



# SPRUE EXAMINER



## 2009 Summer Picnic & Auction July 18<sup>th</sup>

Details on Page 10

### Mobius 1/8<sup>th</sup> Iron Man

by  
Bill Delk  
IPMS # 34705

Iron man has been around for many years in many different forms in the Marvel comics and graphic novels. The recent movie starring Robert Downey Jr. as Tony Stark is the most current version of the character and the subject of this model released in April of 2009.

While the box art looks promising, the pose of the model inside leaves much to be desired as far as a dynamic action figure. A recent edition of "Amazing Figure Modeler" mentions that the Marvel company had final approval on the look of the model. The model looks rather stiff and could have been made to look a bit more flexible. Mobius claims the shape of the model was taken from the movie database. This seems to be true, but it looks like the model was sculpted from some of the technical CAD drawings one sees in the movie. Those of us with an affinity for cutting plastic and molding putty may want to take a stab at making the model a little more fluid. I decided to follow the instructions for the most part and not go too crazy in the modification department.



The model comes on three sprues of burgundy colored plastic and the base. The plastic seems a bit brittle but trims and sands nicely. There will be quite a bit of seam filling to produce a great model.



I planned to light the model with LEDs (light emitting diodes), so I started by looking over the parts on the sprues to try and decide where it would be possible to run the wires necessary for the electronics. The model seems well suited for lighting, and there are a lot of spaces available inside the model parts to route the wiring and mount several LEDs. I began with the helmet, faceplate and neck piece.

I drilled out and filed the eye holes in parts 1, 2, mount the bright white LED to face the front of the faceplate (see Figure 1). I backed the eye openings with a piece of sanded and frosted clear plexiglass rod to disperse the light and even out the glow of the eyes.

The chest plate, part 17 (see Figure 2), was modified next by drilling and filing out the

*(continued on page 4)*

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## Upcoming Events

### Model Shows

|   |                  |
|---|------------------|
| IPMS/El Paso, Bassett Place Mall Show, El Paso, TX  | Aug 9            |
| <b>IPMS National Convention 2009, Columbus, OH</b>  | <b>Aug 19-22</b> |
| IPMS/Fort Worth, Supercon 2009, Arlington, TX       | Sept 12          |
| <b>ASMS Austin Model Show, Austin, TX</b>           | <b>Sept 26</b>   |
| IPMS/Metro OK City, Sooncon 2009, Oklahoma City, OK | Sept 26          |

### Local Events

|  |            |
|--|------------|
| Lone Star Military Miniature Society, Modeling Day, Austin, TX (see page 9)                      | July 18    |
| Alamo Rocketeers, Monthly Sport Launches, Gillespie Farms, San Antonio, TX                       | July 18    |
| National Museum of the Pacific War (Nimitz Museum), Living History Program<br>Fredericksburg, TX | Sept 12,13 |



## 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 Leighton Fleming** 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 Leighton O. Fleming, MNC-1 Sensor Management NCOIC, DSN 458-3344 (Leighton.fleming@us.army.mil)**



### ASMS Officers & Chairpersons for 2009-10

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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...

What a day June 9<sup>th</sup>, 2009 was. Went to work, celebrated my 25<sup>th</sup> wedding anniversary with my wife Sally, attended our club meeting, and then I had to leave early to finish a project at work before going on vacation. Knowing Bondo, his presentation must have been very entertaining and informative. On the way home heading south on I-35 near the FM1626 exit, I was involved in an auto accident. Three sixteen years old kids were not paying attention to the traffic situation, and my vehicle was rear-ended. Luckily no one involved was hurt.

The next day I was off to Michigan for a short vacation with friends and family. During the two day drive, there was a lot of time to think and reflect on events that had happened in our lives. One thought was our club. ASMS is more than just a club where members meet to discuss modeling techniques, improve our skills, view other members' work, and review past show results or upcoming events. It is also about making new friends and building friendships through our meetings and special club events. One of these special events is the club's annual picnic and auction which will be held on July 18<sup>th</sup> at 1:00pm. It is a day to strengthen our fellowship with food and fun and also to raise funds for our club. So clean out your closet or hobby room and come join in on the festivities. 

Mike

## Bergstrom Display Semi-Annual Cleaning

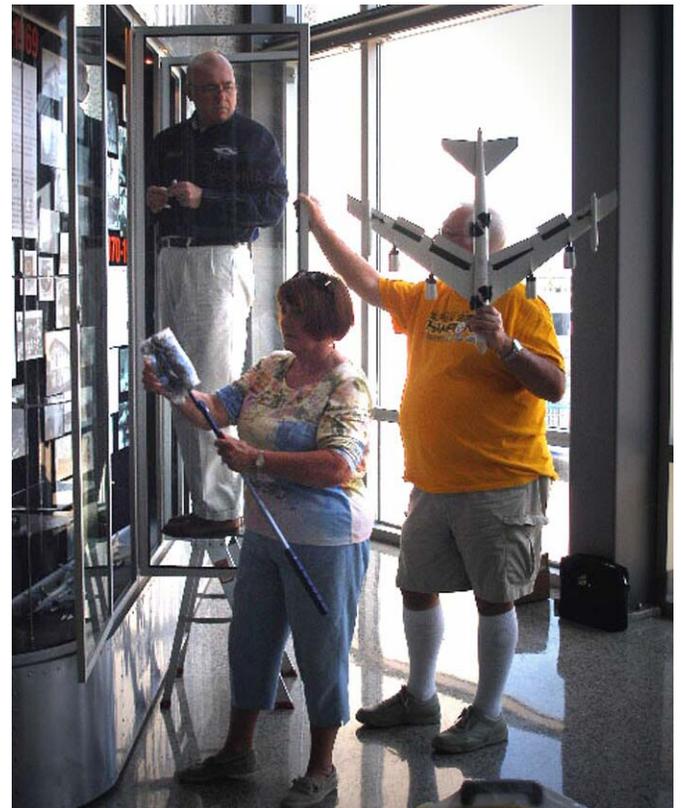
Every six months or so Milton Bell and Phil "Bondo" Brandt make a trip to the airport to clean the Bergstrom display case. This go-around a few more helping hands showed up. In no time we had the models and shelves dusted and buffed to a shine before we all departed for lunch!



