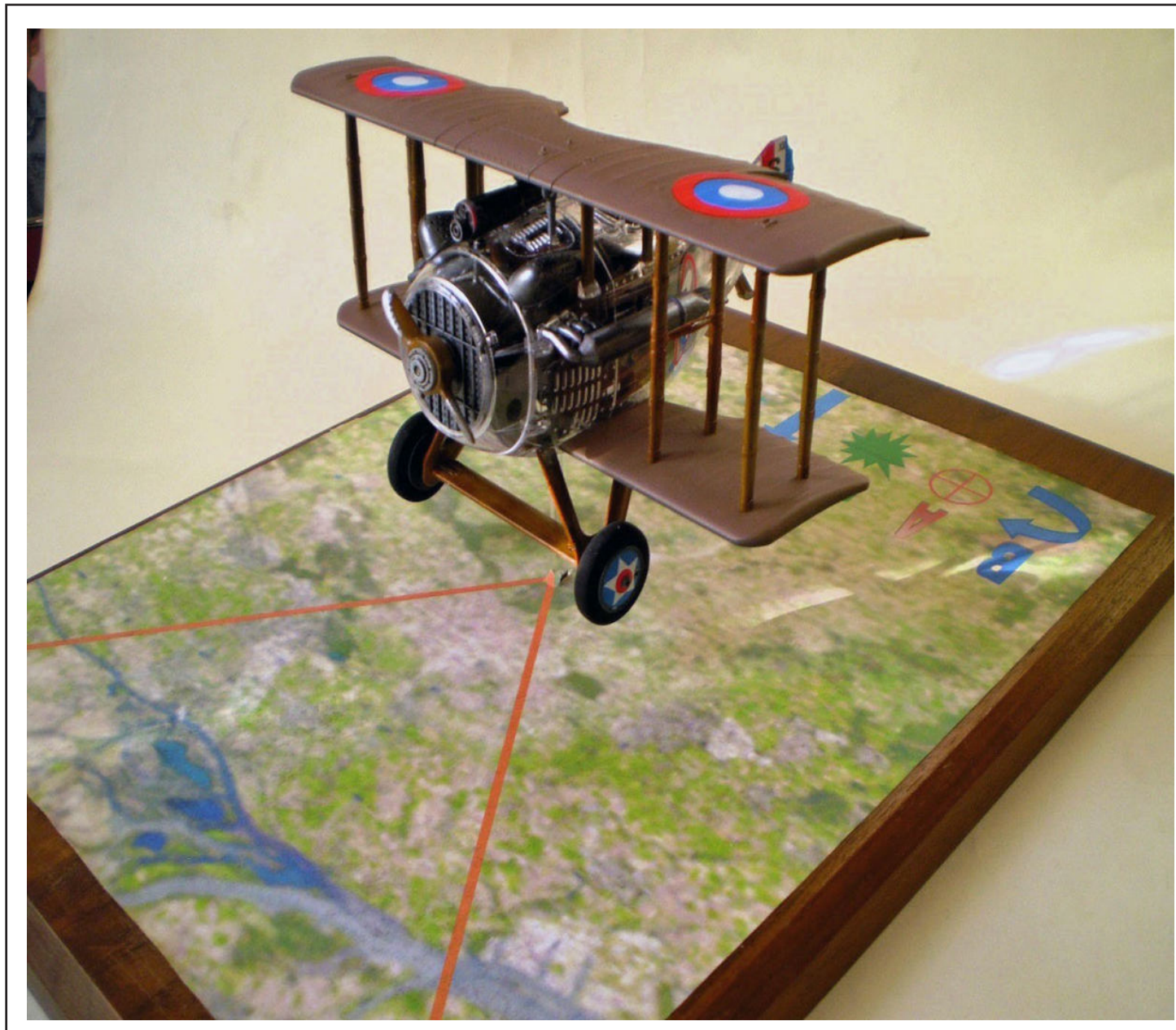


ASMS

SPRUE EXAMINER



Suyata's Spad XIII

by Frank Seibert



What's UP? Old Rumors & New Kits Tracked Topics

News • Articles • Features • Opinions • Advice •

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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.

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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

PRESIDENT'S SOAPBOX

BY TIM ROBB



Hello Modelers.

We have a good meeting lined up for this month. Our presentation will be from Jeff Erp on gunship aircraft.

At this meeting please bring your short list of kits on the shelf of doom area of your workbench for our Procrastinator Challenge selection. Put your name on your card and we will pass the cards around. Someone will select for you the kit you are to finish for the Challenge and pass your card back to you. The Procrastinator Challenge quarterly contest will be held at our September 27 meeting so that is the target date to finish your model.

Our March meeting will see our second of the three year series of Started by Milton Challenge quarterly contests. So please have one of your started by Milton kits finished for the March 22 meeting. We will later display these models to honor Milton at our Nov. 9 Capitol Classic Model Contest. Quarterly contest 1st, 2nd, and 3rd place winners receive gift cards from Lionheart Hobby and Games. ☒

Go Build a Model!

Tim





HOUSE CLEANING



ASMS MEETING

Fourth Saturday each month
at 11:00 AM

No Reservations Necessary!

Austin Northwest Recreation Center

2913 Northland Drive

Austin, TX

ASMS Club Dues Are Due!

Annual ASMS club dues are \$25.00/individual
or \$30.00/family.

You may bring your dues to a club meeting or remit
same to ASMS, 1928 Dragonfly Loop, Bastrop, TX
78602.



Events

RiverCon 14 - 2025

Shreveport, LA

March 15, 2025

Club Quarterly Contests

Procrastinator Challenge -bring your short list
of kits on the shelf of doom area of your work-
bench for our Procrastinator Challenge selec-
tion. Put your name on your card and we will
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nator Challenge quarterly contest will be held at
our September 27 meeting

Monthly Meeting Presentations:

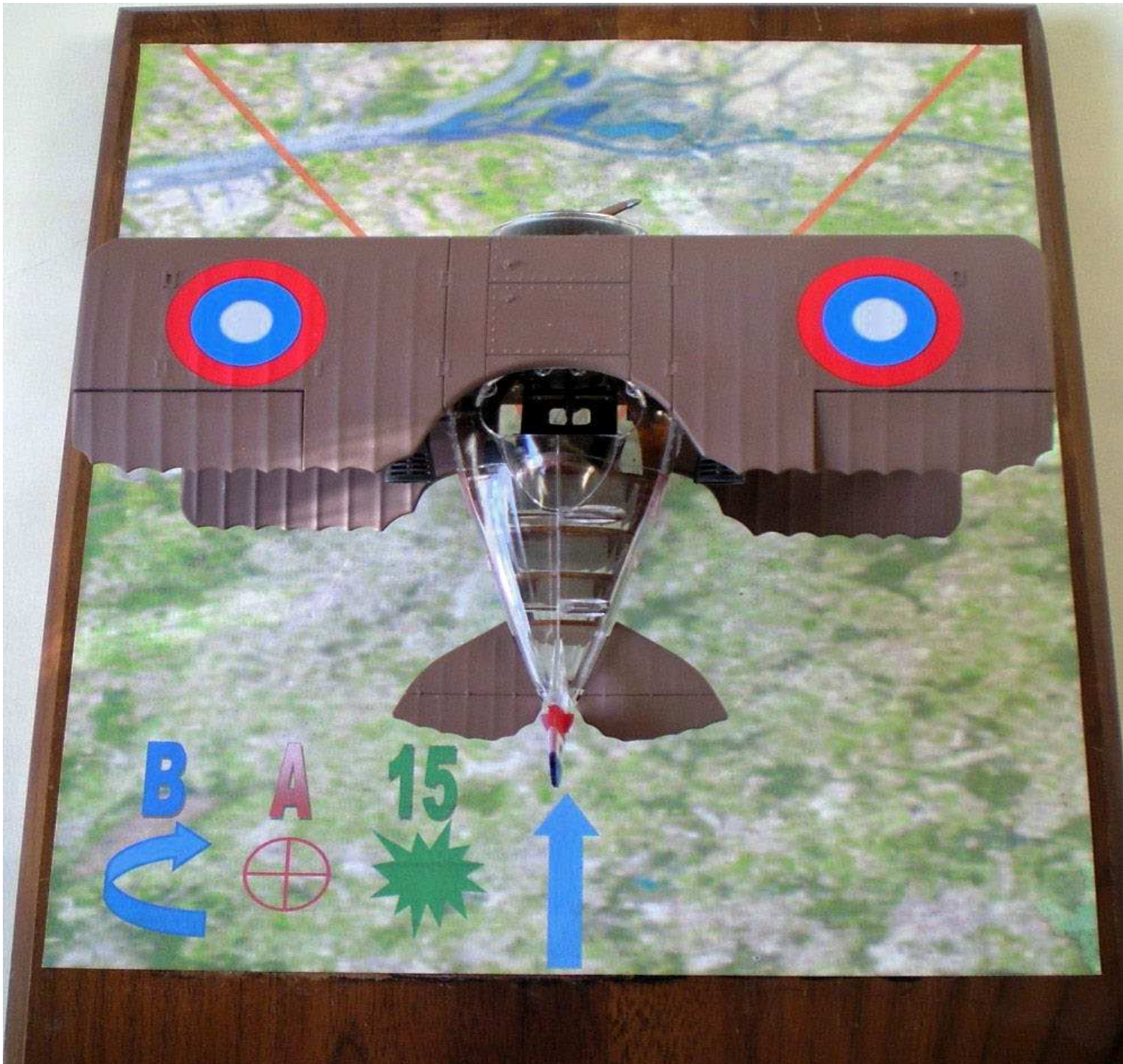
Gunship Aircraft by Jeff Erp.

Suyatas' Spad XIII

by Frank Seibert.

This SPAD XIII model kit is from Suyata, a Chinese company. They have several different lines of which these 'fun planes' are a part. (There is also a DRI kit available.)

