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**Building Tamiya's
1/48th F4U-1D Corsair
by Milton Bell, IPMS #16702**

The Vought Corsair became one of the Navy's premier fighter aircraft during WWII and went on to serve well in the Korean conflict of the early 1950s. That was a long way to come, considering it began as something of a failure as a shipboard fighter.

The concept was clear; build a small airframe around a big engine swinging a large diameter propeller. To achieve all this, an inverted gull-wing was employed to raise the nose. All this meant that the cockpit was moved aft because of the big engine and fuel tank that sat just ahead of the cockpit. One thing a carrier pilot has to have is a good view of the flight deck, especially when it's bouncing in rough weather or at night. In any case, the early

Corsair pilots were at a disadvantage. Those first Corsairs became "land-based."

It took the Brits to show us how to use them from carriers. Instead of approaching from dead astern, our friends from across the pond approached the carrier from an angle so the pilot could watch his approach and get a good view of the LSO. Before long we were doing the same and then the Corsair evolved into one of the most effective machines the Navy had.

First, the cockpit was raised about seven inches and the "birdcage" framing of the canopy was replaced with a blown canopy that gave better all around vision. To help with the pilot's forward vision even more, the tailwheel was extended. So, by now the marks had gone from the original F4U-1 up to the F4U-1D which is what Tamiya has produced in this kit.

(Continued on page 4)

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9355 Bandera Road, Suite 109
San Antonio, TX 78250
☎ (210) 681-2007
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🌐 www.hillcountryhobby.com



8810 N. Lamar Blvd
Austin, TX 78753
☎ (512) 836-7388
✉ kinginfo@kingshobbyshop.com
🌐 www.kingshobbyshop.com



✉ wmbros@sbcglobal.net
🌐 williambrothersmodelproducts.com

Milton Bell	Jack Johnston
Phil Brandt	Mike Kachoris
Eric Choy	Dennis Price
Bill Delk	Pat Rourke
Jeff Forster	John Seaman
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Upcoming Events

Model Shows

2011 IPMS/USA National Convention, Omaha, NE	August 3-6
IPMS/El Paso, Annual Bassett Place Mall Show, El Paso, TX	August 14
IPMS/HAMS, Fifth Annual Model Car Show & Contest, Spring, TX	August 20
IPMS/Fort Worth, SuperCon 2011, Arlington, TX	Sept 10
IPMS/NSM, AutumnCon 2011, Hammond, LA	Sept 17
IPMS/ASMS, Austin Scale Model Show	Sept 24

Local Club Meetings

Lone Star Military Miniatures Society, Shady Hollow Community Center	July 9
Centex Modelers, Trinity Lutheran Church, Copperas Cove, TX	July 21
Austin Armor Builders Society, APL Old Quarry Branch	August 3

Other Events

First Saturday at the Alamo, San Antonio, TX	August 6
WWII Re-enactments, National Museum of the Pacific War (Nimitz Museum),	Sept 3-4
US National Aerobatic Championship, Sherman, TX	Sept 25-30



Support Our Troops!

The Iraq Model Network is an initiative for providing model kits, supplies, and reference materials to our service men and women serving in the combat zones of Iraq.

Any individual, chapter, or industry supporter who wishes to make a donation, please visit the IPMS/USA website (www.ipmsusa.org) and click on the Support The Troops page link.

ASMS Officers & Chairpersons for 2011-12

Tim Robb, President
(512) 392-0611, tim.rob主@mccoys.com

Ron McCracken, Vice-President
748-3455 rmccrack@austin.rr.com

Angela Forster, Treasurer
331-4644, agforster@aol.com

Mike Gilsbach, Secretary
258-2952, mike@gilsbachdesigns.com

Ben Morton, Newsletter Editor
249-9184, benmorton@grandecom.net

Eric Choy, Show Coordinator
554-9595, asmsnews@gmail.com

Mike Gilsbach, Webmaster
258-2952, mike@gilsbachdesigns.com

Milton Bell, IPMS/USA Coordinator
454-2395, rmbell36@gmail.com

Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA). ASMS meets on the second Thursday of each month except for December. Annual dues for full membership are \$20 (individual) or \$25 (family).

