

2011 IPMS/USA Website of the Year

2010 IPMS/USA Region 6 Chapter of the Year

2009 IPMS/USA Newsletter of the Year

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## Dreadnought on Land Hobby Boss 1/48th KV-2 "Big Turret" By Eric Choy

Lessons learned from the Winter War with Finland made the Red Army aware of the lack of armored assault weaponry to deal with heavy fortifications. A rush project was thus initialized by mounting a 152mm howitzer on a KV series tank to create a "bunker buster" vehicle. The result was the KV-2 and it was installed on the ten pre-production models. The production turret manufactured later, differed slightly and had coaxial and rear-facing DT machine guns installed for point defense.

I believe my Hobby Boss KV-2 "Big Turret" was not a purchase but rather a gift. I have no love for the hideous dreadnought on land, but I kept it in my collection anyway. I finally put it to good use when I joined Russ Holm and Bob Bethea at King's armor building class six months ago. The material for everyone to

tackle was any one of Trumpeter's 1/35th KV's. I reckoned my quarter scale kit was close enough and indeed it was, as I later found out that it was a scaled down version of a "Trumpy" KV!

The overall fit of the parts was good. There are a few flashes here and there but nothing serious enough to cause any concern. The only



part I did not like was the headlight. A good old MV lens came to the rescue for that. I also replaced the kit's barrel with a resin one by Hauler. It has very fine rifling molded inside. I ditched the grab handles on the sides of the turret as the kit supplied ones appeared under scale to me. I used straight pins shaped with pliers instead.

The suspension and wheel assembly posed no problems. Before I installed the tracks, I

(Continued on page 4)

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## Upcoming Events

### Model Shows

SWAMP, Managan Center, Westlake, Louisiana	1/28/12
Model Fiesta 31, Live Oak Civic Center, Live Oak, Texas	2/18/12
MCMA Showdown 22, Dr. Pepper Star Center, Farmers Branch, Texas	3/10/12

### Local Club Meetings

Centex Modelers, Trinity Lutheran Church, Copperas Cove, Texas	11/17/11
Austin Armor Modelers Society, Austin Public Library, Old Quarry Branch, Austin, Texas	11/9/11

### Other Events

Pioneer Flight Museum, Fly-In & Picnic, Kingsbury, Texas	11/12/11
Lone Star Military Miniatures Society's Modeling Day, Austin, Texas	11/12/11
El Paso Veteran's Day Show & Display Event (display only), El Paso, Texas	11/13/11



### 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](http://www.ipmsusa.org)) and click on the Support The Troops page link.

### ASMS Officers & Chairpersons for 2011-12

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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**

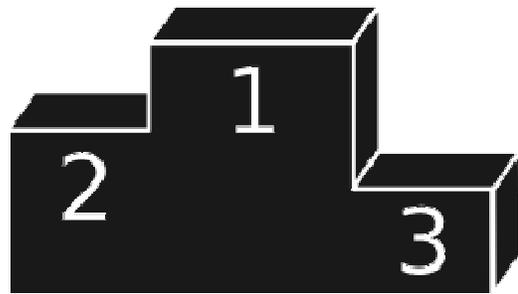
Greetings Fellow Modelers,

With Halloween over and most of the candy gone its time to think about a host site for our December Christmas Party and White Elephant Contest. Please bring your bid to the meeting this week. As mentioned elsewhere, the dates under consideration are Dec.3 or Dec17.

Also noteworthy is that we have been able to secure the same meeting time and place for our monthly meetings. That's the second Thursday of each month for the coming year.

Bring a model and bring a friend!

Tim



**Quarterly Contest Schedule**

**by Ron McCracken,  
Vice-President**

Just a reminder our club's quarterly contests are held on the last month of each calendar quarter. Here are the dates and themes for the remainder of 2011.