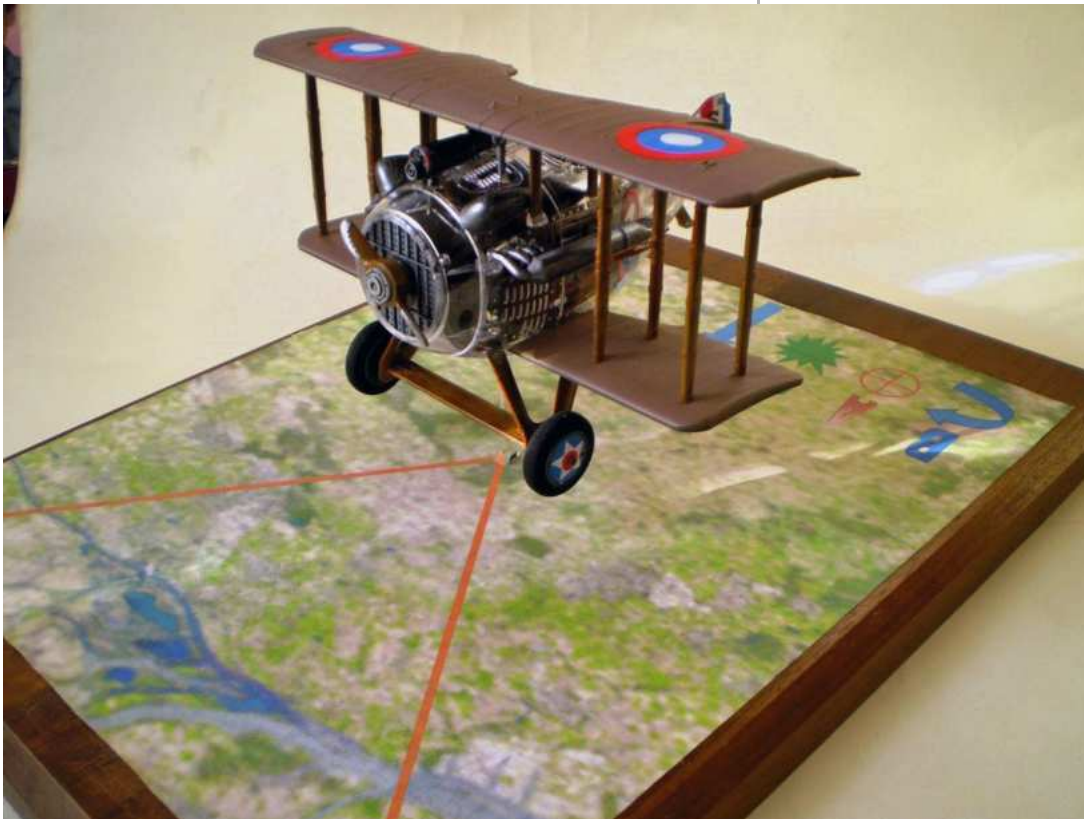
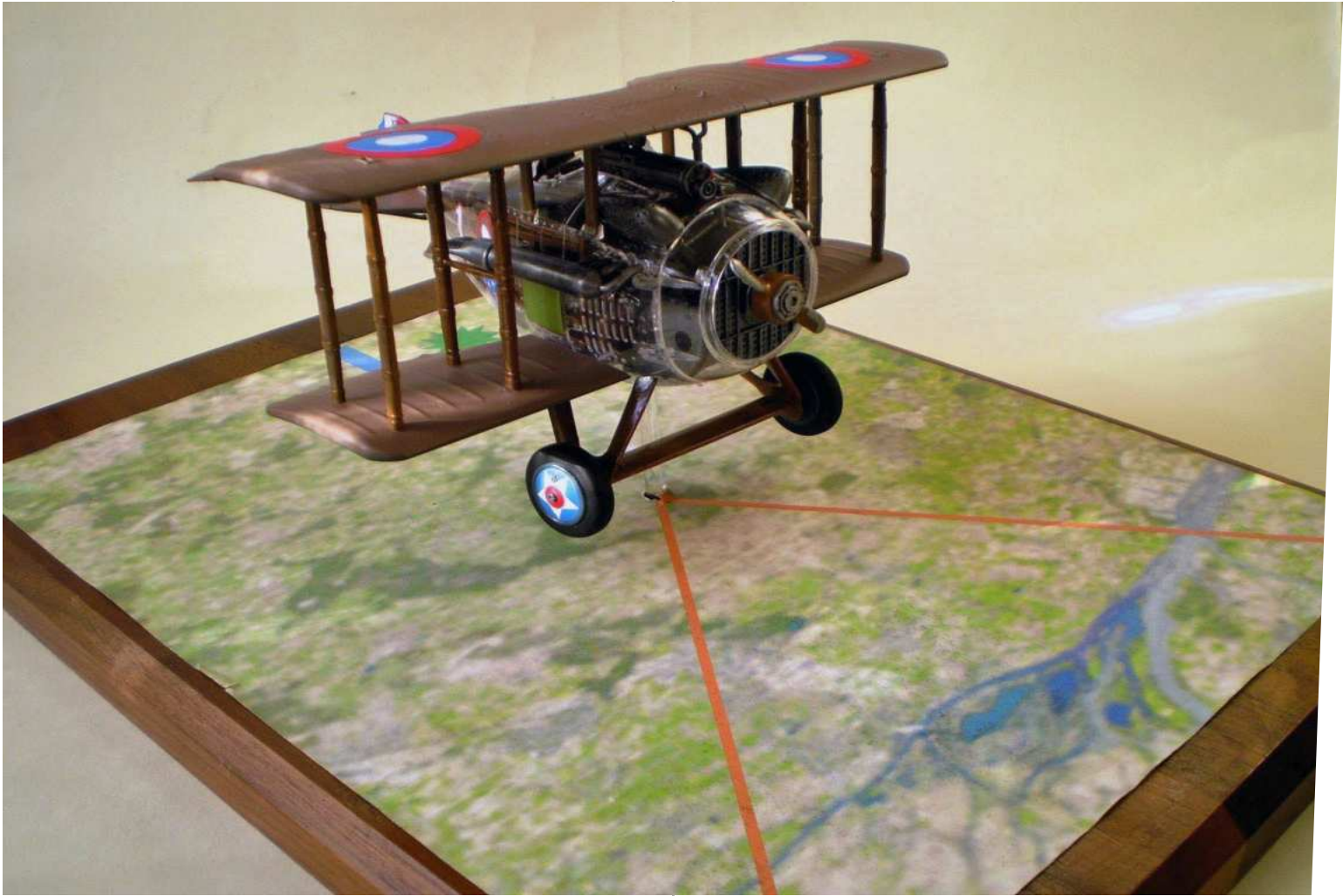
They produce armor kits, mostly in 1/48th scale, as well as some 'fun ships' and insect models. I can't speak to their other offerings but this kit features press-fit assembly. It was fun, straight forward build.



The base represents a gaming card from a table top aerial combat game, Wings of War. The various symbols on the card represent a particular aircraft arc of fire, given and received damage, and maneuverability. And of course, direction of travel.



Bio: Frank is a long time member of IPMS/USA and after some extensive travel, via sailboat, is now back on dry land. Previously, Frank was a editor of a nation-wide, renowned chapter newsletter and now serves as resident curmudgeon for a local Texas chapter of IPMS/USA.



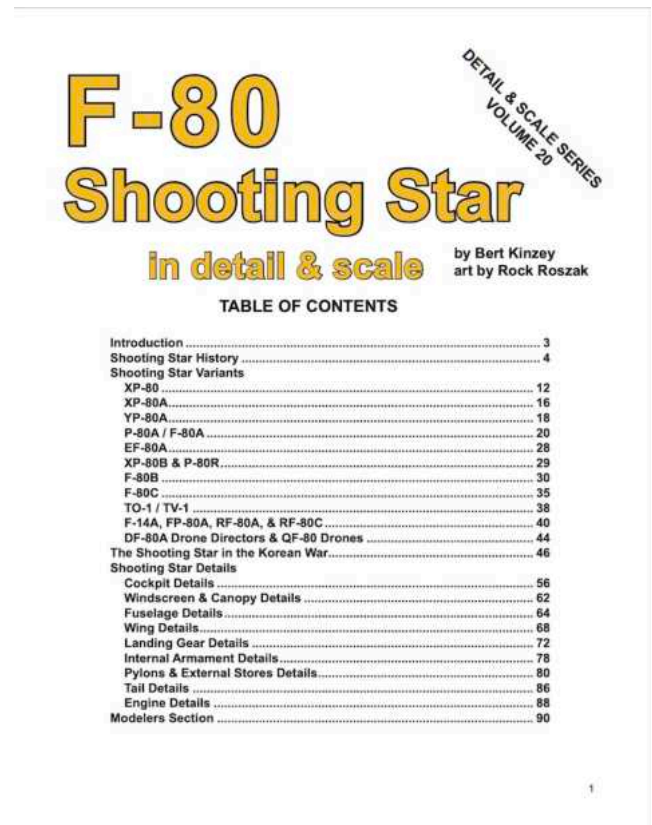
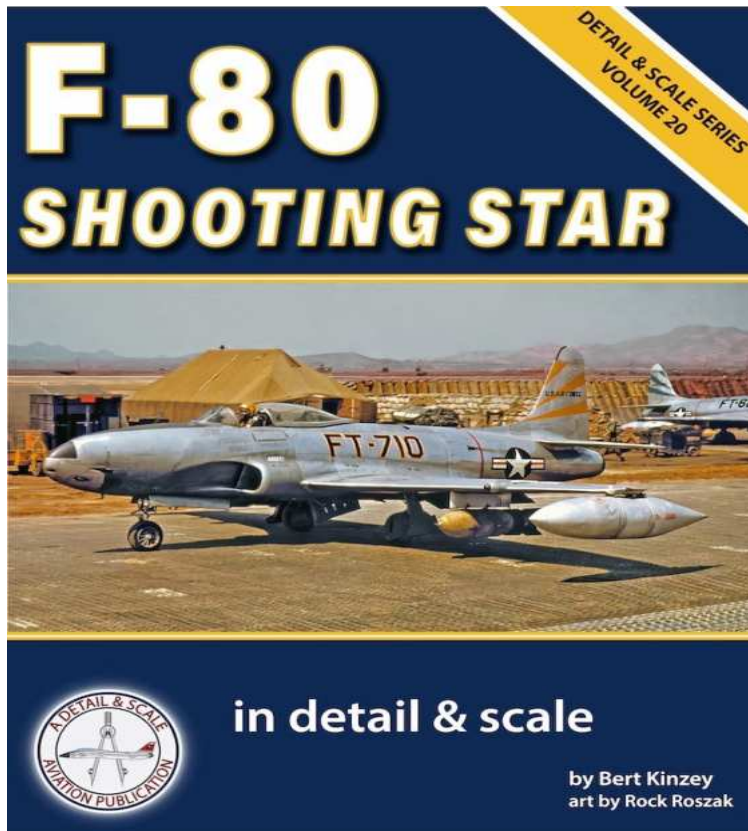
Detail and Scale's F-80

by Floyd Werner

The P-80, America's first jet fighter, was too late to see action in WWII, even though four aircraft were deployed to England and Italy in the last month of the war. The story of the P-80 is nothing short of remarkable. Designed by Kelly Johnson and his team in less than 150 days this revolutionary aircraft ushered in the US Jet Age. It was time that Detail & Scale took a look at this aircraft.

I've grown to love the digital copies of these books. There is so much that you can see with the ability to blow up the photos. You can see the detail in such clarity I've occasionally tried to 'enlarge' photos from regular books, only to realize that you can't. The other thing is that all my Detail & Scale books are with me wherever I go on my iPad. There are other advantages too, not the least is the lower price and more photos for that price compared to the printed volume. In this case the printed version has 10 pages with 250 (180 color) photos and 12 profiles. In the digital version, there are 155 pages with over 250 photos. So you get more for less. Win-win.

This publication covers the history all the way from the prototype to the QF-80 drones, there is a lot of information in here. Both the Air Force and Navy/Marine versions are covered. The highlight here was a photo of the two P-80s flying over Mt. Vesuvius. There is a lot of tidbits of information on the record setting P-80s, including the Cleveland Air Racers. The development and subsequent changes are



Each variant is given its own chapter, starting with the XP-80. This is a really cool looking aircraft with its medium green and light grey paint scheme, not your usual OD/NG. Built in less than 150 days without an ejection seat, this little airplane was literally hand made. Called the Green Hornet and later as Lulu Belle this aircraft was built in 143 days. Lucky for us it is still visible at the National Air & Space Museum.

The XP-80A version was painted overall Pearl Grey and was just beautiful. Slightly larger than the prototype, this version had different intakes and would be upgraded as the flight envelope was pushed further and further. This variant was the first to fly over 500mph.

The YP-80A were the first pre-production models and the test bed for the photo recon variant. JATO testing was also conducted on this version. These were the four that were sent to the ETO, two to England and two to Italy.

