



SPRUE EXAMINER



Achtung, Jabo!

by
Roberto Enriquez
(a.k.a. Bob Bethea y Henry Nunez)

This "What if" project was a collaboration between Henry and me based on actual facts and presumptions of what could have happened if Germany did not capitulate to the Allies in 1945.

The first presumption sets the scene during a period in which Germany had extended the war into 1946. The premise is that Germany had either been successful in stopping the American and British forces at the Battle of the Bulge or had held the Allies at the Rhine and the Russians in Poland, thus prolonging the war into 1946.

The other presumption is the introduction of Panther F into Germany's arsenal. This variant of the *Panzerkampfwagen V* features a new "Schmal" turret, additional radio set, and steel-rimmed road wheels. Historically, Panther F remained a "paper panzer" project that never went into series production.

Our diorama depicts a Panther F tank crew recovering stowage that has been blown off by enemy action when suddenly they spot an enemy aircraft overhead. The scene supposedly takes place somewhere in a German city in front of a heavily damaged government building where several German infantrymen are congregating.

The title "Achtung Jabo!" is based on the German words *achtung* (attention) and *jabo* (ground attack aircraft). With Allied aircraft dominating the sky, they are used to such activities and are responding appropriately.

The Figures

The eight figures in this diorama are an array of plastic and resin, stock or converted figures prepared by me and painted by Henry. He chose to paint them in different camouflage patterns to depict the anarchic supply situation in the besieged Germany.

By 1946, the most prominent German camouflage uniforms were the "Pea Pattern" and the new "Leibermuster." Introduced in 1944, the "Pea Pattern" was aimed to replace

(continued on page 4)

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Upcoming Events**Model Shows**

ReaperCon '09, Denton, TX	May 14-17
IPMS/NCT, Scalefest 09, Grapvine, TX	May 30
HMSNEO, 21 st Annual Tulsa Show, Tulsa, OK	June 5-6
IPMS KC Slammers, Heartland Model Car Nationals, Overland Park, MS	June 13-14
Squadron EagleQuest XVIII (formerly MasterCon), Lewisville, TX	June 25-27

Air Shows

Bluebonnet Air Show 2009, Burnet, TX	April 11
South Texas Shootout 2009 ^[BA] , NAS Corpus Chrisiti, TX	April 17-19
Alamo Liaison Squadron Bluebonnet Picnic, Cannon Field, San Antonio, TX	April 25
Central Texas Airshow, Temple, TX	May 2-3

[BA] USN Blue Angels scheduled to appear.

Local Events

Muster Day 2009 - American Heroes Celebration, Camp Mabry	April 18-19
Pacific Combat Living History Program - Nimitz Museum, Fredericksburg, TX	April 18-19
Close Assault 1944! Camp Mabry	May 23-24
Pacific Combat Living History Program - Nimitz Museum, Fredericksburg, TX	May 23-24
Memorial Day Program - Nimitz Museum, Fredericksburg, TX	May 25

**Support Our Troops!**

In support of the initiative to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones in Iraq, IPMS/USA has elected to have **SFC Steven DeLong** as the point of contact for **The Iraq Model Network**. Any individual, IPMS chapter, or industry supporter who wishes to make a donation, please send it to: **Baghdad Hobby Club, c/o SFC Steven DeLong, HQ, MNC-I (FSC), 18th Airborne Corps, APO, AE 09342**.

SFC DeLong can also be reached via e-mail at: steven.delong@iraq.centcom.mil

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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. The views expressed in this newsletter are those of the authors. ASMS does not endorse the contents of any article.

Mike's Montage...

Have you ever wondered what the Austin Scale Modelers Society means to you?

To me, I see a group of individuals with a common interest in preserving history with miniature replicas, and others who enjoy expressing their visions of the future or other dimensions in the form of sci-fi and fantasy models. Regardless of where our interest lie, we belong to an organization that "promotes scale modeling" as our mission statement states. What better way to do this than sharing our skills with another member or anyone else with a passion and love of building models?

Another way to promote this great hobby of ours is hosting and participating in model shows. This was evident with some of our members giving their time and expertise at the San Antonio and Houston shows helping fellow modeling clubs to put on the best show possible.

