



SPRUE EXAMINER®

Newsletter of the Austin Scale Modelers Society

January 2016

Building A World War One Ferrari by Mike Poole

Most of you know me as a model car guy but I've harbored a hidden interest in WWI aviation since I was a kid reading up on Cap'n Eddie Rickenbacker's exploits "over there." When I saw the new Eduard Siemens Schuckert d.III in our local King's Hobby Shop, I had to build it.

The plane is a bit of a hotrod with a unique 11 cylinder Siemens & Halske engine and huge 4-blade propeller. From the steep pitch angle of the prop in the photo one can tell that it has one high torque engine. I'll spare the details, but for anyone interested in the novel technical features of this Siemens & Halske engine visit:

https://en.wikipedia.org/wiki/Siemens-Halske_Sh.III

I haven't built many airplanes so I wanted to use this kit as a learning project and decided to push myself on several new fronts like artists' oils, lozenge, and turnbuckles.

[continued on page four]



IPMS/USA 2015 Chapter Newsletter Of The Year



Austin Scale Modelers Society (ASMS) is a chartered chapter of International Plastic Modelers 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 authors. It is intended for educational purposes only. ASMS does not endorse the contents of any article.

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<http://www.williamsbrothersmodelproducts.com/planes.html>



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Phil Brandt (in memorium)

Eric Choy Angela Forster
 Jeff Forster Russ Holm
 Rick Willaman Jack Johnston
 Mike Krizan Mike Poole

Aaron Smischney

Rick Herrington

Upcoming Events

Model Shows

CALMEX XXX, Lake Charles, Louisiana	1.30.16
http://ipmsswamp.com/calmex.html	
Model Fiesta 35, San Antonio, Texas	2.20.16
http://www.alamosquadron.com/	
RiverCon V, Shreveport, Louisiana	3.12.16
http://www.ipmsrivermodelers.org/events/	
MCMA 2016 Showdown, Farmers Branch, Texas	3.05.16
http://www.themcma.net/Club_Contests.php	

Local Club Meetings

Alamo Squadron, San Antonio, Texas	2.04.16
www.alamosquadron.com/meetings.htm	
Austin Armor Builders Society, Austin, Texas	2.03.16
http://www.austinarmorbuilders.com	
Austin Model Cars, King's Hobby Shop, Austin, Texas	2.04.16
CenTex Scale Modelers, Killeen, Texas	1.21.16
http://www.centexscalemodelers.org/	
Hill Country Outlaws, King's Hobby Shop, Austin, Texas	2.13.16
Lone Star Military Miniatures Society, San Marcos Library, San Marcos TX	2.13.16

Other Events

Build-N-Bull Day, King's Hobby Shop, Austin, Texas	2.13.16
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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. Jon is accepting any and all contributions and is sharing them with all of the active programs around the country.

www.models4troops@gmail.com

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Peanut Brittle

Randy Bumgardner

Hello, once again! It's January 2016 this time around. Time to put away those holiday decorations and get down to the business of all that other stuff. Mostly, it seems, that other stuff is concerned with budgeting money and curing hangovers. Well, I'm here to tell you ASMS has some fun stuff for our upcoming meeting to ring in the New Year.

First, let's begin with the Procrastinator's Contest. The majority of you have already received the email outlining this contest, so you know the details. We'll fill in the details and answer any questions at the meeting. To choose the contest entry, all of the participants will get to pick a list out of the bucket. Once they review the list, they find the modeler and inform them of their fate. The modeler must save the list with the chosen entry and proudly display it next to the entry during the June meeting. This part was incorporated into the rules as a safeguard to prevent somebody from building something better than the entry chosen for them. This is the perfect contest for me! I have a good handle on starting things... just not finishing them. The details are outlined elsewhere (page sixteen) in the newsletter.

Moving right along, we need a show theme! I've got a list of ideas. I did some brainstorming the other evening and I'll be bringing those thoughts with me. I still haven't fully recovered from that brainstorming session, so go easy on me. We will also be presenting three inaugural awards for 2015 at the next meeting. Be sure to show up early and get a good seat for the fun! Thank you speeches will be limited to 30 seconds or less. The awards are, in no certain order, Model of the Year, Most Prolific Modeler, and Member of the Year. Black tie attire is optional this year. Since I missed the December meeting, I will also be giving out the White Elephant trophy as well. And, last but not least, I want to improve our door prizes. So, I'll pitch a proposal to get us some new stuff!

Go build something and show us what you've done! Or, show us how far you are into the build....

Randy



Fiddly Bits

Frank Seibert

KEEP
CALM
AND
PAY YOUR
DUES

Let's see, what's first? Oh! Time for you to pay your annual ASMS club dues. ASMS dues are \$25.00/individual or \$30.00/family. There is a \$5.00 discount per category if you pay by **March 1**. So get your money in now. You may bring a check or money order to a club meeting or remit same to: Eric Choy, 13213 Marrero Drive, Austin, Texas 78729. *Do not send cash!*

The newsletter contest is now entering it's fourth year. It is fairly simple. You send stuff into the newsletter for publication and the individual that sends in the most stuff (whether published or not) over the course of 2016 will have their 2017 club dues paid for by the newsletter staff. Items can include articles, photos, cartoons, websites, modeling tools/techniques...even important dates in history.

Should you have just completed a model or three and would like to post some photos of your work, send them to Mike Gilsbach (mike@gilsbachdesigns.com) and he will add them to the gallery page of our website. Be sure and include some biographical information on the kit: manufacturer, scale, special markings, etc. No one cares what type of paint you used, so leave that out. Save it for a demonstration at a club meeting.

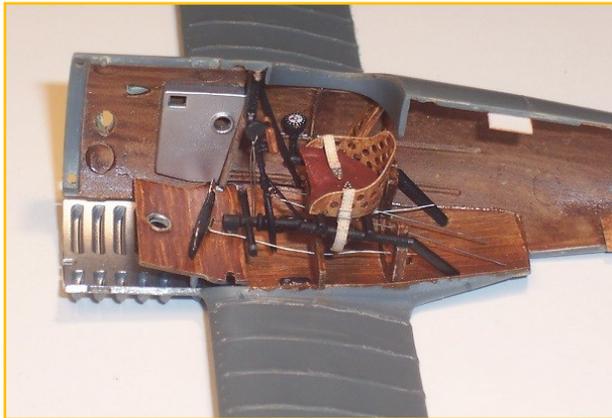
Speaking of which, Aaron Smischney (asmischney@gmail.com) is on the lookout for presenters at our monthly meetings. A new modeling technique, a how-to demonstration, specific history of an aircraft or unit, just about any ol' thing related to scale modeling. Why, even a recipe for egg nog would work, in context, of course.

Frank



The build started with the interior where I could afford to screw up the oil paint and details, figuring no one would see them. I used enamel radome tan for the base color and burnt umber oil paint for the wavy grain of varnished wood. I found adding a drop of cobalt drier reduces drying time for the oils. An artist's fan brush helped make the streaks.

The belts and seatback were from photoetch supplied in the kit. Padding and seat cushions were made from milliput epoxy putty.



I was disappointed with the clunky plastic engine that came in the kit so I upgraded to Brassin' detail kits for the engine and guns. They weren't cheap but both have nice details in resin and photoetch. I substituted stainless wire for the photoetch engine's pushrods.

The machine guns were pretty straight forward. I built them following the instructions and used a tiny drill bit as a mandrel for the cooling jackets. The brass was so soft, no annealing was necessary.