SHOOTING STAR HISTORY



The major design features of the P-80F-80 Shooting Star are illustrated in this photograph of P-80A, S/N 44-85231, as it undergoes an engine change. The internal armament and radio gear were located inside a bay in the nose section with large panels on each side that provided access in much the same way Kelly Johnson had designed the nose section of the P-38 Lightning. The J33 jet engine was accessed by removing the entire tail section from the fuselage. The cockpit was covered by a three-section windscreen and a bubble canopy that provided excellent all-around visibility for the pilot. The wings and tail surfaces were straight with a conventional airfoil design. Overall, the Shooting Star was a very straight forward and simple design, and this helped speed its development. (Bell Collection)

Prior to and during World War II, Germany conducted a significant amount of research into the use of gas turbine engines to power military aircraft. Additionally, they explored the aerodynamics that would allow aircraft to fully benefit from the higher performance these new engines would be able to produce. Although several jet aircraft were flown by the Germans in World War II, primarily experimentally, the most significant was the Me 262 which became the first jet fighter to reach operational status. Powered by two axial-flow turbojet engines mounted under the wings, the Me 262 had performance that exceeded even the best propeller-driven fighters of the war.

Great Britain also produced the Gloster Meteor which became the only Allied jet fighter to reach fully operational status during World War II. It was powered by two Rolls Royce Welland centrifugal-flow jet engines mounted in the wings. Meteors entered service with the Royal Air Force's Number 616 Squadron, with the first missions being flown in late July 1944. Initially, they were used to counter the threat of German V-1 Buzz Bombs.

The United States was also working on turbojet propulsion during the war, but lagged far behind the Germans and the British. Bell Aircraft developed the XP-59 Airacomet, but it had a top speed of only 389 miles-per-hour, and in a fly-off-against a P-47D Thunderbolt and a P-38J Lightning, it had proven to be inferior to both propeller-driven fighters. As a result, following three XP-59A prototypes and thirteen YP-59A pre-production aircraft, only fifty P-59As and P-59Bs were built, and they

were only used as test aircraft and as trainers.

In May 1943, when the urgency for the development of a jet fighter that could match the Me 262 and Gloster Meteor became apparent to the commander of the U. S. Army Air Force, General Henry H. "Hap" Arnold, he called on Clarence L. "Kelly" Johnson at Lockheed to quickly design and produce the prototype for what would become America's first operational jet fighter. Johnson had previously designed the radically different P-38 Lightning, an aircraft that far exceeded other fighters in performance when it became operational, and he had a reputation as being America's top aeronautical engineer. General Arnold specified that the new aircraft had to be designed, built, and delivered to the USAAF within 150 days of the contract being signed. This seemed like an impossible task, but Johnson said he could do it if given full control of the project.

Working with his hand-picked team in a building located in a secluded area at Lockheed, Johnson designed the aircraft, got the mockup approved, and had the prototype, designated the XP-80, built by hand and ready for delivery in 143 days, beating the 150-day deadline. This feat was accomplished in large part by keeping the design simple and using proven features as much as possible. The biggest issue was the engine that was to be mounted in the fuselage. There were no jet engines in the United States that could power the aircraft, so the Americans turned to the British to obtain a Halford H-1 powerplant.

After the engine arrived on November 2, 1943, it was



S/N 44-85464 was a P-80-5-LO, and it was the personal aircraft of Colonel David Schilling in September 1947 when he commanded the 56th Fighter Group. Colonel Schilling was an ace with the 56th FG during World War II when the group was equipped with P-47 Thunderbolts. His tally of aerial victories was painted on the left side of the fuselage of this Shooting Star. At this time, the Pearl Gray paint scheme had been discontinued, and some P-80As were painted silver instead. (Menard Collection via NMUSAF)



F-80A-1-LO, S/N 44-85043, was assigned to the 33rd Fighter Squadron of the 4th Fighter Group in 1948. By this time, the designation had been changed from P-80A to F-80A. The pilot probe had been deleted from the leading edge of the vertical tail, and a small L-shaped probe had been added under the nose. Note that this aircraft was painted in silver lacquer, rather than being natural metal. (Roszak)



A red fuselage flash adorns an F-80A assigned to the Acrojets flight demonstration team at Williams Air Force Base, Arizona, in 1951. Note the team's T-33 in the background. (Menard Collection via NMUSAF)

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P-80A, later know as the F-80A, were the aircraft that were operational. They still did not have ejection seats fitted but had standard bucket seats with the pilot sitting on the survival kit and wearing a backpack type of parachute. One aircraft that stands out to me in this chapter is the CO of the 56th Fighter Group, Col. Dave Schilling. It is quite colorful. There are some unique test aircraft in this chapter as well.

F-14A, FP-80A, RF-80A, & RF-80C



The first jet powered tactical reconnaissance aircraft to enter service with the U. S. Air Force was the RF-80A. This was a rather simple and straight-forward modification that replaced the standard nose and its six .50 caliber machine guns with a longer and larger nose to house cameras and their associated equipment instead. A pilot assigned to the 160th Tactical Reconnaissance Squadron of the 117th Tactical Reconnaissance Wing at Neuburg Air Base, Germany, poses with a K-17 aerial camera in front of an RF-80A in May 1952. (Bell Collection)

With speed being the best defense for an unarmed tactical reconnaissance aircraft, the USAAF was quick to develop a photographic reconnaissance version of its first jet fighter. The urgency with which the USAAF wanted to develop a jet powered tactical reconnaissance aircraft was illustrated by the fact that the second YP-80A (just the fifth Shooting Star produced) was converted to an initial photo recon prototype and designated the XF-14. At that time, the USAAF was using F

as its designation for a photographic reconnaissance aircraft. The XF-14 retained the same nose as the other XP-80As, but mounts for two vertical cameras were installed in place of the machine guns and their armament.

The XF-14 was destroyed in a crash in December 1944, but this did not end or even slow the development of a reconnaissance variant of the Shooting Star. P-80A-1-LO, S/N 44-85201, was converted as an improved prototype and desig-



The gun sight was removed from RF-80As, and it was replaced with the control and indicator panel for the camera equipment. The installation of this panel also necessitated the rearrangement of some of the instruments and gauges. (NMUSAF)



P-80A-1-LO, S/N 44-85201, was converted to serve as the prototype for the photo reconnaissance version of the Shooting Star. After the lengthened and modified nose was installed, USAAF representative, LtCol. Matos, inspected the prototype which was initially designated the XFP-80A. (NMUSAF)

THE SHOOTING STAR IN THE KOREAN WAR



Although jet fighters became operational in relatively limited numbers with the Luftwaffe and the Royal Air Force during World War II, and two YP-80A Shooting Stars had very briefly flown visual reconnaissance missions in Italy in 1945, the Korean War was the first conflict that saw extensive use of jet fighters. The U. S. Air Force, Navy, and Marines all operated considerable numbers of jet fighters of different types in Korea along with their photographic counterparts. Two F-80C Shooting Stars of the 80th Fighter Bomber Squadron of the 8th Fighter Bomber Group are in the foreground of this photo, while Navy F9F Panthers are visible in the background. At the far end of the line of Panthers is a Marine F3D Skyknight night fighter. (NMUSAF)

The Korean War began on June 25, 1950, when troops of the North Korean People's Army (NKPA) invaded South Korea to assert North Korea's claim to be the sole legitimate government of the entire Korean peninsula. At that time, the Far East Air Force (FEAF) comprised the U. S. Air Force presence in the Western Pacific. The FEAF included the Fifth Air Force with headquarters in Japan, the Thirteenth Air Force based in the Philippines, and the Twentieth Air Force with units on Guam and Okinawa. Most of the fighter units assigned to the FEAF were equipped with F-80C Shooting Stars, although there were several squadrons of propeller-driven F-82 Twin Mustangs that performed the mission of all-weather air defense. Additionally, one F-51 Mustang squadron from the Royal Australian Air Force was attached to the Fifth Air Force.

By June 1950, most of the U. S. Navy's carrier-based fighter squadrons had converted to F9F Panthers and F2H Banshees, and Marine fighter squadrons were also operating these two types of jet fighters when the hostilities began. Accordingly, the Air Force's Shooting Stars and the Navy's and Marines' Panthers and Banshees meant that the American fighters initially committed to the United Nations forces were predominately jet types. As the war continued, additional types of jet fighters were added to the effort, including the F-94 Starfire to replace the F-82 Twin Mustang and, most notably, the F-86 Sabre by the U. S. Air Force. The Marines also added the F3D Skyknight to the conflict as an all-weather night fighter. After the Soviets and Chinese intervened, the MIG-15 Fagot was a major jet fighter participant in the war. With this

ever-increasing influx of jet fighters, the Korean War became the first war in history where jet fighters were used extensively and in far greater numbers than propeller-driven fighters.

Initially, the response by the U. S. Air Force's F-80C units was made by the Fifth Air Force. A breakdown of these units was as follows, all of which were based in Japan:

- 8th Fighter Bomber Group with the 35th FBS, 36th FBS, and 80th FBS based at Itazuke AB
- 35th Fighter Interceptor Group with the 39th FIS, 40th FIS, and 41st FIS based at Yokota AB
- 49th Fighter Bomber Group with the 7th FBS at Misawa AB, the 8th FBS at Aoshiya AB, and the 9th FBS at Itazuke AB.

It should be noted that the 18th Fighter Bomber Group, assigned to the Twentieth Air Force in the Philippines, did not see any action in Korea with their F-80Cs; however, two of its squadrons converted to F-51D Mustangs and did see combat, while the third squadron remained at Clark AB to provide defense. Further, while the F-80C squadrons of the 51st Fighter Interceptor Group, assigned to the Twentieth Air Force and based on Okinawa, did not immediately see combat in Korea, two of the group's squadrons would soon join the Shooting Stars of the Fifth Air Force flying missions against the communists.

We will look at the participation of each of the various Shooting Star units separately.

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The F-80B was the first variant with an ejection seat. Again some test aircraft are interesting, including upward firing variant, ala German night fighters in WWII. More German influence is shown with the prone pilot aircraft. Very unique looking. This version was an interim until the final variant the F-80C. This variant has some of the more colorful marking options though.

The P-80R photo recon version is shown including the aircraft flown by Col. Boyd setting the world speed record.

With the P-80C the Shooting Star went to war. Every version as they progressed got bigger and more powerful engines. All F-80Bs were upgraded to this standard. Equipped with wing tip tanks and underwing pylons and occasionally rockets, the P-80C was very capable ground attack aircraft, but even though it was utilized in the fighter interceptor role it didn't excel here.

49th FIGHTER BOMBER GROUP

The 49th Fighter Bomber Group was the second unit equipped with F-80Cs to fly combat missions in Korea, joining the 8th FBG during the first days of the war. The 49th FBG included the 7th, 8th, and 9th Fighter Bomber Squadrons. Initially flying missions from bases in Japan, later in the war the 49th FBG operated out of Taegu Air Base in Korea. Here, F-80Cs from the 49th FBS head home following a mission against communist targets. Note the Misawa tanks on the wing tips. (NMUSAF)

The 49th Fighter Bomber Group, consisting of the 7th, 8th, and 9th Fighter Bomber Squadrons, was the second F-80C group to fly combat missions during the war, joining the 8th FBG only a day later on June 27, 1950. Normally based at Misawa AB, the unit was away participating in an exercise when the North Koreans invaded. It was immediately ordered to Itazuke AB to join with the 8th FBG and begin combat operations. Its first squadron to see action was the 9th FBS which flew its first sorties on June 27. Two days later, it achieved its first aerial victory when 1Lt William Norris shot down an LA-7 while covering the evacuation of U. S. personnel at Kimp'o AB.

