



# SPRUE EXAMINER



## Sterling's Cobra

by  
Keith Townsend

### Introduction

I've always liked 1/43<sup>rd</sup> scale model cars. The first car kit I built when I returned to the hobby was a Starter Mercedes-Benz 300SL, the winner of 1952 24 Hours Le Mans. From that point on, I was hooked.

Most people in the car hobby know that 1/43<sup>rd</sup> was born from the lack of space to display kits in European homes. But this scale never really took off here in the U.S. In 1990, Monogram attempted to get 1/43<sup>rd</sup> model building started by producing two kits that year: a 1967 427 Corvette convertible and a 1963 289 AC/Cobra. Neither kit sold well in the U.S., and Monogram eventually stopped production of the series.

Not too long ago I got my hands on one of these kits, the AC/Cobra. I was very excited. I've always loved the look of the Cobra and considered it one of the major icons in American motor sports. In 1962 at the back of Dean Moon's hot rod shop, Carol Shelby combined the AC Bristol body, tubular chassis, and a Ford

260 V-8 engine to create a phenomenon that would live on for the next 40+ years. Later in 1963 Shelby and his guys would be sitting in their Venice shop looking at a 427 crate motor and thinking: could we shoe-horn that 427 into the engine bay? The rest, as they say, is sports car and racing history.

### The Paint Scheme

I heard someone say that most car guys are thinking about the color of the car before they think about anything else. Well that was almost the case for this car. Some time back my son Sterling and I were working on a King Ghidora (the three headed monster of Godzilla fame) kit. As some of you may know, King Ghidora is a gold colored monster. We were not happy with just a coat of gold paint on the model. I had a bottle of reddish prismatic (shade changing) OPI fingernail polish called "Whatever", and I experimented with it by spraying a couple of light mist coats over the base color. This gave Ghidora a really nice look that Sterling and I were very happy with.

After Ghidora was done, Sterling looked at me and said, "Dad, this "Whatever" would make a really cool color on a car." I thought he was  
*(continued on page 4)*

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**2008 Show Schedule**

IPMS/Emerald City Modelers, OzCon 2008, Wichita, KA	September 13 <sup>th</sup>
IPMS/Forth Worth Scale Modelers, SuperCon 2008, Arlington, TX	September 13 <sup>th</sup>
<b>IPMS/ASMS, Austin Scale Model Show, Austin, TX</b>	<b>September 27<sup>th</sup></b>
IPMS/Metro Oklahoma City, SoonerCon 2008, Okalahoma City, OK	September 27 <sup>th</sup>
<b>IPMS/CASM, Sproo-Doo 2008 Region 6 Convention, Little Rock, AK</b>	<b>October 18<sup>th</sup></b>
IPMS/Acadiana, GatorCon 2008, Lafayette, LA	October 25 <sup>th</sup>

**Editor's Notes...**

As the lazy summer days are getting hotter, I'm getting lazier. For the last few weeks, I just can't get myself motivated to work on a model. I have a hunch that I'm not the only one feeling this way. None of my regular article contributors has sent me anything lately. Maybe everyone is away on vacation. Maybe the heat is getting on everyone's nerves, too. I sure hope this is not a case of the calm before the storm (our annual show is only six weeks away)!

Well, what do we have here? A car model on the cover! That's a bit unusual, especially coming from **Keith Townsend**, one of the few car guys in our club (no offense, Keith). I have to say I'm so impressed with Sterling's Cobra that I bought one from Keith to try it out. Meanwhile, Kenny sent us his version of "I have a dream." Something tells me it has nothing to do with civil rights...

If you missed **Phil Brandt's** Martin P4M Mercator on KLRU build night, here's your chance to see it again and find out how "Bondo" gets to be "Bondo." Jorge Aduna is back this month, and he has a short tutorial for us on how to tackle Friulmodel link-to-link track assembly.

Our next meeting is at the **Yarborough Branch Library** on **August 12<sup>th</sup>**. The meeting starts at 7:00pm sharp, and **Karl Leidy** will show us how to make *Zimmerit* for WWII German tanks.

*Eric*

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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)

I had a dream.

Actually, it was more like a nightmare.

I dreamt that I was at a gathering of model builders, but I hadn't built a model. They all were asking, "Where is your model?" What was really alarming was that they all had my face, except one that looked like Eric Choy and was saying, "It only has 10 parts. Why aren't you done yet?" I stuttered and stammered. "I didn't build one ... yet." Then, like a scene from *The Invasion of the Body Snatchers* (the Donald Sutherland version), they all pointed at me and screeched.



