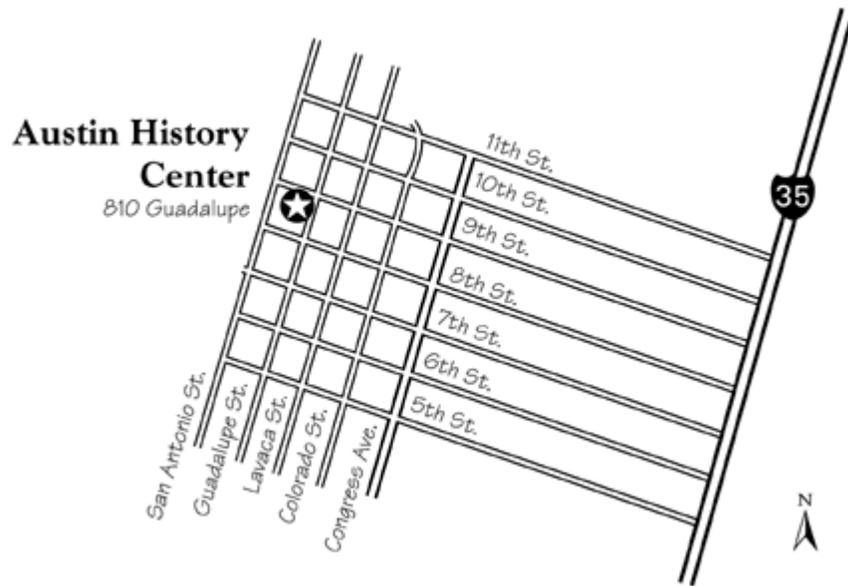




SPRUUE EXAMINER

New Location for January 2008 Meeting

Here's something new for the new year: we're meeting at a new location! Our first meeting of 2008 will be on **January 8th** at the **reception room** inside **Austin History Center (AHC)**. The street address is **810 Guadalupe Street**, and the nearest crossroad is Guadalupe and 9th. Below is an area map to help you get there:



From I-35, you can take any of the numbered streets north of 9th in the downtown area to get on Guadalupe. Beware **Guadalupe is a one way street going south after MLK**. If you are travelling westbound on any street south of 9th, you'll need to go north on San Antonio or Lavaca in order to get on 9th to park.

The meeting starts at 7pm, and free parking is available on 9th and around Wooldridge Park after 5:30pm. Please do not park in the Faulk Central Library's designated area next door or your vehicle may be towed!

Apparently AHC has a strict policy of money exchange inside the building. I believe collecting club dues should not be a problem for us, but I suggest everyone **not to bring anything to sell** until we figure out a workaround.

As usual January is club dues time. Individual membership is \$20 and \$25 for your entire family. Don't forget to bring your wallet/checkbook and "pay a visit" to Ion, our treasurer.

See you all at the new place! ✈

Editor



Our Sponsors

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

Austin Armor Builders Society

Austin Model Cars

Accurate Miniatures

Archer Fine Transfers

Evergreen Scale Models Inc.

King's Hobby Shop

Megahobby

The Ranette Company

Revell-Monogram, L.L.C.

The Testors Corporation

Williams Bros. Model Products

Milton Bell

Phil Brandt

Eric Choy

Dave Edgerly

Forster Family

Russ Holm

Jack Johnston

Ray Katzaman

Dennis Price

Roady Family

John Seaman

Greg Springer

Ion Tesu

Rick Willaman

2008 Show Schedule

IPMS/Alamo Squadron, Model Fiesta 27, Live Oak, TX
 IPMS/MCMA, Showdown 2008, Irving, TX
 IPMS/Houston, Modelmania 2008, Stafford, TX
 IPMS/NCT, ScaleFest 2008, Grapevine, TX

February 16, 2008
 March 22, 2008
 April 5, 2008
 May 31, 2008

Editor's Notes...

Happy New Year, everyone. Last year was not so kind to me career wise. On the other hand, I managed to finish six models, win a few medals, and get addicted to writing model articles. None of these would be possible without being the editor of this fine publication. I hope I can top all that in 2008: finish seven models, win a few more medals, and attend "modeling anonymous" to cure my addiction problem.

First order of business this year is the change of venue of our monthly meeting. You'll find everything that you need to know about the new place on the first page. I'll be sending e-mails to remind everyone the week before.

Last month Martha and Milton were unable to host our annual Christmas party due to the flu, and the party was moved to the **Kachoris** house in Mountain City. Despite of the short notice, 30 people showed up, and we all had an excellent time. Once again, we want to thank **Mike and Sally** for having us at their home.

