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The "Lun" Also Rises... (about fifteen feet)

By "Bondo" Phil Brandt, IPMS #14091

Aviation enthusiasts have long been ingrained with the thinking that, post-WWII, the Soviets were willing and often able to copy or reverse engineer practically any Western aviation product extant, imitation being the sincerest form of flattery. Not so the ingenious *Ekranoplan* species of Soviet ground effect vehicles, airframes so large and heavy that they were actually registered in the Soviet Union as ships... "ships", that is, that weighed 500 tons and, once airborne, could move in relative ease at fifteen feet above the sea and at approximately 300mph!

An *Ekranoplan* — "ground screen" in Russian — relies on the cushion of air that is generated by an airframe when close to the ground; air

that cannot vacate the space underneath the aircraft quickly enough "piles up" underneath to provide lift. Most pilots, especially of large military and civil aircraft, are well-acquainted with the phenomenon, and sometimes must aggressively "drive" said aircraft down through the ground effect to what we in the RF-4C tactical recon force used to call, "a nice, firm, energy-dissipating touchdown."

Although early ground effect experimentation occurred pre-WWII in Germany (Lippisch) and Finland, it was Russian designers that carried the concept to the huge scale circa 1965-1987 that existed before the dissolution of the Soviet Union in 1991, the breakup which spelled the end of the *Ekranoplan* program.

Today, courtesy of marvelously detailed photos taken by Russian blogger Igor113 on

(Continued on page 4)

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Upcoming Events

Model Shows

IPMS/Baton Rouge, Cajun Modelfest XXVI, Baton Rouge, LA	May 14
IPMS/NCT, Scalefest 2011, Mesquite, Texas	May 21
ReaperCon 2011, Denton, TX	May 19-22
HMSNEO, Tulsa Show 2011, Tulsa, OK	June 3-4
IPMS/Metro OKC, SOONERCON 2011, Moore, OK	June 18
Squadron EagleQuest XX, Grapevine, TX	June 23-25
2011 IPMS/USA National Convention, Omaha, NE	Aug 3-6

Local Club Meetings

Lone Star Military Miniatures Society, San Marcos Public Library	May 14
Centex Modelers, Trinity Lutheran Church, Copperas Cove, TX	May 19
Austin Armor Builders Society, APL Old Quarry Branch	June 1

Other Events

Pacific Combat Living History Reenactment, NMPW (Nimitz Museum) Fredericksburg, TX	May 28-29 June 18-19
Denton Air Fair and Airshow, Denton, TX	June 18



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.

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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**

I had a great time Saturday May 6 at the **Pioneer Flight Museum** Spring Air Fair in Kingsbury, TX. I rode down with **Milton** and **Martha Bell** and their grandsons Jake and Sam. We set up a table in the shade of hangar and modeled and visited with people all day long while watching old planes and vehicles come and go and buzz around the pasture.

ASMSers **Dave Edgerly** and **Dave Orloff** have been putting in volunteer hours at the museum working on the old planes, and **Bill Walsh** is also very active at the Museum. Milton is to be commended for bravery, risking more cased models for the ASMS exhibit. Happily this time none melted.

I also had a great time at the Houston show Saturday April 30, where ASMS had a great turnout. Our group brought home numerous awards. Congratulations to the Houston chapter on another very fun show.

Lastly, there is just another month to go before our June car contest so get busy!

Happy Modeling. 

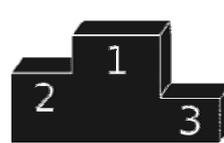


♥♥♥ **Page Three Girl** ♥♥♥



Here's an oldie but goodie: 54mm Annie Oakley by **Derek Hanson**. Derek painted this Hornet figure 15+ years ago. It was done exclusively with artist oils.

Annie Oakley (1860-1926) was a legendary sharpshooter and popular western entertainer. She was known not only for her starring role in the Buffalo Bill's Wild West show but also as an outspoken women's rights advocate in Ragtime America. 



**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>
June 9	Car Model
September 8	None
December ? (TBA)	White Elephant



EagleQuest XX

Thursday June 23, thru Saturday June 25, 2011

www.squadron.com

(Continued from page 1)

his website (<http://igor113.livejournal.com/tag/проект%20903>), one can view the breathtaking size of the eight-engined “Lun” *Ekranoplan* — an airframe just slightly smaller (400 tons!) than the famed KM-04 “Caspian Sea Monster” of the Seventies — as it rests on a floating drydock near the Caspian, slowly deteriorating over twenty years. I doubt that it will ever “fly” again.