Left to right: Kathy Pillmore, Matt Coldwell, Milton Bell, and Bill Lacy. Bill is the guy who initiated the Bergstrom Display project back in 1998, and Matt Coldwell is our airport authority contact person.



By now Bondo can probably do the cleaning with his eyes closed!

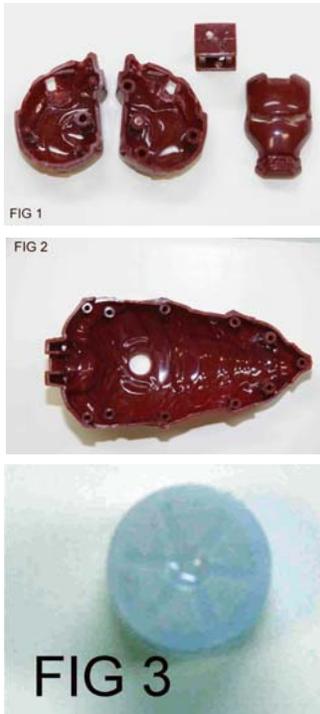


Ken Mabe on the step ladder helping Bondo and Kathy. Ken is one of the volunteers with Commemorative Air Force (CAF) here in Central Texas, and Kathy is the executive director of the Texas Aviation and Automotive Museum. 

(*Mobius 1/8<sup>th</sup> Iron Man continued*)

cavity for the ARC reactor that is the power source for the suit in the movie and also the device that keeps the shrapnel from getting closer to Tony Stark's heart.

This opening was backed with the end of a small desiccant container found in some medications such as St Joseph Aspirin (see Figure 3). This added details to an otherwise plain hole and served as the mounting location for the LED that will go in later for a bit of animation. I epoxied the container to the back of the hole and cut a small piece of white filter material to fit in the end of the container to diffuse the bright LED. On the back, open end, I cut a small piece of styrene sheet and drilled and filed a hole large enough to fit the 3 mm LED. I then epoxied both the LED and the sheet styrene to the container.



Next come the thrusters in the hands of the suit (parts 11 and 15) (see Figure 4). I drilled and filed out the center of the thruster circle in the palm of the hand. The center circle when opened is the exact size for a 3mm LED. I sanded and

filed the LED dome flat to fit it flush with the palm of the hand and epoxied in later on in the assembly. The leads of the LED were bent at a 90 degree angle from the bottom of the LED so they can be routed through the forearm (parts 5 and 7). Some holes were drilled to the mounting pin hole of the hand so the LED leads can be inserted into the forearm. (see Figure 5).



I had initially intended to just static light the model with the LEDs all the time. I had soldered a 100ohm 1/4 watt resistor to the long (positive) lead of each of the LEDs to avoid any burnout of the bulbs. I used a small battery holder from Radio Shack to hold 4 AAA or AA batteries giving a total of six volts. Even this small amount of voltage can burn out an LED quickly without the resistor. You can use different voltages, but the resistor value would have to be recalculated. There are several Internet sites that have a calculator that will help you with this. Here's one:

[http://metku.net/index.html?sect=view&n=1&path=mods/ledcalc/index\\_eng](http://metku.net/index.html?sect=view&n=1&path=mods/ledcalc/index_eng)

After some thought, I decided to animate the lighting in the model using information I found on Starship Modeler page ([http://starshipmodeler.com/tech/cj\\_blink.htm](http://starshipmodeler.com/tech/cj_blink.htm)). This consisted of three fairly inexpensive electronic parts available from Digi-Key or Jameco electronics: a 4060 integrated circuit, a 0.01 microfarad ceramic capacitor, and a 47K ohm resistor. The simple circuit will blink dozens of LEDs at different blink rates. You can test out the circuit on a prototype board before assembling the circuit and choose the pins you want and the blink rate.

I chose to use only two of the options to simulate the ARC reactor in the chest and the thruster beams in the palms of the hands. The eyes in the head are wired directly to the six volts as they will be on all the time there is power to the model. I used pin three for the thruster beams and pin five for the ARC Reactor. But the choice is up to you as to what blink rate you feel is right. I used a sixteen pin integrated socket and perfboard available from Radio Shack to mount the parts. Once assembled and soldered, I trimmed the perfboard to fit into the torso of the model.

After finishing the electronic installation, I assembled the model completely and started filling and finishing the seams to get ready for painting. As an afterthought, I probably would not have filled all the seams fully as the actual armor fit together with some definite seams showing in the movie.

I assembled the arms and legs but left them not attached to the torso so I could mask and paint the details without having to paint over the red metallic base coat. The two halves of the torso were painted in the same manner before gluing them together. The seams on the torso would be marginally visible on the finished model.

