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Newsletter of the Austin Scale Modelers Society

May 2008

# SPRUE EXAMINER



## Modeling For Less

### Academy 1/72<sup>nd</sup> P-51B

by Milton Bell  
IPMS #16702

Lately, it seems that the only models I can finish are 1/72<sup>nd</sup> scale. That's not to say that I've given up on the larger scales—it's just that those 1/48<sup>th</sup> and 1/32<sup>nd</sup> models get me so bogged down in details that I have trouble finishing. Not so with the smaller scales.

Case in point is Academy's P-51B. This is a good representation of the mid-variant Mustang. While it certainly isn't one of those super-engineered Tamiya minis that can be assembled in a weekend, i.e. their 1/72<sup>nd</sup> P-51D, Me109E, etc., the Academy kit fits well, has a respectable number of parts and options, and sure looks good when finished. And it's fun to build.

Another consideration in today's market is price. You can build a couple of these Academy kits for about what you would spend on one of the "better" kits.

## The Kit

Here's what you get in the box: four runners of parts; one clear and three in Academy's gray styrene. There are markings for three aircraft and the decal sheet is almost as long as the box since it contains invasion stripes and all necessary markings. There is no resin, no PE. There are three choices for markings and two canopy choices. The clear parts are thin and clear and you can open either canopy you choose — the original hinged canopy or the blown Malcolm Hood. The subjects offered are Bud Anderson's "Old Crow," Fred Glover's "Rebel Queen," and an RAF Mustang III from No. 315 Polish Squadron.

There are two sets of exhausts, shrouded and un-shrouded, and a choice of underwing stores. You can add drop tanks—two types—or bombs, and the bazooka type rocket launcher.

The fuselage is divided into left and right and fore and aft portions. The main fuselage has the tip of a vertical stabilizer strake molded on but  
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**2008 Show Schedule**

IPMS/NCT, ScaleFest 2008, Grapevine, TX

IPMS/KC Slammers, Heartland Model Car Nationals, Overland Park, KA

**IPMS National Convention, Virginia Beach, VA**

IPMS/El Paso, Community Out Reach Show and Display, El Paso, TX

May 31<sup>st</sup>

June 21<sup>th</sup>-22<sup>nd</sup>

**August 6<sup>th</sup>-9<sup>th</sup>**

August 10<sup>th</sup>

**Editor's Notes...**

Inspired by Floyd's advice in April's KTFM column, I attended the monthly meetings of all three model clubs in town last month. I made some new friends, learned some new tricks, and saw some very nice models built by modelers outside of our ASMS circle. It was both fun and educational. I encourage everyone who has the time to give it a try.

During my "club tour," I also noticed some unspoken tension between the clubs. Mild compared to other big cities' intra-club rivalries, they are more like sibling squabbles than anything else. I suppose some people will never get over what was said and told. I, for one, do not intend to judge anybody (or any club) based on other people's opinions. Maybe I'm young and ignorant, or maybe I'm mature enough to believe "never" and "hate" are extreme words reserved only for politicians. My mother once told me there is no such thing as a lifelong enemy (nor friend, according to her). Sooner or later, we need to forgive and forget. Life is just too short to waste in arguing. Why can't we get along and glue something together?

Speaking of glue, I have a product review on **Gator's Grip Hobby Glue** for you all this month. Pictures and winning list of last month's **Modelmania** are also here. **Milton** is back on the cover with his 1/72<sup>nd</sup> scale P-51B. **Shawn Merrell**, long time modeler and first time contributor, also sent us an article on his Panzer II J. Once again **Dennis Price** managed to make us drool all over the photos he took at Farnborough, England. I'm convinced I can making a killing selling bibs at the airshows over there!

This month we meet on **May 13<sup>th</sup>** at the **Yarborough Branch Library**. The meeting starts at 7:00pm sharp, and **Bob Bethea** will show us how to paint small-scale figures.