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

Message from the Prez...

**Tim Robb
President**

Greetings fellow modelers. Was the club car contest good for you too? I really enjoyed it (*editor: see Quarterly Contest Model Pix on page 8*). Maybe we can do another club contest with a different theme for next year. Ships? Spaceships? Whatever. Let's be sure to get our cars entered in our own Austin show on September 24.

Changing subjects, for all who are IPMS members, GO VOTE. It is time to vote for national IPMS officers and there is one amendment to vote for. All but one of the offices have only a single candidate running so exercising your franchise won't tax your brain cell much. You may vote either by mailing in the ballot found in the current IPMS Journal, or online. To vote online you may follow the link to IPMS USA from our own website. Let's get our votes in please.

See you at the July meeting. Bring a model and a friend! 🐦



♥♥♥ **Page Three Girl** ♥♥♥



Geisha girl in 25mm is not exactly the subject Eric Choy would like to tackle. The half-naked *shamisen* player (by Okko Miniature) was given to him to practice with when he attended a figure painting class at ReapeCon two years ago. The *butō* (classical Japanese dance) dancer was a recent release by Reaper Miniature. Eric

thought they would look well together in a vignette setting.

The lamp in the background was taken from an old Aoshima 1/35th samurai set, and the sake bottle and cups came from his spare parts box. 🐦



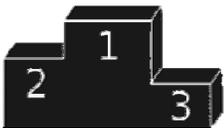
Newsletter Articles Needed!

Your newsletter is always on the lookout for new and exciting articles. If you have a finished piece or not so finished work please submit same to your erstwhile editor-in-training at benmorton@grandecom.net. Assistance with writing your article is available!

If I can do it, so can you! 🐦

Ben

p.s. If you have a copy of a rocket.aero DVD, please return it.



Quarterly Contest Schedule

by Ron McCracken,
Vice-President

Just a reminder our club's quarterly contests will be held on the last months of each calendar quarter. Here are the dates and themes for the rest of 2011:

<i>Date</i>	<i>Theme</i>
September 8	None
December (Date TBA)	White Elephant



(Continued from page 1)

The Kit

Since my old Hasegawa F4U-4 had met with an unfortunate accident, my collection needed a replacement. This kit had been sitting on my shelf for some time and, while not a -4, could be a Dark Sea Blue Corsair! And Tamiya gives you the option of building it with wings extended or folded.



I'm a fan of Tamiya, I admit. Most of the time I'm very happy with their kits; they fit well, have good detail, and are generally fun to assemble. And extra detail items are generally easy to find. In this case, I decided to use an Eduard "Zoom" set for the cockpit. This includes a very nice PE instrument panel and numerous extra handles, switches, trim wheels, belts, etc. that I can use...or not.

The kit shares many parts with the earlier F4U-1A kit so if you need a spare, you may already have one. In the box, the -1D kit offers two canopies; one with the earlier single frame and the later totally blown semi-bubble. Just check to see which version you need.

Building the Corsair

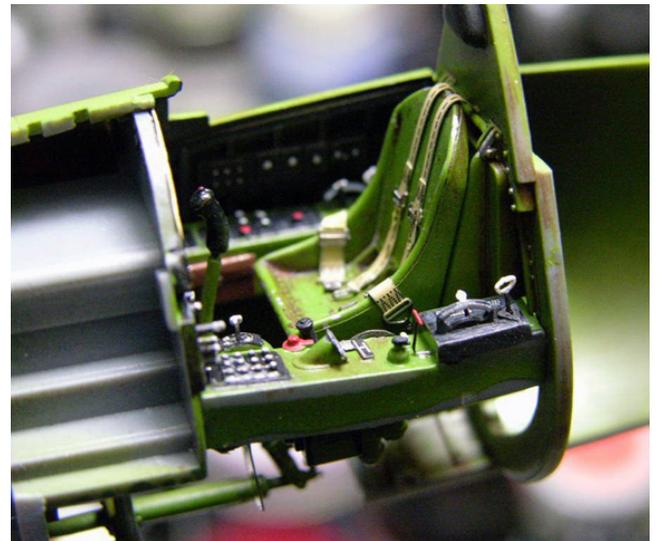
Construction of the kit is very basic and follows the usual conventions. Work begins in the cockpit and if you want to use the Eduard PE set, here is where you need to make some choices. If you used the PE instrument panel, removed all the molded-in instrument faces from the kit part. Just follow the instructions supplied with the Eduard (or whichever you use) PE detail set.

