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Newsletter of the Austin Scale Modelers Society

May 2007

# SPRUE EXAMINER



## Vector 1/48 Lavochkin La-5 (Early Version)

Stock #: BBVRK-48-001

Cost \$90.00

Reviewed by

Floyd S. Werner, Jr.

IPMS # 26266

### History

The La-5 was the amalgamation of the Lagg-3 airframe with an M-82 bomber engine. The resulting airplane took a mediocre airframe and turned it into a match for the Luftwaffe. The new airframe was heavier than the Lagg-3, but the additional power made the La-5 an outstanding fighter with good developmental potential.

### The Kit

Vector is a new company out of Russia. Their products are distributed by Buffies Best here in the US. Vector has made resin aircraft engines that are the ultimate in detail and accuracy. This La-5 is their first full resin kit.

The kit is molded bubble free in straw colored resin. The details are exquisite. All the parts are easy to remove from the pour gates. There is no

flash anywhere. The panel lines are fine, crisp, and very nicely presented. An acetate instrument face is given to add to the back of the panel. Four vacuformed canopies, two of each type, are included. For those of you who, like me, are heavy handed and still want to pose them open, they come in handy.

The decals are nice, and they offer options to do three machines. They aren't as crisp as Western decals but appeared to be usable. Considering the fact that markings on the real airplanes were painted by unskilled laborers, the so-so decals may even make my model look more authentic!

You will need to scratch build three items on this model: the pitot tube and the antenna masts on the spine and tail. These are easily done, and they should cause no problem.

I got an early production version of the kit, and the wings and ailerons were one piece. My later production version had separate ailerons, which I thought were a very nice addition. My early production kit also has rubber wheels from Avia Equipage that I couldn't bring myself to use (except for the tail one). But the later versions have resin wheels, which are more accurate than the Squadron ones.

*(continued on page 4)*

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**2007 Show Schedule**

IPMS/NOLA, The Great South Model Fest XIII, Kenner, LA	May 19, 2007
IPMS/NCT, Scalefest 2007 - Region 6 Convention, Grapevine, TX	May 26, 2007
IPMS/KC, Heartland Model Car Nationals, Overland Park, KS	June 23-24, 2007
Emerald City Modelers, OZCON 2007, Wichita, KS	August 11, 2007
IPMS/El Paso, Bassett Place Show, El Paso, TX	August 12, 2007
<b>IPMS/USA, 2007 National Convention, Anaheim, CA</b>	<b>August 22-25, 2007</b>
IPMS/Fort Worth, Supercon 2007, Arlington, TX	September 8, 2007

**Editor's Notes...**

Thanks to everyone's participation and sacrifice, the club held yet another great show last month. Most attendees and vendors I talked to all enjoyed themselves, and in my book this counts more than how much money we make or lose from doing a show. As long as we can afford it, I believe we should continue to do it every year.

Despite my best intention and effort, the "modernization" I tried to bring was somewhat less than successful. The slideshow was the biggest disappointment: no one paid any attention to it! Several members suggested the location for it is all wrong; it should be placed in a high traffic area instead of behind the trophies. I'm not entirely convinced that is the reason why it failed. Maybe it's my material, or maybe the slide transition timing is too long. Anyway, this is something I have to work on.

On the photography of model entries, believe it or not the computer picture taking process worked out beautifully. I was shooting four to five times faster than Milton and Bill. The problem I did not anticipate was the enormous time it took to integrate their manually taken pictures into my program. The good news is I already have a solution for it. Hopefully, we'll be able to show every winner's picture at the award presentation next year.

Our meeting this month will be on May 8th at 7:00pm at the usual Yarborough Branch Library. Don Crawford, an excellent modeler and an employee of King's Hobby, will show us something we all hate to do: how to re-scribe panel lines.

*Eric*

**ASMS Officers for 2007**

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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 yearly. Subscription to the newsletter *Sprue Examiner* is \$15 yearly. The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

## Kenny's Korner (until I can think of something better)

The 2007 ASMS Model Show is over! Thanks to all who helped out. We will discuss the particulars at the next meeting.

During the show, I started thinking about why people model. I bet there are as many reasons as there are modelers. My own reasons are many. Mostly, I find the design interesting. The shape, the flow of lines, the colors, and the presence all motivate me to choose a subject. Sometimes it's the history involved. Honoring heroes who risked and sometimes gave everything, or unsung heroes who we seldom, if ever, know.

