

ASMS



SPRUE EXAMINER



PZL-46 Vacform in 1/48
scale

by Tim Robb

Hawaiian Air Depot

B-17E
by Ron McCracken

austinsms.com



May 2025

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

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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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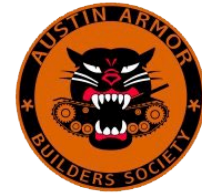
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IPMS/USA Support the Troops Initiative

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



Greetings to all,

May has been a busy month for model shows. Houston May 3rd, where ASMS was very well represented, Lake Charles on the 17th, and the NCT show in Grapevine Saturday May 24. ASMS also maintained our regular presence at the Pioneer Flight Museum's spring fly-in drive-in on May 3rd. Thank you to all participating in these events.

May 24 is also our club meeting date. That said, for those who want to, please go on up to the show in Grapevine. Shows are great fun and our support of our neighboring clubs' shows is important. I'm planning to attend the show, and I'm sure we will still have plenty of folks at our club meeting, ably led this month by VP Ron McCracken.

I hope you can make it to either our club meeting or the show in Grapevine.

Have fun and Go Build a Model!

Tim





HOUSE CLEANING



ASMS MEETING

Fourth Saturday each month
at 11:00 AM

No Reservations Neccessary!

Austin Northwest Recreation Center
2913 Northland Drive
Austin, TX



Events

Scalefest 2025
May 24

Grapevine Convention Center
1209 South Main Street
Grapevine, TX 76051
United States

Club Quarterly Contests

ASMS Club Dues Are Due!



Monthly Meeting Presentations:

Michael Boudreaux doing "Foil Seatbelts".

My First Vacform: Modelling a PZL-46 in 1/48

by Tim Robb

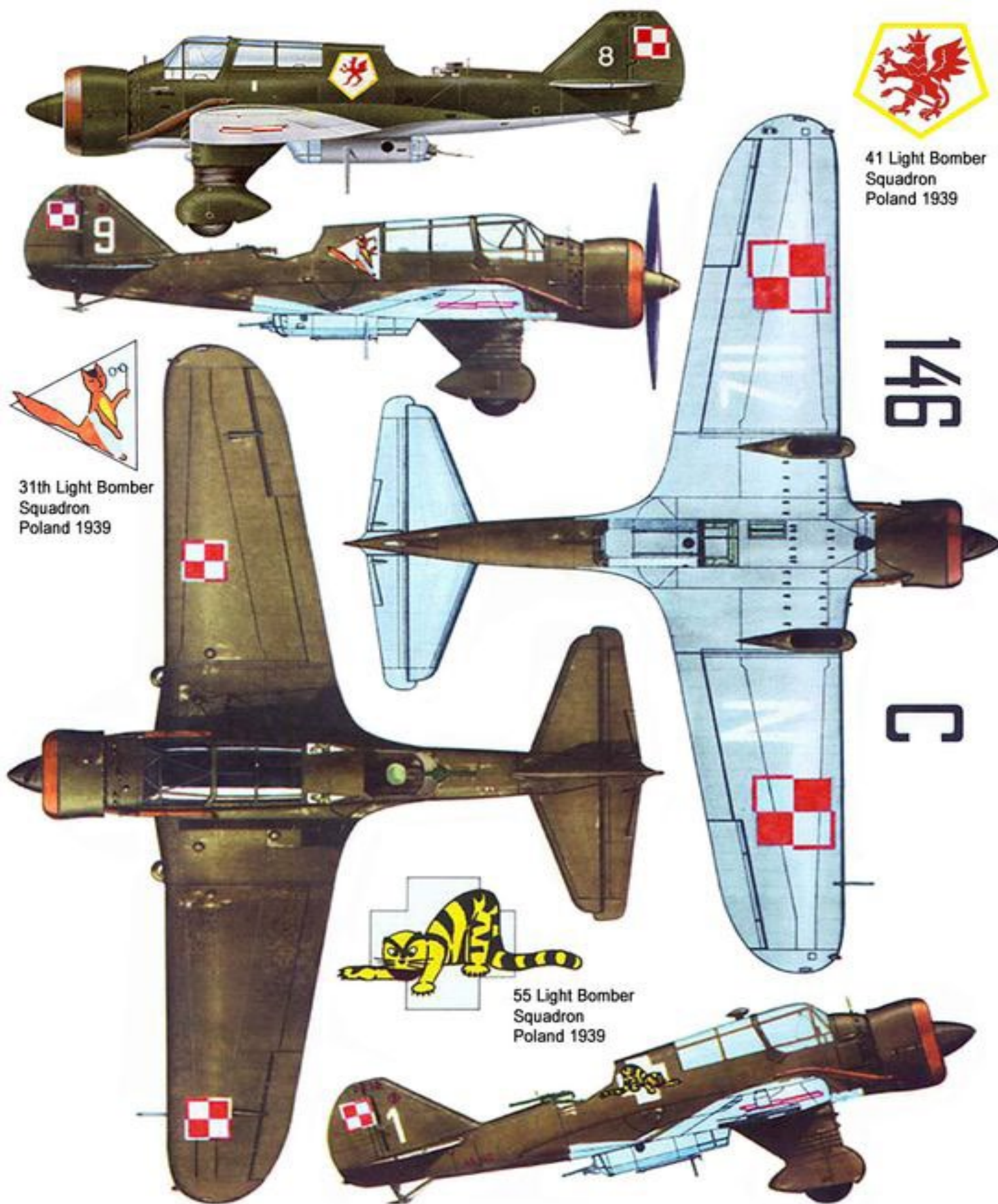


What's a PZL 46? I've never heard of it you say. The PZL 46 Sum (Catfish) was to be the replacement for the PZL 23 Karas (Carp) in the Polish Air Force role of "line aircraft". In Polish doctrine the line aircraft were tasked with reconnaissance and light attack duties. Deliveries were to begin in 1940, but the Germans showed up and that ended that. Only two prototype aircraft were built.

Several internet sources give roughly the same information about this airplane as is found in the kit instructions. The web sources I looked at were [Wikipedia.org](https://en.wikipedia.org/wiki/PZL_P.46), [military-history.fandom.com](https://military-history.fandom.com/wiki/PZL_P.46), and militaryfactory.com.

There is disagreement among these sources over the dimensions of the plane, and over the English translation of the name "Sum". Wingspan given varies from 47.1 feet up to 47.9 feet. All agree on a length of 10.5 meters but disagree on how many feet that is. Google says there are 3.28 feet in a meter. That would be 34.44 feet in length. The assembled kit scales at about 47.5 feet in span and the model looks like a PZL 46 based on the few photos available.

Photos don't show any markings at all on the airplane. There is agreement that the second prototype escaped Poland and flew to Romania on September 17, 1939. It was interned there but flew back to the PZL (Panstwowych Zakladow Lotniczych) factory at Brasov, Poland under a false flight plan. Subsequently it escaped Poland again this time flying to Lithuania. On this flight it was intercepted by Lithuanian Dewoitine D.501s and escorted to a landing.



On this flight it was intercepted by Lithuanian Dewoitine D.501s and escorted to a landing. Lithuanian pilots' flight reports state the plane carried Polish national insignia on this flight. The plane was captured in Lithuania, first by the Russians, and then the Germans. It appeared on one German inventory and then nothing more is known.

I purchased this kit for \$5 or \$10 many years ago, 20 or maybe 30, at a San Antonio club meeting. Sometime ten plus years ago I started working on it. I struggled with getting the interior together, became discouraged and set it aside. Then it was covered with mud when my house was flooded in 2015.

This year I put it on my procrastinator challenge selection list fully expecting it to be selected as my project for this year. It was.



The parts are formed in 0.40 styrene sheet. Most of the parts were cut out years ago. I outlined them with black marker, cut them out then sanded away the excess thickness of the plastic until reaching the black marker line. Figuring out what went where on the interior was a challenge. The kit instructions are one exploded view drawing. There are some interior parts included in the kit, sidewalls, instrument panel, and seats. I had no interior photos to work from for the PZL 46. I do have the Polish Wings series book number 17 on the PZL 23 which has three pages at the end on the PZL 46.

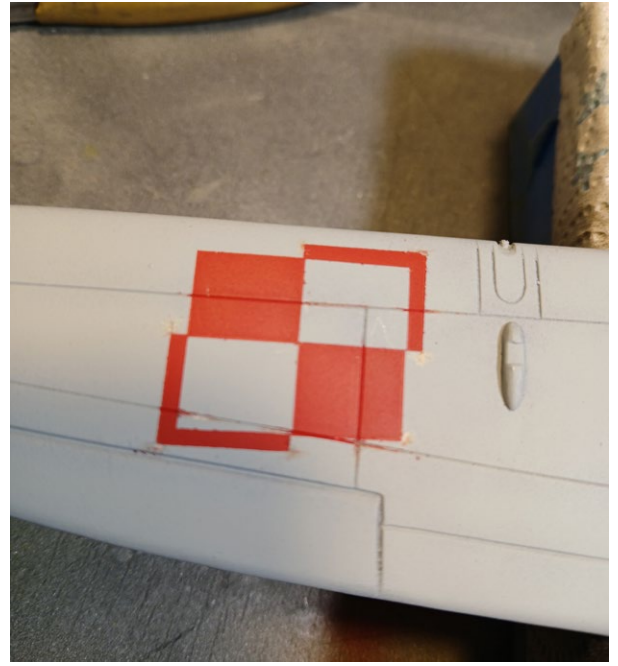
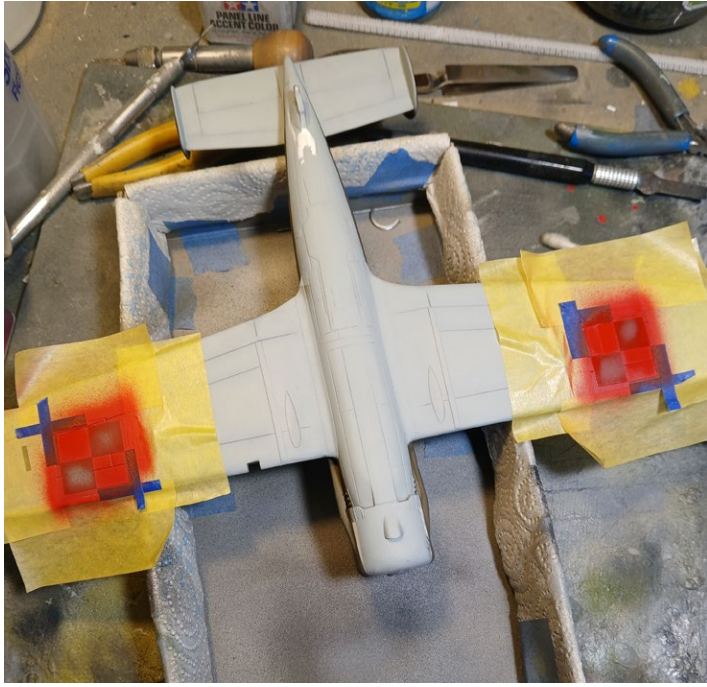
So I did some things similarly to the PZL 23. The book doesn't have real good interior photos of the PZL 23 either. Particularly lacking are photos and drawings of the rear gunner's position. The interior work took a lot of cutting, sanding, test fitting, and some doing things over.

When I had done as much as I was going to do on the interior I glued thin strips of 0.20 styrene around the edge of one fuselage half and joined the fuselage halves together. This was to give more gluing surface and more strength to the fuselage assembly. I anticipated correctly that almost every millimeter of the fuselage joints would require several cycles of filling and sanding.