ASMS has a fine mix of individuals that makes up this club, and I'm glad to be part of this organization. ✈️

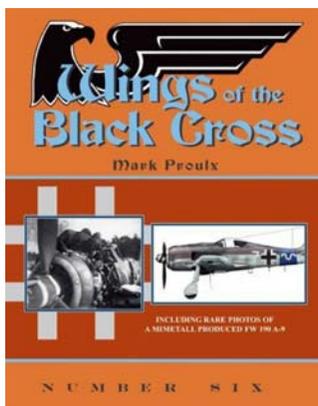
Mike

p.s. On the way to the Houston Show, my family and I witnessed a terrible traffic accident. Two motorcyclists were involved. One will be okay, but the other had to be flown to a trauma hospital. So, to our two and four wheeled members: please be careful travelling our Texas roads.

Eagle Editions Wings of the Black Cross - Number Six

by
Mark Proulx
ISBN- 978-0-9794035-4-5
MSRP- \$17.95

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



This is the sixth in the series of books put out by Eagle Editions. Typical of the series, this softbound book contains 36 pages of large photographs, mostly black and white but with a color photo on the back cover.

Perennial favorites such as the Bf.109 and Fw.190 are covered. A few of the 109 photos have been seen before,

but they are never as clear as they are here. They look like first generation reproduction. So there are 109s. There are always 109s, but some of these are special. I found the two photos of a very light G-4 from Malta interesting. The Fw.190A-9 is a unique airplane that wasn't photographed very much, but this book contains three new photos of two aircraft. A Fw.190A-5/U3 marked as "Yellow B" is interesting also.

Some new Me.262 and Do.335 photos are shown. What I like about these books is that the photos are large and clear enough to be usable by the modeler and historian. A really well worn He.111 has some unique markings from the late war period.

Other late war aircraft such as the Ar.234 and the Ju.188 are shown also. The Ju.188 has a really unique story included in the caption. Another series of photos show a very uniquely camouflaged Ju.188A-2. I can see myself modeling this aircraft in the future. The earlier Ju.88s are also seen. Especially interesting are the wave camouflage.

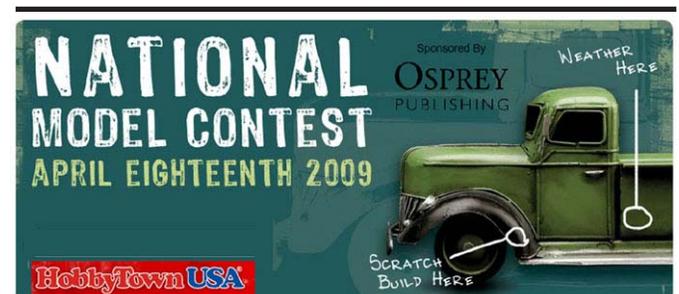
Helicopters are not forgotten in this book. Both Fa.223 and Fl.282 are seen in clear photos at Wright Field. Another unique aircraft is a series of photos of the Bv.222. A minesweeping Ju.52/3M (MS) would make a unique modeling subject. The back cover color photo is of a very nicely exposed and clear Bf.109G-10/R2 photo recon aircraft.

An Eagle Edition book wouldn't be complete without some great color profiles, and this one does not disappoint. Eight profiles are included: one Bf.109G-6, two Me.262, three Fw.190, a He.111, and the uniquely camouflaged Ju.188. These are really motivating to me. Sometimes just the profiles alone are enough to make me break out a model.

Most of the photos in this book have never been published before, and they offer a wealth of knowledge, especially the late war aircraft. They are large and very clear. The color profiles are beautiful. These books give you a great overall look at multiple types of aircraft, and they are a great addition to anyone's library. I can't wait to see what is in the next one.

Thanks to Aeroplane Books for the review copy. You can get your copy at www.aeroplanebooks.com. Let them know you heard about it here. ✈️

Floyd



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(Achtung, Jabo! continued)

all previous camouflage designs, and the "Liebermuster" was a proposed but seldom issued 1945 pattern that was supposed to become universal in the armed forces if the war had stretched on.

The tank commander, a New World Miniature figure, has his arm and head rearranged to show him pointing to the enemy aircraft and shouting at his crew on the ground. He is dressed in the one-piece overall that was common early in the war. Henry painted him in "Summer Oak Leaf" camouflage to show that he was a seasoned veteran who kept his old uniform as long as possible.