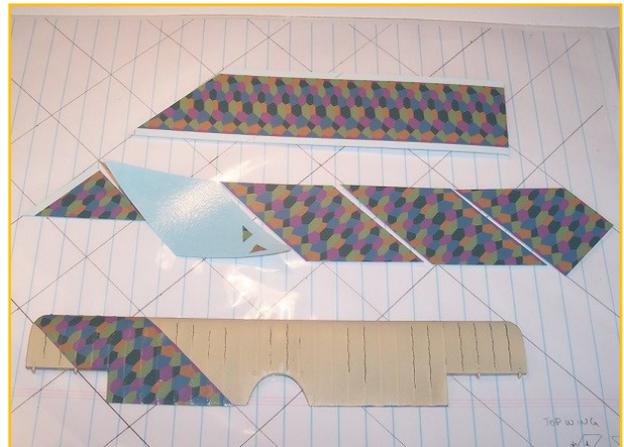


Since the propeller is such a prominent feature of this plane, I opted to make one out of laminated strips of hull planking I stole from a wooden ship kit I'll (likely) never finish. I made a press out of plywood and bolts

to squeeze the layers together until the glue for each had dried. After that, it was just a matter of carving and sanding away anything that wasn't a propeller using the kit's plastic version as a guide.

I was also disappointed with the five-color camouflage that came with the kit. (Frankly, everyone was disappointed and Eduard changed them for the Weekend Edition). The kit decals were excellent quality by Cartograph, but the colors are so faded they seem more like 2-color lozenge: gray and dark gray.

I opted for some aftermarket lozenge by MicroSculpt because it looks closest to the colors used in museum restorations. Is it correct? I have no idea and neither does anyone else as far as I know. I salvaged the kit decals for patterns.



Getting the fabric pattern right for this airplane was also a minefield of speculation but I eventually found an internet source that had period photos to back him up. The top wing pattern was slanted at a 45 degree angle to port with each alternate section flipped 180 degrees so the pattern reverses itself making for a less jarring transition.

The lower wing is a narrower cord so the cloth was just stretched in one length from root to tip. Rib tapes were cut from leftovers on the factory floor. Including rib tapes, I made 176 custom decals for the wings and control surfaces on this model. I'm not as excited to do lozenge camo on my next plane as I was when I began this project.

I finished the fuselage with the same technique I'd used on the interior using burnt umber artists' oils over enamel. I freehanded the pattern altering the grain direction of the wood among the different panels using a fan brush.

It looked a bit rough initially but as it dried over a couple of days, the oil layer shrank down and the surface looked more convincing.



The metal panels and cowl were covered using kitchen foil, dull side up. It's a technique I use a lot on my car models. The benefit in 1/48 is that the edge thickness actually looks like scale sheet aluminum.

The top wing was fastened, without drama, largely due to the superior engineering in this kit. The struts all have generous locator pins that fit snugly into the panels and everything lines up just perfectly.



Rigging is often cited as the reason that people do not want to build WWI aircraft. It's really not that bad once you find a technique with which you feel comfortable.

I use invisible thread available at any fabric store. It has to be glued while taut in order to prevent sagging. The thin plastic struts on WWI planes result in a finished model that's a bit flimsy. Adding tight nylon rigging, in tension, stiffens and strengthens the entire structure, just like the real thing.

Some folks like to use EZ Line or pieces of wire glued on but that doesn't add any strength to the finished model. It's more decorative than anything else.



I made some turnbuckles from copper electric wire. The ends were crushed with flat pliers and a safety pin was used to make a hole for the thread to pass. I used CA glue on most of the joints, including the turnbuckles.



Each joint was dabbed with thick black paint to simulate sealing tape. I chose copper for the turnbuckles over aluminum wire to give it some contrast against the silver foil.

Despite the issues, I give Eduard high marks for the overall part fit. In not fighting an ill-fitting kit (Roden, cough) I was able to devote the majority of the build time to trying new techniques instead of fighting troublesome parts.

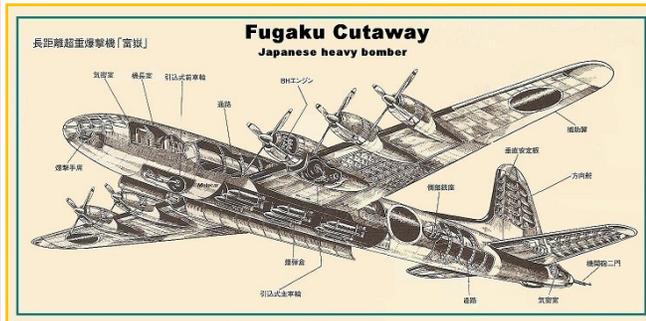
Mike



Fujimi's 1/144th Scale Fugaku by Ben Morton

The Nakajima G10N Fugaku ("Mount Fuji"), was a planned Japanese ultra-long-range bomber designed during World War II. It was conceived as a method for mounting aerial attacks from Japan against industrial targets along the West Coast, Midwestern, and Northeastern areas of the United States. Japan's worsening war situation resulted in the project's cancellation in 1944 and no prototype was ever built.

The Fugaku had its origins in "Project Z," a 1942 Imperial Japanese Army specification for an intercontinental bomber that could take off from the Kuril Islands, bomb the continental United States, then continue onward to land in German-occupied France. Once there, it would be refitted and make another return sortie.



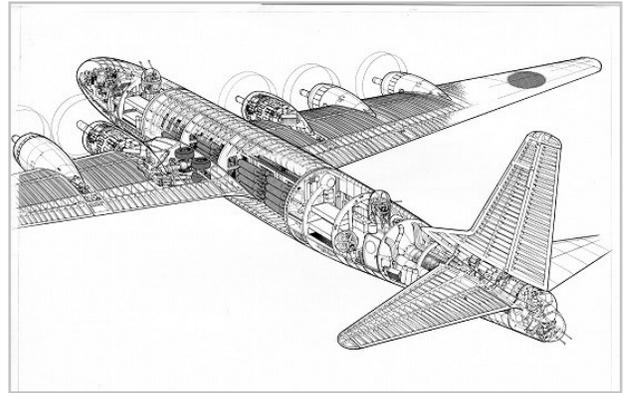
Project Z called for three variations on the airframe: heavy bomber, transport (capable of carrying 300 troops), and a gunship armed with forty downward-firing machine guns in the fuselage for intense ground attacks.

The project was conceived by Nakajima head Chikuhei Nakajima. The design had straight wings and contra-rotating four-blade propellers. To save weight, some of the landing gear was to be jettisoned after takeoff (being unnecessary on landing with an empty bomb load). It used six engines.

In April of 1943, Nakajima undertook the study and design of just such a bomber and they did so of their own volition, not at the request of either the Navy or the Army air arms. Ultimately however, the Navy would hold sway over the project.

Entitled Project Z, Nakajima looked at the requirements for an aircraft able to attack the United States. It should not be a surprise that they looked to the Boeing B-29 as a basis to begin.

The B-29 had both the range and ability that the Japanese sought for in their own design. The work attracted the attention of the military and the data and concepts worked up by Nakajima formed the basis of an official inquiry jointly conducted by the Japanese Navy and Army.



Initially, Nakajima wanted to use the powerful Nakajima Ha-505 thirty-six cylinder radial, mounting three per wing. Driving a six-bladed propeller, each engine would develop 5,000hp. However it became clear that the Ha-505 would not be available in any reliable form or time and the project coordinators could not wait for them to be ready. So, six Nakajima NK11A eighteen cylinder radials would have to be used instead, each developing only 2,500hp. These engines would drive four-bladed counter-rotating propellers. This settled upon, the aircraft, now designated as the G10N1 Fugaku (Mount Fuji), began to emerge and take shape.