In late September, after the successful landings at Inchon, the 49th FBG moved from Japan to Taegu Air Base (K-2), near the southern tip of South Korea, and within the Pusan Perimeter, where it continued operations with its Shooting Stars for a few more months until June 1951. That month, the group transitioned to the F-84 Thunderjet. As this transition took place, the group's F-80Cs were transferred to other F-80C units to replace aircraft losses. This marked the introduction of the F-84 into the conflict, and from this point in time, the number of F-84Es and F-84Gs continued to increase, while the number of F-80Cs decreased.



The 49th Fighter Group insignia is just visible on the open gun bay door of this F-80C as it undergoes an engine change at Taegu Air Base in 1951. The blue marking on the nose indicates assignment to the 7th Fighter Bomber Squadron. Another airman stands on one of the ammunition boxes as he checks out the radio gear at the aft end of the nose compartment. (Bell Collection)

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The Navy/Marine TO-1/TV-1 are also covered in a separate chapter because there is that much difference between the Air Force variant. While used for the Navy, other than test aircraft, the Shooting Stars were never used on carriers. They were quickly replaced by Panthers and Banshees and relegated to training units.

The RF-80 photo recon and QF target aircraft in all its variants is covered in the last developmental chapter.

The combat history of the Shooting Star in Korea where it performed admirably as a fighter bomber is covered. D&S breaks the chapter down by looking at all the units that used the Shooting Star in that conflict. The Shooting Star was the first jet to shoot down another jet, despite being outclassed by the MiG-15. The units are accompanied with excellent profiles and photos. This chapter has some dirty jets with some neat personal markings. Larger drop tanks were introduced to increase range, along with JATO to assist in getting the heavily laden jets off the runway. This section also offers a lot of diorama ideas for the modeler. Included in this section are the 80th Fighter Bomber Group (FBG), 49th FBG, 51st Fighter Interceptor Group (FIG), and 35th FIG. Interesting the F-80Cs scored seventeen aerial victories, but their primary mission was that of ground attack. Recon Shooting Stars are also covered as their role was also very important during the war.

The original canopy was replaced with an electrically-operated unit that could be identified by a fairing that extended rearward from the aft end of the framework. It was retrofitted to existing Shooting Stars as evidenced on this F-80A-10-L.O. For the F-80As that had the antenna wire, the replacement canopies had the opening for the wire, and the sense antenna was not present. The new canopy was also retrofitted to RF-80s. (G. Balzer Collection)



The new electrically-operated canopy was retrofitted to F-80Bs and early F-80Cs that had the original manually-operated canopy, and it became the production standard for late production F-80Cs. This canopy did have the sense antenna embedded into it. This version of the later canopy is shown here on an F-80C-10-L.O. (G. Balzer Collection)



The canopy on the F-80C that is displayed at the U. S. Air Force Armament Museum is simply placed on top of the fuselage aft of the cockpit, and it is not connected to its rails inside the cockpit. This places the canopy farther aft on top of the fuselage than it would be on an operational aircraft. However, these two photographs are included to show the details of the rails aft of the seat that were part of the mechanism on which the canopy moved fore and aft as well as the structure inside the aft end of the canopy. The small yellow item seen in the photo at left is the manual canopy release. (Both, Kinzey)

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The second type of fuel tank to be carried under the wing tips was manufactured by Fletcher. It had a much more pointed nose than the original tanks, and it was made in three sections with the center section being cylindrical in shape. One is seen here under the right wing tip of Baird Martin's (to whom this book is dedicated) F-80C in Korea as the Shooting Star is being refueled. Note the open filler cap on the tank. (G. Balzer Collection)



The short range of the Shooting Star in Korea led to a modification of the Fletcher tank to increase the amount of fuel that could be carried. In most cases, two extra center sections were added to the tank, as seen on this F-80C assigned to the 80th Fighter Bomber Squadron. With these tanks, the total fuel capacity was increased by 220 gallons (110 gallons in each tank), thus significantly extending the range and loiter time of the aircraft. This modification had been evaluated unofficially in 1949, prior to the war, but it had never been approved. Once the war in Korea began, and with the F-80s having to operate from Japan in most of the early months, General Earle Partridge, the commanding general of the Fifth Air Force, authorized the use of these tanks. They became known as the Misawa tanks, because they allowed F-80Cs to operate more effectively from Misawa and other bases in Japan. However, care had to be taken while pulling "G" forces during maneuvers with the much heavier tanks when significant amounts of fuel remained in them. (G. Balzer Collection)

In some cases, only one center section was added to the standard Fletcher tank to increase the amount of fuel that could be carried. This became more practical as the F-80s began to operate from bases on the Korean peninsula. With only two center sections, the tanks did not have the severe "G" limits that the tanks with the three center sections did. However, the Misawa tanks with the three center sections were far more common during the Korean War. Here, ground crew personnel attach a tank with two center sections to the right wing tip of a Shooting Star. (NMUSAF)



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MODELERS SECTION



A considerable number of scale models of the Shooting Star have been issued in all standard modeling scales from 1/144th through 1/32nd scale, although none of them are truly exceptional. In this photo, the OzMods 1/144th scale F-80B/C is up front to the left of center. Just behind it, from left to right, are the Airfix F-80C which has been backdated to a P-80A, the Dean Ltd. F-80C, and the Sword RF-80A, all in 1/72nd scale. Behind them is the classic Monogram F-80C in 1/48th scale which remains the best kit of the Shooting Star in any scale. (Kinzey)

Note: Each volume in the Detail & Scale Series has a Modelers Section in the back of the book where we discuss and review the injection-molded plastic kits of the subject aircraft. Resin kits will be included if they are the only options in a given scale or for a specific variant of the aircraft. All standard scales are included. Highlights, limitations, and recommendations are provided with respect to which kits in each scale are the best for the scale modeler. Modelers should compare the features of a kit to the detailed photographs in the book to determine how accurately and extensively they are represented. The modeler can then decide what, if any, work to undertake to enhance the appearance of the model.

GENERAL COMMENTS

Models of the P-80/F-80 Shooting Star have been released in all of the standard modeling scales from 1/144th through 1/32nd, although there has never been a truly outstanding kit in any scale. Some kits are quite old, having been initially released decades ago. And while each of the scales are represented, the number of kits in each are very limited. Of the kits that can be considered by the serious scale modeler, there has only been one kit in 1/144th scale, and while there have been three in 1/72nd scale, one is quite old and the other two were limited production kits that are no longer available. In 1/48th scale, the Monogram kit, initially released in 1977, remains the most accurate, but it had some fit problems and is no longer in production. Fortunately, it is easy to find on online auction sites and at model shows. The current HobbyBoss kits of the F-80 and RF-80 in 1/48th scale leave a lot to be desired when it comes to accuracy. In 1/32nd scale, only one kit has been released, although it has been issued under two different labels. It presents some challenges to build, but it can be completed

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The next section is one that Detail & Scale excels at, the detail section. Starting in the cockpit, the various versions are shown. Canopy, fuselage, wings, landing gear, armament, pylons, tail, and engine are all covered. The captions highlight all the pertinent information. This section is worth the price of admission for the modeler alone, but wait there is more.

The section that sets Detail & Scale apart from the other walk around books is the inclusion of the Modeler Section. D&S builds the current models and gives you comments on what is right and wrong with each one. Not only do they tell you what is wrong they tell you how to fix it, if it can be. Models from 1/144th to 1/32nd are covered. The F-80 has been kitted by a lot of manufacturers. Lots of motivation is in this section.

So with that the 'book' is done. If you've seen any Detail & Scale books you will know what to expect from this publication. You will not be disappointed. This is THE book to get if you want to model the F-80. The text, including the captions, are very informative. The photos are gorgeous. In this digital book you can blow them up and even print them that size. The profiles are inspirational and include a lot of colorful and historic aircraft. This is another great reference book from Detail & Scale. I can't wait for their new P-51 books.

Highly recommended

Thanks to Detail & Scale for the review copy.



ABIA project update by Bill Zych

Just wanted to give everyone an update on what is going on out at ABIA. For those of you who were at the January meeting, the club voted to purchase the missing aircraft for the display that were identified by Ron.

If I recall the count is close to a dozen aircraft that will need to be acquired and built. Ron has already noted that he is not going build all of them so we will need volunteers to build these once they become available.

Talking about volunteers, there are some other needs for this project. I have setup dates for the rest of the year for conservator trips to the airport and wanted to share them in hopes of getting folks to raise their hands and come out for one of these.

These dates are all on Friday afternoons with a start time of around 1pm and typically lasts about two hours. Parking at the airport will be taken care of if you bring in your parking ticket. Looking for at least one, maybe two individuals per date. Any more than that and we will be stepping on each other.

Here are the dates for this year: 3/21, 5/2, 6/13, 7/25, 9/12, 10/24, 12/12

Another thing that could use a hand is doing some research. The current thought is that all these aircraft might possibly have a page on the US Air Force Museum website. We have talked about collecting these links and then providing airport visitors with a barcode that can be scanned so that they can learn more about the aircraft.

The last project is the conservatorship aspect. The airport staff would like us to create some kind of documentation/log for each model. For the existng some of the details may be non-existent, but for the new ones capture details right down to who built it for the history.

If anyone is interested in helping out with this project, please see me at a meeting or contact me via e-mail at williamzych@gmail.com.

LIONHEART

— H O B B Y —

Here's this month's featured products from Lion Heart.

P-51 Mustang in Detail & Scale
Part 1

Capcom Monster Hunter

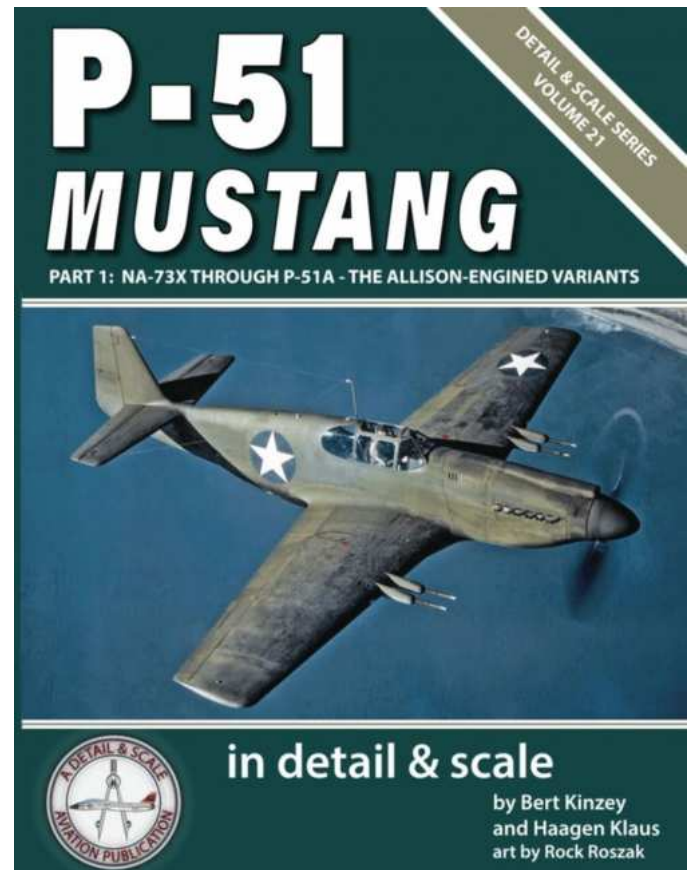
Archon Studio D&L Dragons:
Freyr

1/144 Gundam HG R04 Blitz

5500 Jack C Hays Trail, Kyle, Texas 78640,

(512) 504-3404

10:00 am – 06:00 pm





What's Up with You?