The tank driver is a DML plastic figure with a resin Hornet head looking towards where his commander is pointing. He is also dressed in a one-piece overall, but Henry painted him in a more appropriate late war "Pea Pattern."

The radio operator is another New World Miniature figure with minor modifications so he can fit into the hatch. He wears the universal black tanker side cap and mouse gray undershirt. Henry painted his pants to depict the summer green denims.



The tank crewman on the ground is handing an axe and a fire extinguisher up to the crewman on the deck. He is also a New World Miniature figure with an arm swapped and hands rearranged. He is painted with the standard black panzer uniform trousers and M43 black panzer cap. He wears a panzer jacket in the "Liebermuster" camouflage to set the scene as post May 1945.

The bareheaded crewman on the deck wears the standard black panzer jacket. Henry decided to paint his trousers in the late war "Pea Pattern" to show yet another late war alternative.

The three other supporting actors are all based on DML figures from different kits, such as the "Afrika Korps" set, the "Panzer Grenadiers in Italy" set, and the "German Medic" set. The machine gunner on the steps has a hornet head and DML's Gen2 weapons. The infantry officer up front has had his arms and head rearranged to address the aircraft threat. They both wear late war ankle boots and standard Field Gray trousers. The machine gunner wears a different shade of the "Liebermuster" camouflage, and the officer has a tunic made from a captured Italian camouflage. The infantryman up front dresses the same trousers and boots, but he wears the early war "Zeltbahn" shelter quarter with the *Wehrmacht* "Early Splinter" camouflage pattern. The late war G43 automatic rifle he is carrying reinforces the time frame.



With all the different styles and camouflage patterns, we hope you enjoy this grand tour of German uniforms of WWII.

The Tank

The proposed but never built Panther F is a recent re-tooling of DML's 1990s classic. It is a wonderful kit, and it was finished almost out of the box with just some battle damage inflicted all around it to show it was truly functional.

I came up with a fictitious urban camouflage for this fictitious "Paper Panzer." First, the vehicle was painted in a red primer color used by the Germans late in the war. I then cut and placed Tamiya tape onto the tank to show simulated brickwork that was such a major fixture of destroyed German cities. After I

over-painted that with khaki and gray stripes, I panel faded each color and used oil paints to blend the colors into a cohesive whole. The numbers on the turret are Archer transfers. Finally, to give the Panther F a dusty and used look, I ground up some pastel sticks and applied the chalk liberally all over the tank.



The Base

The base was built from a piece of fiberboard with a Verlinden building façade added. All aspects of the building face were re-scribed with an X-Acto knife to add dimensions and battle damages. I posted all the plaster building parts together with wooden dowels and used carpenters glue for tougher connections. I then spread the roadway with Sheetrock Spackle and scribed in the brickwork when it was close to dry but still tacky. A sanding leveled out all the scratches.



For the building debris, I spread Sheetrock Spackle out onto an aluminum foil on an old cookie sheet. While it was tacky but not dried, I scribed in parallel lines to represent bricks. When dried, I separated the lines and broke off individual bricks. The mounds of bricks were made the same way with mounds of spackle and pieces of balsa wood and soft wire stuck into them. To busy up the groundwork, I also added individual plastic bricks, miscellaneous Verlinden scraps, and some dented oil drums and gas cans from Armand Bayardi.

With everything in place, I ran super glue over all the loose parts to set them permanently and to keep them from lifting during painting. The entire rear section of the building was covered with thin sheet plastic. I painted everything Flat Black to hide any shiny white spots. The rest of the structure was airbrushed and hand painted with various stone and brick colors.

Once the groundwork was finished, we added the figures and the tank for which we had left spaces earlier. Each figure had brass pins protruding from the feet, and they were glued down to the appropriate holes drilled in the base. To avoid any movement of the tank during transit, a hole was drilled through the lower hull to accept a bolt. With a washer and a nut threaded onto the bolt, the tank is now strongly attached. And just in case an "inquiring judge" at a show decides to complain about the bolt showing underneath, a large block from the building was added under the tank to camouflage the connection.

To dress the whole thing up, I built a wooden frame with stained and varnished 1.5" x 1.5" birch stock. The diorama drops right into the frame, but it can be separated for transport to reduce the height. We even built a special box for transporting them!