Here's a little trick for you. Future makes a very nice cement in many cases and works well for gluing small PE parts in place. I also use it on the instrument panel so first thing I do is give the printed instrument faces a good coat



or two of Future. This dries to a high gloss and gives the impression of glass fronts to the instruments. After it's dry—I like to wait overnight—carefully align the faces with the outer bezel part (that's the one with all the holes) and clamp it with some locking tweezers. You have to be careful not to damage the pre-finished surface. Then I paint the edges with a bit of Future and let it run between the two parts. When it dries, the parts are effectively glued together. Or you can use white glue on all the edges.

When this version of Corsair came around, the cockpits were painted black from the side consoles up so, bear that in mind. Always check references and if you don't have what you need, ask someone.



So, I painted the fuselage halves interior green and then masked off the areas I need to paint black. Then I tackled the cockpit parts themselves. I removed a number of small bumps and knobs and began to add the PE bits. Some I used, some were not improvements over the kit part so I moved on. When all was dry and painted I sealed up the fuselage halves and proceeded to clean up the seams. The fit was excellent and little sanding was required. Then I moved on to the wing.

As much as I like Tamiya kits, I was not prepared for the wing fit. As I said, the kit offers the option of building the wings folded or extended. Since I'm used to seeing Corsairs ready to fly, I opted for the extended wing. Tamiya has a part that is sort of like a wing-spar. Actually it's to align the wing and give it support if it's extended. It appears that the kit is really designed for folded wings. It's probably a simpler build!

I discovered that a perfect fit is critically needed to get all the parts of the wing surfaces to line up. In retrospect, it

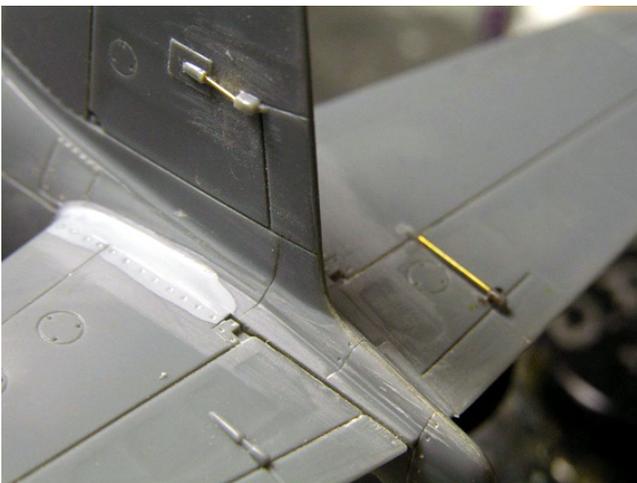
might have been better to attach the wing top and bottom to the center sections. I'll have to check that out "next time."

So, after a lot of filling and sanding and removing that great Tamiya surface detail, I got the wings in place. I used that other Corsair kit part to make a template that I used to re-scribe the wing-fold break.

I could have wired the engine but since it's pretty well buried in the cowling, I decided against it. Maybe next time.

Here's another tip for doing this kit. Tamiya has added the option of rocket mounts. In itself it's no problem however, if you have a large underwing US insignia, you will have a problem with cutting it to fit the rocket stubs. Believe me, next time I'll leave the outer ones off that right wing underside until later. I can paint the stubs the right color easier than I can cut a wet decal!