I awoke drenched in sweat as if I had been out in the garage airbrushing a '55 Ford F250 with 2000 watts of halogen lights blazing behind me (ask me how I know this is hot). I must have still been in a sleep haze, but my excuse gland was already churning: "I ran out of glue; I'm waiting for the -5VZP version; the secondary hull is .000234 microns off of the official Starfleet Handbook; the dog did a terrible job filling the fuselage seams; the instructions are in Japanese (you wouldn't think that would slow me down); my Ebola Zaire was acting up again; my ADHD is acting u... oooh look! Puppies!... the *dunklegeb* doesn't match the tanks in that movie; there was a flood, a blizzard, an earthquake; It's not my fault!"

The voices were still going when I told them to shut up. I woke Kathy up. Still shaking, I told her I had a dream.

She asked, "Was it about building models?"

"Not really." I replied.

"Was it about NOT building models?"

"Well, yes."

"What do you think is causing this?"

I sighed heavily and said, "I think I'm feeling guilty about telling my Hasegawa Draken that those other models don't mean a thing to me."

She just kind of stared at me for a couple of seconds and went back to sleep.

Oh well, with the show coming up, I guess I better get busy. Hope to see you all at the meeting. Now get out there and build something. 

Kenny



## Region VI Update

by  
RC6 A. Sean Glaspell  
IPMS #40404



Greetings Region VI'ers!

First off, a news flash: Currently, the Event Registration System is broken on the IPMS/USA website. Continue accepting submissions. I have attached a sample form that can be completed and emailed me and our DLC, Dick Montgomery. It may take hours, days, weeks to repair the problem. Please see if you can open the form and manipulate it. Please note that if for any reason you have a problem with this form, give me a phone # and I'll call their contact guy and transcribe the data in the form myself.

### Regional Convention

IPMS/CASM still has some award sponsorships available. To participate, contact IPMS Central Arkansas Scale Modelers on the web at: <http://www.casmodels.org> or Steve Wilson at [swwil@yahoo.com](mailto:swwil@yahoo.com).

With that said, it's time to start discussing with your members about submitting a bid for the 2009 Region VI Convention. Our 2008 gathering is in October, so think about participating. It would be nice to have a chapter step up and be announced at the Regional Convention for next year.

### Elections

If it is getting to be time for your club's election, please update your club data form and send it in so we may have the most current information and correct contacts. Thanks.

### Model Price Increases

It's been floating around the 'net and you might have heard: the cost of a plastic fix may be going up. Personally, I'm not worried about it. Twist my arm, make me build from my stash ... OW! In reality, like anything else, people will hit their limits to what they'll pay. It's the market place that ultimately sets the price, especially for a hobby. Let these companies try to jack their prices, and they'll be facing returns and no \$\$\$ incoming. The secondary/show/eBay markets have matured to a point where there won't be a shortage of anything.

### IPMS Show Liability Insurance

There has been some discussion on one of the most important resources your chapter has available to it, and that is the **IPMS Show Liability Insurance**. It's free of charge, and it provides a safety net for those "just in case" scenarios. For IPMS liability insurance to cover any event, it must be an IPMS/USA sponsored event. All model clubs labeled as hosts must be chartered with IPMS/USA. All advertisements, announcements, flyers, etc. need to indicate that it is an IPMS local chapter event. The

(continued on page 10)

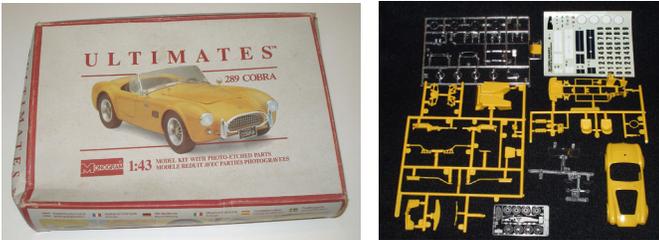
*(Sterling's Cobra continued)*

right, so I picked the Monogram 1/43<sup>rd</sup> Cobra as the car kit to use it on. I told Sterling that we needed some racing stripes in addition to the black and white set that came with the kit. He asked me, "can you make some red ones?" I thought, red ones? Now that was a good idea.

With the colors picked and the red stripes made, I began to build the kit.