Two versions of the “Lun” were planned: an attack vehicle (the subject of this article) armed with six large canisters, each holding an SS-N-22 (NATO “Sunburn”) surface-to-surface missile (the first such airframe was built in 1987), and a second, converted to a marine rescue ship, wherein the six missile canisters would be converted to collectively hold, get this, 500 people; never let it be said the Russians think “small.”

The Kit

Hong Kong’s Anigrand has firmly established a reputation for producing a large repertoire of eclectic 1/72nd and 1/144th subjects in resin kit form (the latest being the gigantic 1/72nd C-5), rare, often experimental, airframes not done by other firms in any medium. Although these kits often leave something to be desired in accuracy and fit, this modeler is more than willing to put up with these idiosyncrasies in light of the “weirdness” factor.

The Anigrand “Lun” kit reveals that this is a REALLY BIG airframe; this 1/144th model is as large as a 1/144th 747, easily larger than 1/48th fighters and even some 1/72nd four-engine bombers.

The Build

Main components were joined (CA, of course) with just a few minor fit problems, most involving the alignment of the halves of each of the two, four-engine turbofan engine nacelles. I’ve complained about this before, but Anigrand could surely ease the efforts of modelers if they’d cast the nose and tailcones of jet engine nacelles as individual, full-circle pieces, such as done by Collect-Aire, saving hours of sanding difficult-to-get-at intake seams, filling, sanding and priming over and over.

In Anigrand’s defense, they at least did the jet exhaust nozzles in one piece. For color contrast — there’s a lot of gray on this huge airframe — I elected to duplicate the orange FOD covers as shown in Igor’s pix. I cut pie-shaped wedges of thin plastic sheet and simply glued ‘em over the first stage fan blades.



Detailing

If this were a physically small 1/144th airframe, I probably would’ve not felt the need to go out of my way to add additional detailing, but this hummer cries out for remedial action, plus Igor’s great “monster” pix make the details readily viewable... no guessing, as often seems to be the case with Anigrand research.

Weapons



The first upgrade was to the six prominent missile canisters which Anigrand, as in the case of the jet intakes, chose to do in split halves, guaranteeing the drudgery of sanding and

filling because of poor fit (further, the one-piece canister end caps didn’t match the diameter of the tubes proper... more sanding). Plus, Anigrand chose to leave a “vee”-shaped valley between each mated pair of canisters; Igor’s pix plainly show that the “vee” has long been faired in, and the top of each canister pair is flat.

Each missile canister has two slightly bulged patches on each side. Unfortunately for the builder, Anigrand chose to make the part split right through said patches. I dremmed off the patches and created new, one-piece components by slicing sections of large plastic tube stock. The new sections are perfectly concentric to the existing resin missile tubes and also cover the Dremmed “scars”.

Thin plastic sheet was CA’ed to the tube tops to create the accurate flat surface. Small vents and protruding knobs finished the job.

Fuselage

Igor’s pix reveal a veritable forest of pitots, mirrors, sensors and vents that inhabit the Lun’s nose forward of the cockpit; only a crude representation of the main air probe is furnished by Anigrand, with no further indication of what other apurtenances reside in that area. So, with a bus ticket to Scratchbuild City in hand, this curmudgeon donned his Opti-Visor and added the desired equipment.



Four aeriels, eight engine cowling fixtures and some blocked-off vents were added to the multi-engine nacelle pod, and plastic inner engine exhaust shields were cut out and scabbed onto the fuselage sides. Two pairs of machine guns/cannons were fashioned from small diameter rod and

added to the forward and aft defensive turrets. Small spoilers just in front of the aft defensive turret help to “busy” that area; plus, the U-shaped sheet metal “shelf” which curves around the end of the fuselage, just below the rear turret, was non-existent (due to less-than-primo resin casting) and had to be completely scratchbuilt.



A long piece of very thin brass rod was carefully CA-ed to each side of the upper fuselage. I mistakenly thought that, as is often the case of large Russian aircraft, the rods were some type of control cable housing or some type of radio antenna. The pix notes provided by Igor reveal that there’s a much simpler explanation: the rails are merely anchoring points for maintenance platforms!