The PZL 46 was powered by a Bristol Pegasus Mk. 20, a nine cylinder single row radial with exhaust stacks on the front leading to a cowling collector ring. The engine cylinders and a fairing over the crankcase are molded in one part. The cylinder detail is poor. I had a resin Wright Cyclone R-1820 in my spares box with the right number of cylinders and correct diameter so used it. I cut the vacuform cylinders off of the kit part and sanded the fairing to fit over the Wright crankcase. I found a prop in my spares box and adapted a pointy spinner from a De Havilland prop Hurricane. After all this and the fuselage seams being complete I was ready to install wings and tail.

The wings attach with butt joints. I strengthened this with two pegs cut from .100 plastic rod. I fitted these into the wings then dabbed the ends of the rod with red paint. Next I carefully aligned the wings to the fuselage and tapped the red painted rod against the fuselage to mark the spots for the holes. This worked out well when assembled. The model can safely be picked up by one wing. When all the seams were filled and sanded I attached the long exhaust pipes on the side. Each was made of two kit parts. I prepared them and finished the seams before attaching them to the model. I did that in two nights and then the next morning when ready to glue them on one of them was lost. Bummer man.



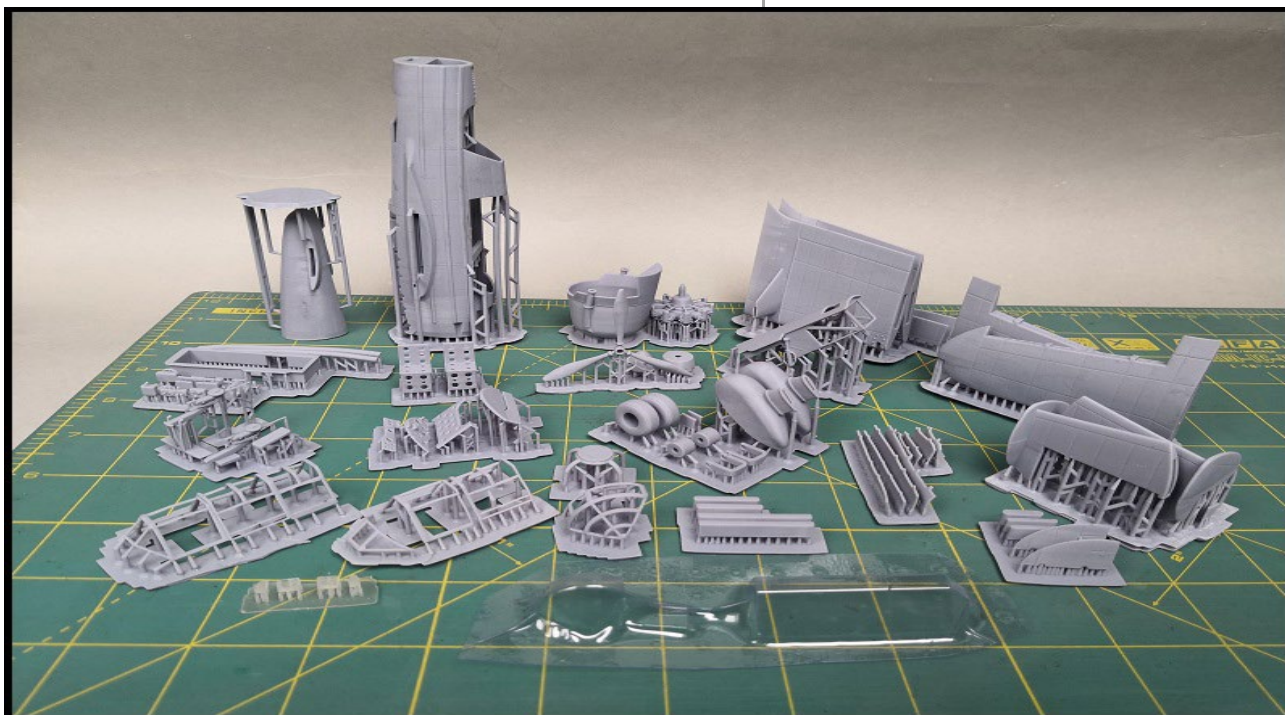
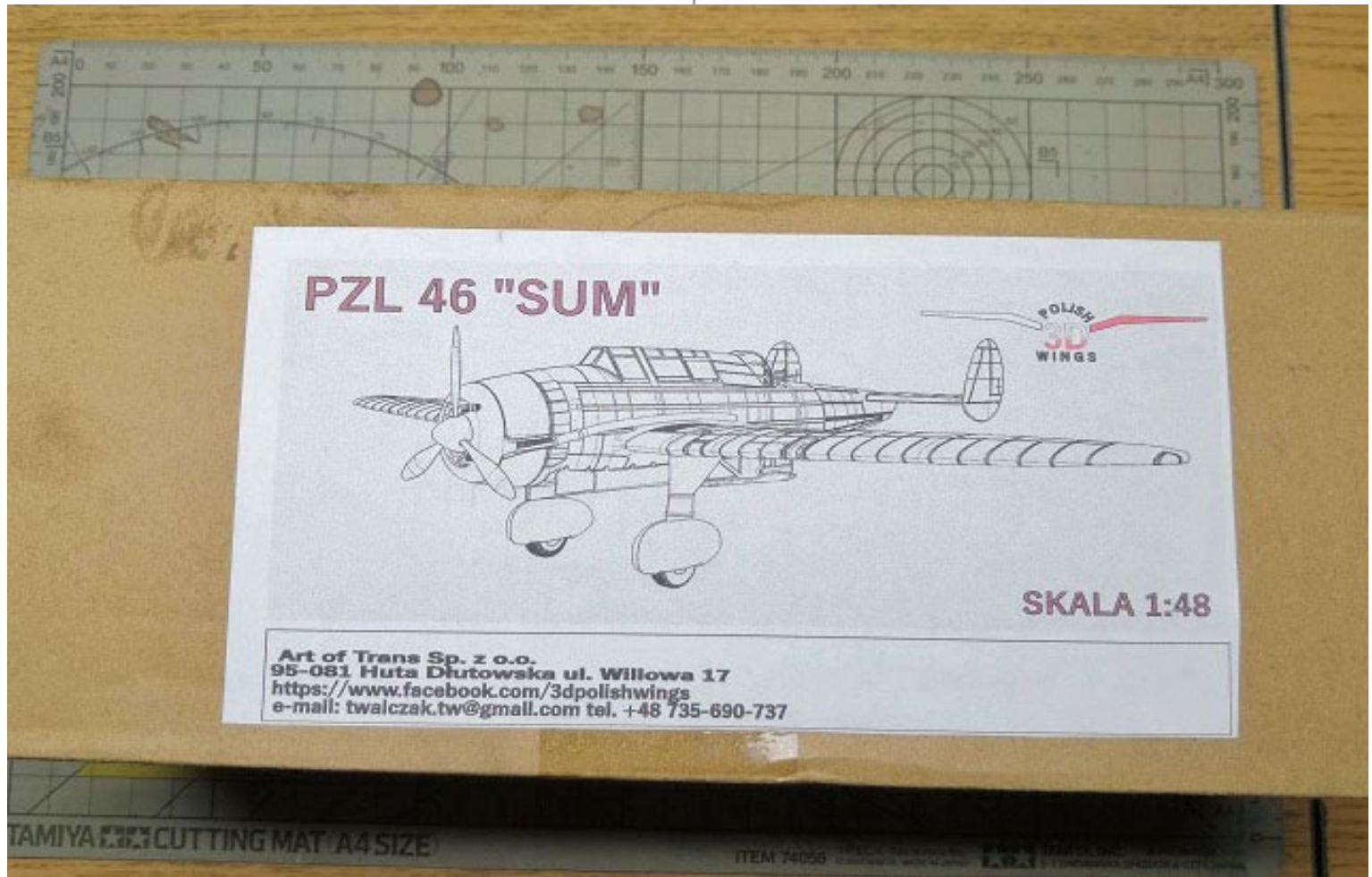
I scratch built a replacement from 3/32" plastic tubing heated over a candle flame and bent to shape.

The painting was straightforward. I used Model Master enamels. The last page of the Polish Wings PZL 23 book has a color chart calling for a darker and greener color on the PZL 46 than the brownish color on PZL 23s and PZL 11s. Undersides are light blue. The decals were long gone so a friend helped me by making masks for painting the insignia. Attaching the canopies and the rear gun, a panel line wash and a little light weathering for an almost new airplane finished the build.

Besides being a cool looking relatively obscure airplane my main reason for building this model was to see if I could do it. I found overcoming the challenges of building a vacuform model and getting it completed very satisfying. The other three vacuform kits in my stash don't seem nearly as daunting as they used to. I'm looking forward to the next one. I'm also the only kid on the block with a model of a PZL 46.



Editor's Note: In doing some research on the PZL-46 I ran across a build article on Brit Modeler. it looks like a 3D printed version of the aircraft is/is was available. Here are a couple of screen shots of the kit.



Hawaiian Air Depot B-17E by Ron McCracken

A number of the then-new B-17E model were deployed to Midway Island in 1942 and used during the famous battle against the Japanese fleet. Some of these B-17s sported the so-called “Hawaiian Air Depot” (HAD) camouflage scheme, making them perhaps the most colorful B-17s ever used in combat. (IMG_2261.JPG)

The only kit of the B-17E I am aware of is the Academy kit in 1/72nd scale. As such, it has the correct forward fuselage configuration including the shorter, framed nose canopy, and a reasonably accurate representation of the early Sperry A-1 upper turret. It includes openable bomb bay doors and the beginnings of bomb bay detail. However, the detail stops at the rear bulkhead of the bomb bay and omits entirely the radio operator’s compartment – a serious flaw when you consider the large clear window that forms the roof of the compartment. There are other detail inaccuracies that the serious modeler will want to rectify. As an apparent cost-saving measure, the kit re-uses no less than three complete sprues from their B-17C/D kit. This is a good-news/bad-news mix. The bad news is that the wings aren’t entirely accurate for an E model. But, to compensate, it means extra parts are included, like sufficient crew seats to detail the radio compartment, should you wish to do so. It also means you have two complete sets of cowlings and propellers, only one of which is correct for the E model, so use care and check the instructions twice!





The Academy kit depicts a mid-to-late production B-17E with the Sperry ball turret. For a Midway B-17E, you need an early production aircraft (SNs 41-2393 to 41-2504), which used a Sperry remote-controlled lower turret, with its remote sighting station on the bottom of the rear fuselage. So, a minor conversion effort is required. For an accurate early B-17E, the work is about 1/4 kit correction, 1/2 detail enhancement, and 1/4 minor conversion. If you wish to seriously reduce the detail enhancement effort, build the bomb bay doors closed. I wanted them open to display the mission load for the Midway B-17s, which was an auxiliary bomb bay fuel tank and four 500 lb. bombs. Having hit the high points, let's go over the details. First, a word about interior colors. I was fortunate enough to stumble on a specification document for the B-17E on the web. It spelled out, among other things, how interior items were to be finished. With exceptions to be noted below, all interior surfaces (bomb bay, gear wells, cowlings, seats, etc.) were to be left in bare metal. The exception was the interior walls of the forward crew compartments and the radio room, which had olive drab colored fabric padding on the interior surfaces. The decks were covered in rubber non-skid material, and were left in their natural dark gray/black color. Instrument panels and radio gear were painted flat black. Wood components such as desks, ammunition boxes, etc. were left in wood color (that even extended to the control wheels, which were made of laminated wood).