I did a little extra detailing on the horizontal stabilizers. In the case of the Corsair, they appear to be identical, right to left, and each has a prominent pushrod for the trim tab. I removed the longer rod and replaced it with a piece of brass wire. I did the same for the rudder trim tab. I also replaced the hold-back loop on the tail wheel with a better looking part made from small gauge solder.



Finishing

Most Corsairs were supplied to the Navy with interior green or chromate green interiors however, after a trip to a depot, many were given a new paint job and all the undersides and landing gear struts were painted the same as the exterior. So, in keeping with the practice, I painted the wheel wells and struts green and then over-sprayed with the dark sea blue. It's O.K. if a bit of green shows through.

In the case of my model, I wanted to show that it was used. After all, in 1945 the war was winding down and a lot of equipment was almost used up. So, I painted some areas with dark Alclad aluminum and overpainted with chromate green, especially around the gun ports, the inter-cooler intakes and ammo compartment doors.

As for that dark sea blue, the specs would have called for a Gloss Sea Blue. Unfortunately, none was available when I was buying paint. There was however, a really nice decal sheet from Baracudacals that had several late war F4U-1Ds. One in particular caught my eye. I had seen it in several books but never found a decal. Until now.



The markings are for Lt. Col. Donald K. Yost's Corsair of VMF 351 which flew from the *USS Cape Cloucester* in August of 1945. It's unique in that it has bright yellow ID bands and aircraft numbers. It began its career in gloss sea blue but in time the gloss dimmed and the blue paint faded to a blue-black with a very dead tone. This fit with the paint that I found, Tamiya's Sea Blue, XF-17.

I painted the model with the Sea Blue thinned with Tamiya's thinner and got a good coverage in two thin coats. When it was dry enough to handle, I used some micro-mesh cloth to buff through the blue and expose the chromate green and aluminum. After drying a couple of



days I glossed with Future and gave it another few days to completely dry. The Future dried to a very high gloss which it kept throughout the decaling. I sealed the decals with another light coat of Future and then gave it a coat of clear flat.

This resulted in a totally dead surface and was right for some oil paint to show fading and wear. I used blue, white, black, green, and some red in various combinations to liven up the very monotonous Sea Blue. When I was satisfied with the result, I used Future with a small amount of Tamiya flattening agent to get a semi-flat effect.

I must add that I also used Eduard's canopy masks which fit and worked perfectly.

It was a fun project. I'm glad it's done for now. Next time I'll not have to worry about that underwing decal, and I

may even do one with folded wings. There are lots of good reference books on the Corsair. Just check with your LHS.



Milton



How often do you see a WWII-era seaplane still in operation? Member **G.R. Dennis Price** sent us this shot of the Martin Mars "Mars Hawaii" at Lake Amistad on the US-Mexico border on May 17th, the day before it headed back to Canada. It had been fighting fires in Mexico, scooping up water from the Mexican side of the

lake; but was based on the American side, just west of Del Rio, Texas. Only seven of these giant cargo transport seaplane were built for the USN during the war. The two surviving aircraft are both currently used as firefighting water bombers by a local forestry company in British Columbia. 



Modeling with Liquid Paper

By Eric Choy, IPMS #44323

Are you serious? Ya, sure, you betcha!

First, a short history of Liquid Paper, in case you don't know it already. Generally regarded as the last modern invention born out of a kitchen instead of from an industrial laboratory, **Bette Nesmith Graham**, a Texan who worked as a typist at a local bank (and mother to Michael Nesmith of the 1960's band *The Monkees*), made the first batch of "Mistake Out" correction fluid in her kitchen at Dallas in 1956. The name was changed to Liquid Paper later, and by the late 70s her company was making 25 million bottles annually. A year before her death in 1980, Gillette Company acquired Liquid Paper for \$47.5 million! Not bad for a typist who made too many typos!



The idea of using Liquid Paper as gap filler is nothing new. I have heard of folks doing it for years, but I never give it a try until at a fellow modeler's build gathering. I was skeptical at first, but once I found out it actually works, I'm now a true convert.