Tail

The large, no-dihedral (different from the original KM-04 “Sea Monster” which had a prominent “V” tail) aft flying surface underwent the addition of two finned antennas, one fairly long, and other various rod-type probes and antennas. Once again, Igor to the rescue.



Finishing

First things first: the required iterations, so common to resin kits, of automotive lacquer primer, followed by that

magical 3M Blue Acryl (to fill some misfit areas of approximately 1/32"!) and lots-a wet sanding.

After some ten years of their sitting forlornly in the paint rack, I thought the time was long overdue to open various jars of Gunze Sanyo “Aqueous Hobby Color”, which, well-thinned, provided the base light gray airframe color. Testors Acrylic Intermediate Blue, although it’s really a bit too dark — I made it lighter and more vivid later with pastel chalks — was selected for the below-the-waterline and underwing, areas in which Anigrand doesn’t do the best job to make clear color delineations, especially for the underwing and sponsons.

Masking over such a complex surface was trying, but it all worked out... until the Testors blue had dried, and then I was belatedly reminded of a note-to-self I hadn’t remembered after painting my 1/32nd Echelon F.6 Lightning over ten years ago, “Don’t use Gunze again!” It seems that Gunze has a slight aversion to being covered by non-Gunze water-based acrylics. Tiny cracks (“alligating”) appeared in some areas, fortunately areas not easily viewed. I’m just gonna live with it; I’m not really interested, after laboriously weathering the sucker, in sanding and re-shooting the Testors.

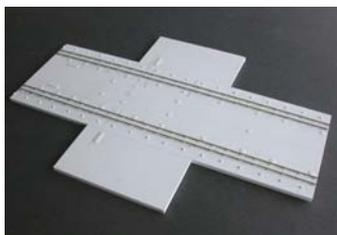
The current day Lun airframe has, as you might surmise, weathered badly in the maritime environment of the Caspian. It’s significantly chalked and shows the remains of secondary paint jobs (perhaps just for display) that have been applied over the years. I chose to portray it as it might have appeared when first mothballed after the dissolution of the Soviet Union in 1991. Note that there’s no red star on the vertical fin (Anigrand shows one)... just the naval flag symbol. That is, I have shown the airframe slightly weathered from its test flights and operational mission over a four-year “career.”

I shaved pastel blue, white, gray and black powder from my wife’s considerable chalk collection — she’s a pastel/watercolor artist — and scrubbed it (with a ½" short-bristled watercolor brush) in streaks to simulate water runoff patterns, inflight airflow and UV action.

Presentation

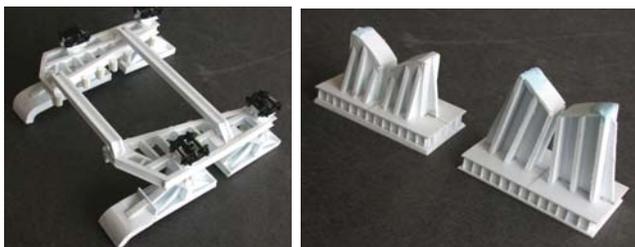
In my opinion, Anigrand should have at least furnished a rudimentary display stand for such a large (and expensive) model, let alone a beaching trolley (as did Mach2 in their Seamaster kit), but noooooo. Igor’s pix plainly show the results of two decades’ neglect in a harsh maritime environment, but the color of the badly rusting drydock, beaching trolley and support stands creates, in this elderly mind at least, a welcome contrast with seeming acres of chalky gray airframe. Back to Scratchbuild City...

The floating drydock's perimeter and inner bracing were fashioned with solid, square plastic stock and covered with .060" plastic sheet. Various panels were glued to the flat sheet to add more contrast (they're in the real deal, too) and the trolley rails were hand-laid (CA-ed) with N-scale model RR stock.