As for the exterior, The HAD scheme used six colors. The underside was the neutral gray the aircraft left the Boeing factory with. I used Tamiya XF-53 Neutral Gray for that. The topsides had the factory-applied Olive Drab plus Rust Brown, Sand, Sea Green, and Navy Blue-gray. I used AK RC294 RAF Dark Slate Grey for the OD portions, as it is similar to a medium-faded Olive Drab – and by the time of the Midway battle, the original OD would have faded a good bit. For Rust Brown I used Tamiya XF-68 Nato Brown, as it is a good match for USAAF Number 34 Rust Brown. For USAAF Number 26 Sand I used Testors 1170 Light Tan. For USAAF Number 28 Sea Green I used Modelmaster French khaki (although 34102 Medium Green would be close, as well). And for Navy Blue Grey, I used the remnants of some Modelmaster Navy Blue-gray.

Color photos taken during the battle establish that the wheel covers were painted neutral gray, and the propellers were overall flat black, including the hubs, with yellow tips. Having covered colors, let's move on to the wings.

Academy took numerous short cuts with their wings, which are based on their B-17C/D kit. First, the four supercharger intakes on each wing are represented by nothing more than slight indentations in the lower wing leading edge. These should be open ducts leading back into the interior of the wing, and should be opened and the duct walls built into the lower wing halves prior to wing assembly. I contented myself with about a half inch of duct walls.

Next, the landing gear wells are left entirely open. There should be at least a rear bulkhead in each well, roughly circular in outline and aligned with the front wing spar, whose location is clearly shown by a prominent panel line. The bulkhead has to have a notch cut in the bottom to allow for the attachment of the landing gear strut. The engine nacelles were fully walled-in cylinders, so you may also want to cement a piece of .005" thick sheet plastic over the openings at the wing leading edge on each side ahead of the rear bulkhead. Unfortunately, this can only be done after the wing halves are assembled, so access is a bit of a problem. Other detail could include structural ribs and stringers, a large oil tank, and various piping. There are photos available on the web, and the detail is about the same regardless of B-17 variant.

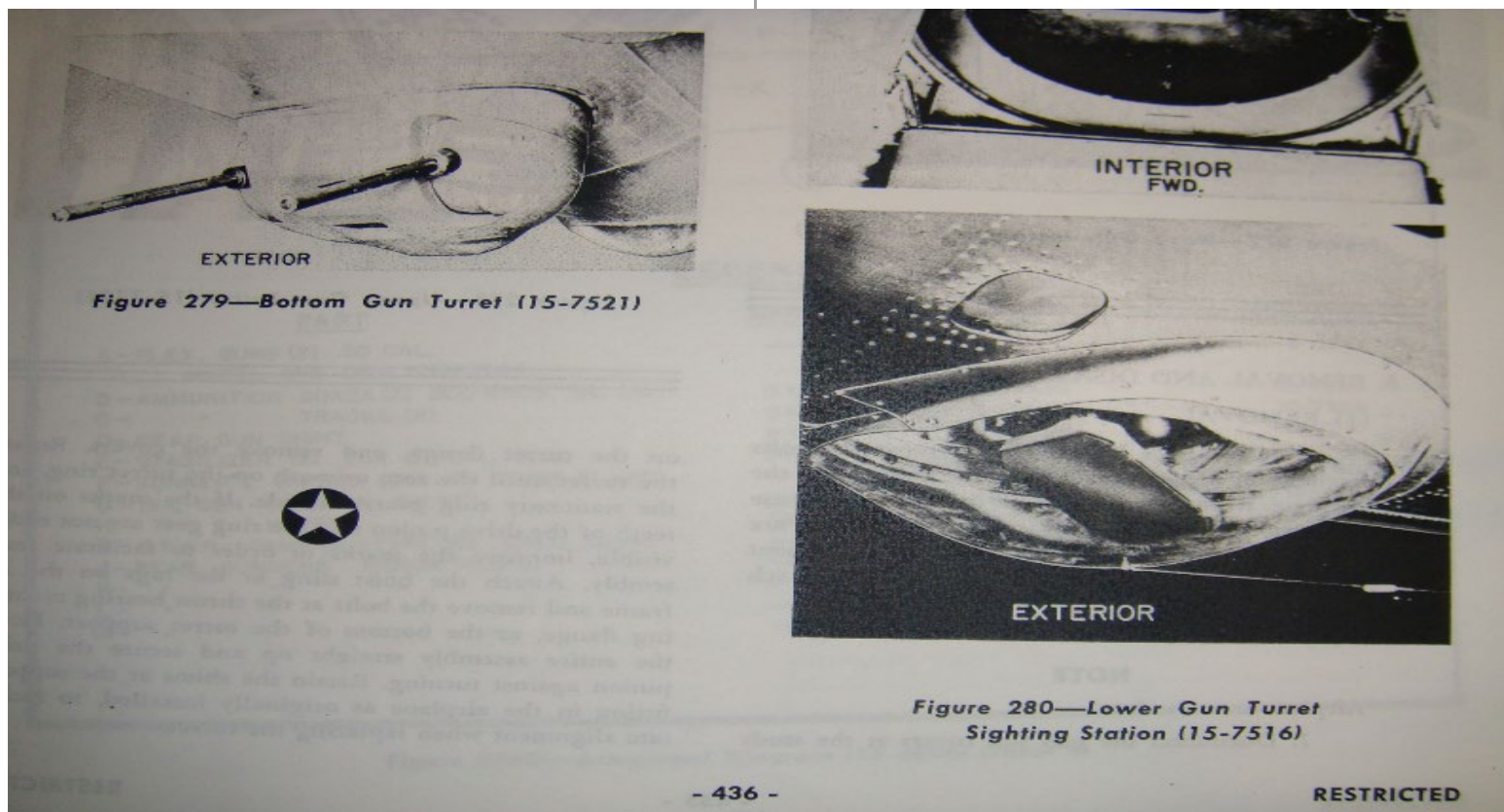
Finally, the kit omits the engine oil cooler air intakes in the leading edges of the wings between the engine nacelles (this would be accurate for a B-17D, but not the -E and subsequent variants). I used short pieces of 1/8 inch square Evergreen plastic tubing set in notches in the wing leading edge, and faired in using Milliput putty, to simulate these intakes, which protrude just slightly ahead of the wing leading edge. (Photo IMG_2234.JPG)

Moving on to the fuselage, let us deal with the crude surgery first. For some reason, Academy elected to make provision for two positions of the starboard waist gunner's hatch, and flashed-over both of them. Cut open the aft-most one. As for the hatches themselves, the fit is terrible. You'll need to install them, then fill the seams with putty, and finally re-scribe the hatch outlines. Or, you could leave them open, but then you'd need to add enough structural detail to the fuselage interior to make it convincing. Easier to just build them closed.

Next, make the openings for the belly turret gunner's position. There are four rectangular scanning windows, and a circular opening for the sighting "blister". The scanning windows are $\frac{1}{8}$ " wide and $\frac{1}{4}$ " long. There is a circumferential panel line about $\frac{3}{8}$ " forward of the waist gunner's hatch opening. This corresponds with the forward end of the front scanning window on each side. There is a longitudinal panel line located about $\frac{3}{8}$ " outboard from the lower centerline of the fuselage. This is the lower edge of the scanning windows. There is a separation $\frac{3}{64}$ th of an inch wide between the front and rear scanning window on each side. As for the sighting blister, you need a dome-shaped clear part $\frac{3}{8}$ " in diameter. The center of the circular opening is located $\frac{3}{8}$ " behind the same circumferential panel line used to locate the scanning windows. (IMG_2238.JPG)

The lower turret opening is too large for the remotely controlled turret, which is exactly the same diameter as the upper turret, so the upper turret base can be used to determine how much to build up the edges of the opening, I used .020" thick strips of plastic, bending them to the approximate curvature of the opening on each fuselage half and cementing them in place. Keep adding layers until the opening is reduced to the proper size. Once the cement is dry, the outer edges can be trimmed to match the fuselage contour.

As for the turret itself, the lower turret is exactly the same size and shape as the upper turret, but the clear areas are covered with metal panels. So, block the gun travel slots in the upper turret clear part with modeling clay, temporarily white-glue the turret dome to the turret base, and use the upper turret as your pattern to make a silicone mold to use in casting a replacement lower turret. A page from the B-17E Armament manual illustrates the shape of the lower turret and sighting station. (DSC03641web.jpg)



Now, let's tackle the fuselage interior, moving from front to back.

The kit provides a rear bulkhead, a navigator's table, a deck, two crew seats, and the bombardier's instrument console for the navigator/bombardier's compartment in the nose. Unfortunately, if you care about accuracy, almost all those components require modifications.

First and simplest is the navigator's table. If assembled to the deck per the instructions, it will be too low. The fix is to cement it to the fuselage side about $3/32$ " below the side window openings.

Second, contrary to the instructions, use the small seat with a partial back (Part numbers 36 and 37) for the navigator's seat, instead of the full-backed seat specified for that position.

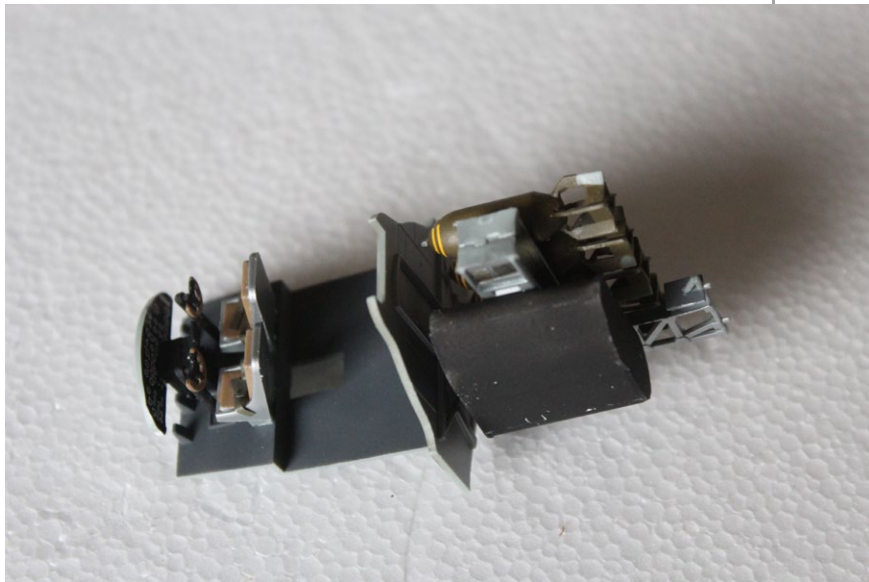
The bombardier's instrument console is both too high and mounted too far to the rear. First, cut off the extension at the rear of the console where it is intended to extend behind the break in the deck. This will allow it to be moved forward to its correct position ahead of the navigator's windows. Then reduce the height about $1/16$ " so the console does not overlap the front window opening. The console face is entirely devoid of detail, I'd suggest enhancing the detail per the illustration provided, as this is right behind the nose greenhouse and readily visible.



Front view of bombardier's seat.



Bombardier's station.



The B-17E had a single .30 caliber machine gun in the Navigator/Bombardier's compartment as standard. This gun could be mounted in any one of six socket mounts. Three are in the nose windows, and the kit has perforations in this part for all three. In addition, there are three equal-size windows on each side of the navigator's compartment. The starboard front window and port center window each had a swivel mount in the exact center of each window. Also, the window at the top front of the compartment had a mount.

These need to be added. As for guns, as mentioned a single .30 is standard. However, from photos it appears that often two were carried, thus giving each crew member a defensive weapon to use, and in fact the kit provides two and instructs for both to be installed in the nose transparency. I found the more usual configuration was one gun in the nose, the other in the port side window. As for the guns themselves, the kit parts have far too large gun barrels, and lack detail. Substitute better guns from other kits, or scratch-build them.