ASMS/Bill Delk sponsors an on-line ZOOM meeting with whoever wants to join us to talk about models and life. It happens almost every Sunday at 4:00.

Contact Bill Delk to have him send you a link to be able to get into the meeting.

Everyone is welcome.

Bill Delk`s e-mail address

Falconfyredeuce@gmail.com.



Another great meeting with lots of super models. The roving white elephant trophy was presented to it's new custodian Ian Latham..

Kevin Hutchison shared some photos of his 1/9 zcale Zundapp build.



Let's start off with the winner of the white elephant trophy...Ian Latham!
Congratulations!





Scott Holmes brought in his dragon which started out as a letter opener that he found at a gift shop.



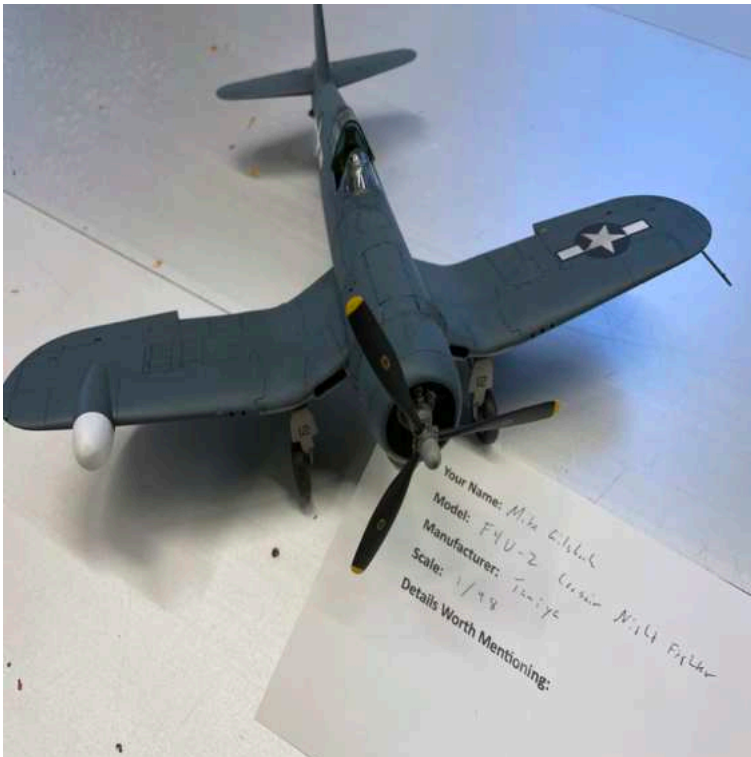
Bill Zych shared his Tamiya 1/35 Tiran 5 build.



Tim Robb shared his Hasegawa 1/48 A6M8 Zero type 54 conversion.



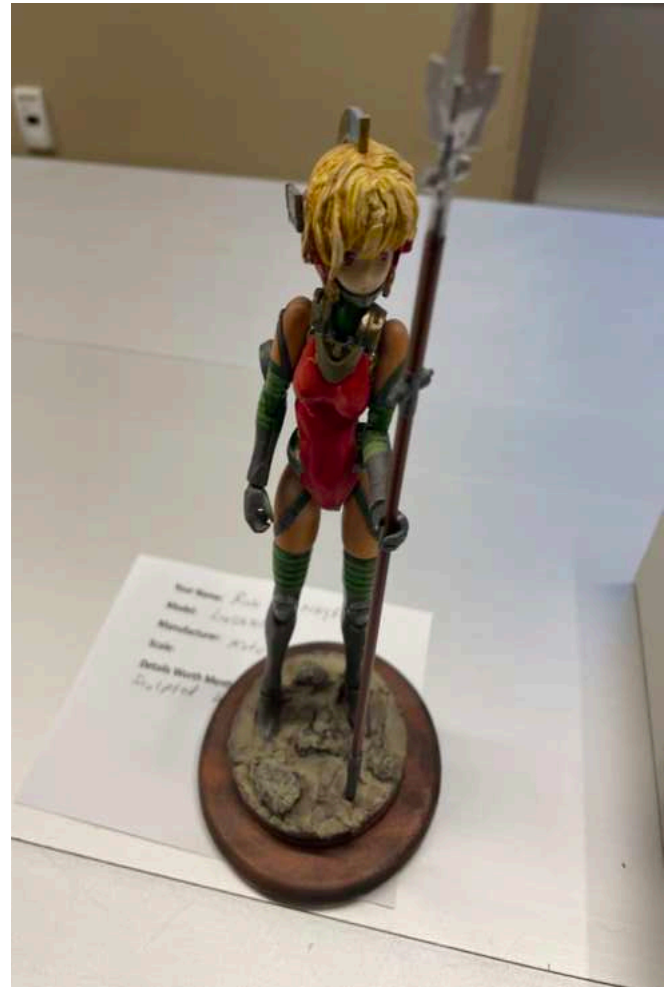
Mike Gilsbach shared two of his builds with the group. The first was a Tamiya F4U-2 Corsair night fighter.



Second from Mike is Trumpeter's Canadian AVGP Cougar in 1/35 scale. Mike did this one in a UN scheme.



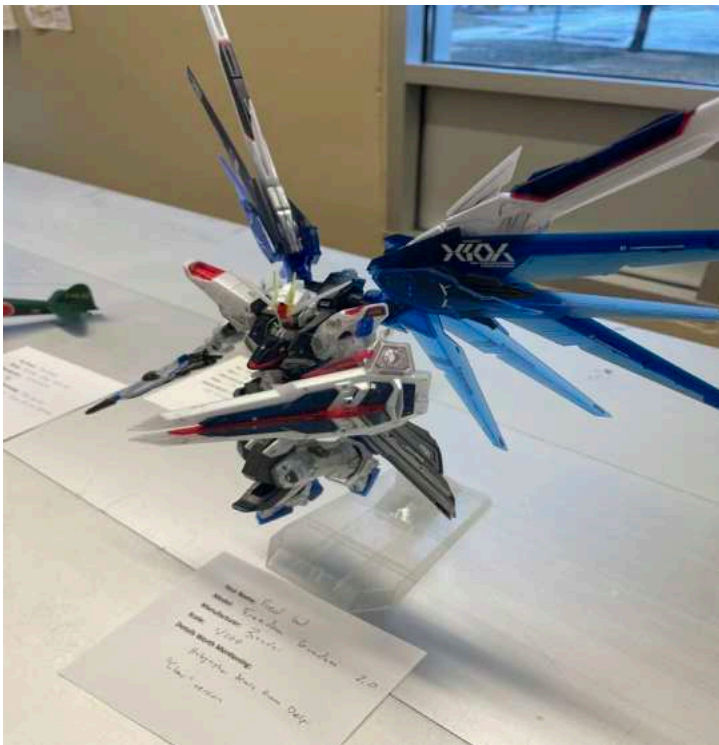
Rick Herrington brought in a Lindens by Kotobukiya. Rick sculpted the hair with Epoxe putty.



Fred Wang shared two builds with us. The first was a Shrimp Nigiri by Syuto Seiko.



The second was a Freedom Gundam 2.0 from Bandai in 1/100 scale.



Bryce Parsley shared his Bandai MG 1/100 Barbatos.



Chris Chany brought in a scratch built set of petroleum tanks.



Gene Myers 1/20 scale Honda F1 car by Tamiya was voted best model this month. Gene tricked out the engine by adding 3D printed parts and adding all the wiring to it. Great work Gene.



That's all for this month, go build a model.



Old Rumors and New Kits

New and In View Aircraft by Ron McCracken

February has a lot of reissues on offer, but only a couple of truly new-tool items. One of these is a DeHavilland Beaver in 1/48th from Dora Wings. The other is a MH-60L Black Hawk from ICM. For fans of racing planes, AMP has re-popped most of their Schneider Cup racers, in both 1/48th and 1/72nd scale. No joy at all for the large-scale fans this month, I'm afraid.

1/48th Scale:

Airfix has re-released their Bf 109E-3/E-4 with new decals.



1:48 MESSERSCHMITT Bf109E-3/E-4

A05120C MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOUWMODEL • MAQUETA PARA MONTAR • PLASTBYGGSATS • RAKENNUSARJA • MODELO PARA CONSTRUIR • MODELBYGGESÆT • ЗЫНАРМОНОГОУМЭНО МОНТА

Airfix has re-released their Tomahawk Mk.2 with new decals.



1:48 CURTISS TOMAHAWK Mk.II

A05133A MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOUWMODEL • MAQUETA PARA MONTAR • PLASTBYGGESATS • RAKENUSSARJA • MODELO PARA CONSTRUIR • MODELBYGGESÆT • ΣΥΝΑΡΜΟΛΟΓΟΥΜΕΝΟ ΜΟΝΤΕΛΟ

AMP has re-released their entire series of Schneider Trophy racers:

- 2020 MC.72 Schneider Trophy racer.
- 2019 Piaggio-Pegna PC.7 Schneider
- 2019 Supermarine S.5
- 2023 Supermarine S.6 with some new parts
- 2023 Supermarine S.6A with some new parts
- 2023 Supermarine S.6B





Dora Wings has released a new-tool L-20A/U-6A Beaver.



Eduard has re-released their Fw 190A-5 in a Weekend Edition – remember, these kits typically do not have photo-etched parts or masks



Great Wall has re-released their A-10C Thunderbolt II in “Blacksnake” (Indiana Air Guard) markings.



Hasegawa has re-released their F-2A in 8AW JASDF 70th ANNIVERSARY markings.



Hasegawa has re-released their T-4 in 13 FTW JASDF 70th ANNIVERSARY markings.



ICM has released a new-tool MH-60L Black Hawk.



Italeri has re-released their P-38J Lightning, with decals and alternate parts for the F-5 photo-recon variant, the “Droop Snoot” variant, and the P-38L Pathfinder variant (as well as a couple of P-38J’s). Kinetic is re-releasing their F-16D (two-seater) in Thunderbirds markings.



Meng is re-releasing their EA-18G Growler with new decals and parts.

1/48 SCALE **LS-014** THIS PRODUCT IS FOR USERS AGED ABOVE 14 ONLY. READY TO ASSEMBLE PRECISE MODEL KIT. CEMENT AND PAINT NOT INCLUDED. THIS IS NOT A TOY.

MENG
WWW.MENG-MODEL.COM

EA-18G Growler™
Produced under license from Boeing. Boeing, EA-18G Growler, Boeing's distinctive logos, product markings, and trade names are trademarks of The Boeing Company.