*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)*

Ok, raise your hand if you're going to indulge in a nostalgia trip and see a cartoon/comic based movie this month. I wish I could, but I'll be waiting for the DVD's to come out. The two movies I have in mind are "Speed Racer" (even though they messed up the Mark 5) and "Iron Man." The trailers I've seen and the reviews I've read all lead me to believe these are "can't miss" movies. How many of you model from what you watch on the tube or read in a comic? Why, I myself have been known to indulge in flights of fancy when the "Thunderbirds Are Go" or I need to drop with the Colonial Marines on an alien infested planet. My favorite TV/model link is Star Trek. From the Constitution Class MK IV Heavy Cruisers to the Sovereign Class (NCC-1701 \*no bloody A, B, C or D\* to NCC-1701E) everything about this show enralls me.

Now some of you may be inspired by "Combat", "Rat Patrol", or "Band Of Brothers", others by "Baa Baa Black Sheep" and "Call To Glory." Whatever the case, vegging by the tube can be a call to modeling. If you have the ability, take your inspiration into the modeling cave with you. A few of your fellow modelers have a great war movie on while they're building their next masterpiece. I watch episodes of British comedies like "Black Adder", "Red Dwarf" (now there's some modeling potential) or "Yes, Minister."

Whatever your muse, whatever your building habits, the only important thing is that you build. Along with that is: bring your

*(continued on page 13)*

## Farnborough International Airshow

by  
G.R. Dennis Price

This year's Farnborough International Airshow will take place from July 14-20<sup>th</sup>. The show is the premiere trade show of 2008, and as two years ago, it comes hard on the heels of the Royal International Air Tattoo at RAF Fairford. So, if you are interested in aviation, now is the time to start planning for a great double feature.

While some of the aircraft will transfer from Fairford to Farnborough, as did the Bell-Boeing MV-22B "Osprey" and MiG-29M OVT in 2006 (photos of which appeared in the April 2007 newsletter), both shows have their own special attractions. With Fairford it is operational military aircraft from air forces all over the world; while at Farnborough the menu is much broader including civil airliners, business aircraft, civil and military prototypes, helicopters, unmanned air vehicles, missiles, models of production and proposed craft, as well as components from world wide makers. To whet your appetites, there follow these photos from the last show in 2006.

Dennis



*Airbus A.380-841, F-WWOW, raising a little smoke from tires as it touches down.*



*BAE Hawk Mk.129, #501 for Royal Bahrain Air Force.*



*Sentinel R.1, ZJ692 of the Royal Air Force. Much of the electronic integration was undertaken here in Texas at Greenville.*



*HAL Dhruv, J4063 of the Indian Air Force, in a proud peacock color scheme.*



Agusta-Westland AW.139, I-EASJ in the colors of Abu Dhabi Aviation.



Bombardier BD700 Global XRS, N167GX. Now that is the way to travel!



Agusta-Westland's Super Lynx, sn: 458, #191 of the South African Navy with temporary British markings ZK115.



Russian manufacturers presented models of many different aircraft. In the foreground of this group is a Beriev Be-42P3.



Alenia/Aermacchi M.346, prototype 001, CMX-615.



Elbit Hermes 450 UAV.



Sino-Swearingen SJ30-2, sn: 005, N50SJ. Another aircraft with Texas connections, having been developed at San Antonio. (While touring the exhibitions I ran into a representative of the Governor's office who was attending the airshow. He told me that the Lone Star State had invested considerable sums with overseas aviation companies like Eurocopter.)



## Did You Know?

Besides the famous biennial airshow event, Farnborough is also known for being the burial place of Napoleon III, first titular president and last monarch of France. After the Franco-Prussian War of 1870, he was deposed by the Third Republic and spent his final years in exile in England. He died in 1873, and his body remains inside the Imperial Crypt of Saint Michael's Abbey in the City of Farnborough since 1888. 

*(Modeling For Less continued)*

you won't need it for this kit. Actually, it's for their P-51C kit so it gets sanded off for this version.

According to the instructions, the tail halves should be glued together and then attached to the assembled forward fuselage halves. I don't like this method since it's often difficult to align all the scribed details and it's easy to get things out of square by just a smidgen. And it's easier to fix the fit along the spine than on the side.

I prefer to assemble the fuselage halves and tail halves. I can usually do this by applying the liquid cement to the inside so there's no damage to exterior detail. And I can align all the engraved detail. Then I glue the two halves together when the time comes in the conventional way.