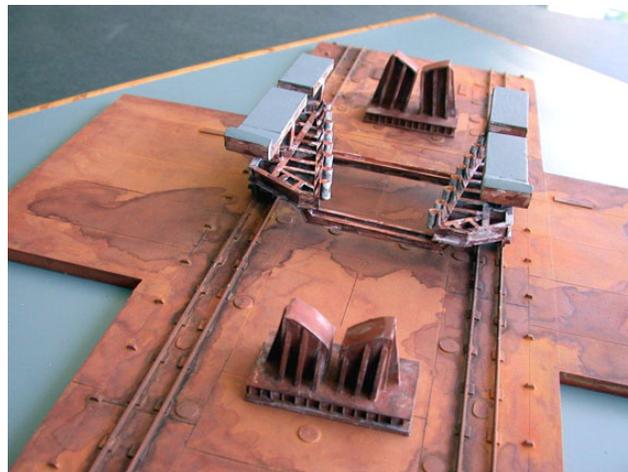
The trolley was built from Igor's detailed photos, and N-scale RR trucks provided what I think is a fairly adequate representation of the one-off trucks on the real deal.

The hefty forward and aft support stands were built directly from close-up pix.



As shown vividly in Igor's photos, it would be difficult to excessively rust and weather the above support pieces, and the "Rustall" (www.rustall.com) four-component system did a nice job, especially in imitating the dark, stained areas of the drydock where water puddles form. Additionally, two shades of rust powder by Weather System (Bragdon Enterprises, Georgetown, CA) were

scrubbed on with a stiff brush. Apparently, this rust powder actually changes over a period of a half-hour into a coating which clings to the surface much more than one would expect powder to do by itself. Good stuff!



Final Thoughts

And another strange project slides down the ways of Bondo Industries' Weirdness Works Division; when and if you see me do a 109, yinz'll know (a little Pittsburgh-ese for ya) this curmudgeon's in his personal End Days! Things are gonna get real interesting if Bondo enters the Lun in the SHIP category... 🐦



Have you built a car model lately? Need an incentive to build one? Our prez Tim Robb spotted a good one, and he wants to share it with everyone: **Stacey David** of Speed Channel's GearZ fame wants your model on his TV show, and he is teaming up with Revell for a Model Car Championships contest.

Coinciding with many of the vehicles built on GearZ, the theme of the contest is "Hot Rod." Any contestant can submit up to five photos of one built Revell or Monogram

Hot Rod model (see list of eligible models on www.revell.com) before May 15, 2011 to enter the contest. Not unlike any IPMS competition, there are two categories: box stock and unlimited. Judging is based on creativity, adherence to the theme, fit/finish, and the use of color.

The winning prizes include your model featured on GearZ, \$100 gift certificate, an Iwata airbrush and compressor, assortment of Testors products, a year subscription to Scale Auto and Model Cars magazine, GearZ apparel, and one year's worth of new releases from Revell (maximum 12 kits).

For more details, please visit www.revell.com/contest/revellgearz.html. 🐦

Editor

Brownsville Air Fiesta March 11-12, 2011

by G.R. Dennis Price



The show was officially initiated on Friday March 11 with the arrival of a pair of F-16's from the Texas ANG at Lackland AFB, San Antonio; a two-seat F-16D (USAF 1987-0374) and a single-seat F-16C (USAF 1987-0339).



Raptor Recruiting Vehicle.



The Franklins performed their Pirates act flawlessly on Friday afternoon.



Ex-RSAF & RAF BAC Strikemaster [N799PS] in the colors of the Marine Military Academy at Harlingen, TX.



North American B-25J [N9643C, Devil Dog] flew on Friday and Saturday, giving the pyrotechnic crew a reason for causing numerous ground explosions.



The USAF A-10 demonstration team, from the 354 FS "Bulldogs," 355 FW performed a precision display in this A-10C [1980-0279], also allowing the pyrotechnic team some exercise.



The final performance on Friday was a spectacular show of a lighted Beech 18 [N9109R] flown by Bobby Younkin. The photo above was from his daylight performance on Saturday.



Douglas B-26C Invader [NL268P, "Guns for Hire" owned by the Marine Aviation Museum in Houston] along with a Douglas AD4-DW gave the pyrotechnic crew their last fun of the day.



Flying on Saturday was concluded with two fly-pasts of the B-2A Stealth bomber [1993-1087, "Spirit of Pennsylvania"].



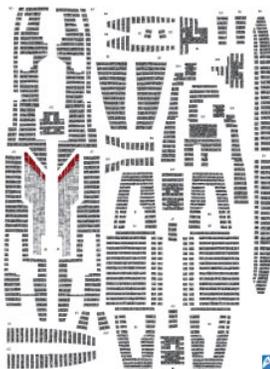
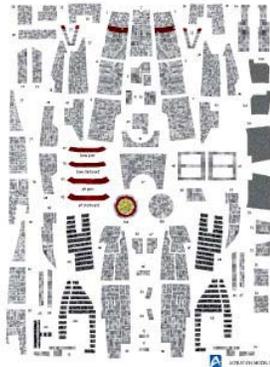
Acreation Models Galactica Aztec Decal Deluxe Set

Product # ACM-117-1, MSRP \$35.00(!)