1/48 LUDODACTYLUS SERIES LS-014

BOEING™ EA-18G GROWLER™
ELECTRONIC ATTACK AIRCRAFT 波音EA-18G“咆哮者”电子战攻击机

★★ AG-BB HIGH/Low BAND JAMMING PODS, AG-2(2WD) TACTICAL RECEIVERS AND ELECTRONIC WARFARE ANTENNAE ARE INCLUDED. ★★ FLAPS AND SLATS CAN BE INSTALLED IN RETRACTED OR DEPLOYED POSITIONS.
 ★★ HORIZONTAL STABILIZERS AND RUDDERS ARE MOVABLE. ★★ THE TWO-SEAT VARIANT'S COCKPIT AND COCKPIT INTERIOR EQUIPMENT ARE PRECISELY REPLICATED. ★★ THE SPECIALLY DESIGNED PLUGGABLE MAIN FIELDS ALLOW THE EASY
 CHANGE OF ELECTRONIC PODS OR EXTERNAL FUEL TANKS. THIS KIT INCLUDES THE AGM-88 HIGH-SPEED ANTI-RADIATION MISSILES. ★★ TWO U.S. NAVY PILOT FIGURES FEATURING REALISTIC GESTURES AND FINELY REPLICATED SUIT AND EQUIPMENT ARE INCLUDED.
 TWO FLIGHT HELMET OPTIONS ARE PROVIDED. ★★ PRE-CUT STAINLESS STEEL PE PARTS ARE INCLUDED TO REPLICATE THE PRECISION DETAILS INSIDE THE NOZZLE. ★★ PRE-CUT PAINTING MASKS ARE INCLUDED FOR EASIER PAINTING.
 ★★ THREE PAINT SCHEMES ARE PROVIDED.

Trumpeter is re-releasing their Mi-35M Hind with some new parts for the E version.



1/72nd Scale:

Airfix has re-released their Meteor F.8/FR.9 with new decals.



1:72 GLOSTER METEOR F.8/FR.9

AD4067 • MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOUWMODEL • MAQUETA PARA MONTAR • PLASTBYGGESATS • RAKENUSSARJA • MODELO PARA CONSTRUIR • MODELBYGGESÆT • ΣΥΝΑΡΜΟΛΟΓΟΥΜΕΝΟ ΜΟΝΤΕΛΟ

Amodel has re-released their EMB-110P-2 with Royal Mail Special Services markings.



Only
250 pcs

1:72

Amodel has also re-released their JRM kit in two versions: a JRM-1 Marshall Mars in USN markings, and a JRM-3 Hawaii Mars in fire-bomber color scheme.



AMP has re-released their Piaggio-Pegna PC.7 Schneider cup racer.



AMP has also re-released their Supermarine S.5 Schneider cup racer.



Clear Prop! Has re-released their DH.88 Comet in colors/markings for the MacRobertson Trophy air race.



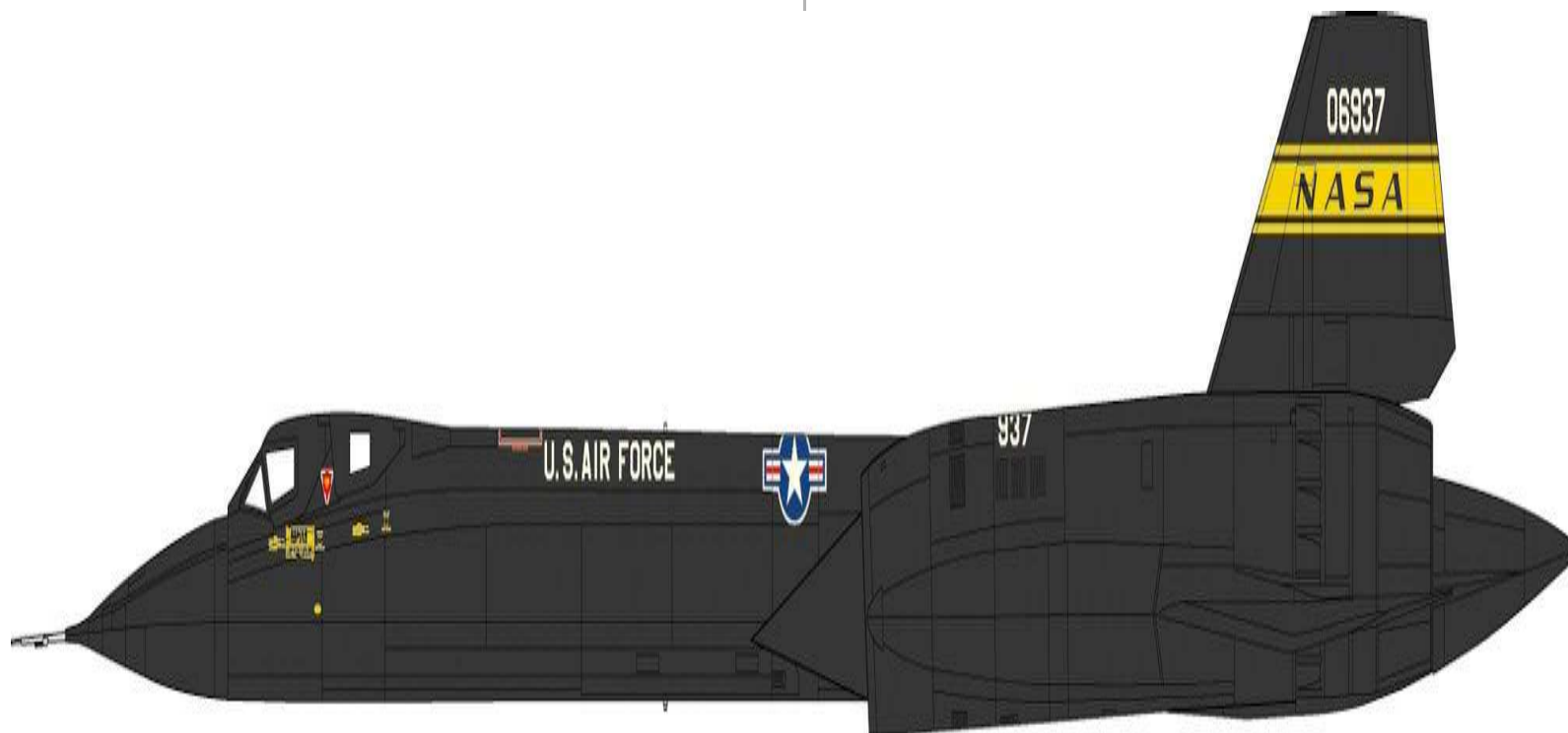
Hasegawa is re-releasing their EA-18G Growler in VAQ-134 markings.



Eduard has re-released their Bf 109G as a Bf 109G-10 WNF in a Profipack Edition with six markings options.



Hasegawa has re-released their SR-71 as a YF-12C Blackbird loaned to NASA in 1971.



Modelsvit has re-released their Mirage 2000 as a Mirage 2000B, with new parts.



Modelsvit has re-released their Mirage 2000 as a Mirage 2000C, with new parts.



Revell has announced a new-tool F-35A Lightning II.



1/144th Scale:

Revell has re-issued their Bf 109E and Ju 87B Stuka in a model set.



Revell has re-issued their Spitfire Mk.Ia and Hurricane Mk.I in a model set.



Revell has re-issued their Tornado IDS/GR.1 with new decals.



Well, that's it for February. Holidays are over, get busy and build a model!

Shipping News

by Rick Herrington

Ahoy mates! A good deal to get to this month so let's get started with 1/700. I Love Kit has two releases for us, the first is the DKM Bismarck. The second is HMS Hood as she was in 1941. Both of the base kits in these were previous Trumpeter releases. Both are still the best boxed kits of these two ships yet.

With Detail Up Set
内含超透配件

German Bismarck Battleship 1941

TOP GRADE MODEL KIT

- Model Brief: Length: 360mm Beam: 66mm Total plastic parts: 280+pcs
- Total sprues: 5pcs+Upper hull+Lower hull+Waterline plate
- More features: Either waterline version or full hull version can be selected

1/700 SCALE

包装含有重要信息，应保留。 Please Keep this packaging since it contains important information.

德国俾斯麦号战列舰

Detailed scale kit for adult collectors to assemble. Actual model may vary from image on box. WARNING! Not for children under 3 years due to small parts. 警告：内含小零件，严禁3岁以下儿童使用。本产品与包装图所示略有不同！

HMS HOOD 1941

- Length: 374.7 mm Beam: 47.8 mm Parts: 490+pcs

1/700 SCALE

包装含有重要信息，应保留。 Please Keep this packaging since it contains important information.

英国皇家海军胡德号战列巡洋舰1941

Detailed scale kit for adult collectors to assemble. Actual model may vary from image on box. WARNING! Not for children under 3 years due to small parts. 警告：内含小零件，严禁3岁以下儿童使用。本产品与包装图所示略有不同！

Aoshima is up next with HMS Jupiter.



Next from Aoshima we have a pair of Japanese gun boats.



The IJN light cruiser Kashii is next from Aoshima.



Aoshima is also releasing the IJN light cruiser Katori.



Aoshima also has an IJN destroyer, the Hatsushimo.



Pit Road has five releases for us starting off with the US Heavy Cruiser Vincennes.



Next up from Pit Road is the US Carrier Essex (CV-9)



Pit Road is also releasing the US BB West Virginia.



Pit Road is re-releasing their fine kit of the DKM Graf Spee. This is the early version as she looked during her service in the Spanish Civil War.



Pit Road is also releasing HMS Repulse in the 1941 configuration.

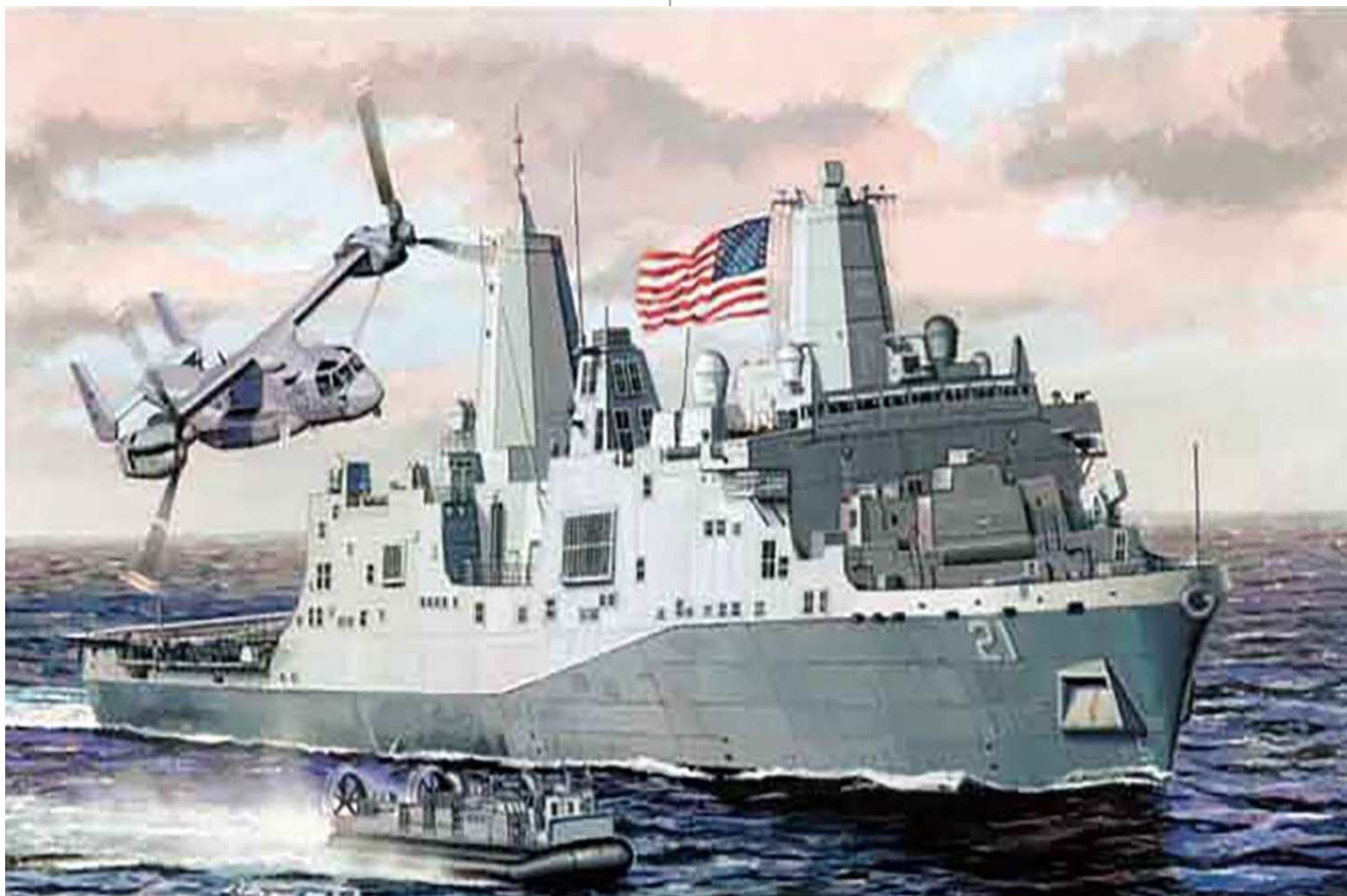


SCALE 1/700
SKYWAVE

イギリス海軍 レナウン級巡洋戦艦 レパルス 1941

HMS
Battle Cruiser
REPULSE 1941

Dragon is releasing a USN Dock Landing Ship, the USS New York.