I chose to build Glover's "Rebel Queen" which features the standard hinged canopy. The kit has adequate cockpit detail but I wanted a little more so I chose the Eduard "Zoom" set to spice it up a bit. This led to an unforeseen problem. As with a lot of Eduard's later detail sets, there are several parts that are "pre-painted." This is not a problem with seat/shoulder belts and placards but items that are painted interior green should match the color you choose. Every paint manufacturer has their own version of interior green and these may vary widely.



The color I chose was a darker shade than the one Eduard chose so rather than repaint the whole interior, I carefully repainted the Eduard parts! Not a simple task but it turned out all right.

If you want to make your own Interior Green, do it the way the people who built the airplane did it; mix it! Start with a half bottle of yellow zinc chromate and add black, a drop at a time. Just stir the mixture until you get the shade of green you want. Yes, it really will make green! Many of the aircraft of the period used Dull Dark Green to paint the crew areas, especially the cockpit. Some brands of Medium Green are a reasonable match. Do a little research before you start any model.

Well, after assembling the interior parts and getting the fuselage halves properly assembled, construction proceeds in a very predictable way. I suggest holding back on installing the exhausts until the very last. I painted mine flat black and then gave them a coat of MIG pigment rust, thinned with naphtha. The result is a convincing burned and oxidized metal.



The decals for "Rebel Queen" went down without a hitch, but I can't vouch for the invasion stripes used on "Old Crow." My advice is measure the stripes and paint them on. When I have to apply invasion stripes, I paint the area with white and lately I've been using Tamiya primer white in the rattle can. This paint covers well but doesn't hide details. It dries relatively quickly and can be masked over without worry. I just paint the general area that will be covered by the stripes, mask it off—black and white together—and then paint the rest of the model. At the end I mask all but the black stripes, paint that and I'm finished.

On my model I painted the white stripes seen on the wings and tail and then painted the OD '42 and Medium Gray. Seems a waste to use decals for just a stripe of white paint!

The landing gear looks OK and goes together very well. I used RLM 66 to paint the tires and shot the wheel with a coat of Alclad Duraluminum. I used a circle template as a hand held mask to paint the wheels and then trimmed any over spray with a 00 brush and thinned RLM 66.

The only parts missing from the kit are the retracting struts for the landing gear inner-doors. To be accurate, these doors should be installed in the raised position anyway unless the flaps are shown "down."



### Finishing Up

When I was satisfied with the construction, I primed with Mr. Surfacer thinned with Mr. Color Thinner. The upper parts were sprayed with Polly Scale OD '42 and the lower parts with Medium Gray from Model Master's acrylic line. I had previously painted and masked the white stripes on the wings and tail so when the tape was removed, I had neat white bands. A rubdown with 600 grit wet-dry paper removed any tape ridge. Then I gave the entire model a good coat of Future. When I was satisfied with the gloss I turned to the kit decals which worked well. All responded to Micro Sol red label and there was no silvering. Then a good coat of Polly Scale Flat sealed it all.

That three-part canopy that can be installed in the open position was the only part whose fit was not as good as I had hoped. I used jewelers cement to attach the quarter panels behind the cockpit as well as the windscreen. The roughest part came with my trying to mask and paint the interior part of the canopy which can easily be seen in the open position. Here I used Tamiya tape and my 00 brush. Once painted, the overhead hatch and the fold-down part were installed with more jeweler's cement. The results were so-so but viewed at a distance it's acceptable.



Bare Metal Foil was used to mask the clear parts. After all the paint I used, I had to scrape the foil off with a tool made from a round toothpick. A Q-Tip and some Goo Gone removed any trace of tape adhesive.

That about does it for the model. It was a fun build—which is what the hobby is about—and I have a 1/72<sup>nd</sup> P-51B for the collection. For the detail and options in the kit and the price, the Academy kit is hard to beat. Is it accurate? Well, I'm not a rivet counter so I can't address how it stands up to dimensions and shape but to my eye it looks pretty good. Again, this is what I do for fun and relaxation. I got my time and money's worth. 