**The Kit**

Upon opening the box, you'll find a one-page instruction sheet, two main sprues molded in yellow, body and hood (separately molded in yellow), a sprue of clear parts, a sprue of chrome parts, and a very nice set of photoetched (PE) parts. The decal sheet has black and white racing stripes, white roundels with black outlines, and two full ranges (0 to 9) of black numbers.



I used Dave Friedman's book *Shelby Cobra: The Shelby American Original Archives 1962-1965* as my reference for this project. As I read the book and looked at the photos, I truly believe the guys at Monogram must have had used this book when designing this kit, too.

**The Build**

Before assembly, I painted the chassis front and rear suspension. Then the front suspension and steering arm were glued together followed by the rear axle and axle housing. The tubular chassis and suspension matched up amazingly well. A combination of Flat Black and Silver were used on these parts.

In 1963, the Ford 289 V-8 became the main motor powering the Cobra. It's this motor that Monogram provides in the kit. The engine block, transmission and drive shaft are in two halves. The details on the engine halves are not too delicate, which make sanding easier. But they do have just enough detail to make the engine not look toyish. Heads were glued on separately, and a good coat of Testors Ford Engine Blue for the block was applied. The transmission and the drive shaft got a Silver coat as well as the intake manifold before being glued in place.

The alternator, air cleaner, valve cover and oil pan, all molded in chrome, were then added to give the engine some real shiny eye pop. The alternator arm needed a little Silver paint to reduce the "chrome shine."

Most photos of the 289 show a white oil filter. Since Sterling's Cobra was getting a custom paint job, I thought Yellow would be better.



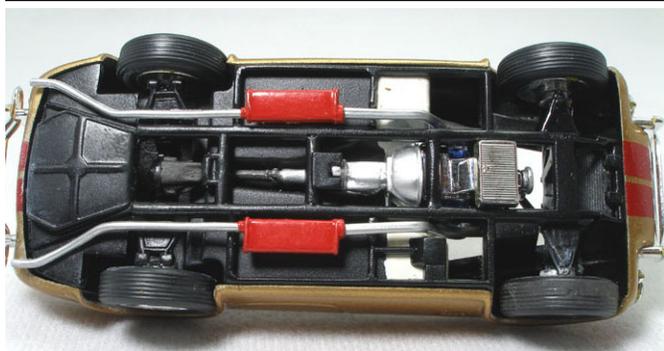
After some drying time, the motor was installed on the chassis. The drive shaft went into the rear axle housing, and the fit was very nice. Flat White headers were then added. Beware not to jump the gun and put the headers on before installing the engine. There are some very tricky openings for the headers, and gluing them into place too early will cause a lot of teeth gnashing.

Radiator hose, radiator and overflow tank were next. Radiator and hoses received a good Flat Black coat and drybrushed with Silver to bring out the details of the veins on the radiator. Make sure you set your radiator in at an angle per instruction. Like on the real car, Cobra radiators have a little lean to them so they would fit inside the body.

The interior bucket (Flat Black) and firewall (Silver) were next. Some of details on the firewall were painted to match the color photos seen of the engine bay. The dashboard was the first PE and decal parts I used on this kit. Gauge decal was applied to the dashboard support and then the PE dash panel was glued over the decal. Before sandwiching the decal, I added a little Dark Tan to the panel for a darker wood look to the dashboard.

After a little drying time, I took some paint off from the rims of the gauges, knobs, and glove box. The steering wheel went on next. The wheel insert is another PE piece, and some bending were needed here. The wheel rim was painted Tan color for the leather cover look. Gear shifter and seat were the last items that went inside the interior. On the front jacket of my reference is





a very nice blue AC/Cobra with Red seats. I love that look, so I made sure my seats are red too. Again Monogram did a really nice job on making the interior not look toyish.

### Painting

The body required a little sanding to remove the molding seam lines. Then a coat of primer was applied to the body. After the primer dried, I gave the body a light wet sanding with a 2400 grit sand pad to smooth out the primer.

Once the primed body was cleaned, a single light coat of Tamiya Gold spray from a rattle can was applied. I gave the can a good warm water bath before spraying. The warm water helps excite the paint in the can for a much smoother paint layer. To accelerate the drying process, I placed the model in a food dehydrator for 30 minutes. Then a second coat was applied. These two light coats gave subsequent coats a base to bite onto. To ensure no foreign object falls on the wet paint, I sanded the model again with 2400 grit sand pad. The body was then cleaned, and two wet coats were applied with 30 minutes in the dehydrator between coats.