Reviewed by Eric Choy
IPMS# 44323

Have you ever spent more than \$30 on a set of aftermarket decal for a model kit? Well, I did several weeks ago with my purchase of Acreation Models' Deluxe Aztec Decals for Moebius 1/4105th Battlestar Galactica (BSG). Now please hear me out before you declare I'm clinically insane for doing such a thing.

Anyone who has watched the hit show on Syfy can testify the fantastic CGI rendering done by Zoic Studios. However, the new look of the "reimagined" BSG presents a real challenge for modelers who wish to replicate the complicated "Aztec" pattern of paneling. I might be able to pull it off if I possessed the painting skill of Russ Holm or Bob Bethea. But since I don't, I have to rely on some other means to make my BSG look as good as it was on TV.



Acreation Models is the first company that I'm aware of that offers a set of decal sheets covering the ENTIRE Moebius BSG model to depict the unique "Aztec" pattern. Printed on three letter-sized papers, there are over 100 decals in various tones of gray for the armor plates as well as for the rib textures. Also included are all the red striping to save you the time to paint them. Like any product produced on an ALPS printer, each decal needs to be cut out before applying to the model. It's a lot of work, but I guarantee the result will look stunning. Highly recommended.

For those who have passed out after they saw the price tag, Acreation Models also offer a cheaper set (USD \$20) for just the armor plates. My opinion is to skip that for the whole shebang. Your BSG model will look odd without the "Aztec" pattern rib decals. After all, it only costs you two days worth of lunches more. You'll sleep better at night when you know you got the better looking decals for your favorite sci-fi model...

I ordered my copy from Starship Modelers' webstore (www.starshipmodeler.biz). As with other limited production run decals, get it NOW before it disappears in oblivion!



Stepping into the Past A trip to Kingsbury Aerodrome by Milton Bell, IPMS #16702

Last Saturday, May 7, **Tim Robb** and I gathered up a few tools and models for a trip to the **Pioneer Flight Museum's** Spring fundraiser Air Fair at the Old Kingsbury Aerodrome at, of all places, Kingsbury, Texas. My wife decided it was way too much fun for two old modelers so she elected to go along and to take our two oldest grandsons, **Jacob** and **Samuel Matteck**.



Saturday was a fine day for a day-trip. It was not too hot and there was a little breeze and the early clouds were bound to burn off as the day warmed up. And warm up it did.

This was the second time ASMS had participated in the event so we knew what to expect. On the first trip, we were set up in what they call their pavilion, a concrete floored area with a roof and open on three sides. This time however we were given a spot in one of the Aerodrome's hangars. We were set up far enough indoors so we didn't get any direct sun yet we had a good breeze all day. We shared the space with **Gary Emery** of **Hill Country Hobby Shop** in San Antonio. It was a good mix and we had quite a few shoppers and passers-by who stopped to chat and do a little "shopping."



And, since we were on low a hill and in an open hangar, we had a fine view of much of the field and got to see all the arrivals as they touched down.

As you might assume, the Pioneer Flight Museum was established to "preserve the memory of aircraft, especially

those that served before World War II." To that end, the museum has acquired some rather unique and special airplanes, including one of three remaining and flyable Canucks, the Canadian version of the versatile Jenny. The museum also has a Bleriot Model XI, a Fokker D.VII, a Pietenpol Sky Scout, and a Fokker Triplane that was built right there at the Museum's shop.

In addition to some fascinating old airplanes, there is an impressive collection of vintage cars and trucks, many built on Ford Model T chassis as well as a Quad truck, a bone rattling flat bed that has four wheel drive and four wheel steering. I might add, that it's not power steering either. In its present configuration, it's open to the elements.



And then there are the motorcycles. Many are "replicas" but there is a very special Indian cycle with side car that was kept busy. In fact, all the vehicles were used to move people from end of the site to the other. All you had to do was wave one over and get on board. My grandsons had a fine time hitching rides. Don't worry mom; they didn't go much faster than a good run.