Finally, the E-model had a navigator's drift sight which protruded through the deck and fuselage bottom on the starboard side. This is entirely omitted from the kit and will have to be scratch built. A couple of views of it can be found at the web location mentioned previously. As for its location, measure 5/8" back from the front edge of the fuselage side, and halfway between the two longitudinal panel lines at that point for the center of the hole. Drill a .035" diameter hole as nearly parallel to the fuselage vertical centerline as you can achieve. The lower end of the drift sight protrudes about 1/8" from the fuselage through this hole.



Moving rearward to the cockpit, the distinctive throttles of the B-17 will have to be built and added to the center console. Otherwise, you can get away with what the kit provides. In addition, there was a rectangular hatchway in the deck, just behind the raised flight deck, 3/16" wide and 5/16" long. This needs to be cut open. The deck should be painted black or dark gray.

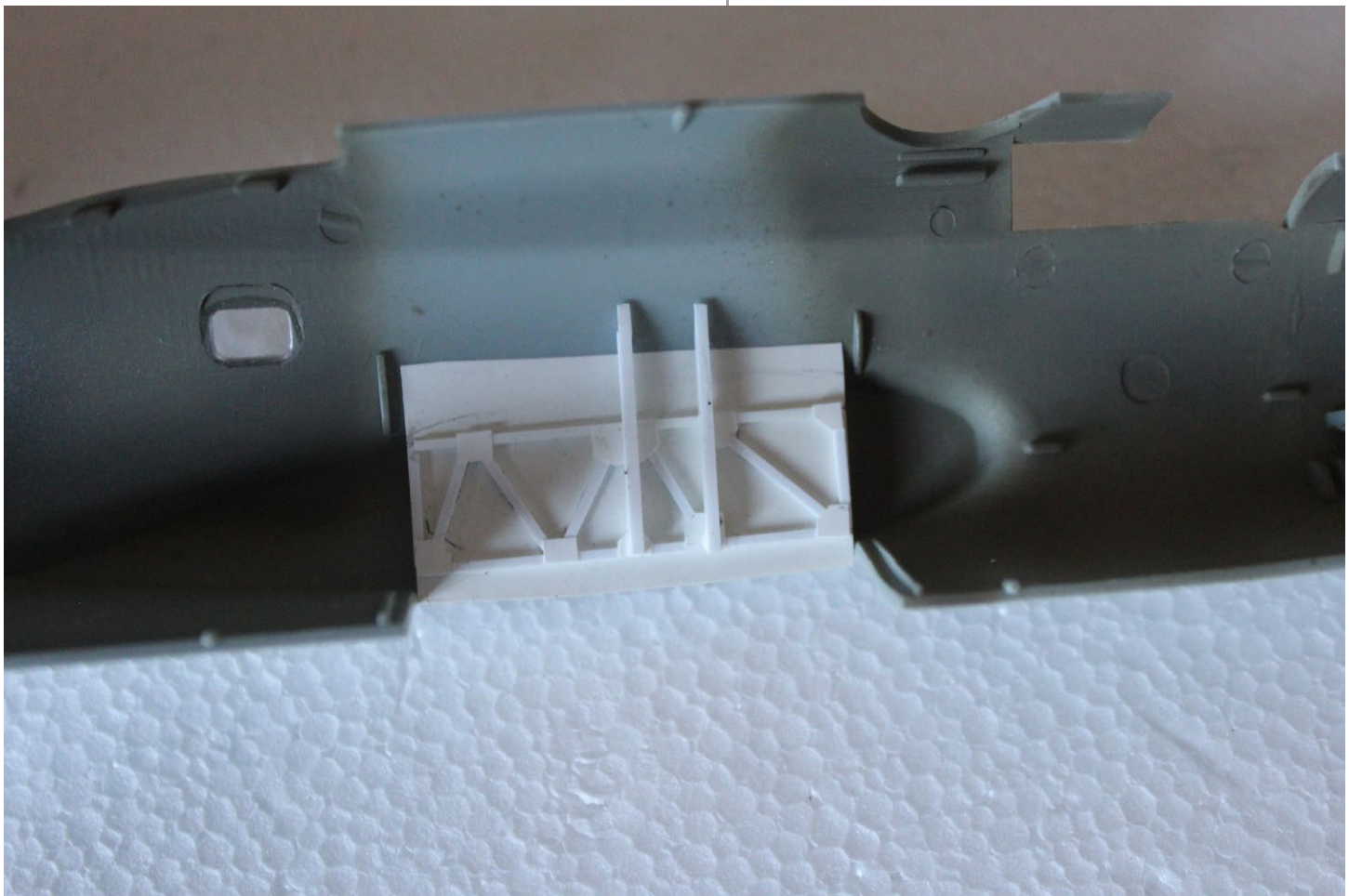
Now we come again to that upper turret. The clear part is correctly shaped and scribed for the clear areas, but the interior is toy-like. The guns are cast with a round rod connecting them, and this fits into notches in the turret base to allow them to be moved in elevation. But all the rest of the turret detail – the prominent gunsight, ammo guides, etc. are missing, as is the base structure that extends down to the flight deck. There are ample published photos of this turret type (the Sperry A-1) to guide you should you wish to detail the turret interior properly.

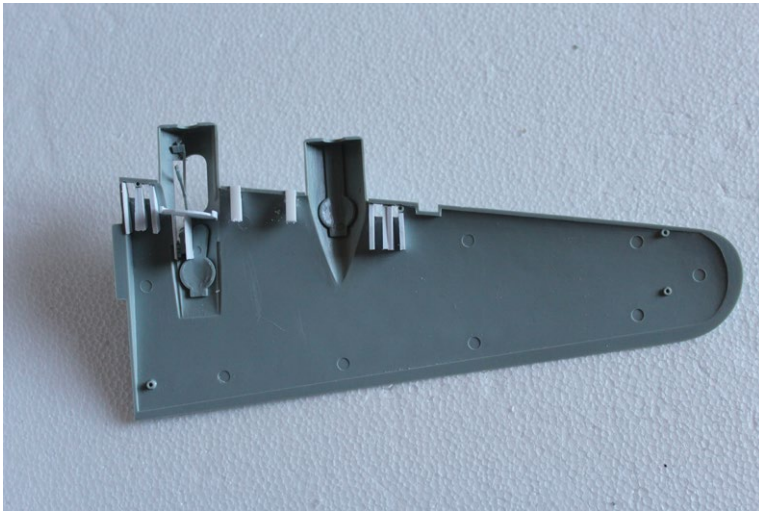
The kit does half of a reasonable job on the open bomb bay. Both front and rear bulkheads are provided, as well as the centerline support structure and center bomb racks. The kit also provides eight well-executed 500 lb. bombs. However, the outboard sides of the bay are poorly done, and the interior structural ribs of the bomb bay doors are nearly non-existent. So, the minimum-work option is to build the bomb bay closed.

However, if you elect to build it open, the first thing to do is take two pieces of .005" thick sheet plastic cut to the length of the bomb bay, and cover the area over the wing roots. Glue the lower edge of this to the outboard edge of the bay opening, and extend it upward about halfway up the fuselage.

Next, use .030" square plastic strip and add the wing attachment structure per the photo. The upper longeron is at the same level as the raised horizontal rib that runs across the bulkheads. There are two vertical members that should be placed exactly opposite the location of the bomb rack rails on the centerline structure. The rest are angled braces whose placement is less critical.

Once this structure is in place, attach the outboard bomb rack rails, which are pieces of .060" wide Evergreen channel material. The flanges of the channel should face away from each other. (IMG_2240.JPG)





To be 100% accurate, you should also add the semi-circular “roof” of the bay and lots of structural ribs, but frankly once the bomb load is in place you can’t really see this detail anyway, so it can be omitted.

As the kit suggests, it is best to assemble the bombs to the bomb racks before assembling the bomb bay structure into the fuselage. If you wish to substitute an auxiliary fuel tank in place of half the bomb load, it should go on the port side of the bomb bay, based on a “bomb release sequence diagram” published in Edward Jablonski’s book, *Flying Fortress*.

If you wish to include the tank, here are the rough dimensions:

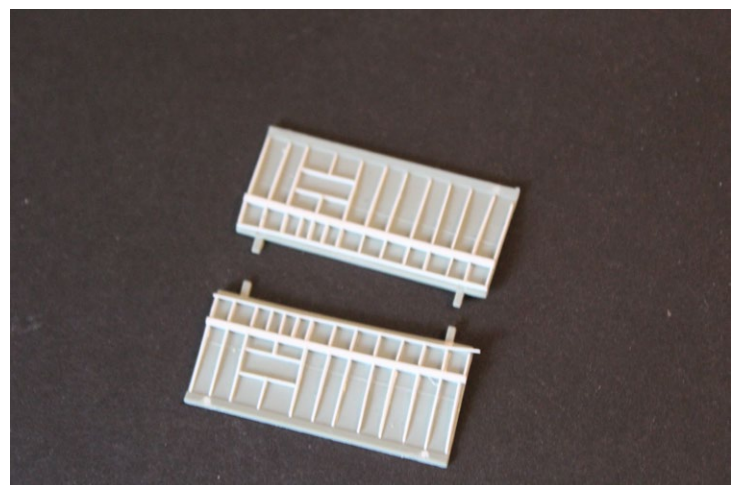
The bottom is semicircular, 3/8” in diameter. The upper end is also semicircular, 3/16” in diameter. I used lengths of Evergreen tubing cut in half for the tank bottom and top. The tank is 27/32” long, with the inboard side a flat piece 5/8” high joining the bottom and top semicircular ends. The outboard side tapers toward the upper end, and I used a piece of .005” thick sheet styrene for this, cementing it to the outside edges of the ends. The finished tank should be painted black.

If you wish to use the included diagram as a guide, print it so the top-to-bottom measurement of the small fuselage cross-section is 1 3/8 inches. You can then use the depicted tank end as a pattern. (IMG_0001.pdf)

As for those bomb bay doors – the interior framing consists of fine raised panel lines. You’ll want to add more realistic ribbing using .010 inch thick plastic strip, and the existing lines are good guides for its location. (IMG_2256.JPG)

I elected to scratch-build a radio compartment. Since the rear bomb bay bulkhead is also the front bulkhead of the compartment, that is covered. You need a rear bulkhead, floor, and various seats and radio gear.

You need a deck support on the aft side of the bomb bay bulkhead, consisting of a strip of plastic (size optional) with its upper surface 5/16” above the bottom of the bulkhead. Also, scribe the outline of the door, duplicating as closely as possible the size and location of the door on the front side of the bulkhead. The aft side of the bulkhead should be painted olive drab, with the door painted aluminum.





The rear bulkhead is a circular piece of sheet plastic 1 1/8" in diameter, and attached to the fuselage just ahead of the lower turret opening. On the forward face, glue a piece of plastic strip with its upper surface 5/16" above the bottom of the bulkhead, to serve as the aft support for the deck. Finally, scribe the outline of the aft door, the same width as the door in the aft bomb bay bulkhead. Again the bulkhead should be painted olive drab on its front face, with the door painted aluminum.

As for the deck, fit a piece of .030" thick sheet plastic long enough to span the gap between the forward and aft bulkheads, and as wide at each end as each bulkhead. This should be painted to simulate the rubber non-skid mat (black or dark grey).

You will need three crew seats patterned on the short-backed seats provided in the kit. To get the three needed, you can use the one remaining from the navigator's compartment, and cut down the back of two of the tall-backed seats, as the kit provides two more than required. As for the fiddly details, there are photos readily available on the web to show what components go where.

Moving aft, the kit provides two post-mounted machine guns that attach below the gunner's hatch openings. Although they aren't particularly accurate, they can be used as-is if the hatches are installed in the closed position.