Conclusion

Henry and I really enjoyed working on this diorama together, and we are planning to do another one in the near future. We feel joint projects like this one utilize our talents appropriately to build something we couldn't or wouldn't have done on our own. Try a project like this with a friend. You'll end up better friends, or... well. We hope you will. ✈️

Bob & Henry



A Tale of K5054

1/72nd Supermarine Spitfire Prototype

by Eric Choy, IPMS #44323

Everyone knows the legendary Spitfire fighter. But do you know what happened to the first Spitfire ever built? Here's a short recap of the story of prototype K5054:

Designated Type "300" by Supermarine, the construction of K5054 started in the winter of 1934. She made her maiden flight at Eastleigh Airport on March 5, 1936. Service trials continued throughout 1936 and early part of the following year. On March 22, 1937 she was damaged due to a forced landing, and repairs were made at the Eastleigh workshops. By the time she was able to fly again, Spitfire series production had already begun. The semi-retired K5054 moved to Farnborough and was employed as a high speed communication aircraft. The day after the declaration of war (September 4, 1939), K5054 suffered another landing accident. This time the cockpit was crushed, and the test pilot was killed. The aircraft was written off as a loss, and the wrecked airframe was later scrapped.

Being a Spitfire lover, building K5054 was always on the back of my mind. One day on a visit to member Ken LaRonde's house, I came across the old Aeroclub conversion set among all of his vacuformed kits. Instantly I made my purchase (in case Ken changed his mind). Around that time, I picked up an old issue of Model Aircraft Monthly (MAM) Spitfire Special (volume 5 issue 3), and it features an article using the exact conversion for building a K5054. I saw no more reason for delay, so off I went to build my Spitfire prototype.

The Kit

While there are many excellent early-mark Spitfires suitable for the conversion, MAM recommends using the 1978 Airfix "Snapfix" Mk.Ia as the basis for this project. It stands for good reasons: the shape and dimensions are surprisingly accurate. The kit has a few raised panel lines, but you won't need to worry about them. The prototype panel lines were very different from the production ones, and K5054 was without any "wrinkle" during her service trials: in order to increase her overall speed, the contracted painters filled all the joints and panels and polished the aircraft to a shine!

Construction

Before I started gluing any parts, I scraped off all the raised panel lines and filled all the machine gun ejection ports. The only details I added in the cockpit were seatbelts and a control column. The instrument panel was a decal from my spare decal box.



Then, I glued the two halves of the fuselage together. The cowling needed serious reshaping to lessen the "squaring" and erase the stiffening strips on top of the exhaust. The white-metal exhausts were then dropped into the existing slots. Some filling and sanding were needed to make them flush with the surrounding plastic parts.



Next, I glued the wings to the fuselage. I won't bore you with the usual wing root gap and fit problems. I fixed them the best I could, and hopefully no one will take a closer look.



There are few differences between K5054 and a production Mk.I. The shape of the radiator is one of them. I retained the back of the Airfix kit part and scratchbuilt the angled intake. The main undercarriage doors also needed modifications. The prototype encloses the undercarriage fully while a Mk.I covers only the

top half of each wheel. To show the wheel door halves in folded positions, I cut out two styrene half circles and glued them at right angle to the kit undercarriage parts. I did not like the white-metal Aeroclub wheels, so I used the kit wheels instead with hubs made, again, from sheet styrene.

With all the parts ready and the inside of the cockpit masked, I primed the entire model with Kryon Primer. A day later, painting of my K5054 commenced.

Painting

At the RAF Pageant at Hendon on June 27, 1936, the general public got the first glimpse of three new fighters in the New Types Park. Numbers were painted on each aircraft for easy recognition, and K5054 received the number '2' ('1' was used by Hawker Hurricane K5083, and a Vickers Venom bore the number '3'). This is the scheme I decided to use on my model.



There are still debates on the color of K5054 between April and the summer of 1936. Apparently, the workers who filled all the joints and panels also sub-contracted for Rolls Royce, the car manufacturer, but none of the standard Rolls Royce or

Supermarine paint was used. A member of the Observer Corps recalled the color he saw at Hendon was "duck-egg-blue-green," while others described it had a touch of turquoise "sea-green" tinge to the blue. But most agreed the color is either blue-green or blue-gray.

Incidentally, this custom color did not react well to the airframe flexing and extreme temperature variation. After three months of use, the paint cracked along all the seams of K5054, and the finish was said to look like "crazy paving" with some patches having come right off!