I chose a Metallic Red and Gold for my model. I used Testors Model Master Acrylic over a basecoat of Tamiya light gray primer. The colors used were number 4633 Stop Light Red and 4671 Gold. The painting was done according to the instructions.

After the paint dried, I mixed up some black oil paint and turpenoid for a wash for the model. I used a brush to apply the wash, and after it dried for about twenty minutes, I used a paper

towel with a bit of turpenoid to wipe off the excess and the smudges. A final coat of Future was sprayed lightly to even out the finish once the paints had dried.



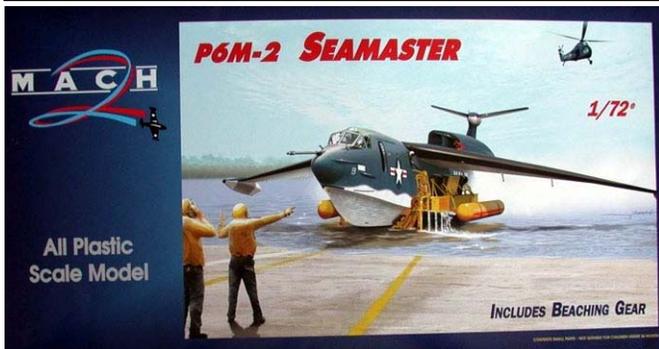
The base (Figure 7) was painted with several different metallic paints, and again these colors are left up to the modeler's own tastes. I had drilled holes in the mounting pins for the figure on the base so I could run the wires for the electronics. They ran through the legs and were connected to a mini jack that had been mounted on the base. The power can be plugged in later from either a battery pack or a wall wart.



Several add-ons are already available from CultTvmann hobby shop, including a Tony Stark head, a different base, and a set of masking templates for the model. There are also some replacement resin parts available, but I have been unable to locate them again.

Bill





## The "Tail" of Two Seamasters:

A Mach2 - Anigrand Comparo

by

"Bondo" Phil Brandt, IPMS #14091

The Martin SeaMaster was quite an ambitious project: a six hundred knot nuclear weapon-capable seaplane, a main player in the Navy's envisioned Strategic Strike Force (SSF) of the early Fifties. The plane's tortuous nine-year developmental struggle was just starting to see daylight when the plug was pulled in 1959. The SeaMaster had simply been overcome by events and program cost overruns. The launching of large, nuclear-powered fast carriers with nuclear-capable A3J Vigilantes aboard, and the nuclear submarine force armed with Polaris missiles had figuratively sunk a weapons system that needed expensive refueling/maintenance stations which were sitting ducks for attacking enemy air forces. And, SAC certainly wasn't too excited either over a naval threat to its strategic bomber supremacy. It's shameful that Navy policy of the Fifties didn't allow even one complete example of the SeaMaster to survive in a museum.

### Kit History

Brown just dropped off the my latest acquisition from Sprue Bros, the injected Mach2 P6M-2 Martin SeaMaster. This release is the fourth 1/72<sup>nd</sup> iteration — Revell led the way in SeaMaster kits with its box scale release in the Fifties — to enter the Weirdness Works Department of the Bondo Industries Difficult Kit Division: Airmodel's relatively crude vac of at least twenty-five years ago; the slightly undersized Stratosphere Models vac from the Great White North; the recent Anigrand all-resin release from the former Crown Colony of Hong Kong; and now Mach 2's latest from the Land of the Maginot Line.

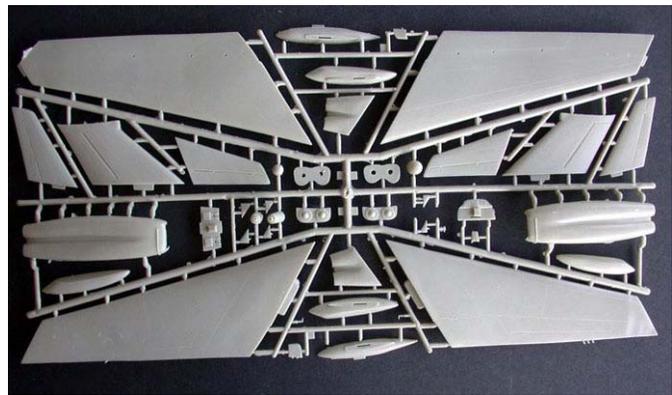
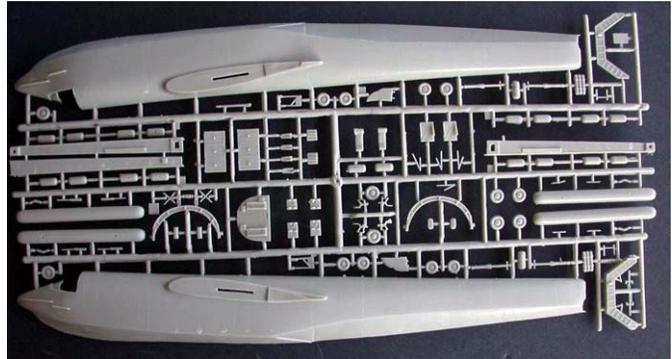
Since the Anigrand (USD \$98) and Mach 2 (MSRP USD \$120; Sprue Bros. \$100) kits are within a couple bucks of each other, not counting shipping. Let's look 'em both over to see where our discretionary funds should be directed. Mach2 bashers, *moi* included, may be surprised!