Another one of my greatest motivations is to touch my own history and make my memories solid. Whether it's reliving my childhood with Speed Racer's Mach 5, NCC-1701, Thunderbird 2, or remembering my Navy years with F-14s, A-6s, A-7s and the real U.S.S. Enterprise CVN-65, I want to touch my past. I want to touch my Dad's past, too; the planes he crewed, the ships he served on, and the steam trains he loved so much. All these remind me of him and the stories that he loved to tell.

Why do you pick certain subjects? I believe everyone has his/her own reason, and that's all the reasons you need. The one thing I've learned is that you have to love what you're doing. This is a hobby after all. I think all of us should build more and share our love of the hobby with others. Share your passion. Encourage others to share theirs. That is the purpose of this society.

So, let's get out there and build something.

Kenny

### Fly Navy!

Field trip report  
by

Eric Choy, IPMS # 44323



Last year before Christmas, I was in the UK visiting my friend Phil. While passing through southern England on our military museum tour, we spent a night at a B&B in Salisbury. Next morning over breakfast we had a nice chat with the owner, a limey nicknamed "Ginger" in his younger days, on his adventure in the Royal Navy. He recalled his maiden posting was on the aircraft carrier *HMS Eagle*, and that particular cruise happened to be *Eagle's* last before being decommissioned. He was absolutely delighted when we told him our destination on that cold and foggy day: **Fleet Air Arm (FAA) Museum** in Somerset.

For those of you who are unfamiliar with the UK's military branches, FAA is part of the Royal Navy responsible for aircraft operation in their fleet. Since its inception in 1914 (known as



*The best shot I have of the entrance to the Fleet Air Arm Museum on that cold and foggy day.*

Royal Naval Air Service back then), FAA is the defender, eyes, and striker of the Royal Navy. At the height of WWII, it had 3,700 aircraft and 72,000 officers serving on board of 59 aircraft carriers and 56 air stations all over the world<sup>1</sup>.

The Falkland Islands Conflict in 1982 was probably its finest hours; 28 nimble Sea Harriers on two "through-deck cruisers" (Royal Navy's designation for their carriers in the late 70's to avoid politicians' budget cuts) heroically protected the task force in the South Atlantic and supported the recapture of the islands that were overrun by the Argentinians.

Unlike other military aviation museums in Britain, the FAA museum is out of the way and hard to get to. Somerset County is beautiful when the weather is clear and sunny, but it's not exactly a stop for most tourists (116 miles from London). Add to the fact that the museum is located inside an active military base (RNAS Yeovilton), there is no public transportation that can take you there directly. The only way is by car (in our case, rental car). That makes the museum a bit of hidden treasure on, as Bondo would say, "a road less traveled" .

After much ado about driving on the wrong side of the road, we arrived at the museum around noon. Upon paying my entrance fee (ten quid more than any free RAF museum and three quid less than what Imperial War Museum at Duxford charged), I found Santa and his female elf/angel in the first exhibition hall greeting a busload full of "pupils" from a nearby school. Phil and I wisely decided to avoid the screaming kids and skip the WWI collections. Instead, he headed straight to the Falkland section to check out the fascinating war booties.



The next hall is dedicated to the war years of WWII and Korea. Just about every aircraft type operated by the FAA is present here: Swordfish, Fulmar, Seafire, Walrus, Albacore, Avenger, Corsair, etc. The Korean collection, on the other hand, is much

*(continued on page 6)*

**(Vector 1/48 La-5 continued)**

The instructions are on one sheet of paper. They are pretty basic, but the good thing is everything is numbered. You won't have any problem if you remove and attach the parts one at a time.

**Construction**

I began by carefully washing the parts in Dawn dish detergent to remove any mold release agent from the parts. Be careful as some of the parts are only attached by tiny pour gates.

Once done, I removed the fuselage pour gates by scribing along the spine and nose with a scribing tool. Once you have it thin enough, you can break off the pour gate. Flat sanding just the top with some sand paper and the fuselage is ready to put together. The whole process is repeated for the other half and the one piece wing. While you are sanding, be sure you retain the airfoil shape of the wing leading edge.