In most case, the combination of heating the can and using the dehydrator will result in a smooth paint job. But just in case, I left the model alone for another day of drying (outside of the dehydrator this time) to harden the surface in case any additional sanding is needed.

For the prismatic finish, I added lacquer thinner to the fingernail polish using a 50/50 mix (fingernail polish is a lacquer based



paint, and it is too thick to flow though the airbrush). Two light coats were applied and again 30 minutes in the dehydrator. After that, I sprayed a coat of Future for my first gloss coat. The red racing stripes went on after the Future was dried. Then a final clear coat of Future was applied.

After allowing a couple of days for the Future to set up and harden, the PE grill, hood latches, rear view mirror, and license plate were glued into place. Then all of the chrome pieces: headlights, front and rear bumper, side view mirrors, marker and tail lights, and gas cap were fitted along with the clear windscreen. The windscreen frame is painted Silver using a Silver Sharpie marker. Although this doesn't give you the same look as a chrome frame would, it is much easier to apply, and it gives you a very realistic look for the frame.

### The Wheels

The wheels are really nice in this kit. They began as five different pieces with two chrome parts; outer wheel, wheel back, knock off cap, outer wire wheel, and inner wire wheel. Wire type wheels in most kits are one-piece parts with no assembly required. Monogram makes it a little more challenging, but the result is stunningly accurate.



### Conclusion

It is too bad that these kits never took off in the United States. A member of the Austin Model Cars has built the Corvette, and we both agreed that building these kits was a lot of fun.

You can still obtain these Monogram 1/43<sup>rd</sup> kits regularly on eBay for about \$5 to \$9 each. Not a bad price for a classic motor sport kit. 

Keith

### Reference

Dave Friedman, *Shelby Cobra: The Shelby American Original Archives 1962-1965*, Motorbooks, 1994, ISBN 0879387572.





## A (Modeling) Fight To The Death Building the 1/48<sup>th</sup> Combat Models Martin P4M "Mercator"

by

"Bondo" Phil Brandt, IPMS #14091

### Background

The graceful-but-little-known (only nineteen airframes were completed) Martin P4M "Mercator" followed the much more ubiquitous and much longer lived P2V Neptune into Naval service in the late Forties. Originally designed as a long range patrol and mine layer for the planned 1946 invasion of the Japanese mainland, the Mercator in the Fifties morphed into a valuable ELINT asset (the P4M-1Q), so valuable that at least two were attacked by Communist forces over international waters; one was lost to Chinese fighters and one managed to land in Japan after being badly damaged by North Korean Migs.

The large airframe (1/3 larger than the P2V) Mercator was notable for combining piston power (two huge R4360s) with two J33 jet engines. A J33 was mounted in each 4360 nacelle, behind and below. The successful blend of piston and jet power enabled the Mercator to attain speeds as fast as some contemporary fighters.

P4Ms soldiered for over a decade until relieved by the A3D Skywarrior in 1960. Sadly, no Mercator airframes were retained for museum display.

My first contact with the Mercator was when, circa 1951, I scratchbuilt a large planked-balsa control-line P4M from plans in *Air Trails Magazine*. I never flew it, but I do remember covering the entire exterior with doped-on nylon courtesy of my mother's old stockings!

### The Kit

Well, boys and girls, this is where the Bondo "legend" began. Roughly fifteen years ago, I bought the Combat Mercator kit from a vendor at our annual Austin show. As I walked in front of good friend Mike West's Lone Star Models vendor table, the

"Resin Prince of Sugar Land" spotted the kit under my arm, and knowing the amount of putty that would need to be applied to said kit, piped up with a loud, "Bondo Phil!" The nickname stuck, and, playing along with the joke, yours truly later embellished it by inventing "Bondo Industries." But, I digress...

The Combat Models vacuform Mercator, although one of the few Combat releases to have engraved (and I use that term loosely here) panels, has all the other negatives with which grizzled vets of this firm's genre are familiar: thin plastic, incorrect profiles, no landing struts, no cockpit details, barely acceptable clear parts, little/poor documentation, and construction plans ripped off from other publications, in this case the three-views seen in Steve Ginter's excellent and practically mandatory Mercator Book.