### Molding

As per usual, the Anigrand resin components are smooth (not as much though as, say, those of Planet Models) and delicately engraved. Very few, if any, bubbles. Some damages such as a

broken (and missing) cockpit floor. Occasionally incorrect components; my SeaMaster came with two left-hand floats. Arnold at Anigrand sent correct replacements.

The Mach2 low pressure, limited run injection molding process features, as always, large spigots, short shots (just one small place in this kit — an exhaust can), many ejection pin marks (which often prevent proper joining of components, and must be Dremeled off) and considerable flash. If you've got Mach2, you know you're gonna be on "clean-up" detail for hours.



The SeaMaster box seems to be about 1/4" short along its length to safely enclose the two very long sprues that comprise the kit. Because the sprues had so little clearance in the typically flimsy Mach2 box, the thin wingtips were bent and, in fact, one tip was torn off and found floating about loose in the box. However, the soft plastic make bending back into shape an easier job than for most kits.



### SHAPE AND ACCURACY ISSUES

#### Fuselage

The deeper, "fatter," nose section of the Mach2 fuselage is immediately evident, and turns out to be much more correct when compared with photos of both the pre and production airframes. The Anigrand forward fuselage is less deep by roughly 1/4", and the radome assembly is much longer and more pointed than in the real deal. I have a suspicion that, just as in the case of the incorrectly shaped Anigrand C-124 engine



cowlings (that I reviewed a year or so ago), the lines of the master model may have been taken from original Airmodel vac kit 1/72<sup>nd</sup> drawings. The strange C-124 cowling profiles matched the incorrect Airmodel drawings exactly, as does the Anigrand SeaMaster fuselage when placed over the corresponding Airmodel drawing. Hmmm!

Mach2 has correctly modeled a small change in the production spray rail mounted on the forward fuselage/radome. That is, the rail doesn't go all the way around the nose of the radome. Anigrand's version is that of the pre-production airframe, and they make no mention of altering it for the P6M version. Guess ya just hafta know.

Anigrand decided to cast each long fuselage half in two pieces, probably out of packaging considerations, but this choice invariably leads to surface discrepancies when the keyed halves are joined. Resin is famous for differential shrinkage in large parts, and, even with careful dry fitting, both fuselage joints in my started model will need puttying and careful block sanding. Mach2 avoids this pitfall by doing two one-piece fuselage halves.



**Anigrand's Dual Version Features**

The Anigrand release can, in theory, be built either as a pre-production XP6M or a production P6M; the Mach2 release is a production P6M-2 all the way. In practice, however, the Anigrand P6M production version built OOB will be relatively inaccurate due to wings and engine nacelles.

**Wings**

The "cathedral" (anhedral) of the Anigrand pre-production wings is too much to correctly represent the production variant; P6M wings had distinctively less anhedral, enough less that at rest the whole airplane rocked to one side or the other, putting the respective wingtip float in the water and the opposite side in the air. While we're talking about wings, the depth of the airfoil cross section in the Anigrand release is significantly (1/4") slimmer than that of the Mach2. Head-on pix of both pre- and production versions reveal that a "fatter" wing is indeed more correct.



In the real production P6M—I don't know if the pre-production version had it because the engine nacelles splayed outward

more—the intersection of each wing's trailing edge and the fuselage has a small fairing that extends aft, beyond the trailing edge. This fairing accommodates the profile of the aft engine nacelle. The Anigrand kit doesn't feature this; Mach2 does.



**Engine Nacelles**

The aft end of the production (J75) engine nacelles furnished by Anigrand are, although labeled as being for the P6M, insufficiently "jacked up" above the wing trailing edge, and are more like those of the pre-production, Allison J71-engined ones. This feature of the P6M-2 is very evident in pictures, and is correctly captured by Mach2. Further, Mach2 engine nacelles include late model options such as large splitter plates (to reduce engine-out buffet), nacelle spoiler strips on the nacelle tops and flow reversal fences in the intakes.



**Clear Parts**

There's only one in the Mach2 kit, and it's REALLY bad: incorrectly mastered and poorly produced. Compared to Anigrand's accurate, clear, thin, vacuform late model windscreen/canopy (that kit offers both versions), the Mach2 canopy continues a long tradition of clunky, rough, Coke bottle-thick, somewhat opaque, injected clear (and I use that term loosely) components. Mach2 veterans will understand my drift.



Photos of production (and pre-production) SeaMaster cockpit areas plainly show that there are no small, extra outboard windscreen panels wedged between the two main panels that form a vee on the fuselage centerline and the two triangular outboard panels that sweep around the windscreen

corner to join the bulbous, redesigned canopy. No how, no way!

Additionally, the real deal SeaMaster windscreen comes to a much sharper vee than that provided by Mach2, which essentially goes straight across (no vee). Metal frame dividers between windscreen panels are much slimmer in the real thing; the Mach2 dividers look more like something from an AFV!

And, to add insult to injury, there is a very noticeable production "dent" right in the middle of the Mach2's right side canopy top. Apparently this isn't a onetime flaw; a nice SeaMaster review to be published in a forthcoming club newsletter by Neal Izumi mentions this same dent.

The caring modeler has two remedial choices here, both relatively painful:

1) If you're lucky enough to already have the Anigrand kit, its vac canopy will just barely fit (I tried it) the opening in the Mach2 fuselage. You'll still have to fill in the too-sharp windscreen corner of the fuselage to match the correct windscreen sweep-around, however.