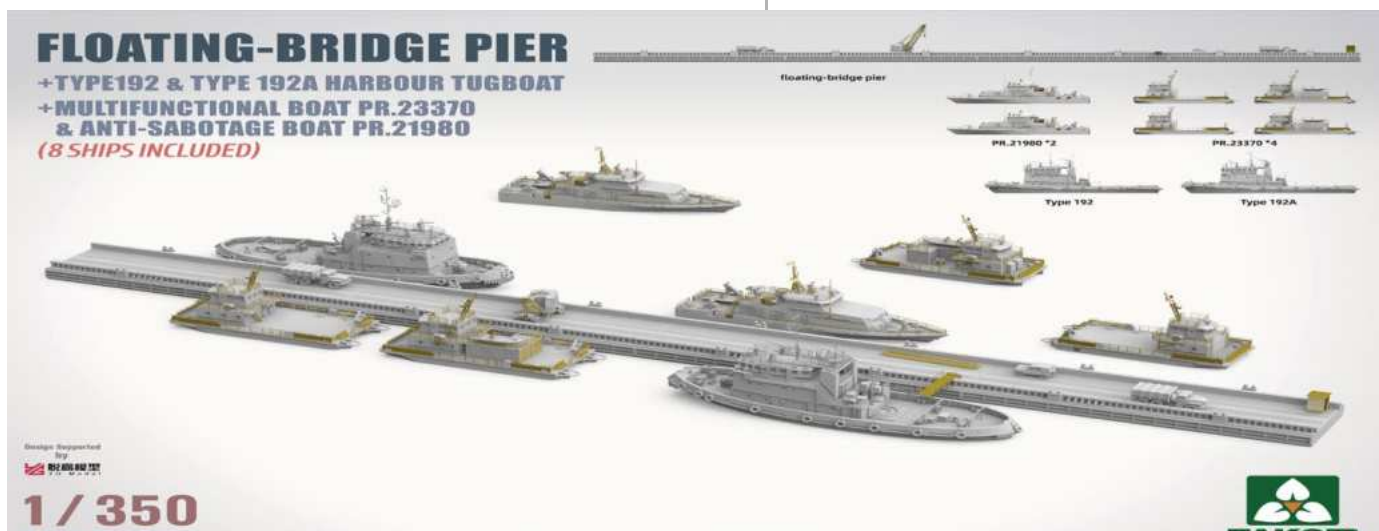
Back to Aoshima who are releasing the IJN Carrier Amagi and the JMSDF Ashigara.

1/700 WATER LINE SERIES **AMAGI 天城** ウォーターラインシリーズ No.225
日本海軍航空母艦(あまぎ)
I.J.N. AIRCRAFT CARRIER
*MODELING SKILLS HELPFUL IF UNDER 15 YEARS OF AGE





Moving on to 1/350 scale Takom is up first with a Floating Bridge/Pier.



Fujimi is up next with two IJN Carriers, the Hiryu and the Shokaku. Both kits include crew figures.



Border Models is releasing the IJN Yamato as she looked in 1945. This one includes 3d printed parts.

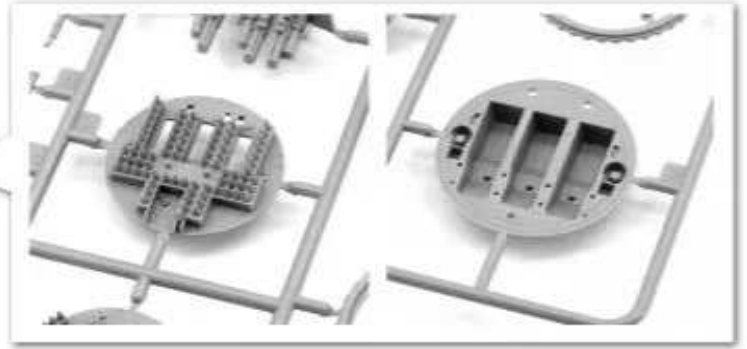
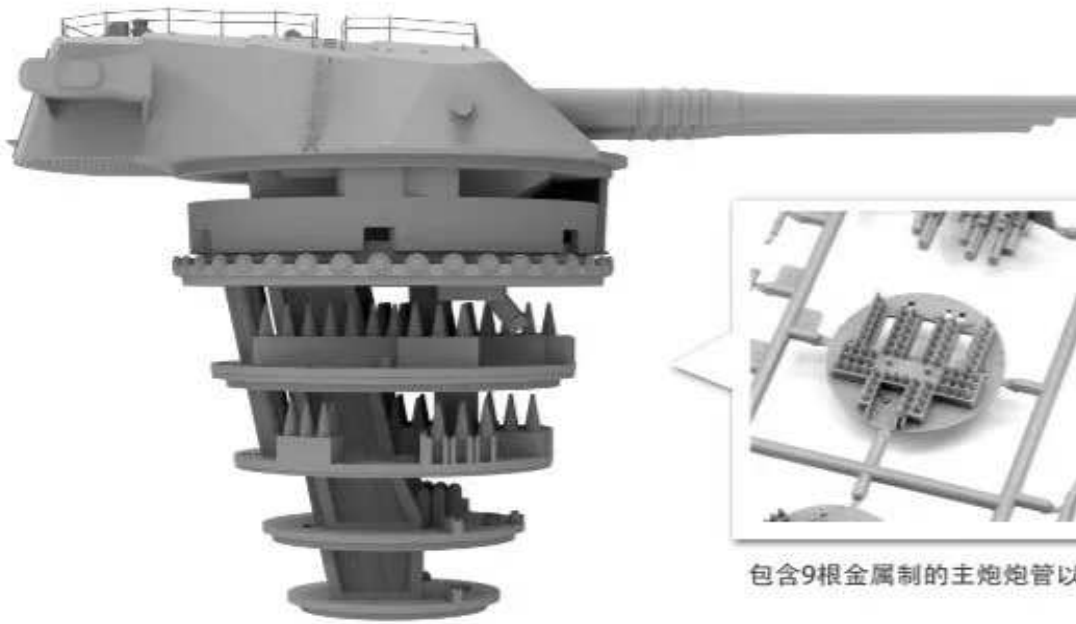
大和 — YAMATO —
 IMPERIAL JAPANESE NAVY BATTLE SHIP
 大艦巨砲時代の挽歌
 April 7 1945

Border

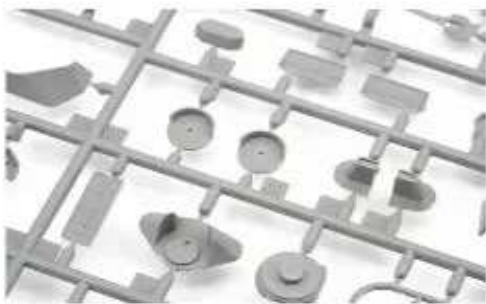
- INCLUDES PE PARTS & DECAL
- 3 MAIN TURRETS WITH COMPLETE INTERNAL STRUCTURE
- INCLUDES METAL BARRELS AND TWO STYLES OF 3D-PRINTED GUN BLAZE BAG
- INCLUDES NEW TECHNOLOGY 3D-PRINTED PARTS THAT ARE HIGHLY DETAILED AND EASY TO ASSEMBLE
- THE HULL USES A FOUR-SIDED SLIDER MOLDING TECHNIQUE THAT ALLOWS THE HULL TO BE ASSEMBLED WITH ONLY TWO PARTS

• READY TO ASSEMBLE PRECISION MODEL KIT • MODELING SCALES HELPFUL • UNDER 14 YEARS OF AGE • MODEL MAY VARY FROM SHIPS ON BOX • CEMENT AND PAINT NOT INCLUDED





包含9根金属制的主炮炮管以及完整的主炮内构!



甲板和武器平台的纹路以及防滑纹细节展示

Last in the column is a 1/200 scale Mikasa from I Love Kit.



Tracked Topics

By Panzer Lehr

Good pickins” for the small scale (1/72) tread heads this month. Ace is up first with an Italian 105mm field piece.

Cannone da105/28 (w/carrello elastico trailer)



CAT.#72595 SCALE PLASTIC MODEL KIT / МОДЕЛЬ ДЛЯ СКЛЕЮВАННЯ

Next from Ace is a Russian Tiger M with a Kornet-D rocket launcher.

Kornet-D ATGM complex on Tiger-M chass



CAT.#72180 SCALE PLASTIC MODEL KIT / МОДЕЛЬ ДЛЯ СКЛЕЮВАННЯ

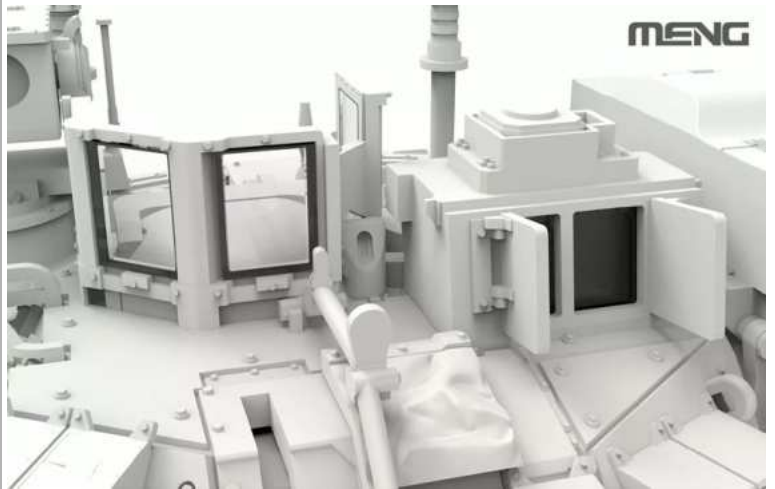
Meng has 2 for us, an M2A3 Bradley Busk III and a Merkava 4.