I enjoy the convenience of being able to "paint" Liquid Paper over the gaps or ejection pin marks straight out of the bottle. When the bottle is new and its content is runny, it shrinks slightly when dried. I believe this is due to the high concentration of solvent. After repeated uses and the fluid thickens, I hardly notice any shrinkage at all. Its solvent is naphtha based, and together with the mineral spirit additive it

bonds well with the plastic surface applied to. In contrast to super glue, hardened Liquid Paper is much easier to sand, and I have yet to see it chip off after it is dried. There are many choices of color, but I prefer green or blue because the color is easier on my eyes than white—you don't want to apply white Liquid Paper on Eastern European white plastic parts!

Lately I discovered another use of Liquid Paper in modeling. When simulating rocky (or sandy) surface in preparing ground work, it makes a wonderful texture paint. The trick to it is to stipple the coat of Liquid Paper you brush on as it hardens. The more vigorously you stipple, the more pebbly the texture. If the fluid dries too evenly, you can apply another layer on top and stipple away. It's very user friendly and requires zero cleanup.



So what's the catch with using Liquid Paper? Aside from the nasty smell (the fume is non-toxic, by the way), availability is getting to be a problem. The old brush-bottle type can be hard to find as most office supply stores now only carry the squeeze-pen and sponge-top versions. Also, correction tape is the preferred alternative these days, and more than likely the fluid version will be discontinued soon. Locating any color other than white is already a challenge, so you might not have any choice but to go with *blanco*.

My stash of Liquid Paper came mostly from surplus at work. Our office manager is too young to remember things like typewriters and fountain pens. Not too long ago to my wonder I found a box of brand new Liquid Paper bottles in the trash! Needless to say, I took advantage of the opportunity. Also look up small town independent office supply stores during your next business trip. Too often they are the ones who still have various colors in stock. 🐛



Quarterly Contest Model Pix



Twenty three (yes, 23!) car models were on the table at the last quarterly contest. Even Bondo showed up with his JPS F-1!



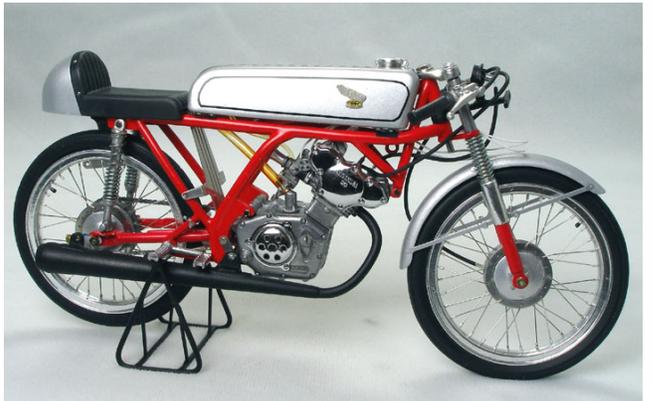
Bill Delk's Porsche Boxster.



Dave Edgerly's Lotus Ford 1202D.



Milton Bell's midget racer.



Mike Poole's Honda 1961 RC110, the winner of the quarterly contest.



Bob Bethea's 1950 Chevy pickup.



Rick Herrington's Robcop Ford Taurus.



Pat Rourke's 1941 Chevy Pickup.



Jack Johnson's Gremlin Modified Frankie Schneider.



Russ Holm's Pennzoil Z-7.



Rick Willaman's two unfinished projects in the foreground. At the back are Angie Forster's Corvette and Eric Choy's 1971 Hondo Z GSS.



Even our veep Ron McCracken built a car model!

My apology to those who I did not have a chance to capture your car models on my camera. There were just too many models on the table and so little time!

Eric



BOMARC IM-99 Sentinel DVD

Product # RA006
USD \$19.95 + shipping
Available at www.rocket.aero

Reviewed by Ben Morton

As noted in a previous review of a Rocket Aero product, the DVD videos were generously donated to our club by **James Duffy** and I have the good fortune to review the one on the BOMARC surface-to-air guided missile. The presentation is divided into three parts with a bonus section. The total run time is 118 minutes.