2) Use the Mach2 canopy as the basis of a new vacuform master, as I'm going to do. Lotsa fun, but it's really necessary, and you'll still have to fill in (and round off) the "old" windscreen corner in the fuselage. If I, in my 100°F +Texas garage, can manufacture a correct, clear, vacuformed windscreen/canopy, why can't Mach2? We purchasers of this relatively big-buck kit are owed a windscreen/canopy recall by Mach2. Yeah, that'll happen!

Compared with this major flaw — notice I didn't use "fatal" — the recent Eduard Me.109 canopy shape flap that has engulfed Hyperscale Luftwaffe hordes is as a grain of sand on the beach!

### Cockpits

Both manufacturers do a minimally adequate job — we're certainly not talking Tamiyagawa here — of representing a cockpit. Mach2 furnishes more raised detail: sidewall boxes, instrument panel gauges, etc.; somewhat crude, but better than Anigrand, which provides no sidewall detail and no instrument panel gauges. It's more important, though, to have some detail in the production P6M because its bulbous, clear canopy reveals much more cockpit area than does the XP's sheet-metal "roof." The Mach2 seats have no harness detail; the Anigrand seats do. Maybe I'll substitute aftermarket seats such as, say, True Details' ESCAPAC units, with the Mach2 headrests added.

### Beaching Gear

It's hard to believe that Anigrand doesn't offer any beaching gear, let alone the large, distinctive SeaMaster beaching trolley. *Pour moi*, inclusion of this "busy" piece of gear is an important selling point of the overall Mach2 offering, even considering its

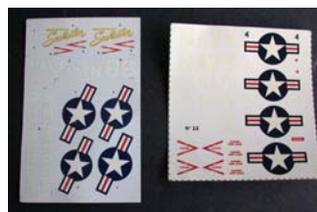
flawed canopy. And, the chrome yellow trolley provides welcome color contrast to the large expanse of Sea Blue airframe. The vivid box art graphically illustrates my point.

An aside: the box art painting appears to be taken directly from an oft-seen, dramatic color photo of the YP6M taxiing out of the water perched on said trolley. Since the kit represents the P6M, the artist attempted to make the more angular, shrouded cockpit area of the YP appear instead as covered by the bulbous, almost hemispherical, clear-roofed canopy of the production model. The sharp transition as the aft canopy line goes from the vertical to the horizontal is a dead giveaway that this ain't the real deal. Nice try!



### Decals

The Anigrand decal sheet accurately reproduces (decent resolution and color) the markings of the pre-production XP SeaMaster. The Mach2 sheet is, well, it's what we've come to expect: relatively thick, somewhat fuzzy stencils and off-white numerals/tailcodes.



The production P6Ms had very few markings, so it should be easy to substitute Aeromaster, etc. aftermarket letters, numbers and national insignia. At least the bright white of the aftermarket letters will match the bright white flying surfaces and undersides!

### Instructions

Both companies are masters at furnishing minimal text, B&W instruction sheets. This category's a draw.

### Conclusion

Never thought I'd ever write this phrase, but "Advantage Mach2!" If you can just avert your eyes from the stock windscreen/canopy mess, the overall kit's more accurate and, with the trolley inclusion, a decidedly better value. 🛩️

"Bondo" Phil

### Reference

By far the most comprehensive book on the SeaMaster is *P6M Martin SeaMaster* by Stan Piet and Al Raithel, 2001, Martineer Press, Bel Air, Maryland 21014.

## Stay Little Valentine, Stay!

**Gaso.Line 1/48<sup>th</sup> Valentine Tracks (GAS48076)**

**Cost: €5.43 (about \$7.80)**

**Parabellum 1/48<sup>th</sup> Photoetched Set (PME-48001)**

**Cost: €6.52 (about \$9.12)**

OOB Review by Eric Choy  
IPMS #44323

Thanks to Tamiya and Hobby Boss' major backing with new releases, there has been a renewed interest in 1/48<sup>th</sup> scale armor modeling in the last few years. Even the discontinued Bandai kits of yesteryears receive much attention on eBay as they are being traded handsomely in the \$30 to \$40 range. Well if you've been thinking of ridding that "laughable and unphotographable" Bandai/Fuman Valentine in your closet, you might want to reconsider letting it stay a while longer. I can recommend a couple of recent make-over sets to "change a hair or two" and bring it up to the 21<sup>st</sup> Century modeling standard.

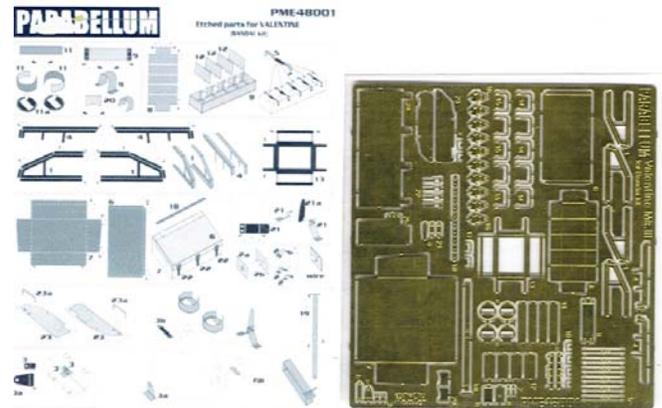


The first one is a link-to-length track kit from Gaso.Line. This French company should be no stranger to any hard-core quarter-scale armor modeler. They have been producing AFV kits in this scale for years. Included in this kit are 2 new drive sprockets and 173 resin tracks (two 35-link sections, two 24-link sections, four 8-link sections, and 23 individual links). Since 84 links are needed for each side, you'll only have five leftovers in case of "accidental" disappearance into the carpet or for the spare track racks. The resin pieces are cast with minimal flash, and construction appears easy enough for anyone who has experience with resin track installation.