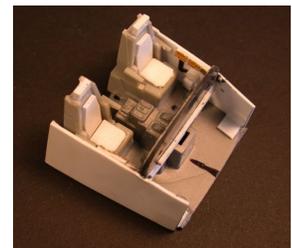
The name of the game in building a Combat offering is that the "kit" is actually just an exoskeleton, albeit a thin one, of the basic airframe shape. You, the modeler, get to add everything else via a bumpy ride through Scratchbuild City. The excellent Esoteric Models 1/72<sup>nd</sup> vacuform Mercator, also in the Bondo Industries stash, is everything the Combat release is not. But, this curmudgeon's always loved 1/48<sup>th</sup>, sooo it was suck-it-up time at the *El Rancho Loaf*.

### The Build



### Fuselage

The aforementioned thin plastic makes internal bracing a must; sheet plastic fuselage formers and cockpit flooring went a long way in "firming" things up. Especially difficult was the forward gun turret fabrication. The cockpit was mostly scratchbuilt using cannonballed C-130 seats and consoles, home brew sidewalls/coaming and an Eduard B-17 color PE instrument panel and WWII color-etch belts (hey, it works!).



The large vac'ed canopy as furnished is way oversized, heightwise. Substantial, but judicious, trimming of the lower edge created a much more svelte one as seen in pictures. The

opened canopy hatch resulted when, to my horror after unmasking the painted canopy, there was residue from extensive wetsanding halfway up the inside of the windscreen! By opting for an opened hatch (as seen in pictures of the real deal) I was able to insert dampened Q-tips to remove the unsightly film.



The ELINT bulges on the bottom are from the kit, but the large, late-model ADF on the upper empennage was scratchbuilt with formers and A&B epoxy putty. Same for the avionics fairings and antennas just aft of the canopy. Your correspondent was growing fairly tired as the project dragged on, and he decided to forego the scratchbuilding of the eight windows that grace the forward fuselage, opting—our AMS-infected brethren would probably say "wussing-out"—for the old gloss black paint routine instead.

**Wings**

Although the gracefully long Mercator wingspan would seem to call for serious bracing, I found that CA-ing lengths of plastic angle stock along the wingspan was sufficient, especially since the weight-bearing gear wells are well inboard. Combat predictably (Esoteric didn't!) fudged on the Mercator's unique



double airfoil wings (slow speed, "fat", airfoil on the inboard section, sleeker high-speed airfoil outboard) making it necessary to scratchbuild the extended outer leading edges; lotsa fun!



The dihedral that starts halfway out from the fuselage required industrial amounts of Blue Acryl, with drying times between applications of almost a week. I find that the ol' sniff test is a good indicator of when it's safe to slather on another

putty layer. That is, when the dried Blue Acryl seems to be no longer "outgassing" lacquer fumes, it's safe to squeegee on some more. Landing gear wells were cut out and redone with plastic sheet.

**Engine Nacelles/Powerplant**

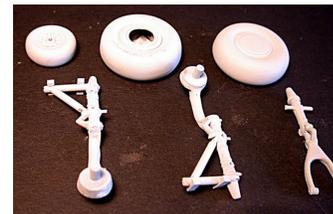
The Combat-furnished cowlings were significantly undersize and wrongly profiled. I scratchbuilt a master cowling that could

contain an Engine&Things R-4360 resin powerplant, and then cast two copies. Cooling flaps were scratched out of thin sheet, and exhaust stacks were fashioned out of angle-cut aluminum tubing.



**Landing Gear**

Using pictures from the Ginter book, I chose Monogram B-24 main gear struts which, after lengthening 1/4" (to accept the large Mercator wheel/tire assembly), and with added braces, had a fair resemblance



to that of the P4M. The nose gear strut was built totally from scratch, as were the main and nose gear wheel well doors. The wheel halves from the kit were filled with lead pieces and joined together. Although the vacuform airframe is fairly light, the lead-filled nosewheel was still not enough to bring the nose down, and I had to cut a hole just aft of the nose gear well to insert more lead sinkers.



**Finishing**

ELINT Mercators were originally finished in overall Seaplane Gray, slowly changing over to Dark Sea Blue in the late Fifties. I chose a gray bird of VQ-2, operating clandestine missions out of Port Lyautey, Morocco in 1959, as pictured in the great three-view artwork in Volume 19 of Wings of Fame. Engine Gray Testors Acrylic was lightened with white until the shade "looked about right" compared with photos. An ever so lighter secondary gray tone was airbrushed over various panels for contrast in such a large airframe.

Tamiya Chrome Yellow lacquer in the spray can was used for the horizontal stripe on the vertical fin. The exhaust stains might seem excessive, but based on the photos in Ginter, they're just average!





