek, fast-flying design. Recommended.

"Bondo" Phil



I Want Your
Dues Now!

(Hasegawa's P-40E continued)

There are several PE parts that must be glued onto the sidewalls. For small parts, especially PE, I prefer white glue since it's much more forgiving and is easier to clean up.



The kit is engineered so that the tail sections are separate pieces as is the area immediately aft of the cockpit. The area just aft of the cockpit, the "turtle" is a separate piece so doing the "N" just requires a different part. CMK provides a resin "turtle", and I decided to use it.

I did not follow the instructions regarding the tail parts. Instead, I attached each tail half to its matching fuselage half to ensure the panel lines matched. The only filler that was needed was on the wing guns and the fuselage bottom.

The rest of the model is pretty much an easy build. Just remember to look closely at the instructions so you don't get the wing sealed up and discover you left out the wheel wells. Hey, it can happen! I decided not to use the underwing gun camera since I couldn't confirm that Rector's aircraft had it. If I find I was wrong, I'll add it later.

All parts were given a base coat of dull dark green (in this case Medium Green 42) since that's what I believe most of these airplanes had at this time. I used Polly Scale paints throughout. When the paint dried, I gave it all a good coat of future and then applied a dark brown wash, in this case burnt umber dissolved in lighter fluid (naphtha). I prefer lighter fluid because it evaporates quickly.

I generally leave off all small details (exhaust stubs, landing gear, weapons, tanks, etc.) until the very last. I hate to break off a part and then lose it!

Painting and Decals

Rector's aircraft had been drawn from stocks intended for the British so they had the dark green and dark earth over light gray/blue that Curtiss thought matched the British camouflage colors. These new P-40Es were finished in Olive Drab (OD) on the upper surfaces and Neutral Gray (NG) below.

The few pictures that exist of these new arrivals bear out the single upper color so here I parted company with Hasegawa's painting instructions which show the two-color upper surface camouflage. I used two shades of OD, a faded OD 22 for the base coat and a darker USAAF OD for the areas more likely to get that extra dose of grease and oil. The lighter shade was used for the fabric covered control surfaces.

Since these aircraft were off-loaded at Accra in West Africa and flown cross-country to China, it's doubtful that they arrived in pristine condition. Weathering was a must. I used a silver pencil to show chipped paint on hatches, and wing-walk areas. Then two coats of Future were misted on and when it was dry the decals were added.

When the Flying Tigers' P-40s arrived in China they became a part of the Chinese Air Force. The fuselage star and circle insignias were painted out, as were the underside codes and all serial numbers. Chinese stars were in fact large preprinted "decals", and were applied over the US insignia on the wings. I used kit decals as well as the Chinese markings from Sky Model's P-40 sheet. I also have the Tally Ho sheet of P-40 stencils, but most photos from the period don't show any stencils at all. So the only ones I used were on the landing gear struts. Exhaust stubs were painted Alclad steel and finished with Mig Rust.



And speaking of landing gear, I primed all the parts with Mr. Surfacer and then gave them a coat of Alclad Duraluminum. The bomb sway-braces were treated the same way. When the landing gear struts were dry, I added brake lines made from black coated wire intended for model car distributors.

When all was totally dry, I applied a wash of burnt umber to the whole model and then wiped it down with a soft cloth and a little naphtha. Then a final coat of Polly Scale flat finished the model.

Here's a simple tip you might want to try for quick weathering. I use Future for a barrier before wash-weathering. If you add a scant drop (and I mean scant) of black India ink to the Future you will find it gives better definition especially on natural



metal parts. As the future dries the ink migrates to the corners and crevices. Looks great on P-47 prop bosses.

Bombs and Tanks

Since my model was to be of an aircraft that participated in the raids at the Salween River Gorge, I used the kit bomb. Historically, the 250 kg bombs carried by AVG were of Russian origin, and each had only one mounting lug. A strap was added to hold the second lug. Accordingly, I added a strap to the kit bomb, but I have no idea what the original looks like. The sway braces in the kit are not identical, so the modeler has to be sure to match them to the load.