The second set is a photo-etched (PE) detail set by Parabellum of England. I'm not familiar with this English mail-order company, and until now I do not know of anyone who makes a PE set for the Valentine (all the more reason to grab one while you can!). On the PE fret are 80 parts to replace the kit's thick

fender brackets and add new items like tool boxes, storage bins, engine deck hinges, handles, etc. The brass is of typical thickness (0.15mm) used by other big Czech PE guys like Eduard and Hauler. These PE parts should make you "smile with your heart" and enhance the look of your model tremendously.



Bruce Burdon and I both concur that the old Bandai armor series are decent kits, and the weakest links of these kits are the rubber band tracks. With the help of the new resin tracks and PE update set, you can definitely make your Valentine one of your favorite works of art. Both items are highly recommended.

Both kits were purchased from Gaso.Line website (<http://www.quarter-kit.com>) courtesy of my wallet. ☺

*Eric*

p.s. For those who long for a brand new Valentine, an all-resin kit is in the work by MR Modellbau of Germany. No word on the release date yet, but news is posted periodically on their website [www.mrmmodellbau.de](http://www.mrmmodellbau.de).

## Modeling Day Part III

from Bob Bethea

The next **Modeling Day** is set for Saturday July 11<sup>th</sup>, 2009 from 10:00 AM until 4:45 PM. It will be held at the **Shady Hollow Community Center** on Doe Run off of Slaughter Lane in South Austin.

We would love to have anyone interested in ANY kind of modeling to show up. We have plenty of tables, chairs, and room. Bring along your own extra lighting if the fluorescents aren't enough for you. You can build or paint your models or figures, and we will have a lot of capable folks doing clinics and helping newcomers. If you just want to come sit and talk, you're welcomed to do so also.

We have a refrigerator and a microwave available. So, you're welcomed to bring any food item for yourself or others to share.

However, we traditionally order pizza for lunch. Everyone throws in some money so we don't have to leave to eat.

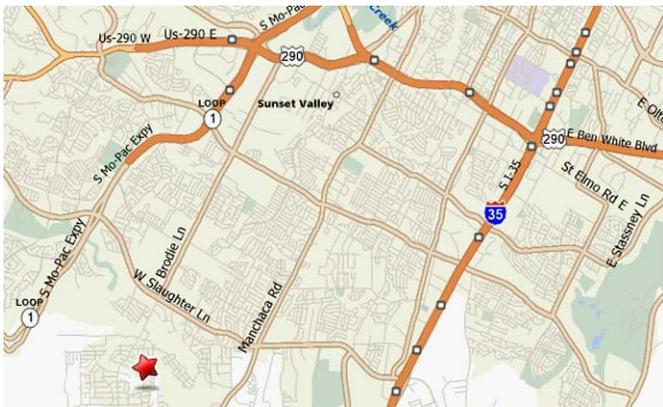
#### DIRECTIONS:

**From MoPac:** Take MoPac (Loop 1) south and exit on to Slaughter Lane. Go LEFT (east) for about 1.5 miles, and at the Brodie Lane traffic light, turn RIGHT onto Brodie. Go down into the Shady Hollow Subdivision to Doe Run and turn LEFT. Go two blocks down Doe Run and the Community Center is on the right.

**From Interstate 35:** From either direction take the Slaughter Lane Exit off of I-35. Go EAST on Slaughter Lane (left if you're coming from San Antonio or right if you're coming from Austin) and go about 5.5 miles to Brodie Lane. At the traffic light, turn LEFT (south) onto Brodie. Go down into the Shady Hollow Subdivision to Doe Run and turn LEFT. Go two blocks down Doe Run and the Community Center is on the right.

There's plenty of parking on the side and behind the community center. If you get lost, you can give me a call on my cell phone at (512) 784-7002. 📞

Bob



## Summer Picnic and Auction Set for July 18<sup>th</sup>

With the temperature soaring into the triple digits in the last few weeks, this year's summer picnic is definitely going to be an indoor affair. As usual, it'll be held at ASMS party central: **Mike and Sally Kachoris house in Mountain City**. The date of the picnic is set for **July 18<sup>th</sup>**.

To reduce the cost of BBQ this year, the club is asking for a **minimum of \$5** per family for those who attend. We also need to know ahead of time how many in your party are attending. If you have not replied to the evite email, please let us know at the next meeting so we can get an accurate head count for the BBQ.

Here are the basics of the picnic for those of you who are new or needed reminding again:

You and your family are invited. The club will provide the BBQ, and club members bring sidedishes, drinks, and desserts. Mike and Sally have no free booze, so if you want to drink, you have to bring your own beer, wine or any other alcoholic toxin.

For the club auction, please bring one or more modeling-related item, such as a kit, book, or decal. These donations do not have to be brand new or shrink-wrapped, but they should be in good condition with no missing parts or pages. The proceeds gained in this auction will go directly to ASMS operating fund for future events like our annual show, Christmas party or road-trip. So clean out that closet and bring as many goodies as your vehicle can carry.

The gift exchange for the ladies and gals attending has a \$10 limit, and it can be arts & craft, coffee/tea basket, book, baked goods with recipe, or whatever she fancies. Be sure it is wrapped or gift bagged.