### Decals

Insignia and letters are by AeroMaster, and the small bat logos on the vertical fin's yellow stripe were hand cut from black decal film. I've found that masking and shooting fuselage stripes, as opposed to laboriously laying down fragile decal stripes, is a more satisfying way to go, and the prop warning stripe was a no-brainer.

### Conclusion

Bondo may not be good, but he's slow! Having procrastinated for well over a decade on this interesting subject, I'm happy and at peace now that it's finished. Plus, I can now not feel guilty in moving on to other subjects in the Weirdness Works Division of Bondo Industries. The ol' Mercator may not be a contest winner, but did I mention it's DONE? ~~✂~~

*"Bondo" Phil*

### References

1. Wings of Fame Magazine, Volume 19, 2000, Aerospace Publishing, Aerospace ISBN 1 86184 049 7
2. Naval Fighters Number 37, The Martin P4M-1/-1Q Mercator, Steve Ginter, 1996, ISBN 0-942612-37-X



## Upcoming In-Store Clinics

- |                           |   |
|---------------------------|---|
| <b>Aug 9 Sat 11:00am</b>  | <i>Oil Washes for Weathering Models w/ Brad Perry</i> |
| <b>Aug 16 Sat 11:00am</b> | <i>Drybrushing with Artist Oils w/ Ron O'Neal</i>     |
| <b>Aug 23 Sat 2:00pm</b>  | <i>Making Zimmerit w/ Karl Leidy</i>                  |

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## Friulmodel Armor Link Track Assembly Tips

by  
Jorge Aduna

Here are some advantages of Friulmodel's cast metal tracks:

- Reasonably easy to assemble
- Flexible and hang realistically
- Sets produced for a wide set of AFVs
- Worth every cent versus other individual link systems

1. Small imperfections or flash should be trimmed off the tracks. This is rare, but occasionally it happens. For your cleaning process, use a sharp hobby knife.

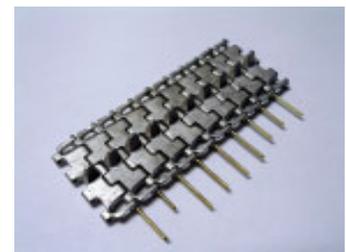
2. The links come from the factory with holes already made for the track pins to be inserted. However, the holes need to be cleaned by boring them with a drill bit. This will permit the pins to slide inside more easily.



3. For the pins, I use brass rods instead of the soft wire provided with the set. Rods of 0.019" or 0.020" will do the trick. I trim the brass rods into track length sizes. Allow a little excess.



4. I build short lengths by placing together, one after the other, five to ten track links and insert the pins, link to link, on each track. The idea is to connect all the short lengths until you have the total length you need per side, e.g. 82, 96, or 100 links per side.



5. Secure the pins (outer ends only) with a small drop of CA glue. I prefer the medium type. Accelerator can be used to speed up the drying time of the glue. Otherwise, just let them air dry.

6. Trim the excess brass rods with a side cutter. Wearing safety glasses is recommended.

7. Generally speaking, the total amount of links indicated above are what you need - per side - for most of the popular AFVs. Cleaning, boring the holes, placement, positioning of the links and trimming the excess takes an average of 2 1/2 to 3 1/2 hours.

8. Smooth the pins ends of the tracks either by simply sanding or with a flat needle file. The idea is to simulate the solid metal of the real spuds.

9. A quick sanding is advisable prior to painting and weathering.

Brief comments about painting and weathering:

- They are determined by the model you are building. e.g. Is it a Tiger I which saw action at the Russian Front? Or is it a Tunisian Tiger? Bear in mind the terrain condition changes.
- The track can be dipped (2-3 minutes) in Blacken-It or vinegar. Or sand it for better adhesion and then spray it on both sides and edges with earthy or rusty colors.
- Consider the options and decide which of them to use.

Happy modeling! 

Jorge



### 8 Years Ago (August 2000) ...

• Hosted by IPMS/NCT, 2000 Nats was held in Dallas at the downtown Hyatt Regency. Despite an early setback (\$1600 in club cash and transportation passes were stolen from NCT front office), the show went smoothly, and everyone had a real good time, according to then editor Milton Bell. Then prez "Bondo" Phil Brandt also reported his enjoyment of watching model geeks sharing Hyatt with 500 Mary Kay lady conventioners who had to leave their hotel because of a fire earlier!

Inside the 350+ tables vending area, Milton managed to find Austinite entrepreneurs Roger Williams and George Lewis among all the big time vendors selling/advertising their latest releases. Most show attendees took advantage of the shuttle services arranged by NCT for trips to local hobby shops and Squadron Mail Order's open house.

On the contest side, there were over 770 contestants and 1647 model entries (not including collections and dioramas). ASMS members who scored included Bob Bethea, Ian Edgerly, Tom Eisenhour, Russ Holm, Tim Keily, George Lewis, Kathy Roady, Tim Vogt, and Floyd Werner, Jr.



## Werner's Wings 1/35<sup>th</sup> Kiowa Warrior Upgrade Set

Set # 35-01  
MSRP \$20.00 plus shipping

Okay, after much prodding, I have decided to rework and release an upgrade set for the MRC 1/35<sup>th</sup> OH-58D Kiowa Warrior. This new set is better than any other sets I've mastered before and is less expensive. At the moment I have only made 50 sets. This may change, but for now this is all I'm doing.

What do you get? The biggest change is a new forward cowling with recessed panel lines. Also brand new is a Blue Force Antenna and an all new ALQ-144 pedestal with access panels and rivet detail. Also provided is a mount for the ALQ-144, new GPS antenna, new APR-39 antennas, and IR formation lights.

In addition to upgrade set, I have found a set of doors for the backseat that will be included at no additional cost. These have the proper cut-out for the current configuration. I know this will cut into my profit margin, but I think it is worth it.



I originally did them for Cutting Edge, but they never added them to their sets. I may entertain the possibility of making some extras for those who still have the Cutting Edge set and want the correct rear doors.

Here is what the doors looks like finished on a model. You can see a lot of the small bits that are in the set too.



If you have wanted to upgrade your Kiowa Warrior, now is the time. Since my initial announcement of this upgrade set, I am already running low on stock. It seems there is a bigger market than I anticipated. If you want a set, please hurry. I'll have some for sale at the Nats but not sure how many. Those who ordered



and paid for delivery at the IPMS/USA National, no worries — I'll have them there for you.

You can order directly from Werner's Wings at:

**fwnerjr@comcast.net**

I accept Paypal to the same e-mail address or check/money order or cash. Please send me an e-mail for any question or ordering details. ✍️

Floyd

*(Region 6 Update continued)*

museum/venue can be named as an additional insured on the Certificate of Insurance by following this procedure:

1. Before locking in a date(s) with any venue, consult with the Regional Coordinator to reserve a position on the regional event calendar.
2. Once the RC agrees to the date, proceed to the Upcoming Event page and submit the on-line Event Submission Form.
3. The Director of Local Chapters will process the form (usually within 24 hours), and a confirmation email will be sent to the person who made the submission, the RC, the National Office Manager, and the IPMS Journal staff.
4. No further action needs to be taken by the host club to guarantee insurance coverage. The National Office Manager will handle insurance coverage. IF an "additional insured" is identified, contact the National Office Manager and work with that person to provide documentation and coverage to this additional insured entity.

It is a simple process, but to make it work, you have to follow these steps. We're all adults here, and the way to get this coverage is really a no-brainer. Therefore, trying to get your event covered at the last moment IS NOT AN OPTION.

Onward Comrades! Ours is a glorious plastic revolution! ✍️

Sean

## IPMS/USA NEW MEMBER APPLICATION

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

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ email: \_\_\_\_\_

VISA/MasterCard \_\_\_\_\_ Account # \_\_\_\_\_ - - -

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12 DOB: \_\_\_\_\_  
 Canada & Mexico: \$30     Other Foreign: \$32     Foreign Air Mail: \$55  
 Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_ )  
 If recommended by an IPMS member,  
 list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)

IPMS/USA

Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

P.O. Box: 2475  
North Canton, OH 44720-0475

## Old Rumors & New Kits

It's August, and it's hot. As I write this, it may also be wet if tropical storm Edouard actually brings a little rain to us. Otherwise, it's also dry.

There are some really interesting kits on the way, and I'll tell you about them in a moment. But right now I have to be serious.

One of the old time members of ASMS, Spalding Boldrick, died on July 27. Spalding was just 59. He and his late wife Margaret were active in the club back before we had annual shows and special celebrations. Margaret was a skilled figure painter while Spalding was a scratch-builder. Many of the little 1/72<sup>nd</sup> bi-planes in the display case at King's are the result of his skill. Spalding built models of anything that caught his fancy. He stayed active in the hobby for years but dropped out of ASMS long ago. Spalding and Margaret had one daughter, Amelia, who lives in Austin.

The IPMS/USA National Convention is history. As far as I know, Bruce Burden was the sole representative from ASMS. As usual there were announcements of new kits at the show but at this time I know of only a few. There were some test shots but just enough to whet the modeler's appetite.

For example, Trumpeter showed test shots of their all new 1/32<sup>nd</sup> Lightning, Eurofighter, and Swordfish—certainly some interesting subjects. Academy announced a new 1/48<sup>th</sup> MH53 Sea Stallion Mine Sweeper. No time frame was mentioned for any of these.

Here's some of the good stuff that you can look for in the next couple of months. Revell-Monogram is doing a repop of their popular 1/48<sup>th</sup> EA6B and it's supposed to be released in September. They are also re-releasing their 1/48<sup>th</sup> B-58 Hustler, so if you didn't get one first time around (when they were cheap!) you will soon have another chance.

Also due in September is the all new 1/32<sup>th</sup> Me.110C-7 from Dragon. Their last effort in this scale (P-51D) was more of a miss than a hit but this new 110 is very impressive on the runners. There are several sites that feature photos of the sprues and detailed subassemblies. It will have a hefty price tag but not as much as some I could name.

ICM seems to be one of those on again, off again outfits. First they announced a 1/48<sup>th</sup> LaGG 3 then the word was that it was cancelled. Today I heard that they had been shipped! No idea when the distributors will turn loose of them but it shouldn't be too long.

As expected, Hasegawa will release another large scale P-40. This time it's the "K." I was really expecting it to be an "N," but a P-40K will work for me. This one is due in November. I fully expect Hasegawa will eventually do the P-40N.

Hasegawa has released a very late version of the Zero in 1/48<sup>th</sup>—the A6M7, Ty 62. The box art shows it with the modified cowling and single .50 cal. Browning copy in the nose.

Eduard's Hellcat Mk. I/Mk. II Dual Combo set has proven so popular that some distributors have trouble getting them to the hobby shops. This particular set contains two complete kits in one box and markings for six aircraft. Packing two kits in one box means that the unit price comes down several dollars.

Eduard likes the technique and will be coming up with dual combos containing the 1/48<sup>th</sup> Fokker Dr.I. Again, there are markings for six aircraft and two small frets of PE are included. Look for this combo package in the next month or so.

Eduard has also announced a 1/48<sup>th</sup> Spad XIII, late version, for September. Their next Weekend Special will be the 1/48<sup>th</sup> Sopwith Camel. As usual for this series, there are markings for only one aircraft and no photo etch details. At just under \$20, this is a real bargain. If you missed the Lysander first time around, you're getting another chance. This time it will be in the Eduard box and will feature markings of the Finnish Air Force.

If you are into 1/350<sup>th</sup> ships, Eduard will soon release a set of pre-painted PE figures so not you can add a few crew figures to that battleship deck.

For years, the Fairey Gannet was an ignored modeling subject. I've got to admit, the aircraft won't win any beauty contests but it has a certain appeal. Czech Model produced an all-resin 1/72<sup>th</sup> kit of the Gannet and then Trumpeter did one. Now, Revell Germany has one in the works and I understand it's already available from Hannants. Revell's version is the Gannet AS.4, and the price suggests it will come in at under \$20 USD.

If you are interested in really odd-ball aircraft, check out the new 1/72<sup>th</sup> Zvesda PE-8. This WWII Russian four-engine bomber has some unique features, such as shared radiators and no copilot. If the kit is done to the same degree of detail and quality as the La-5, then Zvesda probably has a winner. Especially if you like odd-ball Russian aircraft.

I've not heard about any new armor kits from the nationals at this time but there are some out there. I'm impressed with the Smart Kits from Dragon. These kits have plenty of detail but it's all done with plastic. There is no PE in the kit. So far, I've seen three kits; the Pz. Kpfw. II, Ausf. C, a Marder III, and the Stu.Pz.IV "Brumbar."

I know you know that next month is September and our annual show is September 27. If you haven't signed up for a job at the show, NOW is the time to step forward. The success of the show depends on participation by the host club at all levels. If you haven't judged before, this may be the perfect time to get your feet wet. There are plenty of experienced judges to help you along. And don't forget to build a model.

Milton

**Next Meeting:  
August 12, 2008  
at  
Austin Yarborough  
Library**

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