Conclusion

Hasegawa has a very nice product in the P-40E. I already have the "N" version waiting in the closet, and it may start calling my name soon. The "E" is a good kit, and it is not too challenging, even for a beginner. I recommend it.

And for the most part I recommend the CMK detail set. Just be careful of the resin "turtle" and be sure the quarter window panels will fit. You may have to deepen the recessed areas on the resin part. The pre-painted PE parts worked just fine.

For more information on the Flying Tigers, get the Osprey book "Aircraft of the Aces #41, American Volunteer Group Colours and Markings" by Terrill Clements. IMO it's the best single reference on the AVG you can find.

Milton



(Region 6 Update, Part I continued)

To Milton Bell and the membership of IPMS Austin Scale Modelers. These gents and ladies have been supportive and cooperative throughout my term as RC. They have displayed the highest level of courtesy. If one can use this term in relation to a hobby, their "professionalism" is everything the RC6 could possibly have hoped for.

To James Walker, Sean Glaspell, Jamie Medley, and James Sharp of IPMS NCT, as well as the entire membership of NCT. Other than my dog, I can't think of any other group of people I'd rather spend an afternoon with.

To the George Armstrong Custer Gin Drinking and Model Building Society. The best day I've ever experienced as RC6 was the Sunday gathering at Sharp's place when I was presented my group "uniform". (The downside was that my son fancied the shirt, and it is now part of his wardrobe at college...go figure.) I have since procured another shirt and wear it proudly to modeling functions all over the region.

To John Vanek, I owe John far more than I can ever repay. Through his generosity, I have been able to maintain an on-line presence since 2003.

To Steve Wilson, Ian Atkinson and the membership of IPMS Central Arkansas. Visiting with CASM for their show was like spending time with guys I'd known for years, not just hours.

To Sid Osterberger and Baton Rouge. What a joy it is to share an afternoon with these guys. They were so considerate of my Texan background that when I visited their contest they provided an interpreter so that I could understand Jimmy when he narrated the raffle presentation. I display the 20th Anniversary Die Cast Pickup Truck I won with great joy.

To Lisa Takeuchi and the IPMS Houston group. This group is chock full of great folks, top to bottom, and has a ton of world class modelers. With the steady leadership the officers have provided, the club is now one of the leading IPMS groups in the Region. The club has been friendly, cooperative, and supportive, and I thank them for that.

To MCMA, STARS, and HAMS. Mike, Mark, Len, and Terry have been very proactive in helping to grow the automotive interest in Region 6 and in IPMS in general. These guys have been very supportive of my efforts, and I appreciate their hard work for their clubs and for modelers in general.

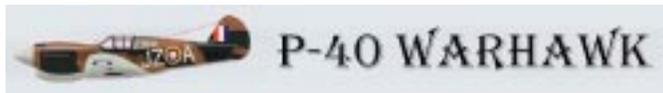
To IPMS New Orleans, Lee Coll and Jay Andry are great supporters of the hobby, of IPMS, and of Region 6 and its modelers. The Flying Tigers as a group have an extremely diverse and talented bunch of modelers, and all of them are friendly folks who are a joy to know. I hope the time will come soon when they are all back at home, and the Flying Tigers are fully operational once again.

(continued on page 10)



by Rafael Power

(Note: due to lack of space and other obstacles, I have delayed the announced article until next month.)



<http://www.p40warhawk.com/>

Compared to Bf 109s kits (do we need any more?), the Curtiss P-40 Warhawk is in a distinct disadvantage in the scale model world. Well, never mind. Hopefully, many new P-40 kits may appear in the horizon. In the meantime, keep yourself well-informed on that historical aircraft. For all Curtiss P-40 Warhawk enthusiasts, this site offers everything to modelers and historians alike. Packed with a lot of information for you to digest, the site offers items such as forums, P-40 unit information, variant data, technical information, model, decal and aftermarket reviews, today's Warbirds, wallpapers among them. Of course, my favorite 'bonus' on any book or website is finding good color profiles and this site does not disappoint. Perhaps a few more profiles are called for but welcome just the same. Visit and download this site. Recommended!



<http://www.replicarz.com/>

Sometimes you'd rather not build and just get someone to do the work for you. If you want to take a break from the toil of 1/43 or 1/24 model car kits, Replicarz has what you seek in the die cast, kit or finished models car gender. Whether you prefer Formula 1, sports cars, NASCAR, land speed cars, gassers, dragster, motorcycles and more, Replicarz has got them all covered. There are even funeral hearses complete with an accompanying casket (sorry, morbid interior details and stiff not included!). Replicarz offers most well-known brands like Exoto, Brumm and Maisto in all scales. An interesting aside from their catalog is the fact that they now offer some stunning 1/3 scale, 12 inch electric guitars including the Fender Stratocaster in different colors including their famous sunburst finish. They will be adding others in that line. Sweet!

To complete the catalog's selections, Replicarz also offers posters, DVDs, books and a free newsletter to registered interested enthusiasts. Order their full color \$3 catalog from their site. It's worth it.

The U.S. Army M109 Paladin

Since I first saw the 1/35 scale Italeri M109 Paladin I was hooked. I have been searching for websites featuring the M109 family of armored vehicles ever since. Here are some interesting ones:

<http://www.globalsecurity.org/military/systems/ground/m109-intro.htm> and

<http://www.inetres.com/gp/military/cv/artym109.html>

Introduction to the M109 Paladin with history, technical data, photos, graphics, etc.

http://airfieldmodels.com/information_source/references_for_model_builders/m109_paladin_self_propelled_howitzzer_gun/a_m109_walkaround.

Some excellent model gallery sites featuring the M109 Paladin include:

<http://tmf2003.web.infoseek.co.jp/new/PALADIN.htm>

a Japanese site.

<http://www.missing-lynx.com/articles/modern/kkpal/kkpal.htm>

a superbly built M109 model gallery!

Titanic Research & Modeling Association

<http://www.titanic-model.com/>

I may not be an ardent fan of the RMS Titanic but this site really got my attention. Historians, modelers and the general public seek more in order to satisfy their fascination for information and new angles.

To fill that need, there is the Titanic Research & Modeling Association, a very comprehensive site with an interest on scale modeling dedicated to the Titanic. Detail photo archives, plans & blueprints, mast rigging instructions, links, and forums are just a small part of this tremendous site. Among the numerous sections on the site is Titanic Paint and Color Reference, a complete modeling color scheme guide to the Titanic. It has comparisons on model paint lines (Testors, Humbrol, Floquil, etc.) as well as a section-by-section color guide covering the entire ship. Deck planking, lifeboats, deck chairs, ladders, cranes and more. This has to be the most complete dedicated site for a single ship ever! If you plan to dust off that Revell or Minicraft model kit of the Titanic you have been hoarding, now is the time.

<http://www.titansalvage.com/>

The Titan Salvage Company is in the business of marine salvage, firefighting and wreck removal. If you enjoy commercial ships; this site has a lot of photos of freighter, tankers and many other types of commercial vessels sunk, grounded, damaged by fire or collisions. Many of the photos are a good source of ideas for model ship weathering.

For next month I will have the promised two-part research project of interest to all modelers who visit the web. Until then, Sayonara!

Rafael

Old Rumors & New Kits

As I write this column, news is coming out of the annual Nuremberg Toy Fair, the largest toy (and hobby) fair in the world about the coming year's releases. There were a lot of new kit releases announced at the show and here are a few of them. In general, there are no dates or prices given. Many have already been released and are (or will be soon) available locally.

First off is Tamiya. Someone posted a picture of the box art last week so I figured the "rumor" was pretty official. The subject? A 1/48 He 162 A2 Salamander. This announcement had some other data with it so I can say that it appears to blow the old competition away! Features include a shaped weight to keep the nose on the ground, a fully detailed cockpit with removable ejection seat, detailed wheel wells, a fully detailed engine that can be displayed outside the model, and of course engine access doors than can be posed open or shut. No idea on price or release date but since the box art is done, we may have it by spring.

Tamiya is certainly on a roll with their series of 1/48 armor. Here are the newest announced subjects: British Cromwell, Russian Tank Destroyer Su-122, British WWII Infantry Set, German Sturmgeschutz III Ausf. G, and the German Panzerkampfwagen III Ausf. L.

For motorsport modelers they have announced a 1/24 Raybrig NSX, 1/24 NISMO Dress-Up Parts Set (R34 GT-R), 1/12 Akai Yamaha YZR500, and a 1/12 Team D'Antin Pramac Ducati.

Tamiya also has a bunch of prefinished 1/48 armor models, 1/24 Rally models, and motorcycle models.

They also announced some new finishing materials including the Master C Set (orange rust/gunmetal/silver).

Another big name with plenty of new releases is Dragon. Here are just a few of their announcements: M1A1 AIM, M1A2 SEP, M4A2 Okinawa, Marder II, Panther G "M10 Ersatz", Sd.Kfz 234/2 Puma, Stug IV Final Production, and Sd.Kfz 234/4. Dragon will continue with a long list of "Premium Edition" kits. Naturally all of these are 1/35 scale.

ICM will have a Studebaker US 6 while F.M. announced a Panzerzug BP 42-44, both lasted as new tools.

Italeri will have a Marder III (limited edition) while Hobby Boss, one of Trumpeter's manufacturers (Trumpeter Lite) comes on the scene with several 1/48 armor subjects including an M4A Sherman and a T-34/76 and /85. The T-34 has PE, a metal cable, and a lot of parts. And I mean Lots!

In 1/72 armor Dragon has a bunch of stuff that includes a Brummbär, a Firefly Vc, M4A1 Normandie, M4A3E2 Jumbo, M4A4 (76) W VVSS, Pz IV Ausf.G and Pz III Ausf. M/N.

Revell has another 1/32 Glider in the works and will release another version of the 1/32 Hunter in the smaller scales, Revell will release a 1/48 Canadair Sabre Mk. 6 which will be the Hasegawa tool and a new tool Eurofighter Typhoon single seater.

Revell will release a 1/72 C-160 Transall and (Yes!) a 1/72 Fw-200 C-8 Condor, both marked as new tool kits. They plan to release He-111 and P-3C, ex-Hasegawa in Revell boxes. Some of the best news is a Revell Super Connie in 1/144 and it's a new tool. Let's hope it really is!

As an aside, Revell is celebrating its 50th anniversary (Revell AG?) and will re-release a bunch of old kits that have been relegated to Ebay sales. Among them are the Convair Tradewinds, the B-47, 747, SST, Chris Craft boat, and the 105 howitzer. No idea when but they are part of a big Revell ad.

Special Hobby is still ambitious and has a really big list. Here are some of the 1/72 kits: He-100, Lockheed C-60 Lodestar, Me 263, Reggiane 2000, 2001, P-47N, and Supermarine Seafire Mk. XV, Mk. 47.

For the MY scale, Special Hobby shows several new tools including a Bristol Beaufort, Fairey Albacore, Fairey Battle, Fiat BR. 20, Fiat G.55, Grumman S2F Tracker, E-1B Tracer, E-2 Hawkeye, and Il-10. Sure want to see that Stouff and Hawkeye!

Italeri's new A-26 should be in the shops by the February meeting and I hear it's a good kit. It's 1/72 scale which is good for the subject. They list an A-26C for later and show a number of kits to be re-released. We will get another chance at the C-119 G, Me 323 Gigant, YF-12A and the SM.79 1.Serie. They also list a C-130J Hercules II so I guess we get the old kit with new engines and props in addition to a Hudson Mk. III/IV/V.

For the rotor heads Italeri lists a 1/48 CH-47 Chinook and Special Hobby has a WWII Focke-Achgelis Fa 233 E-0, a Luftwaffe helo that has an airplane-like fuselage and two rotors where the wings would have been. The box art and parts are Impressive!

Perhaps some of the more interesting news comes from ICM which plans a series of 1/72 kits but I'm really interested in their LaGG 3, Serie 1. Zvezda will do a 1/48 La 5 FN.

Hasegawa showed a 1/48 P-400 which will surely turn into a series of P-39s and a TF-104. Now if they would just do a TA-4J! Continuing in the 1/72 series, they plan to do a Ju 88. I hope it's as nice as the B-25 and He 111.

Dragon will continue with many new figures ranging from USMC (Tarawa) to Totenkopf Division (Budapest 1945) to US Ranger Normandy 1944.

And these are just the highlights. It's going to be a good year so start saving now! I'll try to get the ships, sci-fi, and other goodies next month. I hope you are building something!

Milton

(Region 6 Update, Part I continued)

To IPMS Tulsa, Although I've not had the opportunity to travel to Tulsa, I appreciate everything Frank Koons and the Tulsa modelers have done, showing support for IPMS and for Region 6 endeavors.

To IPMS Emerald City, Jon-Marshall Potter, Richard LeGaye and the other members of Emerald City. They have always shown great cooperation and enthusiasm for IPMS and for Region 6. I've enjoyed the monthly newsletter and have gained valuable tips and techniques from that publication every month.

To IPMS Ft. Worth, this is one of the few clubs for which I've not been able to visit their annual contest, and for that I am disappointed. The timing has never been right for me to make it to their big event, but I have enjoyed getting to know some of the Ft. Worth modelers while visiting contests around the region.

To IPMS West Central Missouri, Kelly Quirk and the other gents of WCM have extended me a level of courtesy and support that is very much appreciated. I look forward to seeing them once again at the upcoming national convention in Kansas City.

A very special thanks goes to all of the members of IPMS SWAMP. If you've ever participated in their contest, you'll know why I particularly enjoy hanging around with these guys. It's like finding you have 15 or 16 brothers, all very different, and all with whom you get along. Generous, friendly, and considerate, it's like being with one big happy family. This next CALMEX contest will be the last show I attend as RC6, and I can't think of anyone I'd rather be with as I exit that role than with the guys in Louisiana.

And finally, to all of you who don't belong to a club or IPMS but share the passion for plastic that seems to have infected us all...thanks so much for your friendship.

I will, of course, look forward to seeing you at the various modeling gatherings in the future. Now that the RC6 role is being handed off to others, I'll not have to run and go to some business meeting during the show.

Please keep in mind that you can visit the R6 web site at <http://htwebservices.net/region6/index.htm> for information regarding R6 events and business.

It's time to move along and let some other lucky person have all the fun. So, ...

Happy Modeling!

Dick M (RC6 Retired)

Region 6 Update, Part II

by John Vanek, RC6

Greetings All!

First off, I would like to thank all of those who emailed or called to welcome me to the new position. It really makes a guy feel like part of the family. I am really looking forward to serving you as the new RC for Region Six.

The first part of the biggest project was getting the web site updated. I have been working virtually non-stop on this for the last couple of weeks, and I hope that you like the new "look and feel" of it. There is still a lot of content left to be added but with some of the new events I felt it best to get it going as quickly as possible. I plan to take the next few weeks to finish the pages that I haven't had a chance to complete, and I hope I'll get some feedback on what everyone feels needs to be added.

You will also notice on the site that there is a new logo for Region Six. A couple of months ago, I started working on this, and I hope that everyone likes it. Feel free to use it on your chapter web sites or flyers. I can even provide a larger image. Just drop me an email, and I'll get it out to you.

You also may have noticed that I have a new email address. I set up this new address (r6coordinator@htwebservices.net) to keep important mail from being eaten by the dreaded spam filter. Please direct all region business to this new address.

The next two events that we have coming up are CALMEX in Lake Charles, LA on January 29th and Model Fiesta XXV in San Antonio, TX on February 18th & 19th. There are links to both of these chapter's websites on the Events page with all of the information. If you have any trouble finding information or just have some questions, you can contact Matt LeBlanc regarding CALMEX at:

drgnce69@cox-internet.com

The contact for Model Fiesta is:

mfdirector@alamosquadron.com

They should be able to answer all your questions.