Part One begins with an introduction to the DVD explaining the use of 16mm/35mm footage shot at the time. Some of which are edited and some are not. There is a lot of the footage used that doesn't have any commentary. Also included in this section is an annual report from 1953 as well as testing, assembly, and operations training for the BOMARC. The footage is pretty cool with more excellent shots of technicians prepping the BOMARC for launch and various viewpoints of the assembly line used for producing the missiles.

Included in this part is an extensive history of the BOMARC and its developmental philosophy. The BOMARC was actually a joint project between the United States and Canada. Intended as a deterrent to Soviet bombers attacking North America, it came about as an adjunct of NORAD. Additionally, it was the U.S. Air Force's only surface-to-air missile program. All others fell under the purview of the U.S. Army.

For a bit of political trivia, the Canadians armed their BOMARC missiles with nuclear warheads. A reporter by the name of Pierre Trudeau got wind of this and went on a tear against it. He ran for office and became Canada's prime minister in no small part to disarm those missiles. You kinda need to be an old guy to remember Pierre, but it does illustrate why some folks have gotten into politics. Regardless of your views on nuclear weapons, there are worse reasons to get into politics.

Part two of the video includes footage of the test programs with multiple viewpoints of launches and early target testing with the X-10, an interesting story in and of itself. An autonomous unpiloted drone aircraft developed about the same time and very much along the lines, in my estimation, of modern day drones, the X-10 was a tiny bit bigger than the Predator UAV.

Part III has some neat footage of a launch failure from various angles. It seems that there wasn't that great a shortage of funds back in the day for recording things. As mentioned in the commentary, who doesn't like seeing a missile blow up! This reminds me of my misspent youth when I'd take my built models out and blow them up with firecrackers. Happy Fourth of July! There is a promotional/documentary film on the BOMARC B produced by the Air Force in this section.

Bonus material: this part includes a guided missile review, modeler's notes, and a series of still photos taken from the various film stock used throughout. The guided missile review is pretty neat as the gentleman doing the presentation is none other than Major General Jetson, commander of the first operational BOMARC B base. No sign of his son Elroy or daughter Judy though!

There are some wonderful shots throughout the presentation with loads of photos showing plenty of details for those who are inclined to superdetail stuff. Of particular interest for me is the documentation of the material and equipment used back in the day such as ground support vehicles, generators, work stands/ladders as well as fine examples of the latest fashions of the 1950's and 1960's. Some of that stuff have already come back in style just like the X-10 drone program. Don't ever throw anything or any idea out the window. You just don't know when it will come in handy again!

There is an extensive commentary on the history of the various models that have been or are currently available—for the right price—of the BOMARC. As noted in the commentary, a scratchbuilt model is not beyond the realm of possibilities as the lines of the BOMARC were pretty straightforward with or without the use of bondo. Several examples of the BOMARC still exist and can be seen at various museums around the country as well as in Canada. There is alleged to be an example at Lackland Air Force base in San Antonio, but the commentator states that it can be "tricky" to get to! Whoever decides to go check it out please let this reviewer know just what is meant by "tricky"! Adventure is out there!



Thanks again to James Duffy at Rocket Aero for providing this video DVD to our club. 🚀

Ben

Old Rumors & New Kits

Milton Bell
IPMS #16702

Summer is upon us and frankly, I'm glad the IPMS Nats are in possibly a cooler climate. Omaha may not be frigid but just a few degrees less than the consistent 100+ days we've been enjoying will be a relief.

Next month at this time, I'll be looking at the final hours of the event and getting ready to begin the trek home. We plan to stop off in Tulsa and see some old friends, sort of a side benefit of the travel.

Model-wise, this has been a pretty dry month. There have been some noteworthy events, probably the best being the impending release of the Tamiya 1/32nd P-51D which, I understand, should be in the LHS possibly by meeting time.



If you haven't seen the kit, King's has one you can fondle and drool over. Just keep it clean and remember that someone will eventually build the kit!