Since no official record or sample of the color was kept, I decided to apply my artistic license. I chose the blue-gray combination and came up with a mix of 10 parts RLM65 Light Blue (Gunze H-67) and 4 parts Intermediate Blue (Gunze H-56). It went on nice and easy. After a coat of Future, my model was ready for decaling.



Decals

The decal markings came from Xtradecal sheet #72075. It contains four different early Spitfire options, including one for the prototype. Beware the recommended color for the K5054 on the instruction sheet is for a later period (from December 1936 up to the accident in March 1937), but the markings are applicable to any of the earlier scheme.

The roundels and serial numbers went on without any problem. It took a while to find the right size and font for the '2s' on the fuselage, but I managed to locate a close match from a Dassault Mystere decal sheet.

Final Touches

Since there were no panel lines to worry about, the only accentuations I added were on the control surfaces, the cockpit side door, and the engine covers. With all the undercarriage parts glued in place, I shot the entire model with a semi-gloss clear coat. Photos of K5054 at the RAF Pageant show heavy smoke stains around the exhausts, so I dirtied up those areas with Tamiya "make-up" and a bit of soot colored MiG pigment.



Conclusion

Despite all the different variants and improvements, all Spitfires retained more or less the same form and shape from prototype to the last mark (Mk.24). No doubt R.J. Mitchell must have gotten it right from the beginning. Looking at my finished model, I couldn't help remembering Sir Sidney Camm's famous adage "If it looks right, it flies right." ✈️

Eric

References

1. *Model Aircraft Monthly Spitfire Special*, volume 5, issue 3.
2. Robert Humphreys, *The Supermarine Spitfire Part I: Merlin Powered*, SAM Publications, 2000.
3. Supermarine Spitfire History Website and Forum (www.k5054.com).

Scalefest 2009



Saturday,
May 30, 2009
9am - 5pm

Exhibit Hall
@
Grapevine Convention
Center
1209 South Main St.
Grapevine, TX 76051

Admission:
Adults \$9.00
Juniors \$1.00
(ages 6 - 17)

Model Registrations Fees:
Adults \$2.00 each model
Juniors \$1.00 each model

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Brent Mullins Open House 2009

Somehow I always missed this annual event presented by the Museum of the American G.I. and Mullins Jeep Parts. This year Russ, Bruce, and Rod Bell were kind enough to keep me company, and so off we went on the morning of March 21st to the venue at College Station, TX.

Aside from the jeeps, beeps, and deuce-and-a-halves, there were a few rarities this year at the Open House. These included a 75mm GMC M3, a Universal Carrier, and two M18 Hellcat tank destroyers. All vehicles in the exhibit were in running condition, and they all took part in the WWII reenactment later on in the afternoon. During the battle scene, we were treated to some loud gunnery firing and explosion as well as a flamethrower demo.

All in all, we had a wonderful time, not to mention gigabytes worth of reference materials in our cameras. Here are some photos taken at the scene.

Editor



75mm Gun Motor Carriage M3 — US first attempt of a tank destroyer by mounting an American version of a WWI French gun on the M3 halftrack. According to the announcer, this vehicle is only example in running condition left in the world.



A M4A3E8 "Easy Eight" Sherman and a M18 Hellcat tank destroyer getting ready for actions.



Another AFV rarely seen on this side of the Atlanta: an Universal "Bren" Carrier in British markings.



M3 Stuart light tank taking a break.



Some of the "bad guys" in a VW Kubelwagen.



A Post War Austin Champ, the UK version of a "4x4 light truck." Call it whatever but don't tell any Brit this is a copy of our Jeep!



Gee, I just don't trust anyone messing with Panzerscreck and Panzerfaust. This guy is definitely up to no good! ☺



A dusty column of tanks in Central Texas.



Three tired musketeers (left to right: Bruce, Russ, and Rod) on their way back to base camp.



IPMS/Houston Modelmania 2009 Highlights



Nicely finished Greenwell Studios' 1/6th "Galapagos Girl."



Raul Guzman scratchbuilt this 1/94th cargo container "Old Glory" for his client, and it won Best Sailing & Civilian Vessel at the show.



Check out the fantastic custom decals on the 1/25th Pontiac (left) and Cadillac (right)!



Kinetic Models 1/48th F-84F Thunderstreak.