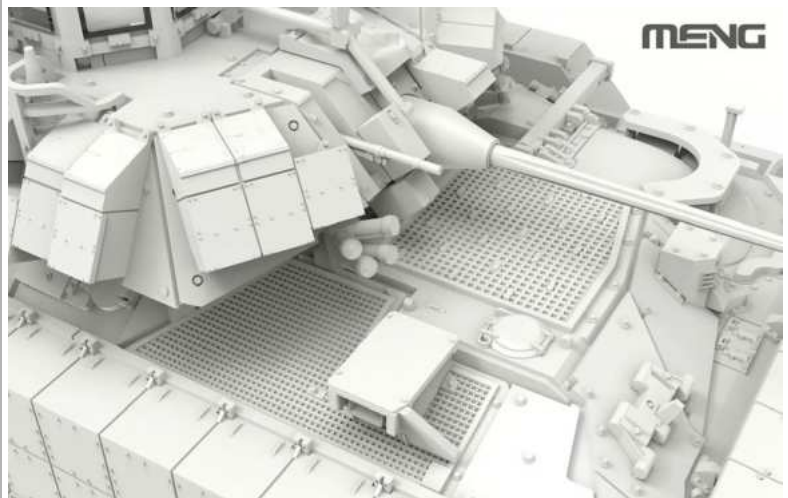
MENG



MENG



MENG





Panther KF51

German Main Battle Tank
德国主战坦克KF51黑豹



涂装1
Paint Option 1



涂装2
Paint Option 2



涂装3
Paint Option 3



1/72 SCALE
Item No. Vs720029

Moving on to 1/35 scale AFV has two new ones for us, a Husky Mk 3 and an German M110AG.

Vespid is releasing a KF51

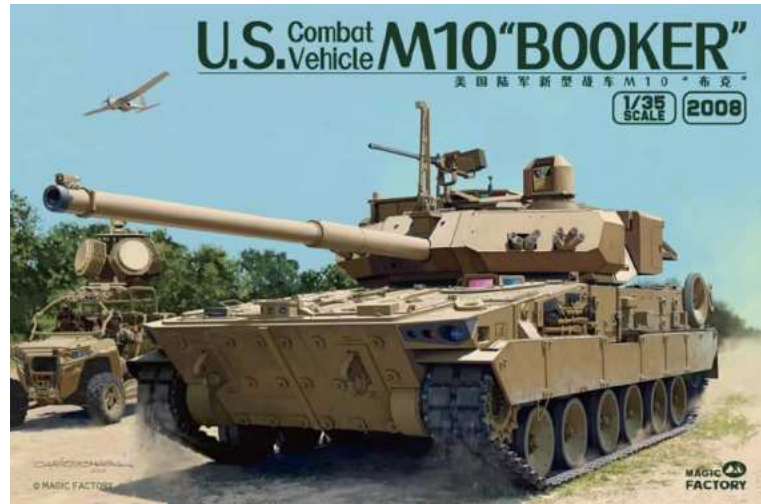




Hobby Boss has a new tool T-54 for us.



Magic Factory has a kit of the US's latest and greatest the M10 Booker.



Takom has a T-14 and a Jagdpanther G2



JAGDPANTHER G2



100% NEW TOOL

35002
1/35 SCALE

RFM is releasing an M109A7

M109A7 PALADIN 155mm Self-propelled Howitzer w/Metal Barrel & Workable Tracks



- METAL BARREL
- WORKABLE TRACKS
- MOVABLE TORSION BAR
- 3D PRINTED MIZZLE BRIDGE
- HATCHES CAN BE OPEN/CLOSED
- FOR SKILLED MODELERS AGED 14 AND ABOVE
- CEMENT AND PAINT NOT INCLUDED
- UNASSEMBLED MODEL KIT
- THIS NOT A TOY

1:35 SCALE
5129

RFM

Tamiya is releasing a French H39



MiniArt is releasing a German 3 ton cargo truck



MiniArt is also releasing a Sdkfz 234/3.



YK D is releasing a type 97 Japanese truck.

Resin kit

TYPE 97



TYPE 97 JAPANESE TRUCK
ISUZU TX40

TYPE 97

Resin kit

Moving on to shel buster scale (1/16) Das Werk is up first with a Leopard 2A7.



I Love Kit is releasing an MA38



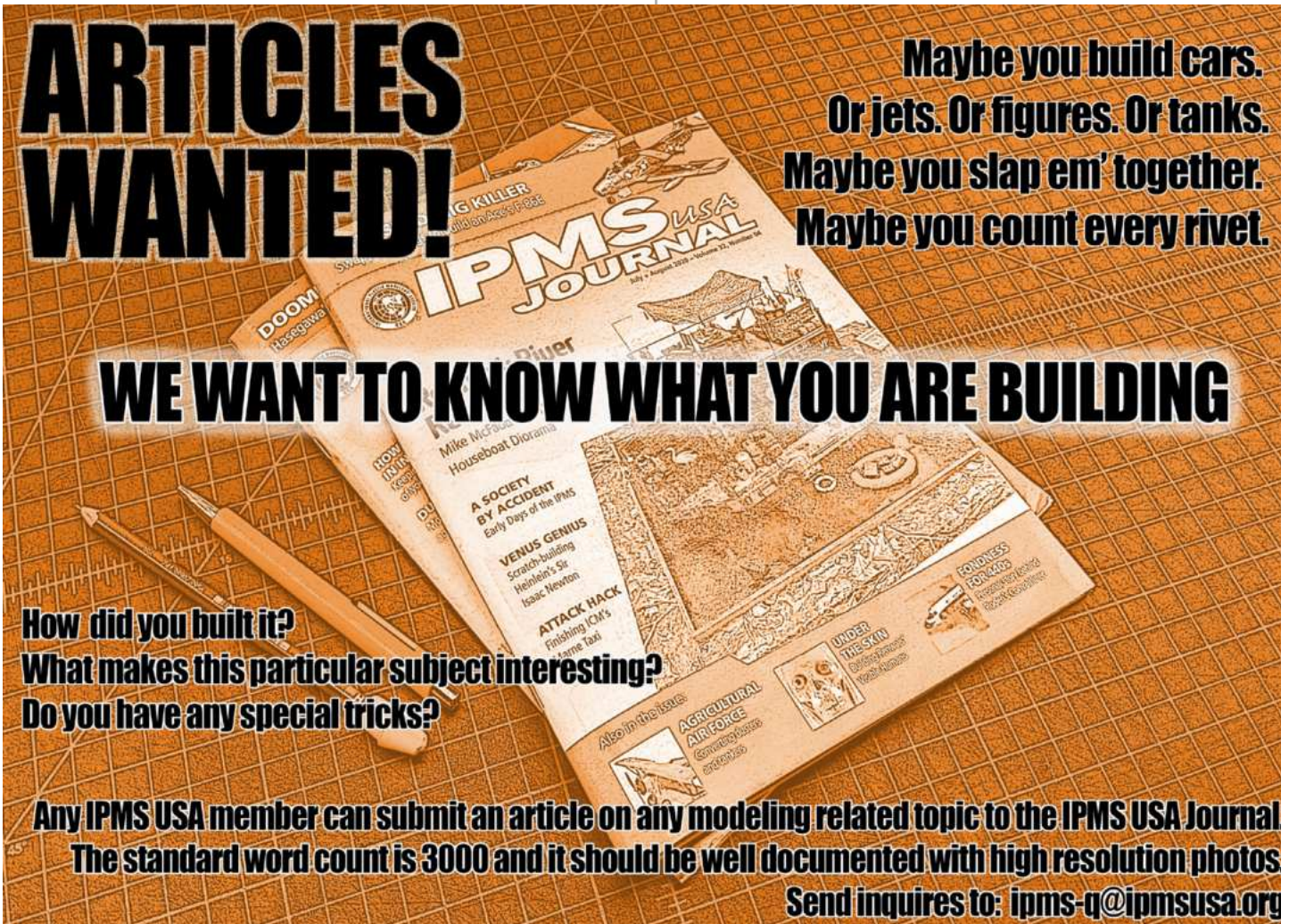
That's all that fits this month. Until next go build a model!

IPMS USA is soliciting articles. We've got some great modeller's in this area and you can help the mother organization to flourish by submitting an article to the Journal.

ARTICLES WANTED!

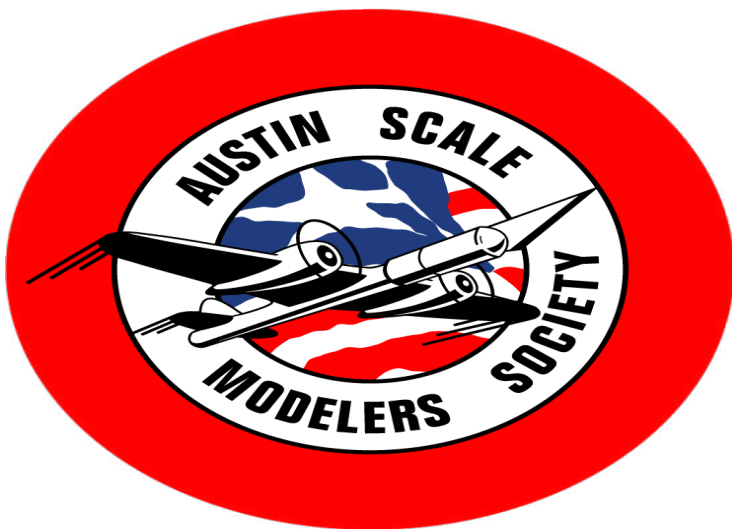
Maybe you build cars.
Or jets. Or figures. Or tanks.
Maybe you slap em' together.
Maybe you count every rivet.

WE WANT TO KNOW WHAT YOU ARE BUILDING



How did you built it?
What makes this particular subject interesting?
Do you have any special tricks?

Any IPMS USA member can submit an article on any modeling related topic to the IPMS USA Journal
The standard word count is 3000 and it should be well documented with high resolution photos
Send inquires to: ipms-q@ipmsusa.org



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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 to IPMS/USA Members.

Visit us at: <http://www.ipmsusa.org/>
Join up online at: <http://www.shopipmsusa.org/category-s/100.htm>

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

International Plastic Modelers' Society/USA

Membership Application / Renewal Form

New Renewal IPMS#: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-Mail: _____

Chapter Affiliation, if any: _____

Junior (17 years or younger) \$17.00 Date of Birth _____

Adult One year \$30.00

Two years \$58.00

Three years \$86.00

Canada & Mexico \$35.00

Foreign Surface \$38.00

Family Adult fee + \$5.00

of cards? ____

Your Signature: _____

If recommended by an IPMS member, please provide his/her:

Name: _____ IPMS #: _____

PAYMENT OPTIONS:

Cash Amount: _____

Check Check #: _____ Amount: _____

Where did you hear about IPMS/USA? Please check all that apply:

Local model club

Friend

Ad in IPMS Journal

Facebook

Ad in other magazine

Internet search

IPMS web site

I'm a former member rejoining

Other _____

Applications should be printed and mailed to:

IPMS/USA

P.O. Box 1411

Riverview, FL 33568-1411



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MONDAY-
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12-5PM

- D&D CAMP: JUNE 2ND-6TH**
- MAGIC THE GATHERING FINAL FANTASY CAMP: JUNE 9TH-13TH**
- D&D CAMP: JUNE 16TH-20TH**
- MINIS SKIRMISH CAMP: JUNE 23RD-27TH**
- D&D CAMP: JULY 7TH-11TH**
- POKEMON TCG CAMP: JULY 14TH-18TH**
- D&D CAMP: JULY 21ST-25TH**

2438 W. Anderson Ln,
Suite B-1
Austin, TX 78757

Endnotes