And those are the only cleanups required. Everything else when removed is ready to be used. You may have to touch it with a sanding stick just to clean it up. I had the whole kit ready to assemble in less than a half hour. I can't do that even with a Japanese kit. Heck, it takes me that long just to fill mold marks on a Tamiya or Hasegawa kit! The quality of Vector's casting is truly impeccable, not to mention the excellent engineering. I don't know how they do it.

**Cockpit**

Now that the fuselage halves are ready, the cockpit is easily assembled by following the instructions. The cockpit is very complete, and it needs nothing other than throttle handles, which are not provided. Keeping the kit OOTB, I didn't add any, and it still looks great.



The seat has the harness molded on, and it looks great. I assembled everything except the instrument panel, and I painted the whole interior Model Ensign VVS Wood Aerolak Primer.

The instrument panel was painted flat black. The instrument acetate was attached to the back by Future

floor wax flooded on the acetate sheet itself and then positioned properly. Once dried, the back of the sheet was painted white. Then I painted over the white with flat black, as the back will be visible from the top. Details were painted with Apple Barrel hobby paints. An oil wash and a light gray drybrushing is all it takes to finish up the interior. All easy, painless and, best of all, quick.

**Fuselage**

Once cleaned up, the fuselage is pretty anticlimactic. You flat

sanded the surface first before they are ready to go. Make sure you glue the cockpit floor onto one half before joining them, as the armor plate behind the cockpit won't fit otherwise. Likewise for the instrument panel. I used superglue to join the halves and fill the seam. Clean up is quick and easy. Being of wood construction there should be no seam showing at all.

**Wings and Tail**

The wing is a solid piece affair. As I have mentioned, the early production one has molded in ailerons, and the newer ones has separate ones. It really is no big deal either way. You will notice my stick in the cockpit is offset to correspond with the aileron position.

The tail unit is in two pieces (left and right), and the fit is perfect.

Both wings and tail were attached with super glue and accelerator. Just the slightest filler was needed on the front part of the wings.

**Landing gears**

The landing gears fit solidly in the wings. There is nothing difficult here. The actuators fit onto the leg perfectly. The whole arrangement is very sturdy and solid. You can assemble the landing gear before painting, as they are the same color as the underside of the airplane.

**Painting**

One key thing with a resin kit is to prime it with an enamel or lacquer primer before painting. This gives the paint, whether it is acrylic or enamel, something to stick to. I used Alclad Grey Primer and Microfiller. It works well for me. After fixing up some minor sand marks, it was time to paint. There are not many panel lines to preshade, so I would have to rely on post shading for my panel variations.

The color of "White 15" is open to much discussion. The current school of thought is that it was never flown in combat, and it was only used as a presentation aircraft after the war. With the help of Wes Stachnick and the VVS website (<http://vvs.hobbyvista.com>), we determined the color of "White 15" with its large bass mouth (too ugly to be called a shark mouth) was AMT-12 dark gray. I opted for the Gunze color. A little white was added for the flight control surfaces to break up the bland gray color. I know the controls and the wings were fabric cover wood, but call it artistic license...



The lower color was from the old Aeromaster line and approximated AMT-7. It is a little pale but looked good to me. "White 15" did not have the aluminum panel behind the exhaust typical of the other La-5s. Yellow was added to the tail and the spinner. Don't forget to cut masks for the mouth pattern on the decals. I painted the area semi-gloss black.

The other aircraft would be similar in appearance in that it also has an ugly bass mouth. But this one was used operationally and is more typical of a La-5. Before painting the camouflage, I painted the heat panel behind the exhausts with Alclad Aluminum. After masking this off with Tamiya tape, I painted the underside AMT-7.

The topside is typical of most La-5s: AMT-6 black and AMT-4 green. The black is very easy; I used Gunze Tire Black, as I thought flat black would be too, well, black. The AMT-4 is almost an exact match with Gunze US Interior Green. So that is what I used. The colors were freehanded for a loose pattern. After a coat of gloss, it was off to the decals.



**Decals**

What can I say? I'm a sucker for a large mouth bass. Okay, so they are technically shark mouths. I utilized the Aeromaster sheet for "White 15". The shark mouth would make or break the kit, so I put it on first. There was no problem here, and everything fit like it was designed. I used Solvaset to make sure everything settled down nicely. The rest of the decals were cobbled together from various Aeromaster sheets. This particular airplane had peculiar stars with yellow surrounds on them. Unique looking to say the least.