The picnic starts at 1:00pm, and a map to Mike and Sally Kachoris's house is on the page 13. In case you get lost, their street address is **300 Pin Oak Ct.**, and their phone number is **262-3404**. See you all there! 📞

Editor

## Old Rumors & New Kits

I trust everyone had a fabulous Fourth! The Bells did and we're still working on leftover brisket. That's OK, it will soon be gone and we'll make room for the BBQ that's going to be served at the club's annual Eatin' Meetin' at the Kachoris manor.

Between now and then, it's time to check the stash and see what you can donate to the club's annual auction. All we ask is that the kit or tool or book or whatever, be complete and in good condition. That is to say, the kit should NOT be started, have no paint on it, and preferably all the parts STILL on the runner! It's a good idea to have decals included. If the bags have been opened, that's OK as long as all the parts are there. There's nothing so frustrating as getting an older OOP kit that you've been looking for and finding a key part is missing and replacements are not available.

So, be nice and be careful about your donations. There's nothing that says you are limited on how much you donate. Remember, this is the club's main money raising effort for the September show.

So, show up with \$5 (minimum) for the BBQ and some pocket change for the kit auction and be prepared to have a good time. And if you buy back your own kit, that's OK. We won't tell!

Things have been sort of quiet on the rumor front. Can't say I've heard anything that's new other than the next batch of stuff from Wing Nuts. Their kits are really nice and I think are worth the price but they sell only direct to the modeler so you can't just go down to your LHS and pick one up. But, their website does show some interesting "future" releases. Thing is, the future is probably some time this fall or even winter, when it will be Spring in New Zealand!

I expect to see the newest 1/32<sup>nd</sup> fighter from Hasegawa later this month or perhaps next. The *Shoki* or Tojo should be released to the Japanese modelers about mid July so we can expect them a few weeks later. From all accounts it will be an excellent subject for 1/32<sup>nd</sup> since it was a rather compact airplane. There are plenty of really wild schemes for the Tojo and an unusual cockpit "opening" that will surely be dealt with by the resin makers.

Eduard seems to have speeded up their release of Weekend Editions. Their Spad XIII came out just a few weeks ago and now the Fokker E.V. is due anytime. This is a good one to do if you don't want to do any rigging!

Since doing that Junkers D.I, I've gotten the bug to do some more WWI subjects and the little high-wing Fokker seems like a good subject. This is to be followed on by the Bristol F.2B, also in the weekend series. And don't forget the excellent bargain in the F6F-3 Hellcat. Quickboost has a resin set to convert the -3 Hellcat into a -3N version.

Eduard has a lot of new PE, as you might expect, including a set for the FM Pete from Hasegawa.

Did you know that this is the 40<sup>th</sup> anniversary of the first successful landing on the moon? Seems hardly possible but can be that long ago. And to celebrate the event, Revell-Monogram has re-issued their 1/48<sup>th</sup> scale Lunar Landing diorama.

Revell-Germany has released a 1/118<sup>th</sup> scale kit of the Martin Mariner. I know, it's sort of a flaky scale, but that may be just the size for a little Mariner. Of course, I would like to see a really good one in 1/72<sup>nd</sup>, but we may have to wait a bit longer for that. Until then, try the little one.

Hobbycraft's 1/32<sup>nd</sup> P-51A Air Commandoes kit is still new and from what I hear can be done up very convincingly. I've always been partial to those planes in the CBI theater.

Italeri has a Regianne Re.2002 in 1/48<sup>th</sup> that looks like was made by someone from Trumpeter. It's got scads of rivet "dimples" but will probably look OK when finished. I've not seen one on the shelves perhaps because it's sort of expensive. But then what isn't. I just noticed that the 1/72<sup>nd</sup> B-24D from Hasegawa now has a price tag of over \$80. I still have a few Adacdmmy kits put aside, and they will do for me. I doubt that I'll be buying the Hasegawa kit although I know it's a dandy!

For you armor builders, Bronco has a new 1/35<sup>th</sup> A13 Mk.2 Cruiser tank and Dragon/CyberHobby has a Befehis Panther G. Tamiya has released a British LRDG Command Car with a towed gun. Don't forget that Tamiya's new Matilda will soon be here.

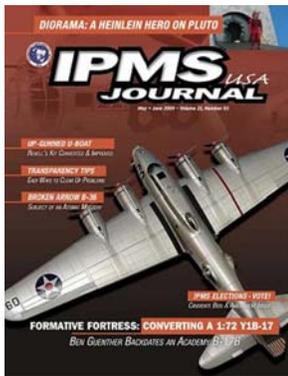
For you fans of WWI aircraft, don't forget that the 1/32<sup>nd</sup> Roden RAF SE.5a is still new and seems to be a bargain since it contains a good bit of PE plus a figure of Capt. McCudden and markings for two of his aircraft. And for those of you with trained spiders to do your rigging, check out Roden's Aircro DH.2 also in 1/32<sup>nd</sup>. This should make a beautiful model.

As usual, there are some good new books on the shelves as well. With the collection of kits I have, I find I need more reference material, so it's encouraging to see that with the reissue of Monograms vintage 1/48<sup>th</sup> North American T-6 kit, Specialty Press has issued a book on the Texan. The old T-6 is still a bargain and IMHO, the best kit of the type around.

There's also a title for you guys wanting something more recent. It's *MiG Killers: A Chronology of American MiG Kills Over Vietnam*. If that interests you, check out the F/RF-4E Phantom II Photo Album and if you like to look at some outstanding model work, take a look at the Advanced Model Building book.

That's all for July. See you at the meeting and at the BBQ. Now go build a model! 