Bearing a resemblance to the B-29, the G10N1 was meant to cruise at 32,810 feet and be able to carry a 11,023 pound bomb payload for attacks against the United States, able to obtain a maximum range of over 12,000 miles.

For shorter ranged missions, the payload could be as high as 44,092 lbs. Defensive weaponry for Project Z consisted of four 20 mm Type 99 cannons, one in the nose, one in a tail position, and two in an upper fuselage turret. This was later refined for the Fugaku as eight 20 mm cannons mounted in four turrets.

Overall, the G10N1 was a pretty impressive aircraft with the capability close to, and in many cases, exceeding the B-29. But the Japanese could ill-afford to spend critical war assets on building such large aircraft when the usefulness of them was highly dubious by the time they would have appeared on the tarmac.

Unlike some of the other large bomber designs that the Japanese were working on (such as the Kawasaki Ki-91 and the Nakajima G8N Renzan) which actually made it to the flight line or were in the process of tooling up for construction, the G10N1 did not have any metal cut on it, remaining forever in the advanced design stage as the war came to a close for Japan.

I stumbled upon this kit after spending some time boppin' around on the Hobby Link/Japan website. I tend to go for the smaller scale stuff when browsing. The look of the aircraft appealed to me and off went my personal information. Several weeks later here comes this rather large box.

I had it in my head that this being a 1/144th scale kit, it wouldn't be that big. What I failed to factor in was that the original aircraft would have been pretty giant, so a giant-sized (10" x16") box arrived on my doorstep, Christmas Eve. (Extra points for the timing of the delivery).



Some nice art work adorns the box and contained within are 116 gray plastic parts with seven clear bits for the canopy, observation blisters, etc. A small set of decals was also included in this kit. The decals are pretty basic but then again, they are only for a *proposed* aircraft.

One nice feature of the decal sheet is the inclusion of those ubiquitous, yellow, leading edge identification markings common to most late-war Japanese aircraft from World War Two. Whether or not those decals lay down nicely will prove their worth. But, I appreciate their inclusion with the kit. It might just save a step along the way when building.

The clear parts consist of the main canopy and the forward observer/bombardier position. Additionally, there are several observation blisters and a single clear bit for the aft gunner/observer's position. Saving one the time and trouble of dealing with masking some tiny windows.

Assembly looks to be straight forward. It also looks to be a simple build, as well. The kit is molded in such a way that it might actually qualify as a snap-fit style kit. Fujimi has included separate parts for the engine super

charger intakes, vent doors for those same said engines and propeller options for either the six-bladed Project Z aircraft or the four-bladed counter rotating props of the proposed prototype.

In this scale, there usually isn't much molded detail and this kit continues that tradition. The bomb bay doors as well as the landing gear doors lack any significant interior detail, but it wouldn't be that difficult to add a little extra on your own.



You do get optional parts for displaying the under-surface doors (landing gear/ bomb bays) either open or closed. Fujimi has included a small display cradle for the finished kit and retails the kit for ¥2800. The cockpit detail is a bit minimal in this scale, but you would be hard pressed to see anything significant through the rather thick, clear part provided.

Detail for the six radial engines is molded into each engine nacelles and the detail isn't that bad. Nevertheless, some judicious embellishment might be in order. The fuselage and wings parts do have some nice, recessed panel lines molded into them. The look of the wings would be enhanced considerably with the application of a riveting tool.



There are four painting options provided which is rather nice, particularly for an aircraft that didn't even get off the design table. One natural metal bird, an all IJN Green aircraft, another IJN green one with gray under surfaces and one design for a camouflaged aircraft.

Fujimi markets a pre-painted version of this kit, so pay attention if you decide to get one for your very own.

I have positioned this kit toward the top of my to-do pile. It should be a fun and relative easy kit to build. It will be something a bit different on the display table at a forthcoming model contest near you. You will probably have the opportunity to feast your eyes on the completed masterpiece in San Antonio, this February.

Go build your model!

Ben



[Note: The history of this aircraft is a bit of a mash-up of information from both Wikipedia and aircraft.org. My thanks and apologies, to both.]

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

This first item comes via the ASMS Facebook page. The story of a 1/3 scale Aston Martin DB5 has been floating around for a bit but bears repeating. It is an amazing scale model and for a mere £28,000 you can add this beauty to your model collection. Ammunition for the fender-mounted machine guns is sold separately.



<http://www.shop.007.com/exclusive>

The December issue of National Geographic magazine features a photo essay titled *Remnants Of A Failed Utopia*. The focus is on Soviet projects that seemed like a good idea at the time, but didn't quite pan out.

<http://proof.nationalgeographic.com/2015/11/14/remnants-of-a-failed-utopia/>

One item featured was the Bartini Berlev VVA-14. This was an amphibious, vertical take-off aircraft designed by Robert Bartini in the 1970's. It was proposed as a counter to the Polaris submarine of the U.S. Navy. There is a 1/144th scale resin kit available of this aircraft from Anigrand Craftwork.

Photo by Danila Tkachenko



<https://www.youtube.com/watch?v=IZgWjxYTJS8>

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Jean-Michel



Kicking And Screaming Into The 21st Century by Rick Cotton

I have never been one to trust new technology. I pads, iphones, tablets, tweeting, texting, twerking, all that stuff.

I came from the generation that tried, and, failed miserably to program a VHS tape recorder (tape, remember that?) "To set the recorder to RECORD, simply press the RECORD button three times while simultaneously holding down the ACTION button, and the PROGRAM button, all while standing on your head and setting the channel button to ACTIVE and the channel SELECTOR to ON and setting the clock by 24 hour Greenwich Mean Time and"....



So there I was, the excited 1970's teenager, let loose with cable TV and a VHS machine. Unfortunately, no matter how hard I tried, instead of getting the Late Night Cable Movie ("Hot Babes in Space"), I got something very different ("Home Vegetable Canning with Marge"). Oh, well. Marge was very nice, but she just wasn't...oh, never mind.



Fast-forward to today, and we have this here World-Wide-Web that Al Gore invented. We have Amazon, an online retailer, which, if it had a brick-and-mortar store, would require a building the size of Cincinnati to hold everything they have. And boy, do they have stuff: books, music, movies (even "Hot Babes in Space").

Gadgets, clothes, and....oh, my. Hobby stuff. Models, and more models, of all genres. More parts, books, photoetch and other assorted stuff than you could ever possibly glue together in one lifetime.

Granted, they really do not stock most of this stuff, but instead, serve as the link between you and the entire world of retailers, domestic and foreign, out there.

You pick your kit...say it's a 1/48th Flabbenschlapper from Tamiyagawa. There's a price from this outlet. There are also, from many other outlets, other prices...and options...free shipping and a higher price...pay for shipping and a lower price...wow.

No less than thirty different retailers from Albania to Zanzibar want to sell you that Flabbenschlapper at twenty different prices and shipping arrangements. But it's *your call*, and *you* are in charge! *you, He-man*, "have the power!"

I looked at this setup with great trepidation. I have had my identity stolen twice, and it's a real pain in to get right, as the bank instantly assumes that you are a lying, cheating, thieving individual, and should be treated as such if you dare to call them to ask them to deal with the problem. What? Cover your loss? Are you insane?! Cut into our profit margin?!

Nevertheless, I am betwixt (what a word!) the proverbial rock and hard place, as I have a customer who wants a 1/350th Japanese aircraft carrier done, and he wants me to order the kit at as economical a price as possible.