MB



### 28 Years Ago (August 1980) ...

- Modelfest 4 was held at the Westgate Mall (now HEB Central Market at Westgate). The one-and-a-half day show started at noon on Friday and culminated with the award ceremony on Saturday afternoon. Judging was done with a scoring system on five categories for each model: basic construction, finish, decals, overall presentation, and realism. Milton recalled it was a long and tedious process.

Star Wars and Battlestar Galactica were hot subjects at the time, as you can see on the contest tables in the photo. Can you identify the gentleman under the red question mark? Here's a hint: he is still around and active after all these years! 





## Alan 1/35<sup>th</sup> Panzer II J

by  
Shawn Merrell

Based somewhat on the Panzer I F chassis, the VK1601 project was one of the further development of the *Panzerkampfwagen* II series. Commonly known as "Panzer II J," it featured a larger hex-shaped turret and a 2cm Flak cannon in place of the two machine guns of its predecessor. Its role was somewhat speculative, ranging from "infantry assault" to "heavy armored reconnaissance" tank by most accounts. Only 22 (some reported 24) examples were built by *Maschinenfabrik Augsburg Nuernberg* (MAN) in 1942, and a few saw limited actions with the 12<sup>th</sup> Panzer Division (*Heer*) in Russia. The rest of them served as training tanks throughout German posts in Eastern Europe.

Despite my best effort in researching this vehicle, I only managed to locate three to four photos of this obscure tank (a few photos purported to be Panzer II J were actually other Panzer II experimental models of the period). Interestingly enough, there is a photograph of what looks like a Panzer II J being used to haul some sort of sled through the snow. Infantry were positioned along each side of the sled like an armed land-barge. I hope this was merely a training exercise; for said infantry would certainly have been sitting ducks for the Russians!

My initial impetus to tackle this model came from a web photo of Steve Palfy's excellent build with a bizarre bluish paint scheme. Alan is known for picking German armor subjects that are not on the beaten path, and this kit is no exception. The kit parts are typical of Alan's quality; many of the details are rather

"dulled down", and the plastic is of the softer variety. I also found the instructions, being done little better than freehand, difficult to visualize in some steps of the build. But with a low parts count, this was no major setback. Having acquired an Aber 2cm flak barrel and Part's photo-etched detail set (a very nice one done in a rigid copper), I set about building this "mini-tiger" tank.

### Construction

The model went together rather well with very few ill-fitting parts, and no filling/sanding was needed. The only difficult part of the build was the alignment of the suspension. Careful and meticulous adjustment of the suspension arms was a must as no actual torsion bar is supplied in the kit. One thing I would do in a subsequent build would be to fashion some torsion bars from plastic tubing so that a more "organic" footprint of the suspension could be depicted.

Once all of the major assemblies were put together, I added weld seams along the major plates of the tank by applying Squadron putty between masked areas and texturing with the back of an X-Acto blade. Photoetched items went on next, starting with the tool brackets. The stowage box on the rear left fender was a nice little gem. I brazed the bracing indents with a mechanical pencil along the etched "X's" in the box lid, and I used my Etch-Mate to fold all the angles. I elected to display this box unsecured and open so that I could load it up with maintenance tools such as track pin hammers, chains, and wrenches taken from the Tamiya's Panzer IV tool set.



I had originally intended to use Part's photoetched fenders, but I found them too suffer from the same faults the kit fenders had; namely the lack of the very front "flaps" that are featured on the box art (a simple painting-over of the war-time prototype engineering photo). I also determined the difficulty in installing the aftermarket fenders was not justified by any better detail; the fold line along the outside edge of the one fender I started was less crisp and distinct than the edge of the plastic kit part.

I borrowed some Aber chains from another detail set for the smoke launcher tubes in the rear of the vehicle, and brass rod

was used to fashion a pin to hold in the spare track on its mount. For the springs of the fenders, I used thin copper wires, and I made the fenders look like they have been "torn off" by whatever stress encountered in the field.



It was roughly at this point of the build that I discovered that Eduard also makes a photoetched set for this vehicle, which ironically features not only the missing front fenders but the springs that hold them roughly in place. I would have received this information with a simple shrug and nod if it were not for the further discovery that the Eduard set also features engine grills, which are also sadly missing from the Part set.