MB



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May/June 2009  
Volume 21, Issue 3

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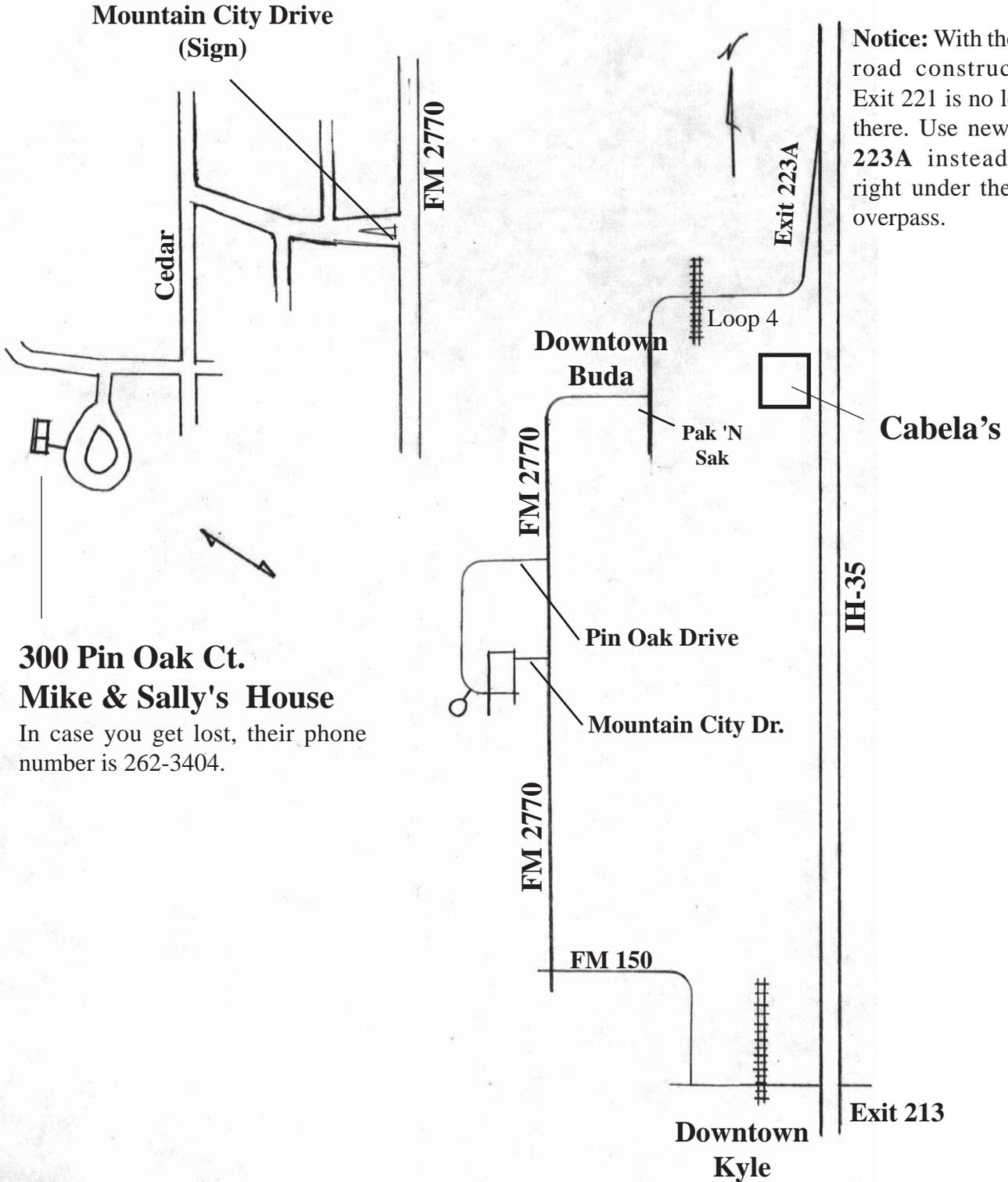
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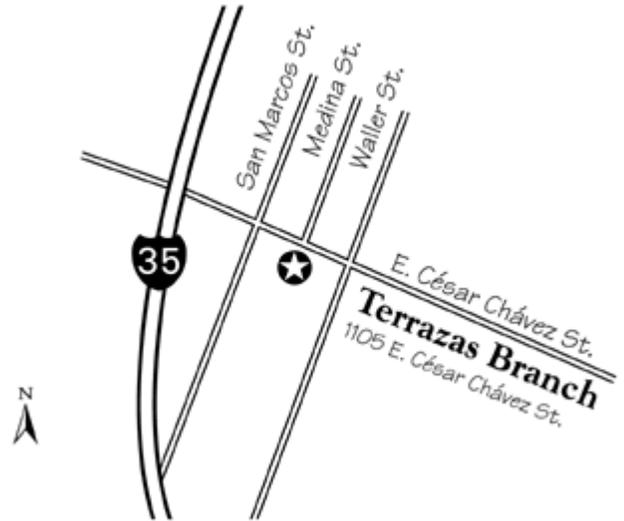
# Summer Picnic and Auction July 18, 1:00pm

## Map to Mike and Sally Kachoris's Place



**300 Pin Oak Ct.**  
**Mike & Sally's House**  
In case you get lost, their phone number is 262-3404.

**Next Meeting:**  
**July 14<sup>th</sup>, 2009**  
at  
**Austin Terrazas Library**  
**(1105 E. Cesar Chavez Street)**



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