Finally, we come to the tail gunner's station, which is molded separately from clear plastic in two halves. Unfortunately, this leaves us with a vertical seam right through the gunner's aft windows. I elected to cut the window openings out, and replace them with clear resin cast in place after assembling the halves. No interior detail is provided, but the windows are so small none is really required.

To summarize, Academy provides a good basis for a B-17E, but expect to expend considerable effort in upgrading the detailing, correcting relatively minor errors, and for the early E, a minor conversion effort for the lower turret.





LIONHEART

— H O B B Y —

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

1/25 The Robot Lost in Space

Bandai Armored Core Liger Tail

1/8 Bride of Frankenstein

Bandai 30M Sisters Sourei

5500 Jack C Hays Trail, Kyle, Texas 78640,

(512) 504-3404

10:00 am – 06:00 pm





What's Up wid 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.



Great models and great people at this past meeting. Let's get started with Glen Reilly's amazing aircraft. Glen brought in a Tamiya FW-190A8 and a Tamiya ME-109.





Mike Frazer shared his 1/72 Airfix Lightning F2A.



Joe Friedman brought in a Tamiya 1/72 Ki 84 Hayate-Frank



Jim McKay brought in a Klingon warbird done up in color shift paints.



Tim Robb shared his 1/48 Monogram F-80C with the group. This one was purchased at Village Hobby Shop.



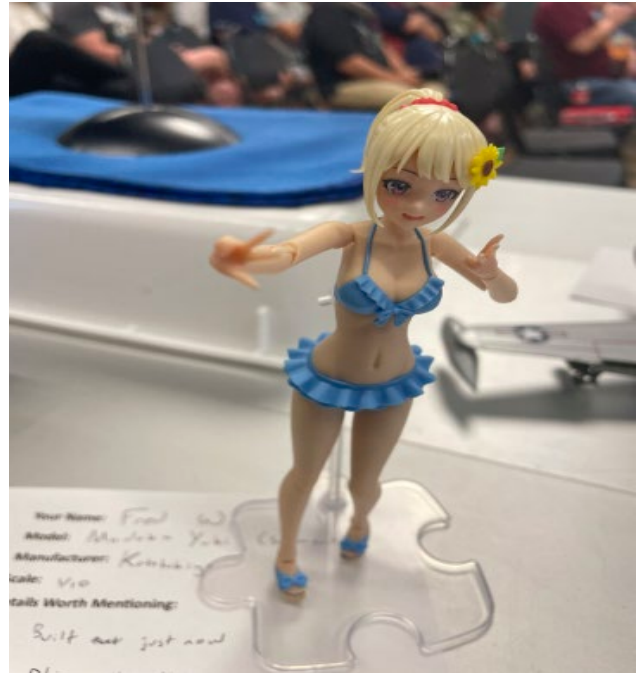
Tim also brought in a 1/48 Hawk F8F. Tim scratch built the folding wings.



Rick Herrington brought in his Trumpeter Challenger 2



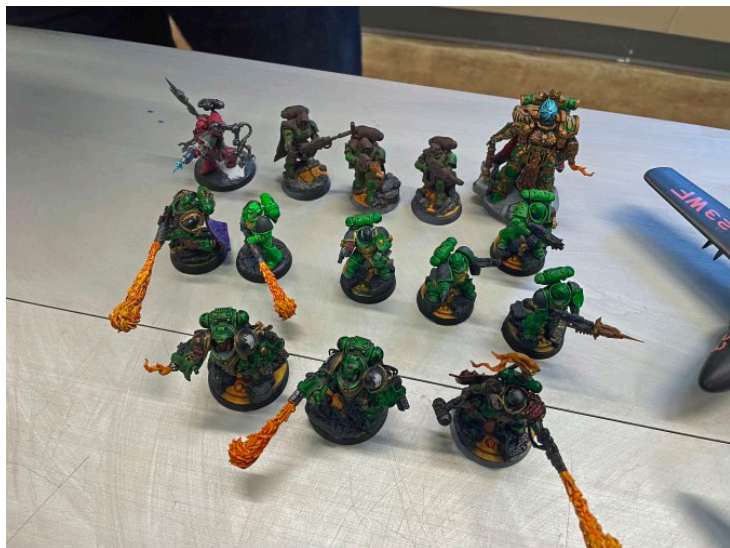
Fred Wang shared his Kotobukiya Madoka Yuki 1/10 swim suit girl and his Bandai 1/100 Kampfer Schwer.



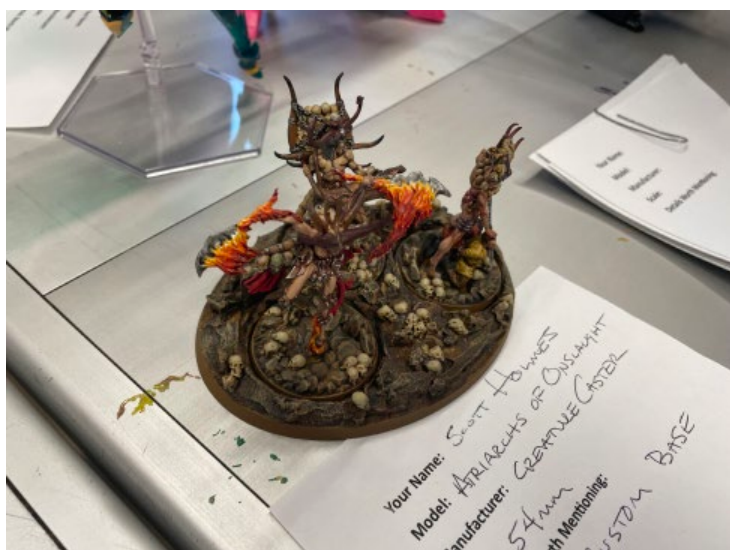
Ron McCracken brought in his Academy B-17E painted in the Hawaiian Air Depot camouflage scheme.



Jackson Hunter shared his Games Workshop Salamander Astartes.



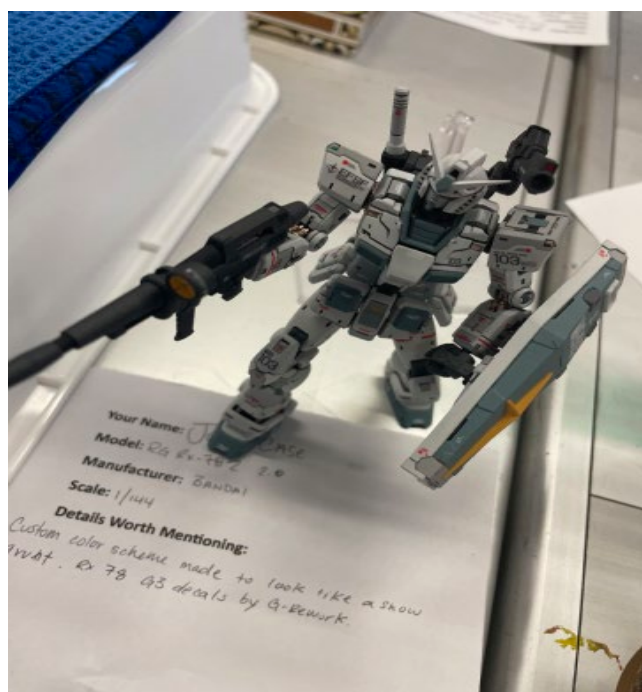
Scott Holmes shared his Atriarchs of Onslaught.



Vince Hutson brought in his GA-28B a 1/72 Fantastic Plastic resin kit. This was a joint project with Ron.



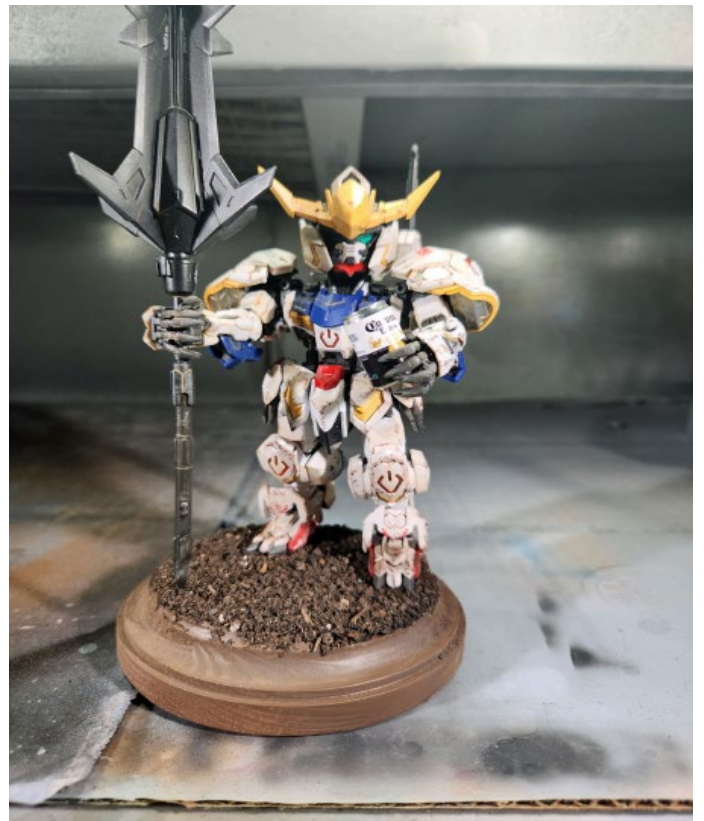
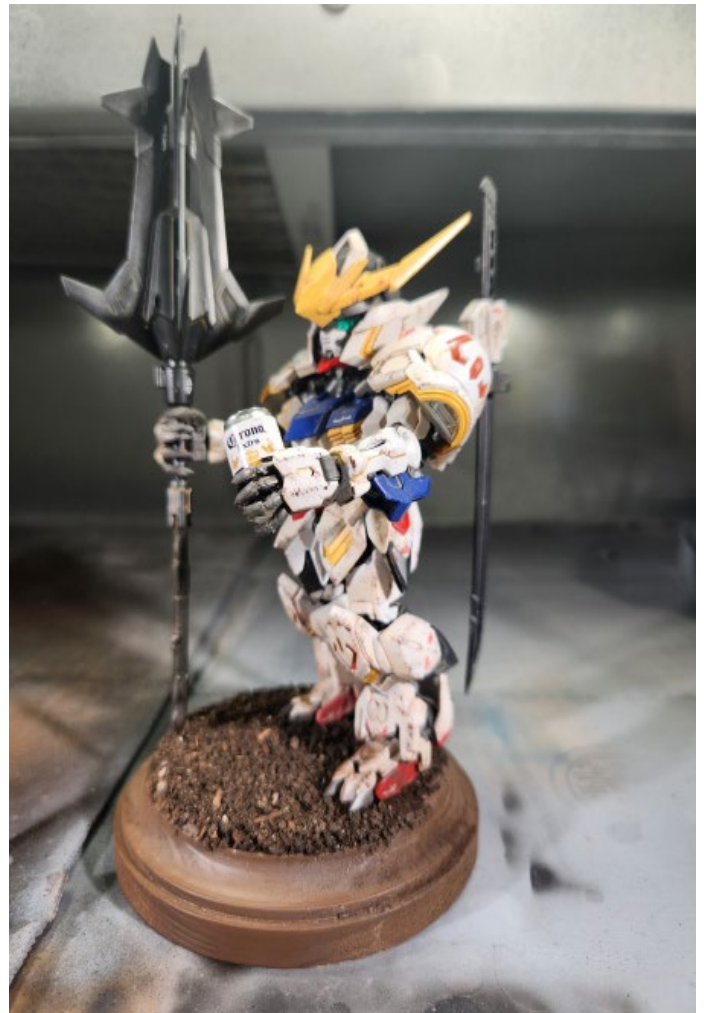
Josh Case shared his Bandai 1/144 RG RX-78-2.