Perhaps the most elaborate photoetched detail is the construction of the commander's hatch and periscope section. This involves multiple rings stacked on the periscope "boxes", all of which have to be precisely folded and inserted into slots in the rings. Surprisingly this took a very short time to complete, and it presented little if any difficulty. The armor glass in the outer periscope lenses was cut from some holographic stickers I acquired some years ago. This material lends itself well to the task, and it simulates the polarized aspect of precision optics. As the viewer changes his or her viewing angle, so changes the reflectivity (and hue) of the glass. A look at the optics on a real AFV reveals this characteristic.



The Aber barrel comes with not one but two muzzle flash suppressors. The instructions suggest one of them be attached by soldering, so I suppose the extra parts are there just in case soldering skill is not one's forte. I found it easier to attach them simply with CA glue once the parts were formed using the tip of a mechanical pencil.

As I decided early to cast this little brute in a forward reconnaissance role, I followed a friend's suggestion of adding a scissors periscope on a tripod to the on-vehicle equipment inventory. I also added a star antenna that was used with the long-range radios in such vehicles as the *Luchs* and *Aufklärungspanzer 38(t)*.

### Painting and Decaling

I started with Krylon Red Primer over the entire model and then a base coat of 50-50 Tamiya Desert Yellow and Dark Yellow with my Tamiya/Iwata airbrush. After allowing a week for the colors to setup, a mixture of Tamiya NATO Green and Field Grey was used for the outline of the green portion of the camouflage. Red Brown was used in various mixtures of Desert and Dark Yellow for brown swatches. These areas were then filled in with slightly lightened mixtures of these colors, using Dark Yellow for highlighting.

A wash of Burn Umber oil paint went on next, and a sort of buff highlight using oils was applied by drybrushing. Vallejo Gun Metal Grey was utilized for paint chips and weld seems. The turret numbers and balkenkreuz insignia were then applied and smoothed down using Solvaset in several applications. Finally a coat of Pactra Flat Finish was sprayed on using my Paasche H airbrush. Care has to be taken with Pactra's finish; while it dries dead flat, it has a tendency to cloud if sprayed on too thickly.



### The Base

I enlisted the help of master modeler Bob Bethea to learn the fine art of base construction. I wanted to depict the tank rolling down a slope diagonally, and the wooden hexagonal base was chosen to represent a "hex" from an old Avalon Hill wargame "Squad Leader." This shape also accentuates the geometry of the turret as well as the star antenna. With the model situated on

a downward slope, the base is quite a departure from your typical "put a plaque under it" vehicle-on-base scenario.

**Conclusion**

Since the completion of this model, I have purchased this Alan kit again with all of the aftermarket parts available, including the new Lion Roar Flak38 metal barrel. This one-piece barrel eliminates the need to bend and fold the muzzle flash suppressor. I will probably depict my next build as one of the training tanks.

Although this model has done only marginally well at shows, I heard at least two modelers decided to build this tank after they saw mine. To me, that is all the reward I need. 

Shawn



**Just the Facts, Please!**

*(Editor: The category this month is "Club History." Answers to these facts can be found on page 12 of this newsletter.)*

1. IPMS/USA was started in 1963 in this city.
2. There are currently twelve local chapters in nine cities within the Lone Star State. Can you name these **nine** Texas cities?
3. These **two** cities in our region have hosted the IPMS/USA National Convention in 2000 and 2003.
4. ASMS was started by Bob King in what year?
5. Other than Bob King, this current member has been with ASMS the longest.
6. Which one of the following has **never** served as President of ASMS: a) Bob Bethea, b) Pat Rourke, c) Tim Robb, d) Terry Lowman.



**Gator's Grip Hobby Glue**  
**An Alternative to CA for**  
**Gluing Just About Anything**

Reviewed by  
 Eric Choy  
 IPMS #44323

There's a new adhesive in town, and its name is "Gator's Grip Hobby Glue" (formerly known as "Gator Glue"). It is made by the Gator's Paint Mask wizard Kenny "Gator" Loup of Sulphur, LA. So far, I've heard and read nothing but praise from everyone who has used it. After acquiring a bottle and testing it myself, I must confess this product is probably the best thing since... well not exactly sliced bread but definitely better than CA (superglue)!