Now for some rumors. I've heard that Dragon will release a 1/48th Ta.152C which is the torpedo carrying version of the final variation of the Fw.190 family. If I'm not mistaken—hey, it happens—Tri-Master offered the same variant many years ago. We'll have to keep watching this.

Not a rumor nor a mirage, Hobby Boss has released their 1/32nd F-84E. This kit of the old slab-wing Thunderjet will test your natural metal finish skills but will fill a gap in Korean War models. You just have to remember that the F-84 series were not "little" airplanes. As much as I might like to do one or two of the new big scale kits, I simply don't have room to work on them nor a place to store/show the finished model. Looks like I'll be sticking with 1/48th for my "large" scale projects.



A few weeks ago, Randy Barnes of the USS Lexington Museum on the Bay project dropped by to pick up a model I had agreed to donate to the shipboard model display. We met at King's Hobby Shop and he showed us a couple of newly made models that were produced on a 3D Printer. That's right; a printer that produces an "image" that's totally 3D. I'm not sure how this will all tie in to our hobby but the impact could be tremendous.

What Barnes showed us was first a large scale gun tub, complete with guns, all the cranks, handles, etc. What it was is not important. What is important is that it was a single piece and was "printed" that way. There were details inside and out, the part had under-cuts, square sharp corners, round parts, etc, and it was made in a single pass.

He also showed a sail-boat model that was produced as a cutaway so interior bulkheads and decks could be seen. It was done in several colors and again was made in one pass. It began as a detailed 3D CAD drawing so whatever interior detail was shown on the drawings was duplicated in the final model.

I must say that neither of the models was "perfect" in finish. Each had tiny ridges that represented individual passes through the printing process. This resolution must be variable but for demonstration purposes, the models were quite adequate.

This is an excellent way to produce prototypes, especially of tools, to see how well they might work and to see how the design should be tweaked. If you want to see for yourself, here's a URL that you can copy and paste in your browser window. I think you will enjoy it.

<http://www.youtube.com/watch?v=ZboxMsSz5Aw>

Now back to reality. Eduard has released a couple more Weekend Edition kits. First is the old and familiar 1/48th MiG-29A which is basically the Academy kit dressed up in a bunch of new resin details, masks, PE, and markings for five aircraft. Last time I checked, the Academy kit was very accurate so all the additions from Eduard should make it a very nice package.



The other kit is the Eduard MiG-21. This one follows Eduard's pattern for Weekend Edition kits. There are no masks, no PE, and markings for only one aircraft, in this case one from the DGR.



Revell of Germany has released a 1/32nd kit of the BAe Hawk T1 which for this airplane, is just about the right scale. Revell/Monogram has re-issued two of their oldies; a 1/48th P-47N and the 1/72nd B-52 with X-15.

For you armor guys, Trumpeter has just released three interesting subjects. First is another WWII German subject, a PzKpfw 38(t) Ausf. E/F. This is variant of the Czech LT Vz 38 and if you like rivets, you should be happy!



There are also two modern Russian subjects; a BTR-60P 8X8 amphibious APC and an ASU-85 Model 1956 Airborne SP with an 85mm gun. Looks like good details on both kits. And of course, all are in 1/35th scale.



Sorry I don't have more for you this time. I've been almost too busy to work on a model nor do much shopping. Hope to see you all at the meeting Thursday and I hope you bring something to show. 🐦



Latest News

By Randy Fields

IPMS National Convention Vendor Chairman

Thursday, June 30, 2011 - Bonuses

On Saturday, August 6, re-enactors will visit the convention from approximately 10am to 2pm. Most will be in WWII uniforms although some will be dressed as far back as Civil War soldiers. They tentatively plan to bring with them an Sd.Kfz.251 half-track, perhaps up to three Sd.Kfz 222 scout cars, some Jeeps, an M20 half-track, an M3 White half-track and a 45mm Russian anti-tank gun.