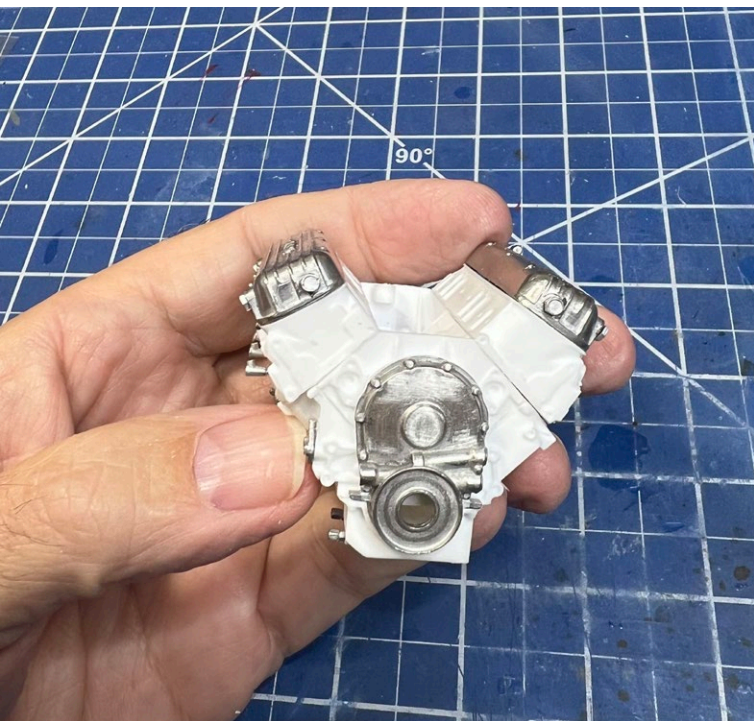
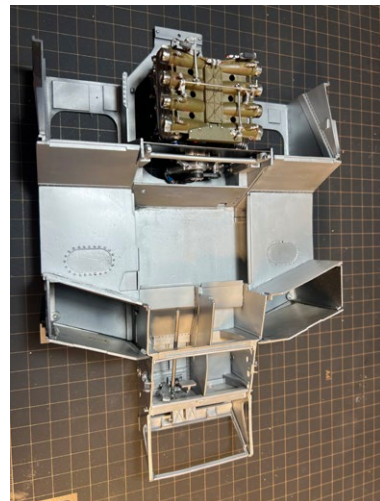
Garrett Holmes brought in his Bandai 1/60
PGU RX-78-2



Our California representative Randy Bumgardner shared some photos of his Barbatos..



Dave Edgerly, another out of stater shared some photos of his in progress Chaparral.



Gene Myers, our resident master ship builder won model of the month with his Hobby Boss 1/350 French battle ship Strasbourg. Gene added White Ensign photo etch and all the gun barrels are Master brass.

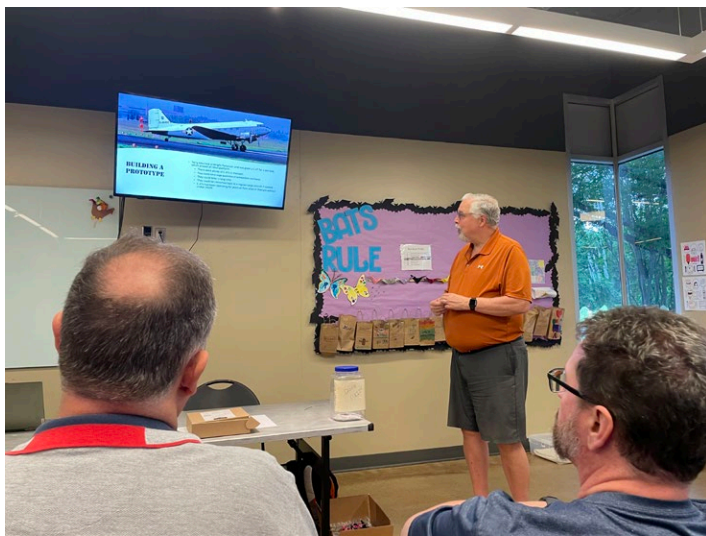
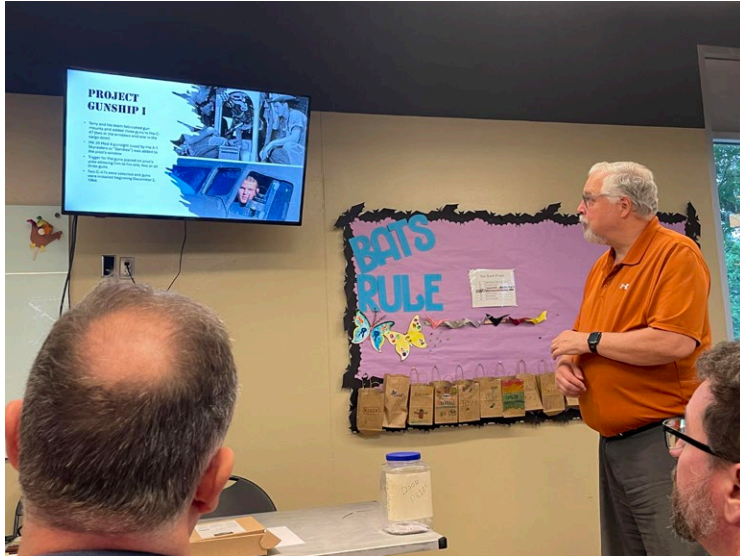




Thanks to everyone that shared their models with the group.

See you at the next meeting.

As well as great models this month Jeff Erp gave a presentation on the evolution of gunships. Jeff's father flew gunships in Vietnam. Jeff traced the development from day one to the AC130 j's we have now. Thank you Jeff.





Here are the remaining conservator dates for 2025 and who has signed up to help:

Date	Volunteer #1	Volunteer #2
6/13	Bill Zych	Still Available
7/25	Bill Zych	Still Available
9/12	Bill Zych	Still Available
10/24	Bill Zych	Still Available
12/12	Bill Zych	Still Available

These dates are all on Friday afternoons with a start time of around 1pm and typically last no longer than two hours. Red Lot 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. The extra person will let us start doing more than just keeping up.

New Models to Build

Research has identified new aircraft to add, and the club has acquired some of these kits, that now need pairs of hands to build. If you are interested in doing this, please let me know. These will be 1/72 scale, no aftermarket parts, except for possibly markings if we have identified a specific aircraft that flew from ABIA.

Research

Not glamorous but needed. Details need to be gathered for existing and new to fill future documentation that the city wants to gather about each aircraft and for future expansion of the display. If this is more your speed, there is already a few tasks that can be handed out and worked.

Photos

I know there are some photographers amongst us. Please lend us your talents. As part of research and history, we want to photograph every one of the aircraft for those records. We can talk about different ways of doing this for those that can help with this.

For those interested in helping with this project, please see me at a meeting or contact me via email at williamzych@gmail.com.

Old Rumors and New Kits

New and In View Aircraft by Ron McCracken

May has a fair number of new-tool offerings, along with lots of re-releases having new parts – which generally means a new version.

1/35th Scale:

Academy has re-released their UH-60 kit as a UH-60M Black Hawk, with new parts.



Trumpeter has released a new-tool AH-1W Super Cobra.



1/48th Scale:

Academy has re-released their Rafale as a Rafale M of Marine Nationale, with new parts.



Airfix has released a new-tool Jaguar GR.1/1A.



1:48 SEPECAT JAGUAR GR.1/GR.1A

ΑΤΤΟΙΟ • MODEL KIT • MAQUETTE A MONTER • MODELLBAUSATZ • MODELLO A SCALA • BOUWMODEL • MAQUETA PARA MONTAR • PLASTBYGGSATS • RAKENNUSARJA • MODELO PARA CONSTRUIR • MODELBYGGESÆT • ΣΥΝΑΡΜΟΛΟΓΟΥΜΕΝΟ ΜΟΝΤΕΛΟ

Dora Wings has re-released their MS.406C.1 in “Finnish Aces” markings with new parts.



Eduard has re-released their MiG-21 as a MiG-21PFM Weekend Edition kit with new parts.

eduard**WEEKEND**
edition**MiG-21PFM**scale **1/48**

Eduard has re-released their P-40E Warhawk in a Profipack with six sets of markings.



ICM has re-released their “Conquerors of Europe’s Sky”, a triple kit of the Marauder, Mustang, and Spitfire, with new decals.



VE DAY 80th ANNIVERSARY 1945-2025

ICM
New in the Best

CONQUERORS OF EUROPE'S SKY

B-26C MARAUDER ★ P-51D MUSTANG ★ SPITFIRE MK XVI

1:48
48324

ICM has re-released their UH-60 in Blackhawk Down Operation Gothic Serpent markings, with new parts for three variants.



Black Hawk Down
Operation Gothic Serpent

ICM
New in the Best

1:48
48363

- MH-60 helicopter model (early version) as used during Operation Gothic Serpent in October 1993
- Build the helicopter in three variants: with FLIR and nose radar, with FLIR only, or with additional internal fuel tank
- Features precise geometry matching real helicopter specifications
- Includes color schemes and decals with six helicopter marking variants

Italeri has re-released their Tornado GR.1/IDS in Gulf War markings with bonus “war thunder” gaming materials. The kit has markings for a Bundesluft, Saudi and British Tornados.



Trumpeter has released a new-tool Fairey Barracuda.



Trumpeter has re-released their Hind kit as an Mi-24A Hind B with new parts.



Trumpeter has also re-released their Hind kit as a Mi-35 Hind E with new parts.



1/72nd Scale:

CMR has re-released their resin A-8 Shrike kit. Nothing new, but it is the best A-8 kit out there and hasn't been available for a while.



ICM has re-released their MiG-29 in Ukrainian markings w/JDAM-ER armament.

MiG-29 of Ukrainian Air Forces with JDAM-ER bombs

1:72
72144

- Kit includes MiG-29 '9-13' fighter and JDAM-ER bombs with pylons
- Option to build the fighter with additional air-to-air missiles
- Decals feature authentic markings from a Ukrainian Air Force aircraft that carried JDAM-ER bombs
- Includes technical inscriptions for bombs and missiles

**BRAVE
UKRAINE**

Trumpeter has re-released their J-10 kit as a J-10C Fighter with new parts.



1:72 scale
Chinese J-10C Fighter



1/144th Scale:

Pit Road has released a new-tool P-1 JMSDF Patrol Aircraft.



Platz has re-released their C-1 in colorful JASDF Last Tour markings.

1/144 | 自衛隊機シリーズ
JSDF AIRCRAFT SERIES

PLATZ®

マルチマテリアルキット
レジン製パーツを中心に、エッチングと
メタル製パーツで構成したキットです。
組み立て、塗装の工程が一般的なプラモデル
と多少異なる部分があります。

JASDF Cargo Aircraft C-1

First Prototype (Flying test bed)

1/144 スケール マルチマテリアルキット Ready to assemble multi-material model kit

航空自衛隊 C-1 輸送機 試作 1号機 (FTB)

Platz has re-released their C-1 in colorful JASDF Last Tour markings.

1/200th Scale:

Hasegawa has re-released their C-1 in "C-1 Forever 2025" markings – another colorful one.





And that's it for May. Get out there and build a model!