Well, guess what kiddies...as of this writing, the Yen is dropping faster than Miley Cyrus' pants on a three-day drunk. Yen versus dollar right now means bigtime bargains in the Land of the Rising Sun for us Yabonjin ("hairy barbarians") buyers from the States.

I find this kit, which normally retails online here in the States for about \$225 plus shipping, at the ridiculously low cost of...drum roll here...187 US buckaroos, shipped from Nippon! Wow!

There is one little drawback: due to the cheap shipping (NOTHING!!!), they say it might take a while for the ol' Zuikaku to sail across the Pacific from Japan to my Katy, Texas workshop. They are estimating a month. Should be here before Christmas Eve.

However, I am already up to my eyeballs in project number two for this customer. This will work. I yank out the Visa. I push the button. I do the deal.

Fast-forward to today, one week later.

A ginormous box arrives at work for me, from an outfit called Comtachi Japan, and in it is my carrier! Wow! *That* my friend, is service!

The US Postal Service can barely get my ex-wife's nasty, threatening letters across town to me in a week, let alone an aircraft carrier model across the Pacific!

There's even a nice little hand-written note inside the box, saying "thank you for ordering, and we hope you are happy, arigato gozaimasu," and so on.

How very civilized are these folks who, only 74 years ago, tried to bomb us out of existence, using the very subject I am about to build! Ichiban desu!

So maybe, just maybe, technology isn't entirely the devil it used to be. Granted, I swear up and down on a daily-repeated basis at our *&^%\$ network here at my job.



I am quite sure my credit card numbers will one day be stolen to help fund someone's 2025 political run for something or other, but for right now, I am a very happy, technology-assisted consumer!

I am in the 21st century! I am of the 21st century!

Now, if I could just get that darned satellite TV recorder thing to get the Late Night Movie...oh the heck with it, I have Hulu.

What was my password?!

Rick

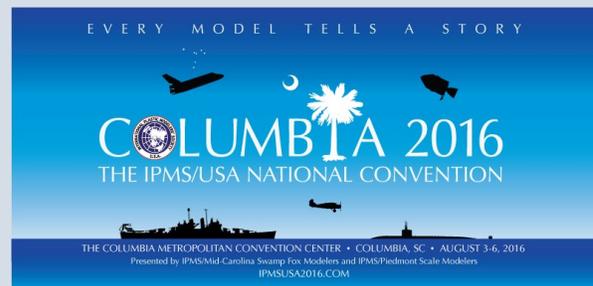


Newsletter articles are like rolls of toilet paper...you can't have too many!



Looking for newsletter articles of any size, shape, or subject.

All submissions to:
editor@austinsms.org



**Columbia 2016
IPMS/USA National Convention**

The 2016 IPMS/USA National Convention will be held in Columbia, South Carolina August 3-6, 2016.

More information is available at:
<http://www.ipmsusa2016.com/>

A Chat With Chad by Mike Poole

I like to meet guests at our club meetings and one day a gregarious young man came right up and started asking me car modelling questions. Now there's a subject I love to talk about. He wished to improve his automotive paint finishes and wasn't satisfied with his current rattle can approach.

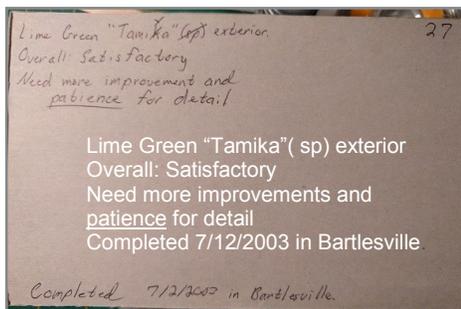


We later got together at his house where I was able to share some polishing techniques. I got a chance to meet his wife Amy, get a tour of the man cave, and see his current automotive passion: a 2005 Ford GT Mustang that he bought new. The cold Sarsaparilla was good, too.

Chad was raised in Broken Arrow, a suburb of Tulsa, Oklahoma. While in high school someone bought him a model of Richard Petty's #43 Grand Prix stock car and he decided to give it a go. According to Chad, things went pretty well for a first-timer. He spent days and days detailing the engine and drivetrain but inadvertently glued the hood down in a later step. The next one will be better he figured. He decided to build another, and another, and another.

Chad says he completed exactly 18 kits during his high school years. He knows, too, because he keeps meticulous records.

In fact, he's kept every model and every kit box it goes in for every build!



On the back of each box are handwritten notes on when and where it was constructed as well as a short critique of what he needs to improve.

While getting his education in Management Information Systems at Oklahoma State, Chad only got one kit put together. Later, during his first job he didn't have a lot of space to build either. But he had an ambition to get back into the hobby one day.

It's only been recently since he and his wife moved to Austin and into a new home that he's had a spare room and permanent workspace dedicated to modelling.

Since joining ASMS he has also acquired a donated airbrush and, I'm told, Santa Claus just brought him a new noiseless compressor and spray booth for Christmas. Nice haul!

He shared his most recent build at our December meeting: a shiny green 1971 Plymouth GTX. According to him, that was just a practice run for the next project which he's been putting off for ten years. He's currently working on a model of his real car, the GT Mustang.



I asked him how many kits he currently has in his collection. He said he has 27 models. Not being completely satisfied, I asked again. No, how many kits? "Two" was his reply. One is a Willys coupe he won at our meeting raffle. The other is one of Bondo's kits, a Sea Fury he wants to have a try at. Now that is what I call acquisition discipline!

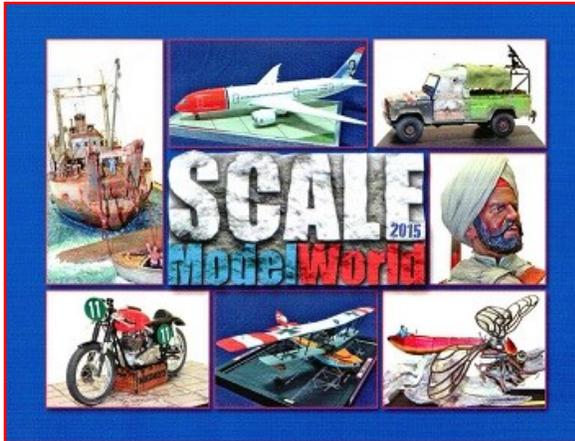
Chad is a very friendly and easy-going guy. Next time we get together, have your own chat with Chad and get to know one of our newest ASMS members.

Mike



2015 Telford Roundup by Eric Choy

I have to admit that I am a lazy traveler. That's why I am so fond of the UK. I don't have to learn a new language in order to survive there. Well, most of the time, anyway. And don't forget; the Brits host one of the largest scale model shows in the world every year. All the more reason to visit the land of the limeys, I suppose.



On this epic adventure I had four companions with me: Bob Bethea, Russ Holm, Dave Bourland, and Tom Moon. Our first destination was the IPMS/UK National, officially known as Scale ModelWorld but to every modeler in the know, it's the "Telford Show." Aside from Dave, the rest of us have all been to England before, but this was everyone's first rodeo at Telford.

Unlike our four-day IPMS/USA Nationals, the Telford Show is a two-day extravaganza over a weekend. We flew out of Austin (Houston for Tom) on Thursday morning, met up at JFK for a long layover (six hours!) and arrived in the middle of England before dawn on Friday. We chose Birmingham as our port of entry as it is the second largest city in the UK and is only 27 miles from Telford.

As we made our way to our hotel, we stopped at the RAF Museum at Cosford to kill time before check-in. The museum had a very nice collection of props, jets, and rockets, but none of them aroused much interest from five armor modelers. But hey, the entrance fee for each of us is £0! Free admission is always good, and no one complained.