<i>Date</i>	<i>Theme</i>
<b>December</b> (Date T.B.A.)	<b>White Elephant</b>

**Monthly Program Schedule**

<i>Month</i>	<i>Who/Subject</i>
<b>November</b>	<b>Bruce Burden</b>

**Lone Star Military Miniatures Society  
Modeling Day  
from Bob Bethea**

The next Lone Star Military Miniatures Society Modeling Day is set for Saturday November 12th from 10AM until 4:45PM. 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. There are plenty of tables, chairs, and room. Bring along your own extra lighting if the fluorescents aren't enough for you. We have a refrigerator and a microwave available. You're welcome 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. Parking is available on the side and behind the community center. Give me a call at (512) 784-7002 if you get lost.

Bob



(Continued from page 1)

painted the lower hull Humbrol Bronze Green (75), the color preferred by Russ for Soviet armor. The rubber lining of the wheels were painted Reaper Faded Black, my choice for “off-black”. Russ suggested gun metal for the tracks but I used Humbrol Track Color (175) instead. Once the paints dried, I installed the tracks and mated the upper and lower hull.



I then sprayed the rest of the tank with bronze green. Next, I prepared a highlight color with Floquil Antique White added to Bronze Green. I followed Russ’ advice and made it significantly lighter than the base coat so it would not disappear later when filters were applied. This was my color for the zenithal light and I sprayed it on

horizontally as well as on the top of the vertical surfaces using a panel fading technique.

Next, I glossed coated the entire model, not once but twice, just to be on the safe side. The kit’s decals are thin, and they reacted well to Micro Sol setting solution. After a coat of gloss clear over the decals, I was ready to do some serious weathering.

The first thing to tackle was mud and grime. I followed Russ’ example of dry-brushing Floquil Earth and Dust on everything on the lower hull. The tracks were given a raw umber wash and then dry-brushed the same way.

The next step was Russ’ world famous filtering technique with artist oils to create tone variations. “Polka dots” of colors were applied randomly on each panel. Initially, I used over five different colors but then Russ suggested I try just the three primary ones. In the end, I agreed with Bob on the number (three) but on Russ’ choice of tones (Prussian Blue, Brown Madder, and Gold Ochre). [ A bit of both worlds.] I also discovered you can use darker colored dots for shadows and lighter ones



for highlights. The placement of the dots should not be entirely random - have more blue dots on the edges and ochre dots in the center of each panel you are filtering.

Russ said the artist oils needed a little time to settle, so I left the color dots alone for about eight minutes. Then, on vertical surfaces, I followed Russ’ feathering method on the dots using a damp brush in a downward motion. On horizontal surfaces, I preferred Bob’s idea of using a wetter brush to “pool” the dots. Keep in mind not to mix all the dots into one single color, the only blending I did was between colors. Russ reminded us not to worry if the filters looked too bright. Artist oils have a tendency to lighten overnight, and the final flat clear coat will further dull down and blend all the colors together.

After leaving the filters to dry for a day, I painted the recess lines with a Raw UMBER wash. Then I mixed up a light khaki (almost tan) color and dry-brushed the edges of the model to create the super highlights. Using the “sponge” method, I created paint chips around the hatches and around the areas where the tow cables would have scratched the hull. I then dull coated the model with two coats of Testor’s Acrylic Flat Clear

The shiny track wear and sprocket teeth were done with a Silver Prismacolor pencil. To give the model a dusty look, I applied MIG Europe Dust in small doses. A little pigment can go a long way. The rusty exhaust pipes and smoke stains were done with Tamiya’s weathering makeup set B. There, finito!



I cannot thank Russ enough for showing us how to paint armor models his way. As always I greatly appreciate Bob’s invaluable advice. I’m sorry for those who missed this opportunity to come learn from two master modeler’s of our time. For those who think you are so good that you don’t need help from Russ and Bob... let’s just say I look forward to seeing your armor model at the next contest!

Eric

## From the Tips File, No.2

By Milton Bell, IPMS #16702

Cyanoacrylate (CA) or Super Glue is really great stuff for modelers. It's good for gluing certain parts and some people use it for general construction. I don't use it to glue major parts together because it doesn't have the right kind of strength. I once stuck a fuselage together with it and then dropped it on my work table. It only fell about a foot but the seam popped open. Can't use that kind of glue.

Instead, I use it for filler and making parts, namely light lenses.

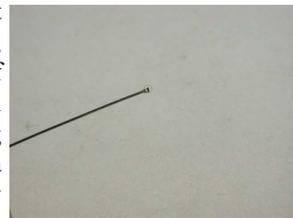
For a filler I apply it to the seam or flaw with a toothpick. As soon as it gets dry, I start work sanding or filing it to shape. It fills evenly and doesn't shrink. And it can be scribed over. I can always add more.

For lights I use Zip Kicker but not the way it is suggested by the manufacturer. It's a great aid for making wing tip lights, especially those that are part of the wing's shape.



Here's how: Say it's a P-47 and the lens is in the forward part of the wing tip. Usually, the light is shown by raised or engraved detail. Use a file to file away the part to be the lens. Sometimes the lens is

clear and sometimes it's colored so check your references to be sure. If it's a clear lens, it will have a colored bulb. So, make a bulb. Take a piece of fine wire and cut off about an inch of it. With locking tweezers, dip the end into a drop of CA then hold the tiny drop over an open Zip Kicker



container. Just get the vapors on the drop and it will harden into a clear ball before you know it. Dip it again and cure it again. Before long you will have a good sized clear ball of hard CA on the piece of wire. Paint it red or green.



Now go back to the wing and drill a small hole, just big enough for the wire in the area where a bulb might be. Cut the wire to the right length. Glue it in place.



Now comes the fun part. You can use a wire or toothpick to pick up a drop of CA and transfer it to the lens you are going to build. You will have to make several trips to fill the area on the wingtip. Make several trips to the Zip Kicker to cure the CA so that it remains clear. It really doesn't take long. It's actually faster than it takes me to write about it. You should overfill the lens



area but harden it all with the Zip Kicker. When you have enough in place and the lens is hard, you can start filing or sanding it to match the wingtip contour. You can finish it with fine wet-dry paper and then polish it to be crystal clear. If the lens is to be colored, I recommend a brushed on coat of Tamiya's transparent red or green.



For those pesky little lights on the fuselage spine or end of the fuselage or the tail, just add a drop of CA and cure it with a cotton swab soaked in Zip Kicker held near enough for the fumes to drift over the CA. Usually two little dabs of CA will be all you need.



Both these techniques work well with 1/72 and 1/48 aircraft models. You may find other applications like making knobs for cockpit controls. Hmmm...



Remember, modeling is supposed to be fun.

MB



MB

## Product Review: Space Monkey's V-2/ A-4 German Ballistic Missile

By Bill Delk, IPMS 35227

I received the model at our ASMS show in of September from the Space Monkey Models. It came in a sturdy cardboard box which upon opening I found a rather strange looking white styrene shape of the body of the rocket, four sprues containing the fins and other small parts. A small piece of half round styrene strip is taped to the box top, and a video from "Rocket Aero" on the V-2 in America, is included. A fold out sheet contains the very nice plans. One the reverse side of the plans is some history and pictures of the V-2/A-4.

**SPACEMONKEY  
MODELS**

The rocket body is "blow- molded" similar to the bottles most soft drinks come in now. The body and parts are made out of styrene and the process can be viewed on the website for the company, [www.spacemonkeymodels.com](http://www.spacemonkeymodels.com).

The rocket body is very cleanly molded but has two large bubbles both fore and aft that have to be razor sawed off in order to begin. The plastic is about an eighth of an inch thick so this process takes a few minutes to complete. The shell on both ends needs to be sanded a bit on the inside rims to allow for the nose cone and exhaust cone to fit properly.



The nose cone was glued in and the exhaust was left for later as there is a process to attach the fins that needs to have this part loose for a bit. I

glued the fins together and let them dry overnight and then followed the instructions to align the fins and glued those on. I used a combination of liquid and tube glue for strength and let this assembly dry for a couple of days. Once dry, there was some minor filling to do around the fin to body attachment points and then everything was sanded down smooth.

The next step is to use the little strip of half round styrene strip to simulate the connecting bolts between the top and bottom sections. This was the most tedious part of the build as the parts are only 1 mm in length and there are twenty-four of them to cut and place. Thankfully there is more than enough of the strip as my tweezers kept shooting the parts to never-never land. Having the Northwest Shortline chopper device made cutting the small part fairly simple even though I lost about half of them to the carpet. Adding the few other parts completed



the model. Now I have to figure out which paint scheme and decals I want to use.

All in all it builds into quite an impressive 24 inch tall model, while

the build itself was fairly quick. The model sits sturdily on its four fins.

If you need a launch tower, however, you are going to have to put on your scratch-building cap. I have not had a chance to view the DVD, but I am sure that there will be lots of reference views of launches that can be used for that purpose.

For further information you can go to the website mentioned above and follow the links to several other sites with reviews from other modelers, including our own Phil "Bondo" Brandt on Hyperscale.

Thanks to Space Monkey Models for providing the model for review. *Bill*

**Editor's Note:** Avid readers of the Sprue Examiner will recall that this kit was previously reviewed by "Mr. Bondo" in the June issue. Being from the school of thought that you can't have too much information, enjoy Bill Delk's impressions of this Space Monkey's kit.

## Revell's 1/144 Junkers G.38

By Ben Morton

After an exhaustive bidding session at the most recent Austin Scale Modeler's bar-b-que and model auction I walked away with a 1/144 scale kit by Revell of a Junkers G.38. It's a goofy looking airplane but what the hey. Sometimes goofy is good, right?

There aren't too many parts and a few prop blades were bent but I thought that that couldn't be too hard to fix. Besides, I have found a few photos on the inter-web showing the plane with two bladed props on the outboard engines. So even if I mess up straightening those bent props I can always clip some off, do a bit of sanding, and (ta-da!) a pro-typical aircraft.



The Junkers G.38 was developed in the late 1920's as a transport aircraft that first flew in 1929. Several aircraft manufacturers in Germany at the time had their own airlines supplying themselves with aircraft. Two G.38's were built with one operating throughout the 1930's and later being pressed into Luftwaffe service. Junkers manufactured just two aircraft but the Japanese licensed built six and designating them as Ki-20's.



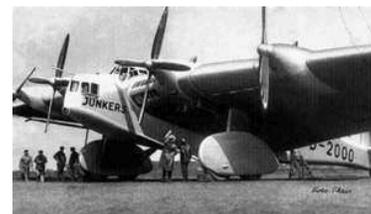
These planes carried a crew of seven. With onboard mechanics able to service the plane in flight owing to the blended wing design that Junkers employed. With a wingspan of 44

meters and a length of 23+ meters these were the largest land planes ever on the planet at the time. Passenger accommodations were regal by today's standards and Junkers had every intention of going up against their staunchest rival, Zeppelin. (I kind of made up that staunchest rival thing but it does add some intrigue to the story and they really were in competition with Zeppelin's DELAG service). The planes had a maximum speed of 140 mph and cruised at 109 mph. Ranging 2,150 miles and with a ceiling of 12,100 feet, they must have been something to behold. I wouldn't be surprised if this model qualified for the "road less traveled" category. See you kids at the next contest!

The plane was unique in that passengers were seated in the

wings which were 1.7 meters (5' 7") thick at the root.

There were also two seats in the nose. The leading edge of each wing was fitted with sloping windcreens giving the passengers the forward-facing view usually available



only to pilots. There were 11 seated cabins, plus smoking cabins and wash rooms. The second G.38 was built with a double deck fuselage and capacity for 34 passengers. Lufthansa used this aircraft on scheduled service in Germany, Holland and England. Designated D-APIS and named General Feldmarschall von Hindenburg, both planes were in service until 1936, when D-AZUR crashed during a post maintenance check flight. (Must have left the odd bolt unfastened)! That plane was written off with no injuries to the aircrew. The second, D-APIS, flew with the Lufthansa fleet for nearly a decade. It was pressed into military service with the Luftwaffe, being destroyed on the ground in Greece in 1941. Junkers later reused some design elements of the G.38 when fashioning their behemoth assault glider the JU 322 Mammut. An interesting side note about the Mammut: Ernst Udet, while visiting the flight test center prior to trials for the JU 322, remarked that the unusual design of the Mammut would be unstable if it did get into the air!

The Revell kit contains 79 parts of cleanly molded gray-silver plastic. With a simple sheet of markings for the second pro-type this looked to be an easy, stress-free



modeling experience.

Beginning with the fuselage interior and owing to the scale I didn't feel compelled to detail the interior and just slapped the thing together. Building from the instructions and using Revell's color guide, the kit parts went together smoothly and quickly. [With only 20 steps, by page three



of the instructions, I was pretty much done with construction]. Some thought does need to be given to

placing the seats located in the wings. If allowance is not made for the cant of the wings the passengers will all be leaning toward the aircraft fuselage. If some large Austrian woman is sitting on the outside in a sharp bank

those other two people are going to wish they had purchased first-class seats. Revell provides a four part fuselage with two sides, a top and a bottom panel. I'm guessing that the top fuselage panel is some clever engineering ploy to allow you to view the interior. Otherwise the interior is pretty much invisible after assembly. In the interest of fidelity, as well as not wanting to mess with additional seams, I left it loose so that I could come back at a later date, when the miniaturist OCD kicks in and detail the interior properly.

After drilling out the engine exhausts on each wing the engine radiators were added. The G.38 had retractable radiators. The spatted undercarriage was a bit fiddly; I suspect more to do with my fat fingers than a fault in the manufacture.



Next comes the fun part: painting. I had originally thought to do a color scheme depicting this aircraft in Luftwaffe service but decided to try the natural metal finish depicted in the instructions. As intrepid readers of the newsletter already know, I don't like painting silver. If I had to hazard a guess it would probably be the propensity of



silver paint to show every flaw, even ones I don't create. To make matters worse there's the blasted corrugated skin on the wings and fuselage. I applied some Elmer's glue to the windows and the odd

bit of wet facial tissue as masking agents. Off I went with the spray gun. For natural metal I tend to use Floquil's 'old silver'. Though not a huge fan of enamels, it does lie

down nicely and every so slightly hide some of those pesky flaws. I can use all the help I can get!

I painted the undercarriage separately with Tamiya acrylics. I was going for a bit of gleam to the undercarriage to offset the dullness of the black wing stripping. The black wing stripping was painted with

Floquil's "weathered black", which is my preferred color choice for any and all tires, be they airplanes or armored vehicles. Now I know that earlier I was bemoaning the corrugated skin on this project but that corrugated skin

allows you to paint wing strips free-hand. You do need to be careful and take your time, of course. This turned out to be easier than I had originally



envisioned. After decaling, I added the spatted landing gear, engine propellers, and a few fiddly bits. The model then received a coat of acrylic flat to even out the overall finish. I must have missed a step before decaling as there is some noticeable silvering on the wings, particularly with the designation codes. Live and learn! I next added the remainder of the kit supplied "windows". I added the fuselage windows with Formula 560 canopy glue, a product that works great for small openings.

All in all this was a fun project to build. I got the chance to try a few new techniques with a natural metal aircraft finish as well as a reminder not to rush a project. You just might forget to gloss coat your project before decaling.

Next on the agenda is another kit from the aforementioned model auction: a resin kit of the P6M-2 Seamaster. My very first all resin kit. Stay tuned for all the exciting details.

By the way, does anyone have "Mr. Bondo's" phone number? I'm going to need some friendly advice with this one. 🐛

Ben

# Old Rumors & New Kits

Milton Bell  
IPMS #16702

Here we go for November. Wow. There is very little time left in this modeling year! Next month we will not be having a regular meeting. Instead, we will have our annual Christmas Party at some member's digs.

So, we need to decided when to have the party. My wife has been open to the idea of having it at our place once more. Our home is small and will be crowded but we can stuff quite a few folks inside. And we are located in "Central Austin."

There are a few new kits that I've heard of that may be of interest to you. There's one kit that I saw at the Nationals back in August that I wanted to buy but decided to wait. Last week when I was at King's I found the kit on the



counter and grabbed the last one. It's the 1/72 Eduard F6F-5 Profi-Pack kit that has some very well molded plastic plus a couple of

frets of PE. Those two frets include some nice cockpit details but in 1/72, they are a challenge to work with. So far I've lost one part of the instrument panel and had to do some "custom resin casting" to work around the problem.

There's something that I've discovered about the make-up of styrene. I'm convinced that one of the ingredients in the mix is the same stuff they put in Super Balls that gives them an extra bounce! Last evening I was working on the two-row radial engine from the F6F and dropped one row. I'm pretty sure it's still in my model room but I won't swear to it. It is painted Alclad stainless steel, is about the diameter of a dime but it has vanished. I heard it bounce a couple of times but I haven't located it yet. I'm certain I'm not alone in this experience. I plan to do a review of the kit whenever I get all the parts collected.

In anticipation of having people in the "man cave" I began boxing some excess "stuff" and moving it to the storage

building. I checked all the boxes that weren't sealed to be sure of the contents. I was amazed at the number of almost finished models I found. Many are at least ten years old, some probably older. So, these didn't get moved. Perhaps seeing them will encourage me to finish some of them.

Perhaps we should have a show of our unfinished models. I bet I could win or place in the top three!

Revell has reissued three of Monogram's most popular 1/48 kits: the F-5E Tiger II, F-8 Crusader, and SB2C-4



Helldiver. The Helldiver is probably the best Pro-Modeler kit e v e r produced. The kit includes some very welcome PE details. It's

tricky to build but is a very good kit and remains affordable.

Revell of Germany has a couple of new small-scale kits as well. They are the 1/72 Alpha Jet E and a 1/144 scale F-15E Strike Eagle.



Sword has a series of new 1/72 releases which include a Spitfire VC, a P-47N, Ki-44, and two versions of the SO3C Seamew, one with wheels and one on floats.

Cyber Hobby has a very good looking kit of the SAS 4X4 Desert Raider, a highly modified Willys Jeep with three added gun mounts, Jerry cans, and lots of extra details.

There's some PE in this kit as well as a multi-part engine. It's in 1/35 scale.



New in our LHS is the Airfix P-40B in 1/72. I wish it was 1/48 but at about \$6.00, I figure I can build more than one.

Hey, you can build an example from each AVG squadron! One comment about the kit, which I understand is quite nice, concerns the box art. The work chosen

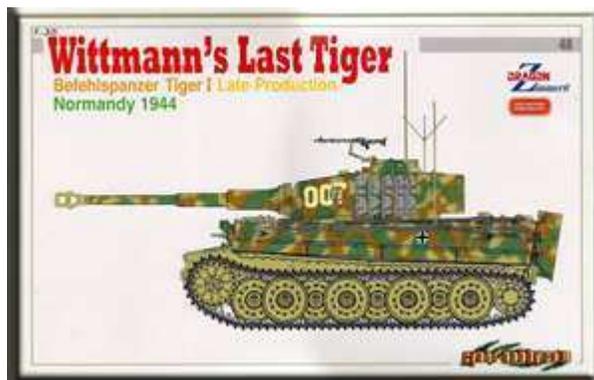
shows a strafing attack by an AVG ship on a Japanese air field packed with Zeros. I doubt that the AVG came within 500 miles of a Zero. Their foes were usually Ki-27 Nates and Ki-43 Oscars. Oh well, artistic license!