There were some impressive visitors, chief among them a Nieuport 28 that put on a nice flying demo and a Ryan ST that carried a few visitors on a quick tour of the field. And there were at least two very clean Stearmans, a recent Aeronca, a couple of L-19s in VN schemes, plus several home-builts.



Three of our old modeling buds have been volunteering their weekends learning how to maintain the old birds and were busy during the day moving airplanes around and helping with demonstrations. Many thanks to **Bill Walsh**

for inviting ASMS to be a part of this year's first Fly-In and to **Dave Orloff** and **Dave Edgerly** for taking time to let my grandsons have a cockpit visit to the Canuck. Even I got to have a turn sitting in the cockpit.



If you want more information, just Google "Old Kingsbury Aerodrome" and you'll find a host of links that will answer any questions you might have. And you may want to check out their schedule. I understand there may be another Air Fair in the fall.

I can guarantee I'll be looking forward to another trip to Kingsbury. And that goes for the grandkids and Grandma too. We all had fun and it's only an hour's drive from Austin. 



IPMS/USA 50th Anniversary Approaches

by Dick Montgomery, IPMS/USA President

The 50th Anniversary of IPMS/USA will take place in 2014. The birth of the Society cannot be designated as having taken place on a particular date but we can infer, from research done on original documents that the correct date is in January of 1964.

The concept of a national modeling society can be traced to the UK and first appeared in the June 1963 issue of the old RAF Flying Review. The publication contains the summary of a letter submitted by Peter Elley. Peter suggested the formation of a modeling society to be named, "British Plastic Modelers Society." The BPMS was launched in June of 1963. Jim Sage contacted Mr. Elley about sharing information regarding the BPMS with modelers in the U.S., but Jim's overtures were rejected due to his involvement in the "retail-side" of the hobby.



In January of 1964, BPMS, under new leadership with the departure of Mr. Elley, announced that their society would change its name from BPMS to IPMS (an action which was formalized in March, 1964), and that overseas applications would be accepted by "local" representatives who would set up and direct independent national branches within their own nations. Jim Sage was designated as the "local" American Director.

In 1964 our first "Convention" was held in Chicago. It bore little resemblance to the complex and large conventions that have taken place in recent years, but it does share some important commonalities. People met to share in the joy of the hobby, a contest was held, and much discussion about the future of the hobby and of the Society, itself, took place. Forty years later, the 40th Anniversary was marked in the Journal. The anniversary was celebrated by the inclusion of some articles reflecting back on the early days of IPMS/USA. These articles are:

- IPMS/USA The Early Days, 1964 to 1969 – by Jim Sage
- Some Reminiscences – by Wayne Wachsmuth
- 40 Years of Movers and Shakers – by Fred Horkey

Dick



Latest News

Friday, April 29, 2011

The links are on our website (www.ipmsusa2011.org) to take you to the contest forms. We'll update the category list often, but no guarantees it's 100% current. You can mail or email the form to us. Trophy Sponsorship is also

available in the shopping cart. Email us the form and pay in the shopping cart and you're done – with our thanks.

The latest news from The Marriot is that on some days it is sold out. If you try to get the days inclusive of the convention, you'll be told it's not available. We are working on getting a few more rooms there — no guarantee. Over at the Embassy we are down to about 20 rooms. Room reservations have been amazing, and registrations keep rolling in. The third vendors room is all but full, so that is over 300 vendors tables!

Night at the Museum is very popular. If you plan to attend this exclusive evening at the Strategic Air and Space Museum, head to our site and make your reservation. 

Old Rumors & New Kits

Milton Bell
IPMS #16702

Welcome to May. Actually, I think my calendar's broken; it seems more like July. At this rate, I don't like to think what it will be like when the real Texas summer gets going.

I'm not sure about a lot of the new kits. There are many promised that should be here very soon but I've not had any good word on it. We can expect some news in the next week or so from the Shizuoka Hobby Show in Japan but that will miss my column for this month.



I've heard that the Airfix 1/72nd Vickers Valiant will be ready perhaps near the end of this month. Revell of Germany's new 1/32nd He-111 should also be showing up soon. I understand their Ju.88 kit will be available to us again, in case you missed it earlier. Revell USA is supposed to be finishing up their Ventura for a possible Summer release. I've also heard that they will reissue the SB2C-4 Helldiver as well, which in my opinion is about the best kit Revell/Monogram has ever produced.