Before settling in for the night, we went to pick up my friend Phil Marson from the train station. Phil used to be an Austinite, before returning to his hometown of Hull in East Yorkshire well over ten years ago.

Being an avid airplane/what-if modeler, he was the odd man out among us. But Phil and I get along well and have been friends for years. Besides, I reckoned traveling with someone with local knowledge could be beneficial for all of us.

The next day, we arrived at the Telford International Center 30 minutes before the doors opened. The "queue" was already half-a-mile long. While Bob, Dave, Phil and I waited in line to pay (£15 for a two-day pass), Russ and Tom flashed their IPMS/USA credentials and were admitted free of charge!

Blimey, so much for not having my IPMS membership card with me! Maybe I should stop making fun of Russ for carrying his in his wallet wherever he goes!

So how big was the Telford Show? The exhibition side, alone (for vendors and club/chapter displays) took up three halls totaling over 112,000 square feet.



There were 192 vendors, ranging from individual sellers/collectors, hobby shops, mail order houses (e.g. Hannant's), aftermarket producers (e.g., Accurate Armour, Friulmodel), distributors (e.g., Tamiya, Trumpeter), magazine publishers (e.g., Guideline Publication, AK Interactive), to major kit manufacturers like Airfix, Revell, and Zoukei-Mura.

I suppose if shopping is your only objective for coming to the show, you would need a very thick wallet and an electric scooter to get around! It is quite possible that you'd collapse in exhaustion while shopping in a show this size, not to mention you only have fourteen hours to do it (eight on the first day and six on the second)!

Fortunately for me, I brought along my "most wanted" list. Bound by my limited luggage space, I shopped sensibly and took frequent breaks. Even so, my legs weren't quite mine at the end of the first day!

I had no idea how the others survived. Aside from the vendors, there were 87 IPMS/UK chapters, 80 Special Interest Groups, and 27 international IPMS chapters there showing off the works of their members. All genres were present, and no subject is too obscure.



The emphasis was on what, collectively, can be accomplished rather than individual fame and glory.

I rather enjoy this socialistic approach to our hobby that most competitive Americans find difficult to grasp, but I digress....



The competition display tables were upstairs in a suite (about 10,000 square feet). The number of entries was low for a national contest, just slightly more (500+) than our Austin show.



The models in some categories (e.g., watercraft, small scale armor) were more im-

pressive than others (e.g., figures, dioramas), in my opinion.

Judging was lightning fast; by mid afternoon on the first day, Gold-Silver-Bronze (their version of first, second, and third) signs were placed next to the contest models to indicate who won what.







I quietly questioned some of the judges' decisions, but I agreed wholeheartedly that the Russian Baikonur Soyuz Launch Pad deserved winning the Best Space/ Sci-Fi category as well as the Best of Show award.

On the second day of the show, I switched gears from shopping to photo taking. The law of diminishing returns finally kicked in around noon for everyone in my posse; we had all seen and shopped enough, for now.

While I went to meet up with the good folks at the AMPS table for a photo op and a quick bite, everyone else went for pub food with Phil at a nearby tavern.

By 3:00 PM, an hour before the show officially closed, we bade farewell to Phil and Telford. We continued on our journey to the Tank Museum at Bovington, another story for another day.

Eric



[Editor's Note: All photos by Eric Choy. Additional photographs of the entries at Scale Fest are available by contacting the newsletter staff.]

Procrastinator Contest Wins Approval

For several weeks, nay months, the idea for another themed Austin Scale Modeler's Society quarterly model contest has been bandied about. The focus of this contest is to help you, dear modeler, actually complete a model, not just start them. During the December meeting of ASMS, it was put to a vote and won approval. This contest is scheduled for the June meeting of ASMS.

The selection of which model you are to build for the Procrastinator's Contest is fairly straightforward. You, the modeler, select three to five models currently in your stash. These may be models that have yet to see the light of day or those that have been started but have, as yet, been uncompleted. List these on a piece of paper, index card, etc. Bring that list to our January meeting. Don't forget to include your name.

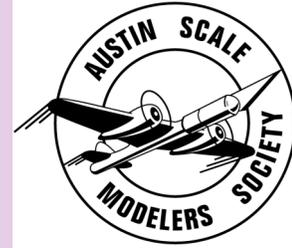
Your list will be selected by another ASMS club member and that individual will choose which model from your list you are to build. The model selected will be highlighted on your list. You take that home and start building and/or finishing the selected kit. Keep the list.

When you return with your completed model in June, bring the model and the list with you. The list is part of your entry. No list, no entry. And, more importantly, share your happiness with the group upon completing a project!

As is the case with all of our quarterly contests, there is prize money to be had. Actually it is a gift certificate from King's Hobby Shop, but prize money is prize money.

The prizes for all of ASMS's quarterly model contest are \$40.00 for first, \$30.00 for second place, and \$20.00 for third. ASMS matches the monies donated by King's. Our collective thanks to King's Hobby Shop for supporting our club and the hobby, in general.

ASMS Quarterly Contest Schedule



March 17



Dealer's Choice
any subject/scale

June 16



Procrastinator
Contest

September 15



Bondo Special
Contest

December 15



White Elephant
Contest



A special thanks to King's Hobby Shop for their support of our quarterly model contests.



Your ASMS club dues are due.

Immortal Drink by Chris Chany

At last year's ASMS Christmas party, there was an entertaining discussion about eggnog and punch. The following is a brief background on punch from the Colonial Williamsburg Cookbook.

Although much was said in praise of wine, more was said of punch. This was the Tidewater's standby drink. "Punch" is the English rendering of the Hindustani punch, meaning five for the five ingredients (spirits, water, sliced lemons or limes, sugar, and spice), that make up the beverage.

Ned Water, an eighteenth century English tavern-keeper and satirist, intoxicated by the merits of this concoction, penned the following couplet in its praise:

*Immortal Drink, whose compound is of Five,
More praise dost thou deserve than man can give.*



The recipe for the immortal drink came to England from the Far East, together with tea, root ginger, and spice, fine East Indian muslins and cashmere, shawls, and other new delights, either by way of the fourteenth-century caravan route or by sea around the Cape of Good Hope.

In the Tidewater, rum from the West Indies and brandy were the chief ingredients of punch. In December, 1710, William Byrd II described the afternoon's activity: "My wife and I made some punch of (lemons) white sack, and Madeira brandy, and I put it into bottles."

A bowl of punch was the planters most companionable drink. Many a political strategy was hatched, many a long evening of pleasure was spent with a small punch bowl at each right elbow.

The punch made by one of Williamsburg's tavern-keepers, Henry Wetherburn, figures in a story that is still remembered today. In May, 1736, after William Randolph agreed to sell some of his farmland to Thomas Jefferson's father, he insisted on Henry Wetherburn's "biggest bowl of Arrack punch" to seal the bargain.

WINE PUNCH (12 servings)

Ingredients:

- 1 bottle wine
- 3 lemons, sliced
- 1 cup orange juice
- 3 oranges, sliced
- 1 cup pineapple juice

Combine all of the ingredients and pour over a block of ice.

CHAMPAGNE PUNCH (15 Servings)

Ingredients:

- 1 fifth champagne, chilled
- ½ bottle sparkling water, chilled
- ½ cup brandy
- ½ cup Cointreau

Combine all ingredients and serve in punch cups.