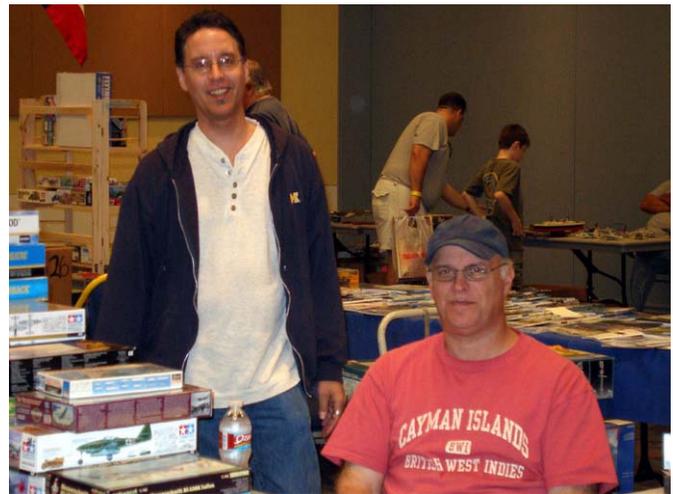
This "Me.262 First Flight" diorama features an early schwalbe.



Marty Martinez won both Best Post-1945 Fully Tracked AFV and Best Military Vehicle awards with his Tamiya 1/35th M60A2.



Lee Forbes chatting with Bruce while Pat shopped.



Rick and Jack at the vendor area. Look, Jack had his glasses on!

Here is a list of ASMS members who won at the show:

Name	Place [Category]	Subject
Milton Bell	1 st [Aircraft, 1/48 prop]	LaGG-3
	2 nd [Aircraft, 1/72 prop]	Birdcage Corsair
	2 nd [Aircraft, < 1/72]	P-47
Bob Bethea	1 st [Group Projects]	Achtung, Jabo!
Eric Choy	1 st [Fictional Figure ≤ 1/24]	Sepia-toned Spirit
	2 nd [Figure Bust]	E. Rickenbacker
Jack Johnston	1 st [Aircraft, box stock]	Mirage 2000
Tim Robb	3 rd [Aircraft, jet 1/48]	Me.262
Pat Rourke	1 st [Armor, artillery]	Pak88
	1 st [Armor, < 1/35]	Polish Panther
	1 st [Armor, 1/35]	Late Tiger I
	1 st [Armor, > 1/35]	Egyptian T-34/85
	1 st [Armor Misc Vehicle]	Pink JS-3
Rick Willaman	2 nd [Armor, box stock]	M4 Sherman
	1 st [Automotive, box stock]	Red Baron
Special Awards		
Eric Choy	Best Fictional	Sepia-toned Spirit



Know Thy Fellow Member

Name

"Bondo" Phil Brandt

Day job

USAF and IBM retiree.

I've been building models for...

64 years, give or take a few.

Primary modeling interest

Post WWII modern aircraft.

Main reason why I build models

Creative outlet; have always worked with hands. Don't have the bucks to own 1:1 airplanes! ☺☺☺

Other than building models, I enjoy...

Restoring/maintaining my fleet of 1:1 cars (started as a teenage hotrodder circa 1955).

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

No one in particular. I always loved airplanes and anything mechanical.

My favorite "master" modeler is

Dr. Frank Mitchell, distinguished scratchbuilder, in Atlanta, GA.

I consider myself...

A model builder as well as a collector.

The size of my unbuild collection

Somewhere between 251 and 500.

My wife's opinion on my model collection

Generally positive since she has various collections of her own (not models!)

Best excuse for buying yet another model

I have a very understanding spouse. I never had to make no steenkin' excuses! ☺☺☺☺☺

Plan for my unbuild collection before I die

Various members of ASMS will be invited to go through the Bondo Industries storage facility and help themselves. Kits not chosen will be donated to ASMS.

First model I completed

Strombecker P-80 (wood) in 1948.

Longest time I took to finish a model

Combat vacuform 1/48th Mercator... Well over ten years in the making. It came out to the rate of one week per year on that project!



Best model I built so far

Scratchbuilt 1/48th Yak-28P "Firebar."

Worst model I ever encountered

The one I just started... Attic Aircraft 1/48th AP-2H. A dreadful resin clone of the already dreadful Combat Vacuform kit.