Tamiya's decision to do a 1/32nd scale kit of the P-51D Mustang illustrates a peculiar trait of many model builders. The ink was hardly dry on the press release when modelers began to speculate on what their next kit would be or should be!

Frankly, I'm just happy that we may be getting a large scale Mustang that will have few errors and be as well engineered as their series of Spitfires. I've heard that the kit will again feature cowl-panels held in place by small magnet strips. Tamiya already has the best P-51 in 1/48th scale so one could assume this will translate into an accurate 1/32nd scale kit. Let's wait and see.

Hasegawa's next big kit, as I mentioned before, will be a 1/32nd Jack. I've not heard of any new releases in 1/72nd or 1/48th. I'm sure the Japan Hobby Show will fill in the gaps.

I was hoping that one of the Beech Staggerwings would fly into Old Kingsbury Saturday so I got get some "newer reference shots" which would be an excuse to get the new Roden Beech Model 17, UC-43 kit. This new kit is 1/48th and will be a step up from the old AMT offering. This is the late version



of the Staggerwing and comes with markings for three USAAF aircraft. I suspect a version in civilian markings will be coming out soon. It's even possible that an earlier version might be in the works. Who knows?

My grandson Jake came home from Kingsbury with a 1/48th snap fit kit of a Bf.109E from Pegasus. I never got a peek inside the box because I kept telling him NOT to open it before he got home. So, I can't tell you anything about the quality of the kit other than there is a series of 1/48th kits that all sell for \$10.99. Gary Emery of Hill Country Hobby says they are popular down his way. If anyone has one, let me know what you think of it.



Italeri shows several "new" kits but they may be re-pops from someone else's tools. In 1/72nd they have an F6F-3/5 Hellcat, an F4U-k7 Corsair, and a Merlin HC.3 helicopter (an RAF transport type). In 1/48th they are showing a Tornado F.3, a Mirage F1C, a Spitfire Mk.IX-C, and a CR-42 Falco. For the vehicle guys they have a 1/35th 6X6 Cargo Truck WC-62.

Sword continues its line of 1/72nd aircraft kits with a T-33, a T-33A, a T-38C Talon, a P-47N, a Seafire Mk.IIC/L, and a P-80 A/B.

Revell/Monogram has re-issued their oldie but still a goodie Hu-16 Albatross in 1/72nd. Get rid of that raised detail and re-scribe for a really nice model of the versatile rescue flying boat. And if you need references, the Ginter book on the Hu-16 is also just released.

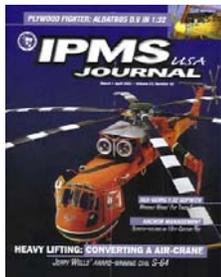
Tamiya has another 1/48th armor kit out, and one I thought I'd seen before but this is an early subject, a German Panzer II Ausf.A/B/C French Campaign.



I see that Trumpeter has a new kit out of the Canadian AVGP Cougar, the early version. This is a general purpose armored vehicle based on the 6-wheel Piranha. The kit includes markings for two Canadian vehicles and an overall white UN scheme.

That's all I've got for this month. Things have been slow, but they are bound to pick up after the Japan Hobby Show. Don't forget that car you need to build before the June meeting. I'll see you Thursday. 🐦

MB



In the latest issue of...

IPMS/USA Journal

March/April 2011
Volume 23, Issue 2

- **Fun With the Hun In the Sun** — Discovering the joys of Wingnut Wings' 1/32nd Albatros D.Va, by Charles Landrum;
- **A Hoy Matey!** — Scratchbuilding an 18th Century Anchor Hoy, by Dan Thompson;
- **Elevating A Heavy-Lifter** — Superdetailing an S-64E Erickson Air-Crane in 1/72nd scale, by Jerry Wells;
- **Seagoing Sopwith** — Wingnut Wings' 1/32nd Pup puts to sea, by Jerry Wells

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Next Meeting:
May 12th, 2011

at

Austin Old Quarry Library
 (7051 Village Center Drive)

7PM to 8:45PM



ScaleFest

2011

Saturday, May 21, 2011

9am - 5pm

Mesquite Convention and Events
 Center

1750 Rodeo Drive
 Mesquite, TX 75149
 (I-635 Exit 4)

Special Theme:

