



SPRUE EXAMINER®

Newsletter of The Austin Scale Modelers Society

November 2014
www.austlnsms.org

The Shark's Tale by Mike Poole

I've always wanted to build a detailed model of the Ferrari 156 Sharknose from the end of the '61 Formula One season. It's important because it's the first year an American, Phil Hill, won the World Driver's Championship, and it's also the first mid-engine Ferrari ever made. But the main reason I wanted to build it is because it has a removable body and a tube frame allowing me to display all that detailing goodness for the world to see. No "detailing for god" on this puppy!

If you haven't heard of Model Factory Hiro, they make highly detailed models in white metal, turned aluminum, resin and photo etch. There isn't a single piece of plastic or resin in this kit. This was one of their very first efforts from 2003. Being an early kit, the castings were a bit rough and several key components were not included and would need to be scratch-built.

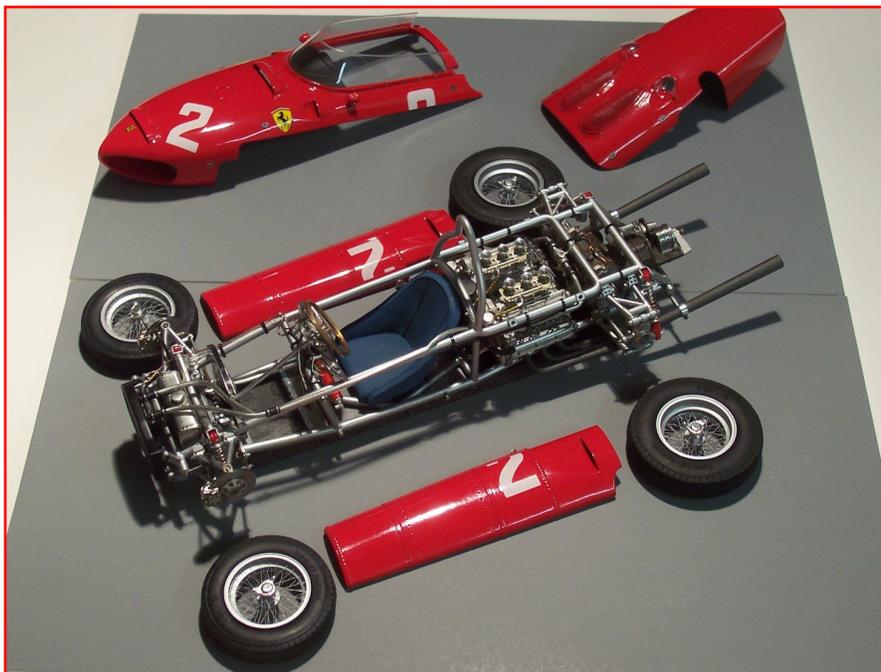
(continued on page four)



Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modeler's Society (IPMS/USA).

ASMS meets on the third Thursday of each month. Annual dues for full membership are \$25/individual or \$30/family.

The views expressed in this newsletter are those of the author. It is intended for educational purposes only. ASMS does not endorse the contents of any article.



1/20th scale Model Factory Hiro Ferrari 156

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- | | |
|------------------------------|-----------------|
| Phil Brandt
(in memorium) | Jack Johnston |
| Eric Choy | Mike Krizan |
| Angie Forster | Mike Poole |
| Jeff Forster | Aaron Smischney |
| Russ Holm | Rick Herrington |
| Rick Willaman | |

Upcoming Events

Model Shows

- | | |
|---|---------|
| Calmex XXIX, Lake Charles, Louisiana | 1.24.15 |
| http://ipmsswamp.com/calmex.html | |
| ModelFiesta 34, San Antonio, Texas | 2.21.15 |
| http://alamosquadron.com/ | |
| RiverCon V, Shreveport, Louisiana | 3.14.15 |
| http://www.ipmsredrivermodelers.org/ | |

Local Club Meetings

- | | |
|---|----------|
| Hill Country Outlaws Model Railroading , King's Hobby, Austin, TX | 12.13.14 |
| Austin Armor Builders Society, Austin, Texas | 12.03.14 |
| http://www.austinarmorbuilders.com | |
| Austin Model Cars, King's Hobby Shop, Austin, Texas | 12.04.14 |
| CenTex Modeler's, Trinity Lutheran Church, Copperas Cove, TX | 11.20.14 |
| http://www.centx.org | |
| Lone Star Figure Modeler's, San Marcos Library, San Marcos, TX | 12.13.14 |

Other Events

- | | |
|--|----------|
| Build N Bull Day, King's Hobby Shop, Austin, Texas | 12.20.14 |
|--|----------|

IPMS/USA Support the Troops Initiative

The IPMS/USA initiative was established to provide model kits, supplies and reference materials to our servicemen and women serving in combat zones, recovering in hospitals, and rehabilitating in specialized facilities.

The program is expanding into other areas as well. Some local programs take place in USO facilities, some are centered around active duty personnel and are scattered across the country.

The IPMS/USA Support The Troops program is still going full-tilt. The national program director is Jon Emery and his email address is: www.models4troops@gmail.com

Jon is accepting any and all contributions and is sharing them with all of the active programs around the country.

ASMS Officers & Chairperson

- Mike Poole, President**
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- Jeff Forster, Treasurer**
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- Tim Robb, Membership Coordinator**
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*Message from the Prez...***Mike Poole**

New things feel a bit strange. New things feel risky and unnatural. We make mistakes initially and wonder if it's even worth the effort, especially if we have a perfectly good system in place already. It can certainly be that way with a model technique or product. I recently changed my clear coat after ten years only because the original formula was no longer available. Despite teeth gnashing and knuckle biting on my part, the new system became easier to use, with better results than the old in several ways that weren't anticipated. I suppose that could be a metaphor for life really.

Team ASMS are the best friends I've ever had the pleasure of hanging out with over the years. We always have a lot of fun activities every month and work well together. Because of this we attract a healthy number of prospective new members. They come from different geographical regions, often have unusual occupations, and bring unique modeling interests and unorthodox methods that grow and enrich our club. We can all learn something from them. So when you spot a guest or new member that you don't know yet go up and introduce yourself and start a conversation. Don't worry that you won't know a person's name. They don't know yours either! Taking the time to help new folks feel connected to our club will keep them coming back. If we nurture these grafts they will sprout and bloom! Our newest members are: Antonio Guerrero, Francisco Ramirez, Yama Ploskonka, and Chuck Konefsky. Make an effort to get to know them.

We recently reserved our meeting place for the following year. The new online reservation system for the Austin Public Library went off without a hitch despite my catastrophic predictions. We scored our Old Quarry Library Branch digs again for the third Thursday of each month through to the end of 2015. Can I get a hallelujah brothers and sisters? It's a fantastic place to meet and a privilege we could easily lose so please remember to be friendly to the staff and try and be as quiet as possible traversing through the library area.

Our White Elephant Contest is only five weeks away and coming up fast! It will be held during the December 18th meeting and will feature cash prizes, gift certificates for merchandise at King's Hobby Shop, and of course the White Elephant traveling award for First Place. All models from previous years' Christmas party gift exchanges are eligible to be entered so get building. Speaking of Christmas parties, we're having another this year on Saturday, December 13th at Randy, Maureen, and Ziggy Bumgardner's home. Members and a guest are invited to feast on smoked turkey (and ham Ben!) from Rudy's Barbeque for dinner. Directions and details will be distributed soon.

This year the gift exchange rules will change slightly. The spirit of the White Elephant event is to get members to build outside their main interest. That's difficult enough. Add to that a kit of dodgy quality and it can become a much steeper challenge. To help boost participation in future White Elephant Contests, members decided on a new rule that the model we bring to the exchange should be "something you would enjoy building yourself". In other words, no resin garage kits or slush molded subjects. If the builder will have to whittle and bend it into something resembling the picture on the box it won't qualify. The kit doesn't have to be 'Tamigawa' quality but it wouldn't hurt.

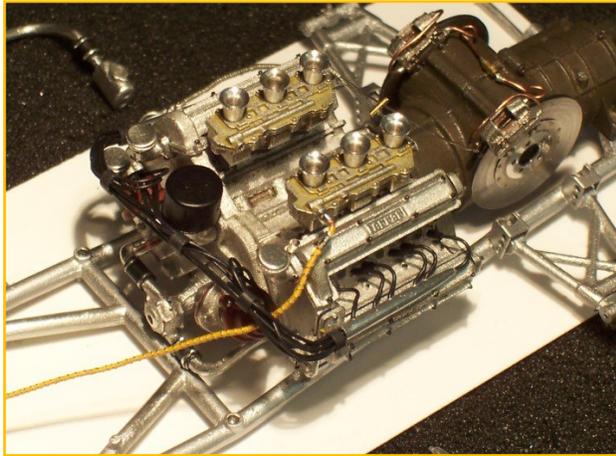
Thursday, November 20 is meeting day this month and Brother Milton has invited a special guest to come and speak to our group. I'm not at liberty to say what the topic is (because he won't tell me either, lol). You'll just have to come and find out.

Build something and bring it to the meeting!

Mike



I started out building the engine and frame. The frame consisted of about 10 individual tubes that had to be fitted together to make a space frame. They fit exceptionally well but the castings were very rough requiring every little nook and cranny be filed, sanded and final



polished with steel wool. Though there is a great level of detail in this kit most of the plumbing and wiring had to be fabricated. I used individual strands of copper thread from electrical wiring for the copper brake lines.

I wound a tiny strip of Bare Metal Foil on each end to suggest flare nuts. This is where it helps to have good reference material so the layers of systems can all fit together harmoniously. I've twisted my share of bolts so where the research photos were missing I made some guesses.

I dressed up the photo-etch brake rotors by attaching each to a mandrel and spinning in my drill against sandpaper. The yellow fuel lines were more copper wire painted then baked yellow enamel wrapped with stainless steel thread obtained from deconstructing some braided steel line.

I then added aftermarket machined compression fittings where they attach to the carburetors. I added some spark plug boots from the insulation pulled off some slightly larger wire to the kit supplied ignition wires.

The flute-shaped ignition wire guides located on each cylinder bank were very prominent in my photos and challenging parts to make. I drilled the end holes in some solid aluminum rod, then carefully filed the rods down to a tapered cone shape. Next I drilled 5 holes on the sides by first making a knife mark, then a punch mark, and finally an .80 size drilled hole at a 45 degree angle.

The wheels are classic Hiro design and arguably the best in the business. They're quickly built up in stacked sections of machined aluminum rims interspersed with layers of photo etch spokes in between. The spokes are so thin that they stretch to their final length when the assembly is clamped and epoxied together. They just don't get any better than that.



The seat furnished with the kit looked nothing like the real one which is upholstered fabric. My scratch seat was fabricated from white Milliput and then covered in polyester dress liner for fabric texture. Finally, thin piping was added using more copper thread. Versatile stuff that copper thread.

When it's all sprayed with flat navy blue it looks more convincing than the rather square metal lump shown in the photo next to it.

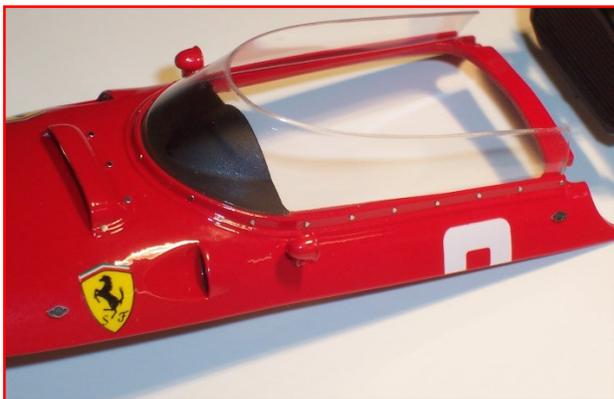


The white metal body parts were first primed with clear Tamiya Metal Primer, then white Fine Surface Primer. Color was #322 Rosso Corsa Acrylic Basecoat purchased online from Scalefinishes.com (<http://www.scalefinishes.com/welcome.html>) which I found to be the same shade but more opaque and requiring fewer coats than my usual Tamiya TS 7 Italian Red.

Decaling began in disaster as the first one to hit water disintegrated into 100 tiny shards.

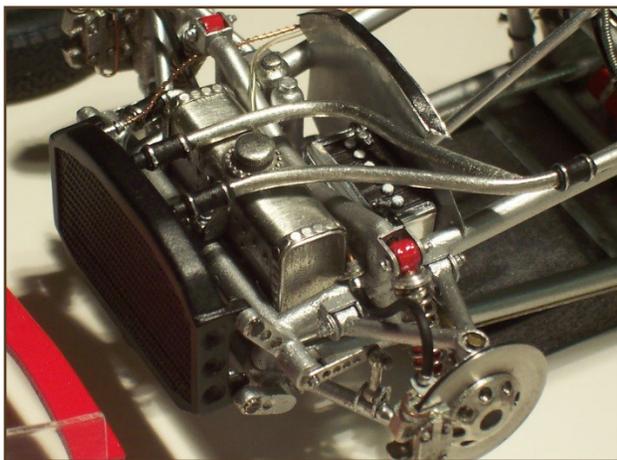
A light coat of Revell Decal Sealant salvaged the remainder of the sheet. I clear coated the body with Dupont Chromaclear 2k urethane, then polished with Micromesh emery cloths and 3M Finesse-It II cream polish.

All the little rivets were tiny photo etch dots supplied with the model. The hard part was cutting them from the fret without distortion but my Fiskar's scissors saved the day. The rivet heads were added using a toothpick made tacky with a dab of foil adhesive and glued down with an infinitesimal amount of Tamiya X-22 clear acrylic. Yes folks, I am a rivet counter! These "dots" were tiny but far easier than drilling holes for true rivets and look just as good.

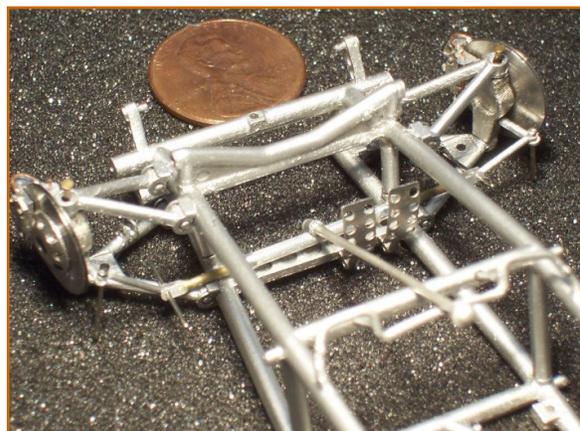


The windscreen was vacuum formed acetate and was tricky to cut. One slip of the knife and it's ruined. This kit has been out of production for a decade but no pressure. Fortunately things progressed without a mishap and the part fit was perfect.

I added some additional details I saw in photographs like the battery from another kit, the firewall fabricated from soda can aluminum, and hundreds of tiny Meng bolt heads.

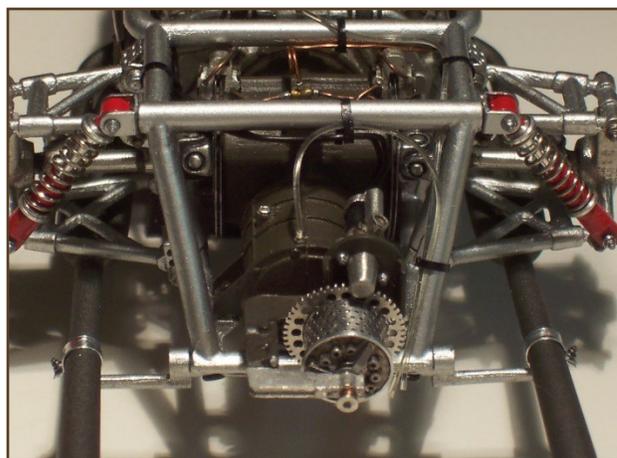


I also added a scratch-built steering rack that allows the front wheels to steer left and right. In the photo of early progress you can see how I was laying out the geometry using straight pins and brass nails to adjust for the proper range of movement.



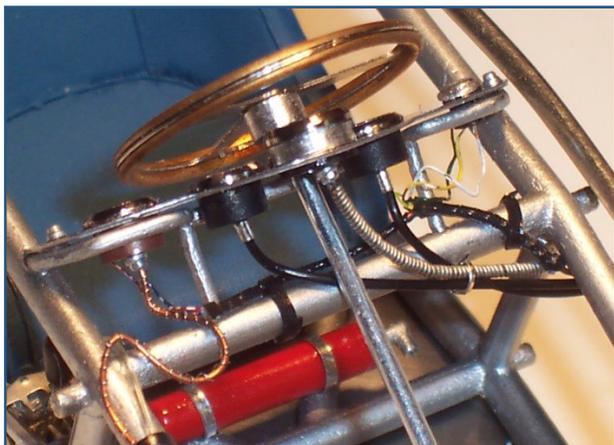
I was surprised to discover the optimum setup resulted in anti ackerman clearly seen in the photo just like the real car. Now that's an "ah-ha" moment in modeling for me!

One of the crazy design oddities of the Sharknose is the clutch basket hanging off the back of the transmission. To keep the wheelbase to a minimum the engineers located it there by incorporating an additional power shaft inside the input shaft, eliminating the clutch/bell housing between engine and transmission.



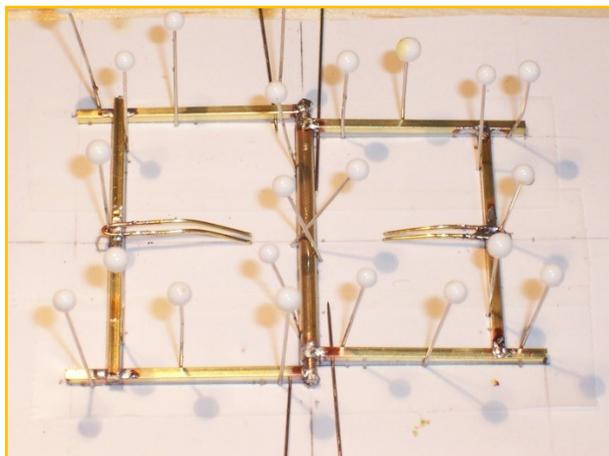
Here it's seen with clutch springs made from solder and extra brackets and bolts for the starter motor. Little brackets for the exhaust pipes were made from soda can metal and more Meng bolts. The transmission breather tube is 0.5mm Stretch Magic beading line secured with small strips of electrical tape.

It's much better for replicating clear hose than fishing line which I find to be too stiff. I usually fabricate my steering wheels from real wood but decided to try machined brass rims for this model. I like the brass because I can get the part closer to scale without the wood shattering.



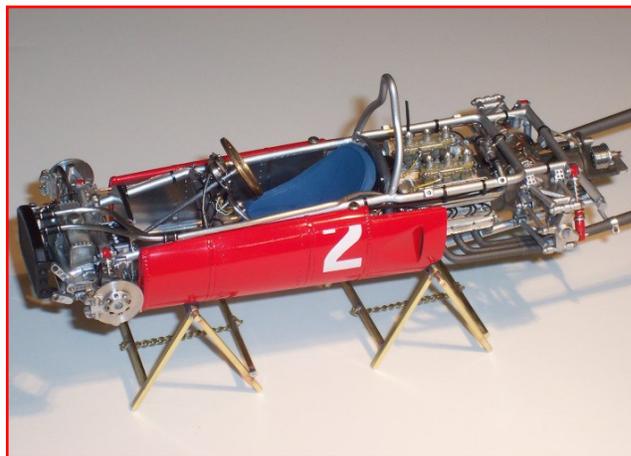
Instruments were supplied in the kit but dressed up with more plumbing, wiring harnesses made with electrical tape. Individual wires were painted in color combinations seen in photos. The tachometer cable was hand wound using aluminum strands from electrical wire. If there's one overriding theme in this article it's that electrical wire has a lot of applications in modeling!

After finishing the model I decided to display it with the wheels off in order not to cover up any of the details I worked so hard on. I decided to fabricate some chassis stands from soldered K&S brass rods and wire. Now I could display the model off the ground without the wheels in a race-prep configuration.



The Sharknose project took me over 80 hours to finish but was a true joy to build. I knew from the start I wanted this model to be the best I could do.

There were a lot of other details I added riffing on the basic themes I describe above. I only had one minor fit issue and learned a lot about Ferrari's Formula One organization during the era.



Take a look at Model Factory Hiro kits online at <http://www.modelfactoryhiro.com/new/en/>. They aren't cheap but are a good value for money and reward the dedicated builder with a subject worthy of a prominent place in the display cabinet.

Build something!

Mike



[Editor's Note: Mike's Sharknose has garnered two first places finishes in the open wheel / competition category in two separate model contests as well as being awarded 'Best of Show' in those same two IPMS Region 6 model shows in 2014.]

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Web At Night: Rewind compiled Jean-Michel D'Aubigne

We begin this month's installment of *Web At Night: Rewind* with the inclusion of a link supplied by Mike Lamm to the Imperial War Museum's website. This as one might imagine this site includes a variety of material about Britain and the Commonwealth from WWI to present day.

There are any number of things to idle away the hours on this site. Amongst them is a collection of British art of the First World War. This is a great place to go if you may be in need of some photos to help with the proper depiction of that newly acquire WWI subject.

<http://www.iwm.org.uk/>

If you were unable to view the Nova program on PBS about the First Air War when aired here is a link to their website. Just search around for the program entitled The First Air War and click away.

A goody portion of the program centers on a group in New Zealand that manufactures and builds exact replicas of some of the aircraft used during WWI.

www.pbs.org/wgbh/nova/

The Vintage Aviator group featured in this program also has a website with some additional information on the aircraft and the process that they go through in order to produce a true replica of those planes.

Vintage Aviator also has a relationship with WingNut Wings. Their website has some wonder archival film clips from the First World War.

www.thevintageaviator.co.nz

I was reading one of the many newsletters that we receive courtesy of Fred Horky that are sent to him from the other clubs about the country. A number of these newsletters feature photos of models that their members have recently completed or are in the process of finishing. Included in a photo spread from the Butch O'Hare group was a bottle of Liquid Gravity.

Liquid Gravity was something new for me and after a bit of internet research I chanced upon a youtube video highlighting this product and its uses. Liquid Gravity is a "safe, non-toxic weighting system for changing the

balance of models." No more clunky fishing weights...

www.youtube.com/watch?v=YtfsWZ7LnvU8&feature=youtube

Tom Cleaver sent this next ditty to Milton Bell who sent it to Ben Morton who forwarded it to me.

The link is to a 1/32nd scale B-17 diorama with a bit of a twist, torn panels and the odd broken gun turret blister. It will all make sense as you scroll through the photos. This diorama should also give you an idea or two on some less traditional methods for displaying your latest project.

<http://forum.largescaleplanes.com/index.php?showtopic=38905&page=30>

Many of us have, from time to time, been bedeviled by the occasional bottle of paint that just needs a good stirring... or shaking. From Aaron Smischney and to placatate the do-it-yourselfer in all of us comes a simple but what looks to be an effective method for shaking up that next bottle of model paint.

Don't forget to add a bit of "adult supervision".

<https://www.youtube.com/watch?v=BMmMIs-GYOI&index=18&list=FLLiViBUk8v0skPXLWj-rnNA>

Jean-Michel



Wanted: Newsletter Articles! Any Size, Shape or Subject.

The newsletter contest continues in full force through out the remainder of this year. This contest encourages club members to send in stuff for publication in the newsletter. Whom-ever submits the most stuff (published or not) over the course of 2014, will have their club dues paid for by our erstwhile editor. All submissions to : benmorton@grandecom.net

Early Manned Space Flights: Project Mercury by Dave Edgerly

The United States earliest designs on space exploration are a direct result of experiences in the Second World War. This sounds a little odd, I know, as the only true rocket development was the German liquid propelled A-4 (V2) ballistic surface to surface weapon system.



Strategic and Tactical thinkers realize that a nation, read military, which holds the high ground will in peace have a powerful deterrence and in conflict have a distinct advantage. Imagine what advantage having men at altitudes above the atmosphere and able to control their flight give to any government.

So, after Nazi Germany was defeated, the allies seeing the potential of this new technology grabbed what they could from the ruins of war in material and professional personnel and started their programs. As it has proven, the Soviet Union and the United States ended up with the best of both and initially had the financial wherewithal to pursue this costly endeavor.

For this story, I will not include much of the Soviet's program or of our own X-plane programs and try only to provide information about the American program.

Initially, as most of you know, the Soviet Union was first to put a manmade object into orbit (Sputnik or Companion) and that caused quite a stir here in the US.

We had, of course been working on doing the same but as we know now, weren't as close to accomplishing it as they were. Within a month of their first launch, they sent another satellite into orbit. The powers that be here in the US were quite annoyed and pushed our teams hard to catch up. In December of that same year, the US was ready to show the world that we could do the same and had the launch of Vanguard on live TV for everyone to see. It exploded 4 seconds after liftoff. A great beginning.

The Soviets kept ahead of us in the space race, for the most part, until our Project Gemini was in full swing. So aside from them launching Yuri Gagarin as the first human into space and to orbit the earth, we are finished mentioning the Soviet efforts.

We needed to put men in space and under the Eisenhower administration, we started our program of accomplishing just that. Under the newly formed National Aeronautics and Space Administration, Project A was instituted and on December 22, 1958, a letter was sent as an "Invitation to Apply for Position of RESEARCH ASTRONAUT- CANDIDATE".

They would be given the grade of GS-12 or GS-13 depending upon qualifications. Imagine getting an invitation to interview for a job that will set you on top of a modified ICBM booster and launch you into space?

There was no lack of enthusiasm in the test pilot fraternity out and over 500 men applied! This was pared down to 110 candidates who were then interviewed. All were jet fighter qualified and had test pilot experience. These were divided into two groups and scheduled for more interviews.

The first group of 69 was so enthusiastic that the second group was dismissed. Once all the interviews were completed, on February 15, 1959 that they were told to proceed with a series of physical, psychological and laboratory tests for about 2-3 weeks.

Of these, 6 were too tall (5' 11" being the max.), 33 failed or dropped out, 4 refused to go on to the second phase where 8 more were eliminated. This left 18 men to fill the ranks of the Mercury Astronaut ranks.

Seven were selected to be our first men to venture into the new frontier of space and on April 1, 1959 the men were presented to the world: Scott Carpenter-USN, Gordon Cooper-USAF, John Glenn-USMC, "Gus" Grissom-USAF, Wally Schirra-NAVY, Allan Sheppard-NAVY and "Deke" Slayton-USAF.



It is well known that the Soviet Union put the first man into space as well as beating us in all endeavors related to space in the early years. This can't be denied nor can it be belittled but it must be pointed out that Lt. Yuri Gagarin was only a passenger and performed no experiments.

Alan Shepard, Jr.'s short ballistic flight in the Mercury capsule involved maneuvers... Shepard was not just a passenger. Nor were any of our astronauts.

Our craft were markedly different than the Soviet craft as well as our flight requirements and experiments. At this early stage, we were most interested in physiological, observational and maneuverability tasks and tests.



A replica of Freedom 7, our first manned capsule with Alan Shepard.

It was launched on top of the Redstone rocket to a ballistic 15 minute flight on May 5, 1961. Our second flight followed with Liberty Bell 7 with Virgil I. Grissom (Gus).

Also launched atop a Redstone rocket to a ballistic 15 minute flight on July 21, 1961. This capsule was modified from Shepard's with only one porthole and a

different hatch with explosive bolts for emergency opening and a window.

Liberty Bell 7 sank after the hatch blew off and water began to enter the craft. The recovery helicopter attempted to save the spacecraft but it became too heavy for the H34 to hold on to and was released to the depths.

While this was happening, Grissom's suit, which could keep an astronaut afloat for a very long time was filling with water also has it sustained a tear while exiting the capsule. Blame was poured on Grissom by the press and public for years and didn't slacken until his death in the Apollo 1 fire that killed him and two other astronauts: Ed White and Roger Chafee.

Since the Liberty Bell 7 has been recovered from the depths, it has been proven that the fault was with the explosive bolt circuitry and not Grissom. This viewpoint was actually the one held by his comrades, by the way.



Virgil I. (Gus) Grissom

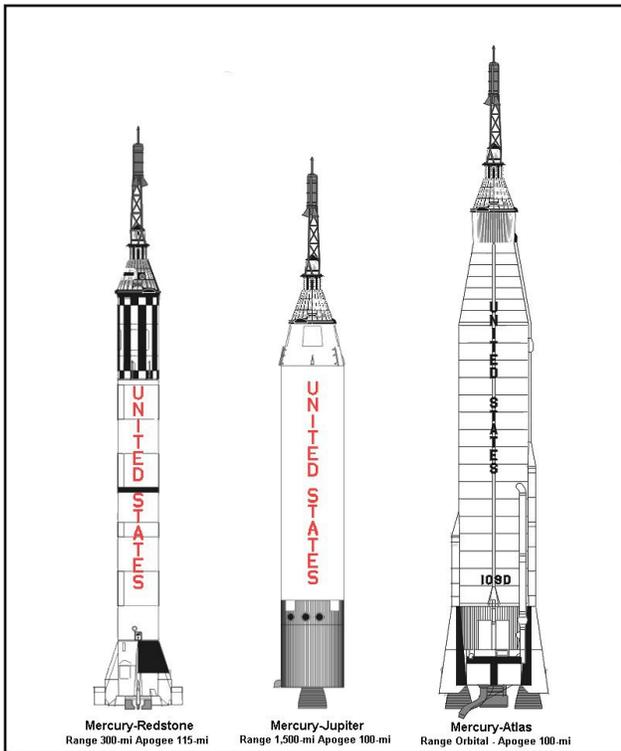
The next flights were orbital and launched atop the Atlas booster rocket. Friendship 7 with John Glenn for 3 orbits. There were issues on this flight as well. It was though that the protective heat shield had dislodged and would fail on re-entry. Ultimately, it did not.

Glenn's flight was the first orbital for us and ultimately a great success. This was in great part due to the excellence in the astronaut's abilities as test pilots with strong engineering backgrounds.

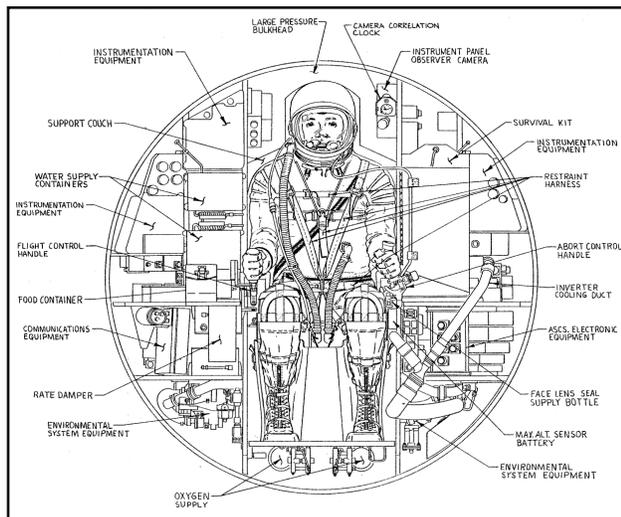
This was followed by Aurora 7 with Scott M. Carpenter, also a three orbit flight. Then Sigma 7 with Walter Schirra with 6 orbits full of engineering tests.

There were unfortunately issues with Carpenter's flight directly related to the astronaut himself. He didn't get the nod to fly again based on this performance.

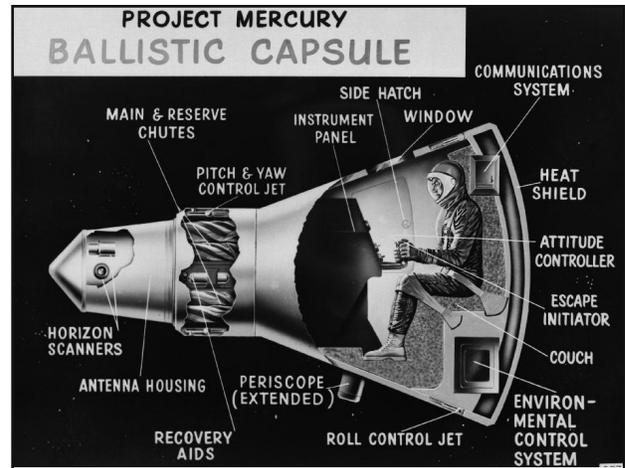
The last human to go into space alone was L. Gordon Cooper aboard Faith 7 for 22 orbits. This lasted 34 hrs, 19 minutes and it evaluated the effects of one day in space.



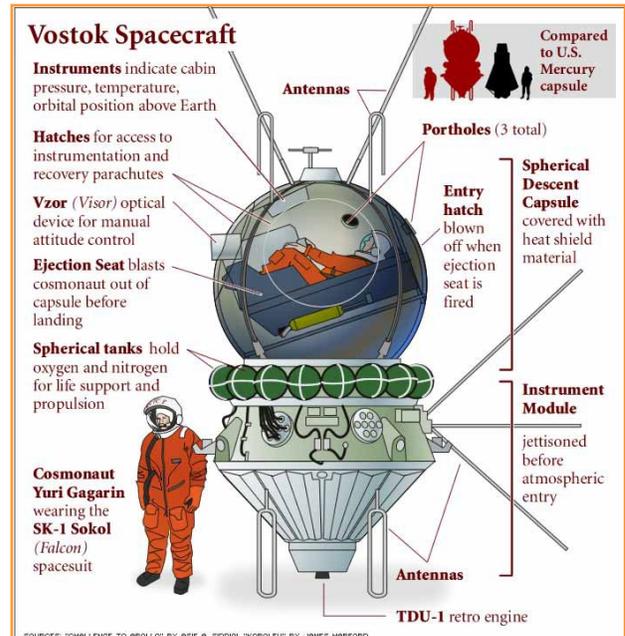
Above are the Redstone, Jupiter and Atlas configurations for Project Mercury. Jupiter was cancelled as too expensive.



Basic layout of the Mercury capsule.



Simplified capsule layout.



Soviet Vostok Capsule Layout and relative scale.

Dave

[Photos and illustrations from the NASA website: www.nasa.gov]

The Eye Of The Beholder by Ben Morton

For many in our region of the world the model contest 'season' has come to a close. I attended several area contests that heretofore I'd not been able to or just didn't want to make that long a drive before.

It seems to me that while most model contest do follow a 'kindred' format the variety of venues that the different clubs use for their contest does lead to some creative use of space.

From deciding where to put the display tables, to allocating vendor space and accommodating all the entrants/ guests that arrive (seemingly all at once) make for some interesting compromises. Anyone who has ever 'herded cats' may know of that which I speak.

Amongst everything else that must be attended to at any model contest is the area of judging the various model entries. After (sometimes) month's of work on your exquisite masterpiece, a group of seemingly inept and inexperienced judges render a verdict on your craftsmanship and artistry. How dare they?

Model contest judging shall continue to be one of those areas that a sponsoring club has to contend with. More than once has been overheard an entrant expressing their individual displeasure with a particular outcome, complaining about the level or even the character of a particular judge. "They (judges) have no idea what they are doing", "You know they (that judge) doesn't even build models.", etc.

The discourse amongst model contest entrants has been known to border of the absurd. With everything from misinformation about a judge, being assured before the contest even begins that they would win, to lobbying for their model during the judging process, contestants often can be their own worst enemies.

Through the auspices of Fred Horky's re-distribution network of other IPMS/USA clubs newsletters I

happened upon the following article by Foster Rash. Foster is a member of IPMS Orange County in Southern California. My thanks to both he and Terry Huber (their newsletter editor) for allowing me to re-print this article...it bears repeating!

Ben

Confessions of an OrangeCon Judge by Foster Rash

OrangeCon 2014 has come and gone and many thanks to all the volunteers, especially to Darnell, for making the event possible. I have participated as a volunteer in various roles and for the past few years as a judge. This year I judged some aircraft categories and, a first for me, was a Table Judge for Automotive. Here are some of my observations.

I couldah been a contendah: *It's a shame that so many nice models were eliminated on the first cut due to basic build issues like glue on windshields, gaps/see-through body panels and wheels that didn't touch the ground. Aftermarket parts can net extra credit points but if applied sloppily can get the model eliminated in the first round.*

It's supposed to be that way: *The judges are not necessarily subject matter experts. If something on your model is supposed to be asymmetrical it may appear out of alignment to the judge. So mention that in a note to the judge or provide a photo.*

I was judging a B-25. The modeler had taken the extra effort to open the cowl flaps on one engine while leaving them closed on the other. That seemed odd to me. Fortunately we had a subject matter expert on our team who assured us this was OK. To be safe, the modeler should have provided a photo reference.

I was eliminated in the first round one year for "crooked wheels" on a car with a "negative camber" suspension. I should have included a photo with my model that "crooked wheels" were OK.

Consistency: If panel lines are lost / thinned due to seam filling, make sure they are all re-scribed and to the same depth as those on the rest of the model.

If applying a wash to emphasize panel lines, make sure the intensity / crispness in all the panels is the same (not black on left side and gray or missing on the right side).

A race car had faint mold lines visible on the tires. Should the modeler have removed these? After a conference of F1 modelers it was determined that prototype tires would have seams visible until the car was run on the track. Since the model was not weathered to indicate that it had been run on the track, the tires were determined to be consistent with the rest of build.

Nit pickers: That's what it gets down to when there can only be three winners and field has been narrowed to six virtually perfect models. The difference between first and second place in Factory Stock Auto was some very minor orange peel in the paint on the valence behind the front bumper. It took a flashlight to find it! Definitely nit picking but the #1 car had no flaws we could find.

From the one who has been entrusted with much, much more will be asked (Luke 12:48): We were trying to pick Best Automotive and finally narrowed the field to two vehicles. They were both perfect but one had been assembled from a Tamiya kit and the other from a Monogram. We gave it to the guy who put all the extra work into the Monogram.

We could have used a few more judges this year and I would encourage more people to volunteer for this important job. Believe me, it's a lot more fun to be judging than to be sitting outside the hall waiting. The best things about being a judge are that you get to see the models up close and personal without being jostled by the general public and you get a **free** lunch!

Foster



**Monthly Program
Schedule**
by Ron McCracken,
Vice-President

Month
November

Presenter/Subject
Bobbie Wilson/
Fun With Textures

December

**Quarterly Contest/
White Elephant**

If you're interested in making a presentation at one of our club meetings contact Ron McCracken at: ron_mccracken@att.net

IPMS/USA 2015 National Convention July 22-25, 2015 Columbus, Ohio

The International Plastic Modeler's Society 2015 National Convention website is available to pursue. There is a lot of information there and it will be added too as the actual event approaches.



More information about the National Convention may be obtained at: ipmsusa2015.com

Know Thy Fellow Member by Antonio Guerrero

Name/nickname: Antonio Guerrero. I don't have a nickname but I am open to one!

Your birth-day: Nov 25

Your day job: Electronic Engineer (OBDII & J2534 tools developer.)

Years spent building models: All together about 4 or 5.



Are you a: modeler who returned to this hobby after some years of hiatus.

Primary area of modeling interest: Stock Cars, Sport common cars, propeller planes. (Mostly European).

Favorite era of your primary modeling interest: all of them.

The number one reason why you like to build models: I just love it.

What other hobbies do you have other than building models?: I fly RC planes and helicopters. I ride motorcycles. I used to ride on a circuit.

Who influenced or inspired you to build models?: My Dad. He builds models from scratch. 100% scale and mobile parts, mainly helicopters but he is very bad at painting with no patience. Hehehehe!

Do you consider yourself a: model builder not a collector.

Size of your unbuilt model collection: 100 or less.

Does your family (especially your spouse) have any negative opinion on the size and/or storage of your model collection?: Hard to tell. She is not here and she doesn't know yet!

Best and worst excuse you told your spouse (or mother) for buying yet another model kit: "I stopped by the Dollar Store and I found these. Can you imagine that! It was the only one."

What is the plan for your unbuilt collection when you die or give up this hobby?: I hope my kids will continue...

First model you ever completed: '94 Ford Bronco and a Corsair.

The longest time it took to complete a model: A VW bug with Porsche 969 engine. It took about 4 months.

Best model you built so far: 1951 Chevy truck with a 2005 corvette engine, suspension, interiors and wheels.

Worst model ever built/attempted to build: AMT 1969 Ford Torino. It end becoming an nice model with a junk yard finishing, but that wasn't the idea, I mess up the paint. Hehehehe!

Modeling project(s) you are working on: R-5 TXG. (The very first real car I had.) Now that I have the kits, a Renault 5 GT Turbo, GT Turbo 2, VW Rabbit, Citroen 2 CV, Renault Megane and a Renault A110 Alpine.

Dumbest thing you ever did (to your model or yourself) while building a model: Trying to open cyanoacrylate glue with my teeth.

Worst thing you did to your model to express your anger and frustration: Made the model 'Junkyard'.

Modeling story or experience you like to share with your peers: Back in Canada when I was in college, I build a Porsche 911 Carrera.

The local hobby store had a diorama that fit perfectly with the size of my model car. I took a picture and send it to my family in Mexico. They really believed that I had a Porsche. My mom was are selling drugs at the time. Hehehe!

Aside from the odd glitch or two (lousy PA system, etc.) any and all 'problems' may be chalked up to our newly appointed show coordinator, Randy Bumgardner. All kidding aside, Randy is to be congratulated for a superb job as our new show coordinator.

Just Needs A Tune Up by Roy Lothbrook

Austin Scale Modeler's Society concluded The Capital Classic model show and contest this past October. While it may seem a long time in coming the numbers are finally in and it is now appropriate to mentioned that things went off swimmingly.



There was a slight drop in the number of contestants from 2013 to this year's show (97 v. 94) but there was an increase in the number of models (392 v. 421) entered. The larger increases in entries were in the aircraft, armor and automotive divisions.

The overall number of visitors was up from 2013 considerably with 316 general admission folks coming through the doors. That represents an increase over 2013 of 100 individuals.. A curiosity to be sure as there was both a large University football game and a rather well know music festival that coincided with the Capital Classic on the weekend in question.

Antonio That while there are always some little nagging fiddly things to deal with at a model show there were absolutely no concerns with the registration staff. Their work was both exemplary and a true joy to watch. One can only hope that the powers that be have the foresight to secure their services for the coming Capital Classic in 2015.

There seemed to be a noticeable early departure of some venders from the contest but that may have been more a function of them running out of goods to sell than lackluster shopping on the part of contestants and visitors.

Just from a cursory examination of the items available one could rightly concluded that there were a plethora of bargains to be had.



The award packages at this year's Capital Classic featured a slight departure from year's gone by with a new look for ASMS's category awards.

Additionally, the special awards and 'Best Of..' trophies sported a new look and design that it is hoped will provide a meaningful memento of the ASMS 2014 Capital Classic.



Roy



[Photos courtesy of Milton Bell]

Old Rumors / New Kits 2G

Randy Bumgardner, Rick Herrington, Mike Poole, Golzar Shahrzad, Aaron Smischney

Shipping News

Beginning with the more diminutive scale of 1/700th, Aoshima is soon to release the HMS Ark Royal British Aircraft Carrier. This was the carrier that in 1941 pursued the Bismarck. The kit comes with photo etch.



Cyber Hobby(Dragon) has the USS Randolph CV-15 US Essex class carrier, the USS Lexington CV-16 and the USS Enterprise CVN-65 (1969) US nuclear carrier.

ŘOP o.s, a relatively new company out of the Czech Republic has several kit available soon. These are, for the most part, resin kits with what appears to be small amounts of photo etch. First is the Light German cruiser Leipzig (1939) and the Light German cruiser Königsberg (1929). They also have two configurations of the USS Texas battleship (1942) and (1945).

Niko Models is showing the HMS Daring H-16 1940 D Class destroyer.



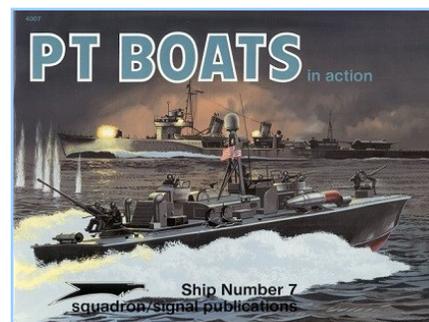
Pitroad has the Russian Project 1232 ZUBR Class Laca Hovercraft.

In the larger scale of 1/350 from Flyhawk is the USS San Francisco CA-38 (1942). Flyhawk does aftermarket detailing sets, this time super detail parts for the Trumpeter kit.

ŘOP o.s has some new offerings of the CSS Virginia (1862) Confederate ironclad and the USS Monitor (1862). All ships listed for this company are due to be

released in November and December of this year. There is some additional material available on their website: www.roposmodels.cz/

For those that prefer a good read Squadron/Signal Publications has two new titles: Iowa Class Battleships in-action and PT Boat in-action.



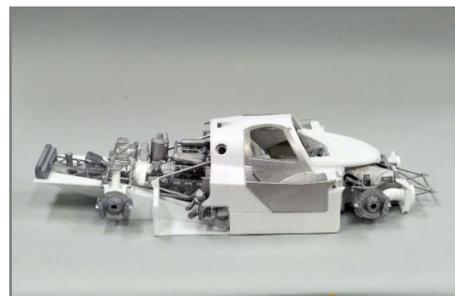
That's it for this month.

Rick

Automotive

1/12th Porsche 956 by MFH: The elves are very busy at Model Factory Hiro continuing on their 1/12th scale rollout each month. For November it's the Porsche 956 in stunning detail.

Photos of the prototype indicate it will be one of their most elaborate projects to date with the finished model weighing about seven pounds due to all the white metal used.



With it's twin turbo flat six heartbeat, the 956 dominated sports car and endurance racing throughout the '80s making it a great subject for the extreme detailer. The car was also sponsored by some very colorful and iconic brands like Shell, Kenwood, and Jagermeister. So the painters can have fun too. Look for it to be out by the end of this month containing hundreds of parts and retailing in the \$650.00 range.

Some of the more vocal fans on the internet are starting to complain that MFH is making them model poor. I've been doing my part to lessen the burden by helping them liquidate their obsolete 1/24th MFH kits so that they can buy more of the big ones.

1/32nd Omnibus by AIRFIX: On the significantly more affordable end of the price spectrum is the recently reissued English double-decker Omnibus from 1910. It could seat 18 on top and 16 on the bottom.



The "B" model included skirts between the front and rear axles to prevent people

being crushed under the rear wheels. I surmise from that mod that the "A" model had some teething problems! Pictures of built-ups look really colorful and full of interesting details. The kit includes 133 parts, is about 8.5 inches long, and will set you back about \$35.

1/24 Bentley 4.5L Blower by Revell: W. O. Bentley was passionate about his automobiles. After winning Le Mans in 1928 and 1929 the designer added a roots charger to the already powerful 4.5 liter engine developing 240 horsepower. Not bad for 1930.



The classic Heller tool in 1/24th has found a new home with Revell of Germany. It has interesting detail and with a bit of "custom" work to the wheels and things makes a fine model. Featuring about 123 parts, this little jewel builds into a model 8 inches long and will cost about \$30.

1/20th Lotus 88 by Ebbro: Designed largely as an attempt to "skirt" the ban on body aerodynamics in 1981, the Lotus 88 itself was quickly banned from racing never having much chance to race on the track.

That hasn't hurt the popularity of the subject with F1 modelers however. There's just something about that



stretched look and chrome Essex scheme that catches the eye.

Ebbro showed some proto-builds at the recent Hobby Forum in Yokohama and reports are "they looked awesome". The 88 will be available in both the blue/silver Essex livery and the black/beige Courage markings. Look for it to be priced around \$55 and out in the beginning of 2015.

1/25th '65 Mercury Comet Cyclone by Moebius: This one is still in "speculative" territory. Although it's listed on the Moebius website as coming soon that could mean anything.



Their '71 Ford Ranger has been "coming soon" for about three years now. Still, it looks like an interesting subject and I'll keep you posted if anything new develops.

Well that's it for this month from the showroom and racing paddock. Keep the shiny side up and the greasy side down,

Mike

Armor

Greetings armor fans and hello armor curious! Let's see what's new and coming out soon in the realm of armor.

Let's take a look at some new releases from Revell, They have two new-tooled M48's coming soon! The first is an M48 A2/A2c. This can be made up into two different versions used by several countries:



- M48A2C, Bundeswehr, armored brigade 2, 3. company, PzBtl 24, Braunschweig, 1962.
- M48A2, Bundeswehr, Panzerlehrbrigade 9, 2nd Company, PzLehrBtl 93, Munster, 1959.
- M48A2C, US Army, 1st Cavalry Division, 3re TkbN, 40th Armor, Korea, 1963.
- M48A2, US Army, 14th Armored Cavalry Regiment, 1st Squadron, Fulda, 1962 Magach (M48A2C), Israel Defense Forces, Rafah, Sinai, Six-Day War, 1967.

The second is an M48 A2GA2. This version appears to be specific to the Germans.

Let's take a look at what is new from Takom.



How about a bus or two? Very interesting, certainly unexpected. The covered version comes with a figure.



Like artillery? Well, here is a big one for you!

These guns were built at the height of the first World War, but were used all the way through World War 2.



This is a pretty cool test build. Is that a metal rifled barrel?

That's the highlights, 'til next time!

Aaron

Aircraft

Welcome to November! All of you know what that means... yep, The Big Event of the month: IPMS (UK) Scale Model World in Telford. Oh, yeah...and that turkey thing at the end of the month, as well. Lots of exciting announcements were made this year at Telford by Airfix and a few others. So, let's get on it.

First off, let's start with Airfix. They have announced a few new kits and a really unique way of mapping the subjects of these kits.

For three of their upcoming 2015 releases Airfix have started using LIDAR (Light RADAR) to scan and map the surface of the subject. The three kits that will appear next year are a 1/72 Bolton-Paul Defiant that is



due in January 2015, the 1/72 Heinkel He 111P-2 due in Q3/2015, and a 1/48 Westland Sea King HC4 that's due in Q4/2015.

I know that last one has rotating wings on top of the airframe, and I don't usually cover that sort of thing but I figured this is pretty cool technology and I could grant an exception. For more details, direct yourselves to <http://www.airfix.com/news/airfix-2015-ipms-scale-modelworld-announcement/>

Maybe Trumpeter can borrow it when their 'A' team is on vacation...oh, snap! I did not just write that?

Airfix also has a 1/72 Dornier Do 17Z that should be coming out soon. Heady times for those who prefer to build the smaller scales.

HpH Models also had a plethora of new kits and announcements at SMW this year. They had on display their new 1/32 Lavochkin La-7, a new 1/32 deHavilland Sea Hornet NF.21 and their new MiG-15.



All of these kits are resin with superb detail throughout . HpH also just announced a new 1/32 Fw 189A as well. These guys are on a roll over in Eastern Europe.

Fly also had their brand spanking new Arado Ar 234B-2/-2N for sale at the show. From what I've seen in pictures and heard from people who actually got the kit, it's a winner.

It's a very good challenger to the Radu Brinzan/ MDC offering from a few years ago. I've got that kit and it raised the



bar very high, and I think the Fly offering may have reached that level. I'll leave it to the modeler to decide.

As I've announced previously, Zoukei-Mura have announced a new series of Luftwaffe fighters. The entire Focke Wulf Fw 190A family. They are starting off with the A-3/-4 and had promo material at Telford.

And they are offering them with a twist. The Zoukei-Mura Super Wing Series (SWS) has always contained all of the bells and whistles. All of the interior structure and detail are included in the kits. Well, that is fine with some modelers and not that fine with others.

So, to satisfy that other circle on the Venn diagram of modelers, Zoukei-Mura is kicking off their SWS Basic line of kits and retaining their SWS Standard line as well. The SWS Basic kits are a "lite" version of the SWS Standard kits with a smaller parts count and less internal structure and detail. You can think of them like Hasegawa kits. So, starting with the Fw 190A-3/-4, we will have a choice of SWS Standard or SWS Basic.

HK Models had there 1/32 Lancaster on display at Telford. Although no date was given, the test shot would seem to indicate the a release isn't too far off in the future. I'm going to go on a limb a predict a Q3/2015 release. That's the rumor I'm starting. Not announced at Telford, but slated for a January 2015 release, HK

Models is bringing out their 1/32 deHavilland Mosquito. A two-stage Merlin bomber version.

Special Hobby had a few surprises at Telford this year. They had a built model of their Hawker Tempest Mk. II/ V/VI which is due to be released in January of 2015. Now we can compare the Pacific Coast Models kit and this one and see how each fares.

Special Hobby also had sprue shots of the 1/48 North American F-86K Sabre Dog. It's a very interesting pick to start off the family. It will certainly fill a need in the Sabre market.

Rounding out the interesting stuff at Telford this year, Tarangus, those Swedish model makers, was showing off their 1/48 SAAB JA 37 Viggen.



They were even selling an initial run of kits that brought with them.

For those of us who weren't there, or were stuck at the back of the queue, December will bring the formal production run and we can get ours then.

Iconair was showing off, and selling, their 1/32 Supermarine Spiteful F.14 at Scale Model World this year. This is an all resin kit with photo etch parts and white metal landing gear. It looks very nice in the images I saw.

Not announced at Telford, Revell of Germany announced their 2015 lineup recently. Two things that caught my eye were the new tool 1/32 Focke Wulf Fw 190F-8 due to be released in March of 2015.

That's exciting as the Hasegawa kit , while quite nice, is suffering from Hasegawa (well, distributor... insert argument here) pricing.

Revell of Germany's latest new tool offerings have brought a breath of fresh air.



Nice kits at nice prices. RoG is also bringing to market a new tool 1/72 Douglas C-54 SkyMaster in April of 2015.

Continuing on with our small stuff theme, Great Wall Hobby is releasing a 1/144 Handley Page Victor B.2.

So, if you're a fan of teeny tiny models of really big British cold war bombers, this is the kit for you, and it will go well with their 1/144 Vulcan that is already on your shelf.



Rounding out our kit roundup this month is Kitty Hawk. The elves have been busy at their model production facilities lately. They have stated that the plan is for at least 10 new kits by the end of 2015. Wow, that's a lot for one company. They have the pedal to the metal and they are keeping it there.

They are planning a 1/32 F-86 family, a 1/32 T-28 family, a 1/32 F11F Tiger – perhaps with Blue Angels markings?. I've also seen hinted on a particular forum another kit that is sure to please. A sibling to their forthcoming OV-10D Bronco; a 1/32 OV-10A Bronco. Hmm, firefighting anyone? Or, perhaps an SEA scheme...?

That's all I've got for this month... go build a model to make room for some (or all) of these.

'Til next month...

Randy

Miscellaneous

From our pals at Bandai comes a new tooling in 1/72nd scale of the X-Wing Starfighter. The kit has two pilots (sitting and standing) as well as a R2D2 & C3PO. There are also proton torpedoes and a display base.



Armory has a small scale (1/144) scale Polikarpov I-

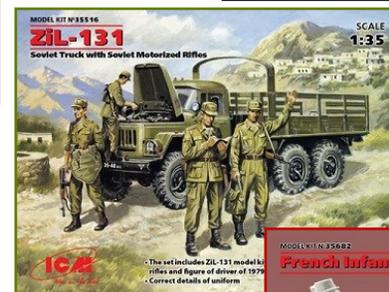
16, type 24. There are two kits in the box with some PE and vacu-formed parts and markings for four aircraft.

I chanced upon this next item while on Walther's website. SceneMaster's has grass mats for your next diorama. The product comes in 7 realistic colors in 9 different styles.



There is short and long mossy grass, short light green grass...you get the idea. The 'mats' measure 22cm x 20cm and can be used as is.

Dragon/Black Label has a new tooled M65 280mm Atomic Annie (Atomic Cannon). In 1/72nd scale this will definitely take up less room than the larger Renwall version. And with more molded on detail.



There are a couple of new things coming from ICM. One; a ZIL 131 Soviet

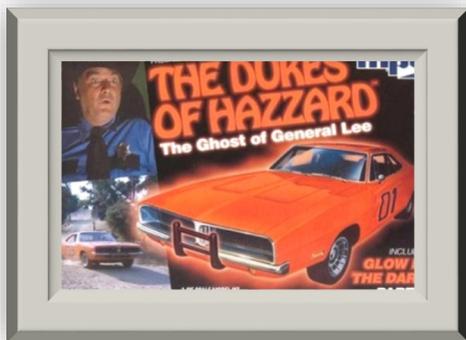
truck with figures and a set of French Infantry, 1914. Both kits are in 1/35th scale.



army has a small scale (1/144) scale Polikarpov I-

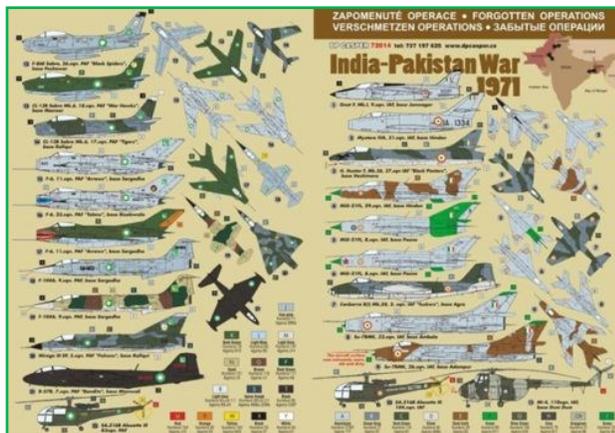
Noy's Miniatures has enlarged their line of diorama accessories with the addition of two WWII RAF/USAAF heavy bomber airfield tarmacs. These airfield tarmacs are printed on heavy card stock with some assembly required.

MPC has something of a blast from the past with the release of a 1/25th scale 'glow-in-the-dark' Dukes of Hazard General Lee Dodge Charger.



Now you have a companion piece for that glow-in-the-dark Pirate Ship.

DP Casper has some interesting decal sheets in 1/72nd coming soonish? This series of releases is of Forgotten Operations and feature some unusual marking options.



Among the releases is: Destruction of the Egyptian Air force in 1967, Bristol Blenheim's over Finland and India-Pakistan War 1971.



Many are familiar with Zotz Decals but may not be aware of their fantasy figure line. The latest, in resin, is a 1/6th 'Spirit Chaser' and will run you about \$130 US. Check out the rest at: www.zotz-decals.com/index.shtml.

Also in the figure vane, Dragon is releasing the 'Guardians of the Galaxy' character Groot with Rocket Raccoon. This unpainted, some assemble required kit comes with a base and is in 1/9th scale.



Trumpeter has a new 1/35th scale Soviet missile launcher kit for your amusement.

The actual name of the kit is the Soviet(9P117M1) launcher with R17 rocket of 9K72 missile complex El-brus. Or a Scud B.

Staying with that scale for just one more minute from Amusing Hobby is the Panzerkampfwagen VII, VK 7201(K).



For those that may be searching for something truly unique for the contest table there is the V-15 T.

This WWII French Artillery tractor is in 1/72nd scale and comes to us via Ace Models.



Golzar





Join International Plastic Modeler's Society/USA

IPMS/USA is dedicated to the hobby (and fun) of Scale Modeling. It was started by Jim Sage, of Dallas, Texas, in 1964. There are now branches of IPMS all over the world. Our Local Regions and Chapters sponsor Model shows and contests every year, but you needn't be a member to visit the shows or attend the club meetings!

With IPMS/USA Membership, you will receive the outstanding IPMS/USA Journal six times a year - it includes features on all modeling subjects such as aircraft, armor, automotive, ships, figures - you name it! You will also find listings of IPMS contests, swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA sanctioned contests, and particularly in our World-famous National Convention, held each summer.

As a member, you'll also be able to access our online Discussion Board, where a wide variety of modeling topics are discussed, and enjoy interaction with other serious modelers for help with questions about modeling techniques or the Society in general. Many Hobby Shops and Model Vendors around the USA offer discounts fro members.

http://ipmsusa2.org/forms/ipms_application.pdf

Applications using payment via Check or Money Order should be printed and mailed to:

IPMS/USA
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PO Box 2475
North Canton, Ohio 44720-0475

For any questions or problems with your membership application/renewal, please contact the IPMS/USA Officer Manager, Ms. M.J. Kinney, at manager@ipmsusa.org



In the latest issue of:

IPMS/USA Journal September+October

- Skills To Build - A National Contest 50 Years in the Making, by Richard C. Engar
- A Big Boeing Gets Going - 8th Air Force Animated 1:32 Diorama, by George R. Mustafa
- Juniors - Category Zero
- Aircraft - Category One
- Military - Category Two
- Figures - Category Three
- Ships - Category Four
- Automotive - Category Five
- Space And Sci-Fi - Category Six
- Dioramas - Category Seven
- Miscellaneous - Category Eight
- Special Awards - Category Nine
- Tom Kolk Best Junior Model - 1941 Willys, by Mark Russell
- George Lee Judges' Grand Award - The Reaper V-8 Trike, by Alexan-

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ASMS

Next Meeting:
November 20, 2014
Austin Old Quarry library
7051 Village Center Drive
Austin, Texas
7 PM to 8:45 PM