HOT SPICED PUNCH (8 servings)

Ingredients:

- 1 quart apple cider
- 1 teaspoon nutmeg
- 3 cinnamon sticks
- 1 teaspoon whole cloves
- 4 tablespoons lemon juice

Simmer cider, cinnamon sticks, and lemon juice for 15 minutes. Tie nutmeg and cloves in a small cheesecloth bag and put into simmering cider long enough to give it the desired taste.

Chris



[Editor's Note: While these recipes may not help you with your modeling, when you're done, you might just not care.]

Old Rumors / New Kits 2G

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

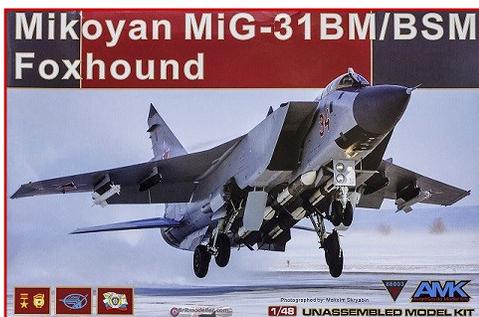
Aircraft

Hello everyone, Happy New Year and welcome to January!

We've got a nice selection of new stuff on the way and some that are already here. As always, be sure to tip your servers just as well as I'm giving you these tips.

First off we have Avant Garde Models. They have just released a beautiful MiG-31 BM/BSM Foxhound. It's getting rave reviews around the interwebs, and it will have a sibling version hitting the shelves.

AMK is planning to release the MiG-31 B/BS sometime this year with extra weapons sprues and some "surprises."



No word on what those "surprises" are, but we should be surprised by them. AMK is also planning releases for a MiG-25 (potentially 3 boxings), an L-39 Albatross, and a set of F-14A/B/D Tomcats. All of these treats are going to be in 1/48th scale and up to AMKs high quality.

Revell of Germany has a few new kits coming out this year. Notable among them is the 1/72 Vought F4U-4 Corsair which will be available in February. RoG is also planning on releasing a new tool Spitfire Mk.II in 1/72nd scale in October of this year.

One very interesting release this year, in July, is their 747-400. It's a re-pop of their existing kit, but it's the livery that caught my eye. RoG is releasing this aircraft



in limited edition Iron Maiden livery from their current "Book of Souls" tour. How cool is that? As I'm a big Maiden fan (atic), I can see that one in my stash. *Up the Irons!*

In addition, RoG is planning on releasing two new tool large scale jets this year. In October of this year, they are releasing a 1/32 Messerschmitt Me 262B-1.

I haven't heard anything about this kit. It just showed up in their 2016 catalog and on their website. It will be interesting to see how this kit stacks up against the Trumpeter kit, which is a very nice kit, in its own right. I'm sure it will cost less.

Then, in November, RoG is planning on releasing a 1/32 Boeing F/A-18E Super Hornet. Again, it will be interesting how this kit compares to the Trumpeter offering in the same scale, albeit the RoG kit should cost much less.



If you've been paying any attention to the World Wide Internet, you may have heard that Kitty Hawk has announced a 1/32 North American T-28B/D to be released very soon. The kit comes with 7 markings options from around the globe. Very exciting!

Kinetic has released a new tool Flanker D in 1/48th scale. The Sukhoi Su-33, the naval Flanker, is a derivative of the Su-27K Flanker. Kinetic has produced a very nice kit with fine detail and nineteen (!) markings options. Most of the markings are simply alternate numbers for the aircraft. The Flanker, not known for its diminutive size, will build into a pretty big model even in 1/48th scale.



That's all for this month. Check back next month for our Valentine's Day Extravaganza: a list of aircraft kits you can give your loved one for a really romantic holiday!

Go build something!

Randy



Shipping News

Here's the new releases this month.

In 1/700th scale, Pit Road has the JMSDF Modern destroyer DD-181 Asakaze (2015) and the JMSDF Modern destroyer DD-151 Asagiri. The first Asakase (1922) was a kamikaze-class destroyer.

Hasegawa is also showing a modern Japanese Navy vessel with the guided missile destroyer DDG Chokai.



Aoshima has several ships available soon with the Kanmusu. This was the IJN battleship Nagato (bent stack version), the IJA Landing Craft Carrier Type Hei Akitsu Maru as well as the Japanese army designed aircraft carrier Yujuo.



For something a bit larger, both in scale and age, is Lindberg's USS Hazard mine sweeper. This kit is listed as being 1/125th scale.

Moving up a bit in scale to 1/350th, Pit Road is showing the JMSDF Modern destroyer Akizuki.

Hasegawa is entering this fray with a World War II destroyer, the IJN DD Shimikaze.

Academy is re-issuing several of their older kits as Premium Editions. This means the kits now include photo-



etch rails, deck appliques, and brass gun barrels. This time, the offering is the USS Indianapolis CA-35 cruiser.

Dragon/Cyber-Hobby continues to expand their Orange Line, this time with two different releases.

First is the USS Maryland SSBN-738 (boomer) and

USS Chicago SSN-721

(nuclear attack submarine). The

other is the

USS Yorktown missile

cruiser and

Russian Alfa

nuclear

attack

Submarine.



Last, but not least, Dragon has re-released a 1/350 DKM Scharnhorst and shortly will be releasing her sister ship the DKM Gneisau. Apparently, Dragon has

re-tooled

both ships to

depict their

appearance

in 1941. Both

will be

welcome

additions to

the 1/350th

model

community.



That's it for this month. This year in 2016 resolve to finish one of those models in your stash.

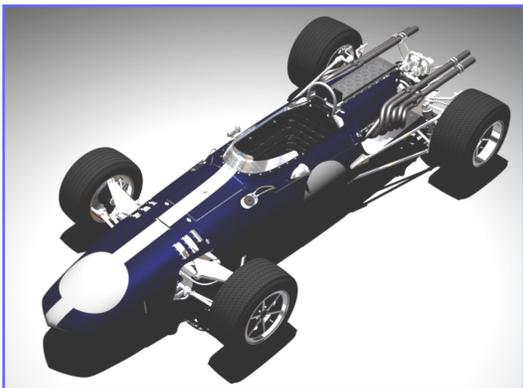
Rick



Automotive

Welcome, race fans! This month's grid is a bit light being so close after the holidays, but it's all good stuff. Let's see what's new in automotive.

This month's 1/12th MFH offering is a scaled up version of their Eagle Gurney-Westlake TG1. This is the car designed, sponsored, and raced in the 1967 season by Dan Gurney.



The kit features a highly detailed multimedia chassis and suspension, machined aluminum wheels, and a combination of resin and white metal body. That long shark-like nose, Daytona trim, huge V12 engine and all those pipes really create a unique American take on F1. It's out now for a princely sum.



Tamiya has released their new fourth generation Mazda MX-5 roadster in 1/24th scale this month. The model has a full interior and female driver figure. It looks to be a nice kit with metal transfers and all the quality you'd expect from a Tamiya model. There's no engine or hardtop and that breaks my heart, but it's got a driver and that's a start!

Revell have released a new 2015 Corvette kit with custom features by Chip Foose. Foose is a car customizer and hot rod builder who is partnering with Revell to add custom features to some of their company's new kits.

The FooseVette has fifty-seven parts with modest drivetrain and interior detail. Foose features include custom wheels and engine details and a custom Foose inspired paint job. Get your Cor-Foose today!



Also from Revell, the 1/24th MAN TGX XLX is sure to keep you busy with nearly 200 plastic parts. The Europeans place the cab over the engine in all their long haul trucks to reduce overall length of the vehicle. That comes in mighty handy when making deliveries in towns with old city streets dating back centuries. This model features all the accommodations and drivetrain detail of the real one and it's out now.