I decided to use the La-5 bonus sheet that comes with the La-5F kit. The small mouth bass decal was not a problem. I used the kit decals for the wings and fuselage. They all reacted well with the setting solution, but they crinkled when I applied a gloss overcoat afterwards. All of them, except the bass mouth (thank God)! I don't know how that happened, but I'm grateful. I peeled the Vector decals off with tape. After a light sanding with Micromesh and reapplying some gloss, I applied Aeromaster decals this time. The issue with the decals is the only weak spot of the kit.

After overcoated with gloss and then a semi-gloss clear (grey one) and flat (camouflaged one), the airplanes were ready for weathering.



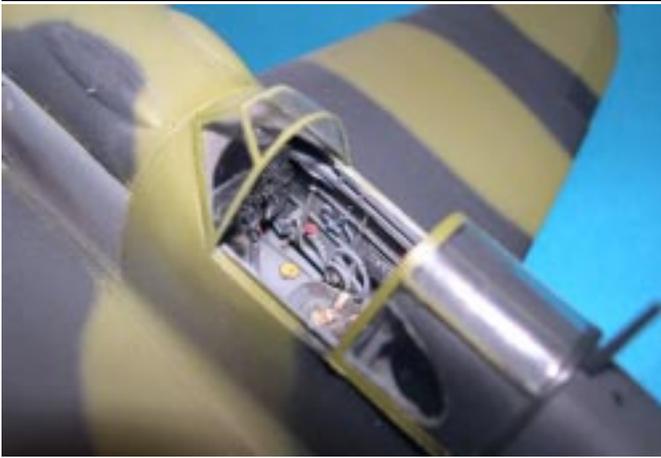
**Weathering**

Weathering was kept to a minimum, as the wood surface seems to hold their color pretty well. Besides, "White 15" was a display bird anyhow.

The other one would have been relatively new as the Luftwaffe shot an alarming number of them down. Just some burnt umber in the panel lines and Alclad burnt Sepia exhaust streaks along with some Mig Pigment mud for the wheels, and the weathering was done. If you haven't used Mig Pigment before, give it a try. They work really well. You paint them where you want them and then apply some water to set things up. Or you can apply water and then the dust, and you have some mud. Very versatile.

**Final touches**

Adding the front part of the canopy was a non-issue if you were careful when you cut them out. The fit is very good. A little white glue and it faired in perfectly. The sliding portion was tacked down with just little bit of superglue to hold it on the



tracks. I did have to fashion replacement rear windows from acetate because I screwed up the ones in the kit. I got carried away with the sanding stick. They were all attached with white glue.

Adding the wheels and the antenna masts are the final steps. Installing the custom built antenna on the spine and tail was relatively easy with no big problem. Time to sit back and enjoy my first two VVS machines in all their big mouth bass glory.

### Conclusion

Some people may complain about the cost of the kit. But think about it this way: an injection kit of this quality will cost at least \$40. Now you know you have to have an Eduard photo etch set, which you will only use some of anyhow, \$15. You like the look of photoetched seatbelts too, \$10. We all know that a resin cockpit set would set it off too, \$20. Of course you'll want to have resin wheels, \$5. Don't forget the vacuformed canopy, better buy two, as you will need them both, \$10...

You are now over \$90 already. That's how much we typically spend on a project, except not all at once and up front. Now take into account the excellent fit and engineering of this kit, and you have a winner.

I cannot say enough good things about this kit. The fit is fabulous, the cleanup is easier than most injection molded kits, the subject is fresh and exciting, and to top it off the engineering makes this a quick build. I absolutely loved it. The only bad thing is the decals, and that may have been me. Obviously, I liked it enough to do two at a time. It is easy to build and looks great right out of the box.

Do yourself a favor and try this kit. You won't be sorry. If you have never built an all resin kit before, this is an excellent place to start. If you have, you'll be surprised at how easy this one is.

Now it is on to the La-5F, La-5FN, and the new Lagg-3s. When will this madness end? It is a very good time to build VVS fighters. Finally, we have accurate kits of these historically significant airplanes. Why did it take so long? Come on decal manufacturers, make us real happy.

Without a doubt this is one of the finest resin kits that has ever been kitted. Marvelous work, Vector.

Highly recommended.