Modeling project(s) I'm working on

Too many to completely list, but here goes a partial summary:

- 1/72nd AC/NC-123K "Black Spot"
- 1/72nd M-50 Russian "Bounder"
- 1/24th Airfix Sea Harrier
- 1/144th "Pregnant Guppy"
- 1/48th T-28D "Zorro" FAC
- 1/72nd Tu-126 "Moss" AWACS
- 1/48th RB-57F; 1/48th AC-130U
- 1/48th Breguet "Alize"
- 1/48th Bell X-2
- 1/48th Mig-31 "Foxhound"
- 1/72nd C-124C
- 1/72nd P6M

Dumbest things I ever did when building models

Applied what I thought was an oil wash to my just-completed 1/48th Dynavektor Sea Vixen; it was, instead, permanent black ink. I had to sand down entire airframe and completely re-shoot!

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

I can honestly say I've NEVER destroyed a partially finished model in a fit of anger. Maybe put it aside for a while, but never destroyed it.

Modeling story I like to share with my peers...

I was building a 1/32nd F-4D for my younger brother, Randy, to represent the fighter he flew in when he "donated" the real thing to the "Laotian Peoples' Air and Space Museum" at ten minutes after midnight on Easter Sunday, 1969. Although he was injured — his backseater was OK — they were rescued from the high threat area at first light the same morning. It was the only air rescue in all of SEA that day.



Bondo Phil in his "steely-eyed defender of democracy" pose, circa 1972. ☺

Old Rumors & New Kits

Several ASMS members made the trek to Stafford earlier this month for the IPMS/Houston show. This annual affair was well attended but was a slightly smaller affair than our own annual event. I'm sure that Eric has filled you in with the particulars (see photos on page 9). Bondo, Springer, and I drove down together and had a good time although some of the world's problems remain unsolved.

The best thing about model shows is not the models or even the vendors. OK, that's blasphemy to some of you but to me it's about being elbow to elbow with a room full of like-minded model builders. I failed to hear a single conversation about politics or the economy. No. We talked PLASTIC and RESIN and all the stuff that goes with our hobby. It was great!

Now I can look forward to the NCT show at Grapevine and the Squadron open house.

There were plenty of bargains at the show, some of them at the mini King's Hobby Shop being administered by Marc and Vernioe. Two new kits stood out by their absence: the Revell 1/32nd Ju-88A and their 1/144th scale C-17A. King's ran out of their first shipment even before the show. No one else had them either. Don't worry; they will restock ASAP!

Both the Ju-88 and C-17A Globemaster are excellent kits and priced very reasonably. Luckily, I got to see them both before they disappeared into someone's stash. There was a C-17A entered in the Houston contest and I can tell you that 1/144th is the right scale unless you have a big shelf.

I did snag a copy of the new Hasegawa 1/48th Pete. The Pete was one of the best looking float planes to appear in WW2. Hasegawa has captured the look of the original and the details should satisfy the most finicky of modelers.

There's one feature that I have a problem with and that's the rigging. Yes, it's a biplane from the '40s so it has rigging. For about half the price of the kit, you can buy a really nice set of PE wires. Along with the wires, you get some other parts that detail the cockpit. It's all very nice. So, what's the problem? The kit instructions detail the use of the separate PE set but ignore building it OOB. I have the PE set because there are some features on the main wires that aren't in the kit. Sure, you can build the kit without the PE *IF* you know what the parts look like. A little research will come in handy.

In spite of this little snag, I really like the model and recommend it to WW2 IJNAF builders. Just don't go looking for exotic schemes; all the Petes were dark green over light gray-green with squadron markings the only differing feature. A nice looking dolly is included but I've seen photos of finished Pete's in small vignette settings, depicting sandy beaches on calm Pacific atolls.

Still new is the Eduard Bf.109E. This makes up into a beautiful model as evidenced by an entry at the Houston show. Now, Eduard has released a PE set to further enhance the kit and Eagle Decals has a couple of new sheets for the *Emil*. Aires has a set of wheels for the kit as well as a set of masks.

Be sure to look for the Ta.152 from Pacific Coast. This is another in their series of 1/32nd kits, and I know a lot of people are looking forward to it. It should be out by the time you get this newsletter. Also be on the lookout for the latest Airfix Canberra. This time it's the B2/20/B6, a British version featuring the rounded canopy.