Well that's all we have for January, folks. Things will start to pick up soon though, I'm sure.

Mike

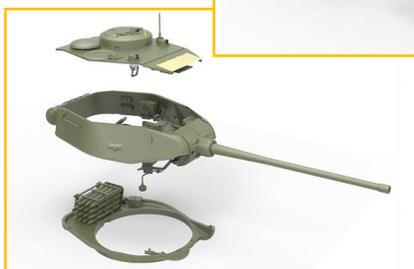
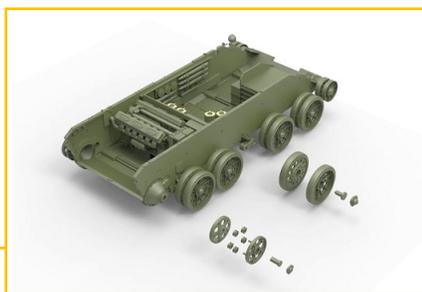


Armor

Greetings armor fans and hello armor curious! Its a new year and its already started out with a bang!

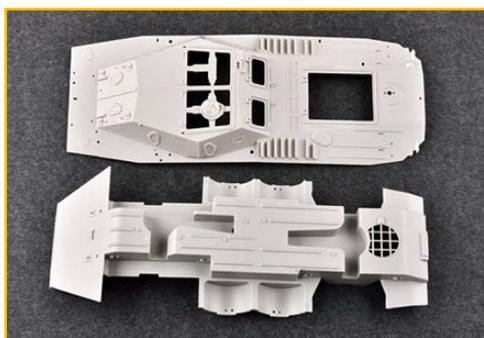
MiniArt has announced a new kit of the never-kitted-in plastic-before Russian T-44.

This is a very interesting tank that bridges the gap between the T-34 and T-55. It's easy to see similarities of both tanks in it.

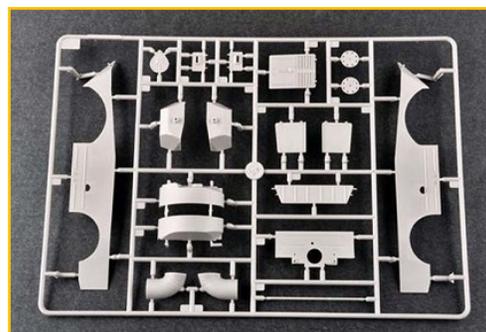


Not only is it a new plastic kit, but includes a FULL interior with engine, fighting compartment and a filled-out turret. It is advertised as not needing any aftermarket sets to make it complete.

Next up are some sprue shots from Trumpeter for their new BRDM-1. I am very excited about this as the BRDM-1 was the first kit I attempted to build when I got back into the hobby.



Unfortunately, that kit was an Eastern Express kit and not the best kit with which to re-start the hobby. :) This one looks to be a much better representation.



I guess Rye Field Models noticed Meng was doing a new M1 Abrams and decided to get in on the fun. This looks pretty good, and will be a bit cheaper than Meng's offering.



Takom has released box art for their new upcoming T-55 variant(s). Both of these look really cool and the T-55 AMV has seen lots of action in Syria lately.



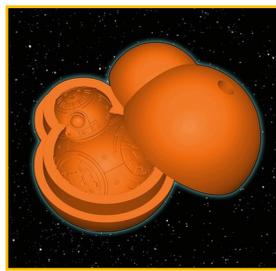
Those are the highlights. Until next time!

Aaron

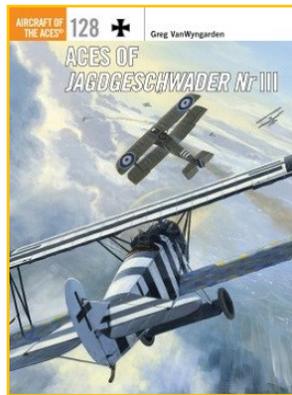


Miscellaneous

On the off chance that you aren't over the Star Wars craze yet, Kotobukiya has just the thing. They are offering a silicone ice cube tray to mold BB 8's. It looks as if you only need one cube per glass.



Osprey has a new, 96 page volume for fans of WWI history. This book is focused on *Aces of Jagdgeschwader Nr III*. This is the WWI unit that was under the leadership of Bruno Loerzer. One of the pilots of this group was Herman Göring.



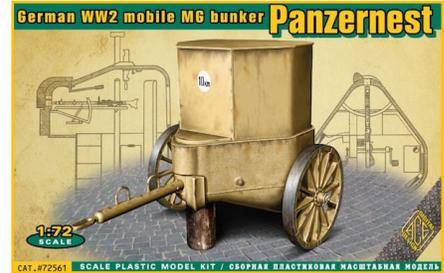
Mirage Hobby/Micro Mir has a new injected molded kit of a Soviet submarine (Project 673). This was an SSN without a sail that was proposed during the 1960's.

There are some figures sets of note out soon. ICM is doing a set of Finnish riflemen (winter)1939-1940. The kit is in 1/35th scale, injected molded, and features a pack reindeer.



Master Box has some more World War I troops for you. This time with some hand-to-hand fighting between German and British infantry. This set is also in 1/35th scale.

Somewhat related is a Panzernest from ACE. This is an injected molded kit in 1/72nd scale of a World War II German mobile machine gun bunker.



Arma Hobby is showing an injected molded kit of the PZL-TS II. This is a deluxe set with two complete 1/72nd kits in the box. Along with new tooling, you get six markings options, interior/exterior photo etch, transparent instrument panels, resin ejection seats, and two types of main wheels. For a mere £31.66 it seems like a great deal.



Modelsvit has a 1/72nd injected kit of the Tupolev Tu-91. The "Boot" was a Soviet naval aircraft.

AZ Models has a 1/48th scale Pitts Special S-2B available soon. This injected molded kit will come with civilian markings for a Czech Republic, USA, GB, German or Lebanese



registered aircraft. Even in this scale, the completed project shouldn't take up that much space.

Xuntong Models is releasing a Soviet IL-2 T in the near future. This is a 1/48th scale model of a jet-powered torpedo bomber.

RS Models is coming out with a new DFS-230. The DFS-230 was a WWII-era Luftwaffe glider. This injected molded, 1/72nd scale kit comes with three different marking choices.



Brengun continues to add complete kits, this time with a Zlin Z-50. This 1/72nd scale injected kit has a companion photo etch set, from Hauler, sold separately.

For Maschinen Krieger fans comes a 1/20th Lunar Surface/Space Humanoid-type unmanned interceptor Vega. This is a limited edition kit that will allow you to construct either Vega or Altair. The kit is injected molded and comes to us via Hasegawa.



For the river boating crowd, PAS model has a 1/144th scale resin kit of a Moskvitch-class motorship.



These boats are those short excursion/sightseeing water trams that are often seen plying rivers with loads of tourists on board.

Fantom Models has the HMS Good Hope (1914) available in either 1/200th or 1/300th scale. This World War I era British armored cruiser comes on 23 A4 sized sheets and a twelve page set of assembly instructions.



Did I mention that this is a modele kartonowe (paper craft) model?

Go finish something!

Golzar



White Elephant Winner

The final ASMS quarterly model contest was held at our December 2015 meeting.

This contest features only those models that were received during our White Elephant gift exchange. This year's winner was Ron McCracken with his 1/72nd Academy 6 3/4 Storch.

Congratulations, Ron!