According to the label, the Gator Glue (sorry, I like the old name better) is a transparent non-toxic polymer adhesive for gluing photo-etched (PE) parts. It is an acrylic based product, so water can be used to thin and to wipe off excess after applying. Straight out of the bottle, its look and consistency resemble white glue. The setting time is about a few minutes, so one has plenty of opportunities to position and adjust the parts. Once the glue is cured, it's as hard as CA and supposedly "sandable."

My experiments with this adhesive started with gluing PE to plastic and PE to PE parts. Both ended with a solid and tough joint. I then tried mating plastic to plastic, and amazingly enough, it also worked (I can just see the potential for gluing clear parts). Finally, I used it on resin parts with plastic, PE, and another resin part. Different media, same result. Man, this stuff sticks to everything!

The one thing I did not try was sanding the glue after it has cured. Milton reported when being wet-sanded, it returned to its gluey state again. But he suspected dry-sanding would be all right. Still, I wonder if I can use it as a gap filler...

I'm impressed with what this Gator Glue can do, and it does exactly what it advertizes. The only complaint I have is that it doesn't come in different scents. Personally, I like lavender, but I'll settle for any citrus smell. Highly recommended.

Gator Glue comes in a 1.5oz bottle, and it retails for \$5 each. I bought mine at the IPMS-Houston show last month. Chances are the Gator's Paint Mask guys will have a table at the Scalefest later this month. But if you can't wait or don't want to take a chance of missing them, you can order directly from their website [www.gatormask.com](http://www.gatormask.com). 

Eric

## Modelmania 2008

IPMS-Houston picked a perfect cool sunny day for us to be indoors, and we all had an excellent time at the Stafford venue. Although not many ASMS members made it to the show, those who did all came home with many bargains and a medal or two.

Name	Place [Category]	Subject
Milton Bell	1st [Aircraft < 1/72]	Fw.190D
	2nd [Aircraft < 1/72]	E-2C
	2nd [Single Eng Prop, 1/72]	Seiran Seaplane
Phil Brandt	3rd [Jet Aircraft, 1/72]	Horten Go.229
	1st [Missiles & Spacecraft]	Snark
	1st [Multi-Eng Prop, 1/48]	AJ-2P Savage
Eric Choy	1st [Aircraft Diorama]	F4F-4 diorama
	2nd [Watercraft Diorama]	CSS Atlanta
Rick Herington	2nd [Watercraft < 1/400]	Graf Spee
	2nd [Armor < 1/35 Armor]	KFOR Challenger
Karl Leidy	2nd [Armor Diorama]	RSO Ambush
Shawn Merrell	1st [Axis Armor, 1/35]	Stug III
	1st [Armor Diorama]	Cold Steel
Tim Robb	2nd [Civilian Aircraft]	Republic Seabee



Two of the many outstanding armor entries spotted at the show.



Captain Nemo's car from the movie "League of the Exordinary Gentlemen." This 1/24<sup>th</sup> kit is made by Wave Corp of Japan.



Nicely painted Cerberus Project 1/6<sup>th</sup> scale "Carmen 99."



This "Desperate Assault—Attack on the Death Star" won 3rd in the Collection category.



Eduard 1/48<sup>th</sup> Mirage 2000D with an eye-catching scheme.



A very unusual subject: 138kV Power Substation in 1/25<sup>th</sup> scale!



The aircraft bunch ... (left to right): "Bondo" Phil, Milton, Tim and Kenny.



Boyd Waechter of Katy did a fantastic job on his 1/48<sup>th</sup> F-104C.



... and the armor gang (left to right): Rick, Karl and Shawn.

## Parts Wanted

- Anyone willing to part with his/her Waldron Punch Die set please give Eric Choy a call at (512) 249-9184.
- Pat Rourke is **still** looking for 1/48<sup>th</sup> WWII *Luftwaffe* cluster bombs for his project. If you happen to have Verlinden Productions' "Bf.109 Underwing Stores set" (kit #1321) or something similar, please contact him at (512) 280-2443.