Dragon is bringing back the P-61, this time as the Premium Edition which means you get a bunch of extra PE details. Priced at under \$30, it sounds like a good deal.

Roden's Pattern 1920 Mk. I Armored Car in 1/35th is still new. This early British Army armored car was based on the Rolls Royce Silver Ghost chassis.

Tamiya's latest 1/48th releases include the Light Utility Car "Tillie" which should fit right in with your RAF vignette and the Opel Blitz truck, a mainstay of the *Wehrmacht*. And for something out of the ordinary, there's a limited edition of an Italian armored car, the AB41. Look close and you'll see an Italeri logo on the box as well.

There are some new ships as well. Hasegawa has a fine looking 1/350th scale IJN Battleship *Mutsu*, a sister-ship of the *Yamato*. The *Mutsu* never saw combat. She managed to sink herself in port having never fired a gun in battle.

Dragon has released a 1/350th kit of the *Tirpitz*, a Bismarck class *Kriegsmarine* battle ship. Tamiya has a kit of the *Mogami*, the IJN Heavy Cruiser that was converted to carry a bunch of seaplanes on the afterdeck.

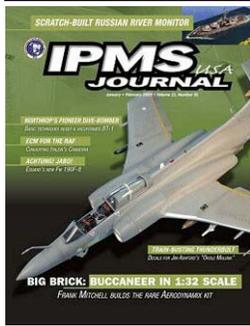
Here's one for the armor guys. Dragon has finally released the M3A1 half-track in their Smart Kit series. Dragon also has released the first in a series of Panzer IVs. This is the Panzer IV-E. They have also have a Cyber Hobby limited run kit of the 15cm Sig.33 Infantry Gun in 1/35th.

Tamiya will soon reissue one of their best kits, the 1/25th scale Chieftain.

If you haven't paid your respects to King's Hobby Shop lately, Marc has come up with a neat idea. If you spend over \$50, you get a 20% off coupon that's good on a future single item. And you can accumulate coupons if you want. Afraid you'll lose one? That's OK too. Rudy will keep them for you.

The next big show is in Grapevine. If you aren't working on a model, you should be. I still have a dozen or so to finish. Maybe I'll have one done for Dallas! 

MB



In the latest issue of...

IPMS Journal

Jan/Feb 2009
Volume 21, Issue 1

• **From Hawaii to the Hedgerows** — The story of Jim Ashford and "Okole Maluna," by Chris Bucholtz;

• **Small Ship, Big Guns** — Scratchbuilding the Soviet river monitor *Udarnyi* in 1:700 scale, by Vladimir Yakubov;

• **Daunting or Dauntless** — Building a 1:48 vacuformed BT, by Gil Hodges;

• **Big Brick** — Building the rare and coveted Aerodynamix 1:32 Buccaneer, by Frank Mitchell;

• **Painting the Invisible Man** — H.G. Welles' tragic villain comes to life through Moebius' new kit, by Brad Hair;

• **Electronic Illusionist** — Converting a 1:72 Canberra T.17 with resin parts, by Tim A. Darrah;

• **A Jewel of a Jabo** — Building Eduard's latest offering in the world of Focke Wulf 190s, by Floyd S. Werner, Jr.;

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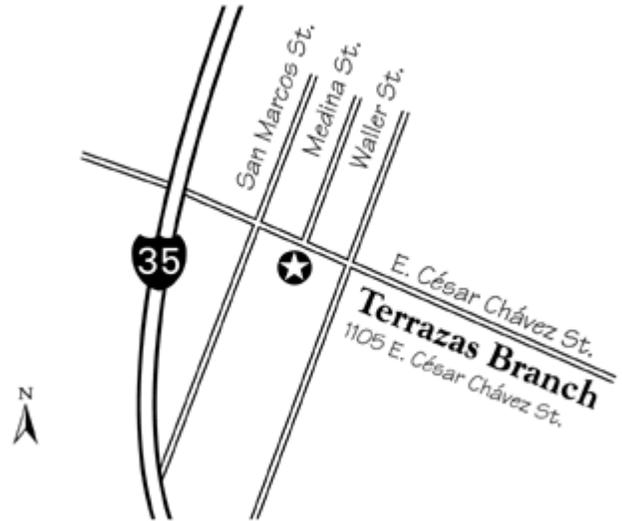
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**Next Meeting:
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