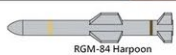
Shipping News

by Rick Herrington

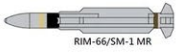
Ahoy mates! Slim pickings this month as far as ship models go. Let's get started with 1/700 scale. AFV is up first with a missile cruiser the Adelaide/Santa Maria.

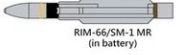
ADELAIDE-CLASS GUIDED MISSILE FRIGATE SANTA MARIA-CLASS FRIGATE



RGM-84 Harpoon




RIM-66/SM-1 MR

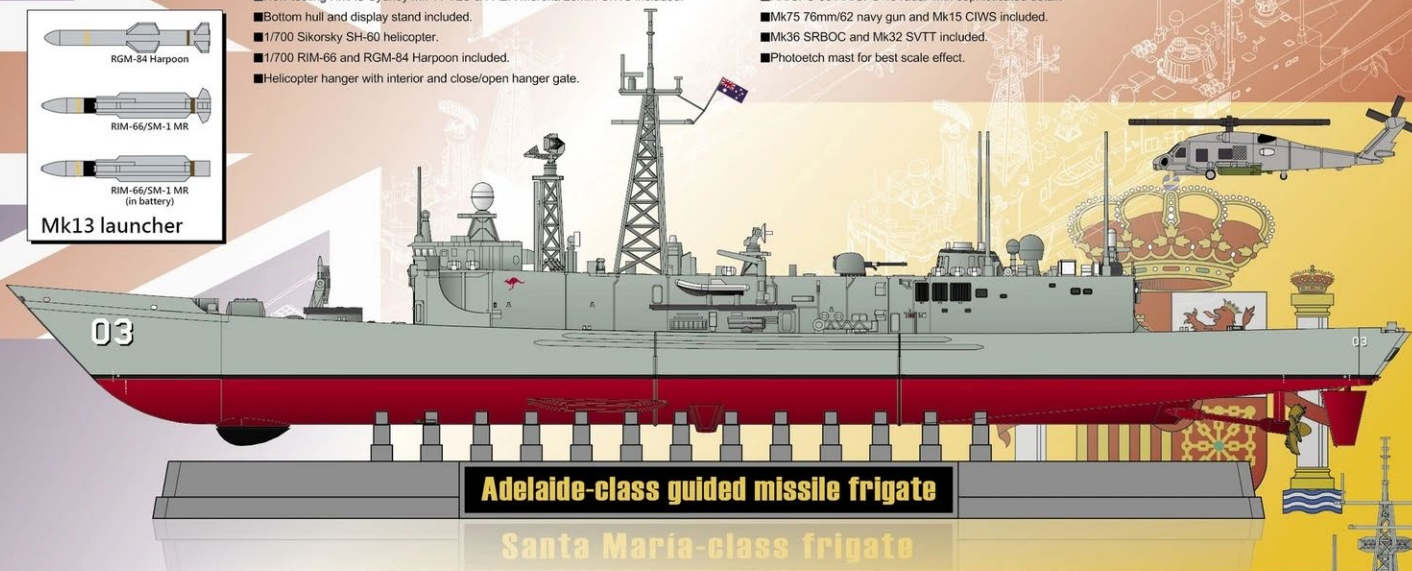


RIM-66/SM-1 MR (in battery)

Mk13 launcher


- New tooling HMAS Sydney Mk 41 VLS & FABA Meroka 20mm CIWS included.
- Bottom hull and display stand included.
- 1/700 Sikorsky SH-60 helicopter.
- 1/700 RIM-66 and RGM-84 Harpoon included.
- Helicopter hanger with interior and close/open hanger gate.
- AN/SPS-55 AN/SPS-49 radar with sophisticated detail.
- Mk75 76mm/62 navy gun and Mk15 CIWS included.
- Mk36 SRBOC and Mk32 SVTT included.
- Photoetch mast for best scale effect.



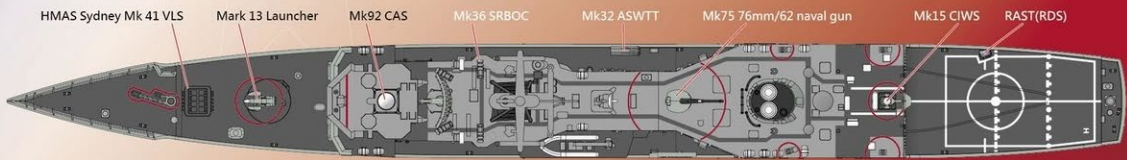



Adelaide-class guided missile frigate

Santa Maria-class frigate



1/700 SCALE
SE70011





Aoshima has 2 releases for us. The first is an IJN midget sub tender Chiyoda

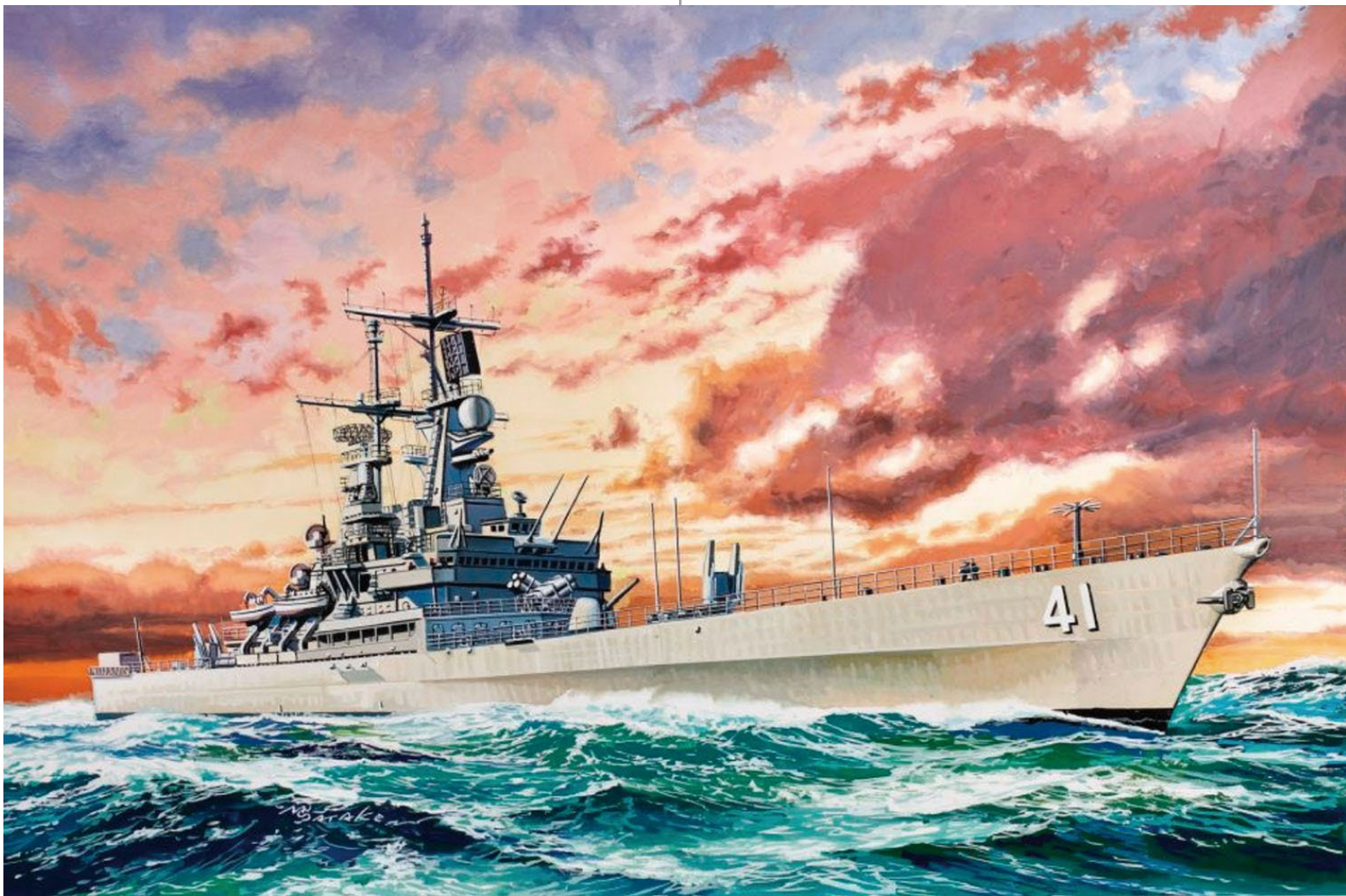


Second from Aoshima is the IJN destroyer Usui.



※画像は試作品です。実際の商品とは異なる場合がございます。

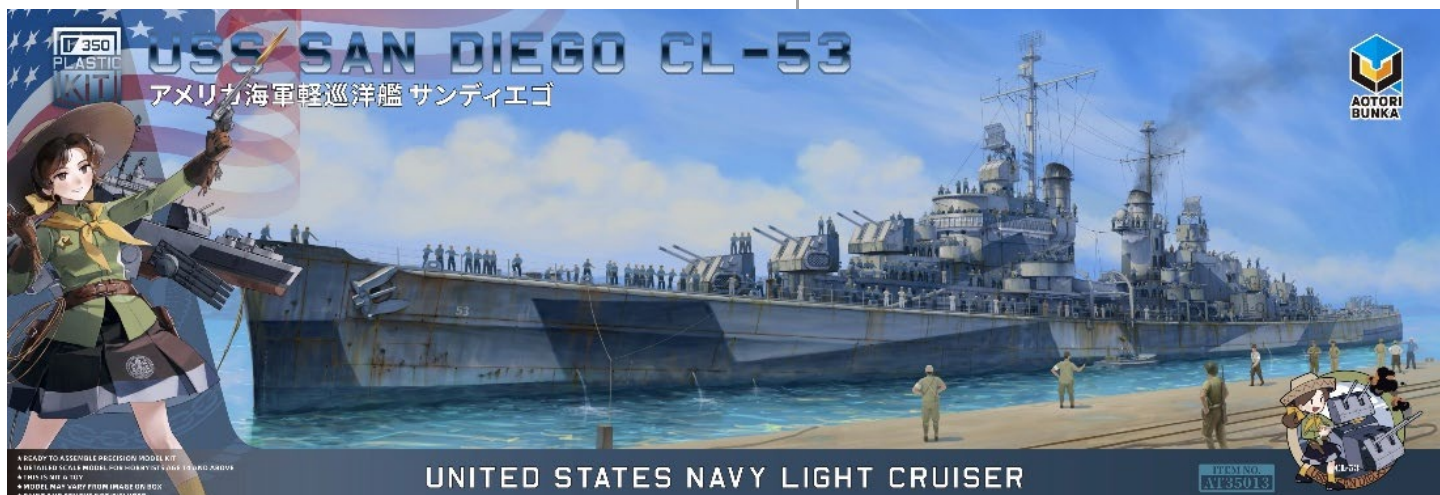
Last in the 1/700 group is a release from Dragon, the USS Arkansas CGN-41. This was a nuclear powered missile cruiser.



Frog is re-releasing some of Airfix's old 1/600 ships. The first two are the Prince of Wales and HMS Repulse. Not sure if they cleaned up the molds on these kits.



Moving on to 1/350 scale Aotori has two new tool USN light cruisers the San Diego CL-53 and the USN Atlanta CL-51.





Fujimi has two re-releases for us. Both are IJN battleships. The first is the Fuso. The second is the Nyuga.



Last in the column is in shelf buster scale 1/200. It comes from I Love Kit and is of the USS Curtis Wilbur . The Curtis Wilbur is an Aegis class missile destroyer.



Tracked Topics

By Panzer Lehr

Hello tread heads! Lots to get to this month so let's start off with the small stuff 1/72. First up is Ace with a Commando armored car.