## Doolittle Raiders Celebrate 66<sup>th</sup> Anniversary of Tokyo Raid

by  
Ed Esposito  
IPMS #22153

On Saturday, April 19, the remaining surviving members of Jimmy Doolittle's Tokyo Raiders celebrated the 66<sup>th</sup> anniversary of their daring mission in a special event hosted by the University of Texas at Dallas. In a symposium open to the public, a capacity audience of over 250 were treated to rare first-person accounts of a legendary episode in American military history, as the Raiders recalled not only the details of the mission but also their personal thoughts and feelings at the time. It was a priceless experience for all who attended, especially the modelers and amateur historians among us.

Of the eleven surviving Raiders, all now in their late eighties or early nineties, seven were able to make the trip to Dallas. On Saturday morning, however, only five were feeling up to attending the event itself. These were: Col. William Bower, pilot of ship #12; Lt. Col. Richard Cole, Doolittle's co-pilot on ship #1; Lt. Thomas Griffin, navigator on ship #9; M/Sgt. Edwin Horton, engineer/gunner on ship #10; and S/Sgt. David Thatcher, engineer/gunner on ship #7 (the famed Ruptured Duck). The five were joined by the group's official historian, Col. C. V. Glines, author or co-author of numerous books on the Raiders, including Doolittle's 1991 autobiography *I Could Never Be So Lucky Again*. Col. Glines presented a brief history of the raid, accompanied by a short filmstrip narrated by General Doolittle himself. Afterwards, the six gentlemen fielded numerous questions from the audience. The event lasted nearly two hours, followed by an autograph session lasting almost as long.

The group was accompanied by a sizable complement of US Air Force personnel from NASJRB Ft. Worth (formerly Carswell AFB). Also on hand were many of the Raiders' family members including, notably, Jimmy Doolittle's son, as well as the widows and children of several other Raiders no longer with us. On display outside the auditorium was a collection of 80 silver goblets, each engraved with the name of one of the 80 original Raiders. In a tradition dating back to 1958, at each reunion the remaining men turn over the goblets of those who have passed on since their previous gathering. Seventy-three of the aviators survived the Tokyo raid; only 11 goblets now remain unturned.

Prior to the symposium, a private luncheon was held in the Raiders' honor, featuring an address by US Representative Sam Johnson of Texas, himself a former USAF fighter pilot and Korean War veteran. In a highly improbable coup, yours truly (through his high-level university connections :) ) was able to

score an invitation to the luncheon. It was the highlight of the day for me, as I found myself seated next to Dave Thatcher and chatting with him at length about his adventures aboard Ruptured Duck. I learned a number of things I had not known before: for example, that all 16 bombers started their takeoff runs from the same point, about one-fourth of the flight deck from the carrier's bow; this distance was carefully chosen so that if a plane began its run when the pitching bow was at its lowest point, it would reach the end of the deck just when the bow was highest — very tricky timing! More importantly, perhaps, I gained some firsthand insight into the spirit and sense of commitment that drove those young men to accomplish such an improbable feat at such a critical time for their country. It was an hour I won't soon forget.

UT Dallas was a natural choice of venue for the reunion. In 1985, with Gen. Doolittle himself on hand to commemorate the occasion, the Eugene McDermott Library at UTD became home to the official James H. "Jimmy" Doolittle Archive. Part of the library's nationally renowned History of Aviation Collection, the archive features numerous artifacts, papers, books, photographs, and personal effects - including a fabulous, nearly life-size bronze sculpture of the general. The Raiders and their guests toured the collection on Saturday morning and had the opportunity to sift through the archive's extensive files on each of them — an activity they seemed to enjoy thoroughly.

Those of you who missed this rare event can still visit the Doolittle Archive, free of charge, at any time during normal library hours (Mon-Thu, 9am-6pm; Fri, 9am-5pm). Surprisingly, its existence seems to have been a well-kept secret from the IPMS community. Even yours truly, despite being stationed here since 2002, did not learn of it until very recently... all the more amazing since one of the items on display is a 1/48<sup>th</sup> replica of Doolittle's plane (from the Accurate Miniatures kit, it would seem), and we modelers tend to have very sensitive radars for that sort of thing!