Also new and available now is the 1/48 Hobby Boss F 8 F - 1 Bearcat. From what I hear, this is the best Bearcat to date. I've not heard if any

of the detail parts produced by our friend Mike West, the Resin Prince of Sugarland, will work or are needed but since I have a set, I plan to check it out.

Cyber Hobby has released a 1/35 Tiger I kit, 1944 production version, that sounds pretty nice. You get a choice of two turret roofs and the kit has working torsion bars, and vinyl track lengths. There are markings for five tanks.



That's about all I have for this month. Hope to see you all at the meeting Thursday. Don't forget to voice your opinion about the Christmas party date.

So bring a friend and bring a model. ✈️



MB

### Newsletter Articles Needed!!!

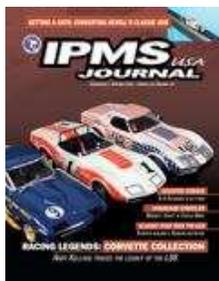
I'm always on the lookout for articles of any size or shape for the newsletter. If you have an idea or a partially finished piece, by all means go ahead finish it and send it to yours truly. Don't worry about being wordy (or not) as assistance is available. If you have some material that may at first blush not properly be a newsletter article, don't worry. It can be adopted. Case in point: an article I'm working on about Rick Herrington's excellent tutorial on ship building featured on our website. ([austinsms.org](http://austinsms.org))

On a personal note, I want to acknowledge the excellent job that my wife has done assisting me with the newsletter. She does most of the proofreading and corrects grammar, punctuation, and English usage. I can't thank her enough! Although I haven't told her what LHS stands for...I'm keeping that secret!

Ben

### Christmas Time Again!

Want to host the Christmas Party? Your club is accepting bids for a host site for our annual Christmas Party and White Elephant Contest. Please bring your bid to the November meeting. The thinking is to hold the gala on either December 3 or December 17.



In the latest issue of...

## *IPMS/USA Journal*

November/December 2011

Volume 23, Issue 5

- **The Wrath of the K'Dath** - Scratch-building a Star Trek Klingon Destroyer, by **Dan Thompson**
- **Getting to a Gato** - Building the USS Grouper from Revell's classic Lionfish submarine, by **Rick Nelson**
- **Option L88** - Defying the AMA Racing Ban in 1:25 Scale, by **Andy Kellock**
- **Phantom of the Fortress** - Putting personal touches on Moebius Models' Ghost of Castle Mare, by **Brad Hair**
- **Skyhawks in Styrene** - An overview of Scooter kits, from A4D-1 to A-4KU, by **Joe Turpen**

and much more!

By Modelers  
— For Modelers ®



## *Join IPMS/USA!*

IPMS/USA is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas in 1963, 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.

To join IPMS/USA, simply use the form below or go to [www.ipmsusa.org](http://www.ipmsusa.org) and click **Join IPMS/USA!**

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney at [manager@ipmsusa.org](mailto:manager@ipmsusa.org).

### IPMS/USA NEW MEMBER APPLICATION

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M. LAST

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ email: \_\_\_\_\_

VISA/MasterCard Account # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Exp. Date: \_\_\_\_\_

Signature: \_\_\_\_\_

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

Canada & Mexico: \$30  Other Foreign: \$32  Foreign Air Mail: \$55

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](http://www.ipmsusa.org)



Austin Scale Modelers Society  
13213 Marrero Drive  
Austin, TX 78729  
[www.austinsms.org](http://www.austinsms.org)



Next Meeting:

**November 10<sup>th</sup>, 2011**

at

**Austin Old Quarry Library**  
(7051 Village Center Drive)

**7PM to 8:45PM**