Thanks to Buffies Best for the review kit. They can be reached on the Internet at <http://www.buffiesbest.com> or by mail/phone:

8716 East Frontier Place  
Denver, Colorado 80237  
(720) 200-9122

Floyd

### References

*Lavockin La-5*, MBI Publisher, ISBN 80-86524-10-8

*Lagg and Lavochkin Aces of World War II*, George Mellinger, Osprey Publishing, ISBN: 9781841766096

*Soviet Aces of World War II*, Hugh Morgan, Osprey Publishing, ISBN: 9781855326323

*Soviet Air Force Fighter Colours 1941-1945*, Erik Pilawski, Classic Publications, ISBN: 190322330X

*Lagg Fighters In Action*, Squadron/Signal Publications

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### *(Fly Navy! continued)*

smaller due to FAA's limited role in the conflict. The only aircraft present here are Sea Fury, Firefly, and a captured MiG-15.

The most impressive exhibit in the museum belongs to the mock up of HMS Ark Royal as it would appeared in the late 70's in the third hall. Utilizing a theater sized projector and sound system, the visitor can experience the launch of a Phantom and the recovery of a Buccaneer as if he/she were on the flight deck of the carrier. The Ark Royal exhibit also features many FAA aircraft used in the 50's and 60's. Among them include Sea Vampire, Sea Hawk, Scimitar, Sea Vixen, and a very pregnant Gannet (AEW variant).

Being the air wing and defender of the fleet, one cannot talk about FAA without mentioning the Royal Navy's aircraft carriers. But how do you showcase a man-made island in a museum? You use scale models, of course! I can safely say there is a model of every British carrier that ever served in the Royal Navy in the museum. The scale of the models varies from small (1/400?) to huge (1/72), and they are all very well done with lots of details. At times, I felt like I was visiting a museum and a ship model show at the same time! I would no be surprised if all the models were group projects built by local chapters of IPMS/UK.

While most of the exhibits in the museum are service retirees, the museum also has a fine collection of experimental and

prototype aircraft. Some of them, like the Concorde (second prototype) and the BAC 221 (1956 world airspeed record holder) don't quite fit into overall theme of the place, but it is nice to see they are properly preserved.

Despite the hard journey getting there, the FAA museum is well worth the time and effort to visit. It is a must-see for any aviation enthusiast as well as aircraft or ship modeler.

*Eric*

*"Fleet Air Arm" entry from Wikipedia (www.wikipedia.com).*



*War booty from South Atlantic: the nose section of an Argentinean Mirage III.*



*Intended to replace the torpedo bomber Swordfish, the mediocre Fairey Albacore was eventually outlasted by its predecessor.*



*Griffon powered Supermarine Seafire F.17. Earlier mark Seafires delivered to FAA did not have wing folding capability.*



*Hawker Sea Fury in Korean War marking.*



*de Havilland Sea Vixen FAW2 on the deck of the HMS Ark Royal mock up. Notice a Vickers Supermarine Scimitar F1 in the background.*



*Nose profile of the Hawker-Siddeley Buccaneer S2B.*



*A very "pregnant" Fairey Gannet AEW3.*



*Experimental and prototypes (left to right in the foreground): Concorde, BAC 221, and Hawker P.1107.*



*Granddaddy of the Harrier family: Hawker P.1107.*



*Falkland Conflict veteran: Sea Harrier FRS.1.*



*Scale model of HMS Fencer, a US supplied escort carrier in WWII.*



*HMS Eagle (left) and HMS Bulwark (right).*



*Model of the upcoming CVF carrier HMS Queen Elizabeth, complete with STOVL capable F35 Joint Strike Fighters.*

## Black Sun Models 1/72 Galactic Enemy Fighter

OOB Review  
by Adrian Mann

When I promised your editor Eric Choy, a good friend of mine from my school days, to contribute an article for this newsletter, I knew I was in trouble after six months of long delay. These days with my devotion to work and family, I hardly build models anymore. However, from time to time I do buy kits of some of my favorite TV shows for my model collection. This 1/72 scale “Galactic Enemy Fighter” (name changed obviously to avoid copyright infringement) is one of my latest acquisitions.

My modeling interests have always been sci-fi and sci-fact spacecraft. When the remake of BSG came out three years ago, I shared most skeptic’s view of “What now?” and “what for?” I’m a big fan of the 70’s show, and I still have Monogram’s Viper and Battlestar models somewhere in my attic. But after watching the two-part pilot and some of the Season one episodes, I’m now hooked.

Much has been said and discussed on what’s hot and not of the new series, and I shall not bore you by repeating them here. However, in my opinion the show’s design team has come up with some fantastic looking weapons of war for the new series. I love the new facelift the Raider has received; gone are the concave Frisbee-like hull and shiny ‘toaster’ surfaces, the new Raider now resembles a ninja shuriken in *Art Deco* styling! Very cool, indeed



As far as I know, Black Sun Models is the only game in town if you want to build the Raider in 1/72 scale (Fantastic Models has recently released a resin 1/48 scale Raider. It retails for \$80!). While this kit is not cheap compared to some other limited run resin kits in the market (e.g. Collect-Aire or Anigrand products) the asking price of \$40 is not that outrageous.

The kit’s part count is low (11 in total), but each part is highly detailed. The light gray resin contains very little flash, and the one-piece hull is smooth with no hint of bubble or warpage. Assembly shouldn’t take a modeler more than 15 minutes to complete. Painting and finishing, on the other hand, is going to require more time and attention.



The kit’s decal is made by JBOT Decals, and it is printed on an ALPS printer. The only marking included is for the damaged Raider Lt. Kara Thrace used to escape after she ejected on an inhabitable planet (Season 1, episode 5 “You Can’t Go Home Again”). In order to avoid any friendly fire while returning to base, our heroine “taped” her call sign on the Raider’s wings as an improvised IFF visual aid. While the logic of the story is questionable, anyone who carries Tamiya masking tape into battle gets my vote for “bravery above and beyond call of duty.” You go, girl!

If you are a fan of the new BSG TV series and are impressed with all the weaponry in the show, this limited run resin kit is a must-have. These days with the increasing harassment from licensing companies (e.g. Vector’s trouble with their excellent P&W engines), you’ll never know when a cottage kit manufacturer will receive the infamous “cease and desist” letter. Don’t hesitate, get it while you still can!



This model is available exclusively on Starship Modeler Online store ([www.starshipmodeler.com](http://www.starshipmodeler.com)).

AM

## Know Thy Fellow Member

*Name*

Keith Townsend

*Day job*

Distance Learning Specialist

*I'm a...*

"Reborn" modeler after a long hiatus.



*Primary modeling interest*

1/24th and 1/43rd scale LeMans and Road Racing cars.

*Main reason why I build models*

To decompress from work.

*Other than building models, I...*

Chasing my kids all over Texas! (son: band, daughter: dog shows)

*I was influenced/inspired to build models by...*

All the guys at Austin Model Cars.

*My favorite "master" modeler is*

George Hanse. He builds some of the most awesome stuff, almost to the point of freakish.

*I consider myself...*

A builder as well as a collector.

*The size of my unbuilt collection*

100 or less.

*Best and worst excuses I used for buying yet another model kit*

"Cause I didn't have that one yet!"

*Plan for my unbuilt collection before I die/give up this hobby*

Sell them or let my kids get them all!

*First model I completed*

Revell Viking ship from the Revell Model of the Month Club.

*Longest time I took to finish a model*

They are still in progress!

*Best model I built so far*

'06 boxstock Corvette

*Worst model I ever encountered*

1/43rd NASCAR.

*Dumbest thing I ever did when building a model*

It happens every time I start a kit!

## Austin Scale Model Show Highlights

Hot from the press are these pictures of our very own show held late last month. Stay tuned for more in the next issue.

*Editor*



*The show's biggest winner: Raul Guzman's HMS Victory. It won first in the sailing ship category, best ship, best interior, and best of show.*



*Bondo's X-24C placed first in the scratchbuilt category.*



*Winner of 1/35 Armor Cars & APCs: Dave Orloff's DML M2.*

## Old Rumors & New Kits

Another successful ASMS show has passed. It may not have been the “biggest” but it was fun and we had a lot of very good models on the tables.

There were enough vendor tables to satisfy all but the most rabid modeler/shopper. There was a good assortment of wares from the Tool Man to Williams Brothers Models. And no, the C-46 is not quite ready.

I’ve always viewed our show as basically that—a model SHOW. It’s a time to show off what you’ve been working on during the past year and if we win an award, that’s just a bonus. And nothing wins if it’s sitting on a shelf at home.

So, I had some fun at this year’s show. I visited some old friends, saw a lot of good models. Entered ten of my own and won a few trophies. Maybe next year I can enter ten more.

After Saturday’s show and Sunday morning church, Martha and I packed the van and headed south to Rockport and Corpus Christi for a little R&R. If you haven’t been, I can recommend a trip to the USS Lexington which is permanently anchored just north of Corpus Christi’s ship canal. The Texas State Aquarium is nearby and is worth the visit as well. Both are good bets for a quick and cheap family vacation so put them on your list. Martha had such a good time she is ready to go back for some of the Lexington tours we missed. It’s that good. And don’t forget to ask for that “age” discount if you are eligible.

My only problem was the weather. It was in the mid-seventies but the wind was a constant 20 plus with gusts into the 30s. Gives you a good feel for the flight deck; just hold on to your hat! Anyway, I finished the day with a sore throat and came home with a case of bronchitis. Fishing was out of the question.

What’s new with modeling? Well, Revell-Monogram has been sold again. R-M have had a number of owners over the past 30 years including Mattell and Binney & Smith, the Crayola makers. The new owner is Hobbico, a hobby/toy group that already owns Tower Hobbies. Both Revell and Monogram were founded back in 1945 and joined in 1986. The European business was sold to a German group in 2006 and I’ve heard that Hobbico will become their stateside distributor. The press release hints at releases of some of Monogram’s and Revell’s earlier kits. Lets hope they do and even come out with some new kits as well.

Speaking of new kits, the 1/32 Hasegawa P-47D Bubble Top will be on the shelves by the time you read this. I know Rudy would have been very happy to have had the kit a week ago. From what I hear, the kit is very well engineered with most if not all the ejection pin marks hidden in construction and the parts are designed to eliminate those troublesome sink marks. Be aware that this version has the flat floor. If you want to do a

version with the corrugated floor, wait for the resin, scratch build your own or wait for Hasegawa to come out the updated kit. And you know that the resin and PE detail makers are working overtime not to mention the decal artists who will likely offer more markings that all of us can use.

Czech Model has released a really nice 1/32 kit of the Brewster Buffalo F2A-3/Model 339-23, the last Buffalo. Squadron is the distributor for Czech Model but the kit has Special Hobby “written all over it.” The kit includes a small fret of PE for cockpit details and the underwing bomb racks. There is a bit of resin to improve the engine and other details. If you want to find out more about the Buffalo, check out the Kagero book that has been re-released just in time for the new kit. The Kagero book is one of the best single-sources for all Buffalo variants and contains a multi-scale decal sheet.

A few years ago Classic Airframes released a very nice FAA Sea Hawk series in 1/48. It was a good kit with nice resin details but required some advanced building skills. Now Trumpeter has released their version of the Sea Hawk and it looks like one of their better new kits. The detail is very nice and the construction is straight forward. Like the CA kit, the tail section is a separate assembly and joins the main fuselage just behind the wing. I don’t have one yet since I don’t usually do jets unless they are from the 1950s. I may have to try this one.

Revell Germany has a new 1/72 kit of the Horton GO-229 Flying Wing. I haven’t seen this one yet but if it’s as good as their latest kits it will be worth the effort. Good to have another kit of the wing.

Tamiya continues to pursue their new interest in 1/48 armor with a nice looking kit of the Werbelwind AA Vehicle. In addition look for their new Crusader Mk.I and Mk.II and early version of the Stug II. Tamiya is also offering several collections of crew and special detail sets such as several types of Jerry Cans and a German aircraft power supply unit.

Dragon has released a 1/35 scale SU-100, Premier Edition, which means that the kit contains a good amount of PE, a turned gun barrel, and “Magic Track” which need very little clean-up and snap together.

AFV Club has a neat little kit; a German Searchlight, SW-36, which comes with a trailer. And if you missed it earlier, the M3A3 Stuart is back in stock.

If you want a fine kit of a fine car, check out the Tamiya 2006 Lexus SC-430, “Tom’s Open Interface.” Hard to think of this or any Lexus for that matter in racing colors.

Now we have a whole year to plan for next year’s model show. Congratulations and Thanks to Kenny and Kathy and all who worked so hard for this year’s show. Good Show!

**Next Meeting**  
**May 8, 2007**

*Austin Scale Modelers Society*  
*Eric Choy*  
*13213 Marro Drive*  
*Austin, TX 78729*