Well, that's about all for now. If you have any questions or need anything, I'm just an email away. Take care!

John Vanek

**Osprey Publishing Campaign Series
The Doolittle Raid 1942**

by Clayton K S Chun

ISBN 1-84176-918-5 Cost: \$18.95

Reviewed by
Floyd S. Werner, Jr. IPMS #26266



The softbound book contains 100 pages, complete with charts, paintings and illustrations.

The long road to Japan's defeat in the Pacific started with one audacious attack by sixteen B-25s launched from the aircraft carrier Hornet. Just when you think you knew everything about Lt. Col. Jimmy Doolittle's daring

raid, this softbound book offers a new, compact, and concise account of US's first strike against Japan after Pearl Harbor.

I guess I didn't know as much as I thought about the raid. I must admit I was under the assumption that the Hornet was the sole aircraft carrier involved in the raid. On the contrary, Enterprise was sailing alongside with Hornet providing escort duties. There are other numerous little facts that are nicely presented. How about the fact that the planners forgot about the international date line in their planned pick up of the flyers in China. I was under the impression that the Hornet's escorts took care of the picket ships. This book shows Wildcats and SBDs from Enterprise took part in the attacks, although ineffectual and that it took 928 six-inch rounds to finally sink the ship. I also did not know that one of the B-25s claimed two aircraft shot down.

The author covers every detail of the raid, from the forces involved, key personnel, the decision, the attack to the aftermath and assessment. It is well written and has plenty of photographs. This book is indicative of the series and as such I highly recommend this book as a one-stop shop for reference on the raid.

Overall, a very good book that is a welcome addition to any modeler's library.

Thanks to Osprey for the review copy

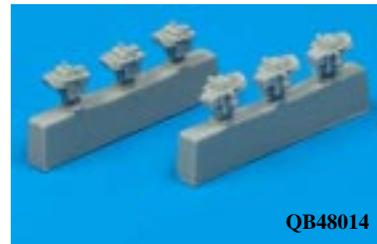
Floyd

Quick Boost

1/48th K-14 American Gunsights QB48014
1/48th N-3A/B American Gunsights QB48015
1/48th Mk.VIII American Gunsights QB48016

Cost: \$5.95 each

Reviewed by
Floyd S. Werner, Jr. IPMS #26266



When you look inside the cockpit of a WWII airplane, one of the first things that you notice is the gunsight. Most kits' stock gunsights are nothing but oversized pieces of clear plastic that

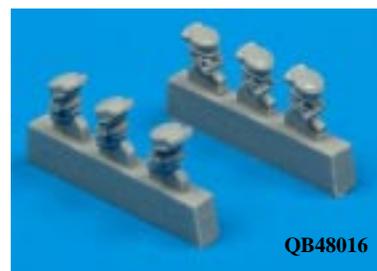
loosely represent the real thing. Here comes Quick Boost to the rescue.

Each of these three Quick Boost gunsight sets includes six exquisitely detailed gunsights cast in light grey resin with clear acetate reflector pieces. The Mk.VIII set also includes a fret of photoetch for the ring site and the mount portion of the sight. There are no bubble or defect noted on any of my examples.

It takes minimal effort to clean up and assemble the gunsights. The instructions, printed on a piece of card stock, contain only suggested aircraft application right down to the specific variant, i.e. P-47D-20-RE. It



is up to the modeler to determine the best way to mount the gunsight to the kit. Normally I just use a pin vise and a piece of wire to mount them. There are no color guides either, but that should present no problem as most are flat black in color.



I highly recommend these low cost but highly detailed gunsights to anyone who wants to add a little extra to their model.

Quick Boost products are available online from www.modelchoice.net or directly from www.quickboost.net.

I would like to thank Aires for the review copy

Floyd



**Next Meeting
February 14, 2006**



*Austin Scale Modelers Society
Eric Choy
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