Still feeling guilty for missing my report on AABS Centex 2007, I obtained permission from **Roderick Bell**, AABS president, to reprint his show report for you all. Bondo Industries is awfully quiet lately, and this must be a sign of **Phil Brandt** working on something BIG. Before we get to admire his next project, we'll have to settle for his award winning 1/32nd RF-4C in the mean time.

Our webmaster **Mike Gilsbach** has been awfully busy lately; besides maintaining our website and collecting usage statistics, his wife **Christina** just gave birth to baby **Benjamin** right before Christmas. Picture of the newborn and Mike's modeling profile can be found in the KTFM column.

Eric

ASMS Officers for 2008

Kenny Roady, president, kar66@swbell.net	260-2907
Dave Edgerly, vice president, david.edgerly@baesystems.com	670-9424
Bill Delk, secretary, falconfyre@austin.rr.com	282-6832
Ion Tesu, treasurer, itesu@austin.rr.com	301-7256
Eric Choy, editor, asmsnews@austin.rr.com	249-9184

Web Site: <http://www.austinsms.org>

Mike Gilsbach, webmaster, mike@gilsbachdesigns.com

Austin Model Show Coordinators

Kenny Roady, asmscon@swbell.net	260-2907
Kathy Roady, vendor Liason, asmsvendors@swbell.net	260-2907

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)

It's a brand new year. Are you ready? The only thing I'm ready for is reflections of the old year. I remember waking up early in the afternoon of January 1, 2007. That's enough of all that sentimental reflection garbage.

Once again, I resolve to become a modeler. I have been paring down the collection of late, and hopefully this will inspire me to get on with the building. I also have about a dozen kits in various states of construction that just need me to put my ADHD medicines on overdrive so that I can finish them. I've seen lots of great models from my fellow ASMSers last year, and that always helps me sit down and glue. So, take pity on a poor soul and build something to spur me on. Just do it for the Kenny.

Well now it is time for me to commence holiday recovery operations so that I will be ready for our next meeting. In closing, I wish to thank Mike and Sally Kachoris once again for opening their home on such short notice. And if you missed the Christmas party, you missed good food, great fun, and excellent company. Make your plans to attend next year.

Happy New Year and now go build something. 🐘

Kenny



Mike and Bob conspiring in the kitchen.



Our host Sally received the club's "green love" gift from Kenny.



Two lovely ladies in red: Bob Bethea's friend Darlene and Miriam Robb.

ASMS 2007 Christmas Party Highlights



Tony Phillips had much to say about his first ASMS white elephant gift: Polar Light Enterprise NX-1.



Young Alex Gilsbach will have much to play with aside from his dad's white elephant gift; a baby brother.



My camera spotted some camera-unfriendly kids...



...and adults (Keith and Jack).



Bill getting shaving tips from Bruce?

Website Update

by
Mike Gilsbach
ASMS Webmaster

Here is a brief overview of what has been happening recently with the club's website (<http://www.austinsms.org>).

Spammers and Hackers

You may recall we had problems for a time with spam messages being posted on our discussion forums. I was able to put a stop to most of that with a few minor modifications to the forum application. However, in October a more serious problem showed up. Some kind of spambot or virus exploited a weak point in the PHP-based forum and altered some of our pages so that they redirected users to either a pornographic and/or a virus-laden site.

The problem was easy to find and fix, but it would (and did) come back as long as the hole that allowed it to do its thing was still there. Since the forum was getting absolutely no activity and it was clearly a magnet for spam, I decided to simply remove the forums altogether. As nobody has said anything to me about it, I will assume that particular part of our site has not been missed.

Unfortunately, I soon realized that the spambot or virus was also exploiting a weak point in our PHP-based photo gallery to make the same kind of mischief. (Or I was wrong about it going through the forum and the problem was with the gallery all along. I can't be sure at this point.) Unlike the forum, the photo gallery is heavily used and is a key part of our site; so removing it was not an option. Luckily, after a bit of research I found that I could resolve the issue by upgrading to the latest version of the gallery application, which proved to be relatively painless and didn't cause any data loss that I could find.

Getting Old Issues of Sprue Examiner

One thing we did lose when I nuked the forums was the mechanism by which members could get old issues of the newsletter. I solved this recently by creating a new page on the site (<http://www.austinsms.org/newsletter.php>) from which you can access all the old newsletters that we have on the site. Just enter the email address where you receive your newsletter where prompted and you will be able to see the issues. If you think you should be able to access those issues and have trouble getting to them, please let me know and I'll make sure you are on the list. I am using the newsletter subscription list, so it should be current.

Always a Work in Progress...

I am always looking to expand our tips page. I got a nice one this month from Rick Willaman on removing paint with "Simple Green." So, if you have any tidbits of modeling knowledge

you'd like to share, please send them to me at webmaster@austinsms.org.

I have also added a new area to our articles page to feature the prolific writings of Floyd Werner Jr. He is constantly sending out kit reviews, book reviews, etc that I think would be of interest to the club and to site visitors in general. I have added a few articles and plan to work through my backlog of material from him as time permits.

As always, if you have any suggestions for ways to improve the site, please let me know.

Some Useless Statistics for 2007

As of December 14, 2007, the ASMS website had approximately 5000 visitors from 76 different countries. The top five countries were the United States (3566), the UK (190), Canada (111), Germany (103) and Japan (82). The shaded countries in the map below are ones we have had visitors from. The bulk of the US visits were from Texas, followed by California and New York but we had visitors from all 50 states.



The top keyword visitors were looking for was "ipms austin." A sizeable amount of traffic came from <http://www.ipmsusa.org> and <http://www.kingshobby.com>.

The most popular area of the site based on visits was the Photo Gallery with 2,512 page views. **Bondo Industries** wins for the most popular member gallery. 

Mike

Did You Know?

Need lots of cotton swabs for your modeling? Try your nearest **Walgreen** drugstore. You can get a bag of 1000 double tipped swabs for just \$1! Look for these jumbo packs on the bandage aisle of the store. While you are at it, grab a few bags more. They are hot items for bargain hunters! 



**November 2007
Quarterly Contest Winners**

Visitor Tony Phillips won the first prize in our last quarterly contest of 2007 with this Horizon resin Sea Creature.



The White Elephant Award went to Russ Holm's 1/35th DML Bergpanzer Tiger (P).



Special thanks to Rudy Cline and King's Hobby for sponsoring the event. 



Recce Puke

Kitbashing a 1/32nd Scale RF-4C

by
Phil "Bondo" Brandt
IPMS #14091

Introduction

Although Boy TAC WSO "Bondo" was a member of the F-111A fraternity for some nine years, his introduction to fastmovers really started almost four decades ago.

In 1970, he hopped out of the nav chair of his Dover-bound C-133A at Torrejon AB, Spain, leaving the MAC "wide-butt, many-motor" fleet for the rush of the "down in the weeds with my hair on fire" world of tactical reconnaissance (or as most American participants call it, "recce", not "recon"). The picture that adorns the display base is of a much younger (and lighter!) "Bondo" in his steely-eyed defender of democracy pose.



Although a lot of finished models have come off this curmudgeon's production line since 1966, until now I've really never taken the time to do an exact representation of a bird in which I actually flew. When the 1/32nd Tamiya F-4C and Revell RF-4C hit the market, I preferred the overall molding and detailing of the much more expensive Japanese release, but I also bought the big recce bird from Revell. After some cursory measurements, the integration of the recce kit's forward fuselage to Tamiya's F-4 main fuselage looked feasible, and surgery began.

Construction

The idea was to preserve as much as possible of what IMO was the superior overall rendering of the Tamiya kit. Cutting of the Tamiya forward fuselage was done so as to retain the canopy rails and windscreen mounting surface for the use of those Tamiya components. Seamless Sucker intake trunks were fitted.

The Tamiya nosegear bay was integrated into the Revell forward fuselage. The detailing was more intricate than that of Revell,

and now the stock Tamiya nosegear strut could be easily fitted. AIM-7 missile mounts were faired in.



Wings and Externals

The wings and Sergeant-Fletcher 270 gallon outboards are stock Tamiya items. The Royal Jet 600 gallon centerline tank was adapted from the Revell kit.

The unique, sharply-tipped inboard weapon pylons are from the Revell release. The weapon adapters on the bottom of the recce pylons were scratchbuilt. Aux air doors were posed open, and "Remove Before Flight" tags and pins were added to the outboard tank pylons.

Cockpit

The Revell recce cockpit tub was upgraded with the Verlinden RF-4C resin set, and the whole assembly was in turn adapted to the Tamiya cockpit surround. The Martin-Baker Mark 7 ejection seats are by Paragon Designs.

Photoetched canopy and rail trim parts are from Verlinden and Reheat. More "Remove Before Flight" tags and associated lanyards were added to the drogue guns on the seats.



Wheels

The resin wheel replacements are by True Details.

Painting

I decided to do a factory-fresh bird (yes, they really did have a "new car" smell) from my Mountain Home AFB squadron, the

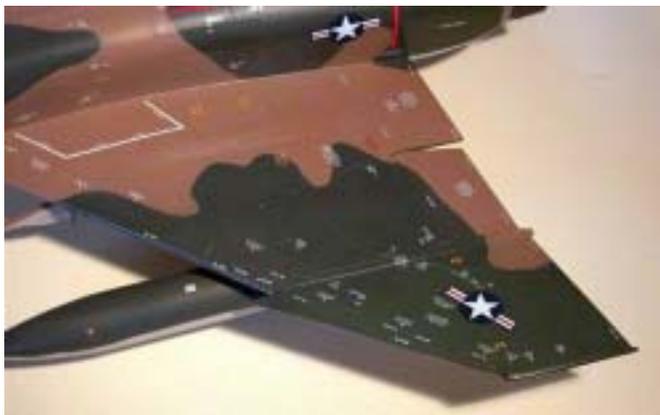
22nd TRS. The 22nd, we were told at the time, was one of only two active USAF tactical squadrons that could trace its history directly back, unbroken, to World War I. In fact, on the wall of my study, there's a large b&w picture of a Spad XIII "MEYER III" parked on a snow-swept airfield in France circa 1918. Emblazoned on its fuselage is the same colorful "Vomit Comet" logo that we sported on our jet intakes in 1970.

An aside: unfortunately, after our squadron had moved to Shaw AFB in the Summer of 1971, the TAC commander decreed that various WWII tactical units were to be resurrected, and we became the 62nd TRS. The 22nd TRS name and logo "went away" to an ignominious end as a, get this, C-130 drone squadron at Davis Monthan AFB!

The TAC three-tone camo scheme was done in Testors' waterbased acrylic, and the undersides are in camouflage gray. Many iterations of masking with the edges turned gently up were necessary to achieve the proper overlap of colors, not too "soft", not too "hard." Metal shades are courtesy of Alclad II.

Decals and Other Markings

The 22nd TRS comet logo was obtained from a Dragon 1/48th WWI Spad kit. The 1/48th size actually worked out correctly for the 1/32nd model. The numerous white stencils (our new birds appeared as if a light snow had fallen on them) are a relatively new product from Icarus. Black underside and pylon stencils are by IsraDecal. The completeness and printing of both decal stencil sheets are outstanding.



Tail codes and national insignia are from Aeromaster sheets. Another aside: I heard that a (perhaps joking) comment was made in last year's IPMS/USA Nats at Anaheim bringing into question the accuracy of the "KS" tail code. Since all F-111s ever based at Mountain Home carried the well known "MO" designation, I can assure one and all that, between 1966 and 1971 when TAC recce ruled at Mountain Home, tail codes were "KS" (22nd TRS, the only operational squadron), "KT" (7th TRS, a RTU), and "KR" (10th TRS, also a RTU).

The distinctive Cold War NATO "asset" logo on the left forward fuselage side is a combination of kitbashed decals and hand painting. As are the white comets on the tip of the tail.



Aircrew member names in very small font on the canopy sides are dry transfers.

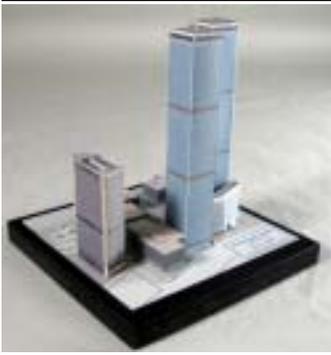
Conclusion

This kit had its one and only competitive outing at Anaheim Nats, and being on the table all by itself in 1/32nd Aircraft Conversions, I was waiting with bated breath to see if some modeling heavy hitter such as Alan Hess would show up with an entry in this category. Hey, as we say in the fighter business, "A kill's a kill!" :) 🛩️

"Bondo" Phil



Do Your Duty,
Pay Your ASMS
Dues!



1/4000th World Trade Center

Paper Model
by
Eric Choy
IPMS 44323

Free download from

<http://www.buildyourownchicago.com/WTC2002.pdf>

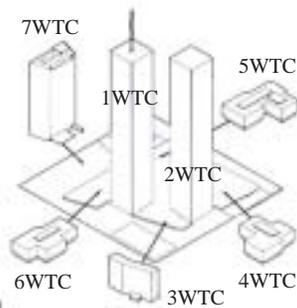
Disclaimer

This article does not contain any political view or analysis of the events that happened on September 11, 2001. Nor does it support any politician or political party's opinion, propaganda, agenda, policy, or action. It contains historical facts and construction tips on how to build a paper model. Anyone who quotes word or sentence out of context from this article is subject to legal action pursued to the extreme by this author.

Introduction

Unlike plastic and wood, paper is not something we modelers normally work with. In fact, I don't think we pay much attention to anything that cannot be "super-glued". However, the subject matter of this "kit" is so dear to our hearts and memories, I cannot resist building and sharing it with you all.

Unless you were on another planet or dimension in the last six years, the 2001 terrorists' attacks in New York City and Washington need no reminding. While many people erroneously refer the twin towers as the World Trade Center (WTC), the WTC was actually a complex made up of seven buildings around Austin J. Tobin Plaza: 1WTC (North Tower), 2WTC (South Tower), 3WTC (Vista Hotel), 4 and 5 WTC, 6WTC (US Custom House), and 7WTC across the street.



During the morning of the 9-11 attack, 1 and 2 WTC collapsed and destroyed 3WTC and the nearby St Nicholas Greek Orthodox Church. Later in the afternoon, 7WTC collapsed as well. The remaining buildings around the plaza survived the attack, but they were damaged beyond repair and later demolished.

The Kit

Few years ago while vacationing in Chicago, I picked up a few postcard size paper models at the local AIA bookstore. They were mostly forgotten until now. When I googled the publisher to see their latest products, I was surprised to find a free download of this paper model on its website. After a few clicks here and there (no registering or sign up required), I received a

pdf document with three colored pages for reproducing the WTC in 1/4000th scale.

How and what medium you want to print these pages on are entirely up to you. I printed mine first with an inkjet printer on 8 1/2" x 11" premium photo paper. It turned out the photo paper was too thick to work with, and I left fingerprints all over the glossy surface. I ended up reprinting them again on stock paper.

Before starting I consulted with Milton on paper model building. He suggested scoring the back of the fold lines lightly with the dull side of a hobby knife blade to make folding easier and more accurate. I also followed his advice of securing the base onto something solid first. I chose a 1/2" wood panel found in most artist supplies store.

The website I downloaded this kit from also has a tips page (www.buildyourownchicago.com/tips.html). You might want to pay a visit before you start cutting and gluing.

Construction

There are just nine steps to complete this model: one for each WTC building and two for the surrounding plaza. The instructions are minimal but easy to understand. The building that gave me the most trouble was 3WTC because of its complex shape and location between the twin towers. I suggest you tackle it first.

The rest of the buildings went up per instruction, and the only deviation I made was the telecom mast on 1WTC. I cut and glued two hypodermic needles of different diameter together and inserted a thin wire at the top to replicate the pitot-tube-like antenna.



Painting

Everything is pre-painted, of course, except for the mast I made. The best reference I found was a picture on Wikipedia ("World Trade Center" entry on www.wikipedia.com). It shows the structure was white overall and black in the mid-section.



Conclusion

This is a fun and easy project. You just cut, fold and glue. No painting is required. Even your kids can do it. I encourage everyone to give it a try.

I spent less than two days on this model, and I'm not entirely satisfied with the result. So I guess I'll be building another one soon. The nicest thing about free download kit: you can build as many as you want until it is perfect! ✈️

Eric

**Upcoming Releases
from
New World Miniatures**

Below are test shots of New World Miniatures' (NWM) upcoming releases. NWM is a new figure company founded by Chris Morosco, Bob Bethea, and several investors from Mexico.

According to Bob, these new 1/35th figures should be available in hobby shops (including King's Hobby here in Austin) and directly from their website early this year. Prices TBA. ✈️



**The Russians are coming,
The Russians are coming...**

by
Milton Bell, IPMS #16702

I'm not necessarily a fan of Russian aircraft from WWII, but it's a subject that has been ignored by main-stream manufacturers until now. And even now you seldom find any Tamigawa labels on the kits, especially in 1/48th scale.

I started the Yak-7 many years ago. It's the old ICM kit and is a bit of a dog, so it wound up as a test vehicle for the paint job I used on the La-5 kit which comes from South Front. It's a razor-back or early version Lavochkin. Both models were painted that exciting "Tractor Green" color and then masked off with Silly Putty for the standard flat black. The results surprised me, especially when the decals were added. I really like Silly Putty for masking WWII patterns and just about any dark shade of green will work for early Russian camo.

If you do any black and green Russian camo, remember they replaced it in mid-1943 with the two tone gray. ✈️

MB



South Front 1/48th La-5.



ICM 1/48th Yak-7.



Trumpeter 1/25th Scale 1960 Pontiac Bonneville Hardtop

OOB Review
by
Peter Colburn

Trumpeter's 1960 Bonneville is an incredibly complex kit at first glance; there are three large white and one chromed sprues (all individually bagged), small photoetched fret, colored as well as clear transparent sprues, rubber tires, and metal coil springs. The instruction sheet is more a booklet than a sheet — it runs to 16 pages! A first look requires examination of the multiple sprues and the instructions to begin to get a grasp on how to proceed with this kit, especially since the instructions don't seem to direct one in the best series of steps to successfully build this well-detailed kit into an accurate replica.

After some study, Trumpeter's Pontiac appears to be a combination of exquisite detail and odd kit engineering. There are a huge number of parts on the three white sprues. Many of which might have been cast as single bits in other kits. One would expect parts like door handles, wipers, mirrors to be chromed, but they are not. Oddly enough, the dual exhaust system is chromed instead. Painting instructions are often unlikely or vague. For example, "GM Blue" is suggested for the four piece transmission assembly when it should be in silver or aluminum of some sort. Inaccurate or inadequate painting instructions prevail throughout the instruction booklet.

Nonetheless, it is clear that Trumpeter made great effort to produce an accurate kit of this unusual and desirable subject. A major restyle of the clean sheet 1959 car, sharing only the greenhouse sheet metal, the 1960 Pontiac can, in some way, be considered a "one year" car. Though it enjoyed sales and competition success, extensive styling and engineering change occurred in the 1961 cars.

It was brave of Trumpeter to tool this kit. But as with the earlier Chevy Nova kits, their effort is far from perfect: scratchbuilding will be needed (no trunk bulkhead for instance), and it is apparent from some test fitting that there are fit problem in some

areas. Virtually no trunk accessory detail is provided, especially considering the engineering effort exhibited in the well-designed opening trunk. No AC hose and condenser detail is included either, although the compressor is part of the engine and dash vents are provided. Some kitbashing and scratchbuilding should solve these problems.

The body, frame and floor plate are all very clean and well detailed. Little flash is apparent on all parts, and the chrome is smooth and bright. (My early run kit came with satin finish chrome, which was replaced at no charge by my hobby shop.)

Eight tires are included, each set having the same nice sidewall detail but different tread patterns. They are branded "Telstar Weatherizer." (perhaps to avoid an additional licensing agreement?) Like the Nova kits, they build up with very thin black rings to replicate the tire sidewall visible between the wheel rim and whitewall. Both full wheel covers and oddly shallow Pontiac eight-lug wheels are on the chrome sprue.

Another aspect shared with the Nova kits is the photoetched hood hinges. I was unsuccessful in using those when I built the Nova Convertible. Perhaps the inclusion of brass wire for the hinge pins will aid my attempt to build these. There are "open" hinges on one of the white sprues, too.

In addition to the kit's photoetched parts, I have also acquired Model Car Garage's fret for this kit. It's very comprehensive with variations possible for other 1960 Pontiac car models. Most of the exterior chrome is included as well as interior/exterior mirrors and many dash parts. I doubt that I will use all these pieces, but I can see that this fret will enable me to replace all of the cast-in scripts with photoetched parts. This should help me achieve a smoother paint finish and less foil work. The quality of this fret appears to be typical of MCG's fine work.

I am looking forward to finally building this kit, since I have let its challenges prevent me from taking it on for quite awhile. The 1960 Pontiac is one of my favorite post WWII American cars, and this will be an great addition to my model case. ✍️

Peter



AMPS Centex 2007 Show Report

by
Roderick Bell

Well, we wrapped up yet another successful AMPS Centex event at Camp Mabry on October 20th 2007. I want to thank everyone who contributed either by working or donating to our show.

We had modelers from all over the State of Texas attending as well as New Mexico and Oklahoma. The total number of contestants was 43, a 49% decrease from our 2005 show. On the other hand, the number of model entries (159) shows a 2% increase by many of the "repeat customers" from our previous shows. 72% of the contestants were classified as "Advanced" modelers, and the quality of the models was on the level of the National show, although the quantity was only about 30% of what the "Nats" brings in.

Our vendors were mostly from Texas, led by King's Hobby and Paradise Hobbies. Out-of-state vendors included Formations from Tennessee and CNE Hobbies from Oklahoma. There was one vendor cancellation by Tiger Model Designs of Florida, and Minnesota's Wings N' Treads failed to make the trip due to a last minute medical emergency. Many were disappointment as both Tiger Model and Wings N' Treads were big name vendors.

We had a lot of quality door prizes this year with many new kits available. I want to thank everyone who donated all the door prizes.

One of the criticisms of the show was vendor placement. Unknown to us till the day before, the museum scheduled the vehicle maintenance guys to move the M4 105mm Sherman on the day of our show! So we couldn't place vendors in front of the Sherman or its drive path. Fortunately, everything worked out, and we had a rare chance to see the Sherman in action. Most show attendees thought it was cool watching it startup and move out to the maintenance building.



By the way, some people say the museum's Sherman is an conversion from a Israeli M50! I am still researching that claim.

Another criticism was that we did not have sufficient trays to hold the contest models. I believe it was due to the fact that we

couldn't form four judging teams until around noon. This slowed down the judging process, and many trays were being used to hold models awaiting to be judged.

One final criticism mentioned was that the model display room was poorly lit. This is our third show at the museum, and this is the first time I heard concerns about the lighting. I personally did not see a problem, but other colleagues did concur that the lighting could have been better.

Though I agreed with some of these criticisms, they do not make the show a failure. On the contrary, I had very positive feedback from our club members, vendors and show attendees. We had a great time. There will always be people who aren't happy, and we can't please everyone. Personally, I believe the show was a success, and we are happy to do it again in 2009. Be assured we will address some of the criticisms mentioned.

Congratulations to Tom Ferris and Lyn Julian for winning the Best of Show Awards. This is Tom's second time winning the Best of Show at AMPS Centex. Lyn Julian was the second person ever to win three of our special awards in one contest. Tom did it first in our previous show in 2005.



Tom Ferris' Marder III Ausf.M won the Best of Show award.

I want to thank all the members of the Austin Armor Builders Society, our fellow AMPS members, our vendors, our registration team, our judges, contestants, visitors, and the Texas Military Forces Museum for all the assistance they provided. Also, I would like to thank the AMPS E-Board for their continual support of our Regional show. 

Roderick



Young Nick Cline helping Eric Choy out at the door prize table.

Know Thy Fellow Member

Name

Mike Gilsbach

Day job

Technical Content Developer

I've been building models...

On and off for 20 years.

Primary modeling interest

Mostly WWII armor and aircraft, but I'll try anything — I've done cars, ships, sci-fi, figures, etc.

Main reason why I build models

I can combine my interest in history and military subjects with a creative outlet. And I like the smell of the glue.

Other than building models, I enjoy...

Camping, hiking, reading and movies.

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

My Dad. He got me started. Then a highschool friend taught me some basic weathering stuff and got me hooked on 1/35th scale armor. My savings account has suffered ever since.

My favorite "master" modeler is

Russ Holm, Milton Bell, Ion Tesu, Bondo, and just about any other member of ASMS. I'm constantly amazed by the talent and quality of everyone's work in this club.

I consider myself...

A model builder.

The size of my unbuilt collection

Less than 100.

My spouse's opinion of my model collection is...

Positive. My wife is awesome because I don't recall ever needing any excuse to buy models other than "I want to build it." Of course, it helps that her hobby is pottery. One pottery wheel and one kiln equal a whole lot of plastic kits.

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

There won't be any. I'm going to build everything I have before I die! Really. I swear.

Or maybe I'll just give them to my son. Some of the first models I built were kits my Dad had sitting around from when he was young. It was cool building some of those neat old kits, but now I kind of regret it because I botched them badly. I'd like to have a few of them back.

First model I completed

A Monogram kit of an early 80s Trans-Am. It's a black T-Top



(unpainted, of course) with the chrome and the big firebird on the hood. I probably did it in 1982 or 1983. My Dad helped me build it, and it's still on my shelf.

Longest time I took to finish a model

I can't recall, but I suspect that giant Cutty Sark model I picked up at the picnic auction this year will be a contender.

Best model I built so far

Tamiya's 1/35th British Quad Gun Tractor with the 25lb Gun and limber. That was a nice kit and just a whole lot of fun to build.

I also really liked the old Revell (I think) kit of the Apollo Command/Service module. That was a cool kit, and I built it a long time ago. I don't recall the scale (maybe 1/24th?). This is another old kit I'd love to have another shot at.

Worst model I ever encountered

A box scale Matchbox Boeing 727. I had to rebuild the top of the tail with modeling putty, and there was a chunk missing out of the trailing edge of one wing. It turned out okay, though.

I do have to say that the Revell 1/144th Space Shuttle I'm finishing up could give it a run for its money.

Modeling project(s) I'm working on

The Revell 1/144th Space Shuttle I just mentioned. I also have a few in various stages including a Tamiya 1/32th Toyota Supra and a Monogram 1/48th F-100.

Dumbest thing I ever did when building a model

One of my first aircraft kits was a Monogram 1/48th A-4. I installed the nose gear bay on the outside of the fuselage. I was young, and the instructions were confusing. Later I realized my mistake and managed to squeeze it in through the opening where the wings mounted.

I think that particular aircraft was destroyed by enemy fire-cracker some time after.

Worst thing I did to my model to express my anger/frustration

I "weathered" a few models with lighter fluid and lit them up with a match. "Fire in engine one! Eject! Eject! Eject!"



Benjamin Heinrich Gilsbach was born on the morning of December 17. Both mother and baby are doing just fine, according to Mike.

Old Rumors & New Kits

Happy New Year to you all! I hope your Christmas was a joyous one and you were able to spend the time with family and friends. And perhaps you were the recipient of some wanted gifts.

I have to say that model building materials don't figure highly in our family gift-giving but I'm always happy with whatever I get. This year there were no shirts or ties, no underwear (whew!) and no tools for yard work. (Double whew!!) I did receive a couple of older kits from a good friend and a few bottles of ale from another. I'm in good shape!

This year is shaping up as a good one for model builders but there will be plenty of time to hear about the "things to come." For now, lets think about the year just ended.

How many models did you finish in 2007? How many did you buy? If you are like most modelers, you bought a few more than you finished. That's what makes the "stash" grow.

Now here's where you can participate in this column. What do you think was the best model kit released in 2007? Now I know we all build different things so whatever you build, just send me an email with what you think was the best new model kit of 2007. My address is mbell6@austin.rr.com.

Now, how many models did I finish? I think there were nine completed models. I really am surprised at the number but I had hoped there would be a few more. Somehow the challenge of one model per month escapes me. Maybe I should build more 1/144 models just to speed things up a bit! Of the ones I finished, I would have to say my favorite was the Russian La-5 from South Front, a Russian company. It's not a great kit but I had a lot of fun doing it. Likewise, I totally enjoyed the Revell Horton Flying Wing fighter and Tamiya Seiran.

Not that my "work" for the year is done—I have a number of started but not finished kits that I really need to get done ASAP. And I'm working on another commission that will naturally take precedence over the pile. Sometimes I wish the manufacturers would slow down so I can get caught up! No, not really. That would cause a panic.

The past year saw a number of innovations in kit marketing. Hasegawa includes a kit of Priller's BMW roadster with a figure and his Fw190. They also included metal gun barrels for their excellent 1/32 Ki-61 Tony and a figure in the first run of kits. You will eventually be able to buy the BMW separately but not yet. The gun barrels are on the shelves now

Tamiya continued with their line of 1/48 armor and military vehicles and it shows no sign of stopping. Other lines for the in-between scale are showing up as well as some after-market items. This is a far cry from the time when Bandai kits were about the only 1/48 armor kits available.

Tamiya's brand new 1/48 Storch is now available and at about \$55 may seem a bit steep for some modelers but there are some unique and therefore "expensive" aspects of the kit. Nowadays if you want innovation, it's gonna cost you.

This is a glimpse of what you get with the Storch kit. The clear parts are cast integrally with the fuselage halves. Actually, it's the other way around. The clear parts are placed in the mold (tool) and the gray styrene is injected right up to the clear. How good a bond is this? I'll have to check it out but that's a neat way to ensure perfect alignment between the canopy parts and the fuselage.

In addition, the wing is supported by an internal pressed steel "spar" that takes the strain off the clear canopy. If you think of it, that's a lot of strain for a 1/48 model. I assume this also determines the wing's dihedral. Sounds like Tamiya is doing its best to make doing an accurate model of the Storch an easier job as well.

The IPMS/Philippines site shows some test shots of Trumpeter's new LTV F-8 Crusader. This is another in their 1/32 series of modern jet fighters. This F-8 should be a good looking model when finished. No idea about markings or options. I assume it can be built with wings folded or incidence altered. There are also photos of the fuselage sprues of Trumpeter's 1/48 C-47. This will be a big model (remember the Monogram kit!) and will probably be available eventually in different versions.

Revell of Germany's new Lancaster in 1/72 scale will soon be released and from all reports it will be the best Lancaster kit yet produced. Again, it will surely be done in several versions. Best of all, the price is probably lower than all but the old Airfix kit.

Eduard has released photos of their new F6F Hellcat kit and it sure looks like a winner. From what I hear, even the lapped panels look good and the price is still back in the \$30 range which for a new tool 1/48 today is pretty good. Eduard's Me 110 is still on the shelves and is the best 110 out there.

Eduard's PE line continues to grow. There are detail sets for the 1/32 MPM P-39 kit as well as several in 1/72 scale for the Sea Fury, and Me-177. I'm personally waiting for the 1/48 La-5FN details for the Zvezda kit. Two sets are available; the Zoom set for basic cockpit details, and the larger set which includes engine and other details as well.

New armor kits include a couple from Tamiya. The 1/35 Joseph Stalin JS-2 Heavy Tank and the Steyr Kommandeurwagen in 1/48. AFV Club has a new Centurion Mk.5 IDF while Trumpeter has a PT76 Amphibious Tank, an LAV-C2 USMC Command Vehicle, and a Panzerjagerwagen Vol.2. The latter is a "gun on a railcar" and is quite similar to the original Vol. 1 version.

That's all for January, 2008. I hope it's a great year for all. Now get to work building a model or two! 

Milton

Next Meeting:
January 8, 2008
at
Austin History Center
(810 Guadalupe Street)

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