Next up from Revell is a Challenger 1. Revell is also releasing a tank transporter in 1/76.



Border Models is releasing a couple of Stryker models, an M1130 CV and an M1127 RV,

STRYKER M1130 CV & CV-TACP

COMMAND VEHICLE + COMMAND VEHICLE TACTICAL AIR CONTROL PARTY

斯崔克M1130 指挥型 + 战术空指型

Balanced design of detail and easy building.
Verified accurate vehicle features.
Four schemes and decals optional.
Hatch open/ close optional.
Precise PE parts included.
3D print weighted wheels.

1:72

TK 7014



徐模志
XU MO ZHI 2009



● READY TO ASSEMBLE PRECISION MODEL KIT ● MODELING SKILLS HELPFUL IF UNDER 14 YEARS OF AGE ● MODEL MAY VARY FROM IMAGE ON BOX ● CEMENT AND PAINT NOT INCLUDED



1:72

TK 7014



STRYKER M1130 CV & CV-TACP

COMMAND VEHICLE + COMMAND VEHICLE TACTICAL AIR CONTROL PARTY

斯崔克M1130 指挥型&战术空指型

STRYKER M1127 RV

WITH REAR M240B
WITH HF ANTENNA

RECONNAISSANCE VEHICLE 斯崔克M1127 观测侦查车

1:72

TK 7015



2in1



Balanced design of detail and easy building.
Verified accurate vehicle features.
Four schemes and decals optional.
Hatch open/ close optional.
Precise PE parts included.
3D print weighted wheels.
3D print LRAS3.

徐模志
XU MO ZHI 2009



Weibo



● READY TO ASSEMBLE PRECISION MODEL KIT ● MODELING SKILLS HELPFUL IF UNDER 14 YEARS OF AGE ● MODEL MAY VARY FROM IMAGE ON BOX ● CEMENT AND PAINT NOT INCLUDED



1:72

TK 7015



STRYKER M1127 RV WITH REAR M240B
RECONNAISSANCE VEHICLE WITH HF ANTENNA
斯崔克M1127 观测侦查车

Border Models is releasing a Tiger 1 initial production.



Tiger I Initial 虎式重型坦克初期型 (1942光头虎)

Sd.Kfz.181 Pz.Kpfw.VI Ausf.E Initial Production
s.Pz.Abt 502 (September 1942)

1:72
TK 7204

The first full kits of Special tool arrangement in FA 1942
Balanced design of detail and easy building.
Verified markings and painting scheme.
Weld lines, casting texture presented.
Hatch open/ close optional.
PE Engine grilles.

● READY TO ASSEMBLE PRECISION MODEL KIT ● MODELING SKILLS HELPFUL IF UNDER 14 YEARS OF AGE ● MODEL MAY VARY FROM IMAGE ON BOX ● CEMENT AND PAINT NOT INCLUDED

IBG is releasing a PzKpfw 2 with trailer.



Hobby Boss is releasing a new tool Challenger 2 in 1/48 scale.



Moving on to 1/35 scale Meng is releasing a Leopard 2A6.



Academy is releasing an Israeli fitter vehicle.



AK is releasing a 1/35 CUCV truck.

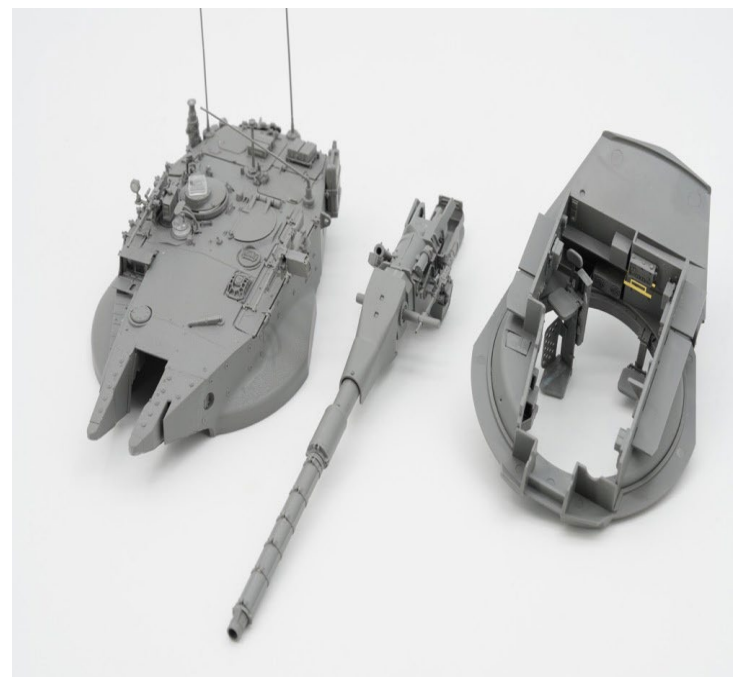


Amusing Hobby is up next with a Centurion X.



Border Hobby is releasing a Stug 3G with interior.





Border Models is also releasing a Merkava 2 with interior.



Bronco is releasing a Ktupp Protze.



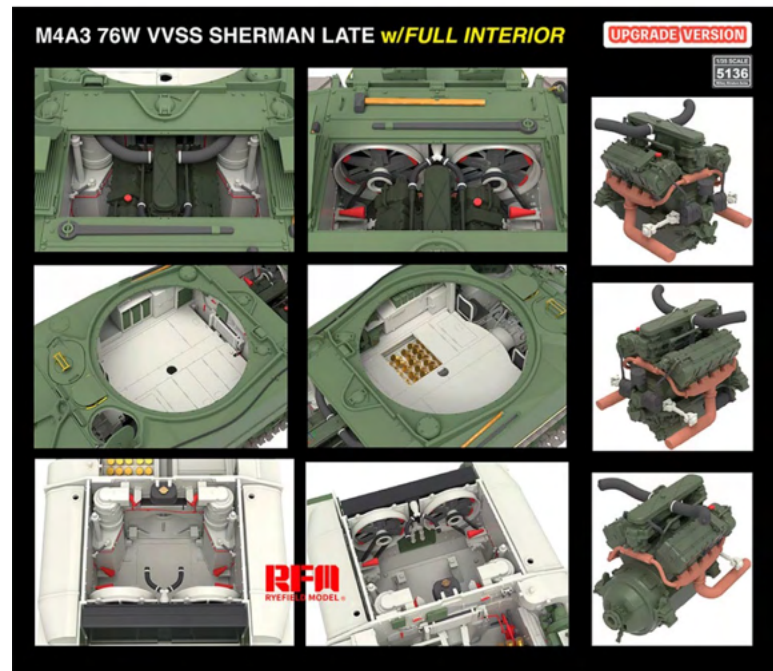
Dragon is releasing an RSO-3 with a Flak 38



Hobby Boss is releasing an IDF Namer IFV.



RFM is releasing a Sherman VVSS with a 76mm.



Rocket Models is releasing "what if " E-60D



RFM has two new Ukrainian releases for us, and M1 and a Challenger 2. The image of the Challenger 2 is available on Scalemates.

M1A1 ABRAMS UKRAINE/POLAND

2in1 LIMITED EDITION



200+pieces Kontakt-1 ERA Bricks



1/35 SCALE
5106
Military Miniature Series

RFM
RYEFIELD MODEL®

Tamiya has a new Pzkwf 1 Ausf B



1/35 ミリタリーミニチュアシリーズ NO.388

ドイツ I 号戦車 B 型

※車長の半身像 1 体付き。銃塔はペレーンとサイドキャップを選択可能。※デカールはポーランド、フランス、ロシア各戦線の計 3 種類。※エンジン・バグもセット。
※価格・送料別

Panzerkampfwagen I Ausf.B (Sd.Kfz.101)

1/35 MILITARY MINIATURE SERIES NO.388
GERMAN TANK PANZERKAMPFWAGEN I Ausf.B

※ DETAILED STATIC DISPLAY MODEL ※ COMPACT FORM IS CAPTURED IN STYLE BASED ON EXTENSIVE RESEARCH OF ACTUAL TANK ※ FEATURES DETAILED UPPER HULL AND TURRET ※ ASSEMBLY TYPE TRACKS HAVE ONE-PIECE STRAIGHT SECTIONS ※ INCLUDES 1 TORSO FIGURE ※ CHOOSE BETWEEN HEAD SECTIONS WITH BERET AND SIDE CAP ※ PHOTO-ETCHED PART FOR EXHAUST COVER

※ READY TO ASSEMBLE PRECISION MODEL KIT ※ DETAILED SCALE MODEL FOR HOBBYISTS AGE 14 AND ABOVE. THIS IS NOT A TOY
※ MODEL MAY VARY FROM IMAGE ON BOX
※ CEMENT AND PAINT NOT INCLUDED

With the kind cooperation of
MENA El-Ghann, Madrid, Spain



Rocket Models is releasing another “what if” E-75



Italeri is releasing a Jagdpanther with 5 figures.



Italeri is also releasing an Italian tank destroyer.



Border Models is releasing a fantasy Tesla tank in 1/35 scale.



Last up is a shelf buster 1/16 scale from I Love Kit. a German 105MM K18 howitzer.



That's it for this month. Go build a model!



AUSTIN MUSEUM DAY SUNDAY SEPT. 22ND



**Celebrate Austin Museum Day
at the ALWAYS FREE Texas
Military Forces Museum featuring
local children's author Vietnam Navy
veteran Glenn Towery.**

**Immerse yourself in the history
of the Texas Military Forces AND
enjoy a reading of Towery's
Good Words, Bad Words: "Don't
Say That!" and other titles.**

**PLUS, make an easy-build
model Vietnam era
Huey Helicopter or a
Funny Car Dragster courtesy
of King's Hobby.**



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.

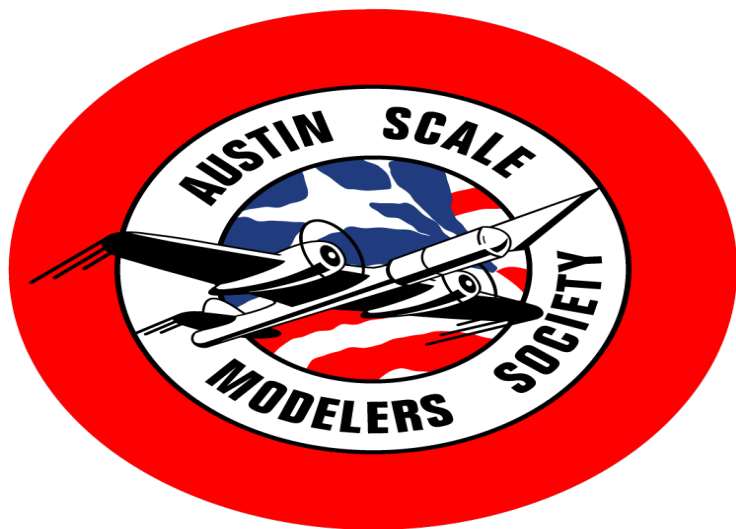
ARTICLES WANTED!

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>

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International Plastic Modelers' Society/USA

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Check Check #: _____ Amount: _____

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☐ Ad in other magazine

☐ Internet search

☐ IPMS web site

☐ I'm a former member rejoining

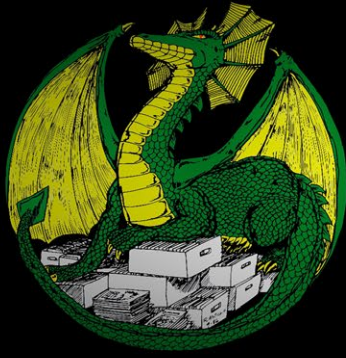
☐ Other _____

Applications should be printed and mailed to:

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