Also, a unit of the Commemorative Air Force in nearby Council Bluffs, Iowa believes its aircraft will be in its hangar during our convention. The Great Plains Wing of the CAF has the P-51 "Gunfighter," and an L-3 and an L-5 observation aircraft plus a small museum in its hangar. The unit is normally open Wednesday, 6-9pm and Saturday 9am to 4pm. The wing's hangar is approximately 20 miles east of the convention site on I-80 and then 3 more miles on two-lane roads with well-marked directions. <http://www.greatplainswing.org>

Finally, Ft. Atkinson State Historical Park, a re-creation of the nation's largest fort in the 1820s, will have its own re-

enactors there the weekend of August 6-7. The fort is about 15 miles away up I-680 and then another 8 miles north on US 75. <http://www.fortatkinsononline.org>

Thursday, June 23, 2011 - Travel To Omaha

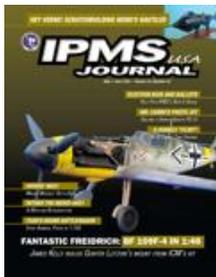
Plans for the convention are moving right along. The convention center sits high and dry some 15-miles from the Missouri River. If you're coming from the east or west there is no problem using I-80. The only problems for travelers is coming down I-29 from the north or up from K.C. to the south. If you are coming from the north I-29 is closed 30 miles north of Omaha at Missouri Valley and you may need to find an alternate route. I-29 is closed from the south at the Iowa/Missouri state line. You can cross at St. Joe and come up U.S. 75. It is a little slower drive but overall not a bad drive.

I would suggest you check local road conditions just before you leave for Omaha in August and hopefully driving conditions will improve. Also, Omaha's Eppley Airfield is open for business and does not expect flooding to impact service in or out of Omaha.

As we get closer to the convention we will update travel conditions but as of today we do not expect the flooding along the Missouri River to have any major impact on the convention.

The convention already has 300+ pre-registrations and over 300 vendor tables sold. We think it will be an outstanding convention and look forward to seeing everyone in August for "Omaha By The Sea." I hope we are not taking that theme literally. 🐦

Randy



In the latest issue of...

IPMS/USA Journal
May/June 2011
Volume 23, Issue 3

• **IPMS/USA 2011 Elections** - Candidate bios and CB&L Amendments

- **My Mates Will Sort It Out** - A Mk.IV Female take Center Stage in a WWI Vignette, by Mike Fleckenstein
- **Eyes of the Hunter** - Converting the Revell 1:72 Hunter F.6 to the FR.10, by David Geldmacher
- **The Halcyon Days of Modeling** - Part II, by Dick Enger
- **Fantastic Friedrich** - Finishing ICM's Bf.109F-4 as Gunther Lutzow's Fighter, by James Kell
- **The Haunted Tank** - Combining Moebius' Confederate Raider and Tamiya's M3, by Brad Hair
- **Nemo's Nautilus** - Scratchbuilding Disney's version of the Jules Verne Submarine, by Dan Thompson
- **Admiral Popov's Unique Namesake** - Building NNT's 1:700 Russian Round Ironclad, by Vladimir Yakubov
- **Cylon Silencer** - Moebius' new Battlestar gets a makeover as Atlantis, by Brad Hair

And much, much more!

By Modelers
 — For Modelers ®



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IPMS/USA is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas as a local chapter of IPMS/UK in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive *The IPMS Journal* six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned Regional Contests, as well as our world-famous National Convention, held each summer. As a member, you'll also be able to access our online **Member's Forum** where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the county offer **discounts** to IPMS/USA members.

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Adult: \$25 Junior (17 years old or younger): \$12 DOB: _____

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Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member,
 list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA

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

Check out our web page: www.ipmsusa.org



Austin Scale Modelers Society
13213 Marrero Drive
Austin, TX 78729
www.austinsms.org



Next Meeting:
July 14th, 2011

at

Austin Old Quarry Library
(7051 Village Center Drive)

7PM to 8:45PM



August 3-6, 2011

La Vista Conference Center
12520 Westport Parkway, La Vista
NE 68128