Not Your Usual Fare by Bonnie Chilton

Hey, everybody! Just your friendly assistant editor here with some words of advice to those of you who sweat out words, unique turns of phrase, anecdotes, modeling wisdom, and other assorted goodies to your award winning newsletter.

I thought I might take advantage of this platform to offer some helpful grammatical hints and suggestions for your writing endeavors. It will make the editing of the newsletter go much faster for the staff and save hours of blood, sweat, and occasional tears while also (and possibly, most importantly) assisting in the overall health and longevity of the marriage of the editing staff.

Firstly, let me just say that, as a writer my own self, I know the effort, the care, the sweat, the attention to detail, the determination to find just the right word, as well as the sizable amount of time required to pour out your ideas onto paper (well, a computer screen, really, but we won't go there). I do not wish to offend anyone.

As a non-modeler my own self, I can say without agenda that I find myself intrigued by your articles, even if I could not tell you the difference between a molded and a resin kit.

Most of you have your own personalities that come out in your words, your own senses of humor, your own unique styles and I certainly do not wish to quash any of that. I only wish to offer some grammatical advice that will aid in making each of your articles shine with a nice editorial polish.

So. On that note, let me just point out a few things:

i.e. versus e.g.

i.e. is the abbreviation of the Latin phrase "id est," meaning "that is." Use i.e. when you want to give further explanation for something. After I build this B-25 (i.e., the Mitchell), I can get right on that editing job.

e.g. is the abbreviation of the Latin phrase "exempli gratia," meaning "for example." Use e.g. when you want to give a few examples but not a complete list. I just love building foreign-made car models (e.g., the Maserati, the Ferrari, and the Yugo). Note the comma after the second period of both i.e. and e.g.

Numerals

It is a general rule to write out all numbers under 100 (e.g., fourteen, seventy-five, etc.) In technical writing, such as most of your articles, it is perfectly okay to use actual numbers (e.g., 1/72 scale), or if it is part of the actual model's title or name (e.g., B-29, F-15 or M1A1 Abrams). This is perfectly legit. And, it would just be ridiculous to write out B twenty-nine. Let's not do that.

However, if you are using a number at the very beginning of the sentence, you must write out the number. Twenty-four people attended the most recent ASMS meeting this past month.

Let's just say this for simplification purposes (and I'm sure there will be exceptions): if it doesn't have anything specifically to do with the model, write out the number if it is under 100. And always, always at the beginning of a sentence. Dates are, of course, an exception. January 21, 1945 is completely okay.

Emphasis

If you want to emphasize something, use the italics. Please do not use all caps. It just reads as though you're screaming at your audience. People might get offended. Or scream back. Both of these possibilities can be exceedingly unpleasant.

Quantities/Measurements

Please, please, please just spell these out. Don't be lazy. Pound, not lb. Millimeters, not mm. But see the entry below for additional information.

Abbreviations/Acronyms

This one is a tad complicated and is connected to the former entry. Typically, the first time you use a proper noun that is usually seen abbreviated, something like World War II, you have to spell it out. Within the same article, after the initial use, you can then subsequently use the abbreviated WWII.

Considering ASMS falls into this category, but your readership largely consists of members, I'd consider it okay to use the abbreviated form, no matter where it falls in your article.

The general rule of thumb to follow concerning abbreviations is this: does the use of the abbreviated form/the acronym help or hinder your readers' understanding of the article?

Considering yours truly has a meager grasp of some of your articles' subject matter, I'd say just pretend like you're writing for someone who knows nothing to very little about your subject matter (i.e., me) and help them to better understand by using abbreviations and acronyms on a limited basis.

Ellipses

Okay. I'm not gonna lie. I just adore ellipses. It's the perfect punctuation to my mind. It allows both the reader, as well as the writer, to take a little...pause.

It's thoughtful like that. It's the most considerate of all the punctuation. Not hard and definite like the period. Not stringing together a long sentence like the semicolon. Not someone else's idea, like the quotation marks. Just a nice, little, sympathetic breather. It also somehow seems to draw the reader and writer together, in just that one moment. So considerate and kind, the ellipses.

That said, the ellipses consist of three periods, in a row (...). There are no spaces between any of them. There are no spaces either before or after them. Just three little dots. If, however, the ellipses come at the very end of the sentence, you must add the period, in which case you now have four dots. I could go on about the ellipses, but I won't. Moving on.

Your/You're and There/They're/Their

Okay. "Your" is possessive. It is your suitcase. It is your life. It is your turn.

"You're" is the contracted form of "you are." You're the best! You're so kind for sharing all your grammatical knowledge with us (notice I used both in that sentence...how clever of me).

"There" is used often. Sometimes for placement: I parked the car over there. Sometimes at the beginning of a sentence. There sure are a lot of cars parked here.

"They're" is the contracted form of "they are." They're sure taking a lot of time to park the car. They're making us late for the movie.

"Their" is possessive. It is their house, their rules. Their models seem to be so much more amateurish than ours.

Periods, Quotations, and Miscellany

Periods are used at the end of a sentence. Should you find yourself needing to put something in quotes at the end of that sentence, the period goes inside the quotes.

The period goes inside of every kind of punctuation you might have at the end of a sentence with one exception. It goes outside of the closing parenthesis. There seems to be a trend now to put it inside, but it just looks wrong to me. Leave it on the outside of the parentheses, but inside everything else. It's fine.

"It's" is the contracted form of "it is," and not the contracted form of "it has." It's a little thing but nice to know to make your writing come across as more professional.

The difference between "its" and "it's:" the former is possessive. It is important to display a model in its specific environment. The latter is a contraction of "it is." It's very nice to see that you displayed your model in a specific environment.

Slang

It is perfectly okay to use slang in your writing. Most of you have very unique writing styles and clear, definite voices. That's fantastic and should be encouraged. Just keep in mind that sometimes less is more and all slang words should probably be either italicized or used within quotation marks depending on whether you made it up or someone else did.

Okay, scale modelers, I hope this helps. Every single article is not expected to be perfect. Hell, this one probably has its share of errors. I will certainly continue to edit all incoming articles prior to publication in order to make your articles seem as flawlessly written as possible.

Thanks for taking the time to peruse this article, as I know it is not your usual subject matter in the newsletter. I thank you, the editor thanks you, and my marriage, as well as my conscience, is all the better for it.

Now, go write more articles and submit them for the newsletter!

Bonnie



[Editor's Note: Bonnie has been proof reading and assisting with the editing of the Sprue Examiner and is a contributing factor toward the success of our newsletter.]



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!

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In the latest Issue:

IPMS/USA Journal September + October



- Build For Victory - A Couple of Good Sports at the 2015 Nationals, by Dick and Bill Engar
- Juniors - Category Zero
- Tom Kolk Best Junior Model - Fire Truck, Vova Dorgachov
- Aircraft - Category One
- Military - Category Two
- Figures - Category Three
- Ships - Category Four
- Automotive - Category Five
- Real Space and Sci-Fi - Category Six
- Dioramas - Category Seven
- Miscellaneous - Category Eight
- Special Awards - Category Nine & Ten
- Popular Best of Show - "HMS Bounty-Mutiny in Progress," by Oren Long
- George Lee Judges' Grand Award - Republic P-47D Thunderbolt, by Marc Schachter

contact us

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Modelers Society
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on the web

www.austinsms.org



**Next Meeting:
January 21
Austin Old Quarry Library
7051 Village Center Drive
Austin, Texas
7PM to 8:45PM**



ModelFiesta 35
The International Contest of Texas
February 20, 2016

<http://alamosquadron.com/ModelFiesta35/MF%2035%20FLYER%20rev%202011-28-15.pdf>