Do yourself a favor and make the pilgrimage to UTD's McDermott Library. You won't be disappointed. 

Ed



The five Raiders on hand for the event, from left: Richard Cole, David Thatcher, Ed Horton, Bill Bower, Tom Griffin.



M/Sgt. Ed Horton peruses his personal archive file as library and Air Force staffers look on.



Sgts. Ed Horton and David Thatcher recall their experiences as engineer/gunners on the raid.



Yours truly with Sgt. and Mrs. David Thatcher. For those of you familiar with the movie... he did indeed return to Montana to marry his sweetheart, and they still live there today!



Focal point of the Doolittle Archive, displaying many of the general's personal artifacts.



Jimmy Doolittle "in the bronze" ... one for the figure modelers!

*(Kenny's Korner continued)*

models to the meeting and inspire a fellow modeler. That's right, YOU can inspire someone. Heck, bring a friend and let us all inspire him or her.

I hope to see you all at the meeting. Now, go build something! ✈️

Kenny



Trumpeter has released their 1/48<sup>th</sup> Hawker Sea Fury FB.11 and it's certainly an improvement over the old Hobbycraft kit. This one isn't perfect, but it should build up into a very nice replica. Trumpeter should have their big 1/32<sup>nd</sup> P-47N ready by meeting time. This is, as far as I know, the first large scale mass produced kit of the "N."

Hasegawa has released their Saab J-35 Draken in 1/48<sup>th</sup> scale. This one really looks great in the box. You can bet there are more decals and details on the way. Hasegawa has also released a special Texas ANG version of the F-16C.

One of the most colorful kits in a while is the A-7H from Hobby Boss. This 1/72<sup>nd</sup> kit of the Corsair II comes in Tiger Meet markings. It's showy!

Revell of Germany (RoG) has finally released their 1/32<sup>nd</sup> Super Cub. I'm really looking forward to seeing this one. RoG has also released a 1/48<sup>th</sup> Ar.234B Nachtigall. This is surely a reboxing of the earlier Hasegawa kit, perhaps with new markings.

For armor fans, Italeri has released a 1/35<sup>th</sup> LVT-2 Amtrac, and Tamiya has an Opel Blitz. Dragon has a new 1/35<sup>th</sup> Sherman III (mid-production) Sicily campaign. These are all new tools.

Eagerly awaited but not due until the third quarter at the earliest is Trumpeter's 1/35<sup>th</sup> 203mm Tracked Howitzer. This Russian heavy gun should be something to see. Trumpeter is also releasing an Sd.Kfz.7 Halftrack.

Available now is Dragon's 1/35<sup>th</sup> Sturmhaubitze 42 Ausf.G which comes with the waffle pattern zimmerit molded in. Very impressive kit. Academy has a 1/72<sup>nd</sup> M35 deuce-and-a-half, Vietnam era truck. I may have to get it since I spent a little time behind the wheel of one.

And we mustn't forget Tamiya's latest 1/48<sup>th</sup> bit of armor, the Flak 38, four barrel AA gun. Also, for the small armor kit fan, there's the Dragon 1/72<sup>nd</sup> King Tiger with Henschel turret.

Also available for the vignette or diorama builder is the set of French infantry figures from Tamiya. There are six figures in this 1/35<sup>th</sup> scale set.

For ship builders, Hasegawa has released the third and final kit in their Ironclad Series of IJN Heavy Cruisers from WWII. This time it's the 1/350<sup>th</sup> Takao Class *Maya* 1944. They have also released another version of their Antarctic Observation Ship, *Soya*. There is a separate set of PE for the kit if you so desire. This is a good looking model, complete with helo and DH Beaver.

So, it looks like a busy summer of building. This past week has brought a load of new kits that should satisfy every taste and interest. There's no reason not to build something. 

Milton

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**Next Meeting:  
May 13, 2008**



*Boeing F/A-18F, 166673 on loan from US Navy's VFA-122 for a great flying demonstration at 2006 Farnborough International. See page 3 for more details and photos.*

Austin Scale Modelers Society  
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